



final negative declaration

FOR:

CONTRACT No. F 629-017-771

F.A.P. No. RS-RSG 9039(2)

MARYLAND ROUTE 75

FROM I-70 TO SOUTH OF ED McCLAIN ROAD
IN FREDERICK COUNTY, MARYLAND

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

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REPORT NUMBER: FHWA-MD-NEG-79-02-F

FEDERAL HIGHWAY ADMINISTRATION

REGION III

Maryland Route 75 (Monrovia By-Pass)
From south of Ed McClain Road
to I-70

ADMINISTRATIVE ACTION

FINAL

NEGATIVE DECLARATION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

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)

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2/25/80
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SUMMARY

Federal Highway Administration

Administrative Action

Negative Declaration

() Draft

(X) Final

() Section 4(f) Statement attached

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BRIEF DESCRIPTION OF ACTION

The proposed action involves implementation of a 2-lane safety by-pass around Monrovia in Frederick County, Maryland. The new construction would extend from the interchange of Maryland Route 75 with Interstate 70 to a point .5 miles south of Monrovia on existing Maryland Route 75 near Scenic View Court for a total of 1.5 miles. The right-of-way will be a minimum of 150 feet and partial control of access will be available.

SELECTED ALTERNATIVE

Two construction alternatives and a "No-Build" alternative were considered in the Draft Negative Declaration. The construction alternatives considered were: Alternative A (Around Schoolhouse), and Alternative B (Through Schoolhouse). Because Alternative A employs safer design factors and avoids the need for 4(f) Involvement, it has been selected. The State Highway Administrator has concurred with this decision. (See Memorandum on page 95.)

ACTIONS REQUIRED BY OTHER FEDERAL AGENCIES

Permits will be required from the U. S. Army Corps of Engineers.

SUMMARY OF BENEFICIAL AND ADVERSE ENVIRONMENTAL IMPACTS

Socioeconomic Impacts

The proposed project is in conformance with land-use planning of Frederick County for the New Market Region. No communities will be disrupted or affected, but 2 families will be dislocated by construction of the project. There are no minorities or other groups such as handicapped or elderly that will be affected by the completion of this proposed project. No public facilities or services will be adversely affected, and no land associated with any park or recreational site will be required.

Impacts on Terrestrial and Aquatic Biota

A total of 4.1 acres of woods and 13.7 acres of pasture/field will be lost as habitat, but no significant reduction or impact to area biota will occur. The culverting of 340 feet of Bush Creek will necessitate the loss of aquatic habitat, however, species identified are common to warm water streams and tolerant of limited pollution levels. A Sedimentation and Erosion Control Plan will be developed to alleviate any sedimentation problems that would otherwise affect aquatic biota.

Historic and Archeological Impacts

The Maryland Historic Trust has identified two sites, the Bush Creek Church of the Brethren and the Pleasant Hill School (also known as the Monrovia

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Schoolhouse) in the project vicinity. The Selected Alternative, Alternative A (Around Schoolhouse) will not affect either site. Therefore, a Section 4(f) Statement is not required.

An archeological investigation was conducted on a mill race and associated mill site in the vicinity of the proposed connector road to Ed McClain Road. The State Archaeologist concluded that the remains of the mill race and mill site were not of sufficient archeological importance as to require a Section 4(f) and no further investigation was required. A mill stone discovered at the mill site will be moved to a neighboring property prior to construction.

Water Quality Impacts

The proposed facility will cross Bush Creek, the only major water body in the study area. An arch type culvert will be provided to maintain a natural creek bottom and sedimentation and erosion control techniques will be designed to minimize potential physical impacts. Road design and the limited traffic volumes will further minimize chemical impacts.

A designated floodplain will be impacted with the placement of 8.5 acres of fill. Initial calculations demonstrate that the fill will extend the flood hazard boundaries and elevate the flood level by 3.3 feet (maximum) upstream of the fill. Impacts are considered minimal however because of the lack of development and the fact that flood elevations will not exceed the natural floodplain valley associated with Bush Creek. Downstream effects are also limited. The culverts have been designed to maintain existing flow volumes,

for the anticipated 100-year flood and fill will only affect the floodway fringe, causing less than a 1-foot elevation in the existing 100-year flood height. Approximately 360 feet of creek will be rechanneled to simulate existing conditions and to maintain existing energy loss and low dynamics.

Air Quality Impacts

There will be no violations of National Ambient Air Quality Standards.

Noise Impacts

Projections of noise levels associated with the Selected Alternative indicate that no receptors in the study area will experience noise in excess of Federal Design Noise Levels. Some sensitive sites will experience a decrease in noise by the removal of present traffic with implementation of the proposed project. No area was found to require mitigation measures.

SUMMARY OF MAJOR ALTERNATIVES

Two construction alternatives and a "No-Build" alternative were considered by the Draft Negative Declaration. Both construction alternatives would utilize a similar alignment for the majority of the study length. The difference in the two is in the vicinity of the Bush Creek Church of the Brethren. The curve around the church for Alternative A (Around Schoolhouse) is wider than that for Alternative B (Through Schoolhouse). The Selected Alternative, Alternative A, has a safer design and avoids a Section 4(f) Involvement. The No-Build Alternative would continue the use and maintenance of the existing sub-standard two-lane highway.

I. LOCATION AND DESCRIPTION OF PROJECT

A. LOCATION OF PROJECT

1. Geographic Location

The proposed project, Alternative A, will be located approximately 6 miles southeast of the City of Frederick in Frederick County, Maryland, and within 30 miles of Baltimore, Maryland, and Washington, D.C. (Figure 1). Frederick County is situated in the northwestern part of Maryland and covers an area of 664 square miles. The Potomac River, the southwestern boundary, separates the county from the State of Virginia. It is bounded on the west by Washington County, on the North by Pennsylvania, on the east by Carroll County, and on the southeast by Montgomery County.

The character of the study area has been undergoing rapid change from a rural to a suburban setting. There are a number of land uses that include industrial, commercial, residential, public, and semi-public use. Railroad tracks for the Chessie System run through the study area along Bush Creek near Monrovia. There is also an underground cable route in the vicinity of the proposed alignment owned by the A.T. & T. Long Line. Bush Creek, a small stream, flows in a westerly direction through the study area. The vegetation and wildlife within the immediate project vicinity consists of species typically found in agricultural areas.

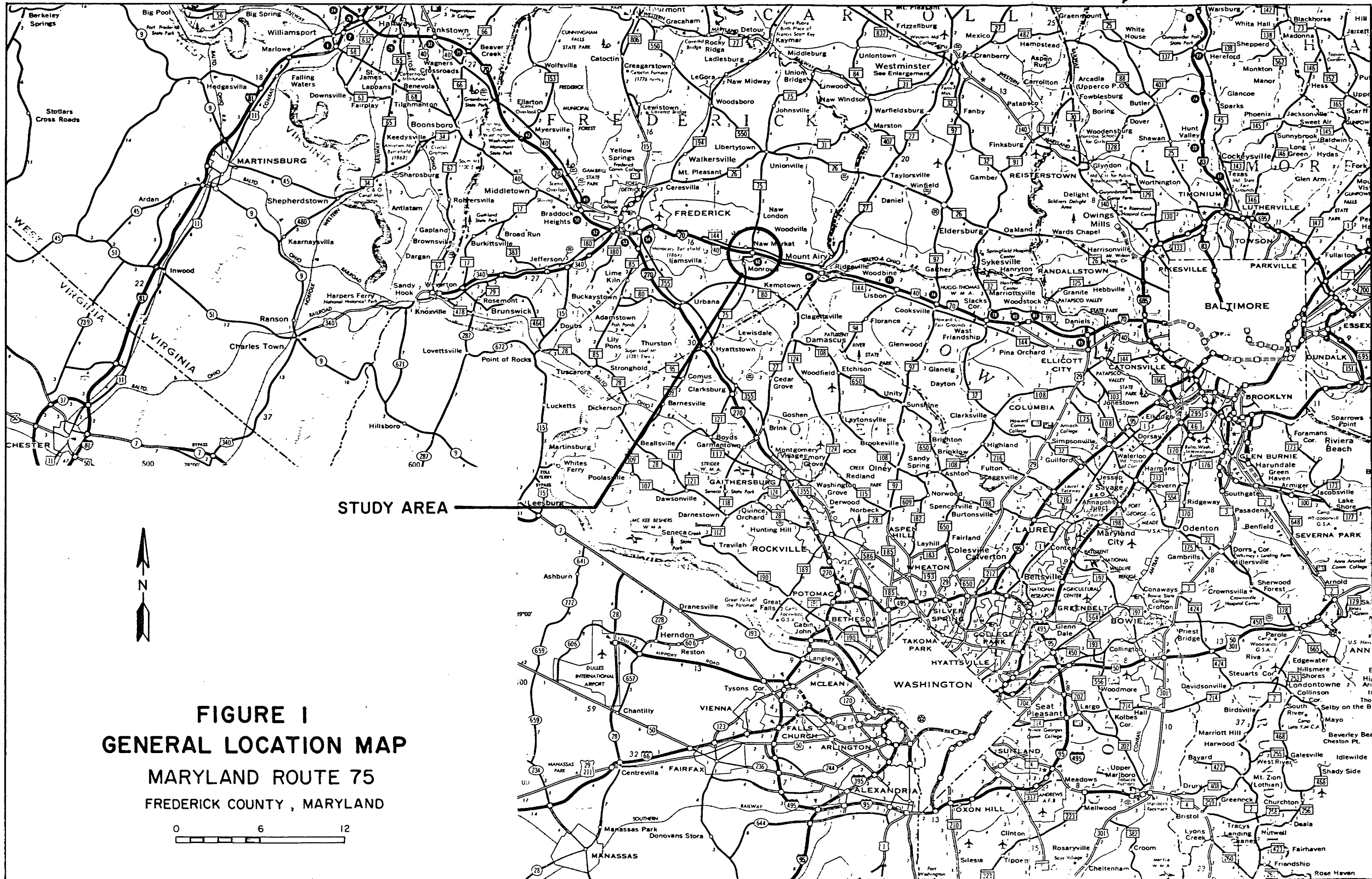


FIGURE 1
GENERAL LOCATION MAP
MARYLAND ROUTE 75
FREDERICK COUNTY, MARYLAND

0 6 12

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2. General Description of the Natural Environment

a. Climate

The climate of Frederick County is a rather humid temperate climate which is fairly uniform throughout the county. The average annual temperature is 54.2°F. In an average year, the temperature does not go above 95°F. in summer nor below 15°F. in winter. The latter half of July is usually the hottest time of year and late January to early February is the coldest period of the year.

The average annual precipitation is about 41 inches and is fairly evenly distributed throughout the year. The average frost-free period at Frederick is 180 days. The average dates of the first spring and autumn frosts is April 19 and October 16, respectively. The average annual snowfall is 25.3 inches.

b. Air Quality

The study area is in Area II of the Central Maryland Intrastate Air Quality Control Region. Air quality is not monitored, but various air pollutant concentrations are considered within acceptable Federal and State standards. This conclusion and substantiating information is available in a report entitled Air Quality Analysis, Maryland Route 75 , which is available for review at the Office of Project Planning, Maryland State Highway Administration.

Background levels of carbon monoxide, a key pollutant of automotive exhaust, have been estimated to be 5 ppm for a one-hour maximum and 2 ppm for an eight-hour maximum.

c. Noise

(1) Noise Sensitive Area(s) Description

A field survey of the project area identified six (6) noise sensitive areas (NSA) described as follows:

- NSA 1 One (1) two story, single family, frame farmhouse located approximately 400 feet east of Maryland Route 75 in topography depression, surrounded by rolling, grassy fields with access drive to Maryland Route 75.
- NSA 2 Bush Creek Church of the Brethren - Brick church located on east side of existing Maryland Route 75. The church is not air conditioned. Adjacent to the church is a cemetery and parsonage with an access drive to Maryland Route 75. There are no planned outdoor activities associated with the property.
- NSA 3 One (1) single family, two story, frame residence located on west side of existing Maryland Route 75 with surrounding cattle grazing and farmland with access drive to Maryland Route 75.
- NSA 4 One (1) single family, two story, frame residence located on east side of existing Maryland Route 75 with access drive to Maryland Route 75. Residence surrounded by farmland and scattered mature trees.

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NSA 5 One (1) single family residence located on west side of Maryland
Route 75 with access to same.

NSA 6 One-room schoolhouse - noted as possible historic site, is
currently occupied as a residence. Located on west side of
Maryland Route 75 with access to same.

The specific locations of the noise sensitive areas in the study area are
shown on Figure 2.

(2) Ambient Noise Levels

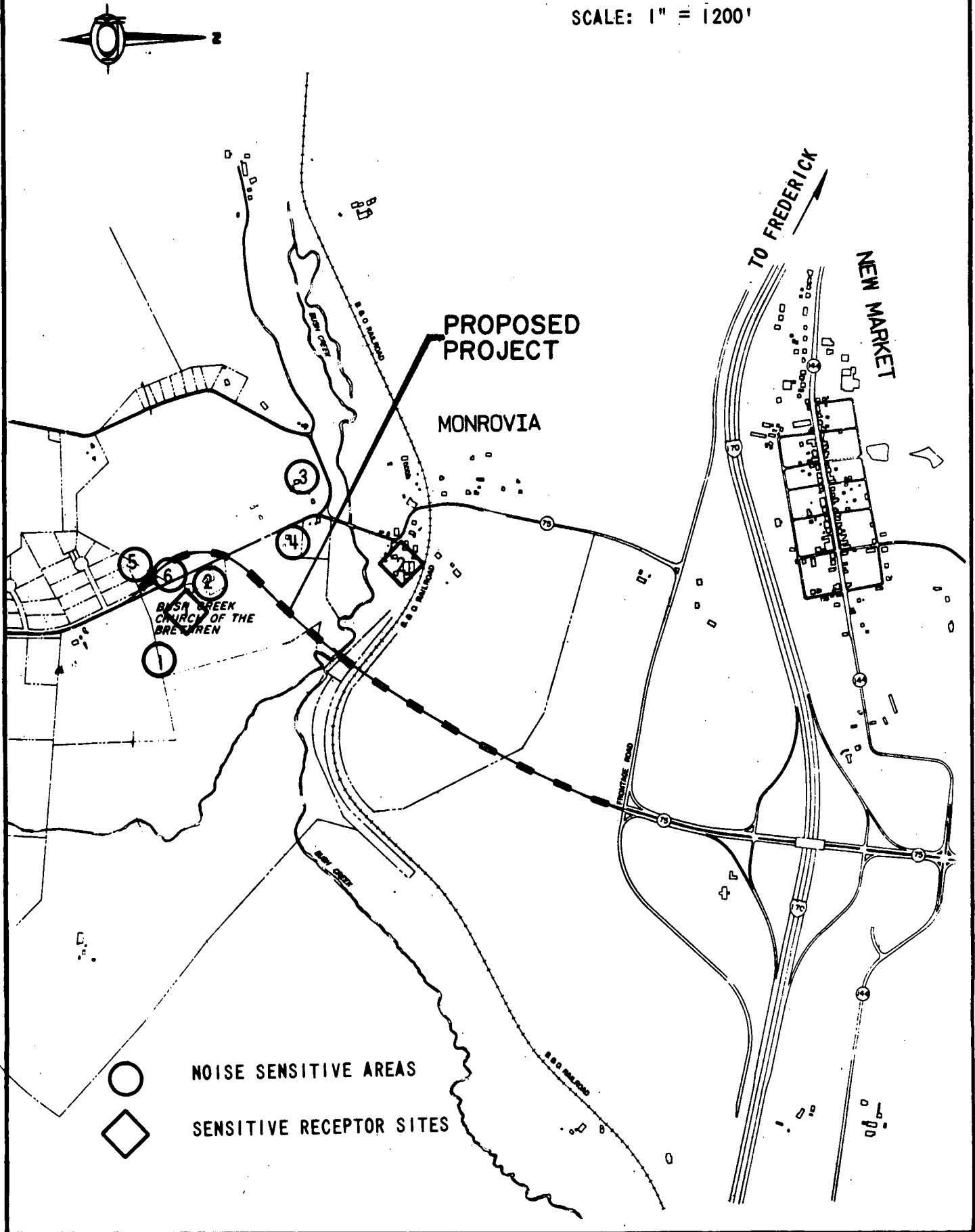
Field measurements were taken as part of this study to determine the existing
(1978) L_{10} noise levels at the various noise sensitive areas along the study
route to be used in comparison with predicted noise levels to determine the
degree of impact of the proposed highway improvements (see Table 1).

TABLE 1
AMBIENT NOISE LEVEL MEASUREMENTS
Maryland Route 75
(Measurement Dates: March 13 and 20, 1978)

<u>Noise Sensitive Area</u>	<u>Time of Measurement</u>	<u>Ambient L_{10}</u>
1	11:20 a.m.	44 dBA
2	11:00 a.m.	58 dBA
3	12:00 noon	54 dBA
4	2:00 p.m.	60 dBA
5	- - - -	57 dBA*
6	1:30 p.m.	61 dBA

*Value was predicted based on ambient measurements shown in Table 1 and
other base data.

FIGURE 2
NOISE SENSITIVE AREAS AND
SENSITIVE RECEPTOR SITES (AIR
ANALYSIS)
SCALE: 1" = 1200'



d. Physiography and Soils

Three major physiographic provinces cross Frederick County in a general north-south direction. The study area lies in the Piedmont Plateau physiographic province. The topography of the area is rolling with elevations ranging from 400 to 600 feet above mean sea level. The study area is drained by Bush Creek and its tributaries as it flows in an east to west direction to its confluence with the Monocacy River.

The geology of the Piedmont Plateau is characterized by schistose metamorphic rocks of both sedimentary and igneous origin. The study area is underlain by light-colored soft chloritic and muscovitic phyllitic slate and schist, with many quartzite intrusions.

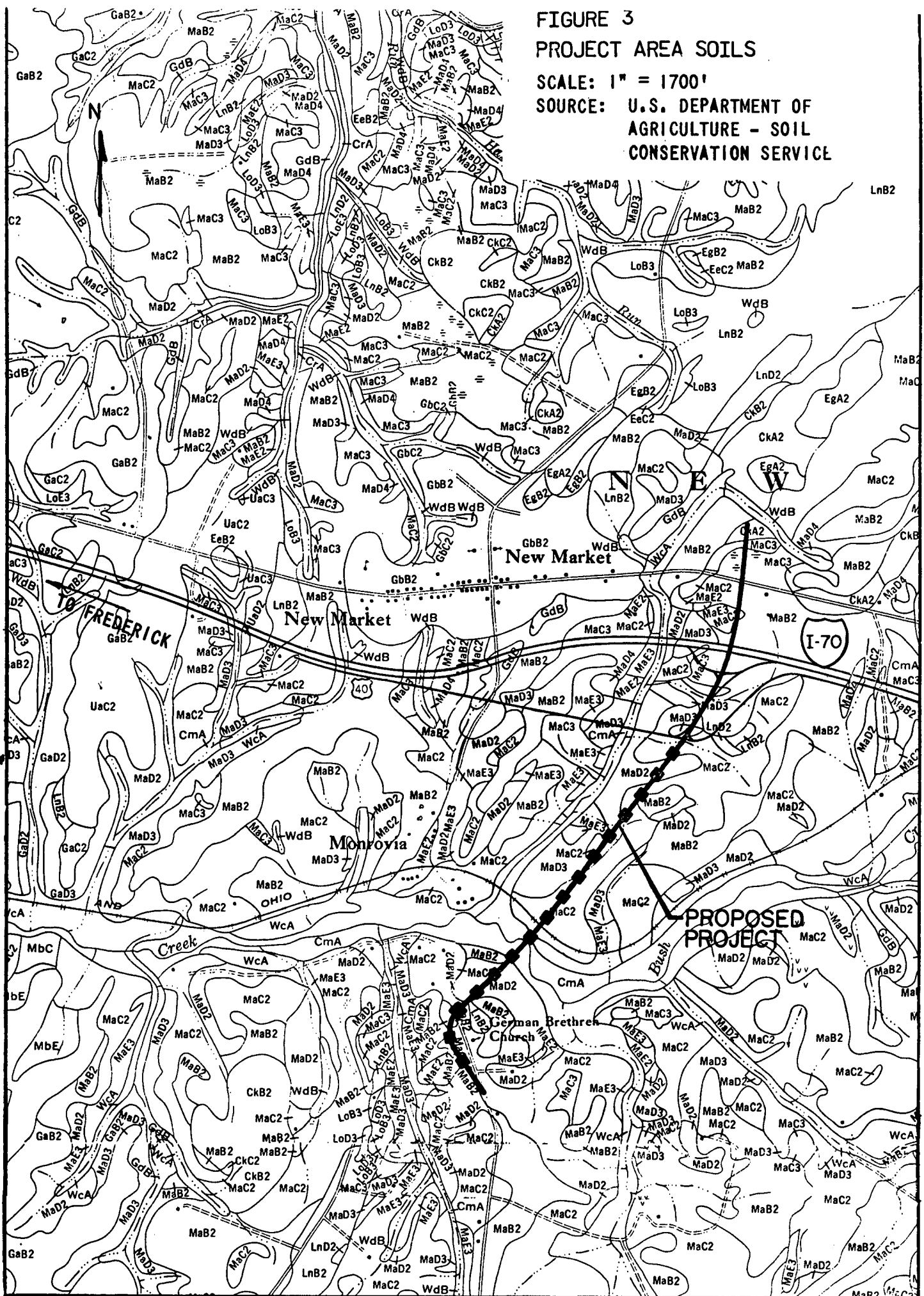
The soils of the study area belong to the Manor-Linganore-Urbana association (Figure 3). The predominant soil series in the vicinity of the proposed alignment is the Manor series. Also appearing in the area are the Chewacla alluvial soils and a small area of Lingamore soils. Brief descriptions of these soil series are as follows:

Manor: These soils are shallow to very shallow with rapid to very rapid permeability. They are very droughty in seasons of low rainfall and erode very easily if not carefully managed. A and B horizons have high erosion potential factors.

Linganore: This series is shallow and well to excessively drained. The soils are droughty because of their shallowness and their large content of rock fragments. These soils have moderate erosion potential factors.

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SOURCE: U.S. DEPARTMENT OF AGRICULTURE - SOIL CONSERVATION SERVICE



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Chewacla: These are the most extensive floodplain soils mapped in Frederick County. They are moderately well drained to somewhat poorly drained, but remain wet after long rainy periods and are occasionally flooded. These soils have moderate to high erosion potential factors.

Three soil types, LnB2, MaB2, and MaC2 have been selected by representatives of various state agencies as being "additional Farmland of State-wide Importance."¹ These soils can be considered as nearly qualifying as prime farmland and are shown on Figure 4. These soils are used primarily for unimproved or partly improved pasture. Approximately 14 acres of these soils lie within the right-of-way limits for the proposed MD 75. There are, however, no prime agricultural soils in the vicinity of the project.

The following table lists some of the characteristics of the major soil types.

¹"Identifying Prime Food and Fiber Lands", William M. Johnson, Deputy Administrator for Technical Services, U.S. Department of Agriculture, Soil Conservation Service, 1977.

FIGURE 4

ADDITIONAL FARMLAND
OF STATEWIDE IMPORTANCE

SCALE: 1" = 1200'

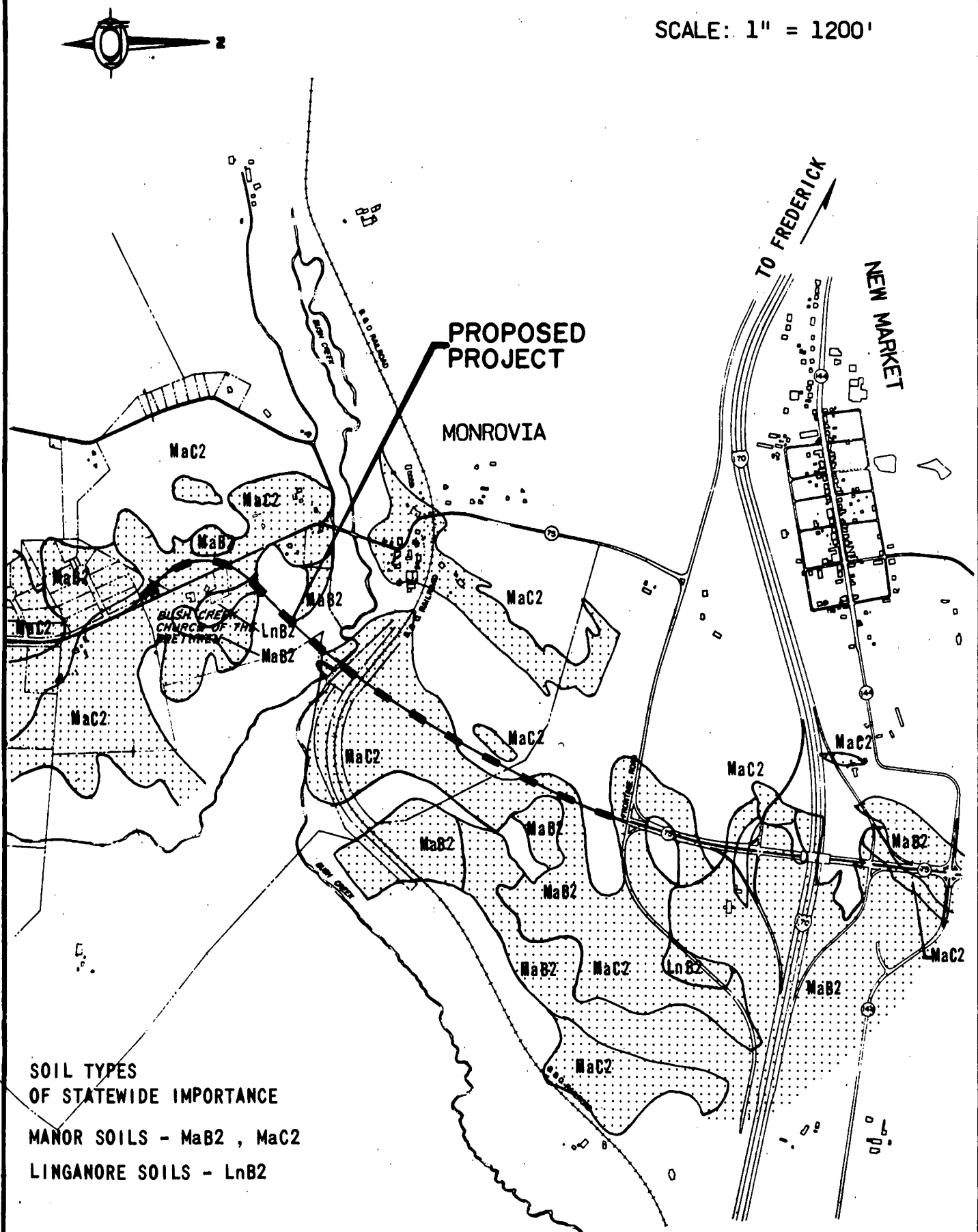


TABLE 2

SOIL CHARACTERISTICS

SYMBOL	NAME	EROSION POTENTIAL K FACTORS	ADDITIONAL FARMLAND STATEWIDE IMPORTANCE	DEPTH TO BEDROCK	DEPTH TO WATER TABLE
MaB2	Manor channery and gravelly loams		Yes		-
MaC2	"		Yes		-
MaC3	"		No		-
		Horizon		3-5'	
MaD2	"	A .43	No		-
		B .43			
MaD3	"	C .28	No		-
MaE2	"		No		-
MaE3	"		No		-
LnB2	Linganore channery and gravelly loams	Horizon	Yes		
		A .32		1-3'	Very Deep
		B .28			
LnD2	"	C .17	No		
CmA	Chewacla silt loam	Horizon	No		3-5'
		A .37			
		B .43			
		C .28			

e. Water Quality

Surface water in the study area is represented by Bush Creek and its tributaries. Bush Creek drains a portion of central eastern Frederick County in a westerly direction, entering Monocacy River at Frederick Junction. It is classified as a Class 1 water body by Maryland Department of Natural Resources and protected for contact water recreation, aquatic life propagation, and wildlife use.

In the vicinity of the proposed project, Bush Creek is a warm water, moderately flowing creek about 15 feet wide and averaging 1 foot in depth. The water is clear and odorless and abundant aquatic life was visible. No water quality data was available, but discussion with a Maryland DNR representative indicated that no problems presently exist with the exception of some seasonal nutrient loading from agricultural runoff.

Water use is limited to some recreational activity and agricultural usages. No appropriation or discharge permits are in effect for Bush Creek in the vicinity of the project or upstream.

Ground water resource information is limited to well data located in Monrovia. The wells are about 95 feet deep, tapping the Urbana phyllite formation and provide good yields. No information was available on water quality, but no treatment was required for commercial canning use.

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f. Floodplains

Bush Creek has a distinct floodplain in the area of the proposed project. The stream lies in a valley bordered by steep slopes with surrounding ridges reaching elevations of 500-600 feet. Flood boundary and floodway mapping has recently been completed by the U.S. Department of Housing and Urban Development (HUD). The upstream limit of HUD's detailed study was the point where a major unnamed tributary empties into Bush Creek approximately 1,900 feet east of the existing Maryland Route 75 bridge. The existing 100-year flood elevation at this point is 413 feet above mean sea level.* The 100-year flood boundaries for Bush Creek in the vicinity of the proposed project are shown on Figure 5.


g. Wetlands

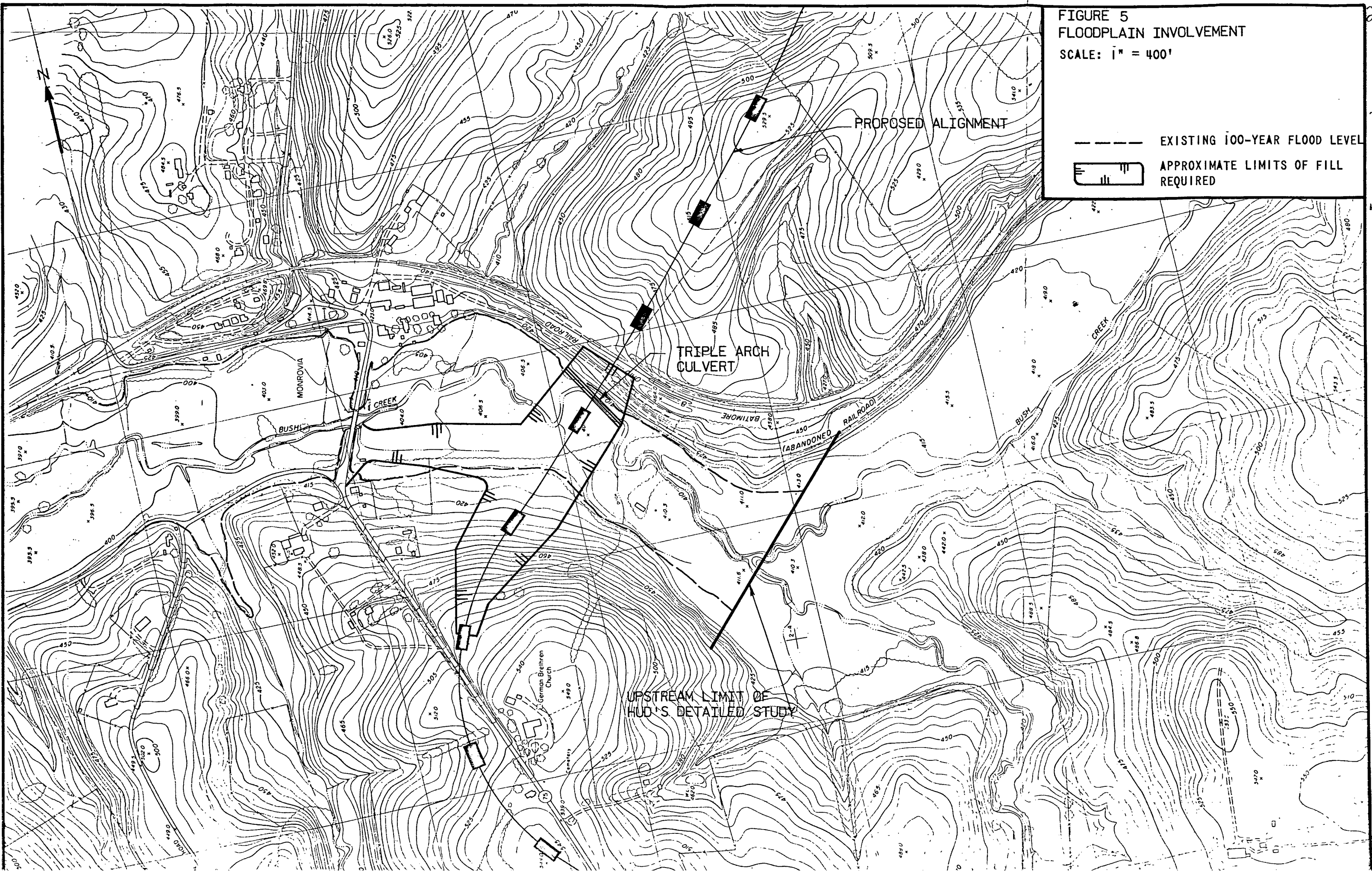
Field investigation in the study area has identified one type of wetland based on classifications described in a recent publication of the U.S. Fish and Wildlife Service.¹

*NOTE: There is a discrepancy of 10 feet between the elevations given in HUD's Flood Insurance Study and the elevations indicated on the detailed topographic map used for Figure 5. All HUD elevations will therefore be 10 feet lower than those shown on the map.

¹ Classification of Wetlands and Deep-Water Habitats of the United States (An Operational Draft), U.S. Fish and Wildlife Service, U.S. Department of the Interior, 1977.

FIGURE 5
FLOODPLAIN INVOLVEMENT
SCALE: 1" = 400'

----- EXISTING 100-YEAR FLOOD LEVEL
 APPROXIMATE LIMITS OF FILL REQUIRED



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A small shallow marsh or wetland was found adjacent to an unnamed tributary and would be classified as a nonpersistent emergent wetland (Class 10(2)). The area is located about 300 feet south of the frontage road and west of the northern terminus of the proposed project (Figure 6). Shallow standing water was present due to a high water table, and Arrowhead was the predominant vegetative species. The area was approximately 100 square feet in size. This type of marsh is common in floodplain areas.

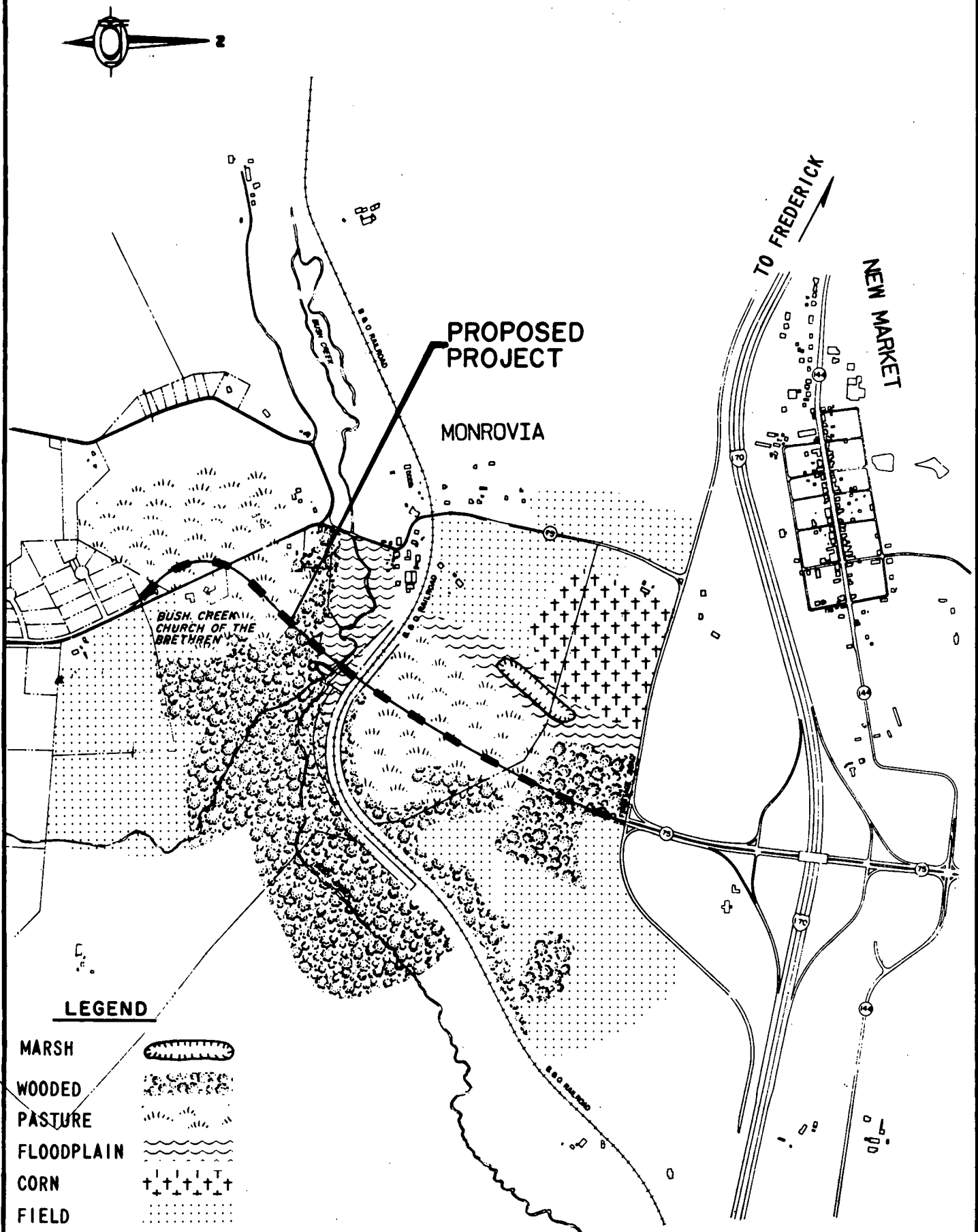
h. Vegetation

Vegetation in the vicinity of the project is characteristic of a farming community where all land suitable for agriculture or development has been essentially cleared of native growth. Figure 6 provides the generalized type of vegetative community in the area affected by the proposed project.

Abandoned or fallow pastures are the predominant vegetative community with grasses providing the major species type. A significant amount of herbaceous weeds are present and field lines are often delineated with woody shrubs and hardwood trees. Occasional hardwood trees, such as maple or oak, have been retained in the various fields.

The natural floodplain area associated with Bush Creek is a dense shrub community predominantly composed of herbaceous plants. The lack of woody species indicates a static ecological community that is providing excellent habitat for a variety of small faunal species. Major vegetative species include stick tights and ironweed.

FIGURE 6
VEGETATIVE COMMUNITIES
SCALE: 1" = 1200'



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The wooded areas are composed primarily of chestnut oak characteristic of steep, poorly drained soils. Other hardwoods are present, but ground cover is scarce due to the density of the canopy normally representative of a mature ecological condition. Trees were less than 1.5 feet in diameter indicating that the stands were of second and third growth, the virgin stands having long since vanished. Contact with the Md. Department of Natural Resources, Annapolis, and the U.S. Dept. of Interior, Fish and Wildlife Service, indicated that no threatened or endangered species have been identified in the study area. This conclusion includes both those species listed on the Federal and State lists.

Additional information concerning vegetation is available in a technical report available at the Office of Project Planning, Maryland State Highway Administration.

1. Wildlife

No direct information is available on wildlife diversity and density in the study area. A representative list has been prepared based on available habitat and food supply and is available for review at the Maryland State Highway Administration.

The floodplain area of Bush Creek provides ideal habitat for a wide range of small animal species. Local residents indicate that a large number of black snakes inhabit the area which would indicate an adequate food chain and thus an established eco-system. The lack of development influences would further prevent factors that would normally inhibit species diversity.

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The mature wooded stands adjacent to pastures provide habitat for a variety of openland insectivores, rodents, and rabbits as well as various song and game birds. The lack of development would also indicate the presence of carnivores such as skunk, fox, and possibly mink. Evidence of deer was found during the field investigation but no indication of population density was available.

Information on aquatic species in Bush Creek was made available by the Md. Department of Natural Resources. Sampling sites downstream of Monrovia resulted in identification of 20 species consisting mainly of minnows, dace, suckers, and darters. Some pan fish were also found but were considered to be in fair to poor physical condition. Habitat in the vicinity of the proposed project is relatively good with aquatic vegetative growth, adequate terrestrial/aquatic interface conditions and alternating pools and riffles.

Additional information on wildlife species and conditions are presented in a technical report available at the Maryland State Highway Administration.

j. Aesthetics

The study area has the general pleasing appearance of rolling countryside and rural characteristics. The open pastures with tree borders allow for extended visual distances from ridge lines, with the intermittent wooded stands forming a backdrop. The majority of residences with their architecture and landscaping are in conformance with the rural nature and lend to the area. The area of Monrovia may detract somewhat due to the commercial type structures, but the placement is such that it is not generally visible except in the immediate area. However, the age and architecture relate to the area history.

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3. General Description of the Surrounding Area

a. Socioeconomic Characteristics

Monrovia lies in the southern portion of District 2 of the New Market Planning Region, as established by the Frederick County Planning Commission, and is separated from the majority of the district by I-70. The area of the town of New Market has been designated as a regional center of expansion, based on a satellite pattern of planning with projected significant increases in commercial, residential and industrial growth. Population figures presented in Table 3 indicate the extent of anticipated growth, most of which will occur in the vicinity of New Market, north of I-70, and north and east of Monrovia, south of I-70.

TABLE 3

POPULATION STATISTICS

	<u>1970</u>	<u>1980 (Est.)</u>	<u>2000 (Est.)*</u>
New Market-Monrovia			
Watershed Area	1,602	2,825	4,202
New Market Region	6,400	11,330	11,695
Frederick County*	84,927	100,379	129,222
Maryland	3,972,399	4,678,900	- -

*Frederick County Projections derived from data from Md. Department of State Planning.

The area south of I-70 will experience some increase in development due to the influence of New Market as a regional center. The County Master Plan and current zoning desires that Monrovia and the study area develop a commercial/industrial and residential suburban character.

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Actual population in and around Monrovia is relatively small. No statistics are available for the immediate study area on community characteristics such as ethnic background, economic status, or special interests, but field trips to the area indicate some uniformity in housing and thus economic base. Average family income for the New Market Election District No. 9 (in which the study area belongs) is \$9,115 with 18 percent earning less than \$5,000 per year. Minorities constitute 24.5 percent of the district population, though no members are known to reside in the area of study.

Employment is primarily located outside of the study area with I-70 and I-270 providing shorter travel time to centers in Frederick, Baltimore and Washington. New Market will provide a closer major employment center in the future as discussed above. A highway-oriented construction enterprise has recently located in Monrovia, and employment in the study area is anticipated to increase significantly based on commercial/industrial area zoning patterns.

b. Community Services

Public utilities are primarily restricted to electric and telephone distribution with water supply and waste water treatment being provided by on-site systems. A public wastewater collection system is available in New Market and a system is proposed for the area of Monrovia. Rail service for freight is available in an east-west direction, provided by the Chessie System (C & O/B & O). No passenger service is available and none is planned for the immediate future. No public or mass transit service is available or planned for Monrovia.

The only public facilities in the area include two churches located along existing MD 75.

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Public services, including fire, police, and ambulance, are provided by centers outside of the immediate area. A post office has recently been constructed just south of the project area adjacent to MD 75. An elementary school is located south of the project area, with elementary middle, and high school facilities being located in and around New Market to the north.

c. Historic and Archaeological Sites

Two historic sites and one archaeological site were identified to be within the project area.

(1) Historic Sites

The historic sites identified are the Pleasant Hill School and the Bush Creek Church of the Brethren. See Figure 13 for the location of these sites in relation to the Selected Alternative.

The Bush Creek Church of the Brethren is located on a 37.68 acre parcel only 75 feet from the east side of existing Maryland Route 75, approximately 200 feet north of the Pleasant Hill School. It is of local historic importance for its age, architecture, and significance of use, but not considered eligible for the National Register of Historic Places. See the letter from the State Historic Preservation Officer, in Section VI, dated August 18, 1976 (page 57).

(2) Archaeological Sites

An archaeological reconnaissance survey was performed by the Maryland Geological Survey for the entire project corridor. A mill race and associated mill site was found in the vicinity of the proposed connector road to Ed McClain Road. The State Archaeologist has requested that the specific location of the site not be shown on a map.

4. Land Use Planning

a. Existing Land Use

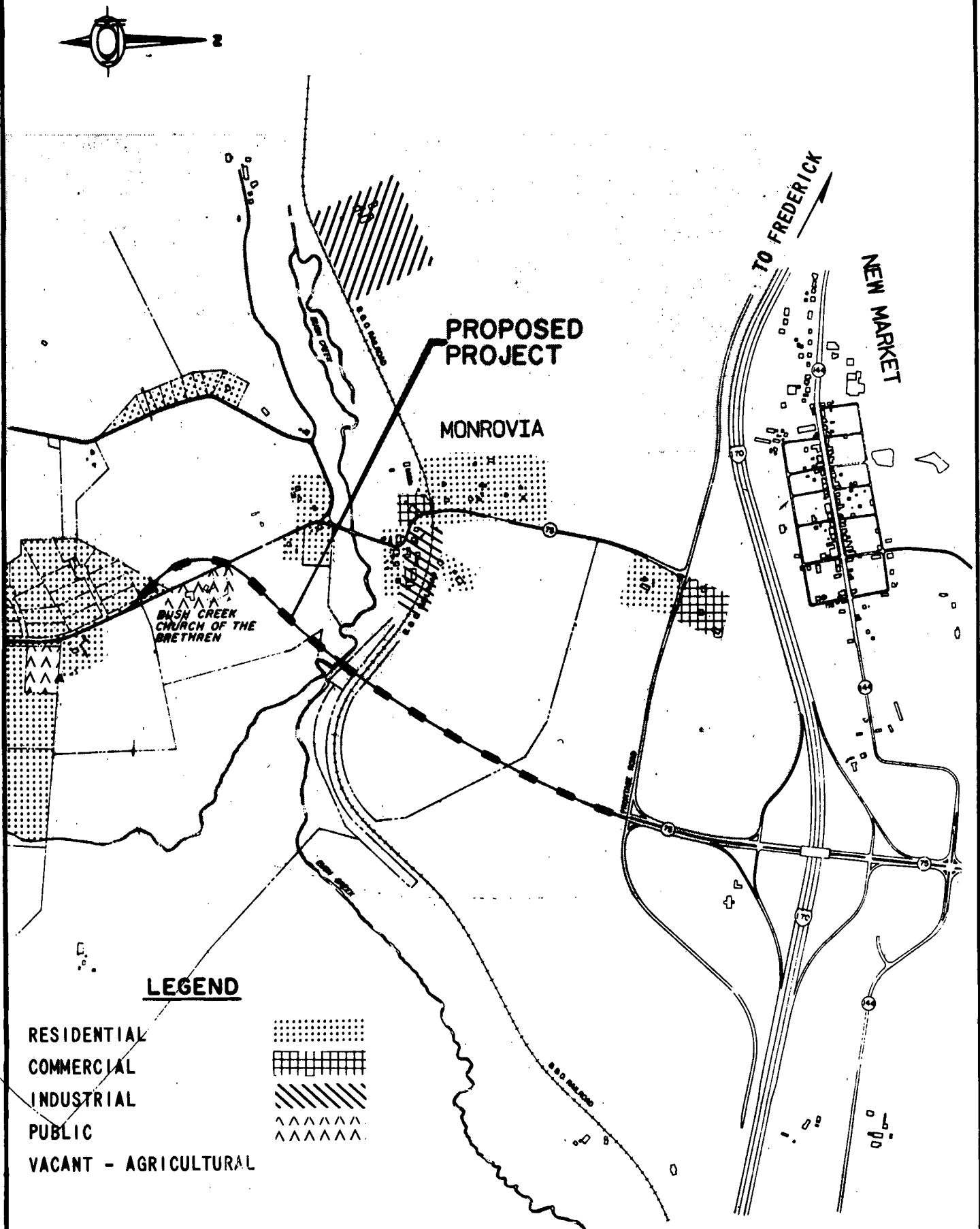
The general project area is defined as rural with agriculture providing the major land use. Generalized land uses in the project area are depicted in Figure 7.

Until relatively recently, residential land use was restricted to some single houses in the area of Monrovia, various homes located along the major roads, and isolated farm houses. Within the last 5 years, two typical residential suburban style subdivisions have been implemented.

Commercial enterprises servicing local needs are located in the vicinity of Monrovia. The largest commercial usage, a dragstrip, is located at the intersection of MD 80 and MD 75 and is regional in nature.

Light industry in Monrovia involves highway-related constructed activity north and south of the railroad tracks on the east and west side of existing

FIGURE 7
EXISTING LAND USE
SCALE: 1" = 1200'



of existing MD 75. Churches located along MD 75 are listed as public land use. No parks or recreational areas are located in the study area.

b. Proposed Land Use

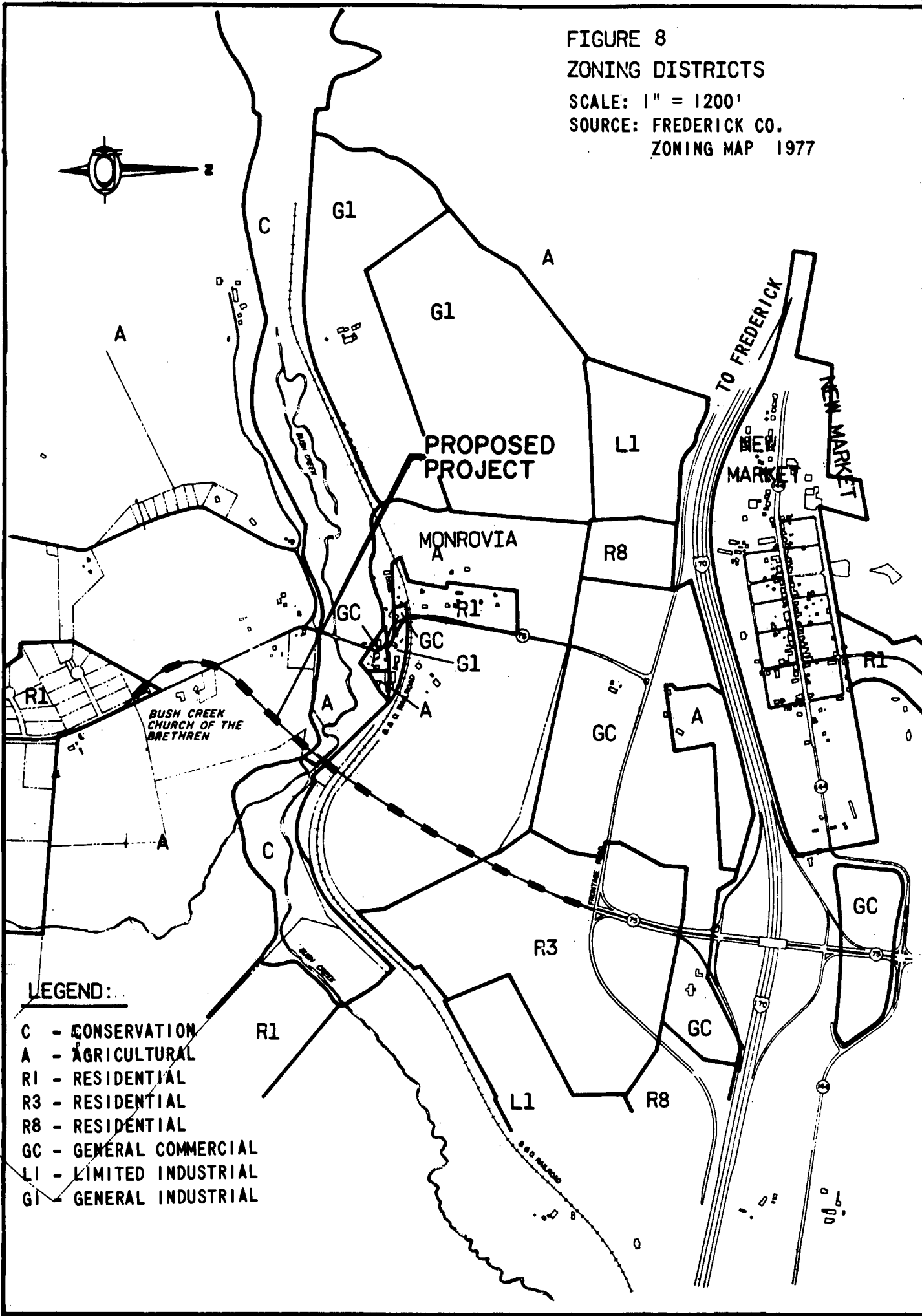
Comprehensive planning for the area has been prepared by the Frederick County Planning Commission and reflects their planning utilization of a combined satellite and corridor pattern of development. New Market has been designated as a satellite development area adjacent to the I-70 corridor and the area around Monrovia has been designated as a low density residential area on the County Master Plan. Figure 8 shows the existing zoning which recognizes the impending commercial/industrial and residential proposals for the area.

Agricultural zoning (A) currently exists in much of the area and is an effort to preserve open space and protect the diminishing farm usage. Agricultural zoning requirements permit limited residential usage allowing only for minor subdivisions of 3 lots or less. Such restrictions are intended to retain as much open space as possible.

The residential designations (R1, R3, R8) involve existing and planned residential development in the area. This type of residential breakdown allows for the retention of the environmental integrity of what still constitutes an undeveloped area.

The floodplain of Bush Creek has been zoned for conservation, a designation which normally prohibits most types of land development.

FIGURE 8
ZONING DISTRICTS
SCALE: 1" = 1200'
SOURCE: FREDERICK CO.
ZONING MAP 1977



LEGEND:

- C - CONSERVATION
- A - AGRICULTURAL
- R1 - RESIDENTIAL
- R3 - RESIDENTIAL
- R8 - RESIDENTIAL
- GC - GENERAL COMMERCIAL
- L1 - LIMITED INDUSTRIAL
- G1 - GENERAL INDUSTRIAL

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Adherence to the comprehensive plan and zoning by the responsible administrators will aid in negating further consideration of secondary impacts due to the proposed project.

B. DESCRIPTION OF PROJECT

1. Type of Project

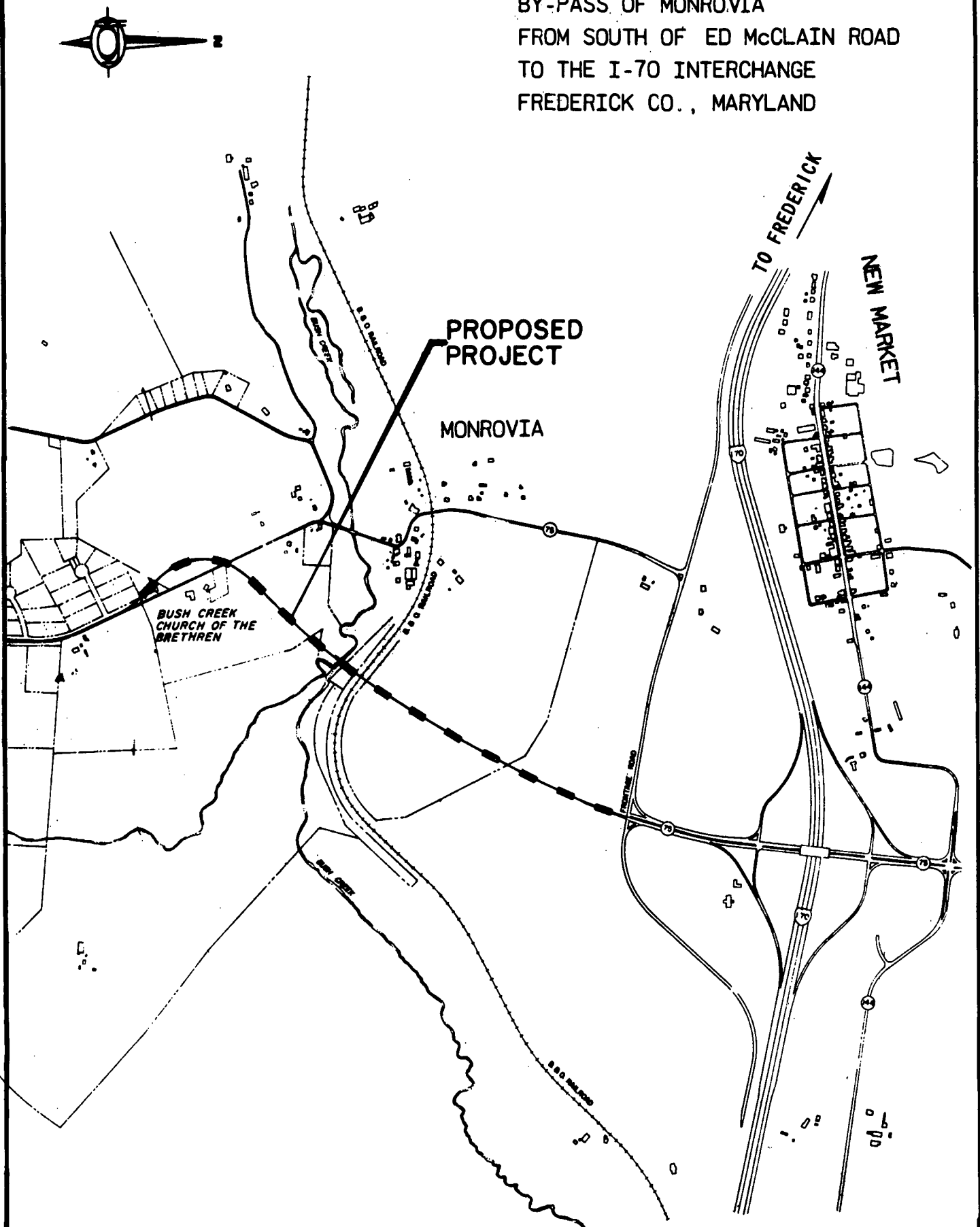
The proposed project will consist of a 2-lane safety by-pass of Monrovia from Maryland Route 75 in the vicinity of Scenic View Court to the I-70 Interchange. This facility will have partial control of access and will remove through traffic from the high accident location of Monrovia. It will allow the possible future construction of either the Frederick County Master Plan Alternate down Ed McClaim Road to Urbana or an improved Maryland Route 75 to Hyattstown.

2. Length of Project and Location of Termini

The total length of the proposed project will be approximately 1.5 miles. The northern terminus will be the Frontage road (MD 877-B) to the existing I-70 and Maryland Route 75 interchange east of New Market while the southern terminus will be located on existing Maryland Route 75 near Scenic View Court intersection south of the Bush Creek Church of the Brethren (Figure 9).

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FIGURE 9
STUDY AREA MAP
MARYLAND ROUTE 75
BY-PASS OF MONROVIA
FROM SOUTH OF ED McCLAIN ROAD
TO THE I-70 INTERCHANGE
FREDERICK CO., MARYLAND



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3. Traffic Data

Projected traffic data for the selected and no-build alternatives are presented in Figures 10 and 11 respectively. For the year 1977, the average daily traffic for Maryland Route 75 was 2,400 vehicles (both directions). Traffic projections for the Selected Alternative anticipates that the average daily traffic on Route 75 will increase substantially by the design year 2003 to 5,600 vehicles. The total projected traffic volumes utilizing the study area corridor for the no-build alternative are identical to those for the Selected Alternative.

4. Accident Statistics and Costs

The Study segment of Maryland Route 75, has experienced an average accident rate of 678 accidents for every 100 million vehicle miles of travel for the three-year period, 1975 through 1977. This rate was found to be significantly higher (95% confidence level) than the statewide average accident rate of 326 for all similar class highways now under state maintenance. The monetary loss to the motoring and general public derived from the accident experience on MD 75 is approximately \$2,021,400 for every 100 million vehicle miles of travel.

A total of 59 accidents were reported during this time period and are listed below by year, and severity.

FIGURE 10

EXISTING AND PROJECTED TRAFFIC DATA
FOR THE SELECTED ALTERNATIVE

SCALE: 1" = 1200'

SOURCE: MARYLAND STATE HIGHWAY
ADMINISTRATION - BUREAU OF
HIGHWAY STATISTICS

TRAFFIC PLANNING SECTION 1977

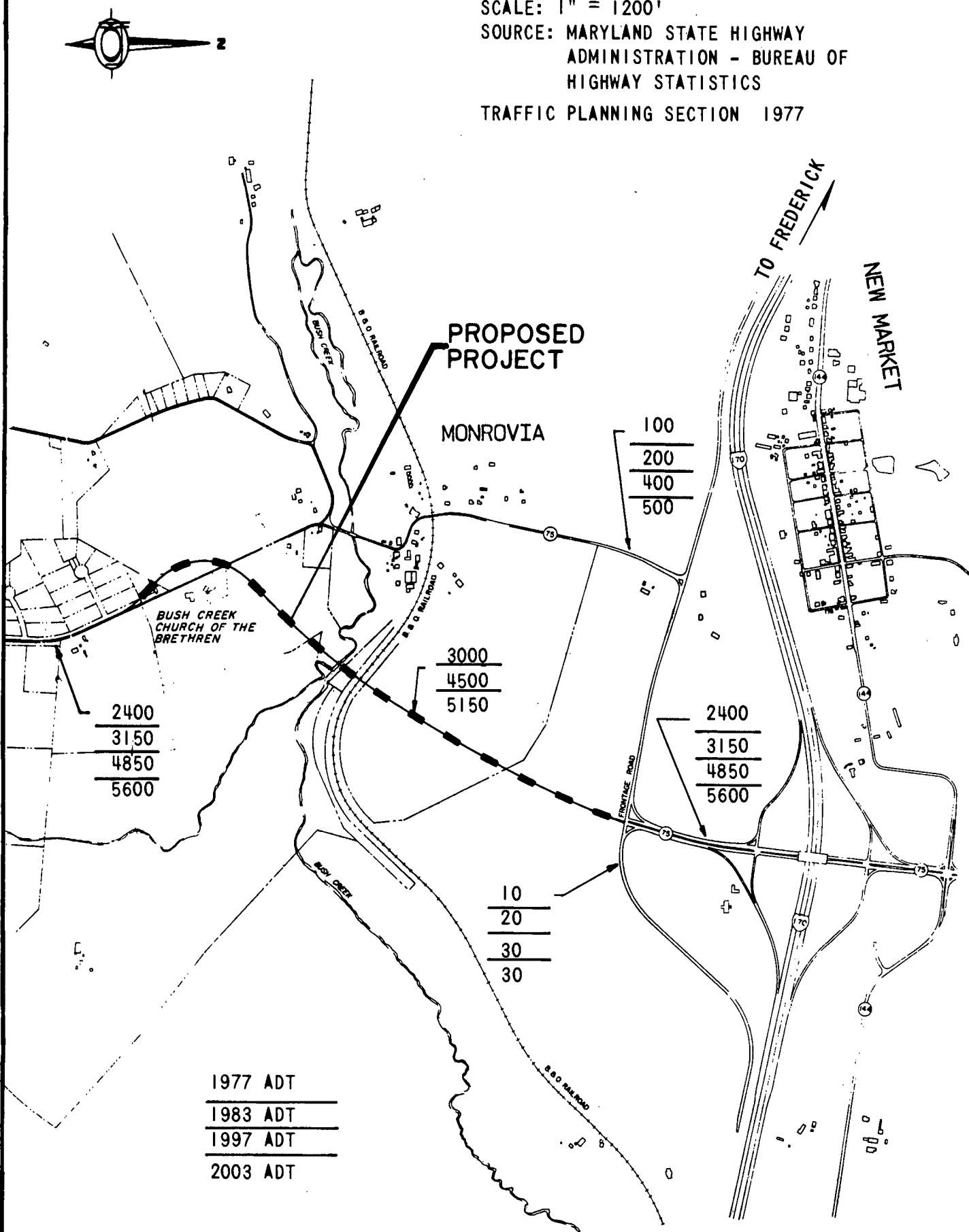
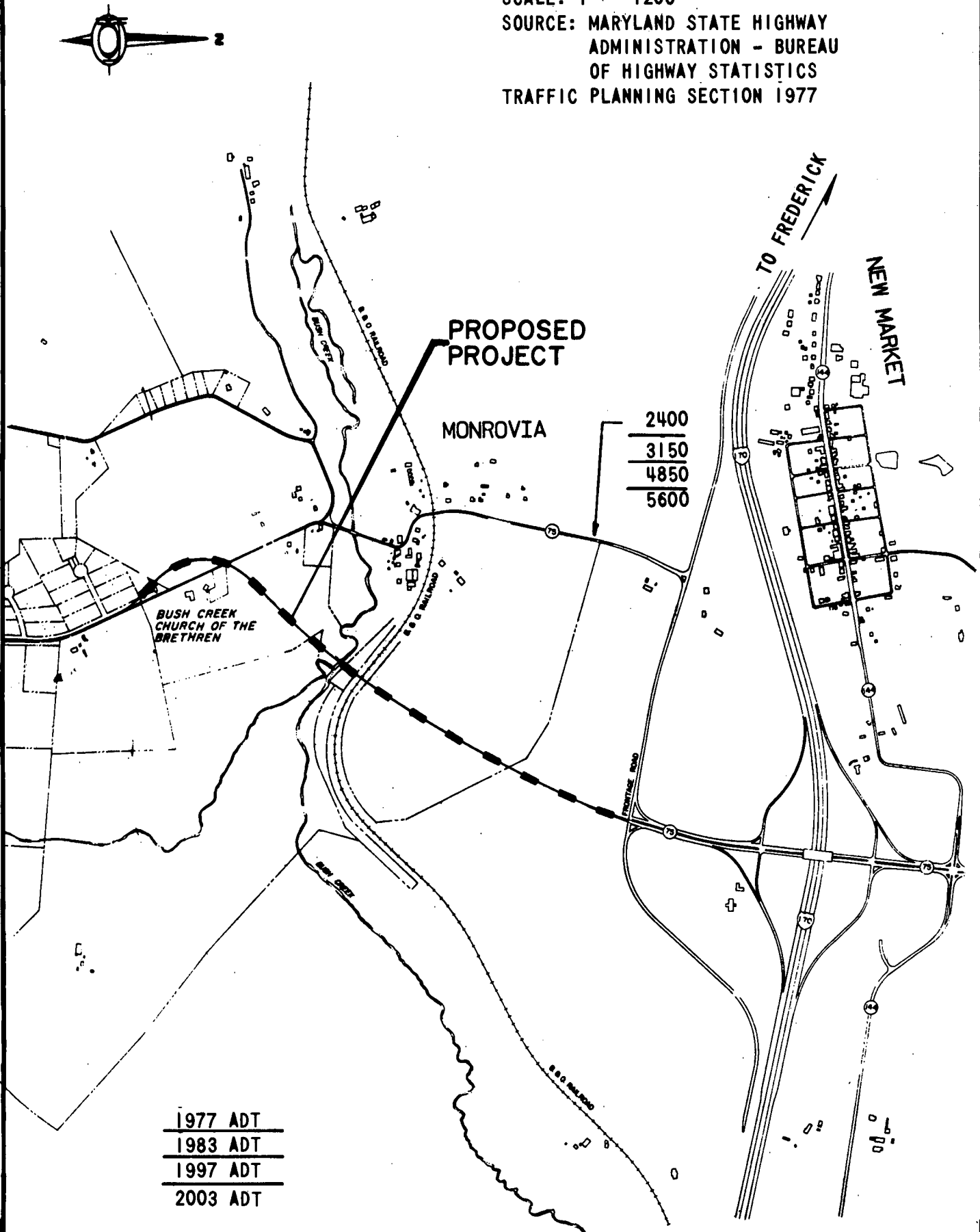


FIGURE 11
EXISTING AND PROJECTED TRAFFIC DATA
FOR THE NO-BUILD ALTERNATIVE

SCALE: 1" = 1200'

SOURCE: MARYLAND STATE HIGHWAY
ADMINISTRATION - BUREAU
OF HIGHWAY STATISTICS
TRAFFIC PLANNING SECTION 1977



<u>Severity</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>
Fatal Accidents	-	-	-
Persons Killed	-	-	-
Injury Accidents	8	13	5
Persons Injured	11	19	13
Property Damage	10	5	18
Total Accidents	18	18	23

No sections of the study area have been identified as being a high accident location. However there are two collision types, primarily the opposite direction and fixed object accidents that are significantly higher than the statewide distribution. The opposite direction accidents comprised 22% of the total accidents compared to 7% statewide. The fixed object accident comprised 48% of the total accidents compared to 22.5% statewide. All other manner of collision type accidents were found to be well below the statewide distribution for similar class highways.

The existing highway is a two lane non-divided facility with poor shoulders providing little or no recovery area throughout the study limits. The lack of adequate recovery area is manifested in the numerous single vehicle, fixed object accidents with the predominant collision occurring with embankments. Use of the segment through Monrovia would be significantly reduced by the proposed by-pass which will also reduce the existing accident rate which exceeds the statewide average of 326.07 acc./100MVM of travel. This statewide average reflects our parameter for all similar designed highways now under state maintenance.

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It is anticipated that the proposed Monrovia By-Pass, a two lane non-divided facility with partial control of access, will experience an accident rate approximating the statewide average of 326.07 acc./100MVM of travel. The projected accident cost for the proposed facility is approximately \$1,612,000/100MVM with a subsequent savings of approximately \$409,400/100MVM of travel. The new highway will include design characteristics presently not available to the motorist. The new highway will have twelve foot lanes and eight foot shoulders and safety grading which are not found on the existing highway.

With the construction of the By-Pass, the traffic projections on the remaining segment of Md. 75 through Monrovia shows a significant decrease in traffic. Consequently, the accident frequency on this road should also decrease with the accident rate approaching the statewide rate. More important, the number of opposite direction accidents and fixed object accidents, which have the greater probability of inflicting serious injury or death is also expected to be drastically reduced.

The projected traffic for the By-Pass demonstrates there will be a significant reduction of vehicular use for the old segment of MD 75. Consequently, the accident frequency on the existing highway is expected to drop but the same basic pattern of collisions as described above is expected to continue.

In summary, construction of the proposed highway will provide a bypass for the town of Monrovia, a grade separation of the Chessie System R.R. and reduce the use of the present dog-leg in MD 75, which was a result of the new I-70 Interchange.

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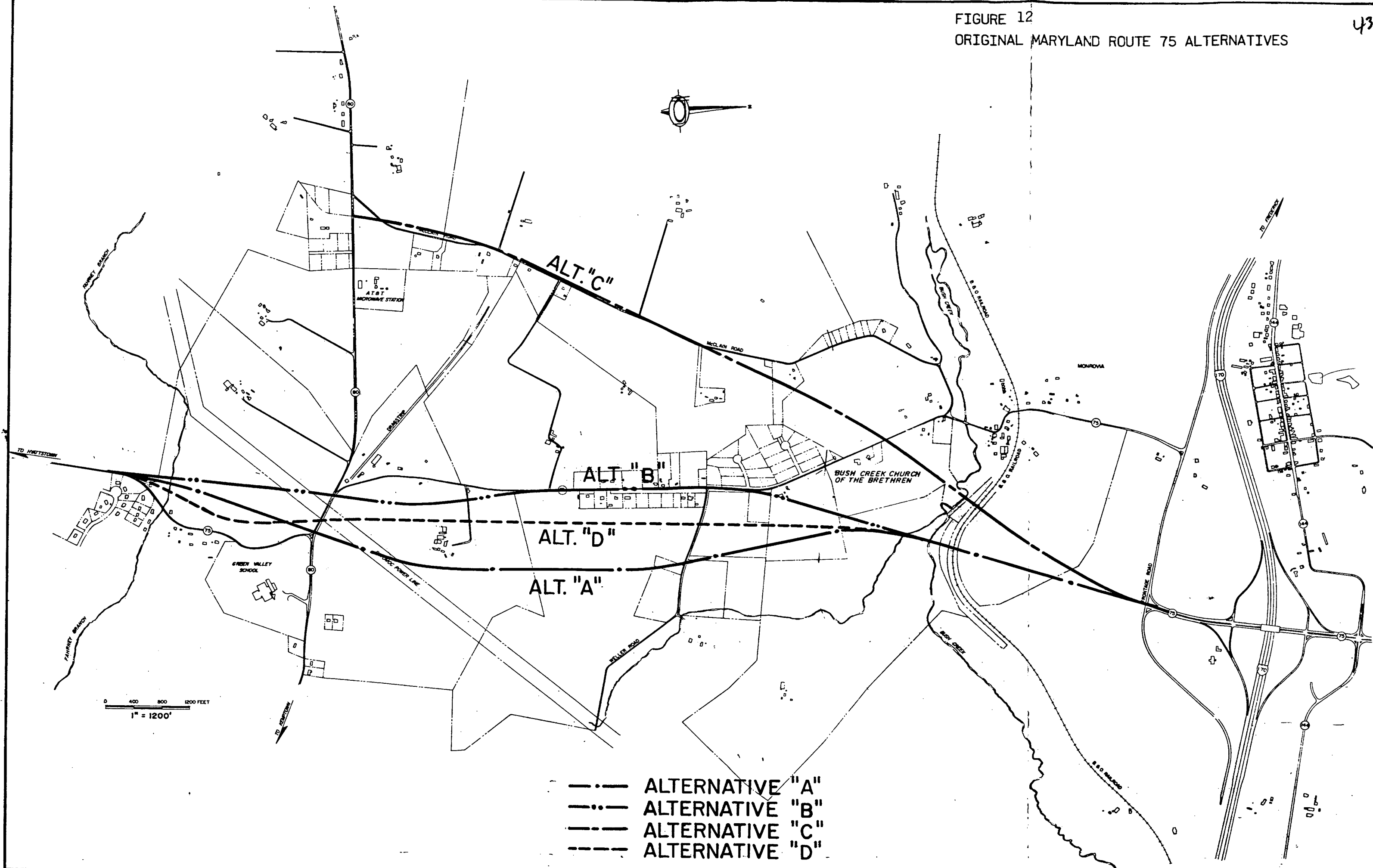
The accident costs, as indicated above take into account the monetary losses resulting from personal injury and property damage accidents. The unit cost utilized in the above computations were based on actual cost values obtained from three independent accident cost studies conducted in Washington, D.C., Illinois, and by the California Division of Highways. Cost data were updated to 1976 prices.

5. Project History

The original project was to extend from 0.5 miles south of Maryland Route 80 northerly to the interchange with I-70, a distance of approximately 2.7 miles. Four "Build" alternatives plus a "No-Build" alternative were presented in the interim Alternatives Report released in 1975 (Figure 12). Three of the alternatives - A, B and D extended in a straight-line direction (south) from the existing Maryland Route 75 and I-70 interchange, paralleled the existing Route 75 after crossing Bush Creek and connected with the lower end of Route 75 south of its existing intersection with Maryland Route 80. The fourth alternative, C, crossed Bush Creek approximately 1,000 feet northwest of the A, B, and D crossing point and continued in a straight-line direction (southwest) to Ed McClain Road. This alternative then followed existing Ed McClain Road to its intersection with Route 80.

As a result of input received from the Alternatives Public Meeting, March 10, 1977, input from Frederick County officials, and the results of a corridor traffic analysis, an SHA study team determined the original termini should be revised. Alternatives A and B were dropped from further consideration at this point because they are not in compliance with the Frederick County

FIGURE 12
ORIGINAL MARYLAND ROUTE 75 ALTERNATIVES



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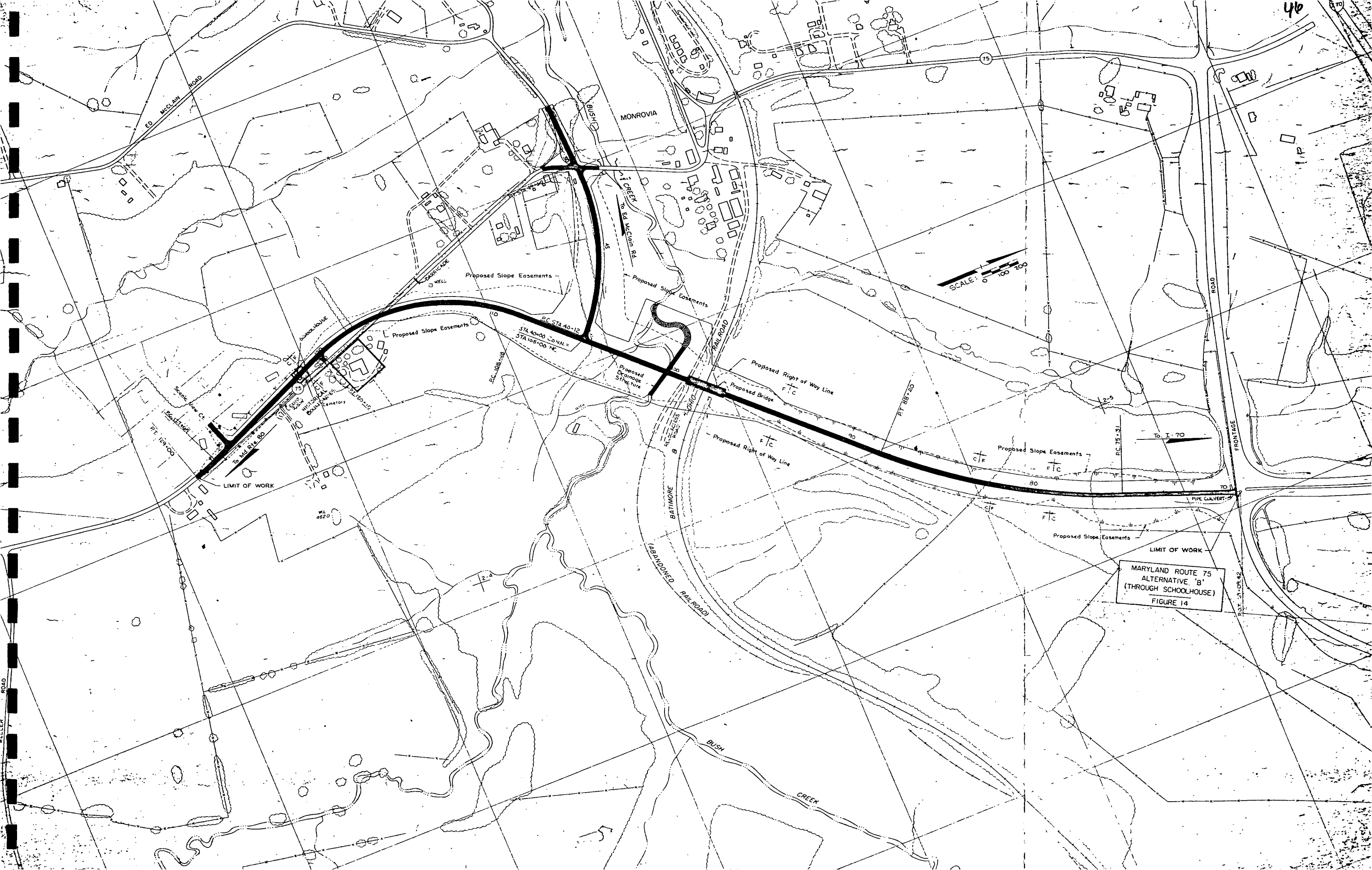
Master Plan. The comments received and the traffic analysis concludes that the traffic on Maryland Route 75 approaching Maryland Route 80 from the north divides approximately equally into east and west turning movements. There does not appear to be a preferred corridor of travel between I-70 and I-270. Because of this, the portion of Alternative C located south of existing Maryland Route 74 was dropped from consideration until a preferred corridor can be determined.

Based on this information, the study team decided to study Maryland Route 75 as a safety by-pass of Monrovia from the vicinity of Scenic View Court to the I-70 Interchange. This alternative, C-B combination, would remove through traffic from the high accident location of Monrovia.

It was also decided that the identification of a through corridor between I-70 and I-270 will be accomplished by the Frederick County Transportation Study. This study will be conducted jointly by the Department of Transportation, Frederick County and Frederick City, and will be completed in the Spring of 1980.

Two build alternatives were considered for the safety bypass of Monrovia. The two build alternatives (Alternative A and Alternative B) are variants of the earlier C-B combination alternative. This alternative follows the alignment of the original alternative C to the point where it intersects existing Route 75 north of the Bush Creek Church of the Brethren. After crossing existing Route 75, C-B curves to the southeast before connecting with the old road near Scenic View Court. The alignments are shown on Figures 13 and 14. Both alignments are identical from their northern terminus with the MD 877 and I-70 Interchange to the proposed connector road on the south side





of Bush Creek. From this point they both begin a slight southwest curve before tying into the existing Route 75 at the Scenic View Court intersection. The difference lies in the angle of the curve around the Bush Creek Church of the Brethren. Alternative B (Through Schoolhouse) comes closer to the church than Alternative A (Around Schoolhouse).

Both build alternatives and the "No-Build" Alternative were presented to the Location Public Hearing held on April 11, 1979 in the New Market Elementary School, Frederick County, Maryland.

The study team, after considering public comment and comments from various government agencies, determined that Alternative A (Around Schoolhouse) should be the Selected Alternative. The "No-Build" Alternative would retain the existing roadway with only necessary road maintenance being performed in the future. Alternative B (Through Schoolhouse) would require a Section 4(f) Involvement. The curve in the alignment of Alternative A as it passes the church and schoolhouse will allow for safer design.

C. DESCRIPTION OF THE SELECTED ALTERNATIVE

The northern terminus of the Selected Alternative is the frontage road (MD 877-B) to the existing I-70 and Maryland Route 75 interchange. From this point, the proposed facility will curve in a southwesterly direction, cross over the Chessie System and Bush Creek and continue in a straight line to a point approximately 200 feet northeast of the existing roadway of Maryland Route 75. From this point, the facility will curve in a southerly direction around the Bush Creek Church of the Brethren and Pleasant Hill School. At a point approximately opposite the schoolhouse, the facility

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will form a tangent and reverse curve to its southern terminus. The southern terminus of the Selected Alternative is approximately 150 feet south of the intersection of existing Maryland Route 75 and Scenic View Court.

There will be no grades in excess of 4.0% and vertical curves between opposite grades will be such as to give more than adequate sight distance for the design highway speed of 55 m.p.h.

The alignment of the Selected Alternative is shown in Figure 13.

Major advantages of the Selected Alternative, Alternative A, are:

1. Safer design
2. Avoids impacts on Historic Resources
3. Eliminates hazardous conditions in the Village of Monrovia
4. Reduces time necessary for the movement of emergency vehicles
5. Complies with Frederick County, Comprehensive Development Plan

Major disadvantages of the Selected Alternative are:

1. Acquisition of 2 residential properties
2. Right-of-way encroachment on a third residence
3. Relocation of 2 families
4. Minor adverse environmental impact on Bush Creek and its floodplain
5. Loss of some business to a highway-oriented commercial use which will be by-passed.

D. ENGINEERING FACTORS AND COSTS

1. Engineering Factors

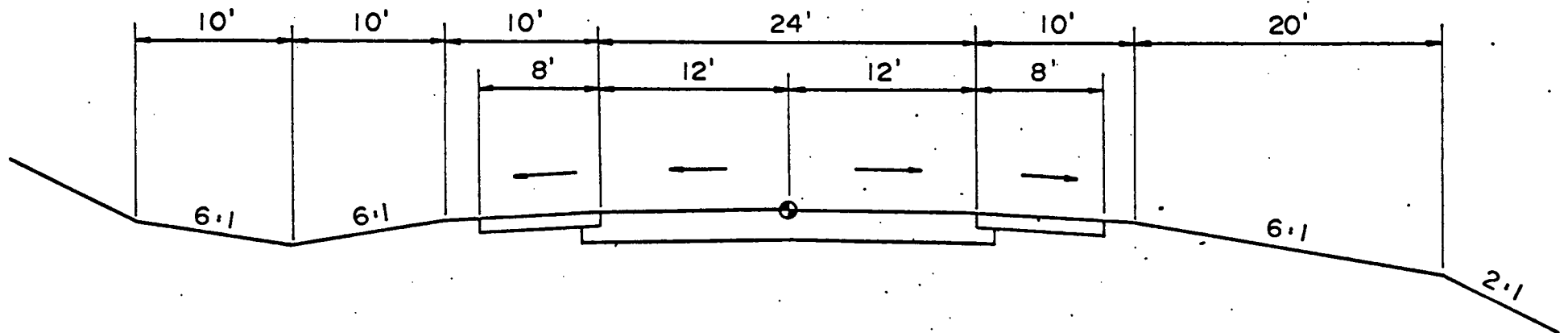
The Selected Alternative has been designed in accordance with the standards referred to and recommended in "Geometric Design Standards For Highways Other than Freeways" by the American Association of State Highway Administration, and in the Federal Highway Administration's memorandum "Highway Design and Operational Practices related to Highway Safety."

The nominal right-of-way width from the I-70 interchange to approximately station 108 + 50 is 150 feet. The remainder of the right-of-way is 60 feet nominal.

The roadway from the I-70 interchange to the vicinity of the connection at station 105 + 00 has a typical section which provides for complete safety grading (Figure 15). The roadway from the connection to the tie-in near Scenic View Court has a reduced grading typical section (Figure 16). These typical sections allow the possible future construction of either the Frederick County Master Plan Alternative down Ed McClain Road to Urbana or an improved Maryland Route 75 to Hyattstown.

The proposed design speed is 55 m.p.h.; this design speed was used to establish permissible horizontal and vertical alignments. The minimum established grade is 0.9 percent and the maximum grade is 4.0 percent for the main line. The maximum degree of horizontal curvature for the build alternatives is

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

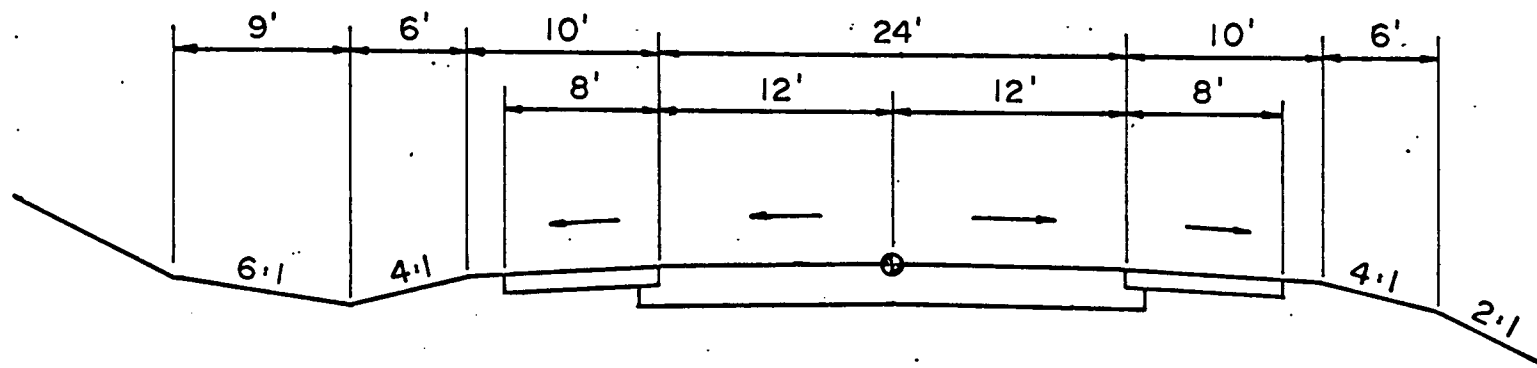


I-70 INTERCHANGE TO STATION 108+50±

MARYLAND ROUTE 75
TYPICAL SECTION

FIGURE 15

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



STATION 108+50 ± TO SCENIC VIEW COURT

MARYLAND ROUTE 75
TYPICAL SECTION

FIGURE 16

5 degrees, 45 minutes. This facility has been designed for two (2) lanes with partial control of access.

Two structures are planned for this project. A bridge is proposed to carry the roadway over the Chessie System Railroad and a drainage structure will be required at Bush Creek. This drainage structure will be designed to carry the flow for a 100 year storm in accordance with the requirements of The Maryland State Department of Natural Resources, Water Resources Administration. The highway profile is shown on Figure 17.

2. Costs

Estimated Right-of-Way Costs for Build Alternatives:

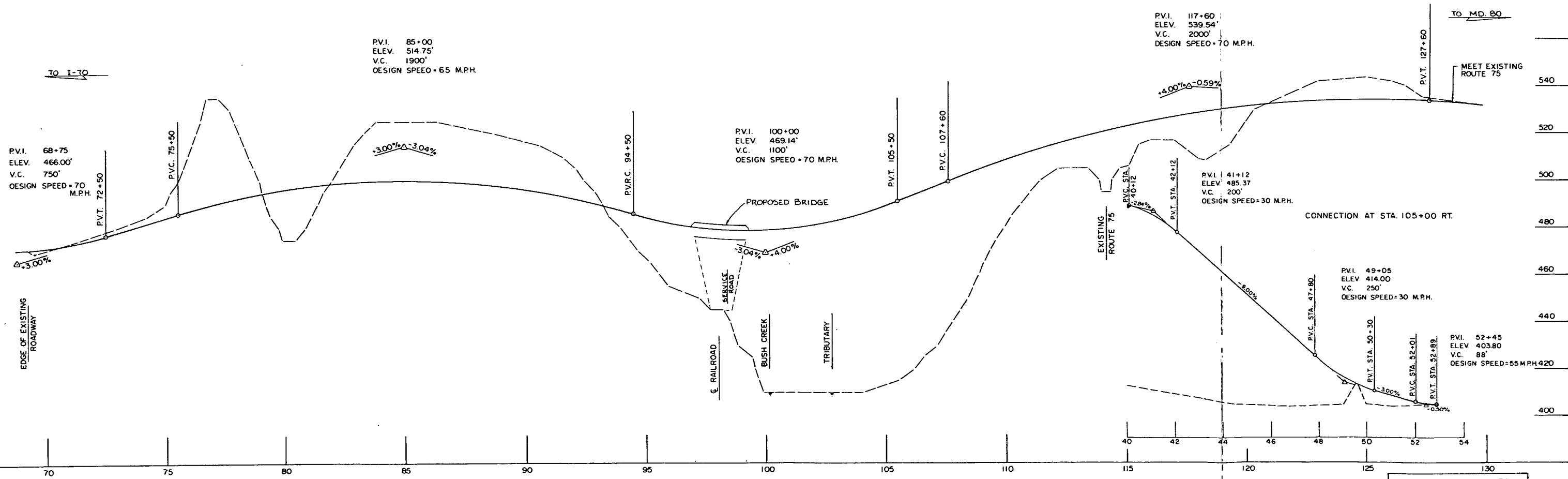
Selected Alternative	\$653,907 R/W Costs
Alternative B (Through Schoolhouse)	\$609,800 R/W Costs

Detailed Utility Relocation Cost Estimate:

1. Potomac Edison - Overhead Electrical	\$10,800
2. C & P - Overhead and Underground Cable	8,400
3. Western Union - Overhead Telegraph	2,000
4. A.T. & T. - Underground Transcontinental	
Coaxial Cable	<u>10,000</u>
	\$31,200

Estimated Construction Cost (Excluding R/W) for both alternatives...\$5,100,000

Costs are in terms of 1978 dollars.



SCALE: HOR. 1" = 200'
VERT. 1" = 20'

MARYLAND ROUTE 75
PROFILES
FIGURE 17

II. PURPOSE AND NEED OF PROJECT

A. DEFICIENCIES OF THE EXISTING FACILITY

The existing Maryland Route 75 is a substandard, poorly graded roadway with two 10' wide lanes. There are many locations where the horizontal and vertical alignments are substandard with the sharpest horizontal curve having a radius of 100'. There are presently four curves in Monrovia that have radii of less than 190 feet and all four curves are within a distance of 700 feet. The underpass for the Baltimore and Ohio Railroad (Chessie System) in Monrovia is very narrow and has a low overhead of 12'-6" in the center of the roadway. Access is uncontrolled and, in most areas, there are no shoulders on either side of the roadway causing pedestrians, school children, and bicyclists to walk or ride on the roadway surface.

Utility poles, drainage ditches, trees, and mailboxes abut the edge of the existing roadway in many places and sight distances on the horizontal and vertical curves are generally very short and hazardous. There are several hidden crossroads and private driveway entrances along the existing roadway that create hazardous conditions.

B. NEED FOR THE ACTION

The proposed Maryland Route 75 safety by-pass of Monrovia will be two (2) lanes with partial control of access. The proposed relocated road will remove through traffic from the high accident location of Monrovia and will allow for the possible future construction of either the Frederick County

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Master Plan alternative down Ed McClain Road to Urbana or an improved Maryland Route 75 to Hyattstown. The final decision on the direction is dependent on Master Plan Studies now being conducted.

C. THE PLANNING BASIS FOR THE PROPOSED ACTION

The proposed project has been inventoried in the State Highway Administration Twenty-Year Highway Needs Studies (TYHNS) and Five-Year Construction Programs since 1964. Most recently, it appeared in the State Highway Administration's 20-Year Needs Study, 1979-1998. In planning the improvements, the Bureau of Project Planning has considered the master highway plan of the Frederick County Planning Commission. The basic corridor proposed in this study conforms to that established in the Frederick County Comprehensive Development Plan connecting the I-70 interchange to MD 80 utilizing the major portion of Ed McClain Road.

Finally, on a county and regional basis, the improvement to this portion of MD 75 will provide a link to the proposed transportation system, which connects two satellite development centers, Urbana and New Market.

III. BASIS FOR A NEGATIVE DECLARATION

The determination of a negative declaration for the proposed relocation of Maryland Route 75 is based on the findings that no significant environmental, social, or economic impacts will occur if the project is implemented.

The relocation and implementation is in conformance with the Frederick County Comprehensive Development Plan and will not adversely affect area growth. Traffic analysis and projections indicate that the improved access will not cause an increase in traffic volumes when compared to a No-Build alternative, and analysis of pollution generated by the traffic is not projected to exceed Ambient Air Quality Standards or Federal Design Noise Levels. The project will improve an existing traffic safety problem in the Monrovia area.

Some natural features will be affected with the loss of 4.1 acres of wooded land and the alteration of a portion of the Bush Creek stream channel. Flood plain associated with Bush Creek will be reduced by 8.5 acres, however, upstream and downstream impacts will be negligible.

The project will not have a significant impact upon wildlife. There are no rare or endangered species in the project area.

A small marsh (wetland) identified in the vicinity of the proposed alignment will not be affected by either construction or use of the facility.

The two historic sites in the project vicinity, the Bush Creek Church of the Brethren and Pleasant Hill School will not be affected by completion of the proposed facility.

A mill race and associated mill site in the area of the proposed connector road to Ed McClain Road is not considered of archeologic significance and will not be affected by the completion of the project. See page 35 for additional information.

Completion of the project will result in the relocation of two families. Initial studies indicate that sufficient replacement housing is available. No alterations to the area economics will occur and no public facilities or services will be disrupted.

In summary, the proposed project will not have a significant impact on the study area environment. The adverse impacts which do occur will be far outweighed by the resultant beneficial impacts. These benefits will be both local and regional in nature. The project will remove through traffic from Monrovia and will also provide a link in Frederick County's proposed highway transportation system between Urbana and New Market.

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IV. SOCIAL, ECONOMIC AND ENVIRONMENTAL FACTORS

A. SOCIOECONOMIC EFFECTS

1. Impact on Minority Groups

Completion of the project in accordance with the Selected Alternative will not adversely impact any segment of the community; i.e., minorities, elderly or handicapped.

2. Impact on Community Services

No public facilities will be adversely impacted by the proposed project. No existing or proposed parks will be affected by the proposed alternatives, and no such land will be taken for right-of-way requirements.

A number of utilities are present in the area and will require relocation during the construction phase. Costs for this effort are estimated to total \$31,200. No disruption of service should occur to area residents.

Completion of the project will assist the movement of emergency vehicles such as ambulances, fire apparatus and police vehicles serving the region. By avoiding the present route through Monrovia, these vehicles will be able to move quickly and safely.

3. Impact on the Economy

Completion of the project will have no adverse effect on the overall economy of the area. One highway-oriented business will be adversely impacted by the relocation of Maryland Route 75. This business can expect a significant reduction of its business volume since it relies primarily on passing traffic.

4. Relocation

Construction of the project will require acquisition of two houses and relocation of the inhabitants. The acquisition will occur in the vicinity of the southern terminus of the alignment. The Selected Alternative, Alternative A (Around Schoolhouse), will require the loss of two single-family, ranch-style homes. Both are of recent construction and adequate replacement housing should be available in the general area. Relocation lead-time should be completed within a 6-month period.

A recent relocation assistance survey, conducted by Maryland State Highway Administration, indicated no minorities, farms, businesses, or non-profit organizations would be affected.

One business along existing Maryland 75 may be indirectly affected. The business depends on highway oriented trade and the relocation of Maryland 75 will result in a reduction of traffic passing in front of the business. It is not anticipated the impact will be so great as to cause the business to discontinue operation.

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Four utility companies have cables - either overhead or underground - in the vicinity of the project. Total costs reflect the relocation of these utilities.

A "Summary of the Relocation Assistance Program of the State Highway Administration of Maryland" is included in Appendix B.

5. Impact on Historic and Archaeological Sites

a. Historic Sites

Two sites, Bush Creek Church of the Brethren and Pleasant Hill Schoolhouse, having local historic significance are located in the project area. Figure 13 shows the boundaries of the property which is considered to be historically associated with the schoolhouse and the church (see Maryland Historical Trust letter and map of January 24, 1979 in Section VI). No property for right-of-way or easement purposes will be required from property considered historically associated with the schoolhouse. Proximity of the centerline will be a minimum of 60 feet from the schoolhouse.

The Selected Alternative will not impact the structure or property considered historically associated with the Bush Creek Church of the Brethren (Figure 13). Proximity of the centerline will be a minimum of 220 feet from the church. Impacts due to air and noise pollution, access, or loss of environmental setting will be minimal. The Selected Alternative will result in vehicles being further from the church than the existing road with corresponding decreases in noise and air pollution.

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Additionally, periods of highest air and noise levels do not correspond to the periods of use for the church. Access to the church by the driveway exiting off of existing MD 75 will not be affected. Traffic volumes are not anticipated to increase as a result of improving traffic service, further negating the problem of left turn access to the church. As indicated above, peak traffic volumes do not occur during periods of use.

b. Archaeological Sites

An intensive survey was performed by the Maryland Geological Survey on the mill race and mill site found in the vicinity of the proposed connector road to Ed McClain Road.

The State Archaeologist concluded that the remains of the mill race and mill site were not of sufficient archaeological importance for National Register eligibility. The site reportedly is not unique to the area and it has been damaged due to natural causes and scavengers. There are also similar resources in better condition nearby. See the letter in the Concurring Statement Section from the State Archaeologist dated December 20, 1978.

The only artifact discovered of any archaeological importance was a mill stone. The Maryland State Highway Administration, in cooperation with the State Historic Preservation Officer and State Archaeologist will move the stone to a neighboring property prior to construction.

See the letter from the State Archaeologist dated February 6, 1979 in Section VI of this document.

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B. LAND USE PLANNING IMPLEMENTATION

The proposed improvement of MD 75 is consistent with the development and transportation planning for Frederick County. The Frederick County Planning Commission proposes the eventual upgrading of the route to an expressway classification to connect the satellite planning areas of New Market and Urbana. Thus, construction of the highway will not encourage undesired patterns of growth and will not adversely impact regional development.

The new road will not significantly increase access to Monrovia from I-70, and therefore will not adversely influence community growth.

The lack of existing development in the vicinity of the build alternatives precludes the description of existing communities. The scope and nature of the proposed road project is compatible with the County's zoning and planned industrial and low-density development for the area, negating consideration of such an impact in the future.

C. TITLE VI CIVIL RIGHTS

"It is the policy of the Maryland State Highway Administration to insure compliance with the provisions of Title VI of the Civil Rights Act of 1964 and related civil rights laws and regulations which prohibit discrimination on the grounds of race, color, religion, national origin, physical or mental handicap in all State Highway program projects funded in whole or in part by the Federal Highway Administration. The State High Administration will not

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discriminate on highway planning, highway design, highway construction, the acquisition of right-of-way or the provision of relocation advisory assistance. This policy has been incorporated into all levels of the highway planning process in order that proper consideration be given to the social, economic, and environmental effects of all highway projects. Alleged discrimination actions should be addressed to the State Highway Administration for investigation."

D. AIR QUALITY

A determination of impacts on ambient air quality is based on computer modeling projections of vehicular emission volumes and the Carbon Monoxide (CO) concentrations that would occur at particular sensitive receptors. Two sensitive receptor locations were selected to analyze the impact on air quality of the area. These sites included:

1. Bush Creek Church of the Brethren - alongside Maryland Route 75, south of Monrovia.
2. Residences in Monrovia.

Locations of these sites can be seen on Figure 2.

The maximum one-hour total CO concentration at the Bush Creek Church of the Brethren was 5.23 ppm for the design year 2003. The maximum eight-hour total CO concentration at the church was 2.17 ppm for the same alternative for the year 1983. For the Selected Alternative, the predicted CO concentrations at Monrovia for the design year average 0.05 for the one-hour concentration and 0.03 for the eight-hour concentration. The existing Maryland Route 75 No-Build Alternative produced the highest Carbon Monoxide (CO) concentration of 5.23 ppm at the Bush Creek Church of the Brethren for the design year 2003.

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The total concentrations are a sum of the background and the predicted CO concentrations. The highest CO concentration for one-hour maximum is only about 18% of the Maryland Air Quality Standard of 35 ppm. The eight-hour average of 9 ppm also will not be exceeded at any time. Hence, it can be concluded that no significant adverse impact on the air quality by the 1983 and 2003 CO levels is anticipated by the Selected Alternative. This project is consistent with the State Implementation Plan.

Additional information concerning the air quality analysis is available in a technical report available at the Maryland State Highway Administration.

E. NOISE

Under the no-build alternative, no major improvements would be made to the existing roadway. L_{10} noise levels will increase by 4.5 decibels (negligible) over present levels at the four sensitive areas identified. None of these areas will experience noise levels in excess of design levels. No abatement actions are planned under the no-build alternative. Under the Selected Alternative, noise impacts will not result in noise levels in excess of Federal design noise levels.

The Selected Alternative, Alternative A (Around Schoolhouse), will necessitate the elimination of noise sensitive area (NSA) 5 through right-of-way acquisition. The five (5) remaining areas will have negligible or positive noise impacts. The positive impacts (i.e. design year noise levels projected to be less than present levels) result from relocation of Maryland Route 75 away from the sensitive areas.

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Additional information concerning the noise analysis is available in a technical report available at the Maryland State Highway Administration.

F. SOILS

The direct loss of soils to construction represents the primary impact resulting from the Selected Alternative. As described in the section on existing conditions, no prime or unique farmland soils are present in the study area. The alignment for the Selected Alternative would, however, require the loss of approximately 14 acres of soils designated as "additional farmland of statewide importance" by various state agencies.

Most of the soils in the vicinity of the project have a moderate-to-severe erosion potential, particularly the Chewacla silt loam in the vicinity of Bush Creek and the Manor channery and gravelly loams on the adjacent banks. Sedimentation and erosion control technology will minimize the potential impacts and will include such measures as revegetation, physical barriers, and staged construction. More complete descriptions of sedimentation and erosion control technology available for this project are described in the section on water quality impacts.

G. WATER QUALITY

1. Proposed Stream Alterations and Resultant Impacts

a. Proposed Alterations

The proposed alignment will cross Bush Creek approximately 800 feet east of

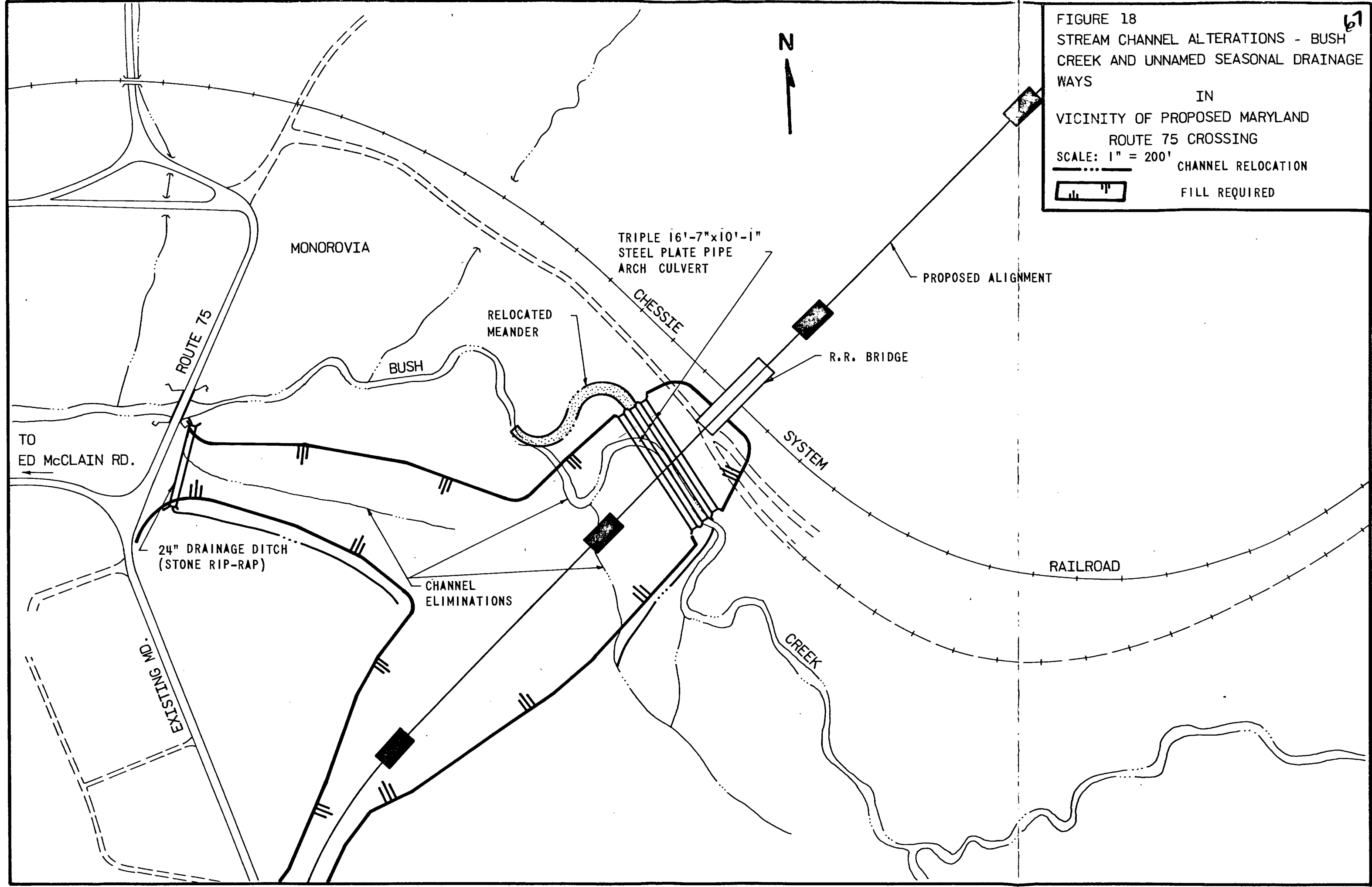
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the existing Maryland Route 75 bridge. Due to the topography of the area, fill will be required to approximately 70-80 feet above the existing ground level at the creek edge. In addition, approximately 700 feet of natural channel will be altered by the proposed crossing (Figure 18).

The necessary construction will not involve any loss of stream channel length; however, it will require the straightening and relocation of a portion of the existing channel. Approximately 340 feet will be enclosed by a triple 16'-7" x 10'-1" steel plate pipe arch culvert. Of this 340 foot length, 200 feet of the natural streambed will be retained, with the remaining 140 feet having a man-made bottom that would eventually become similar to the natural conditions. After leaving the culvert, Bush Creek will then be channeled into an approximately 360 foot-long, man-made meander imitating the natural curves which were eliminated for fill placement (Figure 18).

In addition to Bush Creek, two drainage ditches will also be directly affected by the proposed alternative. Both are seasonal drainageways which presently empty into Bush Creek from the south. One flows parallel to Bush Creek for approximately 800 feet before emptying into the creek on the southeast side of the existing Maryland Route 75 bridge. This will be relocated to the south side of the proposed connector road to Ed McClain Road. A drainage ditch, utilizing stone rip-rapping, will conduct the seasonal flow from this drainageway under the connector road and into Bush Creek on the east side of the existing Maryland Route 75 bridge.

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 FIGURE 18
 STREAM CHANNEL ALTERATIONS - BUSH
 CREEK AND UNNAMED SEASONAL DRAINAGE
 WAYS
 IN
 VICINITY OF PROPOSED MARYLAND
 ROUTE 75 CROSSING
 SCALE: 1" = 200'
 CHANNEL RELOCATION
 FILL REQUIRED



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The other drainage ditch originates approximately 1700 feet southeast of the existing Maryland Route 75 and splits into two separate channels. The shorter of the two empties into Bush Creek before the proposed crossing. The second will be relocated to flow parallel to the proposed alignment and empty into Bush Creek on the east side of the alignment (Figure 18).

Construction of the proposed structure will require a Section 404 and Section 10 permit from the U.S. Army Corps of Engineers. There are no permits required from the U.S. Coast Guard.

b. Short-Term Impacts

These temporary adverse impacts occur as a result of construction activities. The most significant short-term impact will result from the increased turbidity levels incurred by erosion and sedimentation during the actual construction activity. Increased turbidity will result during the installation of the triple steel plate pipe arch structure and during the dredging activity necessary to replace the existing meander. Excessive sediment deposits could reduce bottom habitat diversity and food supply downstream of the construction activity.¹ Suspended sediments may also interfere with the respiration function of fish by clogging their gills. Application of proper sedimentation and erosion control measures as described under the Mitigation Measures section will help to minimize the severity of this impact.

¹. Guidelines for the Analysis of Cumulative Environmental Effects of Small Projects in Navigable Waters, Carstea, Golden, and Thomas, 1975.

c. Long-Term Impacts

The following are long-term impacts that may directly or indirectly result from the implementation of the proposed project. These impacts may occur years, or even decades, after the project completion, but are related to the existence of the highway:

Highway Runoff

The most significant impact of highway maintenance on the water quality of Bush Creek will be the continuing discharge of runoff from the highway carrying quantities of grease, oil, deicers, or herbicides. Although the possibility of this occurrence is extremely high, its impact on water quality can be assumed to be relatively minor. Available studies on urban curbed roads indicate that road surface pollution is related to traffic volume but is insufficient to exceed available acceptable water quality criteria.¹ In this case the rural nature of the area, the lack of curbs, and the low traffic volumes will keep impacts to a minimum. It can also be assumed that any pollutant entering the stream with highway surface runoff will immediately be dispersed and diluted to very minute concentrations. Should pollutant levels rise somewhat in Bush Creek, the survey of existing conditions revealed the aquatic communities are very tolerant to the slight chemical change that would occur as a result of highway runoff. Thus, the drainage of highway runoff will have a minor, if any, adverse impact on the existing biological and chemical characteristics of the receiving stream.

¹. Contributions of Urban Roadway Usage to Water Pollution, Donald Sheehan, U. S. EPA, Washington, D.C., 1975.

70

The new facility presents a potential hazard to ground water because it may become polluted with chemical deicers¹, oil and grease residue, or herbicides washing off the highway. However, a study conducted for a similar two-lane highway in a neighboring county has shown that the hazard to ground water from highway runoff is negligible.² Another impact that could occur would be from cutting into the shallow water table along Bush Creek during construction.

Poison and Chemical Spillage

Although impossible to predict, unusual occurrences such as large spills must be considered as a possible adverse impact. The probability of such an incident, however, is extremely low.

Affect on Water Quality Due to Changes in Land Use

As presented in the section on land use, the proposed safety bypass is not expected to cause alterations in land use patterns or stimulate urbanization or industrialization. Thus, this form of secondary impact should not affect area water quality.

1 Environmental Degradation of De-Icing Chemicals and Effective Countermeasures, Highway Research Board, 1973.

2 Hydro-Geologic Study of Maryland Route 30, Carroll County, Maryland, R. K. and K., Baltimore, Maryland, 1978.

Alteration of Flow

71

Placement of the fill and culvert will necessitate removal of a significant meander in the creek structure. In order to prevent any significant impacts downstream resulting from increased velocity, excessive siltation, creek widening, and increased temperatures, a man-made meander of similar dimensions to the one lost will be created. An effort will be made to reestablish, to the extent possible, existing energy loss conditions to prevent excessive scouring and sediment transport, and to maintain impacts to a minimum. Final details are not available, due to the preliminary nature of this study, but will be prepared for review by appropriate DNR divisions during final design procedures.

Removal of stream bank vegetation can also adversely affect the stream biota. Overhanging branches create light patterns in the stream and help to stimulate habitat diversification. Vegetation also affects stream temperature. Removing vegetation produces temperature increases, which could eliminate some species and result in a loss of food for other aquatic organisms. Leaves and debris that fall into the streams provide an important link in the food web and productivity of the streams. Removal of stream bank vegetation can also lead to instability of the banks, resulting in erosion, sedimentation, and silt loading.

2. Mitigation Measures

The disturbance of land during construction is almost always accompanied by increases in soil erosion. The adverse impacts on the receiving stream will

72

be mostly temporary, occurring during the actual clearing of vegetation and construction of the highway. The preventive measures taken during construction can significantly decrease the magnitude of impact resulting from erosion and sedimentation. The procedures used to minimize erosion and resultant sedimentation will appear in a detailed sedimentation and erosion control plan prepared during the final design of the project. This plan will conform with the Sedimentation and Erosion Control Manual of the Department of Natural Resources. Many of the following measures can be applied to this project to reduce the possibility of significant impact occurring as a result of erosion and sedimentation:

- Limiting the surface area of erodible earth material exposed
- Seeding, soil supplements, and/or mulching where needed
- Use of erosion-protection matting, where required, to promote growth of cover in critical areas
- Diversion ditches and channels
- Erosion barriers
- Sedimentation traps (not to be built in 100-year floodplain)
- Construction of berms, dikes, and slope drains
- Use of rock lining, concrete paved ditches or channels on steep slopes

This partial list of procedures is for the temporary control of erosion and water pollution during construction of the proposed highway. Permanent controls will be implemented before completion of construction activities. These will include reseeding and soil supplements to the temporary measures as well as planting of shrubs and trees. Employing the listed mitigation

73
measures, and others as required, will greatly reduce the adverse impact of erosion and stream sedimentation.

The following mitigation measures may be used to minimize the problems arising from the long-term impacts involved with the proposed stream channel alterations:

- a. Keep the stream length the same
- b. Construct new channel to closely resemble the old channel characteristics of width, depth, slope, and velocity.
- c. Where the existing channel contains meanders, build the new channel with meanders closely resembling those of the original stream.
- d. Use a rough-bottom surface in new channel to retain the riffle-pool sequence.
- e. Stabilize the banks of newly constructed channel with vegetation to prevent erosion and resultant siltation and sedimentation problems.
- f. Use bank riprapping where necessary to prevent erosion problems.

The above measures will significantly decrease the long-term impacts created by the permanent stream channel alteration to Bush Creek. However, not all impacts can be avoided or kept to a minimum by mitigatory measures. The reestablishment of the natural aquatic habitat destroyed by the channel alterations will depend on several factors, such as the length of rechannelization and the water quality of the natural stream above and below the new channel.

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In accordance with the provisions and requirements of Chapter 245 of the Acts of 1970 for the State of Maryland, it is necessary for the Contractor to obtain permits and/or approvals from the appropriate County agency for any off-site work, which includes off-site borrow pits, waste areas, and the treatment of these during and after the completion of the project. The County agency will refer the plan for such areas to the Soil Conservation District for review and approval of the erosion and sediment control provisions. A copy of the permits and/or approvals must be furnished to the Engineer prior to starting any work covering the said permits and/or approvals. Under the provisions of the Contractor's Erosion and Sediment Control, permits and/or approvals for work outside the right-of-way, temporary pollution control shall be inspected by the Commission's Project Engineer. Any deviation from or non-compliance with the provisions of the permits and/or approvals shall be reported to the appropriate agency to enforce compliance. The erosion control features installed by the Contractor shall be acceptably maintained by the Contractor for the duration of the contract.

H. FLOODPLAINS

1. Proposed Floodplain Alterations and Resultant Impacts

The construction of the proposed Selected Alternative would require the loss of 8.5 acres of floodplain as designated by the U.S. Dept. of Housing and Urban Development (HUD). A total of 559,000 cubic yards of fill will be required, starting at the crossing of the Chessie Railroad and proceeding south to a point approximately 600 feet northwest of the Bush Creek Church of the Brethren. The fill requirements for the connecting road from the

75
new facility to Monrovia will be 211,000 cubic yards. Floodplain boundaries and the area to be filled are delineated on Figure 5.

The primary impact of the fill for the main facility will be the loss of 4.4 acres of floodplain and the elevation of the 100-year flood level from 413 feet above mean sea level (msl) to approximately 416.3 feet above msl upstream, for an increase of 3.3 feet (See Appendix A). The flood boundaries would be extended in either direction by an estimated maximum of 3 feet. Because of this minimal change in elevation and the scale of the mapping for Figure 5, the flood boundaries after facilities' implementation have not been shown. Widening of the flood boundaries is kept to a minimum despite the increase in height due to the very distinct valley formation of the natural floodplain. The upstream impacts are thus not considered significant because no changes in existing physical conditions will occur. The additional width of the flood boundaries will not affect existing or proposed development.

The fill and culverts required for the proposed alignment effectively produce a limited retention basin which would result in the maintenance of existing flood boundaries and height downstream of the proposed crossing. However, placement of the connecting road to Ed McClain Road will alter downstream floodplain features. The fill requirements and loss of 4.1 acres of floodplain parallel to the creek flow will primarily be confined to the floodway fringe south of the creek. Only a portion of the available floodway fringe will be affected

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by fill. Estimated increases in flood elevation to less than one foot will be maintained, thus not causing a significant effect. If final design procedures determine that a portion of the floodway will be filled, sufficient capacity is available in the flood fringe north of the creek so that the floodway boundaries can be relocated during final design, upon agreement between HUD and Frederick County. In summary, construction design has been prepared to keep impacts to the floodplain to a minimum.

The floodplain area has been zoned for conservation with a corresponding restriction on development. Implementation of the proposed facility with the corresponding fill requirements is not in conflict with area planning, since road construction projects are permitted in such areas and the similarity in location of the proposed road to a future expressway desired by the Frederick County Planning Commission, as referred to in the 1972 Comprehensive Plan.

2. Mitigation Measures

The only possible measure to mitigate the proposed floodplain encroachment is the use of a bridge as opposed to the proposed culvert and fill requirements necessary to cross the Bush Creek floodplain. However, this measure was eliminated from further consideration due to the excessive cost for the 550-foot span necessary to cross the valley. Estimated cost of the span is \$2,000,000, which is \$1,300,000 higher than the estimated cost for the proposed culvert and fill requirements.

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3. Avoidance Alternative

Alternative system connections to Ed McClain Road have been investigated to reduce or eliminate the encroachments of the embankment on the floodplain. Shifting the connection alignment to the south in order to appreciably reduce the encroachment results in a grade on the connection in excess of twelve percent (see Figure 13). This, coupled with the taking of the property in the southeast corner of the existing intersection of Maryland Route 75 and Ed McClain Road does not justify a shift in the proposed alignment.

I. WETLANDS

The small marsh (Class 10 (2) wetland) will not be affected by either construction or use of the proposed facility. The wetland lies on the opposite side of a ridge and sufficiently distant from the proposed highway project.

J. VEGETATION

The primary impact to vegetation involves the direct removal of all plants within the designated right-of-way. The loss of vegetative types (in acres) is listed below for the build alternatives:

<u>Vegetative Type</u>	<u>Acreage Lost</u>
Field	13.7
Floodplain	5.1
Woodland	4.1

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Descriptions of these vegetative communities are available in the discussion of existing conditions. In no case will the project divide a vegetative community to the extent that its character or function will be impacted.

The loss of the herbaceous floodplain community will represent the most significant impact. Fill requirements will necessitate clearing of 5.1 acres of the herbaceous community which represents 35 percent of similar available habitat east of Monrovia. The area to be lost is fairly representative of similar vegetative communities located along a large percentage of the 15 miles of Bush Creek, along many of its tributaries, and along many of the streams and creeks in Frederick County. The loss will thus represent an appreciable reduction in the 14.5 acres of the single community east of Monrovia but will not constitute a significant impact to the overall area.

The floodplain vegetation provides a stabilizing and protecting function to Bush Creek. The creek in the area of involvement will be culverted under the fill area and then channeled into a man-made meander the fill material will be vegetated, replacing a portion of the lost protective function. Impacts to Bush Creek and the surrounding area should be nominal.

The loss of wooded land and forest/field interface is not significant due to the large amounts of similar area in the immediate vicinity. The 4.1 acres of woods is a nonsignificant amount of the estimated 100,000 acres of forest in Frederick County.

79
K. WILDLIFE

The loss of habitat represents the major loss to wildlife, with the net result being the reduction in the number of species' representatives proportionate to the carrying capacity of the lost vegetation discussed in the preceding section.

The major loss will be in the number of reptiles, amphibians, and small rodents inhabiting the area of Bush Creek, with a corresponding decrease in the predatory species that rely on the smaller animals for a food source.

The species listed for this area are relatively common and the loss will not represent a threat to species survival.

Construction of the proposed project will separate some existing wildlife habitat and possibly impose a barrier to established feeding/bedding areas. Two pasture/field communities will be divided, though sufficient acreage would be left on either side to support the inhabiting species. A narrow strip of trees providing a link between a 20-acre stand of trees south of Frontage Road and a 160⁺ acre woods east of the study area would be removed, separating the two areas. Movement of larger wildlife species relying on the pasture/field or crop areas for food supply would be hindered by the new road. This will necessitate a minor adjustment of these species regarding feeding, nesting, and behavior patterns; however, none of the above effects would have a significant effect on individual populations or endanger the presence of any particular species.

Approximately 340 linear feet of aquatic habitat will be lost to culvert placement. While 200 feet will retain the natural stream bottom, the encasement will discourage use by most species. The net result will be a

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reduction in the number of individuals corresponding to the carrying capacity of the disturbed area. The loss will represent less than 0.5% of the estimated 15 miles of Bush Creek; thus it does not represent a significant reduction in available habitat. The species identified in Bush Creek are common water species, normally tolerant of disturbance. The loss of 340 feet of creek will not permanently threaten the food supply or habitat conditions of any of the species, thus will not threaten their continued presence in the creek.

The culvert will be an inhibiting factor to fish movement, but will not totally prohibit migration. No anadromous fish have been identified in the area.

L. AESTHETICS

The primary impact of the build alternative will involve the intrusion into the rural agricultural scene and the bisection of some pastures. The limited width of the road and the quality of landscape architectural design provided by Maryland SHA tend to reduce the impact to a nonsignificant level.

81

V. CONCURRING STATEMENTS

This section contains statements from government agencies, organizations, local civic groups and others in response to requests for comments on the Draft Negative Declaration.



The Maryland Historical Trust

Shaw House, 21 State Circle, Annapolis, Maryland 21401

301: 267-1212 or 301: 267-1438

269 2212
2438

___ CAMPONESCHI	___ V. CATHERMAN	___ HOPKINS
___ HOUST	___ DORSLEY	___ HUTZLER
___ KHOLAK	___ GRANDY	___ JANATA
___ SCHNEIDER	___ HELW.G	___ KILLER
___ UHL	___ HOFFMAN	___ WILLIAMSON
___ ACTION	___ INFO	___ FILE

August 18, 1976

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

Re: Contract No. F 629-017-771
FAP No. RS-RSG-9039 (2)
Route 75 from I-70 to .5 mile
south of Maryland Route 80.

Dear Mr. Camponeschi:

In response to your letter of July 14, 1976, this project will not affect above ground sites eligible for the National Register of Historic Places. The three sites involved (the church, parsonage and school house (now a residence)) are of sufficient historic merit for the Frederick County Inventory of Historic Sites. Therefore, the potential impact would fall under the criteria of Section 4 (f).

Sincerely,

Nancy Miller
Nancy Miller
Historian

NAM/pm

269-2438

c.c. Mrs. Sanner
Mrs. Lebherz

43



MARVIN MANDEL
GOVERNOR

MARYLAND
DEPARTMENT OF STATE PLANNING

301 WEST PRESTON STREET
BALTIMORE, MARYLAND 21201
TELEPHONE: 301-383-2481

RECEIVED DEC 16 1977

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

March 22, 1977

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

RE: Contract No. F 629-17-771
FAP No. RS-RSG-9039(2)
Maryland Route 75
From 0.5 mile south of Maryland
Route 80 to the Interchange with
I-70

Dear Mr. Camponeschi:

The Department of State Planning would like to take this opportunity to register our support for the adoption of Alternative Alignment C of the above referenced project in Frederick County. Selection of Alternative C would not pre-empt future construction of a circumferential link between New Market and Urbana and thus would be consistent with the Frederick County Comprehensive Plan.

According to the County plan, New Market and Urbana are the designated growth areas in the southeastern portion of the county. To grow as planned, these areas must be served by improved and adequately-scaled transportation facilities. Major improvements in the Md. Rte. 75 corridor which would encourage increased traffic movement between New Market and Hyattstown (a planned rural, low-density area), rather than between New Market and Urbana, would serve to weaken the integrity of the County's Comprehensive Plan.

The Department recognizes the need for minor improvements to correct current hazardous conditions along the existing alignment and feels that these improvements could be undertaken in concert with the relocation of Rte. 75 along alignment C (to Ed McClain Road). At such a time as increased growth necessitates additional construction, then relocated Md. Rte. 75 (Alt. C) could be extended to Md. Rte. 80.

ACTION	INFO		
CAMPONESCHI	CHAMBERLAIN	HELWIG	FILE
CHAMBERLAIN	CHAMBERLAIN	CHAMBERLAIN	JANATA
CHAMBERLAIN	CHAMBERLAIN	CHAMBERLAIN	CHAMBERLAIN
CHAMBERLAIN	CHAMBERLAIN	CHAMBERLAIN	CHAMBERLAIN

84
Mr. Eugene T. Camponeschi
March 22, 1977
Page 2

We hope the above comments will be of assistance to you in your continuing efforts to meet State and county transportation needs for the area in a manner consistent with local comprehensive planning.

Sincerely,



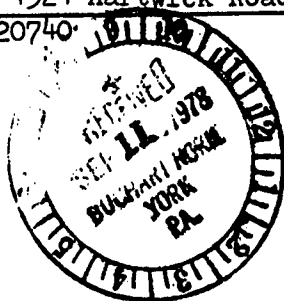
Edwin L. Thomas, Director
Comprehensive State Planning

ph

cc: Lawrence W. Johnson (Frederick County)
Mark Horak (DSP)
William Houck (DSP)

45

UNITED STATES DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE - 4321 Hartwick Road
College Park, Maryland 20740



September 7, 1978

Mr. Ed Gabsewics
Butchart - Horn Consultants
P. O. Box M 55
612 W. Market Street
York, Pennsylvania 17405

Dear Mr. Gabsewics:

Attached are the items related to prime farmland in Maryland, in response to your request of September 6, 1978.

Sincerely,

A handwritten signature in cursive script that reads "Robert L. Shields".

Robert L. Shields
State Soil Scientist

Enclosures

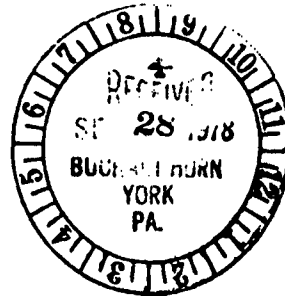
RECEIVED SEP 11 1978

RECEIVED SEP 28 1978

46



September 21, 1978



Mr. Ed Gabsewics
Buchart - Horn, Inc.
612 West Market Street
York, PA 17405

Dear Mr. Gabsewics:

There are no known populations of endangered species within the area of project influence for the proposed realignment of Maryland Route 75 in Frederick County.

Sincerely,

Gary J. Taylor
Non-Game and Endangered Species Program Manager

GJT:jw

cc: Brunori

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STATE OF MARYLAND



47
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KENNETH N. WEAVER

DEPUTY DIRECTOR
EMERY T. CLEAVES

TELEPHONE:
301 235-0771

MARYLAND ARCHEOLOGICAL SURVEY

1978 DEC 20
THE JOHNS HOPKINS UNIVERSITY

BALTIMORE, MARYLAND 21218

STATE HIGHWAY
ADMINISTRATION
PROJECT PLANNING

Division of Archeology
20 December 1978

Mr. Eugene T. Camponeschi
Chief - Bureau of Project Planning
State Highway Administration
300 West Preston Street
Baltimore MD 21203

Re: Maryland Route 75
South of Ed McClain Road
to 0.4 miles south of I-70
F 629-017-771
F.A.P. No. RS-RSG-9039
Intensive Archeological
Survey Report Review

Dear Mr. Camponeschi:

In response to your letter of 15 November 1978, I have reviewed the subject report. The project, historical background, and method of investigation are described reasonably well, but the findings, interpretations, and recommendations require further consideration.

The field methodology of probing at 5-meter intervals for 30 meters on either side of the raceway is probably adequate to locate most major historic remains. On the other hand, a bedstone is the only archeological evidence found for a mill which an informant located "exactly." The bedstone was found 50 meters from the conjectured mill site, but the mill location is confirmed by contemporary maps. The mill is said to have been dismantled and all machinery and stone foundations removed prior to 1940. Despite the complete removal, much debris may remain at the site. Moreover, the reported overshot wheel implies the presence of a wheelpit where an anaerobic environment suitable to preservation of perishables may survive (for example, the Upper Factory Brook site listed in the report Bibliography). The report statement that "We can not predict the state of preservation of cultural resources in such a variable environment" (4.3.2.1.1, p. 7) seems to be contradicted in the following two paragraphs because adequate field investigation is not reported that would satisfactorily resolve the question. Probing at 5-meter intervals easily could have by-passed the dismantled mill site, and the report presents no evidence that any other archeological efforts were made to locate the site. The investigation, as reported, is clearly an inadequate basis for concluding that "The survey determined that no mill feature associated with the millrace is present" (5.1, p. 8).

The informant data for locating the mill site should be bolstered with discussion of the graphic evidence, especially the USGS 1909 Frederick 15' quadrangle, the Bond map, the Lake atlas, modern maps, and possibly early USDA aerial photographs.

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20 December 1978 - page 2.

The report concludes, but without specific justification, that no further archeological investigation or mitigation of the site is warranted. In conversation with the principal investigator, Brad Marshall, I tend to agree with him that the additional effort required to locate and test the site of the dismantled mill may not prove to be justified in terms of what can be learned. The site has an apparent undistinguished history and technology, and preservation may be poor. This argument should be explicitly developed in the report, although it may be difficult to be convincing without more hard data from concentrated field effort to determine the actual condition of the mill site.

The report graphics are generally good, but there should be a better illustration of the findings in relationship to the proposed road alignment. It is not clear how the proposed alignment shown in map 2A relates to the archeological features shown in map 2B. The conjectured mill site, all of the archeological features (bedstone, race, stone concentrations), the area probed, and the proposed alignment should be shown on one map. Scale should be included on maps 2A and 2N and on the inset of the millrace detail. Sources of base maps should be acknowledged; Figure 3 appears to be unmodified from Curry.

The report states that "no arguments in favor of National Register significance could be structured" (6.1, p. 8), and the question of National Register eligibility is dismissed on the basis of foregone conclusions about the significance of the race and mill (2.6, p. 2). There needs to be an explicit summarizing argument indicating why the site is not eligible for the National Register; the discussion should consider the race, stone concentration, bedstone, conjectured mill site, and anticipated impact on each. (The enclosed article from "11593" may be helpful in this regard.) Even though it is concluded that the site is ineligible, it may be appropriate to suggest that the bedstone (which apparently will be impacted) be moved to the property of an interested adjacent landowner or to a nearby park or other public facility.

A few minor points: The section titled "Abstract" is more appropriately an "executive summary;" an abstract should be short; see instructions to authors in Science. "Western" seems to be substituted for "eastern" in 4.3.1.6.2, p. 6 and twice in 5.2, p. 8. The text should make explicit that the location of the bedstone is not the same as the conjectured mill site (2.3, p. 1). The possible second millrace referred to in 3.4.8 (p. 4) is evidently in connection with the mills north of Bush Creek and therefore outside the study area; this should be clarified. The location and exposure of the bedstone should be described.

Thank you for the opportunity to comment.

Sincerely,

Tyler Bastian

Tyler Bastian
State Archeologist

cc: J. Rodney Little
Brad Marshall



DEPARTMENT OF HEALTH AND MENTAL HYGIENE
ENVIRONMENTAL HEALTH ADMINISTRATION

P.O. BOX 13387

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

DONALD H. KOREN
DIRECTOR

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

January 3, 1979

Mr. Andy Brooks
Bureau of Landscape Architecture
2323 West Joppa Road
Brocklandville, Maryland 21022

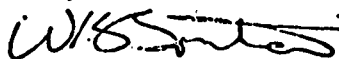
Dear Andy,

RE: Air Quality Analysis, Md. Rte. 75

We have reviewed the Air Quality Analysis prepared for the above subject project and have found that it is consistent with the Programs' plans and objectives.

Thank you for the opportunity to review this analysis.

Sincerely yours,



William K. Bonta, Chief
Division of Program Planning & Analysis
Air Quality Programs

WKB:bac

RECEIVED

JAN 5 1979



Maryland Historical Trust

90
JAN 25 AM 11 09

STATE HIGHWAY
ADMINISTRATION
PROJECT PLANNING

January 24, 1979

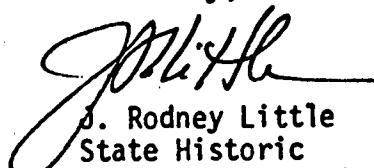
Mr. Eugene T. Camponeschi
Bureau of Project Planning
State Highway Administration
300 West Preston Street
Baltimore, Maryland 21203

In Re: Maryland Rt. 75 from I-70 to south
of Ed McClain Road, F 629-017-771

Dear Mr. Camponeschi:

As you requested, I am sending a map showing the boundaries of the property which should be considered to be historically associated with the schoolhouse and the church. The boundaries are in red on the attached map. The parsonage is not an historic property.

Sincerely,

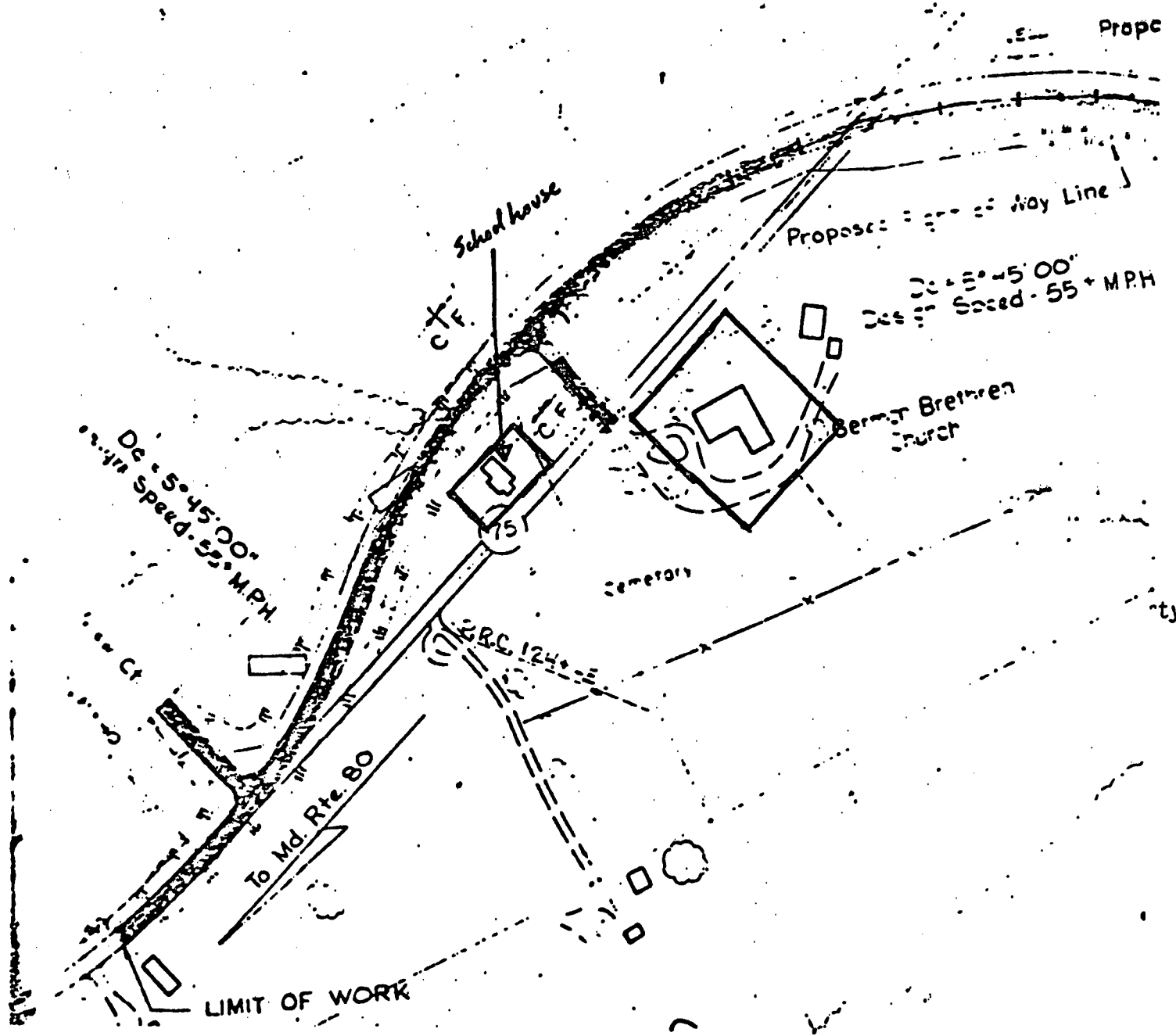

J. Rodney Little
State Historic
Preservation Officer

JRL/1km
Enclosure

cc: Margaret Ballard
George Andreve

MA. Rt. 15
F 629-017-771

91





Maryland Department of Transportation

State Highway Administration

92
James J. O'Donnell
Deputy Secretary

M. S. Caltrider
Administrator

January 26, 1979

RE: Maryland Route 75
South of Ed McClain Road
to 0.4 mile south of I-70
F 629-017-771
F.A.P. No. RS-RSG-9039

Mr. Tyler Bastian
State Archeologist
Maryland Geological Survey
The Johns Hopkins University
Baltimore, Maryland 21218

Dear Mr. Bastian:

On January 24, 1979, this office received a revised intensive archeological reconnaissance report on the subject project from Archeological Services, Inc.. Two copies are enclosed. The report appears to have addressed the concerns you raised in your December 20, 1978 review of the draft version.

Dr. Marshall indicates that the mill race and associated features are not of National Register caliber, and that sufficient documentation and excavation have been performed. He also suggests that a remaining millstone be relocated nearby, prior to roadway construction.

We would appreciate your review of and comments on the report, methodology and conclusion. A response by February 16, 1979 would be appreciated.

Very truly yours,

Eugene T. Camponeschi

Eugene T. Camponeschi, Chief
Bureau of Project Planning

ETC:MMB:mcr
Attachments

cc: Ms. M. Ballard
Mr. W. Clarke
Mr. F. DeSantis

My telephone number is 383-4327

P.O. Box 717/300 West Preston Street, Baltimore, Maryland 21203

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TELEPHONE:
301 238-0771

MARYLAND GEOLOGICAL SURVEY

THE JOHNS HOPKINS UNIVERSITY
BALTIMORE, MARYLAND 21218

Division of Archeology
6 February 1979

Mr. Eugene T. Camponeschi
Chief - Bureau of Project Planning
State Highway Administration
300 West Preston Street
Baltimore MD 21203

Re: Maryland Route 75
South of Ed McClain Road
to 0.4 mile south of I-70
F 629-017-771
F.A.P. No. RS-RSG-9039

Dear Mr. Camponeschi:

In response to your letter of 26 January 1979, I have reviewed the revised intensive archeological reconnaissance report by Archaeological Services, Inc., concerning the subject project. The revisions address most of the concerns in my letter of 20 December 1978. However, the intensity of the special efforts to locate the reported mill should be specified (4.4.3). What is the spacing and extent of the additional probing in the conjectured mill area? What is the spacing and number of the one-meter test squares in the same area? I am puzzled why this very relevant work was not mentioned in the first draft and is now so sketchily described.

Dismantling of the mill is said to have included removal of its fieldstone foundation. Was the additional probing and the test pitting sufficient to detect a robbers' trench if preserved?

I suggest that the above points be clarified by letter from Archaeological Services, Inc., rather than require that the entire report be redone.

I concur with the conclusions that the site does not warrant further investigation, but that the remaining millstone should be moved out of the impact area.

Thank you for the opportunity to comment.

Sincerely,

Tyler Bastian

Tyler Bastian
State Archeologist

cc: J. Rodney Little
Brad Marshall

RECEIVED FEB 14 1979

Brad Marshall
P.O. Box 57
Baldwin, Maryland
21013

(301) 771-4132

March 13, 1979

ARCHAEOLOGICAL SERVICES, INC.

94
asi

State Highway Administration
State of Maryland
300 West Preston Street
Baltimore, Maryland 21203

Re: Maryland Route 75
South of Ed McClain Road
to 0.4 miles South of I-70
F 629-017-771
F.A.P. No. RS-RSG-9039

Attention: Mr. Eugene T. Camponeschi

Dear Mr. Camponeschi:

Mr. Tyler Bastian requested some further clarification of the procedures we used during our intensive survey of Maryland Route 75.

The spacing of additional probe points and test excavations in the area suspected of containing the mill was not formally defined. Probe points did not exceed two meters in spacing, however, and the locations of the two test excavations were arbitrarily selected. These investigations were supplemental to the project's formal research strategy and were intended to verify or negate the validity of the formal strategy. Confirmation of negative data is never conclusive when testing the validity of a sample strategy. We were looking for some evidence which might have proven our approach to the survey invalid. Such dispassionate appraisal of our techniques is necessary to the development of valid research paradigms in archaeology.

While I do not completely agree with Mr. Bastian that this information is "very relevant" to the report, I can understand his concern that it be included. I must admit that I often reach a point in writing a negative declaration report at which I feel that I have illustrated the conclusions and need not belabor the point. I can also see Mr. Bastian's view that, regardless of the tedium, the more we try to document our efforts the closer we are to understanding the problems of archaeology. ASI will take this view in our future reports.

Mr. Bastian also asks if our sub-surface efforts were adequate to determine the presence or absence of a robber's trench, since we believe that the foundation stone was removed. Our excavations can not rule out the possibility that such a trench exists. We would have to dig our own trenches across the entire area likely to have contained the mill in order to make an absolute determination on this question. The project funding did not provide for such an effort, nor, in light of the investigation's arguments on the site's significance, does it seem warranted to make such an effort.

APR 13 1979 PM 1 27

ARCHAEOLOGICAL SERVICES, INC.
FREDERICK, MARYLAND

Sincerely,

Bradley Marshall
Bradley Marshall
President, ASI



95

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

JAN 15 1979

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 75, Frederick County, Maryland

Dear Mr. Anderson:

We have reviewed the above referenced air quality analysis.
Based upon this review, we have no objections to further develop-
ment of the project from an air quality standpoint.

If you have any questions, or if we can be of further assistance,
please contact us.

Sincerely,

John R. Pomponio
John R. Pomponio, Chief
EIS & Wetland Review Section

RECEIVED

JAN 17 1979

RECEIVED FEB 14 1979

C. R. ANDERSON

96

BOARD OF EDUCATION OF FREDERICK COUNTY ANNEX

ROUTE 10 + BOX 45
FREDERICK, MARYLAND 21701

79-617-TDM

March 19, 1979

TO: Whom It May Concern

FROM: John Straits, Assistant Supervisor of Transportation *J.S.*

RE: Proposed Relocation of Maryland Route 75 South of New Market

The proposed relocation of Maryland Route 75 would greatly aid several buses who travel from the Green Valley area to Linganore High each day. This would eliminate the hill, railroad underpass and the many curves that now, occur on Maryland Route 75 in the Monrovia area.

JS:b

RECEIVED

MAR 22 1979



United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

Mr. Canyon
Please handle

ER 79/238

MAY 11 1979

RECEIVED

MAY 13 1979

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Mr. Emil Elinsky
Division Administrator
Federal Highway Administration
The Rotunda, Suite 220
Baltimore, Maryland 21211

Dear Mr. Elinsky:

This responds to a request for the Department of the Interior's comments on the draft negative declaration/Section 4(f) statement for SR-75 (Monrovia Bypass), Frederick County, Maryland.

SEE PAGES 22 AND 23.

SECTION 4(f) COMMENTS

We note that there were originally 4 build alternatives for SR-75; however, there is no explanation as to why lines C and D were discarded. From the information contained in the statement and Figure 3C, it appears that Alternative C would completely avoid the 4(f) involvement areas - namely, Bush Creek Church of the Brethren and the Pleasant Hill School.

Of the alternatives now presented, we would contend that Alternative A is a feasible and prudent alternate to the use of Section 4(f) land. Alternative B would demolish the Schoolhouse and cost \$609,000 while Alternative A avoids the Schoolhouse and costs \$653,000. We believe that the additional \$44,000 associated with Alternative A is not of sufficient magnitude for FHWA to give further consideration to it under the guidance provided in the Supreme Court's Overton Park decision.

ALTERNATIVE A HAS BEEN SELECTED.

ENVIRONMENTAL COMMENTS

We are pleased to note the degree of early coordination and consultation with the State Historic Preservation Officer and the State Archeologist in the planning of the Monrovia Bypass project.

The draft statement does not consider alternative locations to the proposed Bush Creek crossing. Further exploration of alternatives at Bush Creek would possibly eliminate Section 4(f) involvement.

THE STATE ARCHAEOLOGIST HAS DETERMINED THAT THE REMAINS OF THE MILL RACE & MILL SITE ARE NOT OF SUFFICIENT ARCHAEOLOGICAL IMPORTANCE TO JUSTIFY

15 MAY 11: 17 4(f) CONSIDERATION.

The selection of a fill and culvert method in lieu of a bridge crossing was based on economic considerations. The placing of up to 80 feet of fill material (nearly 800,000 cubic yards) in the flood plain will cause a severe short-term impact as far as increased sediment contribution is concerned. The increased flood levels caused by the use of a culvert are minor but long lasting.

The hydraulic calculations used for Bush Creek culvert are based on HUD's 1977 Flood Insurance Study. The statement recognizes that the character of the Monrovia-New Market area "... has been undergoing rapid change from a rural to a suburban setting" with increases in industrial, commercial, and residential land uses. Developments of this type almost always result in greatly increased streamflows during periods of high rainfall. If the premises used in HUD's study took these land use changes into consideration, then, the projected flood-level increases created by the highway project may be correct. We flag this matter to ensure that the culvert calculations have taken into account the rapidly changing land uses and the resultant impacts on the water regimen. PROPOSED LAND USE & RESIDENTIAL DEVELOPMENT WERE CONSIDERED WHEN DETERMINING REQUIRED CULVERT SITES.
FISH AND WILDLIFE COORDINATION ACT COMMENTS

Page v of the Summary shows that "Permits will be required from the Coast Guard and the U.S. Army Corps of Engineers," for project construction. While the statement contains some site-specific location, design, and measures to minimize harm information for the proposed bridge, culvert, embankment and stream rechannelization, the Fish and Wildlife Service (FWS) advises that there is inadequate evaluation of alternatives to avoid the stream channelization, and to reduce the filling of the flood plain or a major portion thereof. Accordingly, the comments on this statement do not in any way preclude additional and separate evaluation and comments by FWS, pursuant to the Fish and Wildlife Coordination Act, when it reviews the permit applications from the Coast Guard and the Corps of Engineers.

In review of the applications for such permits, FWS may concur, with or without stipulations, or object to the proposed work depending on project impacts. Based on available information in this case, FWS expects that it will probably concur to some permit with stipulations but that this view is contingent on the further consideration of alternatives by you with related documentation.

PERMITS WILL NOT BE REQUIRED FROM THE U.S. COAST GUARD. DETAILED INFORMATION WILL BE PROVIDED TO THE APPROPRIATE AGENCIES WHEN THE PERMIT APPLICATIONS ARE FILED.

Should you have the requested information available, FWS would be pleased to cooperate with you, the Maryland Department of Transportation, the Corps of Engineers and the U.S. Coast Guard in joint discussions about this matter and in resolution of mitigation plans and permit stipulations. Consultation and coordination by all parties now would allow the completion of a final negative declaration which would satisfy the needs of all Federal agencies for their inter-related Federal actions. In fact, we believe that this additional work must be done at this time to be consistent with the views of Secretary Adams in his January 10, 1979 letter to Secretary Andrus.

SUMMARY COMMENTS

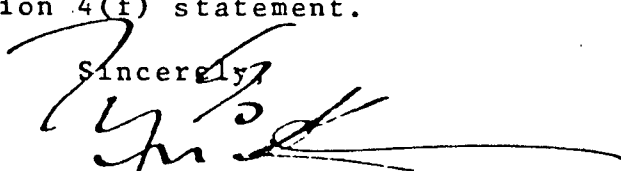
Based on information contained in the draft negative declaration/4(f) statement, the Department of the Interior would not concur in the selection of Alternative B. Alternative A - and possibly the original Alternative C - is a feasible and prudent alternative that meets the requirements of Section 4(f). We offer no objection to DOT 4(f) approval of Alternate A.

ALTERNATE A HAS BEEN SELECTED.

As this Department has a continuing interest in this matter, we would be willing to cooperate, on a technical assistance basis, in further project assessment and in the development of additional documentation for review. The field office assigned responsibility for technical assistance about park and recreation matters, and cultural resources and properties, is the Regional Director, Heritage Conservation and Recreation Service, U.S. Department of the Interior, Federal Building, 600 Arch Street, Philadelphia, PA 19106 (phone: FTS 597-7995). For matters relating to wildlife resources, wetlands, dredge and fill, and channelization, please consult the Area Manager, Delmarva Area Office, Fish and Wildlife Service, US Department of the Interior, 1825 Virginia Street, Annapolis, MD 21401 (phone: FTS 922-2007).

Thank you for the opportunity to comment on this draft negative declaration/Section 4(f) statement.

Sincerely,


Larry E. Meierotto

Assistant SECRETARY

cc: Mr. M. S. Caltrider
State Highway Administrator
✓ Maryland Department of Transportation

cc: Division Engineer
Corps of Engineers
Baltimore, MD

Rear Admiral J.E. Johansen
Fifth Coast Guard District
Portsmouth, VA

Board Of County Commissioners
Of Frederick County



Winchester Hall
12 E. Church Street
Frederick, Maryland 21701

Telephone (301) 694 - 1100

August 2, 1979

Commissioners

MARY G. WILLIAMS, President
RICHARD L. GROSSNICKLE, V. President
GALEN R. CLAGETT
ADRIAN McC. REMSBERG
CHARLES C. SMITH

Administrative Assistant

JAMES L. BRYAN

RECEIVED

AUG 6 1979

**DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING**

Mr. Hal Kessoﬀ, Director
Office of Planning & Preliminary Engineering
State Highway Administration
300 West Preston Street
Baltimore, Maryland 21202

Re: Maryland Route 75 from I-70
to south of Monrovia

Dear Mr. Kessoﬀ:

In response to the letter of June 4, 1979 from Mr. Richard Davis, Bureau of Highway Planning, to Mr. James Shaw, Frederick County Director of Planning, requesting reconsideration of Frederick County's preferred alignment for Maryland Route 75 - please be advised that this matter was considered with the recommendation of the Frederick County Planning Commission and citizen's comments at a public meeting on July 10, 1979.

After discussion of the alternatives, this Board has determined that the alignment which best serves Frederick County is Alternate C, as originally described for the November 1975 Interim Alternatives Public Hearing. This alignment from I-70 to Maryland Route 75, south of Monrovia is preferred because it leaves open the option for future use of the Ed McClain Road corridor to link the planned growth areas of Urbana and New Market. It is the opinion of the Board that Alternate B - Modified precludes the future use of this corridor and implementation of the County Master Plan.

Very truly yours,

A handwritten signature in cursive script that reads "Mary G. Williams".

Mary G. Williams, President
Board of County Commissioners

NGM/JS/dmr

cc: File



Maryland Department of Transportation

State Highway Administration

James J. O'Donnell
Secretary

M. S. Caltrider
Administrator

102

October 16, 1979

RE: Contract No. F 629-017-771
F.A.P. No. RS-RSG-9039 (2)
Maryland Route 75
I-70 to South of
Ed McLain Road

Ms. Mary G. Williams, President
Board of Commissioners
of Frederick County
Winchester Hall
12 E. Church Street
Frederick, Maryland 21701

Dear Ms. Williams:

Thank you for your interest in this project. We appreciate the cooperation and the coordination maintained between the board members and our staff.

We are pleased to inform you that our Administrator, M. Slade Caltrider, has concurred with the Project Planning Team Recommendation of Alternate 'A'. The selection of this alternate will not preclude your option for future use of the Ed McLain Corridor to link the planned growth areas of Urbana and New Market.

We are preparing the Final Environmental Document which will be circulated in January of 1980. We anticipate receiving Federal Highway Administration approval of the selected alternate in February of 1980.

The enclosed brochure is provided for clarification of alternate designations. Thank you for your cooperation and we trust that our decisions will be in your best interests.

Very truly yours,

Hal Kassoff, Director
Office of Planning and
Preliminary Engineering

HK:dd

Enclosure

cc: Mr. Eugene T. Camponeschi

Mr. Carl Raith

Mr. Jerry White ATTN: Rick Davis

My telephone number is (301) 383-4267

103

VI. ISSUES AND COMMENTS

A. PUBLIC HEARING ISSUES

Comments were submitted by various governmental agencies, organizations, and individuals concerning the location and design of the proposed reconstruction of Maryland Route 75 as a safety by-pass around Monrovia. These comments are the result of a review of the Draft Negative Declaration and the Location Public Hearing. The public hearing was held at 7:30, April 11, 1979 at New Market Elementary School, Frederick County, Maryland. The hearing moderator was Mr. Carl Raith, P.E., District Engineer, District 7 of the Maryland State Highway Administration.

The following is a summary of issues brought forth at the Location Public Hearing and an analysis for each:

Issue - The taking of two residential properties as a result of changes in the proposed project alignment during the planning stages.

Analysis - Two families purchased or built their homes based on an alignment proposed prior to the Alternatives Public Meeting, March 10, 1977. Public input received during this meeting resulted in reducing the project to a safety by-pass of Monrovia. Changes in termini and alignment were

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necessary to comply with public sentiment (see "Project History" pages 22 - 24).

Relocation assistance will be given to anyone displaced as a result of the proposed action.

Issue - Changes in alignment to avoid taking residential properties.

Analysis - Two alignment changes were suggested by the public:
(1) terminate the project with a T intersection at the existing road above the Church of the Brethren, (2) accept an earlier alignment routing the project behind the church.

Neither of the suggested alignments would be in compliance with the Frederick County Master Plan. A T intersection would create a safety problem and preclude the use of Maryland Route 75 as the major artery should the Frederick County Transportation study, now underway, determine this to be the desired route. An alignment to the east of the church would preclude the use of Ed McClain Road as the major arterial.

Utilizing Alternative A or Alternative B will allow the proposed action to become a part of the preferred route to be determined by the transportation study (see "Need for the Action" pages 28 and 29).

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Issue - Why not wait until the Frederick County Transportation study is completed before designing and building the project.

Comment - The urgency of providing a safety by-pass for Monrovia is too great to wait the length of time it will take to complete the transportation study, the restudying of the Maryland Route 75 improvement and the necessary design time. (see "Accident Statistics" pages 19 - 22).

Issue - The safety of the curve tieing the proposed project to the existing Maryland Route 75 was questioned.

Comment - The safety of the tie-in will be reassessed during the design stage.

Issue - The change from a 4-lane to a 2-lane roadway was questioned.

Comment - The evolution of the planning process created this change. Input at the Alternatives Public Meeting resulted in a change in concept of the purpose of the proposed action (see "Project History" pages 28 and 29).

Public input included comments favoring the "build" alternatives. None of the concerned citizens favored one alternative over the other. Their concern was for elimination of the existing hazardous conditions in Monrovia.

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The chief of the New Market Volunteer Fire Company emphasized the need for a safety by-pass of Monrovia. It was pointed out that a new alignment would save from 3 to 5 minutes, a valuable time period when lives and property are considered.

Subsequent to the Location Public Hearing, one written comment favoring the selection of Alternative A was received.

The following are written comments pertinent to the foregoing issues:

APR 16 1979

Dear Sir,

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

This letter is to let you know that we are opposed to where Rt. 75 is to be relocated.

Our neighbors, along with us, have worked hard on our homes in the three years we have lived here. We have spent many long hours and a large amount of money to beautify our homes. Do you know what it is like to pick up thousands of rocks in your yard? We do, because all of us have done just that. What about the joy of watching the tree you planted a year ago, come to life in the spring? These are the things you want to take from us: our homes, our dreams, and our future.

Why do you want to make Rt. 75 into a major highway? You will be creating more traffic on the road. People will be driving faster than they do now on our portion of the road. There will also be more trucks

ing on it.

Can you tell us what the chances are for our children getting on and off the school bus? You make the road wider, the cars will go faster, and our children will not be safe crossing the street.

Have you really considered all of these factors in relocating Rt. 75. Would you like to be told to move from the home you worked hard to get because of a road relocating? How about watching your child discharging from a school bus and see a speeding car or truck coming. Will the vehicle be able to stop on time? This road will increase speed, danger, and heartbreak.

We say, go with the original plan and run it opposite of Scenic View Court or else leave the road the way it is.

Concerned homeowners,
Mr. and Mrs. Wm. Silver
Scenic View Ct.
Monrovia, Md.

169
April 30, 1979

RE: Contract No. F 629-017-771
F.A.P. No. RSG-9039(2)
Maryland Route 75
I-70 to south of
Ed McLain Road

Mr. & Mrs. William Gilmore
Scenic View Court
Monrovia, Maryland 21770

Dear Mr. & Mrs. Gilmore:

On April 16, 1979, we received your letter of concern and we appreciate your comments. If Relocated Route 75 is constructed, the speed limits will be established dependent on the degree of development through which the various elements of the roadway will traverse.

Our studies show that the section of Maryland Route 75 through Monrovia has a high accident rate and a Relocated Route 75 will alleviate this problem.

Every precaution will be made to protect school children. You should contact your local law enforcement authorities to insure that speed limits and school bus laws are strictly enforced.

As a result of comments received at the April 11, 1979 Public Hearing, we are investigating an alternate method of tying back into existing Route 75. We hope to minimize impacts to the community, however, until this investigation is completed, you should keep in mind that recognized engineering and safety standards must be observed.

You will be kept advised of future developments occurring in the near future. Thank you for your interest.

Very truly yours,

Hal Kassoﬀ, Director
Office of Planning and
Preliminary Engineering

HK:bh

cc: Mr. Carl Raith
Mr. Eugene T. Camponeschi

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C O P Y
STATE HIGHWAY ADMINISTRATION

QUESTION AND/OR RECOMMENDATION FORM

CONTRACT NO. F 629-017-771

FAP NO. RSG-9039(2)

Maryland Route 75

I-70 TO SOUTH OF ED McLAIN ROAD

LOCATION PUBLIC HEARING

WEDNESDAY, APRIL 11, 1979 - 7:30 P.M.

NEW MARKET ELEMENTARY SCHOOL

MARYLAND ROUTE 144, WEST SIDE OF NEW MARKET

In order to provide a method by which comments or inquiries of an involved or individual nature can be answered satisfactorily, please submit the following information:

PLEASE NAME /s/ Mr. & Mrs. Lee T. Ellis
PRINT Address Rt. 1 BR 25

 Montovia, Md. ZIP CODE 21770

 COUNTY Frederick

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

We are writting our comment on the route 75 road project. We are totally against it. We think it's terrible for a project like this to take place, when it's not going to solve the problem. Plus it's awful that 2 family's have to loose there homes over that road.

It's going to be more dangerous for the children to stand out there for the school buses. Plus you say your going to make it a 50 mile an hour. Well let me tell you, when 75 & 80 drag's is open, you should see that road then. Those kids come dragging up 75 like its the drag strip. I live on Scenic View Ct. So please make sure you know what your doing. Because it's not going to make it any safer.

/s/ Mrs. Lee T. Ellis

X Add my name to the mailing list.



Maryland Department of Transportation

State Highway Administration

James J. O'Donnell
Secretary

M. S. Caltrider
Administrator

Return

May 7, 1979

RE: Contract No. F 629-017-771
F.A.P. No. RSG-9039(2)
Maryland Route 75
I-70 to south of
Ed McLain Road

Mr. & Mrs. Lee T. Ellis
Route 1, BR 25
Monrovia, Maryland 21770

Dear Mr. & Mrs. Ellis:

Thank you for your comments. Your interest in this project is appreciated. Although we feel that the No-Build Alternate is not a feasible solution to the problem, it will be carried through the study process and given equal consideration.

We are currently investigating a possible modification of the tie to the existing roadway. If this can be accomplished, we may reduce impacts to residences. Also, we suggest that you contact your local law enforcement officials to assure that school bus and speed regulations are strictly enforced.

Your name has been added to our mailing list in order that you may be kept advised of project developments.

Very truly yours,

Eugene T. Camponeschi, Chief
Bureau of Project Planning

by:

Frank DeSantis
Project Manager

ETC:FDS:bh

cc: Mr. Carl Raith

My telephone number is (301) 383-7127

P.O. Box 717 / 300 West Preston Street, Baltimore, Maryland 21203

STATE HIGHWAY ADMINISTRATION

QUESTION AND/OR RECOMMENDATION FORM

CONTRACT NO. F 629-017-771
FAP NO. RSG-9039(2)
Maryland Route 75

I-70 TO SOUTH OF ED McLAIN ROAD
LOCATION PUBLIC HEARING
WEDNESDAY, APRIL 11, 1979 - 7:30 P.M.
NEW MARKET ELEMENTARY SCHOOL

MARYLAND ROUTE 144, WEST SIDE OF NEW MARKET

In order to provide a method by which comments or inquiries of an involved or individual nature can be answered satisfactorily, please submit the following information:

NAME Dave Pendleton
PLEASE PRINT ADDRESS P.O. Box 82
MONROVIA, M.D. ZIP CODE 21770
COUNTY Frederick

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

1. I am very pleased to see that the Frederick County Master Plan Alternate down Ed McClain Road to URBANA is being seriously considered. I'm even more pleased to see that this is a direct result of citizen input at the previous hearings.
2. The proposed Alternates make good sense ~~except~~ except for the dog-leg where the new road crosses 75 and wipes out houses. Apparently this is to provide for a 50 mph speed limit which is not needed or desired. (See diagram above)
3. I propose that the dog leg be deleted that the new road terminate at 75 so as to not swing out and wipe out homes, that a flashing red stop light be installed north of the 75 intersection with the new road having the right-of-way. The side

☒ I am currently on the Mailing List. road connection would then not
☐ Add my name to the Mailing List. be required. This would recognize

the temporary nature of this plan so that at a later date the new road could simply be continued. It is not
SHA 61.3-9-35 (Rev. 4/17/78) desirable to have a 50 mph limit on all parts of 75 as it now stands without extensive improvement, DPPER & Lower 75



Maryland Department of Transportation

State Highway Administration

May 8, 1979

James J. O'Donnell
Secretary

M. S. Caltrider
Administrator

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RE: Contract No. F 629-017-771
F.A.P. No. RSG-9039(2)
Maryland Route 75
I-70 to South of Ed McLain Road

Mr. Dave Pendleton
P.O. Box 82
Monrovia, Maryland 21770

Dear Mr. Pendleton:

Thank you for your comments on this project. We are always sensitive to citizen concerns.

We are currently investigating a modification to our alternates to determine if we can adjust the curve tying into existing 75, thereby minimizing impacts to residences.

You will be kept advised via our mailing list.

Very truly yours,

Eugene T. Camponeschi, Chief
Bureau of Project Planning

By:

Frank DeSantis
Project Manager

ETC:FDS:kms

cc: Carl Raith

My telephone number is (301) 383-7127

P.O. Box 717 / 300 West Preston Street, Baltimore, Maryland 21203

STATE HIGHWAY ADMINISTRATION

QUESTION AND/OR RECOMMENDATION FORM

CONTRACT NO. F 629-017-771
FAP NO. RSG-9039(2)
Maryland Route 75

I-70 TO SOUTH OF ED McLAIN ROAD
LOCATION PUBLIC HEARING
WEDNESDAY, APRIL 11, 1979 - 7:30 P.M.
NEW MARKET ELEMENTARY SCHOOL
MARYLAND ROUTE 144, WEST SIDE OF NEW MARKET.

Reply sent 4/30

In order to provide a method by which comments or inquiries of an involved or individual nature can be answered satisfactorily, please submit the following information:

PLEASE
PRINT

NAME Gary L Payne White
ADDRESS RT # 1 Box 175
Mt. Airy MD. ZIP CODE 21771
COUNTY FREDERICK

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

I want to be on record as opposing the construction of New 75 north of I-70. Having traveled that road quite often in my life, I feel the construction too long overdue. I am a life long resident of this area. I can't see how someone who has only lived here two to three years know what is so desperately needed. The "no-build" alternative is a fools choice. in terms of lives and suffering. I feel for the two dislocated families but I rather feel for two dislocated families than to see a whole family wiped out in a head-on collision. I hope you all have also noted that the one lifelong resident who might be relocated (old school house) has outspoken against this project. The sooner this project is started, the sooner finished, and the quicker lives will be spared.

☐ I am currently on the Mailing List.

☒ Add my name to the Mailing List.



Maryland Department of Transportation

State Highway Administration

James J. O'Donnell
Secretary

M. S. Caltrider
Administrator

115

April 30, 1979

RE: Contract No. F 629-017-771
F.A.P. No. RSG-9039(2)
Maryland Route 75
I-70 to south of Ed McLain Road

Mr. Gary Wayne White
Route #1, Box 175
Mt. Airy, Maryland 21771

Dear Mr. White:

We have received your comments and appreciate your support for this project. We are aware, as you are, of the safety hazards associated with Route 75.


We are attempting to adhere to established program schedules in order that we may bring this study to a solution.

Thank you for your interest and your name is added to our mailing list.

Very truly yours,

Eugene T. Camponeschi, Chief
Bureau of Project Planning

by:


Frank DeSantis
Project Manager

ETC:FDS:bh

cc: Mr. Hal Kassoff
Mr. Carl Raith

My telephone number is (301) 383-7127

P.O. Box 717 / 300 West Preston Street, Baltimore, Maryland 21203

116

CONTRACT NO. F 629-017-771
FAP NO. RSG-9039(2)
Maryland Route 75

12

In order to provide a method by which comments or inquiries of an involved or individual nature can be answered satisfactorily, please submit the following information:

NAME Eva M. Eschleman
ADDRESS P.O. Box 74
Monrovia, Md. ZIP CODE 21770
COUNTY Frederick

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

I would like to see Plan Alternate A approved. Let's save the schoolhouse.

1

I am currently on the Mailing List.



Add my name to the Mailing List.

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BUSH CREEK CHURCH OF THE BRETHREN

Position on the Proposed Draft Negative Declaration, Section 4 (F)
Involvement. For:

Contract No. F 629-017-771
Maryland Route 75 from I-70 to
South of Ed. McClain Road

The Trustees of The Bush Creek Church of The Brethren are in support of the plan to decrease the present safety hazards created by the numerous sharp turns in Route 75 in the Monrovia area. We therefore support the Build Alternatives with the following stipulations as the construction effects Church Property:

1. That a new well be dug south of the new roadbed that will supply water at least equal in both quality and quantity to that provided by the present well.
2. That the present well be maintained in its present condition.
3. That the Church owned pasture field that is divided by the new road be fenced along the entire length of the new roadbed.
4. That an access be provided to the Church owned pasture field remaining on the East side of the new road sufficient to provide passage of cattle trucks and machinery to and from the field.
5. That the old roadbed from the Church entrance road north to where the new road crossed the present road be filled and seeded.
6. That the new entrance to the Church be constructed so that its elevation gradually increases from the new Route 75 road surface to the Church Property.

This does not limit other considerations that may need to be considered as the construction proceeds.

April 11, 1979

ALL OF THE ABOVE CONCERNS WILL BE ADDRESSED SATISFACTORILY DURING THE DESIGN AND RIGHT-OF-WAY PHASES OF THE PROJECT.

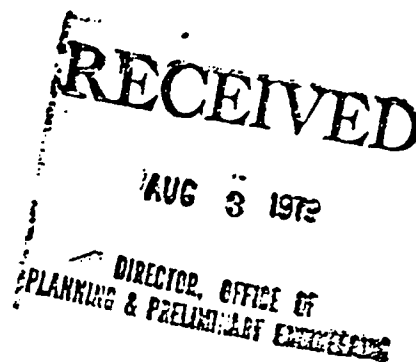
John L. Thompson
Rt. 1 Box 379
Frederick, Md. 21701
865-5492



FREDERICK COUNTY PLANNING COMMISSION
WINCHESTER HALL FREDERICK, MARYLAND 21701

Mr. Campione 118
F. I.
Lawrence W. Johnson, A.E.
Director
301-663-8300 Ext. 253

August 2, 1979



Mr. Hal Kessoff, Director
Office of Planning & Preliminary Engineering
Room 209
State Highway Administration
300 West Preston Street
Baltimore, Maryland 21201

Re: Maryland Route 75
Monrovia Bypass Project

Dear Mr. Kessoff:

This letter is to inform you of the Frederick County Planning Commission's recent decision concerning a request to reconsider Alternate B - Modified that was made by Mr. Richard Davis of your staff in a letter dated June 4, 1979. After consideration of both Alternates C and B - Modified, State Highway Administration's analysis and projections of traffic flow, County Plans (Staff Report enclosed) and citizen's comments, the Commission voted to recommend continued support for Alternate C. This alternative leaves open options to implement County proposals to link planned growth areas. This decision was made at the regularly scheduled Commission meeting on June 13, 1979.

As per your request, this matter was also referred to the Board of County Commissioners with the Planning Commission's recommendation. I would like to point out that we now have an entirely new Board of County Commissioners who have not been involved in earlier decisions concerning the recommendation of Alternate C.

If I can be of further assistance, please contact me.

Sincerely,

James R. Shaw
Director

JPS/dmr

cc: File

ALTERNATE C WAS SELECTED, FREDERICK COUNTY STILL SUPPORTS
THE SELECTION OF ALTERNATE C.

GREEN VALLEY AREA CITIZENS ASSOCIATION

POST OFFICE BOX 14
MONROVIA, MARYLAND 21770

July 6, 1979

1979 JUL 10 AM 9 48

STATE HIGHWAY
ADMINISTRATION
PROJECT PLANNING

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

Dear Mr. Camponeschi:

At the April 11, 1979 hearing on Maryland Route 75, the GVACA was informed that the only choice available at that advanced stage of planning was one of the alternatives presented or "no build." Consequently, we were taken aback to learn that the State Highway Administration was presenting to Frederick County officials a proposal to scrap the New Market - Urbana corridor.

GVACA's concern is for the safety and convenience of area citizens who must travel to employment and market centers via I-270. Any major improvement of the present inadequate route between Maryland 80 and 355 through Hyattstown, by admission of your staff, is twenty years in the future. While we do not wish to preclude future improvement of Maryland 75 south of 80, we feel that expedited construction of the bypass of Urbana south of Peter Pan Inn and the relocated interchange with I-270 is necessary to give our growing area a much needed alternate way of travel.

Any solution which eliminates the New Market - Urbana corridor is unacceptable. Adoption of a plan of construction which would direct and tend to concentrate traffic on the now inadequate Maryland 75 south of 80 would be irresponsible and demonstrate a lack of concern on the part of the State Highway Administration for the safety of the public. We urge staying with the concept of utilization of both the Urbana and Hyattstown corridors.

If it is desired to minimize impact on homes and property, this could be accomplished by returning to an earlier SHA proposal to bring Maryland 75 from the I-70 interchange to the intersection of existing Maryland 75 and Ed McClain Road. The section of existing Maryland 75 immediately south of the intersection could be improved to eliminate safety problems on the hill. The banks could be cut back to provide adequate shoulders and facilitate snow removal.

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The curve at the bottom of the hill could be eliminated at the cost of taking one rental property. In like manner Ed McClain Road could be reconstructed from the intersection south to the crest of the hill (approximately 1500 feet). There would be a minimum impact on the north end of the Trimble farm. If this were done, travelers from north and east of Monrovia and from I-70 would have a true choice of routes. The church property would not be bisected. The residences which would be taken by the April proposal would be saved. Future bisection of the Trimble and other farms would be avoided. Right of way for the future New Market - Urbana corridor could be assured at a minimum of expense and with no further taking of improved property along Ed McClain Road to Maryland 80. It is possible that these suggested improvements could be made with the savings effected by not having to compensate property owners for takings now presently contemplated.

We believe that the broad public interest can only be served by proceeding on a basis that will permit early realization of an improved Urbana corridor.

Sincerely,

Diane V. Lucas

Diane V. Lucas, President

Gov. Hughes
Sec'y Trans.
Comm. Frederick County
Mayor New Market
District Eng.



Maryland Department of Transportation

State Highway Administration

James J. O'Donnell
Secretary

M. S. Caltrider
Administrator

October 19, 1979

Ms. Diane V. Lucas, President
Green Valley Area Citizens Association
Post Office Box 14
Monrovia, Maryland 21770

Dear Ms. Lucas:

Thank you for your letter of July 6, 1979. Please excuse the delay in responding as this interim was occupied with coordination of our staff with Frederick County Planners and the Board of County Commissioners.

We are pleased to inform you that our Administrator, M. Slade Caltrider, has selected a Build Alternate which does not preclude the use of the New Market-Urbana Corridor. We anticipate receiving Federal Highway Administration's approval in February of 1980.

To our knowledge, we have never given any serious consideration to the Alternate described in your letter, which would utilize the intersection of existing Maryland 75 and Ed McLain Road. The existing topography would not allow the design of a roadway conforming to minimum standards. Other factors precluding use of this Alternate include structure and roadway costs as well as serious impacts to the community, the environment, and the flood plain.

We appreciate your interest in this project.

Very truly yours,

Eugene Camponeschi

Eugene T. Camponeschi, Chief
Bureau of Project Planning

ETC:FDS:cmb

cc: Mr. Carl Raith

My telephone number is 383-7127

P.O. Box 717 / 300 West Preston Street, Baltimore, Maryland 21203



Maryland Department of Transportation

State Highway Administration

September 25, 1979

James J. O'Donnell
Secretary

M. S. Caltrider
Administrator

MEMORANDUM

TO: M.S. Caltrider
State Highway Administrator

FROM: Hal Kassoff, Director
Office of Planning and
Preliminary Engineering

SUBJECT: Contract No. F 629-017-771
F.A.P. No. RS-RSG-9039 (2)
Maryland Route 75 From
I-70 to South of Ed McLain Road
Recommendation of Improvement Alternate

I. BACKGROUND

A. Purpose of Proposed Improvement.

The proposed improvement of Route 75 is predicated on the need to correct the horizontal and vertical geometry of the existing roadway. These factors contributed to an accident rate on the existing facility which is more than 100% greater than similar State Highways.

B. Project Planning History.

Project Planning studies began in May 1974. Public participation was implemented with a project initiation notice in December 1974, an Interim Alternates Meeting in November 1975, an Alternates Public Meeting in March 1977, the Project Location Public Hearing on April 11, 1979. Receipt of location approval is scheduled in December 1979. The firm of Buchar-Horn has the contract for the performance of Phase II Project Planning Studies. Route 75 is a rural secondary highway having Federal participation through all phases. The 1979-1984 Consolidated Construction Program allocates funds in fiscal years 1980 through 1984 for completion of design, Right of Way acquisition and construction of this project.

II. THE ALTERNATES

A. Description

1. This project began with a corridor length of 2.7 miles extending from I-70 to 0.5 miles south of Maryland Route 80. The Southern Terminus was revised

My telephone number is _____

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to south of Ed McLain Road subsequent to the Alternates Public Meeting, reducing the study length to 1.2 miles.

This revision resulted from public adversity to the improvements of only one segment of the connection between I-70 and I-270, as well as Frederick County's posture with regard to their Master Plan for this segment of the county. The Master Plan proposes the continuation of the Monrovia By-Pass via Ed McLain Road and Md. Route 80 to Urbana and I-270 as the principal roadway facility connecting the two interstate projects.

In Stage I, four build alternates were presented. Three alternates proposed the construction of Route 75 with the 2.8 mile corridor. The fourth build alternate was compatible with the County Transportation Master Plan.

In Stage II, two build alternates were presented at the Public Alternates Meeting. Both alternates proposed the reconstruction of a portion of the existing roadway between Weller Road and Md. Route 80, with optional connections to the existing roadway south of Route 80, eliminating the dogleg at the existing intersection. North of Weller Road, one alternate, "B Revised", proceeded directly toward the I-70/Route 75 interchange, while the second alternate, "C-B Combined", provided the potential for future construction of the Master Plan alignment toward Urbana (refer to orange brochure). Because of local reaction to the proposed improvements, a corridor analysis was performed utilizing the resources of MDOT, Frederick County, and this Administration. At the conclusion of this analysis in January 1978, the Southern Terminus was Monrovia 1.2 miles in length rather than the original 2.7 mile proposed improvement. Two build alternates having common termini were presented at the Project Public Hearing in April of this year (refer to green brochure). These alternates differ only in regard to the impact or lack of impact upon a school house having local historic significance. In the interim between the Public Hearing and the formulation of this recommendation, several factors were investigated with particular emphasis on obtaining documentation of the attitude of the Frederick County Board of Commissioners relative to the project.

2. A special project alternate for the improvement of Route 75 would not be feasible or desirable. Existing Route 75 is a sub-standard two-lane, 20' wide roadway. The road exhibits a very poor horizontal and vertical alignment. There are four curves in Monrovia that have radii of less than 190', within a total distance of 700'. There are severe vertical grades as steep as 8%+.

The underpass for the B & O Railroad in Monrovia is very narrow, and sight distances are very limited at that point. In most areas, there are no shoulders. Utility poles, drainage ditches, trees, etc., are located only a few feet off the edge of the roadway.

Any serious attempt to improve the roadway to acceptable standards would result in severe impacts to the community and is not feasible.

B. Service Characteristics

1. 1977 traffic volumes on this segment of Route 75 approximate 2500 vehicles daily. Traffic projections for the Design Year 2003 increase the ADT to 5600 vehicles.

The proposed construction of Route 75 to by-pass Monrovia is best justified by the projected reduction of accidents. The existing roadway experiences an accident rate of 678 per 100 million vehicle miles traveled as compared to the statewide average of 326, which results in an annual accident reduction of approximately \$10,000. Both opposite direction and fixed object accidents are in particular higher than the statewide average. Construction of the by-pass will reduce the accident rate to approximately the statewide average by diverting the majority of the traffic to the improved roadway.

2. During the period 1975 thru 1977, 59 accidents were reported and are listed below by year and severity.

<u>Severity</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>
Fatal Accidents	-	-	-
Person Killed	-	-	-
Injury Accidents	8	13	5
Persons Injured	11	19	13
Property Damage	10	5	18
Total Accidents	18	18	23

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C. Impacts of Alternates

1. Both build alternates impose the same impact on the natural environment. Both cross Bush Creek, both require the acquisition of 4.4 acres of agricultural land and 4.1 acres of woodland which are not considered significant in this rural area. No rare or endangered plant or animal species are affected.

2. Socio-Economic

This project conforms with the projected land use and transportation system as developed by Frederick County. No parkland or public facilities are affected. Either alternate will provide significantly better access to the corridor by emergency services. Both build alternates will require the relocation of two families near the southern terminus of the proposed improvement. Alternate A was developed to avoid the schoolhouse/residence which is of local significance. Alternate B physically impacts the schoolhouse/residence as well as a single family dwelling adjacent to the schoolhouse. The proximity of Alternate "B" to a third single family dwelling at the intersection of Scenic View Court and Route 75 must be considered in this recommendation.

D. Other Significant Attributes.

The schoolhouse/residence is owned by the Bush Creek Church of the Bretheren and occupied by the church custodian. The selection of an improvement alternate which would retain this improvement would not only avoid 4f involvement, but would also preserve the intergrity of the complex associated with the church.

E. Costs

The total estimated cost of Alternate "A" is \$5,757,000. Alternate "B" is estimated to cost \$5,710,000. The cost difference is attributable to the difference in value of the single family dwelling at Scenic View Court versus the value of the schoolhouse.

III. POSITIONS TAKEN BY:

A. Elected Officials.

The Board of County Commissioners have indicated satisfaction with either alternate so long as the option of continuing the Master Plan Alignment is retained for future consideration. The Board opposes Alternate "B Revised", which is supported by certain residents.

B. Citizens

The residents affected by Alternate "A" voiced opposition to the disruption imposed by this alternate. Subsequent to the hearing, several comments were received requesting the reevaluation of Alternate "B Revised" as the alignment for the Monrovia by-pass. Reevaluation of this alternate revealed that the impact to residential development will be nearly identical plus the fact that one of the improvements impacted by Alternate "B Revised" is occupied by a minority family. Furthermore, Alternate "B Revised" is not compatible with the County Master Plan Alignment.

C. Agencies

The U.S. Department of Interior has responded in favor of Alternate "A" to avoid potential 4f involvement associated with the locally significant schoolhouse. The Frederick County Planning Commission is satisfied with either of the proposed alternates.

IV. RECOMMENDATION AND SUPPORTING REASONS.

On August 8, 1979 the Project Planning Team convened to formulate their recommendation. After consideration of the factors described herein, the team recommends the selection of Alternate "A" for the construction of the Route 75 Monrovia by-pass. This Office concurs with the selection and wishes to recommend Alternate "A" for your consideration.

Alternate A:

- Conforms with Frederick County Master Plan.
- Has been endorsed by the Board of County Commissioners as well as the responding agencies.
- Avoids potential 4f involvement with the locally significant historic schoolhouse.
- Maintains the integrity of the building associated with the Brethren Church.
- Requires the total take of the two single family residents,

for which local replacment housing is available, in lieu of taking one of those dwellings and imposing proximity damages on the second.


- Provides a facility by-passing Morovia which is projected to reduce the accident frequency on this segment of Route 75 by 50% to approximate the statewide average for a rural 2 lane roadway.
- Provides a facility by-passing Monrovia by eliminating four sub-standard curves with radii of 190', and also eliminates severe vertical grades up to 8%. The elimination of these defficiencies provide for better travel time, operating costs and time user cost. The annual savings for operating costs and time user costs is approximately \$513,208. The equivalent uniform annual construction costs over 20 years at 10% interest is approximately \$676,217.

V. PRINCIPAL POTENTIAL OBSTACLES

None

If you concur in this recommendation, you may give us your approval below. If you do not concur or would like additional information, or would prefer to meet with the Project Planning Team, please let me know.

Recommendation Approval


M.S. Caltrider
State Highway Administrator

10/3/79
Date

HK:dd

Attachment

cc: Hugh G. Downs
Carl Raith
Thomas Cloonan
Eugene T. Camponeschi
Jerry L. White
Calvin Reese
Wm. F. Schneider, Jr.

APPENDIX A

HYDRAULIC CALCULATIONS

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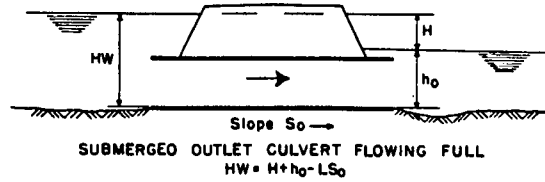
According to HUD's 1977 Flood Insurance Study, the peak 100-year discharge for Bush Creek (upstream of the confluence with tributary 113) is 2,569 cubic feet per second (cfs). Assuming inlet control for the proposed triple 16'-7" X 10'-1" steel plate pipe arch culvert, the downstream depth was determined to be approximately 7.75 feet above the culvert bottom.

However, the profiles included with the HUD Study indicate that there is a 7.5 foot tailwater. Thus outlet control governs in this case. With outlet control, a head (H) of 2.3 feet was determined.* Therefore, the upstream depth would be 9.8 feet (7.5 feet + 2.3 feet head). The downstream floodplain will be altered, however, due to the fill requirements downstream of the structure for the connector road to Ed McClain Road. The fill requirements will primarily be confined to the floodway fringe south of the stream. Thus, the downstream depth will be at a maximum, 8.5 feet (7.5 feet + 1.0 foot = 8.5 feet) and the upstream depth will be 10.8 feet (8.5 feet + 2.3 feet = 10.8 feet). Therefore, there would be a maximum rise of 3.3 feet above the existing 100-year flood elevation as a result of the proposed crossing.

*This figure was determined by using the Bureau of Public Roads', Hydraulic Charts for the Selection of Highway Culverts (Hydraulic Engineering Circular No. 5), published in December, 1965. A copy of the appropriate chart appears on the following page.

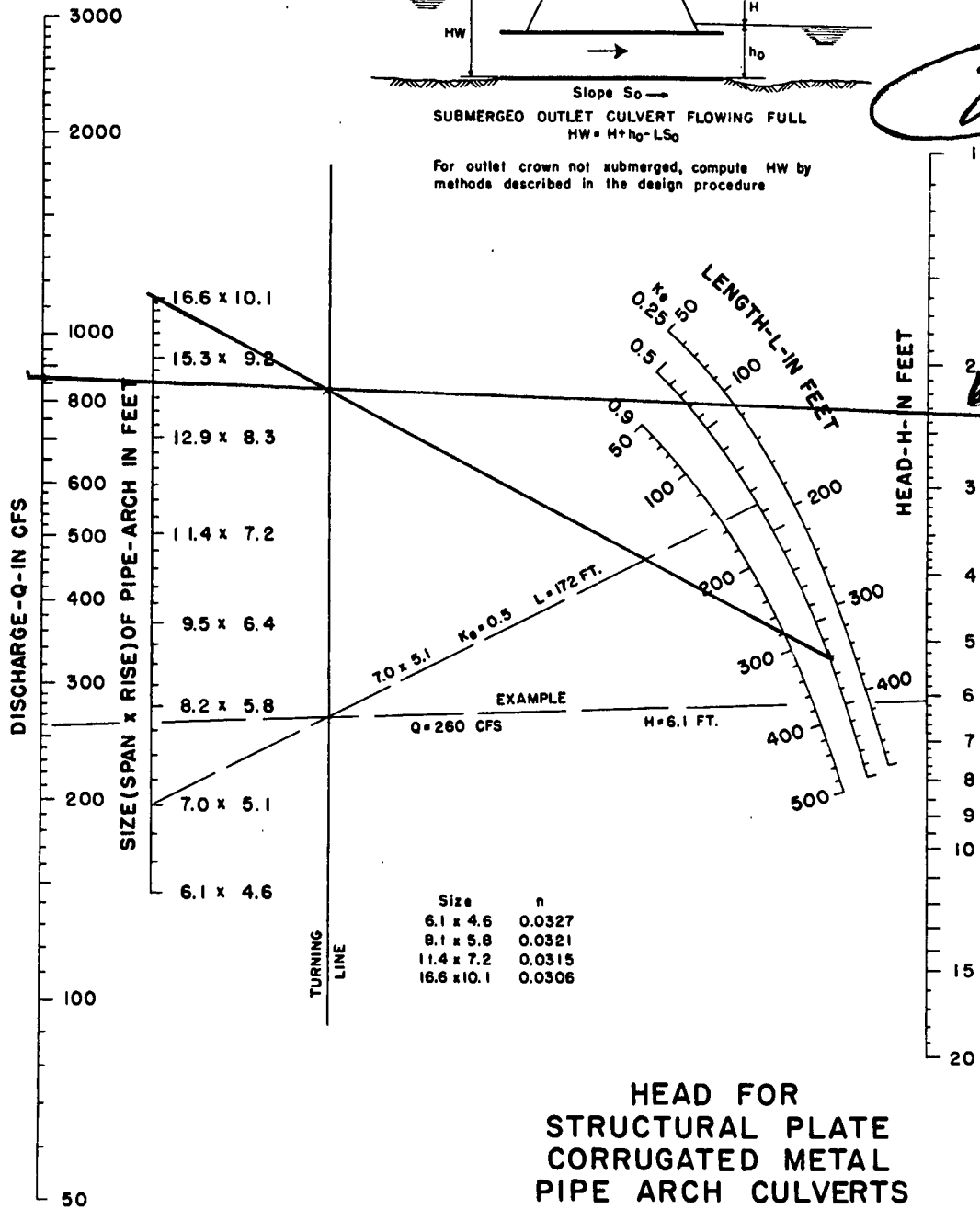
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CHART 14



For outlet crown not submerged, compute HW by methods described in the design procedure

2.3'



HEAD FOR
 STRUCTURAL PLATE
 CORRUGATED METAL
 PIPE ARCH CULVERTS
 18 IN. CORNER RADIUS
 FLOWING FULL
 $n = 0.0327$ TO 0.0306

APPENDIX B

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"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 through 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

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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 the 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 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 the 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

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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

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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.

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

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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:

- (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.

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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.

APPENDIX C

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