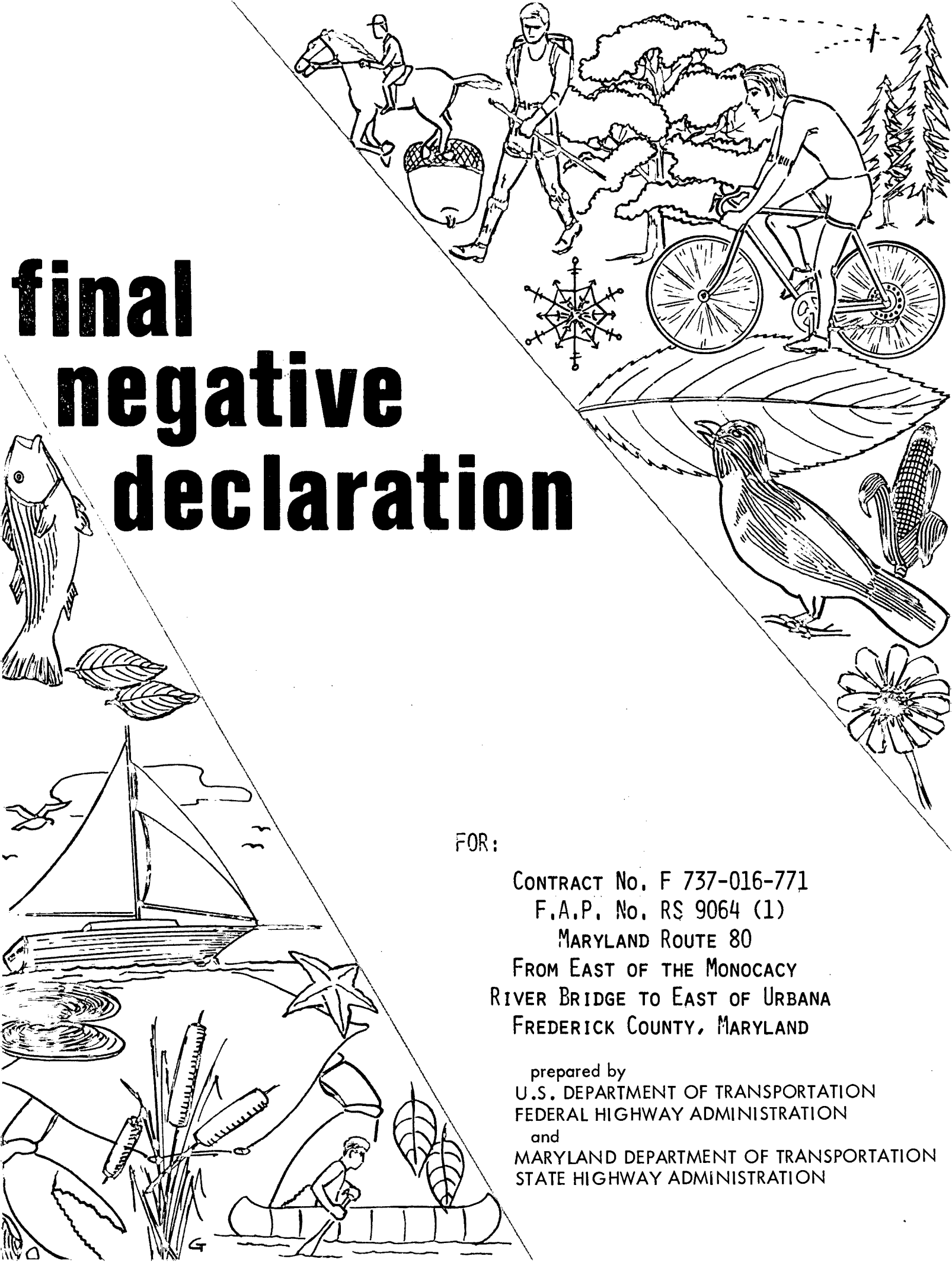


final negative declaration



FOR:

CONTRACT No. F 737-016-771
F.A.P. No. RS 9064 (1)
MARYLAND ROUTE 80
FROM EAST OF THE MONOCACY
RIVER BRIDGE TO EAST OF URBANA
FREDERICK COUNTY, MARYLAND

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



Maryland Department of Transportation

State Highway Administration

June 18, 1981

James J. O'Donnell
Secretary

M. S. Caltrider
Administrator

Contract No. F 737-016-771
F.A.P. No. RS 9064 (1)
Maryland Route 80
East of the Monocacy River to East
of Urbana

FINAL NEGATIVE DECLARATION

Enclosed for your information and files is the approved Final Negative Declaration for the referenced project. The document has been prepared in accordance with the Federal-Aid Highway Program Manual, 107, Volume 7, Chapter 7, Section 2, dated December 30, 1974, concerning implementation of Section 102 (a)(c) of the National Environmental Policy Act of 1969.

The project is not included in the latest Consolidated Transportation Program (CTP). This means the project is not funded for any additional activity after the approval of the Final Negative Declaration and the receipt of location approval. Funding for the project is not expected to be available in the foreseeable future.

The ability of Frederick County to preserve the right of way for the Maryland Route 80 improvement through local planning activities will determine, to a large extent, whether or not this project can ultimately be implemented.

Distribution of this Final Negative Declaration is made on behalf of the Federal Highway Administration in accordance with 23 CFR 771.

Very truly yours,

Hal Kassoff, Director
Office of Planning and
Preliminary Engineering

HK:mcr

Enclosure

cc: Mr. Wm. K. Lee, III
Mr. Wm. F. Schneider, Jr.
Mr. Victor F. Janata
Mr. Louis H. Ege, Jr.

RECEIVED
JUN 22 1981

My telephone number is 659-1110

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REPORT NUMBER: FHWA-MD-NEG-78-10-F

FEDERAL HIGHWAY ADMINISTRATION

REGION III

Maryland Route 80
From East of the Monocacy River
To East of Urbana
Frederick County, Maryland

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)
49 U.S.C. 1653 (f), 16 U.S.C. (f)

M. S. Caltrider
State Highway Administrator

2/26/81
Date

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

6/3/81
Date

by: Emil Elinsky
Emil Elinsky
Division Administrator
Federal Highway Administration

5

Negative Declaration
Maryland Route 80

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SUMMARY

(1) Federal Highway Administration

- | | |
|---|--|
| <input type="checkbox"/> Environmental Impact Statement | <input checked="" type="checkbox"/> Negative Declaration |
| <input type="checkbox"/> Draft | <input checked="" type="checkbox"/> Final |
| <input type="checkbox"/> Section 4(f) Statement | |

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

Mr. William F. Schneider, Jr., Chief
Bureau of Project Planning
Maryland State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202
Phone: (301) 659-1130
8:15 A.M. - 4:15 P.M.

Mr. Edward A. Terry, Jr., District Engineer
Federal Highway Administration
The Rotunda - Suite 220
711 West 40th Street
Baltimore, Maryland 21211
Phone: (301) 962-4010
7:45 A.M. - 4:15 P.M.

(3) Description of Action

The proposed action involved the relocation or improvement of approximately five miles of Maryland Route 80 (MD 80) from where it crosses the Monocacy River to one mile east of the town of Urbana. The object of the project is to improve traffic conditions in the general area, reducing accidents and improving traffic service.

(4) Summary of Environmental Impacts

Construction of the facility will have no significant effect

on present traffic patterns or cause the severing of existing roads.

Displacement of two families will occur. No minorities, elderly, or handicapped will be affected and no established communities will be adversely affected. Preliminary investigation indicates that adequate replacement housing is available in the project area. No business will be affected but a total of sixty-three acres of agricultural land will be required. No farms, however, will be made unproductive because of separation or disruption. No community services, parks, or recreational facilities will be affected.

The selected alternate will have no effect nor require property from any historic or archeological sites.

There will be no violations of State or National ambient air quality standards under any of the alternates. No noise-sensitive areas will experience noise levels in excess of the Federal Design Noise Criteria.

Water quality in area streams will not experience appreciable impacts due to the state requirements for strict sedimentation and erosion controls.

The project is consistent with county and state planning and thus will not affect land use patterns.

5) Alternates Considered

A. The Selected Alternate

This alternate begins at Monocacy River Bridge, generally parallels existing Maryland Route 80, and terminates at Thurston Road.

B. Other Alternates Considered

Alternate 6 begins at the same point as the Selected Alternate and extends easterly crossing Flint Hill Road and joins up with existing Maryland Route 80 similar to the Selected Alternate. At Thurston Road it travels southeasterly and then northeasterly bypassing Urbana and ties back into existing Maryland Route 80, 0.6 miles east of Maryland Route 355.

The "No-Build" Alternate would address no improvements to Maryland Route 80 other than normal maintenance and spot safety improvements within the existing Right-of-Way.

I. Location and Description of Project

A. Location of Project

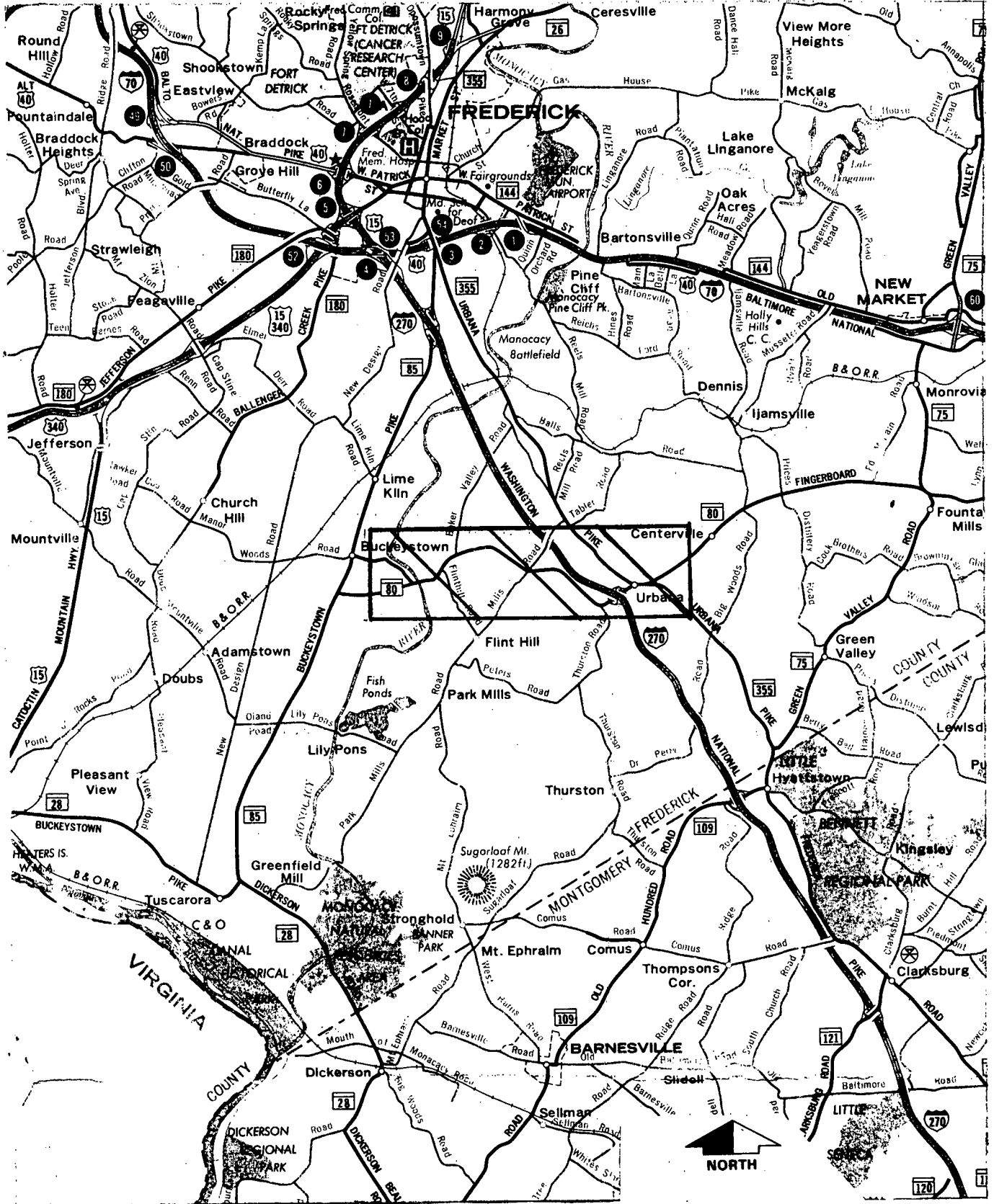
The proposed project involves the improvement of a portion of Maryland Route 80 (Fingerboard Road) in Frederick County, located in Northwestern Maryland (Figure 1). Maryland Route 80 (MD 80) is located in the southeastern part of Frederick County approximately six miles south of the City of Frederick. It begins at Maryland Route 85 near Buckeystown on the west, and continues to the east, crossing the Monocacy River and Interstate Route 270 (formerly Route 70S), and passing through Urbana and Kemptown before crossing into Montgomery County and terminating at Maryland Route 27 in Clagettsville. The entire length of MD 80 is approximately twelve miles and serves an area which is entirely rural at present. (See Figure 2)

B. Description of Project

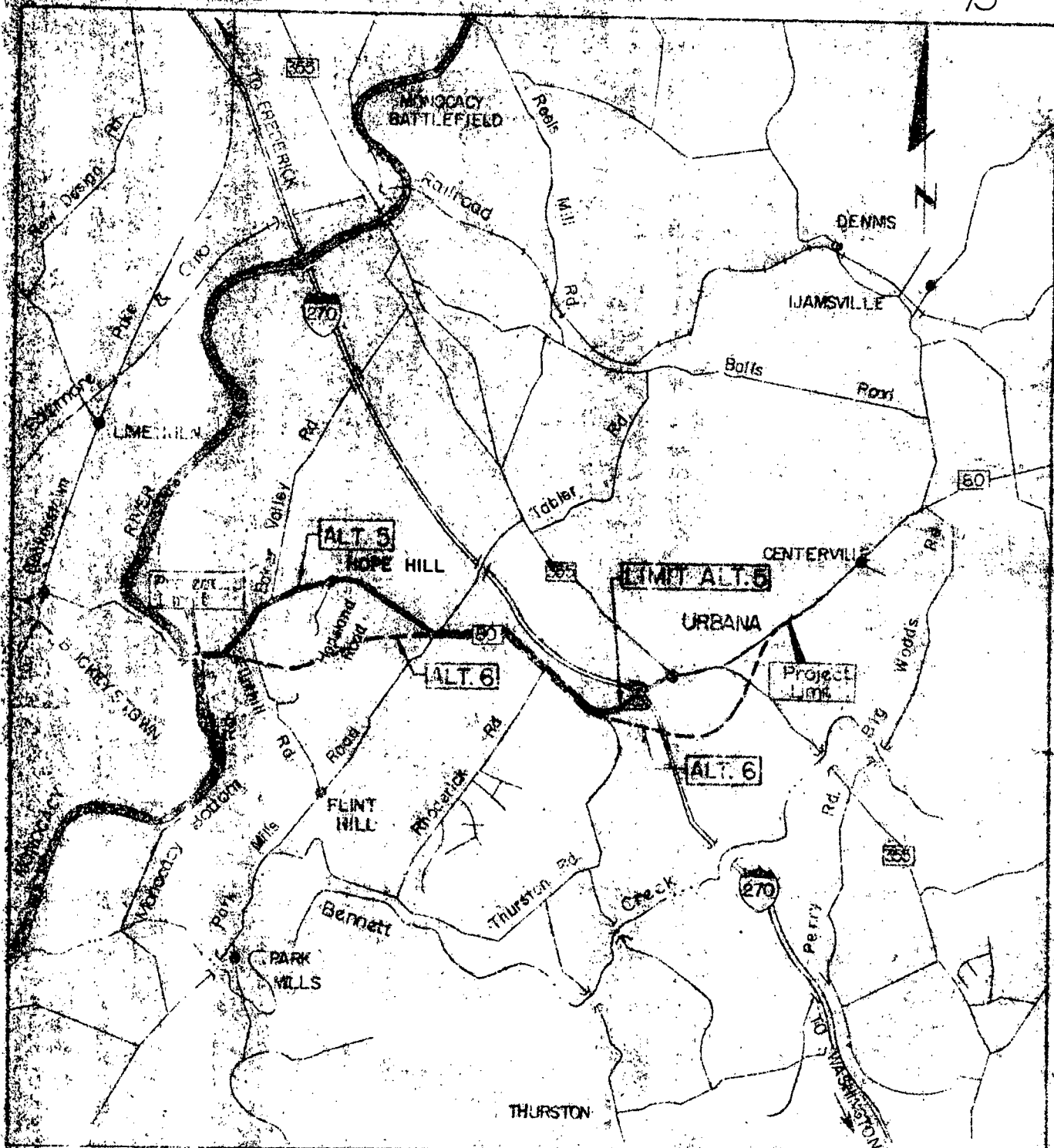
The proposed improvement of Maryland Route 80 which is the subject of this study concerns a total of 4.7+ miles from the improved highway section at Monocacy River to a point 0.6 miles east of Maryland Route 355 in Urbana. The roadway would be reconstructed in this area generally along its existing alignment.

The reconstruction will result in a two-lane uncontrolled access facility. (See Figure 5A in Appendix)

The proposed roadway will have a minimum established grade of 0.6%+ and a maximum grade of 6%+. The horizontal and vertical curvatures will be in accordance with the American Association of State Highway and Transportation Officials (A.A.S.H.T.O.) standards.



PROJECT LOCATION MAP



LOCATION MAP

MARYLAND ROUTE 80

FROM EAST OF MONOCACY RIVER BRIDGE TO
0.6 MILES EAST OF MARYLAND ROUTE 355

CONTRACT NO. F - 737-016-771

SCALE 1" = 1 MILE

The initial comparative cost analysis and other studies have been based on a 120 foot minimum right-of-way with the following typical section:

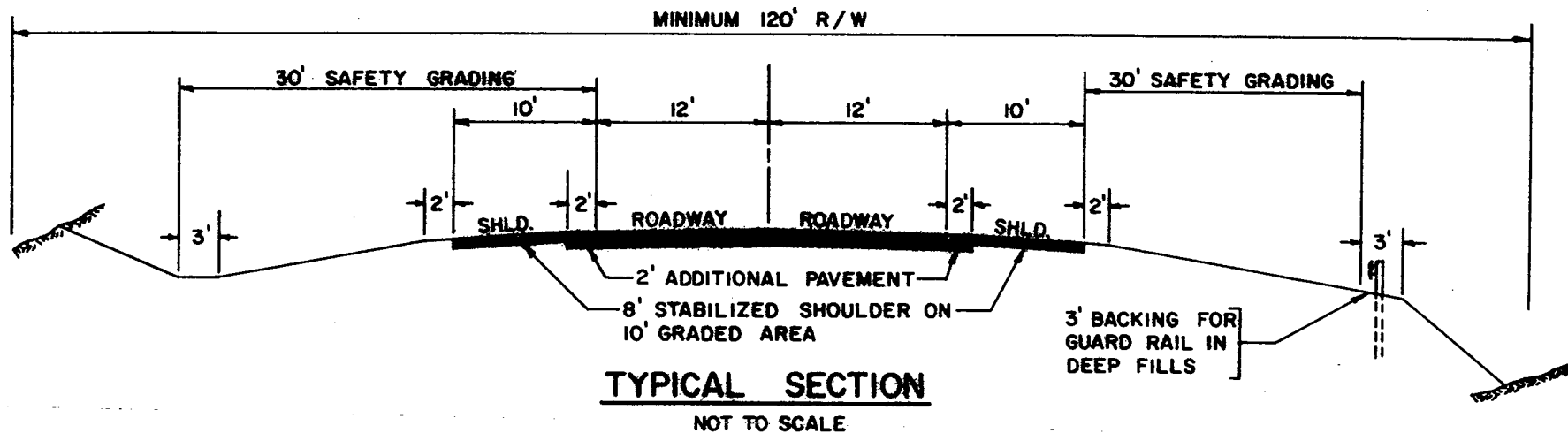
- One 24-foot roadway
- Two 10-foot outside shoulders
- 20-foot safety grading beyond shoulders.

A representative cross sectional diagram is presented in Figure 3. These dimensions are for the purpose of establishing comparative costs and impacts and are subject to change.

Maryland Route 80 is included in the State Secondary Road System and the Federal-Aid Secondary System. It has been designated as a "minor arterial" in the Maryland State Highway Administration's Functional Classification System and as a "Major Collector" under the Federal Functional Classification System.

A highway with a "Major Collector" rating under the Federal System should (1) provide service to traffic generators of intra-county importance such as consolidated schools, county parks, important mining and agricultural areas, etc.; (2) link these places with nearby larger towns or cities, or with routes of higher classification; and (3) serve the more important intra-county travel corridors.

Existing traffic data and projections for the future in terms of ADT (Average Daily Traffic) for the subject section of Maryland Route 80 are shown in the table on Page 6.



The dimensions shown are for the purpose of determining cost estimates and environmental impacts and are subject to change during the final design phase.

Figure 3

15

Traffic Volumes

	<u>1978 ADT</u>	<u>2005 ADT</u>
From Monocacy River to Park Mills Road	900	3,250
From Park Mills Road to Rhoderick Road	1,175	3,500
From Rhoderick Road to I-270	2,050	5,025
From I-270 to MD 355	3,675	6,575
From MD 80 and MD 355 to Urbana	6,325	12,575
From MD 355 to Eastern Limit	2,700	4,800

C. Project History

Before a highway project enters the planning stage in Maryland the need for the project must be established. The project is then placed in the Twenty Year Highway Needs Study before it can subsequently be placed in either the Five Year State Primary or Secondary Highway Construction or Reconstruction Program.

The improvement to Maryland 80 appears in the secondary critical section of the 1979-1998 Twenty Year Highway Needs Study as 0.1 mile east of the Monocacy River Bridge to east of Urbana.

The project is also listed in the current 1980-1985 Department of Transportation Consolidated Transportation Program, with funding identified for project planning and preliminary engineering only.

The project initiation public notice for the proposed project from the Monocacy River Bridge to east of Urbana was issued in the Fall of 1975. Project planning studies indentified several possible alternate alignments for the improvement which were then presented to the public and local officials at

an Interim Alternate Location Public Meeting held at the Urbana Elementary School on January 12, 1976. Following that meeting, based on public input, engineering and environmental studies, traffic projections and economic considerations, it was decided that the original alternates, known as alternates one (1) through four (4), would be dropped from further study and replaced by five (5) and six (6), consisting of segments of previously studied alternates. The provision for ultimate dualization was also dropped at that time.

D. Description of Alternates

A number of possible alternates to provide the desired facility including use of the existing alignment, use of alignments on new location and doing nothing have been proposed and studied. Use of mass transit or other means to reduce vehicular traffic volumes, and thus lessen need for the improvement, is not feasible in this area due to its rural character and low population density.

Initially five alternates (four build and the no-build) were investigated for Maryland 80 between the Monocacy River Bridge and east of Urbana. Alternate one (1) utilized an upgrade basis from the Monocacy River to the Thruston Road intersection where it bypassed Urbana to the south. Alternate two (2) was originally planned to relocate Maryland 80 on a new alignment to the south of and paralleling the existing route. Alternate three (3) would have taken a direct route from Monocacy River eastward, relocating the route to the south in the western portion and bypassing Urbana to the north. Alternate four (4)

utilized the existing road corridor, essentially providing an upgrade alternate. Also included the study was a "No-Build" Alternate. Alternate two (2) has been dropped from further consideration and portions of Alternates one (1) and three (3) have been combined to form an alignment now designated as Alternate 6. Alternate 5 resembles the earlier Alternate 4 with minor alignment modifications. The "No-Build"Alternate, of course, remains the same. Prior to the March 1, 1979 Location Public Hearing, it was determined that the Urbana By-Pass portion of Alternate 6 be separated from that alternate and made applicable to either build alternate. This modification was made and, as herein described, the detailed study alternates were designated as Alternate 5 (along the existing road) and Alternate 6 (on partial relocation). Option "A" designated the option of ending either Alternate 5 or Alternate 6 west of the existing I-270/ Maryland Route 80 interchange. Option "B" allowed for a southern relocation of Maryland Route 80 around the town of Urbana and included a relocated I-270/Maryland Route 80 interchange. The following is a description of the Alternates:

1. The Selected Alternate (Alternate 5A)

This alignment 5 begins at the Monocacy River Bridge and generally follows the same alignment as existing Maryland Route 80. From the bridge to the intersection of Maryland Route 80 and Thurston Road, it closely parallels and in many areas lies immediately adjacent to existing Route 80. Alternate

5A terminates at Thurston Road and utilizes existing Route 80 from that point east. (Figure 2)

This alternate provides a maximum grade of 6%+ and a maximum degree of curvature of 3 degrees +.

Advantages of this route include:

- 1. Present traffic patterns would be maintained.
- 2. Existing right-of-way is utilized.
- 3. Maintenance of parallel highway facilities would be avoided.
- 4. The depths of cut and fill areas would be significantly less than Alternate 6 A or 6 B.
- 5. The existing interchange with Interstate 270 would be utilized.
- 6. Water quality impact would be less than Alternates 6A or 6B.
- 7. Grading and shoulder width improves sight distances facilitating safer vehicle and pedestrian travel in the Hope Hill area.

The disadvantages of Alternate 5A include:

- 1. Additional right-of-way required through Hope Hill, a minority community although road would still have only two lanes.
- 2. Traffic generated noise would increase noise levels by more than 11dBA at 10 sites, a significant increase, and by more than 15dBA at four sites, a severe increase. However, no noise sensitive areas will experience noise levels in excess of Design Noise Levels.
- 3. Inter-regional and intra-county traffic will be directed through Urbana as opposed by bypassing the town as proposed under Alternates 5B and 6B.

The right-of-way cost for Alternate 5A is estimated to be \$665,000.00. The estimated cost of construction for this alternate is \$2,135,000.00, resulting in an estimated total cost of \$2,800,000.00 for Alternate 5A.

2. Other Alternates Considered

A. Alternate 5B

This alternate is identical to Alternate 5A from the western study terminus to the vicinity of Thurston Road. From there it swings to the south and east, crossing I-270 and about 2,500 feet south of the existing interchange, then continues easterly to rejoin existing Route 80 about .6 miles east of Route 355. A relocated I-270 interchange would be provided and the ramps at the existing interchange would be removed, leaving the grade separation for local traffic into Urbana. Advantages associated with the Option B portion of this alternate are:

- 1. The relocated interchange and by-pass are consistent with the Frederick County Comprehensive Development Plan.
- 2. It removes Maryland 80 and southbound Maryland 355 traffic from Urbana.

Disadvantages associated with the Option B portion of this alternate are:

- 1. Its cost is significantly higher than the option of not providing an Urbana by-pass and relocated

interchange.

- 2. Direct access to Urbana from I-270 is somewhat reduced.

B. Alternate 6A

Alternate 6A begins at the Monocacy River Bridge and continues along the same direction as the bridge for 800 feet. The alignment then curves to the right (south) and crosses Flint Hill Road 500 feet from existing Maryland 80. Bearing on a course to the left (north) Alternate 6 follows an existing stream valley for one-half mile. The alignment then proceeds in a straight line intersecting existing Maryland 80 at Park Mills Road. Alternate 6A then follows the course of Alternate 5A to its terminus at Thurston Road.

Advantages of Alternate 6 A include:

- 1. Less maintenance of traffic problems during construction due to partial relocation.
- 2. Removes through traffic from Hope Hill.

Disadvantages of Alternate 6A include:

- 1. There is minimal use of existing right-of-way over the western half of the alignment.
- 2. The construction of this alternate would require more excavation than an alternate along the existing roadway.
- 3. The alternate is more expensive.
- 4. More sites would be affected by serious noise levels than Alternate 5 A or 5 B.
- 5. The construction of this alternate would result in the maintenance of dual highway facilities over the western

half of the project.

- 7. Adverse impact on water quality is greater than with Alternate 5A or 5B.

Alternate 6A has an estimated right-of-way cost of \$540,000.00, and a construction cost of \$2,760,000.00 for a total cost of \$3,300,000.00.

C. Alternate 6B

Alternate 6B is identical to alternate 6A, from the Monocacy River to the vicinity of Thurston Road. From that point eastward, the 6B alignment is identical to the southern Urbana By-pass alignment described in Alternate 5B. Advantages and disadvantages associated with the Option B portion of Alternate 6B are likewise identical.

Special Project Alternate (T.S.M.) Considered

As a result of public opposition to the Urbana By-pass and in consideration of the relatively low design year traffic volumes and the high cost of providing an Urbana By-pass and a relocated interchange, a Transportation Systems Management (T.S.M.) alternate was investigated for the Maryland 80/Maryland 355 segment sharing a common alignment through Urbana. This alternate could be utilized in conjunction with the recommended alternate when and if traffic volumes in the area warrant capacity improvements, in order to maintain an acceptable level of service through the town of Urbana.

Since Maryland 80 shares a common alignment with Maryland 355 through Urbana, traffic volumes are considerably higher than those in the rest of the study corridor, with present and design year (2005) Average Daily Traffic of 5,600 and 12,600 respective-

ly. With provision of an Urbana by-pass, the projected Average Daily Traffic would be about 8,500 and would provide an acceptable level of service through the town. Without provision of a by-pass, it is anticipated that minor capacity improvements would be required through the town by the design year.

In lieu of providing an Urbana By-pass at an estimated cost of 5.6 million dollars, a Transportation Systems Management Alternate, consisting of one through lane in each direction and a left turning lane at each of the Maryland 80/Maryland 355 intersections is recommended. The proposed roadway could consist of three twelve foot lanes with two foot paved shoulders, for a total roadway width of 40 feet. The estimated cost for such an improvement, which would provide an acceptable level of service through the town, is \$100,000.00, resulting in an estimated savings of 5.5 million dollars over the Urbana By-pass option. It is emphasized that such a solution would only be implemented when traffic volumes in the area warrant capacity improvements through the town, and would be subject to future environmental studies and opportunity for public input.

D. "No Build" Alternate

The "No Build" Alternate would consist of not making major improvements to the existing roadway. Normal maintenance procedures would continue and spot safety improvements would be undertaken where possible within the existing right-of-way.

Advantages of the "No Build" Alternate include:

1. No construction costs are required.
2. No right of way required.
3. No natural features will be disturbed.

Disadvantages of the "No-Build" Alternate include:

1. It would perpetuate the substandard horizontal and vertical geometry, narrow right of way, numerous access points, and safety hazards of the present facility.
 2. Would perpetuate high accident rate.
 3. It has the greatest impact on noise sensitive areas.
 4. Maintenance costs would be greater.
 5. Inconsistent with area Master Plans.
- E. Summary of Costs & Environmental Features

Cost estimates for Alternate 5A (Selected) are supplied in Table 1.

TABLE 1

Summary of Build Alternate Costs

	<u>Length</u>	<u>Construction</u>	<u>R.O.W.</u>	<u>Total</u>
Alternate 5	4.6 miles	2,135,000	665,000	\$ 2,800,00

SUMMARY OF KEY ENVIRONMENTAL EFFECTS

<u>Feature</u>	<u>Selected Alternate 5A</u>
ROW Take Agricultural & Residential	63 Acres
C (Conservation)	4
Industrial	0
	<u>67 Acres</u>
Loss of Prime Agricultural Land	
Soil Conservation Service	22 Acres
New Stream Crossing	0
Receptors above Design Noise Levels	0
Violations of FA.A.Q. Standards	0
Historical Properties Affected	0
Affected Parks & Recreational Sites	0
Affected Flood Plains	0

II. Purpose of Project and Need

The Existing Route 80 roadway between the Monocacy River and Rhoderick Road is a narrow, twisting, two-lane road with substandard vertical and horizontal alignment that do not meet minimum engineering criteria established by AASHTO. The many curves and small hills in this area combine to severely restrict drivers' sight distance. Pavement conditions have recently been improved as a temporary measure, however, major improvements are necessary to alleviate the safety problems of the existing roadway.

As a result of the substandard vertical and horizontal alignment there is little or no sight distance for motorist using Maryland 80 and for motorist attempting to access Maryland 80 from intersecting roads and the numerous access points to private residences.

In addition, the existing roadway is bordered on either side by a ditch with no shoulder or area for a motorist to use in an emergency or breakdown. Utility poles, mail boxes, and other obstacles are located close to the roadway, in many areas, adding to the safety problem.

Maryland Route 80, from a safety standpoint, is not adequate to serve present traffic needs, and the condition will worsen as the area develops. The Urbana area is proposed to be a major growth center in Frederick County and is presently developing. Residential development around Urbana is anticipated to increase significantly with implementation of public sewer and water, estimated to begin five to ten years from now. Scattered residential development on individual lots and some subdivision activity is also taking place.

Maryland Route 80 also serves as a primary access road to the industrial area southwest of Buckeystown. A large aluminum reduction plant is already located here, and further industrial growth is being encouraged by Frederick County. In addition, the segment of Maryland Route 80 discussed in this document is a link in the circumferential network of highways around Frederick City that is proposed by the Frederick County Planning Commission. The proposed network would give the county what it presently does not have - good east/west circulation. The network would also connect the growth centers of New Market, Urbana, Buckeystown, and Jefferson. The proposed improvement is consistent with all these development plans and proposals.

As is discussed in other sections of the document, the selected alternate will alleviate many of these safety problems by providing a roadway that satisfies the engineering criteria established by AASHTO. Site distance will be improved along Maryland Route 80 and all intersecting roadways and entrances by adjusting the horizontal and vertical alignment. The selected roadway will have a minimum established grade of 0.6%+ and a maximum grade of 6%+. As can be seen on Figure 3 the ditch system immediately adjacent to the existing roadway will be replaced by 30 feet of safety grading including a stabilized shoulder. This will enable motorists to safely pull off the road in an emergency. This will also remove the obstacles in close proximity to the roadway a safe distance away.

Accident Statistics

The study section of Maryland 80, from east of the Monocacy River to east of Urbana, experienced 54 reported accidents during

the years 1975 through 1977. These accidents, when prorated on a one hundred million vehicle miles (100 MVM) travel basis, result in an accident rate of 724 accidents/100 MVM. This existing accident rate exceeds the expected statewide average of 328 acc/100 MVM for all similar design highways now under State maintenance. This difference in rate is statistically significant. The accident cost incurred by the motorist and general public on the existing highway is approximately \$2,590,000/100 MVM.

The collision types and their statewide categories are listed below. (1975-1977).

<u>Collision Type</u>	<u>Percent (%)</u>	<u>Statewide Average</u>
Single Vehicle, run off road	53.70	35.65
Angle	9.26	12.26
Rear End	9.26	17.33
Opposite Direction	5.55	7.84
Left Turn	5.55	3.14
Sideswipe	3.70	5.87

The excessive amount of single vehicle, run off the road accidents, represents those collision types associated with highways in rural areas. These collision types are partially due to the winding, rolling highway with its limited recovery area.

There are two segments of Maryland 80 showing notable accident concentrations. They are:

1. Maryland 80, from Hopeland Road to 0.25 miles east of Rhoderick Road.
2. Maryland 80, from Ramp 8 @ I-270 to 0.06 miles east of Urbana.

The corresponding three-year accident experience and rates for these segments are:

1. 29 accidents, 862 acc/100 MVM
2. 19 accidents, 881 acc/100 MVM

The accident rates for these segments exceed the already high total accident rate, as well as the statewide average for all similar two-lane highways now under State maintenance.

Alternate 5, a two-lane reconstruction of the existing highway from the Monocacy River Bridge to the vicinity of Thurston Road, should experience an accident rate of approximately the statewide rate of 328 acc/100 MVM. This alternate would correct the hazardous substandard curves throughout this segment while upgrading the existing highway. The accident cost for this proposal would be approximately \$1,730,000/100 MVM with a subsequent accident cost savings of \$860,000/100MVM.

Alternate 6 is a proposed two-lane, non-divided highway on relocation from the vicinity of Flinthill Road eastward to Park Mills Road. At this point, the highway follows the existing alignment of Maryland 80 to its terminus in the Thurston Road area. This alternate should experience the same accident rate as Alternate 5 with the exception of it being on relocation.

Both Options A and B are equally compatible with either Alternate 5 or 6. Option A is the extension of the reconstruction of Maryland 80 to a point west of the I-270 interchange. This option further improves the existing highway section and should maintain the same accident rate as Alternates 5 and 6.

Option B, the Urbana By-Pass option, begins at the Thurston Road vicinity then swings southeastward passing south of the existing I-270 interchange, requiring a relocated interchange, then continuing to by-pass the town of Urbana. Selection of this option would provide a new road of high design standards to accommodate the higher speed through traffic, thus separating it from the lower speed local traffic which could continue to use the existing road. The accident rate for each alternate/option is derived from recent accident experience at locations with similar design conditions; i.e., number of lanes, existence of median, control of access, and location in urban or rural areas. The accident rate for this

option should therefore be similar to all the previously discussed alternates. While accident rates represent the state-wide average accident experience in similar locations around the state and are identical for the alternates discussed herein, the safety benefits of each alternate may be better realized by consideration of their individual treatment at specific areas; i.e., relocation vs. upgrading the existing road from Flinthill Road to Park Mills Road or the construction of a by-pass around Urbana.

In summary, all the presented combinations of Alternate 5 and 6 with Option A or B will improve the existing highway, and provide a safer road by nature of the expected substantial decrease in the accident rate. Option A provides minimal improvement for the existing traffic conflicts in Urbana. Option B would provide the better solution in terms of safety by-passing Urbana while reducing the accidents and conflicts now occurring in this portion of Maryland 80.

More important than the monetary savings to be realized by construction of either alternate is the corresponding anticipated decrease in the loss of life and human misery brought about by the reduction of accidents.

The accident costs as indicated, includes present worth of future earnings of those persons killed and permanently disabled, as well as monetary losses resulting from injury and property damage accidents. The unit cost utilized in the above computations was based upon actual cost values obtained from three independent accident cost studies conducted in Washington, D. C., Illinois and the California Division of Highways and have been updated to 1978 Consumer Price Index prices.

III. Basis for a Negative Declaration

Based on environmental studies completed for the relocation of Maryland Route 80, it has been determined that the project will not have a significant impact on the quality of the human environment.

The results of the air analysis indicate there will be no violations of State or National Ambient Air Quality Standards from any of the Alternates under consideration. At one site along the "B" option noise levels will exceed criteria. However, the impact is considerably less than the overall noise impact with the "No-Build" Alternate. With Alternate 5, no sites would exceed the design noise level.

Effects to the area natural resources will be nominal. The project will require approximately 22 acres of the 1000 acres of prime agricultural land in the project area. This is .022 percent of the available prime agricultural land. Frederick County is estimated by the Soil Conservation Service to have 141,000 acres of prime agricultural land. One small stream will be crossed but impacts will not be significant; they will not hinder its use or reduce its quality. No threatened or endangered terrestrial or aquatic species are known to inhabit the study area.

The selected alternate will have no effect or require property from any historic or archeological sites. No park or recreational sites will experience loss of property or reduction of environmental quality.

Two families, neither of which are minorities, will be displaced with implementation of Alternate 5A, but the State Highway Administration has determined that sufficient replacement housing is available. The only change of an established community would be at Hope Hill, where reconstruction of the highway to current design standards will provide greater safety for pedestrians and motorists. No public facilities or services will be impacted.

The proposed project is consistent with the goals and objectives of the Frederick County Planning Commission is recommended in their comprehensive plan as well as the Urbana Regional Plan.

Impacts on the one hundred year floodplain in the project area are addressed on page 56 of this report.

In view of the above evaluation and in accordance with Volume 7, Chapter 7, Section 2 of the Federal-Aid Highway Program Manual, this project will not have a significant impact upon the quality of the human environment and therefore, qualifies for the submission of a Negative Declaration.

IV. Existing Conditions

A. Air Quality

Background carbon monoxide concentrations utilized in this analysis are based on a carbon monoxide and wind velocity and direction monitoring program conducted for the State Highway Administration (SHA) during November and December 1974 in Thurmont, Maryland; approximately eighteen miles northwest of the project area.

The maximum one-hour concentration measured was 5.5 ppm; the second highest 5.0 ppm. The maximum eight-hour concentration measured was 2.9 ppm; the second highest 2.8 ppm.

From these results it is evident that air quality in the study area is good.

B. Water Quality

The Maryland 80 project area involves a portion of the lower Monocacy River drainage basin depicted in Figure 4. The western portion of the area involves a number of small unnamed tributaries that directly enter the Monocacy River, while a large portion of the central area is drained by various tributaries to Bennett Creek, a large contributor to the Monocacy River. Areas north and east of Urbana are drained by tributaries to Bush Creek.

These surface waters are protected by the State of Maryland with established quality criteria under Title B of the Natural Resources Article. The project area waters are classified as Class I waters, meaning that they are protected for water

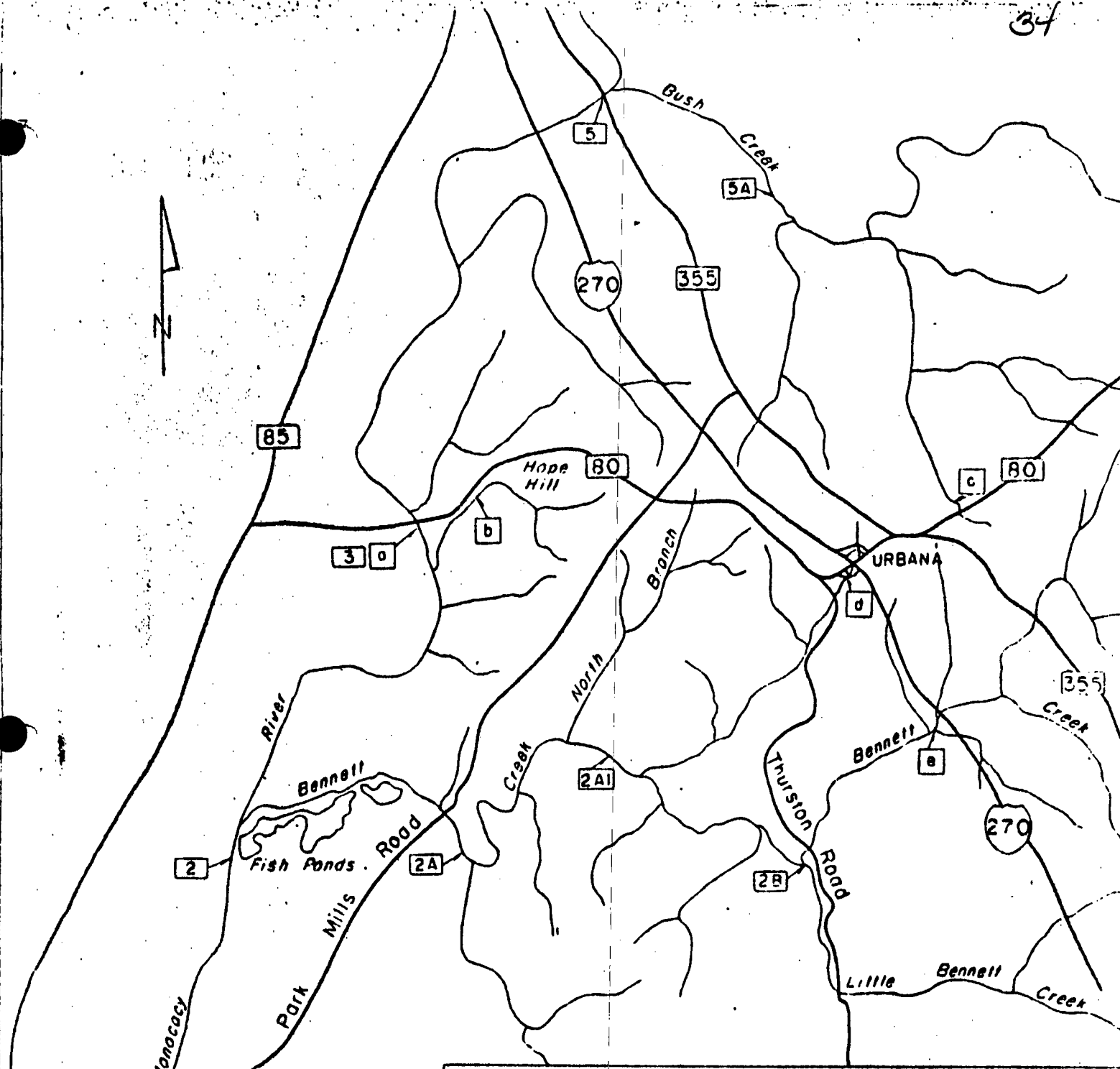


FIGURE 4

WATER QUALITY SAMPLING STATIONS

[1] through [5A] - Maryland Department of Natural Resources Records

[a] through [e] - S.J. Rosen Associates August, 1975 Field Samples

Scale 1 inch equals approximately 1 mile

contact recreation, fish, other aquatic life, wildlife, public water supply (with treatment by filtration and disinfection), agricultural water supply, and industrial water supply.

Water quality was sampled during a field visit in August 1975, and tests were performed by minor modification of procedures outlined in Standard Methods.¹ Parameters correspond to standards established for the project area surface waters or those that are particularly sensitive to highway construction or use. Results are outlined in Table 2. Historical water sampling data have been provided by various agencies from sampling station shown in Figure 4.

The various streams were found to be small, with stone and sandy bottom conditions and riffles where topography generated sufficient flow rates. Vegetation was evident where flow rates were low and many areas were modified by agricultural activity. Aquatic life was found at one site (Site b).

Water quality data listed in Table 2 indicates that conditions are relatively good with some evidence of minor pollution sources. One site indicates significant pollution problems (Site c) but this may be a short term or temporary problem. For the most part the general conditions in the study area are sufficient to permit all protected water uses. The area creeks are too small for recreational importance and none of the surface water is withdrawn for drinking water or commercial or industrial purposes. Water is used for some

¹ Standard Methods for the Examination of Water and Wastewater, American Public Health Association, Washington, D.C., 13th Edition, 1971.

TABLE 2

Water Quality Field Results

Site*	Temp. O _C	D. O. mg/l	pH	Conductivity umbos	Iron mg/l	Turbidity JTU.	Alkalinity mg/l	Chlorides mg/l
a	24	5	7.60	310	.17	9	100	15
b	24	5	7.50	140	.18	12	47	5
c	25	1.5	8.05	1320	.52	123	970	115
d	23	4	7.32	470	.25	4	110	75
e	19	6	7.40	260	.16	10	64	28
Standard	32 ¹	4 ¹	6.5 - 8.5 ¹	---	.3 ²	150 ¹	120 ²	250 ²

- 23 -

- a. Monocacy River - East Bank south of Maryland 80 bridge
- b. Tributary to Monocacy River 2 feet east of Flint Hills Road
- c. Tributary to Bush Creek - 50 feet north of Maryland 80
- d. Tributary to Bennetts Creek - In S.W. cloverleaf at Maryland 80 - I-270 Interchange
- e. Bennett Creek 0 200 feet west of I-270

* Site locations shown in Figure

¹ Title 8 of the Natural Resources Article, Annotated Code of Maryland (1974 Volume).

² Water Quality Criteria, EPA, 1972.

agricultural needs such as livestock.

Waste assimilation is limited to two operational sewage disposal permits, one of which is in the project area, the Peter Pan Inn in Urbana. The second sewage disposal permit, the New Market Sewer System is located on Bush Creek, northeast of the project area. Waste from this location would not affect the project area.

Other sources of contamination are related to non-point source pollution. This includes the runoff from the extensive cropfields and pastures including fertilizers, erosion and fecal coliform. The accumulated effect of on site disposal in the residential areas is also a potential factor.

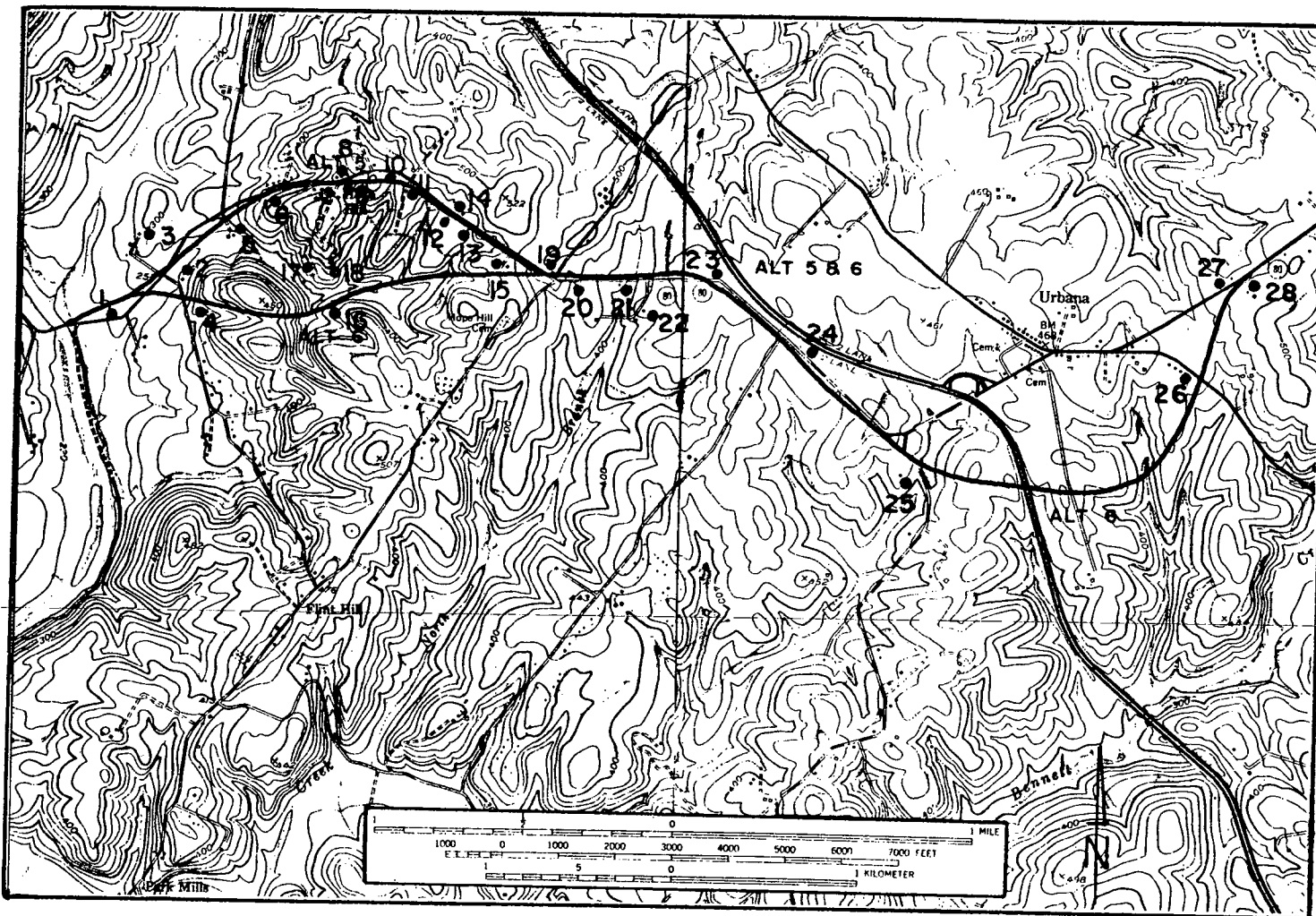
Fishing is limited in the areas as previously discussed due to the small size of the creeks. The surface water support small aquatic life, but none of recreational importance.

C. Noise

A noise analysis to establish existing conditions was recently completed by the Maryland State Highway Administration and a report describing the methods and results is available for review with the State Highway Administration.

Noise monitoring was conducted at 28 noise sensitive areas indicated on Figure 5. All but one of the sites are residences including isolated farm houses or representative sites of clusters of houses. One church was included (Site 6). A large number of sites are considered of historical significance (1, 2, 3, 6, 7, 9, 13, 14, 18, 19, 20, 22, and 25), as is discussed in the section on historical sites.

All sites in the study are classified as Category B according to the Design Noise Level/Activity Relationship established by the Federal Highway Administration. The design noise level or maximum acceptable level is 70 dBA for this category which includes residential property, recreation areas, public meeting places, churches and other type uses. Recorded average noise levels recorded in weighted decibels (dBA) ranged from 47 dBA to 58 dBA. Noise levels were primarily related to the distance of the recorder to existing Maryland 80, the principal noise source in the area. More detailed descriptions of methods, results and definitions are found in the completed report available for review at the State Highway Administration.



NOISE MONITERING SITES

● SITE LOCATION
(SEE TABLE 6)

FIGURE 5

D. Soils

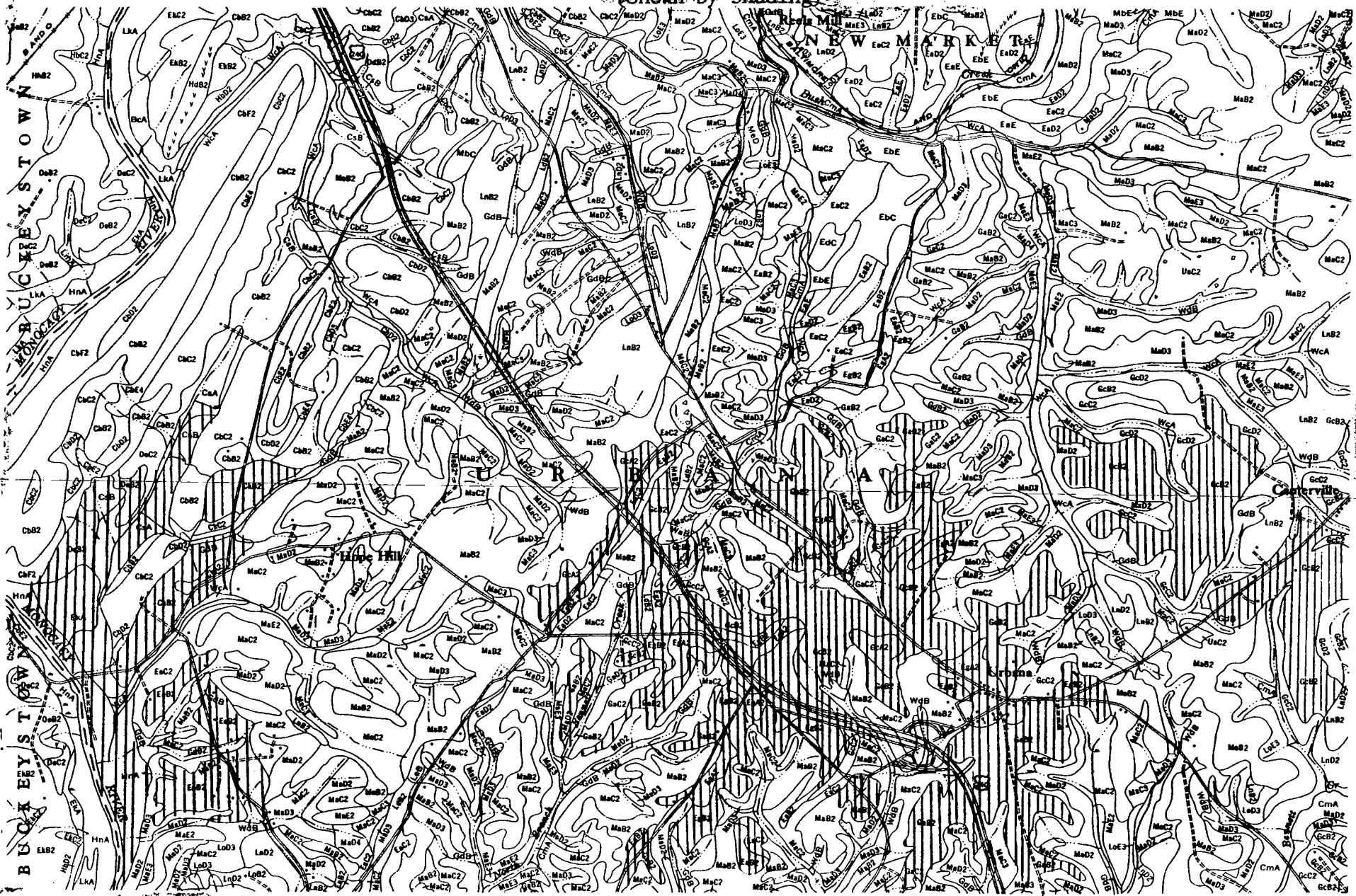
Soils in the project area are from a parent material of micaceous schist containing quartzite. The major soil series present are the Manor, Elioak, Glenelg and Cardiff. They typically have a loamy texture and are dark grayish-brown in color. Fertility is fair to good, and water tables are deep, except near stream courses. Suitability of these soils for use as a sub-grade fill is fair to good. Susceptibility to frost action is moderate to high and water erosion hazard is also moderate to high.

The majority of the land in the project area has been cleared of forest and is used for agricultural purposes. Most of this agricultural land is in pasture, planted in hay or corn or abandoned. The remaining wooded areas are limited to the steeper slopes in the vicinity of Hope Hill and to the flood plains of the larger streams. Residential lots throughout the area contain native woodland species as well as ornamentals.

Figure 6 shows prime agricultural soils in the study area. Table 3 indicates the relevant properties of each soil type for specific uses. Prime soils are listed in last column. It is estimated that about one third of Frederick County is designated prime agriculture or about 141,000 acres. In the study area they amount to approximately 1,000 acres.

Prime Agricultural Soils- Study Area

(Shown by shading)



STUDY AREA

0 1/2 1 Mile Scale 1:20000 0 5000 Feet

Table 3
SOILS PROPERTIES

Symbol - Soil Series	Recommended Locations of highway gradeline with respect to groundwater surface	Depth to Bedrock	Seasonal high water	Erosion potential (k factor surface)	Prime Soils Types
b - Cardiff Channery loam	anywhere	-	-	.28	CbB2, CbC2, CbC3, CbD2
m - Chewacla silt loam	above high water	-	3 - 5 ft.	.37	-
s - Congaree silt loam	above high water	-	3 - 4 ft.	.37	CsA, CsB
e - Duffield & Frankstown silt loam	depends on bedrock	4 - 5 ft.	deep	.32	DeA, DeB2, DeC2, DeD2
a - Edgemont gravelly loam	depends on stone & bedrock	4 ft.	deep	.23	EaB2, EaC2, EaD2
e - E. Gravelly loam g - Elioak silt loam	anywhere	5+ft.	deep	.32	EeB2, EeC2 EgA2, EgB2
k - Elk loam	anywhere	deep	deep	.32	EkA, EkB2
a - Glenelg gravelly loam	depends on bedrock	4+ft.	deep	.32	GaB2, GaC2, GaD2
c - Glenelg & Chester silt loam	depends on invert bedrock	4 ft.	deep	.32	GcA2, GcB2, GcC2, GcD2
d - Glenville silt loam	4 ft. above ditch invert	4 ft.	2 - 3 ft.	.32	GdB, GdB2
n - Huntington silt loam	Above high water	-	4 - 6 ft.	.32	HnA

Table 3 (cont'd.)

Symbol - Soil Series	Recommended Locations of highway gradeline with respect to ground surface	Depth to Bedrock	Seasonal high Water	Erosion potential (k factor surface)	Prime Soils Types
d - Legore silty clay loam	Depends on stones and bedrock	4 - 6 ft.	deep	.24	LdB2
k - Lindside silt loam	Above high water	-	2 - 4 ft.	.37	-
n - Linganore channery & gravelly loam	Depends on bedrock	1 - 3 ft.	deep	.32	LnB2, LnD2
o - Linganore channery & gravelly loam	Depends on bedrock	2 ft.	deep	.32	LoB3
a - Manor channery & gravelly loam	Depends on bedrock	3 - 5 ft.	-	.43	MaB2, MaC2, MaCa, MaD2
u - Urbana silt loam	4 feet above ditch invert	4 ft.	1 - 2 ft.	.43	UaA, UaC2, UaC3
w - Webadkee silt loam	above high water	4+ ft.	Near surface	.32	-
x - Worsham silt loam	4 feet above ditch invert	4+ ft.	-	.43	-

E. Vegetation

Frederick County lies in the vegetative region classified as central hardwood forest. Approximately one-fourth of the land area of the County is occupied by forests or woodland. Most of the forested areas are located in the mountains west of Frederick or on rougher parts of the Piedmont Plateau.

In the project area most of the forest has been cleared for cropland or pasture. Wooded areas are limited to the steeper slopes in the vicinity of Hope Hill and to the valleys of the larger streams. In addition to the naturally occurring woodland, ornamental species can be found on residential lots, near residences on farms, and along the streets of Urbana.

Tree species expected to be found in the project area include:

- | | |
|--|--------------------------------|
| Pin Oak | <u>Quercus palustri</u> |
| Scarlet Oak | <u>Quercus coccinea</u> |
| Chestnut Oak | <u>Quercus prinus</u> |
| White Oak | <u>Quercus alba</u> |
| Red Oak | <u>Quercus rubra</u> |
| Yellow Poplar | <u>Liriodendron tulipifera</u> |
| Honey Locust | <u>Gleditsia triacanthos</u> |
| Shagbark Hickory | <u>Carya ovata</u> |
| Dogwood | <u>Cornus florida</u> |
| Swamp Maple | <u>Acer sp</u> |
| Speckled Address | <u>Alnus rubra</u> |
| Short leaf pine | <u>Pinus echinata</u> |
| Virginia Pine | <u>Pinus virginiana</u> |

Agricultural land is mostly planted in corn or used for pasture. In some areas pasture or cropland has been abandoned

and is covered with a variety of annual or perennial grass species. Where these areas have been abandoned for some time pioneer species such as blackberry, sassafras, persimmon, aspen, hawthorne, cherry and some scrub virginia pine have established themselves. In other areas white pine have been planted by landowners as windbreaks and for aesthetic reasons.

There are no unique or endangered plant species known to exist in the project area.

F. Wildlife

a. Terrestrial - The extensive clearing of wooded area for agricultural purposes has affected the diversity and number of mammalian species. Crop fields are not particularly suitable as habitat for most animals but do provide an extensive and readily available food supply. The following listed species are common in the project area. There are also a limited number of white-tail deer and various small rodents such as mice, and moles.

- Eastern Chipmunk
- Woodchuck
- Gray Squirrel
- Red Squirrel
- Muskrat
- Raccoon
- Eastern Cottontail

Bird diversity is also dependent on surrounding habitats, but due to their greater mobility, their range of travel may cross normally unsuitable areas. Thus, a large number of species may be sighted in the project area. A complete list of bird species in the project area is available at the State Highway Administration.

Local residents report that large numbers of migrating snow geese have utilized the Monocacy River in recent years.

Reptile and amphibian species diversity is expected to be limited in the project area due to the scarcity of surface water. Some woodland salamanders such as the redbacked (Plethodon cinereus) or slimy salamanders (Plethodon glutinosus) can

be found in the moist wooded areas particularly adjacent to streams. Toads such as the common American (Bufo terrestris) or Fowler's Toad (B. woodhousei fowleri) can also be present. The extensive fields provide an excellent habitat for snakes particularly where the small mammalian population is high. No rare or endangered terrestrial species are known to reside in the project area.

b. Aquatic - The most significant aquatic habitats in and near the project area are the Monocacy River and Bennett Creek. The Monocacy River contains a well-known small mouth bass fishery and Bennett Creek is an important spawning area for that species. Although neither stream is crossed by the project most of the drainage from the project area eventually reaches one or both streams. The streams that are crossed by the project are all headwaters and are too small to support aquatic life of any significance. An electro fishing survey of the North Branch of Bennetts Creek in early 1976 disclosed a limited number of species common to the area. A listing resulting from the survey is available for review from the Maryland State Highway Administration Offices.

G. Historic and Archeological Sites

1. Historic Sites

The Maryland Historical Trust and the Frederick County Historic Preservation Office have provided a listing of historic sites within the project area (Table 4). Figure 7 indicates the location of these 40 sites. No property will be required from any of the sites. One site, the Riverside (also known as River Froundt) may be eligible for the National Register. The SHPO has determined the project will have no effect on the property. See the letter dated April 10, 1981 in the Correspondence Section. The boundaries of the site as established by the Maryland Historical Trust are shown on Figure 5A in the Appendix.

2. Archeological Sites

An archeological reconnaissance of the study area was completed by the Division of Archeology of the Maryland Geological Survey.

There were no archeological sites identified within the project area. (See the May 16, 1978 letter from the State Historic Preservation Officer in the concurring statements section of this document).

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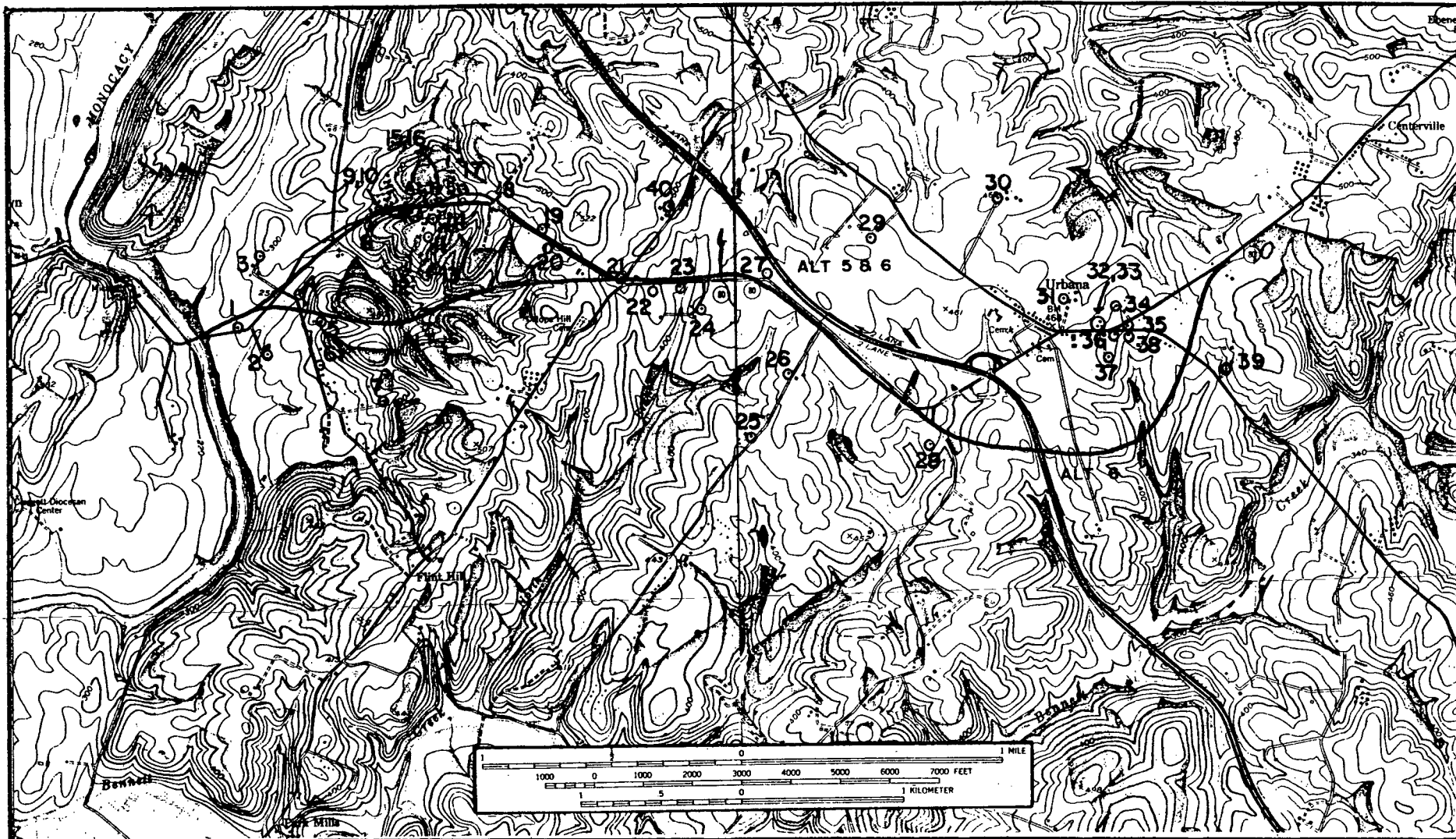
TABLE 4

HISTORIC SITES

<u>Figure Designation</u>	<u>Description</u>	<u>Maryland Historic Trust Inventory No.</u>	
1.	Old Frame Home	1012	2-7-42
2.	Log House	1011	7-43
3.	Riverside		
4.	Old Frame House		
5.	Barn		
6.	Old House		
7.	Old House	59	
8.	Hope Hill United Methodist Church	1010	7-39
9.	Old Cabin		
10.	Old School		7-38
11.	Old House	171	
12.	Old House		
13.	Old House		
14.	Old House		
15.	Old House		
16.	Old House		
17.	House	181	
18.	House	141	
19.	Old House	1009	(210)
20.	Log House		
21.	Old School House		7-36

TABLE 4 (Continued)

<u>Figure Designation</u>	<u>Description</u>	<u>Maryland Historic Trust Inventory No.</u>
22.	Dan Wight's House	202
23.	Houch House	
24.	Large Old House	7-35
25.	Large Bird House (Lawson House)	7-33
26.	Victorian House	2340
27.	Foothill Ant	7-34
28.	"Eagle's Nest" Old Home	392 7-20
29.	Large House	1032
30.	Old Stone House	340
31.	Old House	334
32.	Antique House	
33.	Old House	
34.	Stancioff House	
35.	Peter Pan Restaurant	
36.	Large Old House	
37.	Large House	1034
38.	Farm House	
39.	Maple Hill Farm - Old House	316
40.	Pan Knott House	7-32 (201)



SITES OF HISTORIC INTEREST

○ SITE LOCATION
(SEE TEXT)

FIGURE 7

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H. Aesthetics

The project area, being basically rural, has little to detract from the natural aesthetic beauty of open rolling countryside. Homes in the hamlet of Urbana are generally well maintained, enhancing the small country village atmosphere. Older well maintained farms scattered throughout the area also add to the aesthetics of the area.

For the driver on existing Maryland 80 these views are sometimes obstructed as the road is in cut as it climbs and descends the many small hills in the area.

I. Planning/Land Use

A. Existing Land Use - Existing land use maps and acreage data are available for the entire project area from the Frederick County Planning Department. The study area can be described as rural with the most significant land use being agriculture. Dairy farms are the most important agricultural use. A good portion of the area is in vacant fields with some woodland present. There is little in the way of developed uses.

There is an undeveloped industrially zoned area adjacent to the east side of I-270, south of Urbana. Commercial uses in the area are all located in Urbana and include a restaurant, a farm equipment dealer, several gasoline service stations, and other small general stores and shops catering predominantly to the local population. The unincorporated towns of Urbana and Buckeystown just west of the project, are the most significant communities near the existing alignment (Figure 2). Urbana

has approximately three dozen homes, while Buckeystown has about ninety-five. There are other small concentrations averaging approximately a dozen homes each in the Hope Hill, Flint Hill and Centerville areas (Figure 8). All three of these communities are predominately "minority" communities.¹ Hope Hill is a cluster of approximately twelve homes located along both sides of Route 80 between the Monocacy River and Urbana while Flint Hill is just over a mile directly to the south. Centerville lies along Route 80 approximately 1 - 1/2 miles east of Urbana. Other single family residences and farms tend to be scattered along most of the roads in the area with several adjacent to each other in some cases. There are two major residential subdivisions in the area. Sugar Loaf Estates off Rhoderick Road approximately one mile south of Route 80 has one hundred thirty-two lots recorded with one hundred eleven built, while Urbana Overlook, located on Rhoderick Road at Maryland Route 80 has thirty-four recorded lots with twenty-eight houses built.

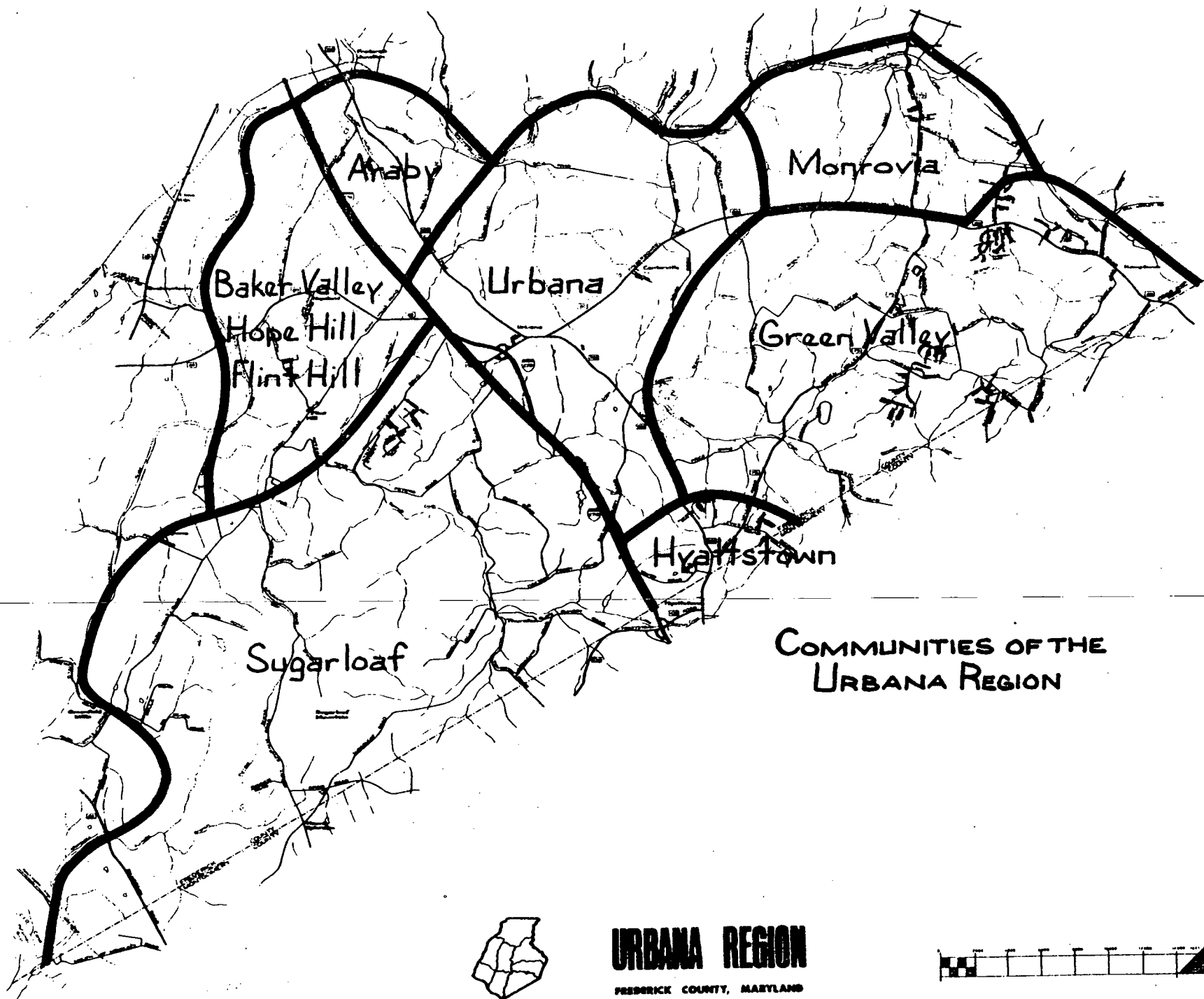
There is one school in the area, the Urbana Elementary School along Maryland Route 355 more than 1,000 feet north of Route 80 on the outskirts of Urbana. Local churches are located in Urbana, Hope Hill and Flint Hill.

There are no other transportation facilities (railroads or airports) in the immediate project area.

Table five (5) shows land use percentages in Frederick County and the Urbana region.

Zoning in the project area is primarily agricultural. The only exceptions are conservation zoning along the Monocacy River and residential zoning around the communities of Flint Hill, Hope Hill, Sugar Loaf Estates and Urbana. The Monocacy River flood plain up to the two hundred sixty foot

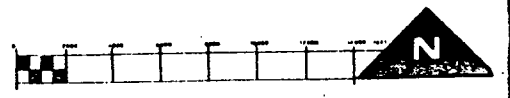
¹Telephone conversation with Mr. Sam Householder, Draftsman, Frederick County Planning and Zoning Commission, October, 1978.



COMMUNITIES OF THE
URBANA REGION



URBANA REGION
FREDERICK COUNTY, MARYLAND



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TABLE 5

Land Use - Existing

<u>Land Use</u>	<u>% of Total Land</u>	
	<u>Frederick Co.</u>	<u>Urbana Region</u>
Open Space (Parks & Woodland)	9%	9%
Residential	6%	5%
Industrial	1%	41%
Commercial & Office	1%	41%
Institutional, Government, and Utilities	3%	2%
Farming and Vacant	80%	84%

Source: Frederick County Planning Information System (PINS)
Frederick County, Maryland, 1979.

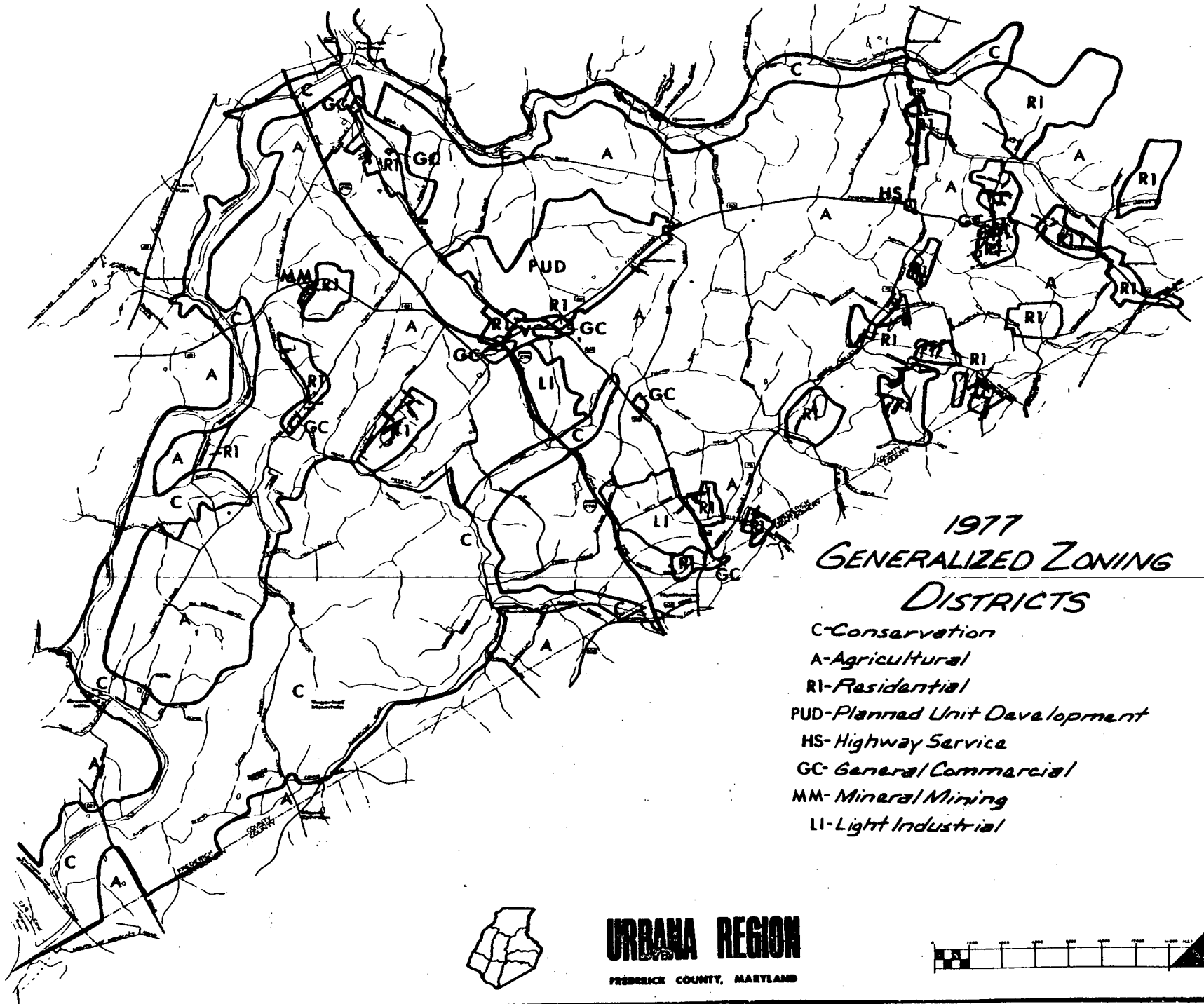
contour is zoned as a conservation district meaning that structural uses are discouraged. Uses permitted other than agriculture and residential in the Urbana area include neighborhood, community and general business; the industrial district along the east side of Route I-270 south of Urbana; and a large Planned Unit Development area north of Urbana between Route 80 and Route 355.

B. Future Land Use - The Urbana Regional Plan 1977 - 1997 prepared by the Frederick County Planning and Zoning Commission (1978) amends and updates a previous development pattern (1972)¹ which would utilize both the satellite and corridor development pattern concepts. Under the 1972 plan, development would be concentrated in five satellite areas surrounding the hub of Frederick and in two corridors radiating out from Frederick. The satellite centers would be the communities of Thurmont, New Market, Adamstown, Brunswick and Middletown. The corridor development areas would be along Maryland Route 194 from Frederick to the Walkersville area and along Interstate Route 270 from Frederick south to Montgomery County with Urbana acting as a center. (Figure 9) The 1978 Urbana Regional Plan deletes this corridor concept along I-270 and establishes Urbana as a satellite growth center for the region.

Each of the satellite communities as well as Frederick and Walkersville would become regional centers of development and economic activity. These centers would be connected to Frederick by means of an expressway or freeway surrounding Frederick. The area lying between the regional centers would be developed for only low density uses or as conservation, resources and rural reserve areas.

Looking at the smaller scale of the project area major development is proposed primarily east of Route I-270. The 1978 Regional Plan Update

¹ Comprehensive Development Plan, Frederick County, Maryland, 1972.



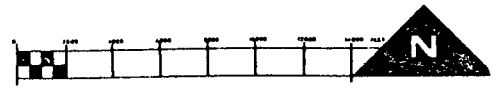
1977
**GENERALIZED ZONING
 DISTRICTS**

- C-Conservation
- A-Agricultural
- RI-Residential
- PUD-Planned Unit Development
- HS-Highway Service
- GC-General Commercial
- MM-Mineral Mining
- LI-Light Industrial

Figure 5



URBANA REGION
 FREDERICK COUNTY, MARYLAND



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deleted the development corridor between Urbana and Hyattstown and focussed on planned growth at Urbana. The presence of I-270 in this area presents a strong attraction for residential, commercial and industrial growth radiating out of Washington, D. C. area. Such growth has already occurred along I-270 in Montgomery County.

The land uses planned in the vicinity of Urbana include commercial uses along Route 80, Route 355 and the I-270 interchange; a core of low density residential areas surrounding existing Urbana with agricultural areas surrounding the core; and an employment reserve for industrial-office uses on the east side of I-270 extending from Route 80 south to Bennett Creek and bounded on the east by Route 355.

West of I-270 very little development is planned. From Rhoderick Road to the western project terminus the proposed use is agricultural except for the Monocacy River flood plain which is planned to remain undeveloped. A large area to the south of the project encompassing Sugar Loaf Mountain is proposed for conservation uses and is now an adopted and designated area of critical state concern. The boundaries of Sugar Loaf are 1 - 1/2 miles south of the project.

Improvements to the road network are proposed in the Frederick County Comprehensive Development Plan (1972) and have been updated in the Urbana Regional Plan (1978). The proposed project is included in planning for the Urbana region which shows a newly constructed road approximating Alternate 6 in this study.

Other proposed highway improvements include upgrading Route 355 south of Route 80 to minor arterial status. Park Mills Road which runs northeast from the Flint Hill area to Route 355 near Talber Road is proposed as a collector street. The overall improved highway network is meant to serve the anticipated increase in population.

It should be noted that proposed roadways in the County's planning document are part of an adopted county plan and represent the Frederick County's preference of an alternate.

J. Socio-Economics

Frederick County and the project area itself has historically been a rural area and agriculture is still significant in terms of land use and the economy.

The 1970 median family income of the Urbana Election District of \$10,902 compares favorably with the median family income of Frederick County - \$9,550, the State of Maryland - \$11,257 and the United States - \$10,565. In fact, the Urbana district has the fourth highest median family income of the twenty-six election districts in Frederick County.¹

Unemployment for Frederick County in August of 1980 was 7.5%, compared to 6.2% for the entire state during the same period.

In the Urbana election district, the Black population comprises 11.1% of the total population. Other non-whites comprise only 0.2% of the Urbana population.² Most of the Black population in the area is centered in the Hope Hill area.

The age distribution and average population per household for Urbana, when compared with the other election districts in the county, show the Urbana average age to be the lowest (median age 24.0), and the population per household to be the highest (3.87).²

¹ U.S. Bureau of the Census and Frederick County Planning Commission.

² Frederick County Planning Commission, 1972.

K. Title VI

"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 High program projects funded in whole or in part by the Federal Highway Administration. The State Highway Administration will not discriminate in highway planning, highway design, 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 discriminatory actions should be addressed to the State Highway Administration for investigation."

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V. Environmental Impacts

A. Air Quality

Impacts of project implementation were analyzed by alternate on both a local and study basis.

Table 6 shows the projected carbon monoxide concentrations including background levels for the worst one and eight hour periods in 1985 and 2005 at the receptors shown on Figure 10. Air quality at all receptor meets all primary and secondary ambient air quality standards. The technical Air Quality report is available for review at the Maryland State Highway Administration.

B. Water Quality

Existing Maryland Route 80 generally follows a ridge line and all streams within the project area, except for the Monocacy River, are very small in size. The construction of the selected alternative will have little effect on water quality and there will be no significant adverse impacts.

Erosion and sedimentation control plans will be required prior to construction, and approval by Maryland Department of Natural Resources and the U.S. Corps of Engineers will also be required.

Chemical pollution originates from traffic generated road

TABLE 6

MARYLAND ROUTE 80
 AIR QUALITY IMPACT ANALYSIS
 CARBON MONOXIDE CONCENTRATIONS INCLUDING BACKGROUND

Recept	ONE HOUR (ppm)				EIGHT HOUR (ppm)			
	ALT. 5A*		NO-BUILD		ALT. 5A*		NO-BUILD	
	1985	2005	1985	2005	1985	2005	1985	2005
1	2.8	2.1	2.8	2.1	1.4	1.2	1.4	1.1
2	2.7	2.0	2.7	2.0	1.4	1.1	1.4	1.1
3	3.2	2.7	3.2	2.7	1.6	1.4	1.6	1.4
4	3.2	2.6	2.8	2.2	1.6	1.4	1.4	1.2
5	3.8	3.3	3.8	3.3	1.8	1.7	1.8	1.7
6	3.3	2.5	3.3	2.5	1.7	1.3	1.7	1.3
7	3.4	2.5	3.4	2.5	1.7	1.3	1.7	1.3
8	3.2	2.5	3.2	2.5	1.6	1.3	1.6	1.3

* selected alternate

The following assumptions were made;

1. Average operating speed of forty miles per hour
2. The EPA Highway Line source model was used to project pollutant concentrations.
3. Meteorological Conditions; one-hour 1 meter/second wind speed, F stability; eight-hour, combination of 1 meter/seconds with F stability and 2 meter/second with D stability.
4. Ambient Temperature : thirty-five degrees Fahrenheit

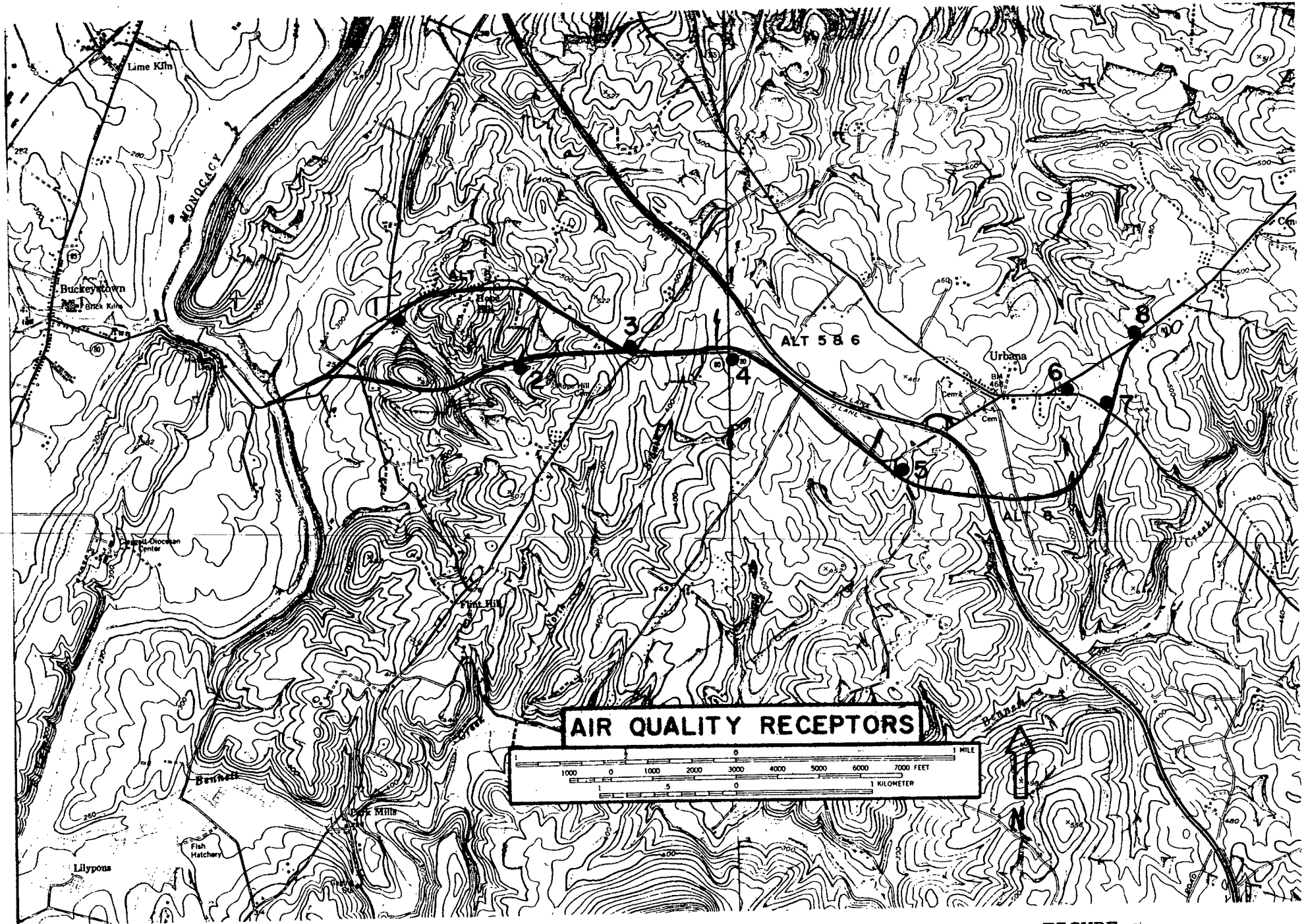


FIGURE 10

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surface runoff. The lack of curbing and permanent drainage collection will allow soil and vegetation accumulation of pollutants. During heavy precipitation, some pollutants such as BOD, asbestos or heavy metals may reach the stream but the dilution factor will negate additional consideration.

Contamination of the stream by salts from de-icing compounds has not proven to be a hazard to water quality. The salts are also absorbed by adjacent soils where there are no impervious drainage controls.

The effects of de-icing salts or other road surface pollutants on ground water has not been determined. Qualitatively, the low traffic volumes, the narrow width of the road, and the relatively mild winters negate any significant pollution accumulation and ground water contamination.

C. Noise

Projection of future noise conditions has been completed for each of the twenty-eight noise sensitive areas as discussed in the section on existing noise levels. The projection techniques and analysis are presented in the referenced report. A summary of the data is presented below.

A determination of impact is based on both the relationship between the predicted noise levels and both the federal design noise level and the ambient levels. A summary of impacts from the selected and no-build alternates is presented in the following table:

TABLE 7

SUMMARY OF NOISE IMPACTS

Alternate		5A*	No-Build
Number of noise sensitive areas affected		20	24
Number of sites exceeding design noise level		0	8
Noise level increase over ambient	0-5 dBA (Negligible)	1	2
	6-10 dBA (Minor)	5	3
	11-15 dBA (Significant)	10	11
	Over 15 dBA	4	8

Projection of noise levels based on method developed in the National Cooperative Highway Research Program, Reports # 117 and # 144.

As can be seen From Table 7 no noise sensitive areas will experience noise levels in excess of Design Noise Levels under the selected alternate. Eight noise sensitive areas would have experienced noise levels in excess of Design Noise Levels under the no-build alternate. All of the areas were residential.

It is State Highway Administration policy to investigate mitigation measures when noise levels increase by 10dBA or more. However, because of the uncontrolled aspect of Maryland Route 80, noise barriers would not be effective. Partial mitigation, in the form of landscaping will be considered during the final design of the project. Any landscaping completed will be coordinated with the property owners.

The construction phase will result in excessive noise, varying in degree and duration, depending on the type of equipment used. Construction normally occurs during the period of 7:00 a.m. to 5:00 p.m. on weekdays, minimizing the impact to area residents.

Complete details of sites, present conditions and future projections are available in a report available for review at the Maryland State Highway Administration.

Copies of the technical noise report were provided to the local planning jurisdictions for their consideration for use in the study area.

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TABLE 8

SITES WITH PROJECTED NOISE LEVELS EXCEEDING DESIGN LEVELS

Site *	Projections	
	Alternate 5A	No-Build Alternate
1	—	75
7	—	73
8	—	73
11	—	75
20	—	75
21	—	78
24	—	71
26	—	72

* All receptors are residences

Because of the uncontrolled aspect of the improvement, noise barriers would not be efficient or cost effective. Partial measures may be considered should the project be programmed for final design and construction.

D. Conservation and Preservation

1. Vegetation and Wildlife

Minor amounts of wooded area (up to 8 acres) will be taken which will result in the loss of some wildlife habitat. This is a small percentage of the estimated 100,000 acres of woodlands available in the county. No rare or endangered wildlife species are known to inhabit the area.

2. Wetlands and Floodplains

There are no wetlands that are impacted by the selected alternate.

An evaluation was made of the encroachment of the selected alternate on the Monocacy River floodplain and the floodplain of a tributary to the Monocacy River. The evaluation indicated that there will be no significant adverse impacts due to encroachment of the one hundred year floodplain. The design year storm for the area is the 50 year storm. The selected alternate satisfies at a minimum 50 year design storm requirements.

At the point of maximum encroachment on the one hundred year floodplain of the tributary the floodplain elevation would increase by less than one foot. Additionally, there are no residences, businesses, schools, churches, or recreational areas, etc., within the 100 year floodplain. In addition, Frederick County does not allow development in a 100 year floodplain.

Results of the Monocacy River Floodplain Analysis indicate that the selected alternate has no significant impact on the one hundred year floodplain of the Monocacy River. In addition, the study showed that there

would be no risk associated with the Selected action; there are no adverse impacts to the beneficial or natural values to the Monocacy floodplain and there would be of no direct or indirect support for development in the base floodplain.¹

3. Stream Modifications

Alternate 5A will have nominal impacts due to the upgrade nature of the improvement.

4. Parks and Recreation Sites

No existing or proposed park or recreation areas will be affected by the project, and no such land will be taken for right of way requirements.

5. Soils

Alternate 5A would increase the existing right of way by ninety (90) feet. Prime agricultural land (as defined in the Frederick County Soils Report by the Soil Conservation Service) that would be lost would total approximately twenty-two acres; less those areas that have been previously developed. The majority of the prime agricultural land required for right of way has not yet been developed. However, as discussed on Page 43 "Future Land Use" the area has been designated as a growth area and much of the agricultural land will be developed.

As indicated on page 18 the selected alternate requires only .022 percent of the classified prime agricultural land in the project area.

¹Flood Plain Analysis, Maryland Route 80 on Monocacy River dated June 6, 1980 and August 15, 1980, Maryland State Highway Administration, Bureau of Project Planning.

E. Aesthetics

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Alternate 5A will result in a minor change in the aesthetic quality because of the variation from the existing alignment.

It will also disturb the aesthetic quality during construction, however, this would be a temporary condition.

F. Displacement

A preliminary report prepared by Maryland SHA indicates that Alternate 5A would displace two (2) families.

The two families to be relocated are not members of any minority, elderly, or handicapped and the houses are of a value that sufficient replacement housing is located in the general vicinity.

According to the Maryland State Highway Administration right-of-way estimates Alternate 5A would require the taking of sixty-three acres of land zoned Agricultural and Residential. However, this figure is not significant in view of the 140,000 acres available in the county. The selected alternate would have uncontrolled access and therefore division of property would not seriously affect agricultural activities.

The report on relocation is available for review at the Maryland State Highway Administration. A Relocation Assistance Summary is found in the Appendices.

G. Regional and Community Growth

The construction of the selected alternate will not significantly influence regional or community growth.

H. Community Cohesion

Community character or cohesion will not be significantly altered by the project due to its limited scope. The project

in and of itself will not encourage significant new development in the region. Growth has been and will continue to be attracted by the presence of I-270 which overshadows the drawing power of Maryland Route 80.

I. Public Facilities

This project will not affect existing or planned public facilities or services. It also appears to be consistent with proposals for the location of future public facilities.

J. Traffic

Maryland Routes 80 and 355 utilize the same roadway through Urbana. It is lined by residential and commercial properties and their entrances to the road. Interferences from these and cross traffic can result in a design capacity reductions. Alternate 5A would not significantly improve this situation.

VII Coordination

Consistency Statement
Maryland Route 80
F 737-016-771

As the subject project is located within the Central Maryland Intrastate A.Q.C.R., it is necessary to evaluate two characteristics of the proposed facility when determining consistency with the State Implementation Plan: micro-scale carbon monoxide levels and construction impact.

The project Air Quality Analysis assessed the micro-scale carbon monoxide impact of the facility. This analysis determined that no violation of State or Federal Ambient Air Quality Standards for carbon monoxide will occur adjacent to the project during the completion and design years. As a result of this conclusion, the project may be considered consistent with this aspect of the State Implementation Plan.

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



Maryland Historical Trust

April 10, 1981

Mr. William F. Schneider, Jr.
Chief, Bureau of Project Planning
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

RE: MD. Route 80
Contract No.: F737-016-771

Dear Mr. Schneider:

Near this project is Riverside which we believe would be eligible for the National Register. Attached is a survey form and map giving the boundary of this historic property. However, "Riverside" will not be affected by this project.

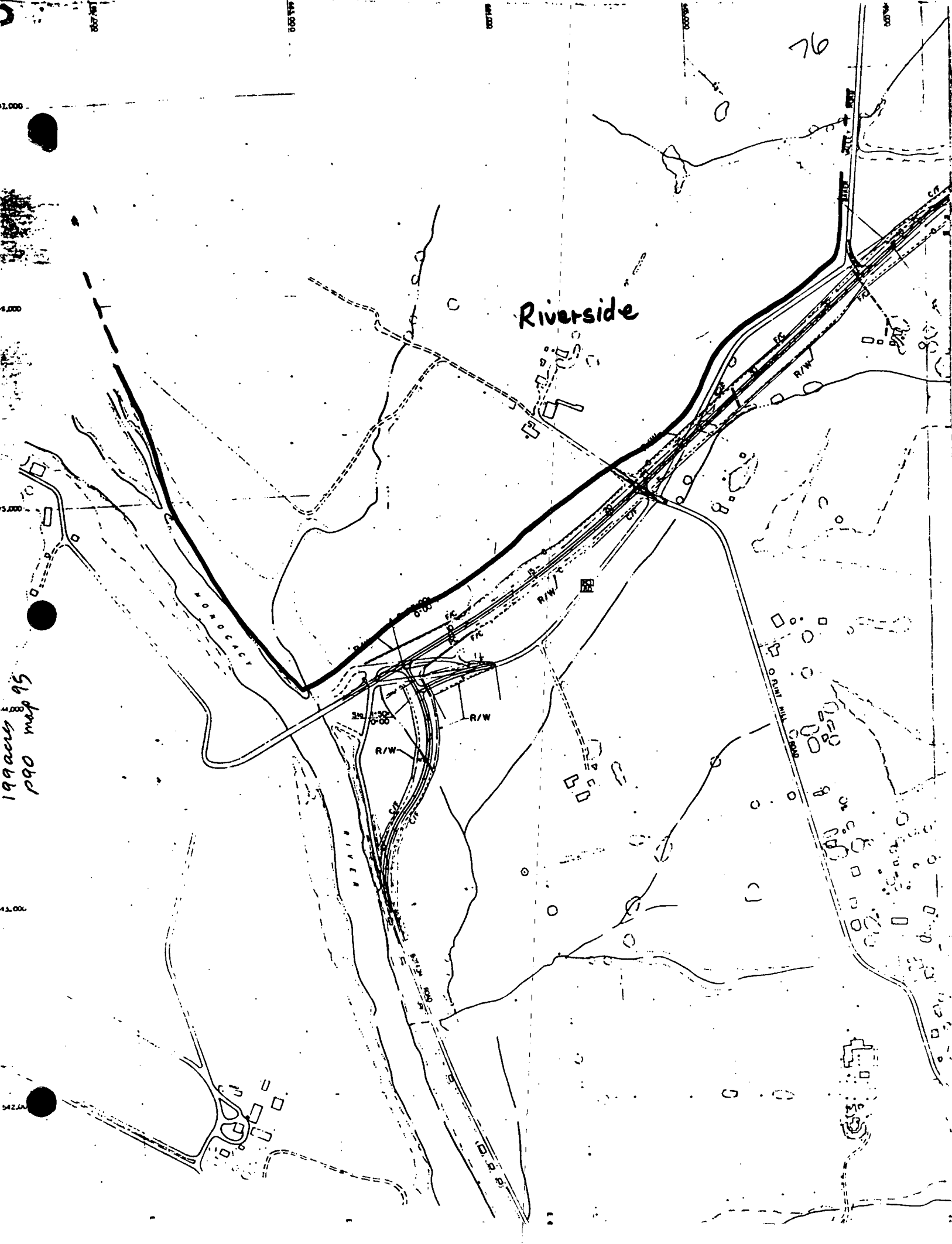
Sincerely,

Nancy Miller
Deputy State Historic
Preservation Officer

NM/JD/ca

enclosure

cc: Richard Krolak
George J. Andreve
Rita Suffness





United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

BR 79/67

77
1979 MAR 6 AM 9 20
MAR 2 1979
STATE HIGHWAY
ADMINISTRATION
PROJECT PLANNING

Dear Mr. Elinaky:

This is in response to a request for the Department of the Interior's comments on the draft negative declaration/Section 4(f) statement for SR-80 (East of Monocacy River to East of Urbana), Frederick County, Maryland.

SECTION 4(f) COMMENTS

We concur with the proposed response to Section 4(f) and would offer no objection to U.S. Department of Transportation approval thereof.

However, the Department of the Interior does suggest the Federal Highway Administration consult with the State Historic Preservation Office for a determination of eligibility for the "Riverside" property. Section 106 of the National Historic Preservation Act of 1966 states that Federal agencies must take into account eligible National Register properties before expenditure of Federal funds. Also, pursuant to 36 CFR 800, it is the Federal Highway Administration's responsibility to consult with the Advisory Council on Historic Preservation as soon as possible with regard to potentially eligible National Register sites.

NEGATIVE DECLARATION COMMENTS

The negative declaration is adequate with respect to the concerns of this Department. We believe that Alternate 5 has the least damaging impacts on fish and wildlife resources, due in part to its alignment along the existing highway corridor.

The greatest potential impact, erosion and sedimentation, can be controlled by adequate planning prior to construction. Since it is stated in the description of soils that "Susceptibility to frost action is

moderate to high and water erosion hazard is also moderate to high," (page 24) and that a significant amount of earthwork would evidently be required on one alternate alignment (pages 8 and 10), it would be helpful to include a description of the erosion and sedimentation control plans in the negative declaration in order to support the determination that the related impacts would be negligible.

Sincerely yours,

LARRY E. MEIEROTTO

Deputy Assistant Secretary of the Interior

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

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

Response: Alternate 5 was selected; the State Historic Preservation Officer and the Advisory Council on Historic Preservation were consulted.



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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION III

6TH AND WALNUT STREETS
PHILADELPHIA, PENNSYLVANIA 19106

JAN 29 1979

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STATE HIGHWAY
ADMINISTRATION
PROJECT PLANNING

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

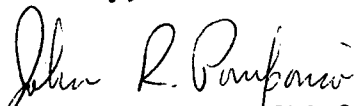
Re: Maryland Route 80, from East of the Monocacy River Bridge
to East of Urbana

Dear Mr. Camponeschi:

We have reviewed the draft Negative Declaration for the above referenced project. While we have no objection to the project as described, it would appear that Alternative 5 is preferable from an environmental viewpoint. There are no sites where the Design Noise Level is exceeded with Alt. 5, there are no new stream crossings, and Alt. 5 impacts less agricultural land than Alt. 6. Therefore, we would favor the selection of this line as the preferred alternative.

We hope that this review will assist you with further project development. If you have any questions, or if we can be of further assistance, please contact us.

Sincerely,


John R. Pomponio, Chief
EIS & Wetlands Review Section

Response: Alt.5 was selected

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HERBERT M. SACHS
DIRECTOR



STATE OF MARYLAND
DEPARTMENT OF NATURAL RESOURCES
WATER RESOURCES ADMINISTRATION
TAWES STATE OFFICE BUILDING
ANNAPOLIS, MARYLAND 21401

1979 JAN 8 AM 9 23

STATE HIGHWAY
ADMINISTRATION
PROJECT PLANNING

(301) 269-2265

January 4, ¹⁹⁷⁹~~1978~~

Eugene T. Camponeschi, Chief
Bureau of Project Planning
State Highway Administration
P.O. Box 717
300 West Preston Street
Baltimore, MD 21203

Re: WRA File No. 76-PP-0013
Md. 80 from Monocacy to 0.6
miles east of Md. 355
SHA Contract No. F-737-016-771

Dear Mr. Camponeschi:

The receipt of recent planning notices from the Highway Administration for the above referenced project has resulted in a re-evaluation of this Agency's previous comments.

Given the fact that alignments 5 and 6 have now been substituted for alternatives 1 through 4 we now wish to express our support for line 5. From the maps and descriptions of these lines provided by your office it is apparent that Alt. 5 would result in less severe impacts to the waterways. Previous comments by the Maryland Fisheries Administration have been submitted to your office on September 30, 1975 regarding the effects to the aquatic habitat of the streams located in the project vicinity.

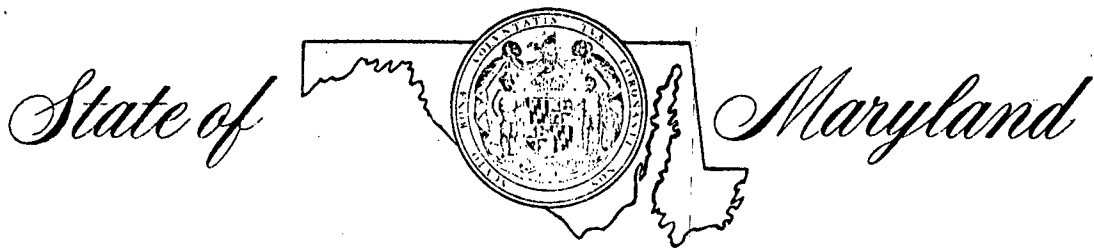
These comments should be beneficial in the preparation of the Environmental Documents and the selection of an alternative alignment. If you have any questions or require any additional information, please do not hesitate to contact me.

Very truly yours,

Michael A. Ports, Chief
Watershed Permits Division

MAP/CKC

Response: Alternate 5 was selected



DEPARTMENT OF HEALTH AND MENTAL HYGIENE
ENVIRONMENTAL HEALTH ADMINISTRATION

P.O. BOX 13387

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

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

DONALD H. NOREN
DIRECTOR

June 12, 1978

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

Dear Andy,

RE: Draft Air Analysis - Md. Rte. 80

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

Thank you for the opportunity to review this analysis.

Sincerely yours,

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

WKB:bac



Maryland Historical Trust

May 16, 1978

1978 MAY 25 PM 3 30

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


STATE HIGHWAY
ADMINISTRATION
PROJECT PLANNING

RE: Md. Rt. 80, Archeological Recon.
F 737-016-771, F.A.P. No RS9064(1)

Dear Mr. Camponeschi:

Our staff archeologist, Dr. Leland Gilson, has reviewed the archeological report. We concur with the findings of no effect of this project on archeological remains.

Sincerely yours,


John N. Pearce
State Historic
Preservation Officer

JNP:LG:mms

cc: Margaret Ballard
Dennis Curry

Appendix

84

"SUMMARY OF THE RELOCATION ASSISTANCE PROGRAM OF THE
STATE HIGHWAY ADMINISTRATION OF MARYLAND"

All State Highway Administration projects must comply with the provisions of the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970" (Public Law 91-646) and/or the Annotated Code of Maryland, Article 21, Sections 12-201 thru 12-209. The Maryland Department of Transportation, State Highway Administration, Bureau of Relocation Assistance, administers the Relocation Assistance Program in the State of Maryland.

The provisions of the Federal and State Law require the State Highway Administration to provide payments and services to persons displaced by a public project. The payments that are provided 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 residences include actual moving costs up to 50 miles or a schedule moving cost payment, including a dislocation allowance, up to \$500.

The moving cost payments to businesses are broken down into several categories, which include actual moving expenses and payments "in lieu of" actual moving expenses. The owner of a displaced business is entitled to receive a payment for actual reasonable moving and related expenses in moving his business, or personal property; actual direct losses of tangible personal property; and actual reasonable expenses for searching for a replacement site.

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 estimates of the cost may be obtained. The owner may be paid an amount equal to the low bid or estimate. In some circumstances, the State may negotiate an amount not to exceed the lower of the two bids. The allowable expenses of a self-move may include amounts paid for equipment hired, the cost of using the business's vehicles or equipment, wages paid to persons who physically participate in the move, and the cost of the actual supervision of the move.

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

In addition to the actual moving expenses mentioned above, the displaced business is entitled to receive a payment for the actual direct losses of tangible personal property that the business is entitled to relocate but elects not to move. These payments may only be made after an effort by the owner to sell the personal property involved. The costs of the sale are also reimbursable moving expenses. If the business is to be reestablished, 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 reestablished business, the payment will be the lesser of the difference between the value of the item for continued use in place and the net proceeds of the sale or the estimated cost of moving the item.

If no offer is received for the personal property and the property is abandoned, the owner is entitled to receive the lesser of the value for continued use of the item in place or the estimated cost of moving the item and the reasonable expenses of the sale. When personal property is abandoned without an effort by the owner to dispose of the property by sale, the owner will not be entitled to moving expenses, or losses for the item involved.

The owner of a displaced business may be reimbursed for the actual reasonable expenses in searching for a replacement business up to \$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.

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In lieu of the payments described above, the State may determine that the owner of a displaced business is eligible to receive a payment equal to the average annual net earnings of the business. Such payment shall not be less than \$2,500 nor more than \$10,000. In order to be entitled to this payment, the State must determine that the business cannot be relocated without a substantial loss of its existing patronage, the business is not part of a commercial enterprise having at least one other establishment in the same or similar business that is not being acquired, and the business contributes materially to the income of a displaced owner.

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 earning 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.

The relocation assistance officer located in each district office maintains a listing of local, State, and Federal programs which may benefit displaced businesses.

For displaced farms and non-profit organizations, actual reasonable moving costs generally up to 50 miles, actual direct losses of tangible personal property, and searching costs are paid. The "in lieu of" actual moving cost payments provide that the State may determine 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 has been discounted or relocated. In some cases, payments "in lieu of" actual moving costs may be made to farm operations that are affected by a partial acquisition. A non-profit organization is eligible to receive "in lieu of" actual moving cost payments, in the amount of \$2,500.

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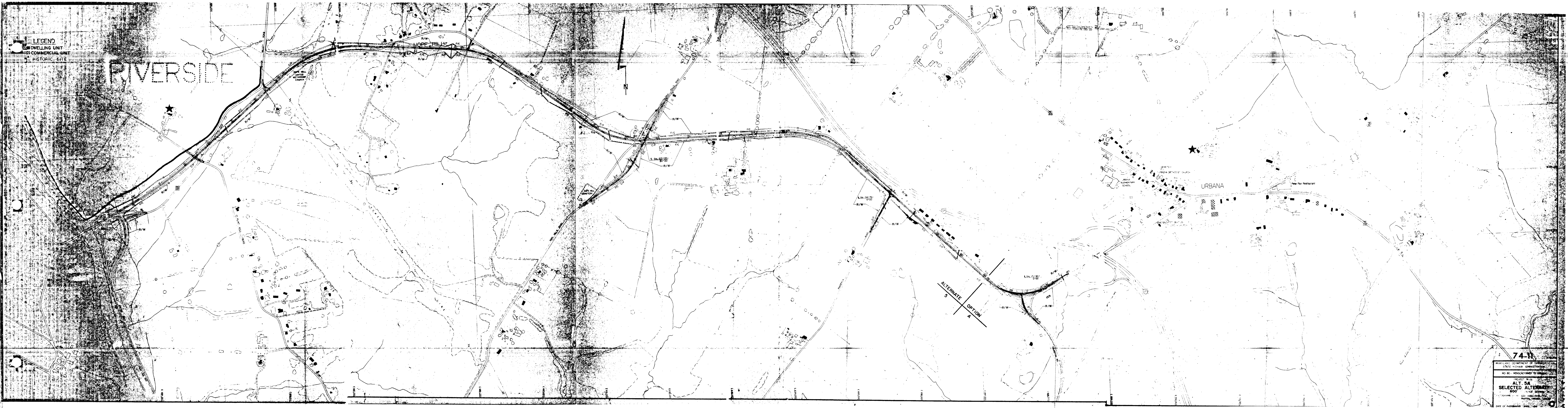
A more detailed explanation of the benefits and payments available to displaced persons, businesses, farms, and non-profit organizations is available in Relocation Brochures that will be distributed at the public hearings for this project and will also be given to displaced persons individually in the future.

In the event comparable replacement housing is not available to rehouse persons displaced by public projects or that available replacement housing is beyond their financial means, replacement "housing as a last resort" will be utilized to accomplish the rehousing. Detailed studies 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.

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 unit 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.



74-11
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PROJECT #114
ALT. 5A
SELECTED ALTERNATE
600
DATE OF PREPARATION: 11/1/74