

# FINAL ENVIRONMENTAL IMPACT STATEMENT

CONTRACT NO. A 690-101-671

## MARYLAND ROUTE 36

From 1/2 mi. South of Seldom Seen Road  
to Buskirk Hollow Road

ALLEGANY COUNTY, MARYLAND



prepared by  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

and  
MARYLAND DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION

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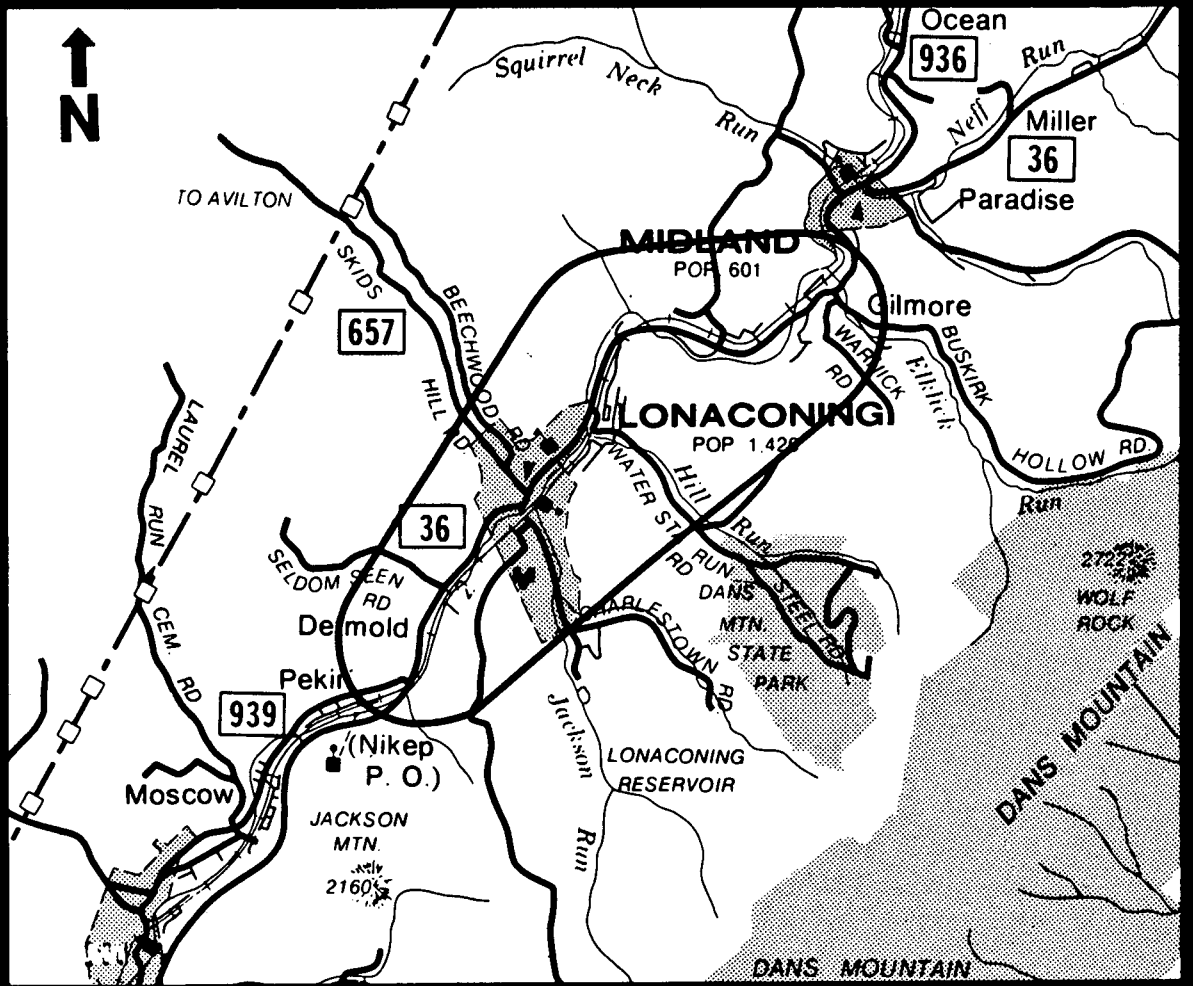
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REPORT NUMBER: FHWA-MD-EIS-86-02-F

REGION III

Maryland Route 36  
from 0.5 mile south of  
Seldom Seen Road to  
Buskirk Hollow Road

FINAL  
ENVIRONMENTAL IMPACT STATEMENT  
Submitted pursuant to 42 U.S.C. 4332(2)(c) and 49 U.S.C. 303(c)

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

COOPERATING AGENCY  
U.S. ARMY CORPS OF ENGINEERS

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DATE

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FHWA Region 3

The purpose of the project is to separate local and through traffic and in particular remove a significant number of trucks from Lonaconing.

The selected action consists of Alternate 5 from the southern terminus of the project to north of Jackson Run, and Alternate 1 from north of Jackson Run to Buskirk Hollow Road. The potential impacts consist of the loss of natural habitat and wetland and floodplain impacts.

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SUMMARY

SUMMARY

1. Administrative Action

Environmental Impact Statement

( ) Draft ( X ) Final

( ) Section 4(f) Statement

2. Additional Information

The following persons may be contacted for additional information concerning this document:

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3. Description of Proposed Action

The proposed project consists of the construction of a two-lane highway in a new location bypassing the town of Lonaconing from 0.5 mile south of Seldom Seen Road to Buskirk Hollow Road in Allegany County, Maryland. This is the last segment of Maryland Route 36 between Westernport and Frostburg, which has not been improved or programmed for improvements. The proposed improvements would alleviate the impacts of through traffic, especially trucks, in Lonaconing.

4. Alternates Description

Four build alternates (1, 2, 2A, and 5) and the No-build Alternate were presented at the Location/Design Public Hearing held February 25, 1986, at Valley Junior/Senior High School. Alternates 1 and 5 bypass Lonaconing to the east. Alternates 2 and 2A bypass Lonaconing to the west. Each pair of alternates share a common point at which each alternate is divided into two segments. The segments of each pair of alternates can be recombined to form two additional alternates. The Selected Alternate, Alternate 5-1, is composed of Alternate 5 in

Segment 1 and Alternate 1 in Segment 2. It is approximately 4 miles long and is estimated to cost \$26.5 million.

5. Areas of Controversy/Unresolved Issues

There are no controversial or unresolved issues associated with this proposed action.

6. Other Federal/State Actions Required

Construction of this project would require review and approval for the following permits:

U.S. Army Corps of Engineers -- Section 404 Permit

Maryland Department of Natural Resources -- Approved Sediment Control Plan

Maryland Department of Natural Resources -- Waterway Construction Permit

Maryland Department of Natural Resources -- Approved Stormwater Management Plan

Maryland Department of Health and Mental Hygiene -- Water Quality Certificate

7. Summary of Impacts

The Selected Alternate will require the relocation of 22 families and 1 business. It would require the acquisition of approximately 90.1 acres of woodland, 14.9 acres of wetlands, and would impact 5.1 acres of 100-year floodplain. Six stream crossings would be required. No federally-listed threatened or endangered species have been identified in the project area. No agricultural land would be required.

The National Ambient Air Quality Standards would not be exceeded with the construction of the Selected Alternate. Federal Noise Abatement Criteria will not be exceeded nor will noise levels exceed ambient conditions by 10 decibels or more.

No property will be required from any historic site on or eligible for the National Register. No significant archeological sites will be affected; therefore, no additional archeological studies are required.

A summary of impacts for the Selected Alternate, by segment, can be found in the Summary of Impacts, Table 1, on the following page.

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TABLE 1  
Summary of Impacts  
Maryland Route 36

	No-Build Alt.	Alt. 1-5	Selected Alternate		
			Alt. 1/ Seq. 2	Alt. 5/ Seq. 1	Alt. 5-1 Total
<u>Socio-economic Impacts</u>					
1. Properties Affected:					
Improved Properties	0	26	7	13	20
Unimproved Properties		21	10	11	21
Total Acreage Required		159	56	98	154
2. Number of Families					
Relocated	0	20	6	16	22
3. Business Displacements	0	0	0	1	1
4. Number of Historic Sites (Property Acquired)	0	0	0	0	0
5. Public Recreation Lands	0	0	0	0	0
6. Consistent with Master Plan	NO	YES	YES	YES	YES
<u>Natural Environment Impacts</u>					
1. Loss of Natural Habitat (Acres)	0	75.0	28.1	62.1	90.2
2. Threatened or Endangered Species	NO	NO	NO	NO	NO
3. Stream Crossings	-	5	3	3	6
4. Wetland Areas Affected (Acres)		13.4	4.2	10.7	14.9
5. Floodplain Areas Affected (Acres)		0.6	5.1	0	5.1
6. Air Quality Impacts (Sites exceeding S/NAAQS)	0	0	0	0	0
7. Noise Sensitive Areas (NSAs) exceeding Federal Noise Abatement Criteria	1	0	0	0	0
<u>Cost - 1985 Dollars (x 1,000)</u>					
1. Project Engineering	0	1,730	1,530	3,480	
2. Construction	0	30,620	8,190	18,590	
3. Right-of-Way	-	1,030	370	770	
TOTAL COSTS		37,380	13,090	22,840	26,500

I  
PURPOSE AND NEED

I. PURPOSE AND NEED

A. Project Location and Description

Maryland Route 36 is a major north-south arterial between Westernport and the Frostburg-Cumberland area that serves all the development in the Georges Creek Valley in Allegany County, Maryland. This two-lane road runs in a northeasterly direction for approximately 15 miles from an at-grade intersection with Maryland Route 135 in Westernport to an at-grade intersection with Alternate U.S. Route 40 in Frostburg (see Figure 1).

The Selected Alternate consists of the construction of a two-lane highway in a new location from 0.5 mile south of Seldom Seen Road to Buskirk Hollow Road (see Figure 2). This improvement would separate local and through traffic and, in particular, remove a significant number of trucks from Lonaconing.

B. Project Need

1. General

This 3.5-mile section of Maryland Route 36 is the last remaining section to be improved or programmed for construction. The completed sections and sections programmed for construction of Maryland Route 36 located north and south of this section consist of 24-foot roadways with 12-foot shoulders posted for 50 miles per hour. Through Lonaconing, the substandard physical characteristics of this section include a posted speed limit of 25 miles per hour (mph), a varying roadway width of 20 to 30 feet, several sharp curves, and steep grades.

Furthermore, there are neither left turn lanes nor the rights-of-way to provide such. Vehicles stopped to make a left turn block the roadway for through traffic. Additionally, because of the substandard geometrics, there are no opportunities for passing movements throughout. These conditions result in conflicts and congestion between the trucks and passenger vehicles which are looking for places to park to do shopping or visit in the residential areas. In some areas through Lonaconing, the buildings front almost directly onto the roadway. Therefore, there is no opportunity to widen Maryland Route 36 through Lonaconing without causing numerous residential displacements and severely disrupting the close knit community and social interaction of Lonaconing.

The estimated trip time from Westernport to Frostburg, when programmed projects are complete (in the Fall of 1987), will be 30 minutes. Fourteen minutes, or nearly 50 percent of that time, will be required to traverse this 3.5-mile section, which is 23 percent of the distance.

Coupled with the high percentage of coal and timber trucks (12 percent) are the multiple trips for the 13 school buses which carry 1,200 students (grades K-12) daily to the schools adjacent to the roadway in Lonaconing. The coal and timber trucks also present safety problems to pedestrians walking along the sides of Maryland Route 36 or trying to cross the roadway. The heavy coal and timber trucks cause structural damage to the buildings that are in close proximity to the roadway. The stopping and starting and climbing the steep grades by the trucks result in periodic high noise levels within the residential areas and historic district in Lonaconing.

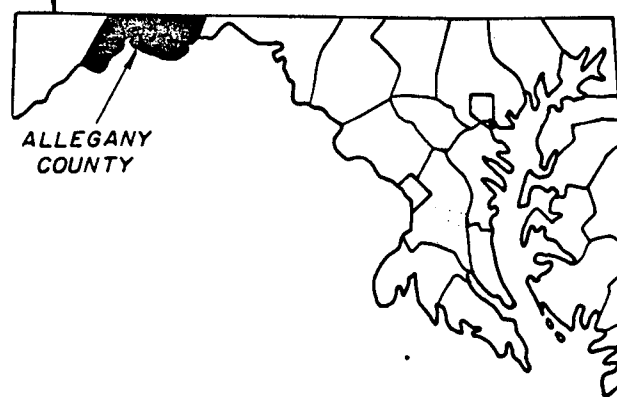
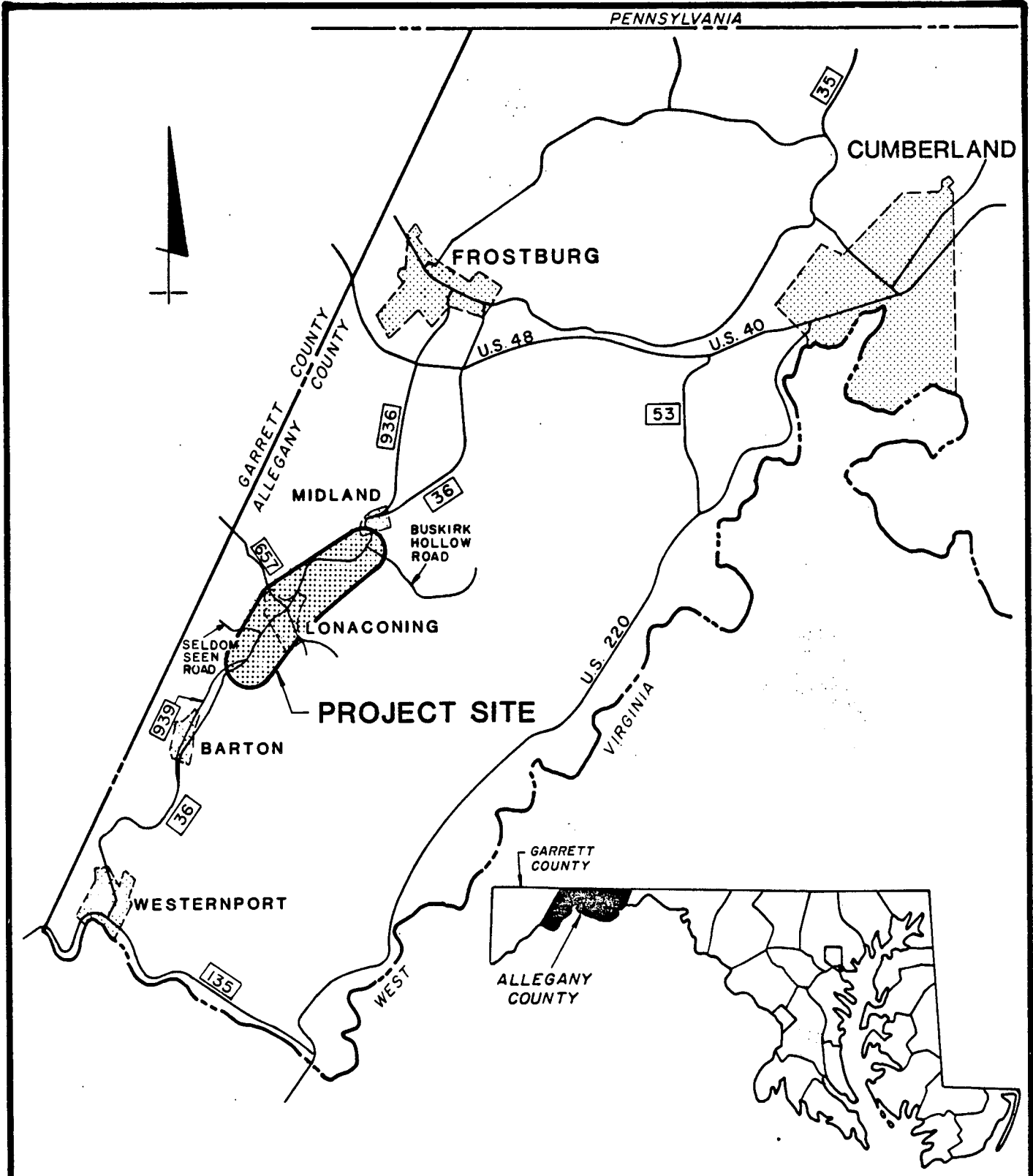
Several coal companies, largely automated and mechanized strip mining operations, operate off Maryland Route 36. Coal is trucked to a tippie located northwest of Georges Creek Elementary School from local mining operations and from as far away as Pennsylvania. Coal is processed at the tippie for shipping via both truck and rail. The Bureau of Mines advises that an annual average of 1.5 million tons of coal have been shipped from the Georges Creek Basin in recent years. The Bureau also advises that mining capacity has been substantially increased in recent years. An increase in the shipment of coal will contribute to the economies of the County, Region, State, and Nation. As coal mining is a major employer and economic stimulus to the area, the improvement of the transportation system, and thus access to this resource, is a critical need.

2. Traffic and Operating Conditions

At present, traffic volumes increase in a northward progression along Maryland Route 36. The maximum average daily traffic (ADT) volume of 5,000 vehicles occurs between Water Station Run Road and Buskirk Hollow Road (see Figure 3). Traffic in this area is projected to increase to 6,900 vehicles per day by 2015 under the No-build Alternate.

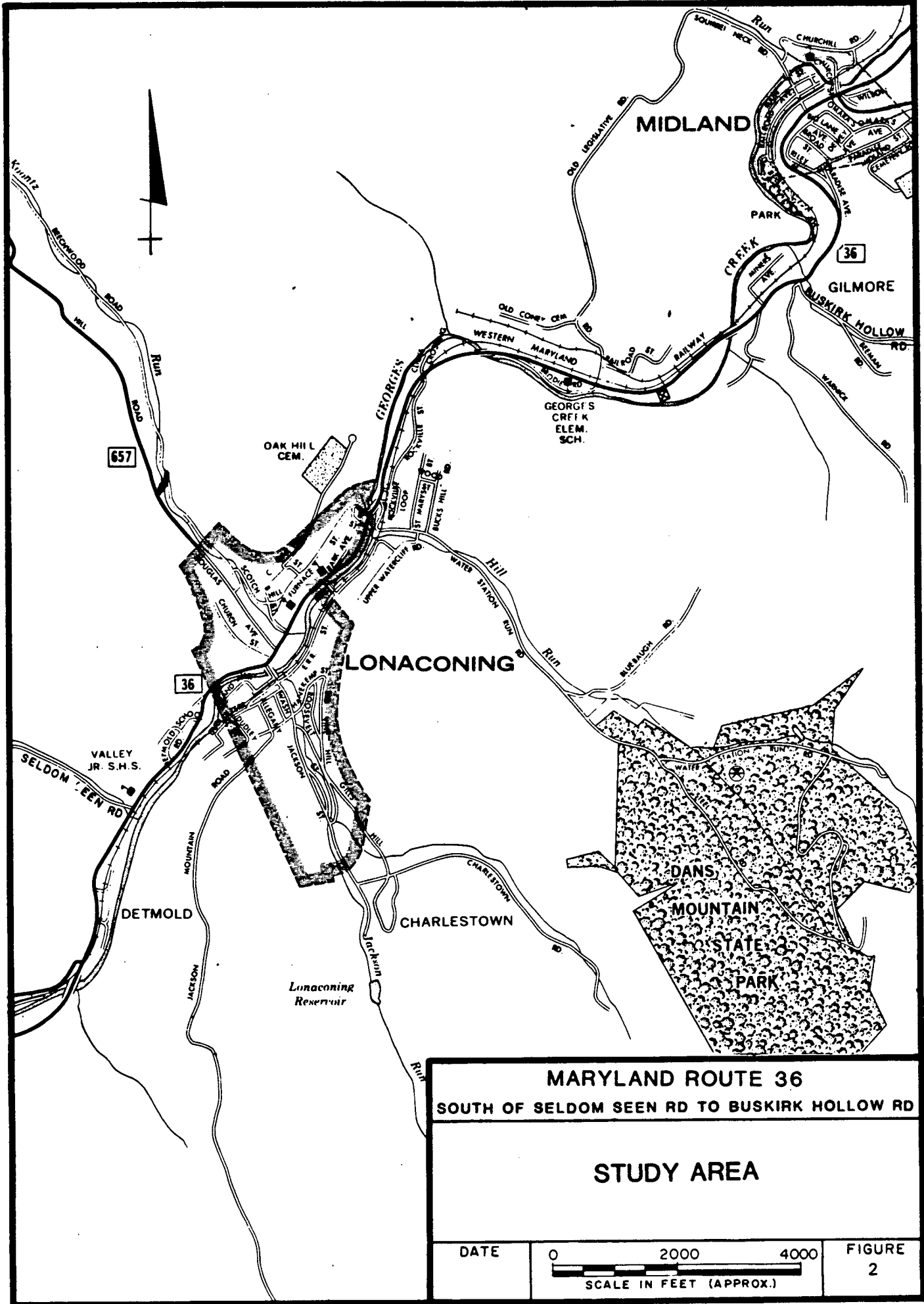
Construction of the Selected Alternate would result in the diversion of much of the through traffic onto the new roadway and separate it from the local traffic. The Selected Alternate is projected to carry approximately 60 percent of the total traffic in the design year (2015). Figure 4 shows the ADT under the Selected Alternate. Existing and projected daily truck usage comprises 12 percent of ADT.

Quality of traffic flow along a highway is measured in terms of level of service (L/S). This measure is dependent upon highway geometry and traffic



<b>MARYLAND ROUTE 36</b>		
SOUTH OF SELDOM SEEN RD TO BUSKIRK HOLLOW RD		
<b>LOCATION MAP</b>		
DATE		FIGURE
	SCALE IN MILES (APPROX.)	1





**MARYLAND ROUTE 36**  
 SOUTH OF SELDOM SEEN RD TO BUSKIRK HOLLOW RD

**STUDY AREA**

DATE	<p>0 2000 4000        SCALE IN FEET (APPROX.)</p>	FIGURE 2
------	---	-------------



MD. 36

5,400  
6,200  
7,450

BUSKIRK HOLLOW RD.

5,000  
5,500  
6,900

WATER STATION RUN RD.

900  
1,100  
1,250

MD. 657

4,700  
5,650  
6,500

JACKSON ST.

4,200  
5,050  
5,800

SELDOM SEEN RD.

2,500  
3,000  
3,500

4,300  
5,100  
5,950

MD. 939

MD. 36

**LEGEND**

4,300	1984	ADT
5,100	1995	ADT
5,950	2015	ADT

EXISTING ROADS

PROPOSED BUILD ALTERNATE

**MARYLAND ROUTE 36**

SOUTH OF SELDOM SEEN RD TO BUSKIRK HOLLOW RD

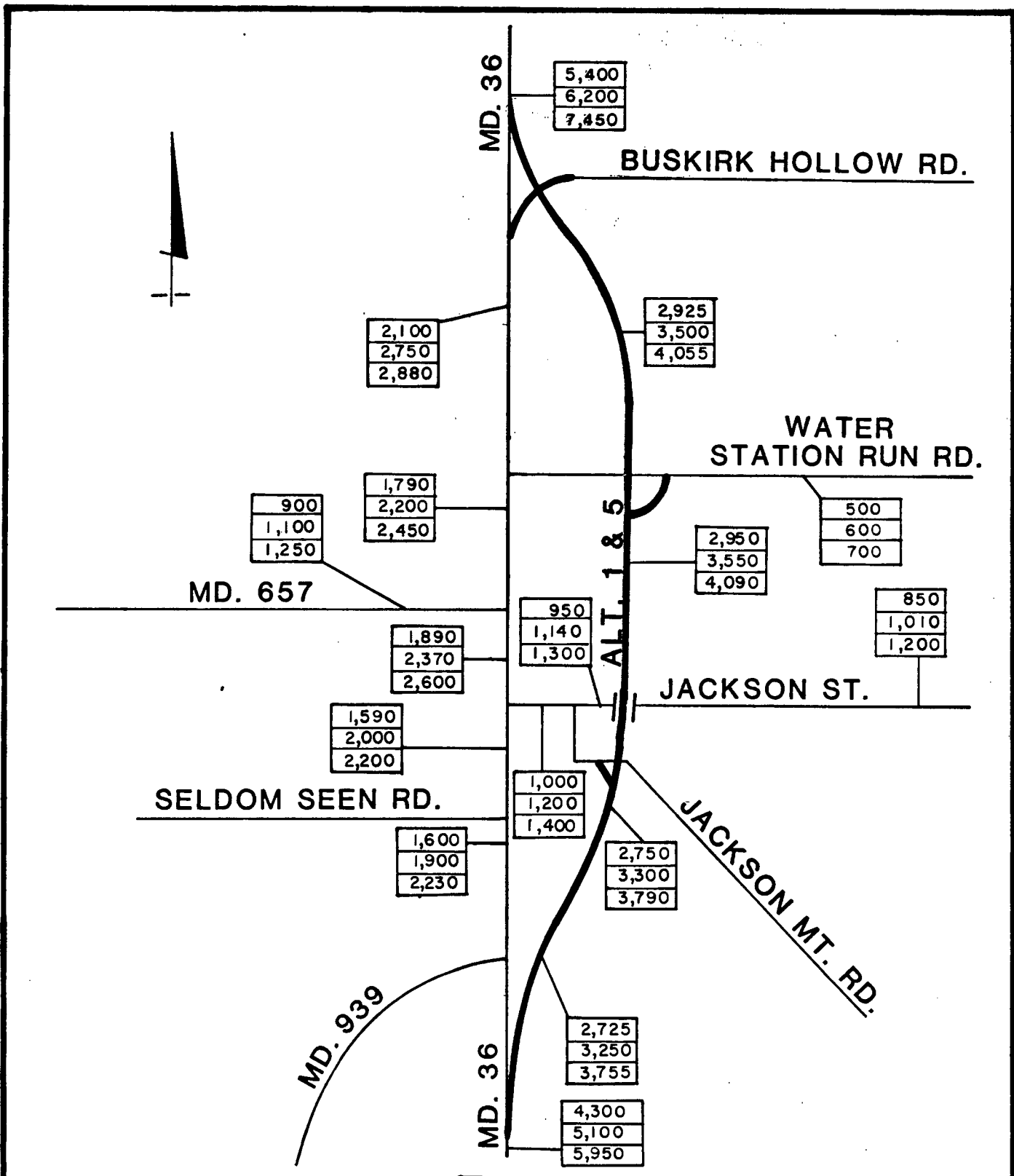
**AVERAGE DAILY TRAFFIC**

**NO BUILD**

DATE

NO SCALE

FIGURE  
3



**LEGEND**

4,300	1984	ADT
5,100	1995	ADT
5,950	2015	ADT

EXISTING ROADS

PROPOSED BUILD ALTERNATE

MARYLAND ROUTE 36  
SOUTH OF SELDOM SEEN RD TO BUSKIRK HOLLOW RD

**AVERAGE DAILY TRAFFIC  
ALTERNATES 1 AND 5**

DATE

NO SCALE

FIGURE  
4

characteristics and ranges from L/S "A" (Best) to L/S "C" (Minimum Desirable), to L/S "E" (Capacity), and L/S "F" (Worst or Forced Flow).

Maryland Route 36 currently experiences L/S "A". In design year 2015 it would experience L/S "B" under the No-build Alternate or L/S "A" under the Selected Alternate.

3. Accident Statistics

Maryland Route 36, from 0.5 mile south of Seldom Seen Road to Buskirk Hollow Road, experienced an average rate of 309 accidents for every hundred million vehicle miles of travel (100 mvm) for the 4-year period 1981 through 1984. This accident rate is significantly higher than the state-wide average accident rate/100 mvm of 194 accidents for all similar design highways now under state maintenance.

A total of 88 accidents was reported on the study section of this roadway during the 4-year period, two of which were fatal accidents taking the lives of two persons. The monetary loss to the motoring and general public resulting from these 88 accidents is estimated at approximately \$3.7 million for every 100 mvm. These accidents are listed below by severity, indicating persons killed and injured:

<u>Severity</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>1984</u>	<u>Total</u>
Fatal Accidents	0	1	0	1	2
Persons Killed	0	1	0	1	2
Injury Accidents	11	15	12	9	47
Persons Injured	18	24	21	10	73
Property Damage Only	14	7	11	7	39
Total Accidents	25	23	23	17	88

As indicated above, there were two fatal accidents within the study limits. Both occurred just north of the limits of Lonaconing in the vicinity of Old Coney Cemetery Road. Both fatal accidents involved a single vehicle striking a pole during hours of darkness. Primary causes indicated for these two accidents were excessive speed and reckless driving, respectively.

Within the study limits, there were two sections of roadway along Maryland Route 36 that have been identified as High Accident Sections (HAS) during the study period. These locations are listed below, indicating the number of accidents and year qualified.

- o Maryland Route 36 from 0.33 mile south of Seldom Seen Road to 0.03 mile south of Detmold School Road; 9 accidents, 1982; and

- o Maryland Route 36 from 0.12 mile south of Quinn Street to 0.22 mile north of Buskirk Hollow Road; 6 accidents, 1983.

Along Maryland Route 36 within the study limits, one location met the criteria as a High Accident Intersection (HAI). This location, noted below, indicates the total number of accidents and the year in which the intersection qualified as an HAI.

- o Maryland Route 36 at Maryland Route 657 - 5 accidents - 1984

The existing collision types experienced on Maryland Route 36 throughout its entire study area, in comparison to the weighted state-wide averages for this design highway, are as follows:

<u>Collision Types</u>	<u>Number of Accidents</u>	<u>Rate</u>	<u>State-wide Average Rate</u>
Angle	1	3.51	24.70
Rear End	12	42.00	29.30
Fixed Object	45	158.00	61.00
Opposite Direction	12	42.00	15.67
Sideswipe	1	3.51	10.42
Left Turn	3	10.52	10.38
Pedestrian	5	17.53	3.58
Parked Vehicle	5	17.53	5.96
Other Collision	4	14.02	16.52

The major types of collisions that exceed the state-wide average are the fixed object and opposite direction encounters. These accidents are mainly associated with narrow, two lane-rural roadways. The roadway characteristics along Maryland Route 36, within the study limits, consist of rolling terrain with various vertical and horizontal curves, and numerous trees and utility poles that parallel the travelway. In many instances, the existing roadway has little or no shoulder area for errant vehicles to recover. These roadway conditions are certainly a contributing factor to the types of accidents occurring, especially in the fatal accident experiences.

Under a No-build Alternate, the existing conditions mentioned above will continue to exist. If the roadway remains unchanged, the number of accidents will certainly rise as traffic volumes increase, thereby allowing the potential for serious accidents to continue.

The Selected Alternate provides for a bypass route consisting of two 12-

22

foot lanes, with 10-foot shoulders, and 6 feet of safety grading. With the construction of the Selected Alternate, an accident rate of approximately 194 accidents per 100 mvm of travel for the new roadway is anticipated.

Combining the projected accident rate per 100 mvm for the newly constructed bypass roadway with that of the existing Maryland Route 36 roadway, an accident rate of approximately 255 accidents per 100 mvm of travel for the entire corridor is anticipated. The corresponding accident cost is estimated at approximately \$2.8 million per 100 mvm, and would result in an estimated societal savings of approximately \$900,000 per 100 mvm over the existing roadway.

C. Project History

The Allegany County Comprehensive Plan, dated November 24, 1978, recommends the construction of Maryland Route 36 in a new location. The plan incorporates relocated Maryland Route 36 as a "Major Arterial Highway" and "Coal Hauling Road" and incorporates existing Maryland Route 36 as a "Minor Arterial Highway" in the county highway system.

Maryland Route 36 is a Federal-Aid Primary Route and has a functional classification of "Minor Arterial Highway." The improvement of this section of Maryland Route 36 was listed in the 1975-79 Secondary Construction Program with construction funded for 1976. As a result of other project priorities and funding limitations, studies were discontinued.

The project is currently listed in the Secondary Highway portion of the Development and Evaluation Program of the fiscal year 1986-1991 Maryland Department of Transportation Consolidated Transportation Program and is funded through fiscal year 1987 for project planning studies only. No funding is provided for design, right-of-way acquisition or construction in the current program. The project also appears in the 1984 Maryland State Highway Needs Inventory as a relocated two-lane roadway.

II  
ALTERNATES

II. ALTERNATES

A. Preliminary Alternates

Several conceptual bypass alignments were considered prior to the Alternates Public Meeting. Of these conceptual alignments, four build alternates and the No-build Alternate were presented at the Alternates Public Meeting.

1. Alternates presented at the Alternates Public Meeting - December 4, 1984

Four build alternates, Alternates 1, 2, 2A, and 3, and the No-build Alternate were described to the public at the Alternates Public Meeting (see Figure 5).

a. Alternate 1

Alternate 1 began 0.5 mile south of Seldom Seen Road and utilized the existing roadway up to the vicinity of Seldom Seen Road. It then curved right, crossed the railroad, at grade, crossed Georges Creek and cut into Dans Mountain. A portion of Jackson Mountain Road would have been relocated to intersect Alternate 1 opposite Allegany Street, which would have been extended to meet Alternate 1. Alternate 1 then curved left, bridged Jackson Street, Jackson Run, and Robin Street. It then gradually curved to the right, generally following the old railroad bed along the base of Dans Mountain. Leaving the old railroad bed, the proposed alignment bridged Hill Run and Water Station Road. Continuing northerly, the alignment generally followed the old railroad alignment and, curving right, passed behind the Georges Creek Elementary School. It then curved left and continuing northerly, met Buskirk Hollow Road and existing Maryland Route 36 at grade. It then continued to its terminus at the existing structure over Elklick Run. This alternate utilized a 50 mph design speed. This alternate was retained for detailed study with some modification.

b. Alternate 2

Alternate 2 began 0.5 mile south of Seldom Seen Road and generally followed the existing roadway alignment up to the Potomac Edison sub-station. It then left the existing road, passed through the sub-station, requiring it to be relocated, then curved right and paralleled a power line as it crossed Seldom Seen Road and ran along the hillside behind Valley High School. Remaining on the hillside, it crossed Church Street approximately 800 feet west of Maryland Route 36 (Main Street). Continuing northerly, Alternate 2 bridged Douglas Avenue (Maryland Route 657), Koontz Run, and Beechwood Road, and passed below



the Oak Hill Cemetery. Retaining walls were necessary to keep the roadway slopes confined between the cemetery and the hillside, which descends to Georges Creek. The alignment then curved to the right and met the existing railroad and Maryland Route 36 at grade. It then bridged Georges Creek, passed behind the elementary school, then followed the same alignment as Alternate 1 to the end of the project. This alternate had a design speed of 50 mph. This alternate was retained for detailed study.

c. Alternate 2A

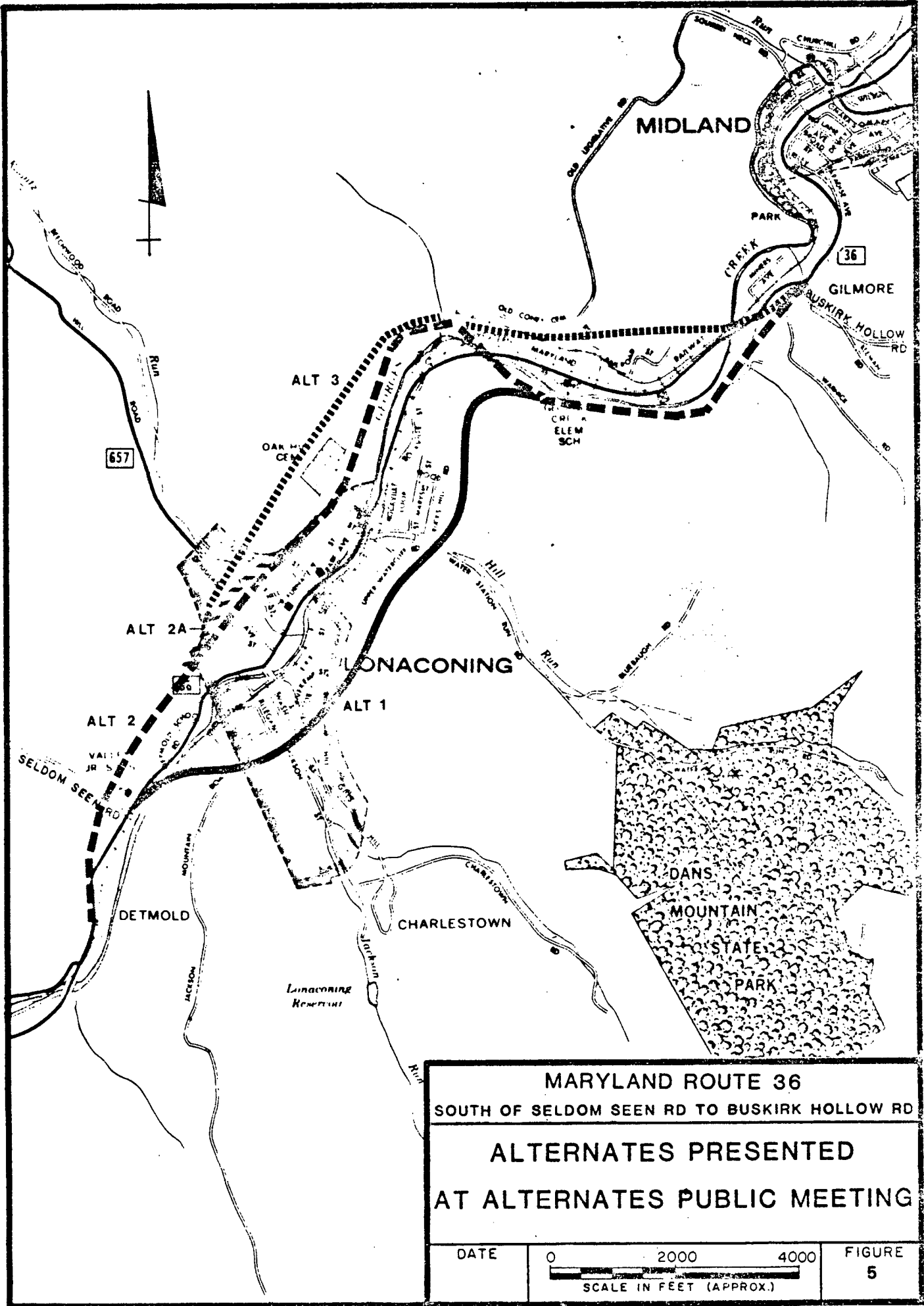
As presented at the Alternates Public Meeting, this alternate differed from Alternate 2 only as it crossed the Koontz Run Valley. It looped slightly to the west of Alternate 2 in an effort to move farther away from the central business area of Lonaconing. It then rejoined Alternate 2 below the Oak Hill Cemetery.

During the detailed study phase, this alternate was developed partially on new alignment and is described later, in Section II-B-2 (Build Alternates).

d. Alternate 3

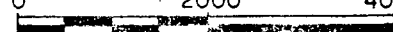
Alternate 3 began 0.5 mile south of Seldom Seen Road and followed the existing Maryland Route 36. It departed from the existing Maryland Route 36 in the area of the Potomac Edison sub-station, curved northeasterly behind the Valley High School, and continued to the Koontz Run Valley where it curved left, bridged the entire valley, and then passed northwest of the Oak Hill Cemetery. It then curved to the east and continued to the entrance to the Buffalo Coal Company's mining operation. It then curved slightly left, remaining west of Maryland Route 36 and the railroad main track. It then crossed the railroad siding at grade, passed through a portion of Old Coney Cemetery, and met Old Legislative Road at grade. It then continued in an easterly direction and bridged the railroad, existing Maryland Route 36, Georges Creek, and relocated Quinn Road on one structure, which is 800 feet long. Alternate 3 then joined an alignment common to the other alternates before it terminated at Elklick Run. Access would have been provided at Legislative Road. The entrance to the Buffalo Coal Company's mining operation would have been relocated to intersect the new roadway.

Because of the acquisition of property from the Lonaconing Historic District, the Old Coney Cemetery and the Brumage Stone House, an historic structure, and exceptionally high costs for a bridge over the Koontz Run Valley and a bridge near



**MARYLAND ROUTE 36**  
 SOUTH OF SELDOM SEEN RD TO BUSKIRK HOLLOW RD

**ALTERNATES PRESENTED**  
**AT ALTERNATES PUBLIC MEETING**

DATE	0                      2000                      4000  SCALE IN FEET (APPROX.)	FIGURE <b>5</b>
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the project terminus, Alternate 3 was eliminated from further consideration as a reasonable alternate.

e. No-build Alternate

The No-build Alternate is described in Section II-B on page II-4.

f. All Alternates

In the vicinity of the Georges Creek bridge just west of Georges Creek Elementary School, all proposed alternates included an option of tying into and utilizing approximately 3/4 mile of existing Maryland Route 36. This would have required an at-grade railroad crossing for Alternates 2, 2A, and 3 at an undesirable angle, and would require the construction of two additional bridges over Georges Creek for Alternate 1. In addition, all traffic would continue to be routed past Georges Creek Elementary School.

Because of the additional cost for bridges, undesirable intersection geometrics, and the impact on the elementary school associated with all alternates, this option was eliminated from consideration.

2. Additional Alternates

a. General

Public input received at the Alternates Public Meeting and through subsequent written comments strongly favored an alignment further up on Dans Mountain east of Lonaconing.

A feasibility study was undertaken to determine if an alignment in the area could reasonably be constructed. Several alignments were investigated, and are known as Alternates 4, 5, and 5-4.

b. Alternate 4

This alignment departed from existing Maryland Route 36 approximately 1/2 mile south of Georges Creek, south of Lonaconing. Utilizing the existing terrain conducive to a 50 mph design speed (6 percent vertical alignment), this alignment required approximately 27.5 million cubic yards of excavation in less than 2,000 feet, approximately 360 feet deep. Several other areas of excessive excavation were also encountered as the alignment traversed the area near Charlestown, and Dans Mountain State Park. This alternate was abandoned due to impacts to Dans Mountain State Park and the excessive cost associated with the excavation.

28

c. Alternate 5

The alignment of Alternate 5 diverged from existing Maryland Route 36 about 1/2 mile south of Georges Creek south of Lonaconing. It then curved northerly and, remaining on the mountain side, generally paralleled Georges Creek on the east. It then crossed the Jackson Run Valley and proceeded to the Hill Run Valley on a horizontal alignment similar to Alternate 1.

The structure over Jackson Run and Hill Run would be 120 and 90 feet high and 1,100 and 500 feet long, respectively. Alternate 5 then diverged from Alternate 1 and turning more easterly passed through a 136-foot deep cut in the hillside behind the elementary school. It then tied into the general alignment of Alternate 1 behind the elementary school and proceeded to the project terminus. The project terminus would be similar to the one described for Alternate 1. This alternate utilized a 60 mph design speed, allowing a 50 mph posted speed.

Alternate 5 was retained for detailed study.

d. Alternate 5-4

This alternate provided a connection from Alternate 5 to Alternate 4 in the vicinity of the Jackson Run Valley, tying into Alternate 4 near Charlestown. This alternate was deleted from further study due to impacts to Dans Mountain State Park, poor geometrics and excessive excavation.

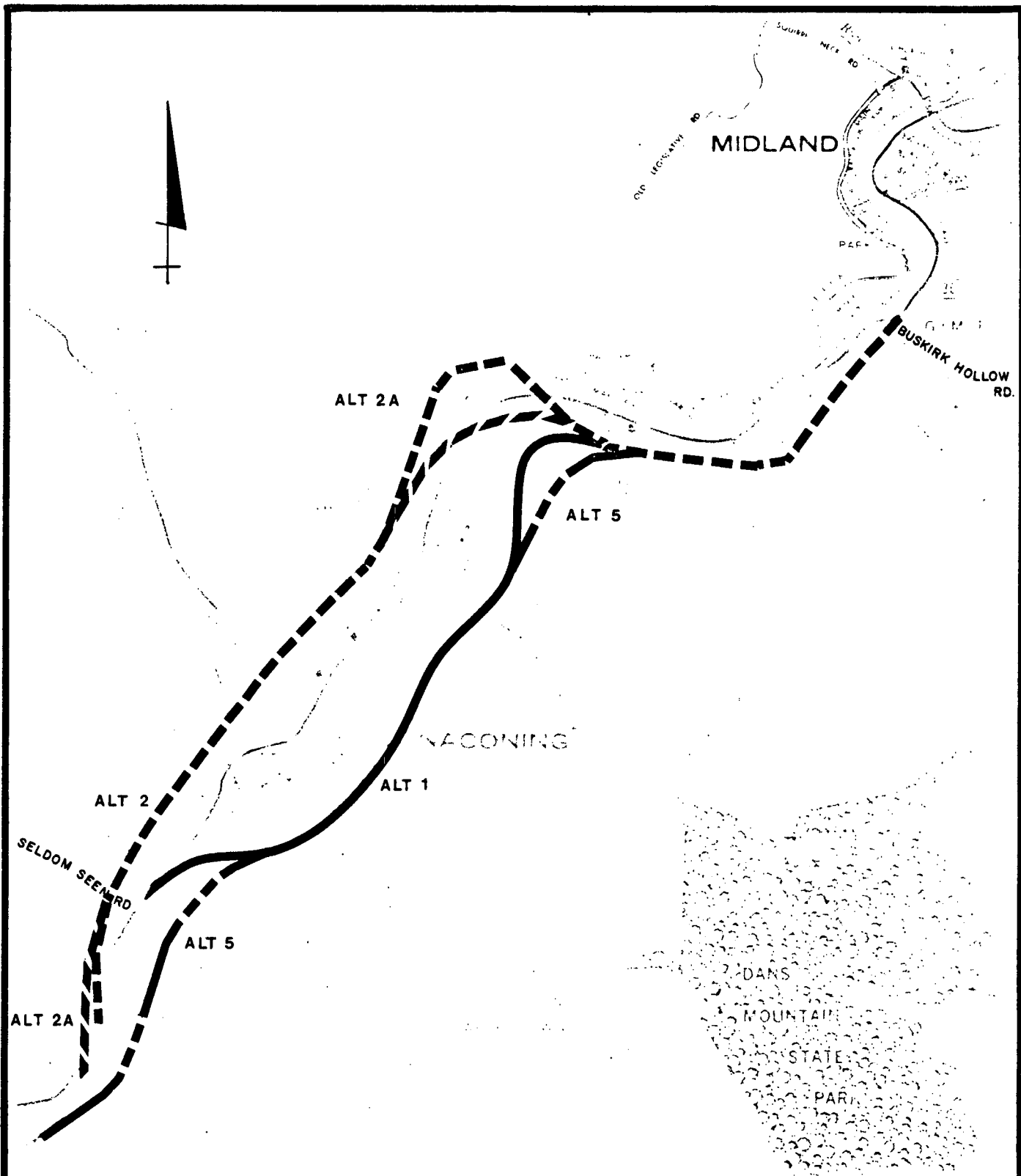
B. Detailed Alternates

Four build alternates, Alternates 1, 2, 2A, and 5, and the No-build Alternate were retained for detailed engineering and environmental studies. These alternates were presented to the public at the Location/Design Hearing held February 25, 1986 (see Figure 6).

1. No-build Alternate

This alternate would not provide any improvements to the existing two-lane highway. Normal maintenance would continue for both the roadway and bridges. The existing roadway width varies from 20 to 30 feet and there are no turning lanes. Local traffic making left turns often block through traffic. With the No-build Alternate the lack of provisions for turning movements or the opportunity to pass standing vehicles would remain.

No improvements in traffic operations or safety would be realized. This alternate would not offer the opportunity for any long-range improvements as there is little clearance between the edge of pavement and adjacent buildings. Further, the mix of local and through traffic would also continue including the



**MARYLAND ROUTE 36**  
**SOUTH OF SELDOM SEEN RD TO BUSKIRK HOLLOW RD**

**ALTERNATES PRESENTED**  
**AT LOCATION/DESIGN HEARING**

DATE	0 2000 4000	FIGURE
	SCALE IN FEET (APPROX.)	6

high percentage of heavy trucks. This alternate would also be incompatible with the recently constructed segment of Maryland Route 36 to the south and the segment to the north, which is currently in final design.

2. Build Alternates

The proposed typical section for all build alternates consists of a two-lane, 24-foot roadway with 10-foot shoulders and 6 feet of safety grading. The 10-foot shoulders would widen to 12 feet to serve as climbing lanes, where needed (see Figures 7 and 8).

Access to any of the bypass alternates is proposed only at those locations where existing or relocated roads would be crossed at grade. In all cases, access would be provided at existing Maryland Route 36 at each end of the project, and at Buskirk Hollow Road.

a. East Side Alternates

Alternate 1 (Figure 6)

This alternate begins 1/2 mile south of Seldom Seen Road and utilizes the existing roadway for approximately 700 feet, at which point it curves right and passes between the existing road and the Chessie System Railroad in front of the Assembly of God Church. A connection to the existing road and a new entrance to the Church would be constructed. It continues to curve right and crosses the railroad at grade, and then crosses Georges Creek and begins the ascent of Dans Mountain. A portion of Jackson Mountain Road would be relocated to underpass the proposed new roadway. Relocated Jackson Mountain Road would connect to Allegany Street. A connection between Allegany Street and the proposed alternate would be provided.

The alignment then curves left, bridging Jackson Street, Jackson Run, and Robin Street. The bridge that crosses Jackson Run would be 80 feet high and 800 feet long. Alternate 1 then gradually curves to the right, generally following the old railroad bed along the base of Dans Mountain. After leaving the old railroad bed, the proposed alignment bridges Hill Run and Water Station Run Road. This bridge would be 80 feet high and 450 feet long. A connection would be provided to Water Station Run Road. This connection would also provide an improved means of access to Dans Mountain State Park.

Continuing northerly, the alignment generally follows the old railroad alignment and, curving right, passes behind the Georges Creek Elementary School.

A connection is proposed from the new roadway to the existing Maryland Route 36 just west of the elementary school.

The alignment then curves left and, continuing in a northerly direction, meets Buskirk Hollow Road at grade. The existing Maryland Route 36 would be realigned to intersect the new roadway opposite Buskirk Hollow Road. This alternate terminates at Elklick Run where a new structure would replace the existing one.

A portion of Warnick Road would be relocated on the east of the new roadway to meet Buskirk Hollow Road.

This alternate utilizes a 50 mph design speed.

Alternate 5 (See Figure 6)

This alternate was described on page II-4.

Alternates 1 and 5 have a common point 850 feet south of Water Station Road. This point is used to divide each alternate into two segments. By combining the various segments, two additional alternates can be realized.

The length and estimated total costs for these east side alternates were:

<u>Alternate</u>	<u>Length (mi.)</u>	<u>Total Cost (millions)</u>
1	3.64	\$36.18
5	3.70	\$38.13
1-5	3.32	\$38.38
5-1	4.02	\$35.93

The cost of Alternate 5-1 has since been reduced to \$26.5 million.

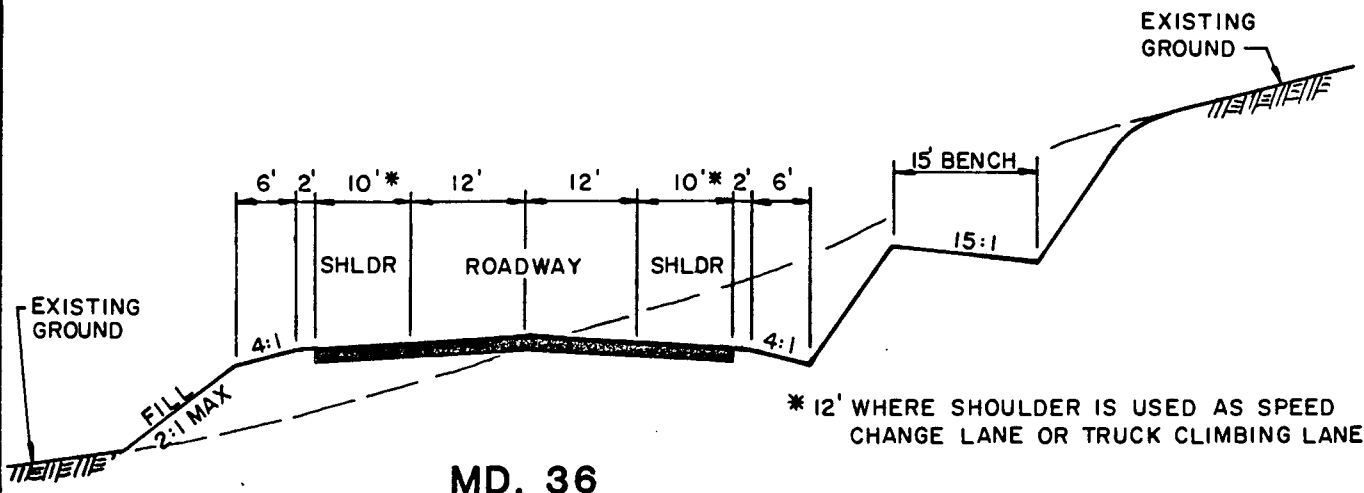
A Value Engineering Team was formed to study methods to reduce the cost of the Selected Alternate but still provide a safe highway that would satisfy the transportation needs of the area. The costs were reduced by reducing the amounts of cut, fill, and right-of-way required by the project. This was accomplished by making minor revisions to vertical and horizontal alignments, additional use of retaining walls, revising the intersections of Jackson Mountain Road and Waterstation Road with relocated Maryland Route 36, and revising the typical section.

b. Selected Alternate (Figures 9, 10, and 11)

Alternate 5-1

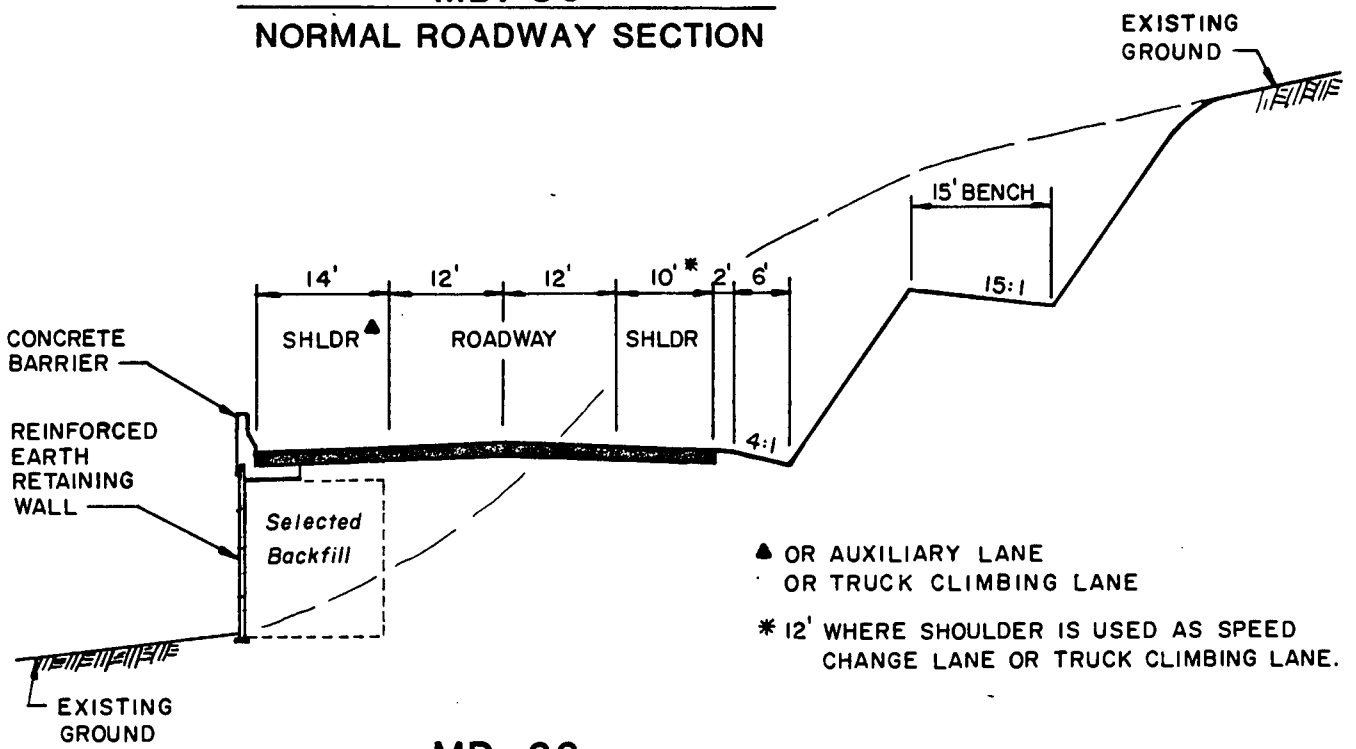
The Alternate 5-1 alignment is a combination of Alternate 5 in Segment I of the project and Alternate 1 in Segment II of the project as presented at the

38



\* 12' WHERE SHOULDER IS USED AS SPEED CHANGE LANE OR TRUCK CLIMBING LANE.

**MD. 36**  
**NORMAL ROADWAY SECTION**



▲ OR AUXILIARY LANE  
OR TRUCK CLIMBING LANE  
\* 12' WHERE SHOULDER IS USED AS SPEED CHANGE LANE OR TRUCK CLIMBING LANE.

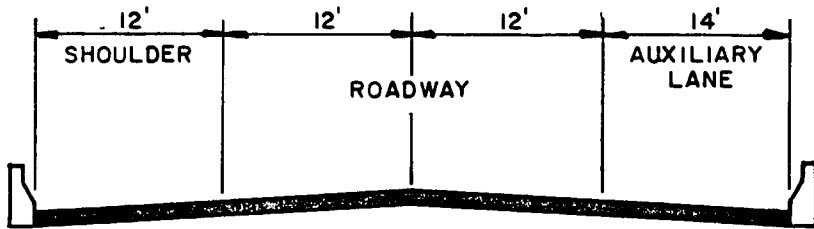
**MD. 36**  
**TYPICAL ROADWAY SECTION**  
**WITH REINFORCED EARTH RETAINING WALL**

THE DIMENSIONS SHOWN ARE FOR THE PURPOSE OF DETERMINING COST ESTIMATES AND ENVIRONMENTAL IMPACTS, AND ARE SUBJECT TO CHANGE DURING THE FINAL DESIGN PHASE.

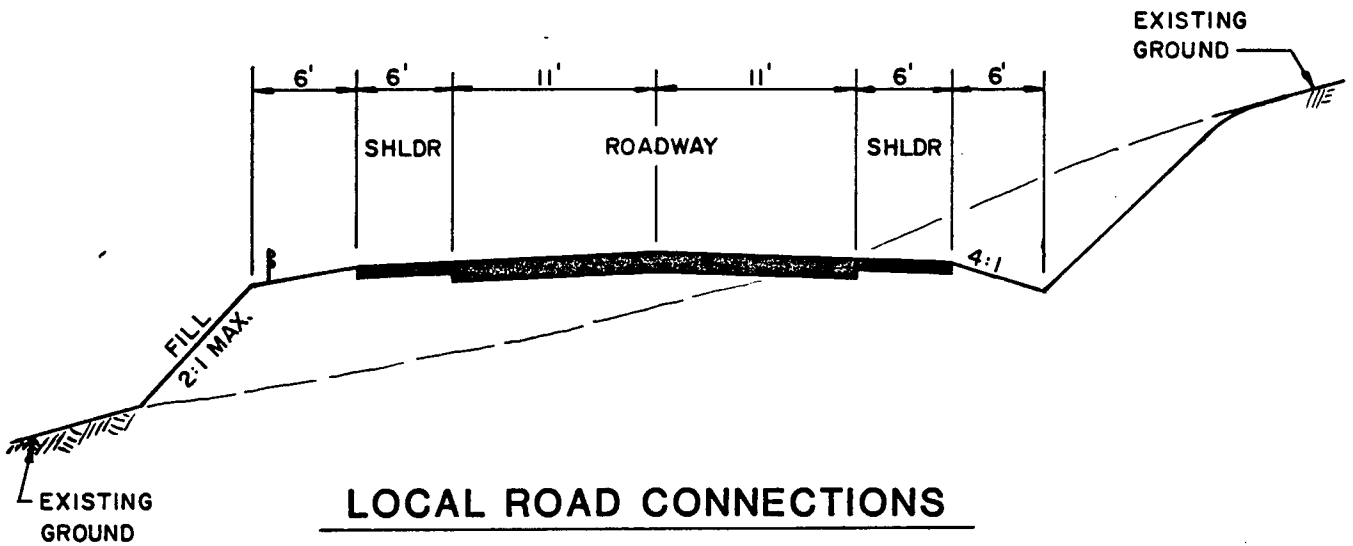
<b>MARYLAND ROUTE 36</b>		
<b>SOUTH OF SELDOM SEEN RD TO BUSKIRK HOLLOW RD</b>		
<b>TYPICAL SECTIONS</b>		
DATE	No Scale	FIGURE 7



33



**MD. 36**  
**NORMAL BRIDGE SECTION**  
 (LOOKING NORTH)



**LOCAL ROAD CONNECTIONS**

THE DIMENSIONS SHOWN ARE FOR THE PURPOSE OF DETERMINING COST ESTIMATES AND ENVIRONMENTAL IMPACTS, AND ARE SUBJECT TO CHANGE DURING THE FINAL DESIGN PHASE.

<b>MARYLAND ROUTE 36</b>		
<b>SOUTH OF SELDOM SEEN RD TO BUSKIRK HOLLOW RD</b>		
<b>TYPICAL SECTIONS</b>		
DATE	No Scale	FIGURE 8

# LEGEND



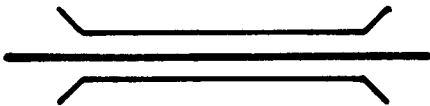
PROPOSED ROADWAY



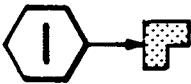
PROPOSED RETAINING WALL



PROPOSED CONCRETE BARRIER



PROPOSED BRIDGE



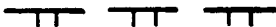
NOISE AND AIR RECEPTOR LOCATION



EXISTING RIGHT OF WAY LINE



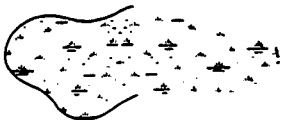
PROPOSED RIGHT-OF-WAY



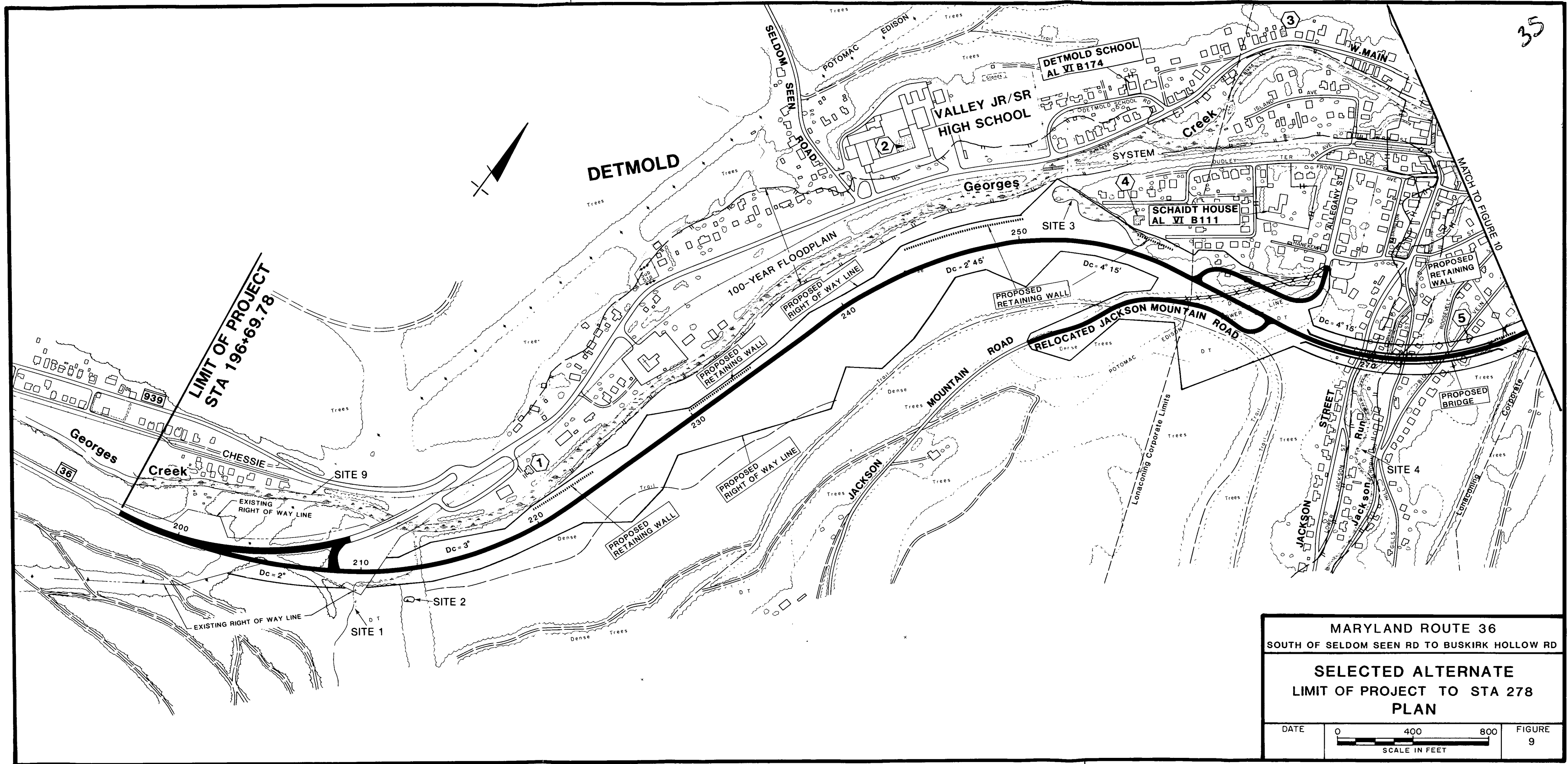
100-YEAR FLOODPLAIN



HISTORIC DISTRICT/SITE BOUNDARY



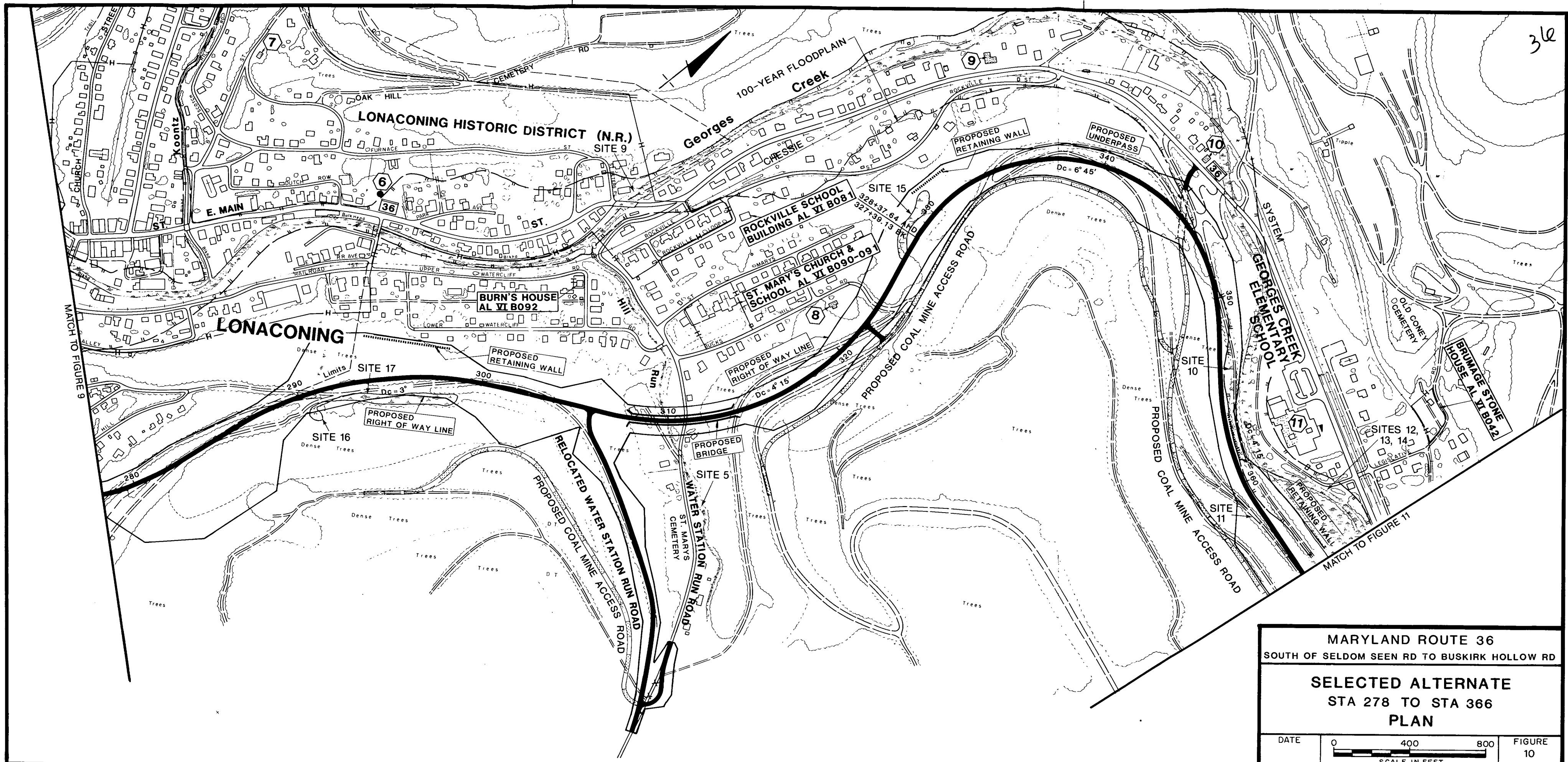
WETLANDS



MARYLAND ROUTE 36  
 SOUTH OF SELDOM SEEN RD TO BUSKIRK HOLLOW RD

**SELECTED ALTERNATE  
 LIMIT OF PROJECT TO STA 278  
 PLAN**

DATE \_\_\_\_\_ 0 400 800 \_\_\_\_\_ FIGURE 9  
 SCALE IN FEET



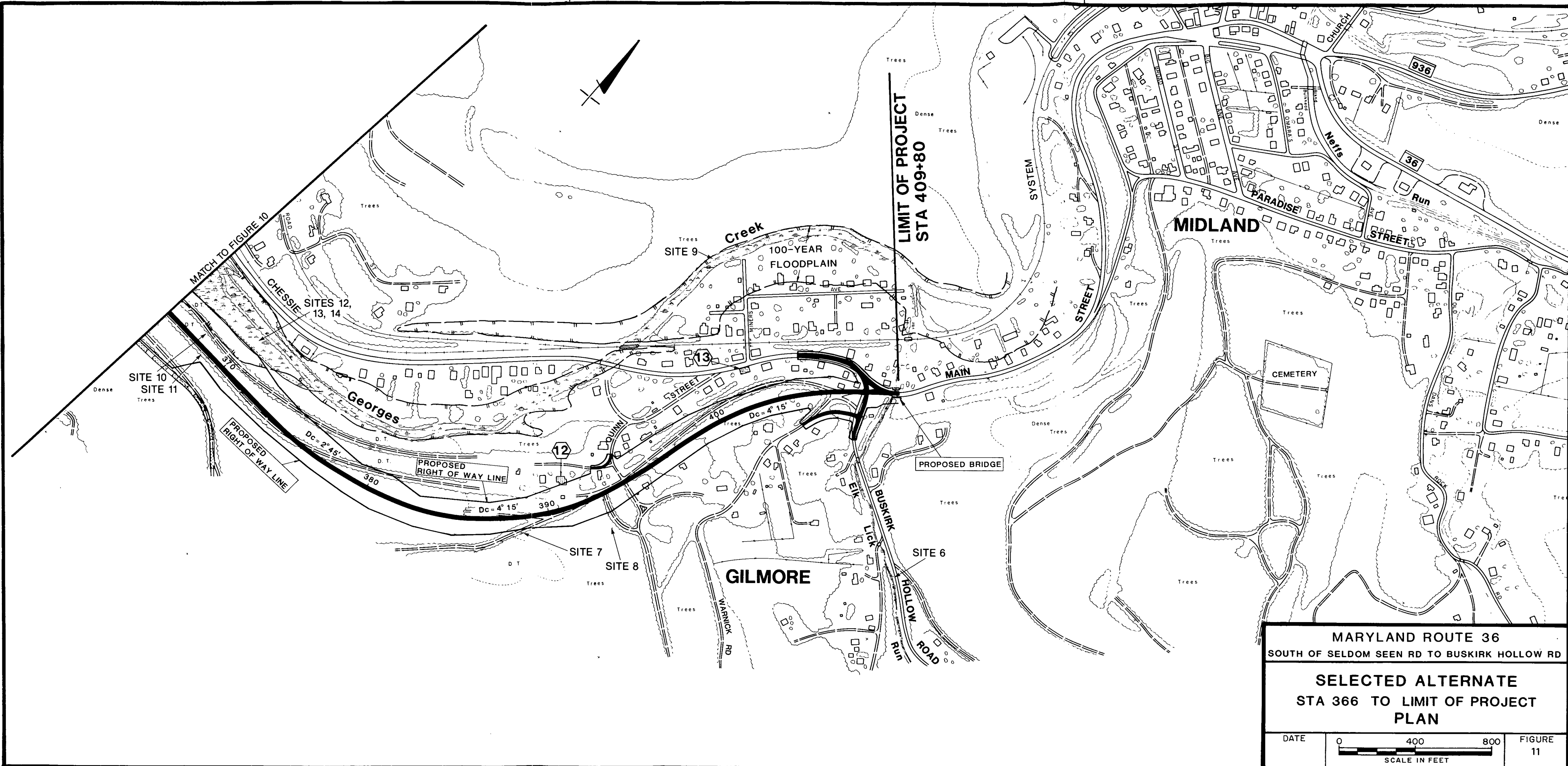
MARYLAND ROUTE 36  
 SOUTH OF SELDOM SEEN RD TO BUSKIRK HOLLOW RD

**SELECTED ALTERNATE  
 STA 278 TO STA 366  
 PLAN**

DATE \_\_\_\_\_

0 400 800  
 SCALE IN FEET

FIGURE 10



MARYLAND ROUTE 36  
 SOUTH OF SELDOM SEEN RD TO BUSKIRK HOLLOW RD

**SELECTED ALTERNATE  
 STA 366 TO LIMIT OF PROJECT  
 PLAN**

DATE \_\_\_\_\_

0 400 800  
 SCALE IN FEET

FIGURE  
 11

Public Hearing. The Selected Alternate plans are included as Figures 9 through 11. The preliminary design of the combination has been slightly revised to reduce construction and right-of-way costs. This alignment begins at the south end of Lonaconing at a point on the existing Maryland Route 36 paving located approximately 0.3 mile south of the Georges Creek crossing. It diverges from existing Maryland Route 36 and follows along the east side of Georges Creek while climbing the wooded mountainside through an undeveloped area to intersect Jackson Mountain Road near its connection to Allegany Street in the vicinity of the eastern limits of Lonaconing.

The existing Maryland Route 36 paving south of the Georges Creek bridge would be used in a part of the channelized intersection between the relocated Maryland Route 36 and existing Main Street of Lonaconing. The existing bridge over Georges Creek would not be disturbed.

Jackson Mountain Road and Allegany Street would both be connected to relocated Maryland Route 36 with tee-type intersections located approximately 450 feet apart.

The Alternate 5-1 alignment then proceeds from the Jackson Mountain Road area in a northerly direction, crossing the Jackson Run Valley on a curved high level bridge (1,220 feet long and 143 feet above the elevation of Robin Street) to reach a point on the mountainside located at the rear of the residential development on the east side of Big Vein Hill Street. It then generally follows the old railroad bed at the base of Dan's Mountain for approximately 0.6 mile to reach the Hill Run Valley where it crosses the valley and existing Water Station Run Road on a curved high level bridge (540 feet long and 78 feet above the elevation of existing Water Station Run Road). Existing Water Station Run Road is to be connected to relocated Maryland Route 36 by a new road constructed on the south slope of the Hill Run Valley which will provide an improved access route to Dans Mountain State Park. The alignment then follows the curved face of the mountainside as it proceeds in a northerly direction remaining on the east side of Georges Creek, passes to the rear of the Georges Creek Elementary School, and intersects existing Quinn Street near its eastern terminus. It then crosses existing Warnick Road, which is to be relocated to connect to Buskirk Hollow Road. A new channelized intersection is to be provided in the vicinity of the present intersection of Buskirk Hollow Road and existing Maryland Route 36. The alignment then crosses over Elklick Run on a new bridge to meet the

south limit of the proposed improvement of the section of Maryland Route 36 to the north of Lonaconing. The intersection with existing Maryland Route 36 opposite Buskirk Hollow Road will be the major connection from the new Maryland Route 36 from the north to the Town of Lonaconing.

The construction of the proposed route will disrupt the coal mining operations in the area east of the existing Georges Creek between Water Station Run Road and Buskirk Hollow Road. However, access routes will be reconstructed to the mining areas to meet the needs of the coal mining operators at a reasonable cost. The impacts of the coal roads have been included in the environmental analysis and are discussed in the impact section.

Alternate 5-1 provides for a 60 mph design speed horizontally and vertically throughout its length except for the horizontal curve around the face of the mountain located immediately southwest of the Georges Creek Elementary School, which is satisfactory for only a 50 mph design speed.

The preliminary design has been developed based on extensive use of reinforced earth retaining walls. These retaining walls will be located on the embankment side of the grading section along the mountainside to minimize the quantity of excavation and waste material from road construction. The preliminary design selected was based on a preliminary cost analyses for each location.

The total length of Alternate 5-1 is 4.0 miles. The typical sections for the Selected Alternate are shown on Figures 7 and 8.

The estimated construction cost of Alternate 5-1 is \$26.5 million excluding the cost of the relocation of the coal mine haul roads.

c. West Side Alternates

Alternate 2 (See Figure 6)

Alternate 2 begins 1/2 mile south of Seldom Seen Road and generally follows the existing roadway alignment up to the Potomac Edison sub-station. It then leaves the existing road and passes through the sub-station requiring its relocation. Beyond the sub-station it curves right and parallels a power line as it crosses Seldom Seen Road at grade and runs along the hillside behind the Valley High School in a side hill cut 1,400 feet long and up to 25 feet deep. Continuing in a northerly direction Alternate 2 crosses Church Street approximately 800 feet west of existing Maryland Route 36 (Main Street). Continuing northerly, Alternate 2 bridges Church Street, Douglas Avenue, Koontz Run, Scotch Hill Road and "B" Street passing below the Oak Hill Cemetery. The



bridge would be 120 feet high and 960 feet long. Retaining walls would be necessary in the vicinity of the cemetery to keep the roadway slopes confined between the cemetery and the slope that descends to Georges Creek. The access road to the cemetery would be relocated and access would be provided via "B" Street and a new access road. A private entrance would also have to be relocated to connect to the new access road. Alternate 2 then swings to the right, and has been slightly modified to avoid impacts to the expansion of the Buffalo Coal Company's railroad storage yard, which is currently under construction. Retaining walls would be required in this area to keep the roadway embankment out of Georges Creek.

The alignment then bridges a relocated entrance to the Buffalo Coal Company's mining and rail loading area, the Chessie System Railroad, existing Maryland Route 36, and Georges Creek. This bridge would be 930 feet long but only about 35 feet above the existing road. The bridge would extend about 400 feet beyond Georges Creek to span the 100-year floodplain. A connection would be provided in this area between this alignment and existing Maryland Route 36. This connection would also provide access to the mining area behind the elementary school. The relocated entrance to the rail loading area impacts a sediment pond, which will need to be relocated. A retaining wall will be required to minimize impacts to the Georges Creek floodplain behind the elementary school. The alignment then ties into the Alternate 1 alignment to the northern project terminus.

This alternate has a design speed of 50 mph.

Alternate 2A (See Figure 6)

The current alignment of Alternate 2A begins farther south than Alternates 1 or 2, beginning at the bridge carrying Maryland Route 36 over Georges Creek. It then swings to the left onto the hillside behind several residences and meets the Alternate 2 alignment in the vicinity of Seldom Seen Road. The existing Maryland Route 36/939 intersection would be redesigned. A concrete jersey barrier would be used to isolate the power line located to the west of this alignment.

From Seldom Seen Road to just north of the Oak Hill Cemetery, Alternate 2A follows the same alignment as Alternate 2. Alternate 2A then curves right, crosses over Georges Creek, then crosses Maryland Route 36 just north of the Rockville Street intersection. One bridge approximately 960 feet long and up to



45 feet high would be required to span Georges Creek, the Chessie System Railroad, and existing Maryland Route 36. A connection between the new and existing highways does not appear feasible at this location. After crossing Maryland Route 36, a retaining wall would be used to minimize impacts to the Georges Creek floodplain. An access road would be provided in this area, underpassing the new highway to maintain access to the existing Maryland Route 36 from the mining area behind the elementary school.

The alternate then ties into the alignment of Alternate 1 in the vicinity of the elementary school and follows this alignment to the northern project terminus.

The geometrics of this alignment are consistent with a 60 mph design speed.

These alignments have also been segmented to permit a combination of alternates. The common point used to divide the alternates into segments is located 1,300 feet south of Douglas Avenue. The length and estimated total costs were as follows:

<u>Alternate</u>	<u>Length (mi.)</u>	<u>Total Cost (millions)</u>
2	3.72	\$28.72
2A	3.67	\$27.99
2-2A	3.58	\$28.47
2A-2	3.81	\$28.24

Alternates 2 and 2A were not selected for several reasons. The public expressed a preference for an east side alternate at both the Alternates Public Meeting and the Public Hearing. Furthermore, the west side alternates required the acquisition of property from the Lonaconing Historic District. Section 4(f) of the Department of Transportation Act of 1966 states that property may not be acquired from significant (National Register) historic properties unless there is no prudent and feasible alternate to the acquisition. Alternate 5-1 avoids the acquisition of property from the District. Finally, direct access to Lonaconing cannot be provided with the west side alternates and significantly more relocations would be necessary to implement them.

An additional combination known as Alternate 1-5 was also considered in an attempt to minimize environmental impacts. While the alternate did reduce some impacts it also had a major shortcoming. An integral need for the project is to provide improved access to the coal mining areas which are critical to the

continued growth of the economy of the area. Coal mining is the most important industry for Lonconing and much of the surrounding area. Alternate 1-5 would have a substantial adverse impact on coal mining operations and could have put some of the existing mining operations out of business, because a 136-foot deep cut through the hillside behind the George's Creek Elementary School prevents access to the coal deposits south and east of this cut. Because the cut is so deep, access cannot be provided from this alternate. In addition, the costs of the cut were felt to be prohibitive.

While this alternate appears to offer some advantages in lower impacts to the natural environment compared to Alternate 5-1, these are at the cost of denying access to coal. Some of the apparent lower impacts are spurious. For example, while Table 1 lists Alternate 5-1 as impacting 5.1 acres of floodplain while Alternate 1-5 only impacts 0.6 acre of floodplain, 3.5 acres of the floodplain impact of Alternate 5-1 are from the coal mine access road construction. Since Alternate 1-5 denies access to coal mines in this area, it does not have this impact on floodplains. Alternate 1-5 shortens the route by an expensive cut through the hill behind George's Creek Elementary School. This shorter route impacts roughly 15 acres less of wildlife habitat on the hill, but the necessary deep cut eliminates access to coal, which was one of the goals of the project. For these reasons, alternate 1-5 was dropped from consideration.

C. Basis for Selected Action

Alternate 5-1 was selected for implementation based on citizen and agency comments received. The Selected Alternate better serves the need for the project of separating local and through traffic, removing truck traffic from Lonconing and providing the access required for the continued operation and expansion of the mining industry. The Selected Alternate avoids encroachment on properties protected under Section 4(f).

As stated above, the Department of Transportation 4(f) regulations do not allow property to be acquired from a significant historic site unless there are unique and extraordinary impacts resulting from avoiding the historic property. The selected alternate avoids the Lonconing Historic District without causing significant impacts to the natural or social-economic environment. All impacts that do occur would be expected of any project on new location in a wooded mountainous terrain and can be adequately mitigated. All of the other alternate

studied have similar impacts and require right-of-way from the historic district. Alternate 1-5 avoids impacts to the historic district, but as explained on page II-10 does not satisfactorily address the needs of the project and is not considered an acceptable alternate.

**III**  
**AFFECTED**  
**ENVIRONMENT**

### III. AFFECTED ENVIRONMENT

#### A. Natural Environment

##### 1. Geology and Topography

The study area is within the geographic area of Western Maryland termed the Allegheny Plateau of the Appalachian Province. The Allegheny Plateau includes western Allegany and all of Garrett County. The eastern extent is the Allegheny Front, which in Maryland is called Dans Mountain. Maryland Route 36 lies approximately 2 miles west of Dans Mountain. The plateau is a broad upland with mountain ranges extending across it in a northeast-southwest direction reaching elevations of 3,000 feet or more at several points.

The strata in this area lie in broad folds. The surface is greatly dissected, with relief at a maximum. In some places the valleys are almost vertical, often forming true canyons.

Active coal mining is present within the project area. Four formations are recognized: Pottsville, Allegheny, Conemaugh, and Monogahela.

Topography significantly influences floral and faunal distribution in and along streams. Where the vegetative root mat is disturbed, steeper slopes tend to suffer from faster runoff and more overt erosion, and thus tend to produce flooding and higher rates of sediment influx into streams. Slopes in the area range from 5 to 40 percent.

##### 2. Soils

According to the Soil Survey of Allegany County, published by the U.S. Department of Agriculture, Soil Conservation Service, soils in the project area belong to the Gilpin-Dekalb-Cookport Association.

The Gilpin series consists of moderately deep, well-drained, nearly level to very steep soils that formed in material weathered mostly from acid shale and siltstone but also from thin beds of fine-grained sandstone. The Dekalb series consists of moderately deep, well-drained, nearly level to very steep soils that formed in material in place mostly from gray to pale brown sandstone that has some thin strata of shale or siltstone. These soils are located in mountainous areas.

The Cookport series consists of moderately deep, moderately well-drained, nearly level to steep soils that have a very firm, dense fragipan. These soils formed in material weathered from hard acid sandstone that in places has seams of shale or siltstone. Cookport soils are found in upland areas.

There are no prime or unique farmland soils (as defined by the U.S. Department of Agriculture Soil Conservation Service) or farmland soils of local or state-wide significance that are affected by the proposed project.

3. Water Resources

a. Surface Water

Surface waters of the study area are part of the North Branch, Potomac River Basin. The streams in the study area include Georges Creek and its tributaries: Koontz Run, Hill Run, Elklick Run, Jackson Run and several unnamed tributaries. The locations of these streams are indicated on the alternates mapping. The Georges Creek basin has steep slopes and an undulating surface. Runoff tends to be rapid in these areas. There are very few pools and wetlands to retain surface water as it moves to the numerous tributaries. Percolation is minimal in the shallow soils of the ridges and steeper slopes.

The Maryland Department of Natural Resources (DNR), Water Resources Administration (WRA), has classified all surface waters of the state into four categories, according to desired use. These categories are:

- Class I - Water contact recreation, for fish, other aquatic life, and wildlife.
- Class II - Shellfish harvesting
- Class III - Natural Trout Waters
- Class IV - Recreational Trout Waters

All waters of the state are Class I with additional protection provided by higher classifications.

The Department of Health and Mental Hygiene has designated Georges Creek as Class I waters and its tributaries as Class III waters.

The study area is located in the Georges Creek Watershed which has a drainage area of 72.4 mi<sup>2</sup>. The average volume of flow is 135.6 ft<sup>3</sup>/s annually.

Water quality of Georges Creek is fair to poor. The Georges Creek area is more populated and more extensively mined than any other sub-basin of the North Branch. These waters contain large amounts of acid-mine drainage and raw sewage. Furthermore, low pH, discoloration, turbidity, high concentrations of surface compounds, and sewage solids were observed in the field.

Pyritic rock regolith was observed in Georges Creek in the vicinity of Georges Creek Elementary School. Also, growths of blue-green algae (Cyano-

chloronta) and fresh water aquatic fungi (Zygomycota) were observed as dense gray coverings on the rocks of the stream bed.

In addition, the towns of Midland, Lonaconing, and Barton, along with a storm overloaded pumping station in Frostburg, discharge raw and diluted wastewaters directly into Georges Creek. Therefore, the waters of this segment are not suited for aquatic life as the present water classes indicate (Class III, IV).

Jackson Run is a third order tributary that discharges into Georges Creek. Pool width averages 10 feet and riffles are approximately 2 feet in width. The average depth of the pools are 1 foot and the riffles are 2 inches. The stream bed consists of silt, sand, cobbles, and small boulders. The rocky stream banks have steep slopes with little herbaceous vegetation. Norway maple and black locust trees are the codominant bank vegetation within this 100-year floodplain.

Hill Run is a fourth order tributary that flows into Georges Creek. The average width of the pools and riffles are 8 feet. The approximate depth of the pools and riffles are 4 inches. The stream bed consists of silt, cobbles, and small boulders. The steep sloped banks are vegetated with a 50/50 ratio of scrub/shrub and herbaceous plants. The dominant tree species along this 100-year floodplain is sycamore.

Elklick Run is a fifth order tributary that discharges into Georges Creek. Pool width averages 12 feet wide and 1 foot deep and riffles are approximately 8 feet wide and 6 inches deep. The stream bed consists of silt, sand, cobbles, and small boulders. The stream bank is vegetated with grasses, sedges and herbaceous plants. The codominant woody plants are black willow and green ash. A bridge presently crosses the 100-year floodplain and Elklick Run.

b. Floodplains

The 100-year floodplains within the study area are associated with Hill Run, Jackson Run, and Georges Creek. The floodplain limits shown on the alternates mapping are based on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) (see Figures 9-11).

c. Groundwater

Soils, topography, and underlying geology are important to the subsurface movement of water.

The North Branch, Potomac River Basin is characterized by mature topography, thin soils, rocky outcrops, and limited amounts of flat land. The groundwater

recharge has been estimated at about one-fourth the annual precipitation. The storage capacity of the rocky parent material is relatively low. Thus, the water table rises rapidly during periods of groundwater recharge. In drought periods, the water table declines below the fractured weathered zone where most of the groundwater is stored. As a result, springs tend to fail and well yields may decline drastically.

4. Ecology

a. Terrestrial Habitat

The occurrence and distribution of flora and fauna are greatly influenced by the variety of available niches that result from varying topography, altitude, and differing exposures to wind and other interrelated climatic factors. The fauna of the extensive uplands is quite diverse (see Appendices, Section VIII) but the greatest diversity of fauna in general is associated with the edges of riparian bottomlands and nearby upland habitats.

Economically important terrestrial wildlife that inhabit the study area include the furbearers and game animals, particularly deer and turkeys. Beavers, raccoons, and foxes provide income to local trappers.

Woody plants in the vicinity of Dans Mountain are typical of the Mountain Zone vegetation. Based on field surveys, an overstory of white basswood, tulip tree, sugar maple, red oak, white ash, and American beech are the dominant climax species.

The understory species of the slopes include flowering dogwood, azaleas, greenbriers, ironwood, blueberries, and young Canadian hemlock.

Herbaceous plants found throughout the study area include jewelweed, alumroot, white snakeroot, sharp-lobed hepatica, pokeweed, fool's parsley, great lobelia, wild carrot, ragweed, false Solomon's seal, mayapple, Indian cucumber, thistle, chickory, goldenrod, and several species of thoroughwort.

Old field habitats are located throughout the study area in association with utility power lines and coal mining trails. These transitional communities are succeeding from herbaceous fields toward forests. Plants identified inhabiting these areas are: hawthorn, black locust, black cherry, staghorn sumac, smooth rush, and various thoroughworts.

b. Aquatic Habitat

Georges Creek and its tributaries drain the area south into the North Branch of the Potomac River. Relatively poor water quality and high levels of



siltation and pollution have resulted in scarce benthic communities that form the food chain base for finfish and other water-dwelling invertebrates and vertebrates.

On 28-29 August 1986, Georges Creek was surveyed for benthic organisms and fish species. No fish or benthic organisms were collected in Georges Creek in the vicinity of Georges Creek Elementary School. Other stations sampled along Georges Creek were inhabited with scattered populations of minnows (Cyprinidae) with the blacknose dace (Rhinichthys atratulus) being the most abundant species.

Jackson Run was populated with juvenile and adult blacknose dace. This stream had low benthic organism density at the project area. This typifies the generally low ecological stability and lack of species diversity.

Hill Run and Elklick Run are populated with juvenile and adult blacknose dace. The benthic density is low in both tributaries within the study area. Several crayfish (Decapoda) were observed at the Elklick bridge.

In accordance with Executive Order 11990, Wetlands Protection, several wetland sites were identified within the study area. The wetland sites are classified according to the U.S. Fish and Wildlife Service System of Cowardin et al. (1979). It is based on hydric soils, flooding regime, and vegetative life forms (hydrophytes).

Wetlands were field surveyed and field reviewed with the U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, Maryland Department of Natural Resources, Tidewater Administration, Maryland Department of Natural Resources, Maryland Natural Heritage Program, and Maryland State Highway Administration personnel. See Table 2 and the alternates mapping for a description of the wetlands and their locations, respectively.

TABLE 2

## Wetlands in the Study Area

<u>Site No.</u>	<u>Location</u>	<u>Classification</u>	<u>Dominant Vegetation</u>	<u>Approximate Total Size (in acres)</u>
S1	Stream crossing at Station Number 213	Palustrine, broad-leaved, deciduous forest; temporarily flooded	Sugar Maple American Beech Jewelweed Alumroot	2
S2	Under power lines by Georges Creek near Station Number 212.5	Palustrine, narrow-leaved, persistent emergent; broad-leaved, non-persistent emergent; saturated hydric soils	Narrow-leaved cattail Sensitive Fern Jewelweed Smooth Rush Joe-pye Weeds Wool-grass Sedge	0.5
S3	Above Dudley Terrace at Station Number 255.5	Palustrine, broad-leaved, deciduous forest; saturated hydric soils	Red Maple Black Cherry Sphagnum Moss Christmas Fern Joe-pye Weed Jewelweed	3.2
S4	Jackson Run at Station Number 271	Palustrine, broad-leaved, deciduous forest; temporarily flooded	Norway Maple Black Locust Red Maple	5+
S5	Hill Run at Station Number 310	Palustrine, broad-leaved, deciduous forest; temporarily flooded	Sycamore Black Willow Black Walnut Jewelweed Joe-pye Weed Staghorn Sumac	4+
S6	Elklick Run at Station Number 409	Palustrine, broad-leaved, deciduous forest; temporarily flooded	Black Willow Green Ash Jewelweed Sedges Joe-pye Weed	4+

TABLE 2 (CONT'D)

<u>Site No.</u>	<u>Location</u>	<u>Classification</u>	<u>Dominant Vegetation</u>	<u>Approximate Total Size (in Acres)</u>
S7	Quinn Road intersection Station Number 390 to Station Number 406	Palustrine, broad-leaved, deciduous scrub/shrub; temporarily flooded	Sugar Maple (young) Hawthorn Joe-pye Weed Jewelweed Sedges Boneset	2+
S8	Spring Crossing at Station Number 392	Palustrine, broad-leaved, deciduous forest; temporarily flooded	Tulip Tree Sugar Maple Jewelweed Sensitive Fern Lady Fern	1
S9	Georges Creek	Riverine, lower perennial, boulder/cobble bottom; permanent water regime	Sycamore Black Willow Sugar Maple Black Locust Northern Red Oak	5+
S10	R.R. bed above Georges Creek near School, Station Number 330 to Station Number 386	Palustrine, broad-leaved, deciduous forest; seasoned hydric soils	Sycamore Tulip Tree Ironwood Speckled Alder Jewelweed Yellow Birch	1.9
S11	Upper R.R. bed above S-10, Station Number 361 to Station Number 381	Palustrine, broad-leaved, deciduous forest; seasonal hydric soil from spring seeps	Black Locust Sugar Maple American Beech Jewelweed	2.7
S12	North of Georges Creek Elementary School	Palustrine, broad-leaved, dead forest; seasonal saturated hydric soils	Yellow Birch (dead) Smooth Alder Mountain Laurel Skunk Cabbage Sedges Cinnamon Fern	10 (Total of Sites 12 + 13 + 14)

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TABLE 2 (CONT'D)

<u>Site No.</u>	<u>Location</u>	<u>Classification</u>	<u>Dominant Vegetation</u>	<u>Approximate Total Size (in Acres)</u>
S13	North of Georges Creek Elementary School	Palustrine, broad-leaved, deciduous forest; seasonal hydric soils	Red Maple Yellow Birch Green Ash Sensitive Fern Spinulose Shield Fern	
S14	North of Georges Creek Elementary School	Palustrine, broad-leaved, deciduous forest; seasonal hydric soils	Sycamore Sugar Maple Jewelweed Sedges Cinnamon Fern	
S15	Buck Hill Road "Bog" Station Number 329	Palustrine, broad-leaved deciduous, scrub/shrub and narrow-leaved, non-persistent, emergent; seasonal saturated hydric soils	Red Maple (young) Virginia Pine Smooth Rush Wool-grass Sedge Cotton-grass Sedge American Cranberry Mountain Holly Sphagnum Moss	3
S16	Mountain Stream crossing on Coal Road off Big Vein Hill Rd. Station Number 326	Palustrine, broad-leaved, deciduous forest; temporarily flooded (mountain stream)	Red Maple Tulip Tree Northern Red Oak Sugar Maple American Beech White Oak Sphagnum Moss	2
S17	Coal Road off Big Vein Hill Rd. Station Number 326	Palustrine, broad-leaved deciduous, scrub/shrub; seasonal hydric soils	Red Maple (young) Yellow Birch Staghorn Sumac Black Locust Rushes Sedges Joe-pye Weed	2

Site 1 (see Figure 9) is a palustrine forested wetland associated with the 100-year floodplain of Georges Creek, and a small tributary that flows into Georges Creek. Sugar maple and American beech are the codominant woody plants inhabiting the steep slopes of the stream banks. Along the stream edge, jewelweed is the dominant herbaceous plant with alumroot very common at stone outcrops.

Site 2 (see Figure 9) is located on the mountain slope in the vicinity of the power line crossing above Georges Creek. A spring seep supplies the water source that creates the saturated hydric soils which support the wetland plants. This fresh water meadow supports two species of sedges, wool-grass, sensitive fern, cattail, jewelweed, and Joe-pye weed.

Site 3 (see Figure 9) is associated with several spring seeps that discharge down the mountain slopes.

This area has a history of severe landslides and flooding problems, according to the existing house owner. The seeps keep the slope soils saturated, providing excellent habitat for wetland plants. This palustrine wetland is dominated with red maple and black cherry trees. Flat areas on the mountain slopes have resulted in the formation of fresh water meadows supporting christmas fern, cinnamon fern, Joe-pye weed, sphagnum moss, and jewelweed.

Site 4 (see Figure 9) is located along Jackson Run. Jackson Run and the associated 100-year floodplain will be bridged. Therefore, there will be no impacts to this palustrine site.

Site 5 (see Figure 10) is part of Hill Run and the associated 100-year floodplain. The dominant woody plants are sycamore and black willow trees. The floodplain soils support herbaceous plants such as staghorn sumac, Joe-pye weed, jewelweed, and arrow-leaved tearthumb.

Site 6 (see Figure 11) is located at the proposed Elklick Run bridge crossing. This palustrine wetland is dominated by black willow and green ash trees. The bank slopes are vegetated with jewelweed, Joe-pye weed, and several species of sedges.

Site 7 (see Figure 11) is located in the vicinity of the Quinn Road intersection. This wetland area supports growths of boneset, jewelweed, sedges, Joe-pye weed, hawthorn, and immature red maples.

Site 8 (see Figure 11) is also located near Quinn Road and abuts Site 7. Site 8 is a palustrine wetland in which the tulip tree and the sugar maple are

the co-dominant species. Other wetland species found at this site include jewelweed, sensitive fern, and lady fern.

Site 9 (see Figure 11) is the riverine wetland associated with Georges Creek, which extends from Frostburg to Westernport. The dominant species of the site are sycamore, black willow, sugar maple, black locust, and northern red oak.

Site 10 (see Figures 10 and 11) is a palustrine wetland located in the uphill drainage ditch of an abandoned railroad bed along the mountainside above Georges Creek Elementary School. The dominant species of this wetland site are sycamore, tulip tree, ironwood, speckled alder, yellow birch, and jewelweed.

Site 11 (see Figures 10 and 11) is a palustrine wetland situated similarly to and approximately 100 feet above site 10. The dominant species at this site are black locust, sugar maple, American beech, and jewelweed.

Site 12 (see Figures 10 and 11) is located within the 100-year floodplain along Georges Creek behind the SHA maintenance garage. This palustrine wetland is dominated by standing dead trees and yellow birch. Other wetland plants inhabiting the seasonally saturated soils include: smooth alder, mountain laurel, skunk cabbage, sedges, cinnamon fern, and narrow-leaved tearthumb. This site is excellent wildlife habitat with many tracks and scats visible in the hydric soils. Also, the standing dead trees are used by various bird and mammal species. Sites 12, 13, and 14 are contiguous and together measure approximately 10 acres.

Site 13 (see Figures 10 and 11) is located on the floodplain of Georges Creek adjacent to site 12. The dominant species of this palustrine wetland are red maple, green ash, yellow birch, sensitive fern, and spinulose fern.

Site 14 (see Figures 10 and 11) is a palustrine wetland located on the floodplain of Georges Creek adjacent to site 13. The dominant plant species are sycamore, sugar maple, jewelweed, sedges, and cinnamon fern.

Site 15 (see Figure 10) is located off Buck Hill Road. This wetland is a mountain peatland (bog) and is located on the side of Dans Mountain. The wetland is characterized by acid water conditions, poor drainage, sphagnum moss ground cover, and plant species indicative of a northern, glaciated wetland flora. This wetland is a unique habitat for Allegany County. According to the U.S. Fish and Wildlife Service classification, this wetland is a palustrine scrub/shrub and non-persistent, narrow-leaved, emergent wetland; with seasonally saturated hydric soils. Representatives of the unique bog plants are wool-grass

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sedge, cranberry, sphagnum moss, cotton-grass sedge, mountain holly, and "stunted" red maples.

Site 16 (see Figure 10) is a palustrine wetland along a mountain stream north of Big Vein Hill Road. The dominant plant species are red maple, tulip tree, northern red oak, sugar maple, American beech, and white oak.

Site 17 (see Figure 10) is located in the uphill drainage ditch of a coal haul road and former railroad bed north of Big Vein Hill Road. The dominant species of this palustrine wetland are red maple (young), yellow birch, staghorn sumac, black locust, rushes, sedges, and Joe-pye weed.

#### 5. Endangered and Threatened Species

In compliance with the Endangered Species Act of 1973, coordination with the U.S. Fish and Wildlife Service and the Maryland Department of Natural Resources indicates that no known federally-listed threatened or endangered species have been recorded in the project area (see pages VII-119, VII-120, and VII-121).

#### B. Social Environment

##### 1. Population

The Lonaconing area is one of the older, settled portions of Allegany County and this coal town had nearly developed to its current size by the end of the 19th century. This development was closely linked to the mining, manufacturing, and rail transportation industries.

The county's population peaked in 1950 (89,556) and has been declining since that time. According to the 1980 census, Allegany County experienced a 4.2 percent decline in population over the previous decade (84,044 to 80,548 people). However, the Allegany County Comprehensive plan states that areas of new growth in the county after 1950 have been largely a result of a shifting in the existing population, rather than population increases. People have shifted away from older, settled areas, such as Lonaconing. The county's population is projected to decrease again by 2 percent by the year 2000.

Smaller areas within the county have experienced similar population patterns. The study area corridor is included in Election Districts 10 and 18 (see Figure 12). Both of these election districts experienced a more than 6 percent decrease in their total population in the period from 1970 to 1980. These patterns are illustrated in Table 3. The U.S. Census has also delineated data for the town

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of Lonaconing (a Census Designated Place) within the study area. The population in Lonaconing decreased nearly 10 percent over the last decade.

Table 3  
Population and Growth in the Study Area

	<u>1970</u>	<u>1980</u>	<u>% Change</u>
Allegany County	84,000	80,548	-4.2
Election District No. 10	3,354	3,148	-6.1
Election District No. 18	1,829	1,713	-6.3
Lonaconing	1,572	1,420	-9.7

2. Ethnic and Age Characteristics

The 1980 Census did not identify any racial or ethnic groups living within the study area corridor. Nearly 26 percent of the population living in Election District 10 was age 60 and older and over 17 percent of those in Election District 18 was in this age category. Lonaconing included 29.4 percent residents over 60 years old.

3. Community Facilities and Services (Figure 13)

a. Churches

The following churches are located in the study area corridor.

- First Assembly of God
- St. Peter's Episcopal
- Bethel Pentecostal Holiness
- First Presbyterian
- First United Methodist
- St. Mary's Catholic

The locations of these churches, most of which are situated along existing Maryland Route 36, are indicated on Figure 13.

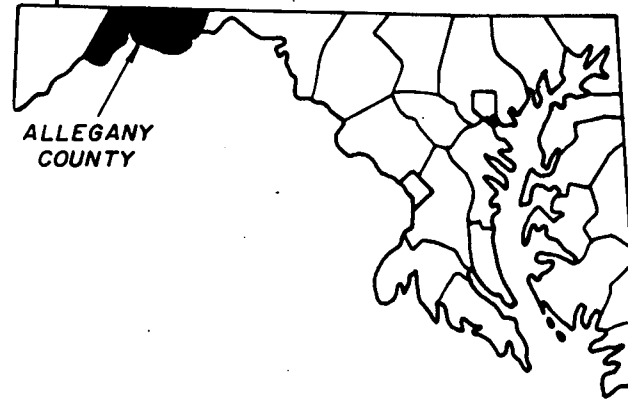
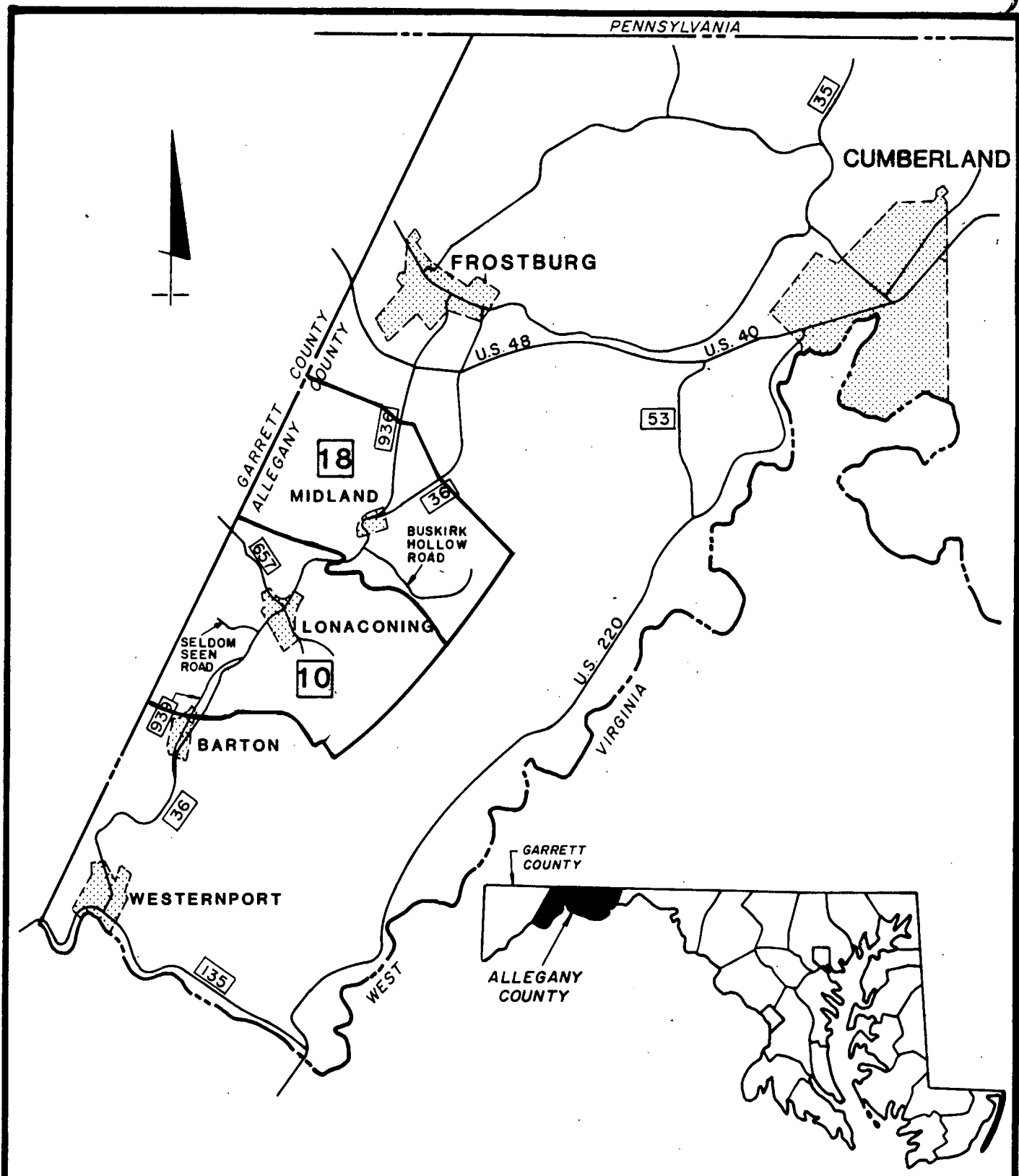
b. Schools

The study area includes Valley Junior/Senior High School (west of Lonaconing) and Georges Creek Elementary School (east of Lonaconing). Both facilities are depicted in Figure 13.

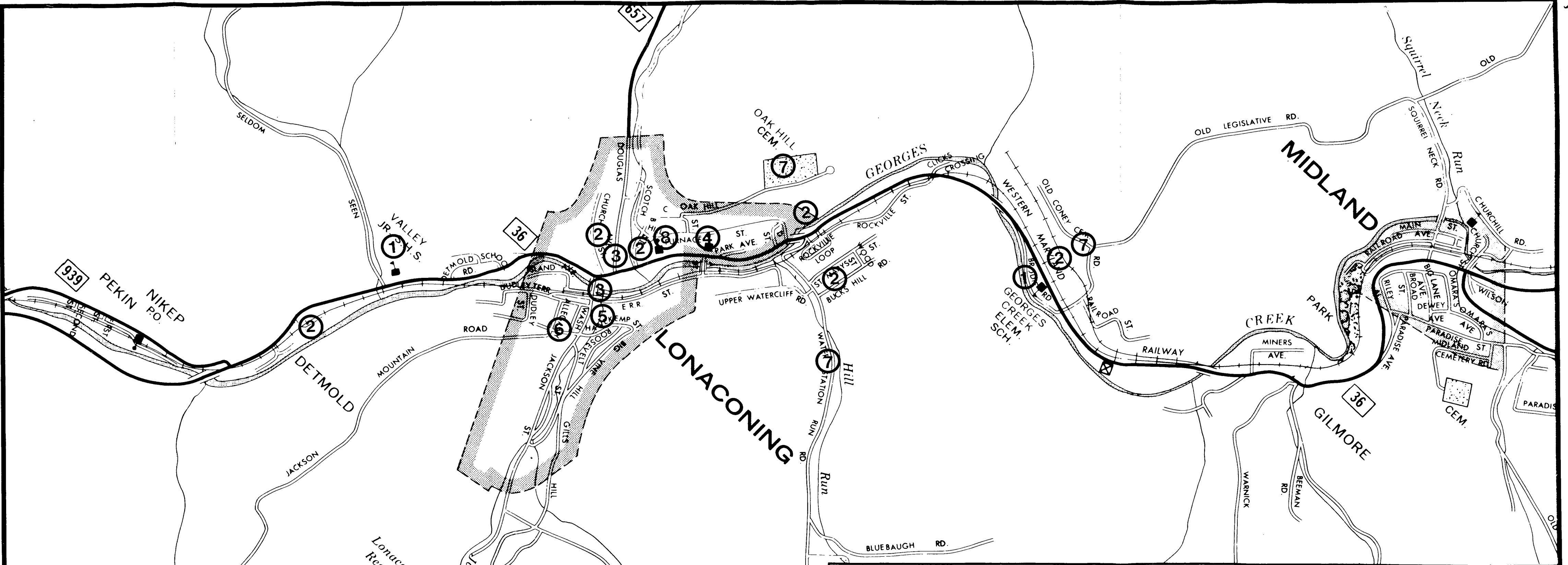
c. Parks and Recreation

Besides the recreation areas associated with the two schools, the Lonaconing Furnace Community Park offers passive use recreation in Lonaconing (see Figure





<b>MARYLAND ROUTE 36</b>		
<b>SOUTH OF SELDOM SEEN RD TO BUSKIRK HOLLOW RD</b>		
<b>ELECTION DISTRICTS</b>		
DATE	<p>0                      2.75                      5.5</p> <p>SCALE IN MILES (APPROX.)</p>	<b>FIGURE</b> 12



LEGEND		
① SCHOOL	④ PARK	⑦ CEMETERY
② CHURCH	⑤ TOWN HALL	⑧ POST OFFICE
③ FIRE STATION/ AMBULANCE	⑥ SENIOR CENTER	

<b>MARYLAND ROUTE 36</b>	
<b>COMMUNITY FACILITIES</b>	
SCALE: 1" = 1000'	FIGURE 13

13). Dans Mountain State Park is located approximately 1 mile to the east of Lonaconing.

d. Emergency Services

Fire protection in the study area is provided by the Good Will Fire Company, based in Lonaconing. Ambulance Service is provided by this fire company as well as the Georges Creek Ambulance Service, also located in town.

e. Law Enforcement

The study area is served by the Maryland State Police operating out of the Cumberland Barracks, the Allegany County Police Department, and the Lonaconing Police Department.

f. Medical Facilities

The closest hospitals are located in Frostburg (Frostburg Community Hospital) and Cumberland (Memorial and Sacred Heart Hospitals).

g. Public Utilities

Public water and sewage services are generally available throughout the study area. The Lonaconing area's public water supplies are located west and south of the study area in the Georges Creek Stream Basin. An extensive public sewer system was recently installed for residents along Maryland Route 36 from above Midland to below the new treatment plant at Barton. Most residents are hooked up to these public utilities, although some residents in outlying areas still rely on septic systems for sewage disposal and wells and springs for water supply.

h. Other Community Facilities

The Lonaconing branch of the U.S. Post Office is located on Maryland Route 36 in town. The Lonaconing Town Hall provides a central meeting place for area residents. Senior citizens can utilize the Georges Creek Community Senior Center (Club 36) which is situated on the eastern side of the town. Other groups (i.e., Lions Club, American Legion, Veterans of Foreign Wars, Republicans) each have their own facilities.

C. Economic Environment

Historically, Allegany County has been linked to the coal mining, manufacturing, and transportation industries. These industries became important elements in the county's economy by the end of the 1880's. Today, the economic base in Allegany County is mainly manufacturing and wholesale and retail trade. The county acts as a wholesale, retail, and service center for much of the

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Central Appalachians. It has adequate labor, land, utilities, and transportation facilities.

Economic activity in the study area corridor consists of commercial clusters in the town of Lonaconing and clustered and individual commercial uses along the Maryland Route 36 approaches to the town. This development typically consists of small businesses such as gas stations, car repair shops, food stores, restaurants, etc., and is oriented more to satisfy the needs of the local community. Agriculture is not a predominant activity due to the nature of the terrain. Larger areas of commercial activity and employment are located in Cumberland and Frostburg, and the Westvaco Plant operates in Luke.

Several coal companies operate off Maryland Route 36, but a large portion of these strip mining operations are automated and mechanized. A coal loading tipple, located northwest of Georges Creek Elementary School, is serviced by both rail and truck. Coal is trucked to the tipple from local mining operations and from as far away as Pennsylvania. Coal is processed at the tipple for shipping via both truck and rail. The capacity of the rail facility has recently been expanded via new trackage from 30 cars to 86 cars, with possible further expansion to accommodate 100 cars. Trucks are used mostly for shipping relatively small orders to nearby destinations, and where economic and market conditions dictate.

An analysis of 1980 census data indicates that a majority of workers living in Election Districts 10 and 18 and Lonaconing were employed in wholesale and retail trade, manufacturing, and health and educational services. Less than 0.02 percent was employed in mining and agriculture. Over 95 percent of these workers was employed by businesses in the county (see Table 4).

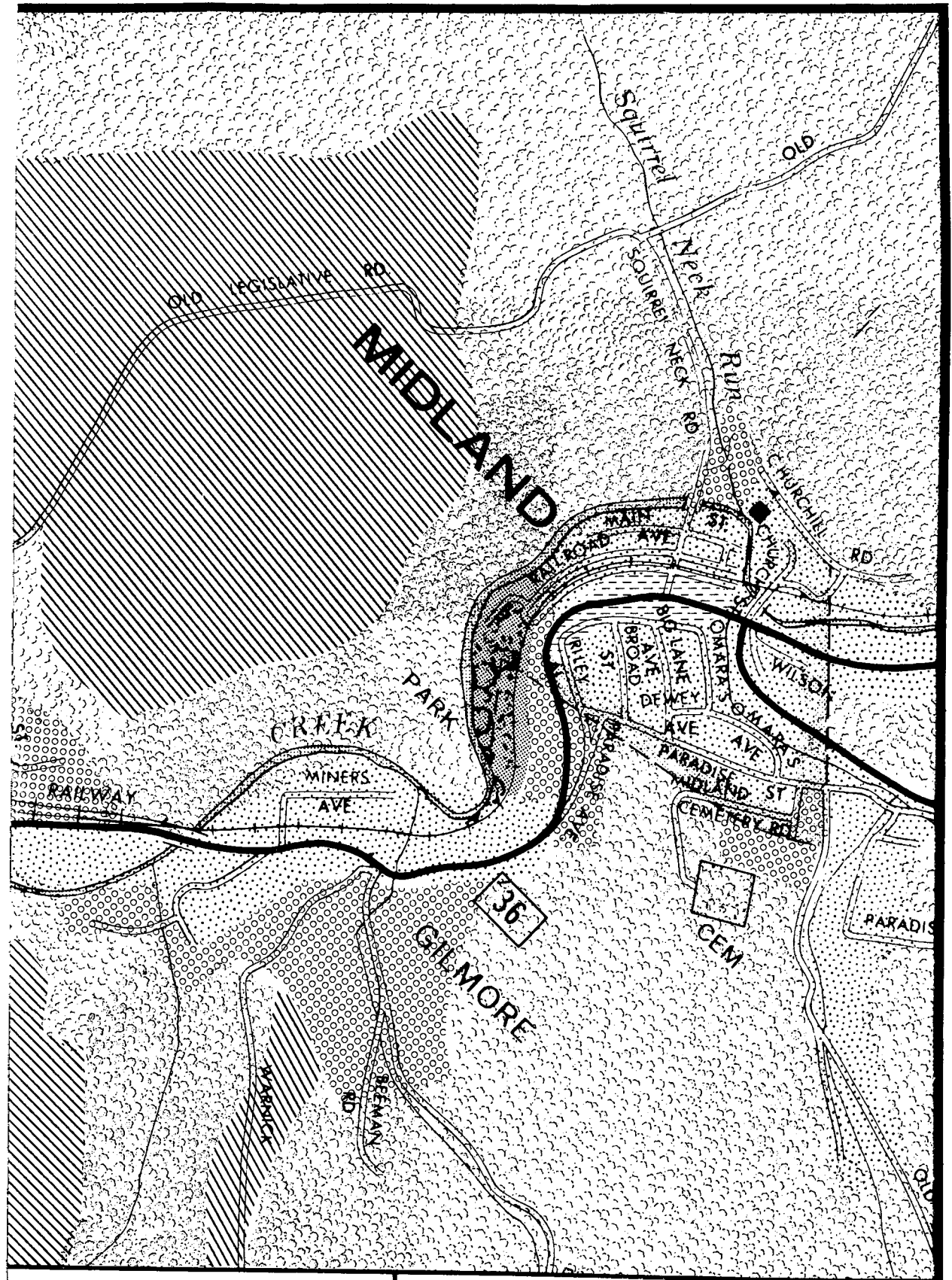
The 1979 median household incomes for both Election Districts and Lonaconing were below the county-wide median income figure of \$13,885. For these areas, the median household incomes were as follows:

Election District 10	- \$10,874
Election District 18	- \$11,681
Lonaconing	- \$9,813

D. Land Use

1. Existing (Figure 14)

The predominant land uses in the study area corridor are residential and undeveloped, mixed forestland/brush. Low-to-medium density residential



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<b>MARYLAND ROUTE 36</b>	
<b>EXISTING &amp; FUTURE LAND USE</b>	
COMMERCIAL	SCALE: 1" = 1000'
MEDIUM DENSITY RESIDENTIAL	FIGURE 14
HIGH DENSITY RESIDENTIAL	

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development is located along most of the existing Maryland Route 36 in the study area. The housing stock is generally older, with a scattering of newer homes. According to the General Plan, approximately 75 percent of all housing in the western portion of the county was built prior to 1940 and many homes date back to the turn of the century. Clustered and strip commercial uses exist in Lonaconing along Maryland Route 36 and in the vicinity of Union Street. Some additional commercial development is located along Maryland Route 36 between Lonaconing and Midland, interspersed with residential uses. Much of this residential/commercial development has been built adjacent to the existing roadways.

Table 4  
 Employment by Industry (Persons Age 16+)  
 (1980 data)

	<u>ED 10</u>	<u>ED 18</u>	<u>Lonaconing</u>
Agriculture, Mining, Fisheries, Forestry	17	11	11
Construction	55	50	25
Manufacturing	232	146	131
Transportation	25	27	14
Communications Public Utilities	11	5	5
Wholesale and Retail Trade	198	85	92
Finance, Insurance, Real Estate	25	17	19
Business and Repair Services	18	6	11
Personal, Entertain- ment and Recreation Services	23	17	17
Health Services	140	45	70

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Table 4 (Con'd)

	<u>ED 10</u>	<u>ED 18</u>	<u>Lonaconing</u>
Educational Services	117	68	55
Other Professional and Related Services	49	18	12
Public Administration	55	45	29

The remainder of the study area is composed of mixed brush/forestlands and extractive uses. This area lies within the Georges Creek Coal Basin and many of the coal veins are actively mined. No prime agricultural soils have been identified in the study area and the mountainous, rocky terrain precludes any significant agricultural uses.

2. Future (Figure 14)

In late 1978, Allegany County approved a long-term comprehensive plan for guiding overall future growth and development in the county.

Although the coal mining industry declined after World War II, coal production is again becoming an important economic element in the county and region. Major marketable coal deposits are located in the Georges Creek Coal Basin in the study area. Areas not yet mined have been permitted for future coal excavation. The county plan places special emphasis on the continued development of this resource, but with safeguards to protect the other land uses in the area. Total growth in coal mining production will probably not result in an increase in population or employment but can help the county achieve a balanced and healthy economy.

This plan recognizes the historical pattern of urban settlement in the county and attempts to keep these areas intact. The plan envisions no significant changes in the existing land use patterns in the study area corridor. Little area growth is anticipated. Adequate community facilities and water and sewage services are provided or will be upgraded by the year 2000.

The plan has earmarked older areas such as Lonaconing for redevelopment. Thus, redevelopment is a high priority of the county Planning Commission. Such actions would emphasize the rehabilitation of older residential and commercial properties, street and safety improvements, and better community services and

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facilities. The result would be more attractive places to live and work better use of land, increased tax revenues, and increased employment.

E. Historic and Archeological Resources

An historic sites reconnaissance of the study area was undertaken with the following resources identified:

1. Lonaconing Historic District (AL-VI-B-113): On the National Register

The Lonaconing Historic District is a nineteenth and early twentieth century rural town featuring commercial structures which developed along the major transportation routes of Maryland Route 36 and Union Street and the surrounding residential area. The district is significant for its wide range of architectural styles which reflect the town's growth and prosperity as a center of Maryland's expanding coal and iron industry. Its buildings, located on Lonaconing's close parallel streets, range widely in size and complexity. The result of these man-made accommodations to the rugged natural environment of Georges Creek Valley and to a once burgeoning industrial economy is exemplified and largely intact in the present-day Lonaconing Historic District.

2. Schlaidt House (AL-VI-B-111): National Register Eligible

The Schlaidt House is a particularly elegant mansion constructed in the 1860's for John Parrot, a superintendent for the American Coal Company. This large structure of seventeen rooms and four baths was originally complemented by 20 outbuildings, of which only one remains. It is an architecturally significant building and is historically significant as a visible link to the social and economic community of Lonaconing.

3. Brumage Stone House (AL-VI-B-042): National Register Eligible

The Brumage Stone House is one of the few early two-story stone dwellings built in rural Allegany County. John Van Buskirk, one of the few settlers to move into the Lonaconing area before 1800, built this stone house in 1790. It served as a Catholic Chapel for visiting priests prior to the construction of St. Mary's Church in 1865. Thus, the building is important as a link to the early history of religion in the area, and to the area's eighteenth century settlement, as well as being architecturally distinctive.

4. St. Mary's School (AL-VI-B-090): National Register Eligible

This building, constructed in 1885, is a two and one-half story frame structure with a gable roof. It has been modified with the removal of some of



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the original window trim and the addition of an entrance porch, plus vinyl siding. Despite these changes, the building remains in good condition and is now used as a parish hall by the congregation. It is significant as a visible link with the early history of religion and education in the Lonaconing area.

5. St. Mary's Church (AL-VI-B-091): National Register Eligible

St. Mary's Church is a one-story sandstone building in a cruciform plan. The tower has been truncated and covered with vinyl siding, and a small brick addition added to the rear. Nonetheless, it generally retains excellent integrity and is significant in the history of Lonaconing, which had been a Catholic community as early as 1840. As the congregation outgrew its quarters in the Brumage Stone house, where mass was celebrated for about 20 years, the largely German and Irish parishioners commissioned the building of the present structure in 1865.

The State Historic Preservation Officer (SHPO), in his February 12, 1985, letter (see Section VII) indicates his concurrence in these levels of significance.

The Maryland Geological Survey (MGS) conducted a Phase I archeological reconnaissance of the alternates. No significant archeological resources were found. The report of this survey is filed at the Maryland State Highway Administration. The State Historic Preservation Officer, in his October 24, 1985, letter (see Section VII) concurs with the MGS findings and states, therefore, that additional archeological coordination is not warranted.

F. Existing Air Quality

The Maryland Route 36 project is within the Cumberland-Keyser Interstate Air Quality Control Region. This region's Environmental Protection Agency attainment status designation is "cannot be classified or better than the national standards for carbon monoxide (CO)".

A detailed microscale air quality analysis has been performed to determine the CO impact of the proposed project, which is described in further detail in Section IV-F.

G. Existing Noise Conditions

To consider and evaluate the potential noise impacts, 13 noise sensitive areas (NSAs) have been selected in the Maryland Route 36 study area. Descriptions of the noise sensitive areas are provided in Table 5. The location of the NSAs are shown on the alternates mapping. A copy of the technical report is available

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at the State Highway Administration, 707 North Calvert Street, Baltimore, Maryland 21202.

TABLE 5  
Noise Sensitive Areas  
Maryland Route 36

<u>Noise Sensitive Area</u>	<u>Activity* Category</u>	<u>Description</u>
1	B	Maryland Route 36, one-story single family frame residence
2	B	Maryland Route 36, Valley High School
3	B	Main Street, two-story two family frame residence
4	B	Dudley Terrace, one-story single family frame residence
5	B	Big Vein Hill, two-story multi-family frame residence
6	B	Main Street, Lonaconing Furnace (Historic District)
7	B	"B" Street, two story single family frame residence (Historic District)
8	B	Bucks Hill Road, two-story single family frame residence
9	B	Maryland Route 36, two-story two-family frame residence
10	B	Maryland Route 36, two-story single family cinderblock and frame residence

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TABLE 5 (CONT'D)

<u>Noise Sensitive Area</u>	<u>Activity* Category</u>	<u>Description</u>
11	B	Maryland Route 36, Georges Creek Elementary School
12	B	Quinn Street, one- story single family frame residence
13	B	Maryland Route 36, two-story single family frame residence

\*See Table 6 for description of Activity Category

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Highway traffic noise is usually measured on the "A" weighted decibel scale "dBA," which is the scale that has a frequency range closest to that of the human ear. In order to give a sense of perspective, a quiet rural night would register about 25 dBA, a quiet suburban night would register about 60 dBA, and a very noisy urban daytime about 80 dBA. Under typical field conditions, noise level changes of 2-3 dBA can barely be detected, with a 5 dBA change readily noticeable. A 10 dBA increase is judged by most people as a doubling of sound loudness. (This information is presented in the "Fundamentals and Abatement of Highway Traffic Noise" by Bolt, Beranek & Newman, Inc., for FHWA, 1980.)

The Federal Highway Administration has established, through the Federal-Aid Highway Program Manual (FHPM) 7-7-3, noise abatement criteria for various land uses (see Table 6).

These levels are expressed in terms of an  $L_{eq}$  noise level, which is the energy-averaged noise level for a 1-hour time period. All ambient and predicted levels in this report are  $L_{eq}$  exterior noise levels unless otherwise noted.

Measurement of ambient noise levels is intended to establish the basis for impact analysis. The ambient noise levels as recorded represent a generalized view of present noise levels. Variations with time of total traffic volume, truck traffic volume, speed, etc., may cause fluctuations in ambient noise levels of several decibels. However, for the purposes of impact assessment, these fluctuations are not sufficient to significantly affect the assessment. Ambient noise levels were measured at noise sensitive areas in the Maryland Route 36 study area during the non-rush hour period based on the diurnal traffic curve.

It was determined for all the noise sensitive areas the most typical noise conditions occur during the non-rush hour period (9:00 a.m. - 4:00 p.m.). During this time, the highest noise levels are experienced for the greatest length of time.

The results of the ambient measurements, along with the predicted noise levels, are discussed in Section IV-G of this document.

LA

TABLE 6

Noise Abatement Criteria and Land Use Relationships  
Specified In FHPM 7-7-3

<u>Activity Category</u>	<u>Leq (h)</u>	<u>Description of Activity Category</u>
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries and hospitals.
C	72 (Exterior)	Developed lands, properties or activities not included in Categories A or B above.
D	--	Undeveloped lands.
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals and auditoriums.

**IV**  
**ENVIRONMENTAL**  
**CONSEQUENCES**

IV. ENVIRONMENTAL CONSEQUENCES

A. Social Impacts

1. Residential Relocations

Approximately 22 families totalling 88 persons would be displaced by the Selected Alternate. The displaced families are all owner-occupants with income levels in the low to middle range. The estimated average annual income per family is \$10,000.

The relocation and right-of-way reports are available for review at the State Highway Administration, 707 North Calvert Street, Baltimore, Maryland.

All individuals and families would be relocated in accordance with the provisions of the "Uniform Relocation Assistance and Land Acquisition Policies Act of 1970." A summary of the state's relocation assistance program is located in Section VIII, the Appendices. All the required relocations are expected to be completed in a timely, orderly, and humane manner and without any undue hardship to the displacees. A reasonable lead time of 24 months would be necessary to accomplish the required relocations. "Housing As A Last Resort" would be utilized if necessary to provide decent, safe, and sanitary replacement housing.

A survey of the local real estate market reveals there is sufficient and suitable replacement housing in the greater Georges Creek area for the dislocated families. Approximately 30 to 35 houses are available for sale in the greater Georges Creek housing market. The average asking price for these houses is \$30,000 to \$40,000. It is anticipated that some of the affected families will wish to build new homes rather than purchase one available on the market. This would increase the pool of available homes in the area. Enough housing and sufficient numbers of developable residential lots appears to be available in this rural area so there will not be a great impact on the neighborhoods into which the families would move. No significant change in population density or distribution is anticipated.

The State Highway Administration is currently involved in project planning for U.S. Routes 48 and 220, but these projects should not affect the availability of replacement housing in Lonaconing. No other federal, state, or local projects are foreseen that would affect the supply and availability of needed housing.

In addition to the required displacements, additional right-of-way would be required from other properties. The Selected Alternate would require 16 acres of land zoned residential and 1 acre zoned commercial.

2. Effects on Minorities, Elderly, and Handicapped

No minority or handicapped individuals are expected to be affected by the Selected Alternate. Some of the displacees are expected to be elderly due to the high concentration of senior citizens living in the Lonaconing area. The State Highway Administration is sensitive to the special concerns of the elderly and will make provisions to reduce the hardship on persons who may be relocated. These provisions could possibly include, but are not limited to, relocating individuals to one of the two new nursing homes/elderly apartments in the general area or outfitting homes with ramps, railings, etc., to accommodate the elderly.

The removal of through and truck traffic away from existing development along Maryland Route 36 would have a positive impact on access and travel patterns for the elderly who both walk and drive.

Under the Selected Alternate, the placement of relocated Maryland Route 36 closer to the Club 36 Senior Citizens Center may also improve access to this facility for older people living outside the study area. Any older pedestrian coming from or going to Club 36 would not have to cross the relocated facility; therefore, the proximity of the new roadway would not have a significant effect on older pedestrians near the Center.

3. Summary of Equal Opportunity Program of Maryland State Highway Administration

It is the policy of the Maryland State Highway Administration to ensure compliance with the provisions of Title VI of the Civil Rights Act of 1964, and related civil rights laws and regulations which prohibit discrimination on the grounds of race, color, sex, national origin, age, religion, or physical or mental handicap in all State Highway Administration program projects funded in whole or in part by the Federal Highway Administration. The State Highway Administration will not discriminate in highway planning, highway design, or the provision of relocation advisory assistance.

This policy has been incorporated into all levels of the highway planning process in order that proper consideration may be given to the social, economic, and environmental effects of all highway projects. Alleged discriminatory actions



should be addressed to the Equal Opportunity Section of the Maryland State Highway Administration for investigation.

4. Access to Community Facilities and Services

Under the No-build Alternate, traffic conditions along this section of Maryland Route 36 would continue to worsen as congestion increases. An increased emphasis on coal production and some possible industrial development south of the study area would likely increase the volume of trucks. The lack of separation of local and through traffic, and continued safety and service deficiencies combined with increased congestion, would result in adverse impacts to local access, travel time, and non-vehicular traffic (such as pedestrians, bicyclists, etc.).

The Selected Alternate would improve local safety, access, and travel time by separating local and through traffic, easing congestion (especially in the center of town), and providing relief from the impacts of through traffic, especially truck traffic.

The removal of the majority of through and truck traffic from the fronts of the elementary and high schools would improve access and safety at these locations. Access also would be improved for school buses.

A connection would be built between Water Station Run Road and the Selected Alternate. This would allow quicker and easier access to Dans Mountain State Park east of Lonaconing.

Emergency vehicle access and response time would not be significantly altered because access would be maintained to all side streets and between existing Maryland Route 36 and the Selected Alternate.

5. Disruptions of Neighborhoods and Communities

The Selected Alternate crosses several areas of Lonaconing containing high density residential development. These areas are crossed on structures but some disruption to existing neighborhoods and patterns of interaction would occur.

Under the Selected Alternate homes along Allegany and Union Streets will experience additional traffic because of a planned connection to the relocated road at this point.

In general, the Selected Alternate is located farther away from existing development and would remove the major coal related and other truck traffic away from development built adjacent to existing Maryland Route 36.

B. Economic Impacts

1. Business Relocations

The Selected Alternate would require the acquisition of some land from a small used car business, but enough land would remain for this business to maintain operations. A bar on Jackson Street would require relocation.

The Selected Alternate will require land from the Buffalo Coal Company located behind Georges Creek Elementary School. This land is either in active use or in reserve for future extraction.

2. Effect on the Local Business Community

The Selected Alternate would remove much of the through traffic from the existing Maryland Route 36 through Lonaconing. The majority of businesses along the existing Maryland Route 36 are oriented to the needs of the local community. Access would be maintained to the business area from relocated Maryland Route 36.

The construction of relocated Maryland Route 36 would better accommodate area coal truck traffic and result in less conflicts between through traffic and trucks, due to the provision of passing lanes.

The Selected Alternate would impact the existing access and operations of the local coal companies. Access will be maintained during and after construction activities. None of the coal companies would be put out of business.

Alternate 1 Segment 2 traverses the downhill portions of the Buffalo Coal Company property south of the elementary school and east of Maryland Route 36. Coal operations (i.e., the rail loading site) west of Maryland Route 36 are unaffected and would have direct local access to the relocated roadway. The Maryland Fuel Company operations and coal reserves would not be affected.

3. Effect on Regional Business Activity

The proposed project would accommodate the expansion of the coal industry in the Georges Creek Coal Basin by improving access and efficiency of travel. Reserves of recoverable coal are still located in this basin. One of the county's long range goals is to encourage the development of coal production.

The improvements would upgrade this major north-south corridor linking industry at Luke, Westernport, and West Virginia with U.S. Route 48, Cumberland, and Frostburg. Major regional activity includes manufacturing, coal mining, and pulpwood processing. Maryland Route 36 serves all development in the Georges Creek Valley. These improvements may help make the Georges Creek Valley area more

attractive to new industry and business. Several proposed industrial sites are located in the south Georges Creek Valley area.

4. Effect on Tax Base

The improvements to Maryland Route 36 may help encourage the targeted redevelopment of homes and businesses for this area. Improved properties would have a positive impact on the tax base.

Expansion of the coal mining industry would have a positive impact on tax revenues derived from coal extraction.

C. Land Use Impacts

The improvements are consistent with the Allegany County Comprehensive Plan (1978) which has identified improvements to this major north/south route as necessary to serve existing and new development.

The county acknowledges the need to improve the facility to better serve expanded coal production and industrial use and their associated truck traffic in the Georges Creek Valley.

D. Historic and Archeological Resources Impacts

1. Historic Sites

The closest that any construction for the Selected Alternate would come to the Schlaidt House (AL-VI-B-111) is roughly 350 feet. Hannekemp Road will be located between the historic site and the alternate, as well as numerous houses and trees, such that the site will be somewhat buffered from this alternate. Nonetheless, it will still be visible from the historic site.

The Lonaconing Historic District will be buffered from the Selected Alternate by about 500 feet of intervening roads, buildings, and abundant vegetation. However, the proposed relocation will be visible from the District.

Saint Mary's Church and School are located approximately 320 feet from the edge of right-of-way for the Selected Alternate, with a minimum vertical separation of 80 feet. This alternate would not be visible from the historic site at its closest approach because of the intervening vegetation and shoulder of the hill but would be visible south of Hill Run, possibly resulting in a visual intrusion.

The Selected Alternate would be constructed on the opposite side of existing Maryland Route 36 and Georges Creek in the area of the Brumage Stone House. It would be located over 1,200 feet away, and at an elevation roughly 130 feet higher than the site.

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The SHPO has determined that the Selected Alternate would adversely affect each of these historic sites.

Alternate 5-1 will cause extensive alteration of the historic resources' surrounding environment because of the large, high bridges and cut-and-fill that would be required. Their setting would be altered by the introduction of visual and audible elements that are out of character with the properties.

FHWA and SHA will develop a landscaping plan for suitable vegetation to be planted within the right-of-way along the east side. In order to mitigate the impact of the cuts into the mountain on the west side, the feasibility of landscaping the slopes on the west side will be investigated. This landscape plan will be provided during the highway design phase and will be provided to the SHPO for his review before implementation. Should the SHPO object to any provision of the landscape plan within 30 days after receipt, appropriate modification will be investigated with the SHA and FHWA. Should agreement not be reached, the Advisory Council will be notified.

The FHWA and the SHA will explore the possibility of modifying the slopes, and the vertical and horizontal alignment of Alternate 5-1 to reduce the visual impacts of Cut A (in the vicinity of Jackson Mountain Road, between Stations 250 and 266), Cut B (in the vicinity of Big Vein Hill Road, between Stations 275 and 290), Cut C (in the vicinity of Lower Watercliff Road, between Stations 298 and 307), and Cut D (in the vicinity of Georges Creek Elementary School, between Stations 361 and 370). Also, they will explore the possibility of modifying the area of fill between Cuts B and C (in the vicinity of Lower Watercliff Road between Stations 290 and 300).

The FHWA and SHA will also investigate the possibility of landscaping these cuts in order to mitigate the visual impact of the road on the individual historic sites. These studies will be undertaken during the highway design phase and the results will be provided to the SHPO for his review. Should the SHPO object to the proposed mitigation within 30 days after receipt, appropriate modification will be investigated with the FHWA/SHA. Should agreement not be reached, appropriate documentation will be forwarded to the Advisory Council for its review.

These mitigation measures have been agreed to by the State Historic Preservation Officer and the Advisory Council for Historic Preservation.

## 2. Archeological Sites

No archeological sites were identified in the Phase I reconnaissance conducted by the Maryland Geological Survey. The State Historic Preservation Officer, in his letter (see Section VII), has stated that no archeological sites will be affected and thus no further coordination is warranted.

### E. Natural Environmental Impacts

#### 1. Effects on Topography, Geology, and Soil

The study area is characterized by steep slopes ranging from 5 to 40 percent. The predominant geologic formation in the proposed project area is the Monogahela. Within the Georges Creek Basin, this formation consists of 240 to 270 feet of interbedded shales, sandstones, and limestones, with several thick coal beds of commercial importance. It is the occurrence of this formation that has made the Georges Creek Basin the principal coal producing basin of the state.

The large cuts required for the proposed project may expose pyritic rock, which, through erosion, may lower the pH level of the streams of the local drainage system. Unearthed pyritic strata have been successfully handled during surface mining operations in Pennsylvania and West Virginia. The approach used involves the identification of these strata through test borings and geologic mapping. When acid forming strata are located, special provisions are then developed for handling these strata. Otherwise, the exposure of these materials to surface waters may significantly impact streams on a long-term basis.

Pyritic rock was located in the vicinity of wetland site 14. The presence of other pyritic strata within the study area will be determined by soil borings and rock cores during final design and appropriate mitigation measures will be developed and implemented.

Much of the roadway excavation will take place on highly erodible shales. This rock is often loose and highly fragmented, which could cause long-term maintenance problems with rock slides and erosion. Soil borings and rock cores will be taken during final design and the results used to establish cut slopes that will eliminate or minimize the potential for rock slides and erosion.

Although weathering of the cut slopes in the shale will allow fragments and small blocks to separate from the fresh bedrock face and slide down the cut slope face toward the roadway, this is a common problem in highway cut slope construction and there are several standard methods for economical protection of the roadway.

The final design geotechnical investigations will determine the properties of the materials to be excavated during construction, establish their weathering characteristics, and determine the actual cut and fill slope configurations required to provide a stable roadway with a minimum of damage to the natural environment.

Soils in the study area are shallow and steep, which can lead to potentially significant erosion in places where the vegetative root mat is disrupted. Lack of soil fertility and moisture retention tend to slow the rates of revegetation, which could result in increased sedimentation of area streams. Slopes and riverine banks will be revegetated with plant species that occur naturally in the study area.

Appropriate erosion and sediment control measures, which will be stringently employed as required by the State Highway Administration and the Maryland Department of Natural Resources - Water Resources Administration, will mitigate these problems.

2. Effects on Water Resources

a. Surface Water

Short-term Impacts

Short term impacts may include:

- o Siltation from increased erosion;
- o Changes in water quality stemming from altered riparian habitat; and
- o Changes in stream flow patterns resulting from impoundments and debris.

To minimize these impacts, sediment control plans will be developed during final design and approved by the Water Resources Administration. Because the alternates will pass through areas of varying slope, soil erodibility, stream size, and vegetation associations, specific control measures cannot now be identified but will include:

- o Staging of construction activities to permanently stabilize ditches at the tops of cuts and at the bottoms of fill slopes prior to excavation and formation of embankments;
- o Seeding, sodding, or otherwise stabilizing slopes as soon as practicable to minimize the area exposed at any time;
- o Appropriate placement and maintenance of sediment traps, temporary slope drains, and other control measures; and
- o Placement of diversion dikes, energy dissipaters, mulches, and netting on slopes too steep to support vegetation.

Impoundments such as sediment ponds will be sized and located so as to maintain as natural a flow as possible, generally by allowing the drainage from undisturbed areas to bypass the construction site and go to its natural drainage course. The construction will be closely monitored to minimize the debris and control waste areas.

With the application of the above procedures, short-term impacts to surface waters will be minimal.

Long-term Impacts

Long term impacts may include:

- o Potential changes in water quantity in receiving streams from alteration of drainage patterns of sources and stream flow characteristics. Highway construction may reduce infiltration and stream base flow, increase surface runoff and stream peak flow, and reduce the time between precipitation and the rise in stream water level.
- o Potential changes in water quality parameters in receiving streams from:
  - Erosion and sedimentation;
  - Roadway runoff carrying pollutants such as vehicular oil, grease, gasoline, and solvents, wear particles from clutches, brake linings, and tires, exhaust emissions that collect on the roadway and nearby vegetation, and seasonal inputs of salt and other de-icing compounds; and
  - Exposure of acidic compounds resulting from cut and fill operations.
- o Habitat loss or alteration resulting from modification of riparian habitat.

The project will be designed in accordance with the Maryland Stormwater Management Act, which limits increases in downstream discharges. Although infiltration practices will be considered, their feasibility will probably be limited by the generally shallow depth of soil in the study area. Vegetated swales and retention and shallow detention ponds will probably be the most feasible stormwater management techniques. In addition to controlling the rate of runoff, these practices will also tend to filter out roadway pollutants.

Stream crossings will require Waterway Construction Permits from the Maryland Department of Natural Resources - Water Resources Administration and in some cases Section 404 Permits from the U.S. Army Corps of Engineers. A Water Quality Certificate will be required from the Department of Health and Mental Hygiene.

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### Stream Crossings

All study area tributaries to Georges Creek are designated as Class III-Natural Trout Waters by the Maryland Department of Health and Mental Hygiene. However, no salmonoids were collected in any of the project area surface waters.

The mainstem of Georges Creek is designated as Class I - Water Contact for Recreation and Aquatic Life. This less restrictive classification is a result of the degraded quality of the water in Georges Creek, which flows through the town of Lonaconing. As such, in-stream construction may be prohibited only between March 1 and June 15 inclusive. No anadromous fish were identified during an August 1986 field check.

Bridges are proposed for major stream crossings associated with the Selected Alternate. The Selected Alternate proposes bridging Jackson Run and Hill Run and the replacement of the existing bridge over Elklick Run with a wider structure.

Other hydraulic structures will be provided for several unnamed tributaries flowing into the major study area streams. Some realignment of drainage swales may also be required. The loss of stream bottom will be minimal. Methods of reducing the impact of this loss, such as bottomless culverts and depressing the pipes to reestablish a productive substrate will be investigated during the design of the culverts.

The increase of impervious surfaces resulting from the proposed improvements would produce a proportionate increase in the amount of roadway runoff. Stormwater runoff would be managed under the Department of Natural Resources' Stormwater Management Regulations. These regulations will require stormwater management practices in the following order of preference:

- o On-site infiltration;
- o Flow and attenuation by open vegetated swales and natural depressions;
- o Stormwater retention structures; and
- o Stormwater detention structures.

It has been demonstrated that these measures can significantly reduce pollutant loads and control runoff.

Final design for the proposed improvements will include plans for grading, erosion and sediment control, and stormwater management, in accordance with state and federal laws and regulations. They will require review and approval by the Maryland Department of Natural Resources - Water Resources Administration and the Department of Health and Mental Hygiene - Office of Environmental



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Programs. A waterway construction permit will also be required from the Department of Natural Resources.

b. Groundwater

Potential groundwater effects may result from cut and fill operations causing changes in groundwater level and flow. Large cuts could expose springs resulting in the reduction of the total amount of water in the aquifer. This factor, in combination with the minimal decrease in the total area available for groundwater recharge resulting from the highway, could lower the water table in certain areas. Leaching from exposed cuts and contamination from de-icing compounds, solvents, herbicides, etc., associated with highways can cause changes in groundwater quality.

The State Highway Administration will conduct a preconstruction survey of all wells in the vicinity of the Selected Alternate to determine their existing quantity and quality. If significant changes to wellwater occur as a result of roadway construction, the State Highway Administration will either provide replacement wells or compensate the affected property owners.

3. Effects on Wetlands

Pursuant to Executive Order 11990, Protection of Wetlands, wetland areas potentially affected by the project have been identified. Approximate amounts of wetlands that may be affected are discussed below.

No encroachments are anticipated on wetland sites 2, 4, 5, or 9. Sites 2 and 9 are outside the proposed right-of-way and sites 4 and 5 will be crossed entirely on structure.

Approximately 1 acre of site 1 lies within the proposed right-of-way. The stream flows perpendicular to the direction of the roadway and cannot be avoided. Much of the earthwork for this stream crossing was previously completed as part of another project so that impacts to this wetland site can be minimized through sediment and erosion control measures.

Approximately 3.2 acres would be required from site 2. A shift uphill in the alignment of the roadway would result in greater amounts of cut and fill and still not preserve the site. This site is located near the proposed toe of the embankment slope. The most feasible way to avoid the wetland would be to construct a retaining wall on the slope to keep embankment material from falling over the wetland. There are presently walls proposed on either side of this location and thus a connecting wall between them would be appropriate. The

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length of the connecting wall would be approximately 600 feet and the average height of the overall length of wall that would result in the revised design would be 21 feet. The estimated increase in the cost of the construction would be \$234,000.00. The feasibility of extending the adjacent retaining walls, reducing the required acreage to 0.25 acre, and preserving the higher quality portions of the site will be investigated during final design.

Site 6 is a linear wetland perpendicular to the alignment of the Selected Alternate and cannot be avoided. Approximately 0.2 acre of this site lies within the proposed right-of-way. The existing bridge will be replaced with either a bottomless culvert or bridge structure on essentially the same location. Impacts to the site can be minimized through sediment and erosion control and no wetland replacement should be necessary. If any portion of the site is filled, it will be replaced.

Site 7 is also a linear wetland, which, in the affected portion, runs parallel to the alignment of the Selected Alternate. Shifting the alignment to avoid the site would not be feasible because of the proximity of the project terminus. Further, a shift in the alignment would result in greater impact to site 6 and require a greater amount of cut and fill, thus increasing water quality impacts. Approximately 2 acres of site 7 would be required. Replacement may be possible within the right-of-way in the vicinity of the site and will be studied during final design.

Site 8 is a linear wetland which runs perpendicular to the alignment of the Selected Alternate and as such cannot be avoided. Approximately 0.1 acre would be required from this site.

Sites 10 and 11 are low quality wetlands running parallel to the alignment of the Selected Alternate. Engineering studies have demonstrated that a shift of the alignment in this area will not shift the toe of the slope above these sites but will result in significant volumes of additional cut and, consequently, in additional impacts to woodland habitat and water quality. Approximately 1 acre is required from site 10 and 2 acres are required from site 11. Because of the poor quality of these sites it is not anticipated that replacement will be required.

Approximately 0.5 acre from sites 12, 13, and 14 will lie within the proposed right-of-way of the Selected Alternate. It is not believed that any fill will



be placed in these sites but, if filling should be necessary, the use of retaining walls will be considered before replacement.

Approximately 3 acres, encompassing the entire site, would be required from Site 15. Shifting the alignment sufficiently to avoid the site would result in approximately 1,056,000 cubic yards of additional excavation and would cost approximately \$3.2 million. In addition to the impacts to natural habitat, this could result in significant water quality impacts due to sedimentation and acidification from exposed pyritic rocks at both the construction site and the disposal site. The cut area would be visible from and would thus adversely affect the Lonaconing Historic District. The cost and adverse impacts of avoiding Site 15 are deemed to outweigh benefit.

Approximately .5 acre would be required from Site 16 and approximately 1 acre would be required from Site 17. In order to avoid this wetland site, the centerline of the road must be realigned. The revised curvature would require the use of a 40° curve instead of a 30° curve as now proposed. By moving away from the hillside, the excavation would be decreased by 27,000 cubic yards but the retaining wall length and height would have to be increased in order to avoid the residential development on Watercliff Road. The length of the wall would increase 200 feet and the average height of the wall would increase from 17 feet to 28 feet (at one isolated location the wall would be 44 feet high). This larger retaining wall would constitute a more severe adverse impact to the Lonaconing Historic District than the proposed retaining walls which would be impossible to mitigate.

These wetlands would be adversely affected by fill, drainage alteration, and sedimentation. Wetland reconstruction, where feasible, will be provided in the same watershed where wetlands are taken at a site able to support wetland vegetation. Although sedimentation from the project during construction may adversely affect wetlands, this effect will be minimized by the use of stringent sediment control measures.

Wetland Finding: The Selected Alternate adversely affects wetland resources in the project area but the proposed action includes all practicable measures to minimize harm to wetlands (see Table 2 and Section IV-E-3 above). Suitable mitigation for all wetlands taken will be coordinated with the Corps of Engineers and other appropriate federal and state agencies during the design phase of the project. Wetlands will be replaced on a one-for-one basis, as required. Section 404 Permits from the U.S. Army Corps of Engineers will be obtained for all

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filling operations within the wetlands. The wetlands affected by the Selected Alternate are a relatively small part of the wetland resources in the project area and, with implementation of the proposed mitigation measures, no long-term adverse effects are expected to result from the Selected Alternate.

#### 4. Effects on Floodplains

The Selected Alternate crosses Jackson Run and Hill Run and their associated 100-year floodplains. Jackson Run and Hill Run will be crossed by high bridges and should not entail floodplain encroachments. Floodplain encroachments (approximately 1.6 acres) may be required on Georges Creek south of Georges Creek Elementary School. Approximately 5.1 acres of floodplain will be within the proposed right-of-way. The remaining 3.5 acres are required by the coal mine access road underpass west of Georges Creek Elementary School.

During final design the State Highway Administration will prepare a detailed hydrologic and hydraulic study to identify the existing 100-year storm discharge and floodplain. Placement of any fill material within the 100-year floodplain or floodway will require a Section 404 Permit from the U.S. Army Corps of Engineers.

In accordance with the requirements of FHPM 6-7-3-2, and Executive Order 11988, the impacts of each encroachment have been evaluated to determine its significance. A significant encroachment would involve one of the following:

- o A significant potential for interruption or termination of a transportation facility that is needed for emergency vehicles or provides a community's only evacuation route;
- o A significant risk; or
- o A significant adverse impact on natural and beneficial floodplain values.

The use of standard hydraulic design techniques for all waterway openings that limit upstream flood level increases and approximate existing downstream flow rates will be utilized where feasible.

Use of state-of-the-art sediment and erosion control techniques and stormwater management controls will ensure that none of the encroachments would result in risks or impacts to the beneficial floodplain values or provide direct or indirect support to further development within the floodplain. Preliminary analysis indicates that no significant floodplain impacts are expected to occur as a result of the Selected Alternate. Thus a floodplain finding is not required.

As discussed for wetland sites 10 and 11, avoidance of the floodplain impact south of Georges Creek Elementary School is not possible by minor shifts in the alignment. Furthermore, a major shift as proposed with Alternate 5/Segment II resulted in the greatest impact to active mining operations, as well as coal reserves, and did not provide access from this mining area to Relocated Maryland 36, which was one of the stated goals of the project. The Selected Alternate had no floodplain impacts in Segment 1, while the selection of Alternate 1 in Segment 1 would have resulted in 4 acres of floodplain impact. Alternates on the west side of the Valley took more residences and impacted the Lonaconing Historic District, and are prohibited by Section 4(f) of the Department of Transportation Act of 1966.

5. Effects on Terrestrial Habitats

The Selected Alternate will require approximately 90.2 acres of woodland habitat.

Given the amount of habitat in the region that exists outside the project corridor, it is unlikely that vegetative diversity will be measurably diminished. It is more likely that a shift in the relative abundance of those species that are already present will take place.

Long-term impacts would include reduction in available wildlife habitat, but populations would be expected to readjust and develop new movement patterns and foraging activities.

6. Effects on Wildlife

Trace metals derived from normal wear of automotive parts and automotive emissions and their deposition in the roadside environment have been noted in the past. The requirement that new vehicles utilize lead-free gasoline (effective 1975) and EPA's recently issued guidelines further reducing the amount of lead in leaded gasolines, have reduced and continue to reduce the amount of lead available in the roadside environment. In addition, the stormwater management techniques to be employed in the project will reduce trace metal pollutants.

Road salt poisoning in rabbits, pheasants, and quail populations has also been noted in the past, but the use of salt in recent years has been significantly reduced. The State Highway Administration's recently instituted lower salt application policy will significantly lessen possible effects to area wildlife.

Since the proposed project would be constructed in a new location the probability of road kills is likely to increase. However, due to the relatively

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close proximity of the alignment to developed areas of Lonaconing (500 feet or less in most cases) no significant isolation or loss of wildlife habitat is anticipated. In order to reduce the probability of animals entering the highway, fencing will be considered in the design phase. The poor water quality in Georges Creek and the fact that it flows through the town minimizes its value as a water source for wildlife.

7. Effects on Threatened or Endangered Species

a. Fauna

No known federally-listed threatened or endangered animal species would be impacted (see Sections VII and VIII).

b. Flora

No federally-listed endangered or threatened plant species are known to inhabit the study area (see Sections VII and VIII).

F. Air Quality Impacts

1. Analysis Objectives, Methodology, and Results

The objective of the air quality analysis is to compare the carbon monoxide (CO) concentrations that are estimated to result from traffic configurations and volumes of each alternate with the State and National Ambient Air Quality Standards (S/NAAQS). The SAAQS and NAAQS are identical for CO: 35 ppm (parts per million) for the maximum 1-hour period and 9 ppm for the maximum consecutive 8-hour period.

A microscale CO pollution diffusion analysis was conducted using the third generation California Line Source Dispersion Model, CALINE 3. This microscale analysis consisted of projections of 1-hour and 8-hour CO concentrations at sensitive receptor sites under worst case meteorological conditions for the No-build and the Build Alternates 1, 2, 2A, and 5 for the design year (2015) and the estimated year of completion (1995).

a. Analysis Inputs

A summary of analysis inputs is given below. More detailed information concerning these inputs is contained in the Maryland Route 36 Air Quality Analysis, which is available for review at the Maryland State Highway Administration, 707 North Calvert Street, Baltimore, Maryland 21202 and at the District 6 Office in La Vale, Maryland.

Background CO Concentrations

To calculate the total concentration of CO that occurs at a particular

receptor site during worst case meteorological conditions, the background CO concentrations are considered in addition to the levels directly attributable to the facility under consideration. Due to the lack of CO ambient air quality monitoring data, the background concentrations resulting from area-wide emissions from both mobile and stationary sources was assumed to be the following:

	<u>CO, PPM</u>	
	<u>1-Hour</u>	<u>8-Hour</u>
1995	2.0	1.0
2015	2.0	1.0

Traffic Data, Emission Factors, and Speeds

The appropriate traffic data was utilized as supplied by the Bureau of Highway Statistics (October 1984 and August 1985) of the Maryland State Highway Administration.

The composite emission factors used in the analysis were derived from the Environmental Protection Agency (EPA) Compilation of Air Pollutant Emission Factors: Highway Mobile Sources, and the Modifications to MOBILE 2 which were used by EPA to Respond to Congressional Inquiries on the Clean Air Act, and were calculated using the EPA MOBILE 2.5 computer program. An ambient air temperature of 20°F was assumed in calculating the emission factors for both the 1-hour and 8-hour analysis to approximate worst case results for each analysis case.

Average vehicle operating speeds used in calculating emission factors were based on the capacity of each roadway link considered, the applicable speed limit, and external influences on speed through the link from immediately adjacent links. Average operating speeds ranged from 25 mph to 50 mph depending upon the roadways and alternate under consideration.

Meteorological Data

Worst-case meteorological conditions of 1 meter/second for wind speed and atmospheric stability class F were assumed for both the 1-hour and 8-hour calculations. In addition, as stated above, a worst-case temperature of 20°F was assumed.

The wind directions utilized as part of the analysis were rotated to maximize CO concentrations at each receptor location. Wind directions varied for each receptor and were selected through a systematic scan of CO concentrations associated with different wind angles.

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b. Sensitive Receptors

Site selection of sensitive receptors were made on the basis of proximity to the roadway, type of adjacent land use, and changes in traffic patterns on the roadway network. Thirteen receptor sites were chosen for this analysis consisting of ten residences, two schools and a park. The receptor site locations were verified during study area visits by the analysis team. The receptor sites are shown on Figures 9 through 11, and are discussed in Table 7.

c. Results of Microscale Analysis

The results of the calculations of CO concentrations at each receptor site for the No-build and Build Alternates are shown in Table 8. The values shown consist of predicted CO concentration attributable to traffic on various roadway links plus projected background levels. A comparison of the values in Table 8 with the S/NAAQS shows that no violations will occur for the Selected Alternate in 1995 or 2015 for the 1-hour or 8-hour concentrations of CO.

The No-build Alternate results in higher CO concentrations in 1995 and 2015 than the Selected Alternate due to the lower speeds associated with the No-build Alternate. The low traffic volumes associated with the Selected Alternate result in very low predicted CO concentrations. The concentrations remain well below the S/NAAQS.

In conclusion, the Selected Alternate will not result in violations of the 1-hour or 8-hour S/NAAQS in 1995 or 2015.

2. Construction Impacts

The construction phase of the project has the potential to impact the ambient air quality through such means as fugitive dust from grading operations and materials handling. The State Highway Administration has addressed this possibility by establishing Specifications for Materials, Highways, Bridges and Incidental Structures, which specifies procedures to be followed by contractors involved in state work.

The Maryland Bureau of Air Quality Control was consulted to determine the adequacy of the specifications in terms of satisfying the requirements of the Regulations Governing the Control of Air Pollution in the State of Maryland. The Maryland Bureau of Air Quality Control found that the specifications are consistent with the requirements of these regulations. Therefore, during the construction period, all appropriate measures will be taken to minimize the impact on the air quality of the area.



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3. Conformity with Regional Air Quality Planning

This project is in an area where the State Implementation Plan (SIP) does not contain any transportation control measures. Therefore, with the exception of the construction procedures, the conformity requirements of 23 CFR 770 do not apply to this project.

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TABLE 7

Sensitive Receptors  
Maryland Route 36

<u>Site No.</u>	<u>Description/Location</u>
1	Residence, one-story frame Maryland Route 36
2	Valley High School
3	Residence, two-story frame 36 Main Street
4	Residence, one-story frame 41 Dudley Street
5	Residence (multi-family), two-story frame 31 Big Vein Hill
6	Lonaconing Furnace (Park - Historic)
7	Residence, two-story frame "B" Street (Historic)
8	Residence, one-story frame 24 Bucks Hill Road
9	Residence (multi-family) two-story frame Box 39, Maryland Route 36
10	Residence, two-story block Box 71, Maryland Route 36
11	Georges Creek Elementary School
12	Residence, one-story frame Gilmore/Quinn Street
13	Residence, two-story frame Maryland Route 36

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TABLE 8  
CO Concentrations\* At Each Receptor Site, ppm

Receptors	1995				2015			
	No-build		Selected Alternate		No-build		Selected Alternate	
	1 Hr.	8 Hr.	1 Hr.	8 Hr.	1 Hr.	8 Hr.	1 Hr.	8 Hr.
1	2.7	1.6	2.1	1.2	2.7	1.6	2.1	1.1
2	4.5	2.7	2.1	1.0	3.4	2.1	2.1	1.0
3	3.6	2.3	2.0	1.0	3.2	2.0	2.0	1.0
4	2.8	1.6	2.4	1.4	2.4	1.3	2.4	1.2
5	2.3	1.3	2.2	1.1	2.3	1.0	2.1	1.1
6	5.3	3.7	2.2	1.1	4.1	2.5	2.1	1.0
7	2.7	1.4	2.0	1.0	2.5	1.2	2.0	1.0
8	2.2	1.0	2.2	1.1	2.0	1.0	2.2	1.1
9	4.1	2.7	2.2	1.0	3.4	2.1	2.2	1.1
10	4.3	2.7	2.3	1.3	3.3	2.0	2.3	1.2
11	2.6	1.4	2.2	1.2	2.3	1.2	2.2	1.2
12	2.5	1.3	2.3	1.2	2.2	1.2	2.3	1.2
13	4.2	2.7	2.2	1.1	3.3	2.0	2.2	1.1

\* Includes Background Concentrations  
The S/NAAQS for CO: 1 Hr. Maximum = 35 ppm  
8 Hr. Maximum = 9 ppm

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#### 4. Agency Coordination

Copies of the technical Air Quality Analysis have been circulated to the U.S. Environmental Protection Agency and the Maryland Air Management Administration for review and comment. Both agencies have found the analysis acceptable (see pages VII-112 and VII-113).

#### G. Noise Levels and Noise Impacts

##### 1. Prediction and Analysis Methodology

The method used to predict the future noise levels in the Maryland Route 36 study area was developed by the Federal Highway Administration of the U.S. Department of Transportation. The FHWA Highway Traffic Noise Prediction Model (FHWA Model) incorporates data pertaining to normal traffic volume increases over time, utilizes an experimentally and statistically determined reference sound level for three classes of vehicles (auto, medium duty trucks, and heavy duty trucks) and applies a series of adjustments to each reference level to arrive at the predicted sound level. The adjustments include: 1) traffic flow corrections, taking into account the number of vehicles, average vehicle speed, and specifies a time period of consideration; 2) distance adjustment comparing a reference distance and actual distance between receiver and roadway, including roadway width and number of traffic lanes; and 3) adjustment for various types of physical barriers that would reduce noise transmission from source (roadway) to receiver.

The prediction calculations were performed utilizing a computer program adaptation of the FHWA MODEL, STAMINA 2.0/OPTIMA.

The determination of environmental noise impacts is based on the relationship between the predicted noise levels, the established noise abatement criteria, and the ambient noise levels in the project area. The applicable standard is the Federal Highway Administration's noise abatement criteria/activity relationship (see Table 6) published in FHPM 7.7.3.

When design year  $L_{eq}$  noise levels are projected to exceed the abatement criteria (Table 6) or increases ambient conditions by more than 10 dBA, noise abatement measures (in general, noise barriers) are considered to minimize impacts. Consideration is based on the size of the impacted area (number of structures, spatial distribution of structures, etc.), the predominant activities carried on within the area, the visual impact of the control measure, practicality of construction, and economic feasibility. Economic assessment is based on the

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following assumptions. An effective barrier should, in general, extend in both directions to four times the distance between receiver and roadway (source). In addition, an effective barrier should provide a 10 dBA reduction in the noise level, as a preliminary design goal during the initial barrier analysis. For the purpose of comparison, a total cost of \$27 per square foot is assumed to estimate total barrier cost.

This cost figure is based on current costs experienced by the Maryland State Highway Administration and includes the costs of panels, footings, drainage, landscaping, and overhead. In addition, the upset limit to determine how reasonable a barrier may be is between \$35,000 and \$40,000 per residence. This is an average cost figure based on current and projected barrier costs by the Maryland State Highway Administration.

## 2. Impacts and Mitigation

### a. General

The projected  $L_{eq}$  noise levels reflect traffic noise only and do not account for noise from other sources such as chirping birds, rustling vegetation, factory noises, etc. The ambient  $L_{eq}$  noise levels include noise from all sources present during monitoring. The tolerance of the ambient noise monitoring in combination with the tolerance of the noise prediction model may account for a deviation of as much as 4 dBA when comparing ambient and predicted  $L_{eq}$  noise levels.

### b. Selected Alternate

Noise Sensitive Areas 1, 4-5, and 8-13 are associated with the Selected Alternate. The predicted  $L_{eq}$  noise levels would vary -10 to +9 dBA from existing noise levels (see Table 9). None of the noise sensitive areas would experience an increase in noise levels of 10 dBA or more, or an increase in excess of the 67 dBA noise abatement criteria; therefore, no noise abatement measures are recommended.

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TABLE 9  
Project Noise Levels

<u>NSA</u>	<u>Description</u>	<u>Ambient Leq</u>	<u>No-build</u>	<u>Design Year (2015) Leq</u>
				<u>Selected Alternate</u>
1	Residential	65	60	59
4	Residential	54	48	56
5	Residential	54	N/A	62
8	Residential	51	N/A	53
9	Residential	66	61	50
10	Residential	66	67	55
11	School	65	60	53
12	Residential	54	N/A	60
13	Residential	73	69	57

3. Construction Impacts

As with any major construction project, areas around the construction site are likely to experience varied periods and degrees of noise impact. Blasting may be required due to the nature of the topography. This type of project would probably employ the following pieces of equipment that would be likely sources of construction noise:

- Bulldozers and Earth Movers
- Graders
- Front End Loaders
- Dump and Other Diesel Trucks
- Compressors

Generally, construction activity and blasting would occur during normal working hours on weekdays. Therefore, a noise intrusion from construction activities probably would not occur during critical sleep or outdoor recreation periods.

Maintenance of construction equipment will be regular and thorough to minimize noise emissions because of inefficiently tuned engines, poorly lubricated moving parts, poor or ineffective muffling systems, etc.

H. Relationships Between Short-term Effects and Long-term Productivity and Enhancement

The Selected Alternate would allow traffic to move efficiently through the study area. The proposed improvements should ease traffic congestion and allow increased speeds, reducing the amount of air pollutants contributed per vehicle. Highway safety would also be improved.

Long-term adverse effects include increased noise levels.

Short-term adverse effects include the dust, erosion, and noise associated with highway construction, as well as the loss of wildlife habitat.

I. Irreversible and Irretrievable Commitments of Resources

The principle irreversible and, for all practical purposes, irretrievable commitment of resources would be the land allocated for the highway right-of-way, which can be considered as permanently committed to a transportation corridor. In addition, construction materials and suitable fill material for construction would be irretrievably committed.

**V**  
**LIST OF**  
**PREPARERS**



V. LIST OF PREPARERS

This Final Environmental Impact Statement was prepared by the Department of Transportation, State Highway Administration, in consultation with the Federal Highway Administration, and with assistance from the Wilson T. Ballard Company. The following personnel were instrumental in the preparation of this document:

State Highway Administration

- Mr. Louis H. Ege, Jr. Deputy Director,  
Project Development Division
- Ms. Cynthia D. Simpson Chief,  
Environmental Management
- Mr. Robert E. Schneider Project Manager
- Mr. James E. Dooley, Jr. Environmental Manager

Federal Highway Administration

- Mr. Edward Terry District Engineer
- Mr. Paul Wettlaufer Environmental Protection  
Specialist

The Wilson T. Ballard Company

- Mr. Robert Bond Engineer

**VI**  
DISTRIBUTION LIST

GA

VI. DISTRIBUTION LIST

Federal Agencies

Mr. Bruce Blanchard, Director  
Office of Environmental  
Project Review  
U.S. Department of the Interior  
18th and C. Streets, N.W.  
Washington, D.C. 20242

U.S. Environmental Protection Agency  
Region III  
Ms. Barbara D'Angelo, Acting Chief  
NEPA Compliance Section  
841 Chestnut Street  
Philadelphia, PA 19107  
ATTN: Mr. Jeffrey Alper

Department of Agriculture  
State Conservationist  
Soil Conservation Service  
4321 Hartwick Avenue (Room 522)  
College Park, MD 20740

Commander  
Corps of Engineers  
Baltimore District  
Box 1715  
Baltimore, MD 21201  
ATTN: NABOP-F

Division of NEPA Affairs  
Department of Energy  
Room 4G 064  
1000 Independence Avenue, S.W.  
Washington, D.C. 20230

Mr. Paul Giordano  
Regional Director  
Federal Emergency Management Agency  
Liberty Square Building  
105 South 7th Street  
Philadelphia, PA 19106  
ATTN: Mr. Walter Pierson

100  
Mr. John M. Sullivan, Administrator  
Federal Railroad Administration  
400 7th Street, S.W.  
Washington, D.C. 20590

State Agencies

Ms. Kathleen Fay  
State Depository Distribution Center  
Enoch Pratt Free Library  
400 Cathedral Street  
Baltimore, MD 21201

Mr. Randy Harrill  
Water Resources Administration  
Department of Natural Resources  
Annapolis, MD 21401

Mr. Guy Hager, Director  
Intergovernmental Assistance Clearing-House  
Department of State Planning  
301 W. Preston Street  
Baltimore, MD 21201

Maryland Department of Transportation

Director  
Public Affairs  
Maryland Department of Transportation

Mr. Clyde E. Pyers, Director  
Division of Systems Planning  
and Development  
Maryland Department of Transportation

Maryland State Law Library  
Upper Level Court of Appeal Building  
361 Rowe Boulevard  
Annapolis, MD 21401

Mr. Larry Saben  
Washington Regional Office  
8720 Georgia Avenue, Suite 904  
Silver Spring, MD 20910

Office of Legal Council  
Office of the Secretary  
Maryland Department of Transportation

State Highway Administration

\*Deputy Chief Engineer - Development  
 Assistant Chief Engineer - Design  
 District Engineer  
 Bureau of Highway Design  
 Bureau of Bridge Design  
 Bureau of Landscape Architecture  
 Office of Planning and Preliminary Engineering  
 Bureau of Project Planning  
 Bureau of Planning and Program Development  
 Office of Real Estate  
 Bureau of Relocation Assistance  
 Bureau of Acquisition Activities  
 Federal-Aid Section - Office of Real Estate  
 District Chief - Office of Real Estate  
 State Highway Administration Library  
 Equal Opportunity Section  
 Bureau of Highway Statistics

\*Cover Letter Only

Others

George K. Steiner, Chairman  
 Sanitary Commission  
 P.O. Box 1170  
 Cumberland, MD 21501

Benjamin R. Sanson, Planning Director  
 County Office Building  
 3 Pershing Street  
 Cumberland, MD 21502

Colorado State University  
 Document Librarian  
 Fort Collins, CO 80523

David W. Edgerley, Director  
 Economic Development Council of Allegany County  
 One Commerce Drive  
 Cumberland, MD 21502

Mr. Carmen P. DeSignore, Jr.  
 Vice President  
 Buffalo Coal Company, Inc.  
 P.O. Box 282  
 Bayard, W. Virginia 26707

**VII**  
**COMMENTS**  
**AND COORDINATION**

A. Comments Received at and Subsequent to the Combined  
Location/Design Hearing and Responses

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1. Comments Received at the Location/Design Hearing

A Combined Location/Design Hearing for this project was held on February 25, 1986. Mr. T. Wallace Beaulieu, District Engineer, State Highway Administration, presided. Representatives of the State Highway Administration described the project planning process and the alternates under consideration and provided an environmental overview of the study area, and right-of-way acquisition process and the relocation assistance program. The Draft Environmental Impact Statement and a public information display were available for review prior to and during the hearing. Approximately 245 people attended.

Official transcripts were prepared of the Location/Design Public Hearing. Copies of the transcripts are available for review at the Maryland State Highway Administration.

The following is a summary of the comments received:

1. Gary Marshall: Mr. Marshall requested a comparison of the access on the east side and west side alignments, particularly at Water Station Run. He felt that the east side alignment was more beneficial to the town and to park users.

SHA Response: Alternates 2 and 2A can be accessed at the termini and at the existing Maryland Route 36 near the Buffalo Coal Company tipple. Alternates 1 and 5 and the Selected Alternate can be accessed at Buskirk Hollow Road and 1/2 mile south of Seldom Seen Road, at Allegany Street/Jackson Mountain Road, and at Water Station Run. Additionally, Alternate 1 and the Selected Alternate may be accessed at existing Maryland Route 36 near the Buffalo Coal Company tipple. The east side alternates provide better access to town.

The Selected Alternate is Alternate 5-1, an east side alignment.

2. Thomas Park: Mr. Park observed that the east side alternates require fewer at-grade railroad crossings and take fewer homes.

SHA Response: The Selected Alternate is Alternate 5-1 an east side alternate. It requires no at-grade railroad crossings and 22 residential relocations.

3. Edith Smith: Ms. Smith doesn't like the east side alternates because of the proposed bridge height, and these alternates would be close to her house; she was also concerned about the 10 dBA noise increase.

SHA Response: None of the noise receptors along the Selected Alternate are predicted to experience a noise increase of 10 dBA or more or be in excess of 67 dBA, which is the FHWA noise abatement criteria.

The receptor at which noise levels increase by 10 decibels is associated with the west side alternates. The Selected Alternate, an east side alignment,



was selected because it was preferred by the majority of citizens and environmental agencies, had fewer environmental impacts, and provided better access to the town of Lonaconing.

4. Shirley Ravenscroft: Ms. Ravenscroft stated that construction of the west side alternates does not provide access points into town and, if selected, would adversely affect businesses in town. She was also concerned about the number of relocations required and the number of elderly persons who would be displaced by the west side alternates.

SHA Response: The Selected Alternate is an east side alternate that has access points to town at Allegany Street/Jackson Mountain Road and Water Station Road. The Selected Alternate requires 22 relocations versus as many as 37 relocations required by the west side alternates.

5. Fred Sloan: Mr. Sloan observed that although Alternate 5 is more expensive than the west side Alternates, it requires fewer properties, provides access points to town, and better serves future development. He questioned whether 30 to 35 relocations (required by the west side alternates) can be accomplished in town. He favors Alternate 5-1.

SHA Response: The Selected Alternate is Alternate 5-1.

6. Leroy Brown: Mr. Brown was concerned about access to Church Hill if Alternate 2A is selected.

SHA Response: The Selected Alternate is Alternate 5-1.

7. James Downes: Mr. Downes feels cost should not be the overriding factor in selecting an alternate; he favored an east side alternate.

SHA Response: Cost was one of many environmental and engineering factors considered in deciding that Alternate 5-1 would be the Selected Alternate.

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2. Comments Received Subsequent to the Location/Design Hearing

STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

BUREAU OF  
PROJECT PLANNING  
FEB 20 3 38 PM '86

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

WILG020

NAME Gary W. Wilson DATE 2-19-86

PLEASE PRINT ADDRESS 51 Church St.

CITY/TOWN LONA CONING STATE Maryland ZIP CODE 21539

I/We wish to comment or inquire about the following aspects of this project:

I Believe that alternate Route 5 should  
be utilized. IF Not this Route than the  
"No Build" route should be utilized.

Which route, involves Less relocating  
of residents?

I Find it very hard to accept moving  
people out of their homes and destroying homes  
in order to make a road for heavy trucks  
to run on @ SS.M.P.A. Never mind the  
impact that this has on the resident that  
is being pushed out of his home!

Please add my/our name(s) to the Mailing List.\*

Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation

State Highway Administration

WILG020

William K. Hoffmann  
Secretary  
Hal Kassoff  
Administrator

April 2, 1986

RE: Contract No. A 690-101-671  
Maryland Route 36 from  
0.5 mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

Mr. Gary Wilson  
51 Church Street  
Lonaconing, Maryland 21539

Dear Mr. Wilson:

Thank you for your comments regarding the alternates for the construction of Maryland Route 36. Your name is included on the project mailing list and you will continue to receive all material that is distributed relative to project development.

Your comments will be considered as we continue with the Project Development activities.

Very truly yours,

Louisa H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:tlh  
cc: Mr. T. W. Beaulieu

My telephone number is 1-59-1104

Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 O.C. Metro - 1-800-492-5062 Statewide Toll Free  
P.O. Box 717 / 767 North Calvert St., Baltimore, Maryland 21203 - 0717

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STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS BUREAU OF  
PROJECT PLANNING

Contract No. A 690-101-671 FEB 20 3 36 PM '86  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

2  
MAR 5033  
Maryland Department of Transportation  
State Highway Administration

William K. Hoffmann  
Secretary  
Hal Kassoff  
Administrator

NAME J Gary Marsh DATE Feb. 16, 1986  
PLEASE PRINT ADDRESS 18 Castle Hill  
CITY/TOWN Lonaconing STATE Md ZIP CODE 21539

April 2, 1986  
RE: Contract No. A 690-101-671  
Maryland Route 36 from  
0.5 mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

Mr. J. Gary Marsh, Sr.  
18 Castle Hill  
Lonaconing, Maryland 21539

Dear Mr. Marsh:

Thank you for your comments regarding the alternates for the construction of Maryland Route 36. Your name is included on the project mailing list and you will continue to receive all material that is distributed relative to project development.

Your comments will be considered as we continue with the Project Development activities.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:tjh  
cc: Mr. T. W. Beaulieu

I/We wish to comment or inquire about the following aspects of this project:

Any routes on the west side of town (202A) would be detrimental to the tax base of Lonaconing since the properties affected are owned by people who have renovated or greatly improved their homes. (As compared with route 1015 it appears affected properties are of an older, unrenovated nature with a lower tax base.

The above paragraph is substantiated on page 8 of your green folder in the relocation cost - Rt 202A \$4,635,000 as compared to Rt 1015 \$315,000. These figures indicate that there is no question as to which route should be selected - 1015

I know the issue is probably already cut & dried, which is one more reason private citizens are losing faith in the government, but I still want to voice my opposition to the loss of 47 properties in our community for a road that will give no access to our town. If I, or any one else, have to drive to Pekin or Gilmore to get on, then the road isn't helping our town at all.

I think the \$26,580,000 figure vs 7,285,000 is grossly incorrect for a road way estimate comparison - 2 mile difference = 19,000,000 difference. Don't forget!

Please add my/our name(s) to the Mailing List.\*  
 Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

My telephone number is 659-1104  
Telepewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free  
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

9-11-86

for

3

STATE HIGHWAY ADMINISTRATION BUREAU OF  
QUESTIONS AND/OR COMMENTS PROJECT PLANNING

Contract No. A 690-101-671 FEB 24 9 52 AM '86  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road GALMOOS  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

NAME Michael D. Gallagher DATE 17 Feb 86

PLEASE PRINT ADDRESS RD #1 Box 476

CITY/TOWN Midland STATE Md. ZIP CODE 21532

I/We wish to comment or inquire about the following aspects of this project:

#1 When will construction start? (DATE)

#2 Who has been contracted to do the work (company name/address)?

#3 Will any local work force be employed?

Please add my/our name(s) to the Mailing List.\*

Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation

State Highway Administration

William K. Hellmann  
Secretary  
Hal Kassoff  
Administrator

April 4, 1986

RE: Contract No. A 690-101-671  
Maryland Route 36 from 0.5  
mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

Mr. Michael D. Gallagher  
RD #1 Box 476  
Midland, Maryland 21532

Dear Mr. Gallagher:

Thank you for your comments regarding the Maryland Route 36 project. Your name is included on the project mailing list and you will receive all related material associated with our project activities.

This project is listed in the Allegany County Secondary Highway portion of the Development and Evaluation Program of the 1986-1991 Maryland Department of Transportation's Consolidated Transportation Program. Funding is presently only available for Project Development which is expected to be completed by the end of this year.

Once an alternate is selected and location and design approvals have been received, this project will be eligible to be included in future transportation programs for project engineering (design), right-of-way acquisition, and construction. Until funds are programmed for the construction phase, we cannot advise you as to when the construction phase will begin, who the contractor will be or whether the contractor will hire local manpower.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:tlh  
cc: Mr. T. W. Beaulieu

My telephone number is 659-1104  
Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free  
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

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STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS BUREAU OF  
PROJECT PLANNING

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mi. south of Seldom Seen Road  
to Buskirk Hollow Road  
Alternates Public Meeting  
7:30 p.m., Tuesday, December 4, 1984  
PDMS No. 013076  
FEB 24 9 53 AM '86  
ML 11/13/84

NAME Mary Alice Miller DATE 12 FEB 1986

PLEASE PRINT ADDRESS 40 St. Mary's Terrace

CITY/TOWN LONARDONING STATE Md. ZIP CODE 21539

I/We wish to comment or inquire about the following aspects of this project:

I would appreciate an update on the current  
and future plans for the re location of Route 36

8-IIA

I am currently on the Mailing List.  
 Please add my/our name(s) to the Mailing List.

11/13/84

6

STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

W125047

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

BUREAU OF  
PROJECT PLANNING  
FEB 21 2 49 PM '86



Maryland Department of Transportation

State Highway Administration

W125047

William K. Heilmann  
Secretary  
Hal Kassoff  
Administrator

April 2, 1986

RE: Contract No. A 690-101-671  
Maryland Route 36 from  
0.5 mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

Ms. Joyce Wilson  
51 Church Street  
Lonaconing, Maryland 21539

Dear Ms. Wilson:

Thank you for your comments regarding the alternates for the construction of Maryland Route 36. Your name is included on the project mailing list and you will continue to receive all material that is distributed relative to project development.

Your comments will be considered as we continue with the Project Development activities.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:tlh  
cc: Mr. T. W. Beaulieu

VII-9

NAME Joyce Wilson DATE 2/25/86  
PLEASE PRINT ADDRESS 51 Church St.  
CITY/TOWN Lonaconing STATE Md ZIP CODE 21539

I/We wish to comment or inquire about the following aspects of this project:

When I got at the Public meeting concerning the highway project in Lonaconing and would like to emphasize some important points that were brought out by several citizens. The main point of these - divided by Alternates 2 & 3A would not allow any entrance into the town as divided out of town from this point. The main thrust of the town would be taken by road except for the people who live directly in town on the side streets. These people would not benefit by the road by having it all. If the town to give up their property & house for the road, it would mean they might that they could the town could benefit from it more using. Please understand the business entrance would affect the road by people from down the road to business like shops & up the road to pick up materials by road the town!! I don't think that would eliminate one of the businesses we need there & definitely eliminate any property for businesses to come. I don't want any big road but what would be left after that happens. Also what would the big number of business entrance be like - not in Lonaconing. Pick up in Lonaconing, what would happen to us? Of all these people are going to give up property & the town will not benefit - who will?? The highway on the west side can only benefit people who don't wish to pass through the town road - or on the big roads & road across. First of all people in town will still have to use the old road due to lack of access to the new highway & 2A & 3A site alternatives. Some other possibilities on the East side

Please add my/our name(s) to the Mailing List. at town!! It does not benefit for  
 Please delete my/our name(s) from the Mailing List. the town of Lonaconing

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

MAILING LIST

My telephone number is 659-1104  
Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free  
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

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**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

BUREAU OF  
PROJECT PLANNING  
MAR 1 3 29 PM '86  
LEAHOODS

NAME Harold + Cecilia Leathermen DATE 2-26-86

PLEASE PRINT ADDRESS Rt. 36 South Box 9

CITY/TOWN Lonaconing STATE Md. ZIP CODE 21536

I/We wish to comment or inquire about the following aspects of this project:

*My only comment is to recommend using Alternate 5. I feel this plan would help keep people in this area. I know if they chose Alternates 1 we will have to relocate. In order to keep our children in these area schools we would need housing. I don't want to leave this area but between roads changed and jobs there's not a lot of hope for our little towns. Some of our businesses have been passed down from long time ancestry and still try to keep on. This may not mean much to progress but the small town people stick together and don't like to move. My parents would love to leave on 2 different plans. Where do these people move + change their lives? Sure the cost would be more on Alternate 5 but it's all bill side doing nothing all these years. I think this cost side choice would be best.*

Please add my/our name(s) to the Mailing List.\*

Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

ENTERED ON  
MAILING LIST



**Maryland Department of Transportation**

State Highway Administration

LEAHOODS

William K. Hellmann  
Secretary  
Hal Kassoff  
Administrator

April 2, 1986

RE: Contract No. A 690-101-671  
Maryland Route 36 from  
0.5 mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

Mr. and Mrs. Harold Leatherman  
Route 36 South, Box 9  
Lonaconing, Maryland 21539

Dear Mr. and Mrs. Leatherman:

Thank you for your comments regarding the alternates for the construction of Maryland Route 36. Your name is included on the project mailing list and you will continue to receive all material that is distributed relative to project development.

Your comments will be considered as we continue with the Project Development activities.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:tlh  
cc: Mr. T. W. Beaulieu

My telephone number is 659-1104

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Handwritten initials

VII-10



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**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

CO06004

BUREAU OF  
PROJECT PLANNING  
Mar 4 3 29 PM '86

**Maryland Department of Transportation**

State Highway Administration

William K. Heilmann  
Secretary  
Hal Kassoff  
Administrator

April 2, 1986

RE: Contract No. A 690-101-671  
Maryland Route 36 from  
0.5 mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

Mr. Gerald J. Cook  
12 East Florida Way  
Lonaconing, Maryland 21539

Dear Mr. Cook:

Thank you for your comments regarding the alternates for the construction of Maryland Route 36. Your name is included on the project mailing list and you will continue to receive all material that is distributed relative to project development.

Your comments will be considered as we continue with the Project Development activities.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:tlh  
cc: Mr. T. W. Beaulieu

My telephone number is 659-1104

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PLEASE PRINT

NAME GERALD J. COOK DATE 2/25/86

ADDRESS 12 E. FLORIDA WAY

CITY/TOWN LONACONING STATE MD ZIP CODE 21539

I/We wish to comment or inquire about the following aspects of this project:

Now after attending both public meetings on Alternates and Location/Design I wish your administration to only consider the EAST SIDE segments

I feel the WEST SIDE does not have much access for the residents of Lonaconing and will create more problems being close to the heart of town

Although the EAST SIDE proposals may cost more it will be more beneficial to all concerned to build on this side of the Georges Creek valley.

I believe it will lead to increase in population of area.

(more land should be open for use) make Dons M.H. State Park more a recreational center, potential development vision at this time, and with access roads from Allegany St. into State Park to Lonaconing business the still go in Lonaconing itself.

BESIDES building Alternate 5 would avoid the Chessie Railroad System tracks and the Georges Creek basin itself

Therefore in the best interest and for the future of Lonaconing in the Georges Creek valley I suggest the SHA to

- Please add my/our name(s) to the Mailing List. \* BUILD A ROAD BETWEEN ALTERNATE 5
- Please delete my/our name(s) from the Mailing List. ALTERNATE 5

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

P.S. Will be looking forward to build 5 decision. Thank you Gerald J. Cook

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STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

BUREAU OF  
PROJECT PLANNING  
MAR 4 3 30 PM '86

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

NAME Mr and Mrs James A Burt DATE 2-26-86  
PLEASE PRINT ADDRESS 17 Dutch Row  
CITY/TOWN Lonaconing STATE Md. ZIP CODE 21539

I/We wish to comment or inquire about the following aspects of this project:

*First of all: We need and want a new road. The need for one has existed for decades. The truck traffic through here is terrific - it goes on most of the night and they travel much faster in the wee hours than they even should!*

*We hope that the powers - that - be will give us the road that will best serve our needs and not let cost dictate the route.*

*Consider carefully the relocation side of the matter - many of the homes are not worth much and elderly people would find it impossible to buy a home with what will be offered them.*

*Please don't delay the road any longer than absolutely necessary - the existing road under wet and snowy conditions is horrendous! Thank You!*

Please add my/our name(s) to the Mailing List.  
 Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation

State Highway Administration

William K. Hoffmann  
Secretary  
Hal Kassoff  
Administrator

BURJ021

April 2, 1986

RE: Contract No. A 690-101-671  
Maryland Route 36 from  
0.5 mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

Mr. and Mrs. James Burt  
17 Dutch Row  
Lonaconing, Maryland 21539

Dear Mr. and Mrs. Burt:

Thank you for your comments regarding the alternates for the construction of Maryland Route 36. Your name is included on the project mailing list and you will continue to receive all material that is distributed relative to project development.

Your comments will be considered as we continue with the Project Development activities.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:tlh  
cc: Mr. T. W. Beaulieu

My telephone number is 659-1104

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**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

BUREAU OF  
PROJECT PLANNING  
MAR 7 3 21 PM '86

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

SLOE-001

NAME Eleanor A. Sloan DATE 3/4/86

PLEASE PRINT ADDRESS 37 Front St.

CITY/TOWN Lonaconing STATE Md ZIP CODE 21539

I/We wish to comment or inquire about the following aspects of this project:

- 1. am in favor of the East Rt. - Alt. 5.
- 1. less residences to disturb - Douglas Ave. has too many senior citizens to try to relocate in a town that has very few places to rent - death may result
- 2. less businesses to disturb - the western route would hurt what few businesses we have.
- 3. less properties taken
- 4. East has access to town to help the businesses
- 5. more potential for housing on Jackson Mt. which would be an asset to the town.

Please add my/our name(s) to the Mailing List.\*  
 Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



**Maryland Department of Transportation**

State Highway Administration

William K. Hellmann  
Secretary  
Hal Kaasoff  
Administrator

SLOE001

April 2, 1986

RE: Contract No. A 690-101-671  
Maryland Route 36 from  
0.5 mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

Ms. Eleanor A. Sloan  
37 Front Street  
Lonaconing, Maryland 21539

Dear Ms. Sloan:

Thank you for your comments regarding the alternates for the construction of Maryland Route 36. Your name is included on the project mailing list and you will continue to receive all material that is distributed relative to project development.

Your comments will be considered as we continue with the Project Development activities.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:tlh  
cc: Mr. T. W. Beaulieu

My telephone number is 659-1104

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**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

BUREAU OF  
PROJECT PLANNING  
Mar 7 3 20 PM '86

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

MILASH



**Maryland Department of Transportation**

State Highway Administration

William K. Hellmann  
Secretary  
Hal Kassoff  
Administrator

April 2, 1986

NAME Aden MILLER DATE \_\_\_\_\_

PLEASE PRINT ADDRESS 37 FRONT ST

CITY/TOWN LONA CONING STATE MD ZIP CODE 21539

RE: Contract No. A 690-101-671  
Maryland Route 36 from  
0.5 mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

We wish to comment or inquire about the following aspects of this project:

I would like to state that I favor  
the east side of Georges Creek for the  
relocation of Rt 36 at Lonaconing, for the  
following reasons.

1. There is no access off of the west  
side plan into town other than at each  
end - the east side has much better access  
to center of town what businesses we have  
will die if the town is totally bypassed.  
I 100' high bridge in the center of town  
would be an eyesore and of course a  
noise and dirt environmental problem  
for the residential area beneath it as  
well as the nearby businesses and historic  
district.

An informal survey of the town residents  
favor the east route by a margin  
of 4 to 1 - So better to go and  
build on the **EAST SIDE**

Please add my/our name(s) to the Mailing List.\* THANK YOU

Please delete my/our name(s) from the Mailing List. Aden Miller

\*Persons who have received a copy of this brochure through the mail are already  
on the project Mailing List.

Mr. Aden Miller  
37 Front Street  
Lonaconing, Maryland 21539

Dear Mr. Miller:

Thank you for your comments regarding the alternates for the  
construction of Maryland Route 36. Your name is included on the  
project mailing list and you will continue to receive all mater-  
ial that is distributed relative to project development.

Your comments will be considered as we continue with the  
Project Development activities.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:tlh  
cc: Mr. T. W. Beaulieu

My telephone number is 659-1104

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MIC

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**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

MIL B004

BUREAU OF  
PROJECT PLANNING  
MAR 12 10 34 AM '86

NAME Bonnie R. Miller DATE 3-6-86

PLEASE PRINT ADDRESS 24 West Main St.

CITY/TOWN Lonaconing STATE MD ZIP CODE 21539

I wish to comment or inquire about the following aspects of this project:

I feel the East (Alt 5+1) is the best route for the Lonaconing section of new ROUTE 36. This route would not only bring much needed traffic to Dan's Mountain State Park, but would also give access to Lonaconing.

Why have a nice new road if it is not accessible to downtown or cuts off such a lovely resource as the State Park.

Money should not be a factor--we've waited a long time for a good road--let's get one. The cost seems rather high for the east + I can't understand why such a difference--it can't cost that much more for one side over another.

Please add my/our name(s) to the Mailing List.\*

ENTERED ON  
MAILING LIST

Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure, through the mail are already on the project Mailing List.



**Maryland Department of Transportation**

State Highway Administration

William K. Hallmann  
Secretary  
Hal Kassoff  
Administrator

MIL B004

April 2, 1986

RE: Contract No. A 690-101-671  
Maryland Route 36 from  
0.5 mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

Ms. Bonnie Miller  
24 West Main Street  
Lonaconing, Maryland 21539

Dear Ms. Miller:

Thank you for your comments regarding the alternates for the construction of Maryland Route 36. Your name is included on the project mailing list and you will continue to receive all material that is distributed relative to project development.

Your comments will be considered as we continue with the Project Development activities.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:tlh  
cc: Mr. T. W. Beaulieu

My telephone number is 659-1104

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VII-15

STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

BUREAU OF  
PROJECT PLANNING  
MAR 6 3 25 PM '86

Maryland Department of Transportation

State Highway Administration

William K. Hellmann  
Secretary  
Hal Kassoff  
Administrator

005  
EVERETT I. SPIKER  
33 E. MAIN ST.  
LONA CONING, MD. 21539

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

HOME NAME EVERETT I. SPIKER DATE March 3 1986

PLEASE PRINT ADDRESS 2 CASTLE HILL

CITY/TOWN LONA CONING STATE MD ZIP CODE 21539

I/we wish to comment ~~or inquire~~ about the following aspects of this project:

*about the alternate Routes thru Lonaconing. The study of the brochure shows that alternate 5 would be the best way and and if 5-1 is less money then go for it. I have traveled the George Creek Valley for seventy years and there has never been an access road thru Lonaconing. During the 1936 flood, traffic was detoured Westernport Cresaptown Charpsville + Midland to Lonaconing and back until the roads were repaired. In 1972 a gas main bursted at Clicks Crossing and the traffic was detoured the same way I have a main business for 31 years a property owner and the biggest tax payer in town I would really appree into your considering this alternate route 5 for the benefit of the younger generation. This route 36 will take some of the heavy traffic timber pulp wood truck big trailers and new car carriers gas trucks and high explane trucks off 48 to 220 south 135 W to pulp mill. Route 36 would be a main artery a bypass between 48 and 50 to the south. When buying up right away buy enough for 4 lane highway. When putting in Alternate 5 please consider a couple wide places for look out over town. This route will help develop the valley once again. Once this four lane right way is purchased then your highway problems will be over for years to come.*

Please add my/our name(s) to the Mailing List.\* *Thank You. W. Dean Ruffel.*

Please delete my/our name(s) from the Mailing List. *Everett I. Spiker*

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

ENTERED ON  
MAILING LIST

SPIE002

April 2, 1986

RE: Contract No. A 690-101-671  
Maryland Route 36 from  
0.5 mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

Mr. Everett I. Spiker  
2 Castle Hill  
Lonaconing, Maryland 21539

Dear Mr. Spiker:

Thank you for your comments regarding the alternates for the construction of Maryland Route 36. Your name is included on the project mailing list and you will continue to receive all material that is distributed relative to project development.

Your comments will be considered as we continue with the Project Development activities.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: *Robert E. Schneider*  
Robert E. Schneider  
Project Manager

LHE:RES:tlh  
cc: Mr. T. W. Beaulieu

My telephone number is 659-1104

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STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

WILL 012

MAR 7 3 21 PM '86  
BUREAU OF  
PROJECT PLANNING

NAME Lillian Williams DATE MARCH 3, 1986

PLEASE PRINT ADDRESS 12 Robin Street

CITY/TOWN LONA CONING STATE MD ZIP CODE 21539

I/We wish to comment or inquire about the following aspects of this project:

Could I suggest you investigate the possibility of moving the proposed East Side Relocation of route 36 up Robin Street a few more yards to cross over at the street area. There are no homes on the right side of Robin Street nor on the left side of Jackson Street in that area. On the right side of Jackson Street there is a large diamond exposure. Also in this area Big Vein Hill is 7th that dips on the overhead but you would not have to be built so tightly. This route would take less homes, the route you propose seems to come over at the most populated areas & affects more low income who have great funds in their homes & low worked hard to maintain a fairly decent state of repair. It seems a shame to take our properties when there are so many outstanding houses. I am a handicapped single woman of 57 (laboratory accident) & can't drive just anywhere. I would like to see you put this project on hold for about 10 years. If we don't have any jobs in this area, young people have to move away & senior citizens die off. You can choose to go right thru Main Street in Lonaconing.  
Thank you  
Lillian Williams

Please add my/our name(s) to the Mailing List.\*  
 Please delete my/our name(s) from the Mailing List.

\*Parsons who have received a copy of this brochure through the mail are already on the project Mailing List.

ENTERED ON  
MAILING LIST



*BWB*  
Maryland Department of Transportation  
State Highway Administration

William K. Hallmann  
Secretary  
Hal Kussoff  
Administrator

June 16, 1986

RE: Contract No. A 690-101-671 N  
Maryland Route 36 from  
0.5 mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

Ms. Lillian Williams  
12 Robin Street  
Lonaconing, Maryland 21539

Dear Ms. Williams:

Thank you for your comments regarding the relocation of Maryland Route 36, in the area of your residence.

Your comments are being considered as we continue our efforts to refine the new alignment of Maryland Route 36 to minimize impacts to local residents, and the Lonaconing community.

Your name has been placed on the project mailing list and you will receive all material that is distributed relative to project development.

Your comments and interest in this project are appreciated.

Very truly yours,

Louie H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:tlh  
cc: Mr. T. W. Beaulieu

My telephone number is 659-1104  
Teletypewriter for Impaired Hearing or Speech  
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P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

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STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

W.F. Worgan

MAR 12 10 34 AM '86  
BUREAU OF  
PROJECT PLANNING



Maryland Department of Transportation

State Highway Administration

William K. Heilmann  
Secretary  
Hal Kassoff  
Administrator

WORW004

April 2, 1986

RE: Contract No. A 690-101-671  
Maryland Route 36 from  
0.5 mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

Mr. William H. Worgan  
8 Rockville Street  
Lonaconing, Maryland 21539

Dear Mr. Worgan:

Thank you for your comments regarding the alternates for the construction of Maryland Route 36. Your name is included on the project mailing list and you will continue to receive all material that is distributed relative to project development.

Your comments will be considered as we continue with the Project Development activities.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:tlh  
cc: Mr. T. W. Beaulieu

PLEASE PRINT

NAME William H. Worgan DATE 3/5/86

ADDRESS 8 Rockville St.

CITY/TOWN Lonaconing STATE MD ZIP CODE 21539

I/We wish to comment or inquire about the following aspects of this project:

If I think the Road would  
be on the right side, the West  
side  
William H. Worgan  
William H. Worgan

Please add my/our name(s) to the Mailing List.\*

Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

My telephone number is 659-1104

Teletypewriter for Impaired Hearing or Speech  
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VII-18

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STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

SM15045

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076



Maryland Department of Transportation

State Highway Administration

William K. Hoffmann  
Secretary  
Hal Kassoff  
Administrator

SM1045

April 2, 1986

RE: Contract No. A 690-101-671  
Maryland Route 36 from  
0.5 mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

Mr. John Smith  
12 Detmold Street  
Lonaconing, Maryland 21539

Dear Mr. Smith:

Thank you for your comments regarding the alternates for the construction of Maryland Route 36. Your name is included on the project mailing list and you will continue to receive all material that is distributed relative to project development.

Your comments will be considered as we continue with the Project Development activities.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:tlh  
cc: Mr. T. W. Beaulieu

PLEASE PRINT

NAME John E. Smith DATE 3/4/86  
ADDRESS 12 Detmold ST.  
CITY/TOWN Lonaconing STATE Md. ZIP CODE 21539

I/We wish to comment or inquire about the following aspects of this project:

use same Road From Pekin To  
Gilmore. Don't need new Road - LEAVE  
People's Home's Alone.  
Fix up old Road TAKE OUT BAD  
Turn's.

VII-19

RECEIVED

MAR 11 1986

DIRECTOR, OFFICE OF  
PLANNING & PRELIMINARY ENGINEERING

Please add my/our name(s) to the Mailing List.\*

Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

My telephone number is 659-1104

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STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

SMIW034

NAME WILLIAM V. SMITH DATE 3/10/86

PLEASE PRINT ADDRESS 49 CHURCH STREET

CITY/TOWN LONAICONING STATE MD. ZIP CODE 21539

I/We wish to comment or inquire about the following aspects of this project:

THE VOTERS OF LONAICONING CLEARLY  
INDICATED A PREFERENCE FOR A BY-PASS  
TO THE EAST SIDE OF TOWN VIA REFERENDUM  
7-8 YEARS AGO. MY CONCEPT OF DEMOCRACY  
IS THAT THE REFERENDUM RESULT WOULD  
DEFINITELY "WILL OF THE PEOPLE" AND AS  
SUCH SHOULD NOT BE SUBJECTED TO THE  
WHIMS & CAPRICES OF FACELESS / NAMELESS  
BUREAUCRATS.

CONSEQUENTLY IT'S BEING TO  
EVEN CONSIDER ANY ALIGNMENT OTHER  
THAN SEGMENT 1-5.

RECEIVED

MAR 13 1986

DIRECTOR, OFFICE OF  
PLANNING & PRELIMINARY ENGINEERING

Please add my/our name(s) to the Mailing List.\*

Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation

State Highway Administration

William K. Holmman  
Secretary  
Hal Kassoff  
Administrator

SMIW034

April 2, 1986

RE: Contract No. A 690-101-671  
Maryland Route 36 from  
0.5 mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

Mr. William V. Smith  
49 Church Street  
Lonaconing, Maryland 21539

Dear Mr. Smith:

Thank you for your comments regarding the alternates for the construction of Maryland Route 36. Your name is included on the project mailing list and you will continue to receive all material that is distributed relative to project development.

Your comments will be considered as we continue with the Project Development activities.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:tlh  
cc: Mr. T. W. Beaulieu

My telephone number is 659-1104

Teletypewriter for Impaired Hearing or Speech  
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**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

*GEOW002*



**Maryland Department of Transportation**  
State Highway Administration

William K. Holtmann  
Secretary  
Hal Kassoff  
Administrator

*GEOW002*

April 2, 1986

RE: Contract No. A 690-101-671  
Maryland Route 36 from  
0.5 mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

Mr. William George, Sr.  
27 Church Street  
Lonaconing, Maryland 21539

Dear Mr. George:

Thank you for your comments regarding the alternates for the construction of Maryland Route 36. Your name is included on the project mailing list and you will continue to receive all material that is distributed relative to project development.

Your comments will be considered as we continue with the Project Development activities.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:tlh  
cc: Mr. T. W. Beaulieu

NAME William H. George Sr. DATE 7-10-86  
ADDRESS 27 Church St.  
CITY/TOWN Lonaconing STATE Md. ZIP CODE 21539

I/We wish to comment or inquire about the following aspects of this project:

*My main concern is that this road be accessible from right in town, and that we do not have to drive up or down the old route before we can get on the new road. It's my understanding that if the proposed route over Church Hill is chosen, we would have to drive several miles up or down the old route before gaining access to the proposed new route. For this reason mainly, I am in favor of the suggested route on East side of town.*

**RECEIVED**

MAR 13 1986

DIRECTOR, OFFICE OF  
PLANNING & PRELIMINARY ENGINEERING

*William H. George Sr.*

Please add my/our name(s) to the Mailing List.\*

Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

My telephone number is 659-1104  
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*123*

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STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

WH1J030  
MAY 13 10 28 AM '86  
BUREAU OF  
PROJECT PLANNING

NAME MRS. JESSIE C. WHITEMAN DATE 3/1/1986

PLEASE PRINT ADDRESS 14913 CALIFORNIA AVE.

CITY/TOWN CRESAPTOWN STATE MD ZIP CODE 21502

If we wish to comment or inquire about the following aspects of this project:

I cannot see the reason for taking the Church Hill route, and then having to cross over to have mountains above. Last evening, when with the other route you are staying with. Plans mentioned all the way. You will have to take fewer lanes and less traffic. Though the actual cost is greater, the financial burden will be less.

You will see from my address that I should not be concerned, but my aged mother lives in the Church Hill route area, and cannot road out for her own interests. I am acting in her behalf.

Thank you  
Jessie C. Whiteman

Please add my/our name(s) to the Mailing List.\*

Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation  
State Highway Administration

William K. Hoffmann  
Secretary  
Hal Kassoff  
Administrator

WH1J030

April 2, 1986

RE: Contract No. A 690-101-671  
Maryland Route 36 from  
0.5 mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

Mrs. Jessie Whiteman  
14913 California Avenue  
Cresaptown, Maryland 21502

Dear Mrs. Whiteman:

Thank you for your comments regarding the alternates for the construction of Maryland Route 36. Your name is included on the project mailing list and you will continue to receive all material that is distributed relative to project development.

Your comments will be considered as we continue with the Project Development activities.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:clh  
cc: Mr. T. W. Beaulieu

My telephone number is 659-1104  
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STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

GOWJ001

MAR 13 10 29 AM '86  
BUREAU OF PROJECT PLANNING

NAME James P. Gowans DATE March 25, 1986

PLEASE PRINT ADDRESS 23 Church Street  
CITY/TOWN Lonaconing, STATE Maryland ZIP CODE 21539

I/We wish to comment or inquire about the following aspects of this project:

I prefer the Alternate 5 route primarily or the Alternate 1 route secondarily for the following reasons:

1. Less loss of private homes and the need to relocate our citizens.
2. Loss of only one business in these routes.
3. Better accessibility for Lonaconing residents at Jackson Mountain and Water Station Run.
4. These routes are more direct.

Personally I have waited for 45 years for the construction of a decent, safe roadway for our use. It is tragic that we started relocation of Route 36 in Westernport in the sixties and here we are twenty years later with the completion not even in the planning stages as yet. I would like to see the completion of this road in my lifetime so maybe my children and grandchildren might experience some of the benefits of a good road system.

Please add my/our name(s) to the Mailing List.\*

Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation

State Highway Administration

William K. Hollmann  
Secretary  
Hal Kassoff  
Administrator

GOWJ001

April 2, 1986

RE: Contract No. A 690-101-671  
Maryland Route 36 from  
0.5 mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

Mr. James P. Gowans  
23 Church Street  
Lonaconing, Maryland 21539

Dear Mr. Gowans:

Thank you for your comments regarding the alternates for the construction of Maryland Route 36. Your name is included on the project mailing list and you will continue to receive all material that is distributed relative to project development.

Your comments will be considered as we continue with the Project Development activities.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:tlh  
cc: Mr. T. W. Beaulieu

My telephone number is 559-1104

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VII-23

Handwritten initials

STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

MILG012  
Mar 13 10 29 AM '86  
BUREAU OF  
PROJECT PLANNING



Maryland Department of Transportation  
State Highway Administration

William K. Holtmann  
Secretary  
Hal Kassoff  
Administrator

MILG012

April 2, 1986

RE: Contract No. A 690-101-671  
Maryland Route 36 from  
0.5 mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

NAME GLENN F. MILLER DATE 3/5/86

PLEASE PRINT ADDRESS 24 WEST MAIN STREET

CITY/TOWN LONA CONING STATE MD ZIP CODE 21539

I/We wish to comment or inquire about the following aspects of this project:

I FEEL THE NEW ROUTE 36 SHOULD BE  
ON THE EAST SIDE OF TOWN. THIS WOULD  
GIVE MORE ACCESS TO THE TOWN, AND  
PROVIDE MORE BENEFIT TO ITS PEOPLE. I  
THINK THE S/I ALTERNATE WOULD BE BEST FOR  
EVERYONE. THE HIGHWAY UP THE HILL THE  
BETTER. THE NEW ROAD FOLLOWS THE EAST  
SIDE UP FROM WESTERNPORT, WHY CHANGE IT  
TO GO THROUGH LONA CONING AND THEN BACK TO  
THE EAST SIDE FOR MIDLAND.

THE COST FIGURES YOU GIVE FOR THE  
DIFFERENT ROUTES ARE NOT CORRECT, THE WEST  
SIDE CANNOT BE THAT MUCH CHEAPER.

I AM NOT FOR ALT #1 BUT QUESTION WHY ANYONE WOULD  
DESIGN A ROAD THAT BRIDGES GEORGE CREEK TWICE, WITHIN A  
1/4 MILE BELOW VALLEY HIGH SCHOOL. DOES THE STATE LIKE BUILDING  
BRIDGES? THIS ROUTE CANT BE CHEAPER THAN #5.

- Please add my/our name(s) to the Mailing List.\*
- Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

Mr. Glen Miller  
24 West Main Street  
Lonaconing, Maryland 21539

Dear Mr. Miller:

Thank you for your comments regarding the alternates for the construction of Maryland Route 36. Your name is included on the project mailing list and you will continue to receive all material that is distributed relative to project development.

Your comments will be considered as we continue with the Project Development activities.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:tlh  
cc: Mr. T. W. Beaulieu

My telephone number is 659-1104  
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**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

KAM6004

BUREAU OF  
PROJECT PLANNING  
MAR 13 10 29 AM '86

NAME GALE KAMP DATE 3/10/86

PLEASE PRINT ADDRESS Rt. 1, Box 96

CITY/TOWN Lonaconing STATE Maryland ZIP CODE 21539

I/We wish to comment or inquire about the following aspects of this project:

*The citizens of Lonaconing and surrounding areas  
and all persons that use Route 36 have long needed  
a better highway. Looking at all alternates and  
and taking all information into consideration, I  
think the best possible highway to build is overall  
Alternate 5.*

Please add my/our name(s) to the Mailing List.\*

Please delete my/our name(s) from the Mailing List.

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**Maryland Department of Transportation**

State Highway Administration

William K. Hellmann  
Secretary  
Hal Kassoff  
Administrator

KAM6004

April 2, 1986

RE: Contract No. A 690-101-671  
Maryland Route 36 from  
0.5 mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

Ms. Gale Kamp  
Route 1, Box 96  
Lonaconing, Maryland 21539

Dear Ms. Kamp:

Thank you for your comments regarding the alternates for the construction of Maryland Route 36. Your name is included on the project mailing list and you will continue to receive all material that is distributed relative to project development.

Your comments will be considered as we continue with the Project Development activities.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:tlh  
cc: Mr. T. W. Beaulieu

My telephone number is 659-1104  
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VII-25

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**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

BOWT003

BUREAU OF  
PROJECT PLANNING  
MAR 13 10 29 AM '86

NAME TERRY L. BOWMAN, BUSINESS REPRESENTATIVE DATE 3/10/86

PLEASE PRINT ADDRESS Operating Engineers, Local No. 37, 401 Decatur St.

CITY/TOWN Cumberland STATE Maryland ZIP CODE 21502

I/We wish to comment or inquire about the following aspects of this project:

As Business Representative for the Operating Engineers  
of Local No. 37, whose members operate heavy equipment  
in highway construction, I would like to go on record as  
stating that the best route for this above-stated project  
is Alternate 5. I have looked at all the alternates and  
considerations and feel that Alternate 5 is the best choice.

VII-26

Please add my/our name(s) to the Mailing List.\*

Please delete my/our name(s) from the Mailing List.

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**Maryland Department of Transportation**

State Highway Administration

William K. Heilmann  
Secretary  
Hal Kassoff  
Administrator

BOWT003

April 2, 1986

RE: Contract No. A 690-101-671  
Maryland Route 36 from  
0.5 mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

Mr. Terry L. Bowman, Business Representative  
Operating Engineers, Local No. 37  
401 Decatur Street  
Cumberland, Maryland 21502

Dear Mr. Bowman:

Thank you for your comments regarding the alternates for the construction of Maryland Route 36. Your name is included on the project mailing list and you will continue to receive all material that is distributed relative to project development.

Your comments will be considered as we continue with the Project Development activities.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:tlh  
cc: Mr. T. W. Beaulieu

My telephone number is 659-1104

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**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

FOLD 002  
MAR 13 10 30 AM '86  
BUREAU OF  
PROJECT PLANNING



**Maryland Department of Transportation**  
State Highway Administration

William K. Hoffmann  
Secretary  
Hal Kassoff  
Administrator

FOLD002

April 2, 1986

RE: Contract No. A 690-101-671  
Maryland Route 36 from  
0.5 mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

Mr. and Mrs. Donald Folk  
22 West Main Street  
Lonaconing, Maryland 21539

Dear Mr. and Mrs. Folk:

Thank you for your comments regarding the alternates for the construction of Maryland Route 36. Your name is included on the project mailing list and you will continue to receive all material that is distributed relative to project development.

Your comments will be considered as we continue with the Project Development activities.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:tlh  
cc: Mr. T. W. Beaulieu

My telephone number is 659-1104  
Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free  
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129

NAME DONALD AND PERYL FOLK DATE 3-7-86

PLEASE PRINT ADDRESS 22 W MAIN

CITY/TOWN LONA CONING STATE MD ZIP CODE 21539

\*We wish to comment or inquire about the following aspects of this project:

*We Vote for #5 to water station run and then #1 to Buskirk Hollow Road, because of better access to the town of Lonaconing, less pollution, less water to contend with also fewer homes and families will be disrupted.*

VII-27

Please add my/our name(s) to the Mailing List.\*

Please delete my/our name(s) from the Mailing List.

ENCLOSURE

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

LANSOIA

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

NAME Mr + Mrs Steve Lancaster DATE \_\_\_\_\_

PLEASE PRINT ADDRESS 3 B Seldom Seen Rd

CITY/TOWN Lonaconing STATE Md. ZIP CODE 21539

I/We wish to comment or inquire about the following aspects of this project:

We favor the east side routes of either  
S.O.P. 1

RECEIVED

MAR 13 1986

DIRECTOR, OFFICE OF  
PLANNING & PRELIMINARY ENGINEERING

Please add my/our name(s) to the Mailing List.\*

Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation

State Highway Administration

William K. Hellmann  
Secretary  
Hal Kasseff  
Administrator

LANSOIA

April 2, 1986

RE: Contract No. A 690-101-671  
Maryland Route 36 from  
0.5 mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

Mr. and Mrs. Steve Lancaster  
3 B. Seldom Seen Road  
Lonaconing, Maryland 21539

Dear Mr. and Mrs. Lancaster:

Thank you for your comments regarding the alternates for the construction of Maryland Route 36. Your name is included on the project mailing list and you will continue to receive all material that is distributed relative to project development.

Your comments will be considered as we continue with the Project Development activities.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:tlh  
cc: Mr. T. W. Beaulieu

My telephone number is 659-1104

Teletypewriter for Impaired Hearing or Speech  
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**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

WILW019

NAME William T. Wilson DATE 3/9/86

PLEASE PRINT ADDRESS 39 Church St.

CITY/TOWN Lonaconing STATE Ind. ZIP CODE 21539

I/We wish to comment or inquire about the following aspects of this project:

I would rather see the  
Route 5 or Route 1 used.

**RECEIVED**

MAR 13 1986

DIRECTOR, OFFICE OF  
PLANNING & PRELIMINARY ENGINEERING

Please add my/our name(s) to the Mailing List.\*

Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

ENTERED ON  
MAILING LIST



**Maryland Department of Transportation**

State Highway Administration

William K. Heilmann  
Secretary  
Hal Kassoff  
Administrator

WILW019

April 2, 1986

RE: Contract No. A 690-101-671  
Maryland Route 36 from  
0.5 mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

Mr. William Wilson  
39 Church Street  
Lonaconing, Maryland 21539

Dear Mr. Wilson:

Thank you for your comments regarding the alternates for the construction of Maryland Route 36. Your name is included on the project mailing list and you will continue to receive all material that is distributed relative to project development.

Your comments will be considered as we continue with the Project Development activities.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:tlh  
cc: Mr. T. W. Beaulieu

My telephone number is 659-1104  
Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free  
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

VII-29

131

**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

NINR001

NAME Raymond Nines DATE 3/8/86

PLEASE PRINT ADDRESS 24 Church St

CITY/TOWN Lonaconing STATE Md ZIP CODE 21539

I/We wish to comment or inquire about the following aspects of this project:

I Prefer the RT 5 or RT 1  
Alignment

**RECEIVED**

MAR 18 1986

DIRECTOR, OFFICE OF  
PLANNING & PRELIMINARY ENGINEERING

Please add my/our name(s) to the Mailing List.\*

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\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



**Maryland Department of Transportation**

State Highway Administration

William K. Hoffmann  
Secretary  
Hel Kassoff  
Administrator

NINR001

April 2, 1986

RE: Contract No. A 690-101-671  
Maryland Route 36 from  
0.5 mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

Mr. Raymond Nines  
24 Church Street  
Lonaconing, Maryland 21539

Dear Mr. Nines:

Thank you for your comments regarding the alternates for the construction of Maryland Route 36. Your name is included on the project mailing list and you will continue to receive all material that is distributed relative to project development.

Your comments will be considered as we continue with the Project Development activities.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:tlh  
cc: Mr. T. W. Beaulieu

My telephone number is 659-1104

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132

**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

TIMH002

NAME Harrison Timmy DATE 3-4-86

PLEASE PRINT ADDRESS PO Box 234

CITY/TOWN Lonaconing STATE Md ZIP CODE 21539

I/We wish to comment or inquire about the following aspects of this project:

I/We Favor the east side routes of either  
5 or 1.

VII-31

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DIRECTOR, OFFICE OF  
PLANNING & PRELIMINARY ENGINEERING

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**Maryland Department of Transportation**

State Highway Administration

William K. Holmann  
Secretary  
Hal Kassoff  
Administrator

TIMH002

April 2, 1986

RE: Contract No. A 690-101-671  
Maryland Route 36 from  
0.5 mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

Mr. Jimmy Harrison  
P.O. Box 234  
Lonaconing, Maryland 21539

Dear Mr. Harrison:

Thank you for your comments regarding the alternates for the construction of Maryland Route 36. Your name is included on the project mailing list and you will continue to receive all material that is distributed relative to project development.

Your comments will be considered as we continue with the Project Development activities.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:tlh  
cc: Mr. T. W. Beaulieu

My telephone number is 659-1104  
Teletypewriter for Impaired Hearing or Speech  
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133

**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

*CO06008*

NAME Gary Joe Coger DATE 3-4-86

PLEASE PRINT ADDRESS PO Box 234

CITY/TOWN Lonaconing STATE Md ZIP CODE 21539

I/We wish to comment or inquire about the following aspects of this project:

We FAVOR The EAST SIDE ROUTES SE EITHER  
5 or 1

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DIRECTOR, OFFICE OF  
PLANNING & PRELIMINARY ENGINEERING

Please add my/our name(s) to the Mailing List.\*

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**Maryland Department of Transportation**  
State Highway Administration

William K. Hellmann  
Secretary  
Hal Kasseff  
Administrator

*CO06008*

April 2, 1986  
RE: Contract No. A 690-101-671  
Maryland Route 36 from  
0.5 mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

Mr. Gary Joe Coger  
P.O. Box 234  
Lonaconing, Maryland 21534

Dear Mr. Coger:

Thank you for your comments regarding the alternates for the construction of Maryland Route 36. Your name is included on the project mailing list and you will continue to receive all material that is distributed relative to project development.

Your comments will be considered as we continue with the Project Development activities.

Very truly yours,  
Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:tlh  
cc: Mr. T. W. Beaulieu

My telephone number is 659-1104  
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**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

LAMR008

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

NAME Mr. Roger Lambert DATE Mar 4 86

PLEASE PRINT ADDRESS 13 B Seldom Seen Road

CITY/TOWN Lonaconing STATE Md. ZIP CODE 21539

I/We wish to comment or inquire about the following aspects of this project:

We Fall TL - east side routes of either  
5 or 1.

VII-33

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DIRECTOR OFFICE OF  
PLANNING & PRELIMINARY ENGINEERING

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**Maryland Department of Transportation**

State Highway Administration

William K. Heffmann  
Secretary  
Hal Kassoff  
Administrator

LAMR008

April 2, 1986

RE: Contract No. A 690-101-671  
Maryland Route 36 from  
0.5 mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

Mr. and Mrs. Roger Lambert  
13 B. Seldom Seen Road  
Lonaconing, Maryland 21539

Dear Mr. and Mrs. Lambert:

Thank you for your comments regarding the alternates for the construction of Maryland Route 36. Your name is included on the project mailing list and you will continue to receive all material that is distributed relative to project development.

Your comments will be considered as we continue with the Project Development activities.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:tlh  
cc: Mr. T. W. Beaulieu

My telephone number is 659-1104  
Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free  
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STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

TRES003

NAME Shirley Fremmen DATE 3/2/86

PLEASE PRINT ADDRESS Rt. 36 Box 8

CITY/TOWN Lonaconing STATE MD ZIP CODE 21539

I/We wish to comment or inquire about the following aspects of this project:

We FAVOR THE EAST SIDE ROUTES OF EITHER  
SET 1

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DIRECTOR, OFFICE OF  
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Maryland Department of Transportation

State Highway Administration

William K. Hellmann  
Secretary  
Hal Kasseff  
Administrator

TRES003

April 2, 1986

RE: Contract No. A 690-101-671  
Maryland Route 36 from  
0.5 mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

Ms. Shirley Fremmen  
Route 36, Box 8  
Lonaconing, Maryland 21539

Dear Ms. Fremmen:

Thank you for your comments regarding the alternates for the construction of Maryland Route 36. Your name is included on the project mailing list and you will continue to receive all material that is distributed relative to project development.

Your comments will be considered as we continue with the Project Development activities.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:tlh  
cc: Mr. T. W. Beaulieu

My telephone number is 659-1104

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**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

STAF006



**Maryland Department of Transportation**  
State Highway Administration

William K. Hellmann  
Secretary  
Hal Kassoff  
Administrator

STAF006

April 2, 1986

RE: Contract No. A 690-101-671  
Maryland Route 36 from  
0.5 mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

Ms. Florence M. Stafford  
1 Seldom Seen Road  
Lonaconing, Maryland 21539

Dear Ms. Stafford:

Thank you for your comments regarding the alternates for the construction of Maryland Route 36. Your name is included on the project mailing list and you will continue to receive all material that is distributed relative to project development.

Your comments will be considered as we continue with the Project Development activities.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:tlh  
cc: Mr. T. W. Beaulieu

My telephone number is 659-1104  
Teletypewriter for Impaired Hearing or Speech  
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137

NAME Florence M. Stafford DATE 3/2/86

PLEASE PRINT ADDRESS 1 Seldom Seen Road

CITY/TOWN Lonaconing STATE Md. ZIP CODE 21539

I/We wish to comment or inquire about the following aspects of this project:  
We FAVOR the EAST side routes of either  
S or 1

VII-35

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DIRECTOR, OFFICE OF  
PLANNING & PRELIMINARY ENGINEERING

Please add my/our name(s) to the Mailing List.\*

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**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

*FOOL 002*

NAME Lee Ann Foote DATE March 2, 1986

PLEASE PRINT ADDRESS 6 Seldom Seen Road

CITY/TOWN Frederick STATE MD ZIP CODE 21539

I/We wish to comment or inquire about the following aspects of this project:

We FAVOR The EAST Side routes of either  
5 or 1.

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DIRECTOR, OFFICE OF  
PLANNING & PRELIMINARY ENGINEERING

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**Maryland Department of Transportation**

State Highway Administration

William K. Hellmann  
Secretary  
Hal Kassoff  
Administrator

*FOOL 002*

April 2, 1986

RE: Contract No. A 690-101-671  
Maryland Route 36 from  
0.5 mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

Ms. Lee Ann Foote  
6 Seldom Seen Road  
Lonaconing, Maryland 21539

Dear Ms. Foote:

Thank you for your comments regarding the alternates for the construction of Maryland Route 36. Your name is included on the project mailing list and you will continue to receive all material that is distributed relative to project development.

Your comments will be considered as we continue with the Project Development activities.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:tlh  
cc: Mr. T. W. Beaulieu

My telephone number is 659-1104  
Teletypewriter for Impaired Hearing or Speech  
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*138*

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**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

*BARRO18*

NAME Robert C. Barnard DATE 3-2-86  
PLEASE PRINT ADDRESS 4 Seldom Seen Rd  
CITY/TOWN Lonaconing STATE MD ZIP CODE 21539

I/We wish to comment or inquire about the following aspects of this project:  
We favor the CAET side routes of either  
S&P

VII-37

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STATE HIGHWAY ADMINISTRATION  
OFFICE OF  
PLANNING & PRELIMINARY ENGINEERING

- Please add my/our name(s) to the Mailing List.\*
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**Maryland Department of Transportation**

State Highway Administration

William K. Heilmann  
Secretary  
Hal Kassoff  
Administrator

*BARRO18*

April 2, 1986

RE: Contract No. A 690-101-671  
Maryland Route 36 from  
0.5 mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

Mr. Robert Barnard  
4 Seldom Seen Road  
Lonaconing, Maryland 21539

Dear Mr. Barnard:

Thank you for your comments regarding the alternates for the construction of Maryland Route 36. Your name is included on the project mailing list and you will continue to receive all material that is distributed relative to project development.

Your comments will be considered as we continue with the Project Development activities.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:tlh  
cc: Mr. T. W. Beaulieu

My telephone number is 659-1104  
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*139*

**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

SM1E030

NAME Mr. + Mrs. Edgar M. Smith, Jr. DATE Mar 2, 1986  
ADDRESS 5 Seldom Seen Rd.  
CITY/TOWN Lonaconing STATE MD ZIP CODE 21539

PLEASE PRINT

I/We wish to comment or inquire about the following aspects of this project:  
We FAVOR The EAST SIDE ROUTES of EITHER  
S or I

VII-38

**RECEIVED**

MAR 13 1986

DIRECTOR, OFFICE OF  
PLANNING & PRELIMINARY ENGINEERING

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**Maryland Department of Transportation**

State Highway Administration

William K. Hoffmann  
Secretary  
Hal Kassoff  
Administrator

SM1E030

April 2, 1986

RE: Contract No. A 690-101-671  
Maryland Route 36 from  
0.5 mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

Mr. and Mrs. Edgar Smith, Jr.  
5 Seldom Seen Road  
Lonaconing, Maryland 21539

Dear Mr. and Mrs. Smith:

Thank you for your comments regarding the alternates for the construction of Maryland Route 36. Your name is included on the project mailing list and you will continue to receive all material that is distributed relative to project development.

Your comments will be considered as we continue with the Project Development activities.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:tlh  
cc: Mr. T. W. Beaulieu

My telephone number is 659-1104  
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PS

STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

GRON002

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

NAME Mrs. Naomi A. Grove DATE 3-2-86

PLEASE PRINT ADDRESS 7 Seldom Seen Rd.

CITY/TOWN Lonaconing STATE Md. ZIP CODE 21539

I/We wish to comment or inquire about the following aspects of this project:

We FAVOR the east side routes of either  
5 or 1

VII-39

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MAR 13 1986

DIRECTOR, OFFICE OF  
PLANNING & PRELIMINARY ENGINEERING

Please add my/our name(s) to the Mailing List.\*

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Maryland Department of Transportation

State Highway Administration

William K. Hellmann  
Secretary  
Hal Kassoff  
Administrator

GRON002

April 2, 1986

RE: Contract No. A 690-101-671  
Maryland Route 36 from  
0.5 mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

Mrs. Naomi Grove  
7 Seldom Seen Road  
Lonaconing, Maryland 21539

Dear Mrs. Grove:

Thank you for your comments regarding the alternates for the construction of Maryland Route 36. Your name is included on the project mailing list and you will continue to receive all material that is distributed relative to project development.

Your comments will be considered as we continue with the Project Development activities.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:tlh  
cc: Mr. T. W. Beaulieu

My telephone number is 659-1104

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Handwritten initials

STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

GOWG001



Maryland Department of Transportation

State Highway Administration

William K. Hellmann  
Secretary  
Hal Kasoff  
Administrator

April 2, 1986

RE: Contract No. A 690-101-671  
Maryland Route 36 from  
0.5 mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

NAME Mr. & Mrs. George Gowans DATE 3-3-86

PLEASE PRINT ADDRESS 9 Seldom Seen Rd

CITY/TOWN Lonaconing STATE Ind. ZIP CODE 21539

I/We wish to comment or inquire about the following aspects of this project:

We favor the east side routes of either  
5 or 1

Mr. and Mrs. George Gowans  
9 Seldom Seen Road  
Lonaconing, Maryland 21539

Dear Mr. and Mrs. Gowans:

Thank you for your comments regarding the alternates for the construction of Maryland Route 36. Your name is included on the project mailing list and you will continue to receive all material that is distributed relative to project development.

Your comments will be considered as we continue with the Project Development activities.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:tlh  
cc: Mr. T. W. Beaulieu

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MAR 23 1986

DIRECTOR, OFFICE OF  
PLANNING & PRELIMINARY ENGINEERING

Please add my/our name(s) to the Mailing List.\*

Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

My telephone number is 659-1104

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VII-40

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**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

*GOWS 001*

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

NAME Sandra K. Gowans DATE March 5, 1986

PLEASE PRINT ADDRESS 23 Church Street

CITY/TOWN Lonaconing, STATE Maryland ZIP CODE 21539

I/We wish to comment or inquire about the following aspects of this project:

My first preference is Alternate 5 with my second choice being Alternate 1 for the following reasons:

1. Better access to our community.
2. Less loss of private homes and businesses.
3. More direct routes.
4. Less relocation of our citizens.

I have lived in Lonaconing since I was six years old, I am now thirty-four. I have had the opportunity to leave but I have always chosen to stay because Coney is a cheerful, warm community; a great place to raise a family.

If a route is chosen that denies our community direct access, our town will cease to be. Please give our community a fighting chance by choosing a route more advantageous to all.

**RECEIVED**

MAR 13 1986

*Sandra K. Gowans*  
*March 5, 1986*

DIRECTOR, OFFICE OF  
PLANNING & PRELIMINARY ENGINEERING

Please add my/our name(s) to the Mailing List.\*

Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



**Maryland Department of Transportation**

State Highway Administration

William K. Hellmann  
Secretary  
Hal Kassoff  
Administrator

*GOWS 001*

April 2, 1986

RE: Contract No. A 690-101-671  
Maryland Route 36 from  
0.5 mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

Ms. Sandra K. Gowans  
23 Church Street  
Lonaconing, Maryland 21539

Dear Ms. Gowans:

Thank you for your comments regarding the alternates for the construction of Maryland Route 36. Your name is included on the project mailing list and you will continue to receive all material that is distributed relative to project development.

Your comments will be considered as we continue with the Project Development activities.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: *Robert E. Schneider*  
Robert E. Schneider  
Project Manager

LHE:RES:tlh  
cc: Mr. T. W. Beaulieu

My telephone number is 659-1104

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VII-41

*123*

**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

*BENBOO1*

NAME Mr. & Mrs. Bill Bennet DATE 3-6-86

PLEASE PRINT ADDRESS 12 Church St.

CITY/TOWN Lonaconing STATE MD. ZIP CODE 21539

If we wish to comment or inquire about the following aspects of this project:

I prefer RT # 5 or RT # 1 to RT # 36  
Cl. better accessibility for loading/unloading at Johnson  
Interchange & make Station Run.  
Cl. these three routes are more direct.  
(Mr. & Mrs. Bennet)

VII-42

**RECEIVED**

MAR 13 1986

DIRECTOR, OFFICE OF  
PLANNING & PRELIMINARY ENGINEERING

Please add my/our name(s) to the Mailing List.\*  
 Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



**Maryland Department of Transportation**  
State Highway Administration

William K. Hoffmann  
Secretary  
Hal Kassoff  
Administrator

*BENBOO1*

April 2, 1986

RE: Contract No. A 690-101-671  
Maryland Route 36 from  
0.5 mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

Mr. and Mrs. Bill Bennet  
12 Church Street  
Lonaconing, Maryland 21539

Dear Mr. and Mrs. Bennett:

Thank you for your comments regarding the alternates for the construction of Maryland Route 36. Your name is included on the project mailing list and you will continue to receive all material that is distributed relative to project development.

Your comments will be considered as we continue with the Project Development activities.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:tlh  
cc: Mr. T. W. Beaulieu

My telephone number is 659-1104  
Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free  
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

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**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

BUREAU OF  
PROJECT PLANNING  
MAR 19 9 34 AM '86



**Maryland Department of Transportation**

State Highway Administration

William K. Heffmann  
Secretary  
Hal Kassoff  
Administrator

April 2, 1986

RE: Contract No. A 690-101-671  
Maryland Route 36 from  
0.5 mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

NAME Leslie Green DATE March 13, 1986  
PLEASE PRINT ADDRESS Douglas Avenue Ext.  
CITY/TOWN Lonaconing STATE Maryland ZIP CODE 21539

I/We wish to comment or inquire about the following aspects of this project:

I am an owner of property on Rt. 657 and I am in favor of putting the proposed  
new Rt. 36 on the west side. There are many coal reserves being developed on  
both sides of Rt. 657 and the truck traffic is going to be greatly increased both  
through coal and timber. With Alt. 2 or 2A saving approximately \$7,000,000 to  
\$14,000,000, maybe a ramp could be engineered and constructed to connect Alt. 2  
or 2A to Rt. 657.

Mr. Leslie Green  
Douglas Avenue Extended  
Lonaconing, Maryland 21539

Dear Mr. Green:

Thank you for your comments regarding the alternates for the construction of Maryland Route 36. Your name is included on the project mailing list and you will continue to receive all material that is distributed relative to project development.

Your comments will be considered as we continue with the Project Development activities.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:tlh  
cc: Mr. T. W. Beaulieu

Please add my/our name(s) to the Mailing List.\*

Please delete my/our name(s) from the Mailing List.

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My telephone number is 659-1104

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**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

MAR 19 9 33 AM '86  
BUREAU OF  
PROJECT PLANNING



**Maryland Department of Transportation**

State Highway Administration

William K. Hoffmann  
Secretary  
Hal Kassoff  
Administrator

April 2, 1986

RE: Contract No. A 690-101-671  
Maryland Route 36 from  
0.5 mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

NAME Jim Ross DATE March 13, 1986

PLEASE PRINT ADDRESS 918 Chestnut Ridge Road Suite 3

CITY/TOWN Morgantown STATE West Virginia ZIP CODE 26505

I/We wish to comment or inquire about the following aspects of this project:

I am an owner at the end of Seldom Seen Road and I am in favor of putting the  
proposed new Rt. 36 on the west side. We are currently involved in the Christmas  
tree business, mineral development, coal reserve development, and timber cutting.  
With the truck traffic being a main reason for the relocation of Rt. 36, the above  
mentioned items will greatly increase this truck traffic. A west side alternate will  
help or eliminate this truck traffic.

Mr. Jim Ross  
918 Chestnut Ridge Road  
Suite 3  
Morgantown, West Virginia 26505

Dear Mr. Ross:

Thank you for your comments regarding the alternates for the construction of Maryland Route 36. Your name is included on the project mailing list and you will continue to receive all material that is distributed relative to project development.

Your comments will be considered as we continue with the Project Development activities.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:tlh  
cc: Mr. T. W. Beaulieu

Please add my/our name(s) to the Mailing List.\*

Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

My telephone number is 659-1104

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**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

BUREAU OF  
PROJECT PLANNING  
MAR 19 9 33 AM '86

NAME Bill DeVore Jenkins Development Company DATE March 13, 1986

PLEASE PRINT ADDRESS P.O. Box 228

CITY/TOWN Frostburg STATE Maryland ZIP CODE 21532

I/We wish to comment or inquire about the following aspects of this project:

Our company is currently developing a rail siding near Barton. Most of the  
coal reserves that will be processed and transported through our siding will come  
from Klondike, Detmold Hill, Laurel Run, and other areas west of Lonaconing. We  
feel Routes 2 or 2A will help provide a more direct access route to our rail facilities  
from the active and proposed mines on the west side of the Georges Creek Basin.  
These routes would also keep this heavy truck traffic from having to cross old  
Route 36 and entering the congested downtown area of Lonaconing to gain access to  
the new road.  
Route 2 or 2A may also make more reserves accessible by eliminating the need  
to cross over old under-sized bridges in the Georges Creek area.

Please add my/our name(s) to the Mailing List.\*

Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



**Maryland Department of Transportation**

State Highway Administration

William K. Hellmann  
Secretary  
Hal Kassoff  
Administrator

April 2, 1986

RE: Contract No. A 690-101-671  
Maryland Route 36 from  
0.5 mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

Mr. Bill DeVore  
P.O. Box 228  
Frostburg, Maryland 21532

Dear Mr. DeVore:

Thank you for your comments regarding the alternates for the construction of Maryland Route 36. Your name is included on the project mailing list and you will continue to receive all material that is distributed relative to project development.

Your comments will be considered as we continue with the Project Development activities.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:tlh  
cc: Mr. T. W. Beaulieu

My telephone number is 659-1104

Teletypewriter for Impaired Hearing or Speech  
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P.O. Box 717/707 North Calvert St., Baltimore, Maryland 21203 - 0717

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**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

Contract No. A 69D-1D1-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. D13076

APR 19 9 33 AM '86  
BUREAU OF  
PROJECT PLANNING

NAME George Young DATE March 13, 1986

PLEASE PRINT ADDRESS 825 Buckingham Drive

CITY/TOWN Cumberland STATE Maryland ZIP CODE 21532

I/We wish to comment or inquire about the following aspects of this project:

As a property owner on the west side of Rt. 36, we are notifying you that we are  
in favor of Alt. 2 or 2A. Our property is now being permitted for a coal mine which  
will greatly increase the truck traffic in Lonaconing. Truck traffic was a major  
consideration for the relocation of Rt. 36. With the potential savings which the west  
route offers, possibly a ramp could be built connecting Rt. 657 with Alt. 2 or 2A.

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Please add my/our name(s) to the Mailing List.\*

Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



**Maryland Department of Transportation**

State Highway Administration

William K. Holtmann  
Secretary  
Mal Kessoff  
Administrator

April 3, 1986

RE: Contract No. A 690-101-671  
Maryland Route 36 from 0.5  
mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. D13076

Mr. George Young  
825 Buckingham Drive  
Cumberland, Maryland 21532

Dear Mr. Young:

Thank you for your comments regarding the proposed alternates for the Maryland Route 36 project. Your name is included on the project mailing list and you will continue to receive the materials that are distributed relative to project development activities.

You have suggested that we consider a connection from Douglas Avenue to either Alternate 2 or 2A. Prior to the public hearing, we investigated the feasibility of this connection and found that it was impracticable. We found that a connection at this point would have caused a serious impact to the residential development that exists along Douglas Avenue causing more families to be relocated and further adding to the number of displacements associated with the west side alternates. The fact that Douglas Avenue is also included within the Lonaconing Historic District makes this issue even more difficult to justify from the aspect of added social and economic impacts.

If I can be of further assistance, please feel free to contact me.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

LHE:RES:tlh  
cc: Mr. T. W. Beaulieu  
Ms. C. D. Simpson

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

My telephone number is 659-1104

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**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

BUREAU OF  
PROJECT PLANNING  
MAR 19 9 30 AM '86

MD 013

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

NAME Craig Workman Koontz Coal Company DATE March 13, 1986

PLEASE PRINT ADDRESS P.O. Box 228

CITY/TOWN Frostburg, STATE Maryland ZIP CODE 21532

I/We wish to comment or inquire about the following aspects of this project:

As manager of Forestry and Reclamation, I hereby notify you that we are in favor of Alt. 2 or 2A. We currently own a house and farm in that area, which would be involved in the right-of-way; and we feel it will help alleviate coal truck traffic from the existing Rt. 36 and Douglas Avenue.

Our company also owns vast coal reserves northwest of Lonaconing; and it is our opinion that the western route will be best for the development of these reserves.

VII-47

Please add my/our name(s) to the Mailing List.\*

Please delata my/our nema(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



**Maryland Department of Transportation**

State Highway Administration

William K. Hoffmann  
Secretary  
Hal Kassoff  
Administrator

MD 013

April 2, 1986

RE: Contract No. A 690-101-671  
Maryland Route 36 from  
0.5 mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

Mr. Craig Workman  
Koontz Coal Company  
P.O. Box 228  
Frostburg, Maryland 21532

Dear Mr. Workman:

Thank you for your comments regarding the alternates for the construction of Maryland Route 36. Your name is included on the project mailing list and you will continue to receive all material that is distributed relative to project development.

Your comments will be considered as we continue with the Project Development activities.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:tlh  
cc: Mr. T. W. Beaulieu

My telephone number is 659-1104  
Teletypewriter for Impaired Hearing or Speech  
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**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

BUREAU OF  
PROJECT PLANNING  
Mar 19 9 34 AM '86

NAME James J. J. Oberhaus Maryland Fuel Company DATE March 13, 1986

PLEASE PRINT ADDRESS P.O. Box 228

CITY/TOWN Frostburg STATE Maryland ZIP CODE 21532

I/We wish to comment or inquire about the following aspects of this project:

As President of the Maryland Fuel Company, the relocation of Rt. 36 is an extremely important issue. We are definitely in favor of putting the new road on the west side

(Alt. 2 or 2A) for the following reasons:

1. There are millions of tons of recoverable coal, which are now being developed on the west side of Rt. 36. A major benefit to relocating Rt. 36 is the elimination of truck traffic from coal and timber. The majority of the unmined coal reserves, timber, and railroad sidings are on the west side. Putting the road on the east could actually make the situation worse.

2. Positive economic impact will be the greatest with a western route because of planned multi-million dollar investments in coal mining operations, Buffalo Coal Company's expanded railroad siding, Christmas tree operations, timber cutting, and possible housing subdivisions after mining. This will result in many new jobs, increased tax revenue for the state, and a positive benefit for local businesses. Alt. 2 or 2A also saves the state and its tax payers approximately \$7,000,000 to \$14,000,000.

3. Maryland Fuel Company owns approximately 30% of the proposed right-of-way to be acquired in Alt. 2 or 2A and will not oppose acquisition.

When you consider all factors such as: cost of construction and potential economic benefits to the state as well as the local area, we feel that the western alignment makes

Please add my/our name(s) to the Mailing List.\* sense both short term & long term.

Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



**Maryland Department of Transportation**

State Highway Administration

William K. Hedmann  
Secretary  
Hal Kassoff  
Administrator

April 2, 1986

RE: Contract No. A 690-101-671  
Maryland Route 36 from  
0.5 mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

Mr. James J. Oberhaus  
Maryland Fuel Company  
P.O. Box 228  
Frostburg, Maryland 21532

Dear Mr. Oberhaus:

Thank you for your comments regarding the alternates for the construction of Maryland Route 36. Your name is included on the project mailing list and you will continue to receive all material that is distributed relative to project development.

Your comments will be considered as we continue with the Project Development activities.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:tlh  
cc: Mr. T. W. Beaulieu

My telephone number is 659-1104  
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P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

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LETTER HAS BEEN  
SENT OUT 4/10/86

**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

A  
6  
23

Mar 19 9 33 AM '86

BUREAU OF  
PROJECT PLANNING

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

NAME Mrs Richards KINNAMAN DATE 3-12-86

PLEASE PRINT ADDRESS P.O. Box 66

CITY/TOWN Edwards STATE CA. ZIP CODE 93523

I/We wish to comment or inquire about the following aspects of this project:

Yes we would like to know about the  
Route that was chosen. We have a  
house on Douglas Ave Lot 4# in Bell  
and Clark's Addition. If our house is  
in the way please let us know.

MARY KINNAMAN  
619-769-4243

FOR MD ROUTE 36 TRANSCRIPT

KINR002

Please add my/our name(s) to the Mailing List.\*

Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



**Maryland Department of Transportation**

State Highway Administration

William K. Hollmann  
Secretary  
Hal Kassoff  
Administrator

April 10, 1986

RE: Contract No. A 690-101-671  
Maryland Route 36 from  
0.5 mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

Mrs. Richard Kinnaman  
P.O. Box 66  
Edwards, California 93523

Dear Mrs. Kinnaman:

Thank you for your recent inquiry regarding the Maryland Route 36 project.

In response to your question, we have reviewed our right-of-way plans and found that our present alignments do not affect your property on Douglas Avenue. To keep you abreast of further developments, your name has been added to the project mailing list.

Thank you again for your interest in the project.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:t1h  
cc: Mr. T. W. Beaulieu

My telephone number is 659-1104

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**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

on list  
RICW 009

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

PROJECT DEVELOPMENT DIVISION  
APR 11 2 28 PM '86

NAME William Richmond DATE April 21, 1986

PLEASE PRINT ADDRESS 1 Charlestown Road

CITY/TOWN Lonaconing STATE Maryland ZIP CODE 21539

I/~~WE~~ wish to comment or inquire about the following aspects of this project:

It is my opinion that the proposed Alternate 5-1 of MD. Route 36 at Lonaconing would be the better selection, primarily because of the access roads proposed at Allegany Street and Water Station Run

VII-50

Please add my/our name(s) to the Mailing List.\*

Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



*Bob*

**Maryland Department of Transportation**

State Highway Administration

William K. Hoffmann  
Secretary  
Hal Kassoff  
Administrator

April 22, 1986

RE: Contract No. A 690-101-671  
Maryland Route 36 from 0.5  
mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

Mr. William Richmond  
1 Charlestown Road  
Lonaconing, Maryland 21539

Dear Mr. Richmond:

Thank you for your comments regarding the alternates for the construction of Maryland Route 36. Your name is included on the project mailing list and you will continue to receive all material that is distributed relative to project developments.

Your comments will be considered as we continue with the Project Development activities.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:tlh  
cc: Mr. T. W. Beaulieu

My telephone number is 659-1104

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**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

*PART 005*

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

NAME Thomas A. Park DATE 3-5-86  
PLEASE PRINT ADDRESS 100 W Main St,  
CITY/TOWN LONA CONING STATE MARYLAND ZIP CODE 21539

I/We wish to comment or inquire about the following aspects of this project:

*My preference is the NO BUILD Alternate. It  
will save - at least - nineteen families the anguish of  
losing their homes.  
If a new road has to be built - my  
preference is Alternate 5 or 5-1. This will  
eliminate a grade railway crossing, - and cause  
less relocations of families.*

VII-51

**RECEIVED**

MAR 18 1986

DIRECTOR, OFFICE OF  
PLANNING & PRELIMINARY ENGINEERING

Please add my/our name(s) to the Mailing List.\*

Please delete my/our name(s) from the Mailing List.

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**Maryland Department of Transportation**

State Highway Administration

*PART 005*

William K. Heilmann  
Secretary  
Hal Kassoff  
Administrator

April 2, 1986

RE: Contract No. A 690-101-671  
Maryland Route 36 from  
0.5 mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

Mr. Thomas Park  
100 West Main Street  
Lonaconing, Maryland 21539

Dear Mr. Park:

Thank you for your comments regarding the alternates for the construction of Maryland Route 36. Your name is included on the project mailing list and you will continue to receive all material that is distributed relative to project development.

Your comments will be considered as we continue with the Project Development activities.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:tlh  
cc: Mr. T. W. Beaulieu

My telephone number is 659-1104

Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free  
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

*153*

BUREAU OF  
PROJECT PLANNING

MAYOR AND TOWN COUNCIL

7 JACKSON STREET  
P. O. BOX 239

LONACONING, MARYLAND 21539

Joseph J. Krumpach, Mayor

MAR 10 12 28 PM '86

Warren E. Fode, Police Commissioner  
William R. Nolan, Street Commissioner  
John E. Forencroft, Finance Commissioner  
Charles F. Sloan, Jr., Light & Water Commissioner

Robert A. Brodic, Clerk-Treasurer  
William Rude, Town Attorney

March 4, 1986

Mr. Louis H. Ege Jr., Acting Chief  
Bureau Of Project Planning  
State Highway Administration  
707 North Calvert Street, Room 310  
Baltimore, Maryland 21202

Dear Mr. Egle

The purpose of this letter is to reaffirm the Town of Lonaconing's position on the building of Maryland Route 36 in the Lonaconing area.

It is our sincere wish that every consideration be given to Alternate 5 at a projected cost of \$32,530,000.

We feel there are many advantages to building on the east side of the George's Creek Valley. We have stated these reasons in numerous meetings over the past several years.

We wish to express our thanks to all the State Highway Administration personnel with whom we have been involved during the planning of this project. We feel we have been well informed and our concerns have been given every consideration to date.

Sincerely,

Town Of Lonaconing

*Joseph J. Krumpach*  
Joseph J. Krumpach  
Mayor

JJK/rb

cc: Mr. Wallace Beaulieu



Maryland Department of Transportation

State Highway Administration

William K. Heffmann  
Secretary  
Hal Kassoff  
Administrator

MAR 18 1986

The Honorable Joseph J. Krumpach  
Mayor, Town of Lonaconing  
7 Jackson Street  
P.O. Box 239  
Lonaconing, Maryland 21539

Dear Mayor Krumpach:

I am responding to your March 4, 1986 letter to Mr. Louis H. Ege, of my staff. Your support of the Maryland Route 36 project, and specifically Alternate 5, is appreciated.

We are currently forming a Value Engineering Team to investigate possibilities to reduce the cost of Alternate 5 without compromising safety and still meet the objectives of the study. We are committed to developing a first class facility that can serve the Town of Lonaconing and Allegany County for many years.

The findings of the Value Engineering study will not be complete until late summer. We will advise you of the results of the study and project developments as soon as they are available.

Sincerely,

ORIGINAL SIGNED BY:  
HAL KASSOFF  
Hal Kassoff  
Administrator

HK:tn

cc: Mr. Neil J. Pedersen  
Mr. Louis H. Ege, Jr.  
Mr. Theodore W. Beaulieu

My telephone number is 659-1111

Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free  
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

VII-52

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STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

MILLOO3  
BUREAU OF  
PROJECT PLANNING  
MAR 3 3 34 PM '86

NAME The Rev. Leslie R. Miles, Jr., M.D. DATE Feb. 25, 1986

PLEASE PRINT ADDRESS 10 St. Peter's Place  
CITY/TOWN Lonaconing STATE Md. ZIP CODE 21539

I/We wish to comment or inquire about the following aspects of this project:

I wish to offer the following comments regarding the above contract; bypass of Lonaconing. While comments expressed favorable to the east side bypass list (1) less home displacement (2) access to Lonaconing via Allegany St. and (3) better access to Dan's Mt. State Park - there are other factors to consider. Access to the State Park is not vital to the community growth as the park is mostly used by locals; access to Lonaconing via Allegany St. is poor due to that street being very narrow and with sharp corners to get to Main St.

Factors favoring the West bypass are as follows; this route is better suited for getting the coal hauling out of town (east route will not accomplish this). The coal industry is largely on the west side, giving access to the coal which is the only industry in the area. Recently the Buffalo Coal Co. has greatly expanded their tipple on the west side. Also the snow melt is quicker on the west route making maintenance easier and more economical. Finally the 12 million dollar less costly route is certainly a factor to be considered in these times. Relocation of deposed homes can easily be accomplished on existing side roads, and the west route could open up that side of the hill to construction as well as aid the coal industry.

I appreciate your consideration

*The Rev. Leslie R. Miles, Jr. M.D.*

Please add my/our name(s) to the Mailing List.\*

Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

ENTERED IN  
MAILING LIST



Maryland Department of Transportation

State Highway Administration

#559

William K. Hellmann  
Secretary  
Hal Kassoff  
Administrator

MILLOO3

April 2, 1986

RE: Contract No. A 690-101-671  
Maryland Route 36 from  
0.5 mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

The Reverend Leslie R. Miles, Jr., M.D.  
10 St. Peter's Place  
Lonaconing, Maryland 21539

Dear Reverend Miles:

Thank you for your comments regarding the alternates for the construction of Maryland Route 36. Your name is included on the project mailing list and you will continue to receive all material that is distributed relative to project development.

Your comments will be considered as we continue with the Project Development activities.

Very truly yours,

Louie H. Ege, Jr.  
Deputy Director  
Project Development Division

By: *Robert E. Schneider*  
Robert E. Schneider  
Project Manager

LHE:RES:tlh  
cc: Mr. T. W. Beaulieu

My telephone number is 659-1104

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VII-53

**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

*Dr. W. J. Deulin*

NAME William J. Deulin DATE 3/8/86

PLEASE PRINT ADDRESS 12 Front St

CITY/TOWN Lonaconing STATE MD ZIP CODE 21539

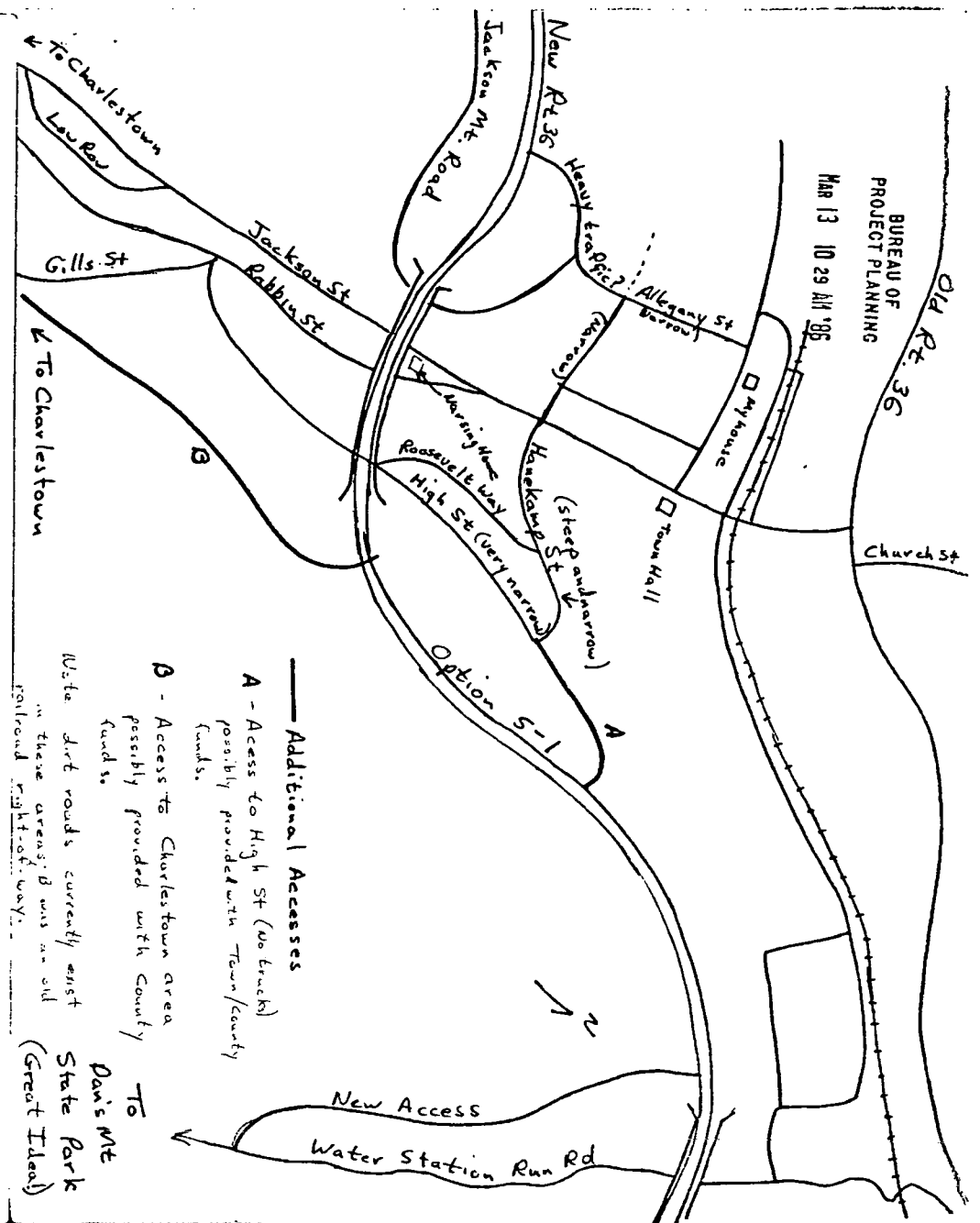
I/We wish to comment or inquire about the following aspects of this project:

*Both the eastern and western version of new Rt 36 will be beneficial. At the recent meeting, the only speakers were those whose property would be taken or the highway would be near their homes. I am not directly affected. The eastern version (a block and 1/2 from my home) will provide the best access to the town. I do not believe that either version will stimulate the town's dying business district. I am concerned about the increased flow of traffic near my home to gain access to the eastern version at Allegany St. The streets are narrow and many children play in these streets. Could additional accesses be provided for High Street and the Charlestown Area? Both areas are difficult to get to due to narrow windy streets. An entrance from the Charlestown area would keep large coal trucks off town streets and stimulate housing in the area. High Street is difficult to get to in the winter and almost impossible for fire and rescue equipment to reach. Additional access roads would solve these problems and would lessen the burden of the single Allegany St. entrance. See attached.*

Please add my/our name(s) to the Mailing List.\*  
 Please delete my/our name(s) from the Mailing List. 5 is my choice

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

\*\* The Allegany St. North and South end of town will remain the exits of choice for most residents.



VII-54

BUREAU OF  
PROJECT PLANNING

Mar 13 10 29 AM '86

Old Rt. 36



**Maryland Department of Transportation**

State Highway Administration

William K. Hoffmann  
Secretary  
Hal Kassoff  
Administrator

DEVW002

April 2, 1986

RE: Contract No. A 690-101-671  
Maryland Route 36 from  
0.5 mile south of Seldom Seen  
Road to Buskirk Hollow Road  
PDMS No. 013076

Mr. William Devlin  
12 Front Street  
Lonaconing, Maryland 21539

Dear Mr. Devlin:

Thank you for your comments regarding the alternates for the construction of Maryland Route 36. Your name is included on the project mailing list and you will continue to receive all material that is distributed relative to project development.

Your comments will be considered as we continue with the Project Development activities.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:tlh  
cc: Mr. T. W. Beaulieu

My telephone number is 659-1104

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P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

VII-55

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BUREAU OF  
PROJECT PLANNING

DEC 11 11 24 AM '85

6 Brunswick Court  
Bel Air, Cumb., Md. 21502  
Dec. 5, 1985

MD Dept of Transportation  
State Highway Administration  
Bureau of Project Planning  
Ball., Md. 21203

Gentlemen:

I understand through various sources that recently there have been some activity in reversing or initiating one of the alternatives for relocation of Route 36 through Loxconing. He own the property at 40 Church Street, Loxconing which may be in direct line for the right-of-way. He moved from 40 Church St. about 6 months ago, after living there for 34 years, and have had the property up for sale. He recently had 2 good prospective buyers but both heard rumors of the road project and have temporarily halted any decision. He are now very much concerned as we cannot afford to leave the property sit idle and yet we know noone will purchase it now because of the pending situation. He urgently need the sale to help us on payment of the property recently purchased. He have since had to deduce the hot water heating system as well as the regular water supply. He have not received any information from the Highway Department on any of this new development on the project, only the rumors. Would you be please our name and new address is placed on any mailing list for information on the project. I would also appreciate any personal word you could share with us on rights of way and time schedule, etc. You can see why we are so concerned at

this time. The 40 Church St. property, as stated to you in some correspondence about a year ago, is completely remodelled and in A-1 condition as anyone can see. He loved the home but it was just too much for the two of us to keep up because of health and retirement.

Our backs are against the wall and we are in a bind. Please help us as much as you can.

Yours very truly

W.D. Wattenschaidt

W.D. WATTENSCHAIDT  
6 BRUNSWICK COURT  
BEL AIR, CUMBERLAND, MD. 21502

Copy - Mr. J. A. Brantley  
Lalok, Md.



**Maryland Department of Transportation**

State Highway Administration

William K. Hellmann  
Secretary  
Hal Kassoff  
Administrator

December 18, 1985

WATW 004

RE: Contract No. A 690-101-671 N  
Maryland Route 36 at Lonaconing  
From 0.5 mile south of Seldom  
Seen Road to Buskirk Hollow Road  
PDMS No. 013076

Mr. W. D. Wattenschaidt  
6 Brunswick Court  
Bel Air, Cumberland, Maryland 21502

Dear Mr. Wattenschaidt:

Thank you for your letter of December 5, 1985 regarding the Maryland Route 36 project at Lonaconing.

In response to public input received at the Public Meeting on December 4, 1984, and as mentioned in your earlier correspondence, we have investigated several alignments away from town on Dans Mountain east of Lonaconing. These alignments were developed utilizing current design geometrics. Excessive volumes of excavation were encountered with these alignments which necessitated several modifications. One of these alignments now appears realistic and will be one of the east side alternates presented at the Public Hearing scheduled for late February, 1986. Two of the alternates on the west side of Lonaconing presented at the December 4, 1984 Public Meeting have been modified and will also be discussed at the Public Hearing in February.

I have asked that our mailing list be updated reflecting your new Brunswick Court address, therefore, you will receive direct notice of the Public Hearing as well as all future public notices.

Thank you for your continued interest in this project.

Very truly yours,

Louis H. Ege, Jr., Acting Chief  
Bureau of Project Planning

LHE:tlh

- cc: Mr. N. J. Pedersen w/attachment
- Mr. T. W. Beaulieu
- Mr. R. E. Schneider ✓
- Ms. C. D. Simpson w/attachment

My telephone number is 659-1130

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P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

VII-57

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MAIN  
OFFICE  
PHONE  
304/6937642

# BUFFALO COAL COMPANY, INC.

Miners of Bituminous Coal  
BAYARD, WEST VIRGINIA 26707

*Replied*

March 17, 1986

*To Flo For  
36 Transcript  
3/21/86*

Mr. Robert E. Schneider  
Project Manager  
State Highway Administration  
P.O. Box 717  
707 North Calvert Street  
Baltimore, Maryland 21203

RE: Route 36, Seldom Seen Road to Gilmore  
No. A-690-101-671 N

Dear Mr. Schneider:

As a major industrial member of the Georges Creek community, we would like to take this opportunity to comment further on some of our concerns about the Route 36 project. In previous correspondence and meetings we have indicated preference for alternates and accesses which would benefit industry and the community as a whole. However, irregardless of which alternate is chosen, we feel one of the major concerns for this project should be to reroute coal truck traffic away from Lonaconing and densely populated areas along existing Route 36. Our tippie, which is located just north of Lonaconing, serves as a gathering point for coal from our active mine sites and to a larger degree from other coal companies in the Georges Creek area. Most of the coal shipped to this site is by coal trucks owned by independent haulers who are paid on a basis of tons hauled. These individuals will inevitably use the shortest available route to reach the tippie. Thus, if access to the new highway is not provided to the tippie this will mean that coal trucks will continue to use the public streets of Lonaconing.

Recently, we became aware that a draft environmental impact statement has been prepared for this project. If possible we would like to obtain a copy of this document.

We look forward to continuing discussions of this project. It is our hope that these comments may be of assistance in your evaluation. If you have any questions or

would like to field review the site please contact me at (301) 463-5496 or Don Snyder at (301) 669-3173.

Very truly yours,

*Carmen DeSignore*  
Carmen DeSignore  
Vice President

CD/cr

Enclosures

cc: Mr. William Walsh  
Mr. Donald Snyder  
Mr. N J Pedersen  
Mr. T W Beaulieu  
Mr. L Egc

VII-58

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**Maryland Department of Transportation**

State Highway Administration

William K. Haltmann  
Secretary

Hal Kassoff  
Administrator

April 15, 1986

RE: Contract No. A 690-101-671 N  
Maryland Route 36 at Lonaconing  
from 0.5 mile south of Seldom  
Seen Road to Buskirk Hollow Road  
PDMS No. 013076

Mr. Carmen P. DelSignore  
Vice President  
Buffalo Coal Company, Inc.  
P.O. Box 282  
Bayard, West Virginia 26707

Dear Mr. DelSignore:

Thank you for your recent correspondence providing us with your comments regarding the coal truck traffic routes to your loading tipple. Presently, our Project Development Team is continuing to examine the alternates presented at the Location/Design Public Hearing held this past February. Along with the refinements which are being made, we will evaluate all comments received at and following the Public Hearing before the Team recommends an alternate for the construction of Maryland Route 36 on new location to the State Highway Administrator.

Enclosed for your use is a copy of the project's Draft Environmental Impact Statement as requested. If you have any further questions or concerns, do not hesitate to contact me.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:tlh  
Attachment

cc: Mr. N. J. Pedersen w/attachment  
Mr. T. W. Beaulieu w/attachment  
Mr. S. L. Helwig w/attachment  
Ms. C. D. Simpson w/attachment/

My telephone number is 659-1104

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VII-59

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STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

BUREAU OF  
PROJECT PLANNING  
MARCH 19 9 33 AM '86

Contract No. A 690-101-671  
Maryland Route 36  
From 0.5 mile south of Seldom Seen Road  
to Buskirk Hollow Road  
LOCATION/DESIGN PUBLIC HEARING  
7:30 p.m., Tuesday, February 25, 1986  
PDMS No. 013076

NAME Hart Klein DATE March 13, 1986

PLEASE PRINT ADDRESS P.O. Box 87

CITY/TOWN Frostburg STATE Maryland ZIP CODE 21532

I/We wish to comment or inquire about the following aspects of this project:

We own property near Laurel Run on the west side of Rt. 36 and we support  
Alt. 2A or 2 because it is less expensive and will be a way to alleviate any truck  
traffic that would be coming off the west side. There are several surface mine  
areas now being developed that will increase the truck traffic both with timber  
and coal.

*Letter was mailed out but was  
returned, as there was no forwarding  
address*

Please add my/our name(s) to the Mailing List.\*

Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

VII-60

*Handwritten mark*



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B. Agency Comments and Coordination

In addition to correspondence with appropriate resource agencies, this project has been coordinated with representatives of the U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, the Environmental Protection Agency, and the Maryland Department of Natural Resources - Water Resources Administration at a State Highway Administration Quarterly Interagency Review meeting on July 19, 1984. A field review was held with the Department of Natural Resources and U.S. Fish and Wildlife Service in October 1986, to obtain further input regarding wetland impacts.

The following are the agency comments on the Draft Environmental Impact Statement and State Highway Administration responses.



U.S. Department of Housing and Urban Development

Philadelphia Regional Office, Region III  
Liberty Square Building  
105 South Seventh Street  
Philadelphia, Pennsylvania 19106-3392

145

14 MAR 1986

Mr. Louis H. Ege, Jr.  
Deputy Director  
Project Development Division (Room 310)  
State Highway Administration  
707 North Calvert Street  
Baltimore, MD 21202

Dear Mr. Ege:

We have had an opportunity to complete our review of the DEIS/Section 4(f) evaluation for Maryland Route 36 from 0.5 miles south of Seldom Seen Road to Buskirk Hollow Road in Allegany County. As a point of information, Lonaconing, as a Fiscal Year 1984 HUD Small Cities grantee, was awarded five hundred thousand dollars for the proposed rehabilitation of 56 substandard housing units. Figures 10 and 13 of the DEIS show a proposed bridge from Jackson Street to Big Vein Hill Street, crossing above and through the rehabilitation project area. The alternates involved may, therefore, undo the benefits obtained from the CDBG investment. Other comments include the following:

1

1. In dealing with Section 4(f) on p. IV-39, the document incorrectly relates this section to public parkland of national, state or local significance and historic sites considered eligible for, or on the National Register of Historic Places. The law contains no such qualifications and, in fact, its applicability is not limited to public parks and historic sites. This correction should be made in the Final EIS.

2

2. Without question, any of the build alternatives would contribute to an improved traffic situation. Build alternatives, however, would also require an investment of 28 to 38 million dollars. This raises the question of whether an alternate focusing on selective improvements in specific problem areas along the existing Route 36 might not also achieve less traffic congestion at a greatly reduced cost. There appears to be a good case for this, for even the no-build alternate would not lead to a situation whereby air quality or noise standards (except for possibly one or two locations) even

3

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approached being exceeded or cause the Level of Service for Route 36 to be severely affected. At worst, it would be, according to the EIS, L/S"B". We strongly recommend therefore, that the feasibility of a limited build or improvement alternate be seriously examined in addition to those discussed in the DEIS.

3

Thank you for the opportunity to comment. We would appreciate receiving a copy of the Final EIS when it is completed.

Sincerely,



Lawrence Levine  
Regional Environmental Officer

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SHA Responses to the U.S. Department of Housing and Urban Development:

1. The Selected Alternate will require 9 to 13 residences in the vicinity of Jackson Run. Since decent safe and sanitary replacement housing will be provided, the benefits of the CDBG to the residents will not be lost but shifted to a new site. A shift in the alignment of the Selected Alternate would entail greater environmental impacts including more residential displacements and the west side alignments would entail Section 4(f) impacts in addition to a larger number of residential displacements.
2. Section 4(f) also applies to recreation areas and wildlife and waterfowl refuges. No land covered by Section 4(f) will be required by this project.
3. The safety deficiencies of the existing Maryland Route 36 alignment could not be remedied for a reasonable cost and this alternate was not considered for that reason. Such an alternate requires the acquisition of historic property and constitutes a 4(f) involvement.



# United States Department of the Interior

OFFICE OF THE SECRETARY  
WASHINGTON, D.C. 20240

JMA

168

ER 86/166

APR 3 1986

Emil Elinsky  
Division Administrator  
Federal Highway Administration  
711 West 40th Street  
Suite 220  
Baltimore, Maryland 21211

PROJECT  
DEVELOPMENT  
DIVISION  
APR 10 8 10 AM '86

Dear Mr. Elinsky:

This is in response to the request for the Department of the Interior's comments on the draft environmental/Section 4(f) statement for SR-36 (Seldom Seen Road to Buskirk Hollow Road), Allegany County, Maryland.

## SECTION 4(f) STATEMENT COMMENTS

### Cultural Resources

Of the four build alternatives discussed, two alternatives, Alternates 2 and 2A, traverse the Lonaconing National Register Historic District and will create a situation in which Section 4(f) is applicable. The adverse impacts from Alternates 2 and 2A, as indicated on pages IV-40 and -41, are substantial; whereas Alternates 1 and 5 will avoid the district entirely. Additionally, Alternate 5 impacts the least amount of wetland and floodplain acreage. Pursuant to the first proviso of Section 4(f), our evaluation concludes that Alternate 5 is a feasible and prudent alternative to the use of lands in the historic district. Accordingly, we recommend the selection of Alternate 5.

1

Although the statement indicates that construction will not impact any known archeological sites, the discovery of any unknown sites should be brought to the attention of the State Historic Preservation Officer and an opportunity provided for his examination. A letter documenting concurrence with the project planning for this aspect of cultural resources management should be incorporated into the final document.

2



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ENVIRONMENTAL STATEMENT COMMENTS

Mineral Resources

Minerals found in Allegany County include high silica sandstone, suitable for glass and ferrosilicon manufacture; coal and good quality clay associated with the coal; and crushed stone from limestone and dolomite. At present, only crushed stone and coal are being produced.

The subject document discusses coal (pages I-2, III-1, -5, -6, -9, -11, -12, -13, IV-6, -7, -8, -10, -15), recognizing the coal industry as important to the area (pages I-2, IV-10) and mentioning the county policy encouraging coal production (pages IV-9 and -10). The document states that the project would benefit the coal industry but also recognizes that all proposed alternatives would have adverse impacts (pages IV-7, -8, and -9) on some coal producers. The opinion presented is that the worst cases would be those wherein present active mining operations would be affected. We believe that cases wherein coal reserves are preempted from future use also should be avoided where possible. We add that close coordination with the mine operators could develop mitigating measures such as mining of coal reserves prior to road construction, or road alignment through mined out areas.

3

If other mineral resources are present and are affected either favorably or adversely, future versions of the document should describe the deposits, discuss the impacts, and develop appropriate mitigating measures. If no other mineral resources are present, future versions of the document should so indicate.

Fish and Wildlife Resources

The document is adequate with regard to fish and wildlife resources; however, we request that the following specific comments be addressed.

Section III. A.3.c., Floodplains - The final environmental document should include a description of the floodplains to be impacted by the proposed build alternatives.

4

Section IV.E.3., Effects on Wetlands - The second sentence in this section concerning wetland replacement should be revised to indicate that any unavoidable wetland loss will be replaced at a site able to support wetland plants.

5

Section IV.E.6., Effects on Wildlife - In addition to fencing, minimal clearing within the right-of-way should also be included into the final plan's design. Although this project alone may not affect what is considered a loss or alteration of a significant amount of habitat, the continuing pressure to develop and alter existing optimum wildlife habitat in western Maryland will eventually result in cumulative adverse effects to various populations that are presently considered abundant in this region.

6

Mr. Emil Elinsky

3

FISH AND WILDLIFE COORDINATION ACT COMMENTS

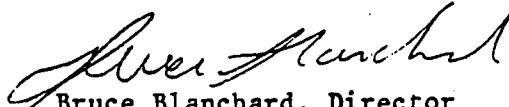
The Fish and Wildlife Service's position on a Department of the Army permit application for the project as proposed would be to recommend selection of Alternate 5, as it includes the least amount of wetland and floodplain acreage; construction of bridges that span all trout waters; construction of a bridge that spans George's Creek; incorporation of an applicable time-of-year restriction for any instream work that may be necessary, in order to protect spawning fish in any of the waterways to be crossed; and incorporation of a strict and efficient sediment and erosion control plan and implementation of on-site stormwater runoff control measures as discussed in the draft statement and approved by the Department of Natural Resources, into the issued Corps permit.

SUMMARY COMMENTS

The Department of the Interior recommends selection of Alternate 5 since it avoids Section 4(f) resources. We object at this time to Section 4(f) approval of either Alternate 2 or 2A.

As this Department has a continuing interest in this project, we are willing to cooperate and coordinate with you on a technical assistance basis in further project evaluation and assessment. For matters pertaining to recreational and cultural matters, please contact the Regional Director, National Park Service, Mid-Atlantic Region, 143 South Third Street, Philadelphia, Pennsylvania 19106 (telephone FTS 597-7013, commercial 215/597-7013). For matters pertaining to fish and wildlife resources, please contact the Field Supervisor, Fish and Wildlife Service, 1825-B Virginia Street, Annapolis, Maryland 21401 (telephone FTS 922-2007, commercial 301/269-5448). Questions on mineral resources should be directed to the Chief, Intermountain Field Operations Center, Bureau of Mines, P.O. Box 25086, Building 20, Denver Federal Center, Denver, Colorado 80225 (telephone FTS 776-0263, commercial 301/236-0263).

Sincerely,

  
Bruce Blanchard, Director  
Environmental Project Review

Mr. Emil Elinsky

4

cc:

Louis H. Ege, Jr., Acting Chief  
Bureau of Project Planning  
State Highway Administration  
707 North Calvert Street, Room 310  
Baltimore, Maryland 20202

J. Rodney Little  
Maryland Historical Trust  
John Shaw House  
21 State Circle  
Annapolis, Maryland 21401

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SHA Responses to the Department of the Interior:

1. Alternate 5-1 is the Selected Alternate and avoids any property acquisition from the Lonaconing Historic District.
2. The SHPO has determined that additional archeological investigations are not warranted for this project (see page VII-118). It is SHA policy to stop construction activities in the vicinity of the uncovering of archeological sites. Both the Maryland Historical Trust and the Maryland Geological Survey will be notified if unknown archeological resources are discovered.
3. No economically significant mineral resources, other than coal, will be affected by this project. Coal mining operators have been coordinated with throughout the study.
4. This has been included in the Final Environmental Impact Statement on page IV-12.
5. This has been included in the FEIS on page IV-13.
6. Roadside grading has been reduced from that which is normally used on a highway of this type (see Figure 7). Since the project is located in mountainous terrain, the topography is not conducive to high levels of development.
7. Alternate 5-1 is the Selected Alternate. The design plans will incorporate a sediment and erosion control plan and a stormwater management plan. No gamefish exist in any of the streams crossed by the project.
8. The Selected Alternate is Alternate 5-1 which avoids Section 4(f) resources.

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DEPARTMENT OF THE ARMY  
BALTIMORE DISTRICT, CORPS OF ENGINEERS  
P.O. BOX 1715  
BALTIMORE, MARYLAND 21203

MAR 11 1 39 PM '86  
BUREAU OF  
PROJECT PLANNING

REPLY TO ATTENTION OF:

10 March 1986

Planning Division

Mr. Louis H. Ege, Jr.  
Deputy Director  
Bureau of Project Planning  
State Highway Administration  
707 North Calvert Street  
Room 310  
Baltimore, Maryland 21202

Dear Mr. Ege:

Reference Neil Pedersen's letter of 24 January 1986 regarding the review of the construction of a two lane highway from 0.5 miles south of Seldom Seen Road to Buskirk Hollow Road in Allegany County, Maryland. The comments provided below address the proposed work as it relates to the Corps of Engineers' areas of concern, to include flood control hazard potentials, permit requirements under Section 404 of the Clean Water Act, and other direct and indirect impacts on Corps of Engineers' existing and/or proposed projects.

There are no existing Corps of Engineers' projects in the proposed construction area, however, the Corps has initiated a study of streambank stabilization and/or flood control along isolated sections of Georges Creek in Allegany County. Some of the Corps' study area is located in Lonaconing, Maryland, therefore, continued coordination between the Corps of Engineers and the Maryland State Highway Administration may be necessary.

1

According to page IV-22 of the Draft Environmental Impact Statement (DEIS), all of the proposed Build Alternatives will require encroachments on the 100-year flood plain of several major streams. The DEIS should include documentation of the effects on the flood plain and compliance with federal, state and local flood plain management regulations, as appropriate.

2

Federal and federally assisted activities must comply with Executive Order 11988, Flood Plain Management, dated 24 May 1977. The objectives of the Order are to avoid the adverse effects of occupying and modifying the flood plain and to avoid direct and indirect support of development in the flood plain.

The Order requires that activities not be located in the flood plain unless it is the only practicable alternative. Activities which must be located in the flood plain must incorporate measures to: (1) reduce the hazard and risk associated with floods; (2) minimize the adverse effects on human health, safety, and welfare; and (3) restore and preserve the natural and beneficial values of the flood plain.

2

As indicated in the DEIS, a Department of the Army Section 404 permit is required for filling associated with channel work, and filling of adjacent wetlands. If you require more information with regard to specific permit requirements, please contact Mr. Frank Bonomo of the Regulatory Branch, Corps of Engineers, Baltimore District at (301) 962-3477.

If there are any questions on these comments, please feel free to call me or have a member of your staff call my action officer, Mr. Larry Lower at (301) 962-4710.

Sincerely,

*Harold L. Nelson*

fm James F. Johnson  
Chief, Planning Division

SHA Responses to the U.S. Army Corps of Engineers

1. Continued coordination with the Corps will be undertaken during the design and construction of this project.
2. Floodplain encroachments have been reviewed in accordance with Executive Order 11988. See Section IV-E-4.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
 REGION III  
 841 Chestnut Building  
 Philadelphia, Pennsylvania 19107

PROJECT  
 DEVELOPMENT  
 DIVISION

APR 18 3 29 PM '86

APR 1 1986

Louis H. Ege, Jr.  
 Deuty Director  
 Project Development Division (RM 310)  
 State Highway Administration  
 707 N. Calvert Street  
 Baltimore, MD 21202

Re: MD Rt 36 DEIS  
 D-FHW-D40217-MD

Dear Mr. Ege:

In accordance with the authority delegated to EPA under Section 309 of the Clean Air Act and the National Environmental Policy Act (NEPA), EPA has reviewed the DEIS for the above referenced project and has assigned it a rating of EC-2. A copy of EPA's reference categories, defining this rating, is enclosed for your information. This rating reflects our concern over several issues which we feel require additional clarification before an accurate assessment of the environmental impacts of this project can be made. Our primary interest lies in the area of ground water protection and the potential impacts of the project on drinking water quality and quantity.

Due to the topography and geology associated with the project site, the potential for ground water impacts is substantial. Consequently, the disturbance of existing springs as the result of highway cut and fill and the additional runoff created by the paved surface could detract from ground water quality. Furthermore, the failure of springs and the diminished yield of wells during periods of drought, as referenced in Section III.A.3.b. could be magnified by the presence of the highway.

Considering the importance of these impacts, EPA feels that the ground water issues should be discussed in greater depth in the final document. In particular, Section IV.E.2.b. states that a preconstruction survey will be conducted to assess the impacts of the highway on all wells in the vicinity of the selected alternate. It continues by noting that replacement wells or compensation will be provided to property owners as necessary. While this may mitigate for damages incurred, it is entirely possible that the selection of a different alternate would minimize the damages without the need for mitigation. In order to make such a selection, the impacts of the project would have to be, and should be, factored into the decision making process. This is clearly not the plan discussed in the DEIS since only the preconstruction survey is being considered.

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EPA recommends that the FEIS address this issue by discussing the following:

- ° the number of wells expected to be impacted by each of the alternates
- ° whether the wells affected are public or private water supplies
- ° the existing quality and production capacity of the wells in the project area
- ° the anticipated degree of impact on ground water quality and quantity as a result of the project
- ° the effect of ground water impacts on future growth
- ° the potential infiltration of various chemicals, including deicing compounds, herbicides, petrochemical and heavy metal pollutants, etc.

1

By evaluating these criteria prior to establishing a preferred alternate, the ground water impacts could play a role in the selection process, thereby allowing for the costs of mitigation to be considered in the total project costs.

The following comments are listed by page and section number and reflect EPA's additional concerns.

figure 7      In addition to the alternates presented at the alternates public meeting, as shown on figure 7, EPA suggests that a similar map be prepared to reflect the alternates actually under consideration, which would include alternate 5.

2

III.5  
(III.A.4.b.)      There is no mention of the flora and fauna in the waters of the area and the potential impact of the project on these. Reference should be made to the appendices of the document which lists the biota found in the aquatic habitat. The impacts, as referenced on page IV.18, should be defined in greater detail by relating the impacts to the various species affected.

3

IV.15  
(IV.E.1.)      The special provisions planned for handling acid forming strata should be defined in the FEIS.

4

IV.16  
(IV.E.1.)      The standard methods under consideration for the protection of the highway from rock slides should be detailed or, if preferred, the source of the specifications referenced.

5

- IV.17 (IV.E.2.a.) EPA wishes to be advised of the development of more specific sedimentation and erosion control measures as they are developed during the final design stages of the project. | 6
- IV.19 (IV.E.2.a.) EPA recommends the use of bridges instead of culverts or pipes for stream crossings wherever possible. In cases where this is not feasible, we support the use of bottomless culverts or countersunk pipes to preserve a natural stream bottom, as suggested in the DEIS. | 7
- IV.21 (IV.E.2.b) Although the amount of wetland area to be disturbed by any of the alignments is minimal, EPA recommends that they be mitigated on a 1:1 basis. | 8
- IV.27 (IV.F.1.a.) Since the background concentrations utilized in the air study are estimated, the rationale behind the assumed levels should be stated. | 9
- IV.37 (IV.G.3.) Consideration should be given to imposing time of day restrictions on construction activities, including the maintenance of heavy equipment on site. | 10

We thank you for giving us the opportunity to participate in the NEPA coordination process and look forward to working with you to see this project to a successful and environmentally sound completion. To minimize controversy over the FEIS we suggest that any changes planned for the final document be sent to EPA for review in a prefinal form so that any questions that arise can be resolved prior to distribution of the FEIS. Should you have any questions, feel free to contact Jeffrey Alper at 215/597-7817.

Sincerely,



Richard V. Pepino  
Chief, NEPA Compliance Section

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SUMMARY OF RATING DEFINITIONS  
AND FOLLOW-UP ACTION\*Environmental Impact of the Action

## LO--Lack of Objections

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

## EC--Environmental Concerns

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

## EO--Environmental Objections

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

## EU--Environmentally Unsatisfactory

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

Adequacy of the Impact Statement

## Category 1--Adequate

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

## Category 2--Insufficient Information

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

## Category 3--Inadequate

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

\*From EPA Manual 1640 Policy and Procedures for the Review of Federal Actions Impacting the Environment.

SHA Responses to the Environmental Protection Agency:

1. It is not within the resources of SHA to do the surveys suggested for each alternate under consideration. Experience has shown that groundwater impacts do not extend more than 200 feet from a highway project. No wells are known to exist within this distance of the alignment of the Selected Alternate but the preconstruction survey will be conducted to be certain this is the case. Lonaconing is served by a public water system which receives water from reservoirs on Dans Mountain. No impact to this system is anticipated. The existence of a prudent and feasible avoidance alternate precludes the selection of an alternate having Section 4(f) encroachments.
2. This has been included as Figure 6.
3. Appendices and appropriate references regarding aquatic habitat have been included as requested. See Sections IV-E and VIII.
4. A soils report will be prepared during final design that will include recommendations for dealing with exposed pyritic rock strata. Until the report is available, the scope of potential impact will not be known and appropriate mitigation measures cannot be specified.
5. The standard methods are to bench and to provide a safe landing area (see Figure 7). These methods and additional methods are specific in SHA's Highway Development Manual.
6. Sediment and Erosion Control measures will be provided during design. They will be discussed with EPA and other interested agencies at an Interagency Environmental Quarterly Review when the project is in final design.
7. The type of structure used at each stream crossing will be based on the soil report and hydraulic analyses. Where feasible, efforts will be made to retain natural bottoms.
8. The amount and location of replacement wetlands will be coordinated with the appropriate review agencies. Wetlands will be replaced on a 1:1 basis.
9. The background concentrations were estimated based on this region's being in attainment.
10. Construction activities are anticipated to occur during normal working hours. Construction machinery will be maintained in good working condition.

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ORREY C. BROWN, M.D.  
SECRETARY  
JOHN R. GRIFFIN  
DEPUTY SECRETARY



JAMES W. PECK  
DIRECTOR

STATE OF MARYLAND  
DEPARTMENT OF NATURAL RESOURCES  
**WATER RESOURCES ADMINISTRATION**  
TAWES STATE OFFICE BUILDING  
ANNAPOLIS, MARYLAND 21401

March 11, 1986

BUREAU OF  
PROJECT PLANNING  
Mar 13 1 43 PM '86

Mr. Louis H. Ege, Jr., Deputy Director  
Project Development Division (Room 310)  
State Highway Administration  
707 North Calvert Street  
Baltimore, MD 21202

Re: WRA No. 86-PP-0455  
SHA No. A-690-101-671  
Draft Environmental Impact  
Statement - Section 4 (f)  
Evaluation for MD 36 - 0.5  
mile south of Seldom Seen Rd.  
to Buskirk Rd. in Allegany Co.

Dear Mr. Ege:

The Administration has reviewed the "Draft Environmental Impact Statement" Report for the proposed Relocation of MD 36 as referenced above. Accordingly, it was determined that the project involves several stream crossings and will have some encroachments upon the 100-year floodplain limits of Georges Creek and its tributaries. Therefore, the State Highway Administration is required to obtain necessary waterway permits for each bridge crossing Georges Creek and its tributaries as well as any associated floodplain encroachments from this office. Perhaps a waterway permit will be required for any changes to the course, current and cross-section of the stream channel or its floodplain of Georges Creek tributaries (Class III NATURAL Trout Waters) where the upstream drainage areas exceed 100 acres [COMAR 08.05.03.02B(3)].

1

Georges Creek is classified as Class I Waters and, therefore, in-stream construction will be prohibited from March 1 through June 15, inclusive. However, the tributaries to Georges Creek such as Jackson Run, Hill Run, Koontz Run, Elk Lick Run and other unnamed tributaries are classified as Class III Natural Trout Waters and no in-stream construction will be allowed from October through April, inclusive.

2

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Mr. Louis H. Ege, Jr.  
March 11, 1986  
Page Two

In accordance with Sections 8-1105 and 8-11A-05 of the Natural Resources Article, Annotated Code of Maryland, the subject project requires necessary review and approval relative to sediment control and stormwater management requirements. This approval can be obtained from the Sediment and Stormwater Division of this Administration.

Finally, the Administration recommends the selection of the alternative which will have the least impact on the Waters of the State.

The Maryland Forest, Park and Wildlife (MFP&WS) has made a review of the subject document and their comments are as such that there are no unique or critical habitats directly impacted by any of the proposed alternative. However, there are several areas upstream which the MFP&WS monitor on both Georges Creek and its tributaries. The MFP&WS prefers the Alternate 2 and 2A for the lesser impact on previously undisturbed areas. | 3

Enclosed, please find a copy of the comments received from other agencies within the Department of Natural Resources on the subject DEIS. | 4

If you have any questions please feel free to contact me at 269-2265.

Sincerely,

C. Kirk Cover  
Division Chief  
Waterway Permits Division

CKC:jb

SHA Responses to the Water Resources Administration:

1. No floodplain encroachments except on Georges Creek near Georges Creek Elementary School are anticipated. All necessary permits will be applied for during the Final Design phase.
2. No instream construction is anticipated except at Elklick Run and possibly on Georges Creek. Appropriate time of year restrictions will be observed unless exceptions are granted. At this stage of development, SHA does anticipate that some fill material will be placed within the floodplain of Georges Creek behind the Georges Creek Elementary School. In addition, the existing structure over Elklick Run will be replaced and culverts provided for several unnamed tributaries.

SHA feels that it has historically been very cooperative in complying with WRA's time-of-year restrictions, even though such restrictions undeniably contribute to higher bid prices. Occasionally, however, the protection afforded certain streams by the assigned WRA classification and corresponding time-of-year restriction seems inordinate when consideration is given to the existing water quality parameters. Such is the case at Georges Creek. The Creek presently contains large amounts of acid/mine drainage and raw sewage. Pollution and siltation have resulted in a scarcity of benthic and piscine communities throughout the study area as verified by the Fisheries Division (see 3/6/86 memo Pg VII-98).

The project would be constructed in accordance with WRA prescribed sediment and erosion controls. Unless the water quality vastly improves between now and the time of construction, the project's impact on aquatic habitat will be miniscule and the additional cost of time-of-year restrictions to the taxpayer will seemingly be unjustified.

SHA is aware of proposed sewage treatment facilities in the area which might significantly improve the water quality. Furthermore, construction of Relocated Maryland Route 36 is not planned in the near future. Therefore, SHA will request that DNR-WRA consider the water quality parameters existing at the time of SHA's permit application when determining the appropriateness of time-of-year restrictions.

3. Alternates 2 and 2A were not selected because they entail Section 4(f) impacts and greater socio-economic impacts than the Selected Alternate.
4. The attached comments were also included in the comments received from the Department of State Planning. The responses to those comments are included with the responses to the Department of State Planning.



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United States  
Department of  
Agriculture

Soil  
Conservation  
Service

4321 Hartwick Road, Room 522  
College Park, Maryland 20740

March 14, 1986

Mr. Louis H. Ege, Jr.  
Acting Chief  
Bureau of Project Planning  
State Highway Administration  
707 N. Calvert Street  
Room 310  
Baltimore, Maryland

MAR 18 2 19 PM '86  
BUREAU OF  
PROJECT PLANNING

Dear Mr. Ege:

The Soil Conservation Service has reviewed the Draft Environmental Impact Statement, Section 4(f) evaluation for Maryland Route 36 from 1/2 mile south of Seldom Seen Road to Buskirk Hollow Road in Allegany County, Maryland. We offer the following comments:

1. Section III, A, Natural Environment

III-A-2 Soils (page III-1)

From the soils descriptions it appears that soil associations were used since you state "the soils belong to the Gilpin-Dekalb-Cookport Association."

Comment - The use of soil associations is good for general planning. For the design phase, however, the detailed Standard Soil Survey for Allegany County should be used. Assistance is available from the Allegany County Soil Conservation Service office or the Soil Conservation District located in Cumberland, Maryland for the most recent soil interpretations.

1

III-A-4 Ecology (page III-4)

Your evaluation states that "economically important aquatic wildlife include the gamefishes in the study area. Native gamefishes include smallmouth bass and brook trout. Introduced gamefishes include rainbow trout and brown trout."

Comment - Georges Creek is virtually devoid of all species of fish and aquatic life due to its high acid level and high pollution load. Some tributaries to Georges Creek do have high water quality that will support gamefishes.

2



The Soil Conservation Service  
is an agency of the  
Department of Agriculture

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2. Section IV - Environmental Consequences

IV-E-1 Effects on Topography and Soils (page IV-14)

This section discusses the large cuts that will be required for the project and the possibility of exposing pyritic rock that may lower the pH of the streams. It also discusses the use of soil borings and rock cores during final design to develop appropriate mitigation measures and that, by the use of these borings and cores the cut slopes will be established that will minimize or eliminate the potential for rock slides and erosion.

3

Comment - These soils do contain pyritic rock that will be exposed during construction and will cause a lowering of the pH of the streams. Also, due to the steepness of slope, shallowness of soil, plus the existing seep areas in these soils, it is virtually impossible to design stable slopes without the inclusion of underdrains. Further, high rates of lime and fertilizer or topsoiling prior to seeding of the slopes will be necessary to establish adequate vegetative cover. The problems addressed above are evident in the already constructed sections of this Route 36 roadway.

IV-E-2 Effects on Water Resources (page IV-16)

a-1 Surface Water, Short Term Impacts

You state that "To minimize the short term impacts, sediment control plans will be developed during final design and approved by the Water Resources Administration."

4

Comment - These plans should also be reviewed by the Allegany Soil Conservation District. They have intimate knowledge of local problems and can provide advice that will alleviate many unforeseen problems.

a-2 Long Term Impacts

The statement that "Impoundments such as sediment ponds will be sized to maintain as much flow as possible, ....." is misleading.

5

Comment - Rather than maintaining as much flow as possible it appears that you intend to reduce the peak flow and the low volume, low velocity flow.

It is stated that "the project will be designed in accordance with the Maryland Stormwater Management Act which limits increases in the downstream discharges." Infiltration practices are discounted due to the shallow soils in the area. "Vegetated swales and detention and retention ponds will probably be the most feasible stormwater management techniques."

6

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Mr. Louis H. Ege, Jr.

3

Comment - Vegetated swales will also be limited due to the steep topography. Detention and retention ponds will need careful evaluation to determine that they do not add to the subsurface flow and thereby induce seeps. Rock lined channels may be a more suitable alternative.

6

IV-3 Stream Crossings (page IV-19)

Class III waters are natural trout waters, not national. In these, construction is prohibited from October 1 to April 1, not October through June 15. Similarly, limitations on construction in Class I waters is March 15 to June 15, not March 1 to June 15. The construction limitation for Class I waters in Georges Creek may not be applicable since it is not spawning water for anadromous fish.

7

3. The issue of acid mine drainage from abandoned mines is not addressed.

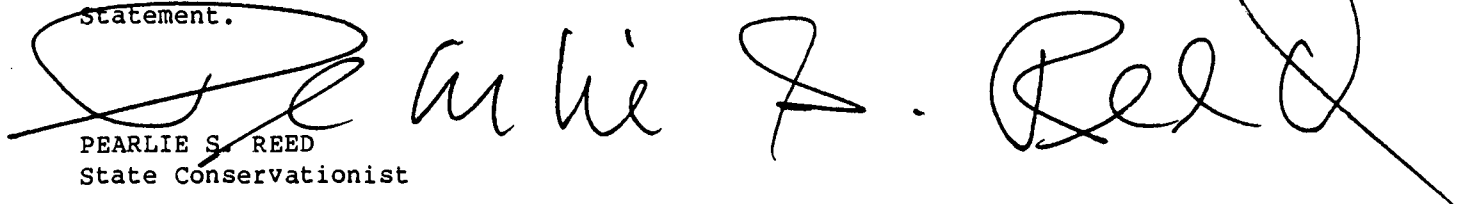
8

4. Appendix - Representative Plant and Animal Species

These lists appear to be standardized lists for the Allegheny Plateau. The authors ought to note that although these species could be present in Georges Creek, it is highly unlikely that they are because of the extremely poor water quality. As stated previously, Georges Creek does not have many viable populations of aquatic species.

9

Thank you for the opportunity to review this Draft Environmental Impact Statement.

 Pearl S. Reed

PEARLIE S. REED  
State Conservationist

cc:

- A. Lynn, SB, College Park
- D. Yost, SSS, College Park
- J. Mickley, SCE, College Park
- G.P. Edwards, AC, Frederick
- R. Hawk, DC, Cumberland
- P. Smith, National Environmental Coordinator, Washington, DC

SHA Responses to the U.S. Department of Agriculture-Soil Conservation Service:

1. Detailed soil analyses will be used during final design.
2. No gamefish have been observed to exist in the streams crossed by this project.
3. The Selected Alternate has been refined to minimize required cutting. Measures used to mitigate water quality effects of exposed pyritic rock strata will depend on location and extent of exposed pyritic rock strata. Neutralizing and sealing are two possible measures, but appropriate specific measures cannot be determined until the scope of the problem becomes known during final design.
4. Sediment control plans will be reviewed by the Allegany Soil Conservation District.
5. The intent is to disrupt the natural flow as little as possible. This statement in the DEIS referred to sediment traps, not stormwater management ponds.
6. The Stormwater Management Plan will be prepared during final design and submitted to the Water Resources Administration for approval. Consideration will be given to rock-lined channels to minimize downstream discharges.
7. Appropriate time of year restrictions will be observed in accordance with permit requirements of the Department of Natural Resources.
8. Although acid mine drainage contributes to the low water quality of the Georges Creek drainage basin, it is not a direct or indirect effect of this project.
9. Lists of observed plant and animal aquatic and terrestrial species have been included in the Appendices.



MARYLAND  
DEPARTMENT OF STATE PLANNING  
301 W. PRESTON STREET  
BALTIMORE, MARYLAND 21201-2365

HARRY HUGHES  
GOVERNOR

CONSTANCE LIEDER  
SECRETARY

April 3, 1986

**RECEIVED**

APR 8 1986

DIRECTOR, OFFICE OF  
PLANNING & PRELIMINARY ENGINEERING

189  
PROJECT DEVELOPMENT DIVISION  
APR 22 9 54 AM '86

Mr. Neil J. Pedersen, Director  
Office of Planning and Preliminary Engineering  
Department of Transportation - SHA  
707 North Calvert Street  
Baltimore, Maryland 21203-0717

SUBJECT: REVIEW AND RECOMMENDATION

State Application Identification Number: MD860204-0072  
Applicant: MDOT - State Highway Administration  
Description: DEIS/Section 4(f) Evaluation - Md. Rte. 36, 0.5 Mi.  
South of Seldom Seen Road to Buskirk Hollow Road  
Location: Allegany County  
Approving Authority: DOT  
Recommendation: Endorsement Subject to Comments

Dear Mr. Pedersen:

In accordance with Presidential Executive Order 12372 and Code of Maryland Regulation 16.02.03, the State Clearinghouse has coordinated the intergovernmental review of the referenced subject. As a result of the review, it has been determined that the subject is consistent with Maryland's plans, programs and objectives as of this date. The State process recommendation is endorsement subject to the following comments:

- Waterway permits will be required,
- George's Creek and some tributaries are classified; therefore, no in-stream construction is permitted at various times during the year,
- Additional information is required to determine any impact of Alternative 2 and 2A on school sites; and
- Proposed that the State Highway Administration be responsible for fill sites outside of SHA right-of-way.

1

The following affected State and local public agencies were provided notice of the subject:

Allegany County, Lonaconing, Tri-County Council for Western Maryland, Department of Agriculture, Department of General Services, Department Budget and Fiscal Planning, Department of Economic and Community Development including the Maryland Historical Trust (SHPO), Office of Environmental Programs of the

TELEPHONE: 301-225-4490  
TTY for Deaf: 301-383-7555  
OFFICE OF STATE CLEARINGHOUSE

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Mr. Neil J. Pedersen  
Page 2  
April 3, 1986

Department of Health and Mental Hygiene, Department of Natural Resources including the Coastal Zone Resources Division, Department of Education, and the Department of State Planning.

The following specific comments are provided for your consideration:

In accordance with 16 U.S.C. 1456, Section 307(c)(1) and (2), the Department of Natural Resources' Tidewater Administration has determined that the subject is not located within the coastal zone. The Department noted (copy attached) that information relating to site specific environmental survey and specific impact locality were lacking in the draft and should be included in the final EIS. It was determined that the subject will affect the 100 year flood plain limits of George's Creek and its tributaries; therefore, waterway permits will be required. Also, George's Creek is classified as a Class I Waters; therefore, in-stream construction will be prohibited from March 1st through June 15th. The tributaries to George's Creek are classified as Class III Natural Trout Waters and no in-stream construction will be allowed from October through April. In addition, sediment control and stormwater management will require review and approval. The Department recommends the selection of the alternative that will have the least impact to the waters of the State.

Department of Education advised (copy attached) that two public school buildings (Valley Jr./Sr. High School and George's Creek Elementary School) are within the study area. Alternatives 1 and 5 appear to have no impact on the school buildings. However, Alternatives 2 and 2A appear to have a greater potential for impact on these school sites. The environmental impact study does not provide sufficient information to make a determine of impact to the school sites. Allegany County Public School system has not completed their review to reach a final decision.

The State Historic Preservation Officer has determined that the subject may affect archeological or historic resources listed in, or possibly eligible for the National Register of Historic Places. Section 106 of the National Historic Preservation Act and the federal Advisory Council on Historic Preservation's regulations (36 CFR Part 800) require that the Advisory Council be given the opportunity to comment when a federal undertaking will affect resources listed in or eligible for the National Register. In accordance with a 1981 suspension of Section 800.4 of the Advisory Council regulations, the time in which a "determination of effect" is made can be decreased, if the federal agency and the State Historic Preservation Officer concur that resources are eligible for listing on the National Register. It is recommended that the federal agency or State agency or local government to which compliance responsibility is delegated prepare and submit the requisite documentation to the Keeper of the National Register for a formal "determination of eligibility" within one year from the date the State Historic Preservation Officer and the federal agency concurred that resources are eligible for listing.

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Mr. Neil J. Pedersen  
Page 3  
April 3, 1986

If the federal agency does not agree with the opinion of the State Historic Preservation Officer, a "determination of eligibility" must be requested from the National Register before proceeding. Form more information about the requirements of Section 106 and the Council's regulations, the applicant should contact the State Historic Preservation Officer. The Trust indicated that MHT is working with the State Highway Administration to satisfy the Section 106 requirements.

2

Allegany County mentioned (copy attached) that these particular projects generate more material from highway cuts than could be accommodated in adjacent fill areas on the State highway right-of-way. This material was then deposited on private property with the contractor being responsible to obtaining grading permits from the County; to dispose of the material. The County through its Sediment Control Program was responsible for inspecting these sites for sediment control compliance. The County is therefore proposing that the State Highway Administration be responsible for inspecting these sites outside of the SHA right-of-way for soil compaction and stability of the fill material.

In response to the review request, this letter constitutes the State process recommendation. The applicant is required to include a copy of this letter and a statement of consideration given to the comments and recommendation with the application that is submitted to the federal approving authority. A copy of this statement should also be submitted to the State Clearinghouse. Additionally, you are required to place the State Application Identification (SAI) Number on the application for financial assistance.

The State Clearinghouse must be informed if the recommendation cannot be accommodated by the federal approving authority. The Clearinghouse recommendation is valid for a period of three years from the date of this letter. If the approving authority has not made a decision regarding the subject within that time period, information should be submitted to the Clearinghouse requesting a review update.

We appreciate your attention to the intergovernmental review process and look forward to continued cooperation.

Sincerely,



Guy W. Hager  
Director, Maryland State Clearinghouse  
for Intergovernmental Assistance

GWH:scl  
Attachments

- |                         |                       |                          |
|-------------------------|-----------------------|--------------------------|
| cc: Bruce Gilmore (DNR) | Betsy Barnard (DHMH)  | Eric Walbeck (DGS)       |
| Ed Wise (DECD)          | Wayne Cawley (DOA)    | Michael Wagoner (TCCWMD) |
| Max Eisenberg (OEP)     | Louis Stettler (DBFP) | Benjamin Sansom (ALLG)   |
| William Smith (DSP)     | Skipp Sanders (DOE)   | Mayor Joseph Krumpach    |
| Emory Harrison (DSP)    |                       | (Lonaconing)             |

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TORREY C. BROWN. M.D.  
SECRETARY

JOHN R. GRIFFIN  
DEPUTY SECRETARY

STATE OF MARYLAND  
DEPARTMENT OF NATURAL RESOURCES  
**TIDEWATER ADMINISTRATION**  
TAWES STATE OFFICE BUILDING  
ANNAPOLIS 21401

March 11, 1986

MEMORANDUM

TO: Cas Taherian, Waterway Permits Division  
VIA: Elder Ghigliarelli, CRD  
David Burke, CRD  
FROM: Mike Hollins, CRD *MH*  
SUBJECT: WRA No. 86-PP-0455, Draft EIS Md. Rt. 36

Enclosed are comments from the Coastal Resources Division relative to the draft EIS for the construction of new sections of Rt. 36, in Alleghany County, from 1/2 mile south of Seldom Seen Road to Buskirk Hollow Road.

We find site specific environmental survey information and specific impact locality information to be highly deficient. We would like the lacking information to be included in the final EIS so that this information can be used in the permitting review process.

3

Enclosure  
MH/ses

cc: Arnold Norden, CPA  
Frank Dawson, CRD

MAR 12 1986  
TIDEWATER ADMINISTRATION  
ANNAPOLIS, MARYLAND



193

Comment

WRA No. 86-PP-0455, Draft EIS, Md. Rt. 36

p. III-4, paragraph 2 states, "The fauna of the extensive uplands is quite diverse but the greatest diversity of fauna in general is associated with the edge of riparian bottomlands and nearby upland habitats.

Comment: While the diversity of uplands is evident from Appendix VIII, there are no lists of plants and animals which are restricted to the riparian bottomlands. Many plants and animals are specifically adapted to these habitats and would not occur in the uplands. A separate list of the riparian species should be included in the Appendix.

4

p. III-5, paragraph 3 states, "Palustrine forested non-tidal wetland areas located within the Study area were identified by on-site investigations.

Comment: A community description of the wetland areas should be included here and a complete list of plant species which occupy these wetlands should be included in the Appendix. A map of environmental features should also be included which identifies the upland, bottomland and wetland areas which will be impacted by specific activities associated with the roadway construction.

5

Reference to the U.S. Fish and Wildlife Service National Wetland Inventory maps should also be made. What classifications of non-tidal wetlands will be impacted? How many acres of each type? Are the affected wetlands mapped on the NWI maps or evident from site visits only? What is the species composition of each wetland?

p. IV-21, paragraph 4

Comment: Wetland reconstruction should be accomplished on a 1:1 replacement ratio and consist of the same type of wetland of very similar species composition.

6

p. IV-22; paragraph 4/table

Comment: While only approximately .3 acres of wetlands was indicated on p. IV-21, the approximately 9 acres of floodplain may also fall within the national wetland definition of the U.S. Fish and Wildlife Service (Cowardin et al., 1979, Classification of Wetlands and Deepwater Habitats of the United States). This definition states,

"Wetlands are lands transitional between terrestrial and aquatic systems where the water table is usually at or near the surface or the land is covered by shallow water. For purposes of this classification wetlands must have one or more of the following three attributes: (1) at least periodically, the land supports predominantly hydrophytes; (2) the substrate is predominantly undrained hydric soil; and (3) the substrate is nonsoil and is saturated with water or covered by shallow water at some time during the growing season of the year."

7

The National Wetland Inventory maps should be consulted and field delineation efforts conducted to identify additional wetland acreage.

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Comment - WRA No. 86-PP-0455  
March 11, 1986  
Page 2

p. IV-23, paragraph 3

Comment: The impact of filling to changes in water quality by eliminating the filtering function of floodplain terraces should be addressed. The potential for increased flood hazard downstream and destruction of riparian habitat should also be addressed and quantified.

3

Appendix

Comment: The presence of the following shale barren endemics would indicate there are some shale barrens within the project corridor:

<u>Bouteloua curtipendula</u>	Side Oats Gramma
<u>Calystegia spithamea</u>	Shale Bindweed
<u>Senecio antennarifolia</u>	Shale Ragwort

9

A survey should be conducted to locate the shale barrens and they should also be located on an environmental features map. The species composition of each barren and occurrence of the proposed federally endangered Alleghany Plum (Prunus alleghaniensis) should be included.

MH/ses



1986

TORREY C. BROWN, M.D.  
SECRETARY  
JOHN R. GRIFFIN  
DEPUTY SECRETARY



JAMES W. PECK  
DIRECTOR

STATE OF MARYLAND  
DEPARTMENT OF NATURAL RESOURCES  
**WATER RESOURCES ADMINISTRATION**  
TAWES STATE OFFICE BUILDING  
ANNAPOLIS, MARYLAND 21401

March 6, 1986

MEMORANDUM

TO: Diane G. Moll  
Clearinghouse Coordinator

THRU: C. Kirk Cover  
Waterway Permits Division *all*

FROM: M. Q. Taherian *mq*  
Waterway Permits Division

SUBJ: Clearinghouse Project No. 860204-0072  
DEIS Section 4(f) Evaluation - Maryland 36 - 0.5 Mile South of Seldom  
Seen Road to Buskirk Hollow Road, Allegany County  
WRA No. 86-PP-0455  
SHA No. A-690-101-671

The subject "Draft Environmental Impact Statement" Report has received necessary review by this office. Accordingly, it was determined that the project involves several stream crossings and will have some encroachments upon the 100-year floodplain limits of Georges Creek and its tributaries. Therefore, the State Highway Administration is required to obtain necessary waterway permits for each bridge crossing Georges Creek and its tributaries as well as any associated floodplain encroachments from this office. Perhaps a waterway permit will be required for any changes to the course, current and cross-section of the stream channel or its floodplain of Georges Creek tributaries (Class III Natural Trout Waters) where the upstream drainage areas exceed 100 acres [COMAR 08.05.03.02B(3)].

10

Georges Creek is classified as Class I Waters and, therefore, in-stream construction will be prohibited from March 1 through June 15, inclusive. However, the tributaries to Georges Creek such as Jackson Run, Hill Run, Koontz Run, and Elk Lick Run are classified as Class III Natural Trout Waters and no in-stream construction will be allowed from October through April, inclusive.

11

In accordance with Sections 8-1105 and 8-11A-05 of the Natural Resources Article, Annotated Code of Maryland, the subject project requires necessary review and approval relative to sediment control and stormwater management requirements. This approval can be obtained from the Sediment and Stormwater Division of this Administration.

12

Telephone: \_\_\_\_\_ x2265

197

Page Two

Finally, the Administration recommends the selection of the alternative which will have the least impact to the waters of the State.

The subject DEIS is being reviewed by different agencies of the Department of Natural Resources. The Fisheries Division of the Tidewater Administration has just forwarded their comments (copy attached). However, the Coastal Resources Division of the Tidewater Administration and the Forest, Park and Wildlife Service were once again requested for their review and comments. For this reason, a time extension from Clearinghouse is requested. Should no extension be granted by Clearinghouse and/or no comments received within a reasonable time, please inform Clearinghouse by stating that the subject Environmental Statement is being reviewed by DNR's different agencies and, therefore, additional comments will be forwarded to them as they become available.

MQT:das

cc: Gene Gopenko

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TORREY C. BROWN, M.D.  
SECRETARY

JOHN R. GRIFFIN  
DEPUTY SECRETARY

STATE OF MARYLAND  
DEPARTMENT OF NATURAL RESOURCES  
**TIDEWATER ADMINISTRATION**  
TAWES STATE OFFICE BUILDING  
ANNAPOLIS 21401

March 6, 1986

MEMORANDUM

TO: Qas Taherian, Watershed Permits,  
Water Resources Administration

FROM: George Krantz, Director, *George E. Krantz*  
Fisheries Division

SUBJECT: Fisheries Division Comments: WRA No. 86-PP-0455.  
Draft Environmental Impact Statement - Relocation  
of Md. Rte. 36.

I have reviewed the Draft Environmental Impact Statement, Section 4(f) evaluation, Maryland Rte. 36, and have prepared the following comments.

Nine streams could be impacted by the relocation of Maryland Rte. 36:

- George's Creek
- Koontz Run
- Jackson Run
- Hill Run
- Elk Lick Run
- Unnamed tributary (East side of Georges Creek near Gilmore)
- Unnamed tributary (East side of Georges Creek between Pekin and Definold)
- Unnamed tributary (West side of Georges Creek at Seldom Seen Road)
- Unnamed tributary (West side of Georges Creek between Oak Hill and Old Coney Cemeteries).

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Alternate 1 would involve bridges over Georges Creek, Jackson Run, and Elk Lick Run and a culvert for one unnamed tributary.

Alternate 5 would involve bridges over Jackson Run, Hill Run, and Elk Lick Run, and culverts for two unnamed tributaries.

Alternate 2 would involve bridges over Koontz Run, Georges Creek, Elk Lick Run, and culverts for two unnamed tributaries.

Alternate 2a would involve bridges over Koontz Run, Georges Creek, Elk Lick Run, and a culvert for one unnamed tributary.

No stream relocation is involved in any of the Alternates now under construction.

The loss of terrestrial natural habitat will be greatest under Alternate 1 (70 acres) and Alternate 5 (95 acres). Alternate 2 and 2a will involve the loss of 35 and 45 acres respectively. The affects on businesses and families will be least under Alternates 1 and 5.

The Environmental Impact Statement prepared by the State Highway Administration indicates that the large cuts required for the project may expose pyritic rock, which through erosion may lower the pH level of streams in the study area. Much of the roadway excavation will take place on highly erodible shales. This rock is often loose and highly fragmented which could cause long term maintenance problems with rock slides and erosion. Although not stated in the SHA Environmental Impact Statement, it appears that Alternates 1 and 5 would involve the deepest and most extensive cuts.

Georges Creek is classified as a Class I stream by the Department of Health and Mental Hygiene. Van Deusen (1953) classified it as a trout feeder in its upper reaches and as a trout stream in its lower reaches. But in part due to pollutional problems, Georges Creek only supports a small variety of forage fish species. The following fish were documented in Georges Creek by Davis (1973): blacknose dace, creek chub, and white sucker. Water quality in Georges Creek ranges from fair to poor. No coldwater or warmwater sport fishery exists in Georges at the present time. It is possible that, provided water quality was improved, a warmwater fishery for rockbass and sunfish could be established. Its potential as a smallmouth bass fishery is questionable due to its small size and low summer flows. Warm summer water temperatures will probably prevent future trout management.

Koontz Run, Jackson Run, Elk Lick Run, Hill Run, and the four unnamed tributaries that could be affected by the proposed road construction are all Class III streams. Van Deusen (1953) classified Koontz Run as a dace trickle in its upper reaches and a trout feeder in its lower reaches. The remaining streams were classified by Van Deusen as dace trickles. All of the above streams are small, have steep gradients, and lack water flows during dry periods. None of these streams is being managed for a trout fishery and they are too small and shallow for a warmwater sport fishery. Koontz Run was surveyed by Davis (1973) and found to have poor water quality and to have no fish present in its lower reaches. Hughes et al. (1980) surveyed Georges Creek and its tributaries and found that only Laurel Creek contained natural trout populations. No mention is made in his report of the species composition of each stream that he surveyed. But based on fish collections made in other nearby streams forage species such as dace, creek chub, and suckers can be expected.

Since the proposed road construction will entail bridges and culverts, but no stream relocation, direct physical damage to streams in the study area can be minimized. In this particular road construction project, the greatest impact to the stream environment will be caused by the clearing and deep cuts which will increase water temperatures, may decrease pH, and will increase siltation to the stream. It would appear from the information presented in the SHA Environmental Review document that Alternates 1 and 5 would have the greatest impact on the environment.

In summary, the impact of this road construction project will have a minimal effect on fish populations since the fish fauna is sparse due to already existing pollutional problems. The most noticeable effect at this time may be a further deterioration of water quality.

We prefer Alternate 2 as least damaging to the environment.



Literature Cited:

Davis, R.M. 1973. Benthic Macroinvertebrate and Fish Populations in Maryland streams influenced by Acid Mine Drainage. Cont. No. 528. Nat. Res. Inst., Univ. of Md. Cont. No. 528. 103 pp.

Van Deusen, R.D. 1954. Maryland Freshwater Stream Classification by Watersheds. Ches. Biol. Lab. Cont. No. 106.

Hughes, D.M., H.V. Stinefelt, S.E. Rivers. 1980. Survey and Inventory of Natural Trout Waters. Final Report. D.J. Project F-26-R. Md. Dept. Nat. Res. Wildlife Admin.

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DEPARTMENT OF NATURAL RESOURCES  
Maryland Forest, Park & Wildlife Service  
TAWES OFFICE BUILDING  
ANNAPOLIS, MARYLAND 21401

TORREY C. BROWN, M.D.  
SECRETARY

DONALD E. MacLAUCHLAN  
DIRECTOR

MEMORANDUM

TO: Cas Taherian  
Water Resources Administration

FROM: Sean McKewen *SM*  
Project Leader

SUBJ: MD 36

DATE: March 11, 1986

I gave the DEIS for the referenced project a quick review due to the crunch on review time. There are no unique/critical habitats directly impacted by any of the proposed alternates. There are several areas upstream which we monitor on both Georges Creek and its tributaries. Alternates 2 and 2A would be preferred due to the lesser impact on previously undisturbed areas.

12

SM:dec

cc: J. Burtis

VII-100

Telephone \_\_\_\_\_ EXT. 3195

TTY FOR DEAF: STATEWIDE 1-800-492-5062; BALTIMORE 269-2609



MARYLAND  
DEPARTMENT OF STATE PLANNING  
301 W. PRESTON STREET  
BALTIMORE, MARYLAND 21201-2365

WJH

203

HARRY HUGHES  
GOVERNOR

CONSTANCE LIEDER  
SECRETARY

February 28, 1986

MEMORANDUM

TO: Addressees

FROM: Guy W. Hager  
Director, Maryland State Clearinghouse  
for Intergovernmental Assistance

SUBJ: State Clearinghouse Project Number: MD82-11-64, DEIS - MD 26 From  
Eldersburg to Randallstown (Baltimore and Carroll Counties)

The enclosed Final EIS on the previously reviewed reference project is forwarded for your information and use. If you desire to further comment on the project, please contact the State Highway Administration within three weeks from the date of this memorandum and send an information copy of such response to this State Clearinghouse. If no response is received within this time period, it will be assumed that your agency has no further interest in commenting on the project and that the requirements of the established procedures have been met.

Thank you for your attention to this matter.

GWHwd

Enclosure

ADDRESSEES

DNR - Bruce Gilmore (2 copies)

DECD - Ed Wise (2 copies)

OEP

DSP

DOA

CEE

DPS

RPC

DGS

DOE

DBFI

Info

Neil

3/11/86

Diane:

I spoke to Cynthia Simpson  
of SHA. She needs the Commts.  
by April 7, 1986 due date for Fed. Reg.

∴ We should send comments no

later than 4/11/86.

Ms Simpson will send me add.  
Copies.

MQT

4/7  
Fed. Reg. date

Diane:

3/10/86

As you know this EIS  
requires DNR Agencies Commts  
and therefore 3 weeks from Feb. 28  
is not enough. I would like  
for you to request at least for ano-  
ther 3 weeks extension. Can you  
get 3 or 4 more extra copies? if  
not please let me know Thanks CIS

204

Date: March 3, 1986

Director  
Maryland State Clearinghouse  
for Intergovernmental Assistance  
301 West Preston Street  
Baltimore, MD 21201-2365

DEPT. OF STATE PLANNING  
RECEIVED

MAR -7 1986

REVIEWED		
REGISTERED		

SUBJECT: REVIEW COMMENT AND RECOMMENDATION

State Identification Number: MD860204-0072

Applicant: DOT - State Highway Admin.

Description: DEIS/Section 4(f) Evaluation - Md. Rte. 36, 0.5 Mi. South of Seldom Seen Rd. to Buskirk Hollow Rd.

Responses must be returned to the State Clearinghouse on or before March 3, 1986

Based on a review of the notification information provided, we have determined that:

Check One:

- 1) It is consistent with our plans, programs, and objectives. For those agencies which are responsible for making determinations under the following federal consistency requirements, please check the appropriate response:
  - It has been determined that the subject has "no effect" on any known archeological or historic resources and that the requirements of Section 106 of the National Historic Preservation Act and 36 CFR 800 have been met for the subject.
  - It has been determined that the requirements of Maryland Coastal Zone Management Program have been met for the subject in accordance with 16 USC 1456, Section 307(c)(1) and (2).
- 2) It is generally consistent with our plans, programs, and objectives, but the qualifying comment below is submitted for consideration.
- 3) It raises problems concerning compatibility with our plans, programs, or objectives, or it may duplicate existing program activities, as indicated in the comment below. If a meeting with the applicant is requested, please check here .
- 4) Additional information is required to complete the review. The information needed is identified below. If an extension of the review period is requested, please check here .
- 5) It does not require our comments.

COMMENTS: SEE ATTACHED COMMENTS

(Additional comments may be placed on the back or on separate sheets of paper)

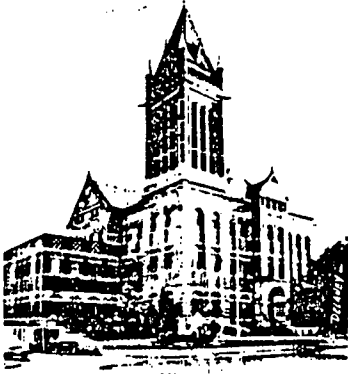
Signature: Benjamin R. Sansom

Name: Benjamin R. Sansom

Organization: Allegany County Planning & Zoning Commission

Address: County Office Building  
3 Pershing Street, Cumb., MD 21502

205



**ALLEGANY COUNTY  
PLANNING & ZONING COMMISSION**

COUNTY OFFICE BUILDING, 3 PERSHING STREET  
CUMBERLAND, MARYLAND 21502

March 3, 1986

Mr. Samuel Baker  
Maryland State Clearinghouse  
for Intergovernmental Assistance  
301 West Preston Street  
Baltimore, Maryland 21201-2365

Dear Mr. Baker:

Re: State Clearinghouse Number MD860204-0072: MDOT State Highway Administration DEIS - Md. Route 36, .5 miles south of Seldom Seen Road to Buskirk Hollow Road

We have reviewed the above named evaluation and have one comment which relates to the proposed project. It appears that this project, depending on which alternate is chosen, could generate up to 6 million cubic yards of excess fill material. In the past, on other highway projects in Allegany County, we have encountered similar situations because of the mountainous terrain. These projects generated more material from highway cuts than could be accommodated in adjacent fill areas on the state highway right of way. This excess material was then deposited off the state highway right of way on private property with the contractor being responsible to obtain grading permits from the County to dispose of the material. The County, through its Sediment Control Program, was then responsible for inspecting these sites for sediment control compliance.

Unfortunately, some of these spoil areas were so large and contained such a great amount of material that stability of the fill material became a problem. We can foresee this being an even greater problem with the amount of material projected to be generated from this proposed highway project. Because of this concern, we are proposing that the State Highway Administration be responsible for obtaining fill sites outside the SHA right of way and that the Administration also be responsible for inspecting these sites, particularly for soil compaction and stability of the fill material.

Sincerely,

Benjamin R. Sanson  
Director

BRS:mb

cc: Howard H. Bailey, County Administrator

706

Date: 03/05/86

Director  
Maryland State Clearinghouse  
for Intergovernmental Assistance  
301 West Preston Street  
Baltimore, MD 21201-2365

DEPT. OF STATE PLANNING-  
RECEIVED

MAR -6 1986

REVIEWED		
ANSWERED		

SUBJECT: REVIEW COMMENT AND RECOMMENDATION

State Identification Number: MD860204-0072

Applicant: DOT - State Highway Admin.

Description: DEIS/Section 4(f) Evaluation - Md. Rte. 36, 0.5 Mi. South of Seldom Seen Rd. to Buskirk Hollow Rd.

Responses must be returned to the State Clearinghouse on or before March 3, 1986

Based on a review of the notification information provided, we have determined that:

Check One:

       1) It is consistent with our plans, programs, and objectives. For those agencies which are responsible for making determinations under the following federal consistency requirements, please check the appropriate response:

       It has been determined that the subject has "no effect" on any known archeological or historic resources and that the requirements of Section 106 of the National Historic Preservation Act and 36 CFR 800 have been met for the subject.

       It has been determined that the requirements of Maryland Coastal Zone Management Program have been met for the subject in accordance with 16 USC 1456, Section 307(c)(1) and (2).

✓ 2) It is generally consistent with our plans, programs, and objectives, but the qualifying comment below is submitted for consideration. *Please see the attached sheet*

       3) It raises problems concerning compatibility with our plans, programs, or objectives, or it may duplicate existing program activities, as indicated in the comment below. If a meeting with the applicant is requested, please check here       .

✓ 4) Additional information is required to complete the review. The information needed is identified below. If an extension of the review period is requested please check here       .

       5) It does not require our comments. *Please see the last PP of the attached sheet for the additional information needed.*

COMMENTS: \_\_\_\_\_  
\_\_\_\_\_

(Additional comments may be placed on the back or on separate sheets of paper)

Signature: Askew S. Sanders

Name: Askew Skipp Sanders

Organization: MD STATE BOARD OF EDUCATION

Address: 200 West Baltimore Street

267

MARYLAND STATE DEPARTMENT OF EDUCATION  
200 WEST BALTIMORE STREET  
BALTIMORE, MARYLAND 21201  
13011 659

DATE 2/28/86  
**RECEIVED**  
MAR 8 1986  
MARYLAND STATE  
BOARD OF EDUCATION

TO: SKIPP SANDERS  
FROM: ALLEN ABEND  
SUBJECT: ENVIR. IMPACT STATEMENT  
MD. ROUTE 300, ALLEGANY CO.

SKIPP, I AM SORRY ABOUT THE LATENESS OF MY RESPONSE (COMMENTS ARE DUE ON 3/3).

TWO PUBLIC SCHOOL BUILDINGS ARE WITHIN THE STUDY AREA OF THIS ROAD IMPROVEMENT PROJECT; VALLEY JR./SR. HIGH SCHOOL & GEORGES CREEK FLEM SCHOOL. ALTERNATES 1 AND 5 APPEAR TO HAVE NO NEGATIVE IMPACT AND, IN FACT, APPEAR TO REMOVE <sup>SOME</sup> UNDESIRABLE TRAFFIC FROM IN FRONT OF THE SCHOOL BUILDINGS.

ALTERNATES 2 & 2A, HOWEVER, APPEAR TO HAVE A GREATER 'POTENTIAL' FOR IMPACT ON THESE SCHOOL SITES, ESPECIALLY VALLEY JR./SR. HIGH SCHOOL. THE ENVIRONMENTAL IMPACT STUDY DOES NOT PROVIDE SUFFICIENT INFORMATION TO DETERMINE IF THERE IS A NEGATIVE IMPACT AND THE NATURE OF ANY IMPACT.

ALLEGANY CO. PUBLIC SCHOOLS HAS NOT REVIEWED THIS PROJECT ADEQUATELY, AT THIS TIME, TO REACH A FINAL POSITION.

CC:  
YALE STENZLER

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SHA Responses to the Department of State Planning:

1. Permits will be applied for and time of year restrictions observed as required. The Selected Alternate is Alternate 5-1, which will not adversely affect any school site. Contractors have the responsibility for acquiring permits for any fill or excavation performed outside the right-of-way.
2. No property will be required from any historic or archeological site by this project. A determination of effect has been requested from the State Historic Preservation Officer regarding the National Register-eligible historic sites in the project area. The Selected Alternate was determined to have an adverse affect on all the National Register historic sites in the project area. A Memorandum of Agreement has been executed with SHPO and the Advisory Council for Historic Preservation concerning mitigation measures to be taken.

The SHPO has determined that no additional archeological studies are required.

3. Site-specific information was included in the Final document as requested.
4. Separate species lists have been included in the Appendices.
5. Wetlands have been identified on the alternates mapping. The species composition, classification, and wetland acres affected have been included in the text of the final document. Wetlands were identified through site visits.
6. The amount, type, and location of replacement wetlands will be determined in coordination with the U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, and the Department of Natural Resources during the final design phase. A field review with these agencies was conducted on October 7, 1986.
7. Approximately 14.9 acres of wetlands will be affected by the project, of which less than 0.5 acre is located within a 100-year floodplain. These wetlands were located and delineated by field observations.
8. No impact to floodplain terraces are anticipated as a result of this project. The precise amount of 100-year floodplain to be filled and the resulting downstream impact will be determined during final design in coordination with the Department of Natural Resources. As much as 1.6 acres of 100-year floodplain could be affected at two coal haul road



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overpasses with a resultant loss of up to 1 acre-foot of floodplain capacity.

9. No natural shale barrens are known to exist in the immediate vicinity of the project nor were indicator species identified during field surveys.
10. Necessary permits will be applied for during final design once stream and floodplain impacts are precisely defined.
11. Appropriate time of year restrictions will be observed. Exceptions may be applied for because gamefish do not appear to exist in the affected streams.
12. Sediment and erosion control and stormwater management plans for the project will be prepared and submitted to the Department of Natural Resources and the Department of Health and Mental Hygiene for approval.
13. The Selected Alternate is Alternate 5-1. Alternates 2 and 2A were not selected because of public preferences, socio-economic impacts, and Section 4(f) impacts. Alternate 5-1 is a prudent and feasible alternate which avoids encroachments on properties protected by Section 4(f) of the U.S. Department of Transportation regulations.

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DORREY C. BROWN, M.D.  
SECRETARY  
JOHN R. GRIFFIN  
DEPUTY SECRETARY



JAMES W. PECK  
DIRECTOR

STATE OF MARYLAND  
DEPARTMENT OF NATURAL RESOURCES  
**WATER RESOURCES ADMINISTRATION**  
TAWES STATE OFFICE BUILDING  
ANNAPOLIS, MARYLAND 21401

March 13, 1986

Mr. Louis H. Ege, Jr., Deputy Director  
Project Development Division (Room 310)  
State Highway Administration  
707 North Calvert Street  
Baltimore, MD 21202

Re: WRA No. 86-PP-0455  
SHA No. A-690-101-671  
Draft Environmental Impact  
Statement - Section 4 (f)  
Evaluation for MD 36 - 0.5  
Mile South of Seldom Seen Rd.  
to Buskirk Rd. in Allegany Co.

Dear Mr. Ege:

As a follow-up to the letter of March 11, 1986 from Mr. Charles K. Cover to you regarding the review of the above referenced DEIS, enclosed please find a copy of the comments received this date from the Tidewater Administration's Coastal Resources Division.

1

If you have any questions regarding this matter, please contact me at (301) 269-2265.

Sincerely,

M. Q. Taherian  
Project Engineer  
Waterway Permits Division

MQT:das

Enclosure

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SHA Responses to the Water Resources Administration:

1. A copy of the Tidewater Administration-Coastal Resource Division's comments were included in the comments received from the Department of State Planning. The responses to the Coastal Resource Division's comments are included in the responses to the comments by the Department of State Planning.

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C. Correspondence



213

UNITED STATES DEPARTMENT OF COMMERCE  
 National Oceanic and Atmospheric Administration  
 NATIONAL MARINE FISHERIES SERVICE  
 Management Division  
 Habitat Conservation  
 Oxford Laboratory  
 Oxford, Maryland

BUREAU OF  
 PROJECT PLANNING  
 FEB 16 5 43 PM '86

11 February 1986

Mr. Louis H. Ege, Jr., Deputy Director  
 Project Development Division (Room 310)  
 State Highway Administration  
 707 North Calvert Street  
 Baltimore, Maryland 21202

Dear Mr. Ege:

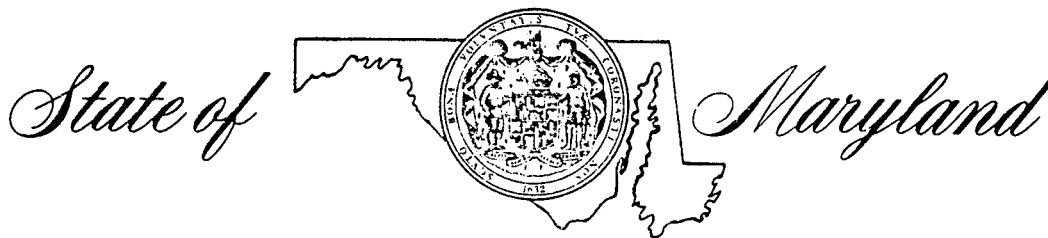
The National Marine Fisheries Service has reviewed the Draft Environmental Impact Statement/Section 4(f) Evaluation concerning Contract No. A 690-101-671 (N) Maryland Route 36, 0.5 mi. south of Seldom Seen Road to Buskirk Hollow Road project dated 24 January 1986. The proposed action should not affect resources for which we bear responsibility. We, therefore, have no comments.

Sincerely,

Edward W. Christoffers  
 Asst. Branch Chief



214



OFFICE OF ENVIRONMENTAL PROGRAMS  
DEPARTMENT OF HEALTH AND MENTAL HYGIENE

201 WEST PRESTON STREET • BALTIMORE, MARYLAND 21201 • AREA CODE 301 • 383-

TTY FOR DEAF: Balto. Area 383-7555  
D.C. Metro 565-0451

Adele Wilzack, R.N., M.S., Secretary

William M. Eichbaum, Assistant Secretary

June 11, 1986

Ms. Cynthia D. Simpson, Acting Chief  
Environmental Management  
Bureau of Project Planning (Room 310)  
State Highway Administration  
707 North Calvert Street  
Baltimore, MD. 21202

RE: Contract No. 690-101-671 (N)  
Maryland Route 36  
0.5 Miles South of Seldom Seen Road  
to Buskisk Hollow Road  
P.D.M.S. No. 013076

Dear Ms. Simpson:

We have reviewed the Draft Air Quality Analysis for the above subject project and have found that it is not inconsistent with the Administration's plans and objectives.

Thank you for the opportunity to review this analysis.

Sincerely,

Edward L. Carter, Chief  
Division of Air Quality Planning  
and Data Systems  
Air Management Administration

ELC:tvh



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION III

841 Chestnut Building  
Philadelphia, Pennsylvania 19107

215

APR 25 1986

PROJECT  
DEVELOPMENT  
DIVISION  
APR 25 9 44 AM '86

Cynthia Simpson, Chief  
Environmental Management  
Project Development Division (Room 310)  
State Highway Administration  
707 N. Calvert Street  
Baltimore, MD. 21202

Re: MD Rt. 36 86-06-116

Dear Ms. Simpson:

In accordance with the responsibilities delegated to EPA under Section 309 of the Clean Air Act and the National Environmental Policy Act, we have reviewed the air quality analysis for the above referenced project and offer no comments.

Thank you for including EPA in the review process. Should you have any questions feel free to contact Jeffrey Alper of my staff at 215/597-7817.

Sincerely,

Richard V. Pepino  
Chief, NEPA Compliance Section

216



Maryland Historical Trust

January 8, 1986

Ms. Cynthia D. Simpson  
Acting Chief, Environmental Management  
Maryland Department of Transportation  
State Highway Administration  
P. O. Box 717  
707 North Calvert Street  
Baltimore, Maryland 21203-0717

RE: Contract No. A 690-101-671  
Maryland Route 36  
.5 miles south of Seldom Seen Road  
to Buskirk Hollow Road  
P.D.M.S. No. 013076

Dear Ms. Simpson:

Our office has reviewed the levels of significance for the six properties discussed in your letter of October 29, 1985. We agree with SHA regarding the following:

1. Schlaidt House - National Register eligible
2. Burns House - Maryland inventory quality
3. Rockville School Building - Maryland inventory quality
4. Detmold School - Maryland inventory quality.

We also believe that St. Mary's School and St. Mary's Church may be eligible for the National Register because they are good examples of western Maryland Catholic architecture and for their association with the community's history.

Before our office can agree with the proposed boundaries for the Schlaidt House and the Brumage Stone House, we need adequate justification. In addition, are the buildings circled in red on the attached maps significant, and do they relate to the historic structures? Thank you for your help. We do not anticipate any problems in establishing appropriate boundaries.

Please call George Andreve if you have any questions or comments.

Sincerely,

J. Rodney Little  
Director  
State Historic Preservation Officer

JRL/GJA/hec

cc: Ms. Rita Suffness      Mr. Howard Buchanan      Mrs. Faye Purdham



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Maryland Historical Trust

February 12, 1985

Ms. Cynthia D. Simpson  
State Highway Administration  
707 North Calvert Street, P. O. Box 717  
Baltimore, Maryland 21203-0717

RE: Md. Rt. 36  
.5 miles south of Seldom Seen Road  
to Buskirk Hollow Rd.  
Contract No. A 690-101-671

Dear Ms. Simpson:

Our office concurs with the levels of significance for the historic properties listed in your letter of October 22, 1984, except for the following:

1. Pay Office - Miller House (AL-VI-B-115)  
102 W. Main St.  
This is not in the Lonaconing Historic District, and we believe it is not eligible.
2. Schlaidt House (AL-VI-B-111)  
23 Front St.  
This is a contributing building to the Lonaconing Historic District and is, therefore, listed in the National Register.

The district boundary and the locations of the houses listed above are shown on the attached maps.

Sincerely,

George J. Andreve  
Environmental Review  
Administrator

GJA/hec

Attachments

cc: Senator J. G. Beall, Jr.  
Mrs. Faye Purdham

OCT 28 1985

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Maryland Historical Trust

October 24, 1985

Mr. Louis H. Ege, Jr., Action Chief  
Bureau of Project Planning  
State Highway Administration  
Maryland Department of Transportation  
PO Box 717  
707 North Calvert Street  
Baltimore, Maryland 21203-0717

Re: Contract No. A 690-101-671  
P.D.M.S. No. 013076  
MD Rt. 36 from .5 mile South to  
Buskirk Hollow Road  
Allegany County, Maryland

Dear Mr. Ege:

Based upon the results of the Phase I archeological reconnaissance conducted of the project area, we concur that the above-referenced project should have no effect upon significant archeological resources. Therefore, additional archeological investigations are not warranted for this particular project.

Sincerely,

Richard B. Hughes  
State Administrator of Archeology

RBH/cs

cc: Mrs. Faye Purdham  
Mr. Howard Buchanan  
Ms. Rita Suffness  
Mr. Tyler Bastian

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Maryland Historical Trust

PROJECT DEVELOPMENT DIVISION  
Nov 26 2 18 PM '86

November 19, 1986

Ms. Cynthia Simpson  
Manager, Environmental Management  
Maryland Dept. of Transportation  
State Highway Administration  
P. O. Box 717  
707 North Calvert Street  
Baltimore, Maryland 21203-0717

RE: Contract No. A 690-101-671  
Maryland Route 36 0.5 mile  
south of Seldom Seen Road to  
Buskirk Hollow Road  
PDMS No. 013076

Dear Ms. Simpson:

Our office received your letter of September 19, 1986, and the map showing proposed Alternate 5-1 on October 31st. We did not respond to your letter of February 5, 1986, since Ms. Rita Suffness informed us that revisions were being made; but, as your recent letter indicated, the principal alignment has not been appreciably altered.

Last May, my staff visited Lonaconing to better understand the effects of both eastern and western routes which were proposed at that time. After reviewing the currently proposed Alternate 5-1, we believe that all identified historic sites which are on or eligible for the National Register will be adversely affected. These are:

- Brumage Stone House
- Lonaconing Historic District
- Schlaidt House
- Detmold School
- St. Mary's Church
- St. Mary's School.

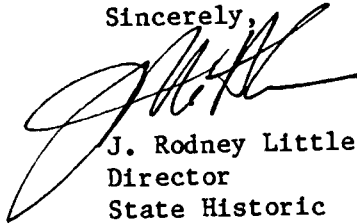
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Ms. Cynthia D. Simpson  
November 19, 1986  
Page 2

Alternate 5-1 will cause extensive alteration of the historic resources' surrounding environment because of the large, high bridges and cut-and-fill which would be required. Their setting would be altered by the introduction of visual and audible elements that are out of character with the properties.

The Trust hopes that SHA will consider feasible and prudent alternatives in order to avoid or satisfactorily mitigate the adverse effects of this undertaking on historic properties. We look forward to working with you. Please call if you have any questions or comments.

Sincerely,



J. Rodney Little  
Director  
State Historic  
Preservation Officer

JRL/GJA/mmc

cc: Ms. Eleni Silverman  
Paul Wettlaufer  
Mr. Howard Buchanan  
Mrs. Faye Purdham

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September 18, 1984

Ms. Cynthia D. Simpson  
Environmental Management  
Maryland Department of Transportation  
P.O. Box 717  
707 N. Calvert Street  
Baltimore, MD 21203

Dear Ms. Simpson:

This responds to your August 9 and 10 requests for information on the presence of Federally listed endangered or threatened species within the area of the following projects:

- PLMS No. 013076-MD Route 36, Allegany County
- PLMS No. 132053-US Route 29, Howard County

Except for occasional transient individuals, no Federally listed, proposed or candidate endangered or threatened species are known to exist in the project impact area. Therefore, no Biological Assessment or further Section 7 Consultation is required with the Fish and Wildlife Service (FWS). Should project plans change, or if additional information on the distribution of listed or proposed species becomes available, this determination may be reconsidered.

This response relates only to endangered species under our jurisdiction. It does not address other FWS concerns under the Fish and Wildlife Coordination Act or other legislation.

Thank you for your interest in endangered species. If you have any questions or need further assistance, please contact Andy Moser or Judy Jacobs of our Endangered Species staff at (301) 269-6324.

Sincerely yours,

*A. Moser*  
for  
Glenn Kinser  
Supervisor  
Annapolis Field Office

AMOSER:PM:9/13/84  
Filename:Simpson1

1984 NOV 30 PM 12 17



222

TORREY C. BROWN, M.D.  
SECRETARY

JOHN R. GRIFFIN  
DEPUTY SECRETARY

STATE OF MARYLAND  
DEPARTMENT OF NATURAL RESOURCES  
**CAPITAL PROGRAMS ADMINISTRATION**

TAWES STATE OFFICE BUILDING  
ANNAPOLIS, MARYLAND 21401

FRED L. ESKEW  
ASSISTANT SECRETARY  
FOR CAPITAL PROGRAMS

August 17, 1984

Mr. Louis H. Ege  
Bureau of Project Planning  
State Highway Administration  
707 North Calvert Street  
Baltimore, MD 21203

Subject: Maryland Route 36 from south of Seldom Seen Road  
to Buskirk Hollow Road  
Contract No. A 690-101-671

Dear Mr. Ege:

The Natural Heritage Program's data base contains no record of rare species, unusual community or other significant natural feature in the vicinity of this project as delineated in your transmittal of August 9, 1984. If I can be of further assistance, please do not hesitate to contact me.

Sincerely,

*Arnold Norden*

Arnold W. Norden  
Md. Natural Heritage Program

AWN:mcs

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DEPARTMENT OF NATURAL RESOURCES  
Maryland Forest, Park & Wildlife Service  
TAWES OFFICE BUILDING  
ANNAPOLIS, MARYLAND 21401

TORREY C. BROWN, M.D.  
SECRETARY

DONALD E. MacLAUCHLAN  
DIRECTOR

August 29, 1984

Mr. Louis H. Ege, Jr.  
State Highway Administration  
P.O. Box 717/707 N. Calvert Street  
Baltimore, Maryland 21203

Dear Mr. Ege:

There are no known populations of listed threatened or endangered species within the area of project limits for the proposed relocation of MD Route 36 in the vicinity of Lonaconing, Allegany county, as described to me in your letter of August 9, 1984.

Sincerely,

Gary J. Taylor  
Nongame & Endangered  
Species Program Manager

GJT:ba  
cc: Carlo Brunori

Telephone (301) 827-8612

TTY FOR DEAF: STATEWIDE 1-800-492-2222; BALTIMORE 269-2609



DEPARTMENT OF THE ARMY  
BALTIMORE DISTRICT, CORPS OF ENGINEERS  
P.O. BOX 1715  
BALTIMORE, MARYLAND 21203-1715

4 December 1986

REPLY TO ATTENTION OF:  
Operations Division

re: Rt. 36  
Allegany Co. MD

PROJECT DEVELOPMENT DIVISION  
Dec 8 - 9 56 AM '86

Ms. Cynthia Simpson  
Chief, Environmental Management Section  
Project Development Division  
Maryland State Highway Administration  
707 N. Calvert St.  
Baltimore, MD 21202

Dear Ms. Simpson:

On 7 October 1986, a field review was conducted by a Corps ecologist and representatives of the Fish and Wildlife Service; Dept. of Natural Resources; and State Highway Administration, Environmental Management Section, to identify various wetlands involved in the Route 36 project.

Mr. Jim Dooley, SHA, informed us that the wetland identification and acreage figures provided in the DEIS (dated 17 January 1986) were inaccurate. Therefore, the Corps is requesting supplemental information concerning wetland locations, acreages, project impacts, and mitigation. Such information should address wetland impacts along all alignments considered as feasible in the DEIS.

The Baltimore District concurs with the recommendations that the Fish and Wildlife Service sent you in a letter dated 24 November 1986. In addition, we are requesting supplemental information on the 3-acre slope wetland regarding the geologic formation surrounding the bog and the water source (surface or groundwater). This office believes that the bog provides water quality benefits to the water flowing through it, which may be adversely impacted by acid mine drainage. A simple water quality study, using transects, could be designed to determine the value of the bog to water quality.

Thank you for the opportunity to provide these comments. For additional information, please contact Mrs. Mary Dircks, of this office, at (301) 962-3477.

Sincerely,

*Thomas J. Filip, III*  
Thomas J. Filip, III  
Acting Chief, River Basin Section  
Regulatory Branch

*We can discuss this in detail on 12/9/86*



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SHA Responses to the U.S. Army Corps of Engineers:

1. Concerns such a geometrics and the necessity of avoiding the acquisition of property from the National Register eligible Lonaconing Historic District precludes the consideration of Alternates 2 and 3 as feasible alignments. Therefore, it is the State Highway Administration's position that it is not reasonable to obtain supplemental information concerning wetland locations.
  
2. Supplemental information regarding the geologic formation surrounding the bog and the water source will be provided during final design.

MD 36 FE  
2250



# United States Department of the Interior

FISH AND WILDLIFE SERVICE  
DIVISION OF ECOLOGICAL SERVICES  
1825B VIRGINIA STREET  
ANNAPOLIS, MARYLAND 21401

November 24, 1986

Ms. Cynthia Simpson  
Chief, Environmental Management Section  
Project Development Division  
Maryland State Highway Administration  
707 North Calvert Street  
Baltimore, Maryland 21202

Re: Route 36, Allegany County, MD -  
wetland impacts

Dear Ms. Simpson:

On October 7, 1986, a Service biologist field reviewed with representatives of the Corps of Engineers, Baltimore District; DNR, Nontidal Wetlands; and SHA, Environmental Management Section, various wetlands involved in the relocation of the referenced project. These comments are provided as a follow-up to the field review and are provided as technical assistance.

It was stated by the SHA representative, Mr. Jim Dooley, that the wetland identification and acreage figures provided in the DEIS (dated January 17, 1986) were inaccurate. As a result, the field review was intended for the regulatory and review agencies to confirm the delineation of wetlands recently identified by SHA and to provide any mitigation measures they deemed appropriate. The wetlands identified are within the ROW for Alternatives 1 and 5, the alignment preferred by SHA. As a result of the incorrect wetland information presented in the DEIS, the Service recommends preparation of supplemental information concerning wetland locations, acreages involved, project impacts, and available mitigation measures. Such information should not be limited to the selected alignment, but should address wetlands impacts along all alignments considered as feasible in the DEIS.

1

The Service recommends that, regardless of what alignment is selected, clearing of existing vegetation be restricted to that for roadway construction only, particularly along the areas upslope of wetlands and waterways (i.e., eliminate clearing of the entire ROW).

During the October 7, 1986, field review, the Service provided the following recommendations to mitigate impacts upon several of the wetland sites within the Alternative 1/5 alignment:

2

(1) Stations 360.0 - 370.0: A rather extensive wetland exists at this location and is dominated by woody hydrophytes with a diverse emergent understory. We recommend avoiding this area by shifting the alignment further upslope, or preferably, steepening the fill slopes and constructing a retaining wall. The existing vegetated slopes in this area are fairly steep with the very real potential for significant soil erosion occurring due to road construction. Therefore, implementation of appropriate sediment and erosion control measures should occur before any earthmoving activities begin. Serious consideration should be given to maintaining as much as possible of the existing northern hardwood community within the ROW.

3

(2) Station 290.0: A palustrine emergent wetland was identified at this site. The Service recommends that the roadway not encroach into this area. The stream crossing in this area will require placement of some type of culvert structure. The existing structure is very unique. It provides not only a diverse substrate for invertebrate organisms, but increases the roughness coefficient, thereby decreasing the velocity of the discharge at the structure's outlet. We, therefore, recommend replicating the existing structure's features to maintain its positive influence upon the stream system. A tributary of an adjacent sphagnum-dominated wetland exists upslope of the emergent wetland. The Service recommends avoidance of this area.

4

(3) The proposed alignment will directly fill approximately 2.5 acres of a 3.0-acre slope wetland (geogenous peatland), essentially eliminating its value to the surrounding landscape. This peatland is unique in Maryland due to its vegetational species composition and topographic location. The Service, therefore, recommends avoidance of this area by shifting the alignment upslope along the existing haul road as one alternative. Since construction of the roadway along this alignment may cause secondary adverse impacts to the peatland, we recommend that the environmental document present information regarding the geologic formation(s) underlying the area surrounding the bog (gathered from sufficient soil borings) and the peatland's water source (surface and/or groundwater seepage, and percentages if both contribute). The document should also discuss impacts to the bog from roadway construction along the proposed and avoidance alternatives, and measures available to mitigate those impacts. The Service strongly discourages selection of any alignment that would adversely impact this unique natural resource.

5

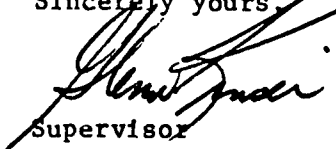
(4) Station 255.5 : A 3.2-acre palustrine forested wetland will be impacted by this alternative. The Service recommends avoiding this area or significantly reducing the road's encroachment by steepening the fill slopes and constructing a retaining wall along the entire length of the roadway/wetland interface.

6

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Thank you for the opportunity to provide these comments. If you desire additional information regarding this project, please contact Diane Eckles of my staff at 269-5448.

Sincerely yours,



Supervisor  
Annapolis Field Office

SEARCHED  
SERIALIZED  
INDEXED  
FILED

SHA Responses to the Department of the Interior

1. This Environmental Impact Statement incorporates revised and accurate information about wetlands along the selected alternates. Because concerns such as geometrics and the necessity of avoiding the acquisition of property from the National Register eligible Lonaconing Historic District, Alternates 2 and 4 were not considered viable alignments. Consequently, it is the State Highway's position that it is not reasonable to obtain supplemental information concerning wetland locations on these alignments.
2. The State Highway Administration will make every effort to restrict clearing upslope of wetlands and waterways to that necessary for road construction.
3. The plans presented in this document propose a retaining wall above the wetland at this point. Details will be finalized during the design stage.
4. Station 290.0: The feasibility of implementing this recommendation will be studied in the final design phase.
5. Geogonus Peatland: Supplemental information regarding the geologic formation surrounding the bog and the water source, as well as a water quality study to determine the value of the bog to water quality, will be provided during final design.
6. A retaining wall is proposed for this section of the project.

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# Advisory Council On Historic Preservation

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The Old Post Office Building  
1100 Pennsylvania Avenue, NW, #809  
Washington, DC 20004

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SEP 29 1987

Mr. Emil Elinsky  
Division Administrator  
Federal Highway Administration  
The Rotunda, Suite 220  
711 West 40th Street  
Baltimore, MD 21211

REF: Construction of Maryland Route 36  
Lonaconing, Maryland


Dear ~~Mr. Elinsky~~ *Emil*:

Enclosed is the Memorandum of Agreement for the referenced project. If you agree with its terms, please sign and date it, and obtain the dated signature of the Maryland State Historic Preservation Officer. By carrying out the terms of the Agreement, you will have fulfilled your responsibilities under Section 106 of the National Historic Preservation Act and the Council's regulations.

Please retain a copy of the final executed Agreement for your files, and return the original to us at the above address.

Thank you for your cooperation.

Sincerely,

  
Don L. Klima  
Chief, Eastern Division  
of Project Review

Enclosure

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# Advisory Council On Historic Preservation

---

The Old Post Office Building  
1100 Pennsylvania Avenue, NW, #809  
Washington, DC 20004

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## MEMORANDUM OF AGREEMENT

WHEREAS, the Federal Highway Administration (FHWA) proposes to assist the Maryland State Highway Administration (SHA), in construction of the Alternate 5-1 alignment for Maryland Route 36 from one-half mile South of Seldom Seen Road to Buskirk Hollow Road, Allegany County, Maryland, and;

WHEREAS, the FHWA has determined that the undertaking will have an adverse effect upon the Lonaconing Historic District, listed on the the National Register of Historic Places, and has consulted with the Maryland State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation (Council) pursuant to the regulations (36 CFR Part 800) implementing Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f), and;

WHEREAS, the Maryland SHA has participated in consultation, and has been invited to concur in this Memorandum of Agreement,

NOW, THEREFORE, FHWA, the Maryland SHPO, and the Council agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties.

### Stipulations

FHWA will ensure that the following measures are carried out.

1. Recordation. So that there will be a permanent record of its present appearance available to the public, documentation of the Lonaconing Historic District and its surroundings will be presented to both the Lonaconing Public Library and the Maryland SHPO. The documentation will consist of the National Register Nomination Form, the overall aerial photograph and a copy of the oblique aerial photograph that was forwarded to the Council on July 6, 1987.

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2. Design.

a) FHWA and SHA will explore the feasibility of modifying the slopes, and the vertical and horizontal alignment of Alternate 5-1 to reduce the visual impacts of Cut A, (in the vicinity of Jackson Mountain Road, between Stations 250 and 266); Cut B, (in the vicinity of Big Vein Hill Road, between Stations 275 and 290); Cut C, (in the vicinity of of Lower Watercliff Road, between Stations 298 and 307); and Cut D, (in the vicinity of Georges Creek Elementary School, between Stations 361 and 370). Also, FHWA and SHA will explore the possibility of modifying the area of fill between Cuts B and C, (in the vicinity of Lower Watercliff Road between Stations 290 and 300).

b) FHWA and SHA will investigate the possibility of modifying the stabilization systems so that they are more compatible with the character of the surrounding terrain. Wherever possible, materials and vegetation indigenous to the locale should be used.

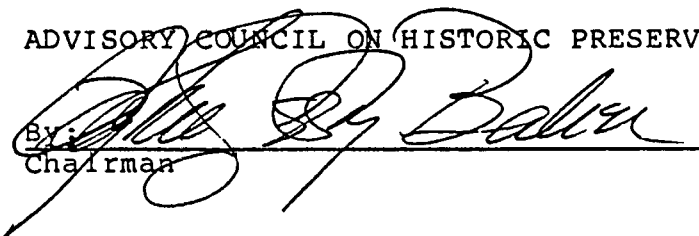
c) FHWA and SHA will explore the feasibility of modifying the design for the proposed bridge to span Jackson Run so that it is more compatible with the existing character of the historic district. FHWA will submit Preliminary Inspection Plans (30%), and all subsequent plans, including the final plans and specifications for the proposed bridge to the Maryland SHPO and the Council for review and comment.

d) A landscaping plan will be developed during the highway design phase which will minimize the visual impact of the construction of the road on the Lonaconing Historic District. The plan will be submitted to the Maryland SHPO for his review and comment prior to implementation.

3) Dispute Resolution. Should the Maryland SHPO or Council object within 30 days to any plans or specifications provided pursuant to this Memorandum of Agreement, FHWA shall consult with the objecting party to resolve the objection. If FHWA determines that the objection cannot be resolved, FHWA shall request the further comments of the Council pursuant to 36 CFR Part 800.6.

Execution of this Memorandum of Agreement and carrying out its terms evidences that FHWA has afforded the Council an opportunity to comment on the undertaking and its effects on historic properties, and that FHWA has taken into account the effects of the project on historic properties.

ADVISORY COUNCIL ON HISTORIC PRESERVATION

By:   
Chairman

Date: 23 Sept. 87



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FEDERAL HIGHWAY ADMINISTRATION

By: Emil E. Lindsey  
TITLE

Date: 10/5/87

MARYLAND HISTORIC PRESERVATION OFFICE

By: [Signature]  
State Historic Preservation Officer

Date: 10-5-87

I concur:

STATE HIGHWAY ADMINISTRATION

By: [Signature]  
TITLE

Date: 10/9/87

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**VIII**  
APPENDICES

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FLORA

I. Flora of Mountain Uplands

Ia. Woody Plants

<u>Common Name</u>	<u>Scientific Name</u>
White basswood	<u>Tilia heterophylla</u>
Tulip tree	<u>Liriodendron tulipifera</u>
Sugar maple	<u>Acer saccharum</u>
Red oak	<u>Quercus rubra</u>
White ash	<u>Fraxinus americana</u>
Black walnut	<u>Juglans nigra</u>
American beech	<u>Fagus grandifolia</u>
Scrub pine	<u>Pinus virginiana</u>
Pitch pine	<u>Pinus rigida</u>
White oak	<u>Quercus alba</u>
Canadian hemlock	<u>Tsuga canadensis</u>
American basswood	<u>Tilia americana</u>
Red spruce	<u>Picea rubens</u>
Shagbark hickory	<u>Carya ovata</u>
Black locust	<u>Robinia pseudoacacia</u>
Red hickory	<u>Carya ovalis</u>
Silver maple	<u>Acer saccharinum</u>
Norway spruce	<u>Picea abies</u>
Flowering dogwood	<u>Cornus florida</u>
Greenbrier	<u>Smilax hispida</u>
Blueberry	<u>Vaccinium angustifolium</u>
Deerberry	<u>Vaccinium stamineum</u>
Staghorn sumac	<u>Rhus typhina</u>

Ib. Herbaceous Plants

<u>Common Name</u>	<u>Scientific Name</u>
Alumroot	<u>Heuchera villosa</u>
Pokeweed	<u>Phytolacca americana</u>
Hepatica	<u>Hepatica americana</u>
Sharp-lobed hepatica	<u>Hepatica acutiloba</u>
Indian cucumber	<u>Medeola virginiana</u>
Evening-primrose	<u>Oenothera biennis</u>
Common milkweed	<u>Asclepias syriaca</u>
Indian hemp	<u>Apocynum cannabinum</u>
Common thistle	<u>Cirsium vulgare</u>
Black-eyed Susan	<u>Rudbeckia hirta</u>
Chickory	<u>Cichorium intybus</u>

Note: This list is by no means an all inclusive inventory, but does represent species observed in the study area.

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<u>Common Name</u>	<u>Scientific Name</u>
Tall goldenrod	<u>Solidago altissima</u>
Mountain aster	<u>Aster acuminatus</u>
White snakeroot	<u>Eupatorium rugosum</u>
Giant sunflower	<u>Helianthus giganteus</u>
Fool's parsley	<u>Aethusa cynapium</u>
Wild carrot	<u>Daucus carota</u>
Christmas fern	<u>Polystichum acrostichoides</u>
Jack-in-pulpit	<u>Arisaema triphyllum</u>

II. Flora of Wetlands and Floodplains

Ia. Woody Plants

<u>Common Name</u>	<u>Scientific Name</u>
Yellow birch	<u>Betula alleghaniensis</u>
Gray poplar	<u>Populus canescens</u>
Black cherry	<u>Prunus serotina</u>
Red maple	<u>Acer rubrum</u>
Norway maple	<u>Acer platanoides</u>
Princess tree	<u>Paulownia tomentosa</u>
Sycamore	<u>Platanus occidentalis</u>
Black willow	<u>Salix nigra</u>
Green ash	<u>Fraxinus pennsylvanica</u>
Ironwood	<u>Carpinus caroliniana</u>
Smooth alder	<u>Alnus rugosa</u>
Mountain laurel	<u>Kalmia latifolia</u>
Spice bush	<u>Lindera benzoin</u>

Ib. Herbaceous Plants

<u>Common Name</u>	<u>Scientific Name</u>
Cardinal flower	<u>Lobelia cardinalis</u>
Spearmint	<u>Mentha spicata</u>
Monkeyflower	<u>Mimulus ringens</u>
Jewelweed	<u>Impatiens capensis</u>
Boneset	<u>Eupatorium perfoliatum</u>
Common Joe-pye weed	<u>Eupatorium fistulosum</u>
Spotted Joe-pye weed	<u>Eupatorium maculatum</u>
Smooth rush	<u>Juncus effusus</u>
Sedges	<u>Carex spp.</u>
Sedges	<u>Cyperus spp.</u>
Wool-grass	<u>Scirpus cyperinus</u>
Arrow-leaved tearthumb	<u>Polygonum sagittatum</u>
Skunk cabbage	<u>Symplocarpus foetidus</u>
Cattail	<u>Typha latifolia</u>
Sensitive fern	<u>Onoclea sensibilis</u>

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<u>Common Name</u>	<u>Scientific Name</u>
Cinnamon fern	<u>Osmunda cinnamomea</u>
Spinulose shield fern	<u>Dryopteris spinulosa</u>
Coltsfoot	<u>Tussilago farfara</u>
Sphagnum moss	<u>Sphagnum spp.</u>

IIC. Bog Flora

<u>Common Name</u>	<u>Scientific Name</u>
Smooth rush	<u>Juncus effusus</u>
Woolgrass	<u>Scirpus cyperinus</u>
Sedges	<u>Carex baileyi</u>
Cinnamon fern	<u>Osmunda cinnamomea</u>
Cottongrass	<u>Eriophorum virginicum</u>
American cranberry	<u>Vaccinium macrocarpon</u>
Arrow-leaved tearthumb	<u>Polygonum sagittatum</u>
Red maple	<u>Acer rubrum</u>
Virginia pine	<u>Pinus virginiana</u>
Sphagnum moss	<u>Sphagnum spp.</u>

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FAUNA

III. Animals of the Upland Forest

<u>Common Name</u>	<u>Scientific Name</u>
Deer mouse	<u>Peromyscus maniculatus</u>
Jumping mouse	<u>Zapus hudsonius</u>
Mountain vole	<u>Microtus montanus</u>
Eastern chipmunk	<u>Tamias striatus</u>
Striped skunk	<u>Mephitis mephitis</u>
Gray fox	<u>Ureyon cinereoargenteus</u>
Red fox	<u>Vulpes fulva</u>
Bobcat	<u>Lynx rufus</u>
Southern flying squirrel	<u>Glaucomys volans</u>
Opossum	<u>Didelphis marsupialis</u>
Black bear	<u>Ursus americanus</u>
Hoary bat	<u>Lasiurus cinereus</u>
Great horned owl	<u>Bubo virginianus</u>
Redtail hawk	<u>Buteo jamaicensis</u>
Ruffed grouse	<u>Bonasa umbellus</u>
Wild turkey	<u>Meleagris gallopavo</u>
Blue jay	<u>Cyanocitta cristata</u>
Common crow	<u>Corvus brachyrhynchos</u>
Raven	<u>Corvus corax</u>
Yellow-bellied sapsucker	<u>Sphyrapicus varius</u>
Red-headed woodpecker	<u>Melanerpes erythrocephalus</u>
Red-eyed vireo	<u>Vireo olivaceus</u>
Towhee	<u>Pipilo erythrophthalmus</u>
Black-capped chickadee	<u>Parus atricapillus</u>
Phoebe	<u>Sayornis phoebe</u>
American robin	<u>Turdus migratorius</u>
Catbird	<u>Dumetella carolinensis</u>
Cardinal	<u>Cardinalis cardinalis</u>
Red-breasted nuthatch	<u>Sitta canadensis</u>
Cedar waxwing	<u>Bombycilla cedrorum</u>
Yellow-rumped warbler	<u>Dendroica petechia</u>
Palm warbler	<u>Dendroica palmarum</u>
American tree sparrow	<u>Spizella arborea</u>
White-throated sparrow	<u>Zonotrichia albicollis</u>
Purple finch	<u>Carpodacus purpureus</u>
Jefferson salamander	<u>Ambystoma jeffersonianum</u>
Northern two-lined salamander	<u>Eurycea bislineata</u>

Note: This list is by no means an all inclusive inventory, but does represent species observed and known to occur in the study area.

<u>Common Name</u>	<u>Scientific Name</u>
Long-tailed salamander	<u>Eurycea longicauda</u>
Red-backed salamander	<u>Plethodon cinereus</u>
Northern black racer	<u>Coluber constrictor</u>
Black rat snake	<u>Elaphe obsoleta</u>
Northern copperhead	<u>Agkistrodon contortrix</u>
Timber rattlesnake	<u>Crotalus horridus</u>
Wood turtle	<u>Clemmys insculpta</u>

#### IV. Animals of the Wetlands and Floodplains

<u>Common Name</u>	<u>Scientific Name</u>
White-tail deer	<u>Odocoileus hemionus</u>
Muskrat	<u>Ondatra zibethica</u>
Short-tail shrew	<u>Blarina brevicauda</u>
Long-tail weasel	<u>Mustela frenata</u>
Raccoon	<u>Procyon lotor</u>
Beaver	<u>Castor canadensis</u>
Mink	<u>Mustela vison</u>
Cottontail rabbit	<u>Sylvilagus floridanus</u>
Eastern mole	<u>Scalopus aquaticus</u>
Evening bat	<u>Nycticeius humeralis</u>
Kingfisher	<u>Megasceryle alcyon</u>
Mallard	<u>Anas platyrhynchos</u>
Green-winged teal	<u>Anas carolinensis</u>
Marsh wren	<u>Cistothorus platensis</u>
Red-winged blackbird	<u>Agelaius phoeniceus</u>
Fish crow	<u>Corvus ossifragus</u>
American bittern	<u>Botaurus lentiginosus</u>
Virginia rail	<u>Rallus limicola</u>
Red-spotted newt	<u>Notophthalmus viridescens</u>
Spotted salamander	<u>Ambystoma maculatum</u>
Four-toed salamander	<u>Hemidactylium scutatum</u>
Northern spring salamander	<u>Gyrinophilus porphyriticus</u>
American toad	<u>Bufo americanus</u>
Northern spring peeper	<u>Hyla crucifer</u>
Mountain chorus frog	<u>Pseudacris brachyphona</u>
Northern leopard frog	<u>Rana pipiens</u>
Northern watersnake	<u>Natrix sipedon</u>
Eastern box turtle	<u>Terrapene carolina</u>
Eastern painted turtle	<u>Chrysemys picta</u>
Blacknose dace	<u>Rhinichthys atratulus</u>
Creek chub	<u>Semotilus atromaculatus</u>
Northern hogsucker	<u>Hypentelium nigricans</u>

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Attachment for Environmental  
Impact Documents  
Revised: November 29, 1985  
Bureau of Relocation Assistance

"SUMMARY OF THE RELOCATION ASSISTANCE PROGRAM OF THE  
STATE HIGHWAY ADMINISTRATION OF MARYLAND"

All State Highway Administration projects must comply with the provisions of the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970" (Public Law 91-646) and/or the Annotated Code of Maryland, Real Property, Title 12, Subtitle 2, Sections 12-201 thru 12-212. The Maryland Department of Transportation, State Highway Administration, Bureau of Relocation Assistance, administers the Relocation Assistance Program in the State of Maryland.

The provisions of the Federal and State Law require the State Highway Administration to provide payments and services to persons displaced by a public project. The payments that are provided include replacement housing payments and/or moving costs. The maximum limits of the replacement housing payments are \$15,000 for owner-occupants and \$4,000 for tenant-occupants. Certain payments may also be made for increased mortgage interest costs and/or incidental expenses, provided that the total of all housing benefits does not exceed the above mentioned limits. In order to receive these payments, the displaced person must occupy decent, safe and sanitary replacement housing. In addition to the replacement housing payments described above, there are also moving cost payments to persons, businesses, farms and non-profit organizations. Actual moving costs for residences include actual moving costs up to 50 miles or a schedule moving cost payment, including a dislocation allowance, up to \$500.

The moving cost payments to businesses are broken down into several categories, which include actual moving expenses and payments "in lieu of" actual moving expenses. The owner of a displaced business is entitled to receive a payment for actual reasonable moving and related expenses in moving his business, or personal property; actual direct losses of tangible personal property; and actual reasonable expenses for searching for a replacement site.



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The actual reasonable moving expenses may be paid for a move by a commercial mover or for a self-move. Generally, payments for the actual reasonable expenses are limited to a 50 mile radius. The expenses claimed for actual cost commercial moves must be supported by receipted bills. An inventory of the items to be moved must be prepared in all cases. In self-moves, the State will negotiate an amount for payment, not to exceed the lowest acceptable bid obtained. The allowable expenses of a self-move may include amounts paid for equipment hired, the cost of using the business' own vehicles or equipment, wages paid to persons who physically participate in the move, the cost of actual supervision of the move, replacement insurance for the personal property moved, costs of licenses or permits required, and other related expenses.

In addition to the actual moving expenses mentioned above, the displaced business is entitled to receive a payment for the actual direct losses of tangible personal property that the business is entitled to relocate but elects not to move. These payments may only be made after an effort by the owner to sell the personal property involved. The costs of the sale are also reimbursable moving expenses. If the business is to be reestablished, and the personal property is not moved but is replaced at the new location, the payment would be the lesser of the replacement cost minus the net proceeds of sale (or trade-in value) or the estimated cost of moving the item. If the business is being discontinued or the item is not to be replaced in the reestablished business, the payment will be the lesser of the difference between the value of the item for continued use in place and the net proceeds of the sale or the estimated cost of moving the item. When personal property is abandoned without an effort by the owner to dispose of the property for sale, unless permitted by the State, the owner will not be entitled to moving expenses, or losses for the item involved.

The owner of a displaced business may be reimbursed for the actual reasonable expenses in searching for a replacement business up to \$1,000. All expenses must be supported by receipted bills. Time spent in the actual search may be reimbursed on an hourly basis, within the maximum limit.

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In lieu of the payments described above, the business may elect to receive a payment equal to the average annual net earnings of the business. Such payment shall not be less than \$2,500 nor more than \$10,000. In order to be entitled to this payment, the State must determine that the business cannot be relocated without a substantial loss of its existing patronage, the business is not part of a commercial enterprise having at least one other establishment in the same or similar business that is not being acquired, and the business contributes materially to the income of a displaced owner during the two taxable years prior to displacement.

Considerations in the State's determination of loss of existing patronage are the type of business conducted by the displaced business and the nature of the clientele. The relative importance of the present and proposed locations to the displaced business, and the availability of suitable replacement sites are also factors.

In order to determine the amount of the "in lieu of" moving expenses payment, the average annual net earnings of the business is considered to be one-half of the net earnings, before taxes, during the two taxable years immediately preceding the taxable year in which the business is relocated. If the two taxable years are not representative, the State may use another two-year period that would be more representative. Average annual net earnings include any compensation paid by the business to the owner, his spouse, or his dependents during the period. Should a business be in operation less than two years, the owner of the business may still be eligible to receive the "in lieu of" payment. In all cases, the owner of the business must provide information to support its net earnings, such as income tax returns, for the tax years in question.

For displaced farms and non-profit organizations, the actual reasonable moving costs generally up to 50 miles, actual direct losses of tangible personal property, and searching costs are paid. The "in lieu of" actual moving cost payments provide that the State may determine that a displaced farm may be paid from a minimum of \$2,500 to a maximum of \$10,000, based upon the net income of the farm, provided that the farm has been discontinued or relocated. In some cases, payments "in lieu of" actual moving costs may be made to farm operations that are affected by a partial acquisition. A non-profit organization is eligible to receive "in lieu of" actual moving cost payments, in the amount of \$2,500.

A more detailed explanation of the benefits and payments available to displaced persons, businesses, farms, and non-profit organizations is available in Relocation Brochures that will be distributed at the public hearings for this project and will also be given to displaced persons individually in the future along with required preliminary notice of possible displacement.

In the event comparable replacement housing is not available to rehouse persons displaced by public projects or that available replacement housing is beyond their financial means, replacement "housing as a last resort" will be utilized to accomplish the rehousing. Detailed studies must be completed by the State Highway Administration before "housing as a last resort" can be utilized.

The "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970" requires that the State Highway Administration shall not proceed with any phase of any project which will cause the relocation of any persons, or proceed with any construction project, until it has furnished satisfactory assurances that the above payments will be provided and that all displaced persons will be satisfactorily relocated to comparable decent, safe, and sanitary housing within their financial means or that such housing is in place and has been made available to the displaced person.