



# final environmental statement

## SECTION 4 (f) STATEMENT

FOR

CONTRACT No. P 170-000-371  
RELOCATED MARYLAND ROUTE 193  
FROM EXISTING MARYLAND ROUTE 193  
TO MARYLAND ROUTE 556  
IN PRINCE GEORGES COUNTY,  
MARYLAND

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

REPORT NUMBER: FHWA-MD-EIS-73-02-(F)

FEDERAL HIGHWAY ADMINISTRATION  
REGION III

RELOCATED MARYLAND ROUTE 193  
From Existing Maryland Route 193  
To Maryland Route 556  
Prince Georges County

ADMINISTRATIVE ACTION

FINAL ENVIRONMENTAL IMPACT STATEMENT  
SECTION 4(f) STATEMENT

U.S. DEPARTMENT OF TRANSPORTATION  
Federal Highway Administration  
and  
Maryland State Highway Administration  
Department of Transportation

Submitted pursuant to 42 U.S.C. 4332 (2) (C), 23 U.S.C.  
128(a) 49 U.S.C. 1653(f) and  
16 U.S.C. 470 (f)

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FINAL ENVIRONMENTAL IMPACT STATEMENT  
AND  
SECTION 4(f) STATEMENT

RELOCATED MARYLAND ROUTE 193  
From Existing Maryland Route 193  
To Maryland Route 556  
Prince George's County

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4 (f) STATEMENT

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SUMMARY SHEET

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( ) Environmental Statement

(x) Combination Environmental/Section 4(f) Statement

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3.) Brief Description of Action

The proposed relocation of Maryland Route 193 approximately 3.0 miles in length, from a point 1300 feet ± east of Good Luck Road to the intersection of Maryland Route 450 and Maryland Route 556, Prince George's County, Maryland. The purpose of the relocation is to eliminate a dangerous at-grade crossing of Glenn Dale Road (existing Maryland Route 193) with the Penn Central Railroad's Metroliner, in accordance with the 1970 Highway Safety act, and to provide a more efficient north-south roadway between the Baltimore-Washington Parkway and the John Hanson Highway. The proposal is to initially construct a four lane, divided highway utilizing 2 - 24 foot roadways, separated by adequate median width and 10 foot outside shoulders and 4 foot inside shoulders. Ultimately, two additional lanes would be added in the median area. This typical section would be contained within a minimum 200 foot right of way.

4.) Summary of Environmental Impacts

Alternative 3, the selected alternative, will displace 33 individuals and nine dwellings. It will affect 2 farms. There will be no minority groups, business, or non-profit organizations affected by this alternate. Of seven noise sensitive areas located along the alternate, two will experience noise levels in the design year in excess of the Federal Highway Administration design noise levels. Noise levels at all seven noise areas will be greater in the design year than the ambient. This increase will be from 1dBA and 20dBA.

This alternative will require partial filling and drainage of the wetlands on Folly Branch. During the design stage it may be possible to reduce the wetland area affected by the reduction of the typical section utilized for design of the alternate. Additionally, a small portion of Folly Branch may require rechannelling. If rechannelling of Folly Branch is required, this will be accomplished in accordance with the "Fish and Wildlife Coordination Act of 1958", as well as continued coordination with the U.S. Fish and Wildlife Service. (See Appendix A, Page 119a). Alternative 3 will cause a larger contribution of primary and secondary pollutants, than now exists, to the regions air shed but no violations of the Ambient Air Quality Standards are expected.

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5.) Summary of Alternates

Two basic alternates were considered, the "build" alternate and the "no-build" alternate. Of the "5 build" alternates, Alternate 3 is the selected alternate.

All five of the build alternates are essentially within the same corridor but differ with respect to geometry and access. Alternates 1-4 correspond to those originally considered in the Draft Environmental Statement. Alternate 5 was formed by a combination of design aspects of alternates 3 and 4. All alternates studied 1 thru 5, provide for a grade separation with the Penn-Central Railroad Crossing.

The "no-build" alternate would involve the maintenance of existing Maryland Route 193 in its present location.

6.) List of Federal, State and Local Agencies and Other Organizations From Which Comments were Requested on the Draft Environmental Impact Statement.

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- (7) Draft Environmental Statements made available to Council on Environmental Quality February 15, 1973. A supplement for section 4(f) was circulated to the Council on Environmental Quality on April 12, 1976.

1. DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES  
CONSIDERED, AND THE SOCIAL, ECONOMIC AND ENVIRONMENTAL CONTEXT

1.1 Projected Description

1.1.1 Location of the Study Area

The study area lies in Prince George's County, approximately 8 miles northeast of Washington, D. C. (Plate 1). The proposed improvement begins at a point 0.4 miles east of the intersection with Good Luck Road and extends southerly beyond an improved intersection with Maryland Route 450 and 556; a distance of approximately 3.0 miles (Plate 2). This corridor places the improvement roughly parallel to Glenn Dale Road, passing to the north and east of Glenn Dale Hospital and the U.S.D.A. Plant Introduction Station.

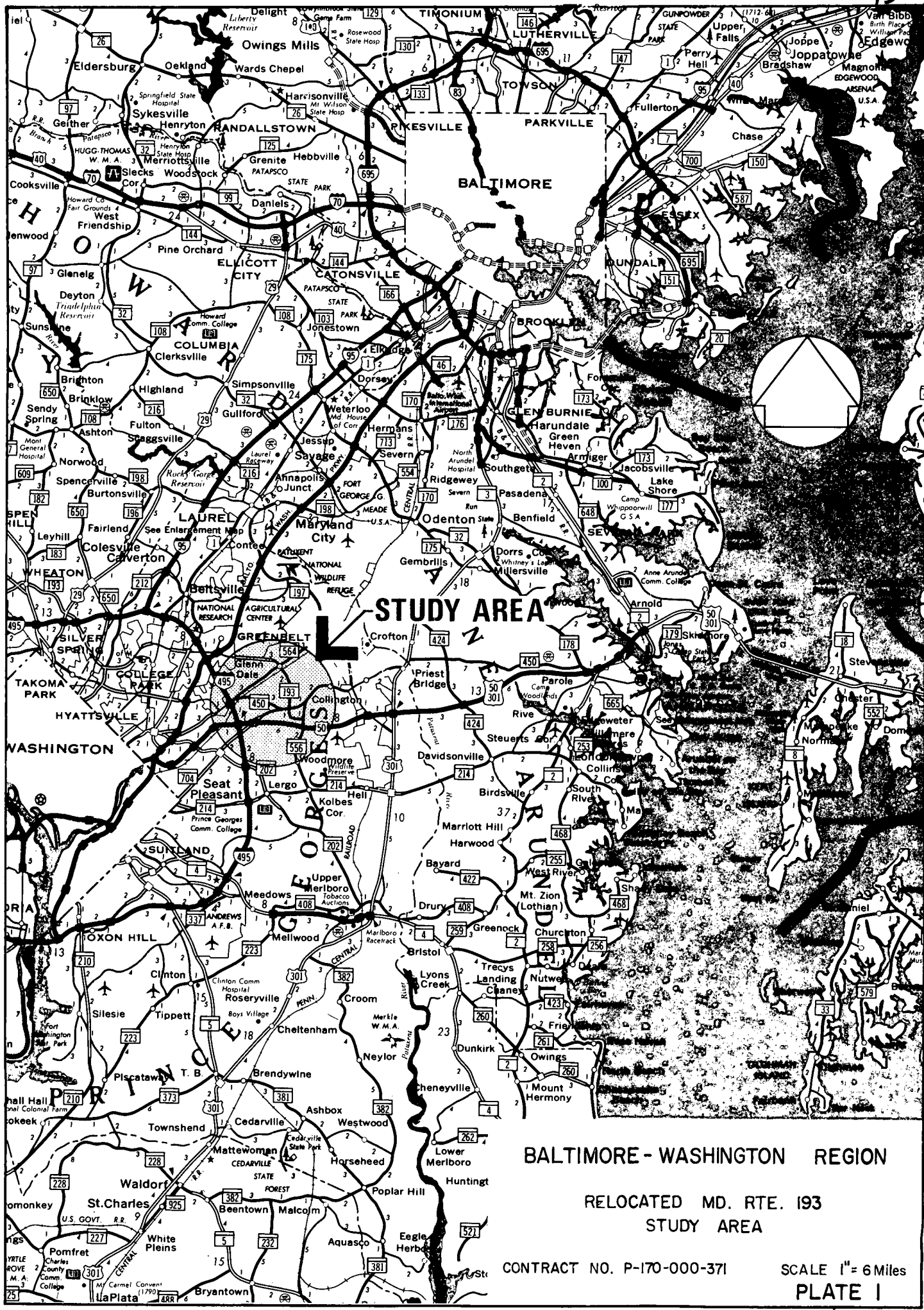
1.1.2 Need for and Benefit of the Improvement

The proposed relocation of Maryland Route 193, to provide a safe replacement facility allowing the elimination of at-grade high speed railroad crossings at both existing Glenn Dale Road and Hillmeade Road, has been studied to be consistent with the 1969 adopted Master Plan of Highways for Prince George's County, the 1969 Master Plan for Glenn Dale, Seabrook, Lanham and Vicinity as well as the 1975 Preliminary Master Plan for Glenn Dale, Seabrook, Lanham and Vicinity.

Elimination of the existing at-grade crossing at Glenn Dale Road as well as a second crossing to the north at Hillmeade Road (which by understanding between local residents and Prince George's County will not be closed until this replacement facility is opened) is in accordance with the 1970 Highway Safety Act. Both of these crossing eliminations have been given highest priority by both the Maryland Department of Transportation and the Federal Highway Administration. In addition, both have been recognized by the Northeast Corridor Rail revitalization program as absolutely necessary for the eventual safe upgrading of the rail facility to provide 120 mile-per-hour service between Washington, D. C., and New York City.

The existing crossing at Glenn Dale Road has a significant potential for conflict between the high volumes of train and highway traffic. On a hazard rating system being employed in the State of Maryland which is based upon a scale from 1 to 15 with category 1 being the most critical hazards, the Glenn Dale Road crossing is identified as category 4. The train frequency through this crossing averages a train approximately every two to three minutes during the peak hours with a total of 90 trains per day of which 30 are in high speed operation. This frequency coupled with a present average daily highway traffic on the existing roadway of 11,000 vehicles per day with a projected increase to 15,000 vehicles per day presents a dramatic potential for serious accidents.

The proposed Maryland Route 193 is classified as an arterial route in the planned system. The Prince George's County Transportation Plan and Maryland Twenty-Year Highway Needs Study include the proposed relocation of Route 193 from the existing

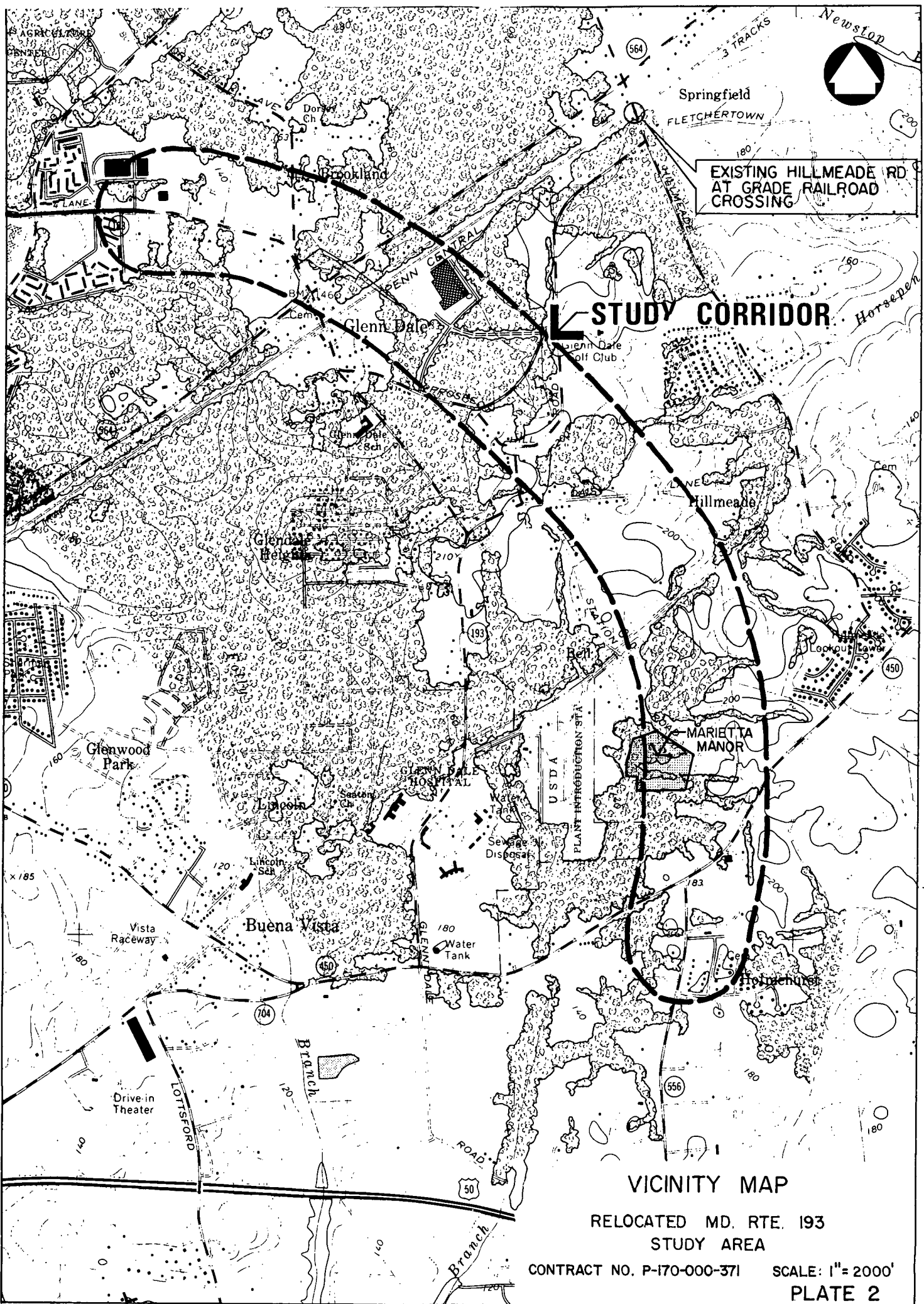


**BALTIMORE - WASHINGTON REGION**

**RELOCATED MD. RTE. 193  
STUDY AREA**

CONTRACT NO. P-170-000-371

SCALE 1" = 6 Miles  
**PLATE I**



EXISTING HILLMEADE RD  
AT GRADE RAILROAD  
CROSSING

**STUDY CORRIDOR**

**VICINITY MAP**

RELOCATED MD. RTE. 193  
STUDY AREA

CONTRACT NO. P-170-000-371    SCALE: 1" = 2000'  
PLATE 2



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dualization to Maryland Route 450 and corridor improvements for Maryland Route 556 from Route 450 to Maryland Route 214 including consideration of potential access to U.S. Route 50. The relocation of Route 193 (the subject of this EIS) is shown as a critical need in the above study. Possible corridors for improving Route 556 are not under active planning, and the route is shown as a non-critical need in the same study.

Maryland Route 450 is an existing two-lane arterial carrying approximately 25,000 vehicles per day. The Route 450 corridor collects and distributes traffic to U.S. Route 50 (via the Maryland Route 704 interchange) and to the Capital Beltway I-495 (see Plates 1 and 2). Studies are underway by the State Highway Administration to improve Route 450 to a 4 or 6 lane arterial to meet future needs. The proposed intersection with Maryland Route 193 (Plate 12a) is consistent with the identified needs for Route 450.

The proposed Maryland Route 193 improvements provide a safe usable facility within present and future planning, design and fiscal constraints. Although the original construction scheduling considered by the State Highway Administration would have provided a first phase facility only from the existing dualization eastward over the Penn Central Railroad to Prospect Hill Road, there was a great deal of public opposition identified through public coordination over the construction phasing. This decision has since been reconsidered based on the traffic impacts on this county road and the community of Glenn Dale, and construction will be completed to Maryland Route 450.

In accordance with the 1970 Highway Safety Act, Section 322, Chapter 3, Title 23, USC, a dangerous grade crossing with the Penn Central Railroad will be eliminated.

These proposed improvements are consistent with the 1969 Adopted Master Plan of Highways for Prince George's County, Master Plan for Glenn Dale, Seabrook, Lanham and Vicinity, 1969 as well as the Preliminary Master Plan for Glenn Dale, Seabrook, Lanham and Vicinity, 1975, in that they too provide for a grade separation with the Penn Central Railroad.

The ultimate improvements, as planned for this corridor will help to create a more integrated transportation system and will enhance safe and efficient regional circulation. Increased capacity along with the elimination of the dangerous grade crossing with the Penn Central Railroad will reduce air pollution associated with stopped or congested traffic with the additional benefits of improved police, fire and health services.

### 1.1.3 Traffic Characteristics

Traffic data for this project was supplied by the Traffic Planning Section, Maryland State Highway Administration. These data are listed in Tables 1-2 and are based upon a potential complete system including an extension and relocation of Maryland Routes 193 and 556 southward to existing Maryland 214 with a possible interchange at U.S. Route 50. However, within presently foreseeable design and fiscal constraints, completion of this

system is not considered likely within 20 years. Traffic on the presently adequate system resulting from completion of this project is also shown in Table 2a.

TABLE 1  
TRAFFIC DATA

	<u>1978</u>	<u>1986</u>	<u>1997</u>
1. Average Daily Traffic - "Build"	Refer	to Table	2
2. Average Daily Traffic - "No-Build"	11,000	15,000	15,000
3. Speeds (Peak Hour Volume)			
1. "Build"	44	38	34
2. "No-Build"	28	21	21
4. Turning Movement Counts	Refer	to Table	2
5. Directional Distribution	63%	63%	63%
6. Design Hour Volume	10%	10%	10%
7. Percent of Trucks/A.D.T.	6%	6%	6%
1. Gasoline	2.6%	2.6%	2.6%
2. Diesel	3.4%	3.4%	3.4%

TABLE 2. "BUILD" TRAFFIC

A.D.T.

	$\frac{28953}{52000}$		$\frac{455}{1390}$		$\frac{405}{1060}$		$\frac{520}{1510}$		$\frac{28900}{50000}$	
	$\frac{10915}{24500}$	$\frac{1770}{3100}$	$\frac{206}{700}$	$\frac{143}{500}$	$\frac{114}{380}$	$\frac{85}{280}$	$\frac{170}{560}$	$\frac{136}{450}$	$\frac{6560}{11500}$	$\frac{4580}{8100}$
	23000	14250	14125	14075	13870	17350	Relocated Md. 193			
3 a	42000	21600	21210	21040	20330	27130				
	Md. 564	McCall's Road	New Prospect Hill Road	Daisy Lane	Md. 450					
	$\frac{2435}{5600}$	$\frac{2952}{6600}$	$\frac{230}{750}$	$\frac{170}{560}$	$\frac{91}{300}$	$\frac{69}{230}$	$\frac{1025}{3400}$	$\frac{850}{2800}$	$\frac{3230}{5700}$	$\frac{8680}{15900}$
	$\frac{21780}{36600}$	$\frac{500}{1500}$	$\frac{364}{930}$	$\frac{2092}{6700}$	$\frac{29675}{52000}$					

The traffic shown for 1977 is based upon a proposed highway network. Therefore, with elements not completed, the appropriate traffic data would be reduced. Example: Md. Rt. 556 without further improvements would serve only a slight increase over existing traffic (17,350 increased to 18,000).

Maryland Route 193 Relocated

Table 2 a

(Crossing Elimination System)

	52,000	1,390	1,060	1,510	45,900				
24,500	3,100	700	500	380	280	560	450	10,500	5,000
41,970	21,570	21,180	21,010	20,300	18,000				
5,600	6,600	750	560	300	230	3,400	2,800	6,300	9,500
36,600	1,500	930	6,700	46,200					

Maryland Route 564

McCall's Road

New Prospect Hill Road

Daisey Lane

Maryland Route 450

*de*

1.1.4 General Description of Alternatives

Five "build" alternatives and the "do-nothing" alternative were evaluated. In general, the "build" alternatives 1-5 are relocations to the north of existing Glenn Dale Road. They each begin at a point on existing Maryland Route 193 approximately 0.3 miles east of the intersection with Good Luck Road and continue, along a common corridor approximately 3.0 miles long, to a point 0.3 miles south of the junction of Maryland Route 450 and Maryland Route 556 (Plate 2).

It should be noted that existing Glenn Dale Road will be permanently barricaded at the Penn-Central Railroad tracks under all the "Build" alternatives. Alternatives 1-4 correspond to alternative 1-4 presented in the Draft Environmental Impact Statement except that they have each been expanded to four lane dualized facilities throughout the entire length. (refer to 1.1.6). The additional alternative, number 5, is formed by a combination of design aspects of alternatives 3 and 4.

Alternative number 3 has been selected, by the Maryland State Highway Administration, as the preferred design alternative based upon the Draft Environmental Impact Statement, public hearing and comments received. Alternatives 1, 2, 4, 5 and the "do-nothing" alternative are no longer under consideration.

1.1.5 Study Criteria

The design criteria used in this report are in accordance with the State Highway Administration, the Federal Highway Administration; standards set forth in "A Policy on Geometric Design of Rural Highway", and "A Policy on Design of Urban Highways and Arterial Streets", (A.A.S.H.T.O. 1973).

The design speed established by the State Highway Administration for this project is 50 miles per hour which results in an operating speed of 41 mph. This speed limits the maximum horizontal curvature to 7 degrees and the maximum grade to 5 percent. The minimum stopping sight distance on vertical curves is 350 feet. Maximum super-elevation rate has been set at .06 feet per foot. Access controls will be purchased for this project. However, the State Highway Administration can control access to State roads in accordance with the Administration Procedure Act; as set forth in Article 41, Sections 244-256 S of the

Annotated Code of Maryland (1957 edition, as Amended to date).

The grade separation with the Penn-Central Railroad tracks, in addition to meeting AASHTO will also meet Penn-Central criteria.

1.1.6 Historical Resume of Project

In 1963, existing Glenn Dale Road (Md. Route 193) was reconstructed to a 4-lane divided highway from the Baltimore-Washington Parkway to a point approximately 0.4 miles east of Good Luck Road. Existing Md. Route 193 from 0.4 miles east of Good Luck Road to existing Md. Route 450 has some serious highway safety deficiencies, namely:

1. The intersection of existing Md. Route 193 and Lanham-Severn Road is tremendously overloaded with traffic during the a.m. and p.m. peak hour. This overload of traffic is caused by the amount of traffic generated by the Goddard Space Flight Center and the Aerospace Building.
2. The at-grade intersection of existing Md. Route 193 and the Penn-Central Railroad tracks forms a dangerous intersection for motorists traveling existing Md. Route 193. The Penn-Central Metroliner traversed this intersection four times daily at speeds of approximately 100 mph.
3. The intersection of existing Md. Route 193 and Daisey Lane Does not allow good horizontal sight distance for vehicles traveling either north or south on existing Md. Route 193.

Recognizing the above stated deficiencies on existing Md. Route 193 and in accordance with the 1970 Highway Safety Act, Section 22, Chapter 3, Title 23, USC, The State Highway Administration initiated studies for the relocation of existing Md. Route 193 from a point approximately 0.4 miles east of the intersection of existing Md. Route 193 with Good Luck Road to the junction of existing Md. Route 450 and existing Md. Route 556. a distance of approximately 3.0 miles.

Initially four (4) studies were considered for the relocation of Md. Route 193. Three studies provided an overpass at the Penn-Central Railroad and one study provided an underpass at the railroad. The four studies developed for the Relocation of Maryland Route 193 are located in the corridor that appeared in the preliminary master plan of highways for Maryland-Washington Regional District and Montgomery and Prince George's Counties, Maryland dated 1967. This is the same corridor that appears in the Prince George's County master plan, adopted March 12, 1969, and in the 1975 Master Plan of Highways for Prince George's County. The corridor contains numerous parcels of land dedicated for the construction of Relocated Md. Rte. 193.

On July 9, 1973, a combined Location/Design Public Hearing was held in compliance with PPM-20-8. The four studies presented at the public hearing provided for a partial 4-lane partial 2-lane initial construction with right of way being purchased initially for ultimate construction. The Draft Environmental Impact Statement for the project was circulated on February 15, 1973.

As a result of strong public opposition to the proposed phasing of construction and following the circulation of the Draft Environmental Impact Statement and the preparation of updated traffic projections, the Maryland State Highway Administration made the decision to initially construct a 4-lane facility for the entire project to Route 450.

On September 9, 1975, the Maryland State Highway Administration, upon weighing all the facts, chose Study No. 3, with minor revision to the vertical alignment at the Penn-Central Railroad overpass and elimination of full access controls, as the preferred alignment and basis for preparing the Final Environmental Impact Statement for the relocation of Maryland Route 193.

1.1.7 Summary of Technical Studies

The following technical studies were conducted during development of the proposed action:

- "Air Quality Analysis - Maryland Route 193". Maryland Department of Transportation, State Highway Administration.
- "Acoustical Analysis - Maryland Route 193". Maryland Department of Transportation, State Highway Administration.
- "Geomorphological Conditions - Maryland Route 193". Maryland State Department of Transportation, State Highway Administration.
- "Preliminary Archaeological Reconnaissance - Maryland Route 193". Dr. Charles McNett, Jr., American University.

All of the above studies are available for review at the State Highway Administration.



1.2 Environmental Description

1.2.1 Natural Environment

1.2.1.1 Topography and Geology

The entire study area falls within the Coastal Plain Physiographic Province. The topography, however, is similar to rolling uplands of the Piedmont. Thus, the study corridor is level to steeply sloping with surface elevations ranging from 130' - 210' above sea level. There is one small depression which has formed marsh land between Northern Avenue and the Penn-Central rail lines.

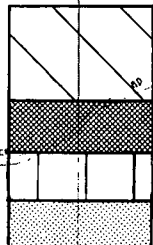
The geology in the relocated Md. Route 193 study corridor consists of unconsolidated sedimentary materials -- predominately sands with clays, silts, and gravels. Depths to bedrock are undetermined, but are generally great within the entire Coastal Plain Province.

The Geologic Map of Prince George's County and the District of Columbia (Maryland Department of Geology, Mines & Water Resources, 1951) shows the area crossing three different geologic formations or groups (Plate 3).

- 1. Patapsco formation and arundel clay.  
Dark-gray massive clay containing lignitized wood and saurian bones overlain by massive maroon clay and vari-colored sand and clay. Probably an outwash deposit. About 300 feet thick.
- 2. Monmouth formation.  
Fine black micaceous, glauconitic sand weathering rusty. Contains marine mollusks. About 60 feet thick.
- 3. Chesapeake group.  
Light gray diatomaceous earth and fine yellow sand with a thin pebble bed or reworked glauconitic sand at bottom. Contains cetacean bones and prints of marine mollusks. About 80 feet thick.

### LEGEND

- PATAPSCO FORMATION AND ARUNDEL CLAY.
- MONMOUTH FORMATION
- CHESAPEAKE GROUP
- AQUIA GREENSAND



### PROJECT AREA

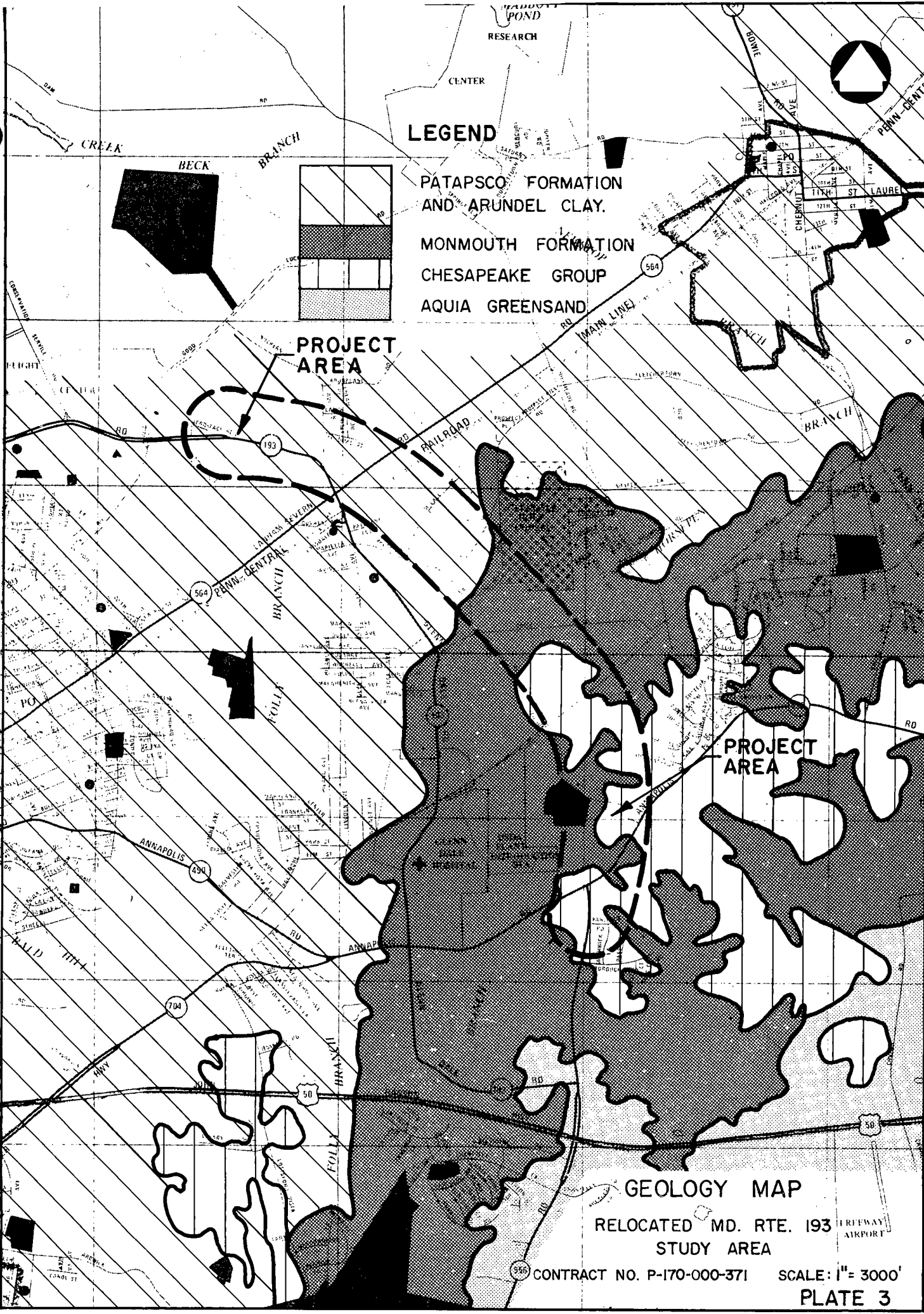
### PROJECT AREA

### GEOLOGY MAP

RELOCATED MD. RTE. 193 FREEWAY AIRPORT  
STUDY AREA

CONTRACT NO. P-170-000-371 SCALE: 1" = 3000'

PLATE 3



1.2.1.2 Soils

A soil survey of Prince George's County was issued in 1967. It was prepared by the United States Department of Agriculture-Soil Conservation Service and the Maryland Agricultural Experiment Station. According to the General Soil Map contained in the soil survey, the study corridor lies in three distinct soil associations.

1. "Christiana-Sunnyside-Beltsville Association:  
Deep, level to steep, well-drained, sandy and clayey soils and level to sloping, moderately well-drained soils that have a compact subsoil. Soils in this association although not naturally fertile, do respond well to good soil management and fertilization. The Christiana soils are unstable if saturated, especially if moved, graded or otherwise disturbed. These soils tend to cave, slump and flow when they are wet or are under the load of buildings, roads or other structures.
2. Sassafrass-Croom Association:  
Gently sloping to steep, well-drained dominantly gravelly soils, some of them with a compact subsoil and substream. Some of the soils in this association are used for general farming, but tobacco is the most important single crop. Although yields of tobacco are not high, quality is normally very good to excellent. Most of this association has been used for residential expansion.
3. Collington-Adelphia-Monmouth Association:  
Deep, nearly level to strongly sloping, well drained and moderately well-drained soils of the uplands that developed in sediment containing glauconite. The soils of this association occupy only 11% of the total county and rank among the most productive in Prince George's County. The amount of farmland in this association has been reduced several thousand acres by residential development for which these well-drained soils have few limitations."

Since the assessment concerns the proposed highway construction of Route 193, the individual soils lying in the study corridor were evaluated for their use in highway construction.

- A. Soil Stability: None to poor in swampy area of intersection of Routes 564 and relocated 193; poor in flood plains, foot-slopes, depressions, drainage heads and certain upland areas; fair to good in other upland areas.
- B. Susceptibility to Frost Action: High in swamps, floodplains, footslopes, depressions, drainage heads and certain upland areas (where drainage is poor); moderate in remaining upland areas (where drainage is good).
- C. Seasonally High Ground Water Table: Found at depths of less than 3.0 feet in swamps, floodplains, foot-slopes, depressions, drainage heads and limited upland areas.
- D. Water Erosion Hazard: Generally moderate hazard in level or near level areas; often high danger in areas of gentle slopes, erosion hazard is often severe in steeply sloping areas.
- E. Drainage: Generally good throughout area except in limited floodplain and upland areas where drainage is poor. Moderate to high danger in most floodplain, foot-slope and other lowland areas.
- F. Soil Suitability as Fill: Soils in the Study area are generally not suitable as road fill material.

1.2.1.3 General Ecological Setting

There are numerous, more or less distinct, life zones in the United States which are delineated by differences in climate, precipitation, soils and biology. The botanical

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associations can be identified with both the oak-pine and oak-hickory forests. Field observations of the common woody plants in the study corridor substantiate this relationship.

However, it should be pointed out that there is a predominance of species normally associated with the Piedmont area rather than with the Coastal Plain, including species such as the American gooseberry and slippery elm.

Geographically, the study corridor lies in a semi-rural setting, between Bowie, Maryland and the inner suburbs of Washington, D. C. Thus, the improvement passes through land which is in transition between an older agricultural community and a suburban community. Despite urban growth of the area, the "Build" alternate will pass through several distinct types of habitat including:

- Pasture
- Cultivated fields
- Brush borders
- Abandoned fields
- oak-hickory forests
- oak-pine forests
- marshes
- streams

Individual areas of valuable habitat are identified and described in more detail in Section 1.2.1.5, entitled "Habitat, Fish and Wildlife".

#### 1.2.1.4 Water Resources and Water Quality

The study corridor drains into Western Branch via two tributaries: Lottsford Branch and Folly Branch. Both of these streams are small, Class I headwaters of the Patuxent River Basin.

The Prince Georges's County Department of Environmental Health monitors two stations which reveal some characteristics of the water quality downstream from the study area. The data from these two stations indicates that ranges of water quality parameters for Folly Branch and Lottsford Branch generally fall within the allowable standards for Class I waters as set forth in the Maryland Water Pollution Control

Regulations 08.05.04.03 (presented in Appendix B).

A portion of Folly Branch has been re-channled at the intersection of Glenn Dale Road and Lanham-Severn Road. This will provide adequate drainage and flood control at the proposed Community Activity Center.

1.2.1.5 Habitat, Fish and Wildlife

There are several areas of diverse habitat which are of particular value to fish and wildlife as well as to man. Both of the small streams in the immediate corridor, Folly Branch and Lottsford Branch, are valuable water resources which must be protected. Both of these streams have experienced considerable siltation due primarily to agricultural and construction activities. In addition they have been used as repositories for the refuse of man. However, both of these streams continue to maintain an acceptable level of water quality despite gradual modification and urbanization (see preceding section). The aquatic life, while limited in diversity, is still fairly abundant. Large numbers of Dineutus (whirligig beetles), Gerris (water Striders), and Rhagovelia (riffle bugs) have been observed. In addition, insects living under stones on the stream bottom include numerous, relatively tolerant taxa, such as Dubiraphia (Coleoptera: Elmidae), tipulids (craneflies), Simulium (blackflies), and several species of chironomids (midges). There are no records of game fishes this far up these tributaries, however field observations reveal the presence of at least two species of smaller fishes, one of which is a darter. There are also several species of frogs and salamanders which are found in and around these streams and their associated wetlands.

There is one small area of wetlands on Folly Branch between Northern Avenue and the Penn-Central railroad tracks. Unfortunately this area has been heavily silted, bisected by Lanham-Severn Road, partially filled, and used by some as a dump site. It still has value as wildlife habitat.

However, the past mistreatment of this area has caused it to age quite rapidly. It would take a major commitment in order to restore its full value as a wetland resource. Additionally a portion of the Folly Branch wetlands adjacent to the existing Maryland Route 193 - Northern Avenue intersection contains a sanitary line constructed by the "Washington Suburban Sanitary Commission". (See Plate No.'s 4 and 10)

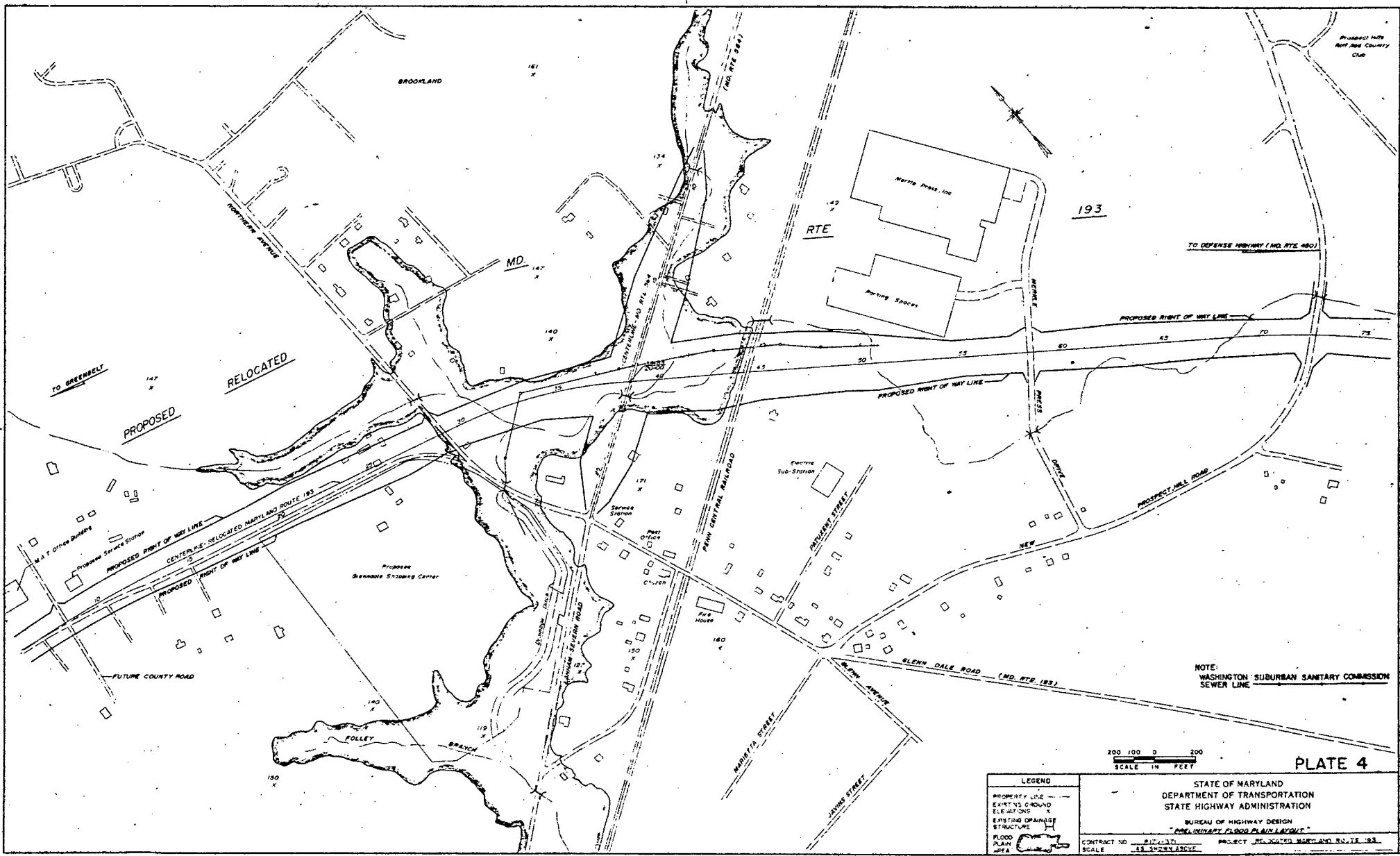
The moist bottom lands associated with the headwaters of Lottsford Branch on the other hand are still of great value to wildlife including red fox, squirrels, cottontail rabbits, raccoons, woodcock, quail and doves. The woodlands bordering the creek itself are characterized by a plant association unique within the corridor, including large slippery elm trees, wild azalea, and spicebush.

Adjacent to the headwaters of Lottsford Branch is a large tract of nearly mature woods approximately 38.7 acres (Plate 10), which is also unusual in the immediate corridor. This area as logged many years ago and the dominant species is the tulip tree (Liriodendron tulipifera). Many of the specimens of this fast growing species are dead or dying and the dominance is slowly shifting in favor of moderate sized whiteoak and hickory trees. The numerous dead snags and logs in this area provide excellent habitats for woodpeckers. In addition, there is the usual compliment of small rodents such as mice, voles and shrews as well as large animals such as squirrels, raccoons, opossum and grey fox. (See Plate No. 10)

There is one remaining area of excellent habitat which should be carefully noted. That area is a large rose hedgerow on the same property which includes the DuVall Family Graveyard. This hedgerow, surrounded by cultivated fields, supports a dynamic community of songbirds, cottontail rabbits, mice, voles, shrews, red fox and groundhogs. (See Plate No. 10)

1.2.1.6 Endangered Species

There are no known populations of any endangered species within the study area. A letter to this effect from the Maryland Department of Natural Resources, Director of the Nongame Wildlife Program is included in Appendix C.



PROJECT: MD  
 NOT RE COUNTY  
 CLIP

TO DEFENSE HIGHWAY (MD. RTE. 480)

NOTE:  
 WASHINGTON SUBURBAN SANITARY COMMISSION  
 SEWER LINE

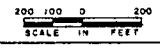


PLATE 4

LEGEND	
PROPERTY LINE	---
EXISTING GRADE ELEVATIONS	x
EXISTING DRAINAGE STRUCTURE	—
FLOOD PLAN AREA	—

STATE OF MARYLAND  
 DEPARTMENT OF TRANSPORTATION  
 STATE HIGHWAY ADMINISTRATION  
 BUREAU OF HIGHWAY DESIGN  
 "PRELIMINARY FLOOD PLAN LAYOUT"  
 CONTRACT NO. 87-1-371 PROJECT NO. WATER MARYLAND ROUTE 193  
 SCALE 1/8" = 100' AS SHOWN ABOVE

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1.2.2 Man-Made Environment

1.2.2.1 Social and Cultural Characteristics

The social and cultural characteristics of the people residing in the study area are shown by using three broad sets of characteristics: population, employment, and housing. Data has been collected at three levels to show the similarities and differences between the study area population and that of the larger area. These three levels are: the County; the planning area<sup>1/</sup> as defined by the Maryland National Capital Park and Planning Commission; and the neighborhoods comprising the study area. The neighborhood data were compiled using two sets of boundaries: the Census Tracts, as defined by the U. S. Department of Commerce, Social and Economic Statistics Administration; and the neighborhood boundaries defined by the Prince George's County Department of Human Resources and Community Development.

1/ Planning area 70, Glenn Dale, Seabrook, Lanham and Vicinity, as defined by the Maryland National Capital Park and Planning Commission with the following boundaries:

North: Good Luck and Glenn Dale Roads (including a portion of the Agricultural Research Center).

East: Hillmeade and Enterprise Roads, Md. Route 450, Defense Highway

South: U. S. Route 50, John Hanson Highway

West: Cipriano and Good Luck Roads, Interstate Route 495 (Capital Beltway).

Population Characteristics

Prince George's County, Maryland, the most populous county in the State, has experienced tremendous population growth since the end of World War II. The population has grown from 194,182 in 1950 to 660,567, 1970. Although population growth is expected to continue, it is not expected that the future growth

will be as rapid as that of the previous twenty years. Shown below is an analysis of the historic, current, and projected population levels of the County.

TABLE 3.<sup>1/</sup> POPULATION GROWTH - PRINCE GEORGE'S COUNTY

1950	-	194,182
1960	-	357,395
1970	-	660,567
1972	-	690,700
1982	-	830,700
2000	-	1,192,000

<sup>1/</sup> Prince George's County Department of Program Planning and Economic Development. 1974. Economic Index

Much of the future growth will occur outside the Capital Beltway, as the area inside the Beltway is already developed, although not to capacity. The growth of Prince George's County has been influenced heavily by the District of Columbia and the areas nearest the District are already heavily populated (Community Renewal Program 1970). There were a large proportion of young people in the County in 1970. This, and the proportion of persons between the ages of 18 and 64, are indicative of family composition and its importance in the County.

TABLE 4. AGE AND SEX DISTRIBUTION<sup>2/</sup> - PRINCE GEORGE'S COUNTY

	<u>TOTAL</u>	<u>MALE</u>	<u>FEMALE</u>
Under 18 years	37.2%	38.4	35.9
18 - 64 years	58.8%	58.4	59.2
Over 65 years	4.0%	3.2	4.5

There are relatively few older persons living in the County.

<sup>2/</sup> Prince George's County Department of Community Development, Community Renewal Program. 1974. The Neighborhoods of Prince George's County. 480 pp.

Historically, migration has been the most significant factor in the population dynamics of the subject Planning Area. The causes of local in-migration have been the rapidly

expanding economy and its consequent growth in employment opportunities in the County. The rapid expansion of the metropolitan region has had a substantial impact on Prince George's County, and, in turn, on Planning Area 70. In the 1960's the population in the Planning Area increased by 288 percent (from 8,400 to 24,530).

From the population trend figures, the tremendous growth of the 1960's is evident. The total Planning Area population nearly tripled, from 8,400 to 24,530, while the population of the County almost doubled. The projected growth figures indicate that, during the period from 1982 to the year 2000, the Planning Area 70 population may almost double, reaching 40,000 or about 58 percent of the theoretical ultimate capacity (67,000).

Based on 1970 Census figures, the population age composition of Planning Area 70 conforms generally to that of the County, but has slightly larger percentages in the under-15 age group and the 35-to-54 age group. Both reflect extensive in-migration of large numbers of young families. The younger age of the population is a significant characteristic of the Planning Area. The short-term planning implications for the younger population are adequacy levels of education and recreational facilities.

TABLE 5.<sup>1/</sup> AGE AND SEX DISTRIBUTION: PLANNING AREA 70

	<u>Population Number</u>	<u>Percent P.A. 70</u>
Sex:		
Male	12,238	49.8
Female	12,292	50.2
Age:		
Less than 15 years	8,705	35.5
15 - 34 years	8,196	33.4
35 - 54 years	5,821	23.7
55+ years	1,808	7.4

The Glenn Dale neighborhood had a population of 5,388 in 1970.

1/ The Maryland National Capital Park and Planning Commission. 1975. Preliminary Master Plan for Glenn Dale, Seabrook, Lanham & Vicinity, Planning Area 70. 80pp.

Prince George's County has a sizeable non-white population. This population represented 15 % of the total population in 1970, an increase from the 9.3% it represented in 1960. In terms of numbers, in 1970 the non-white population, in Prince George's County was about 99,000 persons. Of this non-white population, the majority (7.7%) were Blacks. The remainder were of other ethnic backgrounds, primarily Asian (Community Renewal Program, 1971).

Housing

As a whole, housing in the Planning Area reflects traditional development trends, in terms of age and geographic location within the County. Residential development has taken place over a long period, beginning in the late 1800's with the subdivision of rural, agricultural land. Later suburban development in the single-family, detached dwelling form occurred along the access provided by the railroad. Residential areas were later extended outward from the older rail-oriented communities along improved roads and highways. During the 1960's the residential character began to change to include multi-family units, such as those now located along Greenbelt Road, Good Luck Road, and Whitefield Chapel Road. The single-family, detached unit, however has continued to dominate the residential development picture, representing 57% of the total housing stock in 1970.

There were 200,212 housing units in Prince George's County in 1970. This was an increase from the 99,607 units in 1960. Much of this increase in dwelling units was comprised of multi-family construction in the County during the 1960's to accommodate the large population growth that occurred during that decade.

The number and types of housing deficiencies are indicative of the quality of the overall residential environment. Although scattered, deteriorating units do exist among the older, more isolated dwelling units, housing in the built-up part of the Planning Area is in generally sound condition. Housing deterioration, low property values, and poor living conditions are not characteristic of the living areas of Planning Area 70.

Large sections of the Glenn Dale Neighborhood are still undeveloped; over 80 percent of the land area being used for farming or vacant. The total acreage used for residential purposes amounts to 9.4% of the land area. There are 1,247 dwelling units in the neighborhood, 1,102 (or 88.5 percent) are single family residences.

1.2.2.2 Economic

Economic Character and History

The growth of Federal employment and population in Washington, D.C., during the twentieth century has had a significant influence upon the urbanization of Prince George's County. The pressures attendant with that growth still continue as an exertive force in the development of Prince George's County.

Resulting from this growth has been the expansion of the contract construction and retail trade activities in the County. These two sectors represent two of the largest economic sectors in the County and, with the addition of the service industry, constitute well over half of the private sector employment. Wholesale trade and manufacturing are becoming increasingly important to the economy of the County.

There are a number of areas in the County where economic activity is concentrated. The Maryland National Capital Park and Planning Commission has identified several areas as non-community, potential employment areas, in addition to the Federal employment centers in the County.

Developed land use for industrial purposes in Planning Area 70, as of February, 1975, comprised 55 acres or 2 percent of the developed land area. Over 540 acres (6.4 percent of the total area) are zoned for industrial uses. This amounts to 7 percent of the industrially zoned land in the County. Additionally, there are petitions for 366 acres, as of the last filing date (January, 1975), which are pending under various industrial categories. In terms of the locations of existing sites, there appears to be a strong orientation towards the railroad and major vehicular circulation facilities. This is true of the existing development, as well as the zoned but undeveloped industrial land and land covered by pending zoning petitions.

Plate 5 shows the location within the Planning Area of the major employment areas that are recommended in this Plan. A brief description of each area follows:

AREA 1 (EXISTING)

Location: Between Annapolis Road and John Hanson Highway, west of Folly Branch to Lanham living areas.

Characteristics: Large undeveloped; new development has been initiated on a large area (formely a cement product manufacturing operation) -- Current uses include an automotive district headquarters, bulk mail handling facility, and a drive-in movie. There is highway access via John Hanson Highway and George Palmer Highway to the Capital Beltway.

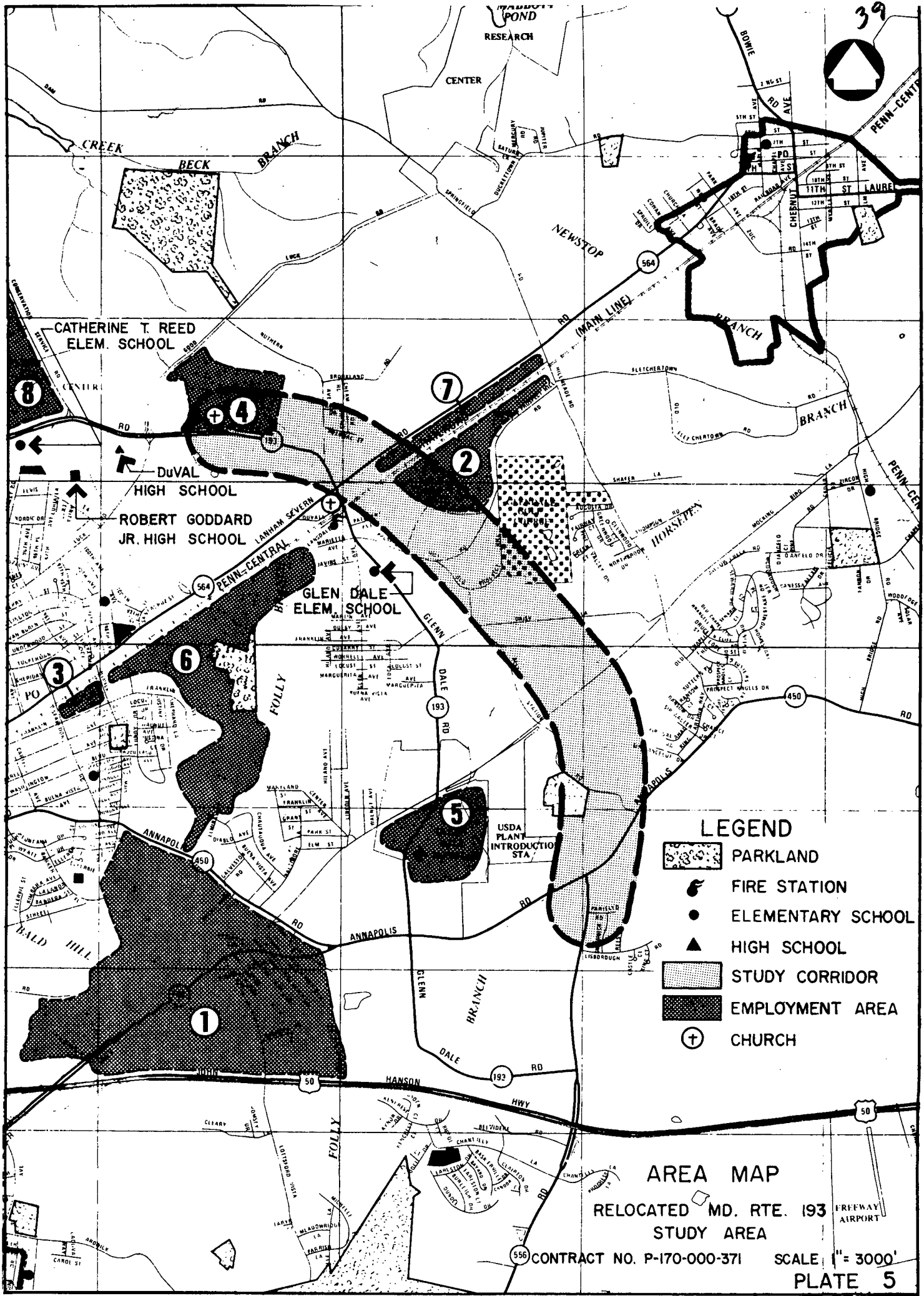
This extensive area (680 acres) is divided into several parts by existing and proposed circulation facilities. A large part of the northern section is currently being developed by a major landowner as a planned industrial park with access from Annapolis Road and George Palmer Highway. The intent of the Plan recommendation is to utilize the entire area as well planned, light industrial employment area with good access to nearby transportation facilities. Proposed employment levels are between 6,700 and 10,600 employees.

AREA 2 (EXISTING)








Location: South of Penn Central Railroad tracks and east of the proposed improvement of Md. Route 193.

Characteristics: Site partially utilized for a printing plant -- There is good rail access. Except for the printing facility, the site is undeveloped.

This area (112 acres), south of Penn Central Railroad right of way, extends eastward from the proposed Glenn Dale Road



**LEGEND**

-  PARKLAND
-  FIRE STATION
-  ELEMENTARY SCHOOL
-  HIGH SCHOOL
-  STUDY CORRIDOR
-  EMPLOYMENT AREA
-  CHURCH

**AREA MAP**  
 RELOCATED MD. RTE. 193  
 STUDY AREA

CONTRACT NO. P-170-000-371 SCALE 1" = 3000'  
 PLATE 5

relocation north of Prospect Hill Road to Hillmeade Road. The area has potential for employment activity oriented to railroad transportation. The Plan recommends that future uses conform to the current industrial park atmosphere and site location amenities. Vehicular access is recommended to be provided by the proposed improvement of Md. Route 193. Proposed employment levels are between 850 and 2,200 employees.

AREA 3 (EXISTING)

Location: Smith Avenue, Seabrook

Characteristics: Smith Avenue is a dead-end street, having miscellaneous small service firms located on both sides -- There is evidence of building deterioration and extensive storage, parking and loading problems. Access to these firms will be of concern, when the Seabrook railroad crossing is closed.

Through the application of appropriate guidelines, this 11-acre existing employment area should be upgraded via the provision of appropriate sight and sound separation, adequate parking facilities, and aesthetic improvements. The plan recommends development for approximately 400 employees.

AREA 4 (EXISTING)

Location: North side of Glenn Dale Road, between Good Luck Road and Northern Avenue.

Characteristics: Goddard Space Flight Center (NASA) storage facilities and commercial, recreation, and office building uses. This area is not fully developed and the office building is only partially used.

The current light industrial/storage uses, as well as office facilities, are encouraged for this 85-acre area, located on the north side of Glenn Dale Road. The Plan recommends expanding the employment area to include the single-family residential areas which lie on Good Luck Road. The



intent is to provide for comprehensive development of this five acre area by site plan review. The use of the EIA Zone in this instance will enable only the development of uses permitted in the Planned Industrial Park Zone. These uses will blend well with adjacent multifamily residential and quasi-public area.

The Plan encourages that primary access to the five-acre area be provided from the south through the existing employment area and that every effort be made to integrate the overall employment area development. The Plan recommends 2,000 to 2,600 employees for Area 4.

AREA 5 (EXISTING)

Location: Glenn Dale Hospital, including the adjacent U.S. Department of Agriculture Plant Introduction Station.

Characteristics: D.C. Government health facility and U.S. Government agricultural facility administered by the National Arboretum.

The Glenn Dale Hospital site is recommended to remain in public use. The County has expressed an interest in this facility to fulfill many social, educational and health service needs should it ever be phased out of the D.C. Government's operations. The projected employment level for this 291 acres is approximately 650 employees.

AREA 6 (PROPOSED)

Location: West of Folly Branch, between Annapolis Road and Penn Central Railroad.

Characteristics: Undeveloped at present; uses proposed by a large, national industrial park developer to include office, regional distribution, research and development, and light manufacturing -- Bordered on the east by a proposed subregional recreation park, to be located on both sides of Folly Branch; rail access is good, but street access is nonexistent.

This area is proposed for development as a planned industrial park. Adequate and effective buffering on the west, south, and east is needed to protect the environment of the abutting residential areas. Ultimate circulation facilities needed for this area to develop are: (1) an employment service road; (2) a new intersection facility at Annapolis Road; (3) a new intersection at Lanham-Severn Road; and (4) a bridge over the Penn Central Railroad right of way. Until the crossing of the railroad is built, interim circulation will be provided by the Forbes Boulevard and George Palmer Highway. The employment level is projected at 4,000 to 5,000 employees.

AREA 7 (PROPOSED)

Location: Between Lanham-Severn Road and Penn Central Railroad tracks from Springfield Road west to proposed Glenn Dale Road relocation.

Characteristics: Long, narrow site in limited ownership; has rail and highway access potential -- This site is largely vacant now. The land configuration will be a definite determinant to future use.

The ownership pattern, rail and circulation potential, and proximity to the proposed community activity center are assets in the use of this 48-acre for employment purposes under the provisions of the Employment and Institutional Area Zone for comprehensive design. The Plan recommends an employment level of 430 to 860 employees.

AREA 8 (ADJACENT EXISTING)

Location: Goddard Space Flight Center, north of Greenbelt Road at Cipriano Road.

Characteristics: Large U.S. Government installation.

While not in the Planning Area, Goddard Space Flight Center is a major employment area. The Plan anticipates the continued use of the site at current employment levels, but not to exceed 8,000 employees.

Employment Characteristics

Clerical, professional, and blue collar occupations are the three largest occupational categories in the County. The following table illustrates the number of workers in private wage and salary employment, those in government employment, and those in other employment categories (principally self-employed or unpaid family workers).

TABLE 6. WAGE AND SALARY EMPLOYMENT <sup>1/</sup>

PRINCE GEORGE'S COUNTY

	<u>Number</u>	<u>Percent</u>
Private wage and salary	152,504	57%
Government Workers	107,188	40%
Other Workers	<u>9,713</u>	<u>3%</u>
TOTAL	269,405	100%

<sup>1/</sup> Prince George's County Department of Program Planning and Economic Development. 1974. Economic Index.

The most important industries in the private sector, in regard to employment, are manufacturing, construction, retail trade, and services. Shown below are the percentages of workers employed by the private sector in Prince George's County.

TABLE 7. PRIVATE SECTOR EMPLOYMENT 1/

	<u>Number</u>	<u>% of Work Force</u>
Agriculture	564	0.5
Mining	243	0.2
Construction	13,414	12.6
Manufacturing	10,792	10.1
Transportation, Communications and Utilities	5,946	5.6
Wholesale Trade	7,258	6.8
Retail Trade	40,298	37.8
Finance, Insurance and Real Estate	7,091	6.7
Services	<u>20,289</u>	19.0
TOTAL	106,671	

1/ U. S. Department of Commerce, Social and Economic Statistics Administration. 1970. General Social and Economic Statistics-Maryland.

The three largest business groupings in terms of numbers of establishments are services, retail trade, and contract construction (Table 7). The largest business groupings in terms of at-place employment are government, services, and retail trade. The strong government orientation reflects the nearby Federal installation (Goddard Space Flight Center, National Aeronautics and Space Administration).

TABLE 8 . LABOR FORCE CHARACTERISTICS, 1970<sup>1/</sup>  
 Planning Area 70 and Prince George's County

Category	Planning Area 70		Prince George's County		PA 70 Percent of P. G. County
	Number	Percent	Number	Percent	
Construction	825	7.4	17,912	6.6	4.6
Manufacturing	953	8.5	20,785	7.8	4.6
Transportation	332	3.0	7,746	2.9	4.3
Communication and Utility	505	4.5	12,325	4.5	4.1
Wholesale Trade	407	3.6	9,283	3.4	4.4
Retail Trade	1,512	13.5	42,084	15.7	3.6
Finance, Insurance, and Real Estate	480	4.3	13,478	5.0	3.5
Business and Repair Services	621	5.5	11,731	4.3	5.3
Personal Services	285	2.5	8,215	3.0	3.5
Health Services	474	4.2	11,423	4.2	4.1
Educational Services	1,290	11.5	26,134	9.8	4.9
Other Professional Services	712	6.4	18,267	6.8	3.9
Public Administration	2,632	23.5	65,376	24.2	4.0
Other	176	1.6	4,646	1.8	3.8
<hr/>					
Total Employees 16 Years and Over	11,204	100.0	269,405	100.0	4.2

<sup>1/</sup> Maryland National Capital Park and Planning Commission. 1975. Preliminary Master Plan for Glenn Dale, Seabrook, Lanham & Vicinity - Planning Area 70.

In terms of actual employees, the three largest labor force categories for the Planning Area are the same as those for the County; namely public administration, retail trade, and educational services (Table 7). Of these major labor force groupings, Planning Area residents hold 4.9 percent of the County's educational service jobs, 3.6 percent of the retail trade jobs, and 4 percent of the public administration jobs.

Major Employees

One of the largest employers in the vicinity of the Planning Area is Goddard Space Flight Center (NASA), which lies on the north side of the Greenbelt Road just outside the Planning Area. This facility, which offers, 4.5 percent of the jobs in Prince George's County, has expanded in the last decade to its present size with a work force of 7,200. The work force is expected to remain basically at its present employment level and not to exceed 8,000 employees. Goddard Space Flight Center will continue to play a major role in the economy of the Planning Area and Prince George's County.

TABLE 9 . FULL-TIME AT PLACE EMPLOYMENT, 1972 <sup>1/</sup>  
PLANNING AREA 70 AND VICINITY

<u>Descriptive Title</u>	<u>Number of Establishments</u>	<u>No. Of Employees</u>
Agriculture, Forestry & Fisheries	5	14
Mining	0	0
Contract Construction	51	434
Manufacturing	4	507
Transportation, Communication and Utility	5	26
Wholesale Trade	8	238
Retail Trade	56	681
Finance, Insurance Real Estate	14	218
Services	62	1,605
Government	<u>27</u>	<u>5,598</u> <sup>2/</sup>
Total	232	9,321

- 1/ Maryland National Capital Park and Planning Commission. 1975 Preliminary Master Plan for Glenn Dale, Seabrook, Lanham & Vicinity - Planning Area 70.
- 2/ Includes civil service employees of NASA Goddard Space Flight Center.

Commercial uses in the Glenn Dale Neighborhood occupy 38 acres and are limited to strip development primarily along sections of Route 450 and George Palmer Highway near Buena Vista and on existing Glenn Dale Road. Most commercial structures are free-standing and contain one to four enterprises.

The one industrial land user in the Glenn Dale Neighborhood at the time of the Community Renewal Program survey in 1970 was the Merkle Press Company, Mid-Atlantic Division, occupying a 116 acre site on the Pennsylvania Railroad east of the Glenn Dale community, with about 37 acres in current use. Total employment is around 500. Various types of printed material are produced, including magazines and newspapers.

In 1971, following the 1970 count of industrial land use, a large parcel post handling facility was constructed near the intersection of Route 450 and George Palmer Highway in the southwestern part of the neighborhood. Known as the Capital Beltway Truck Terminal, it was built by a private firm under contractual arrangements with the U. S. Postal Service to replace outmoded and congested facilities at Union Station in the District of Columbia. Employment is estimated at 100 or more persons.

1.2.2.3 Public Facilities and Services

This section will address the activities of the public sector in providing the services demanded by the populace of the County and the study area. These services include education, police and fire protection, and the services rendered by the quasi-public sector entities, the utility companies.

Educational Facilities

The Prince George's County public school system is the tenth largest in the United States and the second largest in the State of Maryland. The pupil enrollment in grades kindergarten through 12 was 154,304, as of September, 1973.

TABLE 10. SCHOOL ENROLLMENT - PRINCE GEORGE'S COUNTY. 1973 1/

	<u>No. of Pupils</u>
GRADES 1-6	72,684
GRADES 7-12	68,474
KINDERGARTEN	10,258
SPECIAL EDUCATION	2,888

1/ Maryland National Capital Park and Planning Commission. 1975. Preliminary Master Plan for Glenn Dale, Seabrook, Lanham & Vicinity - Planning Area 70.

There were 234 schools in operation during the 1973-74 school year, including 163 elementary schools, 59 secondary schools, 9 special education centers, 2 vocational schools and 1 education center. These schools are staffed by approximately 8,600 teachers and principals.

In addition to the regular school program, there are approximately 19,000 students enrolled in the adult education program and the evening high school. As can be seen in the table below, as in many areas, the school enrollment in Prince George's County has declined in recent years.



TABLE 11. ANNUAL SCHOOL ENROLLMENT - PRINCE GEORGE'S COUNTY<sup>1/</sup>

<u>Year</u>	<u>No. of Pupils (K-12)</u>
1966	123,487
1967	135,465
1968	147,006
1969	155,281
1970	160,543
1971	162,623
1972	161,773
1973	154,703

1/ Maryland National Capital Park and Planning Commission. 1975. Preliminary Master Plan for Glenn Dale, Seabrook, Lanham & Vicinity - Planning Area 70.

The public schools now serving the Planning Area appear to have sufficient capacity to accommodate the current student enrollment in the Glenn Dale, Seabrook, Lanham and Vicinity service areas, with the exception of DuVal Senior High School.

When the potential student yields are transformed to facility needs, the tentative school needs for Planning Area 70 are 17 elementary schools, 5 junior high schools, and 3 senior high schools. The eastern junior high and senior high schools are recommended to serve Planning Area 70 and a portion of the needs of the Bowie Area.

TABLE 12. CURRENT SCHOOL STATUS  
Planning Area 70

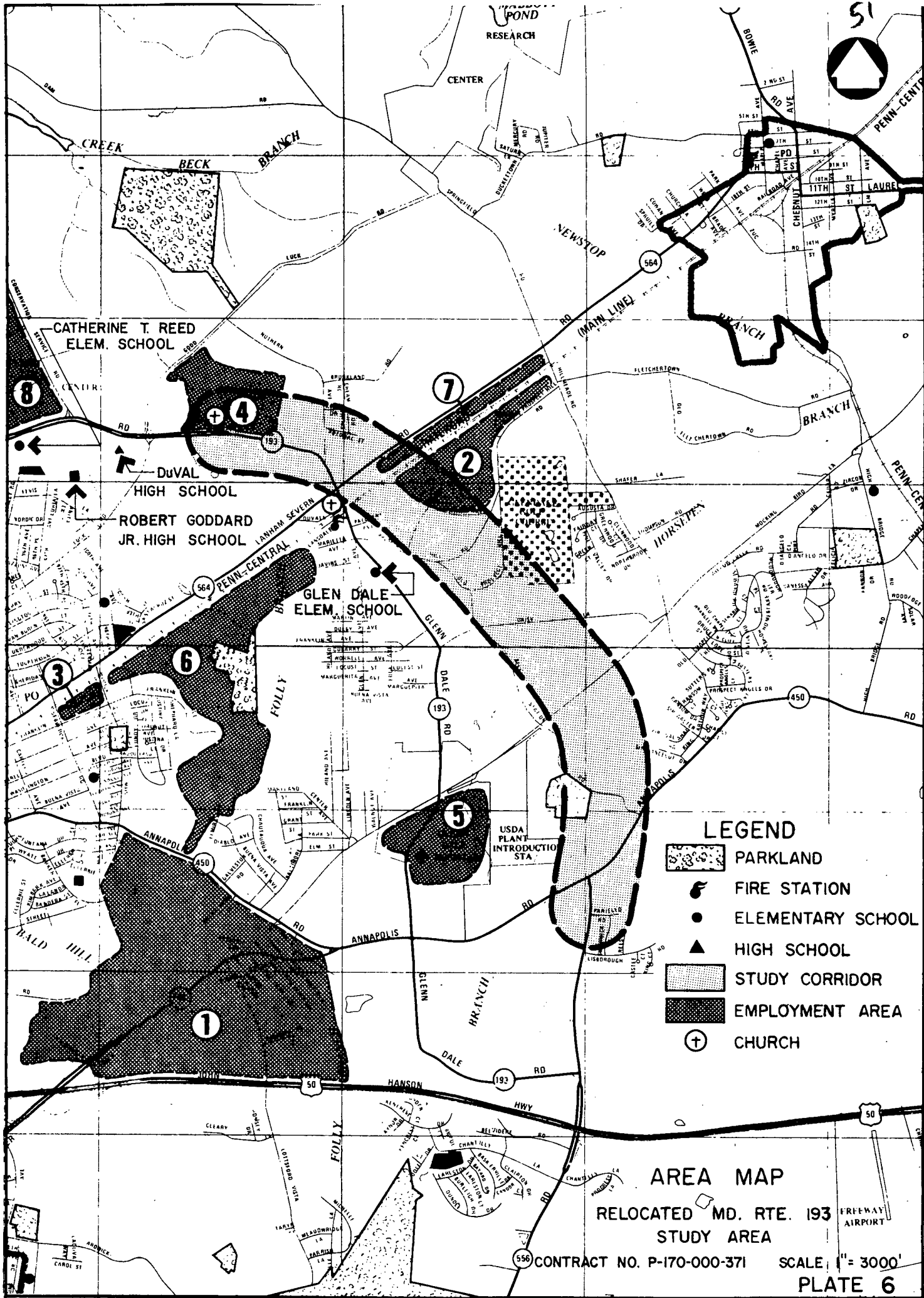
<u>Facility</u>	<u>Enrollment 1/ November 1974</u>	<u>Capacity 1974-75</u>
Elementary Schools:		
Lanham	404	450
Gaywood	440	630
Catherine T. Reed	561	630
Glenn Dale	406	480
James McHenry	573	630
Seabrook	498	540
Junior High Schools:		
Robert Goddard	1,139	1,230
Thomas Johnson	993	1,230
Senior High Schools:		
DuVal	2,094	1,995

1/ These figures represent pupils who reside in PA 70 and surrounding areas. Source: Prince George's County Public Schools, Office of Pupil Accounting.

There are several public schools located near the study area (Plate 6). These are: Catherine Reed Elementary School, Glenn Dale Elementary School, Robert Goddard Junior High School, and DuVal High School. There is one private school, Holy Trinity Elementary School. There are also two planned park-school combinations adjacent to the study area, which appear on the Preliminary Master Plan for Glenn Dale, Seabrook, Lanham and Vicinity-Planning Area 70.

Tax Structure

Revenues for public programs in Prince George's County are obtained in several manners. The first of these is through the power of taxation. Prince George's County has the highest real property tax of any jurisdiction in the Metropolitan Washington Area. The tax rate per \$100 of assessed value is \$3.37 for the County and an additional \$0.21 for the State of Maryland. Assessments for real estate are determined at 50% of the market value.



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WOND RESEARCH

CATHERINE T. REED  
ELEM. SCHOOL

DuVAL  
HIGH SCHOOL

ROBERT GODDARD  
JR. HIGH SCHOOL

GLEN DALE  
ELEM. SCHOOL

- LEGEND**
- PARKLAND
  - FIRE STATION
  - ELEMENTARY SCHOOL
  - HIGH SCHOOL
  - STUDY CORRIDOR
  - EMPLOYMENT AREA
  - CHURCH

**AREA MAP**  
RELOCATED MD. RTE. 193  
STUDY AREA

CONTRACT NO. P-170-000-371 SCALE: 1" = 3000'  
PLATE 6

There are no public libraries in the Planning Area at present. There are nearby facilities, however, which do provide library service to Planning Area 70 residents. These facilities are the Bowie Library, the Greenbelt Library, and the New Carrollton Library. The Glenarden Library, scheduled for completion in 1977, will be a 10,000+ square foot facility, located at Brightseat Road and Glenarden Parkway. Because of their proximity to the Planning Area, nearby library facilities will provide service to residents of Planning Area 70. The current Capitol Improvement Program indicates no library acquisition or construction activity in Planning Area 70 for the next five years.

The Planning Area will need one medium-size branch of 30,000 square feet, occupying from 3 to 3-1/3 acres of land, centrally located (i.e., within fifteen minutes' travel time of any point in the Planning area). The Plan recommends this facility be located in or near the community activity center north of Lanham-Severn Road at Glenn Dale Road relocated. This library use will contribute to the community activity aspect of the center, as recommended in the Plan.

Public Utilities

Water and Sewer

Within Planning Area 70, the water and sewer services are provided by the Washington Suburban Sanitary Commission (WSSC). The Planning Area lies mainly in the Western Branch Basin (Folly Branch, Bald Hill Branch, Lottsford Branch), with small portions in the Patuxent River Basin (Horsepen Branch) and the Anacostia River Basin (Beaverdam Creek and Northeast Branch).

The Western Branch Sewage Treatment Plant capacity is scheduled for enlargement to 15 million gallons per day (mgd) in the fall of 1976. An additional increase of 15 mgd is scheduled to be available by 1978, for a total treatment plant capacity of 30 mgd.

Police Protection

For the provision of police protection, Prince George's County is presently divided into five administrative districts of "precincts". Each of the County Police substations has the responsibility for patrolling an individual precinct, made up of several "beats".

The Planning Area is currently serviced by the Bowie-Belair Station, located in the Bowie Town Hall. In the near future, police protection will be facilitated in the Planning Area by a new consolidated station, to be built in the Bowie-Marlboro area (along U.S. Route 301 at Central Avenue), which will service an ultimate population range of 90,000 to 100,000, covering an area of six square miles.

Fire Protection

The study area is served by Fire Company #18, which is located on Glenn Dale Road (Plate 7). This company serves an area of 16.93 square miles, which is somewhat larger than the County average of 11.73 square miles. The population served by the Company, 10,442, is smaller than the County average, 14,658. Fire Comapny #18 made 278 fire calls and 774 ambulance calls to its first due area and 149 fire calls to mutual aid areas in 1967. The number of calls made by the Fire Company were well below the County-wide averages.

\* First Due Area - the geographical area which a fire or rescue company has primary protection responsibility

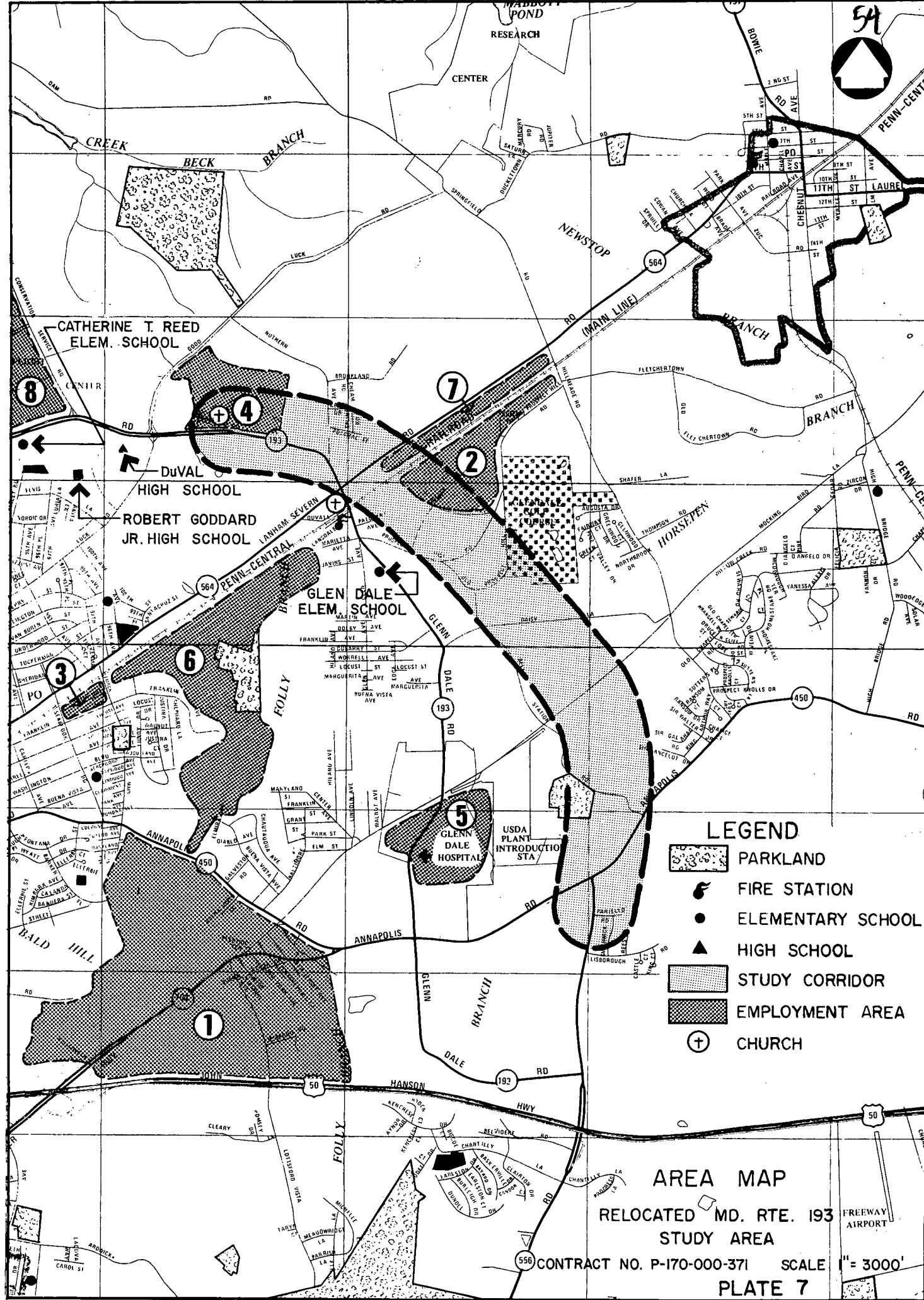
\*\* Mutual Aid Areas - those calls to which a company responds outside of its first-due area

Parks and Recreation








At present, there are 14 park facilities in the Planning Area, with a total area of 252.10 acres. The specific sites are as follows:

Lanham-Severn Road and Vicinity Community

<u>Name</u>	<u>Acres</u>
Hall Tract	116.80
Presley Manor Park-School	6.00
Dresden Green Playground Site	1.95
Gaywood Park-School	8.90
Good Luck Community Center	10.45
Good Luck Heights Playground	<u>0.45</u>
	144.55



**LEGEND**

-  PARKLAND
-  FIRE STATION
-  ELEMENTARY SCHOOL
-  HIGH SCHOOL
-  STUDY CORRIDOR
-  EMPLOYMENT AREA
-  CHURCH

**AREA MAP**  
 RELOCATED MD. RTE. 193  
 STUDY AREA

CONTRACT NO. P-170-000-371 SCALE 1" = 3000'  
 PLATE 7

Annapolis Road and Vicinity Community:

<u>Name</u>	<u>Acres</u>
Lanham Forest Recreation Center	44.99
Sherman Park Recreation Center	6.35
Lottsford Road Playground	1.80
Marietta Manor Historic Site	23.68
Whitefield Chapel Road Site	6.20
Glenn Dale Lake	15.00
Folly Branch	4.23
Glenn Dale Estates	5.30
	<u>107.55</u>
 Total, Planning Area 70	 252.10

The relocation of Maryland Route 193 will not require acquisition of land from any of these parks.

Based on the NMCPPC park standard (10 acres per 1,000 people), 670 acres of parkland will be needed for the recommended Planning Area population of approximately 67,000. To satisfy the park needs of the recommended population, up to 167.5 acres should be developed for local recreational purposes as follows: Lanham-Severn Road and Vicinity Community, 80 acres; Annapolis Road and Vicinity Community, 87.5 acres. The Planning Area now has 252.10 acres of existing parks with 434.6 additional acres recommended for recreation use. To ensure adequate parkland, the Plan recommends that mandatory dedication be used to increase acreage above the accepted standards for parks.

There are three large park facilities, shown on the Plan, which may serve a larger area than the Planning Area. The Prince George's County Outdoor Sport Center (Hall Tract), located off Good Luck Road near Northern Avenue along the northern edge of the Planning Area, has been developed as a sport center, offering trap and skeet shooting. Along Folly Branch, Glenn Dale Lake Park is proposed to be enlarged and to be developed to include three areas for active recreation; a stream valley, lake, featuring water-oriented recreation opportunity sites; and extensive areas for passive recreation.

The marietta Manor site is proposed to be expanded to take in the adjacent property to the west and the U.S. Department of Agriculture (USDA) Plant Introduction Station at such

time as this Federal property may become surplus. This 100-acre addition would increase the Marietta Manor site to approximately 124 acres. Development could include arboretums, botanical gardens, and areas for passive recreation, enhancing the historical significance of the Manor House.

The Plan recommends that the Glenn Dale Golf and Country Club remain as private open space. However, should it cease to operate as private open space, the Plan recommends that the property be acquired for public recreation use.

Planning Area 70 is in Recreation District III,<sup>1/</sup> which covers approximately 90 square miles, with a total population in excess of 120,000. An existing program of supervised recreation activity is provided in the Planning Area.

The proposed subregional park, located on both sides of Folly Branch, will facilitate expansion of recreational opportunities, as well as new program offerings oriented to the proposed lake (fishing, canoeing, and boating). Existing water-related recreation activities, for the most part, are limited to the Patuxent River area in the far northern and eastern regions of the County. The proposed 12 acre lake will provide some degree of supervised water recreational opportunity in proximity to the urban areas of the County. The Folly Branch Park will satisfy an identified need for more ball fields, tennis courts, bike trails, and areas for passive recreation. Continuing evaluation of trends by the MNCPPC will serve to identify additional recreation program needs. Expanded recreation programs at existing and proposed sites will ensure readily accessible and varied recreation opportunities for all residents.

<sup>1/</sup> Recreation District III, bounded by:  
North; Good Luck Road & Federal Land  
East: Patuxent River  
South: White House, Oak Grove and Leeland Roads, and Claggett Landing.  
West; Capital Beltway (I-495), except New Carrollton.



1.2.2.4 Aesthetic Values

In general, the study area is characterized by aesthetically pleasing, semi-rural vistas consisting of rolling farmlands, interspersed with woodlands and occasional residential properties. There are nine sites which have been identified along the path of the "Build" alternative which provide unusual vistas or scenic points of interest. These areas include:

- 1. A large pasture, small stream and old farm buildings near the intersection of Glendale Road and Northern Avenue -- This area is visually striking in contrast to the residential properties and second growth woodlots around it.
- 2. Marshlands in the floodplain of Folly Branch-- these areas also offer a visual contrast unique within the immediate study area.
- 3. An old stone smokehouse -- this site is a historical property which catches the eye because of its architectural contrast to other buildings in the area.
- 4/5. Farmland vistas -- two relatively high ridges provide an excellent view of the surrounding countryside.
- 6. Duvall family graveyard -- this represents a potential site of visual interest.
- 7. Woodland Vista -- a high ridge provides an interesting view of rugged hematite hills which support a nearly mature oak-hickory forest.
- 8. Lottsford Branch -- this is a small, wooded stream which provides a multitude of delights to the foot traveler. It is, unfortunately, too small, and its aesthetic values too subtle to be fully appreciated by the motorist as he whizzes by.
- 9. View of the Marietta Manor Property -- the Manor itself and the front yard and gardens can be seen from a gentle rise in the adjacent corn field.

1.2.2.5 Historical and Archaeological Sites

There are several sites in the study area dating from the Revolutionary War period. Among these sites are:

Marietta Manor - built soon after the Revolutionary War, this is one of the finest Federalist homes in the County. It is best known as the residence of Gabriel Duvall, Congressman, Comptroller of the United States Treasury, Justice of the U.S. Supreme Court, and a friend of President Washington, Jefferson, and Madison. The Justice's law office (a small square, brick building) stands near the entrance to the house. Marietta Manor, owned by the Maryland National Capitol Park and Planning Commission, is considered to be eligible for inclusion in the National Register of Historic Places.

Prospect Hill (Glenn Dale Golf Course) - originally a property of the Soper family, the house and land were passed to George Duvall through inheritance, a few year later, it was sold to Samuel Meakin. The house is a Federal Style structure, utilizing an unusual "T" plan. There is an interesting barn and a log cabin identified as an overseers house, on the property.

The Magruder House - known as "The Forest", this house was built by C.C. Magruder in the early nineteenth century. The front of the house is now covered with a brick veneer.

Duvall Cemetery - this site contains the remains of three members of the Duvall family: Gabriel Duvall, the only son of Justice Duvall, and two of his children.

The Gabriel Duvall House - on this property are a stone smoke house, a barn and a house, which is reputed to be one of the oldest structures in the County.

Within the town of Glenn Dale, which grew from the sale of a small part of the DuVall Vamily holdings to John Glenn of Baltimore in 1872, there are two sites of historic interest: St. George Chapel and Cemetery, and the Van Horn House.

Of the above, only Marietta Manor and the Magruder house are considered eligible for inclusion in the National Register of Historic Places by the State Historic Preservation Officer.

Four archaeological sites were located during a field survey of the study area (See Section 1.1.7). In addition, it is possible that six other sites exist in the study area. The lack of pottery at these sites most likely indicates an Archaic Time

Placement (2000 B.C. or earlier), although the possibility of later hunting camps, where pottery would not necessarily occur, cannot be ruled out. It is clear that interior sites such as these are all but unknown for the area, few having ever been investigated.

If during the construction of the project, additional sites are discovered, salvage procedures will be employed in accordance with the applicable Federal manuals.

Refer to Section 8 & 11 of this statement for further information.

2. LAND USE PLANNING

2.1 Existing Land Use

In the immediate study corridor, there are eight (8) categories of existing land use (Plate 8). These land uses are listed below along with an indication of their relative abundance within the corridor:

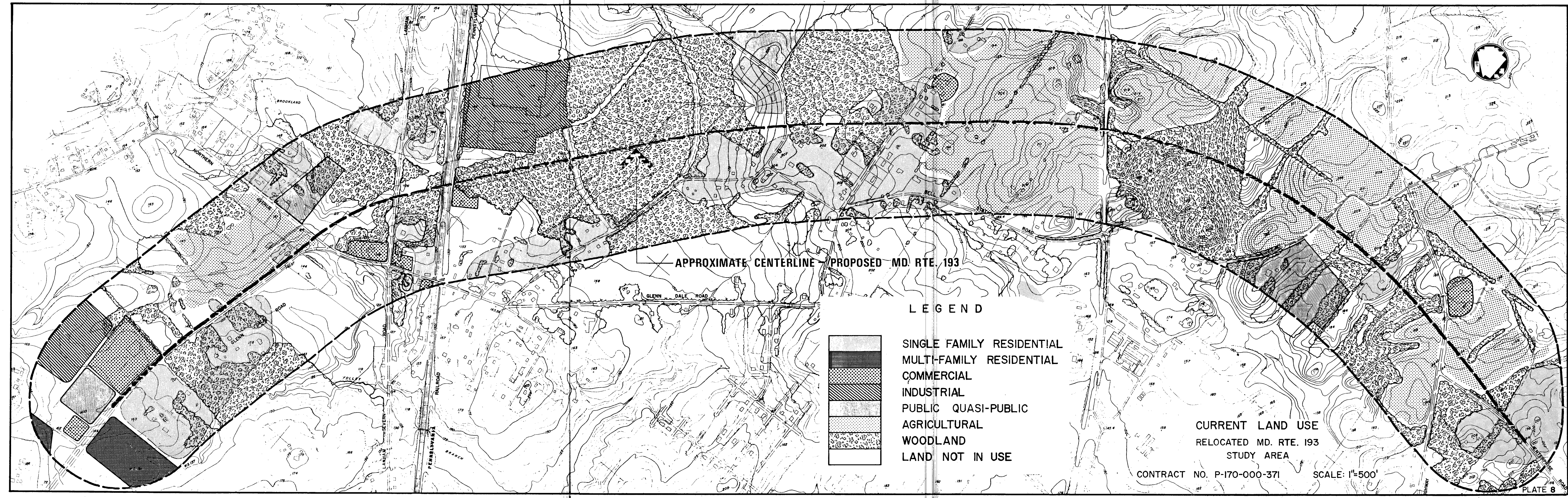
Single Family residential	16%
Multi family residential	1%
Commercial	3%
Industrial	3%
Public, quasi-public	4%
Agricultural	22%
Woodland	30%
Land not in use	19%

At the northern terminus of the study area, the land is currently being utilized for Commercial-Office-Apartment development. This development was generated in part by the local employment base at Goddard Space Flight Center. From the northern terminus, the proposed improvement passes through open pasture and the upper reaches of a small wetland west of Northern Avenue, and continues southeast through a large wetland, crosses Lanham-Severn Road (Route 564) and wetland east of this road, then intersects with the Amtrack Railway.

From the railway, the proposed alignment travels through a stretch of woodland just south of the Merkle Press complex on Merkle Press Drive, then through more woodland, crossing New Prospect Hill Road. It passes again through woodland to a point south of several new homes on Old Prospect Hill Road, to the southeast of Glenn Dale Country Club. From Old Prospect Hill Road, the proposed alignment passes through woodland before reaching Daisy Lane and an area of older single houses.

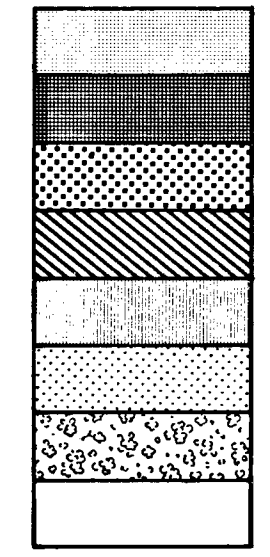
From Daisy Lane, the alignment continues southeast through a large farm area and crosses the abandoned WB&ARR approximately 950 feet northeast of Bell Station Road. Continuing southeast through farmland, the alignment crosses Bell Station Road approximately 400 feet south of the grounds around Marietta Manor, a historical home and grounds owned by the Maryland National Captial Park and Planning Commission.





APPROXIMATE CENTERLINE PROPOSED MD. RTE. 193

LEGEND



- SINGLE FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC QUASI-PUBLIC
- AGRICULTURAL
- WOODLAND
- LAND NOT IN USE

CURRENT LAND USE  
RELOCATED MD. RTE. 193  
STUDY AREA

CONTRACT NO. P-170-000-371 SCALE: 1"=500'

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From Bell Station Road, the alignment passes through woodland and farm acreage before intersecting with Md. Route 450 (Annapolis Road) northeast of the Route 450-Enterprise Road intersection.

From Annapolis Road to the southern project terminus on Enterprise Road, the proposed alignment crosses leased cropland and second growth woodlots.

## 2.2 Scope and Status of Planning Process

Area plans and subregional plans have been prepared for smaller areas of the county. These are refinements of the General Plan and are based on a more detailed examination of the areas. Some of the older area plans contained staging provisions along the lines of the Ten-Year Water and Sewerage Plan's service areas. Recent plans incorporate more sophisticated staging techniques whereby the rate of growth of specific land areas and, thus the zoning are dependent upon the provision of a number of public facilities.

The proposed alignment of Route 193 lies within the eastern portion of Planning Area 70 - Glenn Dale, Seabrook, Lanham, and Vicinity. The most current plan for Planning Area 70 is a Preliminary Master Plan dated December 1975 developed by the Maryland National Capital Park and Planning Commission with the assistance of the Planning Area Citizen Advisory Committee. The preliminary Plan is similar with many of the concepts found in the Preliminary Master Plan for Planning Area 70 prepared in 1969. This plan was neither adopted by the Commission nor approved by the District Council. The latest Preliminary Master Plan has resulted from the efforts of a Citizens Advisory Committee established by the Planning Board.

The 1975 Preliminary Master Plan went through its first public hearing on February 18-19, 1976. All testimony of the public hearing is in the process of review and analysis by the Planning Board (MNCPPC). The Plan may be modified or amended before adoption and approval by the Board. The Plan will then go to the Prince George's County Council which will also hold a public hearing followed by possible amendments before final approval. The adopted and approved plan will then act as the official guide for all major land use and public facility decisions for Planning Area 70.

2.3 Planned Land Use

The Preliminary Master Plan for Planning Area 70 defines an ongoing planning process which establishes an implementation staging concept. The goal of the process is "to prescribe a sequence of development that facilitates the adequate provision of public facilities and services and provides for logical growth and development of the planning area". The staging plan intends to identify future points in the development process when it will be necessary to fund new highway and other public facilities.

The Plan is broken into five stages leading toward ultimate development. The new improvement of Route 193 is proposed to be completed in stage IV which reflects emergence toward the ultimate proposed development of the area. Stage V reflects the ultimate development recommendations as indicated on the Preliminary Master Plan. Implementation of the staging plan will depend on the effective use of available planning growth management techniques outlined in Section 2.2, Scope and Status of Planning.

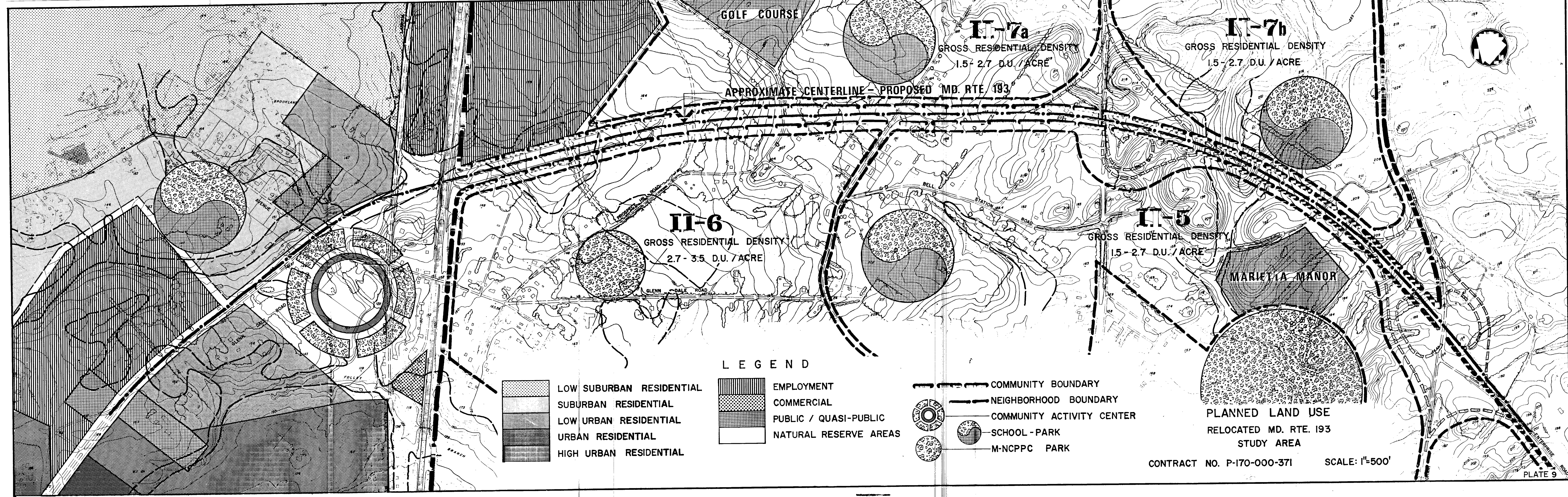
Within the immediate study corridor, the Plan proposes nine (9) categories of land use (Plate 9). These land uses are listed below .

- Suburban Residential
- Low Suburban Residential
- Low Urban Residential
- High Urban Residential
- Employment
- Commercial
- Public/quasi-public
- Natural Reserve Areas
- Urban Residential











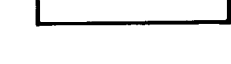



A quick comparison of existing and planned land use in the area reveals much about expected development trends. In general, there will be a conversion of existing agricultural lands, woodlands, and lands not currently in use to residential properties.

Proposed improvement of Route 193 will have a significant role in the formulation of neighborhoods in residential adjacent areas. The living areas element concept identifies a framework for assuring a sense of community, for existing as well as yet to be developed





LEGEND

- |   |                          |   |                       |   |                           |
|---|--------------------------|---|-----------------------|---|---------------------------|
|   | LOW SUBURBAN RESIDENTIAL |   | EMPLOYMENT            |   | COMMUNITY BOUNDARY        |
|  | SUBURBAN RESIDENTIAL     |  | COMMERCIAL            |  | NEIGHBORHOOD BOUNDARY     |
|  | LOW URBAN RESIDENTIAL    |  | PUBLIC / QUASI-PUBLIC |  | COMMUNITY ACTIVITY CENTER |
|  | URBAN RESIDENTIAL        |  | NATURAL RESERVE AREAS |  | SCHOOL - PARK             |
|  | HIGH URBAN RESIDENTIAL   |   |                       |  | M-NCPPC PARK              |

PLANNED LAND USE  
 RELOCATED MD. RTE. 193  
 STUDY AREA

CONTRACT NO. P-170-000-371      SCALE: 1"=500'



areas. The Plan delineates a pattern of residential development in the form of groupings centered around a common gathering place such as an elementary school. These groupings vary in size within the neighborhood, village and the community. The proposed alignment of Route 193 will act as one boundary for four residential neighborhoods between the Penn-Central Railroad and Route 450 (Plate 9 ). The new alignment will provide access to these proposed low density neighborhoods. The intent of the Plan is to have residential uses along the new right of way, thereby keeping non-residential intrusion to a minimum. This will be a test of the County's growth management program. The planning guidelines encourage the use of a comprehensive design zone in this area. The rural residential density of approximately two dwelling units per gross acre shall be used, except for density increases allowed under the provision of the comprehensive design zone; and in no instance shall the density exceed 2.7 dwelling units per gross acre.

Projected Water and Sewer Service

Planning Area 70 is served by the Washington Suburban Sanitary Commission (WSSC). Stage development within the area will depend to a great extent on providing water and sewer service. Prince George's County has a 10-year water and sewer plan which is submitted annually to project the construction of basic water and sewer facilities according to areas of service priority. The Plan identifies those parts of the County that are to be served for each year within a 10-year period. The 1975-1984 sewer systems plan indicates those areas to be brought into the sewer system in four increments. The entire area affected by the proposed alignment of Route 193, with the exception of the industrial and activity center in the vicinity of the intersection of Lanham-Severn Road and proposed Route 193 is identified as Service Area 5. Within this area, a community system is not foreseeable during the 1975-1984 period. The Glenn Dale and Severn-Lanham industrial and activity center areas are within a community system that is to be given immediate priority in the next two years.

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The sewer plan and the Preliminary Master Plan for the eastern portion of Planning Area 70 are consistent in keeping the areas adjacent to proposed Route 193 at low suburban land use, however, after Route 193 is constructed and sewer service is provided in the area, it is very apparent that there will be considerable development pressures that could result in extensive change.

Commercial Areas and Activity Centers

The goal of the commercial areas and activities element of the Preliminary Master Plan is "to provide for well-designed activity centers responsive to local needs for shopping, public services and recreation, at locations that reinforce the community structure". The Plan proposes that certain undeveloped or committed commercial areas serve a hierarchy of demand based on the community structure concept as outlined in the activity center guidelines. The only commercial areas and activity centers that will be affected by the proposed improvement of Route 193 is the Glenn Dale/Lanham/Severn Center to be located west of the intersection of proposed Route 193 and Lanham-Severn Road. The site is in single ownership and is presently zoned commercial, but yet to be developed. It is intended to serve the Lanham-Severn Road and vicinity community.

Arterials

The proposed alignment of Route 193, as shown on the 1975 Master Plan, is designated as a proposed arterial linking Greenbelt Road (Route 193) to the north with Enterprise Road, Maryland Route 556, to the south. An arterial is "a facility having a minimum 120 foot right of way and four or more lanes". Access control is a function which is intended to increase the efficiency of traffic flow. Route 193 will "incorporate access control standards permitting access to approved public roads crossing at acceptable minimum intervals". Proposed Route 193 will be one of four grade separated crossings of the Penn Central right of way in Planning Area 70.

b7

Transit

The closest connection to WMATA will be the rapid rail facility at New Carrollton. This station will necessitate an extensive feeder bus system linking the living areas within Planning Area 70, to the metropolitan areas served by WMATA.

It is proposed that within Planning Area 70 the current Penn Central commuter train service be an integral part of the transportation system within the Planning area.

Trails

The Preliminary Master Plan recommends a comprehensive network of trails differentiated into classes according to use. The proposed alignment of Route 193 will incorporate and cross Class II trails which are "trails located on shared or common rights of way with other vehicles but with barriers to separate the bicycle paths from vehicular traffic". Class II trail development will be predicated by actual user demand in the Planning Area.

2.4 Other Proposed Federal Actions

No other proposed Federal actions have been identified in the vicinity of the project.

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

#### 3.1 Secondary Impacts

The improvement of highway corridors through vacant or unimproved areas frequently creates the setting for impacts that are secondary to the initial undertaking. Among these impacts are more rapid land development, alteration of population and area growth patterns, and changes in the pattern of social and economic activities. These changes can have far more impact, in a cumulative sense, than the primary impacts associated with the highway improvement (1974. U.S. Department of Transportation. Federal Highway Administration).

The question of more rapid land development is not related to highways in any simple manner. It has become apparent, through the examples of past cases, that the conversion of vacant or unimproved land to "higher" uses is often promoted by highway improvements. The amount of vacant or farm land is a significant factor in the rate of development of an impacted area. Generally, land utilization progresses from agricultural to a combination of agricultural, residential, commercial, and vacant land, with subsequent changes involving some conversion from low intensity uses to commercial or industrial. Highway impacts appear to be most pronounced initially and are most evident in the conversion of farm or vacant land. Later changes depend on the rate of urbanization of the area as a whole and are often independent of the highway.

In the case of the relocation of Md. Route 193, there is a large amount of vacant and farm land in an area that has experienced low intensity residential development. In the Preliminary Master Plan for Glenn Dale, Seabrook, Lanham and Vicinity, it has been proposed that this large amount of vacant and farm land be converted to low-density residential use. This master plan also contains a proposal for staging development in the area based upon planned expansions in the capacity to provide water and sewer service. Case studies of past events, however, have shown that the increased accessibility provided by highways introduces pressures for the

development of land, particularly for commercial uses. The value of land adjacent to new or improved highways increases substantially, typically in the range of 100% to 1000%; such increases also aiding the introduction of development pressures. The growth management strategy proposed for Planning Area 70, if judiciously adhered to, should provide for an orderly conversion of land from the present vacant and farm status to those uses proposed by the Master Plan.

The increased accessibility afforded by the highway corridor will enhance its developability for the residential use proposed for the area. The impact of the increase in the local area population attendant with such development may manifest itself in several ways, including an increase in the demand for public facilities and services, the description of community and neighborhood identification patterns. An increase in the demand for public facilities and services may, in turn, translate into a demand for investments by the County, i.e., an increased demand for police protection may necessitate increased expenditures to hire more policemen, or the demand for a library may necessitate capital expenditures for the facility and operational expenditures to hire the employees. Such demands for services, may eventually be felt by every sector of the County's government.

Disruption of community and neighborhood identification patterns is impossible to predict with any assurance. This impact may manifest itself and may not. The variable in this equation will be the reaction of the present residents to the future changes that their community and neighborhoods will undergo with or without the highway improvement. The relocation of Md. Route 193 at worst, may increase the time frame of change.

3.2 Primary Impacts

3.2.1 Wildlife and Habitat

The construction of roads can adversely effect wildlife populations through several mechanisms including:

- 1. destruction or alteration of habitat.

- 2. direct or indirect killing of existing populations.
- 3. excessive human intrusion upon sensitive species.
- 4. indirect or secondary biological impacts.

In the case of proposed improvement of Maryland Route 193, the greatest adverse impact will be due to the first of these, destruction or alteration of habitat. The "build" alternate passes through approximately three miles of diverse habitat as described in sections 1.2.1.3 and 1.2.1.5. This intrusion can be expected to have a significant adverse impact upon four areas of habitat which have unusually high value of wildlife. These areas are those described in section 1.2.1.5, Habitat, Fish and Wildlife. (See Plate 10).

Construction of the "build" alternative would virtually eliminate any remaining wildlife values of the wetlands on Folly Branch; it would physically take critical habitat on the headwaters of Lottsford Branch and adjacent woodlands, and it would seriously endanger the large rose hedgerow. This particular brush border, however, might be saved with adequate constraints upon construction activities. (See Plate 10)

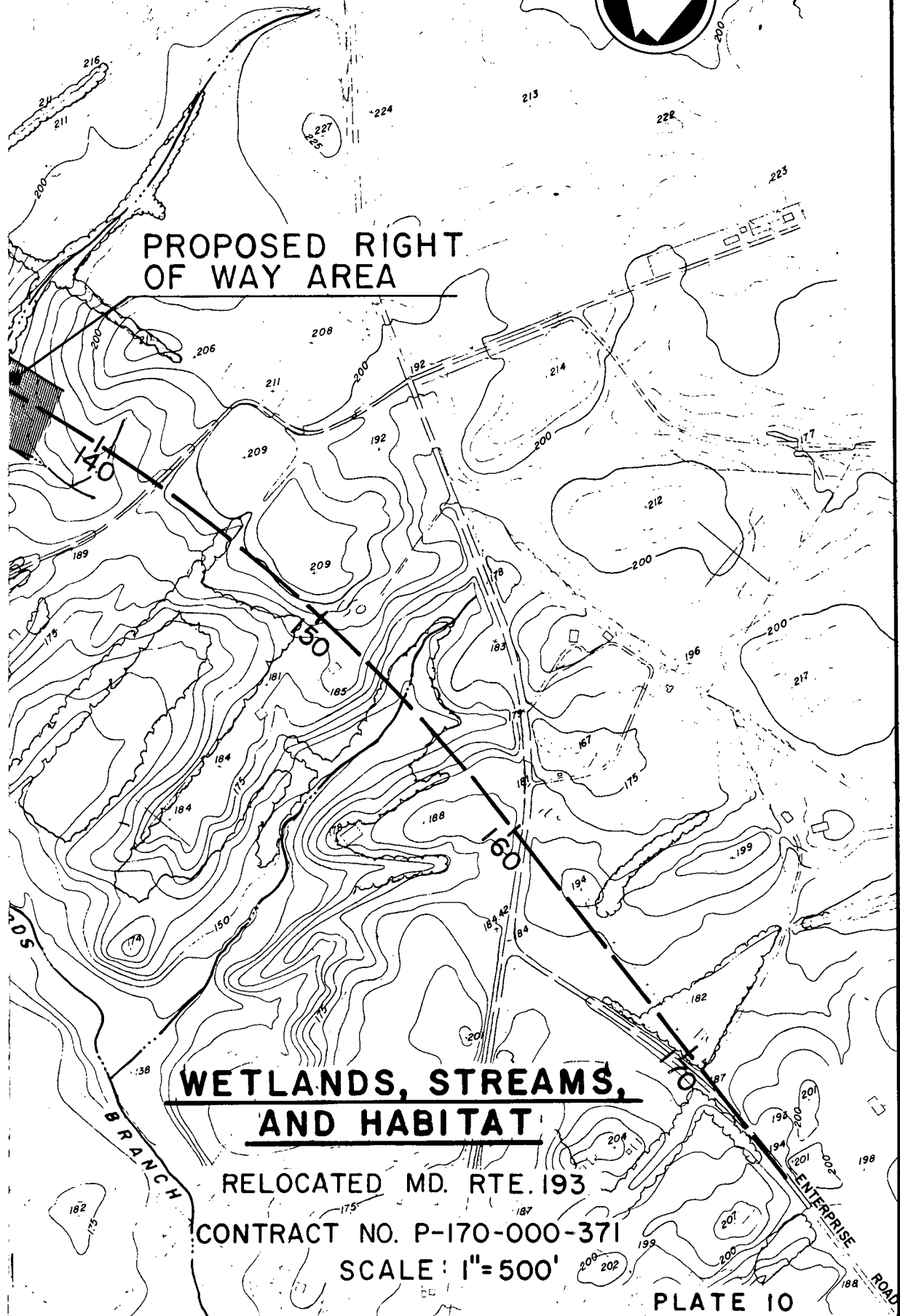
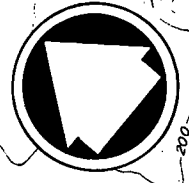
3.2.2 Endangered Species

Consultation with the Maryland Department of Natural Resources has revealed that the proposed improvement does not jeopardize the continued existence of any known endangered species. A letter to this effect from the Director of the Nongame Wildlife Program is included in Appendix C.

3.2.3 Water Quality and Aquatic Life

Inorganic materials washed into streams affect all levels of aquatic life. Turbidity, caused by sediments, decreases the amount of solar energy available to the organisms of the stream. Heavy concentrations of inorganic material in streams scour much of the attached algae from the stream bed and the material settling on the bottom smothers the remaining algae. This type of disruption

# UNUSUAL HABITAT (SECTION 1.2.1.5)



**PROPOSED RIGHT  
OF WAY AREA**

**WETLANDS, STREAMS,  
AND HABITAT**

RELOCATED MD. RTE. 193

CONTRACT NO. P-170-000-371

SCALE: 1"=500'

PLATE 10

of the most important basic supply of fixed plant energy within the stream is soon reflected at all levels of the aquatic community.

Bottom type directly affects the productivity of a stream. Rubble and gravel support large populations of aquatic organisms while sandy bottom areas are generally quite barren. Sprules (1947) noted that the productivity of aquatic insects is greatest in rubble, less in gravel, muck, and sand in that order. Areas of shifting sand prevent the establishment of attached algae and higher plants, and the impermanence of this bottom type excludes most of the aquatic invertebrates. When inorganic sediments cover the rubble and gravel areas of a stream, they smother the organisms on the bottom and so alter the environment that the entire aquatic community is changed.

The proposed construction of Md. Route 193 could have impacts upon the aquatic life in Folly Branch and Lottsford Branch, particularly if construction coincides with periods of heavy rains. However, every effort will be made to minimize these impacts and to reduce short-term water quality degradation to acceptable levels (See Section 3.3, Mitigation of Impacts).

3.2.4 Stream Modification or Impoundments

Streams and their associated floodplains and wetlands are integrated systems which are highly efficient at cleansing water and maintaining biological communities. Alteration of these systems for man's use, including rechanneling inevitably results in a loss in system efficiency, including reduction of species diversity.

Patrick (1973) presented case studies illustrating the various effects of rechanneling streams. As she graphically points out, the major effects of channelization are:

1. removes the natural diverse substrate materials that allow the development of many types of habitat for aquatic organisms;
2. increases sediment load with a resulting decrease in light penetration and primary production;



3. creates a shifting bed load which is inimical to bottom dwelling organisms (benthos);
4. simplifies the current pattern and eliminates habitats of diverse currents;
5. lowers the stream channel and often drains adjacent swamp areas and aquifer which help to maintain stream flow during times of low precipitation;
6. destroys floodplain ponds that are the breeding ground for aquatic life and that are a reservoir of species for the stream proper, and
7. reduces the stability of stream banks and causes cave-in of trees and other overhanging vegetation that are an important source of food for stream life and whose shade reduces high stream temperatures during the summer months.

The "build" alternative would necessitate six crossings of Folly Branch and one crossing of Lottsford Branch. In addition, Phase II design studies may indicate a need to rechannel small portions of Folly Branch. (See Plate 12) These alterations can be expected to elicit changes in stream characteristics similar to those listed in the preceding paragraph. However, every effort will be made to control stream changes, and mitigate the associated adverse impacts (See Section 3.3, Mitigation of Impacts).

3.2.5 Flood Hazard and Wetlands

The proposed relocation of Maryland Route 193 trans- verses Folly Branch in the vicinity of Existing Maryland Route 193 and Northern Ave. Folly Branch causes floods in the vicinity of existing Maryland Route 193. The 100 year floodplain for the pro- ject area is outlined on Plate 4. The Maryland State Highway Admini- stration is cognizant of the significant impact of the proposed improvement may have on this flooding condition during the 50 or 100 year flood. However, during Phase III (Final Design) Stage of the project the seriousness of this problem and mitigative measures will be fully analyzed and design measures will be taken in accor- dance with AASTO Standards. The flood hazard analysis will be completed in accordance with FHPM 6-7-3-2. See Section 3.3. for mitigative measures.

Alternate No. 3 will require the partial drainage and fill of the Type II fresh water wetland on Folly Branch. During the development of the project, serious consideration was given to all proposed alternates. Conflicts and other environmental

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considerations, i.e. historical site impacts, existing land use, incroachment on other alternates by development, proposed land use as well as value of the Folly Branch wetlands was weighed. Because of the infringement on the wetlands by a sanitary sewer line constructed by the "Washington Suburban Sanitary Commission" in the early 1970's and the fact that it is now being used by the residents as a refuse area, we believe that it's value as a wetland is greatly diminished. This belief was supported by the U.S. Fish & Wildlife Service during coordination conversations and meetings for the project. As a result, Alternate 3, was felt to be the most prudent proposed.

3.2.6 Air Quality

A. Description of Analysis

To evaluate the five 'build' alternates and the 'No build' option in terms of possible impact on ambient air quality two types of analyses were conducted; a prediction using the Environmental Protection Agency HIWAY model, of carbon monoxide concentrations adjacent to the highway and a predication of the total pollutant generation of carbon monoxide, nitrogen oxides, and total hydrocarbons. The data resulting from the near-field analysis may be compared to the Federal and State Ambient Air Quality Standards (Appendix F). The pollutant burden caluclations provide a means of comparing the relative daily pollutant contribution of each possible alternative to the total area pollutant level.

Each alternative and the "No Build" option was considered in terms of the effect that variations in roadway configuration capacity, and alignment have on vehicle emissions, pollutant dispersal, and receptor locations.

The year studied include the estimated completion year (1978) and the design year (1997). The complete Air Quality Analysis technical document is available upon request.

B. Summary of Analysis Results

1. Microscale Analysis

The microscale analysis of the proposed project determined that no violations of the State of Federal Ambient Air Quality standards for carbon monoxide will occur with the "build" or "no build" alternate during the study years. The "build" alternate generates near-field carbon monoxide levels approximately fifteen percent greater than those generated by the "no build" option due to greater traffic volume which will use the roadway. If the pro-

posed improvements are made. Carbon Monoxide concentrations generated by the facility with either the "Build" or "No Build" option will be less in 1997 than in 1978, in spite of the predicted traffic volume increase due to reduced vehicular emissions resulting from the Federal Motor Vehicle Emission Control Program (See Table A).

2. Pollutant Burden Analysis

The analysis of the pollutant loadings of nitrogen oxides, carbon monoxide, and hydrocarbons indicate that the "Build" option will generate higher loadings of the three pollutants than the "No Build" option due to the higher traffic volume associated with the improvement. The quantity of pollutants generated by all alternates will be less in 1997 than in 1978 as the projected traffic growth will be more than compensated for by the emission decrease which will occur as a result of the Federal Motor Vehicle Emission Control program (See Table B).

C. Consistency Determination

The consistency of the proposed project with the Maryland State Implementation Plan (SIP) and the Transportation Control Plan for the National Capital Interstate Air Quality Control Region (TCP) was reviewed in relation to three areas of possible impact upon ambient air quality; the impact of construction activities, the microscale carbon monoxide concentrations adjacent to the roadway, and the relationship of the project to the VMT reduction measures contained in the SIP and TCP.

The consistency of Administration projects in relation to construction activities was addressed thru consultation with the Maryland Bureau of Air Quality and Noise Control. The Administration established Specifications for Materials, Highways,

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Bridges, and Incidental Structures which specify procedures to be followed by contractors involved in State work. The Maryland Bureau of Air Quality and Noise Control reviewed these Specifications and found them consistent with the Regulations Governing the Control of Air Pollution in the State of Maryland.

The project Air Quality Analysis assessed the microscale carbon monoxide impact of the facility and determined that no violation of State or Federal Ambient Air Quality Standard for carbon monoxide will occur adjacent to the existing or proposed roadway during the completion and design years. As a result of that finding, this aspect of the proposed project is considered as being consistent with SIP.

The effect of the project on regional VMT must be evaluated due to the effect that emissions from the highway transportation system have on the area-wide ambient air quality. This relationship has been addressed in the SIP and TCP through VMT reduction strategies which are designed to reduce the regional concentrations of carbon monoxide and photochemical oxidants.

The most appropriate method of analyzing the subject project is by considering its function within the highway network. Although the traffic volume projections indicate that the "Build" alternate will carry a greater design year volume than the "No Build" alternate, a corresponding increase in area VMT is not implied as the trips which would be restrained from using the over-capacity existing facility would tend to use an alternate path to their destination. Additionally, since the project should not be considered a significant new transportation corridor, the anticipated annual traffic growth may be attributed to regional population growth rather than growth in the corridor induced by the project. Therefore, as the traffic growth on this facility will be subject to the VMT reductions inherent in the SIP and TCP, the Administration has found the project consistent with the strategies contained in those plans.

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D. Coordination with Air Pollution Control Agencies

Coordination with the appropriate review agencies was accomplished thru consultation during the analysis stage and thru their review of the Draft and Final Air Quality Technical Document. The correspondence relative to this coordination is contained in Appendix A.

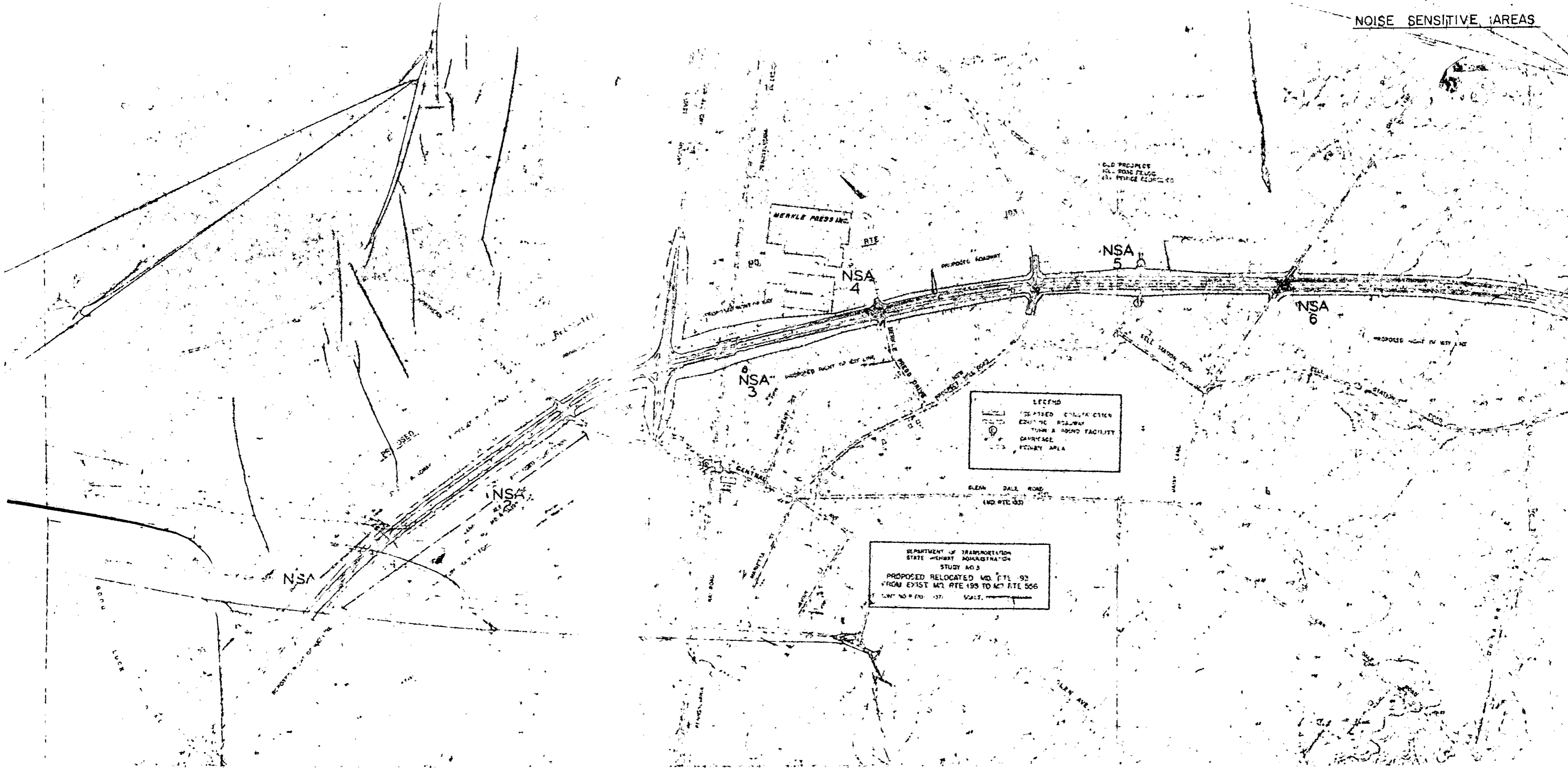
3.2.7 Noise

Analysis of noise and its effects has been conducted for this project through the following steps.

1. Areas which are sensitive to noise and may be impacted by noise from this highway project were identified.
2. Ambient noise level measurements were taken at these and other areas throughout the project area
3. Predictions of design year traffic generated noise levels were made.
4. Analysis of noise impact on noise sensitive areas.
5. Noise abatement measures identified where need is determined.

There are seven noise sensitive areas for which design year acoustic impact has been analyzed (Plate 11 & 11A). Of the seven noise sensitive areas, three are residential, two are commercial, one is religious land use and one is an historical site.

These noise sensitive areas have been identified in accordance with the provisions of Federal Highway Administration Program Manual, Volume 7, Chapter 7, Section 3.





The Maryland S.H.A. - Bureau of Landscape

Architecture, Environmental Section coordinates the preparation of the Air Quality Analysis with the Maryland State Department of Health & Mental Hygiene. The Maryland State Department of Health & Mental Hygiene acts as a clearing house for contacting local county agencies for obtaining their input and comments.

FHPM 7.7-3 has established design noise levels for varying land use areas, expressed in terms of an L<sub>10</sub> noise level, L<sub>10</sub> being a statistical noise level that is exceeded for 10% of a given time period. Below is a listing of the standards set forth in PPM 90-2.

Noise Level

Land Use Category

60dBA

Tracts of lands in which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. For example, such areas could include amphitheaters, particular parks or portions of parks, or open spaces which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.

70dBA

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



75dBA	Developed lands, properties or activities not included in above categories.
Unlimited	Undeveloped lands.
55dBA (Interior)	Public meeting rooms, schools, churches, libraries, hospitals and other such public buildings.

Ambient Noise Quality

Methodology

Ambient noise levels were measured with a General Radio Octave Band Analyzer No. 1558AP. Ambient noise levels for each noise sensitive area are indicated in Appendix 1. These are representative of midday noise levels.

Because there is not an existing highway similar to the type proposed in this area, no definite rush hour pattern which would effect the seven noise sensitive areas exists.

Land use in this corridor is mainly undeveloped open land, woodland and farmland with scattered residential and some commercial development. Because of this, it is usually not feasible to provide noise control measures, for the cost involved for individual units far outweigh the benefits gained.

Design Year Noise Levels

Methodology

Design year noise levels have been predicated utilizing the Maryland State Highway Administration's Traffic Predication Model based upon a predication method presented in Nation Cooperative Highway Research Program Report #117. Input data for this program is outlined in Appendix II. Those traffic data presented in section 1.1.3 were used in the predicitio of design year noise levels.

Impact Analysis

In terms of impact, it is desirable to consider the relationship of a new noise compared to an existing one. An area which does not experience any great degree of noise is likely to undergo a greater psychological change when a noise generator such as a highway is introduced into that particular acoustic environment simply because the new noise is an unfamiliar one. Even if the levels are comparable to existing levels, this new noise is objectionable because of its unfamiliarity.

It is desirable to consider the degree of increase in noise over the existing levels. This increase, overage, influences the significance of the impact. In general, the more a noise exceeds the previous ambient, the less satisfactory the noise will be judged.

In terms of task interference with speech, or sleep, quantitative evaluations or criteria, while difficult, are available. For example, much data exists concerning the effects of a steady masking noise on the intelligibility of speech in different environments for speech conditions. The effect of noise on sleep interference is more difficult to assess than the effect on speech interference.

In summary, it can be deduced that a significant increase in the existing acoustic environment is commonly a source of adverse subjective reaction; interference with speech or TV listening is a frequent complaint against traffic noise and interference with sleep often cited as a complaint.

The degree to which complaints go is dependent upon the increase over existing levels. Based on this, a condition where the increase will be 5dB or less is considered to have negligible impact. An increase of 6-10dB is considered to have a minor impact, while an increase greater than 11-15dB would represent a significant impact and over 15dB severe impact.

As an attempt to add some significance to this approach, noise levels associated with daily situations are presented in the following table.

TABLE 13

<u>Noise Generator</u>	<u>Level</u>
Quiet Suburban Area (nighttime)	30-40dBA
Normal Conversation (3-6' distance)	60-65dBA
Television	70dBA

For this project, based on Study 3, there is a range of overages from 1 to 20dB.

NSA #1

Noise sensitive area no. 1 is at the western terminus of the project where relocated Md. Route 193 joins existing Md. Route 193. The only improvement is the Good Samaritan Lutheran Church. Noise will increase 10dB over the existing level. Overage will be 4dB above the design noise levels set by FHPM 7.7-3 for this type of land use area. Construction of an acoustic barrier is not feasible due to the presence of entrance drives that would limit reductions from any barrier constructed to 3-4dB. Off peak L<sub>10</sub> levels have been predicated to determine impact during main church use periods. An L<sub>10</sub> of 68 dBA is anticipated during non-rush hour periods. Based on this no violation of design noise levels will occur. An exception to the Federal design noise levels will be requested.

NSA #2

There will be a 1dBA increase over ambient L<sub>10</sub> levels. The design noise level set by FHPM 7.7-3 will be exceeded by 5dBA. As in the case for NSA 1, the presence of entrance drives limits the potential for attenuation of design noise levels. An exception will be requested based on this.

NSA #3

These areas are commercial in nature with widely scattered development. There is an increase in the design year

noise level (L<sub>10</sub>) over the ambient of 10-20dB. The design noise level does not exceed the Federal design level set by FHPM 7.7-3.

NSA #5 and 6

These areas are residential with development widely scattered. Design year noise levels will not exceed the design level set by FHPM 7.7-3 for this type of land use area, however, design L<sub>10</sub> levels increase over the ambient by 13dB and 16dB respectively. Because of the nature of the development, being widespread and isolated, it would not generally be economically feasible to construct any acoustic barriers.

NSA #7 and 7A

These noise sensitive areas are located on the Marietta Manor historic site. Area 7 is located in the agricultural portion of the site approximately 550 feet from the proposed improvement to Md. Route 193. Design year noise levels are expected to be 14dBA above the present (1972) ambient. This area is agricultural and is considered to be subject to limited human use; it will not be necessary to provide any noise control measures.

Area 7A is located at the mansion approximately 800 feet from the proposed improvement to Md. Route 193. The design year noise levels will exceed the present ambient by 11dBA representing a significant impact. In this case, the distance involved between the highway and the noise sensitive area would preclude the construction of noise

control measures. At a distance of 800 feet from the highway no barrier of practical height and length could produce a reduction of noise. The design year noise levels will, however, be below the design standard by 14dBA.

Impact Upon Educational Facilities

There will be no impact upon any educational facilities as a result of this project.

Impact Upon Religious Facilities

Refer to NSA #1.

Impact Upon Commercial/Industrial Land Use

Refer to NSA #3 and 4.

Impact Upon Undeveloped Lands

There exist several areas along this project which are currently undeveloped. No noise control measures are anticipated for any of these areas. However, it can be expected that noise levels will increase in these areas. The following table indicates noise levels which can be expected for those areas of undeveloped land within the limits of this project.

TABLE 14

L10	<u>Design Level</u>
100'	73dBA
200'	70dBA
500'	63dBA

Construction Noise

During the construction phases of this project, noise generated by construction equipment will impact noise sensitive

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areas previously discussed. Information regarding noise levels from construction equipment such as bulldozers, earthmovers, scrapers, etc. is generally unavailable to allow accurate determination of the extent of this impact. There will be unavoidable periods of annoyance for the duration of the construction of this project.

3.2.8 Relocation of Individuals and Families

The area to be affected by the action is known as the Glenn Dale area of Prince George's County. The area is semi-rural in nature and is characterized by small residential subdivisions and numerous farms. Families in this area are in the lower to upper middle income class. Land usages to be affected include single-family residential, industrial, and farmlands.

The proposed action will require the relocation of: 33 individuals, 9 dwelling units, and no businesses. The estimated values of the dwellings affected are generally within the \$20,000 to \$40,000 range, with some being of greater than \$40,000 in value and some being less than \$20,000 in value.

The Town of Glenn Dale will be by-passed by relocated Md. Route 193, and the at grade crossing of the Pennsylvania Railroad and Glenn Dale Road will be eliminated. The closing of Glenn Dale Road will, in effect, divide the Town of Glenn Dale in half. The effect upon communities adjacent to the new highway is expected to be minimal.

The action will effect community services in the Town of Glenn Dale in that the grade crossing elimination will increase the travel distance between the town's fire station (on the east side of the crossing) and those buildings remaining on the west side of the crossing. The distance will increase from 1-2 blocks to about one mile after the grade crossing elimination. This increase distance is however, within the General Location Standards established by the American Insurance Association (National Board of Fire Underwriters). The use of other community services should improve due to better access afforded by the new road.

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Discussions with several local realtors have revealed the opinion that residential and commercial development will probably increase in the area as a result of the proposed highway improvement. Correspondingly, real estate values as a whole should also be increased. There could be some change in population density or distribution as a result of future development.

A survey was made of housing listed for sale in the area by local realtors and newspapers in order to ascertain the availability of replacement housing available. There is an adequate supply of single family dwellings for sale on the market, however, due to current inflationary trends, this housing is relatively high priced. The relocation of most of the owner-occupants affected should not prove a problem, with the exception of two houses that are in rather poor condition. The tenant families affected could have a harder time relocating due to a somewhat limited rental market characterized by high economic rents. At present, the need of Housing of Last Resort provisions is not anticipated for any of the tenant displacements by this project.

As previously stated, the town of Glenn Dale will be divided by the elimination and barricading of the at grade railroad crossing on Glenn Dale Road. The impact on the neighborhoods or communities into which the displaced persons are likely to move is considered to be negligible.

No study of business locations was made for this project. The amount of replacement farmland in this area is limited as large tracts are being held for future residential rezoning and development. It is not yet clear whether the acquisition of farmland needed for the action will destroy the two farms affected as economic units, and thereby necessitating relocation of the entire farms.

There are not anticipated Federal, State or Local projects that may seriously affect the supply and demand for housing at the time that displacements on this project would occur. A lead time of 18 months should be allowed for relocation on this

project. The planned relocations could then be accomplished satisfactorily in accordance with the requirements of the Uniform Relocation Assistance And Land Acquisition Policies Act of 1970.

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, adminsters 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 moving costs up to 50 miles or a schedule moving cost payment up to \$500.

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



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

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 earning 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 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 questions.

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

### 3.2.9 Social Impacts

There does not appear to be any adverse impact likely on minority groups or on any other groups (such as elderly persons, handicapped persons, pedestrians, or bicyclists) caused by the proposed action.

The proposed action will permanently barricade the existing at-grade railroad crossing at existing Maryland 193. While in some cases travel distances may increase due to this barricading of existing Maryland Route 193, the increased travel efficiency of the new action along with the elimination of the stop and go situation and accident potential at the existing railroad crossing should provide an adequate, if not improved,

method of routing school buses and serving commercial interests. In specific instances travel time may increase, particularly persons directly north of the railroad crossing desiring to travel directly south of the crossing and vice versa. Train traffic necessitating stoppage of traffic on existing Maryland Route 193 would have an affect on just how much of an increase would result from the above. One isolated time count taken on March 15, 1976 indicated that from 11:15 A.M. to 11:20 A.M. the at-grade crossing with the railroad was closed three times for train traffic.

The Maryland State Highway Administration complies with the provisions of Title VI of the Civil Rights Act of 1964, which forbids discrimination against any person on the grounds of Race, Color, or National Origin under any program or activity that receives Federal financial assistance from the Federal Highway Administration.

3:2.10 Visual Aesthetics

The "build" alternative would be a relocation in an area which today is largely devoted to open space uses. Thus, the proposed action would open new vistas to the motorist, while at the same time imposing a visual intrusion upon nearby residents.

View from the Road

The view which motorists will perceive in using the proposed improvement will be diverse and generally pleasant. The

most significant scenic resources are those described in section 1.2.2.5. There will be a significant change in one vista due to construction of the road itself. The first vista described will suffer considerably by having the old farm buildings removed. The remaining scenic resources, from the motorists' point of view, will remain intact and be made far more accessible.

View of the Road

On the other hand, construction of the proposed improvement in the area which does not now have a road would sever several scenic vistas and impose visual intrusion upon nearby residents. A total of 30 dwellings will be within easy view of the proposed improvement, at least during the winter months. Of these 6 will be close enough to experience a severe visual impact.

3.3.11 Construction Impacts

Short term impacts associated with construction activities fall within many of the categories discussed in the preceding sections, including 3.2.3 Water Quality and Aquatic Life, 3.2.4 Stream Modification, 3.2.6 Air Quality, and 3.2.7 Noise.

The wasting of unsuitable dump materials are discussed in section 3.3, Mitigation of Impacts.

3.3 Mitigation of Adverse Impacts

When considering the adverse impacts associated with a highway construction action, it must be realized that these impacts fall within three time frames: construction, the short term, and the long term. Mitigation of adverse impacts is essentially the alteration of practices and plans to reflect the constraints present in each of the time frames of construction. This section will address the potentials for mitigating the adverse environmental impacts of the highway action discussed in the previous section.

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NEAR BELL STATION ROAD

Noise

Because of the nature of the development along the project, it would be impractical to construct any meaningful acoustic barriers. The costs would also be prohibitive.

It can be expected that these levels would be reduced wherever the highway is in a cut or fill situation. Amount of reduction is dependent upon depth of cut or fill. Fill sections would only produce reductions for the first 100 feet from the highway. This area will be within the right of way, therefore, no significant reductions from fill can be anticipated.

Visual Impacts

As discussed in previous sections, the retention of existing vegetation aids in the control of erosion and sedimentation, may assist in abutting noise levels and may serve as a sink for air pollution. The retention of this vegetative cover can also serve to enhance the visual environment of the highway user, and serve as a screen to preserve the semi-rural nature of the community.

In areas where it is not possible to preserve the landscape features, consideration should be given to plantings within the right of way. These plantings could create a visual harmony in the landscape environment by screening out undesirable elements and enhancing desirable elements.

Erosion and Sediment Control

The State Highway Administration has the responsibility to protect Maryland's waters from pollution which may result from it assigned activities. In this regard, the following procedures

are followed for erosion and sediment measures.

Highway Location

Erosion and sediment control factors are considered during the location phase. The highway is fitted to the topography and every effort is made to minimize damage to streams.

Close liaison is maintained with Soils Engineers, Department of Water Resources, Soil Conservation Service and other government bodies.

Highway Design

Contracts presently under design and all future contracts will contain specific items for erosion and sediment control.

These include:

- Temporary Sediment Traps.
- Temporary Ditch Basins.
- Retaining Streams in Natural State.
- Stone embedded baffles in concrete channels to act as energy dissipaters.
- Construct certain side ditches as first order of business.
- Berming of fills and install temporary slope drains.
- Install permanent slope pipes at no-cut, no fill intersection.
- Construct serrated cuts where soils permit.
- Install Level Spreaders to convert channel flow to sheet flow.
- Rip-Rap Ditch for velocity control.
- Permanent seeding and mulching as soon as possible. Temporary seeding where grading will be exposed for an extended period.

Highway Construction

This phase is responsible for project inspection and insuring that the erosion and sediment design described above is performed in the proper sequence and method. Enforcement of the provisions is insured through Administration action and reinforced by the Maryland Department of Water Resources.



Contractors are required by State law to obtain permits from appropriate County Agencies for work performed on private property outside of the highway right of way.

Air Quality

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

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

Folly Branch

The recommended alternative will require partial filling and drainage of the wetlands on Folly Branch. During the Final Design stage of the project, this impact could be lessened by utilizing a typical section which would reduce the impact on the adjacent wetlands, (i.e. reduction of safety grading). See Plate 10).

Continued coordination with the agencies involved, and in-  
forcement of the Maryland State Highway Administration  
Specifications, in conjunction with the possible reduction  
in the typical section utilized for design, will minimize  
the impact to Folly Branch and it's adjacent wetlands.

Should small portions of Folly Branch require  
rechanneling, this will be accomplished utilizing continuous  
coordination with the U.S. Fish and Wildlife Service.

Unique Habitat

The recommended alternative will require the  
acquisition of 4.5 acres (12%) of the 38.7 acre tract of unusual  
habitat noted in Section 1.2.1.5, (Plate 10) adjacent to the  
headwaters of Lottsford Branch. As with the Folly Branch wet-  
lands, the impact to the unique habitat could be reduced by the  
utilization of a similar typical section. The 4.5 acre area  
to be acquired would be through the northern portion of the  
existing tract. The balk of the remaining habitat would be  
to the south of the proposed alternate, and remain in its  
undisturbed state.

Flood Hazard

As outlined in Section 3.2.5, the Maryland State  
Highway Administration is cognizant of the flooding problem  
in the vicinity of Maryland Route 193 and Folly Branch. In  
Phase III (Final Design) stage of the project, a detailed  
analysis of the problem will be completed in accordance with  
FHPM 6-7-3-2. This analysis will be done in cooperation with  
The Maryland Department of Natural Resources, U.S. Fish and  
Wildlife Service and the Corps of Engineers. (See Plate 4)

Borrow Pit Pollution

Chapter 245 of the Acts of the 1970 Maryland General  
Assembly requires construction contractors to obtain permits  
and approval from the appropriate public agencies for work such  
as borrow pits and waste area operations performed outside of  
construction limits. The permits are predicated on treatment

during and after completion of the grading.

Wasting of Unsuitable Dump Materials

Unsuitable and excess materials removed from dump areas will be disposed of by being removed from the limits of the work or to such locations as shall be approved by the State Highway Administration District 3 construction personnel. Such approval will be in conformance with appropriate State and local regulations.

Other Construction Obligations

The contractor is required to conduct the work in a manner so as to cause the least practicable obstruction to traffic. This would include access to abutting businesses and residences. Barricades, warning signals, flag men and detours are to be used for added safety precautions. Construction activities and storage of material will be restricted to within the actual right-of-way limits. If dust conditions occur, they will be watered down or treated with discreet amounts of calcium chloride. Liability insurance is required against possible personal injuries and property damages. In addition, contractors are directly responsible for compliance with local, state and Federal laws applying to any aspect of project construction.

#### 4. ALTERNATIVES

##### 4.1 Detailed Description of Alternative 3, the Selected Alternative

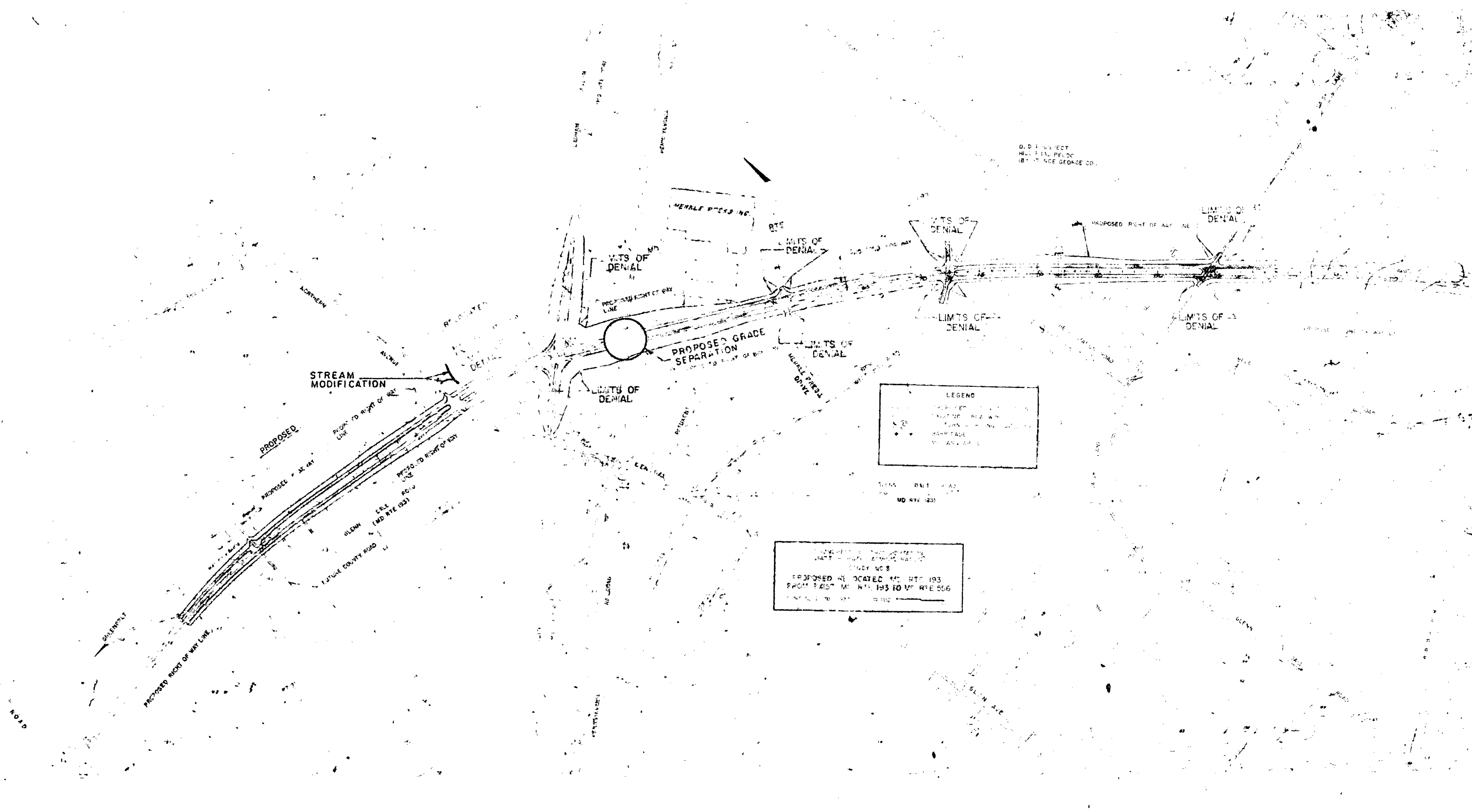
100

Plate 12 & 12A shows the horizontal alignment of Study No. 3, the selected alternative, beginning at a point on existing Maryland Route 193 approximately 0.3 miles east of the intersection with Good Luck Road. The relocation continues generally in a southeasterly direction for 3.0 miles where it terminates at an improved intersection with Maryland Routes 450 and 556. This study is being proposed as an uncontrolled access highway. Existing Maryland Route 564 has been widened to a four lane divided highway in the area of the relocation. This forms a channelized intersection of Relocated Maryland Route 193 with existing Maryland Route 564, utilizing left turn storage lanes to provide for a more efficient flow of traffic.

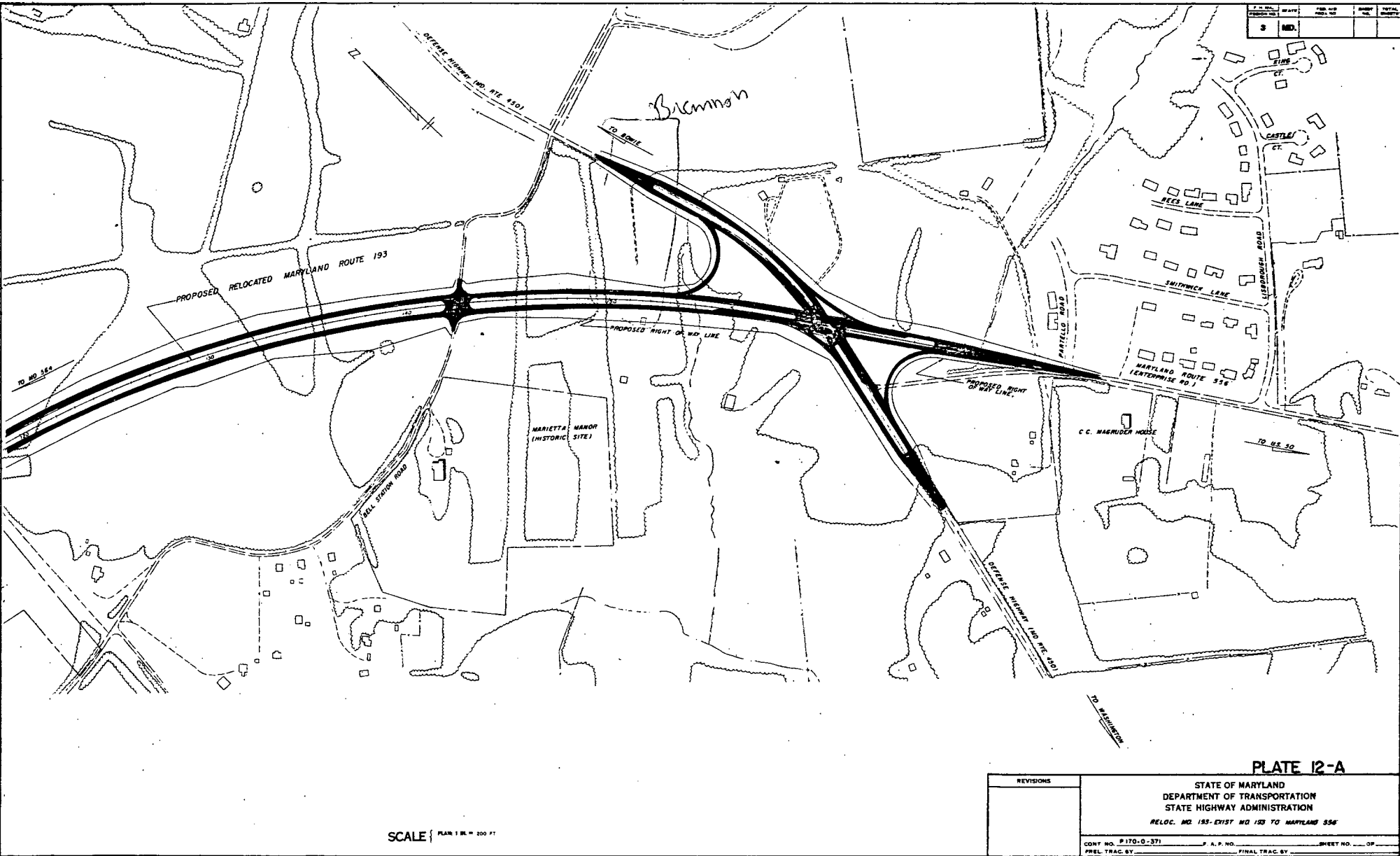
At grade intersections will occur at Northern Avenue, Maryland Route 564, Merkle Press Dr., New Prospect Hill Rd., Daisy Lane, Bell Station Road and Maryland Route 450. Old Prospect Hill Road will be closed to through traffic and permanently barricaded on each side of the proposed relocation, with adequate turn around facilities being provided. Relocated Maryland Route 193 design meets AASHTO requirements. The grade separation with the Penn-Central Railroad tracks, in addition to meeting AASHTO, will also meet Penn-Central criteria.

Plate 13 shows the proposed typical section of two 24 foot roadways with 10 foot outside shoulders and 4 foot inside shoulders, separated by a 54 foot median. The addition of the 2 ultimate lanes will take place in the median area, thus providing ultimately for two 36 foot roadways divided by a 30 foot median.

The total estimated construction and right of way cost for Study No. 3 is \$8,606,000.00.



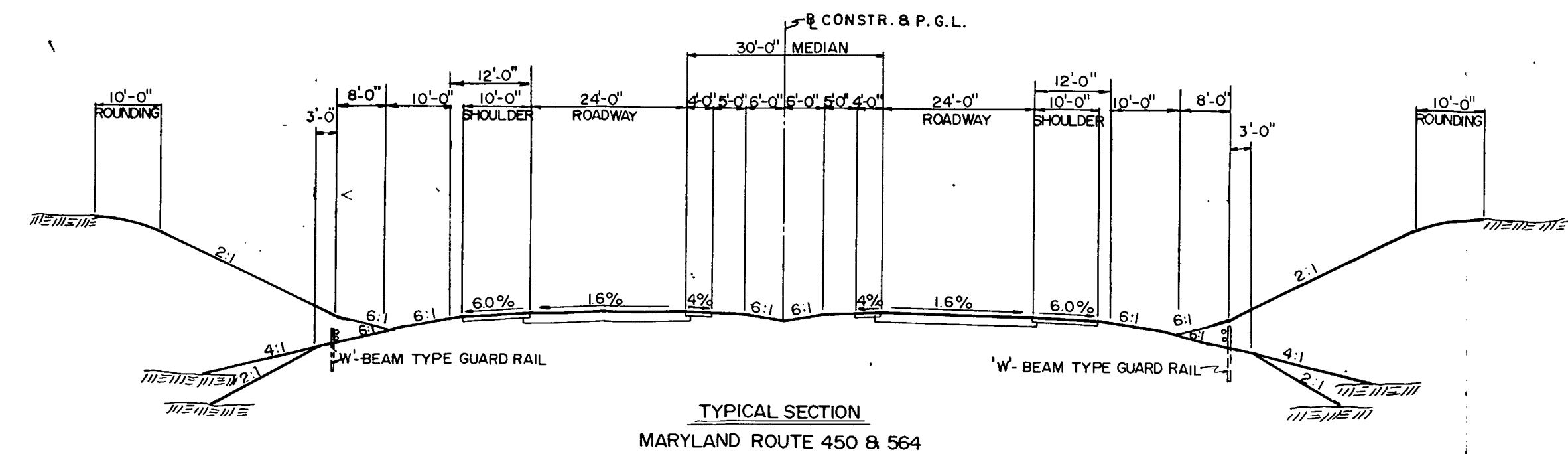
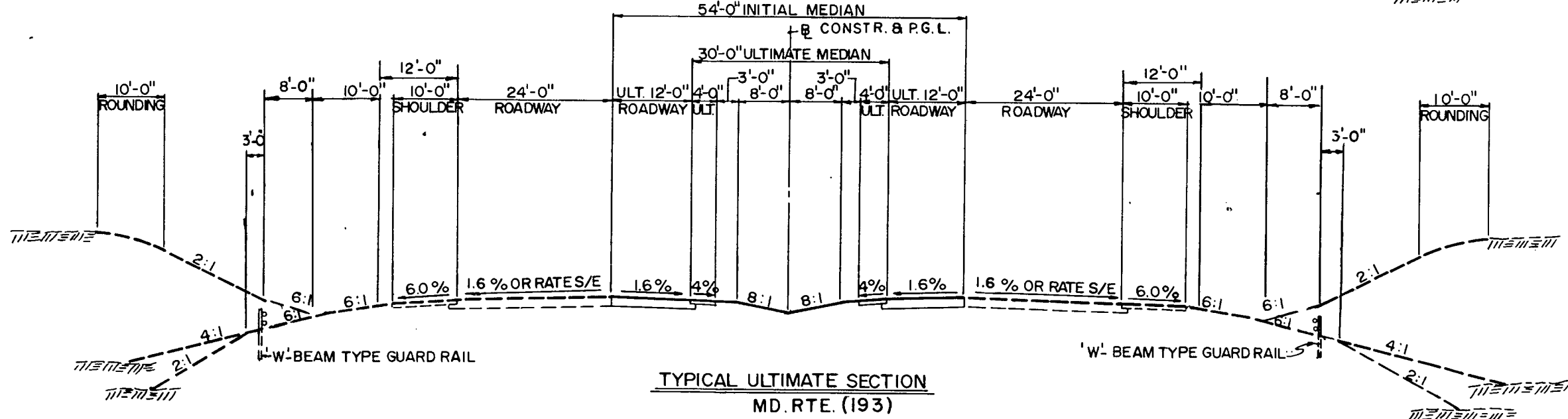
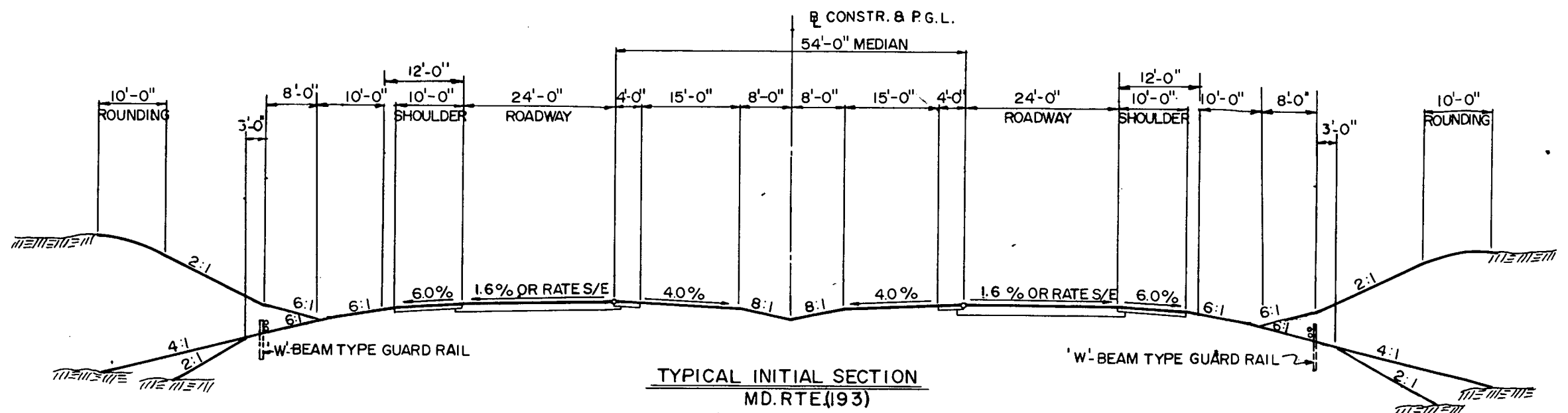
DATE	BY	CHKD	APP'D
8	MD		



**PLATE 12-A**

REVISIONS	STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION		
	RELOC. MD. 193-EXIST MD 193 TO MARYLAND 356		
CONF. NO. #170-G-371	P. A. NO.	SHEET NO.	OF
PREL. TRAC. BY	FINAL TRAC. BY		

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NOTE: 1975 - 1979 PROGRAM & 20 YR. HIGHWAY NEED STUDY INDICATES MD. RTE. 450 AS ULTIMATE 6 LANE DIVIDED HIGHWAY.

**PLATE 13**

DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION

STUDY NO. 3 TYPICAL SECTIONS  
PROPOSED RELOCATED MD. RTE. 193  
FROM EXIST MD. RTE. 193 TO MD. RTE. 556

CONTRACT NO. P-170- 371 SCALE: 1"=20'

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COST ESTIMATE - ALTERNATIVE NO. 3, THE SELECTED ALTERNATIVE

<u>CATEGORY</u>	<u>INITIAL COST</u>	<u>ULTIMATE COST</u>
I. Preliminary	\$ 388,000.00	\$ 66,000.00
II. Grading	2,939,000.00	42,000.00
III. Drainage	204,000.00	5,000.00
IV. Structures	535,000.00	143,000.00
V. Paving	1,358,000.00	486,000.00
VI. Shoulders	391,000.00	70,000.00
VII. Landscaping	90,000.00	20,000.00
VIII. Utilities	152,000.00	-
<hr/>		
Total Construction Cost	\$6,057,000.00	\$ 832,000.00
Contingencies 15%	909,000.00	125,000.00
Right of Way Acquisition	1,640,000.00	-
<hr/>		
Total Estimate Cost of Study No. 3	\$8,606,000.00	\$ 957,000.00
Total Ultimate Construction Cost		\$9,563,000.00

NOTE: Total Construction Cost Does Not Include Additives for Engineering and Administrative Overhead.  
Based on September 1974 Costs. No Escalation Added.



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4.2. DESCRIPTION OF OTHER  
ALTERNATIVES CONSIDERED

4.2.1. Alternative 1

Study No. 1 began at a point on existing Maryland Route 193 approximately 0.3 miles east of the intersection with Good Luck Road. The relocation continued generally in a southeasterly direction for 3.0 miles where it terminated at a point 0.3 miles south of the junction of Maryland Routes 450 and 556. The maximum horizontal curvature utilized in Study No. 1 was 1 degree 30 minutes. Since this study was a proposed controlled access facility, a service road would have been constructed on the west side of the mainline, opposite the M.A.T. office building, to allow the residents in that immediate area access to their property.

Alternative 1 would have had two grade separations. The first of these would have carried the proposed relocation over Maryland Route 564. Access from the relocation of Maryland Route 193 to Maryland Route 564 would have been obtained through an at grade intersection with Northern Avenue. A second bridge spanned the existing Penn-Central Railroad tracks. At grade intersections would have occurred at Northern Avenue, Merkle Press Drive, New Prospect Hill Road, Daisy Lane, Bell Station Road and Maryland Route 450. Old Prospect Hill Road would have been severed and permanently barricaded on each side of the proposed relocation.

Grades did not exceed 2 percent, except where the proposed relocation passed over the Penn-Central railroad tracks. Here, 5 percent grades ascended on each side of the tracks, allowing for the elimination of the dangerous at grade crossing. The addition of the two ultimate lanes would have taken place in the median area, thus ultimately providing for two 36 foot roadways divided by a 30 foot median. The total estimated construction and right of way cost for Study No. 1 was \$8,166,000.00.

4.2.2. Alternative 2

The horizontal alignment of Study No. 2 began at a point on existing Maryland Route 193 approximately 0.3 miles east of the intersection with Good Luck Road. The relocation continued generally in a southeasterly direction, slightly west of the alignment of Study No.1, for 3.0 miles. It terminated at a point 0.3 miles south of the junction of Maryland Routes 450 and 556. The maximum horizontal curvature utilized was 2 degrees 45 minutes. This study had no control of access. Numerous entrances were to be constructed along the west side of the proposed relocation, providing access to abutting property in the area between Good Luck Road and Northern Avenue.

Alternative 2 would have had two grade separations. The first of these was to carry the proposed relocation over Maryland Route 564. Access to Maryland 564 from the proposed relocation was obtained through the at grade intersection with Northern Avenue. The second grade separation occurred at the Penn-Central Railroad

tracks carrying the proposed relocation over the high speed rail service. At grade intersections were to occur at Northern Avenue, Merkle Press Dr., New Prospect Hill Road, Daisy Lane, Bell Station Road, and Maryland Route 450. Old Prospect Hill Road was to be closed to through traffic and permanently barricaded in the vicinity of the proposed relocation. Grades were generally 2 percent or less, except where the proposed relocation utilized 5 percent grades to clear the existing Penn-Central railroad tracks. The addition of the two ultimate lanes was to take place on the outside of the initial lanes. This provided for an ultimate section consisting of two 38 foot roadways with curb and gutter on the outside and two 4 foot shoulders on the inside, separated by a 30 foot median. The total estimated construction and right of way cost for Study No. 2 was \$6,980.00.

4.2.3. Alternative 4

The horizontal alignment of Study No. 4 began in the same location as Study No. 2. The maximum horizontal curvature utilized was 2 degrees 45 minutes. This study, with no control of access, necessitated the construction of various private entrances along the west side of the relocation between Good Luck Road and Northern Avenue, to allow access to private residences. Existing Maryland Route 564 was shown widened to a four-lane divided highway in the area of the relocation. Relocated Maryland Route 193 and existing Maryland Route 564 met to form a channelized intersection with left turn storage lanes providing for a more efficient flow of traffic.

This study improved the relocation grades by passing beneath the Penn-Central railroad tracks. A maximum grade of 2 percent was obtained for the entire length of Relocated Maryland Route 193. At grade intersections occurred at Northern Avenue, Maryland Route 564, Merkle Press Dr., New Prospect Hill Road, Daisy Lane, Bell Station Road and Maryland Route 450. Old Prospect Hill Road was to be severed and permanently barricaded on each side of the proposed relocation with adequate turn around facilities provided. The addition of two ultimate lanes was to take place on the outside of the initial lanes. This provided for an ultimate section of two 38 foot roadways with curb and gutter on the outside and two 4 foot shoulders on the inside, separated by a 30 foot median. The total estimated construction and right of way cost for Study No. 4 was \$8,814,000.00.

4.2.4 Alternative 5

The horizontal alignment of Study No. 5 began in the same location as Study No. 3. The maximum horizontal curvature used was 2 degrees 30 minutes. This study was a controlled access highway, therefore, a service road was to be constructed on the west side of the mainline opposite the Aerospace office building. This service road allowed the residents in the area access to their property. Existing Maryland Route 564 was widened to a four lane divided highway in the area of the relocation, forming a channelized intersection with Relocated Maryland Route 193. Left turn storage lanes were provided for a more efficient flow of traffic.

This study, like Study No. 4, provided for better grades at the Penn-Central railroad tracks by passing beneath the railroad. Maximum grades of 2 percent were obtained for the entire length of the project. At grade intersections occurred at Northern Avenue, Maryland Route 564, Merkle Press Dr., New Prospect Hill Rd, Daisy Lane, Bell Station Road, and Maryland Route 450. The addition of the 2 ultimate lanes was to take place in the median area, thus ultimately providing for two 36 foot roadways divided by a 30 foot median.

The total estimated construction and right of way cost for Study No. 5 was \$9,133,000.00.

It should be noted here that existing Glenn Dale Road will be permanently barricaded at the Penn-Central railroad tracks under all of the above studies. This will hinder travel of emergency equipment such as fire, police, hospital and civil defense. As a result, an alternate service road was considered which would run along the south side of the railroad track from existing Maryland Route 193 to the relocation, thence parallel to the relocation in a southeasterly direction to tie into Merkle Press Dr. The length of the service road, however, is not much less than using the existing roads, so it was not developed further.

In the forementioned studies, the bridge structure at the Penn-Central Railroad was designed to accommodate the future crossing of a bicycle path. No provision was made for bike paths along the remainder of the project, as they can be added at a later date with minimum difficulty.

4.2.5. Do-Nothing Alternative

The do-nothing alternative would consist of not relocating Maryland Route 193 and attempting to use existing Maryland Route 193. Existing Maryland Route 193 is contained within an approximate 30' right of way. The projected traffic counts would cause congestion on the existing two lane facility and undoubtedly result in an increase of traffic accidents on existing Maryland Route 193. A do-nothing alternate would not eliminate the high speed at grade railroad crossing at existing Maryland 193. The only improvement to existing Maryland 193 that could be accomplished without disrupting properties is a resurfacing of 20' roadway width. The resurfacing of existing Maryland 193 would cost approximately \$80,000.

4.2.6. Intra-Government Coordination

As part of the continuing coordination process originally instituted via communications from the Maryland National Capital Park & Planning Commission dated February 1971, a meeting was held with the Maryland National Capital Park & Planning Commission on May 14, 1976, for the purpose of updating information previously supplied by letter of February 1971 and D.E.I.S. dated February 15, 1973.

As a result of the May 14, 1976, meeting, the Maryland National Capital Park & Planning Commission was satisfied that the location of the project was consistent with their master plan dated December 1975.

For a detailed summation of the May 14, 1976 meeting, please refer to the letter of June 3, 1976, from Irvin C. Hughes,

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Assistant Chief Engineer - Design to Mr. Lester F. Wilkinson,  
Highway Coordinator, documenting this meeting (Page 123).

4.3 Description of the Impacts of the Selected Alternative

Because each of the "build" alternatives follow basically the same alignment, most of the impacts are essentially identical for each individual alternative. This is certainly true within the parameters of wildlife and habitat, endangered species, water quality, stream modification, flood hazard, air quality, noise social and visual impacts. These impacts were described in section 3.2, Identification of Primary Impacts. There are, however, some differences between alternatives within the parameters of displacement and access impacts. These differences are described within the section. In addition, the overall impacts of the proposed action, as described in section 3.2, are summarized for alternative 3 because of its status as the selected alternative.

Alternative 3, the selected alternative would elicit the following adverse impacts as discussed in section 3.2:

1. Partial filling and draining of the wetlands on Folly Branch. This would virtually eliminate the remaining wildlife values of this habitat.
2. Severe intrusion upon wildlife habitat on the headwaters of Lottsford Branch. Approximately 30% of this limited area would be taken by the improvement.
3. Disruption of approximately 10% of the nearly mature woodlands adjacent to Lottsford Branch.

4. Potential adverse impacts upon the aquatic life and water quality of Lottsford Branch and Folly Branch, particularly if construction coincides with heavy rains.
5. The probable necessity of rechanneling small portions of Folly Branch with its associated short-term adverse impacts upon aquatic life.
6. Alternative 3, the "build" alternative, will cause a larger contribution of primary and secondary pollutants to the region's air shed. This increase, however, is slight when considered in terms of the total regional emissions.
7. Construction activities may create short-term adverse impacts within the areas water quality, aquatic life, air quality and noise.
8. Of the seven noise sensitive areas one will experience design year L10 noise levels in excess of federal design levels. All but three of the noise sensitive areas identified for this project will experience design year noise levels which represent significant or severe impact. i.e., an increase of more than 10dB over the ambient noise level (Table 17).
9. A total of nine dwelling units and two farm operations will be affected by this alternate. The effect upon communities adjacent to the new highway is expected to be minimal. There will be no business dislocated, and the possible dislocation of the two farms is not expected to have any affect on the community as a whole. An estimated 33 people will be affected. Four owner-occupant families, one owner-occupant individual, and four tenant families will be displaced. No minority groups will be affected by this alternate. All of the families affected are in the lower to middle income range.
10. A total of 30 dwellings will be within easy view of the proposed improvement, at least during the winter months. Of these, six dwellings will be close enough to suffer a severe visual impact.

Offsetting these adverse impacts are the benefits to be derived by the proposed improvement. These benefits are discussed in sections 1.1.2. and 1.1.6.



Alternatives 1, 2, 4 and 5, while they are rejected alternatives, would have had adverse impacts nearly identical to those of alternative 3 except within the parameters of access and displacement. Differences between the access characteristics of the various alternatives are presented in the detailed description of each alternative (section 4, 1). The remaining differences in displacement impacts between the various design alternatives can be seen in Table 16.

TABLE 15.

ALTERNATE 3

COMPARISON OF PREDICTED NOISE LEVELS WITH AMBIENT AND DESIGN GOALS

NOISE SENSITIVE AREA	LAND USE	AMBIENT L <sub>10</sub>	DESIGN YEAR L <sub>10</sub> (1997)	CHANGE IN L <sub>10</sub>	RELATION TO DESIGN GOAL	ASSESSMENT
1	Religious	64	74	+10	+4	Minor impact - design noise level exceeded.
2	Residential	74	75	+1	+5	Negligible impact - design noise level exceeded.
3	Commercial	51	71	+20	-4	Severe impact - design noise level not exceeded.
4	Commercial	49	59	+10	-16	Minor impact.
5	Residential	46	59	+13	-11	Significant impact.
6	Residential	46	62	+16	-8	Severe impact.
7	Historic	46	60	+14	-10	Significant impact.
7A	Historic	46	57	+11	-13	Significant impact.

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TABLE 16 . DISPLACEMENT AND RELOCATION REQUIREMENTS

	ALT. 1	ALT. 2	ALT. 3	ALT. 4	ALT. 5
Minority groups	0	0	0	0	0
Businesses	3	2	0	0	3
Individuals	37	17	33	17	49
Dwelling Units	10	5	9	5	13
Owner-occupied	5	2	5	2	7
Renter-occupied	5	3	4	3	6
Farms	2	2	2	2	2
Non-profit organizations	0	0	0	0	0

Tables 17 to 20 present a summary assessment of the primary impacts of both Alternate 3 and the No-Build Alternate upon the natural and man-made environments over the short and long term. For purposes of definition, the phrase "short term" is used here to denote the construction period and a short period of time following the construction, while the long-term is considered a period of time approaching the "life-time" of the project. This assessment was arrived at by a multi-disciplinary team following in-depth discussions of the impacts and weighing the magnitude of each impact in each category.

TABLE 17. SUMMARY ASSESSMENT OF PRIMARY SHORT-TERM IMPACTS  
 ASSOCIATED WITH PROPOSED IMPROVEMENT OF MD. ROUTE 193 - NATURAL ENVIRONMENT

SIGNIFICANT ENVIRONMENTAL FUNCTIONS			ALTERNATE 3						NULL ALTERNATE									
			Adverse			Beneficial			Adverse			Beneficial						
			Major	Moderate	Slight	NO EFFECT	Slight	Moderate	Major	Page No.	Major	Moderate	Slight	NO EFFECT	Slight	Moderate	Major	Page No.
NATURAL ENVIRONMENT	GEOLOGY	Geological Features																
		Mineral Resources																
		Agricultural Soils																
		Cut and Fill																
		Erosion																
	WATER	Water Quality																
		Aquatic Life																
		Stream Modification																
		Flood Hazard																
		Recreational Uses																
	PLANTS	Woodlands																
		Unusual Specimens																
		Endangered Species																
		Educational Uses																
	WILDLIFE	Terrestrial Habitats																
		Wetlands																
		Abundance and Diversity																
		Endangered Species																
		Educational Uses																
		Recreational Uses																
	AIR & NOISE	Air Quality																
		Noise																

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TABLE 18 . SUMMARY ASSESSMENT OF PRIMARY LONG-TERM IMPACTS  
 ASSOCIATED WITH PROPOSED IMPROVEMENT OF MD. ROUTE 193 - NATURAL ENVIRONMENT

SIGNIFICANT ENVIRONMENTAL FUNCTIONS			ALTERNATE 3							NULL ALTERNATE								
			Adverse			Beneficial				Adverse			Beneficial					
			Major	Moderate	Slight	NO EFFECT	Slight	Moderate	Major	Page No.	Major	Moderate	Slight	NO EFFECT	Slight	Moderate	Major	Page No.
NATURAL ENVIRONMENT	GEOLOGY	Geological Features																
		Mineral Resources																
		Agricultural Soils				■												
		Cut and Fill																
		Erosion																
	WATER	Water Quality				■												
		Aquatic Life																
		Stream Modification																
		Flood Hazard																
		Recreational Uses																
	PLANTS	Woodlands				■												
		Unusual Specimens																
		Endangered Species																
		Educational Uses																
	WILDLIFE	Terrestrial Habitats				■												
		Wetlands				■												
		Abundance and Diversity																
		Endangered Species																
		Educational Uses																
		Recreational Uses																
AIR & NOISE	Air Quality					■						■						
	Noise					■												

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TABLE 19. SUMMARY ASSESSMENT OF PRIMARY SHORT-TERM IMPACTS  
 ASSOCIATED WITH PROPOSED IMPROVEMENT OF MD. ROUTE 193 - MAN-MADE ENVIRONMENT

SIGNIFICANT ENVIRONMENTAL FUNCTIONS			ALTERNATE 3							NULL ALTERNATE						
			Adverse				Beneficial			Adverse				Beneficial		
			Major	Moderate	Slight	NO EFFECT	Slight	Moderate	Major	Page No.	Major	Moderate	Slight	NO EFFECT	Slight	Moderate
LAND USE		Planned land use														
		Existing land use														
		Other federal actions														
		Productive lands														
RELOCATION		Individuals and families														
		Businesses														
		Housing														
		Community and neighborhoods														
SOCIAL/CULTURAL		Public facilities and services														
		Historical sites														
		Archaeological sites														
		Minority groups														
		Community access														
		Neighborhood setting														
ECONOMIC		Employment														
		Commercial Activities														
		Agriculture														
		Property values														
		Taxes														
AESTHETIC		View of the road														
		View from the road														

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MAN-MADE ENVIRONMENT

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TABLE 20 . SUMMARY ASSESSMENT OF PRIMARY LONG-TERM IMPACTS  
 ASSOCIATED WITH PROPOSED IMPROVEMENT OF MD. ROUTE 193 - MAN-MADE ENVIRONMENT

SIGNIFICANT ENVIRONMENTAL FUNCTIONS			ALTERNATE 3							NULL ALTERNATE								
			Adverse			Beneficial				Adverse			Beneficial					
			Major	Moderate	Slight	NO EFFECT	Slight	Moderate	Major	Page No.	Major	Moderate	Slight	NO EFFECT	Slight	Moderate	Major	Page No.
LAND USE		Planned land use																
		Existing land use																
		Other federal actions																
		Productive lands																
RELOCATION		Individuals and families																
		Businesses																
		Housing																
		Community and neighborhoods																
SOCIAL/CULTURAL		Public facilities and services																
		Historical sites																
		Archaeological sites																
		Minority groups																
		Community access																
		Neighborhood setting																
ECONOMIC		Employment																
		Commercial Activities																
		Agriculture																
		Property values																
		Taxes																
AESTHETIC		View of the road																
		View from the road																

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MAN-MADE ENVIRONMENT

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5. PROBABLE ADVERSE IMPACTS WHICH CANNOT BE AVOIDED

This section discusses the probable impacts upon the environment previously described which are considered adverse and unavoidable from the standpoint of prudent decision-making. In some cases, the unavoidable adverse impacts may be substantially minimized, if not totally eliminated, during the detailed design phase or during the actual construction phase of the project. However, for the purpose of this environmental impact statement, all such impacts will be identified.

Noise

The generation of construction equipment noise during the building of Relocated Md. Route 193 will be adverse to the surrounding area and is relatively unavoidable. Localized shielding may be utilized in some instances to reduce noise from a single source, but overall construction site noise cannot be eliminated.

Noise generated by automobiles using the new facility likewise cannot be completely eliminated. The use of smooth roadway-surfaces and gradual grades will reduce noise to some degree.

The analysis of noise impacts (see Section 3.2.7) shows that there are seven noise sensitive areas along Alternate 3. Only two of these areas will experience noise in excess of the design goals. While Noise Sensitive Area 2 will only experience an increase of one decible from the ambient noise level to the design year noise level, the other Noise Sensitive Areas will experience increases of 10dB to 20dB from the ambient L<sub>10</sub> to the design



year L10. Because of the nature of the development along the project, it would be impractical to construct any meaningful acoustic barriers. The costs of doing so are also prohibitive.

Relocation

Right of way acquisition is one of the more important impacts of a highway project. In spite of careful planning and refinement of the proposed improvement, Alternate 3 will affect nine dwelling units and two farm operations, resulting in affects to an estimated 33 people. Due to the long interval of time between the commencement of relocation activity and commencement of construction of the improvement and the amount of replacement housing available in Prince George's County, no significant problems are anticipated with regard to relocation. Relocation assistance will be conferred to those involved under guidelines set forth by the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

The land used for the new highway improvement can be considered an adverse effect. However, it must be kept in mind that if the relocation of Maryland Route 193 were not undertaken, the area could become occupied with other uses rather than remain in its present state.

Water Quality

The proposed relocation of Maryland Route 193 necessitates the crossing of Folly Branch six times and of Lottsford Branch once. During the construction phase of the project, although every effort will be made to control erosion, it is likely that some sediment

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may reach these streams and have an adverse effect on water quality and aquatic life. The precise effect on water quality will be highly dependent upon the constituents of the materials entering the stream, i.e., whether the materials entering are construction materials or petroleum products, or soil. The effect on the aquatic life of the streams will be adverse regardless of the composition of the materials (See Section 3.2.3 and 3.2.4). As outlined in Section 3.2.4 and 3.2.5 the proposed relocation will require partial filling and drainage of the wetlands adjacent to Folly Branch, and may require the re-channeling of small portions of Folly Branch. However, as stated in Section 3.3, various means will be utilized to reduce the impact to Folly Branch and it's adjacent wetlands.

Wildlife

The construction of relocated Maryland Route 193 will necessitate the destruction of wildlife habitat within the right-of-way (See Section 3.2.1). Through revegetation practices following the construction, much of this impact may be mitigated.

Of the 38.7 acre tract of unusual habitat outlined in section 1.2.1.5, 4.5 acres will be required for construction of the project. However as with the wetlands on Folly Branch various means could be utilized to reduce the anticipated impact upon this area (i.e., reduction in the width of typical section utilized, etc).

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6. THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM  
USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND  
ENHANCEMENT OF LONG-TERM PRODUCTIVITY

As outlined earlier in this statement, the alternatives which propose the construction of a transportation facility will have a number of short term uses that will adversely affect the environment. During the construction phase, trees, vegetation and wildlife areas may be interrupted or destroyed. There will be some soil erosion, noise and air pollution generated by construction equipment on the site. During the construction period, some roads will require diversion causing perhaps social and economic hardship. Activities in the adjacent areas to construction will also be disrupted by the noise and activity necessary for construction of this facility.

One of the immediate short-term losses will be the removal of at least 80 acres of property from the tax rolls and from agricultural productivity. While the loss of this agricultural land may cause the unemployment of few people, its impact may be more significant when considered in long-term. There is evidence of a nationwide trend in the conversion of farm land to non-agricultural uses that will have ramifications for future generations. This land will, however, be converted to other uses, the most likely being residential, that are in conformance with the area's master plan.

Generally, the short-term adverse impacts from noise created by construction equipment, air pollution, and disruption of activities will diminish after construction. With the development

of more efficient combustion of fuels, the experimentation of improved design of tires, engines and roadway surfaces, the longer term adverse impacts from air and noise pollution will also presumably decrease over time. Similarly, the social impact created by the relocation of homes and businesses will, over a longer period of time, diminish because of their re-establishment in new locations. Access roads and other service routes which are disrupted in the short-term use will be replaced, and better access provided in most cases.

The long-term productivity of the area will be enhanced in several ways. Noise from the existing roadway will be abated by relocating Glenn Dale Road to a new location. The reduced noise levels will be most apparent in the residential areas and at the Glenn Dale Hospital, which is a sanitorium for the chronically ill.

Improved access to existing and planned employment areas will result from the proposed relocation. The enhancement of these employment areas will, similarly, improve the economic base of the area and the County. There will also be an improvement in the safety attendant with the proposed relocation and the closing of an at-grade intersection of the Metroliner and existing Glenn Dale Road.

7. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

The land to be used for the construction of Relocated Maryland Route 193 cannot be termed irreversible. When, and if the facility is no longer needed as a part of the transportation network, the roadway could, at great cost, be converted to other land uses. If such an improbable instance were to occur, recognition would be made of the benefits that have been derived, and a proportionate amount of the public funds and efforts committed to the project could be classified as irretrievable.

Although the land used by the project cannot be termed irreversible, the growth pressures to which the project caters may very well commit the area surrounding the project to forms of development that would preclude the possibility of the roadway being used for any other purpose. In addition, the land use preempted by the construction of Relocated Maryland Route 193, i.e., farmland, may never be able to be re-established in the study area.

Other irreversible and irretrievable commitments of resources created by the project include: the destruction of wildlife habitat, the trees cut down when the highway is built, and the rock or minerals excavated. The alteration of the visual environment is also an irreversible commitment.

8. THE IMPACT ON PROPERTIES AND SITES  
OF HISTORIC AND CULTURAL SIGNIFICANCE

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Of the sites identified in Section 1.2.2.5, two, Marietta Manor and the C.C. Magruder House, are considered to be eligible for inclusion in the National Register of Historic Places. This determination was made by the Maryland Historical Trust, the Federal Highway Administration, and the Maryland State Highway Administration. The Gabriel DuVall House, out buildings and the DuVall Cemetery are of local and state significance (more detail is provided in Section 11.)

Based upon the Report on "Marietta Manor", prepared by the Maryland State Highway Administration's Bureau of Highway Design and the presentation made at a meeting on December 19, 1975, the Federal Highway Administration and the Maryland Historical Trust have concluded that the proposed relocation of Maryland Route 193 will have no effect on the historic site known as "Marietta Manor". A copy of an executed memorandum among these agencies is included in Appendix D.

Two historic sites would have some associated property taken by the proposed project. The specific sites, potential impacts and possible mitigation of these impacts have been described in detail in the Section 4(f) Statement, which can be found on page 100 of this document.

The sites involved are the Gabriel DuVall House, and the two Duvall grave stones. The DuVall House and graves are located on fifteen (15) acres of which three (3) will be acquired if the proposed project is implemented. Neither the house nor the grave sites will be adversely impacted by the proposed project. The house will be approximately 450 feet from the project and the grave markers will be twelve to fifteen feet west of the project.

The proposed project will not take any property from the C.C. Magruder site. The State Historic Preservation Officer, because of the proximity of the Magruder House to the existing road and the existence of a natural buffer, has determined that the proposed action will have no effect upon the site. A copy

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of correspondence affirming this finding is included in this report as Appendix E. A Draft Section 4(f) Statement was initially prepared for a potential taking of land from the three historic sites. As a result of consultation and further review of the design, the involvements have been reduced to takings from two sites (the Gabriel DuVall House and the DuVall Cemetery).

The C. C. Magruder House has been avoided. Extending an improvement along the existing corridor for Maryland Route 556 from the proposed intersection would not involve a taking from the Magruder historic site (see Plate 12a). As stated previously, improvements to Route 556 are not critically needed and are not being planned at this time. Alternatives for a Route 556 improvement could include alternate corridors. The Route 193 alignment and intersection with Route 450 can be changed to meet the overall needs in accordance with the full consideration of impacts along the existing Route 556 corridor. Current fiscal estimates put this study ten to twenty years in the future.

Shifts in the proposed alignment to further avoid Section 4(f) sites were found to be either unfeasible due to engineering constraints or imprudent because of impacts to other structures and/or historic sites.

After an archaeological survey of the study area and determining that sites were present, it was the opinion of the archaeologist conducting the survey, Dr. Charles W. McNett, Jr., that an intensive survey would be needed in order to adequately assess the importance of these sites.

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9. RESPONSES TO DRAFT ENVIRONMENTAL STATEMENT

The Draft Environmental Impact Statement for Relocated Md. Route 193 was issued on February 25, 1973, for review by public agencies and citizens. The agency distribution roster is included in the summary sheet section of the Draft Environmental Impact Statement. Citizens were afforded the opportunity to review the statement at the local State Highway Administration office.

- 1. U.S. Department of the Interior  
Mark Abelson, Regional Coordinator  
April 19, 1973

Comment:

"Each stream should be identified and the fishery resource evaluated . . . ."

Answer:

See Section 1.2.1.4, "Water Resources and Water Quality", and Section 1.2.1.5, "Habitat, Fish and Wildlife".

Comment:

". . . should also provide data on the geology of the area."

Answer:

See Section 1.2.1.1, "Geology and Topography".

Comment:

". . . the Statement should credit the source of the proposed land use plan. . ."

Answer:

This plate has been changed. The source is: The Maryland National Capital Park and Planning Commission, Preliminary Master Plan For Glenn Dale, Seabrook, Lanham and Vicinity - Planning Area 70.



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Comment:

"This section[Probable Impact of the Proposed Project on the Environment] is incomplete in that it does not fully consider fish and wildlife value in the project area".

Answer:

See Section 3.2.1, "Wildlife and Habitat". The loss of habitat is now included in Section 7, "Irreversible and Irretrievable Commitments of Resources".

Comment:

". . . the design and construction of the highway should be related to the proposed extension of the rapid transit system".

Answer:

See Section 2.3, "Planned Land Use - Transit". The closest rapid transit station now planned is at New Carrollton.

- 2. U. S. Environmental Protection Agency  
Robert J. Blanco, P.E.  
Chief, Environmental Impact Branch  
April 18, 1973

Comment:

". . . it is not possible to assess the environmental and transportation impact of this project without a detailed discussion of its relationship to the Metro regional rapid rail passenger system."

Answer:

See Section 2.3, "Planned Land Use - Transit". The closest rapid transit station is now planned for New Carrollton.

Comment:

"In order to determine how the project will affect air quality in the study area, a comparison should be made between present ambient air quality and the quality after a many-fold increase in ADT,....."

Answer:

A more detailed Air Quality Analysis for Md. Route 193 was prepared by the Maryland Department of Transportation, State Highway Administration, Bureau of Landscape Architecture, as

a supplement to the Draft Environmental Impact Statement. This analysis was reviewed by the U. S. Environmental Protection Agency.

Comment:

".....the criteria for identifying severity of impact are questionable.

Answer:

See Section 3.2.7, "Noise"

Comment:

"The impact statement should also generally explain...that while the dBAschale is logarithmic..., an increase of 10dBA is of more practical concern where the ambient level is excessive..."

Answer:

See Section 3.3.7, "Noise"

- 3. U. S. Department of Health, Education and Welfare  
John E. McKenna, Regional Environmental Coordinator  
April 25, 1973

No comments

- 4. Prince George's County Government  
Edward W. Chen, Deputy Chief Administrative Officer  
April 19, 1973

Recommends Alternate 3

- 5. Maryland Department of State Planning  
Vladimir Wahbe, Secretary of State Planning  
May 1, 1973

Comment:

"Statements relative to the development inducement potential of this highway appear to be inconsistent with the 1969 Prince George's County Master Plan which generally indicates suburban residential use for this land and not industrial development".

Answer:

The statements have been modified to reflect scenarios of what is potentially possible (see Section 3.1, "Secondary Impacts") rather than what is expected to be the case.

Comment:

"Statements relative to the appreciation of property values due to pressures for residential development should be substantiated and correlated with probable availability of other support facilities, particularly water and sewerage."

Answer:

See Section 3.2.8, "Relocation of Individuals and Families" and, 2.3, "Planned Land Use".

Comment:

"The statement should present any available data concerning through traffic needs and local traffic needs including the provision of access to dwellings denied direct access".

Answer:

See Section 1.1.3, "Traffic Characteristics" and Section 4.1, "Detailed Description of Alternatives".

Comment:

"Consideration should be given to provision for open space in an area that will be subjected to more intensive development."

Answer:

Provision has been made to acquire a minimum 200 foot right-of-way which will provide at least 25 feet on either side of the roadway.

- 6. Interagency Committee for Public School Construction  
Alford R. Carey, Executive Director  
March 5, 1973

Comment:

"Comments on any conflicts with regard to the several proposals and these adjacent [school] sites should be obtained from the Prince George's County Board of Education."

Answer:

The Prince George's County Board of Education received a copy of the Draft Environmental Impact Statement for comments.

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7. Maryland Bureau of Air Quality Control  
George P. Ferreri, Acting Director  
March 30, 1973

Comment:

"....there is no mention of the Federal new car emission control program which will be in effect for 1975 cars."

Answer:

See Section 5, "Probable Adverse Impacts Which Cannot Be Avoided - Air Pollution".

Comment:

"The author does state that emissions from motor vehicles will be reduced because of more efficient movement. While this is true for pre-1975 cars, it probably does not apply to controlled vehicles."

Answer:

This comment was incorporated in the Supplemental Air Quality Analysis, which was approved by the Maryland Bureau of Air Quality Control.

Comment:

"Although the construction of Route 193 on new location will definitely increase air pollution along the new corridor, there will most likely be a decrease along the existing route."

Answer:

This comment has been incorporated in Section 3.2.6, "Air Quality".

10. PUBLIC HEARING COMMENTS

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10. PUBLIC HEARING COMMENTS

At the Public Hearing of July 9, 1973 and from letters received thereafter, considerable support as well as opposition was registered to the proposed improvements to Maryland Route 193.

Many residents of the area welcomed the relocation while many other were against any improvement at all. The one point agreed upon almost unanimously was the elimination of the existing at grade crossing of the Pennsylvania Railroad tracks with Glenn Dale Road.

Mr. Herbert W. Reichelt, representing the estate of Mr. M. Leo Storch the owner of 32 acres of land in the southwest quadrant of Lanham-Severn Road and the proposed relocation, went on record supporting Study No. 2. This tract of land is presently zoned commercial, and plans to build a shopping center were initiated while Mr. Storch was alive. Mr. Reichelt feels the only alternate that gives adequate access to this proposal site is Study No. 2.

Mr. Phillip R. Hogue, Chairman of the Prince George's County Planning Board District of the Maryland-National Capitol Park and Planning Commission, by letter of July 9, 1973, stated that his agency has found the project generally in agreement with adopted master plans for Prince George's County. He expressed a desire for consideration of a bike trail to be constructed adjacent to the proposed improvement of Md. Rte. 193. The distance in which the alignments of the highway and bike trail would be integrated is minimal, but it would connect two proposed bike trails currently under development at Bowie and at Goddard Space Center. Mr. Hogue state his agency is in

support of the scheme that passes under the Pennsylvania Railroad  
(Study No. 4).

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A number of petitions, signed by the residents of the Glenn Dale area, were sent to the Maryland Park and Planning Commission protesting the construction of Relocated Maryland Route 193 at anytime in the future. Approximately 65 families living in the area of the proposed improvement registered their opposition to the project.

Mr. Herbert F. Sacks, Vice President of the Ardwick Industrial District Association voiced the support of his organization for the construction of Relocated Maryland Route 193.

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11 . 4 (f) STATEMENT  
RELOCATED MARYLAND ROUTE 193



## HISTORICAL RESOURCES

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### 1. Introduction

The proposed project is located in Prince George's County, Maryland, from a point approximately 0.3 miles east of the intersection of Maryland Route 193 and Good Luck Road to the intersection of existing Maryland Routes 450 and 566. The total distance for this proposed major collector urban facility is approximately 3.0 miles. The proposed relocation of Maryland Route 193 will eliminate a high speed at-grade Amtrak railroad crossing.

A Draft Environmental Impact Statement for the project was circulated on February 15, 1973. At that time, only one historical site in the study area had been identified by the Maryland Historical Trust, the Marietta Manor. However, in a letter dated November 13, 1975, the Trust cited additional historical structures in the area. Three additional sites that would have land taken from them were the Gabriel Duvall House (with smokehouse and barn), the old gravesites of three Duvall children, and the C. C. Magruder House. To comply with Section 4(f) of the U.S. Department of Transportation Act of 1966 (49 USC 1653 (f)), and paragraph 16 of FHPM 7-7-2, the State Highway Administration prepared a supplemental draft 4(f) involvement to the Draft Environmental Impact Statement, which discussed the impacts on these additional historical properties affected by the proposed highway improvement. The supplement was circulated April 12, 1976.

Since the preparation of the Draft Environmental Impact Statement and the Supplement 4(f) Involvement the possibility of reducing the potential impact on the C. C. Magruder House and property was again investigated. Slight modifications to the proposed improved intersection with Maryland Routes 450 and 556, in the vicinity of the Magruder property, have been incorporated into the study. The C. C. Magruder House and property have thereby been avoided. The improvement along the existing corridor for Maryland Route 556 would not involve a taking from the Magruder historic site (See Plate 12a). Therefore, 4(f) discussion of the former involvement on the property has been removed from this section.

The two properties addressed herein are the original Gabriel Duvall House (with smokehouse and barn), and the old gravesites of three Duvall children (See Plate No. 1).

### 2. Location of Sites

The Gabriel Duvall House and outbuildings are located at Project Station 84, south of Old Prospect Hill Road and east of Bell Station Road. (See Plate Number 2). The barn is presently 150 feet south of Old Prospect Hill Road, which will be barricaded on either side of the proposed Relocated Maryland Route 193. The smokehouse and home are located 150 and 200 feet respectively from the Old Prospect Hill Road, and 150 feet north of Bell Station Road.

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Most of the land immediately surrounding the structures is cleared, with dotted shrubs and trees. To the north of the barn, which will be the closest of the three structures to the Relocated Maryland Route 193 at this site, lies a wooded area.

The gravesites of the Duvall children are located at Project Station 115+50, in a thicket 1600 feet northeast of Bell Station Road where the utility right of way intersects with Bell Station Road (See Plate Number 3). Two inscribed grave stones mark the location. Approximately 12 to 15 feet west of the markers lies a plowed field, which constitutes only a portion of a farm purchased by the State Highway Administration for right of way purposes in April, 1975. The gravesites lie within the bounds of State Highway Administration property.

### 3. Description of Sites

The Gabriel Duvall House and outbuildings were constructed for Justice Duvall in the mid-1700's (not to be confused with his later estate, the Marietta Manor). The effected site has not been held in the Duvall family hands for several years. Substantial additions and modifications have been made to the house, which is basically of stone foundation and wooden sides. The present owner has been told by his preceding owner that the original foundation for the kitchen was apparently the oldest in Prince George's County. The Maryland State Historic Preservation Officer considers this house and properties to be of local significance and not eligible for the National Register of Historic Places. (See Appendix E for letter dated April 5, 1976).

The smokehouse is a brown stone and mortar structure. Its dimensions are approximately 12 feet (length) by 10 feet (width) by 15 feet (height at peak of A-frame roof). Considered to be in very good condition, it is still used.

The barn is a typical wooden structure of ribbed design. Windows have been inserted on two sides, the western and northern faces. This structure is approximately 25 X 18 X 30 feet, and appears in generally good condition.

Two grave stones mark the burial places of three Duvall children. One of the monuments identifies the grave of the only son of Justice Duvall. This marker has a two foot high spire (similar to the national Washington Monument) resting on a 1-1/2 x 1-1/2 x 2 foot base, on which an identifying inscription appears.

Approximately four feet south of the single grave lies a marker indicating the grave of two other Duvall children of a later generation. This marker is a raised headstone slab, approximately 2 inches thick, 1-1/2 feet wide and three feet high. Both monuments are inscribed on only their eastern face, fronting the thicket.

The Maryland State Historic Preservation Officer considers these sites to be of local significance and not eligible for the National Register. (See Appendix E.)

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4. Impact of the Proposed Project on the Sites

The present total acreage of the former Gabriel Duvall property is 15 acres. Approximately 3 acres will be required for State Highway Administration right of way for the proposed relocation of Maryland Route 193. One-half of the land within the proposed right of way is wooded. A triangular section of land approximately 1050 square feet will be separated from the remaining bulk of property. The largest portion of the farm shall remain intact. All of the noted structures are located on this larger tract.

The barn will be the closest of the Old Duvall structures to the proposed relocation of Maryland Route 193. It lies approximately 150 feet southwest of the proposed right of way and 300 feet from the centerline. Noise levels shall increase from an L<sub>10</sub> of 46 dBA to about 66 dBA in the design year (1993). The design year noise levels comply with the standards established by the Federal Highway Administration for Land Use Category B, which includes residences, churches, and parks.

The home and stone smokehouse lie approximately 300 and 450 feet southwest of the proposed right of way and centerline, respectively. Noise levels shall increase from an L<sub>10</sub> of approximately 46dBA to 60dBA for these two structures. Again, this level is below the maximum established for the applicable land use category. The closest stretch of the proposed road to the Duvall structures will be in a cut section about 20 feet below the existing elevation, thereby reducing the visual impact to be incurred as a result of the new roadway.

The gravesites lie 12 to 15 feet east of the proposed right of way line. Present design plans place the right of way line at the edge of the thicket in which the graves rest. The graves and surrounding property are owned by the State Highway Administration. The southern border of the property is the right of way of an abandoned Washington, Baltimore and Annapolis Railroad; the grave markers are located about 45 feet north and east of this property.

Impacts from the proposed highway construction on the gravesite area will include an increase in the noise levels from an L<sub>10</sub> of 45 dBA to 70 dBA. The noise standards established for such land use will not be exceeded. Although the right of way will come near the edge of the adjoining thicket, the closest edge of the pavement will be 50 feet west, while the proposed centerline will be at least an additional 125 feet farther west. The State Historic Preservation Officer and the State Highway Administration have determined that there will be no significant effect on the graves. Should any physical intrusion on the sites be necessary as a result of slight changes in final project designs, the State Highway Administration will exume and relocate the

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graves in accordance with Federal and State Highway rules and regulations. Regardless of possible relocation, the integrity of the graves will not be disturbed.

## 5. Prudent and Feasible Alternatives

### a. General Scope

The proposed project is coordinated with the elimination of a high speed railroad at-grade highway crossing in accordance with the 1970 Highway Safety Act. Relocation of Maryland Route 193 will permit the elimination of such a crossing at Glenn Dale Avenue (existing Maryland Route 193) and the Amtrak (formerly Penn Central) Railroad line between Washington, D. C. and Baltimore.

Furthermore, a highway improvement had been planned in the general area for several years. Traffic flow along a new four (ultimately six) lane facility would significantly improve access to and from the locale. Redirection of the flow from the existing route would also enhance balanced commercial and residential development, including better access to such facilities as the Goddard Space Flight Center, the Merkle Press Inc., the MAT building, and the proposed Glenn Dale Shopping Center. The need for a highway improvement was established in "The Preliminary Master Plan for Highways" for the Maryland-Washington Regional District in Montgomery and Prince George's Counties (1967).

Following Public Hearings in May, 1967, the Prince George's County Master Plan incorporated the general corridor location for a modern Maryland Route 193. Further justification for the reservation of this corridor is summarized in a letter dated April 1, 1971 between two State Roads Commission authorities. This letter appears herein as in Appendix A.

Within the prescribed corridor, five alternative proposals were developed. The first indicated a controlled access highway with an overpass over the Penn Central Railroad and Maryland Route 564. The second was similar except it showed no control of access. These two studies indicated that traffic from Maryland Route 564 would be handled at a county street known as Northern Avenue. The third alternative indicated a controlled access highway with an overpass over the Penn Central and an at-grade crossing at Maryland Routes 193 and 564. The fourth showed no control of access, an underpass at the Penn Central Railroad and an at-grade intersection at Maryland Route 564. A fifth alignment indicated a controlled access highway, an at-grade intersection at Maryland Route 564, and an underpass at the Penn Central Railroad.

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Evaluation of the alternatives identified Nos. 1 and 2 are to be inadequate to handle traffic at the intersection of Northern Avenue and Maryland Route 193. The magnitude of railroad traffic (up to 60 trains per day use the affected line) strongly precluded an underpass approach; therefore, Nos. 4 and 5 were deleted.

The third alternative was determined the most favorable. In addition to affording normal railroad operations with the construction of an overpass, No. 3 proposed an at-grade intersection of Maryland Routes 564 and 193, which appears the best solution for handling traffic at that intersection.

Relocation of Maryland Route 193 to the east of the existing road was considered the most feasible alignment due to environmental factors. Factors of land use planning, which have been considered in the plotting of a proposed alignment included location of existing and proposed public schools, park and open spaces, public works, utilities industrial complexes, hospitals, residences, historical sites, and existing roads. Future land use plans for the study area, as developed by the local planning commission, are shown in Plate No. 5.

Upgrading (dualization) of the existing route would cause severe impacts on commercial and residential areas located along either side of the road by necessitating the acquisition of most of the properties. Disturbances associated with the current and increasing flow of traffic along the existing route would not be reduced around the Glenn Dale Hospital, located in the southwestern portion of the project study.

Relocating Route 193 west of the existing route would result in major impacts to a concentrated residential area, and infringe upon a commercial section in the north and the hospital to the south. Hospital grounds and a major federal agricultural research station would be traversed in order for the highway to link with Maryland Route 556.

b. Immediate Area

The proposed selected alignment will traverse the former G. Duvall property. However, should the alignment be shifted slightly southwest, a greater impact on the structures would be incurred; a shift of 150 feet would necessitate removal of the barn while 250 feet would require barn, house, and smokehouse. Additionally, a southwesterly shift of over 200 feet would require at least ten more residences and either a tighter curve into Enterprise Road or dislocation along Bell Station Road.

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Although a slight southwesterly shift would place the road farther from the gravesites, topography played a critical role in the selection of the proposed alignment. From just north of the graves, a natural channel develops in the land formation patterns. Should a southwesterly shift occur, as the project progresses southward, the necessary curvature would place the right of way onto the property of the Marietta Manor. This house was constructed in the 1780's by Gabriel Duvall to overlook his estate. It is one of the finer homes of the Colonial period remaining in Prince George's County. The manor has long been recognized as a State historical resource, and is considered eligible for the National Register. With the proposed relocated Maryland Route 193, no impact will occur to the home or its property. However, if a southwesterly shift is made of over 100 feet from the proposed alignment, noise levels would exceed the 70 dBA maximum established standard. Greater shifting to the southwest would require land from the manor or even the house itself. The State Historic Preservation Officer and the Federal Highway Administration have concurred that the proposed alignment will have no effect on this historic site.

A northerly shift of the proposed alignment at the G. Duvall property is not considered feasible either. One-half mile north of the property is the Merkle Press, Inc., employer of many area residents. A northeasterly shift of the proposed alignment would considerably infringe on improved storage area and power plant operations of this facility.

Directly northeast of the Duvall property is the Glenn Dale Golf and Country Club. On this property are three historic sites: Prospect Hill Manor, an Overseer's House, and a barn and springhouse. All three have been restored.

Directly east of the Duvall property lies a wooded area, which would receive major adverse impacts should an easterly shift be made. A home and barn, which lie in a clearing southeast of the Duvall property, would also be destroyed for such an alignment.

An easterly shift of the alignment at the gravesites would almost certainly require removal of the three graves. Although exhuming the graves would be done, with full compliance of all rules and regulations, it is yet preferred by the State Historic Preservation Officer that all contact with the graves be avoided. Additionally, shifting the alignment easterly would intrude on a proposed elementary school and its grounds, which lie about 1500 feet farther south along the proposed Maryland Route 193. The present alignment will not cross onto the school grounds nor will it cause noise standards to be exceeded.

## 6. Mitigation Measures

The proposed action will have an adverse impact on the

Gabriel Duvall property. As indicated above, the realignment of the proposed relocation of Maryland Route 193 is limited in its design flexibility in the vicinity of the Duvall property. The highway impact will be somewhat lessened due to the wooded area close to the barn. Additionally, the vertical construction of the presently proposed road places it five to twenty feet lower than the immediately surrounding land. The fronts of the smokehouse and house face toward Bell Station Road, i.e., the opposite direction than proposed Maryland Route 193.

The only possible mitigation measure to the gravesites would be to avoid them, as is proposed in the design of this project. The thicket in which the markers lie is anticipated to remain undisturbed in the proximity of the graves.

ARCHAEOLOGICAL RESOURCES

Pursuant to Federal regulations and procedures, a preliminary archaeological reconnaissance survey was conducted in the project vicinity in April, 1976.

This survey located four archaeological sites within the proposed right of way, while possibly six other exist. Neither the extent nor the significance of sites has been determined, as an intensive review has been recommended by the consultant archaeologist. The sites found were evidenced by quartz debitage.

During final project design, an intensive archaeological review will be conducted to assure minimal impact to any archaeological resources within the path of construction or the right of way.

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United States Department of the Interior

RECEIVED

OFFICE OF THE SECRETARY  
WASHINGTON, D.C. 20210

JUN 7 1976

In Reply Refer To:  
L7619-MQ  
(ER-76/374)

OFFICE OF THE SECRETARY  
PLANNING & PRELIMINARY ENGINEERING

JUN 3 1976

Dear Mr. Ackroyd:

This is in response to the request from the Maryland Department of Transportation for the Department of the Interior's comments on the Section 4(f) statement, Supplement to Draft Environmental Statement, covering the relocation of Maryland Route 193, Prince Georges County, Maryland (Contract No. P 170-000-371).

We concur that (1) there is no feasible and prudent alternative to the use of the historical property, and (2) the project, as planned, includes all possible planning to minimize harm. The Department of the Interior offers no objection to Section 4(f) approval by the Department of Transportation for the subject project.

We appreciate this opportunity to comment on a matter of mutual interest and concern.

Sincerely yours,

(Sgd) Stanley D. Doremus

Deputy Assistant

Secretary of the Interior

Mr. Richard Ackroyd  
Division Administrator  
Federal Highway Administration  
George H. Fallon Federal Building  
Room 206  
31 Hopkins Plaza  
Baltimore, Maryland 21201

✓ cc: Mr. Robert J. Hajzyk  
Maryland DOT





DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT  
 WASHINGTON, D.C. AREA OFFICE  
 1875 CONNECTICUT AVENUE, N.W., UNIVERSAL NORTH BUILDING  
 WASHINGTON, D.C. 20009

June 14, 1976

REGION III  
 Curtis Building  
 6th. and Walnut Streets  
 Philadelphia, Pennsylvania 19106

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IN REPLY REFER TO:

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

STATE HIGHWAY ADMINISTRATION  
 PROJECT PLANNING

1976 JUN 16 PM 1 41

Dear Mr. Camponeschi:

This is in response to your request for comments on the Supplement to the Draft Environmental Statement for the proposed relocation of Maryland Route 193 in Prince George's County, Maryland.

While the general parameters of the relocation are appropriate, the environmental impact of the proposal as it relates to historical sites would be minimized if the gravesites were to be incorporated within the main body of the Duvall property. In spite of the fact that the gravesites are not eligible for the National Register and that their historical significance is parochial, the relocation of Maryland Route 193 may be accomplished without severing the gravesites from the remainder of the original Duvall estates. This slight modification in the proposal can be achieved without compromising the integrity of your design for Route 193.

Aesthetic considerations represent the primary motivation for the prospective inclusion of the gravesites, together with the other former Duvall properties, on the west side of the relocated highway. The constraints militating against this approach appear to be negligible in that the impact of such a shift upon the immediate area would not be substantially different from that delineated in the present proposal. A more severe curvature in the relocated route, with an arc wide enough to embrace the Duvall cemetery, seems warranted insofar as it would facilitate the placement of the entirety of the Duvall property on the west side of the highway. The establishment of a more accentuated curvature would effect neither the existing or planned facilities in the area nor the traffic flow along this route.

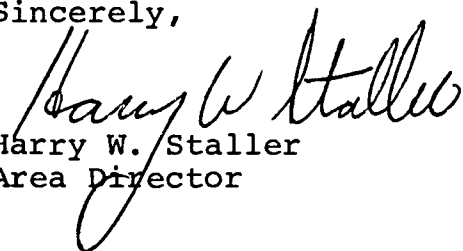
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<input type="checkbox"/> HOOVER	<input type="checkbox"/> DORSEY	<input type="checkbox"/> HUTZLER
<input checked="" type="checkbox"/> KROLAK	<input type="checkbox"/> GRANDY	<input type="checkbox"/> JANATA
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<input type="checkbox"/> UHL	<input type="checkbox"/> HOFFMAN	<input type="checkbox"/> WILLIAMSON
<input type="checkbox"/> ACTION	<input checked="" type="checkbox"/> INFO	<input type="checkbox"/> FILE

REMARKS:

Consideration of this alternative, in an endeavor to preserve the integrity of the historical sites, may be obviated by prohibitive construction costs. Excepting that, consideration should be given to this revision of your proposal since it minimizes the dissection of the historical Duvall properties.

Thank you for the opportunity to comment on the supplement to the draft environmental impact statement.

Sincerely,



Harry W. Staller  
Area Director

STATE HIGHWAY ADMINISTRATION

RESPONSE TO THE DEPARTMENT OF  
HOUSING AND URBAN DEVELOPMENT  
Comments of June 14, 1976  
Relocated Maryland Route 193

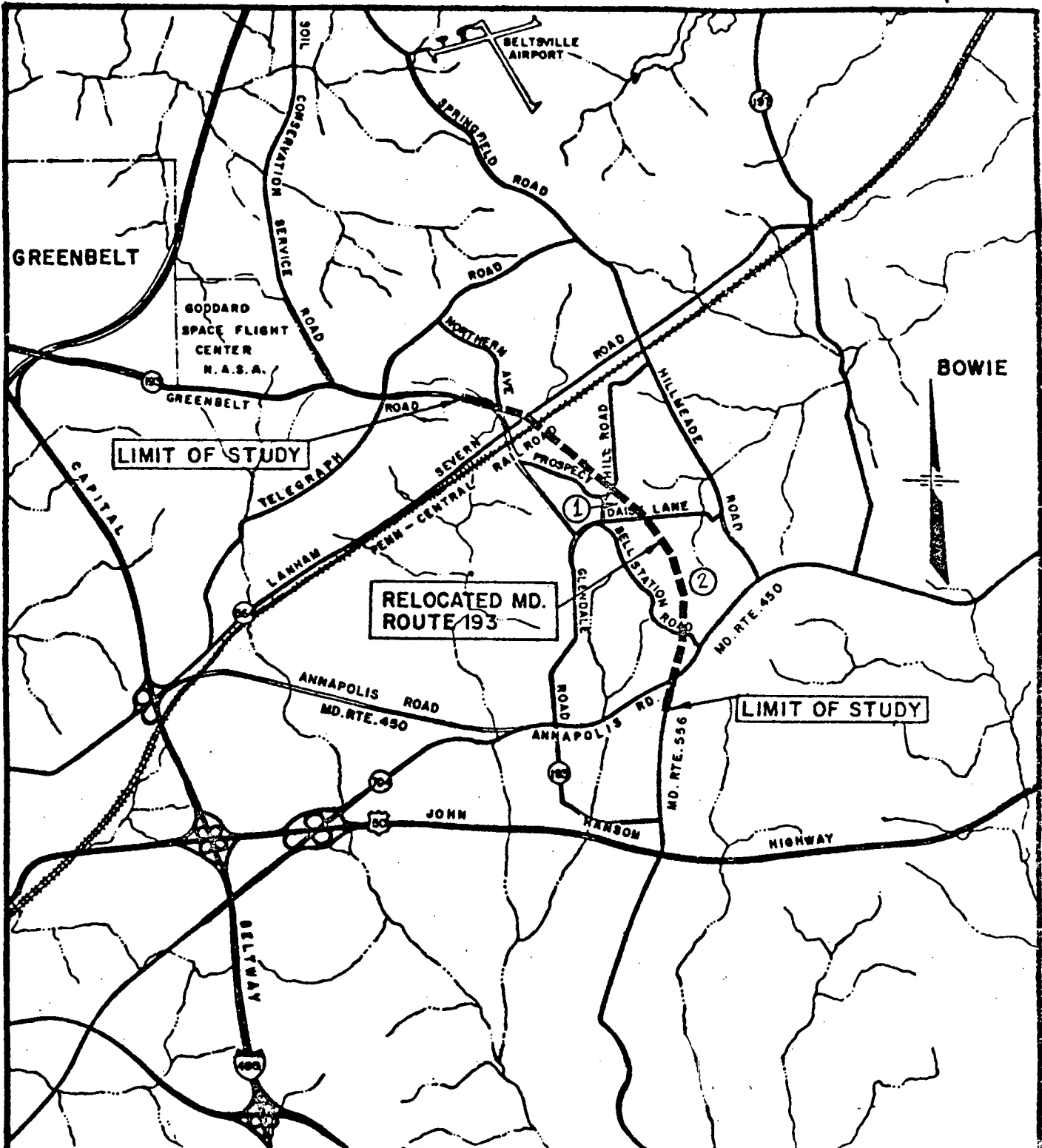
147

The main concern of the Department of Housing and Urban Development involves the aesthetic continuity of the Duvall properties. The Maryland State Highway Administration has given special consideration to historic resources in the area, in addition to lane arrangements, widths of right of way, type of access controls, and drainage structures in order to harmonize the proposed facility with the surrounding features.

The present degree of continuity among the Duvall structures is not great. The original Gabriel Duvall property, listed as "Site 1" in the 4(f) Statement, is in excess of one-half mile west of the grave sites with a road and several properties in between. "MARIETTA MANOR", original estate of Judge Duvall, is over one-half mile southeast of the two graves of the Duvall children, separated from them by a utility right of way, several other properties, and a road. The Department of Housing and Urban Development's conception that the proposed relocation of Maryland Route 193 would sever "the grave sites from the remainder of the original Duvall Estate" appears somewhat misconstrued. Furthermore, the proposed facility will have uncontrolled access; meaning that neither the grave sites, nor any other portion of the property will be isolated.

In addition to providing an easy and convenient method of access to the grave sites, the proposed horizontal and vertical geometry established for the relocation of Maryland Route 193 is in conformance with current Maryland State Highway Administration and American Association of State Highway and Transportation Officials' design standards. The increase in horizontal curvature recommended by the Department of Housing and Urban Development would jeopardize these standards, as well as encroach on a proposed elementary school and park complex and directly affect one of the largest employers in the area, namely Merkle Press, Inc.

In summary, the Maryland State Highway Administration is firm in the opinion that all prudent and feasible measures have been taken with regard to the Duvall cemetery and surrounding property.



LIMIT OF STUDY

RELOCATED MD. ROUTE 193

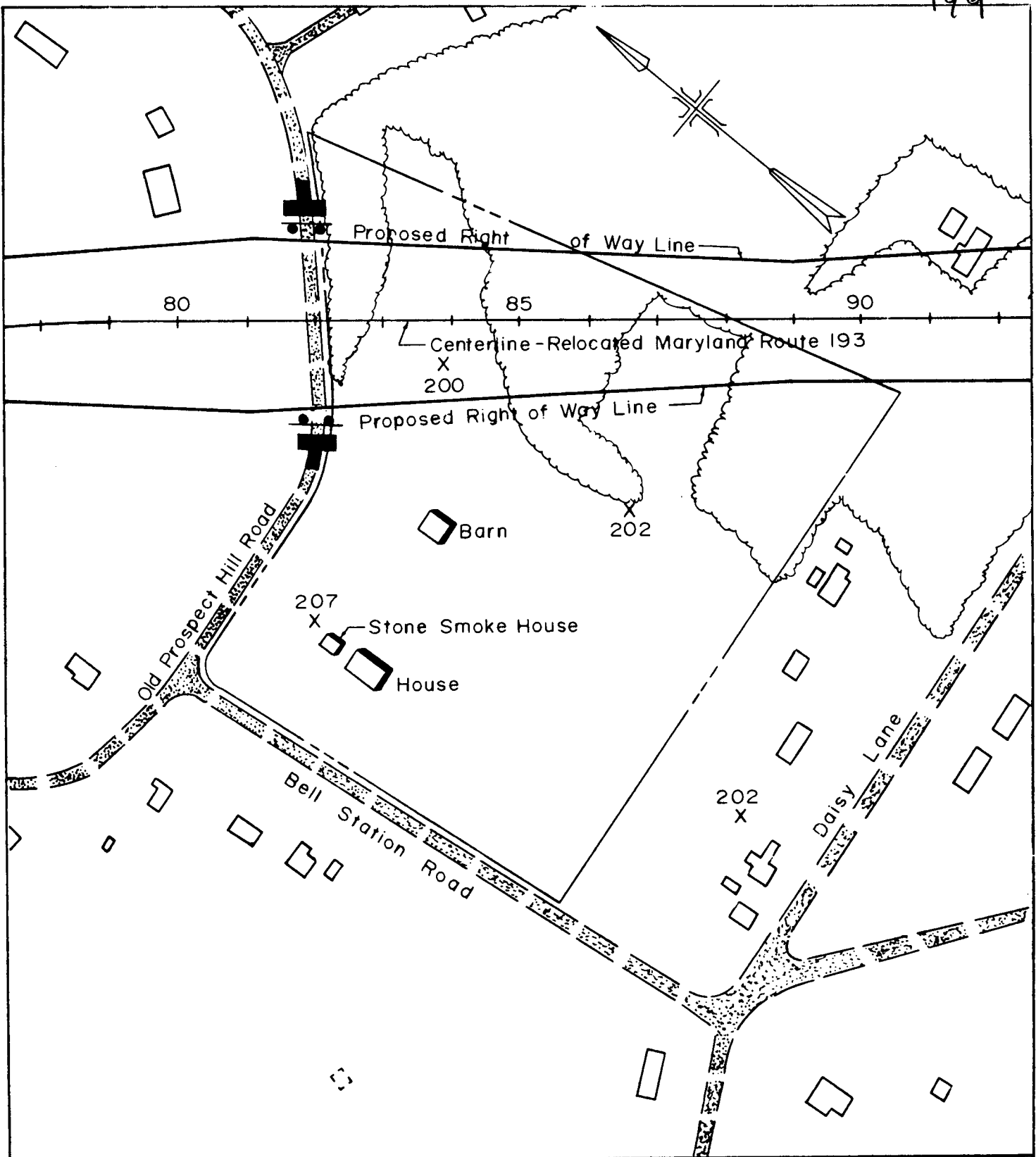
LIMIT OF STUDY

**LEGEND**


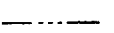



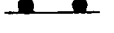
- 1. GABRIEL DUVALL HOUSE AND OUT BUILDINGS
- 2. DUVALL CEMETERY

SCALE: 1" = 1 MILE

**DEPARTMENT OF TRANSPORTATION  
 STATE HIGHWAY  
 ADMINISTRATION  
 RELOCATED MARYLAND  
 ROUTE 193  
 FROM EXISTING MARYLAND ROUTE 193  
 TO MARYLAND ROUTE 556  
 CONT. NO. P-170- -371      PLATE NO. 1**



LEGEND

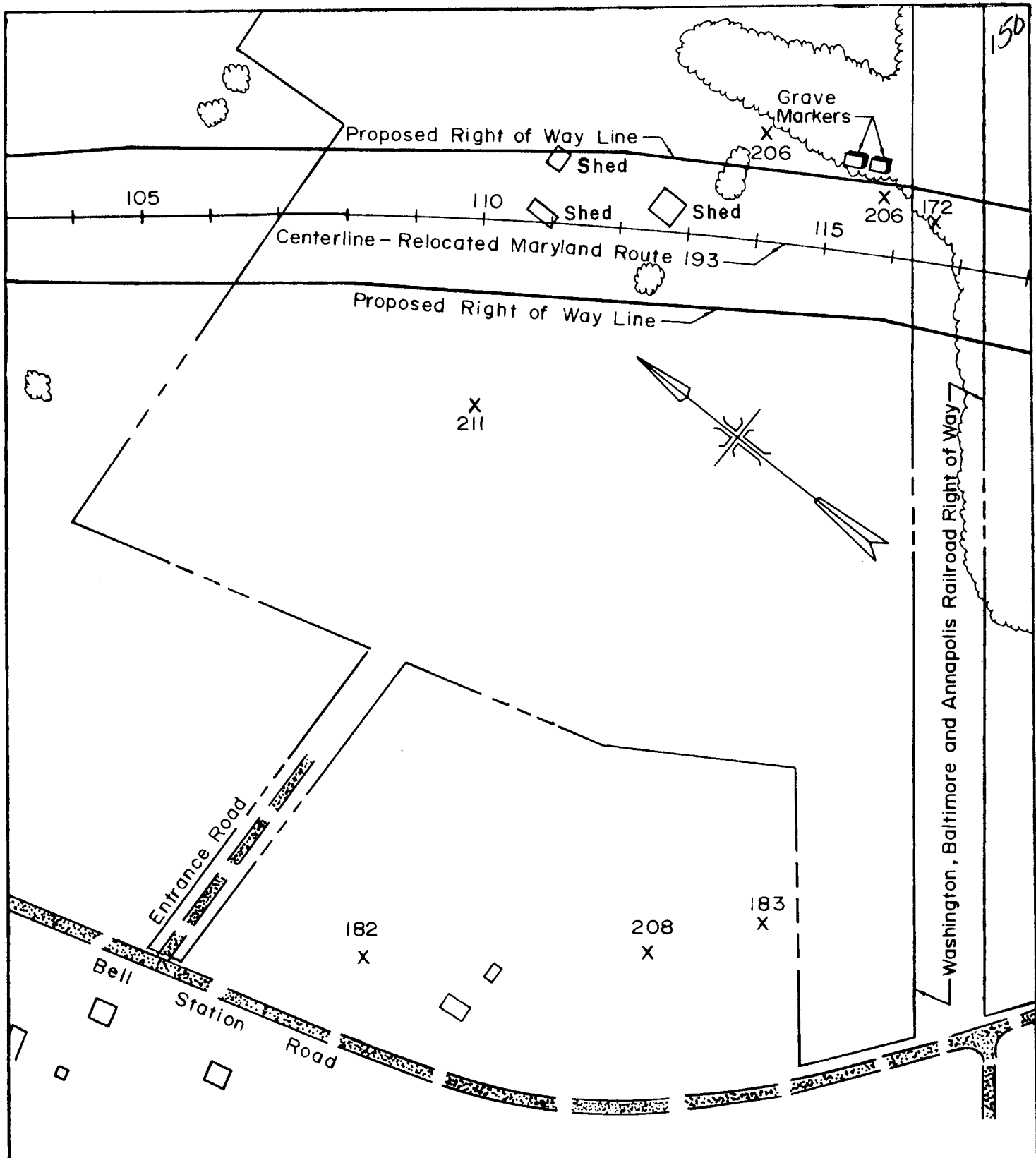
-  Historic Building
-  Property Line
-  Wooded Area
-  Existing Ground Elevations
-  Proposed "T" Turn-a-Round
-  Barricade
- Scale: 1" = 200'

DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION





RELOCATED MARYLAND ROUTE 193  
SITE NO. 1

GABRIEL DUVAL HOUSE  
AND OUT BUILDINGS

CONT. NO. P 170-371 PLATE NO. 2



**LEGEND**





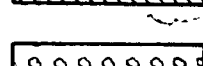















-  Grave Markers for Duvall Cemetary
-  Property Line
-  Wooded Area
-  Existing Ground Elevations

Scale : 1" = 200'

DEPARTMENT OF TRANSPORTATION  
 STATE HIGHWAY ADMINISTRATION  
 RELOCATED MARYLAND ROUTE 193  
 SITE NO. 2  
 DUVALL CEMETERY

CONT. NO. P170-371 PLATE NO. 3

**LEGEND**

-  RESIDENTIAL
-  COMMERCIAL
-  INDUSTRIAL
-  PUBLIC AND QUASI-PUBLIC
-  OPEN SPACE AND PARKS
-  HISTORICAL SITE
-  HOSPITAL
-  CHURCH
-  ELEMENTARY SCHOOL
-  JUNIOR HIGH SCHOOL
-  SENIOR HIGH SCHOOL
-  PROPOSED ELEMENTARY SCHOOL
-  ACQUIRED ELEMENTARY SCHOOL
-  PROPOSED JUNIOR HIGH SCHOOL
-  PROPOSED CHURCH
-  COMMUNITY CENTER
-  FIRE HOUSE
-  PUBLIC WORKS
-  POST OFFICE
-  UTILITY

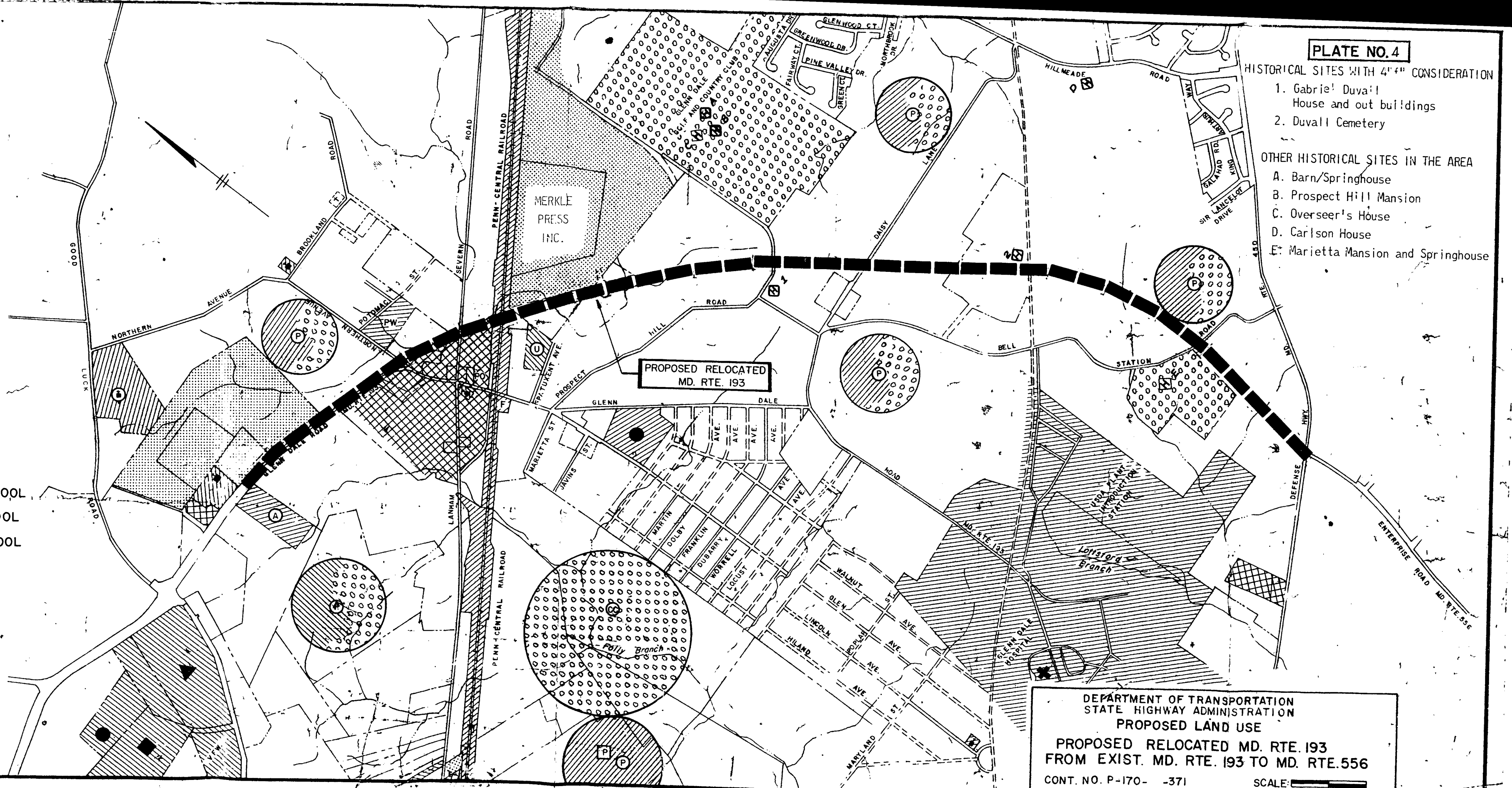
**PLATE NO. 4**

HISTORICAL SITES WITH 4" CONSIDERATION

1. Gabriel Duval House and out buildings
2. Duval Cemetery

OTHER HISTORICAL SITES IN THE AREA

- A. Barn/Springhouse
- B. Prospect Hill Mansion
- C. Overseer's House
- D. Carlson House
- E. Marietta Mansion and Springhouse



PROPOSED RELOCATED  
MD. RTE. 193

DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
PROPOSED LAND USE  
PROPOSED RELOCATED MD. RTE. 193  
FROM EXIST. MD. RTE. 193 TO MD. RTE. 556  
CONT. NO. P-170- -371 SCALE: 0 1000

APPENDIX A  
CORRESPONDENCE



ASSESSMENT OF SIGNIFICANT ENVIRONMENTAL EFFECTS

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

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

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

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

Appendix A (continued)

	<u>Yes</u>	<u>No</u>	<u>Comments Attached</u>
11. Will the action affect the use of a public recreation area, park, forest, wildlife management area, scenic river or wildland?	_____	<u>X</u>	_____
12. Will the action affect the use of any natural or man-made features that are unique to the county, state or nation?	_____	<u>X</u>	_____
13. Will the action affect the use of an archaeological or historical site or structure?	<u>X</u>	_____	_____
<b>B. Water Use Considerations</b>			
14. Will the action require a permit for the change of the course, current, or cross-section of a stream or other body of water?	<u>X</u>	_____	_____
15. Will the action require the construction, alteration or removal of a dam, reservoir or waterway obstruction?	_____	<u>X</u>	_____
16. Will the action change the over-land flow of storm water or reduce the absorption capacity of the ground?	<u>X</u>	_____	_____
17. Will the action require a permit for the drilling of a water well?	_____	<u>X</u>	_____
18. Will the action require a permit for water appropriation?	_____	<u>X</u>	_____
19. Will the action require a permit for the construction and operation of facilities for treatment or distribution of water?	_____	<u>X</u>	_____
20. Will the project require a permit for the construction and operation of facilities for sewage treatment and/or land disposal of liquid waste derivatives?	_____	<u>X</u>	_____
21. Will the action result in any discharge into surface or sub-surface water?	_____	<u>X</u>	_____

	<u>Yes</u>	<u>No</u>	<u>Comments Attached</u>
22. If so, will the discharge affect ambient water quality parameters and/or require a discharge permit?	___	<u>X</u>	___
<b>C. Air Use Considerations</b>			
23. Will the action result in any discharge into the air?	<u>X</u>	___	___
24. If so, will the discharge affect ambient air quality parameters or produce a disagreeable odor?	<u>X</u>	___	___
25. Will the action generate additional noise which differs in character or level from present conditions?	<u>X</u>	___	___
26. Will the action preclude future use of related air space?	___	<u>X</u>	___
27. Will the action generate any radiological, electrical, magnetic, or light influences?	___	<u>X</u>	___
<b>D. Plants and Animals</b>			
28. Will the action cause the disturbance, reduction or loss of any rare, unique or valuable plant or animal?	___	<u>X</u>	___
29. Will the action result in the significant reduction or loss of any fish or wildlife habitats?	___	<u>X</u>	___
30. Will the action require a permit for the use of pesticides, herbicides or other biological, chemical or radiological control agents?	___	<u>X</u>	___
<b>E. Socio-Economic</b>			
31. Will the action result in a pre-emption or division of properties or impair their economic use?	<u>X</u>	___	___

Appendix A (Continued)

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

	<u>Yes</u>	<u>No</u>	<u>Comments Attached</u>
44. Will the action be of statewide significance?	___	<u>X</u>	___
45. Are there any other plans or actions (federal, state, county or private) that, in conjunction with the subject action could result in a cumulative or synergistic impact on the public health, safety, welfare or environment?	___	<u>X</u>	___
46. Will the action require additional power generation or transmission capacity?	___	<u>X</u>	___
G. Conclusion			
47. This agency will develop a complete environmental effects report on the proposed action.	___	<u>X</u>	___

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UNITED STATES  
DEPARTMENT OF THE INTERIOR  
FISH AND WILDLIFE SERVICE  
1825B Virginia Street  
Annapolis, MD 21401

10/26/76 Mr. E. Loskot: For your  
attention.

October 22, 1976 GRC

Mr. William F. Lins, Jr., Chief  
Bureau of Highway Design  
Maryland State Highway Administration  
No. 300 West Preston Street  
Baltimore, MD 21201

Dear Mr. Lins:

This responds to your letter of September 16, 1976, requesting Fish and Wildlife Service comments on the final environmental impact statement for relocated Maryland Route 193 from existing Maryland Route 193 to Maryland Route 556 in Prince Georges County, Maryland.

This letter provides technical assistance and is not to be considered as an official review by the Department of the Interior. Further review will be undertaken by this Service during the Departmental review process when the Departmental position will be provided. This letter will serve, however, to acknowledge coordination required in Vol. 7, Chapter 7 of the "Federal-Aid Highway Program Manual" which requires consultation with this Service ". . . when a Federal action involves impoundment . . . diversion, channel deepening or other modification of a stream or body of water."

The subject statement is generally adequate with regard to its treatment of fish and wildlife resources. It is weak in the documentation of fishery resources of Tolly Branch and Lottsford Branch.

We note (p. 87) that while mitigation for the destruction of fish and wildlife habitat is mentioned, no specific techniques are discussed. In conjunction with the aforementioned coordination requirements, biologists of this Service will be happy to work with your agency in developing environmentally acceptable construction techniques and/or mitigation or compensation measures.

Under the authority of the Fish and Wildlife Coordination Act, this Service will also be provided the opportunity to comment on stream channelization or crossings should Corps of Engineers' permits be required for any of the subject work.



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-2-

We appreciate the opportunity to participate in the planning of this project and look forward to working with you on this matter.

Sincerely yours,



Ralph C. Pisapia  
Acting Supervisor  
Southern Area Office

119b



REGION III  
Curtis Building  
6th. and Walnut Streets  
Philadelphia, Pennsylvania 19106

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT  
WASHINGTON, D.C. AREA OFFICE  
1875 CONNECTICUT AVENUE, N.W., UNIVERSAL NORTH BUILDING  
WASHINGTON, D.C. 20009

June 14, 1976

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IN REPLY REFER TO:

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

U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT  
BUREAU OF PROJECT PLANNING

1976 JUN 15 PM 1 41

Dear Mr. Camponeschi:

This is in response to your request for comments on the Supplement to the Draft Environmental Statement for the proposed relocation of Maryland Route 193 in Prince George's County, Maryland.

While the general parameters of the relocation are appropriate, the environmental impact of the proposal as it relates to historical sites would be minimized if the gravesites were to be incorporated within the main body of the Duvall property. In spite of the fact that the gravesites are not eligible for the National Register and that their historical significance is parochial, the relocation of Maryland Route 193 may be accomplished without severing the gravesites from the remainder of the original Duvall estates. This slight modification in the proposal can be achieved without compromising the integrity of your design for Route 193.

Aesthetic considerations represent the primary motivation for the prospective inclusion of the gravesites, together with the other former Duvall properties, on the west side of the relocated highway. The constraints militating against this approach appear to be negligible in that the impact of such a shift upon the immediate area would not be substantially different from that delineated in the present proposal. A more severe curvature in the relocated route, with an arc wide enough to embrace the Duvall cemetery, seems warranted insofar as it would facilitate the placement of the entirety of the Duvall property on the west side of the highway. The establishment of a more accentuated curvature would effect neither the existing or planned facilities in the area nor the traffic flow along this route.

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

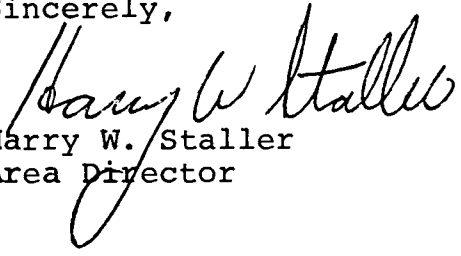
REMARKS:



Consideration of this alternative, in an endeavor to preserve the integrity of the historical sites, may be obviated by prohibitive construction costs. Excepting that, consideration should be given to this revision of your proposal since it minimizes the dissection of the historical Duvall properties.

Thank you for the opportunity to comment on the supplement to the draft environmental impact statement.

Sincerely,

  
Harry W. Staller  
Area Director

STATE HIGHWAY ADMINISTRATION

162

RESPONSE TO THE DEPARTMENT OF  
HOUSING AND URBAN DEVELOPMENT  
Comments of June 14, 1976  
Relocated Maryland Route 193

The main concern of the Department of Housing and Urban Development involves the aesthetic continuity of the Duvall properties. The Maryland State Highway Administration has given special consideration to historic resources in the area, in addition to lane arrangements, widths of right of way, type of access controls, and drainage structures in order to harmonize the proposed facility with the surrounding features.

The present degree of continuity among the Duvall structures is not great. The original Gabriel Duvall property, listed as "Site 1" in the 4(f) Statement, is in excess of one-half mile west of the grave sites with a road and several properties in between. "MARIETTA MANOR", original estate of Judge Duvall, is over one-half mile southeast of the two graves of the Duvall children, separated from them by a utility right of way, several other properties, and a road. The Department of Housing and Urban Development's conception that the proposed relocation of Maryland Route 193 would sever "the grave sites from the remainder of the original Duvall Estate" appears somewhat misconstrued. Furthermore, the proposed facility will have uncontrolled access; meaning that neither the grave sites, nor any other portion of the property will be isolated.

In addition to providing an easy and convenient method of access to the grave sites, the proposed horizontal and vertical geometry established for the relocation of Maryland Route 193 is in conformance with current Maryland State Highway Administration and American Association of State Highway and Transportation Officials' design standards. The increase in horizontal curvature recommended by the Department of Housing and Urban Development would jeopardize these standards, as well as encroach on a proposed elementary school and park complex and directly affect one of the largest employers in the area, namely Merkle Press, Inc.

In summary, the Maryland State Highway Administration is firm in the opinion that all prudent and feasible measures have been taken with regard to the Duvall cemetery and surrounding property.

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June 3, 1976

Mr. Lester F. Wilkinson  
Maryland National Capital Park &  
Planning Commission  
6600 Kenilworth Avenue  
Riverdale, Maryland 20840

Subject: Contract P 170-371  
Relocated Md. 193  
0.4 Mile East of Telegraph Road  
to Md. Rte. 450 and 556  
Re: High Speed Railroad Grade Elimination  
of Md. Rte 193

Dear Mr. Wilkinson:

The purpose of this letter is to document information rendered at the May 14 meeting in your offices concerning the construction project for the elimination of the high-speed railroad at-grade crossing of Md. 193. During this meeting, Mr. George Martin represented the Department of Public Works for Prince Georges County, Mr. Slade Caltrider represented the District Office of the State Highway Administration and the writer, accompanied by Mr. Carl Schmidt and Mrs. Nancy Knipple, both members of his staff, represented the Division of Design for the State Highway Administration.

The Maryland National Capital Park and Planning Commission expressed two concerns of the high-speed railroad grade elimination project as follows:

1. The adoption of a highway underpass replacing the at-grade crossing for Md. 193.
2. The lack of "control of access" for the section of highway which extends from Northern Avenue easterly to New Prospect Hill Road.

Members of the State Highway Administration presented the rationale for the selection of the highway overpass as a replacement of the existing at-grade high-speed railroad crossing. Two major considerations played a large factor in the overpass selection. The first of these was the high cost of maintaining railroad traffic during the construction of an underpass scheme. This cost was estimated to be \$1,500,000. The second factor is the effect of a 100-year flood plain upon the underpass scheme. The 100-year flood plain has been developed as a very broad-brush study. Indications are that the underpass would be approximately five feet below the flood-plain elevation. The 100-year flood plain has been selected as a result of the recent decisions by the 23 counties in the State of Maryland in their adoption of the 100-year flood plain insurance program, and recent legislation passed by the State Legislature, and to become effective July 1, 1976 which stipulates that the waters of the State of Maryland will be determined from the 100-year storm. The effects of the highway upon a flood plain are a recent requirement of the Environmental Impact Statement.

The State Highway Administration has a concern for establishing the control of access for a short portion of Md. 193. Should the area between Northern Avenue and New Prospect Hill Road utilize a control of access, it will be the only section of Md. 193 with such a control. It is the State Highway Administration's opinion that Prince George's County, through its zoning and the Maryland National Park and Planning Commission, through its powers, can exert a much more successful control of access from the developments and the properties adjacent to the Md. 193 project.

The high-speed railroad grade elimination project for Md. 193 has become a highly controversial project, not only from your agency, but from the communities that are affected by the project. The State Highway Administration is requesting a location approval from the Federal Highway Administration, This request is extremely critical in that a combined Location/Design Hearing was held during the Summer of 1973. Our formal request for location approval must be submitted to the Federal Highway Administration within three years of the actual public hearing date.

The current schedule for this project by the State Highway Administration, and approximate dates are as follows:

1. The Final Environmental Impact Statement, and a Request for Location Approval will be submitted to the Federal Highway Administration prior to July 1, 1976.
2. It is anticipated that a response from the Federal Highway Administration will be received approximately on October 1, 1976
3. Field surveys which are now underway should be complete by October 30, 1976.
4. Immediately upon receipt of a Location Approval, our Design Consultant will begin a detailed preparation of the flood plain. The effects of the highway upon the flood plain, as well as the effects of the flood plain upon the highway, will undergo a thorough study which will be completed by February 1, 1977.
5. Information developed above will be submitted to the Water Resources Administration requesting their approval for the various schemes studied. It is anticipated that a response will be obtained from the Water Resources Administration by April 1, 1977.
6. A Design Public Hearing will be scheduled for May, 1977. At this public hearing, appropriate schemes will be presented in order to obtain a proper feedback of information, such that the State Highway Administration can make a determination of the scheme which will be adopted for the actual design of the project. It would be anticipated that the design selection should be made in August, 1977.

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Mr. Lester F. Wilkinson

The highway overpass or underpass selection for crossing the high-speed railroad tracks will be based upon the results of the design studies, the costs involved, and the reactions of the public and other concerned agencies.

It is requested by all those in attendance at the May 14th meeting immediately notify the writer of any corrections or omissions as outlined above. We appreciate the interest of your Commission in meeting with representatives from the County and the State Highway Administration, to discuss various aspects of the subject project. We trust that the agencies concerned can coordinate their efforts in the obtainment of a successful consummation for the high-speed railroad at-grade replacement project.

Very truly yours,

Irvin C. Hughes, P.E.  
Assistant Chief Engineer - Design

ICH/a

cc: Mr. A. W. Tate  
Mr. S. Caltrider  
Mr. W. F. Lins, Jr.  
Mr. E. S. Freedman



United States Department of the Interior

OFFICE OF THE SECRETARY  
WASHINGTON, D.C. 20240

JUN 7 1976

OFFICE OF THE  
PLANNING & PRELIMINARY ENGINEER

In Reply Refer To:  
L7619-MQ  
(ER-76/374)

JUN 3 1976

Dear Mr. Ackroyd:

This is in response to the request from the Maryland Department of Transportation for the Department of the Interior's comments on the Section 4(f) statement, Supplement to Draft Environmental Statement, covering the relocation of Maryland Route 193, Prince Georges County, Maryland (Contract No. P 170-000-371).

We concur that (1) there is no feasible and prudent alternative to the use of the historical property, and (2) the project, as planned, includes all possible planning to minimize harm. The Department of the Interior offers no objection to Section 4(f) approval by the Department of Transportation for the subject project.

We appreciate this opportunity to comment on a matter of mutual interest and concern.

Sincerely yours,

(Sgd) Stanley D. Doremus

Deputy Assistant

Secretary of the Interior

Mr. Richard Ackroyd  
Division Administrator  
Federal Highway Administration  
George H. Fallon Federal Building  
Room 206  
31 Hopkins Plaza  
Baltimore, Maryland 21201

✓ cc: Mr. Robert J. Hajzyk  
Maryland DOT

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December 23, 1975

Mr. Nicholas M. Ruha, Chief  
EIS and Wetlands Review Section  
U.S. Environmental Protection Agency  
6th and Walnut Streets  
Philadelphia, PA 19106

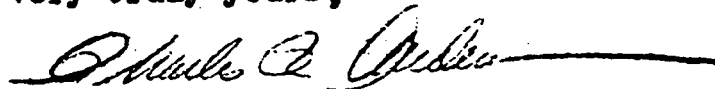
Re: Md. Route 193 ✓  
Prince Georges County  
Air Quality Analysis

Dear Mr. Ruha:

In response to your letter of November 26, 1975 regarding the subject air quality analysis, this Bureau is forwarding the attached additional information to be considered in your evaluation of the project.

Should you have any questions concerning this matter, please contact Mr. Andrew Brooks, of this Bureau, at 301-321-3529.

Very truly yours,



Charles R. Anderson, Chief  
Bureau of Landscape Architecture

CRA:fd  
Enclosure



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

NOV 21 1975

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

Re: Maryland Route 193, Prince Georges County, Maryland

Dear Mr. Anderson:

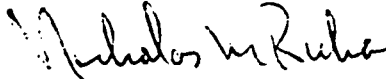
We have reviewed the Air Quality Analysis for the above project and, in accordance with EPA's reference category for environmental assessment materials, have classified it as LO-2. You will find enclosed a copy of the Definition of Codes for the General Nature of EPA Comments to provide you with a more detailed definition of this rating. Also, in accordance with our responsibility under Section 309 of the Clean Air Act to inform the public of EPA's views on the potential environmental effects of Federal actions, this rating and its date will be published in the Federal Register. It should be noted that this rating relates only to the air quality impacts covered in the subject analysis and not to other potential impacts of the proposed project. Subsequently, we will review all potential environmental impacts for which EPA has review responsibility at such time as further documentation is circulated.

While the scope and methodology of the analysis appears adequate and project-level violations of related National Ambient Air Quality Standards are not anticipated, we note that the project's consistency with the local's State Implementation Plan (SIP) and Transportation Control Plan (TCP) has not been discussed. Rather than depending totally upon the general reduction of pollutants expected from the results of the Federal Motor Vehicle Pollution Control Program, the project should be discussed in terms of the regional objectives included in the SIP and TCP.



If we can be of further assistance or if you have further questions, you may wish to contact Mr. Sam Little of my staff directly at 215-597-8336.

Sincerely yours,



Nicholas M. Ruha  
Chief

EIS and Wetlands Review Section

Enclosure



DEPARTMENT OF HEALTH AND MENTAL HYGIENE  
ENVIRONMENTAL HEALTH ADMINISTRATION  
201 WEST PRESTON STREET  
BALTIMORE 21201  
PHONE • 301-223-3245

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

DONALD H. NOREN  
DIRECTOR

Address Replies to P.O. Box 13387  
Baltimore, Maryland 21203

October 9, 1975

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

Dear Mr. Anderson:

RE: Air Quality Analysis for Maryland Route 193 from 0.7 mi. W. of Maryland  
Route 564 to Maryland Route 556

The Bureau of Air Quality and Emission Control (BAQEC) has received the Air  
Quality Analysis for the above project and we have the following comments.

The air quality concentrations for all alternates for both the maximum one  
hour and maximum eight hour periods were well below the carbon monoxide stan-  
dards. These concentrations were calculated from the EPA HIWAY model using  
BAQEC and AP-42 emission factors. At the time this analysis was performed, this  
was a state-of-the-art procedure.

Since then EPA has published new emission factors in Supplement V to AP-  
42. These emission factors are completely different from the previous fac-  
tors. They are based on more current test data and also include ambient temp-  
erature and cold start considerations. Indications are that use of these new  
factors will result in significantly increased concentrations. We are not  
suggesting that the analysis need be redone, we merely want to point out the  
possibility of underprediction.

Our only other point concerns the scale of the project. The main purpose  
of the project is stated to be the elimination of the railroad grade crossing  
which appears at the northern end of the project corridor. This purpose hardly  
seems adequate to justify a complete relocation coupled with a widening to a  
possibly six lane divided highway. Yet, four out of five alternates were vari-  
ations of this extreme relocation. The remaining alternate was the do-nothing.

Mr. Charles R. Anderson

- 2 -

October 9, 1975

171

Surely, at least one alternate could have considered a more conservative approach. Perhaps, a grade crossing elimination together with reconstruction of the existing road would be feasible. This kind of moderate approach would entail less disruption and still accomplish the primary purpose of the project. If there is some reason for designing a high capacity highway in addition to the existing road in this area, it should be made explicit in the Analysis.

I hope these comments will prove helpful to you.

Sincerely yours,



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

WKB:AMD:bac

cc: Prince George's County Health Department

RECEIVED

OCT 16 1975

C. R. ANDERSON

126e



**DEPARTMENT OF HEALTH AND MENTAL HYGIENE**

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

**ENVIRONMENTAL HEALTH ADMINISTRATION**

610 N. HOWARD STREET • BALTIMORE, MARYLAND 21201 • Area Code 301 • 383-3148

January 23, 1975

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

Dear Mr. Anderson:

RE: CO Monitoring for Md. 193 - Existing 193 to Md. 556 -  
P-170-000-371

With respect to your letter regarding CO monitoring for the above project, I concur with the findings of Ms. DeBiase that the use of background CO data from Clifton T. Perkins Hospital is appropriate.

Thank you for this opportunity to offer comments.

Sincerely yours,

A handwritten signature in black ink, appearing to read 'W. Bonta', is written over the typed name.

William K. Bonta, Chief  
Division of Program Planning  
and Evaluation  
Bureau of Air Quality Control

WKB:bac

**RECEIVED**

JAN 29 1975

C. R. ANDERSON



ER 73/313

173

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
OFFICE OF THE SECRETARY  
NORTHEAST REGION  
JOHN F. KENNEDY FEDERAL BUILDING  
ROOM 2003 J & K  
BOSTON, MASSACHUSETTS 02203

April 19, 1973

RECEIVED  
APR 23 1973  
PHILIP R. MILLER  
CHIEF BUREAU OF  
SPECIAL SERVICES

Mr. Philip R. Miller  
Chief, Bureau of Special Services  
Maryland State Highway Administration  
300 West Preston Street  
Baltimore, Maryland 21201

Dear Mr. Miller:

In response to your request for the Department of the Interior's review and comments on the draft environmental statement for relocation of Route 193, Prince Georges County, Maryland, we offer the following comments.

Description

The statement does not mention the stream crossings along the right-of-way. Each stream should be identified and the fishery resource evaluated, if such is plausible. The statement should also provide data on the geology of the project area.

In addition, the statement should credit the source of the proposed land use plan as presented on Plate No. 7.

Probable Impact of the Proposed Project on the Environment

This section is incomplete in that it does not fully consider fish and wildlife value in the project area. Mention is made (page 9) that "The new road will reduce open space in the area mostly consisting of farmland." However, this fact is not discussed as it relates to wildlife. Farmland provides excellent food and cover for upland game, big game, fur animals and numerous song birds. Impacts of roadways to birds and mammals are in the form of physical destruction of the habitat, disruption of movement patterns and buildup of toxic chemicals in food chains leading ultimately to

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death of higher organisms. Highway noises may interfere with breeding in some species of birds and wildlife or cause animals not to use habitat that is otherwise suitable. Moreover, the statement fails to acknowledge any irreversible and irretrievable commitment of fish and wildlife resources.

In addition, we are concerned by an issue raised in the appended letter from the Washington Metropolitan Area Transit Authority. In that letter the following recommendation is made: "Therefore, the design and construction of the highway should be related to the proposed extension of the rapid transit system." We are disturbed that the environmental statement evidences no such coordination. The statement fails even to recognize the potential for rapid transit in the project area. The environmental statement describes this highway project as one which will promote the type of development planned for the project area. In our view, integrated transportation planning is most effective in the promotion of orderly growth and development. It does not appear from the statement that such planning has occurred.

Sincerely yours,



Mark Abelson  
Regional Coordinator



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION III

6TH AND WALNUT STREETS  
PHILADELPHIA, PENNSYLVANIA 19106

RECEIVED

APR 23 1973

April 18, 1973

PHILIP R. MILLER  
CHIEF BUREAU OF  
SPECIAL SERVICES

Mr. Philip R. Miller  
Chief  
Bureau of Special Services  
Maryland State Highway Administration  
300 West Preston Street  
Baltimore, Maryland 21201

Re: Relocation of Maryland Route 193, Prince Georges County

Dear Mr. Miller:

We have completed our review of the draft environmental impact statement for the above proposed highway relocation. There are several issues which were fairly well analyzed, notably the effects on ambient noise levels along the new right-of-way. However, in our opinion, it is not possible to assess the environmental and transportation impact of this project without a detailed discussion of its relationship to the Metro regional rapid rail passenger system. Because of this complete omission, and the simplistic discussion of air quality, we have reported this review in EPA reference category 3 (i.e., the draft statement does not present sufficient information for EPA to assess the environmental impact of the proposed project). The date and classification of EPA's comments will be published in the Federal Register in accordance with our responsibility, under Section 309 of the Clean Air Act, to inform the public of our views on proposed Federal actions.

Traffic and Air Quality

Current land use in the study area is rural, with relatively low traffic and few stationary sources of air pollution. Projected ADT for relocated Route 193 is 14,850 (in 1975) and 36,150 (1993). Further, the project, it is hoped (page 7), will draw industrial and commercial facilities into what will be an increasingly urban area. Yet, the discussion of

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air quality in the draft statement is limited to a few gross generalizations concerning the relationship between average vehicle speed and CO load per VMT. This, we feel, is inadequate for a "Major Collector Urban" facility in the National Capital AQCR.

In order to determine how the project will affect air quality in the study area, a comparison should be made between present ambient air quality (not described in the draft statement) and the quality after a many-fold increase in ADT and the related introduction of industrial, commercial, and residential facilities. Such pollutant concentrations should also be compared with the Federal ambient air quality standards (published in the Federal Register, April 30, 1971).

The final statement should also indicate which transportation network is assumed to exist for the purpose of generating the traffic projections for Route 193. It would appear that the results of the Western Prince Georges County Transportation Alternatives Study, currently in progress, and the construction of Metro, should be basic determinants of these projections.

#### Metro Regional Rail

Route 193 will intersect the Metro rail system at two locations: on the Greenbelt Line (E Route) near the Greenbelt Road station, and on the future expansion (to Bowie) of the New Carrollton Line (D Route). In addition to its effect on ADT and directional split, mentioned above, the construction of Metro will present an opportunity for complementary bus routes on many collector routes in Prince Georges County.

The final impact statement should discuss the relationship between the proposed project and the D and E Routes of Metro. This should include estimates, by year, of the amount of traffic in the study area which will feed into Metro stations, and the feasibility of bus service as the area develops as expected.

#### Noise Quality

At several noise sensitive areas, the project will significantly increase ambient noise levels. The steps used to analyze noise impact (page 19) are excellent. However, the criteria for identifying severity of impact (page 22) are questionable; furthermore, it is difficult to discern the difference between "considering" and "investigating" the need for noise abatement measures for "minor" and "significant" impacts respectively.

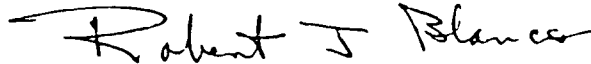


177

In light of the eventual decision that due to low development intensities, abatement measures are unfeasible at all noise sensitive areas, it seems that this analysis could have been eliminated. The impact statement should also generally explain (for those unfamiliar with technical jargon) that while the dBA scale is logarithmic (i.e., a given numerical change results in the same change in sound pressure regardless of the base level), an increase of 10 dBA is of more practical concern where the ambient level is excessive, according to PPM 90-2 standards. Finally, we question the definition of L<sub>10</sub> (page 20) and its application during field measurements and projections: PPM 90-2 defines L<sub>10</sub> as the noise level exceeded not more than six minutes during the noisiest hour of the day.

We were pleased for the opportunity to review the draft statement, and hope that our comments will help you to prepare a final statement which allows an assessment of the proposed project's environmental impact. If we may be of further assistance, don't hesitate to contact this office. We would appreciate receiving a copy of the final statement to complete the NEPA review process.

Sincerely yours,



Robert J. Blanco, P.E.  
Chief  
Environmental Impact Branch

cc: Richard Ackroyd, FHWA  
Hal Kassoff, WPGTAS  
William O. Comella

178

FILE: P.G. Co.



DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE  
REGION III  
3535 MARKET STREET  
PHILADELPHIA, PENNSYLVANIA 19101

RECEIVED

April 25, 1973

APR 30 1973

CHIEF ENGINEER

OFFICE OF THE  
REGIONAL DIRECTOR

MAILING ADDRESS:  
P.O. BOX 13716  
PHILADELPHIA,  
PENNSYLVANIA, 19101

Mr. Walter E. Woodford, Jr.  
Chief Engineer  
Maryland Department of Transportation  
P.O. Box 717  
300 West Preston Street  
Baltimore, Maryland 21203

Dear Mr. Woodford:

I have reviewed the draft environmental statement concerning relocated Maryland Route 193, Prince Georges County, Maryland. In my opinion the construction of this project will not have a significant adverse impact on the environment. Therefore, we concur with the draft statement.

Thank you for the opportunity to review and comment on this statement.

Sincerely yours,

John E. McKenna  
Regional Environmental  
Coordinator

CC- Mr. Deery  
Mr. Fries  
Mr. T. G. Her

sent 4-1-73. E/f

OFFICE  
OF  
MANAGEMENT  
AND  
BUDGET



179  
Courthouse,  
Upper Marlboro, Maryland 20670  
(301) 627-3000

CHIEF ADMINISTRATIVE OFFICER

April 19, 1973

PRINCE GEORGE'S COUNTY GOVERNMENT A-95 REVIEW COMMITTEE

TO: Walter A. Scheiber, Executive Director  
Metropolitan Washington Council of Governments

FROM: Edward W. Chen  
Deputy Chief Administrative Officer

SUBJECT: Clearinghouse Review

PROJECT: Draft Environmental Impact Statement for Relocation  
of Md. Rte. 193

A-95 ID: COG No. 73-M-H/EIS-5

APPLICANT: Maryland Department of Transportation

DESCRIPTION:

PROJECT DISPOSITION:

The project referenced above was received by the Prince George's County Planning Coordinator on 3/28/73 for review and comment under the A-95 procedures promulgated by the Office of Management and Budget. The project was subsequently referred to appropriate County departments for review and comment, reflective of their functions and responsibilities, prior to the County A-95 Review Committee conference held 4/17/73 to discuss this project.

As a result of discussion at this conference, the County Government:

1. Does not wish to comment on the above subject.
- X   2. Wishes to make the following comments: (See attachment)
3. Has reviewed the project referenced above, finds it in conformance with our policies, and recommends a favorable Clearinghouse Review.

COMMENTS

It is recognized that the relocation of Md. Rte. 193 is proposed for two basic reasons. First, the relocation would eliminate a dangerous at-grade crossing of Glen Dale Road with the Penn-Central Railroad's Metroliner in accordance with the 1970 Highway Safety Act, and this government's policy to eliminate all such grade level crossings in the interest of promoting highway safety.

Second, it is recognized that the relocation is intended to provide a more efficient north-south roadway between the Baltimore-Washington Parkway and the John Hanson Highway to accommodate traffic generated by the ultimate development of the area.

In this regard, it should be noted that while this government has supported the relocation of Md. Rte. 193 to accommodate increasingly heavier traffic volumes at peak hours in a safer and more efficient manner, the programmed commencement of construction in Fiscal Year 1973 is not consistent with County policy as concerns the staging of development of this area. The area traversed by all four proposed schemes includes those designated as System Areas 4 and 5 on the County's adopted Ten-Year Water and Sewer System Area Maps for 1973-1982. Within System Area 4, community systems are proposed for construction within the succeeding ten-year period. Within System Area 5, community systems construction is not foreseen within the current ten-year period.

Therefore, in reviewing the information provided relative to the four proposed schemes, it is considered that scheme three best promotes County policy as regards the staging of development of this area, although it is strongly urged that provision be made to deny access at this time to the relocated roadway east of the proposed intersection with New Prospect Hill Road.



MARVIN MANDEL  
GOVERNOR

MARYLAND  
DEPARTMENT OF STATE PLANNING

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

May 1, 1973

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

RECEIVED

MAY 2 1973

PHILIP R. MILLER  
CHIEF BUREAU OF  
SPECIAL SERVICES

Mr. Phillip R. Miller, Chief  
Bureau of Special Services  
State Highway Administration  
300 West Preston Street  
Baltimore, Maryland 21201

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT REVIEW

Applicant: State Highway Administration

Project: Relocated Md. Rt. 193 from Existing Rt. 193 to Rt. 556

State Clearinghouse Control Number: 73-3-84

State Clearinghouse Contact: Warren D. Hodges (383-2467)

Dear Mr. Miller:

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

Department of Economic and Community Development: recommended approval.

Interagency Committee for Public School Construction: had no objection to the proposed relocation, but suggested that comments be obtained from the Prince George's County Board of Education because proposed land uses indicate that an acquired school site and several Park-School combinations will be near the relocated right-of-way.

Bureau of Air Quality Control: advised that air pollution problems are not expected to result from the proposed construction. The Bureau made specific comments on aspects of air quality that might be addressed in the statement, namely: the Federal emission control program for 1975 cars; the catalytic control device; an increase in air pollution in the proposed corridor and consequent reduction of same along the existing route; and the possible increases in pollution due to new industrial/commercial facilities which might be attracted to the area.

Our staff noted the overall merits of the statement and made the following specific comments:

- Statements (pages 7 and 8) relative to the development inducement potential of this highway appear to be inconsistent with the 1969 Prince George's County

Master Plan which generally indicates suburban residential uses for this land and not industrial development.


- Statements (page 9) relative to the appreciation of property values due to pressures for residential development should be substantiated and correlated with probable availability of other support facilities, particularly water and sewerage.

- The statement should present any available data concerning through traffic needs and local traffic needs including the provision of access to dwellings denied direct access.

- Consideration should be given to provision for open space in an area that will be subjected to more intensive development.

We hope that these comments will assist you in the preparation of your final statement and look forward to continued cooperation with your agency in the Clearinghouse review of the complete project presentation.

Sincerely,



Vladimir Wahbe

Enc.

- cc: Leonard Elenowitz
- Alford Carey
- George Ferreri
- Walter Scheiber

183

Date: 8-13-73

DEPT. OF STATE PLANNING RECEIVED		
MAR 15 1973		
SEARCHED	INDEXED	SERIALIZED
FILED		

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

**SUBJECT: PROJECT SUMMARY NOTIFICATION REVIEW**

**Applicant:** State Highway Administration

**Project:** Relocating Md. Rt 193 from Existing 193 to Rt 556 - EIS

**State Clearinghouse Control Number:** 73-3-84

CHECK ONE

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

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Signature *Richard M. Sparks*  
 Title Ass't. Director  
 Agency Economic Development Admin

184

March 5, 1973

MAR 6 1973

MEMORANDUM

AhFORD

To: Alfred Carey *allow*

CONSTRUCTION PROGRAM

From: Warren Hodges

Subject: State Clearinghouse Review

Applicant: State Highway Administration

Project: EIS - Relocated Md. Rt 193 from Existing 193 to Rt 556

Control Number: 73-3-84

Please review this project and forward your comments and recommendations to us by April 4, 1973.

COMMENTS/RECOMMENDATIONS: We see no objection to any of the 4 alternative schemes developed for the relocation of MD Rte. 193. We feel the fifth alternative, the do-nothing scheme, is less than desirable. Apparently, there are no existing schools that will be affected by the R-0-W of the relocated MD Rte. 193. However, the proposed land uses indicated on Plate No. 7 indicate an acquired school site and several Park-School combinations will be near or adjacent to the relocated R-0-W.

Comment on any conflicts with regard to the several proposals and these adjacent sites should be obtained from the Prince George's County Board of Education.

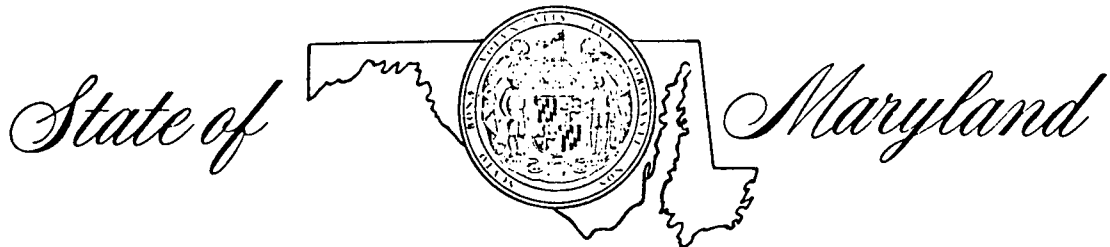
Your cooperation is sincerely appreciated.

Signature: *Alfred R Carey*  
Alfred Carey

Title: Executive Director  
Public School Construction Program.



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DEPARTMENT OF HEALTH AND MENTAL HYGIENE  
 Neil Solomon, M.D., Ph.D., Secretary  
 ENVIRONMENTAL HEALTH ADMINISTRATION  
 610 N. HOWARD STREET • BALTIMORE, MARYLAND 21201 • Area Code 301  
 APR 3 1973 383-12779

March 30, 1973

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

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

RE: Relocated Md. Rte. 193 from Existing 193 to Rte. 556; Control No. 73-3-84

The Bureau of Air Quality Control has reviewed the Draft Environmental Impact Statement (EIS) for the above project and has the following comments.

The author discusses possible air pollution effects on page 13 of the EIS. However, there is no mention of the Federal new car emission control program which will be in effect for 1975 cars. Implementation of this program should result in substantial reduction in emissions. The full impact, however, will not be realized until 1987 when the entire automobile fleet will be composed of controlled vehicles.

The author does state that emissions from motor vehicles will be reduced because of more efficient movement. While this is true for pre-1975 cars, it probably does not apply to controlled vehicles. Recent studies in California using cars equipped with a catalytic control device indicated that emissions are independent of speed.

Although the construction of Rte. 193 on new location will definitely increase air pollution along the new corridor, there will most likely be a decrease along the existing route. There will also be increases in pollution due to new industrial and commercial facilities which will be attracted to the area.

Despite these adverse elements, however, the Bureau does not foresee an air pollution problem resulting from construction of any of the alternative plans.

GPF:AMD:bac

Attachment

cc: Prince George's Co. Health Dept.

186

Date:

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

SUBJECT: PROJECT SUMMARY NOTIFICATION REVIEW

Applicant: State Highway Administration

Project: Relocating Md. Rt 193 from Existing 193 to Rt 556 - ELS

State Clearinghouse Control Number: 73-3-84

CHECK ONE

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

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Signature *A.P. Ferri*

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



167

## COMMISSION MEMBERS:

DAVID H. FISHER  
CHAIRMAN OF COMMISSION  
AND DIRECTOR OF HIGHWAYS

S. WALTER BOGLEY, JR.  
HARLEY P. DRINGSFIELD  
WALTER BUCHER  
LERLIE H. EVANS  
ARTHUR B. PRICE, JR.  
FRANK THORP  
WILLIAM L. WILSON

STATE OF MARYLAND  
STATE ROADS COMMISSION  
300 WEST PRESTON STREET  
BALTIMORE, MD. 21201

(MAILING ADDRESS-P. O. BOX 717, BALTIMORE, MD. 21203)

WALTER F. WOODZON  
CHIEF ENGINEER  
A. W. SIKKEL  
SECRETARY  
JOHN J. ROWAN  
COMPTROLLER  
JOSEPH D. BUSCHLER  
SPEC. ASST. ATT.

April 1, 1971

Mr. David H. Fisher  
Chairman- Director  
State Roads Commission  
300 West Preston Street  
Baltimore, Maryland 21201

Contract No. P-170-1-571  
Relocated Maryland Route 193  
From Existing Maryland Route  
193 to Maryland Route 556

Re: Public Hearing

Dear Mr. Fisher:

The subject project has been designated as a Federal-Aid Secondary project. Your approval regarding the type of Public Hearing to be held is hereby requested.

Relocated Maryland Route 193 will have a functional classification of major collector-urban. The alignment will be based on a 50 mile per hour design speed criteria. The proposed improvement will consist of four (4) lanes of a ultimate six (6) lane divided highway, with rural characteristics and a minimum 200' right of way. At grade intersections are planned at Northern Avenue, Lanham-Severn Road, Relocated Prospect Hill Road, Daisy Lane, Bell Station Road, and Defense Highway (Maryland Route 450).

The alignments currently under study are located in the Corridor that appeared on the "Preliminary Master Plan of Highways" for the Maryland-Washington Regional District in Montgomery and Prince George's Counties, Maryland, dated, 1967. Public Hearings for the Corridor were held on May 22 and 23, 1967. As a result of the Public Hearings, the Corridor now appears in the Prince George's County Master Plan, adopted March 12, 1969.

To confirm that the Corridor shown on the Prince George's County Master Plan is the latest thinking for this area, the State Roads Commission has contacted the following agencies for their comments on the proposed improvement. Tabulated below is a list of the agencies contacted and their comments:

Department of Public Works:

"The route shown appears to be that which has been agreed to previously by our agency in connection with the development of the Master Plan in cooperation with the Park and Planning Commission and the State Roads Commission. We are, therefore, satisfied with it as shown".

April 1, 1971

188

Mr. David H. Fisher

Contract No. F-170- 371

Maryland National Capital Park and Planning Commission:

"Pursuant to Section 204 Demonstrations Cities and Metropolitan Development Act of 1966, and Section 201 Title IV of the Intergovernmental Cooperation Act of 1968, please be advised that the proposed Relocation of Maryland Route 193 is generally in conformance with the General Plan for the physical development of that portion of the Maryland- Washington Regional District in Prince George's County, Maryland, and with the Glen Dale, Seabrook, Lanham Area Master Plan".

United States Department of Agriculture  
Soils Conservation Service:

"The proposed route does not effect any future storage reservoirs or Soils Conservation Service projects that are now underway".

Metropolitan Washington Council of Governments:

"The Council determined that this project is consistent with the Metropolitan Planning Process and the Council of Governments' adopted policies. The endorsement of these comments constitutes the formal Metropolitan Clearing-house review required under Section 204 of the Demonstrations Cities and Metropolitan Development Act of 1966, and Section 201, Title IV of the Intergovernmental Cooperation Act of 1968. The completion of the project (Relocated Maryland Route 193) will contribute to the sound and orderly development of the Metropolitan Washington Region".

The area contiguous to the Corridor is one of the most rapidly developing areas in Prince George's County. Permits for the development of two (2) shopping centers, three (3) office buildings, two (2) sub-divisions, and two (2) recreation areas have been issued in conjunction with the Corridor and Alignment Studies as prepared by the Maryland National Capital Park and Planning Commission.

Attached, please find a map showing the developed areas as described in the preceding paragraph.

All the agencies contacted concurred with the Corridor that appears in the adopted Master Plan for Prince George's County, and there are firm controls throughout the project, we know of no alternate Corridors which could be considered for any part of the project.

Our Consultant, Zollman Associates, has been contracted to prepare four (4) different detailed alignment studies, based in part, on the alignment prepared by the Maryland National Capital Park and Planning Commission.

189

April 1, 1971

Mr. David H. Fisher

Contract No. P-170- -371

On February 17, 1971, members of the Bureau of Special Services met with representatives of the Glen Dale Citizens Association to review the proposed alignment of Maryland Route 193. Everyone at the meeting concurred with the general location of the proposed improvement.

In view of the above, it is recommended that a combined location and design Public Hearing be conducted. An informational meeting would be held in advance of and in addition to the Public Hearing.

Very truly yours,

Walter E. Woodford, Jr.  
Chief Engineer

WEW, JR/ggs

Attachment:

- CC: Mr. Hugh G. Downs
- Mr. Albert L. Grubb
- Mr. Northam B. Friese
- Mr. Roland M. Thompson
- Mr. Philip R. Miller
- Mr. Montrose B. Caltrider
- Zollman Associates
- Attention: Mr. C. Storm

190



# United States Department of the Interior

RECEIVED

OFFICE OF THE SECRETARY  
WASHINGTON, D.C. 20240

JUN 7 1976

DIVISION OF LAND  
PLANNING & PRELIMINARY ENGINEERING

In Reply Refer To:  
L7619-MQ  
(ER-76/374)

JUN 3 1976

Dear Mr. Ackroyd:

This is in response to the request from the Maryland Department of Transportation for the Department of the Interior's comments on the Section 4(f) statement, Supplement to Draft Environmental Statement, covering the relocation of Maryland Route 193, Prince Georges County, Maryland (Contract No. P 170-000-371).

We concur that (1) there is no feasible and prudent alternative to the use of the historical property, and (2) the project, as planned, includes all possible planning to minimize harm. The Department of the Interior offers no objection to Section 4(f) approval by the Department of Transportation for the subject project.

We appreciate this opportunity to comment on a matter of mutual interest and concern.

Sincerely yours,

(Sgd) Stanley D. Doremus

Deputy Assistant

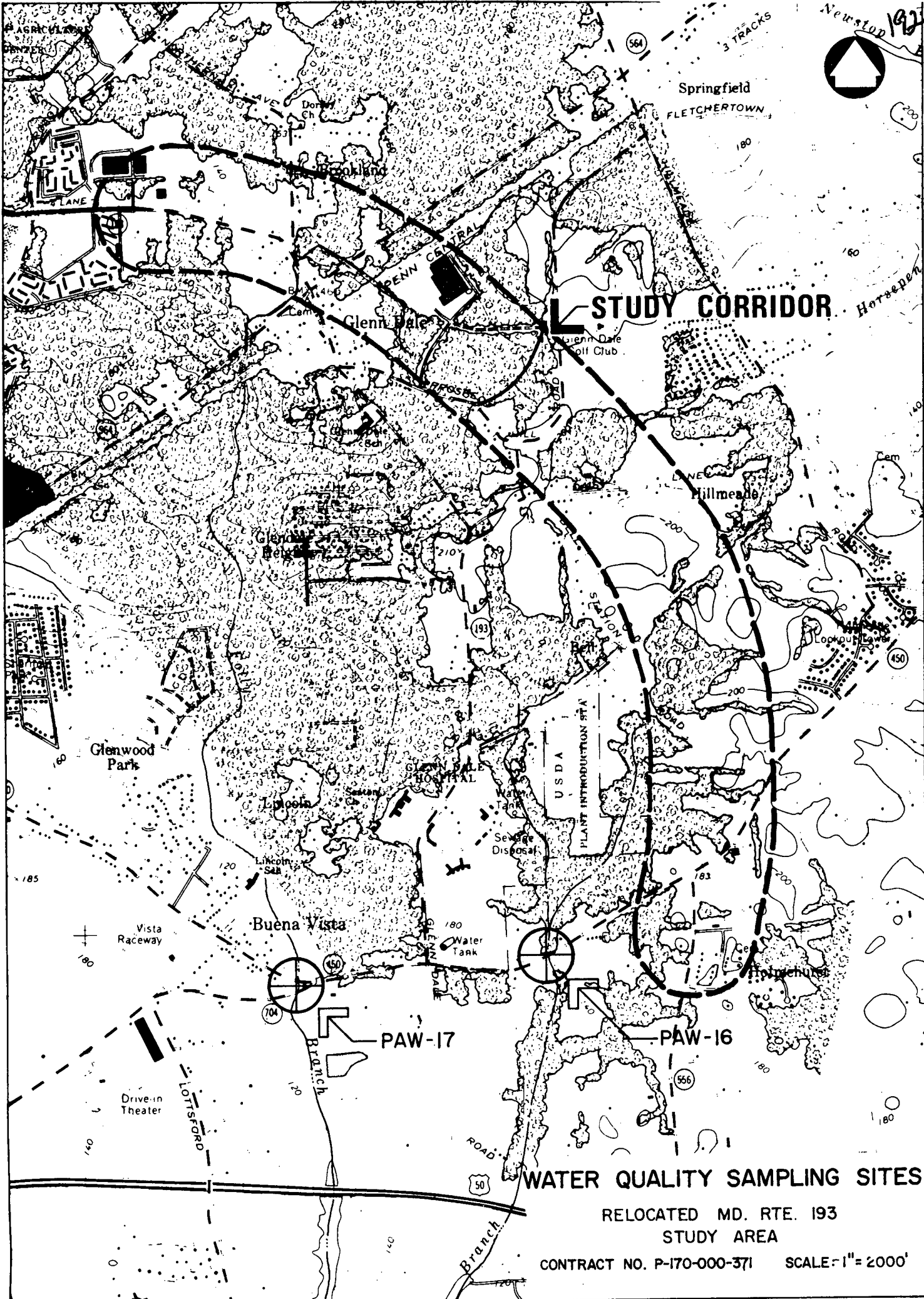
Secretary of the Interior

Mr. Richard Ackroyd  
Division Administrator  
Federal Highway Administration  
George H. Fallon Federal Building  
Room 206  
31 Hopkins Plaza  
Baltimore, Maryland 21201

✓ cc: Mr. Robert J. Hajzyk  
Maryland DOT

APPENDIX B  
STANDARDS FOR CLASS I WATERS

Newstop 192



STUDY CORRIDOR

WATER QUALITY SAMPLING SITES

RELOCATED MD. RTE. 193  
STUDY AREA

CONTRACT NO. P-170-000-371 SCALE: 1" = 2000'



STANDARDS FOR CLASS I WATERS

Water Contact Recreation & Aquatic Life

(1) Bacteriological Standards

There shall be no sources of pollution which constitute a public health hazard. If the fecal coliform density exceeds a log mean of 200/100 ml, the bacterial water quality shall be considered acceptable only if a detailed sanitary survey and evaluation discloses no significant public health risk in the use of the waters.

(2) Dissolved Oxygen Standard

The dissolved oxygen concentration shall be not less than 4.0 mg/liter at any time, with a minimum daily average of not less than 5.0 mg/liter, except where, and to the extent that, lower values occur naturally.

(3) Temperature Standard

a. Thermal effects shall be limited and controlled so as to prevent:

- (1) Temperature changes that adversely affect aquatic life;
- (2) Temperature changes that adversely affect spawning success and recruitment; and
- (3) Thermal barriers to the passage of fish.

b. Temperature elevations above natural shall be limited to 5°F, and the temperature may not exceed 90°F, outside of designated mixing zones.

c. This limitation of temperature changes in Class I Waters does not preclude the discharge of warmed water. Warming of a portion of a body of water is permissible if it will not produce substantial detriment and if the volume of the new temperature is of such size and duration that the exposure of organisms or life stages thereof, is less than the time associated with deleterious biological effects at that particular temperature.

(4) pH Standard

Normal pH values must not be less than 6.5 nor greater than 8.5, except where—and to the extent that—pH values outside this range occur naturally.

(5) Turbidity Standard

- a. Turbidity may not exceed levels detrimental to aquatic life; and
- b. Within limits of Best Practicable Control Technology Currently Available, turbidity may not exceed for extended periods of time those levels normally prevailing during periods of base flow in the surface waters; and
- c. Turbidity in the receiving water resulting from any discharge may not exceed 50 JTU (Jackson Turbidity Units) as a monthly average, nor exceed 150 JTU at any time.

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APPENDIX C  
NONGAME WILDLIFE



196

December 10, 1975

Jarrett L. Cross  
Environment & Technology  
Assessments, Inc.  
7768 Woodmont Avenue  
Bethesda, Md. 20014

Dear Mr. Cross:

Proposed State Highway Administration road improvements to Maryland Routes 410, 193, and Route 22, east of Bel Air, do not jeopardize the continued existence of any known endangered species population.

Sincerely,

A handwritten signature in cursive script that reads "Bernard F. Halla".

Bernard F. Halla, Director  
NCR Game Wildlife Program

cc: R. Bitely  
C. Brunori  
G. Taylor

RECEIVED  
12-15-75  
ETA, INC.

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APPENDIX D  
MARIETTA MANOR



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Mr. Bernard M. Evans  
State Highway Administrator  
December 19, 1975  
Page 2

indicates that the design year (1993) noise levels, based on L10, will exceed the present ambient by 11 dBA. (46 dBA at present with increase to 57 dBA.) The noise level standard for "MARIETTA MANOR" has been established at a maximum of 60 dBA. The representative of the Maryland Historical Trust mentioned that the noise level would not have an affect on the historic site.

Photographs of the house and a graphical illustration, identified as Plate No. 1, were presented to Miss Miller. The photographs point out that the front of the manor has a direct southern exposure, while visual contact with the proposed improvement to Maryland Route 193 will occur from the Northeast side alone. Plate No. 1 depicts the distance the roadway will be from "MARIETTA MANOR" and a prospectus of the pavement and shoulder area to the manor house. As the proposed roadway is approximately 770 feet from the manor and to a great extent will be hidden behind the existing foliage, the visual impact, according to Miss Miller, will be non existant. It was agreed that the Maryland State Highway Administration would investigate additional landscaping measures which would supplement the natural screening of the house from the proposed relocation of Maryland Route 193. ✓

As no property from "MARIETTA MANOR" will be required to construct the proposed relocation, the Federal Highway Administration has determined that a "Section 4(f)" report can be eliminated from the Final Environmental Impact Statement.

The Maryland Historical Trust and the Federal Highway Administration have determined that "MARIETTA MANOR" is eligible for the National Register of Historic Places. However, based on the report on "MARIETTA MANOR", prepared by the Maryland State Highway Administration's Bureau of Highway Design and the presentation made at the subject meeting, the Federal Highway Administration and Maryland Historical Trust have concluded that the proposed relocation of Maryland Route 193 will have no effect on the historic site known as "MARIETTA MANOR". The representative of the Federal Highway Administration complimented the Bureau of Highway Design's report on "MARIETTA MANOR" as being extremely thorough in explaining the important issues involved in determining the effect on the historic site.

This memorandum, when signed by all participating agencies, shall constitute an agreement among these agencies that the proposed relocation of Maryland Route

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Mr. Bernard M. Evans  
State Highway Administrator  
December 19, 1975  
Page 3

193 will have no effect on the historic site known as "MARJETTA MANOR" and shall suffice the "Section 106" requirements.

Reviewed and Approved

Bernard M. Evans 12/29/75  
Bernard M. Evans, Administrator Date  
State Highway Administration

Reviewed and Approved

John M. Pearce 12/30/75  
John Pearce, Director State Historic Preservation Office Date  
Maryland Historical Trust

Reviewed and Approved

Richard Adkroyd 12-31-75  
Richard Adkroyd, Division Administrator Date  
Federal Highway Administration



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APPENDIX E  
MAGRUDER HOUSE

202

Relocated Maryland Route 193  
From 0.4 mile east of  
Telegraph Road to Maryland Route 556  
S.H.A. No. P 170-000-371

We, the undersigned, concur with the Maryland State Historic Preservation Officer in his determinations of April 5, 1976. Particularly noteworthy is the determination that the Magruder House, which is probably eligible for inclusion in the National Register of Historic Places, will incur no effect from the proposed highway construction.

May 27, 1976  
Date

Robert J. Hajzyk  
Robert J. Hajzyk, Director  
Office of Planning and  
Preliminary Engineering  
for  
Bernard M. Evans  
State Highway Administrator

7. 76  
Date

Emil Elinsky  
12 Emil Elinsky  
Division Administrator  
Federal Highway Administration



# The Maryland Historical Trust

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

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April 5, 1976

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

RE: P 170-371, Relocated Maryland Route 193  
014 mile east of Telegraph Road to  
Maryland Route 556

Dear Mr. Camponeschi:

Thank you for your letter of March 17, 1976, concerning the above project. Below are my opinions regarding the possible eligibilities and impacts of the historic resources in the project area.

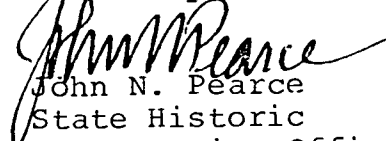
1. The barn, smokehouse and Gabrielle Duval House, will be adversely impacted by this proposed road but are not eligible for the National Register.
2. The two grave markers are not eligible for the National Register.
3. The Magruder House is probably eligible for the National Register but will not be impacted from this project.

A thorough research of these properties has not been done. However, it appears that all of them are of local significance.

I understand through Ms. Ballard that a qualified archaeologist has been contacted for a survey of the area of proposed construction. As a result, I am satisfied that any sites which may be found will be adequately examined.

Thank you for your maps, photos, etc., and your concern for historic properties.

Sincerely,

  
John N. Pearce  
State Historic  
Preservation Officer

JNP:GJA:sh  
cc: Mrs. Walton  
Mr. Bowie

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APPENDIX F  
AIR QUALITY

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Table A  
Carbon Monoxide  
mg/m<sup>3</sup>

Concentration at Edge of Right of Way, Worst Case<sup>1</sup>.

One Hour

	"No Build"	"Build"
1978	8.5	9.5
1997	5.5	7.0

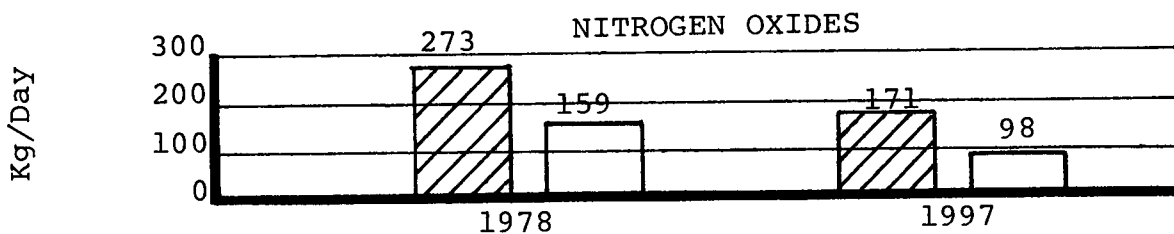
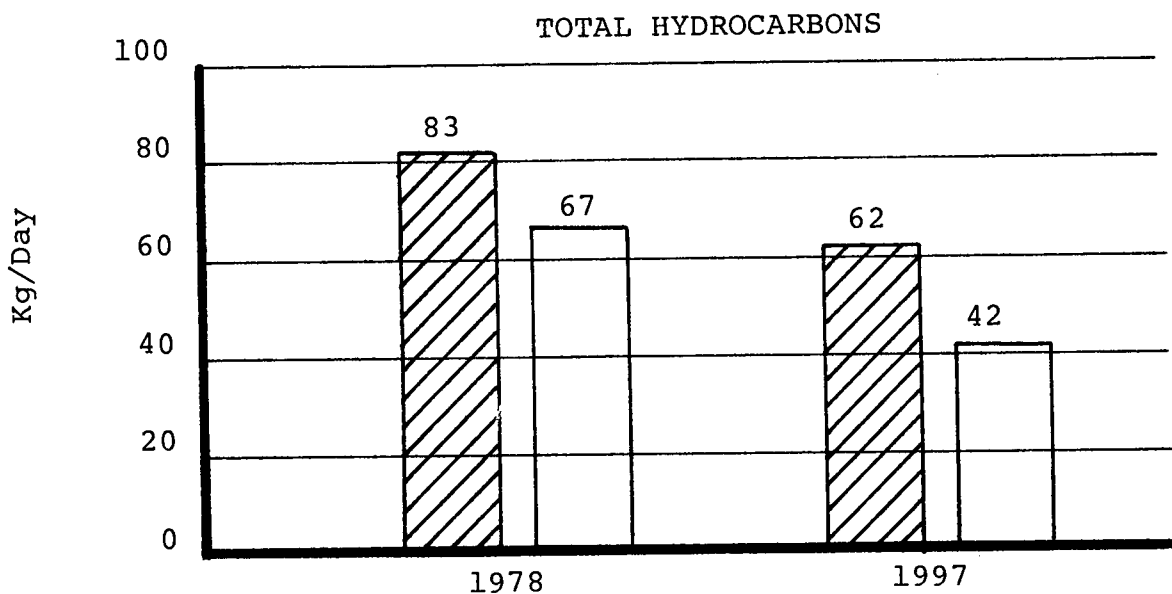
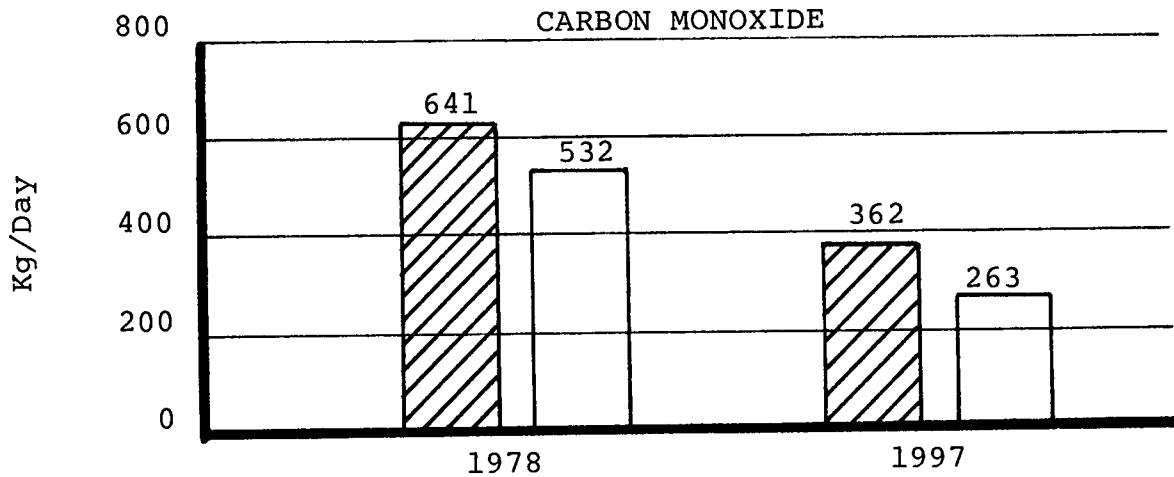
Eight Hour



	"No Build"	"Build"
1978	5.5	5.8
1997	3.8	4.0

<sup>1</sup>includes Background Concentrations

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# Pollutant Burden Analysis



 Build  
 No build

AMBIENT AIR QUALITY STANDARDS

	<u>National</u>		<u>Serious</u>	<u>State</u> <u>More Adverse</u>
	<u>Primary</u>	<u>Secondary</u>		
<b>Sulfur Oxides</b>				
Annual Arithmetic Mean, ug/m <sup>3</sup>	80		79	39
24-hour Maximum <sup>b</sup> , ug/m <sup>3</sup>	365		262	131
3-hour Maximum <sup>b</sup> , ug/m <sup>3</sup>		1,300		
1-hour Maximum <sup>c</sup> , ug/m <sup>3</sup>			525	262
<b>Particulate Matter</b>				
<b>Suspended</b>				
Annual Arithmetic Mean, ug/m <sup>3</sup>	75 <sup>a</sup>	60 <sup>a</sup>	75	65
24-hour Maximum <sup>b</sup> , ug/m <sup>3</sup>	260	150	160	140
<b>Settleable</b>				
Annual Arithmetic Average, mg/cm <sup>2</sup> /month			0.5	0.35
Monthly Maximum			1.0	0.7
<b>Carbon Monoxide</b>				
8-hour Maximum <sup>b</sup> , mg/m <sup>3</sup>	10	10	10	10
1-hour Maximum <sup>b</sup> , mg/m <sup>3</sup>	40	40	40	40
<b>Hydrocarbons</b>				
3-hour (6-9 AM) Maximum <sup>b</sup> , ug/m <sup>3</sup>	160	160	160	160
<b>Nitrogen Dioxide</b>				
Annual Arithmetic Mean, ug/m <sup>3</sup>	100	100	100	100
<b>Photochemical Oxidants</b>				
1-hour Maximum <sup>b</sup> , ug/m <sup>3</sup>	160	160	160	160

a - annual geometric mean

b - not to be exceeded more than once per year

c - not to be exceeded more than once per month

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APPENDIX G  
LITERATURE CITED



LITERATURE CITED

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