

# final environmental statement

FOR

CONTRACT No. A 571-000-671  
F.A.P. No. DPF 215-1 (1)  
MARYLAND ROUTE 51  
FROM 0.32 MILES SOUTH OF  
CUMBERLAND TO NORTH BRANCH  
IN ALLEGANY COUNTY,  
MARYLAND

prepared by  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
and  
MARYLAND DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION

REPORT NUMBER: FHWA-MD-EIS-76-03-F

Maryland Route 51 from 0.32 miles south of Cumberland  
to North Branch in Allegany County, Maryland

ADMINISTRATIVE ACTION

FINAL ENVIRONMENTAL IMPACT STATEMENT

U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

and

State of Maryland  
Department of Transportation  
State Highway Administration

Submitted pursuant to 42 U.S.C. 4332(2)(C), 23 U.S.C. 128(a)

Bernard M. Evans  
State Highway Administrator

17 May 1977  
Date

by: Frederick C. Gottemoeller  
Frederick Gottemoeller  
Director, Office of Planning  
and Preliminary Engineering

June 1, 1977  
Date

by: R W Bergeron  
for Federal Highway Administration  
Regional Federal Highway  
Administrator

This Environmental Impact Statement was prepared

under the direction of

THE MARYLAND STATE HIGHWAY ADMINISTRATION

and

THE FEDERAL HIGHWAY ADMINISTRATION

by

BAKER-WIBBERLEY & ASSOCIATES, INC.

Hagerstown, Maryland

and

MESSER ASSOCIATES, INC.

Silver Spring, Maryland

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SUMMARY

- (1) Check appropriate box(es).

Federal Highway Administration

Administrative Action Environmental Statement

( ) Draft (X) Final

( ) Section 4(f) Statement Attached

- (2) Individuals who can be contacted for additional information concerning the proposed project and this statement:

Mr. Eugene T. Camponeschi  
Maryland State Highway Administration  
300 West Preston Street  
Baltimore, Maryland 21201  
Phone: (301) 383-4327  
Office Hours: 8:15 A.M. to 4:15 P.M.

Mr. Edward A. Terry, Jr.  
Federal Highway Administration  
The Rotunda - Suite 220  
711 West 40th Street  
Baltimore, Maryland 21211  
Phone: (301) 962-4010  
Office Hours: 8:00 A.M. to 4:30 P.M.

- (3) Description of Action

The proposed action consists of relocating Maryland Route 51 from the access road to the Pittsburgh Plate Glass Plant at North Branch in Allegany County, Maryland, to 0.32 miles south of Cumberland in Allegany County, Maryland, a distance of approximately 2.89 miles. In the project area and to the south, Maryland Route 51 is a two-lane facility while the portion of the facility from 0.32 miles south of Cumberland to Cumberland is presently a four-lane facility. The proposed project consists of two 24-foot roadways separated by a 16-foot raised median strip with partial control of access.

(4) Summary of Environmental Impacts

The following is an overall summary of the environmental impact of the proposed project.

The completion of the proposed project would improve access to existing and proposed industrial sites in the Mexico Farms area south of Cumberland. This would increase the likelihood of increased employment opportunities for the Cumberland area, which has experienced a steep increase in unemployment in recent years (in early 1975, unemployment in Allegany County was 17 per cent, and unemployment in the county has consistently been higher than statewide averages). These benefits in employment opportunities, if realized, would be accompanied by impacts from increased pollutant loadings due to industrial operations. Regulations that are currently in effect, such as point source air emission regulations, point source water discharge regulations, and local zoning restrictions on types of industries that may locate in the area will serve to minimize indirect impacts of this nature.

In addition, the completion of the project will improve access to the North Branch site of the historic Chesapeake and Ohio Canal. The project will not require taking right-of-way from the canal. Increased usage of the North Branch site by sight-seers will largely be dependent on factors other than improved access, such as increasing and upgrading facilities at that site.

The proposed project will have an impact on small mammals found in the project study area; however, adjacent areas are available as suitable habitats for those animals displaced.

The project will result in a net long term increase in noise levels. The noise level standards will be exceeded at six sites with a preliminary analysis showing that four barriers are feasible for attenuating the increases in noise levels.

The impact of the project on air quality will not be significant. Based on projected carbon monoxide concentrations into the future, the national primary standards for carbon monoxide will not be exceeded.

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The project will not result in long term impact on water quality. No wetlands or fragile ecosystems will be affected by the project. No publicly owned parks or wildlife refuges will be affected by the project. Therefore, there is no 4(f) involvement with the project.

The project will have an impact on land use, since 98 acres of varying land use types (undeveloped land, woodland, agriculture, commercial and residential) will be required. The project is not expected to result in significant changes in land use in the vicinity of the project over time.

Twelve families will be required to relocate with the construction of the project. At this time, there is adequate, decent, safe, and sanitary available housing in the vicinity of the project for those persons to be relocated.

As with any construction project, there will be construction related impacts of a short term nature such as noise, dust, and siltation associated with removal of top soil. Mitigating measures to minimize these impacts are discussed in the text of this environmental impact statement.

(5) Major Alternatives Considered

Originally, seven alternative alignments (A, B, C, D, E, E-1, and ECA) and the "No-Build" Alternate were considered as project alternatives. Based on preliminary studies, Alternates C, D, E, and E-1 were eliminated from further consideration. As a result of comments expressed at the public meeting held for the subject project on July 31, 1975, an additional alternate, designated as Alternate F, was developed at the northern terminus of the project. Alternate B-F has been selected for corridor approval. From the southern terminus, North Branch, Alternate B-F runs to the west of existing Maryland Route 51 and to the east of Baltimore and Ohio Railroad tracks. The alignment swings away from existing Maryland Route 51 to Mexico Farms Road. From Mexico Farms Road northward, the alignment parallels the tracks of the Baltimore and Ohio Railroad to its terminus point at the end of the existing dualized section of Maryland Route 51.

(6) Comments Requested From: Comments Received From:

Federal Agencies:

U.S. Department of the Interior X  
Assistant Secretary for Program Policy  
Washington, D.C. 20240

Attn: Director, Environmental Project Review

Regional Director  
National Marine Fisheries Service  
Federal Building  
14 Elm Street  
Gloucester, Massachusetts 01930

Regional Administrator  
Department of Housing & Urban Development  
Curtis Building  
Sixth and Walnut Streets  
Philadelphia, Pennsylvania 19106

Attn: Mr. William Kaplan  
Assistant Regional Administrator

Office of the Secretary  
Department of Agriculture  
Washington, D.C. 20250

State Conservationist X  
Soil Conservation Service, USDA  
4321 Hartwick Road  
Room 522  
College Park, Maryland 20740

Deputy Assistant  
Secretary for Environmental Affairs  
U.S. Department of Commerce  
14th and Constitution Avenues  
Room 3876  
Washington, D.C. 20235

Federal Agencies (Continued)

Department of Health, Education and Welfare  
Assistant Secretary for Health and Science Affairs  
HEW - North Building  
Washington, D.C. 20202

Environmental Protection Agency X  
Environmental Impact Statement Coordinator  
Curtis Building - 6th Floor  
Sixth and Walnut Streets  
Philadelphia, Pennsylvania 19106

Office of Economic Opportunity, Director  
1200 19th Street, N.W.  
Washington, D.C. 20506

Executive Director of Civil Works X  
Office of the Chief Engineer  
Department of the Army - Corps of Engineers  
Washington, D.C. 20314

Federal Energy Administration  
Department of Energy  
Office of Environmental Programs  
New Post Office Building  
12th and Pennsylvania Avenues, N.W.  
Washington, D.C. 20461

Attn: Mr. Ernest E. Sligh, Director  
Environmental Impact Statements

State Clearinghouse

Local Governments

Department of State Planning X

Department of Natural Resources X

Department of Budget & Fiscal Planning

Department of General Services

Department of Economic & Community Development

Department of Education

Department of Health & Mental Hygiene X

Interagency Committee for School Construction

State Clearinghouse (Continued)

Maryland Environmental Trust

Maryland Historical Trust

Maryland Geological Survey

Department of Public Safety & Correctional Services X

Maryland Department of Transportation

Mr. Michael F. Canning, Director  
Public Affairs  
Maryland Department of Transportation

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

Elected Federal Officials

The Honorable Goodloe Byron  
United States Congress  
House of Representatives  
Washington, D.C. 20515

The Honorable Charles McC. Mathias  
United States Senate  
Old Senate Building - Suite 406  
Washington, D.C. 20510

The Honorable J. Glen Beall, Jr.  
United States Senate  
Old Senate Building - Suite 362  
Washington, D.C. 20510

Elected State and Local Officials

The Honorable Edward J. Mason  
State Senator  
Allegany County  
1904 Bedford Street  
Cumberland, Maryland 21502

The Honorable John P. Corderman  
State Senator  
Allegany County  
33 Mealey Parkway  
Hagerstown, Maryland 21740



17  
Elected State and Local Officials (Continued)

The Honorable DeCorsey Emory Bolden  
Delegate  
Allegany County  
313 S. Second Street  
Oakland, Maryland 21550

The Honorable William B. Byrnes  
Delegate  
Allegany County  
P.O. Box 77  
Eckhart Mines, Maryland 21528

The Honorable Thomas B. Cumiskey  
Delegate  
Allegany County  
219 Schely Street  
Cumberland, Maryland 21502

The Honorable Casper R. Taylor, Jr.  
Delegate  
Allegany County  
316 Prince Georges County  
Cumberland, Maryland 21502

The Honorable Irwin F. Hoffman  
Delegate  
Allegany County  
Route 3, Box 169A  
Hagerstown, Maryland 21740

The Honorable Donald F. Munson  
Delegate  
Allegany County  
117 W. Magnolia Avenue  
Hagerstown, Maryland 21740

The Honorable John J. Coyle  
Member  
Board of County Commissioners  
717 St. Mary's Avenue  
Cumberland, Maryland 21502

The Honorable Arthur T. Bond  
Member  
Board of County Commissioners  
Frostburg, Maryland 21532

Elected State and Local Officials (Continued)

The Honorable Richard C. Mappin  
Member  
Board of County Commissioners  
214 McCulloh Street  
Frostburg, Maryland

The Honorable F. Perry Smith, Jr.  
Mayor of Cumberland  
City Hall  
Cumberland, Maryland 21502

Mr. A. Gerald Arthur  
County Engineer  
Allegany County  
County Office Bldg., P.O. Box 1439  
Cumberland, Maryland 21502

Mr. Raymond D. Bourdeau  
Chairman  
Planning and Zoning Commission  
County Office Bldg., P.O. Box 1433  
Cumberland, Maryland 21502

Mr. Thomas G. Barton  
Regional Commissioner  
Allegany County  
Post Office Box 5208  
Cresaptown, Maryland 21505

Mr. Wayne W. Hill  
Superintendent of Schools  
108 Washington Street  
Cumberland, Maryland 21502

Miss Mary P. Wise  
County Agricultural Agent  
11 Prospect Square  
Cumberland, Maryland 21502

Mr. Benjamin Sanson  
Planning Director  
County Office Building  
P.O. Box 1433  
Cumberland, Maryland 21502

X

Elected State and Local Officials (Continued)

Board of County Commissioners  
Roads Board  
Allegany County  
County Office Bldg., P.O. Box 1439  
Cumberland, Maryland 21502

Mr. Robert Rice  
Executive Director  
Economic Development Commission  
68 Baltimore Avenue  
Cumberland, Maryland 21502

Mr. George Steiner  
Chairman  
Sanitary Commission  
County Office Bldg., P.O. Box 1439  
Cumberland, Maryland 21502

Mr. Harry Skelly  
Roads Supervisor  
Elder Street  
Cumberland, Maryland 21502

Mr. John G. Thomas  
Chairman, Roads Committee  
West Md. Central Labor Council  
Room 326, Fort Cumberland Hotel  
Cumberland, Maryland 21502

Mr. Harry Buckley  
Director  
Maryland Geological Survey  
Bureau of Mines  
Westernport, Maryland 21562

Mr. George R. Scarlett  
Director of Community Development  
City Hall  
Cumberland, Maryland 21502

Mr. John Parsons  
Chief - Planning Coordinator  
National Capital Park Commission  
1100 Ohio Drive, S.W.  
Washington, D.C. 20242

(7) Review Period for the Draft Environmental Impact Statement

The draft environmental document was mailed to the Council on Environmental Quality on February 26, 1976, and a period of 45 days was established for review and comment.

I. DESCRIPTION OF THE PROPOSED ACTION AND  
THE SOCIAL, ECONOMIC, AND ENVIRONMENTAL CONTEXT

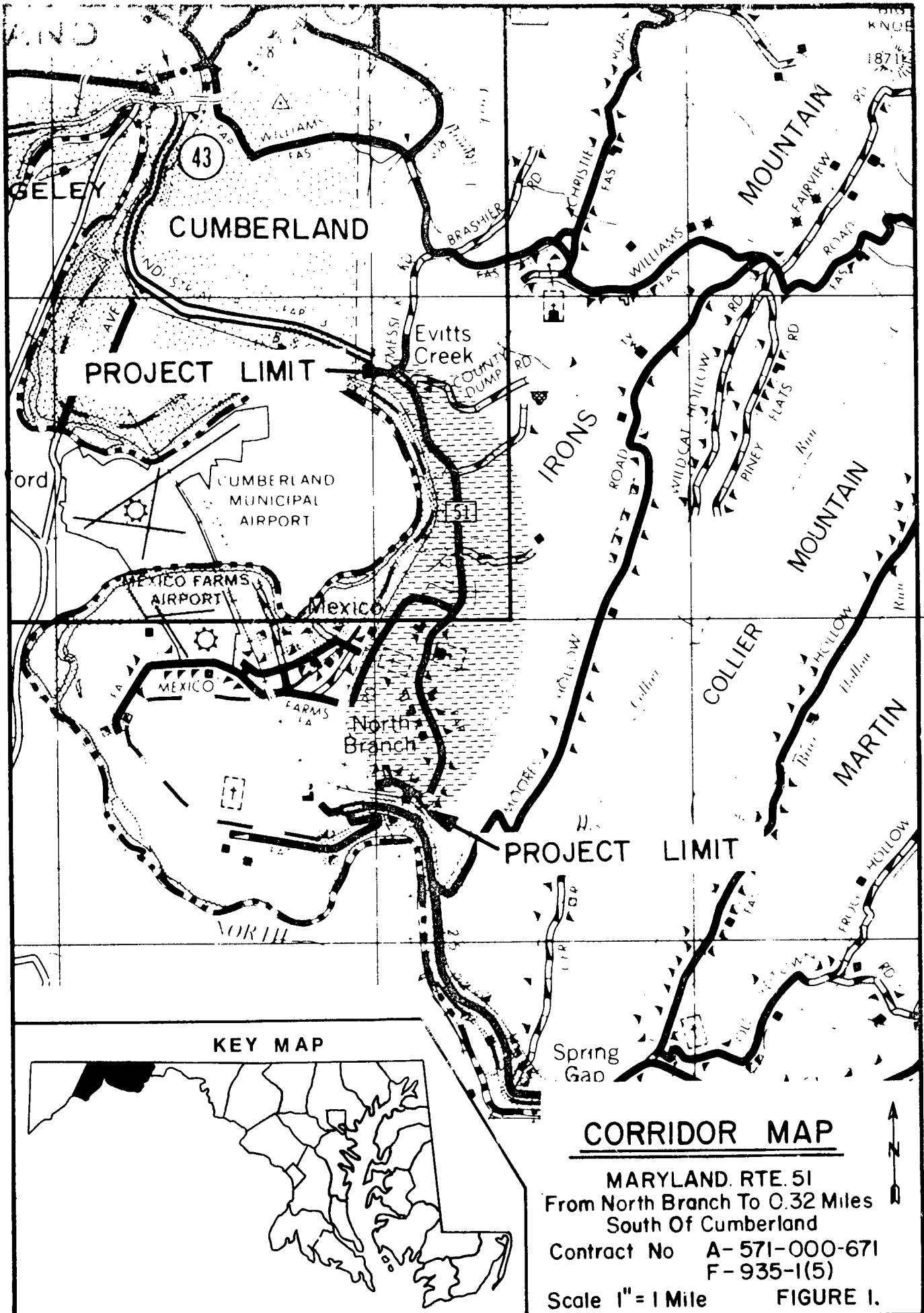
I. DESCRIPTION OF THE PROPOSED ACTION AND THE SOCIAL, ECONOMIC, AND ENVIRONMENTAL CONTEXT

This chapter describes the proposed highway project and its surroundings, and presents basic traffic and other data which was utilized in evaluating the environmental, economic, and social impacts of the proposed project.

1. PROJECT DESCRIPTION

The proposed project consists of improvements to Maryland Route 51, for a distance of approximately 2.89 miles, from the access road to Pittsburgh Plate Glass Plant at North Branch in Allegany County, Maryland, to approximately 0.32 miles south of Cumberland in Allegany County, Maryland. The proposed highway will be a four-lane limited access highway. Figure 1, on page I-2, illustrates the general location of the proposed project.

The corridor study area for the subject project is delineated by the foothills of Irons Mountain on the east and the tracks of the Baltimore and Ohio Railroad on the west. The northern terminus of the corridor area is the southern limit of the existing dualized section of Maryland Route 51 (also known as Industrial Boulevard), and the southern terminus of the study area is North Branch.



CUMBERLAND

PROJECT LIMIT

CUMBERLAND MUNICIPAL AIRPORT

MEXICO FARMS AIRPORT

North Branch

PROJECT LIMIT

KEY MAP

CORRIDOR MAP

MARYLAND, RTE. 51  
From North Branch To 0.32 Miles  
South Of Cumberland

Contract No A-571-000-671  
F-935-1(5)

Scale 1" = 1 Mile FIGURE 1.

2. MAJOR PROJECT DESIGN FEATURES

The recommended alignment has been designed in accordance with the minimum standards referred to and recommended in "A Policy on Geometric Design of Rural Highways" and "Geometric Design Standards for Highways Other Than Freeways" by the American Association of State Highway and Transportation Officials and Federal Highway Administration, and in the Federal Highway Administration's memorandum "Highway Design and Operational Practices Related to Highway Safety."

The minimum right-of-way for the recommended alignment, Alternate B-F, is 200 feet. The proposed roadway consists of two 24-foot lanes separated by a 16-foot raised median strip with 10-foot outside shoulders and safety grading throughout the length of the project.

A typical section for the recommended alignment is shown in Figure 2 on page I-5, and typical sections for connections with existing roadways are shown in Figure 3 on page I-6.

The proposed design speed for the roadway alignment is 60 MPH. This design speed was used to establish permissible horizontal and vertical alignments. The recommended alignment has a minimum established grade of 0.5 percent and a maximum grade of 5.0 percent. The vertical curvature of this alignment meets the AASHTO standards. The maximum degree of horizontal curvature is 4 degrees. This is below the maximum allowable curvature for a 60 MPH design speed in conjunction with a maximum superelevation rate of 6.0 percent.

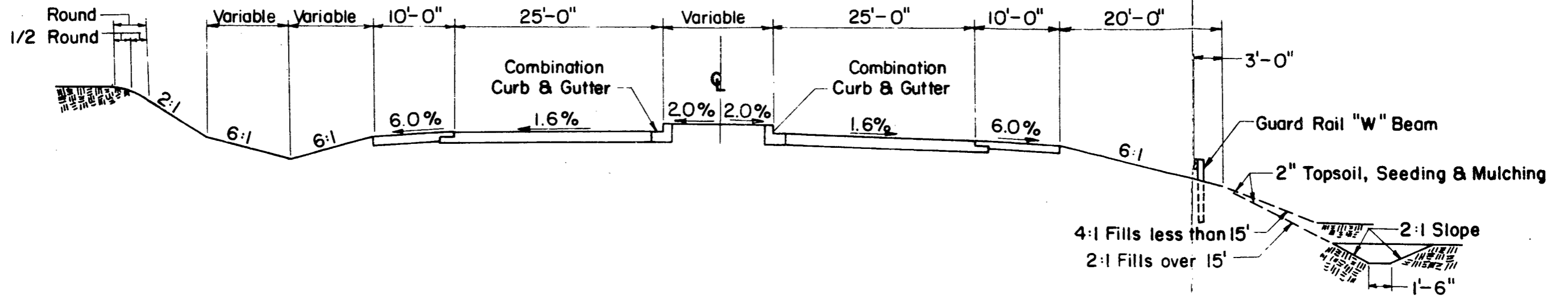
The recommended alignment will have partial control of access. The type of partially controlled access under consideration is at-grade intersections with state or county roads spaced at an absolute



minimum of 500 feet between intersections. No access would be allowed between the designated cross-overs.

All existing roads that are crossed by the recommended alignment will be connected with at-grade connections, with the exception of County Dump Road which will have access to the proposed alternates by means of a connection with Messick Road.

Connections will be made with Maryland Route 51 at the northern limit of the project, with Mexico Farms Road, with the access road to Kelly-Springfield warehouse, and again with Maryland Route 51 at the southern limit for the project. Provisions will also be made for an access point approximately 1,400 feet to the south of the Kelly-Springfield access road to allow for future development of a county road into an area that is presently zoned for industrial usage. In addition, a connection will be made with a road to be constructed to replace the road that presently provides access to Maryland Route 51 from the Potomac Metals Company and District 16 Volunteer Fire Station area in the southern portion of the project. Direct access from Maryland Route 51 to County Dump Road will be terminated. After the completion of the project, access from County Dump Road to Maryland Route 51 will be achieved via a connector road to be constructed between County Dump Road and Messick Road, which currently has a connection with the existing dualized portion of Maryland Route 51 at the northern limit of the project.

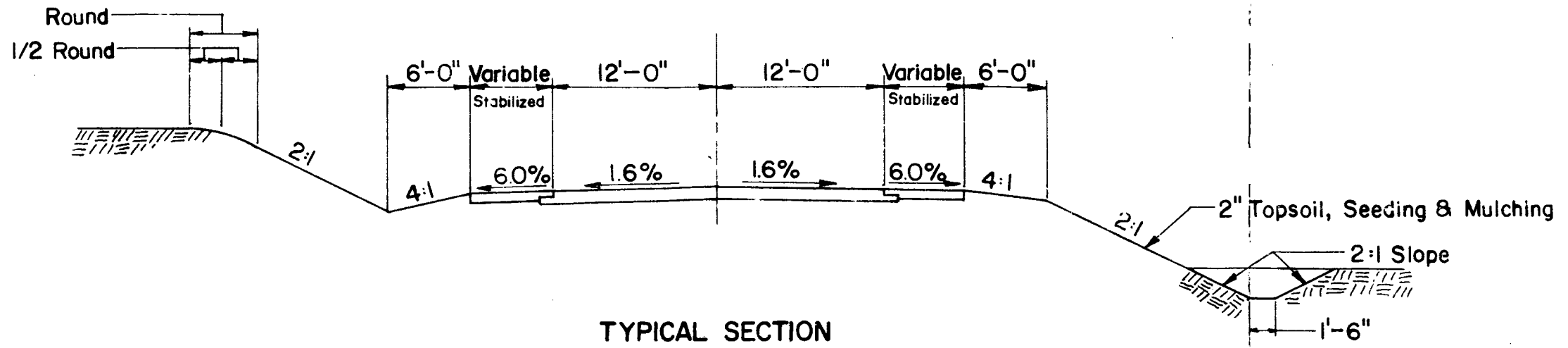


**MARYLAND  
STATE HIGHWAY ADMINISTRATION**

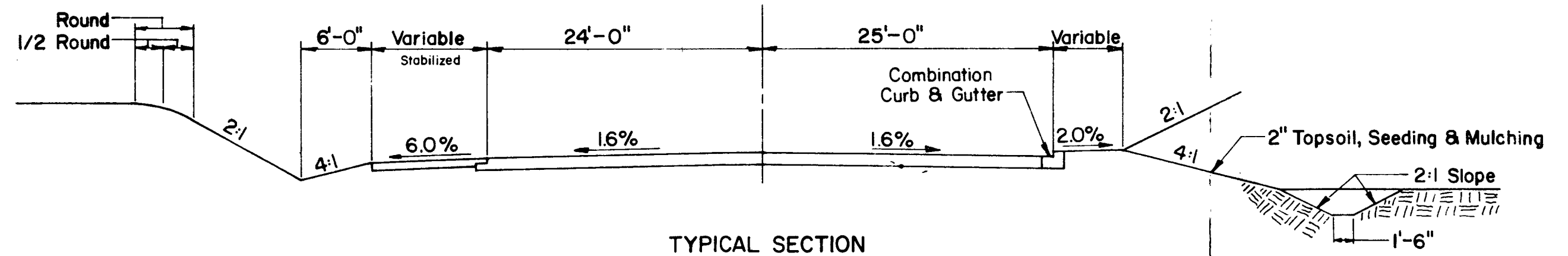
MARYLAND ROUTE 51  
NORTH BRANCH TO SOUTH OF CUMBERLAND

**TYPICAL SECTIONS**

SCALE: NONE      1-5      FIGURE 2



TYPICAL SECTION FOR CONNECTIONS



TYPICAL SECTION NEW CONSTRUCTION FOR EXISTING MARYLAND ROUTE 51 IN THE VICINITY OF NORTH BRANCH

MARYLAND  
STATE HIGHWAY ADMINISTRATION

MARYLAND ROUTE 51  
NORTH BRANCH TO SOUTH OF CUMBERLAND

TYPICAL SECTIONS

SCALE: NONE 1-6 FIGURE 3

To allow free movement to existing Maryland Route 51, to the south and to the industrial area that presently houses the Pittsburgh Plate Glass Plant, a dualization will be provided south of the existing underpass at the Western Maryland Railroad to the entrance of Pittsburgh Plate Glass. This dualization would require the removal or relocation of the existing railroad structure. A ruling of April 7, 1975, by the Interstate Commerce Commission approved the Chessie System's request to abandon this section of the Western Maryland Railroad. At this time, no decision has been made as to whether to remove or to relocate the existing structure.

3. BASIC TRAFFIC DATA

Existing and projected traffic data for the project was obtained in November 1974 from the Maryland State Highway Administration. In 1974, the average daily traffic figure for existing Maryland Route 51 was 6,200 vehicles north of Mexico Farms Road and 5,250 vehicles south of the Mexico Farms Road. If no improvements were made to the existing Maryland Route 51, the facility could be expected to reach the condition in the near future where vehicular operation is characterized by heavy traffic flows in each direction, making passing movements difficult. The no-build condition will result in congestion, slow moving and make efficient driving generally difficult. Table 1 on the next page presents traffic data for Alternate B-F and the no-build condition for 1974, and projected traffic data for the years 1982 and 2000.

Below North Branch and the entrance to the industrial park, traffic on Maryland Route 51 drops off significantly. In 1996 the portion of Maryland Route 51 between North Branch and Spring Gap, Maryland is expected to have an average daily traffic of 4,600. The project will provide improved access to the industrial park which accounts for a significant amount of local travel demand. Since the traffic drops off significantly below North Branch and the industrial park, it was determined that North Branch would be the southern terminus of this project.

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TABLE 1  
Traffic Volumes: Maryland Route 51

<u>Type of Facility</u>	<u>Year</u>	<u>Average Daily Traffic North of Mexico Farms Rd.</u>	<u>Average Daily Traffic South of Mexico Farms Rd.</u>
Alternate B-F	1974	6,200	5,250
Alternate B-F	1982	9,025	7,550
Alternate B-F	2000	15,350	12,725
No-Build	1974	6,200	5,250
No-Build	1982	8,150	6,750
No-Build	2000	11,100	9,400

Source: Maryland State Highway Administration

It is estimated for the year 2000, with the use of the recommended alignment, that a daily volume of 3,000 vehicles will utilize existing Route 51 for that year north of Mexico Farms Road and 2,000 vehicles will utilize existing Route 51 south of Mexico Farms Road.

4. EXISTING HIGHWAYS

Two major highways cross Allegany County, U. S. Route 40 (east-west) and U. S. 220 (north-south). An interchange with the Pennsylvania Turnpike is 32 miles north of Cumberland on U. S. 220. The National Freeway (currently under construction as a part of the Appalachian Highway Program) will cross the county and will be a limited access, four-lane highway linking the Baltimore-Washington area to Cincinnati, Ohio.

Existing Maryland Route 51 begins in Cumberland with an interchange with the National Freeway. The route continues to the south as

a four-lane highway to a point 0.32 miles south of the town of Cumberland. From this point, Maryland Route 51 is a two-lane facility and passes to the south and then eastward through or near the communities of North Branch, Spring Gap, and Old Town. Maryland Route 51 terminates in Maryland and crosses into West Virginia (near Paw Paw, West Virginia). The distance from the terminus of the four-lane portion of Maryland Route 51 to Paw Paw, West Virginia, is approximately 22 miles.

The portion of Maryland Route 51 that is considered in this impact statement runs a distance of 2.89 miles, from the access road to Pittsburgh Plate Glass Plant at North Branch to approximately 0.32 miles south of Cumberland at the terminus of the dualized section running south from Cumberland. This portion of Route 51 is a two-lane facility with no control of access and is part of the Federal Aid Primary System. This segment of Maryland Route 51 is classified under the Maryland Functional Classification System as an Intermediate Arterial Highway, which will serve inter-county and inter-city traffic, and also serve traffic in geographically isolated areas which are not otherwise served by Principal or Major Arterials. The highway provides movements from residential areas along Route 51 and the industrial areas in the Mexico Farms locale to the city of Cumberland to the north (see Traffic, Table 1). The route is characterized by poor vertical and horizontal alignments. Local citizens have expressed concern about the nuisance and safety hazard of industrial truck traffic passing through the residential areas along Maryland Route 51.

The Maryland Twenty Year Highway Needs Study (1977 to 1996) also indicates possible future improvements to Maryland Route 51 from North Branch south to Paw Paw, West Virginia. The Needs Study is an advanced planning document which states as objectively as possible the perceived need and scope of improvements for Maryland's highways during the succeeding Twenty Year Planning period. The study represents, in essence,

the official statement of long-range desires for state highways insofar as it forecasts and estimates current trends and concomitant local land use plans. However, it does not consider fiscal constraints.

The Needs Study shows Maryland Route 51 to remain as a two-lane facility from North Branch southeast to the Potomac River Bridge (8 miles). The construction and reconstruction has been identified as a non-critical need.

After the circulation of the Draft Environmental Impact Statement, a 1.2 mile section of Maryland Route 51, immediately south of the study area, was added to the State Highway Administration's "Special Project Programming" for fiscal year 1978 to correct a localized problem for unstable slopes and roadway settlement. The slopes and roadway along this section of Maryland Route 51 became increasingly unstable as a result of Hurricane Agnes in 1972. Studies were started in May 1976 to evaluate the method and extent of rehabilitation. As the plans for the project are developed, there will be close coordination between the State Highway Administration, the Federal Highway Administration, and the Department of the Interior (National Park Service) concerning any impact on the Chesapeake and Ohio Canal. Coordination has already begun. There will be no acquisition of right-of-way from the Canal property. The project would simply replace the existing, increasingly unstable, two-lane facility, which has become hazardous to the motoring public, with a similar two-lane facility and would not provide new access to the area nor result in changes in the surrounding land use.

With the exception of the repairs for the unstable section, there are no plans for either funding or studying the non-critical improvements, and no additional construction is scheduled for the remainder of Maryland

Route 51 for the foreseeable future. The logical southern terminus of this Final Environmental Impact Statement remains as North Branch. The rehabilitation project is only for restoration purposes. Maryland Route 51 (relocated) north of North Branch provides for the future transportation needs as identified between there and Cumberland as further described in the next section "Need For The Proposed Project."

The Allegany County Transit Authority Presently provides public bus service within Cumberland and between Cumberland and surrounding communities. At the present time, hourly bus service is available from Baltimore Street in Cumberland to the White Oak Shopping Center located along Route 51 north of the project area. As a part of the future plan for bus service for Allegany County, considerations are being made to extend bus service along Maryland Route 51 south to Old Town. Any extension of bus service along Route 51 will be contingent upon sufficient patronage demand. At the present time, this area is sparsely populated and extension of bus service seems more likely to the area west of Cumberland, where a large portion of the county's inhabitants reside.

5. NEED FOR THE PROPOSED PROJECT

The need for the project was first established in the 1964-1983 20-year needs study for Allegany County. For each year since 1970, the subject project has been included in the 5-year State Primary and Secondary Highway Improvement Program. As previously discussed on page I-7, existing Route 51 within the study area is expected to reach the condition in the near future where traffic flows are heavy and congestion occurs. The proposed facility would relieve congestion on existing Maryland



Route 51 which would be retained for local residential travel. This improvement would provide a higher type of facility, serving the expanding industrial area in the Mexico Farms locale southeast of Cumberland. In addition, the proposed project would provide safety benefits for the motoring public by reallocating the bulk of the through traffic from a two-lane road with poor vertical and horizontal alignments with no control of access, to a modern four-lane divided highway with partial control of access and improved horizontal and vertical alignment for the length of the project.

The proposed project is consistent with local planning goals. The comprehensive plan proposes a dual highway in the Route 51 corridor between Cumberland City Limits and North Branch. Although a particular location for the project is not specified in the plan, the plan does call for new location of Maryland Route 51 west of Maryland 51.

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Accident data were obtained from the Bureau of Accident Statistics and Analysis of the Maryland State Highway Administration in January of 1975. During the years 1971, 1972, and 1973, the study section of Maryland Route 51 experienced an average accident rate of 331.71 accidents per 100 million vehicle miles of travel. The resultant accident cost to the motorist using Maryland Route 51 was approximately \$696,987 per

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100 million vehicle miles. The accident rates are based on actual accident data from the existing facility and the costs were based on accident loss studies conducted in Washington, D.C., Illinois, and by the California Division of Highways.

A comparison of 1972 Maryland accident rates (per 100 million vehicle miles) for divided highways with partial control of access and for two-lane highways with no control of access is presented below in Table 2. This table shows that for all categories of accidents, fatalities, and property damage, that the rate per 100 million vehicle miles is higher for two-lane facilities with no control of access than for the divided highway with access control.

**TABLE 2**  
1972 Accidents and Rates (100 million vehicle miles)  
for Rural Highways in the State Maintained Highway System

	Divided Highway, Partial Control of Access		Undivided Highway, No Control of Access, Two-Lanes	
	Occurrences	Rate/100 mvm	Occurrences	Rate/100 mvm
Fatal Accidents	19	2.75	160	5.13
Number Killed	24	3.47	189	6.05
Injury Accidents	410	59.34	3,581	114.71
Number Injured	828	119.84	6,046	193.67
Property Damage Accidents	596	86.26	5,888	188.61
Total Accidents	1,025	148.35	9,629	308.44
Miles	165.82		3,432.72	
Annual Vehicle Miles	690,911,284		3,121,817,130	
Rate/Mile	6.18		2.81	

Source: Maryland State Highway Administration

If no improvements are made to the existing roadways, an increase in vehicular accidents which are normally associated with congestion on roads of this design can be expected. The accident rate will undoubtedly continue to rise with a corresponding increase in motor vehicle accident cost exceeding the aforementioned cost calculated on a 100 million vehicle miles of travel basis.

These statistics indicate that, on the average, divided highway facilities with access controls are safer than two-lane individual facilities with no control. In addition to a safer road, the proposed improvement should provide benefits in terms of convenience, with less congestion, and a more modern design for the highway.

6. HISTORY AND CURRENT STATUS OF PROPOSED PROJECT

Preliminary engineering studies for this project began early in the year 1974. The proposed project is being developed in the following two phases: Phase II—Project Planning Activities, and Phase III—Design and Construction of the Recommendations Developed in Phase II. Phase II of project development is further subdivided into Stage I, Stage II, and Stage III activities.

Stage I activities include the following:

- Project initiation meeting held on July 8, 1974, to acquaint interested citizens in the Cumberland area with the project.
- Meetings with local planning agencies and state agencies having responsibilities for land use, natural resources, and historical preservation.
- Assembling of an environmental inventory.
- Study and analysis of preliminary alternates.
- Preparation of a draft interim report.
- An interim location meeting held November 20, 1974, at the Allegany Community College in Cumberland, to acquaint local governmental agencies and concerned citizens with the work that had been done on the subject project to that time. The feasible alternate relocation alignments and the advantages and disadvantages of each from an engineering and environmental viewpoint, were presented at the meeting.
- Interim Location Report—submitted December 1974.

Stage II activities include the following:

- Detailed environmental impact studies.
- Detailed alignment studies.
- Preparation of Draft Environmental Impact Statement.
- Preparation of Project Planning Report.
- Public Information Meeting—July 31, 1975.
- Distribution of Draft Environmental Impact Statement.
- Corridor public hearing—April 21, 1976.

Stage III activities include the preparation and approval of the Final Environmental Impact Statement. The project is presently in Stage III of Phase II.

7. GENERAL DESCRIPTION OF NATURAL ENVIRONMENT IN THE STUDY AREA

7.1 General Description

Allegany County is located in Western Maryland and consists of 425 square miles of land. The county along with Garrett County, Maryland, to the west and Washington County, Maryland, to the east comprise the Maryland portion of the Appalachian Region as designated by the Appalachian Regional Commission. The North Branch of the Potomac River forms a natural boundary between the southern border of Allegany County and the state of West Virginia.

To the north, Allegany County is bordered by the state of Pennsylvania. The highway distances from Cumberland, the county seat, to major cities are: 130 miles to Washington, D. C., 135 miles to Baltimore, Maryland, and 110 miles to Pittsburgh, Pennsylvania.

The proposed highway construction project is located immediately to the southeast of the city of Cumberland, the county seat, and main economic center of Allegany County. There are no incorporated communities in the corridor study area. Cumberland has lost population in recent years while the communities surrounding Cumberland have gained population. The 1970 census population for Cumberland was 29,724. Cumberland is located on the Potomac River and is situated midway between the large markets of Pittsburgh and Baltimore. The North Branch of the Potomac River passes through Cumberland and to the west of the highway project discussed in this environmental statement. The study area is drained by the North Branch of the Potomac River.

There are no publicly-owned parks, recreation areas, or wildlife and waterfowl refuges of national, state, or local significance located within the project study area. The natural areas that require consideration in planning the highway are the remaining forested areas. This forest ecosystem is isolated in pockets with adjoining old-field areas, agricultural lands and residential areas.

The Fort Cumberland Golf Course is a privately owned 9-hole course with sand greens. Saint Mary's Church cemetery is also a cultural feature. There are no major streams in the study corridor nor are there any non-tidal or inland wetlands or ecosystems that will be affected.

## 7.2 Geology and Soils

The topography of Allegany County varies from level to mountainous with only small amounts of level land available in valleys. The fact that much of the county is mountainous has limited development to only a few areas in the county. The surface elevations range from 450 feet above sea level in the flood plains of the Potomac to 3,000 feet at the peak of Dans Mountain located to the west of Cumberland. The greatest portion of the county is located in the Ridge and Valley district of the Appalachian physiographic province, with the western portion of the county in the Appalachian Plateau district.

The study area lies entirely within the Ridge and Valley physiographic districts. The Ridge and Valley district includes the land west of the Blue Ridge Mountains to Dans Mountain. The Allegany Ridge area is marked by a series of northeasterly trending ridges held up by massive sandstone and quartzitic strata and intervening valleys that have been eroded into weaker shale and limestone beds.

The geological formations in the project study area are the Jennings Formation, the Romney Shale Formation and the Potomac River Alluvium. The Jennings formation of the Late Devonian Age crops out in an eastern belt southward from Dickens to the Potomac River along the west side of Irons Mountain. This formation has a maximum width of two miles, and its thickness ranges from 3,000 to 4,800 feet. This formation is comprised of dark-gray to black platy shale in the base; olive-gray, platy, siliceous shales and interbedded siltstones in the middle; and shale, siliceous shale, interbedded siltstones and conglomeratic sandstones at the top.

Almost all of the wells in the Jennings formation are in the Evitts Creek basin and in the valley area of the Potomac River west of Irons Mountain. Ground water from this formation is obtained by wells and springs, and the quantity of water yielded by drilled wells is usually sufficient for domestic and farm use. There have been a few wells drilled for industrial use in the Jennings formation, but none are presently in use. The drilled wells in this area have depths that range from 43 to 314 feet, and yields of 28 of these wells range from 1 to 50 gpm. The mean yield of these wells, which are largely farm and domestic, is about 9 gpm.\*

The Romney shale consists of olive-gray and black shale with interbedded argillaceous limestone in the lower part, black shale in the middle and fossiliferous, silty mudstone, and interbedded siltstone at top. The thickness of this formation ranges from 350 to 1,660 feet. Ground water yields of this formation are relatively good with historical records of 54 wells showing yields between 2 to 120 gpm. Most of the wells in the project area are in the Romney formation along Maryland Route 51.

The Potomac River alluvium along the Potomac River's floodplain is composed of river terrace deposits of recent and Pleistocene age. The largest area underlain by these types of deposits extends from Pinto to the Mexico Farms locality south of South Cumberland, a distance which is approximately 12 miles.

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\* The Water Resources of Allegany and Washington Counties, Department of Geology, Mines, and Water Resources, State of Maryland Board of Natural Resources, Baltimore, Maryland, 1962, p. 408.

During auger hole sampling done by Slaughter (1962) in this alluvium formation down to bedrock, the bedrock depth was found to range from 5.5 to 42 feet. The alluvium material was composed of brown, reddish-brown, tan, and gray poorly sorted silt, sand, and gravel, along with some shale granules. Small quantities of ground water are probably available to domestic well uses even though the river alluvium does not appear to be a productive aquifer.

From wells located in the Romney shale and Jennings formation in the project area, Slaughter (1962) recorded the following chemical data:

		Range (in ppm* except for pH)
•	Hardness as Ca CO <sub>3</sub>	- 137-238
•	Total Iron	- .00-6.5
•	Sulfate (SO <sub>4</sub> )	- 48-67
•	Nitrate (NO <sub>3</sub> )	- 1.0-29
•	Chloride (Cl)	- 14-60
•	pH	- 7.1-7.9

The limited water quality data for these two formations show that the water is hard requiring softening by laundries and certain other industries. Generally the water is acceptable for drinking with the exception of the sample which had an iron concentration of 6.5 ppm.

The study area is within the Cumberland water province which extends westward from Evitts Mountain and the Potomac River to the crests of Dans and Piney Mountains. Most of this province is within the immediate drainage area of the lower part of Wills Creek and the Potomac River.

\* Parts per million.



Due to the mountainous terrain of the Cumberland area, surface runoff is rapid and the water table gradients are steep. Seeps and springs are common along the area's water courses, but their flows fluctuate seasonally. During drought periods, the flows of many of these streams are mainly sustained by springs on the mountain slopes. Even though stream flow is sustained almost everywhere by ground water discharge, some of the streams locally may lose water to ground water supplies.

Ground water recharge mainly occurs through the infiltration of precipitation into the soil zone, and locally by the precipitation directly entering solution crevices in limestone and fracture and bedding planes in shale and sandstone. Approximately one-fourth to one-third of the precipitation recharges the ground water reservoirs with the quantity of recharge ranging from 0.40 to 0.55 million gallons per day per square mile\*.

Saprolite is crushed-up, weathered rock. In the mountainous region of western Maryland and lower Pennsylvania, glacial frost combined with gravity and erosion was responsible for removing most of the saprolite from the ridges and mountains and depositing it in or near rivers and streams.\*\* In the study area there would still be evidence of the saprolite.

This saprolite (weathered zone) may be a very important source of ground water. For instance, saprolite that is formed from the chemical weathering of chrystaline rocks in situ for the

\* The Water Resources of Allegany and Washington Counties, Department of Geology, Mines, and Water Resources, State of Maryland Board of Natural Resources, Baltimore, Maryland, 1962, p. 408.

\*\* Soil Conservation Service, U.S.D.A., Westminster, Maryland. December 22, 1975 (Personal Communication).

Maryland Piedmont contain much of the ground water in the region.\* There is no known data which establishes the relative importance of the weathered zone of the sedimentary rocks of the study area for storage and transmissability of ground water.

The soils in the study area for the project consists of the Pope-Philo-Atkins Association and the Elliber-DeKalb-Corydon Association. The area of the project along the western base of Irons Mountain, including the Mexico Farms meander along the Potomac River flood plain, is composed of the Pope-Philo-Atkins soil association. The Pope soil series in this area is composed of well-drained, deep, fine to medium textured level to gently sloping acid soils. The Philo series is a moderately-drained, level to gently sloping, fine textured, moderately deep acid soil. The Atkins series is comprised of poorly drained, deep, fine textured, nearly level acid soil.

Along the slopes and ridge top of Irons Mountain is the Elliber-DeKalb-Corydon soil association. These soils are usually shallow to deep, well-drained, with a fine to medium texture, and are undulating to very steep limestone and sandstone. The steeper slopes of this association remain in forested tracts. The Elliber soils are comprised of the Elliber-Cherty silt loams, and dry summer periods are very severe on this excessively absorbent Elliber series.\*\*

General characteristics of soils within the study area:

- Soil Textures. Silt loams and gravelly silt loams are dominant throughout the contract area.
- Soil Stability. Fair throughout the contract area.

\* Ground water occurrence in the Maryland Piedmont, Maryland Geological Survey, 1969, pp. 14-15.

\*\* Master Plan for Water and Sewerage, Allegany County, 1970, pp. 7-8.

- Susceptibility to Frost Action. Moderate throughout the contract area.
- Seasonally High Ground Water Table. 0.0 to 4.0 feet throughout the contract area.
- Water Erosion Hazard. Moderate throughout the contract area.
- Drainage. Fair throughout the contract area.

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7.3 Climatology

The climate of Allegany County is temperate and moderately humid. The county's location in the middle latitudes of eastern North America, where the general flow of the atmosphere is from west to east, favors a continental type of climate with marked temperature contrasts between summer and winter. The much higher Allegheny Plateau to the west tempers cold outbursts which approach from the west and northwest, moderates the force of the wind and creates a "rain shadow" with a somewhat lower average annual precipitation than Garrett County to the west. Within the county, considerable local variations in climate can also be observed over short distances, especially from valley floor to ridge summit.

The average mean annual temperature of the county is 52.7°F. During the period 1947 to 1965, the annual number of days with temperatures of 90°F or above ranged from 49 in 1965 to 9 in 1956. For the same period, the number of days with minimum temperatures 32°F or less ranged from 98 in 1953 to 129 in 1960. The spring thaw occurs in late April and the first freeze early in October. The growing season averages 160 days.

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The average annual precipitation is 38.72 inches, with the average rainfall for Cumberland 36.76 inches, distributed rather evenly through the year, with June the wettest month and November the driest. The maximum annual rainfall of record in Allegany County was 52.42 inches, occurring in 1890, while the minimum of 18.11 inches was experienced in the drought year 1930. Extended drought periods occurred in 1952-53 and again from 1962 through the present date. \*

7.4 Air Quality

The subject project is located in the Cumberland-Keyser Interstate Air Quality Control Region (AQCR). For each AQCR in the nation, the Environmental Protection Agency has established a priority ranking for each pollutant within the AQCR. The priority ranking ranges from I to III, with Priority I representing more of an air pollution potential (or more of an air pollution problem based on existing data) than Priority II, and Priority II representing more of a problem than Priority III. For the Cumberland-Keyser Interstate Air Quality Control Region, the priority classification is as follows:

<u>Pollutant</u>	<u>Priority</u>
Particulate Matter	I
Sulfur Oxides	I
Nitrogen Dioxide	III
Carbon Monoxide	III
Photochemical Oxidants (Hydrocarbons)	III

\* Master Plan for Water and Sewerage, Allegany County, 1970 pp. 7-8.

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Existing air quality data from the Cumberland City Hall, located approximately 2.4 miles northwest of the northern terminus of the subject project, are presented in Table 3 below. These data were obtained from the Bureau of Air Quality Control and are the most recent data that are available from that agency.

TABLE 3  
Existing Air Quality Data—Cumberland City Hall

Pollutant Concentration and Primary Standard	Time Period	
	Annual '73	1st Quarter '74
Suspended particulates (ug/m <sup>3</sup> ) annual geometric mean	78	N/A
National standard (ug/m <sup>3</sup> ) annual geometric mean	75	N/A
Sulfur dioxide (ug/m <sup>3</sup> ) annual arithmetic mean	24	N/A
National standard (ug/m <sup>3</sup> ) annual arithmetic mean	80	N/A
Nitrogen dioxide (ug/m <sup>3</sup> ) annual arithmetic mean	51	N/A
National standard (ug/m <sup>3</sup> ) annual arithmetic mean	100	N/A
Carbon monoxide (ug/m <sup>3</sup> ) maximum 1-hour	21	5
National standard maximum 1-hour	40	40
Carbon monoxide (mg/m <sup>3</sup> ) maximum 8-hour	13	3
National standard (mg/m <sup>3</sup> ) maximum 8-hour	10	10

Source: Maryland Bureau of Air Quality Control

A review of Table 3 shows that the national primary standard for suspended particulates of 75 ug/m<sup>3</sup> (annual geometric mean) was exceeded at the Cumberland City Hall during 1973. In terms of the subject project, the pollutant of primary concern is carbon monoxide, as motor vehicles generate a relatively large percentage of carbon monoxide concentrations in any one area. Based on 7,704 observations during 1973, the maximum 1-hour carbon monoxide concentration was 21 mg/m<sup>3</sup> (18 ppm) compared with the 1-hour national primary standard of 40 mg/m<sup>3</sup> (35 ppm). The 8-hour

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standard of  $10 \text{ mg/m}^3$  (9 ppm) was exceeded only once with a concentration of  $13 \text{ mg/m}^3$  (11 ppm). During the 1st quarter of 1974, neither the 1-hour nor the 8-hour standard for carbon monoxide were exceeded.

A 1970 report prepared by the Bureau of Air Quality Control analyzed in detail the air quality for Allegany County. The report was primarily concerned with industrial related pollutants (i. e., particulates, sulfur dioxide and dust fall). In the Cumberland area and in the Luke-Westernport area, there were high concentrations of particulates and dust fall associated primarily with industrial operations. The report further noted that the county, due to topography and meteorological conditions, had a relatively high propensity for low dispersal of pollutants. As summarized in the report, the rugged terrain with deep and generally narrow valleys causes winds with low speed to be rather frequent and these do not transport pollutants away from the source area. The frequency of the passage of systems of high barometric pressure and their stagnation over the eastern United States leads to a high incidence of clear skies and light winds. This is aided and abetted by the extraction of moisture from the air as it flows across the higher elevations to the west of the county.

#### 7.5 Noise Levels

A discussion of the existing noise environment in the project study area is included in the impact section on noise levels on pages II-21 through II-31 to maintain consistency of that section.

## 7.6 Water Quality

The major water body in the general vicinity of the subject project is the North Branch of the Potomac River. The study area lies to the east of the North Branch and is drained by this river. Evitts Creek passes to the north of the study area and flows into the North Branch of the Potomac. There are five small intermittent streams that pass through the project study area and drain into the North Branch of the Potomac River. Ground water quality was previously discussed on page I-19.

The North Branch, a sub-basin of the Potomac River, traverses from the extreme western section of Maryland to its confluence with the South Branch just below Old Town. Major tributaries of the North Branch originating in Maryland are: Savage River, Georges Creek, Willis Creek, and Evitts Creek.

The North Branch of the Potomac traverses from the extreme western section of Maryland to Old Town in Allegany County where the North Branch joins with the South Branch of the Potomac. The existing uses of the North Branch up to Cumberland are very limited due to poor water quality. At present none of the major towns or communities along the North Branch utilize it as a public water supply. South of Cumberland and south of the project area, to Old Town, there is very little human development, and there are no significant users of water from the North Branch of the Potomac. Future uses of the North Branch of the Potomac will be affected largely by the quality of the stream and by the Bloomington Dam being constructed by the U. S. Corps of Engineers, to provide flood control and augment low flow. The plans calls for a 2,100 foot-wide 300-foot high earth-filled dam and a reservoir on the North Branch of the Potomac near Bloomington in eastern Garrett County.

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The Interstate Commission on the Potomac River Basin recently published a report titled "Potomac River Basin Water Quality Status and Trend Assessment, 1962-1973" which included the following conclusions on surface water quality for the Potomac River and its major tributaries:

- The North Branch headwaters and the major tributaries upstream from Cumberland, Maryland, are highly polluted by acid mine drainage. This problem has escalated in recent years. The high acidity of these waters masks the organic waste contamination problem.
- The water of the Potomac River main stem 10 miles downstream from Cumberland, Maryland, to Great Falls, Maryland, is generally of good quality for recreational purposes and the support of aquatic life.

The report provides detailed water quality analysis for water quality monitoring stations along the Potomac and its tributaries. However, there are no monitoring stations in the immediate vicinity of the project. A comparison of data from the Cresaptown, Maryland, monitoring station (the closest upstream station to the project area) and data from the Williamsport, Maryland, station (the closest downstream station to the study area) does show that the water quality improves significantly in terms of pH, oxygen demanding wastes, and suspended solids between Cresaptown and Williamsport. The stations are far apart and much of the recovery can be attributed to the fact that the Williamsport station is below the confluence of the north and south branches of the Potomac River.



7.7 Vegetation

In the undissected higher elevations and middle slopes of Allegany County, the major forest association is primarily oaks. The prevalence of this association is principally due to the edaphic conditions on the ridges. The compact subsoils (hard pan or fragepan) underlying well-drained surface soils created an environment in the higher elevations that limits the growth of many species which have more exacting moisture requirements than oaks. As a result, the oaks are in nearly pure stands in many areas.

On the steeper slopes where better drained gravelly subsoils usually predominate, a mixed hardwood association of oaks, black locust, and maples is most prevalent. Almost all of the woodlands in the study area are patchy hardwood stands with red, white, chinquapin, and chestnut oaks, red and sugar maples, and black locust being the most prevalent species.

Along the water courses of this area, particularly those entering the Potomac River from the study area, a bottom land forest association is found which is comprised of such major species as red and sugar maples, black locust, sycamore, beech, and some river birch along the river banks. Virginia pine and black locust are very prevalent having successfully invaded many of the open areas associated with abandoned agricultural fields, housing developments, right-of-way, etc. A comprehensive listing of deciduous and coniferous species potentially in the study area is available at the Maryland State Highway Administration.

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## 7.8 Wildlife

In the upland areas, especially the larger unbroken forested tracts of Allegany County, surrounding Cumberland, population of upland wildlife species are fairly high. Such species as the white-tailed deer which require rather large territorial ranges, are able to maintain good populations in the area. Other species present in these upland areas are the wild turkey, gray squirrel, fox squirrel, gray and red fox, ruffed grouse, skunk, rabbits, quail, hawks, owls, woodcock, and a variety of passerine birds.

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The most diverse and abundant wildlife population in this portion of Allegany County are those associated with riverbank areas (riparian communities), and nearby upland areas where large tracts of uncleared forested land exist. These riparian communities support populations of such species as the opossum, raccoon, mice, voles, shrews, muskrat, river otter, mink, and many species of amphibians and reptiles. In addition to these typical riverbottom species, many upland species such as the quail, fox, rabbit, squirrel, and woodcock probably also have moderate to large populations in these areas. Such higher food chain species as the hawks, skunks, and owls probably also frequent these areas.

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The terrestrial ecosystem in and around the study area for the project has come under considerable stress during recent years due to man's developments. The changes have left many areas cleared for housing, industry, transmission line right-of-way, highway corridors, and other uses. In addition, the region has an extensive railroad network that has added to altering and changing

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the wildlife usage in the county. The clearing of the land and the subsequent change in its vegetation and land use has, in some areas, eliminated or altered wildlife habitats and reduced the populations of wildlife being supported by the land. This is the case of the terrestrial ecosystem along the segment of Maryland Route 51 which is under consideration. The ecosystem in this area has a limited number of wildlife species and then only those which depend upon or are tolerant of human activities. Such mammals as the rabbit and squirrel and such game birds as the quail and dove, along with reptiles like the snakes and turtles have been observed or have a high probability of being present within the study area. A comprehensive species list of mammals, birds, reptiles, and amphibians potentially inhabiting the study area and information regarding their status in the region and general habitat requirements is available at the Maryland State Highway Administration.

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#### 7.9 Historical and Archeological Sites

The Chesapeake and Ohio Canal is listed on the National Register of Historic Places but, as previously mentioned, is located outside of the corridor study area. The project will not require right-of-way acquisition from the historic Chesapeake and Ohio Canal. There are no sites listed on the National Register for Historic Places located in the corridor study. Contacts with the Tri-County Council for Western Maryland indicate that there

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are five sites of potential historical significance located along existing Maryland Route 51. These sites, shown in Figure 4 on page I-32, are as follows:

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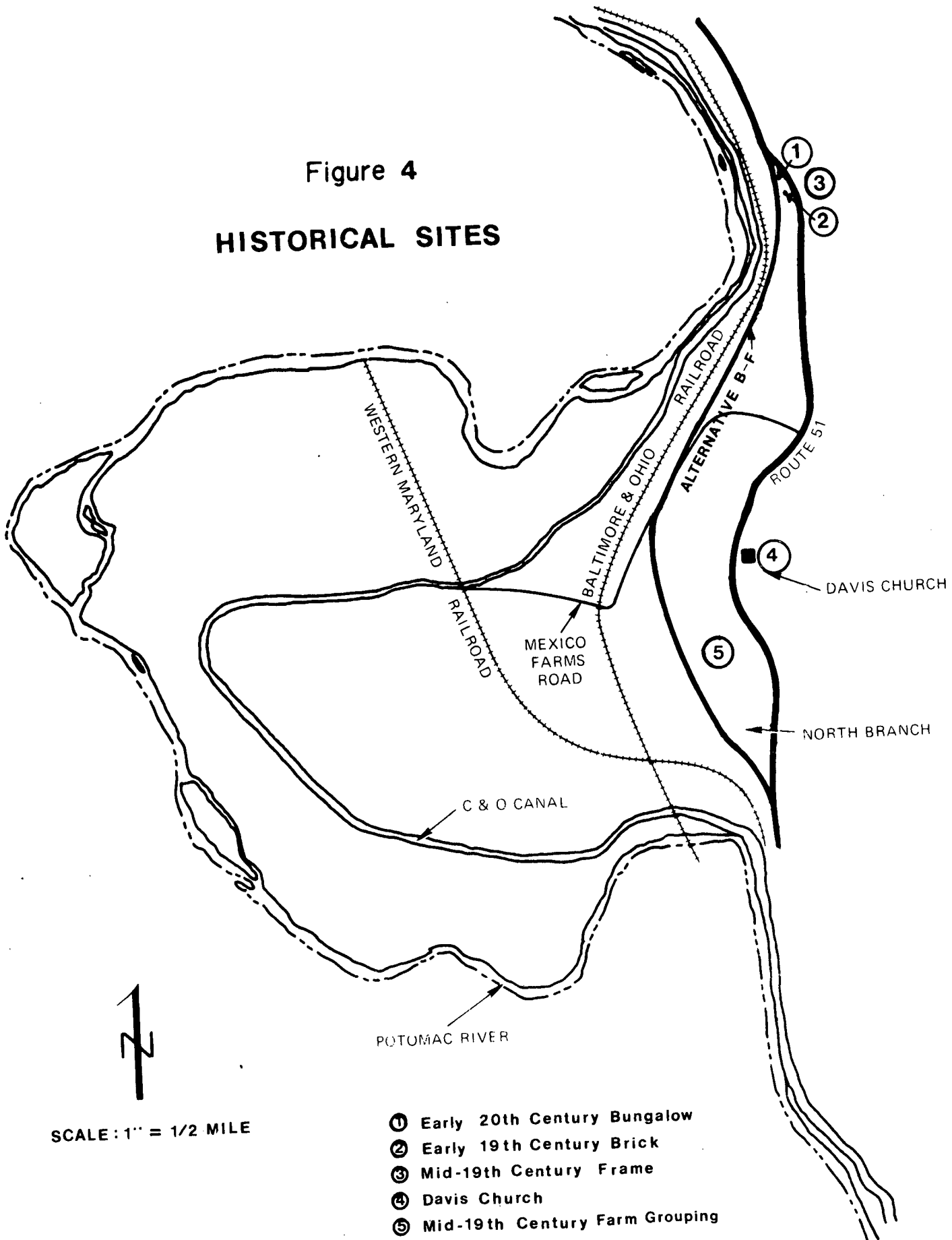
- (1) Early 20th century bungalow house.
- (2) Early 19th century brick house.
- (3) Mid-19th century frame house.
- (4) Davis Memorial Methodist Church.
- (5) Mid-19th century farm grouping.

Correspondence from the Maryland Historical Trust indicates that the Davis Memorial Methodist Church and the 19th Century Farm grouping may possibly be eligible for the National Register. (See Appendix C, page 13.) This correspondence also noted that an alignment other than widening the present alignment would probably not affect these historical sites.

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Correspondence with the State Archeologist of the Maryland Geological Survey shows that there are four areas of potential archeological significance in the project area. (See Appendix C, page 14.) According to reports of the Smithsonian Institution Archeologist, there are two Indian village sites which are located adjacent to the North Branch of the Potomac and two stone mounds located on hill tops above the river. (See Figure 5)

Figure 4  
HISTORICAL SITES



SCALE: 1" = 1/2 MILE

- ① Early 20th Century Bungalow
- ② Early 19th Century Brick
- ③ Mid-19th Century Frame
- ④ Davis Church
- ⑤ Mid-19th Century Farm Grouping

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Figure 5  
ARCHEOLOGICAL SITES

At the request of the Maryland State Archeologist, locations of potential archeological sites are not shown in the report. A map showing locations of these sites is on file at the Maryland State Highway Administration's Office. The State Archeologist's request was honored to reduce the likelihood of vandalism at these reported sites. (See Appendix C, page 14).

8. POPULATION CHARACTERISTICS

Between 1960 and 1970, Allegany County experienced a population decline from 84,169 persons to 84,044 persons. This 0.1 percent decline contrasted with a 26.5 percent increase in population for the state of Maryland during the same period. A natural increase of 4,932 persons was offset by a net outmigration of 5,057 persons from Allegany County between 1960 and 1970.

In 1970 there were 84,044 persons in Allegany County. Of these persons approximately half are located in the cities or towns of Cumberland (29,724), Frostburg (7,327), Westernport (3,106), and Lonaconing (1,572). While the county experienced a 0.1 percent decline in population between 1960 and 1970, the four communities experienced a 9 percent decline in population for the same time period. These figures indicate that there has been a movement away from the cities and towns to surrounding areas. The population density for the county is 197 persons per square mile with much lower densities in most of the county.

The corridor study area for the proposed project is included in the North Branch Election District, which experienced a slight increase in population between 1960 and 1970 from 2,165 persons to 2,181 persons. Based upon 1970 census data, there are no concentrations of minority groups in the North Branch Election District (and consequently in the corridor study area) that could be affected by the subject project as there are only two minority families located in the election district.

In recent years, Allegany County's population growth pattern appears to have stabilized. In fact, as shown above, between 1960 and 1970 the county suffered a slight loss in population. Since 1950, Cumberland, the county seat and main commercial and manufacturing center

in the county, has experienced a significant population decline from 37,679 to 29,724. During this same period, the area to the southwest of Cumberland along U.S. Route 220 and Maryland Route 53 has experienced significant increases in suburban-like residential development. The area along existing Maryland Route 51, southeast of Cumberland, has not experienced appreciable increase in population in recent years, and it is expected that this trend of slight to zero growth in this area will continue.

9. ECONOMIC FACTORS

Table 4 below presents a comparison of median family income for various political subareas. These median income figures were based on 1970 census figures and show that the median family income in Allegany County is well below the median family income for the entire state of Maryland.

TABLE 4

Median Family Income: 1970

<u>Area</u>	<u>Median Income</u>
State of Maryland	\$11,063
Allegany County	\$ 8,036
North Branch Election District	\$ 7,690
Cumberland	\$ 7,782

Source: U.S. Bureau of the Census



The economic base of Allegany County is manufacturing, with retail trade also very important to the local economy. The coal mining sector, once a significant part of Allegany County's economy, has declined in recent years.

In recent years, the unemployment rate for Allegany County has been higher than the statewide unemployment rate. This high unemployment rate, coupled with a relatively high number of non-workers compared to workers (the ratio of non-workers to workers in Allegany County is 1.71 compared to 1.35 for the State of Maryland), indicates that the county's residents have relatively few job opportunities. The economic recession of late 1974 had a particularly devastating effect on the local economy of Allegany County. Layoffs and cutbacks at the larger manufacturing plants have had significant impacts on the welfare of the county's residents. Official unemployment figures for April 1975 showed an unemployment rate of 7.7 percent for the State of Maryland, and 17.3 percent for Allegany County.

In summary, Allegany County's residents are not as well off in terms of income and employment opportunities as the average Maryland resident.

The area to the immediate west of the study area is an industrial area which houses the Kelly-Springfield Tire Company which produces tires, tube, and tread rubber, and the Pittsburgh Plate Glass industries which manufactures plate and float glass. According to 1973 employment figures, these two industries employed 4,282 persons. The recent economic downturn and, in particular, the decline in car sales have affected production in these plants, and employment at the two plants has been severely affected. At the end of 1974, employment at the Pittsburgh Plate Glass Plant was approximately one-half of the employment at the

plant for the previous year. A turnabout of the economy and the recovery of production at these two plants, and the development of a proposed 315-acre industrial area (in the vicinity of Pittsburgh Plate Glass Plant) by the Allegany County Economic Development Company, would establish a firm economic base to reverse the recent decline in the manufacturing sector of the economy of Allegany County.

The property tax for Allegany County is based on an assessed value which is 60 percent of the actual value. The tax rate for the county is \$2.65 per \$100 of the assessed value. The cost per acre of land in the immediate project vicinity in general falls in the \$600 to \$3,000 range. In July 1973, lots in the different sections of the city of Cumberland and surrounding suburban areas sold from \$2,000 to \$8,000. At that time, the building costs for an average six room house were approximately \$18.50 per square foot.

10. PUBLIC FACILITIES AND SERVICES

An 18-inch main conveys water from the city of Cumberland to the Pittsburgh Plate Glass Plant. Approximately 430 people in the Mexico Farms area use an average of 0.02 million gallons per day of treated water from the city of Cumberland which has its source of water from a Pennsylvania location on Evitts Creek. The remainder of water users in the area are served by private wells.

The public facilities in the corridor study area include a volunteer fire department, the Davis Memorial Methodist Church, the Davis Memorial Methodist Church cemetery, and the Saint Mary's Church cemetery. Elementary and secondary educational opportunities are available in Cumberland.

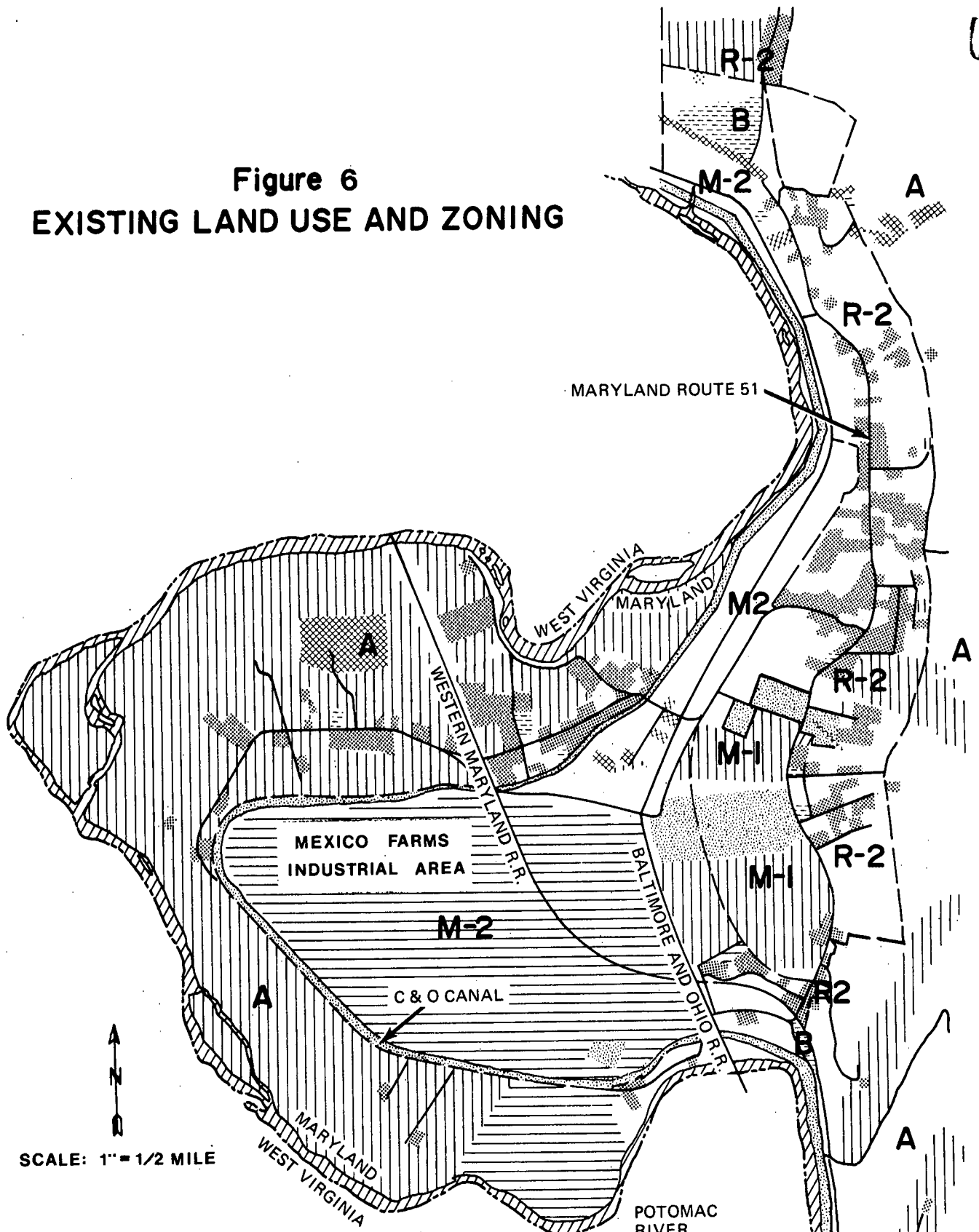
11. EXISTING LAND USE AND ZONING

Existing land use for the study area is shown in Figure 6, on page I-39. The area is characterized by residential development along both sides of existing Maryland Route 51. The housing in this area is predominantly low density, single family, detached residences. There are a few retail outlets along Maryland Route 51 between Davis Church and North Branch as well as two cemeteries and one church. The Fort Cumberland Golf Course, a privately owned 9-hole course with sand greens, is located in the study area. Those portions of the study area classified as agriculture include small mixed non-intensive farming activities such as livestock grazing. The general picture of the study area is a rural area which has a concentration of residences along the major means of transportation access for the area.

North of the project study area, there is increased residential development and commercial strip development along the western side of Maryland Route 51. Immediately to the west of the project study area is the aforementioned Mexico Farms industrial area. The area to the south of the project study area is characterized by scattered residences along Maryland Route 51.








The first county-wide zoning ordinance in Allegany County was adopted on October 20, 1961. It was replaced by a more comprehensive and permanent type zoning ordinance on September 25, 1964. The zoning in the study area is shown in Figure 6, on page I-39. As shown in Figure 6, the area to the west of Maryland Route 51 in the corridor study area is zoned for industrial use and most of the land to the east of Maryland Route 51 is zoned residential. In 1965, a comprehensive Master Plan was prepared for Allegany County.

**Figure 6**  
**EXISTING LAND USE AND ZONING**



SCALE: 1" = 1/2 MILE

**EXISTING LAND USE**

-  RESIDENTIAL
-  COMMERCIAL
-  MANUFACTURING
-  AGRICULTURAL
-  TRANSPORTATION & UTILITIES
-  OPEN SPACE
-  WATER BODIES

**ZONING**

- A AGRICULTURE
- R-1 SINGLE FAMILY RESIDENTIAL
- R-2 MULTI-FAMILY RESIDENTIAL
- B BUSINESS
- M-1 LIGHT MANUFACTURING
- M-2 HEAVY MANUFACTURING

II. THE PROBABLE IMPACT OF THE  
PROPOSED ACTION ON THE ENVIRONMENT

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## II. THE PROBABLE IMPACT OF THE PROPOSED ACTION ON THE ENVIRONMENT

This chapter describes the environmental, economic, and social impacts of the recommended alignment.

### 1. NATURAL, ECOLOGICAL, AND SCENIC RESOURCES IMPACT

#### 1.1 Vegetation

The recommended alignment, Alternate B-F, begins near County Dump Road and follows the existing highway's roadbed for approximately 2,000 feet. This portion of the highway parallels the Baltimore and Ohio Railroad tracks that run along the North Branch of the Potomac River. Since this parcel of land is located along the base of Irons Mountain and is in such close proximity to the railroad tracks and the existing highway, it does not support a very abundant or diverse assemblage of vegetation. The vegetation species in this area are red maple, sugar maple, sycamore, black locust, and staghorn sumac with and undergrowth of goldenrod, blackberry bushes, and multiflora rose.

The Alternate B-F alignment leaves the Mexico Farms Road, swings southeast along a small hill and across the middle of Fort Cumberland Golf Course. The vegetation along this hillside, as previously described, is an upland type association

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comprised of oaks, locust, Virginia pine, and hickory. From this area, Alternate B-F passes through a woodlot/recovering field area. These fields are old abandoned agricultural fields that are now undergoing succession. Vegetation species common to these areas are young cedar, Virginia pine, wild cherry, sumac, locust, maples, and various herbaceous species such as blackberries, honeysuckle, multiflora rose, and goldenrod. All of these tree species are tolerant to direct sunlight and are early successional stage species.

After the proposed route crosses Maryland Route 51, the alignment begins to go up along the base of Irons Mountain. As Alternate B-F passes along the base of the mountain, the highway will pass through an upland soil and vegetation type area. Vegetation species common to this area are northern red oak, white oak, chinquapin oak, chestnut oak, some Virginia pine, and an occasional hickory.

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## 1.2 Wildlife

The lower elevation areas within the project area, vegetated with such species as maples, locust, and sycamores, support rather low populations of wildlife as do the upland areas vegetated with oaks, pines, and locusts. The reasons for this are the close proximity of the existing Maryland Route 51 and of the Baltimore and Ohio Railroad lines, and the rather limited amount of uninterrupted forest in this area. The housing developments and other land uses in this area have greatly altered and disrupted the vegetation cover. There are intermittent cleared fields, abandoned agricultural fields, and various successional stage woodlots, which, along with the limited forest areas, supply suitable

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habitat for such wildlife as rabbit, quail, squirrel, a variety of passerine birds, and smaller mammals such as mice, moles, and shrews. In addition, various reptiles and amphibians may also be found along with an occasional visit from some higher food-chain species such as the hawks, foxes, and skunks. The least weasel, Mustela nivalis allegheniensis, is a species that was declared rare and endangered in the State of Maryland on March 1, 1972. The Cumberland area encompassed by this project is within the territorial range of this endangered species, but the Department of Natural Resources in Cumberland does not have any records of this species being sighted or occurring in the project area.\*

The broken or hiatus arrangement of forest vegetation in this area has greatly reduced the number of wildlife, such as the white-tailed deer, that require large territorial ranges. They are now, at best, infrequent visitors to this area. Due to man's development and increasing use of the area, the wildlife species that are only dependent upon, or tolerant of, man's activity are to be found in the project area.

Of the wildlife present along Alternate B-F from the northern terminus of the project to Mexico Farms Road, the more prevalent species are small mammals such as opossum, rabbit, skunk, a variety of passerine birds, and snakes. Due to the adjacent railroads and Maryland Route 51, these species maintain low populations in this area.

The wildlife present in the abandoned agricultural fields and woodlots along the recommended alternate, after it swings southeast away from the Baltimore and Ohio Railroad, includes such mammals

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\* Personal communication, Department of Natural Resources, Cumberland, Maryland.



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as mice, moles, woodchucks, rabbits, and various passerine birds.

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The woodchucks and rabbits feed on vegetation such as grasses and other herbaceous plant material. Mice are mainly seed eaters, but they also eat small quantities of plant matter. Moles predominantly feed on grubworms and earthworms that they find when burrowing in the ground.

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Since the areas along the recommended alignment is already highly impacted due to the adjacent railroad, Maryland Route 51, and housing developments, it is felt that the low wildlife populations in these areas, that would be displaced, could move into the unaffected areas east of the construction sites or into the Chesapeake and Ohio Canal area across the railroad tracks. The wildlife that moves to these new areas will compete with wildlife in those areas. This competition may result in reduced wildlife populations depending on the carrying capacity of the adjacent areas. The canal area is of similar vegetation as that along the recommended alignment, with red and sugar maples being dominant with sycamore, locust, and beech interspersed throughout. It also has small field and brush areas like those in the project study area.

In the upland vegetation areas, Virginia pine, the oaks, and hickories, are plentiful for food and cover uses, but these tree species are even more abundant in the area to the east of the existing Maryland Route 51. The recommended alignment would require the following acreages of vegetation and wildlife habitat: woodland - 33 acres, grassland -19 acres, agricultural pasture - 27 acres, and 0 acres of wetland.

## 2. SOCIAL IMPACT

As shown in Table 4, on page I-35, the median income for families in the North Branch Election District was \$7,690 in 1970, well below the median income of \$11,063 for the state of Maryland. Based upon the relatively low median income figure, most of the families in the study area appear to be in the low to middle income brackets. The character of the study area is that of a rural area that has residential strip development along existing Maryland Route 51. Except for the end points, Alternate B-F generally swings away from any residential development and would not serve as a divider of any established communities.

With the use of Alternate B-F, the existing two lane section of Maryland Route 51 in the project study area will be retained. Most of the residents in the project study area now have access to jobs, schools, churches, parks, hospitals, and shopping via existing Maryland Route 51. Since existing Maryland Route 51 will be retained, there will be no adverse impact on those elderly and low income residents that would use any public transit along Maryland Route 51 in the future. The conditions for pedestrians, bicyclists, and non-drivers in those residential areas along Maryland Route 51 should not worsen with construction of the project. Most through traffic, particularly industrial vehicles, could be expected to be diverted from existing Maryland Route 51 to the new relocated roadway.

The safety hazards presently associated with industrial trucks meeting stopped school buses on portions of the existing road with poor sight distances should be lessened with the diversion of industrial traffic. As previously discussed, the North Branch Election District has only two minority families. The impact on access for minority families to public facilities will not be adverse. The "No-Build" Alternate would

result in decreased accessibility for all special groups through increases in congestion and travel time and increased safety hazards on existing Maryland Route 51.

By reducing traffic volumes along existing Maryland Route 51, access will be improved for local residents to obtain and utilize facilities and services available to them in the immediate area and in Cumberland. The study area has not experienced significant population growth in recent years, and the completion of the subject project should not result in increased residential development.

### 3. RELOCATION OF INDIVIDUALS AND FAMILY IMPACT

The relocation of families will not result in significant changes in population distribution or density for the area. No significant change is foreseen in the value of adjacent residential properties; however, the value of the commercially and industrially zoned properties may be enhanced somewhat.

Line B-F displaces an estimated fifty-two (52) persons, comprising of twelve (12) families. All of the families are believed to be owner-occupants of the low to middle income bracket. There are no minority groups affected.

There is another dwelling affected by this alignment. This dwelling is owned by the State Highway Administration, and the tenants living in the dwelling are not considered as displaced persons.

One business is expected to be affected by the alignment. The business is a golf course and is expected to discontinue operations. No farms or non-profit organizations are being displaced and functional replacement will not be necessary.

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The availability of comparable decent, safe, and sanitary housing located in the general area and within the financial means of those families being affected is sufficient. Adequate housing for subsequent occupants is also available. Since the general area of the alignment and the surrounding areas are very homogeneous in nature, the movement of the displaced people should have very little, if any, impact on these neighborhoods and communities. Since there is only one business being affected by the alignment, and that business is a golf course, the only consideration here is an "in lieu of" payment and not a replacement site.

After checking with City and County agencies and other State and Federal agencies, the only project of any consequence in the area is the C&O Canal project of the Federal Government. However, the project will not have a significant effect on the housing market. It is estimated that the lead time needed to complete the relocation on this project is 18 to 24 months.

There are no major relocation problems on this project, and the relocation assistance program can be accomplished in accordance with the requirements of the "Uniform Relocation Assistance and Land Acquisition Policies Act of 1970" (Public Law 91-646). Benefits and payments will be provided by the Office of Real Estate District 6 office in Cumberland, Maryland.

A summary of the relocation assistance program of the Maryland State Highway Administration is included in Exhibit 1 on pages II-8 through II-11.

#### 4. ECONOMIC IMPACT

The construction of the 2.89 mile relocation of Maryland Route 51, using Alternate B-F, would improve access to the industrial area in the Mexico Farms area. Two of the largest employers in Allegany

EXHIBIT 1

"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" (P.L. 91-646) and/or the Annotated Code of Maryland, Article 21, Section 12-201 thru 12-209. 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 for 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. In addition, but within the above limits, certain payments may be made for increased mortgage interest costs and/or incidental expenses. 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 displaced residences include actual moving costs up to 50 miles or a schedule moving cost payment 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.

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 moving expenses are limited to a 50 mile radius. In both cases, the expenses must be supported by receipted bills. An inventory of the items to be moved must be prepared, and two estimates of the cost must be obtained. The owner may be paid an amount equal to the low bid or estimate. In some circumstances, the State may negotiate an amount not to exceed the lower of the two bids. The allowable expenses of a self-move may include amounts paid for equipment hired, the cost

EXHIBIT 1 (Cont.)

of using the business's vehicles or equipment, wages paid to persons who physically participate in the move, and the cost of the actual supervision of the move.

When personal property of a displaced business is of low value and high bulk, and the estimated cost of moving would be disproportionate in relation to the value, the State may negotiate for an amount not to exceed the difference between the cost of replacement and the amount that could be realized from the sale of the personal property.

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 re-established, and personal property is not moved but is replaced at the new location, the payment would be the lesser of the replacement costs minus the net proceeds of the sale or the estimated cost of moving the item. If the business is being discontinued or the item is not to be replaced in the re-established business, the payment will be the lesser of the difference between the depreciated value of the item in place and the net proceeds of the sale or the estimated cost of moving the item.

If no offer is received for the personal property, the owner is entitled to receive the reasonable expenses of the sale and the estimated cost of moving the item. In this case, the business should arrange to have the personal property removed from the premises.

The owner of a displaced business may be reimbursed for the actual reasonable expenses in searching for a replacement business up to \$500. All expenses must be supported by receipted bills. Time spent in the actual search may be reimbursed on an hourly basis, but such rate may not exceed \$10 per hour.

In lieu of the payments described above, the owner of a displaced business is eligible 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.

## EXHIBIT 1 (Cont.)

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, with approval of the Federal Highway Administration, 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, but for twelve consecutive months during the two taxable years prior to the taxable year in which it is required to relocate, the owner of the business is 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, 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 a displaced farm may be paid a minimum of \$2,500 to a maximum of \$10,000 based upon the net income of the farm, provided that the farm cannot be established in the area or cannot operate as an economic unit. 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.

In the event adequate 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 will be completed by the State Highway Administration and approved by the Federal Highway Administration before "housing as a last resort" could be utilized. "Housing as a last resort" could be provided to displaced persons in several different ways although not limited to the following:

EXHIBIT 1 (Cont.)

1. An improved property can be purchased or leased.
2. Dwelling units can be rehabilitated and purchased or leased.
3. New dwelling units can be constructed.
4. State acquired dwellings can be relocated, rehabilitated, and purchased or leased.

Any of these methods could be utilized by the State Highway Administration and such housing would be made available to displaced persons. In addition to the above procedure, individual replacement housing payments can be increased beyond the statutory limits in order to allow a displaced person to purchase or rent a dwelling that is within his financial means.

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 person, 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.



County, the Pittsburg Plate Glass Plant, and the Kelly-Springfield Tire Company, are located in this area. Both of these plants suffered production cuts during the recent economic downturn. The recovery of production and employment at these two plants will be, for the most part, dependent on the recovery of the national economy, and in particular, the automobile industry.

The industrial park that is being developed by the Allegany County Development Corporation presently has the necessary power, water, railroads, and highway access to the area via Maryland Route 51. The construction of the proposed dualized relocation of Maryland Route 51 (and more importantly, the completion of Appalachian Corridor O, or the National Freeway) would make the area more desirable for prospective new industry by improving highway access. The only service to the area that is presently lacking is sewerage disposal and treatment. A study is presently underway to provide for combined sewerage treatment, for the new industrial park, the existing Pittsburgh Plate Glass Plant, and the Kelly-Springfield Tire Company.

There are many factors that determine whether or not new industries will relocate to the industrial park, such as utilities, transportation access (rail and highway), development costs for the industries, availability of skilled labor, wage rates, and local amenities for employees. As stated by local development officials, the construction of the subject project should make the area more desirable for prospective industries. Any plant relocation to the proposed industrial park will be dependent on the prospective industry's view of many factors, including transportation access. At this time, it is too early to say how soon, how much, and what will be the character of development in the industrial park.

Highways can serve as a stimulus to the growth of a region by opening up areas that were previously inaccessible. The resultant growth may have significant environmental impacts on an area by in-

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creasing pollutant loads or by converting substantial amount of undeveloped land to useage for man's activities. The completion of the subject project is not expected to result in significant growth (secondary) impacts for the immediate project vicinity or on a regional basis. The construction of Alternate B-F would improve north-south access to the project study area which presently has north-south access via existing Route 51. The subject project is not expected to result in substantial new residential or commercial development. As previously stated, access to existing and proposed industrial areas in Mexico Farms area would be improved. Given the depressed state of the local economy, the completion of the project will be beneficial in terms of making these industrial areas more desirable for prospective industries.

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It should be noted that air pollution regulations for point source emissions have been established to maintain and enhance air quality. Any new industries to the area would have to comply with point source regulation. Discharge permits required for waste discharge to surface waters would minimize water pollution impacts from new industries. In addition, local zoning regulations are in force to control the quality and quantity of industrial development. These regulations will serve to minimize the impact on environmental quality in the event that new industries relocate to the Cumberland area to recharge the sagging local economy.

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There are a few small retail outlets (e. g. , gas station, grocery store) located along existing Maryland Route 51 near the southern limit of the project. To the extent that these businesses are dependent on through traffic as opposed to local travel, the utilization of Alternate B-F would result in reduced volume of sales for the business as most through traffic would be diverted from existing Maryland Route 51. The nature of these businesses and the low traffic volumes below the southern end of the project indicate that a large percentage of their business is based on local travel and that the utilization of Alternate B-F would not force them out of business.

The impact of the subject project on the tax base of Allegany County will be of a small magnitude. Based on preliminary estimates of property value for the right-of-way taking, the assessed value of the land to be taken will be less than 0.1 percent of the assessed value of real property for Allegany County.

One business, the Fort Cumberland Golf Course, will be affected by Alternate B-F.

Based on reports from the Maryland Geological Survey, there are no known commercial deposits of coal, gas, limestone, or sandstone in the study area for the subject project.

5. AIR QUALITY IMPACT

A detailed air quality analysis is available for review at the Maryland State Highway Administration. The following summarizes the detailed air quality analysis.

The subject project is located in Cumberland-Keyser Interstate Air Quality Control Region (AQCR). For the Cumberland-Keyser Interstate Air Quality Control Region, the priority classification is as follows:

<u>Pollutant</u>	<u>Priority</u>
Particulate Matter	I
Sulfur Oxides	I
Nitrogen Dioxide	III
Carbon Monoxide	III
Photochemical Oxidants (Hydrocarbons)	III

The most recent air quality data from the Cumberland City Hall, located approximately 2.4 miles northwest of the northern terminus of the project, show that the national primary standards for suspended particulates and the primary 8-hour standard for carbon monoxide were exceeded in 1973.

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To estimate the air quality impact for the subject project, projections of 1-hour and 8-hour concentrations of carbon monoxide were made for the project completion date (1978) and for 20 years after the project completion date 1998 using the computer model HIWAY that has been developed by the Environmental Protection Agency.

The worst case meteorological conditions were assumed for all cases. The Maryland Bureau of Air Quality Control carried out a study in 1970. This study contained wind speed and direction data for a 1½ year period to be used in analyzing the air quality of Allegany County. The data were not used as "most probable" data since wind direction data tabulated at Cumberland City Hall and Sacred Heart Hospital, both in Cumberland, show variance in predominant direction by season and annually. The rugged topography of the area indicates frequent changes in wind direction between locations that are in close proximity to each other. This report has assumed the worst case of parallel winds with the actual direction of the wind varying for a particular alternative.

Data on wind speed were not available. A "worst case" wind speed of 2 meter/second from 12:00 p. m. to 5:00 p. m. and 1 meter/second after 5:00 p. m. was assumed, except for the peak hour of 4:00 p. m. to 5:00 p. m. where a wind speed of 1 meter/second was used. For all projections, a wind blowing approximately parallel to the particular roadway section was assumed. A worst case stability class of D from 12:00 p. m. to 5:00 p. m. and a stability class of F from 5:00 p. m. to 12:00 p. m. were assumed, except for the peak hour of 4:00 p. m. to 5:00 p. m. where a stability class of F was used.

Estimates for the background levels of carbon monoxide were made using the following formula:

1978

Background (1-hour or 8-hour)

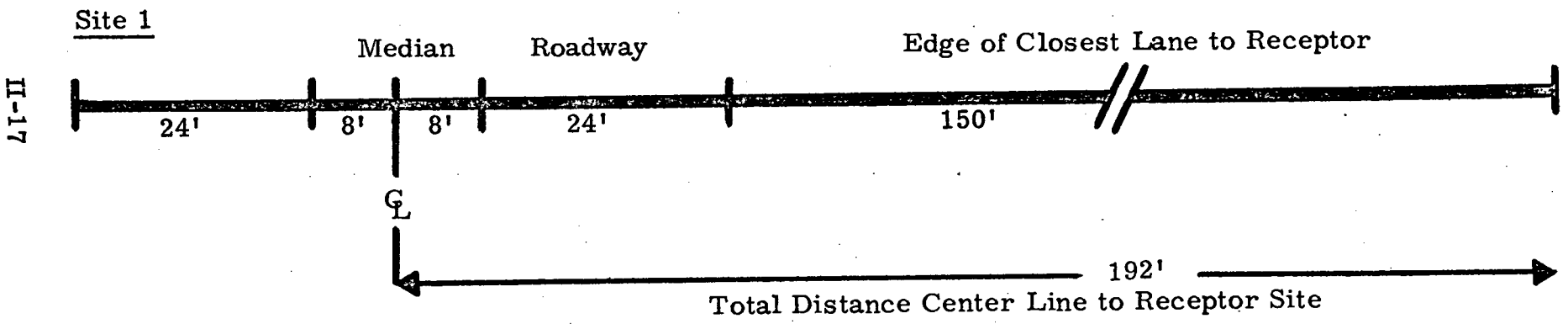
$$= \frac{\text{Emission Factor 78} \times \text{growth factor (73-78)}}{\text{Emission Factor 73}} \times \text{1973 maximum 1-hour or 8-hour concentration}$$

1998

Background (1-hour or 8-hour)

$$= \frac{\text{Emission Factor 98} \times \text{growth factor (73-98)}}{\text{Emission Factor 73}} \times \text{1973 maximum 1-hour or 8-hour concentration}$$

The emission factor was calculated according to Environmental Protection Agency Report AP-42, Compilation of Air Pollution Emission Factors. An annual growth factor of 3 percent was used. The maximum 1-hour and 8-hour carbon monoxide concentration from Cumberland City Hall was used for the analysis. The background concentration (a maximum concentration which very probably overstates the actual background) was summed with the predicted concentration of the recommended alignment to provide a maximum total concentration at a site along the alignment. The results of the analysis are presented in Table 5 on page II-18 and the location of the air quality estimation site with respect to the roadways is shown in Exhibit 2 on the following page.



Distance to Air Quality Sites

EXHIBIT 2

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TABLE 5

Carbon Monoxide Concentration Along  
Recommended Alignment Alternate B-F

	<u>Background Concentration</u>	<u>Facility Concentration</u>	<u>Total Concentration</u>
<u>1978</u>			
1-Hour	11.5	.63	12.13
8-Hour	7.1	.37	7.47
<u>1998</u>			
1-Hour	4.3	.13	4.43
8-Hour	2.6	.08	2.68

Neither the carbon monoxide 1-hour standard of 35 ppm or the 8-hour standard of 9 ppm will be exceeded for 1978 or 1998. With improved emission control efficiency, the 1998 1-hour concentration of carbon monoxide is estimated to be less than 40 percent of the 1978 concentrations.

In terms of possible congestion points (i. e., intersections), the intersecting road that is expected to carry the highest traffic volume is the access road to Kelly-Springfield which is projected to have a peak-hour traffic volume of 260 vehicles in the year 1998. This intersection will be a three-way, unsignalized intersection with vehicles that pass from the access road yielding to vehicles on the new facility. For purposes of analysis, we have assumed an average running speed of 5 m. p. h. for vehicles using the access road and an average running speed of 45 m. p. h. for the recommended alignment, Alternate B-F. The projected 1-hour CO concentration at the edge of the right-of-way near this intersection (150 feet from the center of the intersection) is 13.2 ppm

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in 1998 (background 11.5 ppm) and 4.7 ppm in 1998 (background 4.3 ppm) which is well below the National Primary Standards, and the projected 8-hour concentration of CO in 1978 is 8.1 ppm (background 7.1 ppm) which is below the 8-hour standard. Here it is important to note that although this analysis has assumed an artificially high background concentration, the standards will not be exceeded as is to be expected with the low traffic volumes utilizing the facility. A schematic of this intersection is presented in Exhibit 3 on page II-20.

As the subject project is located in the Cumberland-Keyser Interstate Air Quality Control Region, it is necessary to evaluate two characteristics of the proposed project when determining consistency with the State Implementation Plan: microscale carbon monoxide levels and the impact of construction activities.

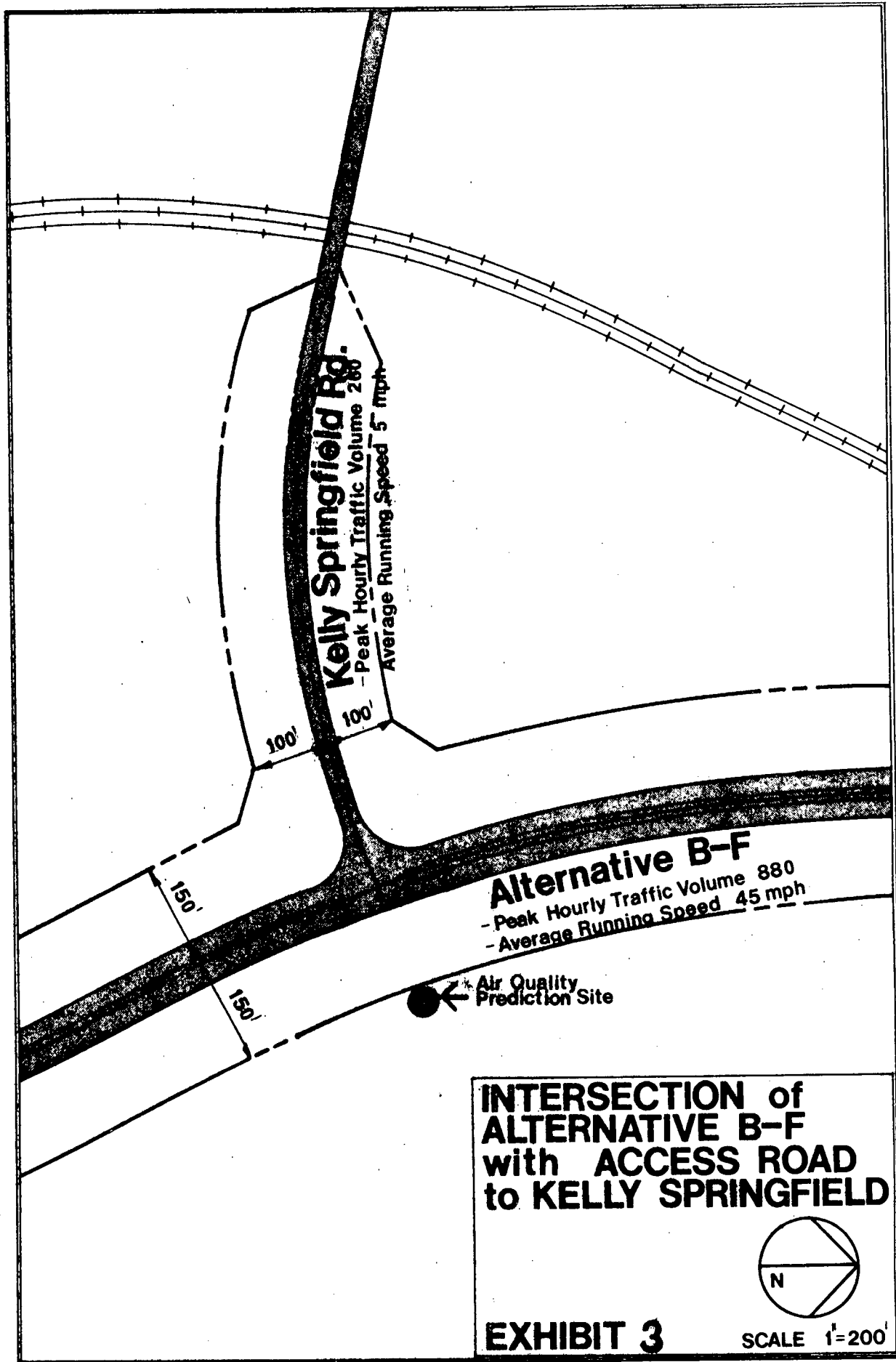
The project Air Quality Analysis assessed the microscale carbon monoxide impact of the facility. This analysis determined that no violation of state or federal ambient air quality standards for carbon monoxide will occur adjacent to the project during the completion and design years. As a result of this conclusion, the project is considered consistent with this aspect of the State Implementation Plan (see page C-1A).

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The consistency of the project in relation to construction activities was addressed through consultation with the Maryland Bureau of Air Quality and Noise Control. The State Highway Administration has established Specifications for Materials, Highways, Bridges, and Incidental Structures which specify procedures to be followed by contractors involved in state work. The Maryland Bureau of Air Quality and Noise Control has reviewed these specifications and has found them consistent with the Regulations Governing the Control of Air Pollution in the State of Maryland.



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6. NOISE IMPACT

The following terms are defined to give the general reader of this report an understanding of the basic terms used in this section:

- Design Noise Level—the noise levels established by the noise standards set forth by the Federal Highway Administration for various land uses or activities to be used for determining traffic noise impacts and the assessment of the need for the type of noise abatement measures for a particular highway section.
- Decibel (dB)—a logarithmic "unit" that indicates the ratio between two powers. A ratio of ten in power corresponds to a difference of ten decibels.
- dBA—the sound pressure levels in decibels measured with a frequency weighting network corresponding to the "A-Scale" on a standard sound level meter. The A-Scale tends to suppress lower frequencies (e. g. , below 1,000 HZ).
- L<sub>10</sub>—the sound level that is exceeded or equaled 10 percent of the time (the tenth percentile) for the period under consideration. This value is an indicator of both the magnitude and frequency of occurrence of the loudest noise events.
- Ambient Noise Level—the existing noise level in an area composed of noise from all sources within the area. This quantity is measured in dBA and expressed L<sub>10</sub> or L<sub>50</sub> ambient noise levels.
- Noise Control Measures—any of a number of means to attenuate noise including: walls, acoustic fences, earth mounds (berms), depressing the roadway, etc.

Analysis of the Acoustic Impact from this project has been conducted in accordance with the procedures set forth in Federal Aid Highway Program Manual 7-7-3 (referred to hereafter as FHPM 7-7-3), "Noise Standards and Procedures."

This analysis of noise has been conducted through the following steps:

1. Identification of areas which are sensitive to noise and may be impacted by noise from this highway.
2. Measurement of ambient noise levels.
3. Prediction of design year traffic generated noise levels.
4. Analysis of noise impact on noise sensitive areas.
5. Identification of the need for noise abatement measures and feasibility of construction.

FHPM 7-7-3 has established noise design noise levels for varying land use areas, expressed in terms of an L<sub>10</sub> noise level. These design noise levels are presented in Exhibit 4 on page II-26.

The following is a description of the eleven noise sensitive sites for the recommended alignment.

1. County Dump Road—Seven residences south of County Dump Road on east side of existing Maryland Route 51. All houses are 60' above road level. This elevation attenuates some of the traffic noise. The existing noise environment consists of traffic noise, natural noise such as birds, insects, wind and railroad related noises.
- ✓ 2. Route 51—A single residence approximately 2,000' south of County Dump Road. Another residence is located 300' further south, but it is abandoned. The existing noise environment consists of traffic noise. Both are considered historically significant buildings.
- ✓ 3. Route 51—Residences and apartments 800' to 1,800' north of Mountain Lane on east and west side of existing Maryland Route 51. Traffic noise comprises the existing noise environment.

- 4. Sunshine Drive—Twelve residences located on Sunshine Drive. Sunshine Drive is a dead end street and not much traffic noise is experienced and railroad related noise comprise the existing noise environment.
- 5. Mexico Farms Road—Three residences on the northeast and northwest sections of the intersection between Mexico Farms Road and Myers Road. Due to low traffic volumes little traffic noise is experienced. Natural noises such as birds, insects, wind and railroad noises predominate.
- 6. Mexico Farms Road—Same as noise sensitive area 5 except this is a single residence 300' west of the intersection of Mexico Farms Road and Myer Road.
- 9. St. Mary's Cemetery—Cemetery 300' west of existing Maryland Route 51. Traffic noise and natural noises such as birds, insects and wind predominate.
- 13. Route 51—A farm 600' west of existing Maryland Route 51. A slight natural earth berm serves to attenuate the noise level from existing Maryland Route 51. Farm related noises and natural noises such as birds, insects and wind dominate existing noise environment.
- 15. Route 51—A single residence 1,000' north of the industrial park entrance on the east side of existing Maryland Route 51. This residence is approximately 10' above road level. This elevated condition attenuates the noise level to a degree. Traffic noise and railroad related noise dominates the existing noise environment.
- ✓ 16. Route 51—A single residence 400' west of existing Maryland Route 51 on the road to the fire department. Traffic noise and railroad noise dominates the existing noise environment.
- ✓ 17. Volunteer Fire Department—Three residences opposite the volunteer fire department building. Due to low volumes of traffic, natural noises such as birds, insects, wind and railroad related noise dominate the existing noise environment.
- ✓ 18. Route 51—Residential area on the west side of existing Maryland Route 51, south of Messick Road. Traffic and railroad noise dominate the existing noise environment.

Existing noise (ambient) levels were measured at these eleven sites. Predictions of future noise levels for the year 2000 were then made for all build alternatives and the results of these predictions were compared to the existing ambient noise levels. The following traffic data was used for the prediction of future noise levels:

	<u>Year 2000</u>
	<u>Alternate B-F</u>
1. Average Daily Traffic	
North of Mexico Farms Road	15,350
South of Mexico Farms Road	12,725
2. Design Hour Volume	16%
3. Percentage of Trucks	7% of Design Hr. Vol.
4. Operating Speed	40 m. p. h.

All predictions were made utilizing the Maryland State Highway Administration's model based upon a prediction method presented in National Cooperative Research Program Report #117.

Based on these projections, noise level contours were prepared for the alternate. The maps showing the contours for Alternate B-F (the recommended alignment) and the noise sites that are sensitive for this alternate are shown in Figures 7 through 9, on pages II-27 through II-29.

The impact assessment (shown in Table 6 on page II-30) of noise levels takes into account two criteria to assess the impact: (1) a comparison of predictive future noise levels with the standards shown on page II-26, and (2) increases in noise levels above existing noise level. The

future noise level at a particular site may not exceed the design noise levels but the increase in noise levels may in itself result in a significant impact. The criteria used for determining significant increases are as follows:

- Increase of 5dB or less —negligible increase
- Increase of 6 to 10dB —minor increase
- Increase of 11 to 15dB —significant increase
- Increase greater than 15dB —severe increase

For each of the sites a detailed analysis was carried out to determine whether or not barriers would be effective and/or feasible at those sites where predicted future noise levels at a site indicated that the site would experience significant increase or absolute high noise levels (as compared to design noise levels).

The analysis of abatement measures were based on the criteria that where possible control measures should be provided to minimize increases over ambient levels to less than 10dB as a 10dB increase is subjectively recognized as a doubling of noise levels. These measures may take the form of an earth berm or mound, acoustic fence or wall or combination of both. Planting trees and shrubs can result in up to a 10dB noise reduction; however, the vegetation must be 70-100' in depth, extremely dense and at least 15' in height. The last method would require additional right-of-way and total cost of plant materials is not generally a feasible method of noise control. The feasibility of barriers takes into account total costs and net benefits of barriers.

EXHIBIT 4

Design Noise Levels

Noise Level\*

Land Use Category

60dBA

Tracts of land in 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. For example, such areas could include amphitheatres, particular parks or portions of parks, or open spaces which are dedicated or

60dBA (cont.)

recognized by appropriate local officials for activities requiring special qualities or serenity and quiet.

70dBA

Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, picnic areas, recreation areas, playgrounds, active sports area, and parks.

75dBA

Developed lands, properties or activities not included in above categories.

unlimited

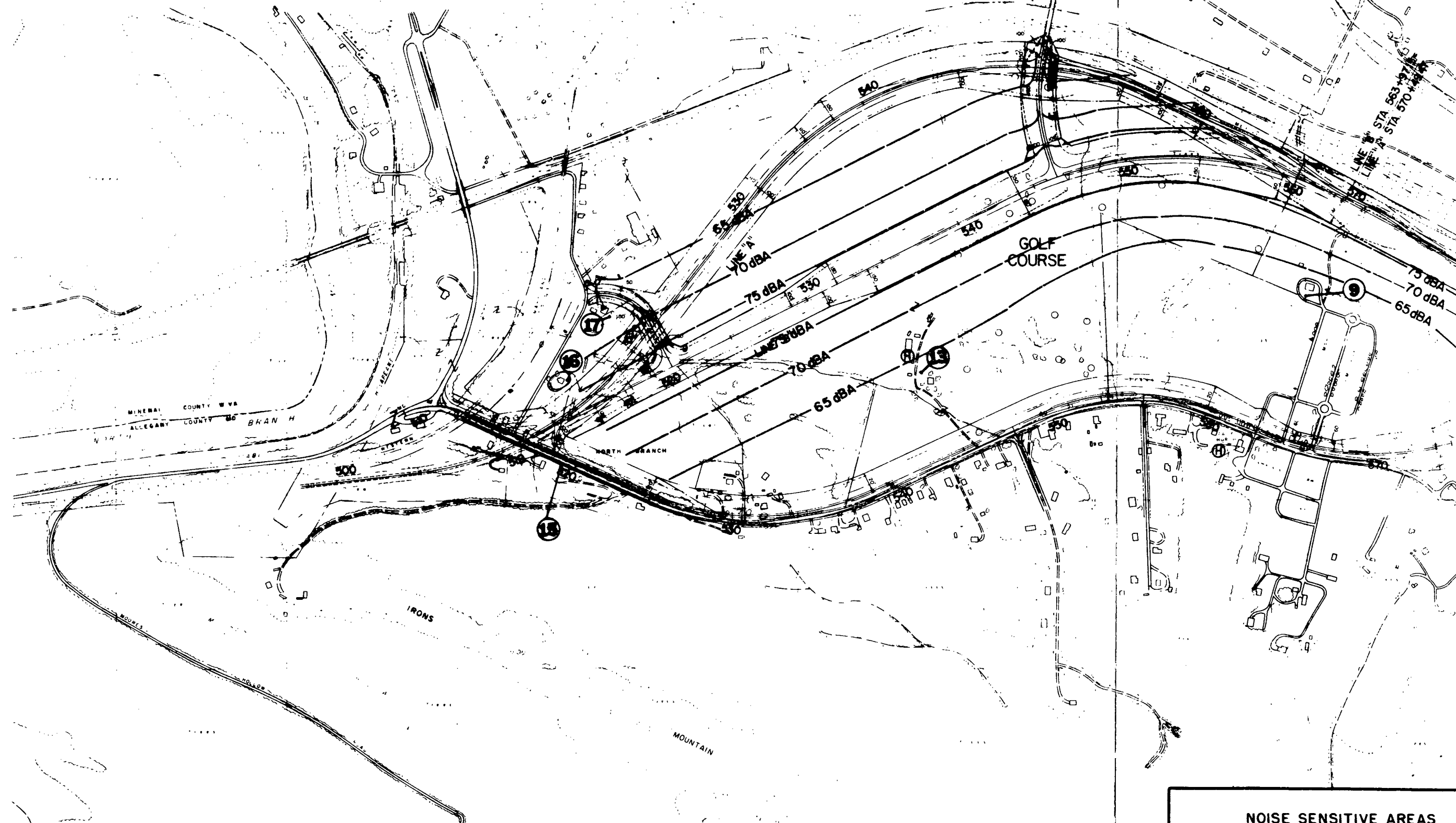
Undeveloped lands.

55dBA  
(Interior)

Public meeting rooms, schools, churches, libraries, hospitals, and other such public buildings.

\* All noise levels expressed as L<sub>10</sub> on the A scale.

Source: Federal Aid Highway Program Manual, 7-7-3: "Noise Standards and Procedures."



NOISE SENSITIVE AREAS  
AND NOISE LEVEL CONTOURS

ALTERNATE B

SCALE 1"=600' 11-27 FIGURE 7

N 645,000

N 645,000

N 645,000

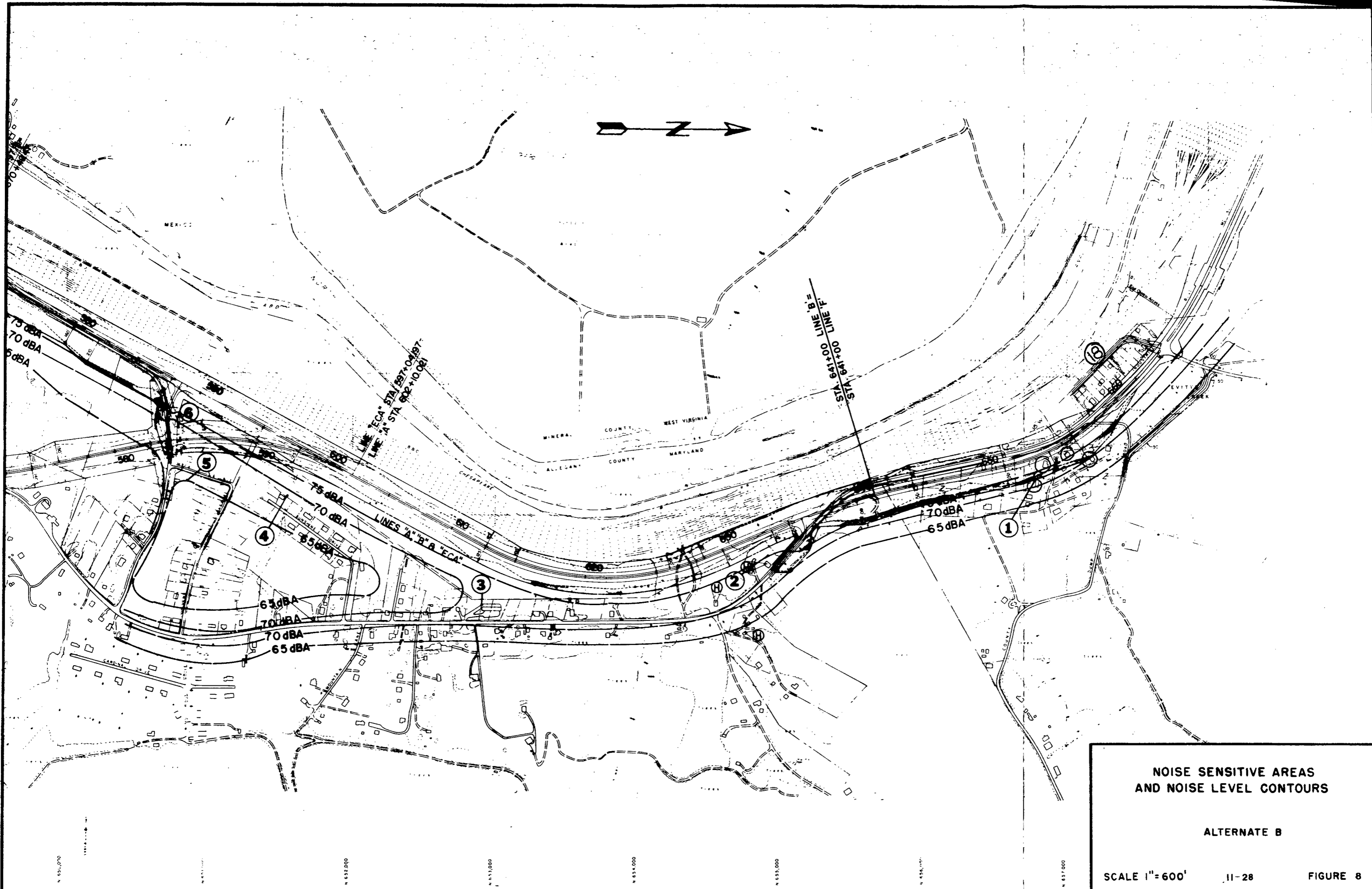
N 645,000

N 645,000

N 645,000

N 645,000





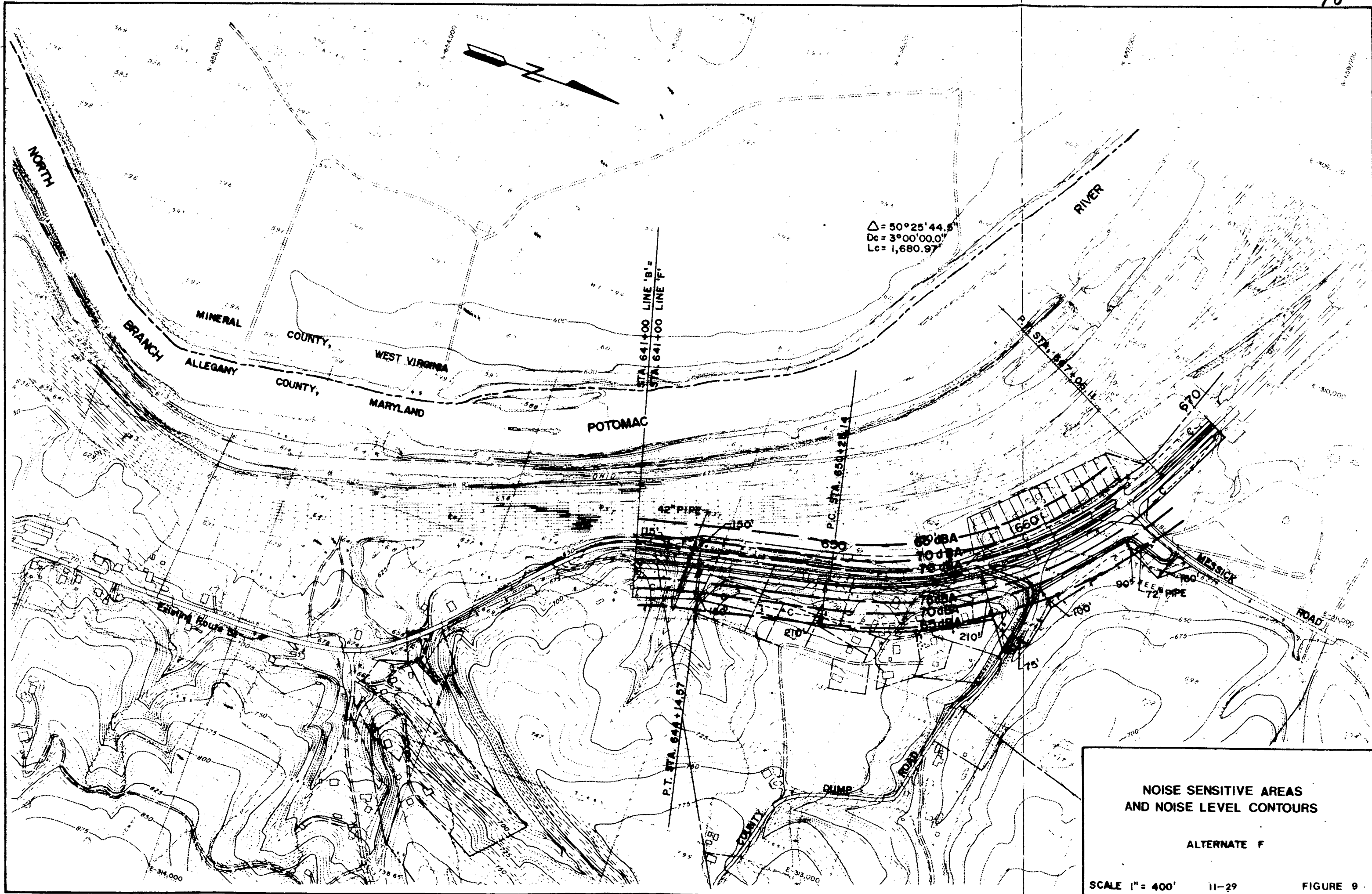
**NOISE SENSITIVE AREAS  
AND NOISE LEVEL CONTOURS**

**ALTERNATE B**

SCALE 1" = 600'

11-28

FIGURE 8



**NOISE SENSITIVE AREAS  
 AND NOISE LEVEL CONTOURS**  
 ALTERNATE F  
 SCALE 1" = 400'    11-29    FIGURE 9

4-3-75

# ALTERNATE B-F

TABLE 6

COMPARISON OF PREDICTED NOISE LEVELS WITH AMBIENT AND DESIGN GOALS (FHPM 7-7-3)  
 All figures in decibels on the A Scale dBA.

NOISE ENS. AREA	LAND USE	AMBIENT L <sub>10</sub>	DESIGN YR. L <sub>10</sub> (2000)	CHANGE IN L <sub>10</sub>	RELATION TO DESIGN GOAL	ASSESSMENT
1	Residential	45	73 71	+28	+3	Severe increase exception to be requested
1A	Residential	45	63	+18	-7	Severe increase Barrier not feasible
✓ 2	Historic and Residential	73	76 68	+3	+6	Negligible increase Barrier feasible
✓ 3	Residential	59	72 65	+13	+2	Significant increase Barrier feasible.
4	Residential	43	69 62	+26	-1	Severe increase Barrier not feasible
5	Residential	53	65 58	+12	-5	Significant increase Barrier not feasible
✓ 6	Residential	57	74 66	+21	+4	Severe increase Exception to be requested
9	Residential	42	56 50	+14	-14	Significant increase No barrier will be provided
13	Residential	44	64 56	+20	-6	Severe increase No barrier will be provided
15	Residential	65	73 65	+8	+3	Minor increase Exception to be requested
✓ 16	Residential	51	71 64	+20	+1	Severe increase Barrier feasible
✓ 17	Residential	50	68 61	+18	-2	Severe increase Barrier feasible
18	Residential	68	79 71	+11	+9	Significant increase Exception to be requested

Table 7 below summarizes the impacts of the recommended alignment.

TABLE 7  
Summary of Noise Impacts

<u>Alt.</u>	<u>Total Noise Sensit. Areas</u>	<u># of Design Noise Level Violations</u>	<u>Except. Needed</u>	<u>Severe Increases</u>	<u>Sign. Increases</u>	<u># of Areas for Abtmt. Measures</u>
B-F	13	7	4	7	4	4

Source: Maryland State Highway Administration

For those areas where "exception to be requested" is noted, the basis for this is that noise control measures (barriers) either are not physically possible or the costs versus benefits obtained are not justifiable. The areas with "barrier feasible" denoted indicate where barriers will be incorporated in the design plans for the recommended alternate. Noise control measures will be studied to provide a reduction of design year noise levels to below the FHWA design noise level as a minimum reduction. These barriers will be studied in greater detail during the design stage of the project.

7. WATER QUALITY

There are five small intermittent streams in the project study area. These streams in general run perpendicular to the recommended alignment. All of these five streams and streams to the north and south of the project area follow natural drainage patterns and ultimately drain into the North Branch of the Potomac; however, since the historic Chesapeake and Ohio Canal was constructed to the east of the North Branch, the initial point of discharge of streams has been into the canal.

Natural drainage patterns will be retained throughout the project. The drainage structures for the project will consist of one box culvert near the southern end of the project with Alternate B-F and concrete pipes at other points along the length of the project.

The recommended alternate would not result in the alteration of stream courses or stream flow by re-channeling or impoundment of a stream or any other modification of a stream or body of water.

The 1974 Maryland Watershed Progress Report of the Soil Conservation Service for PL-566 upstream watershed project lists no potential or existing water impounding structures in Allegany County. This inventory considers impoundment (farm ponds are not included) that have a drainage area of at least one square mile with a surface area exceeding 12 acres and at least a 10-foot maximum depth at dam. There is one small farm pond in the southern portion of the project which will not be directly affected by the project, although there will be some indirect impact due to siltation.

8. HISTORICAL AND ARCHEOLOGICAL RESOURCES IMPACT

8.1 Historical Resources Impact

It can be expected that no effect will develop on the Chesapeake and Ohio Canal because of construction of the project (see page C-2). To the southwest of the project is the designated site at North Branch, which presently provides an information board describing the canal and parking spaces. From coordination with the National Park Service, it is anticipated that they will restore this part of the canal and locks to working order for demonstration-type

exhibits for the public. The increased utilization of the park will be more dependent on publicity efforts to familiarize the public with the historic aspects of the canal and development of the areas surrounding the park than on any improvements in access that this project will provide. The increased accessibility to the industrial areas with the highway improvements may have an indirect effect on the North Branch site if increased number of industrial trucks utilize the access road to Mexico Farms industrial park that passes north of the North Branch site. This effect will be mitigated by the improved access that Alternate B-F will provide to Mexico Farms Road.

Alternate B-F will not require a taking from any of the five historical sites noted on page I-31. The location of the historical sites in relation to Alternate B-F is shown in Figures 11 through 13 on pages III-9 through III-11. Historical sites (1) early 20th Century bungalow house and (2) early 19th Century brick house (abandoned) are grouped together as noise site 2. For Alternate B-F, the noise impact on site 2 has been determined to be negligible. For the purposes of this project, the Davis Memorial Church and the 19th Century farm grouping were considered to be eligible for inclusion on the National Register for Historical Places. The Maryland Historical Trust has concurred that Alternate B-F has no effect on historic sites (see Appendix C, page 1).

8.2 Archeological Resources Impact

Correspondence with the State Archeologist of the Maryland Geological Survey indicated that there were four areas of potential archeological significance in the project area (see Appendix C, page 14) and that an archeological survey of the area should be performed. The four areas of concern were two Indian Village sites located on hilltops above the river. In response to this request, an archeological reconnaissance was conducted along the project alternatives to determine the impact of the project alternatives on these four sites as well as any other sites of archeological significance found during the reconnaissance.

During the reconnaissance, 36 checks of archeological sites were performed. These types of checks were recognized— a negative check, a positive check, and a cautionary check. A negative check indicated that there was no evidence of archeological resources in the area surveyed. A cautionary check required caution in construction activities with the possibility of uncovering hidden archeological features present. A positive check required an additional "intensive archeological survey" to determine the number and extent of resources present.

The archeological survey of Alternate B-F resulted in 35 checks of which 1 was positive, indicating the presence of archeological features, 8 checks were cautionary indicating possibility of sites in the vicinity, and 25 were negative indicating probable absence of archeological features.

The positive check that was made along Alternate B-F is an abandoned wagon road and culvert near the southern end of the project. The Maryland State Historical Trust has determined that the proposed highway project will not have an effect on the abandoned road and culvert and that the road and culvert do not possess significance to be considered as 4(f) lands. As previously stated, the recommended alignment, Alternate B-F, has a total of 8 cautionary checks. A detailed archeological survey will be conducted prior to construction to determine what archeological resources are available at these cautionary checks. If artifacts are discovered, they will be salvaged and given to the Maryland State Archeologist.

9. FLOOD HAZARD EVALUATION

The corridor study areas does not fall within the flood prone area of the North Branch of the Potomac River for a 100-year flood as calculated by the United States Geological Survey. Therefore, Alternate B-F would not encroach on the floodplain. In the northern portion of the corridor area, the North Branch of the Potomac River parallels existing Route 51 for approximately 4,000 feet. In the northern portion, the tracks of the Baltimore and Ohio Railroad lie between Alternate B-F and the eastern limit designated for the 100-year flood of the North Branch of the Potomac. From this point, the river meanders to the west and then to the east and returns to parallel existing Maryland Route 51 south of North Branch.

10. LAND USE IMPACT

Alternate B-F will require 98 acres of land. The existing land use required by the alternate consists of 6 acres of commercial



residential, 27 acres of agricultural land, 13 acres of residential usage and 52 acres of woodland. These estimates are rough and are based on existing land use maps prepared by the Allegany County Zoning Commission. The woodland category is a catch-all category for land that does not fall into other categories. In the project area, the category woodland includes undeveloped, cleared land; scrub brush areas; and some treed areas. The land is generally undeveloped. The commercial/recreational includes the land required from the Fort Cumberland Golf Course. The agricultural land is, for the most part, land that has potential for livestock grazing but that is not being extensively used for agricultural purposes at this time.

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As previously discussed, the trend of population growth in the project study area has been stable in recent years and there does not seem to be demand for residential properties in this area with or without the project.

Although industrial development efforts at present seem concentrated in the Mexico Farms area, the completion of the project could possibly make some of the land zoned industrial to the west of existing Maryland Route 51 more attractive to small industries. The main impact of the project on land use will be the conversion of 98 acres of varying types of land use to highway usage. There do not appear to be trend pressures for land development in this area that the completion of the project would further stimulate. As previously discussed, of the 98 acres affected, a large portion is in the woodland category which is predominantly undeveloped land.

11. CONSTRUCTION IMPACTS

Alternate B-F will have construction-related impacts near the northern and southern ends of the project. Residences in these areas would experience construction noise, dust, fumes, and potential traffic reroutings during construction. Alternate B-F swings away from residential areas at points other than the termini and the main impacts there will be associated with removal of topsoil. Any highway construction project would result in these impacts. These impacts will be of a short-term nature and as discussed in Chapter IV, "Probable Adverse Impacts Which Cannot Be Avoided," on pages IV-1 through IV-3, there are standard procedures required of contractors to mitigate and minimize these impacts.

During the construction phases of this project, noise generated by construction equipment will impact noise sensitive areas previously discussed. Information regarding noise levels from construction equipment such as bulldozers, earthmovers, scrapers, etc. is limited, and no prediction methods are currently available to assess the impact. A listing of noise levels measured for various types of construction equipment is presented in Table 8 on page II-38. These levels are based upon limited measurement data and will vary depending on age and maintenance of equipment. There will be unavoidable periods of annoyance for the duration of the construction of this project. Consideration will be given to construction requirements to confine impacts to specific hours and temporary noise control measures where warranted.

The consistency of the project in relation to air quality effects of construction activities was addressed through consultation with the Maryland Bureau of Air Quality and Noise Control. The State Highway Administration has established Specifications for Materials, Highways,

TABLE 8

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Construction Equipment Noise Ranges

		Noise Level (dBA) at 50 Feet					
		60	70	80	90	100	110
Equipment Powered by Internal Combustion	Earth Moving	Compactors (Rollers)			75-80		
		Front and Loaders			75-85		
		Backhoes			75-90		
		Tractors			75-95		
		Scrapers, Graders			80-90		
		Pavers				85-90	
		Trucks				85-100	
Equipment Powered by Internal Combustion	Materials Handling	Concrete Mixers			75-90		
		Concrete Pumps				80-85	
		Cranes (Movable)			75-85		
		Cranes (Derrick)				85-90	
Equipment Powered by Internal Combustion	Stationary	Pumps		70-75			
		Generators			75-85		
		Compressors			75-90		
Impact Equipment		Pneumatic Wrenches			85-90		
		Jack Hammers and Rock Drills			85-95		
		Pile Drivers (Peaks)				95-105	
Other		Vibrator		70-80			
		Saws			75-85		

NOTE: Based on limited available data samples.

Source: Maryland State Highway Administration.

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Bridges, and Incidental Structures which specify procedures to be followed by contractors involved in state work. The Maryland Bureau of Air Quality and Noise Control has reviewed these specifications and has found them consistent with the Regulations Governing the Control of Air Pollution in the State of Maryland (see page C-37).

III. ALTERNATES

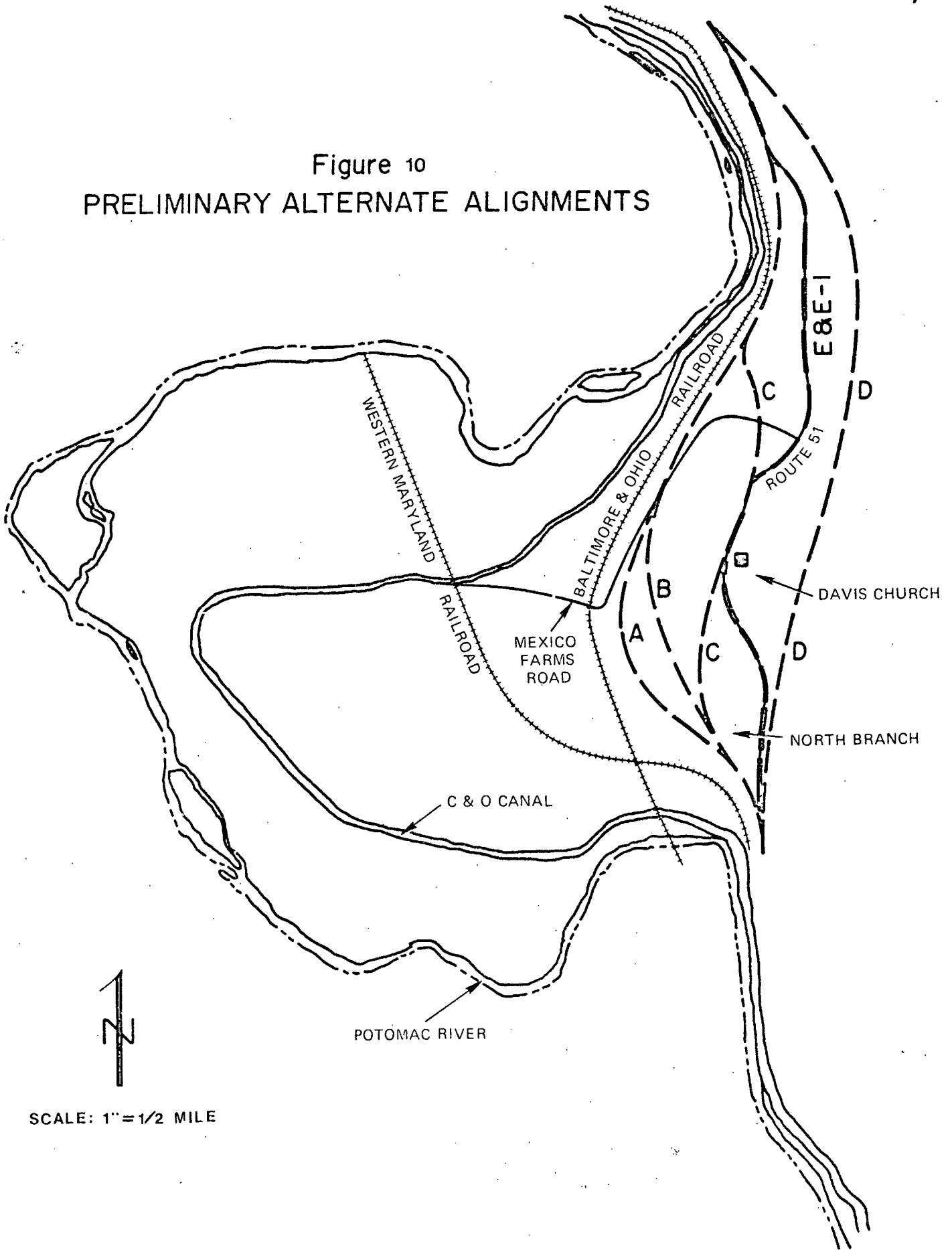
III. ALTERNATES

Originally, seven alternate alignments (A, B, C, D, E, E-1, and ECA) and the "No-Build Alternate" were considered as possible locations. Given the low residential density of the project area and even less developed areas to the south of the project area, mass transit was not considered as an alternative for meeting transportation needs of the area. The general location of these seven alignments is shown in Figure 10, on page III-2. Based on the initial review of the eight alternates, four relocation alignments, A, B, E-1, ECA and the "No-Build Alternate" were retained for further detailed study. After review of the comments raised at the interim alternate location public meeting that was held for the subject project on November 20, 1974, at the Allegany Community College in Cumberland, Maryland, Alternate E-1 was dropped from further study. As a result of comments expressed at the public meeting held for the subject project on July 31, 1975, a revision at the northern terminus of the project, designated as Alternate F, was developed.

1. RECOMMENDED ALIGNMENT (Alternate B-F)

The route designated as Alternate B-F begins at the Western Maryland Railroad underpass at North Branch and proceeds in a north-westerly direction through the northeast corner of the zoned industrial area and continues through the Fort Cumberland Golf Course. From here, the alignment curves to the right and parallels the Baltimore and Ohio tracks approximately 150 feet east of the eastern track, utilizing

Figure 10  
PRELIMINARY ALTERNATE ALIGNMENTS



the Mexico Farms Road until Mexico Farms Road makes a turn to the right toward existing Maryland Route 51. From this point, Alternate B-F continues to parallel the Baltimore and Ohio Railroad until it crosses existing Maryland Route 51. Alternate B-F then basically parallels existing Maryland Route 51 to its terminus point at the end of the existing dualized section of Maryland Route 51 at the south end of the bridge crossing of Evitts Creek.

Access to Alternate B-F will be from existing state or county roads or to proposed state or county roads. The following state and county roads will be provided access to Maryland Route 51, Alternate B-F:

- Existing Maryland Route 51 at the southern terminus of the project at approximately Station 510 and shown in Figure 11.
- A connection to a county road located at approximately Station 521 and shown in Figure 11. This provides access to a Volunteer Fire Department and local residences.
- Future access as proposed by Allegany County into an area now zoned industrial. This is shown as a future county road at approximately Station 533 in Figure 11.
- Existing Mexico Farms Road at approximately Station 546, shown in Figure 11, will provide access to the northern part of Mexico Farms Industrial Park. This would utilize the existing county road and bridge over the Baltimore and Ohio Railroad.
- The next access point is 4,200 feet north, at approximately Station 588, and is shown in Figure 12, where Mexico Farms Road turns westerly to intersect with existing Maryland Route 51.

\* See letter from Allegany Planning and Zoning Commission (pages C-3 C-4).



- Access would then be provided to existing Maryland Route 51 at approximately Station 636 as shown in Figure 13. From this point to the project terminus, the existing road is encompassed by the construction of the recommended alignment B-F.

At the northern terminus of the project, the County Dump Road will be relocated to Messick Road which will be provided access to Maryland Route 51. Opposite Messick Road, a service road paralleling Maryland Route 51 will be constructed to provide access for local residences in the area of Bradley Drive.

The recommended alignment consists of two 24-foot roadways separated by a 16-foot raised median strip with 10-foot shoulders and safety grading throughout the length of the alignment. This alignment provides a maximum grade of 5 percent and a maximum degree of curvature of 4 degrees. This alignment has a proposed design speed of 60 mph, has an approximate length of 2.89 miles, and will require six at-grade intersections. The estimated construction cost for Alternate B-F is \$4,880,700 and the estimated right-of-way cost is \$471,550 for a total estimated cost of \$5,352,200. This alignment will require the relocation of eleven homes and one business. Detailed alignment maps for Alternate B-F are shown in Figures 11 through 14, and profiles for Alternate B-F are shown in Figures 15 through 18 at the end of this chapter.

With the recommended alignment and the use of partial control of access, roadway safety will be improved. This alignment will provide horizontal and vertical alignments in accordance with AASHTO guidelines. Improved access to the industrial sites in the Mexico Farms area will be provided. In addition, heavy industrial vehicles and other through traffic would be diverted from the existing facility. This would be of direct

benefit to residences along the facility due to reduced potential for traffic congestion and higher noise levels.

Since the recommended alignment is removed from existing development, the impact on these developed areas is less than would be the case for an alignment which utilized a portion or all of the existing alignment. Alternate B-F, of the alternatives considered, provides the best access to the zoned industrial area to the south of Mexico Farms Road by passing through this area and allowing for good access both to the east and west of the roadway.

The recommended alignment is consistent with the Allegany County Comprehensive Plan which specifies that this improvement follow a new alignment west of existing Maryland Route 51.

2. ALIGNMENTS CONSIDERED AND NOT SELECTED

In addition to the recommended alignment, two other alternative alignments (Alternates A and ECA) and the "No-Build Alternate" were studied in depth.

2.1 Alternate A

This alternate was a combination of Alternate B and Alternate A. Alternate A began at the same points as Alternate B, and continued to the west of Alternate B in a northwesterly direction. From here, the alignment made a curve to the right and paralleled the Baltimore and Ohio Railroad utilizing the Mexico Farms Road

for approximately 1,200 feet. From this point, Alternate A coincided with the alignment of Alternate B to the northern terminus point.

Alternate A had many of the favorable features of Alternate B-F. A major shortcoming of Alternate A compared with the recommended alignment was the poor access to the eastern portion of the zoned industrial area south of Mexico Farms Road.

2.2 Alternate ECA

This alternate began at the Western Maryland Railroad underpass at North Branch and followed the alignment of existing Maryland Route 51 (deviating in areas to provide adequate horizontal alignment) to the Davis Memorial Methodist Church. From this point, the alignment curved to the left, crossing Mexico Farms Road and connecting to Alternate A approximately 1,300 feet north of Mexico Farms Road. Alternate ECA then proceeded with Alternate A to its northern terminus point just south of Messick Road.

Alternate ECA was found to be unacceptable due to the impact on existing development. This alternate followed an existing portion of Maryland Route 51 and would require the most relocation of residences of any alignments considered. In addition, noise level increases would be experienced by more sensitive receptors than with any other alignment. Also, this alignment would be inconsistent with the Allegany County Comprehensive Plan.

2.3 "No-Build Alternate"

The "No-Build Alternate" would not satisfy projected traffic requirements resulting in increased congestion and travel time for motorists using the existing roadway. In conjunction with this improved access to the existing and future industrial areas would not be realized. The safety hazards that exist along this portion of Maryland Route 51 for stopped school buses (in particular) and the motoring public (in general), could be expected to become worse with normal traffic growth and future industrial development. For these reasons and the fact that almost every local person who voiced his opinion strongly rejected the "No-Build Alternate," this was not considered to be an acceptable alternative to the construction of the project.

3. SUMMARY TABLE

A summary of the quantitative difference (design criteria, impact, and costs) for Alternates A, B-F, ECA, and the "No-Build Alternate" is shown in Table 9 on page III-8. The agricultural acreage referred to in Table 9 is almost entirely cleared land which has potential for grazing usage. The woodland category includes undeveloped cleared lands, scrub brush, and treed areas. Approximately 75 percent of the woodland category is treed.

TABLE 9  
Summary of Alternates

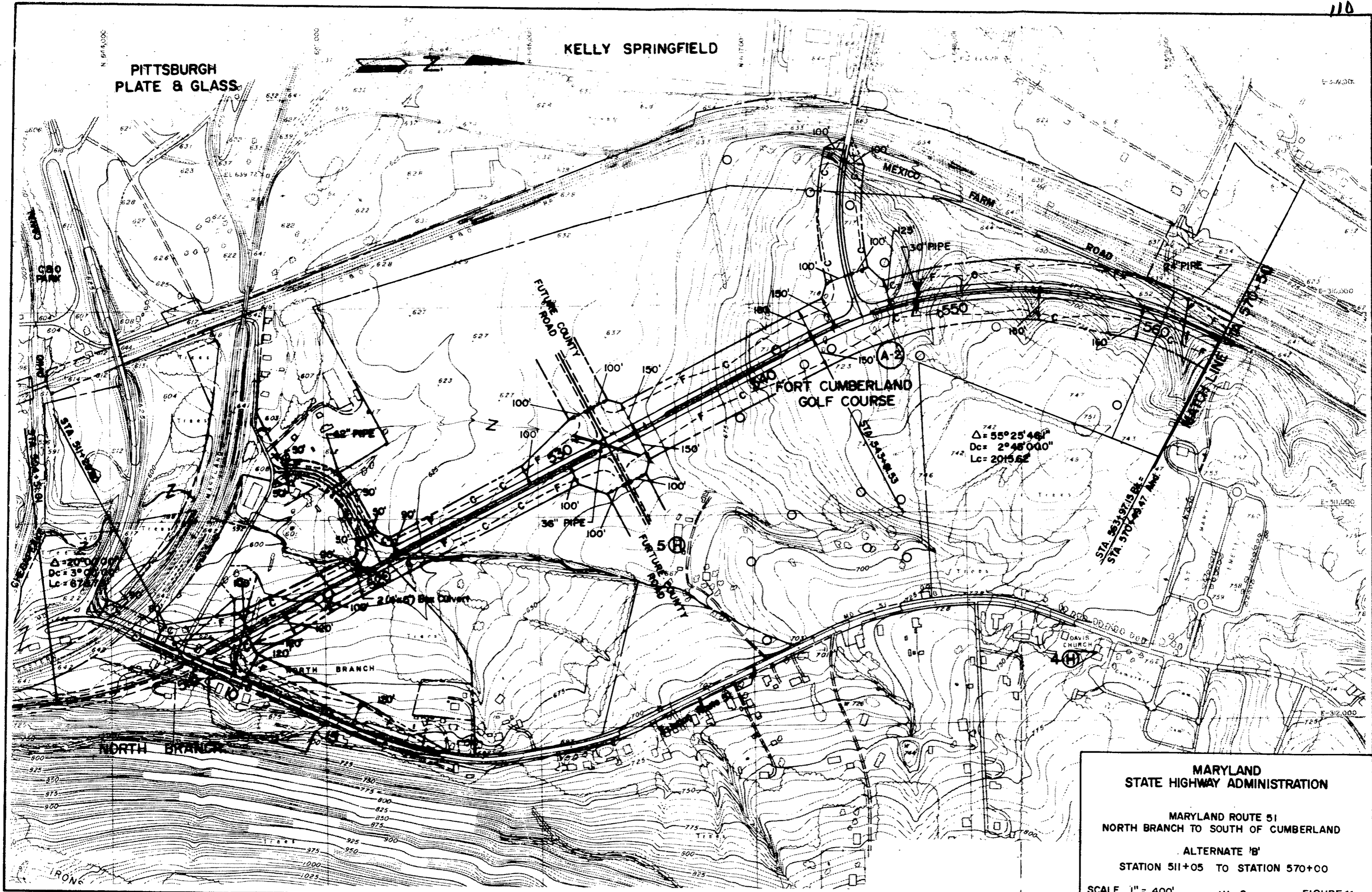
	Recommended Alignment	Alternate		
	B-F	A	ECA	No-Build
<u>DESIGN</u>				
Design Speed	60	60	60	40
Length Miles	2.89	3.01	2.93	2.75
Maximum Degree of Curvature	4°00'	4°00'	4°30'	10°30'
Maximum Grade (90)	5	5	6	7
At Grade Intersection	6	6	9*	19
<u>IMPACT</u>				
House Displaced	12	11	14	0
Business Displaced	1	1	0	0
Impact on Park Land	No	No	No	No
Major Stream Crossing	0	0	0	0
Impact on Historical Sites	No	No	Yes	No
Noise Level Impact (Sites Exceeding Standards)	6	7	11	**
Air Quality Impact (One Hour Co Concentration in Parts Per Million)	less than 1	less than 1	less than 1	less than 1
Acres of Required Right-of-Way:				
Commercial/Recreational	6	6	3	0
Agricultural	27	27	10	0
Residential	13	13	20	0
Woodland	52	48	29	0
<u>COST (\$1,000)</u>				
Estimated Construction Cost	4,880.7	4,601.1	4,401.4	0
Estimated Right-of-Way Cost	471.5	440.0	388.0	0
Estimated Total Cost	5,352.2	5,041.1	4,789.4	0

\* Includes turnaround cross-overs.

\*\* Noise standards do not apply for existing highways. With retention of existing roadway and normal traffic growth into the future, residences along the existing roadway would experience increases (0 to 5 dBA) in noise levels above the current ambient levels.

PITTSBURGH  
PLATE & GLASS

KELLY SPRINGFIELD



MARYLAND  
STATE HIGHWAY ADMINISTRATION

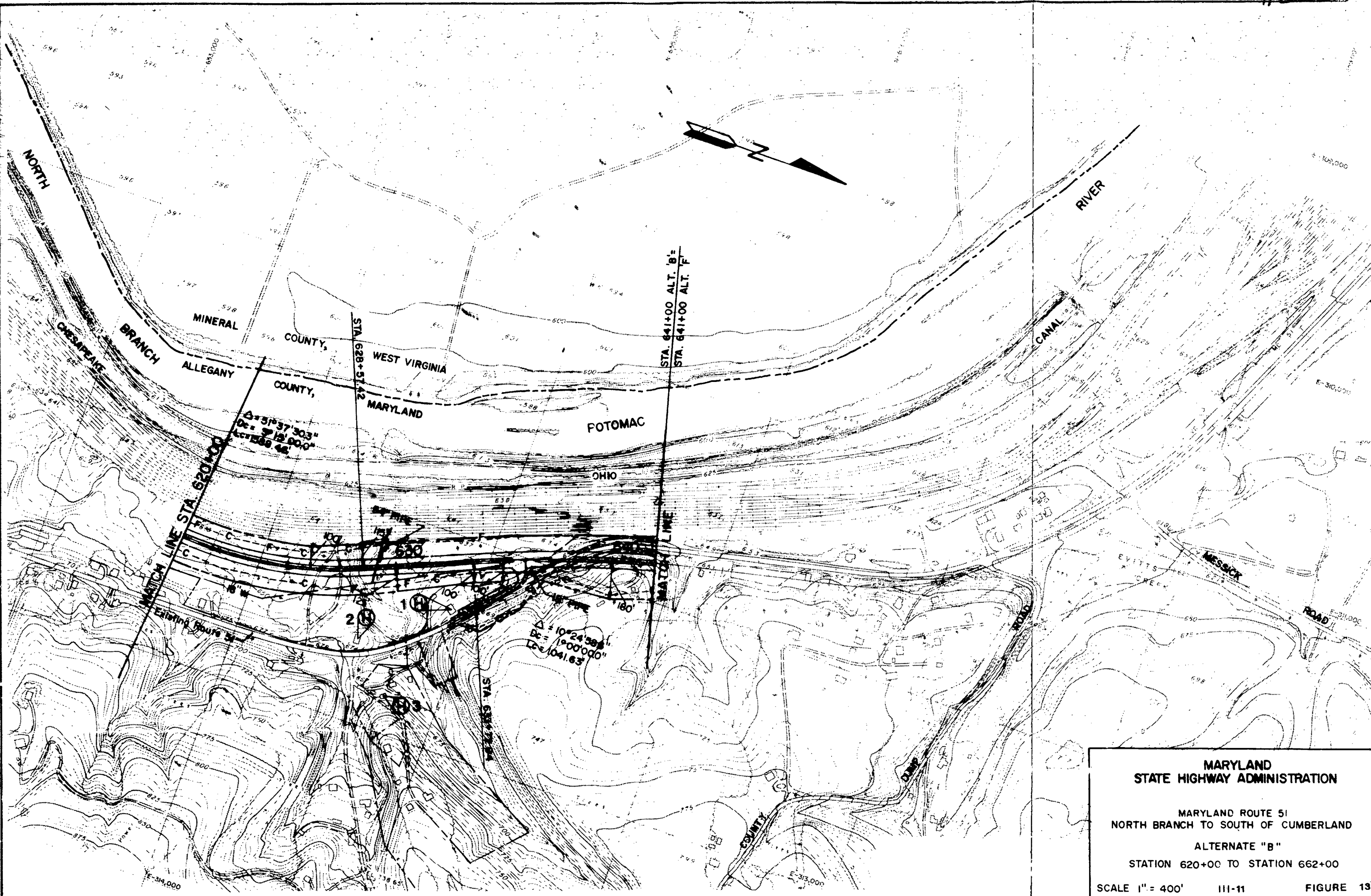
MARYLAND ROUTE 51  
NORTH BRANCH TO SOUTH OF CUMBERLAND

ALTERNATE 'B'  
STATION 511+05 TO STATION 570+00

SCALE 1" = 400' III-9 FIGURE 11



**MARYLAND**  
**STATE HIGHWAY ADMINISTRATION**  
  
 MARYLAND ROUTE 51  
 NORTH BRANCH TO SOUTH OF CUMBERLAND  
 ALTERNATE "B"  
 STATION 570+50 TO STATION 620+00  
 SCALE 1"= 400' III-10 FIGURE 12.



**MARYLAND STATE HIGHWAY ADMINISTRATION**

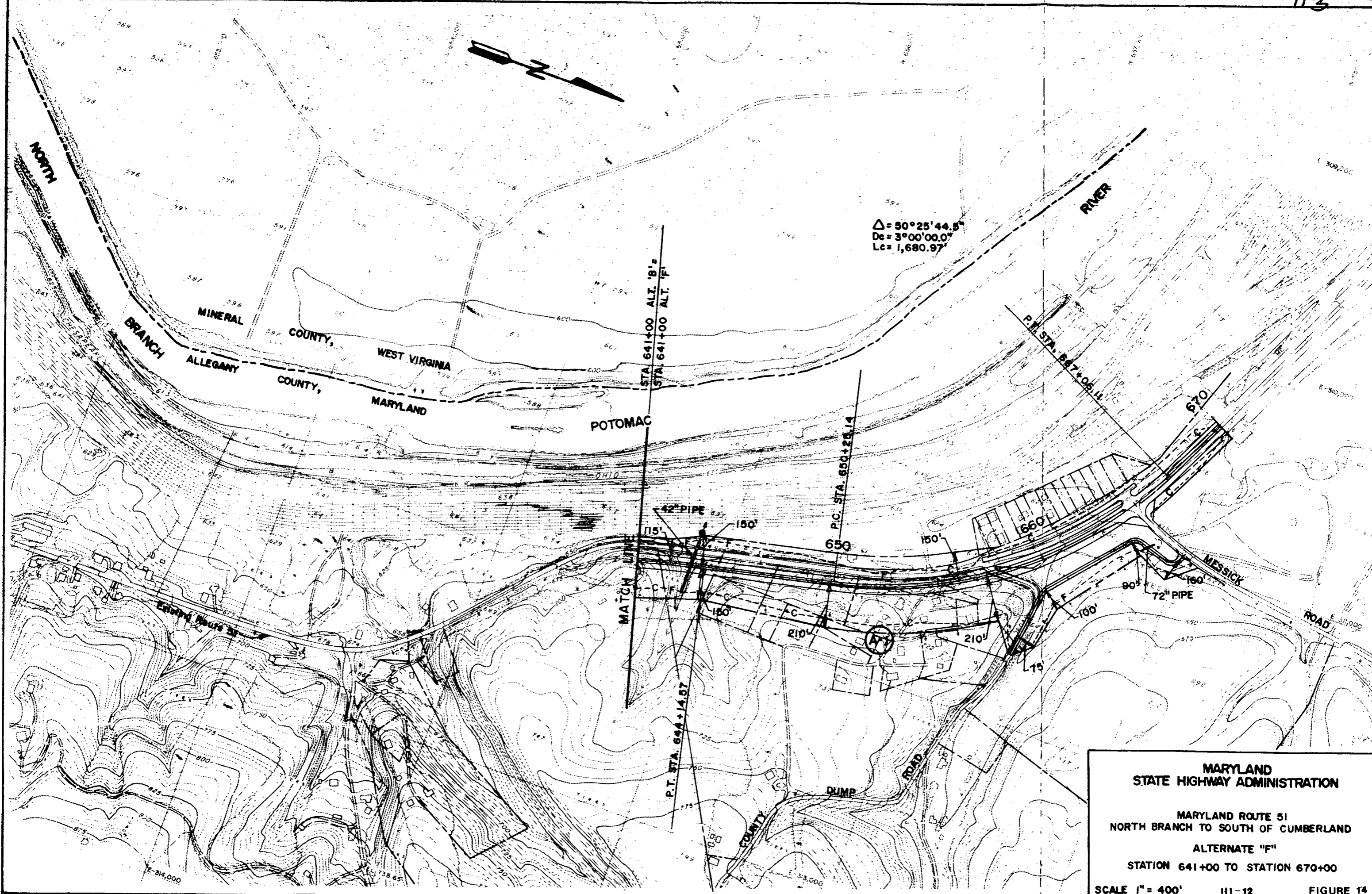
MARYLAND ROUTE 51  
NORTH BRANCH TO SOUTH OF CUMBERLAND

ALTERNATE "B"

STATION 620+00 TO STATION 662+00

SCALE 1" = 400'    III-11    FIGURE 13

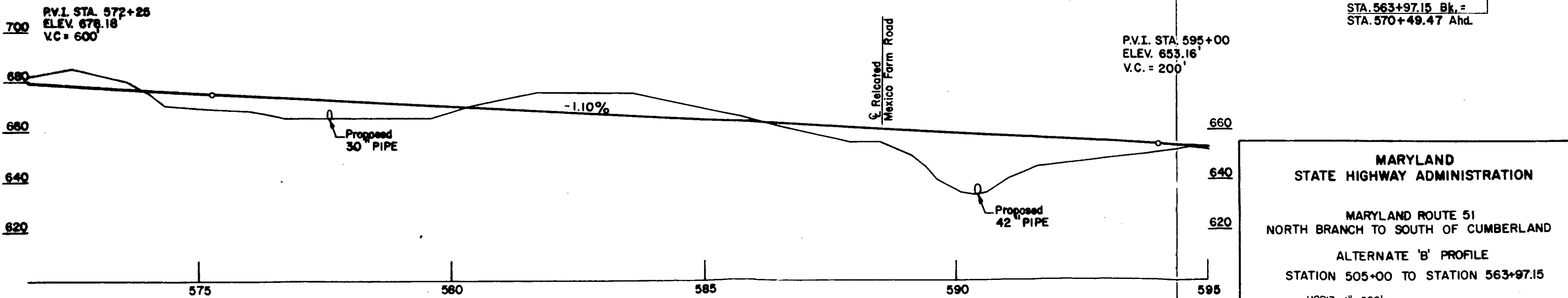
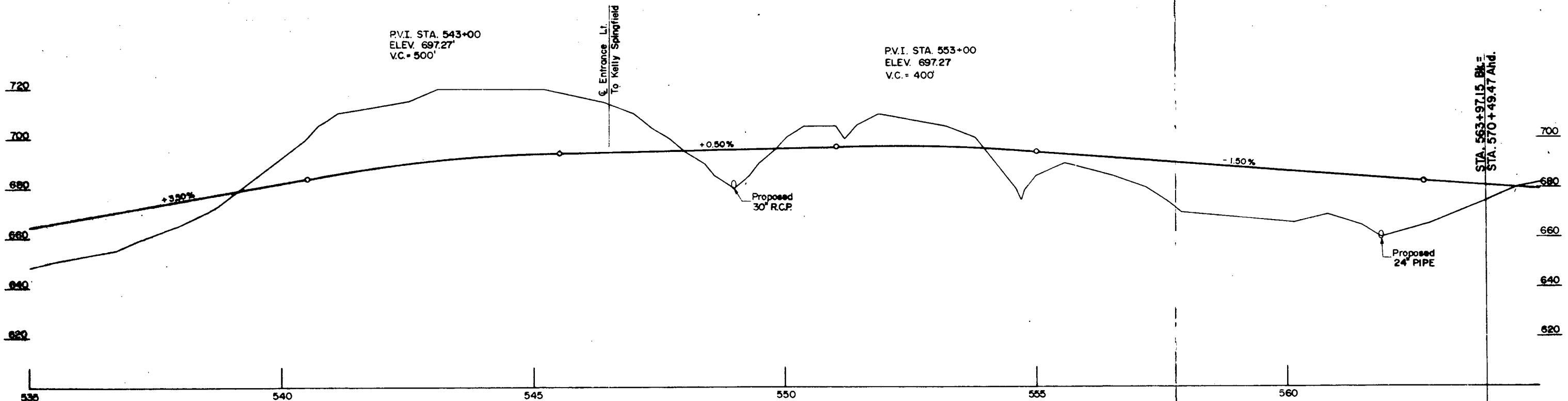
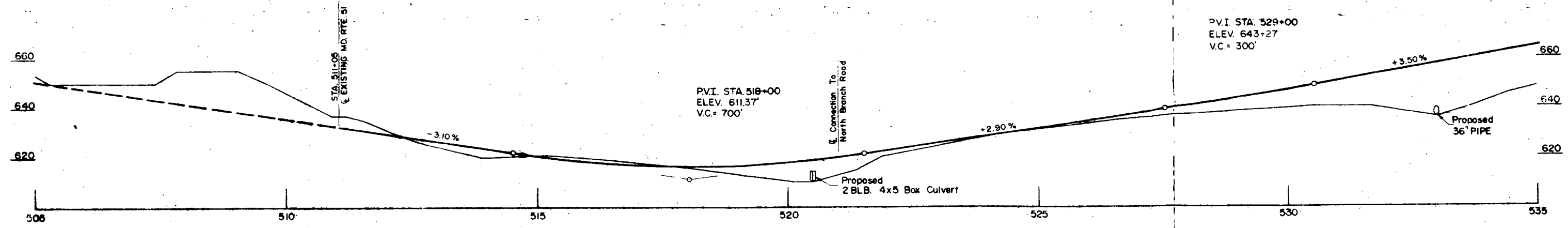




**MARYLAND STATE HIGHWAY ADMINISTRATION**

MARYLAND ROUTE 51  
 NORTH BRANCH TO SOUTH OF CUMBERLAND  
 ALTERNATE "F"  
 STATION 641+00 TO STATION 670+00

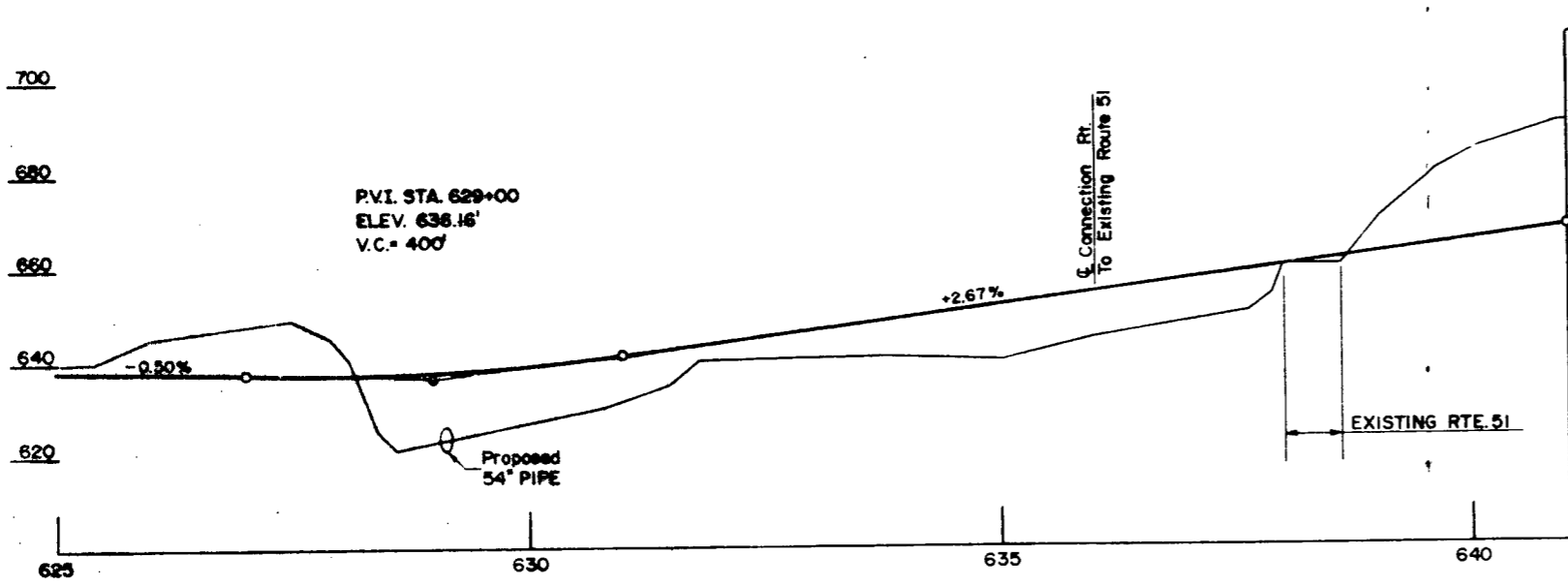
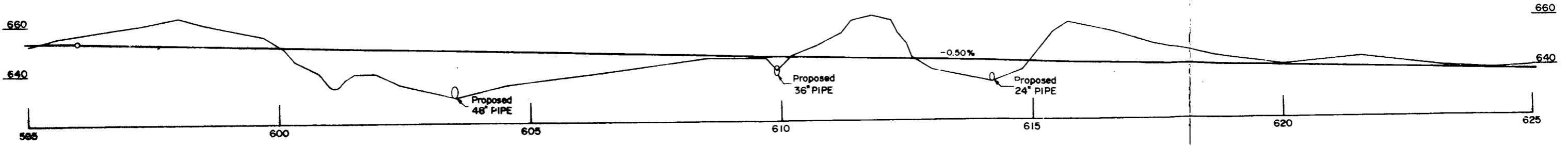
SCALE 1" = 400'      III-12      FIGURE 14



**MARYLAND**  
**STATE HIGHWAY ADMINISTRATION**  
  
**MARYLAND ROUTE 51**  
**NORTH BRANCH TO SOUTH OF CUMBERLAND**  
  
**ALTERNATE 'B' PROFILE**  
**STATION 505+00 TO STATION 563+97.15**  
  
 SCALE: HORIZ. 1" = 200'  
 VERT. 1" = 40'

STA. 563+97.15 Bk. =  
 STA. 570+49.47 Ahd.

P.V.I. STA. 595+00  
ELEV. 653.16'  
V.C. = 200'



P.C. STA. 641+00 ALT. 'B'  
P.C. STA. 641+00 ALT. 'F'

MATCH LINE

NOTE:  
FOR PROFILE AHEAD SEE  
ALTERNATE F PROFILE  
FIGURE

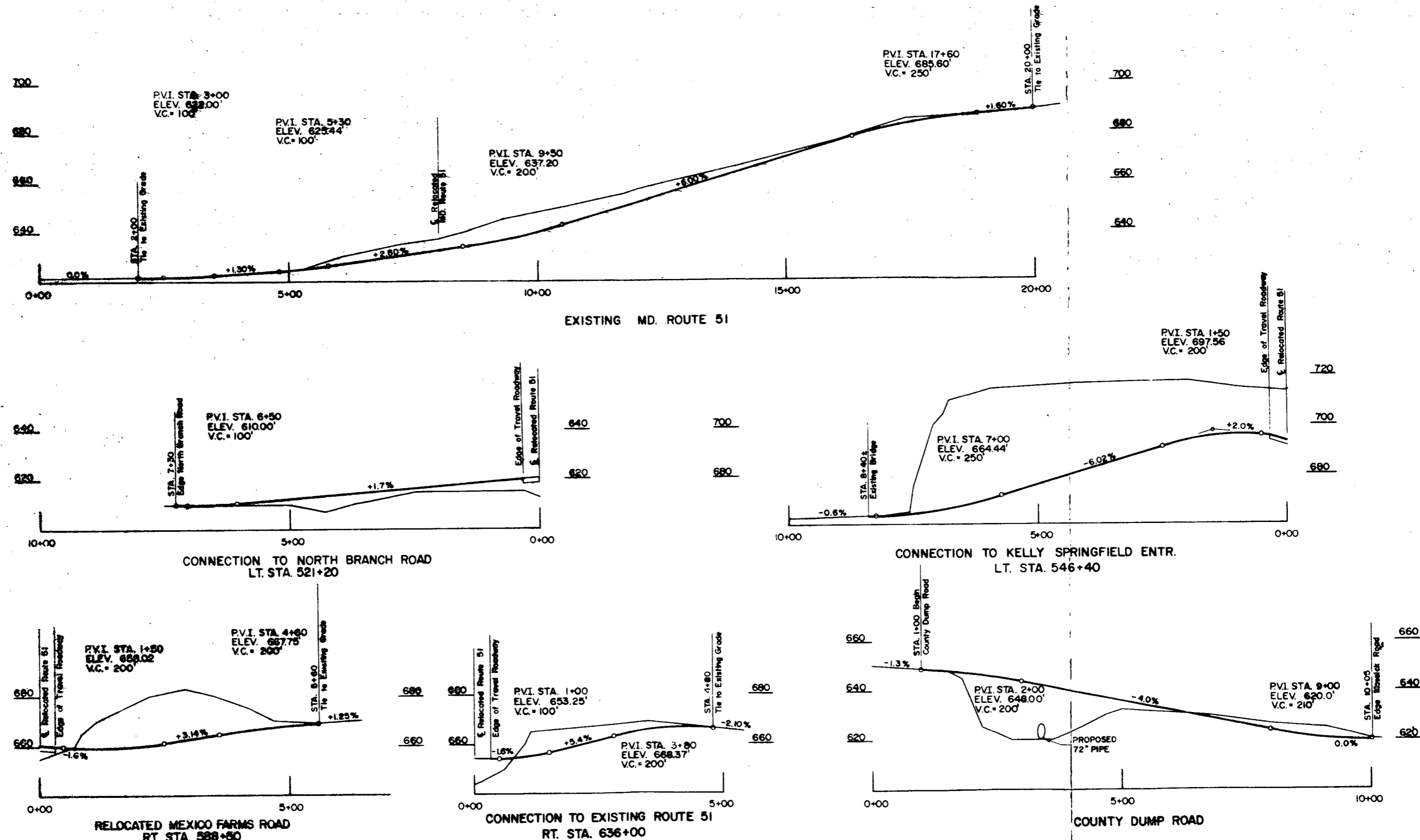
**MARYLAND**  
STATE HIGHWAY ADMINISTRATION

MARYLAND ROUTE 51  
NORTH BRANCH TO SOUTH OF CUMBERLAND

ALTERNATE 'B' PROFILE  
STATION 595+00 TO STATION 662+00

SCALE HORIZ. 1" = 200'  
VERT. 1" = 40'

III-14      FIGURE 18

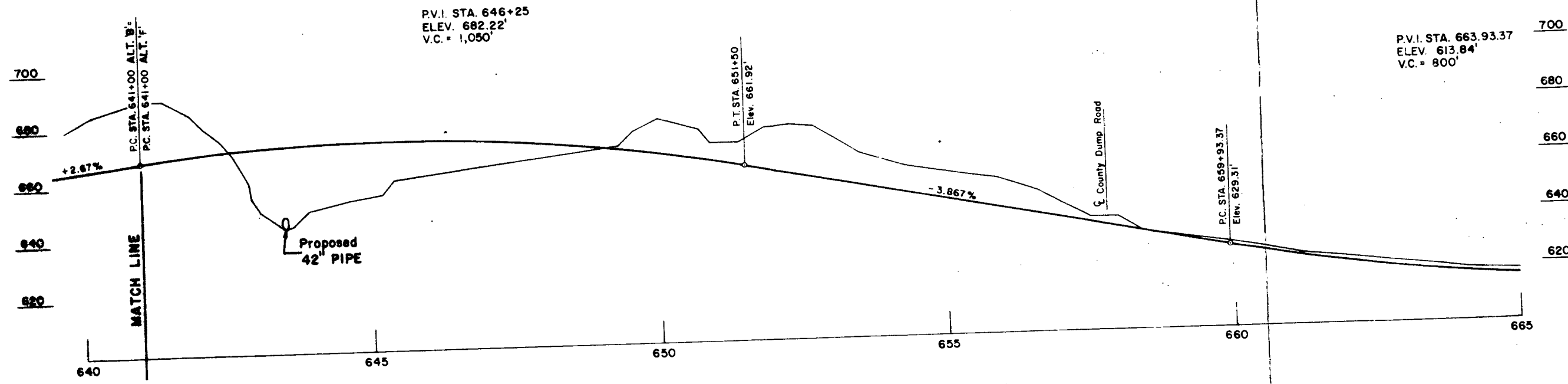


**MARYLAND  
STATE HIGHWAY ADMINISTRATION**

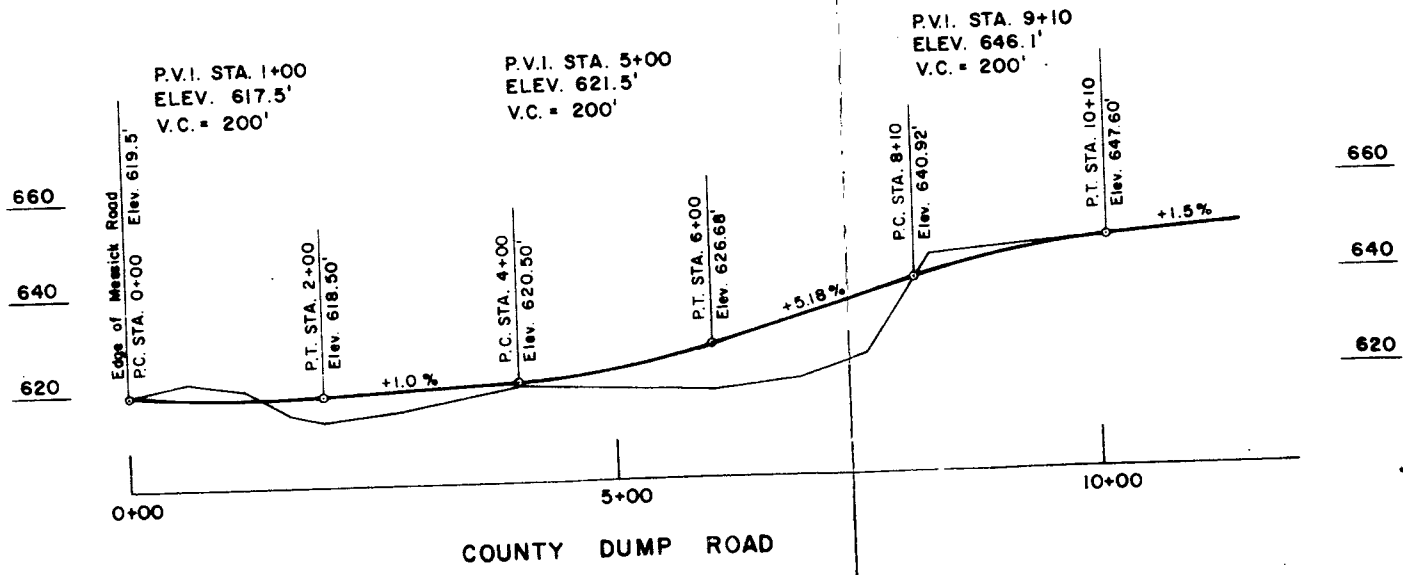
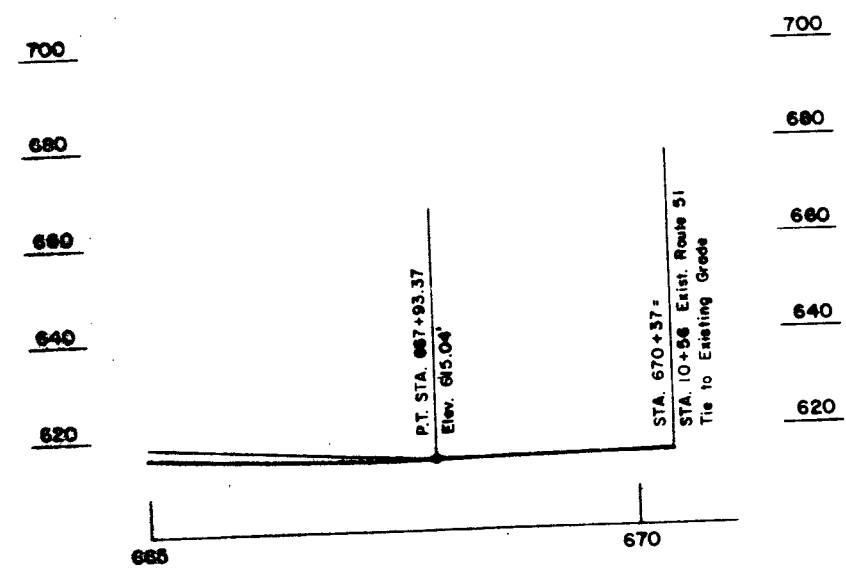
MARYLAND ROUTE 51  
NORTH BRANCH TO SOUTH OF CUMBERLAND  
ALTERNATE 'B' PROFILE

SCALE: HORIZ. 1" = 200'  
VERT. 1" = 40'

III-15      FIGURE 17



NOTE:  
FOR PROFILE BACK SEE  
ALTERNATE 'A' PROFILE  
FIGURE



**MARYLAND**  
**STATE HIGHWAY ADMINISTRATION**

LOCATION STUDY  
MARYLAND ROUTE 51  
NORTH BRANCH TO SOUTH OF CUMBERLAND  
ALTERNATE 'F' PROFILE

SCALE HORIZ. 1" = 200'  
VERT. 1" = 40'

FIGURE 18

IV. PROBABLE ADVERSE IMPACTS  
WHICH CANNOT BE AVOIDED

IV. PROBABLE ADVERSE IMPACTS  
WHICH CANNOT BE AVOIDED

Approximately 98 acres of varying types of land use will be required for the roadway right-of-way. Noise levels will increase, and noise barriers where feasible will be considered for those noise sensitive areas which are expected to experience significant increases in noise levels. The right-of-way taking will require the use of some land that presently serves as wildlife habitat.

The relocation of 12 families and an estimated 56 persons will be a major unavoidable adverse impact of the project. Steps that are being taken to mitigate this adverse impact include the following:

- Establishment of a right-of-way which minimize to the extent possible damage to homes, other buildings, historic sites, or major property improvements.
- Fair market compensation to affected property owners, including damage to residual land. Also included is cost of moving expense. In lieu of the actual moving expenses, an owner of a discontinued or relocated business or farm operation may be eligible to receive a payment equal to the average annual net earnings of the business except that such payment shall not be less than \$2,500 nor more than \$10,000. Individual and family owners displaced may be eligible for replacement housing payments to enable relocation to comparable decent, safe, and sanitary housing, in addition to interest rate differentials and cost incurred incident to the purchase of replacement dwelling. These costs shall not exceed \$15,000. Tenants are also eligible for relocation benefits up to \$4,000.

- Relocation assistance. Displaced persons will receive assistance from a specially assigned representative of the State Highway Right-of-Way Division.

A temporary adverse effect will be caused by activities connected with the construction phase of the project. To reduce these undesirable impacts, certain standardized specifications are written into all State Highway Administration construction contracts. The steps being taken are as follows:

- Erosion Control — A temporary control schedule and method of operation will be worked out and approved by the State Highway Engineer prior to construction operations. The contractor will be required to control rainwater run-off by means of earth berms, slope drains, portable flumes; where necessary energy dissipaters, placed rip rap, sediment traps and basins, and similar design items will be incorporated at earliest time possible, commensurate with the contractors capability in keeping pollution control measures current in accordance with the approved schedule. Permanent items in the contract specifications restrict pollution by requirements such as: final clean-up on completion of project, careful handling and storage of material, controlled burning of debris, seeding embankments and cuts to insure stability, trimming of borrow pits after use, protection of adjacent properties during dredging or hydraulic fill activities, replacement of salvage topsoil, etc.
- Stream Pollution Prevention — The above temporary and permanent control measures will do much to reduce highway oriented pollution such as siltation and sedimentation. These control measures will be effective in protecting streams in both plans.

Continuing liaison will be maintained with the Maryland Department of Water Resources concerning the location and design of structures which affect water courses. It is a standard design procedure to maintain the maximum amount of existing vegetation and to require re-vegetation of all exposed soil areas. Drainage channels will be lined with appropriate material for the velocity of water carried.



Culvert and bridges will be provided with waterway openings of proper shape and size to pass flood flows with a minimum increase in the natural or existing flood flow velocity at the structure and to keep the rise of the upstream flood surface to a minimum. Detailed standards and specifications are stated in the State Highway Administration's "Book of Standards—Highway and Incidental Structures", "Hydraulic Criteria for Design of Highways", and "Specifications for Materials, Highways, Bridges, and Incidental Structures". In addition, the Administration's "Erosion and Sediment Control Program" issued May, 1975, has been adopted and approved by the Maryland Department of Natural Resources.

- Borrow Pit Pollution — Chapter 245 of the Acts of the 1970 Maryland General Assembly requires construction contractors to obtain permits and approval from the appropriate public agencies for work such as borrow pits and waste area operations performed outside of construction limits. The permits are predicated on treatment during and after completion of the grading.
- Fencing — Fencing could be included in a separate contract to be installed after completion of the highway.
- Other Construction Obligations — The contractor is required to conduct the work in a manner so as to cause the least practicable obstruction to traffic. This would include access to abutting businesses and residents. Barricades, warning signals, flagmen, and detours are to be used for added safety precautions.

Construction activities and storage of material will be restricted to within the actual right-of-way limits. If dust conditions occur, they will be watered down or treated with discreet amounts of calcium chloride. Liability insurance is required against possible personal injuries and property damages. In addition, contractors are directly responsible for compliance with local, state, and federal laws applying to any aspect of projects construction.

V. THE RELATIONSHIP BETWEEN SHORT-TERM  
USE OF MAN'S ENVIRONMENT AND  
THE MAINTENANCE AND ENHANCEMENT  
OF LONG-TERM PRODUCTIVITY

V. THE RELATIONSHIP BETWEEN SHORT-TERM USE OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

The short-term environmental impacts such as sedimentation during construction and removal of crop lands, pastures, and woods, and measures that will be utilized to minimize these impacts are discussed in the section on "Probable Adverse Impacts Which Cannot be Avoided" on pages IV-1 through IV-3. The uses of the environment associated with completion of the project will for the most part be limited to the short-term construction impacts and impacts that result from the use of the highway. It is anticipated that there will be no significant secondary, indirect growth impacts that result from the completion of the project. The uses of the environment will be offset by the benefits to the local motoring public through decreased travel time and congestion and increased safety for motorists. In addition, the improved access to the Mexico Farms area will make this area more desirable for industries that may wish to relocate to this area. Given the economic picture of Allegany County (declining population and high unemployment rates), the benefit of the improving access to the industrial park is particularly important. Other short-term benefits of the project include increases in employment during construction and safety when the project opens.

The long-term productivity of the area will be reflected in the improved mode of movement of traffic (both residential and industrial) from the North Branch area to Cumberland. Completion of the project would complete a link in the local transportation system. Since the project is consistent with the county comprehensive plan, the project would allow for orderly development in this area of Allegany County.

VI. IRREVERSIBLE AND IRRETRIEVABLE  
COMMITMENTS OF RESOURCES

VI. IRREVERSIBLE AND IRRETRIEVABLE  
COMMITMENTS OF RESOURCES

There are no known commercial deposits of coal, natural gas, other minerals, or crushed stone in the project study area. No unique scenic or cultural resources will be required for the highway right-of-way. The 98 acres of land required for the highway right-of-way could be converted to other uses in the future if land economics would dictate a better use for the land. In a practical sense, however, the use of the land for highway right-of-way may be considered as a permanent use of the land. There will be commitment of resources (road building materials, use of construction equipment, and energy resources) during the construction phase of the project. Given the relatively small magnitude of this project, these resources committals will not be significant. The use of the public funds will be a committal of financial resources which will not be lost as the construction phases will provide local employment opportunities, and the utilization of the completed facility will provide benefits to the local populace in terms of safety and accessibility and of potential increases in job opportunities for the area's residents with improved access to the Mexico Farms industrial area.

VII. COMMENTS AND COORDINATION

VII. COMMENTS AND COORDINATION

1. PUBLIC MEETINGS AND HEARING

A Project Initiation Public Meeting was held at Allegany Community College on July 8, 1974, to inform local officials and private citizens that studies for the subject project were underway and to allow the local citizens to provide suggestions and concerns regarding the subject project. The following comments were expressed at this meeting:

- Overall roadway safety
- Concern regarding local and industrial traffic
- Truck traffic on existing Maryland Route 51
- Concern for property along existing Maryland Route 51
- Consider relocation parallel to Baltimore and Ohio Railroad to the west
- Access to industrial areas.

Input was obtained from various state and municipal authorities, and from the general public during the initial public meeting in order to establish and evaluate the feasible alignments shown in this report. The following state and municipal agencies were contacted, and they furnished the data noted:

- Maryland Department of State Planning.

- State Department of Natural Resources\*
  - Catalog of Natural Areas in Maryland
  - Wetlands in Maryland
  - Mineral Resources of Maryland
  - Flow Characteristics of Maryland Streams.
  
- Maryland Historical Trust.
  
- Allegany County Planning and Zoning Commission
  - Land-use maps
  - Master water and sewer plans
  - Master Highway Plan—Approved November, 1962.
  
- Tri-County Council of Western Maryland.

Informational meetings were conducted with each of the municipal agencies noted above, with the exception of the Maryland Historical Trust.

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\* The information from the Department of Natural Resources, while applicable to the subject project, was obtained during meetings held concerning other projects.



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In addition, meetings were held with the Allegany County Economic Development Company to discuss the company's efforts at economic development in the county.

An interim alternative location information meeting for this portion of Maryland Route 51 was held on November 20, 1974, at the Allegany Community College, Cumberland, Maryland. Alternative alignments developed to that time were presented and discussed. During the presentation, data was presented on purpose of meetings, alternate alignments, as well as major social, economic, and environmental considerations including future noise levels and air quality.

There were nine speakers at this meeting whose comments are summarized as follows:

- Five persons expressed concern with access to the industrial park to the west, and the fact that the relocation alignment ended before the Western Maryland Railroad overpass on the access road to the industrial area.
- One person favored Alternate A or B.
- One person favored the "Do-Nothing" Alternate.
- One person expressed concern about local connections.
- One person asked that the project be completed as soon as possible.

In addition, five letters were received subsequent to the meeting and are summarized as follows:

- Three persons favored Alternate A or B with concern expressed that the Western Maryland underpass be widened and improved.

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- One person expressed concern with the Western Maryland Railroad crossing.
- One person, the owner of farm land west of existing Maryland Route 51 and Fort Cumberland Golf Course, favored a two lane road following the present alignment from St. Mary's Cemetery to North Branch. He also expressed concern about the impact that alternates that would run west of Maryland Route 51 would have on his property.

An alternative location information meeting for this portion of Maryland Route 51 was held on July 31, 1975, at the Allegany Community College, Cumberland, Maryland. The three alternative location alignments (A, B, and ECA), as well as the "Do-Nothing" Alternative, that had been recommended for further study were presented and discussed. During the presentation, data were presented on the purpose of the meetings, alternate alignments, as well as major social, economic, and environmental considerations, including future noise levels and air quality.

There were six speakers at this meeting whose comments are summarized as follows:

- One person wished to have the proposed access road at the northern terminus of the project moved to provide better access to the homes and businesses in that area.
- One person favored Alternate B and suggested that the proposed highway be constructed with no control of access to stimulate industrial/commercial development along the highway.
- Three persons favored Alternate A.
- One person wanted to know whether old Maryland Route 51 would become a county road when construction of Maryland Route 51 relocated was completed.

In addition, seven letters were received subsequent to the meeting and are summarized as follows:

- Four of the letters were from individuals who had spoken at the meeting and whose comments have already been summarized above.
- The Secretary-Treasurer of The Allegany County Sanitary Commission indicated that the location and cost of sewerage facilities along the Maryland Route 51 corridor will depend upon which alternate is finally chosen for construction.
- One individual favored Alternate A.
- One person, the owner of farm land west of existing Maryland Route 51 favored Alternate ECA and again expressed concern about the impact that Alternatives A and B would have on his property.

A Corridor Public Hearing for the subject project was held on Wednesday, April 21, 1976 commencing at 7:30 p.m. at the Allegany Community College, Willow Brook Road, Cumberland, Maryland. Five alternatives A, B, ECA, F, and the "Do-Nothing" were presented at the public hearing. Only substantitive comments related to the relocation of Maryland Route 51 from 0.32 miles east of Cumberland to North Branch have been included. Comments are paraphrased. Discussion and response to comments, where applicable, follows each paraphrased comment. Complete comments are available for review in the Public Hearing Transcript.

Corridor Public Hearing

Comment: Three persons requested immediate construction of the highway to improve access to existing industries in the Mexico Farms area and to improve the safety conditions of existing Maryland Route 51. Of these three persons, one expressed

preference for Alternates A, B, and ECA in that order; the second favored a build alternative without specifying an alternative; and the third expressed preference for A or B.

Response: The recommended alignment is Alternate B-F. The reasons for this selection are discussed in Chapter III on pages III-1 through III-3.

Comment: One person expressed his opposition by letter to Alternate A or B as these alternates would impact on his land to the west of existing Maryland Route 51.

Response: As previously mentioned, the recommended alternative is Alternate B-F. All land owners who have land that is required for the project will receive compensation in the form of just fair market value for the property required.

Comment: One person favored Alternate A or B with a request that the constructed facility not provide for control of access.

Response: The type of control of access to be used for this project is a partial control of access that calls for at-grade intersection with state or county roads spaced at a minimum of 500 feet between intersections. Access control is desirable for safety as well as for coordination of the proposed facility with local planning objectives.

Comment: One person suggested that the access road from Alternate A or B to Old North Branch Road be moved to the east.

Response: Consideration will be given to this request in the design phase of the project.

Comment: One person suggested that the access road from Mexico Farms Road with Alternates A and B be moved to the south.

Response: This will be considered in the design phase of the project.

2. COMMENTS SUBMITTED ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR THE PROJECT

The comments submitted by reviewing agencies and individuals are reproduced on the following pages. Responses to comments, where required, are presented with the comment letter. The following is a list of EIS reviewers that commented on the Draft Environmental Impact Statement:

- U.S. Environmental Protection Agency
- U.S. Corps of Engineers
- Soil Conservation Service of the U.S. Department of Agriculture
- U.S. Department of Interior
- Maryland State Clearinghouse
  - Department of Public Safety & Correctional Services
  - Department of Budget & Fiscal Planning
  - Department of Natural Resources
  - Tri-County Council for Western Maryland
  - City of Cumberland
  - Allegany County Planning and Zoning Commission
  - Department of State Planning
- U.S. Department of Transportation
- U.S. Soil Conservation Service
- U.S. Environmental Protection Agency
- Maryland Environmental Health Administration
- Maryland Department of Natural Resources.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
 REGION III  
 6th AND WALNUT STREETS  
 PHILADELPHIA, PENNSYLVANIA 19106

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March 29, 1977

Mr. Charles R. Anderson, Chief  
 Bureau of Landscape Architecture  
 Maryland State Highway Administration  
 2323 West Joppa Road  
 Brooklandville, Maryland 21022

Re: Air Analysis, Maryland Route 51, Allegany County, Md.

Dear Mr. Anderson:

Thank you very much for sending us a copy of the air quality analysis performed for the above proposed project. We have reviewed the document and have classified it as LO-2 in EPA's Reference Category. We understand that the final EIS is currently being prepared and that these comments will be given full consideration.

While we have no objection to the project on the basis of the air quality analysis, we would appreciate if the final EIS were to describe the measures which will be used to control particulate levels during the construction of the facility. } ①

Second, we appreciate the inclusion of the intersection analysis as was requested in our comment letter dated April 9, 1976 on the draft EIS. If there are no other intersections carrying higher traffic volumes, then this analysis will satisfy our concern over CO levels at points of possible congestion. } ②

Finally, we appreciate the inclusion of Exhibit 2, which shows the distances of the receptors from the roadway. It would be more helpful, however, if the final EIS included a map showing the exact locations of these receptors. We hope that this review will assist you in the preparation of the final statement with respect to the air quality analysis. Our concerns over the potential noise impacts remain the same. If you have any questions, or if we can be of further assistance, please contact us. } ③  
 } ④

Sincerely yours,

*N. M. Ruha*  
 Nicholas M. Ruha  
 Chief

EIS and Wetlands Review Section

R

C. R. ANDERSON

Commenting Agency: U.S. ENVIRONMENTAL PROTECTION AGENCY

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- Response:
- (1) The matter of particulate control during construction was previously discussed on page II-37. A letter (see page C-37) from the Maryland Bureau of Air Quality Control indicated that the Maryland State Highway Administration's Construction Specifications for controlling particulate levels during construction were not inconsistent with the regulations governing the control of air pollution in Maryland.
  - (2) There are no other intersections that are projected to carry higher traffic volumes.
  - (3) Exact location for the air quality site in proximity to the recommended alignment, Alternate B-F, is shown in Figure 14 on page III-12 as A-1 and the air quality site in proximity to the intersection of Alternate B-F with Mexico Farms Road is shown as Site A-2 in Figure 11 on page III-9.
  - (4) Comments regarding the noise impacts are discussed on page VII-16.



DEPARTMENT OF THE ARMY  
BALTIMORE DISTRICT, CORPS OF ENGINEERS  
P.O. BOX 1715  
BALTIMORE, MARYLAND 21203

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REPLY TO ATTENTION OF:  
NABPL-E

1976 MAY 24

19 May 1976

PROJECT PLANNING

Mr. Eugene T. Camponeschi  
Chief, Bureau of Project Planning  
Maryland State Highway Administration  
300 West Preston Street  
Baltimore, Maryland 21201

Dear Mr. Camponeschi:

The Draft Environmental Statement on the relocation of Maryland Route 51 from 0.32 miles south of Cumberland to North Branch in Allegany County, Maryland mailed to the Executive Director of Civil Works, Office of the Chief of Engineers on 23 February 1976 has been forwarded to this office for reply since the proposed activity is within the Baltimore District area. The Draft Environmental Statement has been reviewed in accordance with Section 102 (2) (c), of the National Environmental Policy Act of 1969. These comments are being furnished to assist you in preparation of the Final Environmental Impact Statement and in implementing project plans.

There are no existing or proposed Corps of Engineers projects in the vicinity of the proposal that would be adversely affected by this project. Department of the Army permits under Section 404 of the Federal Water Pollution Control Act Amendments of 1972 are required in streams which maintain a normal flow of five cubic feet per second or more. Preliminary review of the proposed work indicates that no Department of the Army authorization is required. A summary of the Section 404 Permit Program is inclosed for your information. Otherwise, we find that the Draft Environmental Statement is generally responsive to Corps of Engineers concerns.

Thank you for the opportunity to comment on this document. If we can be of further assistance, please contact us. Copies of these comments have been





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NABPL-E

19 May 1976

Mr. Eugene T. Camponeschi

forwarded to the Council on Environmental Quality pursuant to our review procedures.

Sincerely yours,



WILLIAM E. TRIESCHMAN, JR.  
Chief, Planning Division

1 Incl  
As stated

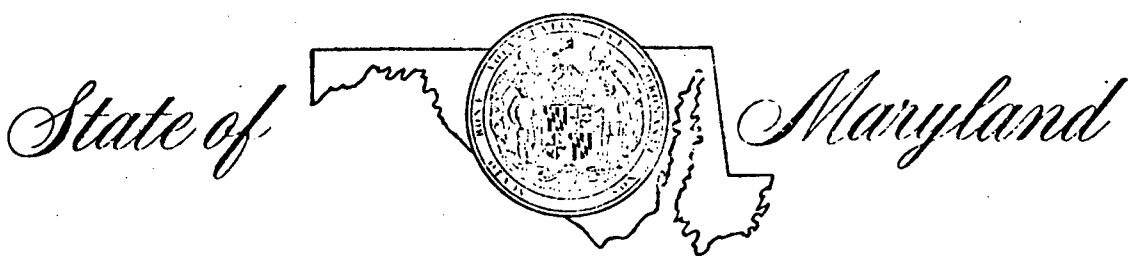
Copies furnished:  
General Counsel  
Council on Environmental Quality  
722 Jackson Place, N.W.  
Washington, D.C. 20314

HQDA (DAEN-CWP-V)  
Washington, D.C. 20314

Commenting Agency: U.S. CORPS OF ENGINEERS

Response: No response is required.

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DEPARTMENT OF HEALTH AND MENTAL HYGIENE  
ENVIRONMENTAL HEALTH ADMINISTRATION  
201 WEST PRESTON STREET  
BALTIMORE 21201  
PHONE • 301-383-2740

NEIL SOLOMON, M.D., PH.D.  
SECRETARY

DONALD H. NOREN  
DIRECTOR

MAR 17 1976

Mr. Warren D. Hodges, Chief  
State Clearinghouse  
Department of State Planning  
301 West Preston Street  
Baltimore, Maryland 21201

Dear Mr. Hodges:

RE: Draft Environmental Impact State-  
ment for Maryland Route 51 from  
North Branch to South of Cumber-  
land; Project No. 76-3-646

The Environmental Health Administration has received a copy of the Draft Environmental Impact Statement for the above project and we have the following comments.

The air quality analysis which was performed indicates that this project will not cause air quality standards to be exceeded in the vicinity. The Environmental Health Administration concurs in this finding, however, some clarification is needed.

First, the report discusses the EPA priority rankings of the Air Quality Control Region in which Cumberland is located. The priorities are no longer of primary importance. It is more appropriate to speak of the designation of an area for maintenance or attainment/maintenance of ambient air quality standards. A portion of the Western Maryland Region has been designated as an attainment/maintenance area for suspended particulate matter including Hagerstown and Garrett and Allegany Counties. This means that the State must develop a plan which will attain the national standards for particulate matter and then maintain them for at least 10 years. Future development in the region must be guided by this maintenance plan.

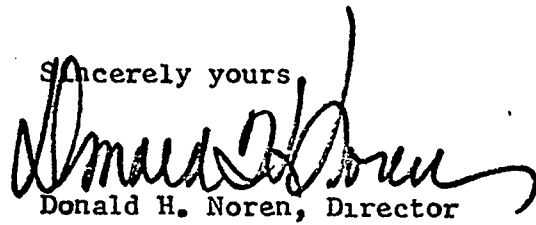
1

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Page 2  
Mr. Warren D. Hodges

The applicant should contact the Environmental Health Administration for further information.

Sincerely yours,



Donald H. Noren, Director  
Environmental Health Administration

Attachment

- cc: Mr. Galen Kinley
- Mr. Conrad Zimmerman
- Mr. George Ferreri
- Mr. James Clise

Commenting Agency: MARYLAND DEPARTMENT OF HEALTH AND MENTAL HYGIENE - ENVIRONMENTAL HEALTH ADMINISTRATION

Response: (1) Particulate matter generated during project construction activities will be minimized by the measures discussed on pages IV-2 and IV-3. Revegetation of all areas disturbed by the project construction will negate long-term project impacts of particulates from clearing and grading activities.

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION III  
6TH AND WALNUT STREETS  
PHILADELPHIA, PENNSYLVANIA 19106

April 9, 1976

APR 11 1976

PROJECT PLANNING

Mr. Eugene T. Camponeschi  
Chief, Bureau of Project Planning  
State Highway Administration  
300 West Preston Street  
Baltimore, Md. 21201

Re: Maryland Route 51, Allegany County, Maryland

Dear Mr. Camponeschi:

We have reviewed the draft Environmental Impact Statement for the above proposed project and have classified it as ER-2 in EPA's Reference Category. We have enclosed a copy of the Definition of Codes for the General Nature of EPA Comments to provide a more detailed description of this rating. Also, in accordance with our responsibilities under Section 309 of the Clean Air Act to inform the public of EPA's views on the potential environmental effects of Federally assisted actions, this rating and its date will be published in the Federal Register.

The draft statement is generally adequate in scope and we wish to commend the clarity of its presentation, but we also note that further information is necessary to enable us to fully review the project's impact on air and noise levels. We have outlined the areas needing further definition below.

The draft statement addresses the projected highway noise impacts in adequate detail as well as describes the noise abatement devices that might be used where there are significant and severe impacts; nonetheless, the policy for implementation of those devices is not clear from the expressions, "barrier feasible" and "exception to be requested" in tables 10-13 of the draft statement. While we would like to compliment you on the detail of this study, we would also like to point out that the standards set in PPM 90-2 of FHWA and reproduced in page III-25 of the draft statement, must be reasonably adhered to if the project is to be environmentally acceptable. We note in tables 10-13 that each of the alternate routes have several locations where the 70 dBA noise level standard for residences is exceeded. The final Environmental Impact Statement should discuss more fully the noise abatement procedures that

1

<input checked="" type="checkbox"/> CAMPONESCHI	<input type="checkbox"/> CATHERMAN	<input type="checkbox"/> HOPKINS
<input type="checkbox"/> HOUST	<input type="checkbox"/> DORSEY	<input type="checkbox"/> HUZLER
<input checked="" type="checkbox"/> KRGLAK	<input type="checkbox"/> GRANDY	<input type="checkbox"/> JANATA
<input type="checkbox"/> SCHNEIDER	<input type="checkbox"/> HELWIG	<input type="checkbox"/> KOLLER
<input type="checkbox"/> UHL	<input checked="" type="checkbox"/> HOFFMAN	<input type="checkbox"/> WILLIAMSON
<input type="checkbox"/> ACTION	<input type="checkbox"/> INFO	<input type="checkbox"/> FILE

REMARKS: VII-14

will be used and the resulting dBA levels in each area where noise is predicted to be a problem. Furthermore, there does not appear to be any consideration of the noise impact of Alternate F in the draft statement. The final EIS should include a brief noise assessment for Alternate F and the noise abatement measures that will be employed if there are any adverse impacts.

2

Regarding an issue which has been previously discussed with EPA, we would also be interested in knowing if any further development has come about concerning the application of highway funds to privately-owned individual receptor sites when noise levels are excessive, which would enable them to take individual noise abatement actions. This type of action might be employed successfully and at less cost to FHWA than constructing barriers, especially when only a few residences are effected.

3

With regard to air quality, while the route does not appear to cause any adverse impacts, we would like to request that you include better exhibits of receptor site locations in the final EIS which would more adequately define the distances of the sites from the roadway. Impacts at points of possible congestion, i.e., intersections, should also be quantified on a microscale level. Finally, particulates may produce adverse impacts during construction and the final EIS should indicate that proper construction measures will be taken to control particulate levels.

4

5

6

We hope that this review will assist you in the preparation of the final Environmental Impact Statement. If you have any questions, or if we can be of further assistance, you may wish to contact Mr. Sam Little or Mr. William Hoffman of my staff at 215-597-7093. We would appreciate the receipt of five copies of the final Environmental Impact Statement at such time as it is filed with the Council on Environmental Quality.

Sincerely yours,

Nicholas M. Ruha  
Chief  
EIS and Wetlands Review Section

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Commenting Agency: U.S. ENVIRONMENTAL PROTECTION AGENCY

Response: (1) A more detailed discussion of noise abatement procedures is discussed on page II-31.

(2) A noise analysis for Alternate B-F is presented on page II-30.

(3) Certain new developments have occurred which provide highway agencies with several options other than acoustic barriers to treat the noise problem at privately-owned individual receptor sites. The Federal Highway Administration does not require the use of these options but allows use of federal funds for their implementation.

Two such measures involve insulation of individual structures or purchase of an adversely impacted property. To date, the Maryland State Highway Administration has not utilized either means, although they have been considered on several projects. There are many unanswered questions involved with these new options which need to be resolved prior to their implementation. Use of these and other new techniques to solve the difficult and involved noise abatement problem will continue to be investigated and considered on future highway projects. It is realized that noise barriers may not be the panacea to the problem of highway noise.

(4) This map has been included for the recommended alternate (see page II-17).

(5) For quantified concentration a intersection (see page II-18).

(6) Particulate matter generated during project construction activities will be minimized by the measure discussed on page IV-2 and IV-3. Revegetation of all areas disturbed by the project construction will negate long-term project impacts on particulates from clearing and grading activities.

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UNITED STATES DEPARTMENT OF AGRICULTURE  
4321 Hartwick Rd., Rm. 522  
SOIL CONSERVATION SERVICE 20740  
College Park, Maryland

May 6, 1976

Mr. Eugene T. Camponeschi, Chief  
Bureau of Project Planning  
State Highway Administration  
300 West Preston Street  
Baltimore, Maryland 21201

Dear Mr. Camponeschi:

This is in response to your agency's communication of February 23, 1976, requesting comments on Contract No. A 571-000-671, F.A.P. No. F 935-1(5).

Our personal interest in this project is in soil erosion and water control. The draft impact statement emphasizes sedimentation problems and has adequately provided for them. We would encourage an extra effort to protect the small farm pond in the southern portion of the project discussed on page III-44. ①

Another consideration is the least possible destruction of agricultural lands. This we would encourage as the land situation is becoming more critical in the increased demands for food and fiber. ②

If we can provide assistance for erosion and sediment control, please let us know. We appreciate the opportunity to comment on this draft statement.

Sincerely,

*Graham T. Munkittrick*  
Graham T. Munkittrick  
State Conservationist

cc: R. M. Davis, Administrator  
Office of the Coord. of Envir. Quality Activities  
Council on Envr. Quality (5 copies)

Commenting Agency: Soil Conservation Service of the U.S. Dept. of Agriculture

- (1) The farm pond will not be within the right-of-way limits of the recommended alignment. Standard erosion control measures that are utilized for all highway projects in Maryland will be used for this project to minimize erosion and subsequent sedimentation impact on the pond.
- (2) The recommended alignment will require 27 acres of land that are classified as having agricultural usage. This land is presently not intensively used for crop land or pasture but has potential for agricultural usage. We recognize and agree with the concern for the increasing conversion of agricultural lands to other usages.



UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION  
OFFICE OF THE SECRETARY

144

# Memorandum

DATE: 05 APR 1976

SUBJECT: Draft Environmental Impact Statement -  
F 935-1(5), Maryland Route 51  
Allegany County, Maryland  
FHWA-MD-EIS-76-03-D

In reply  
refer to:

FROM : Assistant Secretary for Environment,  
Safety, and Consumer Affairs

TO : Chief, Environmental Programs Division, FHWA/HEV-10

We appreciate the opportunity to review this draft statement.

Our concern is with the impacts of the proposed action on the Chesapeake and Ohio Canal National Historical Park (see page III-45). Because of these impacts, a section 4(f) determination may be required. The final EIS should reflect an evaluation of the impact on the historical site, made in consultation with the State Historic Preservation Officer (SHPO), in accordance with the Advisory Council on Historic Preservation's criteria of Adverse Effect (36 CFR Part 800). If such impacts are severe and would constitute a "use" of land from the historical site, a section 4(f) determination should be prepared.

①

*Judith T. Connor*  
Judith T. Connor

U.S. DEPARTMENT OF TRANSPORTATION

Commenting Agency: U.S. Department of Transportation

- (1) The recommended alignment, as well as all alternates, do not require right-of-way from the historic Chesapeake and Ohio National Historical Park. The Maryland Historical Preservation Officer has determined that the project will have no affect on the C&O Canal (see Appendix C, page C(2)).

APR 30 1976  
PROJECT PLANNING  
DIVISION  
FEDERAL HIGHWAY ADMINISTRATION  
U.S. DEPARTMENT OF TRANSPORTATION



FILE - ENVIRONMENTAL  
A 571-000-671

Krolak 149

UNITED STATES DEPARTMENT OF AGRICULTURE  
SOIL CONSERVATION SERVICE - 4321 Hartwick Rd., Rm. 522  
College Park, Maryland 20740

April 5, 1976  
1976 APR 7 AM 10 51

Mr. Eugene T. Camponeschi, Chief  
Bureau of Project Planning  
State Highway Administration  
300 West Preston Street  
Baltimore, Maryland 21201

AGRICULTURE  
PROJECT PLANNING

Dear Mr. Camponeschi:

This is in response to your letters dated February 23, 1976 to the Office of the Secretary, USDA, Washington D. C. and to this office regarding the draft environmental impact statement for "Maryland Route 51 from North Branch to 0.32 mile east of Cumberland in Allegany County, Maryland."

Our area of interest in this project is erosion and sediment control both during construction and operation of this roadway. Your discussion on these subjects in the draft is adequate and should be sufficient for the final statement.

We appreciate the opportunity to comment on this proposal.

Sincerely,

*Graham T. Munkittrick*

Graham T. Munkittrick  
State Conservationist

cc: R. M. Davis, Administrator  
Office of the Coord.  
Council on Envir. Quality

Commenting Agency: Soil Conservation Service of the U.S. Department of Agriculture

No response required.





# United States Department of the Interior

OFFICE OF THE SECRETARY  
NORTHEAST REGION  
JOHN F. KENNEDY FEDERAL BUILDING  
ROOM 2003 M & N  
BOSTON, MASSACHUSETTS 02203  
April 23, 1976

076 APR 26 AM 9 56

ER-76/222

ADMINISTRATION  
PROJECT PLANNING

Dear Mr. Elinsky:

This is in response to a request for the Department of the Interior's comments on the draft environmental statement for Maryland Route 51 Allegany County, Maryland.

Cultural Resources:

In a January, 1975 letter (copy appended to the draft statement) the National Park Service of this Department commented on the alternative studies for this highway project. The draft statement does not address several relevant concerns expressed in that correspondence, as follows:

1. The southern terminus for the project is the access road to the Pittsburgh Plate Glass Plant at North Branch, page I-1. The January 1975 letter expressed extreme concern about any future southern extension of this dualization. Such an extension has the potential for severe adverse impact on the Chesapeake and Ohio Canal, a National Historical Park administered by the National Park Service.

The present statement does not demonstrate the degree to which the present southern limit of the project constitutes a logical terminus, reference 23 CFR, part 771.3. The final statement should discuss this terminus and any probable future needs for an extension. The comprehensive plan identified on page I-47 should be referenced regarding plans for the total length of the Maryland Route 51 project.

①

The National Park Service should continue to be kept informed and involved in any future plans for the project.

2. The final statement should reference the State Highway Administration lands identified in the January 1976 letter. The status of the possible exchange of those lands should be discussed.

②



3. The access problems addressed in the penultimate paragraph of the January 1975 correspondence should be discussed in the final statement, particularly as project development might assist in eliminating industrial traffic as an intrusion on the historical scene of the Chesapeake and Ohio Canal National Historical Park. This Department would support the alternative which provides the best opportunity for enhancing the environment of the park.

③

Fish and Wildlife Resources:

The Vegetation section on pages III-1 through III-3 should be expanded to include the acreages of vegetation that will be destroyed along each alternative as a result of project construction. Likewise, the Wildlife section on pages III-4 through III-8 should be enlarged to include the acreages of wildlife habitat, i.e. woodland, grassland, agricultural land and wetlands that will be considered a project loss.

④

On pages I-15 and I-17, change "chinkapin" to "chinquapin."

Page I-17, table 3, under "Genus Species" column, change "Carva" to "Carya."

⑤

Other:

For your information the mineral production in Allegany County consists primarily of coal and stone, and includes small amounts of sand and gravel. There are no significant mineral deposits in the project area. Therefore, the proposed action will not have an adverse impact upon either mineral resources or mineral production.

⑥

We request the opportunity to review the final statement.

Sincerely yours,



ROGER SUMNER BABB  
Special Assistant to  
the Secretary

Mr. Emil Elinsky  
Rotunda Building  
Suite 220  
711 West 40th Street  
Baltimore, Maryland 21211

cc: Mr. Eugene T. Camponeschi  
Chief, Bureau of Project Planning  
State Highway Administration

Commenting Agency: U.S. DEPARTMENT OF THE INTERIOR

- (1) For discussion of the plans for possible future extension of Maryland Route 51 see pages I-9 through I-11. The National Park Service will be kept informed of future plans for any highway improvements to Maryland Route 51 south of North Branch.
- (2) The exchange of this land is not relevant to this project. The exchange of lands in question is for 3.86 acres of Maryland State Highway Administration lands at North Branch in exchange for National Park Service lands at Hancock, Maryland, for a pedestrian access bridge at Little Pool off of Route Interstate 70. The Maryland State Highway Administration no longer plans to construct the pedestrian bridge. However, the National Park Service can continue to negotiate for the 3.86 acres of excess land at North Branch.
- (3) With the recommended alignment, an alternative access point is provided to the road that passes to the Kelly Springfield warehouse at the northeastern end of the industrial area.
- (4) Acres of woodland and habitat required with the recommended alignment are shown on page II-4.
- (5) The requested spelling changes have been made.
- (6) This information was presented on page III-13 of the Draft Environmental Impact Statement.



MARVIN MANDEL  
GOVERNOR

MARYLAND  
DEPARTMENT OF STATE PLANNING

301 WEST PRESTON STREET  
BALTIMORE, MARYLAND 21201  
TELEPHONE: 301-383-2451

VLADIMIR A. WAHBE  
SECRETARY OF STATE PLANNING  
MADELINE L. SCHUSTER  
DEPUTY SECRETARY

April 21, 1976

Mr. Robert J. Hajzyk, Director  
Office of Planning & Preliminary Engineering  
Maryland Department of Transportation  
P. O. Box 717  
300 West Preston Street  
Baltimore, Maryland 21203

✓	MAJONESCHI	✓	GATHERER	✓	HONZINS
✓	ROBERT	✓	RODNEY	✓	ROBERT
✓	KRDLAK	✓	GRANDY	✓	ROBERT
✓	SCHNEIDER	✓	WELWIG	✓	KOLLER
✓	UHL	✓	STOFFMAN	✓	WILLIAMSON
✓	ACTION	✓	INFO	✓	FILE

REMARKS:

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT

Applicant: State Highway Administration  
Project: Draft EIS - Md. Route 51 from N. Branch to South of Cumberland  
(Allegany County) Contract #A 571-000-671  
State Clearinghouse Control Number: 76-3-646  
State Clearinghouse Contact: Warren D. Hodges (383-2467)

Dear Mr. Hajzyk:

The State Clearinghouse has reviewed the above Statement. In accordance with the procedures established by the Office of Management and Budget Circular A-95, the State Clearinghouse received comments from the following:

Department of Public Safety & Correctional Services, Department of Budget & Fiscal Planning, Department of Natural Resources, Tri-County Council for Western Maryland and the City of Cumberland: noted that the Statement appears to adequately cover those areas of interest to their agencies.

Allegany County: indicated that Alignment A, which parallels the B&O Railroad tracks, is the best choice in terms of current land use and the proposed industrial park development. ①

Environmental Health Administration: concurred with the basic findings of the Statement but requested (copy attached) some clarification with regard to the criteria used for air quality evaluations.

② Our staff reviewed the Statement and suggested that the proposed 200' right of way for the highway be reduced where possible in order to lessen the damage to the natural environment. { Since part of the justification for the initiation of this new highway is to move industrial truck traffic away from residential neighborhoods adjacent to existing Route 51, provision should be made to restrict such truck traffic on the existing route after completion of this new highway. } Also, in order to avoid a duplication of the existing Route 51 situation where adjacent development has hindered the traffic moving capability of the road, it is important to indicate in the design of the new highway the maximum control of access desirable for efficient use. ③ ④

Mr. Robert J. Hajzyk  
April 21, 1976

Page Two

We hope these comments will be helpful to you in your agency's development of the final Statement and we look forward to continued cooperation with your agency.

Sincerely,

*Vladimir Wahbe*  
Vladimir Wahbe

Att.

- cc: Robert Lally
- William Foy
- Paul McKee
- Edward Heath
- Mayor Perry Smith
- Benjamin Sansom
- William Landis
- Donald Noren

Commenting Agency: Dept. of Public Safety & Correctional Services, Dept. of Budget & Fiscal Planning, Dept. of Natural Resources, Tri-County Council for Western Md., and the City of Cumberland

No response necessary.

Commenting Agency: Allegany County Planning & Zoning Commission

- (1) The recommended alignment is Alternate B-F for the reasons given in Chapter III.

Commenting Agency: Maryland Dept. of State Planning

- (2) Final right-of-way taking will be determined in the design stage of the project. The right-of-way taking will be kept to a minimum in concurrence with engineering requirements.
- (3) It is expected that the industrial traffic will utilize the new facility. There is no state policy for prohibiting truck traffic on state highways.
- (4) The type of access control to be used with project is a partial control of access providing for at-grade intersections with county and state roads spaced at a minimum of 500 feet between intersections.

APPENDIX A  
RELOCATION WORKSHEETS

152

Bureau of Relocation Assistance Office of Real Estate 300 West Preston Street - Room 402 Baltimore, Maryland 21201	STATE HIGHWAY ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION OF MARYLAND	S.H.A. 63.0-0P-1 (10-35-76) Page 1 Preliminary Relocation Studies Maryland Project: <u>A 571-000-671</u> Federal Aid Project: <u>DPF 215-1(1)</u> Terminal: <u>Md. Rte. 51 - North Branch to Cumberland</u> Alternate Number: <u>BF</u> General File No. _____
Indicate which of the following applies to the information below: Draft Environmental Impact Statement _____ Conceptual Stage Study _____ Final Environmental Impact Statement <input checked="" type="checkbox"/> Acquisition Stage Study _____		

RESIDENTIAL OCCUPANTS AND IMPROVEMENTS AFFECTED

OCCUPANT STATUS	DWLOS.	DWLS. DWITS	FAR.	IND.	TYPE OF CONSTRUCTION							AGE				ROOMS					BATHS				ESTIMATED VALUE (000's) OR RENT (DSE LOS)				
					BRICK	FRAME	CONC.	DET.	SEW. DET.	ROW	MULTI FAMIL.	0-10 YRS.	11-30 YRS.	31 YRS. UP	3	4	5	6	7	8 up	1	2	3	4 up	\$0-620	\$20-640	\$40 -		
OWNER OCCUPIED	12	12	12		1	10	1	12						6	6		1	1	2	6	2			1	9	2	7	5	
TENANT OCCUPIED																													
TOTALS	12	12	12		1	10	1	12						6	6		1	1	2	6	2			1	9	2	7	5	

RESIDENTIAL IMPROVEMENTS AVAILABLE

ASKING PRICE RANGE (000's)	DWLOS.	TYPE OF CONSTRUCTION							AGE				ROOMS					BATHS				NEWLY BUILT									
		BRICK	FRAME	CONC.	DET.	SEW. DET.	ROW	0-10 YRS.	11-30 YRS.	31 YRS. UP	3	4	5	6	7	8 up	1	2	3	4 up	NO.	0 to \$100	\$100 to \$150	\$150 to \$200	\$200 to \$250	\$250 to \$300	\$300 & UP	APT.	ROWNS	TOTALS	
\$0-20	10	2	5	3	10			3	4	3			2	5	2	1		2	6	2											
\$20-40	12	4	4	4	12			3	5	4			2	7	2	1		3	8	1											
\$40 -																															
TOTALS	22	6	9	7	22			6	9	7			4	12	4	2		5	14	3											

Sources: Multiple Listings and realtors-Cumberland area - March 8, 1977

Sources:

BUSINESSES, FARMS, AND NON-PROFIT ORGANIZATIONS AFFECTED

OCCUPANT STATUS	BUSINESSES					FARMS				NON-PROFIT ORGANIZATIONS			
	RETAIL	CONC.	INFO.	CHAIN	EMP.	DAIRY	CATTLE	TRUCK	EMP.	REL.	SOC.	DEPT.	EMP.
OWNER													
TENANT		1					N/A				N/A		
TOTALS		1											

AVAILABLE REPLACEMENT SITES

TYPE OF SITE	BUSINESSES	NON-PROFIT	FARMS
SALE			
LEASE		N/A	
TOTALS			

Sources:

Remarks: One State Highway Administration dwelling is also being taken.

Estimated average family size 4  
 Estimated total number persons affected 52  
 Estimated total number of minority group members affected 0, number of owner occupant families 0, number of tenant occupant families 0, and number of individuals 0.

Estimated number of minority owned or operated businesses N/A  
 Estimated number of minority employees \_\_\_\_\_  
 Estimated number of minority owned or operated farms \_\_\_\_\_  
 Estimated number of minority employees \_\_\_\_\_  
 Estimated number of minority non-profit organizations \_\_\_\_\_  
 Estimated number of minority employees \_\_\_\_\_

Signature: <u>George C. Charuhas</u>	Date: <u>March 8, 1977</u>
(RELOCATING OFFICER)	(DATE)



APPENDIX B  
THE ENVIRONMENTAL ASSESSMENT FORM:  
A REQUIREMENT OF THE  
MARYLAND ENVIRONMENTAL POLICY ACT OF 1974

ASSESSMENT OF SIGNIFICANT ENVIRONMENTAL EFFECTS

154

The following questions should be answered by placing a check in the appropriate column(s). If desirable, the "comments attached" column can be checked by itself or in combination with an answer of "yes" or "no" to provide additional information or to overcome an affirmative presumption.

In answering the questions, the significant beneficial and adverse, short and long term effects of the proposed action, on-site and off-site during construction and operation should be considered.

All questions should be answered as if the agency is subject to the same requirements as a private person requesting a license or permit from the State or Federal Government.

	<u>Yes</u>	<u>No</u>	<u>Comments Attached</u>
A. Land Use Considerations			
1. Will the action be within the 100 year flood plain?	___	<u>x</u>	___
2. Will the action require a permit for construction or alteration within the 50 year flood plain?	___	<u>x</u>	___
3. Will the action require a permit for dredging, filling, draining or alteration of a wetland?	___	<u>x</u>	___
4. Will the action require a permit for the construction or operation of facilities for solid waste disposal including dredge and excavation spoil?	___	<u>x</u>	___
5. Will the action occur on slopes exceeding 15%?	___	<u>x</u>	___
6. Will the action require a grading plan or a sediment control permit?	<u>x</u>	___	___
7. Will the action require a mining permit for deep or surface mining?	___	<u>x</u>	___
8. Will the action require a permit for drilling a gas or oil well?	___	<u>x</u>	___
9. Will the action require a permit for airport construction?	___	<u>x</u>	___
10. Will the action require a permit for the crossing of the Potomac River by conduits, cables or other like devices?	___	<u>x</u>	___

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- |   | <u>Yes</u> | <u>No</u> | <u>Comments Attached</u> |
|---|------------|-----------|--------------------------|
| 11. Will the action affect the use of a public recreation area, park, forest, wildlife management area, scenic river or wildland? | —          | <u>X</u>  | —                        |
| 12. Will the action affect the use of any natural or man-made features that are unique to the county, state or nation?            | —          | <u>X</u>  | —                        |
| 13. Will the action affect the use of an archaeological or historical site or structure?  | <u>X</u>   | —         | See Pages<br>II-32-II-34 |

B. Water Use Considerations

- |   |          |          |                |
|---|----------|----------|----------------|
| 14. Will the action require a permit for the change of the course, current, or cross-section of a stream or other body of water?                              | —        | <u>X</u> | —              |
| 15. Will the action require the construction, alteration or removal of a dam, reservoir or waterway obstruction?  | —        | <u>X</u> | —              |
| 16. Will the action change the over-land flow of storm water or reduce the absorption capacity of the ground?   | <u>X</u> | —        | See Page II-32 |
| 17. Will the action require a permit for the drilling of a water well?  | —        | <u>X</u> | —              |
| 18. Will the action require a permit for water appropriation?   | —        | <u>X</u> | —              |
| 19. Will the action require a permit for the construction and operation of facilities for treatment or distribution of water?                                 | —        | <u>X</u> | —              |
| 20. Will the project require a permit for the construction and operation of facilities for sewage treatment and/or land disposal of liquid waste derivatives? | —        | <u>X</u> | —              |
| 21. Will the action result in any discharge into surface or sub-surface water?  | <u>X</u> | —        | See Page II-32 |

## APPENDIX B(3)

<u>Yes</u>	<u>No</u>	<u>Comments Attached</u>
------------	-----------	--------------------------

- 156
22. If so, will the discharge affect ambient water quality parameters and/or require a discharge permit?          x
- C. Air Use Considerations
23. Will the action result in any discharge into the air?   x          See Page II-14
24. If so, will the discharge affect ambient air quality parameters or produce a disagreeable odor?   x          See Page II-14
25. Will the action generate additional noise which differs in character or level from present conditions?   x          See Page II-31
26. Will the action preclude future use of related air space?          x
27. Will the action generate any radiological, electrical, magnetic, or light influences?          x
- D. Plants and Animals
28. Will the action cause the disturbance, reduction or loss of any rare, unique or valuable plant or animal?          x
29. Will the action result in the significant reduction or loss of any fish or wildlife habitats?          x
30. Will the action require a permit for the use of pesticides, herbicides or other biological, chemical or radiological control agents?          x
- E. Socio-Economic
31. Will the action result in a pre-emption or division of properties or impair their economic use?   x          See Page II-6

	<u>Yes</u>	<u>No</u>	<u>Comments Attached</u>
32. Will the action cause relocation of activities, structures or result in a change in the population density or distribution?	<u>x</u>	___	See Page II-6
33. Will the action alter land values?	<u>x</u>	___	See Page II-13
34. Will the action affect traffic flow and volume?	<u>x</u>	___	See Page I-8
35. Will the action affect the production, extraction, harvest or potential use of a scarce or economically important resource?	___	<u>x</u>	___
36. Will the action require a license to construct a sawmill or other plant for the manufacture of forest products?	___	<u>x</u>	___
37. Is the action in accord with federal, state, regional and local comprehensive or functional plans--including zoning?	<u>x</u>	___	See Page I-12
38. Will the action affect the employment opportunities for persons in the area?	<u>x</u>	___	___
39. Will the action affect the ability of the area to attract new sources of tax revenue?	<u>x</u>	___	___
40. Will the action discourage present sources of tax revenue from remaining in the area, or affirmatively encourage them to relocate elsewhere?	___	<u>x</u>	___
41. Will the action affect the ability of the area to attract tourism?	<u>x</u>	___	See Page II-32
F. Other Considerations			
42. Could the action endanger the public health, safety or welfare?	___	<u>x</u>	___
43. Could the action be eliminated without deleterious effects to the public health, safety, welfare or the natural environment?	___	<u>x</u>	___

APPENDIX B(5)

Yes      No      Comments Attached

- 44. Will the action be of statewide significance?                    x
- 45. Are there any other plans or actions (federal, state, county or private) that, in conjunction with the subject action could result in a cumulative or synergistic impact on the public health, safety, welfare or environment?                    x
- 46. Will the action require additional power generation or transmission capacity?                    x

G. Conclusion

- 47. This agency will develop a complete environmental effects report on the proposed action.        x                    See below.

This agency is currently preparing an Environmental Impact Statement which will adequately address all information contained in an Environmental Effects Report (EER). Because of the overlap between federal law and state law, it would be inefficient to duplicate the effort involved in preparing a separate state EER. Therefore, as in accordance with the Maryland Environmental Policy Act Guidelines, one report, the EIS, will be developed covering the requirements under both laws.

APPENDIX C  
CORRESPONDENCE



Maryland Historical Trust

Mr. Eugene T. Camponeschi, Chief  
Bureau of Project Planning  
State Highway Administration  
300 West Preston Street  
Baltimore, Maryland 21201

April 13, 1977

RE.: Contract No. A571-000-671 F.A.P. No. F935-1(5)  
Maryland Route 51 Cumberland to North Branch

Dear Mr. Camponeschi:

I concur with the determination of FHWA of no effect  
on historic sites for alignment B-F of Maryland Route  
51.

Sincerely,

*John N. Pearce*  
John N. Pearce  
State Historic Preservation  
Officer

JNP:NAM:bjn

cc: Mrs. Miltenberger  
Mr. Rice

<input checked="" type="checkbox"/> ACTION	<input checked="" type="checkbox"/> INFO	<input type="checkbox"/> FILE
<input checked="" type="checkbox"/> CAMPONESCHI	<input type="checkbox"/> CATHERMAN	<input type="checkbox"/> JANATA
<input type="checkbox"/> SCHNEIDER	<input type="checkbox"/> DODSON	<input type="checkbox"/> KOLLER
<input type="checkbox"/> HOUST	<input type="checkbox"/> GRANDY	<input type="checkbox"/> WILLIAMSON
<input checked="" type="checkbox"/> KROLAK	<input type="checkbox"/> HANRAHAN	<input type="checkbox"/> HOPKINS
<input type="checkbox"/> UHL	REMARKS:	





DEPARTMENT OF HEALTH AND MENTAL HYGIENE  
ENVIRONMENTAL HEALTH ADMINISTRATION

P.O. BOX 13387

201 WEST PRESTON STREET  
BALTIMORE, MARYLAND 21203  
PHONE • 301 383 3245

NEIL SOLOMON, M.D., PH.D.  
SECRETARY

RONALD H. NOREN  
DIRECTOR

December 14, 1976

Mr. Andrew Brooks  
State Highway Administration  
Bureau of Landscape Architecture  
Joppa and Falls Roads  
Brooklandville, Maryland 21022

Dear Mr. Brooks: *Andy*

RE: Draft Air Quality Analysis, Md. Rte.  
51

The Bureau of Air Quality and Noise Control has received the Draft Air Quality Analysis for Maryland Route 51. The proposed project consists of improvements to Maryland Route 51 in Allegany County, Maryland for a distance of approximately 2.65 miles, from North Branch to approximately 0.32 miles south of Cumberland. Three relocation alignments were considered along with a Do-Nothing Alternative. We agree with the results of the analysis that there are no significant differences between the three alternatives in terms of impact upon air quality, and none of the alternatives would significantly affect air quality in the subject project corridor.

Sincerely yours,

*Bill*

William K. Bonta, Chief  
Division of Program Planning & Analysis  
Bureau of Air Quality & Noise Control

WKB:RHH:bac

162



The Maryland Historical Trust

Shaw House, 21 State Circle, Annapolis, Maryland 21401  
 301: 267-1212 or 301: 267-1438

573 OCT 6 PM 1 40

October 1, 1976

ADMINISTRATION  
 PROJECT PLANNING

Mr. Eugene T. Camponeschi  
 Bureau of Project Planning  
 State Highway Administration  
 Maryland Department of Transportation  
 300 West Preston Street  
 P.O. Box 717  
 Baltimore, Maryland 21203

RE: Contract No.  
 A 571-000-671  
 Maryland Route 51  
 .32 miles east of Cumberland to North  
 Branch

Dear Mr. Camponeschi:

As State Historic Preservation Officer, I concur with your determination that this project will have no effect on the C & O Canal or the road and culvert uncovered by Kenneth Orr (July 20, 1976).

The road and culvert do not possess significant historical significance for the purposes of 4 (f) of the U.S. Department of Transportation Act.

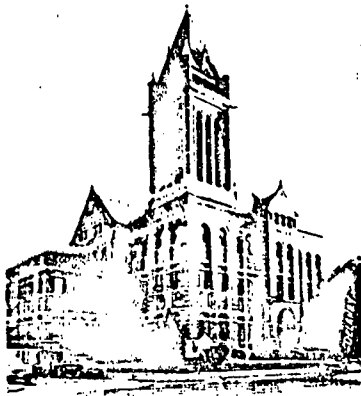
Sincerely,

*John N. Pearce*  
 John N. Pearce  
 State Historic Preservation Officer

JNP/NAM/njm

cc: Mr. Thomas Conlon  
 Mrs. Mary C. Miltenberger  
 Mr. Tyler Bastian  
 Mr. Jack Ladd Carr

<del>CAMPONESCHI</del>	<del>CATHERMAN</del>	<del>HOPKINS</del>
<del>HOOSE</del>	<del>DUNSELY</del>	<del>...</del>
<del>KROLAK</del>	<del>ANDY</del>	<del>JANSEN</del>
<del>SCHNEIDER</del>	<del>HEMING</del>	<del>KULLEN</del>
<del>UHL</del>	<del>...</del>	<del>WILLIAMSON</del>
<del>ACTION</del>	<del>...</del>	<del>FILE</del>
REMARKS		



1976 JUL 25 AM 9 30  
**ALLEGANY COUNTY  
 PLANNING & ZONING COMMISSION**

P.O. BOX 1433 - ALLEGANY HEALTH CENTER, ROOM 256

CUMBERLAND, MARYLAND 21502

ADMINISTRATION  
 PROJECT PLANNING

July 22, 1976

Mr. Foster T. Hoffman  
 Project Manager  
 Bureau of Project Planning  
 State Highway Administration  
 300 West Preston Street  
 Baltimore, Maryland 21201

Re: Maryland Route 51 from North Branch to  
 .132 miles south of Cumberland

Dear Mr. Hoffman:

Our agency is pleased that we have the opportunity to comment on the location of proposed access points to New Route 51 in the above mentioned corridor. As noted on the map prepared by your agency, we agree that there should be no private access points along this new highway and that all access points be either to existing county or state roads or to proposed county or state roads.

In reviewing your agency's proposal, we agree that there should be access to existing Route 51 at the southern terminus of the new highway and we agree that there should be access to existing county and state roads as follows:

- 1) As noted on your map of the chosen alignment (B), the first county road access is approximately 1,000 feet north of the proposed intersection with existing Route 51 at North Branch.
- 2) The second proposed access point is approximately 1100 feet north of the first county road and is not shown on the map which your agency prepared. This suggested access point would be provided to allow future development of a county road into an area now zoned "Industrial."
- 3) The third access point would be approximately 1400 feet north of the second and as shown on your map would provide access to the northern part of the Mexico Farms Industrial Park and would utilize the existing county road and bridge which crosses the Baltimore & Ohio Railroad near the Kelly Springfield property.
- 4) The fourth access point as noted on this map is approximately 3500 feet north of the previous one and would provide a junction with the Mexico Farms Road.

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Mr. Hoffman

-2-

July 22, 1976

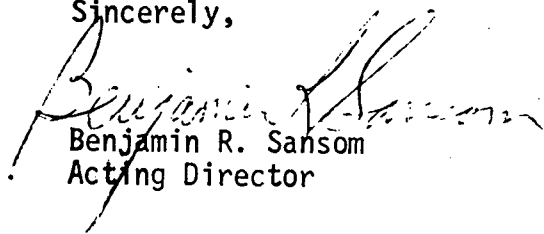
5) The fifth access point would be approximately 4700 feet north of the Mexico Farms Road and as noted on this map, would provide access once again with existing Route 51. From that point northward, proposed Route 51 is very near the location of existing Route 51 and it appears that several private dwellings along that section may require access either to new Route 51 or to the County Dump Road, which is located to the rear of these properties. It may prove difficult to deprive these residents of access to the new highway, when they appear to be adjacent to the proposed right-of-way.

At the north end of the highway corridor, we feel that either proposal to re-locate Dump Road to Messick Road would be appropriate. However, we disagree strongly with the possibility that Dump Road would also have access to Route 51. If Dump Road is relocated to Messick Road, it would eliminate a bad entrance to New Route 51 and it would provide improved access to the property which Dump Road serves. It is our impression that your agency may be bowing to pressure from local land owners, in permitting access from Dump Road directly to New Route 51. While this may be appropriate in some cases, we feel that in this instance, Dump Road should front on Messick Road to alleviate what could be a safety hazard, and to minimize access points to the new highway.

Additionally, it appears odd that your agency would favor the request of a very small number of land owners with respect to access at the north end of the proposed highway and disregard the written documentation of four separate county agencies, in choosing the alignment of the southern portion of the right-of-way. However, the final decision in such matters rests with your agency and local government officials can only hope that their professional opinions are carefully weighed against private considerations.

We thank you for the opportunity of reviewing and commenting upon these proposed access points for New Route 51 and look forward to continued local-state cooperation in forwarding this project.

Sincerely,



Benjamin R. Sansom  
Acting Director

BRS:mb

cc: Mr. Robert Hajzyk  
Mr. John Bushby  
Mr. Harry Skelly  
Mr. Gerald Arthur  
Mr. Michael Giblin

Response: For items (1)-(5) see pages III-3  
and III-4.

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JUN 16 1976

RE: Allegany County  
Maryland Route 51  
From North Branch to  
0.32 mile south of  
Cumberland

The Honorable J. Glenn Beall, Jr.  
United States Senate  
Washington, D.C. 20510

Dear Senator Beall:

This is in response to your letter of May 20, 1976 requesting additional information regarding Mr. Taschenberg, relative to the proposed highway improvement of Maryland Route 51.

The State Highway Administration has held four (4) public meetings; the latest, a Public Hearing on April 21, 1976. The public is in favor of a new highway serving the industrial area and the response at the meeting recommended Alternate "A" or "B".

Mr. Taschenberg's letter recommending that the State Highway Administration utilize the abandoned Western Maryland Railroad right of way for the relocation of Maryland Route 51 from Cumberland to North Branch is not valid. This office has coordinated with the Department of State Planning, the lead agency for the Task Force reviewing and recommending disposition of the abandoned Railroad right of way in the State of Maryland. The section of the Western Maryland Railroad Mr. Taschenberg refers to is not a part of the abandonment but will continue in operation to serve the industrial area in the vicinity of North Branch.

The Final Environmental Impact Statement will be distributed in September and include a specific recommendation for the improvement of Maryland Route 51. A copy of this document will be forwarded to your office.

Should you have any questions, or if additional information is required, please contact me.

Very truly yours,

ORIGINAL SIGNED BY

BERNARD M. EVANS  
Bernard M. Evans

State Highway Administrator

bcc: Mr. Robert J. Hajzyk  
Mr. Eugene T. Camponeschi ✓  
Mr. Frederick Breaner

J. GLENN BEALL, JR.  
MARYLAND

166  
COMMITTEES:  
BUDGET  
COMMERCE  
LABOR AND PUBLIC WELFARE  
SENATE SELECT COMMITTEE  
ON SMALL BUSINESS  
SPECIAL COMMITTEE ON AGING

United States Senate  
WASHINGTON, D.C. 20510

May 20, 1976

Honorable Bernard M. Evans  
State Highway Administrator  
State Highway Administration  
Maryland Department of Transportation  
P. O. Box 717- 300 West Preston Street  
Baltimore, Maryland 21203

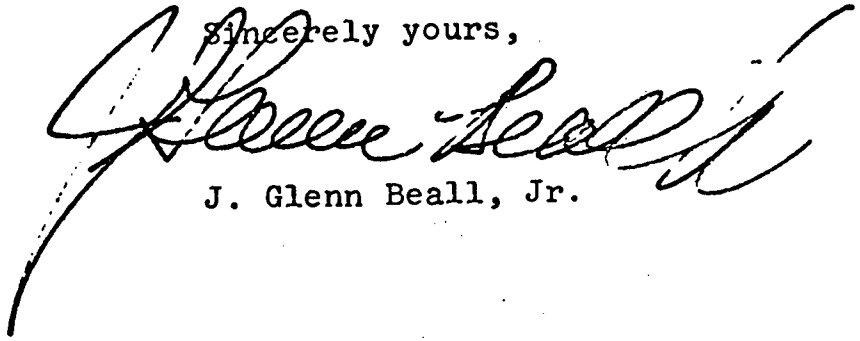
Dear Mr. Evans:

In 1975 I contacted you in behalf of Mr. Ernest J. Taschenberg regarding proposed highway improvement of Maryland Route 51. I appreciated your letter of October 7 in response.

Mr. Taschenberg has again contacted me regarding this matter and I am enclosing a copy of his latest letter for your information. It would be helpful to me to have any additional comments you might care to make.

Thanking you for your assistance and with best wishes, I am

Sincerely yours,

  
J. Glenn Beall, Jr.

JGB/ns  
Enc.

STATE HWY ADM

25 MAY 76 3:22

ERNEST J. TASCHENBERG  
6309 FAIR OAKS AVENUE  
BALTIMORE, MARYLAND, 21214

APR 26, 1976

THE HON. J. GLENN BEALL  
UNITED STATES SENATOR, MARYLAND  
WASHINGTON, DC 20003

SUBJECT: FEDERALLY FUNDED HIGHWAY PROJECT  
MARYLAND ROUTE 51  
STATE PROJECT A571-000-671  
FEDERAL PROJECT NO. F-935-1(5)

DEAR SENATOR BEALL:

IN SEPTEMBER OF LAST YEAR I WROTE TO YOU EXPRESSING MY CONCERN AND OBJECTIONS TO CERTAIN ALTERNATES PROPOSED FOR ROUTE 51 IMPROVEMENT. I APPRECIATED YOUR INTEREST AND PROMPT RESPONSE.

ON APRIL 21 I ATTENDED A MEETING IN CUMBERLAND A PUBLIC HEARING ON THIS MATTER. AS OF THIS DATE I HAVE WRITTEN AGAIN STATING MY OBJECTIONS.

HOWEVER, AS YOU KNOW THE WESTERN MARYLAND RAILROAD HAS BEEN ABANDON SINCE THE INCEPTION OF THE SUBJECT HIGHWAY STUDY.

PEOPLE IN THE AREA OF THE ROUTE 51 PROJECT WOULD BE VERY PLEASED IF A NEW HIGHWAY WERE BUILT ON THE OLD WMARR SITE FROM SOUTH CUMBERLAND TO NORTH BRANCH AND EAST INSTEAD OF RELOCATING RT 51 WHICH WOULD DISPLACE MANY FAMILIES AND HAVE UNDESIRABLE EFFECTS ON OUR PROPERTY.

AS AN ENGINEER, I NOTE THE MANY ADVANTAGES OF THE WMARR

1. VERY SHORT DISTANCE FROM CUMBERLAND TO NORTH BRANCH.
2. IMPROVED ACCESS TO THE CUMBERLAND AIRPORT
3. IMPROVED ACCESS FOR THE PEOPLE OF WEST VIRGINIA TO CUMBERLAND, (INTERSTATE)
4. A HIGHWAY CENTRALLY LOCATED IN THE INDUSTRIAL AREA AT MEXICO FARMS - GLASS PLANT, KELLY AND THE TRUCKING CO.
5. IDEAL APPROACHES TO THIS MAIN ROAD.

ERNEST J. TASCHENBERG  
6309 FAIR OAKS AVENUE  
BALTIMORE, MARYLAND 21214

PAGE 2 - 4/26/76

6. UTILIZATION OF WHAT WILL BE OTHERWISE AN "ABANDON RAILROAD", WITHOUT INTRODUCING NEW RIGHT-OF-WAYS IN THE NOW CONGESTED NORTH BRANCH AREA.
7. THIS WOULD COMPLEMENT THE NOW EXCELLENT EAST-WEST HIGHWAY SYSTEM IN CUMBERLAND.

I FULLY RECOGNIZE THAT BRIDGES & A TUNNEL ARE INVOLVED WHICH ARE EXPENSIVE - BUT THESE ARE NO MORE EXPENSIVE THAN MANY OF THE PROJECTS UNDERTAKEN AT OTHER PLACES.

SENATOR BEALL, I BELIEVE THAT IF YOU TALKED WITH OTHER RESIDENTS AND PROPERTY OWNERS IN THE AREA YOU WOULD BE CONVINCED OF THE MERITS OF USING THE WMRR. THIS SHOULD BE EXAMINED BEFORE A DECISION IS MADE ON THE RT 51 PROJECT.

THANK YOU AGAIN FOR YOUR INTEREST.

SINCERELY

Ernest J. Taschenberg  
MD. PE. 5459



THE HONORABLE MARVIN MANDEL  
 GOV. OF MD.  
 STATE CAPITOL  
 ANNAPOLIS, MD.

DEAR GOV. MANDEL:

SEVERAL YEARS AGO I FORWARDED TO YOU A PETITION BEARING APPROXIMATELY 400 SIGNATURES OF WESTERN MD. AREA RESIDENTS, ASKING FOR THE DUALIZATION OF MD. ROUTE 51 FROM THE SOUTH END OF CUMBERLAND TO NORTH BRANCH AND THE P.P.G. INDUSTRIES AND THE INDUSTRIAL PARK LOCATED IN THIS AREA. I FELT FROM YOUR RESPONSE AT THAT TIME THAT ACTION WOULD BE FORTH COMING. HOWEVER NOTHING RESULTED BUT STAGNATION .....

AT A RECENT PUBLIC INFORMATION MEETING HELD ON APRIL 21 AT THE ALLEGANY COMMUNITY COLLEGE IN CUMBERLAND BY THE STATE HIGHWAY ADMINISTRATION, WE WERE INFORMED THAT WE COULD NOT EXPECT ANY ACTION ON THIS PROJECT UNTIL 1981, BECAUSE OF NO MONEY AVAILABLE FOR THIS ROAD.

GOVERNOR MANDEL, WE AS CITIZENS OF ALLEGANY COUNTY CANNOT WAIT IDLY BY UNTIL 1981 TO SEE THIS PROJECT UNDERWAY. I IMPLORE YOU TO HELP US BY MAKING FUNDS AVAILABLE TO THE S.H.A. " NOW " TO GET IT OFF OF DEAD CENTER.

IN THE EARLY 1950s WHEN ALLEGANY CO. WAS A DEPRESSED AREA AND P.P.G. COMMITTED ITSELF TO LOCATE HERE, I CANNOT HELP BUT FEEL THEY WERE ASSURED THAT A GOOD HIGHWAY WOULD BE CONSTRUCTED TO THEIR PLANT SITE. THE DUAL HIGHWAY HOWEVER STOPPED ABOUT 3 MILES FORM THE PLANT AND A VERY UNFITTING " FARM TO MARKET ROAD " HAS BEEN UTILIZED BY 2 OF ALLEGANY CONTYS BIG 7 INDUSTRIES, NAMELY P.P.G. AND KELLY SPRINGFIELD TIRE CO.

WHEN P.P.G. WAS BUILT IT WAS HAILED AS " THE WORLDS MOST MODERN GLASS PLANT " SINCE THEN GLASS MANUFACTURING TECHNOLOGY HAS IMPROVED SO RAPIDLY THAT ITS PLANT IS NOW OBSOLETE. HOWEVER I FEEL CONFIDENT THE P.P.G. RESEARCH IS ABOUT TO COME WITH A BREAK THRU IN MANUFACTURING TECHNIQUE THAT MAY ENHANCE THE REVITILIZATION OF WORKS # 7. WILL ALLEGANY COUNTY BE ABLE TO HELP ITS CITIZENS REAP THIS BREAKTHRU. YOU, AS GOVERNOR MR. MANDEL ARE OUR HOPES TO THIS ANSWER.

ALLEGANY COUNTY IS AGAIN IN THE GRIPS OF BEING ANOTHER DEPRESSED AREA. 16% UNEMPLOYED, YOUNG AND OLD LEAVING THE AREA TO SEEK WORK ELSEWHERE. THIS IS THE REASONING FOR ASKING YOUR IMMEDIATE ASSISTANCE IN GETTING THE DUALIZATION OF ROUTE # 51 UNDERWAY IN WESTERN MD. I TRUST, YOU AS OUR GOVERNOR TO REACT IN YOUR USUAL AGGRESIVE MANNER AND EXPEDITE THIS HIGHWAY PROJECT.

cc MR. HUGHES  
 SEC. OF TRANSPORTATION

SINCERELY

MR. HUBERT J. FEENEY

*Hubert J. Feeny*  
 LAGONDA ST.  
 CUMBERLAND, MD. 21502

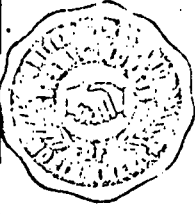
RECEIVED

MAY 7 1976

EXECUTIVE  
 DEPARTMENT

THE UNDERSIGNED RESIDENTS OF WESTERN MARYLAND AREA, BY OUR SIGNATURES, DO PETITION THE MARYLAND STATE ROADS COMMISSION TO MAKE FUNDS AVAILABLE IMMEDIATELY, TO SECURE THE NECESSARY EASEMENTS TO CONTINUE THE DUALIZATION OF MD. ROUTE 51 FROM EVITTS CREEK TO THE AREA OF P.P.G. INDUSTRIES AND KELLY SPRINGFIELD TIRE CO. AT THE PRESENT TIME BOTH P.P.G. AND KELLY SPRINGFIELD TIRE COMPANY, ARE FORCED TO TRANSPORT BOTH RAW MATERIALS AS WELL AS FINISHED PRODUCTS BY TRACTOR TRAILERS OVER THIS HIGHWAY, THAT WAS NEVER DESIGNED FOR SUCH MOVEMENTS.. IN ITS PRESENT CONDITION THIS HIGHWAY IS A CONSTANT SAFETY HAZARD TO THE LIVES OF THE AREA RESIDENTS, AS WELL AS ALL WHO MUST COMMUTE OVER IT DAILY. THE ALLEGANY COUNTY ECONOMIC DEVELOPMENT CORPORATION IS PURSUEING PLANS FOR AN INDUSTRIAL COMPLEX TO BE LOCATED ON SURPLUS LAND AT THE P.P.G. INDUSTRIES SITE. WITH ALL FACTORS CONSIDERED, IT IS IMPERATIVE THAT MD. ROUTE 51 BE DUALIZED NOW !!!!!!!!!!!

THIS PETITION HAD APPROXIMATELY 400 SIGNATURES



United Mine Workers of America  
Workers of North America

## INTERNATIONAL OFFICERS

Joseph Roman, President  
William Yarman, Executive Vice-President  
Joseph Stanzone, Secretary-Treasurer

PATRICK K. LOGSDON  
President  
District 1

301 Washington Street  
Cumberland, Maryland 21502

April 26, 1976

*Patrick K. Logsdon*

The Honorable Marvin Mandel  
Governor of Maryland  
State Capital Building  
Annapolis, Maryland

Dear Governor Mandel:

I am requesting your immediate assistance in getting the dualization of Route #51 underway in Western Maryland.

I am sure you are aware of the unemployment in Western Maryland. I am not sure you are aware of what the County is doing to help; so I enclose a copy of my recent write-up to the State Highway Administration.

At a recent meeting, held on April 21, 1976, at the Allegany Community College, by the S.H.A., the local citizenry was informed that no monies were available in the budget until 1980.

Governor Mandel, Allegany County cannot wait until 1980 to get this project started. I beseech you to find a way to make the necessary monies available to the S.H.A. to get this road started.

From an economic analysis of the proposed alternates, the maximum outlay of state money would be \$1,563, 660.00 or 30% of the cost of the most costly alternate - B. Alternate A, which is the most acceptable would be less.

In light of the small amount of money involved from the state ( I understand that 70% will be funded from the Federal Government) I believe it justified for the people of Western Maryland to demand that this project be started without any further delay.

I realize that this letter is probably a little unorthodox however, I propose that the seriousness of this situation cannot be handled by ordinary procedure. The people of Allegany County are desperately in need of this highway to enhance the industrial park, which should attract new industry.

(Continued)

UNITED GLASS AND CERAMIC  
WORKERS OF NORTH AMERICA, AFL-CIO-CLC  
COLUMBUS 15, OHIO

172

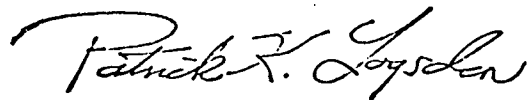
The Honorable Marvin Mandel

April 26, 1976

If ever an opportunity presented itself to government which would help a lot of people at a minimal cost, this is it.

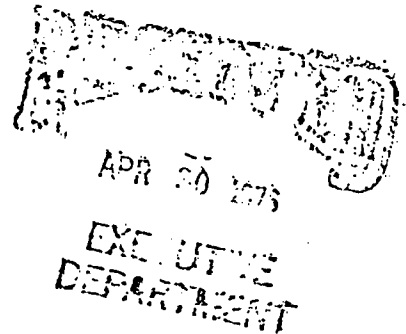
I trust that you will not only respond favorably but aggressively as well and get the road started.

Sincerely,



Patrick K. Logsdon, President  
District No. 1

PKL/ts  
enc.  
cc's: (Page 3)



RECEIVED  
APR 30 1976  
EXECUTIVE  
DEPARTMENT



# The Maryland Historical Trust

Shaw House, 21 State Circle, Annapolis, Maryland 21401  
301: 267-1212 or 301: 267-1438

DEC 10 1975

January 7, 1976

PROJECT PLANNING

Mr. Eugene T. Campeneschi, Chief  
Bureau of Project Planning  
State Highway Administration  
300 W. Preston Street  
Baltimore, Maryland 21201

RE: Contract No. A571-000-671 F.A.P. No. F935-1(5)  
Maryland Route 51 Cumberland to North Branch

Dear Mr. Campeneschi:

In response to your letter of December 10, 1975, concerning historic sites in the corridor of Maryland Route 51 in Allegany County. Two of the properties in Ron Andrews' letter of September 20, 1974, the Davis Memorial Church and the 19th Century farm grouping (near North Branch, west side of road) might possibly be eligible for the National Register.

It is probable that an improved Maryland Route 51 on an alignment other than widening the present alignment will not adversely affect historic sites.

Sincerely,

John N. Pearce  
State Historic Preservation Officer

JNP/NAM/njm

cc: Mr. Thomas Conlon  
Mrs. Mary C. Miltenberger  
Mr. Ronald Andrews  
Mrs. Margaret Ballard

## STATE OF MARYLAND

## COMMISSION

N. GORDON WOLMAN  
CHAIRMAN  
S. JAMES CAMPBELL  
RICHARD W. COOPER  
ROBERT C. HARVEY  
JOHN C. GEYER



DIRECTOR  
KENNETH N. WEAVER

ASST. DIRECTOR  
EMERY T. CLEAVES

TELEPHONE: 235-0771  
235-1792

## MARYLAND GEOLOGICAL SURVEY

LATROBE HALL, THE JOHNS HOPKINS UNIVERSITY

BALTIMORE, MARYLAND 21218

Division of Archeology  
21 Aug 75

Mr. Alexander McLaughlin  
Senior Consultant  
Messer Associates, Inc.  
8555 16th Street  
Suite 706  
Silver Spring, Maryland 20910

Dear Mr. McLaughlin:

I regret the long delay in responding to your letter of 4 April 75 concerning archeological sites in the Md. Rt. 51 corridor, Allegany County.

No recent archeological investigations have been conducted within the corridor, although preliminary reconnaissance in the near vicinity has revealed the existence of significant archeological resources. Several sites within the corridor were reported by Smithsonian Institution archeologists late in the last century. According to their brief, unpublished reports, two Indian village sites are located adjacent to the river, and two stone mounds located on hilltops or terraces 100 to 200 feet above the river contained burials and associated artifacts. The present condition of these sites is not known. Their reported locations are marked on your map, which I am returning.

To help reduce the likelihood of vandalism at any of the reported sites which may still remain, it is essential that their locations are not specified in any document which may be made public.

In view of the many significant archeological resources present in the vicinity of the corridor, and because potentially significant resources have been reported from within the corridor, it will be necessary for a qualified archeologist to conduct a field reconnaissance in order to (1) determine the present condition of the reported sites and (2) locate unreported sites which are likely to be present in the study area. If a probable road alignment within the corridor is known, the archeologist's work would be considerably simplified. In any event, it appears that field investigations will be necessary for purposes of an adequate final EIS.

A list of qualified archeological consultants who are experienced in Maryland is enclosed. We are also enclosing a copy of "Archeology & Archeological Resources" for your use.

I hope that the above information will prove helpful to you.

Sincerely,

Tyler Bastian

State Archeologist

## ALLEGANY COUNTY ROADS DEPARTMENT

121 W. ELDER STREET  
 P. O. Box 1456  
 CUMBERLAND, MARYLAND 21502  
 724-1455 -o- 724-2650 -o- 724-2659

SUPERINTENDENT  
 HARRY T. SKELLY

DISTRICT SUPERVISORS  
 R. J. LOAR  
 A. FLETCHER  
 B. L. WENTLING  
 A. S. ABBOTT

CHIEF CLERK  
 E. J. DAWSON

FILE  
 August 18, 1975          IN HOUSE

         ✓  
 CORR

Mr. Robert J. Hajzyk  
 Director  
 Office of Planning and Preliminary Engineering  
 State Highway Administration  
 300 West Preston Street  
 Baltimore, Maryland 21201

Dear Mr. Hajzyk:

With reference to the Public Hearing on the Alternative Location with respect to the proposed improvement of Maryland State #51 (Ih1 Highway) held at Allegany Community College on Thursday, July 31, 1975 at 7:30 P. M.

I thought the Alternative Location presentation was well done and appreciated by the audience.

My comments on the presentation are as follows:

With the heavy truck traffic using this section of Route #51, Ih1 Highway, to the Kelly-Springfield Company Warehouse, Pittsburg Plate Glass Company, and several trucking companies, as well as the Potomac Metal and Supply Company and access to the new Industrial Park, recently purchased by the Allegany County Commissioners from the Pittsburg Plate Glass Company, It is my opinion that Alternate "A" from 0.32 miles east of Cumberland to North Branch, including the subway of the Western Maryland Railway, near the entrance to Pittsburg Plate Glass Company, a distance of approximately 2.7 miles, should be the line used for the new State Route #51.

Since Allegany County has already purchased the right of way at Mexico Farms Road junction with the existing Maryland Route #51 for a "pull lane" along Maryland Route #51 and improvement of the sight distance for Maryland Route #51 and Mexico Farms Road, I would recommend Mexico Farms Road, from Alternate "A" line to the existing Maryland Route #51, along the general lines of Mexico Farms Road, be planned and constructed when Alternate "A" line is built. This would serve as an excellent connection for the Industrial Park Complex, as well as the residential area that exists along the present State Route #51.

Thank you for including my comments in the Public Hearing Notes.

**RECEIVED**

AUG 21 1975

DIRECTOR, OFFICE OF  
 PLANNING & PRELIMINARY ENGINEERING

Sincerely,

ALLEGANY COUNTY ROADS DEPARTMENT

*Harry T. Skelly*  
 HARRY T. SKELLY  
 Superintendent

## Distribution:

cc: County Commissioners

Mr. John D. Bushby

Planning &amp; Zoning

Mr. Gerald McDonald

Executive Director

Allegany County Economic Development Co.

P. O. Box 1168

Cumberland, Maryland

Allegany County Engineering Dept.

File

**MR. FRED BRENNER (BAKER, WIBBERLEY & ASSOC.) 8-25-75****MR. MICHAEL WALDMAN (MESSER ASSOC.) 8-25-75**





THE ALLEGANY COUNTY  
SANITARY COMMISSION

APPENDIX C(17) 171

POST OFFICE BOX 1170, CUMBERLAND, MD. 21502

TELEPHONE  
724-6080

GEORGE K. STEINER, CHAIRMAN  
FRANCIS H. DEREMER, VICE-CHAIRMAN  
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WILLIAM H. FULLER, MEMBER  
LESLIE J. CLARK, ATTORNEY  
JOSEPH E. STRICKLAND, SEC'Y-TREAS.

July 31, 1975

A 571-000-671

Comments regarding Maryland Route 51 proposed alternates from North Branch to South Cumberland.

This area of the County is within the jurisdiction of the Allegany County Sanitary District, Inc. for sewer and water development. The Sanitary Commission in July of 1974 received a Petition from the residents of the area along Route 51 between Evitts Creek and Saint Mary's Cemetery requesting the Sanitary Commission establish a district and provide sanitary sewerage facilities. Normally, the Sanitary Commission upon receipt of a Petition determines in accordance with the Sanitary District Law the ability of the area to sustain the cost of the requested facilities (Limit 25% assessable property tax base). This requirement means that an estimate of some kind must be made and a determination of where services would be provided, lines would run, and what kind of treatment or where treatment is available.

Where possible the sewer lines will follow along County or State rights-of-way (Route 51). The proposed new Route 51 has presently four (4) alternates (A, B and ECA and "do nothing"), four possible locations. Until such time that an alternate or location of the road is determined it is impossible to arrive at a cost of what sewerage facilities would be necessary or where they should be run.

On the map showing the alternates a number of houses will be taken (reduction in assessable base). Also, determination of location of sewers would hinge upon physical features of the proposed completed road. We will keep up with the progress of the road so that sewerage and water facilities may be provided more economical during construction of the road such as sleeves under the roads, etc.

Joseph E. Strickland, P.E.  
Secretary-Treasurer

cc: MR. MICHAEL WALDMAN (MESSER ASSOC.) 8-18-75

MR. FRED BRENNER (BAKER, WIBBERLEY & ASSOC.) 8-18-75

A 571-000-671 178



ALLEGANY COUNTY  
PLANNING & ZONING COMMISSION

P.O. BOX 1433 - ALLEGANY HEALTH CENTER, ROOM 256  
CUMBERLAND, MARYLAND 21502

July 31, 1975

Mr. John D. Bushby  
District Engineer  
State Highway Administration  
P.O. Box 3347  
LaVale, Maryland 21502

Re: Route 51 Proposed Alternatives

Dear Mr. Bushby:

Our agency has reviewed the alternative route proposals with respect to the Comprehensive Master Plan, the Zoning Map, and current Land Use.

Addressing these individually, the following comments should be entered in the public record of tonight's hearing.

First, the Comprehensive Plan proposes a dual highway in the Route 51 corridor between the Cumberland City limits and North Branch. While the plan does not call for a specific location for the road itself, it does specify that the road follow a completely new alignment west of existing Route 51 except at the road's northern end where it would follow the existing highway.

Second, while the zoning map does not address highways specifically, it does very specifically delineate the purposes which parcels of land should be used for. In this case, most of the land east of existing Route 51, and north of St. Mary's Cemetery is zoned R-2 (Residential); most of the land south of St. Mary's Cemetery and west of Route 51 is zoned M-1 and M-2 (Industrial). Thus, by using a completely new alignment west of existing Route 51, the Industrial land would be served on both sides of the highway and the Residential land would have a buffer of light industrial land between the highway and itself. Additionally, a completely new alignment would provide easy access to the existing Industrial lands located across the B & O railroad at Mexico Farms.

Third, with respect to current land use, most of the R-2 land is occupied by dwellings and associated uses. However, most of the M-1 and M-2 (Industrial land) east of the B & O Railroad is currently being used for other than Industrial purposes. A large parcel is being used as a golf course, a smaller parcel is attached

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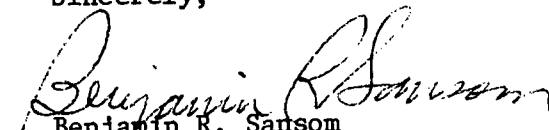
to St. Mary's Cemetery, a few other smaller parcels are residential lots and a very large part is being used for agricultural purposes. In order to maintain the integrity of the residential lots, the cemetery, the golf course, and the agricultural lands, alignment A appears to be the most logical choice.

If these lands are converted to Industrial uses in the future, this same alignment would provide access to sites along the route. Additionally, Alignment A would provide with the B & O railroad, a transportation corridor along these Industrial Lands, between Cumberland and North Branch.

In summation, as a result of this review, alignment A appears to be the best route of the three, with alignment B as a second choice.

One further item which should be considered as part of this proposal is the extension of the proposed highway beyond the Western Maryland Railway underpass so that proper access to the southern portion of the Mexico Farms Industrial area can be provided. Such an extension would prevent the industrial entrance from becoming a "bottleneck" at the end of the dual section of highway, and would complete the transportation corridor through the Industrial land.

Sincerely,

  
Benjamin R. Sansom  
Acting Director

BRS:lam

cc: Richard C. Mappin  
Gerald McDonald  
A. Gerald Arthur  
James V. Cotton

MR. FRED BRENNER (BAKER WIBBERLEY & ASSOC.) 8-18-75  
MR. MICHAEL WALDMAN (MESSER ASSOC.) 8-18-75

190



IN HOUSE  
CONSULTANT  
JUL 31 1975

# SENATE OF MARYLAND

ANNAPOLIS, MARYLAND 21404

EDWARD J. MASON  
STATE SENATOR, LEGISLATIVE DISTRICT 1  
MINORITY LEADER  
BUDGET & TAXATION COMMITTEE  
SUD COMMITTEES:  
RULES  
INTER-GOVERNMENTAL AGENCIES  
BUDGET & AUDIT  
CAPITAL BUDGET

July 29, 1975

ROUTE 2, BOX 102-A  
CUMBERLAND, MARYLAND 21502  
CUMBERLAND OFFICE: 722-6168  
GARRETT COUNTY OFFICE: 334-4515  
ANNAPOLIS OFFICE: 267-5030

APPROPRIATION  
PROJECT PLANNING

1975 AUG 1 AM 11 13

Mr. Jack Bushby  
State Highway Administration  
P. O. Box 3347  
LaVale, Maryland 21502

Dear Jack:

I will not be able to attend the meeting on July 31 at Allegany Community College concerning Route 51 from North Branch to South of Cumberland. I am going to be attending a conference for State Legislators in Virginia that day.

I would like to be there. Even though, it isn't in my present district, I am concerned about the people who live in that area and about the overall effect on the industrial park.

I certainly hope this project will be expedited as fast as possible and I wish you would, in effect, put my recommendation as a matter of record. I want to specifically state in there, it is important Route 51 study at this time be extended beyond the overpass. I know the present study does extend beyond the Western Maryland overpass of North Branch, however, I feel it is important this become a matter of record for when it goes for final approval this whole area is in the same contract.

If I can be of assistance, please do not hesitate to contact me.

Sincerely,

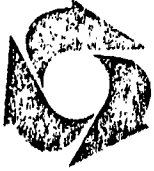
Edward J. Mason  
State Senator

EJM:reb

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REMARKS:					

(consultant)

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**Maryland Department of Transportation**

State Highway Administration

December 6, 1974

Harry R. Hughes  
Secretary  
Bernard M. Evans  
Administrator

RE: Allegany County  
Maryland Route 51  
North Branch to Cumberland  
Contract No. A 571-000-671  
F.A.P. No. F 935-1(5)

Mr. John Parsons, Chief  
Planning Coordinator  
National Capital Park Commission  
1100 Ohio Drive, S.W.  
Washington, D. C. 20242

Dear Mr. Parsons:

The State Highway Administration of the Maryland Department of Transportation is proposing dualization of Maryland Route 51 from North Branch to Cumberland.

The project has been assigned to the consultant firm of Baker-Wibberley and Associates, Inc., to prepare alignment studies, environmental impact statements, and design of the approved alignment. The project is in the Maryland Department of Transportation's State Highway Administration's current Secondary Highway Improvement Program 1975-1979. Preliminary Engineering was programmed in fiscal 1974 with construction tentatively scheduled for fiscal 1977 & 1978.

The State Highway Administration has conducted two(2) Public Meetings to date; a Project Initiation Meeting on July 8, 1974 and an Interim Alternative Location Meeting on November 20, 1974. Attached for your information are hand-outs that were distributed to those in attendance of the Public Meetings.

In reference to our phone conversation of December 4, 1974 I am transmitting for your information one(1) copy of our photogrammetry (scale 1" = 200') with all alternates under consideration delineated thereon. As a result of our second Public Meeting and review by the State Highway Administration Alternate A, B, and a Do-Nothing will be studies in detail and presented at the Alternative Location Public Meeting to be held in the spring of 1975. In the fall of 1975 the Formal Corridor Location Public Hearing will be held. Following this Hearing the Final Environmental Impact Statement and Location Study Report will be completed and submitted to the Federal Highway Administration requesting alignment approval.

It is my understanding that you are forwarding data to this office outlining the proposed boundaries of the C & O Canal Park property in the vicinity of North Branch. This information will aid our consultant in the environmental assessment of impacts to the Park and engineering relative to the existing and future access to the Park Site.

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Mr. John Parsons  
Page 2  
December 6, 1974

We regret our oversight in not contacting your office earlier and I have now added your office to our direct mailing list and you will be notified of future Public Meetings as they are scheduled.

If you have any questions concerning this project, contact Mr. Foster T. Hoffman, Project Manager, telephone number 301 - 383-4331.

Very truly yours,



Eugene T. Camponeschi, Chief  
Bureau of Project Planning

ETC:FTH:sr  
Attachment

cc: Mr. Robert J. Hajzyk  
Mr. David Abercrombie  
Mr. Mike Waldman  
Mr. John D. Bushby

183



# United States Department of the Interior

NATIONAL PARK SERVICE  
NATIONAL CAPITAL PARKS  
1100 OHIO DRIVE SW.  
WASHINGTON, D.C. 20242

FILE

IN HOUSE

CONSULTANT

IN REPLY REFER TO:  
D24-NCP (CUCE)

Mr. Eugene T. Camponeschi  
Chief, Bureau of Project Planning  
Maryland Department of Transportation  
300 West Preston Street  
Baltimore, Maryland 21203

STATE ENERGY  
ADMINISTRATION  
PROJECT PLANNING

1975 JAN 24 AM 10 33

Dear Mr. Camponeschi:

Thank you for sending me your alternative studies for the dualization of Maryland Route 51 from Cumberland to North Branch.

As we promised Mr. Foster Hoffman, we are sending two aerial photographs indicating the boundaries of the C&O Canal National Historical Park in the vicinity of North Branch. You will note that approximately 3.86 acres of Maryland Highway Department lands (Tracts 47, 114 and 115) are within the boundaries of the park. We have been considering these tracts of land as a possible exchange for rights which you desire for the pedestrian access bridge at Little Pool off of Route 70 below Hancock. This has been coordinated with Mr. Charles Anderson of the State Highway Administration.

①

Although none of the alignment studies appear to involve lands under our jurisdiction, we are extremely interested in the future access to the North Branch area.

In our general plan for the C&O Canal Park, which will be released for public comment in February, we have identified North Branch as an area of the canal which will be restored, with functioning locks, so that the visitors can understand the canal and its operation. We have proposed this area for restoration with the understanding that Maryland Route 51 would be upgraded and, in turn, provide better access to the site. We had further understood that the purpose of the upgrading was to gain access to the industrial park area currently being studied by the Allegany County Economic Development Corporation.

②

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<input type="checkbox"/>	DORSEY	<input checked="" type="checkbox"/>	HOFFMAN	<input type="checkbox"/>	KOLLER
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<input type="checkbox"/>	EGE	<input type="checkbox"/>	HOUST	<input type="checkbox"/>	UHL
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REMARKS:



Save Energy and You Serve America!

184

In this context, we saw Maryland Route 51 dualization terminating at North Branch. It appears, however, that the alignments under consideration may be headed towards Spring Gap or even Oldtown.

As the canal, in the area from North Branch to Spring Gap, is quite close to the existing alignment of Route 51, we are extremely concerned about the impact of noise from higher speed traffic so close to the canal. Thus, we think any extension beyond North Branch will need careful coordination. You may be aware that we have a great deal of interest in the abandoned right-of-way near the Western Maryland Railroad for possible use for a hiking and biking trail. This would presumably have a bearing on the extension of Route 51 below North Branch.

It appears as though Alternative D-1, E and E-1 are the only two which approach North Branch in a fashion which would preclude a simple extension of the road to Spring Gap in the future. The remaining alternatives appear to replace the existing Route 51 as they head towards Spring Gap. If this is the case and abandonment of the existing road is deemed to be feasible where it parallels the canal, we would like to participate in future studies of that concept.

One of the concerns we have regarding the future of the industrial park is its limited access at the eastern end of the site. This is provided by the State road which currently passes over the B&O Railroad and proceeds into the Pittsburg Plate Glass site. The industrial traffic that wishes to gain access from this road to the Kelly Springfield facility has to make a U-turn to pass under the B&O Railroad overpass. Our long-range objective is to try to eliminate that access as it is an intrusion on the historic scene which we hope to create in the North Branch area. Trucks simply cannot be present in an historic scene of the 1890's. We hope, therefore, that it would be possible to provide an alternative means of gaining access to this portion of the industrial park as part of the overall study of the improvements to Route 51. Alternative A and B appear to provide the best opportunity for access to the northeastern end of the site and the Kelly Springfield facility.

②

Continued

③



I thank you for this opportunity to comment on this project and hope the enclosed maps will be of some value in your study.

Sincerely yours,



John G. Parsons  
Chief, Division of Urban Coordination  
and Environmental Impact

Enclosure to  
Baker-Wibberley  
1-30-75

Response:

- ① See Response to Comment 3 on page VII-22.
- ② For a discussion of any southern extension see pages I-9 through I-11.
- ③ The recommended alignment, Alternate B-F, will provide improved access to the Mexico Farms Road which at present connects to the northern part of the Mexico Farms industrial area. Thus there is means of approach to the industrial area, other than via North Branch Road, from the recommended alignment. At some future date, internal roads for the industrial area could be constructed to serve the entire industrial area.

*Maryland Historical Trust**2525 Riva Road Annapolis Maryland 21401**(301) 267-5087*SEP 30 AM 11 29  
September 26, 1974STATE HIGHWAY  
ADMINISTRATION  
PROJECT PLANNING

Mr. Eugene T. Camponeschi, Chief  
Bureau of Project Planning  
Maryland Department of Transportation  
State Highway Administration  
300 West Preston Street  
Baltimore, Maryland 21203

RE: Contract No. A 571-000-671  
F.A.P. No. F935-1(5)  
Allegany County, Maryland  
Route 51 Cumberland to  
North Branch

Dear Mr. Camponeschi:

In response to you for our comments for the above mentioned project, please find enclosed a copy of the report to this office from Mr. Ronald Andrews, who is responsible for the historic sites survey in Allegany County in association with the regional planning office in Western Maryland.

Please consider Mr. Andrew's report the opinion of the Maryland Historical Trust. We hope this information will be of use to you.

Thank you for making available to us the opportunity to comment.

Sincerely,

*Orlando Ridout IV*

Orlando Ridout, IV  
State Historic Preservation  
Officer

ORIV:sh

Enclosures

*copy to Baker, Wibberley & Messer Assoc  
Dave Abernombia 10/2/74 Mike Waldman*

# TRI-COUNTY COUNCIL FOR WESTERN MARYLAND, INC.

ALGONQUIN MOTOR INN, SUITE 510

CUMBERLAND, MARYLAND 21502

September 20, 1974

Mr. Orlando Ridout, IV  
 State Historic Preservation Officer  
 Maryland Historical Trust  
 2525 Riva Road  
 Annapolis, Maryland 21401

Re: Contract No. A571-000-671  
 F.A.P. No. F935-1(5)  
 Allegany County, Maryland  
 Route 51, Cumberland to North Branch

SEP 20 1974  
 MARYLAND HISTORICAL TRUST

Dear Lanny:

Below are listed the major items of architectural and historical significance found along Route 51 from Cumberland to North Branch. The locations of the sites are identified on the attached maps with corresponding numbers. Most of the buildings along this route are early twentieth century "bungalows" and set quite close to the highway. The one major exception, as noted below, is a farm grouping. The important sites are:

1. 1½ st, early 20th century bungalow, masonry construction, about .6m S of Messick Rd., W side
2. 2½ st, early 19th cent., brick 2/3 Georgian with Fed. details, out bldg., about .7m S of Messick Rd., W side
3. 2½ st, mid 19th cent., frame, 3 bays with center door, about .7m S of Messick Rd., E side
4. Davis Memorial Methodist Church, mid 19th cent., frame, about 2m S of Messick Rd., E side
5. farm grouping, mid 19th cent., house and barn, near North Branch, W side back from road.

Sincerely,

*Ron*

Ronald L. Andrews  
 Historic Site Survey

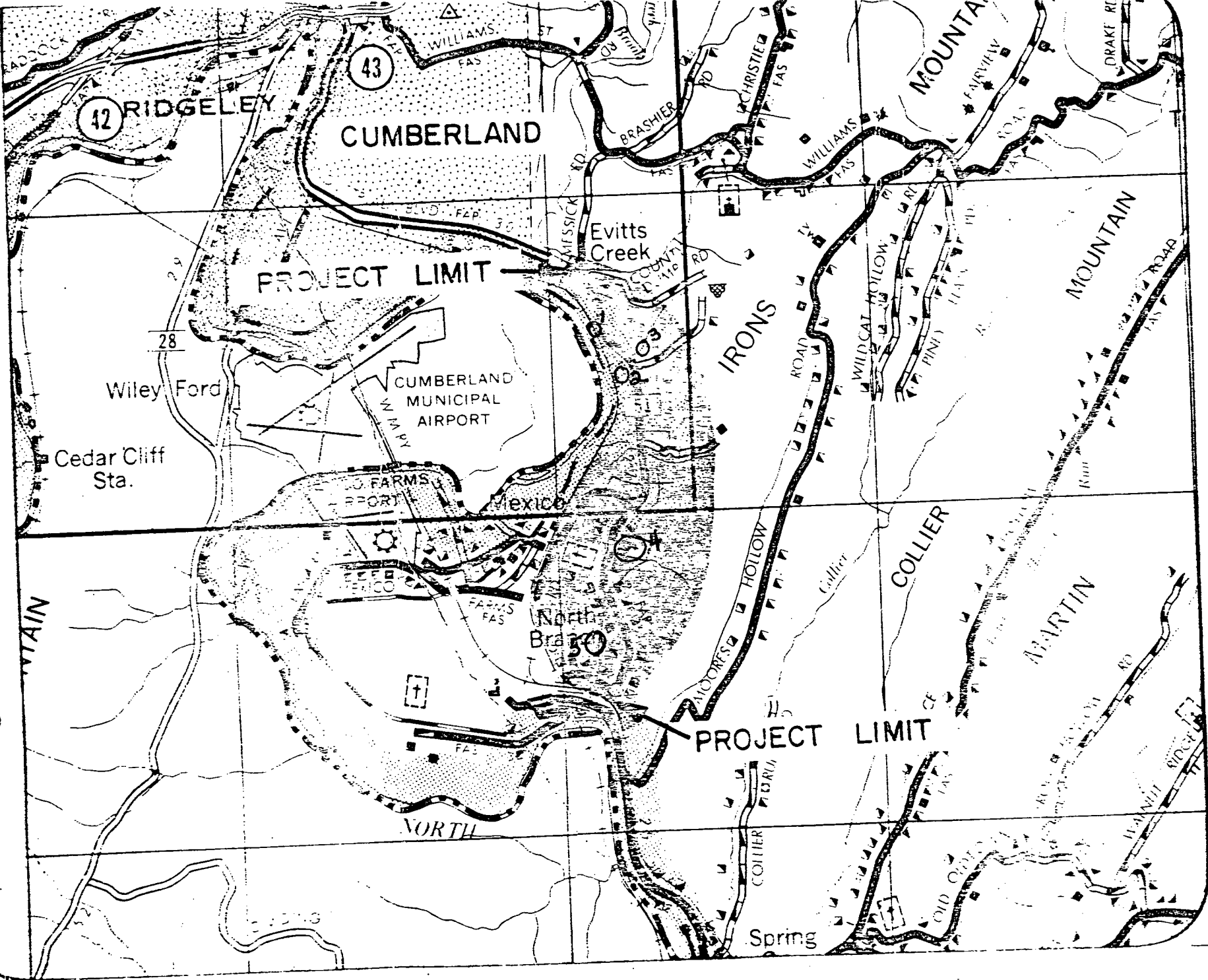
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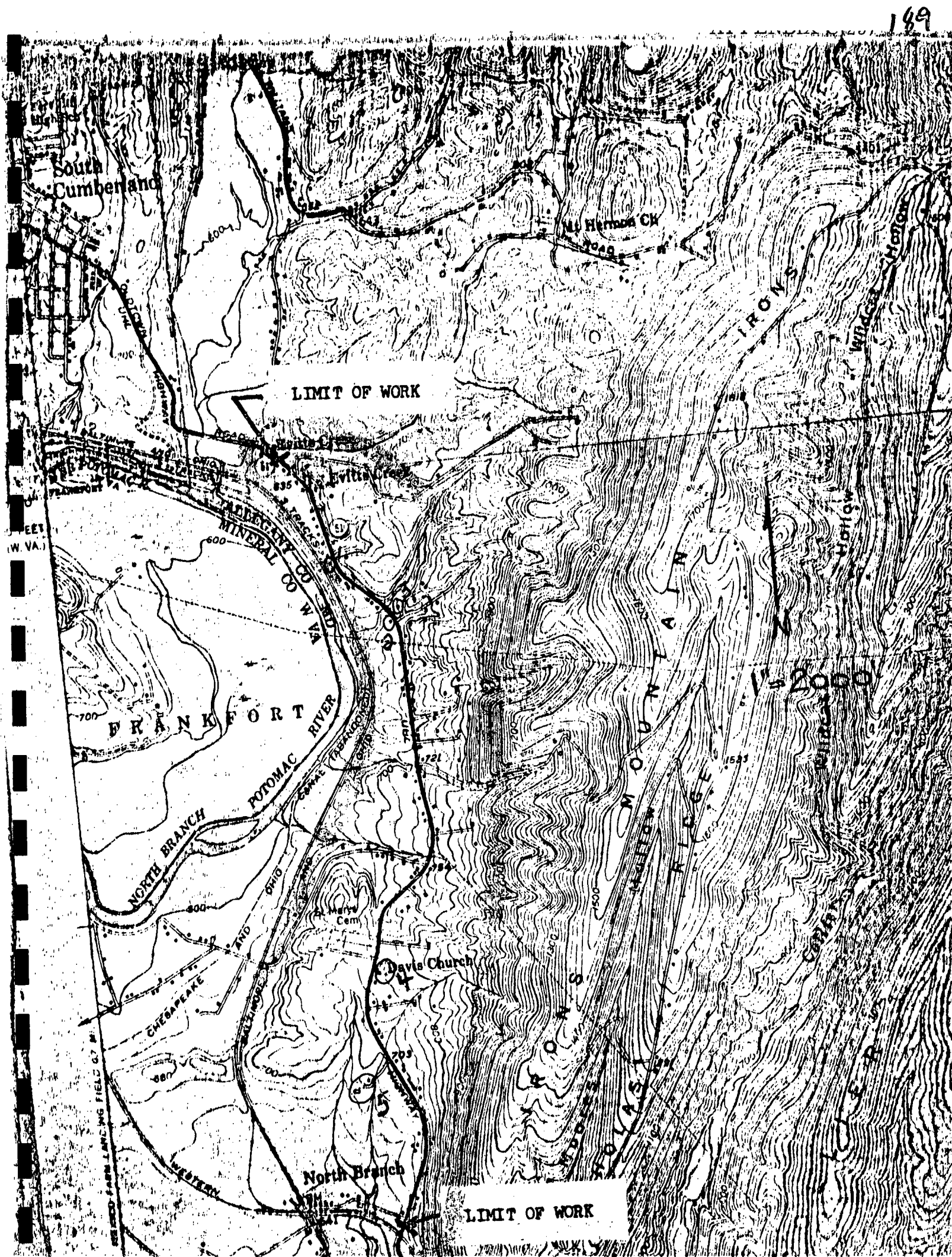
*Please ensure  
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*Inclusion State*  
 SERVING ALLEGANY, GARRETT AND WASHINGTON COUNTIES





*Maryland Historical Trust*  
 2525 Riva Road Annapolis Maryland 21401

(301) 267-5087

1974 SEP 5 AM 11 11

August 29, 1974

FILE

IN HOUSE

 CONSULTANT

STATE HIGHWAY  
 ADMINISTRATION  
 PROJECT PLANNING

Mr. Eugene T. Camponeschi, Chief  
 Bureau of Project Planning  
 Maryland Department of Transportation  
 State Highway Administration  
 300 West Preston Street  
 Baltimore, Maryland 21203

RE: Contract No. A 571-000-671  
 F.A.P. No. F 935-1(5)  
 Allegany County Maryland  
 Route 51 Cumberland to  
 North Branch

Dear Mr. Camponeschi:

Your request to this office dated August 15, 1974, pertaining to historical sites existing or proposed within the study area for the above mentioned project has been forwarded to the historic sites surveyor contracted in Allegany County. Upon his response to this office, we will forward you pertinent information with regard to an environmental impact statement.

Thank you for your request to this office.

Sincerely,

*Orlando Ridout IV*

Orlando Ridout, IV  
 State Historic Preservation  
 Officer

ORIV:sh

cc: J. Richard Rivoire

*copy to Baker-Webberley  
 Fred Breaner 9/10/74*

MARYLAND  
DEPARTMENT OF STATE PLANNING

101 WEST PRESTON STREET  
BALTIMORE, MARYLAND 21201  
TELEPHONE 301-381-2451

VLADIMIR A. WAHBI  
SECRETARY OF STATE PLANNING

MARVIN MANDEL  
GOVERNOR

April 19, 1974

Mr. Robert J. Hajzyk, Director  
Office of Planning and Preliminary  
Engineering  
State Highway Administration  
300 West Preston Street  
Baltimore, Maryland 21201

File A571- - 671  
Md 51

RE: State Clearinghouse Project Nos. 74-1-767; 74-1-770;  
74-2-836; 74-2-839; and 74-2-840

Dear Mr. Hajzyk:

The State Clearinghouse has received further comments subsequent to our transmittal of the Clearinghouse close-out review letters on the referenced projects. These comments from the Department of Natural Resources are forwarded for your information and use.

Thank you for your continued cooperation.

Sincerely,



Warren D. Hodges  
Chief, State Clearinghouse

Encl.

cc: Mr. Paul McKee  
Mr. Jerry L. White  
Mr. Eugene F. Camporochi ✓  
Mr. Paul M. Hecht  
Mr. Henry Burger  
Mr. David Harrison

6-22-74

RECEIVED

APR 19 1974

OFFICE OF STATE PLANNING & PRELIMINARY ENGINEERING

192

Date: April 11, 1974

Maryland Department of State Planning  
 State Office Building  
 301 West Preston Street  
 Baltimore, Maryland 21201

SUBJECT: PROJECT SUMMARY NOTIFICATION REVIEW

Applicant: State Highway Administration

Project: Allegany County - Md. Rt. 51 Relocated from 0.32 miles east of  
 Cumberland to North Branch - Preliminary Engineering  
 State Clearinghouse Control Number: 74-1-767

CHECK ONE

1. This agency does not have an interest in the above project. \_\_\_\_\_
2. The above project is consistent with this agency's plans or objectives and we recommend approval of the project. \_\_\_\_\_
3. This agency has further interest in and/or questions concerning the above project and wishes to confer with the applicant. \_\_\_\_\_  
 Our interest or questions are shown on enclosed attachment.
4. This agency does not believe a conference is necessary, but wishes to make ~~favorable~~ ~~xxx~~ qualifying comments shown on enclosed attachment. XX

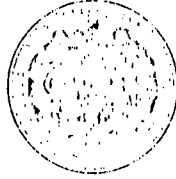
Signature *Paul Walker*

Title Assistant Secretary

Agency Dept. of Natural Resources

✓  
 COPIES  
 \_\_\_\_\_ PROJECT MANAGER  
 \_\_\_\_\_ EASTERN REGION  
 \_\_\_\_\_ WESTERN REGION





JAMES B. COULTER  
SECRETARY

JOSEPH H. MANNING  
DEPUTY SECRETARY

STATE OF MARYLAND  
DEPARTMENT OF NATURAL RESOURCES  
TAWES STATE OFFICE BUILDING  
ANNAPOLIS 21401

April 11, 1974

COMMENTS OF THE DEPARTMENT OF NATURAL RESOURCES ON PROJECT 74-1-767

P.E. - Md. Rt. 51 Relocated from 0.32 miles East of  
Cumberland to North Branch - Allegany County

Alignment and structures will need to avoid encroachment on the flood plains of the Potomac River and its tributaries. Any involvement with these natural features should be reviewed and approved by the Permit Section of the Water Resources Administration at an early date.

It is suggested that in this Preliminary Engineering Study alternate routes be investigated to determine whether alignment closer to the existing railroad corridor will minimize impacts on natural features of the area.

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**Maryland Department of Transportation**

State Highway Administration

Harry P. Hughes  
Secretary  
Bernard M. Evans  
Administrator

674 APR 17 AM 10:31 10, 1974

County Commissioners of Allegany County  
P. O. Box 1439  
Cumberland, Md. 21502

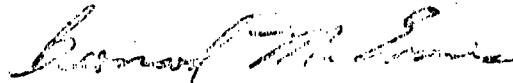
Gentlemen:

This is to acknowledge your letter of March 27, 1974, in which was enclosed a petition from local residents, including your endorsement, advocating the dualization of Md. 51.

The Administration is in full agreement with the petition. To this extent, in preparing the Five Year Secondary Program, we included the improvement of Md. 51, from its present terminus to Spring Gap, a distance of approximately five miles. We realize the importance of this project; however, because of fund restrictions, this project was divided into two sections. The section which is so vital to the economy of the area and affects the industrial areas of P.E.g. Industries is presently funded for preliminary engineering and preliminary engineering funds for the second section will be provided in fiscal 1977.

This project is presently assigned to our Bureau of Project Planning and work has commenced. Aerial photography for the project has been secured and survey crews are presently in the field obtaining additional information. This effort on the part of the Administration will continue so as to insure advertising of the project at its earliest date in full compliance with all federal and state regulations as they affect the social, economic and environmental impacts of the community.

Sincerely,



Bernard M. Evans  
State Highway Administrator

RJH:rl

cc: Honorable Goodloe E. Byron

bc: Mr. J. D. Bushby  
Mr. E. T. Camponeschi  
Mr. R. J. Hajzyk

REGIONAL MANAGER  
EASTERN REGION  
WESTERN REGION

EUGENE T. CAMPO NESCHI

## COUNTY COMMISSIONERS OF ALLEGANY COUNTY

724-8710

COUNTY OFFICE BUILDING  
CUMBERLAND, MARYLAND 21502

P. O. BOX 1439

BURTON SMITH, *President*  
GEORGE L. BAKER  
JAMES G. STEVENSON

March 27, 1974

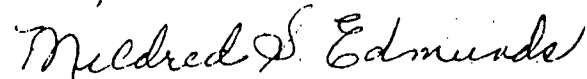
FRED H. ANDERSON, *Attorney*  
MILDRED S. EDMUNDS, *Clerk*  
RONALD F. RICE, *Comptroller*Mr. Bernard M. Evans, Administrator  
State Highway Administration of Maryland  
P. O. Box 717  
Baltimore, Maryland 21203

Dear Mr. Evans:

The enclosed petition was presented to the Allegany County Commissioners at a recent meeting.

The County Commissioners have directed it to your attention as they concur that the dualization of Route 51 from Evitt's Creek to the area of PPG. Industries is very essential to the economic development of Allegany County.

Very truly yours,

COUNTY COMMISSIONERS OF  
ALLEGANY COUNTY, MARYLAND
  
(Mrs.) Mildred S. Edmunds,  
Clerk
mse  
enc.

cc: Mr. Hubert J. Feeney

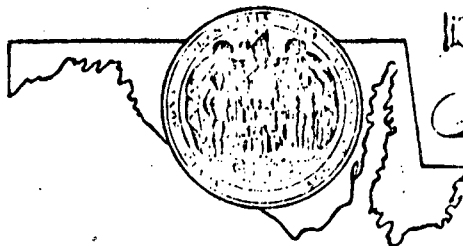
MAR 74 10: 4

PETITION PRESENTED TO ALLEGANY COUNTY  
COMMISSIONERS IN MARCH OF 1974

WE, THE UNDERSIGNED RESIDENTS OF WESTERN MARYLAND, BY OUR SIGNATURES, DO PETITION THE MARYLAND STATE ROADS COMMISSION TO MAKE FUNDS AVAILABLE IMMEDIATELY, TO SECURE THE NECESSARY BASEMENTS TO CONTINUE THE DUALIZATION OF MD. ROUTE 51 FROM EVITTS CREEK TO THE AREA OF P.P.G. INDUSTRIES. AT THE PRESENT TIME BOTH P.P.G. INDUSTRIES AND KELLY SPRINGFIELD TIRE CO. ARE FORCED TO TRANSPORT BOTH RAW MATERIALS AS WELL AS FINISHED PRODUCTS BY TRACTOR TRAILERS OVER THIS HIGHWAY, THAT WAS NEVER DESIGNED FOR SUCH MOVEMENTS. IN ITS PRESENT CONDITION THIS HIGHWAY IS A CONSTANT SAFETY HAZARD TO THE LIVES OF THE AREA RESIDENTS, AS WELL AS ALL WHO MUST COMMUTE OVER IT DAILY. THE ALLEGANY COUNTY ECONOMIC DEVELOPMENT CORP. IS PURSUEING PLANS FOR AN INDUSTRIAL COMPLEX, TO BE LOCATED ON SURPLUS LAND AT THE P.P.G. INDUSTRIES SITE. WITH ALL OF THE FACTORS CONSIDERED, IT IS IMPERATIVE THAT MD. ROUTE 51 BE DUALIZED NOW ! ! ! !

(Original Petition was signed by 422 persons. The petition has been retyped for clarity.)

State of



Maryland

## DEPARTMENT OF HEALTH AND MENTAL HYGIENE

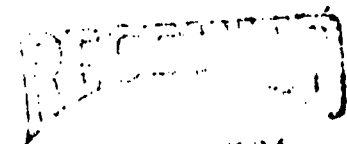
Neil Solomon, M.D., Ph.D., Secretary

## ENVIRONMENTAL HEALTH ADMINISTRATION

610 N. HOWARD STREET • BALTIMORE, MARYLAND 21201 • Area Code 301 • 383- 2779

March 18, 1974

Mr. Robert J. Hajzyk, Director  
Office of Planning and Preliminary  
Engineering  
State Highway Administration  
300 W. Preston Street  
Baltimore, Maryland 21201



MAR 21 1974

DIRECTOR, OFFICE OF  
PLANNING & PRELIMINARY ENGINEERING

Dear Mr. Hajzyk:

Thank you for this opportunity to review the State Highway Administration's Construction Specifications for consistency with the State Implementation Plan. As you know, the State Department of Health and Mental Hygiene has regulations controlling emissions from open burning and materials handling and construction. These regulations would affect the operations of land clearing and grading and debris removal. The Bureau is also considering regulations controlling emissions from construction equipment.

The Bureau agrees with your Bureau of Construction's findings that the specifications are not inconsistent with the above regulations. As long as the contractor is required to comply with all existing applicable regulations, we do not see the need for being more explicit in the specifications, themselves, with respect to air quality.

I hope this letter enables you to fulfill your requirements under PPM 90-7.

Sincerely yours,

A handwritten signature in cursive script that reads 'George P. Ferreri'.

George P. Ferreri, Director  
Bureau of Air Quality Control

GPF:AMD:bac

196



MARVIN MANDEL  
GOVERNOR

MARYLAND  
DEPARTMENT OF STATE PLANNING

301 WEST PRESTON STREET  
BALTIMORE, MARYLAND 21201  
TELEPHONE: 301-383-2451

VLADIMIR A. WAHBE  
SECRETARY OF STATE PLANNING  
EDWIN L. POWELL, JR.  
DEPUTY SECRETARY

March 4, 1974

Mr. Robert J. Hajzyk, Director  
Office of Planning and Preliminary  
Engineering  
State Highway Administration  
300 West Preston Street  
Baltimore, Maryland 21201

RECEIVED  
1974 MAR 7 1974  
8 3 49  
DIRECTOR, OFFICE OF  
PLANNING AND PRELIMINARY ENGINEERING  
STATE HIGHWAY  
ADMINISTRATION  
PROJECT PLANNING

Dear Mr. Hajzyk:

SUBJECT: PROJECT NOTIFICATION AND REVIEW

Applicant: State Highway Administration

Project: Allegany County - Maryland Route 51 Relocated  
from 0.32 miles East of Cumberland to North Branch

Funds: Federal-\$147,700; State-\$63,300

State Clearinghouse Control Number: 74-1-767

State Clearinghouse Contact: Warren D. Hodges 383-2467

The State Clearinghouse has reviewed the above project. In accordance with the procedures established by the Office of Management and Budget Circular A-95, the State Clearinghouse received comments (copies attached) from the following:

Allegany County: noted that the project has considerable support and recommended urgent action.

City of Cumberland: recommended approval.

Tri-County Council for Western Maryland: recommended approval.

Department of Economic and Community Development: recommended approval.

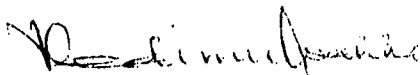
The State Department of Health and Mental Hygiene, Division of Air Quality Control: recommended that during the actual construction, every effort be made to minimize particulate matter emissions by complying with State Health Regulations governing control of air pollution in Area I.

Mr. Robert J. Hajzyk  
Page Two  
March 4, 1974

As a result of the review, it has been determined that the proposed project is not inconsistent with State plans, programs, and objectives as of this date.

A copy of this letter must be attached to your formal application. The comments contained herein are valid for a period of two years from the date of this letter. If application for funding is not submitted within this period of time, the project must be resubmitted to the State Clearinghouse for updating of the comments. If you have any questions, please contact the State Clearinghouse member named above.

Sincerely,

  
Vladimir Wahbe

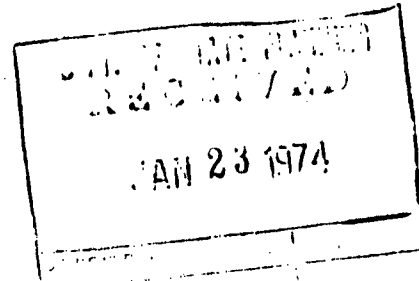
Encl.

cc: City of Cumberland  
Allegany County  
Tri-County Council for Western  
Maryland

MR. JERRY L. WHITE  
MR. CALVIN W. REFSE  
MR. EUGENE T. CAMPONESCHI ✓  
MR. PAUL M. HEID  
MR. HENRY BERGER  
MR. DAVID HERRING

Date: January 22, 1974

Maryland Department of State Planning  
State Office Building  
301 West Preston Street  
Baltimore, Maryland 21201



SUBJECT: PROJECT SUMMARY NOTIFICATION REVIEW

Applicant: State Highway Administration

Project: Allegany County - Md. Rt. 51 Relocated from 0.32 miles east of Cumberland to North Branch

State Clearinghouse Control Number: 74-1-767

CHECK ONE

- 1. This agency does not have an interest in the above project. \_\_\_\_\_
- 2. The above project is consistent with this agency's plans or objectives and we recommend approval of the project. \_\_\_\_\_ X
- 3. This agency has further interest in and/or questions concerning the above project and wishes to confer with the applicant. \_\_\_\_\_  
Our interest or questions are shown on enclosed attachment.
- 4. This agency does not believe a conference is necessary, but wishes to make favorable or qualifying comments shown on enclosed attachment. \_\_\_\_\_

See attached sheet

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Signature *C. E. Nelson*

Title Allegany County Clearinghouse Liaison  
Agency Allegany County Planning & Zoning Commission



4. Attached you will find letters of comment from the appropriate affected county agencies. Due to the short notice for response, only those agencies readily available were contacted. With regard to the Allegany County Comprehensive Master Plan, the proposed road in question is indicated for relocation as a "primary highway". Furthermore, the Comprehensive Plan indicates a major industrial area in the vicinity of PPG Industries wherein the County is in the process of developing this park for new industrial sites. In addition, plans for water and sewerage facilities within the Comprehensive Master Plan are presently being carried out with the provision of new facilities to serve this large industrial area.

In summary, the proposed project has considerable support with an urgent request for immediate action in carrying out the requested project (it should be noted that the improvement of Route #51 to North Branch would greatly improve the county's position, reversing the present trend of layoffs at PPG Industries by showing industry as well as potential new employers that Allegany County and the State of Maryland intend to carry out the provisions provided for within the Comprehensive Plan).



# City of Cumberland

MARYLAND  
21502

DEPARTMENT OF  
COMMUNITY DEVELOPMENT

January 22, 1974

GEORGE R. SCARLETT  
DIRECTOR

## M E M O R A N D U M

**TO:** Mr. Lawrence Nelson  
Director of Planning for Allegany County  
County Office Building  
Prospect Square  
Cumberland, Maryland 21502

**FROM:** Name: Mr. George R. Scarlett  
Title: Director of Community Development  
Agency: Department of Community Development  
City of Cumberland

**SUBJECT:** PROJECT SUMMARY NOTIFICATION REVIEW

Applicant: Allegany County

Project: Route 51 Improvements

### CHECK ONE

1. This agency does not have an interest in the above project. \_\_\_\_\_
2. This agency has further interest in and/or questions concerning the above project and wishes to confer with the applicant. \_\_\_\_\_  
Our interest or questions are shown on enclosed attachment.
3. The above project is consistent with this agency's plans or objectives and we recommend approval of the project.  X

Signature *George R. Scarlett*  
Title Director of Community Development  
Agency Department of Community Development

GRS:wdp  
cc: File



**ALLEGANY COUNTY  
ECONOMIC DEVELOPMENT COMPANY**

P. O. Box 1168  
Cumberland, Maryland 21502  
(301) 724-5260

January 22, 1974

TO: Larry Nelson  
FROM: Gerald L. McDonald *gm*  
SUBJECT: A-95 Review for Pre-engineering Study on Route 51  
between Cumberland and North Branch.

The ACEDC has a vital interest in seeing Route 51 dualized between Cumberland and North Branch. This interest is manifested in the fact that the highway will serve a major industry in Allegany County, PPG Industries, which employs in excess of 1,200.

Allegany County is also negotiating with PPG Industries for the acquisition of approximately 300 acres which the County plans to develop into a new industrial park. Allegany County currently has an option on this property. When completed, the industrial park could provide jobs for 3,000 people. The industrial park will have all of the necessary utilities, water, sewer, and rail. The dualization of Route 51 is critical, we feel, to the development of this industrial complex.

We, therefore, urge that the State proceed with their pre-engineering study.

COUNTY COMMISSIONERS OF ALLEGANY COUNTY

APPENDIX C (44)

204

724-5710

COUNTY OFFICE BUILDING  
CUMBERLAND, MARYLAND 21502

P. O. BOX 1439

BURTON SMITH, *President*  
GEORGE L. BAKER  
JAMES G. STEVENSON

January 22, 1974

FRED H. ANDERSON, *Attorney*  
MILDRED S. EDMUNDS, *Clerk*  
RONALD F. RICE, *Comptroller*

MEMO TO: Lawrence E. Nelson, Planning Director

FROM: Albert S. Paye, Director of Public Works

Reference is made to a communication from the Maryland Department of State Planning to Burton Smith, President, County Commissioners of Allegany County transmitting a copy of the Summary Notification for Allegany County-Md. Rt. 51 Relocated from 0.32 miles east of Cumberland to North Branch, Project Number 74-1-767. This project is a component of the State Highway Administration of the State of Maryland 5-Year Program. This proposed relocation of Maryland 51 is shown in Allegany County existing Comprehensive Plan as a primary route.

This is probably the most important unprogrammed state secondary highway in Allegany County. It is especially important at this time because the Allegany County Economic Development Company which is an agency of the Allegany County Commissioners, is completing negotiations for the acquisition of more than 300 acres of high-quality industrial development property in the vicinity of PPG Industry, Works 7. They propose to develop an industrial park complex on this property and are planning the expenditure of very considerable sums of money for access road, water and wastewater systems and other utilities. This area can only be adequately served in its transportation needs by a modern dualized extension of State Route 51 to North Branch.

Special effort is being made to develop job opportunities through Industrial Park development to counteract the loss in employment due to employment curtailments in the area.

No effort should be spared to expedite the planning for this most important project.

cc: PPG Industries  
Mr. John D. Bushby, District Engineer, S.H.A.  
Mr. Gerald McDonald, A.C.E.D.C.  
Allegany County Commissioners  
Mr. Hubert J. Feeney, PPG Industries

Date: January 21, 1974

Maryland Department of State Planning  
 State Office Building  
 301 West Preston Street  
 Baltimore, Maryland 21201

DATE OF STATE PLAN	
JAN 22 1974	
APPROVED	
RECEIVED	

SUBJECT: PROJECT SUMMARY NOTIFICATION REVIEW

Applicant: State Highway Administration

Project: Allegany County - Md. Rt. 51 Relocated from 0.32 miles east of Cumberland to North Branch

State Clearinghouse Control Number: 74-1-767

CHECK ONE

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2. The above project is consistent with this agency's plans or objectives and we recommend approval of the project. \_\_\_\_\_
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Our interest or questions are shown on enclosed attachment.
- X 4. This agency does not believe a conference is necessary, but wishes to make favorable or qualifying comments shown on enclosed attachment.  
The developing industrial complex which has existed since before I took office in 1966 demands the completion of the so-called "Industrial Blvd.", which was promised by the State when the City of Cumberland advanced \$500,000 to place water into the PPG site about 20 years ago. Unfortunately local legislators have been letting the issue drag, and as a former member of the House of Delegates, I have been pushing them annually by trying to stir up public interest in the project, and have used the enclosed petition form so that people could bring their desires to the attention of the State Highway Administration.

Signature \_\_\_\_\_

Title \_\_\_\_\_

Agency \_\_\_\_\_

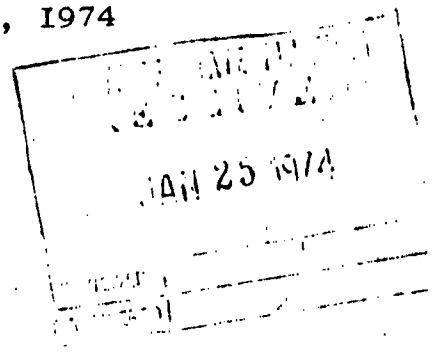
Mayor

City of Cumberland

206

Date: January 23, 1974

Maryland Department of State Planning  
State Office Building  
301 West Preston Street  
Baltimore, Maryland 21201



SUBJECT: PROJECT SUMMARY NOTIFICATION REVIEW

Applicant: State Highway Administration

Project: Allegany County - Md. Rt. 51 Relocated from 0.32 miles east of  
Cumberland to North Branch

State Clearinghouse Control Number: 74-1-767

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Our interest or questions are shown on enclosed attachment.
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\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

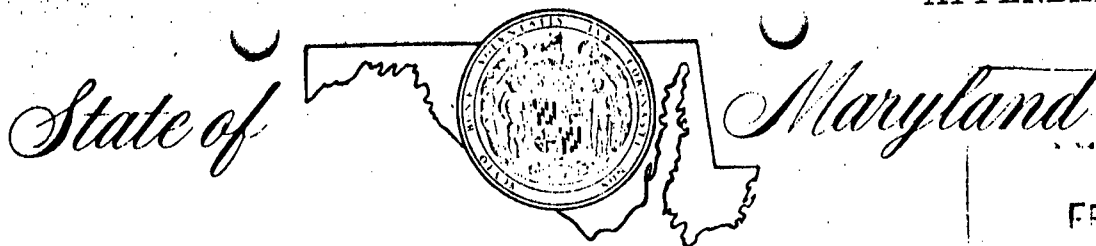
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Signature

Title Edward I. Heath  
Executive Director  
Agency Tri-County Council for  
Western Maryland, Inc.



FEB 13 1974

## DEPARTMENT OF HEALTH AND MENTAL HYGIENE

Neil Solomon, M.D., Ph.D., Secretary

## ENVIRONMENTAL HEALTH ADMINISTRATION

610 N. HOWARD STREET • BALTIMORE, MARYLAND 21201 • Area Code 301 • 383-2779

February 4, 1974

TO: Mr. Warren D. Hodges, Chief  
State Clearinghouse

FROM: Mr. George P. Ferreri, Director  
Bureau of Air Quality Control

RE: Preliminary Engineering for Maryland Route 51 Relocated from 0.32 miles  
east of Cumberland to North Branch; Control No. 74-1-767

The Bureau of Air Quality Control (BAQC) has received the Summary Notification for the above project and has the following comments.

It is true that preliminary engineering, per se, has no impact on the environment. However, preliminary engineering funds are usually used to cover the cost of the preparation of environmental impact statements (EIS). The BAQC would, therefore, like to take this opportunity to make some suggestions concerning EIS's.

The subject project is located in Allegany County near Cumberland. The State operates a continuous monitoring station in Cumberland which measures carbon monoxide and soiling index. Allegany County also operates a station in Cumberland which measures suspended particulate and nitrogen dioxide on a non-continuous basis. Although other pollutant measures are available, these are the only ones of interest from a highway point of view. Summaries of this data are available from this office and should be sufficient for the preparation of the EIS.

Probably, the main air quality concern with respect to this highway is the impact during construction. Every effort should be made to minimize particulate matter emissions by complying with Maryland State Department of Health and Mental Hygiene's Regulations Governing the Control of Air Pollution in Area I.

GPF:AMD:bac

Enclosure

cc: Allegany County Health Department

206

Date:

Maryland Department of State Planning  
State Office Building  
301 West Preston Street  
Baltimore, Maryland 21201

SUBJECT: PROJECT SUMMARY NOTIFICATION REVIEW

Applicant: State Highway Administration

Project: Allegany County - Md. Rt. 51 Relocated from 0.32 miles east of  
Cumberland to North Branch

State Clearinghouse Control Number: 74-1-767

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Our interest or questions are shown on enclosed attachment.
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Signature *[Handwritten Signature]*

Title Director, Bureau of Air Quality Control  
Agency Md. State Dept. of Health and Mental Hygiene