

FINDING OF NO SIGNIFICANT IMPACT

For Contract No. F 157-102-771
For Contract No. F 157-102-771

Maryland Route 194 (Woodsboro Bypass)
From South of Woodsboro to North of Woodsboro
Frederick County, Maryland



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

and
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

FEDERAL HIGHWAY ADMINISTRATION
 FINDING OF NO SIGNIFICANT IMPACT
 FOR
 MARYLAND ROUTE 194 RELOCATED
 (WOODSBORO BYPASS)
 FREDERICK COUNTY, MARYLAND

The FHWA has determined that this project will not have any significant impact on the environment. This finding of no significant impact is based on the Environmental Assessment and the attached information, which summarizes the assessment and documents the selection of the relocation of Maryland Route 194 to the east of Woodsboro. The Environmental Assessment has been independently evaluated by the FHWA and determined to adequately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required.

12/2/87
 Date

Emil E. Givens
 Division Administrator

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I.
RECORD
OF
DECISION

7

MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR HAL KASSOFF
MONDAY, DECEMBER 7, 1987

CONCURRENCE WITH PRIOR ACTION

An Environmental Document - Finding of No Significant Impact (FONSI) is being prepared, for the project listed below. Location approval will be requested from the Federal Highway Administration, for Alternate 3.

1. State Contract No. F-157-102-771
PDMS No. 103141
MD Rte. 194 - Woodsboro Bypass

The decision to proceed in this manner was made, by the Administrator, at staff meetings held on July 28, 1987 and October 7, 1987.

cc: Mr. John A. Agro, Jr.
Mr. Bob B. Myers
Mr. Edward M. Loskot
Mr. Earle S. Freedman
Mr. Anthony M. Capizzi
Mr. Wayne Clingan
Mr. Edward H. Meehan
Mr. Louis H. Ege, Jr.



Maryland Department of Transportation
State Highway Administration

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Richard H. Trainor
Secretary
Hal Kassoff
Administrator

MEMORANDUM

TO: Mr. William I. Slacum, Secretary
State Roads Commission

FROM: Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering *Neil J. Pedersen*

SUBJECT: Contract No. F 157-102-771
Maryland Route 194
Woodsboro Bypass
PDMS No. 103141

RE: Selection Alternate

The Project Development Division is preparing a Finding of No Significant Impact (FONSI) for the subject project. It is anticipated that this document will be ready to submit to the Federal Highway Administration during the month of December, 1987. The decision to proceed with the FONSI recommending Alternate 3 for Location Approval was made by Administrator Kassoff at a meeting on July 28, 1987. A follow-up meeting was held on October 7, 1987, to resolve two access issues.

A summary of the October 7, 1987 meeting and the revised Project Management Team Recommendation of Alternate 3 is attached.

This information is being sent to you as part of the procedure by which you submit the action to Mr. Kassoff, receive his approval, formally record and file this action.

I concur with the above information.

12/7/87
DATE

Hal Kassoff
Hal Kassoff
Administrator

NJP/ih
Attachment

- cc: Mr. John A. Agro, Jr.
- Mr. Bob B. Myers
- Mr. Edward M. Loskot
- Mr. Earle S. Freedman
- Mr. Anthony M. Capizzi
- Mr. Wayne Clingan
- Mr. Edward H. Meehan
- Mr. Louis H. Ege, Jr.

My telephone number is (301) 333-1110



**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

MEMORANDUM

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

FROM: Robert E. Schneider *RES*
Project Manager

SUBJECT: Contract No. F 157-102-771 N
Maryland Route 194 -
Woodsboro Bypass
PDMS No. 103141

On Wednesday, October 7, 1987, a meeting was held in the Administrator's conference room to review the team recommendation; specifically, access for two separate properties for the Maryland Route 194 - Woodsboro Bypass - planning study. The following people were in attendance:

Mr. Hal Kassoff	Administrator, SHA
Mr. Neil J. Pedersen	Director, Office of Planning and Preliminary Engineering
Mr. Colbert Stephen	Bureau of Highway Design
Mr. Robert Kilian	Bureau of Accident Studies
Mr. Wayne Johnson	Bureau of Planning and Program Development
Mr. James Dooley, Jr.	Bureau of Planning and Program Development
Ms. Louisa Goldstein	Office of Counsel
Mr. Gene Straub	District #7 - Traffic
Mr. Bill Miley	District #7 - Right-of-Way
Mr. Louis H. Ege, Jr.	Deputy Director, Project Development Division
Mr. Charles Walsh	Project Development Division
Mr. Bob Schneider	Project Development Division
Ms. Harriet Kramer	Project Development Division
Mr. Wayne Clingan	District Engineer-District 7

Two issues were to be discussed at this meeting. The first was access to a rental property owned by Phoenix, Inc. on the north end of the bypass. Options presented included leaving the entrance where it exists today on Maryland Route 194 or relocating it to intersect Relocated Maryland Route 550 at a cost of approximately \$25,000. Following discussions, it was decided that the driveway would remain at its current location. If Phoenix wants to construct a driveway to Relocated Maryland Route 550 we would consider giving them access. In addition, the triangle of land formed by Maryland Route 194 and Relocated Routes 550, and 194 will be purchased by the State and its ultimate use or disposition determined during final design.

My telephone number is (301) 333-1104

The second issue discussed was access for the property owned by Virginia Cross (formerly owned by John F. Michel) and consequently for the Kirkpatrick property (formerly owned by Allen W. VanFossen. When the State originally purchased the right-of-way for Relocated Maryland Route 194 an option contract was drawn up with the VanFossens stating that upon completion of the Bypass the State "Will construct a service road of compacted material (waterbound) to and through the grantor's property to Maryland Route 550. This service road is to be constructed as a means of access to grantor's farm and to the lands owned formerly by John F. Michel." This service road, if constructed in the location originally proposed, would result in a dangerous design with two intersections at Maryland Route 550 (the bypass and the service road) within 150 feet of each other. Several options were suggested and discussed. These included extending Council Drive across the Kirkpatrick property, and breaking access onto the bypass.

It was decided to break access for a public street from the Kirkpatrick property to form a "T" intersection with the bypass. The street would be at the southernmost property line but entirely on the Kirkpatrick property. The street would initially serve the Kirkpatrick property but could become a county facility. In conjunction with this proposal it was determined to break access at the present location of the Cross property farm entrance until such time the property's principle use becomes other than farming. If this should occur, access to the bypass will become denied and the property owner at that time will bear the cost of providing access to the public street on the Kirkpatrick property. Mr. Clingan will contact the property owners and the county to present our recommendation. If the property owners insist on a service road connecting to Maryland Route 550 we will provide a 10 foot penetration macadam road.

RES/ih

- cc: Attendees
- Mr. Anthony M. Capizzi
- Mr. Richard L. Schindel
- Mr. Nolan H. Rogers

II.
COMPARISON
OF
ALTERNATES

TABLE 1

Comparison of Alternates

	<u>No-Build Alternate 1</u>	<u>(Selected) Alternate 3</u>
<u>Social, Economic and Land Use Impacts</u>		
Residential Displacements	0	0
Minority Displacements	0	0
Historic Sites Adversely Affected	0	0
Public Recreational Lands Impacted	0	0
Consistent with Land Use Plans	No	Yes
<u>Natural Environmental Impacts</u>		
Wooded Habitat Loss	0	3.8 acres
Threatened or Endangered Species Affected	0	0
Stream Crossings	0	0
Floodplain Encroachment	0	2.2-2.9 acres
Prime Farmland Affected	0	5.4 acres
Air Quality Impacts (sites exceeding S/NAAQS)	0	0
Noise Level Impacts (NSA receptor sites exceeding Federal Noise Abatement Criteria)	1	1
Wetlands	0	0.52-0.78 acres
<u>Costs</u>		
Engineering and Construction	0	\$4,756,480
Right-of-Way	0	<u>153,100</u>
TOTAL	0	\$4,909,580

III.
SUMMARY OF
ACTIONS AND
RECOMMENDATIONS

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III. SUMMARY OF ACTIONS AND RECOMMENDATIONS

A. Background

1. Purpose of the Project

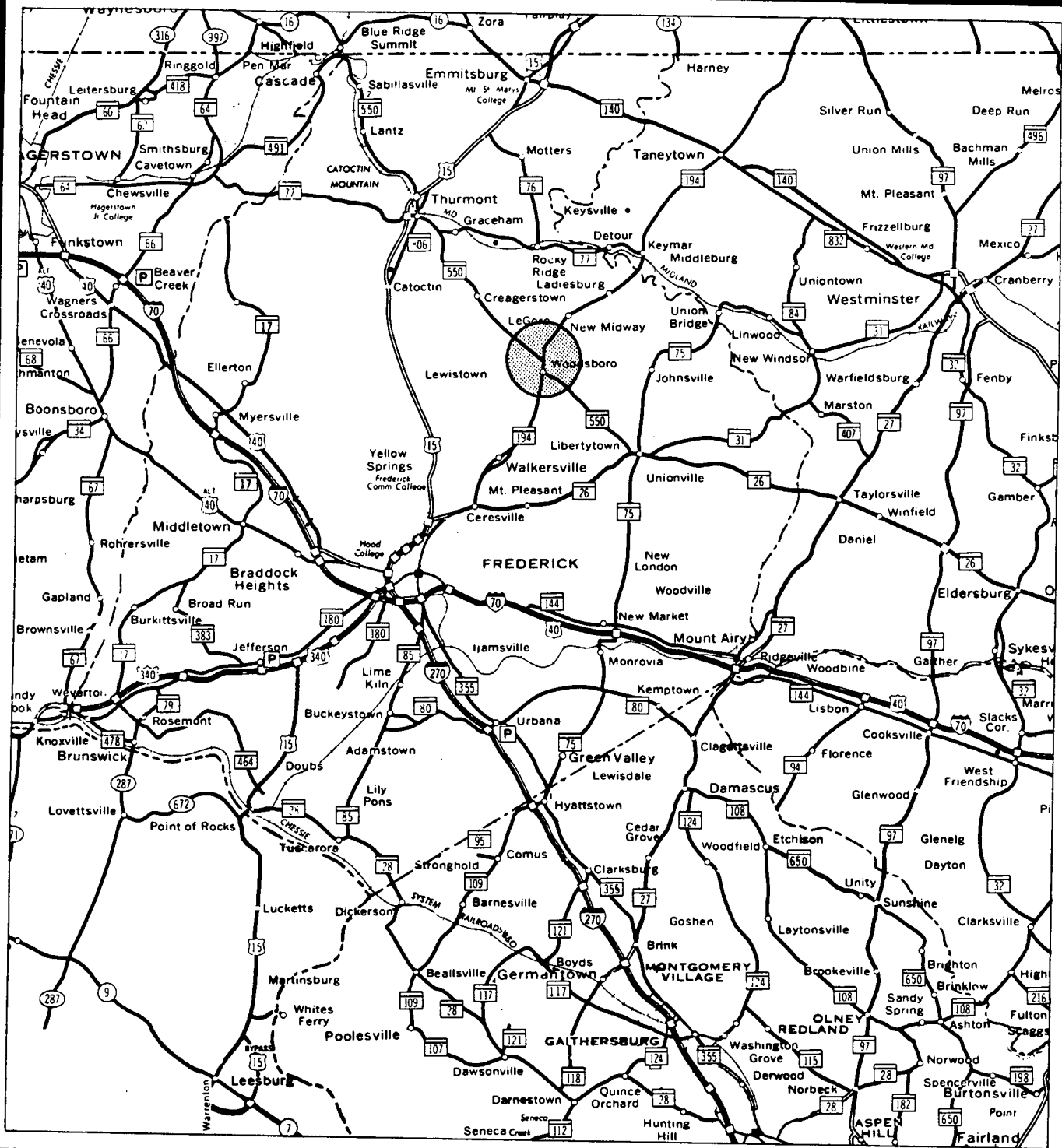
The purpose of this project is to provide a means of removing truck traffic from Woodsboro's Main Street. Trucks are the source of excessive noise, dust, and damage to adjacent buildings along Main Street. The bypass is expected to divert approximately 60 percent of the traffic.

The project area is located in northeast Frederick County (see Figure 1). Maryland Route 194 in the vicinity of Woodsboro runs in a north-south direction from Maryland Route 26 at Ceresville in Frederick County to Pennsylvania.

Woodsboro currently experiences a high percentage of truck traffic which creates high noise levels while contributing to deterioration of Maryland Route 194/Main Street. Large trucks turning right from Maryland Route 550 northbound onto Maryland Route 194 encroach into the other lane used by oncoming traffic, thereby creating safety problems. The trucks have to travel through the residential area of Woodsboro, creating a dangerous situation for pedestrians. Problems are also caused by the mix of local and through trips, side friction from on-street parking serving the commercial development along both sides of Maryland Route 194 in town, and friction resulting from residential areas bordering Maryland Route 194.

Traffic volumes are expected to increase further as the town and surrounding areas continue to experience residential and commercial growth.

The proposed bypass would improve in-town traffic circulation and relieve congestion, thus resulting in improved operating conditions and fewer delays. It would also serve to separate local and through purpose trips. The separation of through trips from in-town traffic would alleviate the side friction from on-street parking and residential access and would also improve access to the county seat. In addition, the bypass will serve to increase the capacity of the town's roadway network, thus providing for the expected residential and commercial growth. Most heavy truck traffic would be diverted to the bypass, and the attendant noise, dust, and vibration would be decreased.



KEY MAP



MARYLAND ROUTE 194
RELOCATED AT WOODSBORO

LOCATION MAP

SCALE: 1" = 1500'

FIGURE 1

2. Project Planning History

This project is included in the Secondary Development and Evaluation Section of the Consolidated Transportation Program for 1987-1992 with funding appropriated for project planning and final design. Funding to acquire the additional right-of-way north of Coppermine Road, and for construction is included in the Draft 1988-1993 Program. The project schedule is as follows:

Location approval	November, 1987
Design approval	November, 1987
Right-of-way acquisition	1989 - 1990
Start of construction	1990 - 1991

A bypass of Woodsboro conforms with the 1984 Frederick County Comprehensive Plan, and the 1972 Comprehensive Development Plan for Woodsboro, Maryland. The project is identified by State and local elected officials as the number one priority on Frederick County's Secondary Highway Priority List.

B. Alternates

1. Alternates Considered and Rejected

a. Alternate 2

Alternate 2 considered improving existing Maryland Route 194 through Woodsboro. Any improvements would require prohibiting parking on Main Street in town. Widening the existing roadway is not feasible due to the proximity of store fronts and residences, and the need to retain the existing sidewalk widths. Through traffic would still be forced to use the existing street. This alternate was rejected prior to the Alternates Public Meeting of September, 1986.

b. Alternate 4

This alternate proposed a relocation to bypass Woodsboro on the west. The alternate involved two railroad crossings and would not have removed through traffic on Maryland Route 550 from Main Street through Woodsboro.

2. Alternates Presented at the Alternates Public Meeting and Public Hearing

a. Alternate 1 - No Build

Alternate 1 would not improve traffic operations, safety, or the capacity of the existing road. Large vehicles would continue to experience

difficulty in negotiating certain turning movements at the intersections of Maryland Route 550 and Maryland Route 194. The No-Build Alternate is not considered desirable because it does not offer the means to improve the operating characteristics of the existing road.

b. Alternate 3 - Selected Alternate


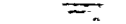




This alternate begins at the existing road south of Woodsboro approximately one-half mile south of the Mt. Hope Cemetery (See Figure 2). The alignment curves to the east, leaving the existing highway and passing through an open field. It then curves to the west and passes behind and adjacent to the Mt. Hope Cemetery. It continues northerly for approximately one-half mile, intersecting Maryland Route 550 East just east of the Woodsboro Elementary School. To enhance the safety of the intersection, a traffic control beacon would be installed. It would flash red on Maryland Route 550 East and flash amber on the bypass. Just north of Maryland Route 550 East, the alignment passes between the Woodsboro Elementary School and the Woodsboro Regional Park. Continuing northerly, the alignment curves to the east, passing behind the Woodsboro Volunteer Fire Company and intersecting Coppermine Road approximately 500 feet east of Maryland Route 194. The alignment then curves to the west, rejoining existing Maryland Route 194 approximately 1000 feet north of Coppermine Road.

As part of this alternate, a portion of Maryland Route 550 West would be relocated. This relocation begins at Maryland Route 550 West approximately 1000 feet west of the existing Maryland Route 550 railroad crossing and intersects the bypass approximately 1000 feet north of Coppermine Road. Typical sections are shown on Figure 3. Other alternates to relocate Maryland Route 550 West were studied but were rejected due to unacceptable vertical and horizontal geometrics.

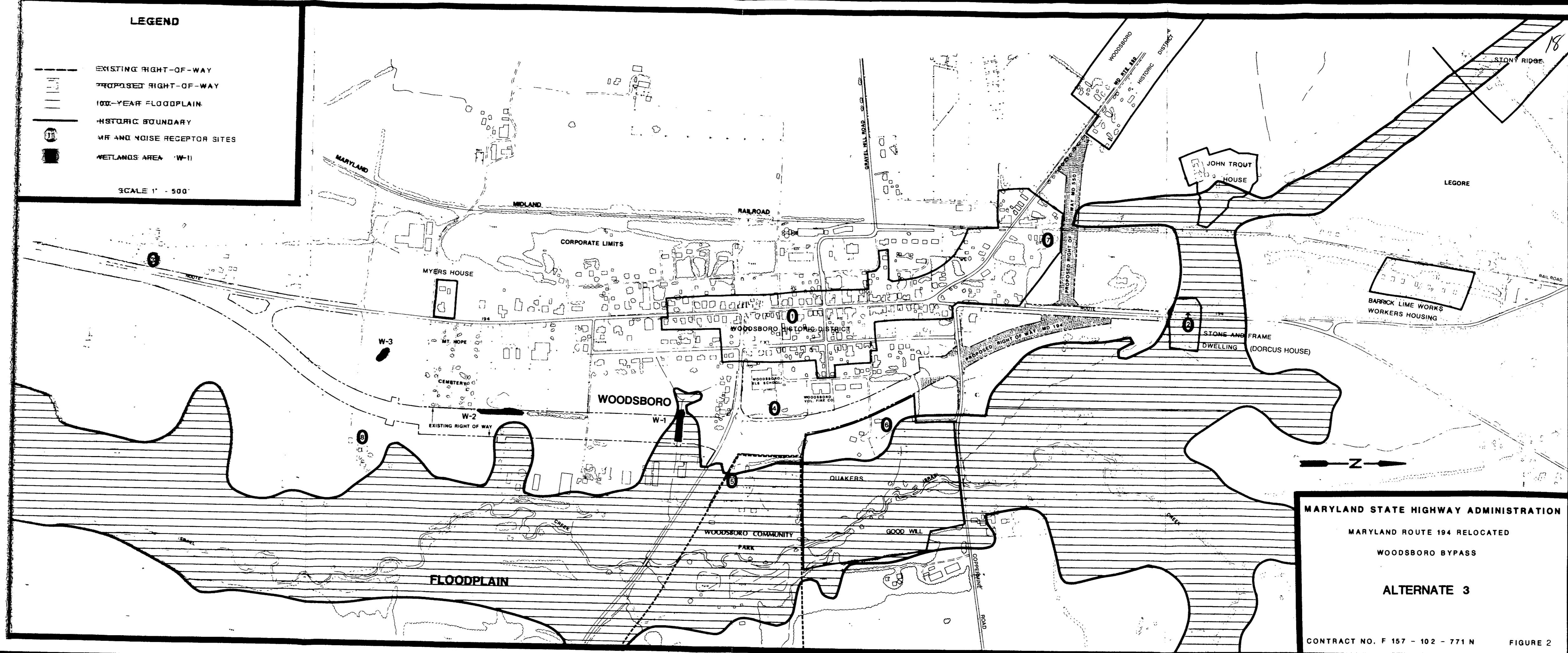
Access to the bypass would be controlled. Access from the bypass to Woodsboro would be provided via the existing road south of town, Maryland Route 550 East near the Woodsboro Elementary School, Coppermine Road, and the existing road north of town.

Approximately 75 percent of the required right-of-way, extending from south of Woodsboro to Coppermine Road, was purchased in the late 1950s and early 1960s. Approximately 9.4 acres of additional right-of-way would be required: 8.2 acres commercial; 0.6 acre agricultural; and approximately

LEGEND

-  EXISTING RIGHT-OF-WAY
-  PROPOSED RIGHT-OF-WAY
-  100-YEAR FLOODPLAIN
-  HISTORIC BOUNDARY
-  RR AND NOISE RECEPTOR SITES
-  WETLANDS AREA (W-1)

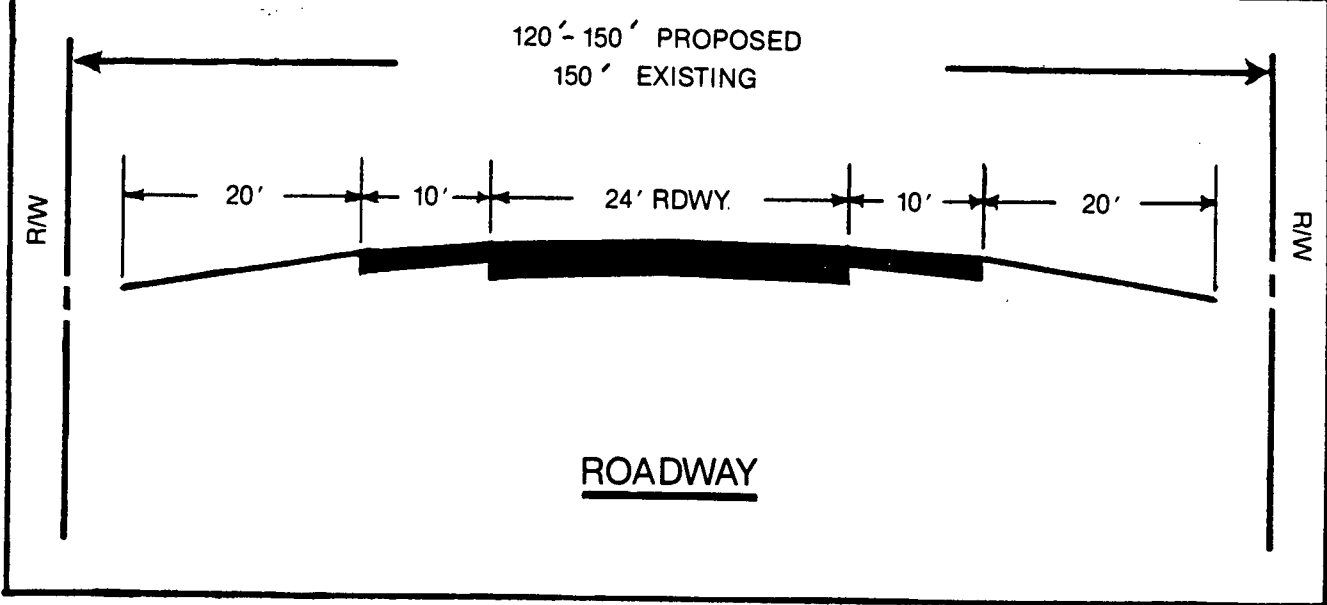
SCALE 1" = 500'



MARYLAND STATE HIGHWAY ADMINISTRATION
 MARYLAND ROUTE 194 RELOCATED
 WOODSBORO BYPASS
ALTERNATE 3

CONTRACT NO. F 157 - 102 - 771 N FIGURE 2

PROPOSED TYPICAL SECTION



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

MARYLAND ROUTE 194
RELOCATED AT WOODSBORO

ALTERNATE 3

FIGURE 3

0.6 acre residential. This latter property, although in residential use, is zoned for commercial use as mineral mining.

In response to public concern, several options to accommodate pedestrian crossings between the Woodsboro Elementary School and the Woodsboro Regional Park were investigated. These include a traffic control beacon, an underpass, and three options for an overpass. The underpass option was rejected due to drainage problems. If the bypass were raised to accommodate a tunnel, existing Maryland Route 550 East would also have to be raised approximately 8 feet. The resulting fill slopes would impact some residences and the elementary school parking lot. Three overpass options were also studied. These include the overhead walkway with stairs only, 8:1 ramps, and 10:1 ramps. Costs are approximately \$450,000, \$905,000, and \$1,055,000, respectively.

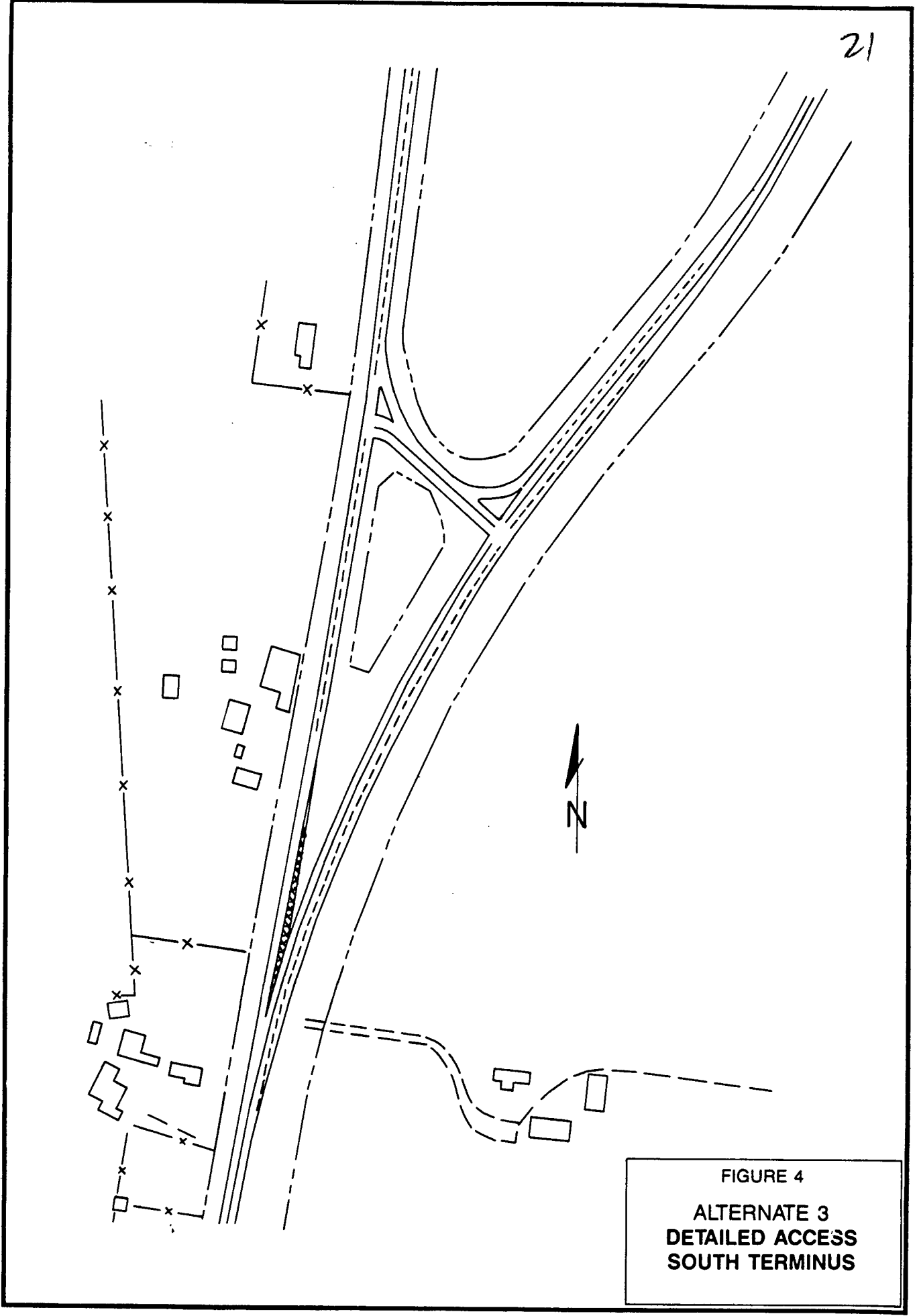
In response to input received at the May, 1987, Location/Design Hearing, the alignment and access points were modified. These option modifications (See Figures 4 and 5) were presented to the local business owners at their request at a meeting on June 23, 1987.

The relocation of Maryland Route 550 East involves crossing the Maryland Midland Railway, which provides freight service to the area. A quarry operation is proposed in the area north of Maryland Route 550 West and west of the railroad. Access is proposed via existing Maryland Route 550 West. The relocation of Maryland Route 550 West requires the acquisition of approximately 1.4 acres from the "fringe" area of the quarry, but does not impact the quarry area or operation. The proposed quarry access can be connected to relocated Maryland Route 550 West.

As the quarry is expected to be serviced by the railroad, the construction of additional trackage would be required, along with some switching operations. The nearest railroad switch would be located approximately 500 feet north of the proposed crossing of relocated Maryland Route 550 West and the railroad. A bridge in this area under a single or double track would cost \$1.8 or \$3.3 million, respectively.

3. Service and Design Characteristics of the Selected Alternate
a. Traffic

Existing and projected traffic volumes are not the major concern for this project. The existing average daily traffic (ADT) volume on Maryland



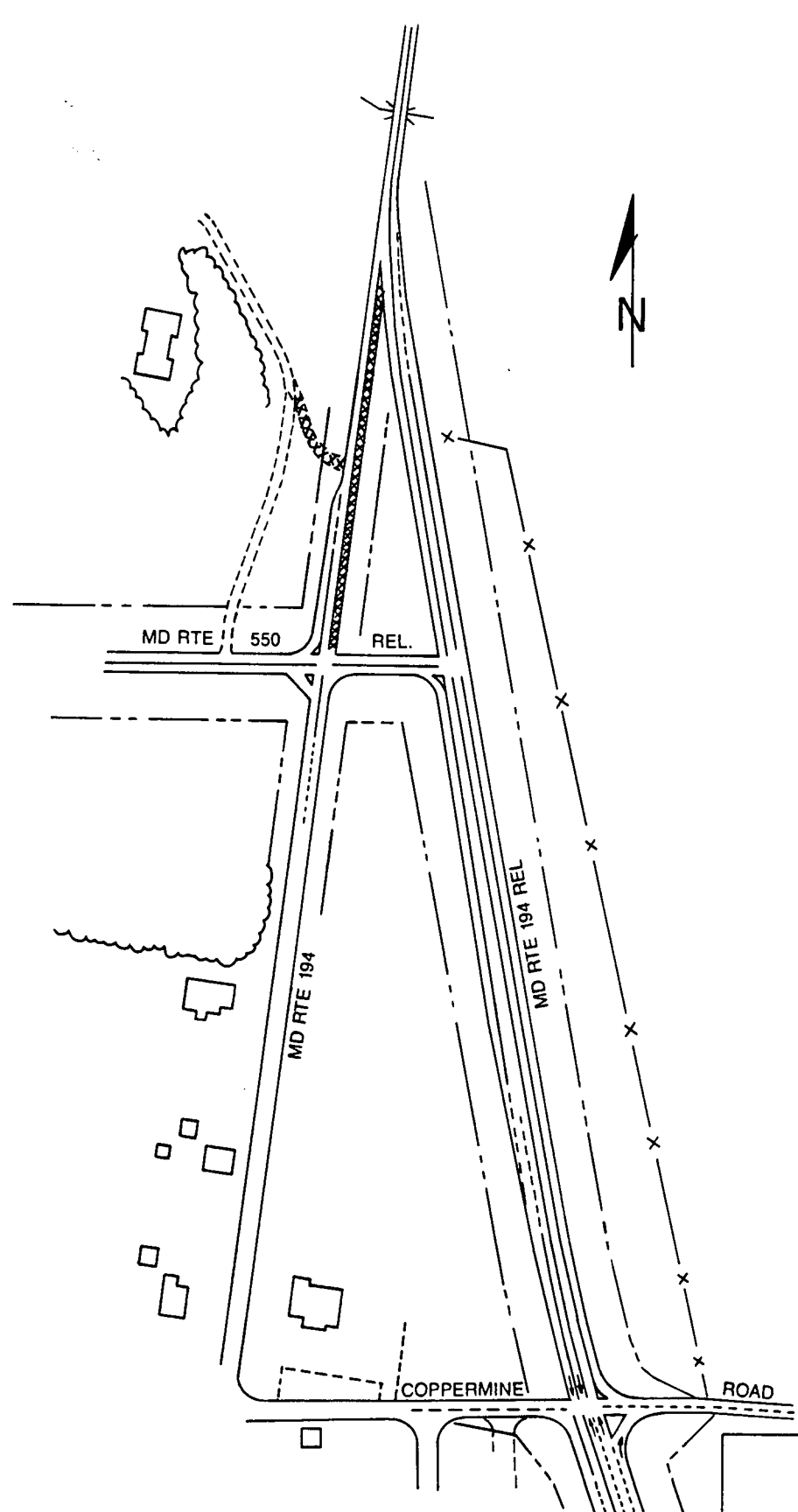


FIGURE 5
ALTERNATE 3
DETAILED ACCESS
NORTH TERMINUS

Route 194 is 7750 south of Woodsboro, and 6100 north of Woodsboro. Maryland Route 550 west of town has an ADT volume of 1900. Under the No-Build Alternate, the ADT volume for the year 2015 is forecasted to be 12,400 south of town, 9750 north of town, and 3050 on Maryland Route 550 west of town. Truck traffic accounts for 15 percent of the ADT volume with heavy trucks accounting for 9 percent of the ADT volume. A license plate survey conducted in the summer of 1986 indicated that 44 percent are through trucks on Maryland Route 194 and 11 percent are through trucks on Maryland Route 550. The bypass is expected to divert approximately 60 percent of the traffic (see Figures 6 and 7).

b. Accident Statistics

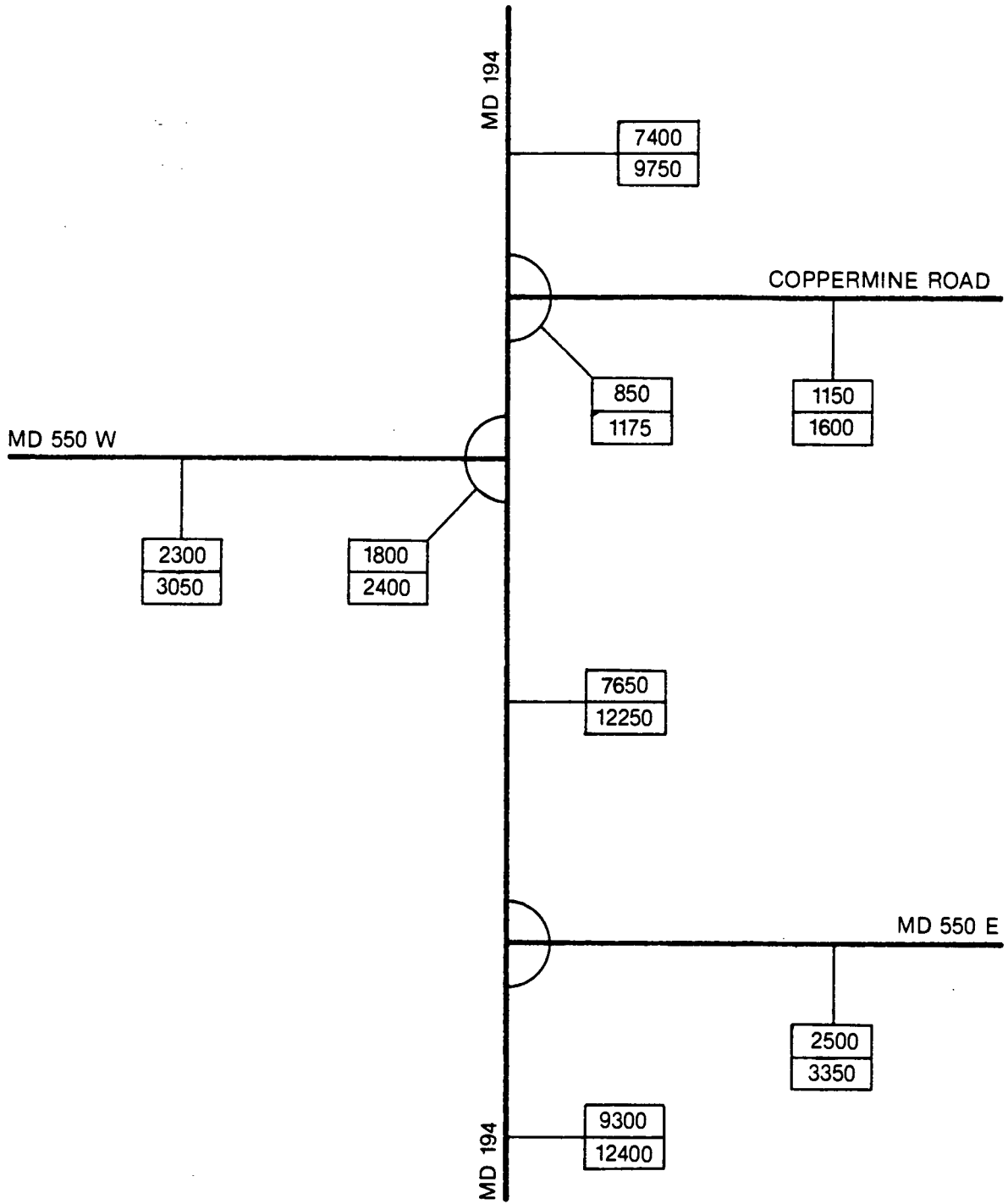
No high accident locations or intersections exist in the study corridor.

Accident Summary

<u>Severity</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>
Fatalities	0	0	0
Injury Accidents	4	3	4
Property Damage Accidents	<u>2</u>	<u>5</u>	<u>4</u>
Total	6	8	8
Rate (QCC/100 MVM)	177.5		
Statewide average	201.5		

c. Access Control

Access to the bypass would be controlled. Access from the bypass to Woodsboro would be provided via the existing Maryland Route 194 north and south of town, Maryland Route 550 East near the elementary school, Coppermine Road, and the existing road north of town. To provide access to the "Cross" property, which is identified as air and noise receptor #8 on the alternates map (Figure 2), an existing road, Council Drive, will be extended southerly through the Kirkpatrick property. The deed documenting the purchase of property from the Cross farm by SHA for the bypass provided for the property owner's access to the state right-of-way to access existing Maryland Route 194 until such time that the bypass is constructed.



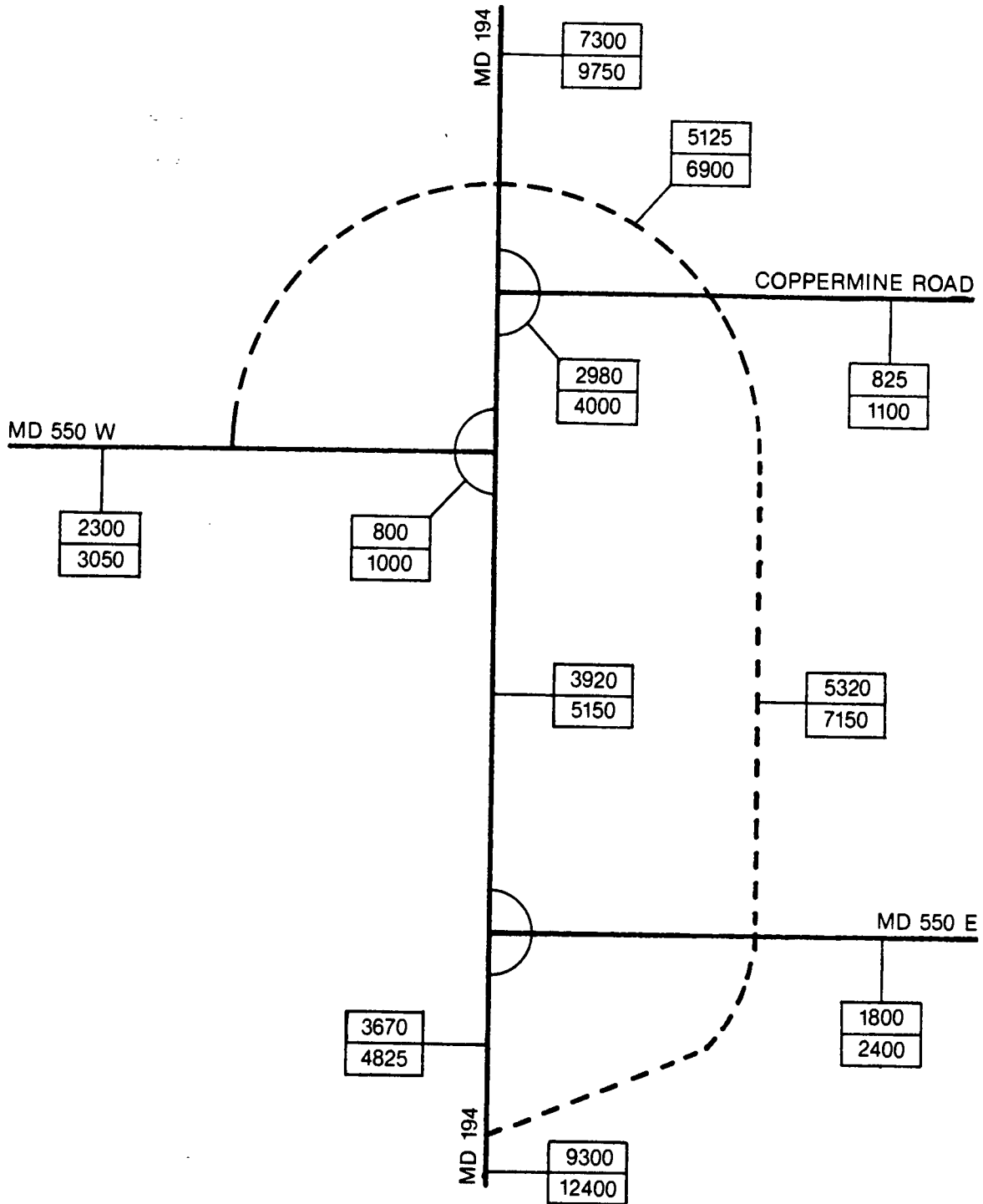
LEGEND

1995	ADT
2015	ADT

MARYLAND ROUTE 194
RELOCATED AT WOODSBORO

AVERAGE DAILY TRAFFIC
NO BUILD ALTERNATE

FIGURE 6



LEGEND

1995	ADT
2015	ADT

EXISTING ROAD —————

PROPOSED ROAD - - - - -

MARYLAND ROUTE 194
RELOCATED AT WOODSBORO

AVERAGE DAILY TRAFFIC
BUILD ALTERNATE 3

FIGURE 7

d. Design Considerations

The engineering aspects of the proposed bypass are based on 60 mph design speed criteria. The horizontal curve on relocated Maryland Route 550 West imposes a 40 mph design speed. The proposed relocation of both Maryland Route 194 and 550 West would consist of a 24-foot roadway, and two 10-foot shoulders which would be sufficient to accommodate bicycles.

The grade on a portion of relocated Maryland Route 550 West is 6 percent, ascending in a westbound direction. As a result, the shoulder should be constructed to serve as a truck climbing lane.

4. Environmental Consequences

An Environmental Assessment discussing potential impacts from the project was circulated to the appropriate agencies and was also made available for public review prior to the Location/Design Public Hearing held in May, 1987.

a. Socioeconomic Impacts

1) Relocation

Alternate 3 would not require the acquisition of any residences or business. Although most of the right-of-way needed for Alternate 3 was previously purchased by SHA, an additional 9.4± acres of unimproved land currently designated for commercial and residential uses, plus wooded, open areas, would be acquired for the proposed improvements.

No minority, handicapped, or elderly individuals would be affected by the proposed project.

Title VI Statement

It is the policy of the Maryland SHA to ensure compliance with the provisions of Title VI of the Civil Rights Act of 1964, and related civil rights laws and regulations which prohibit discrimination on the grounds of race, color, sex, national origin, age, religion, physical or mental handicap in all SHA program projects funded in whole or in part by the Federal Highway Administration. The SHA will not discriminate in highway planning, highway design, highway construction, the acquisition of right-of-way, or the provision of relocation advisory assistance. This policy has been incorporated into all levels of the highway planning process in order that proper consideration may be given to the social, economic, and environmental effects of all highway projects. Alleged discriminatory actions should be addressed to the Equal Opportunity Section of the Maryland State Highway Administration for investigation.

2) Public Parks and Recreational Areas

No public parkland property or recreational facilities would be acquired for Alternate 3.

For people on the west side of the bypass, access to the Woodsboro Regional Park will be via local intersecting streets that cross the proposed bypass. Alternate 3 would pass adjacent to the recreation area of Woodsboro Elementary School. Fencing along the school property will be provided to improve safety for those utilizing these facilities.

3) Access Impacts

The response time for emergency services would be improved via improvements in local access. Access would be maintained to all properties in the area.

4) Disruptions of Neighborhoods and Communities

Alternate 3 would not disrupt the integrity and cohesion of the existing community, nor cause changes to patterns of social interaction and behavior. In general, less commuter and truck traffic in Woodsboro as a result of Alternate 3 would improve the residents' quality of life by reducing the noise, vibration, and air pollution associated with this traffic.

5) Economic Impacts

Under Alternate 3, access would be maintained to all business and industrial properties. Access to the bypass would be limited to intersecting Coppermine Road and Maryland Route 550 and existing Maryland Route 194 north and south of Woodsboro. The town's and county's future land use plans indicate that commercial activity is to remain in town along Maryland Route 194, with some expansion of the industrial areas on the east side of town near the bypass. The closer proximity of the bypass to these industrial areas will afford these businesses better access and will help keep their truck related traffic out of Woodsboro's core area.

Truck traffic originating from the area mineral mining and quarrying operations would also be better served by the proposed bypass. These trucks would benefit from improved route and speed continuity between these industries and their destinations. No active farms would be bisected by the proposed improvements, although right-of-way would be required from the outer edges of several of these areas. No farming operations are expected

to be put out of business.

Although the proposed improvements under Alternate 3 would result in one additional crossing of the Maryland Midland Railroad, this would not interfere with its operations or preclude its development as an economic resource for the region.

b. Land Use Impacts

The proposed relocation is consistent with the Frederick County Comprehensive Plan (1984) and Woodsboro Comprehensive Development Plan (1972), both of which identify a bypass on the eastern side of Woodsboro as a necessary element of their transportation plans. Since the proposed bypass would be a limited access facility, it would have no significant impact on land use patterns or spur growth incompatible with current land use or future planning efforts.

c. Historic and Archeological Site Impacts

Stoney Ridge, the Meyers House, and the Barrick Lime Works Company Housing are too far away to be affected by Alternate 3, according to the June 10, 1987, letter from the State Historic Preservation Officer, included in the Comments and Coordination section of this document. The Dorcus House, John Trout House, and the Woodsboro Historic District would be affected, but not adversely. Quaker's Good Will, on the other hand, would be immediately adjacent to the bypass and incur proximity impact despite the fact that the roadway will be partially hidden by a naturally occurring rise between the road and the house. SHA proposes to extend the berm across the entire frontage and provide landscaping within the right-of-way. The landscaping plan would be submitted to the State Historic Preservation Officer for his review during the design phase of the project.

One archeological site, Israel Creek (18FR607), is located outside the project limits and therefore will not be impacted. Nonetheless, the State Historic Preservation Officer recommended that the site be fenced during construction so that it will not be disturbed.

d. Natural Environmental Impacts

1) Prime Farmland Soils

The proposed Build Alternate would affect 5.4 acres of prime farmland soils located east of Woodsboro and adjacent to residential property. None of these prime farmland soils are planned for future agricultural use

according to the Frederick County Comprehensive Plan. There are no unique farmland soils present within the study area. This project was coordinated with the Soil Conservation Service in accordance with the National Farmland Protection Act.

2) Floodplains

Alternate 3 will encroach on the 100-year floodplain associated with Israel Creek. Approximately 2.2 acres of fill would be required in the floodplain of Israel Creek.

In accordance with the requirements of Executive Order 11988, each encroachment would involve one of the following:

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

None of the proposed floodplain encroachments would significantly affect upstream water-surface elevations or storage capacity.

The use of standard hydraulic design techniques for all waterway openings would incorporate structures to limit upstream flood level increases and approximate existing downstream flow rates. Use of state-of-the-art sediment and erosion control techniques and stormwater management controls will ensure that none of the encroachments would result in risks or impacts to the beneficial floodplain values or provide direct or indirect support to further development within the floodplain.

Therefore, all floodplain encroachments were determined to be non-significant. In accordance with Executive Order 11988 and FHPM 6-7-3-2, a floodplain finding will not be required.

3) Surface Water

The proposed build alternate for the relocation of Maryland Route 194 would not require the crossing of Israel Creek. Culverts will allow two ditches, part of the stormwater management system for Woodsboro, to continue their function of transporting stormwater.

Stormwater runoff would be managed under the DNR Stormwater Management Regulations. These regulations will require stormwater management practices

in the following order of preference:

- on-site infiltration;
- flow attenuation by open vegetated swales and natural depressions;
- stormwater retention structures; and
- stormwater detention structures.

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

Final design for the proposed improvements will include plans for grading, sediment and erosion control, and stormwater management, in accordance with State and Federal laws and regulations. They will require review and approval by the Department of the Environment.

4) Habitat

Terrestrial

Alternate 3 would require approximately 3.8 acres of wooded area.

Wetlands

An Army Corps of Engineers Permit will be required. Avoidance of all non-tidal wetlands would have resulted in either substandard roadway design or stream crossings (which in turn would result in additional floodplain impacts).

- The Non-Tidal Wetlands Program will be given an opportunity to comment on the mitigation plans for the replanting of Israel Creek. The Corps of Engineers and the U.S. Fish and Wildlife Service will be involved where appropriate.

Wetland finding: Due to the nature of the study area, avoidance of the wetlands is not feasible because of physical constraints along the alignment.

e. Air Quality Impacts

A detailed microscale air quality analysis of the No-Build and the selected alternate has been performed. No violation of the 1-hour or 8-hour State or National Ambient Air Quality Standards will occur with the No-build Alternate or the Build Alternate in 1995 or 2015. The results of the air quality analysis are also available for review at the Maryland State Highway Administration in Baltimore. The receptor sites are shown on Figure 2 (the Alternate map) and listed in Table 2. The results of the microscale analysis are shown in Table 3.

The project is in an area where the State Implementation Plan does

not contain any transportation control measures. Therefore, with the exception of the construction procedures, the conformity requirements of 23 CFR 770 do not apply to this project.

Copies of the technical Air Quality Analysis were circulated to the U.S. EPA and the Maryland Air Management Administration for review and comment. Their comments are located in the Comments and Coordination section of this document.

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

The Maryland Bureau of Air Quality Control was consulted to determine the adequacy of the specifications in terms of satisfying the requirements of the Regulations Governing the Control of Air Pollution in the State of Maryland. The Maryland Bureau of Air Quality Control found that the specifications are consistent with the requirements of these regulations. Therefore, during the construction period, all appropriate measures (Code of Maryland Regulations 10.18.06.03D) will be taken to minimize the impact on the air quality of the area.

f. Noise Impacts

The results of the noise study were presented in the Noise Quality Analysis Report and summarized in the Environmental Assessment, both of which are available for public review at the State Highway Administration, Project Development Division, 707 North Calvert Street, Baltimore, Maryland.

The noise analysis for this project was completed in conformance with Volume 7, Chapter 7, Section 3 of the Federal-Aid Highway Program Manual and other federal guidelines. The noise description of L_{eq} used by this Administration is recognized by the Federal Highway Administration (FHWA) as being the appropriate method for analyzing highway noise. The number and location of noise receptors included in the analysis accurately considered areas affected by the project. Ambient measurements are taken at these

TABLE 2
Air/Noise Analyses Receptors
and Existing Noise Levels

<u>Site No.</u>	<u>Land Use Category</u>	<u>Distance from Centerline of Alt. 3 - Bypass</u>	<u>Description/Location</u>	<u>Ambient Leq</u>
1	Residence	960	Residence-Main Street	71*
2	Residence	80	Stone and frame dwelling-Dorcus House (Historic Site) MD 194	62
3	Residence	24	Farm-MD 194	62
4	School	120	Woodsboro Elementary School - MD 550	53
5	Park	330	Woodsboro Regional Park - MD 550	51
6	Residence	120	Quaker's Good Will (Historic Site)	50
7	Residence	220	Residence - Woodsboro Historic District James Street	50
8	Residence	200	Residence - MD 194	47

*Exceeds Federal Highway Administration Noise Abatement Criteria.

TABLE 3

CO Concentrations * at Each Receptor Site, ppm

Receptor Site No.	1995				2015			
	No-Build		Build		No-Build		Build	
	1-hour	8-hour	1-hour	8-hour	1-hour	8-hour	1-hour	8-hour
1	6.9	1.6	4.0	1.3	7.2	1.7	4.5	1.3
2	4.2	1.3	4.0	1.2	4.2	1.3	4.5	1.3
3	2.7	1.1	2.8	1.1	2.8	1.1	3.0	1.1
4	2.3	1.0	2.5	1.1	2.4	1.0	2.7	1.1
5	2.2	1.0	2.2	1.0	2.2	1.0	2.3	1.0
6	2.4	1.0	2.5	1.0	2.4	1.0	2.6	1.0
7	2.5	1.0	2.3	1.0	2.5	1.0	2.4	1.0
8	2.3	1.0	2.4	1.0	2.4	1.0	2.5	1.0

*Including background concentrations

Background concentrations (1995-2015): 1-Hour = 2.0 ppm
8-Hour = 1.0 ppmSAAQS/NAAQS = 35 ppm (1-Hour)
SAAQS/NAAQS = 9 ppm (8-Hour)

locations and ambient levels are also predicted to verify the accuracy of measured noise conditions. The largest area that can be protected by a single barrier is analyzed individually because it is acoustically independent of the other areas.

The determination of environmental noise impacts is based on the relationship between the predicted noise levels, the established noise abatement criteria, and the ambient noise levels in the project area. The applicable standard is the FHWA's noise abatement criteria/activity relationship (see Table 4) published in the Federal Highway Program Manual 7-7-3.

When design year L_{eq} noise levels are projected to exceed the abatement criteria (See Table 4) or increase ambient conditions by 10 dBA or more, noise abatement measures (in general, noise barriers) are considered to minimize impacts. Consideration is based on the size of the impacted area (number of structures, spatial distribution of structures, etc.), the predominant activities carried on with the area, the visual impact of the control measure, practicality of construction, feasibility, and reasonableness. Table 5 summarizes the ambient measurements and the predicted noise levels.

An effective barrier should, in general, extend in both directions to four times the distance between receiver and roadway (source). In addition, an effective barrier should provide a 7-10 dBA reduction in the noise level, as a preliminary design goal. For the purpose of comparison, a total cost of \$27 per square foot is assumed to estimate total barrier cost. This cost figure is based upon current costs experienced by Maryland SHA and includes the costs of panels, footings, drainage, landscaping, and overhead. Generally, noise barriers are considered reasonable if the cost per residence is less than \$35,000-\$40,000.

As shown in Table 5, the results of the modeling reveal one site where the predicted noise level is actually lower than an existing ambient level (NSA 1). This is attributable to the fact that under current conditions, heavy truck traffic passes in front of this residence on Main Street in Woodsboro. With the construction of Alternate 3, truck traffic

TABLE 4

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

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

TABLE 5

Noise Sensitive Areas -
Ambient and Predicted Noise Levels

Noise Sensitive Area	Leq Noise Level, dBA		
	Ambient	No-build	Build
1	*71	*70	62
2	62	67	*70
3	62	64	67
4	53	63	63
5	51	61	62
6	50	53	65
7	50	62	62
8	47	47	59

*Exceeds Federal Highway Administration Noise Abatement Criteria.

would be removed to the east side of town on the bypass and noise levels in town would be decreased. One of the eight noise sensitive sites (NSA 2) will experience design year noise levels which will exceed the FHWA noise abatement criteria of 67 dBA. The level of NSA 2 under the No-Build Alternate is 67 dBA, and with the Build Alternate it will be 70 dBA.

Five sites (NSAs 4-8) would experience increases over their ambient levels that exceed the increases allowable under Federal criteria. For example, Site 6 would have a resulting L_{eq} value of 65 dBA, resulting in an increase of 15 dBA.

In general, with the relocation of traffic closer to many of the sites and the increases in traffic expected, many of the sites will experience significant increases over their ambient levels.

The analysis involved consideration of noise barriers for the following seven noise sensitive areas:

NSA 2

This site is a residence located on Maryland Route 194 north of the proposed relocation. The predicted peak-hour L_{eq} for this site modeled under the Build Alternate is 70 dBA, which is an 8 dBA increase over the ambient noise level. A barrier approximately 400 feet in length at an average height of 9 feet would lower the L_{eq} to 65 dBA, a 7-decibel attenuation. This barrier would require the relocation of the access to the residence from Maryland Route 194, as to allow for an opening in the barrier would negate any benefit received from the barrier. The construction cost of the barrier, as well as the cost-per-residence, would be approximately \$91,100.

NSA 3

As was the case with NSA 2, NSA 3 also consists of a single residence, which is located south of the proposed bypass. With a predicted future-year L_{eq} of 67 dBA, a 7-decibel attenuation could be furnished by a noise barrier 12 feet in height and 500 feet in length. Access to this site would also be affected in order to maintain barrier efficiency. The ambient noise level was 62 dBA. Construction costs, as well as the cost-per-residence, would be approximately \$155,700.

NSA 4

NSA 4, the Woodsboro Elementary School, would experience a design

year peak-hour L_{eq} of 63 dBA, a 10-decibel increase over its ambient noise level. A barrier with a 12-foot average height, 650 feet long would provide an attenuation of 5 decibels. Construction costs for the barrier would be approximately \$203,200. Counting the school as ten equivalent residences produces a cost-per-residence of approximately \$20,300.

NSA 5

NSA 5, the Woodsboro Regional Park, has a predicted future-year L_{eq} of 62 dBA, an increase over its ambient noise level of 11 decibels. To achieve an attenuation of 7 decibels, a barrier 700 feet in length at an average height of 13 feet would be needed. The construction cost of such a barrier would be approximately \$241,300. The park would count as five equivalent residences. A park is equal to one equivalent residence for each 125 foot of frontage. This produces a cost-per-residence of approximately \$48,300.

NSA 6

NSA 6 would experience a future-year noise level of 65 dBA, a 15-decibel increase over its ambient noise level. To obtain a 7-decibel attenuation and lower the increase to 10 decibels, a barrier 400 feet in length at an average height of 14 feet would be required. The construction cost and cost-per-residence would be approximately \$153,200.

NSA 7

Composed of three residences along James Street, this NSA received a peak-hour L_{eq} value of 62 dBA. A barrier approximately 400 feet in length along the north connector of Maryland Routes 194 and 550 would give a resultant noise level of 58 dBA. Better attenuation is not possible due to the location of the residences between the proposed Maryland Route 550 connector and the existing alignment of Maryland Route 550. The construction cost of the 58 dBA barrier would be approximately \$197,170 or \$65,800 per residence.

NSA 8

NSA 8 is a farm residence near the south end of relocated Maryland Route 194. A build future year noise level of 59 dBA, a 12-dBA increase above its ambient level, could be reduced by 6 dBA to 53 dBA with the presence of a barrier. The barrier would need to be approximately 1,000 feet in length at a height of 18 feet. The approximate construction cost

and cost-per-residence would be approximately \$429,650.

An increase in project area noise levels would occur during the construction of the proposed improvements. Construction noise differs significantly from that generated by normal traffic due to its unusual spectral and temporal nature. The actual level of noise impact during this period will be a function of the number and types of equipment being used, as well as the overall construction procedure.

Generally, construction activity would occur during normal working hours on weekdays. Therefore, noise impacts experienced by local residents as a result of construction activities should not occur during sleep or outdoor recreation periods.

5. Estimated Costs

Alternate 3

Project Planning	\$ 258,200
Preliminary Engineering	418,680
Right-of-Way	153,100
Construction	<u>4,079,600</u>
Total	\$4,909,580

D. Summary of Public Involvement

An Alternates Public Meeting was held on September 24, 1986, with approximately 115 people attending. A Combined Location/Design Public Hearing was held on May 18, 1987, with approximately 105 people attending. Alternate 3 was presented as the preferred alternate.

Alternate 3 has received the support of Congresswoman Byron, State Senator Smelser, Delegate Hattery, the Frederick County Board of Commissioners, officials of Woodsboro, and local residents.

E. Recommendation

The unanimous recommendation of the project planning team is that Alternate 3, with the modified means of access at the project termini, a traffic beacon at Maryland Route 550 East near the elementary school, and an at-grade crossing of the railroad on relocated Maryland Route 550 West, be selected for the relocation of Maryland Route 194.

Alternate 3 was the only Build Alternate presented for consideration at the public hearing. The only controversial issues associated with the alternate were the means of access at the north and south ends of town and

the treatment of pedestrians crossing between the Woodsboro Elementary School and the Regional Park. These issues have been resolved with the support of local businessman.

IV.
PUBLIC
HEARING
COMMENTS

IV. PUBLIC HEARING COMMENTS

On May 18, 1987, a Location/Design Public Hearing was held and attended by 105 citizens. Alternates 1 and 3 were presented, with the latter specified as the preferred alternate. Concerns were expressed about the northern and southern termini, the connections of relocated Maryland Route 550 West with the bypass and existing Maryland Route 194, the at-grade intersection of the bypass and Maryland Route 550 East in the vicinity of the school, and signage at this intersection. Delegate Hattery and Mr. Crum, representative of the Woodsboro Burgesses, expressed support for the bypass. Twelve persons made statements following the formal presentations by SHA personnel. The following is a summary of the statements made.

Written comments received subsequent to the Public Hearing are presented in the Correspondence Section of this document.

1. Mr. Estabrook, 2 N. Main Street, Woodsboro

Comment:

In adopting the point of view of the business people in Woodsboro, he stated that he supports the bypass but believes the local business community will be affected. He stated that he would prefer to have some vehicular traffic retained through town. He wished to know what other alternates were considered.

SHA Response:

Connections with Maryland Route 194 and the bypass at both the northern and southern termini have been redesigned to allow vehicular traffic to pass directly into Woodsboro.

2. Mr. Crum

Comment:

As representative of the Burgess and the Commissioners of Woodsboro, he stated that the town needed a bypass, and that it would not hurt the businesses. He added that some citizens were concerned about the realignment of Maryland Route 550 West.

SHA Response:

Traffic flow within Woodsboro and along Maryland Route 550 west into town should be facilitated with the construction of the bypass.

3. Mr. Schrodel

Comment:

As the representative of the Woodsboro Athletic Association, he was concerned with the danger that the bypass would pose for children going to the park from the school and the town. He recommended that the bypass either be underpassed or overpassed to allow safe passage to the park for the children.

SHA Response:

According to Mr. Clinger, SHA has had very little success with pedestrian underpasses or overpasses because the citizens do not tend to use them. SHA would put up a blinker light to warn people approaching the park area. In addition, SHA is studying the possibility of using pedestrian fencing along the bypass in the vicinity of the park and the school to preclude anyone from shortcutting across the highway. Use of either an underpass or overpass is not feasible because of drainage problems.

4. Delegate Hattery

Comment:

He wants to see the project go forward.

SHA Response:

None needed.

5. Mr. Reese Murray, 306 South Second Street, Woodsboro

Comment:

He favors the bypass generally, but would prefer that Maryland Route 194 underpass or overpass Maryland Route 550 East.

SHA Response:

A grade separated interchange would be too costly for this project.

6. Mr. Ted Wilson, 7 Creagerstown Road, Woodsboro

Comment:

He is concerned about safety to the proposed relocation of Maryland Route 550 West between Maryland Route 194 and Maryland Route 550 (Creagerstown Road), because the roadway goes through a somewhat narrow passage between W.Z. Kramer and Sons Building Supply and the Midland Railway tracks. He thought there might be a conflict between the users of the farm road and the proposed

roadway where they meet at grade.

SHA Response:

Because of the minimal use of the farm road, there would be no safety problem. In addition, the farmstead in question is leased from Mr. Barrick, and has another access to Maryland Route 550 West via Mr. Barrick's driveway. There is little likelihood of a problem with conflict between vehicular and train traffic because there is only one train per day currently.

- 7. Mr. Steve Blank, 308 South Main Street, Woodsboro

Comment:

As owner of the Woodsboro Garage, he is concerned about Maryland Route 194 (Main Street) becoming a cul-de-sac, and thus making access to Woodsboro more difficult.

SHA Response:

Connections with Maryland Route 194 and the bypass at both the northern and southern termini have been re-designed to allow vehicular traffic to pass directly into Woodsboro.

- 8. Ms. Clare Picarella, 11813 Creagerstown Road, Woodsboro

Comment:

She asked if the Location-Design Public Hearing of May 18, 1987, would be the last meeting and when construction would commence.

SHA Response:

It is the last meeting. A recommendation will be made to the Administrator based on public comments and the views of the staff. When a decision is made, it will be published in the newspapers so that the public will be informed of the final decision. Construction would commence in 1992 and construction would take 12 to 15 months.

- 9. Mr. Harwood Cornell, 403 South Main Street, Woodsboro

Comment:

Mr. Cornell expressed dislike of the alignment of the bypass and the cul-de-sacs. He said he would like relocated Maryland Route 550 West placed further north so that there could be a smooth

transition into Woodsboro, and that drivers will be inconvenienced in attempting to get into town from the bypass.

SHA Response:

Connections with Maryland Route 194 and the bypass at both the northern and southern termini have been redesigned to allow vehicular traffic to pass directly into Woodsboro. Furthermore, the northern termini, including the intersection with relocated Maryland Route 550 West, has been realigned to make a smoother transition.

- 10. Mr. Dell Webhurst, 11215 Creagerstown Road, Woodsboro

Comment:

He has discovered that Maryland Route 550 West (Creagerstown Road) is very noisy because of heavy trucks changing gears when going uphill. He asked if the road would be widened where the relocated Maryland Route 550 West meets the existing road. He also was concerned that the relocation might require right-of-way from his property. He also asked if it would be more difficult to drive to Liberty from his home.

SHA Response:

Maryland Route 550 West will meet relocated Maryland Route 550 West with an at-grade intersection with no acquisition of property from Mr. Webhurst. In addition, it will be easy to drive to Liberty because of the high-quality intersection design incorporated into the bypass design. Relocated Maryland Route 550 West will incorporate a traffic bearing shoulder for trucks to use in climbing the grade.

- 11. Mr. Glen Rouse, 103 South Main Street, Woodsboro

Comment:

He asked if it would be possible for signs, like those on Interstate Route 270, to be placed along the bypass to inform the driving public of the businesses such as restaurants available in Woodsboro. In addition, he asked if busses would be used or sidewalks built for the elementary school children crossing the bypass to get to the park or if sidewalks were not included in

the project, would crosswalks, marked with white paint, be included.

SHA Response:

Signs would be provided indicating the way to get to the business center in town. The presence of restaurants and gas stations could be indicated with symbols if they met the criteria relative to staying open a minimum number of hours per day, etc.

The low volume of traffic on the bypass does not warrant the use of a bus to take children across the bypass. There would not be a sidewalk, but a full shoulder would be available, giving more area than a sidewalk for pedestrians. There would be a white crosswalk.

- 12. Mr. Andy Moore, 111 South Main Street, Woodsboro

Comment:

He stated that his child will be able to cross the road more safely when the bypass is constructed.

SHA Response:

None needed.

V.
CORRESPONDENCE

A. Elected Officials

BEVERLY B. BYRON
6TH DISTRICT, MARYLAND

WASHINGTON OFFICE:
1216 LONGWORTH HOUSE OFFICE BUILDING
(202) 225-2721



49
DISTRICT OFFICES:
FREDERICK
(301) 882-8622
(301) 840-1880
10 EAST CHURCH STREET
21701

HAGERSTOWN
(301) 797-8043
100 WEST FRANKLIN STREET #110
21740

CUMBERLAND
(301) 729-0300
P.O. BOX 3276
21604

WESTMINSTER
(301) 648-6386
(301) 962-3348
6 NORTH COURT STREET
21157

CONGRESS OF THE UNITED STATES

HOUSE OF REPRESENTATIVES

WASHINGTON, DC 20515

September 16, 1985

COMMITTEES:
ARMED SERVICES
INTERIOR AND INSULAR AFFAIRS
SELECT COMMITTEE ON AGING

Mr. Hal Kassoff
State Administrator
State Highway Administration
707 N. Calvert St.
Baltimore, MD 21202

Dear Mr. Kassoff: *Hal*

I received a letter from the Town Council of Woodsboro concerning a request for the construction of a by-pass in the area.

According to my constituent, there has been an increase in truck traffic as a result of construction from Route 15. Additionally, he states that there is a high volume of traffic and noise from the Lehigh and LeGore quarries. The town anticipates that a by-pass would alleviate that congestion.

If you would please investigate the situation and inform me of your findings, I would greatly appreciate it. If you have any questions please contact Sara Morningstar in my Washington office.

With best regards,

Sincerely,

B
BEVERLY B. BYRON

BBB/map

RECEIVED

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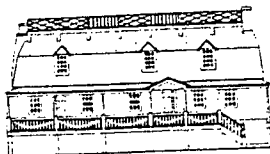
78
DIRECTOR OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

B. Agency Coordination

William Donald Schaefer
Governor

J. Randall Evans
Secretary, DECD

MARYLAND
HISTORICAL



TRUST

May 4, 1987

PROJECT
DEVELOPMENT
DIVISION
MAY 8 9 45 AM '87

Mr. Louis H. Ege, Jr.
Deputy Director
Project Development Division
State Highway Administration
P. O. Box 717
707 North Calvert Street
Baltimore, Maryland 21203-0717

RE: Contract No. F 157-101-771
MD RT. 194 Woodsboro Bypass
PDMS No. 103141
Frederick County, Maryland

Dear Mr. Ege:

On 13 April 1987, we received a copy of the report on the Phase I archeological survey conducted of the above-referenced project, for our review and comment.

The survey identified two historic archeological sites, 18FR608 and 18FR609, within the proposed right-of-way. Based on the information provided in the report, we concur that sites 18FR608 and 609 do not meet the National Register criteria due to their low information potential and lack of integrity. Therefore, it is our opinion that the proposed project will have no effect upon significant archeological resources. Further testing is not warranted for this particular project. However, we do recommend that site 18FR607, identified immediately east of the project area, be fenced and avoided by all project related activities and equipment.

The copy of the report we received did not contain Appendix IV - Qualifications of Investigations. Please send us a copy of Appendix IV, when convenient, to add to the report.

Thank you for providing us this opportunity to comment.

Sincerely,

Richard B. Hughes
State Administrator of Archeology

RBH/BCB/mmc

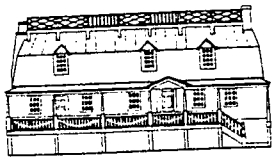
- cc: Mr. Tyler Bastian
- Dr. Jody Hopkins
- Mrs. Glenn Michel
- Mr. G. Bernard Callan
- Mr. Raymond L. Compton

Department of Economic and Community Development
Shaw House, 21 State Circle, Annapolis, Maryland 21401 (301) 974-4450, 757-9000
Temporary Address: Arnold Village Professional Center, 1517 Ritchie Highway, Arnold, Maryland 21012

William Donald Schaefer
Governor

J. Randall Evans
Secretary, DECD

MARYLAND
HISTORICAL



TRUST

June 10, 1987

Ms. Cynthia Simpson, Chief
Environmental Management
Maryland Department of Transportation
State Highway Administration
P. O. Box 717
707 North Calvert Street
Baltimore, Maryland 21203-0717

RE: Contract No. F 157-101-771
Maryland Route 194 Relocated
(Woodsboro Bypass)
Frederick County, Maryland
PDMS No. 103141

Dear Ms. Simpson:

This letter supersedes that written April 14, 1987. In reference to your letter of March 3, 1987 and a memo from Ms. Suffness dated May 5, 1987 concerning the above-referenced project, our office concurs with the following determinations of effect:

- Stony Ridge - No Effect
- Barrick Co. Workers Housing - No Effect
- Myer's House - No Effect
- Stone & Frame Dwelling - No Adverse Effect
- John Trout House - No Adverse Effect
- Woodsboro Historic District - No Adverse Effect

In the case of Quaker's Good Will, our office disagrees with your determination, and considers the effect to be adverse. Our offices will need to discuss means of mitigating this effect.

We appreciate your cooperation with this project. If you have further questions, please contact Al Luckenbach at 757-9000.

Sincerely,

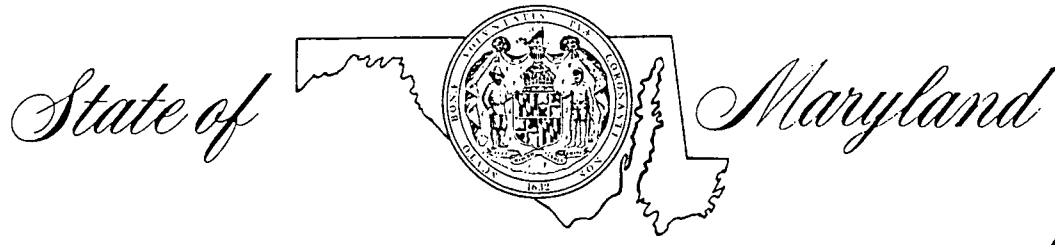
J. Rodney Little
Director-State Historic
Preservation Officer

JRL/AHL/mmc

- cc: Ms. Rita Suffness
- Mr. Paul Wettlaufer
- Mrs. Glenn Michel
- Mr. G. Bernard Callan
- Mr. Raymond L. Simpson



Department of Economic and Community Development
21 State Circle, Annapolis, Maryland 21401 (301) 974-4450, 757-9000
Temporary Address: Arnold Villages Professional Center, 1517 Ritchie Highway, Arnold, Maryland 21012



DEPARTMENT OF THE ENVIRONMENT

201 WEST PRESTON STREET • BALTIMORE, MARYLAND 21201

AREA CODE 301 • 225-

William Donald Schaefer
Governor

Secretary

JUL 20 9 52 AM '87

PROJECT
DEVELOPMENT
DIVISION

July 15, 1987

Ms. Cynthia D. Simpson, Chief
Environmental Management
Project Development Division
707 North Calvert Street, Room 310
Baltimore, Maryland 21202

Dear Ms. Simpson:

RE: Maryland Route 194
Relocated Woodsboro Bypass
P.D.M.S. No. 103141
Contract No. F 157-102-771 (N)

I have reviewed the air impact analysis performed by the Wilson T. Ballard Company for the proposed relocation of the Maryland Route 194 Woodsboro Bypass and concur with its conclusions.

The proposed project is not subject to review under transportation control provisions in the State Implementation Plan. Additionally, adherence with the provisions of COMAR 10.18.06.03D will ensure that the impact from the construction phase of this project will be minimal.

Thank you for the opportunity to review this analysis.

Very truly yours,

Mario E. Jorquera, Chief
Division of Air Quality Planning
and Data Systems
Air Management Administration

MEJ/mop

54



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
841 Chestnut Building
Philadelphia, Pennsylvania 19107

JUL 15 2 42 PM '87
PROJECT DEVELOPMENT DIVISION

JUL 9 1987

Cynthia D. Simpson, Chief
Environmental Management
Project Development Division (Rm. 310)
MD State Highway Administration
707 North Calvert Street
Baltimore, MD. 21202

Re: MD Rt 194 Relocated Woodsboro Bypass
Air Quality Analysis

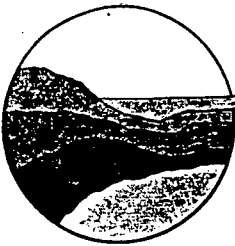
Dear Ms. Simpson,

In accordance with the responsibilities delegated to EPA under Section 309 of the Clean Air Act and the National Environmental Policy Act, EPA Region III has reviewed the above referenced document. Since the project area is in attainment with all Federal air quality standards, we do not anticipate that there will be any adverse air quality impacts associated with the development of this highway.

Thank you for including EPA in the scoping and coordination process this project. Should you have any questions, or if we can be of additional assistance, please contact me at 215/597-9302.

Sincerely,

Jeffrey M. Alper
Jeffrey M. Alper, Chief
NEPA Compliance Section



Maryland Department of Natural Resources

Water Resources Administration

Tawes State Office Building
Annapolis, Maryland 21401
Telephone: (301) 974-2265

William Donald Schaefer
Governor

Torrey C. Brown, M.D.
Secretary

James W. Peck
Director

PROJECT DEVELOPMENT DIVISION
JUL 16 2 23 PM '87

July 15, 1987

Mr. Louis H. Ege, Jr.
Deputy Director
Project Development Division
State Highway Administration
Room 310
Baltimore, MD 21202

Re: WRA No. 87-PP-1191
SHA No. F-157-101-771
Environmental Assessment for
MD 194 Relocated (Woodsboro Bypass)
Frederick County

Dear Mr. Ege:

The Water Resources Administration, the Forest, Park and Wildlife Service and the Non-Tidal Wetlands Program of the Tidewater Administration have made a review of the above referenced document and offer the following comments and/or recommendations:

1. In accordance with Section 8-803 of the Natural Resources Article, Annotated Code of Maryland, waterway construction permit(s) must be obtained from this office for any changes to the course, current, or cross-section of the stream channel or its associated 100-year floodplain limits (waters of the State). The proposed work where a permit is required must meet the requirements under COMAR 08.05.03.01 to 08.05.03.13. The impact of the encroachments on the floodplain of Israel Creek must be assessed and evaluated.
2. In compliance with Environment Article, Section 4-106 and 4-205, Annotated Code of Maryland, necessary approval for sediment control and stormwater management requirements must be obtained from the Sediment and Stormwater Division of the Department of the Environment.
3. The Water Resources Administration recommends the selection of the alternate that will have the least impact on the stream channel, its associated 100-year floodplain and the environment.

Mr. Louis H. Ege, Jr.
July 15, 1987
Page Two

- 4. The site contains no presently known records of any rare species or some unusual communities. It is essential that the loss of any wetlands and woodlands should be evaluated, addressed and mitigated for the Environmental Impact Statement for the chosen route (Alternate 3).
- 5. The wetlands to be impacted by the subject project which were reviewed during field inspection on November 11, 1986, was recorded by a representative from the Non-Tidal Wetlands Program of the Tidewater Administration to be 0.52 to 0.78 acres. Also, according to the minutes of the field review in correspondence dated December 16, 1986, adequate mitigation could be obtained by replanting along Israel Creek. However, the Non-Tidal Wetlands Program requested to be informed and given the opportunity to comment on mitigation plans. Their request includes the involvement of the Corps of Engineers and the U. S. Fish and Wildlife Service.

If you have any questions regarding this matter, please contact Mr. M. Q. Taherian at (301) 974-2265.

Sincerely,



for Stan Wong
Chief, Waterway Permits Division

SW:MQT:das

SHA Response to July 15, 1987 letter from the Maryland Department of Natural Resources.

1. The necessary permits will be obtained. The impact of the encroachments on the floodplain of Israel Creek were assessed and evaluated and determined not to be significant, according to Executive Order 11988. (See page III-9 of the FONSI)
2. The necessary approvals for sediment control and stormwater management requirements will be obtained from the Department of the Environment.
3. The selected alternate will not have a significant impact on the stream channel, its associated 100-year floodplain or the environment. This assessment was made in accordance with Executive Order 11988.
4. The loss of wetlands and woodlands has been addressed. (See page III-10)
5. The Non-Tidal Wetlands Program will be given an opportunity to comment on the mitigation plans for the replanting of Israel Creek. The Corps of Engineers and the U.S. Fish and Wildlife Service will be involved where appropriate.

C. Written Comments Received Subsequent to the
Combined Location/Design Public
Hearing and Responses

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

59

FRAT 009

①

Contract No. F 157-102-771
Maryland Route 194
Woodsboro Bypass
Location/Design Public Hearing
7:30 p.m., Monday, May 18, 1987
P.D.M.S. No. 103141

NAME Thomas S. FRANK DATE 5-5-87

PLEASE PRINT

ADDRESS 11211 CREAGERSTOWN RD (Rt. 550)

CITY/TOWN WOODSBORO STATE MD. ZIP CODE 21798

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

SIRS:
I was unofficially advised by two different SHA. surveyors/workers that the NEW ROAD connecting the NEW by pass and Rt. 550 will cut through a portion of my property.
I would appreciate input on this matter before the plans are finalized.

original mailed 5-6 87 to SHA.
copy to: Charles Slingluff, ATTORNEY
copy to: self.

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

all mailed 5-5-87

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



**Maryland Department of Transportation
State Highway Administration**

RICHARD H. TRAINOR
Secretary

HAL KASSOFF
Administrator

September 24, 1987

Re: Contract No. F 157-101-771
Maryland Route 194 Relocated -
Woodsboro Bypass
PDMS No. 103141

Mr. Thomas S. Frank
11211 Creagerstown Road
Woodsboro, Maryland 21798

Dear Mr. Frank:

I regret any concern you may have resulting from the erroneous information you received from State Highway surveyors. As shown on the attached map, no land is expected to be acquired from your property. The proposed right-of-way line follows your property line to existing Maryland Route 550.

Thank you for your letter and I appologize for any misinformation relayed to you.

Very truly yours,

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

by:


Robert E. Schneider
Project Manager

LHE/RES/ih

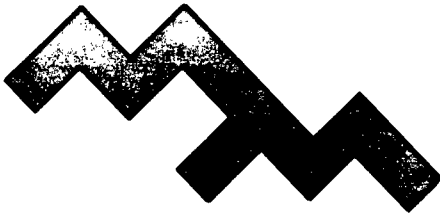
Attachment

cc: Mr. Wayne Clingan w/attach.

My telephone number is 333-1104

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

61



MARYLAND MIDLAND RAILWAY, INC.

P.O. Box A

UNION BRIDGE, MARYLAND 21791

(301) 775-7718

2

May 14, 1987

Mr. Neil J. Pedersen
Director
Office of Planning & Preliminary Engineering
P. O. Box 717
Baltimore, Maryland 21203-0717

Dear Sir:

With reference to your study of a proposed Route 194 bypass at Woodsboro and the concurrent relocation of a portion of Route 550 west from the north end of the proposed bypass, we offer the following comments:

The present railroad crossing on Route 550 is one of the most dangerous on our line because of the extremely limited sight distance and the sharp downgrade approaching from the east. There are at present seven school bus crossings here each day. Although rail traffic is still relatively light, it has increased significantly during the past year.

The proposed relocation would call for a new crossing further north, and we assume closing the present one. In view of current national and state efforts to eliminate rail-highway grade crossings wherever possible in the interests of safety, we believe your studies should address the possibility of a highway overpass on the new alignment. Our preliminary examination of the area indicates that such an alternative would be quite feasible. Although not finalized, there are plans for a major industrial development in this area in the very near future. This will involve construction of additional tracks and frequent switching of long trains which could result in numerous traffic delays at a grade crossing. In addition, contemplated industrial development in the Walkersville area will result in additional rail traffic through Woodsboro.

RECEIVED
#434
MAY 19 1987

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

V-14

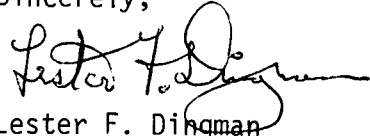
Mr. Neil J. Pederson

May 14, 1987

- 2 -

We would be pleased to cooperate with your staff in any way with regard to designing an overpass with suitable clearances, or in discussing other railroad related aspects of the proposed realignment.

Sincerely,



Lester F. Dingman
Vice President
Engineering

LFD:rer

CC: Mr. Ron Matovick
Executive Vice President-General Manager
Laurel Sand & Gravel, Inc.

Mr. Richard J. Keen
Administrator
State Railroad Administration
Maryland Department of Transportation

Mr. Robert J. Herstein
Section Chief - Traffic Program
Bureau of Traffic Projects
Maryland Department of Transportation

Mr. Hilner B. Christianson
Assistant Commissioner
Railroad Safety and Health
Division of Labor and Industry



Maryland Department of Transportation

State Highway Administration

June 12, 1987

William X. Hellmann
Secretary
Hal Kassoff
Administrator

51-63

Re: Contract No. F 157-102-771 N
Maryland Route 194 (Woodsboro
Bypass) from south of Woodsboro
to north of Woodsboro
PDMS No. 103141

Mr. Lester F. Dingman
Vice President, Engineering
Maryland Midland Railway, Inc.
Post Office Box A
Union Bridge, Maryland 21791

Dear Mr. Dingman:

Thank you for your correspondence providing information re-
garding possible increases in rail traffic in the Woodsboro area.
Included in our current studies is the feasibility of a highway
underpass for the proposed relocation of Maryland Route 550 north
of Woodsboro. At present, we feel existing Maryland Route 550
should remain open to serve local traffic.

We would appreciate any information regarding the number of
trains currently crossing Maryland Route 550 and the anticipated
increase and when this increase is likely to occur.

Again, thank you for your interest and concern for this proj-
ect. If you have further comments or questions, please do not
hesitate to contact me.

Very truly yours,

Neil J. Pedersen

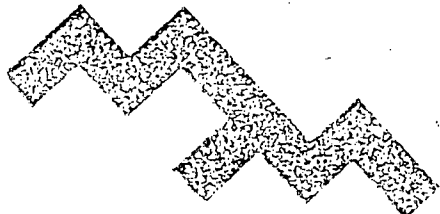
Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP:tn

- cc: Mr. Louis H. Ege, Jr. (w/attachment)
- Mr. Wayne R. Clingan (w/attachment)
- Mr. Gene R. Straub (w/attachment)
- Mr. R. F. Weddle (w/attachment)
- Mr. Anthony M. Capizzi (w/attachment)
- Mr. James K. Gatley (w/attachment)
- Mr. R. J. Keen
- Mr. R. J. Herstein

My telephone number is 333-1110

64



MARYLAND MIDLAND RAILWAY, INC.

P.O. Box A

UNION BRIDGE, MARYLAND 21791

(301) 775-7718

June 26, 1987

PROJECT
DEVELOPMENT
DIVISION
JUN 29 2 56 PM '87

Mr. Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering
P. O. Box 717/707 North Calvert Street
Baltimore, Maryland 21203-0717

Dear Mr. Pedersen:

This is in reply to your letter of June 12 regarding the Woodsboro Bypass project.

We are pleased that your studies will include the possibility of a grade separation for the relocated Route 550. We would, however, strongly urge the closing of the present grade crossing after completion of the relocation.

Present rail traffic at this location seldom exceeds one train each way per day. However, the proposed industrial plant to be located here will generate two to four trains per day. Since the switching point will be immediately adjacent to the relocated Route 550, it will involve extensive switching movements across the present crossing location. The target date for commencing operations is the spring of 1989.

Please let us know if we can be of any further assistance.

Sincerely,

Lester F. Dingman
Chairman of the Board

LFD:rer

RECEIVED

JUN 29 1987

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

3

Contract No. F 157-102-771
Maryland Route 194
Woodsboro Bypass
Location/Design Public Hearing
7:30 p.m., Monday, May 18, 1987
P.D.M.S. No. 103141

NAME RON DORSEY DATE 19 MAY 87

PLEASE PRINT ADDRESS 503 ADAMS ST

CITY/TOWN Woodsboro STATE MD ZIP CODE 21798

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

As a resident of Woodsboro, my wife and I support the by-pass proposal (alt #3) 100 percent. We would like to see construction starting today. I know that's impossible, but it is a way of saying (emphasizing the need) that this project is way overdue.

Has any thought been given to a noise buffer of any kind? Again the trucks are the main contributors of noise. Also they should out law "jake brakes" on dump trucks, etc. These are nothing but noise makers - conventional ^{air} brakes are all that's needed.

I am glad to see there is 99% support for the project - let's start as soon as possible.

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

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



Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

September 24, 1987

Re: Contract No. F 157-101-771
Maryland Route 194 Relocated -
Woodsboro Bypass
PDMS No. 103141

Mr. Ron Dorsey
503 Adams Street
Woodsboro, Maryland 21798

Dear Mr. Dorsey:

Thank you for your continued support and interest in our Maryland Route 194 - Woodsboro Bypass planning study. A detailed noise analysis was conducted and is described in the Environmental Assessment document, which was made available for public review at the time of the public hearing. It was determined that noise buffers would not be warranted at any location along the bypass. The noise levels along Main Street are expected to decrease due to the removal of truck traffic.

Thank you again for your support and input.

Very truly yours,

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

by: Robert E. Schneider
Robert E. Schneider
Project Manager

LHE/RES/ih

cc: Mr. Wayne Clingan w/attach.

My telephone number is (301) 333-1104

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 V-15 Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St. Baltimore, Maryland 21203-0717

PROJECT DEVELOPMENT DIVISION

STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

MAY 26 9 25 AM '87

Contract No. F 157-102-771 Maryland Route 194 Woodsboro Bypass Location/Design Public Hearing 7:30 p.m., Monday, May 18, 1987 P.D.M.S. No. 103141

4

NAME Nelson E. Trout DATE 5/19/87

PLEASE PRINT ADDRESS Box 2

CITY/TOWN Woodsboro STATE Md. ZIP CODE 21798

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

- #1. All we need is a bypass around Woodsboro to accommodate the trucks from the North and South
2. Leave 194 as is thru Woodsboro. Have a middle lane to pull in at South End of Woodsboro so you can turn and come into town at that end
North end leave open so you can come into town from that point. Going out the north side put up sign at Rappahannock Rd. telling traffic to go that way to get to 194 North
3. Leave Rte. 550 as is. No need for that change. Very few trucks on 550 also 70% of traffic on 550 comes into Woodsboro anyway
4. Take the money it cost to put new 550 in and put it in a overpass for children etc. to get to Park as you said Safety First
5. I think your plan is good but a lot of it is unnecessary
6. We have about 50 businesses in Woodsboro that will be affected by this project.

Checked box: Please add my/our name(s) to the Mailing List.*
Unchecked box: Please delete my/our name(s) from the Mailing List.

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



**Maryland Department of Transportation
State Highway Administration**

Rita 68
RICHARD H. TRAINOR
Secretary

HAL KASSOFF
Administrator

September 22, 1987

Re: Contract No. F 157-101-771
Maryland Route 194 Relocated -
Woodsboro Bypass
PDMS No. 103141

Mr. Nelson E. Trout
Box 2
Woodsboro, Maryland 21798

Dear Mr. Trout:

Thank you for your comments concerning our Maryland Route 194-Woodsboro Bypass planning study. As a result of the concerns expressed during and after the Location/Design Hearing held on May 18, 1987, several additional options were developed to provide direct access at each end of town. These studies resulted in configurations very similar to what exists at Walkersville today.

On the south end of town, the proposed cul-de-sac on the existing road has been removed to allow direct access from existing Maryland Route 194 to the bypass for southbound traffic. Northbound traffic approaching Woodsboro would access existing Maryland Route 194 via a left turn from the bypass.

On the north end of town, the bypass alignment would be shifted to the east to accommodate turning movements at relocated Maryland Route 550. This allows for direct access to the town for southbound traffic. This also eliminates the need for a right turn for southbound traffic from the bypass at relocated Maryland Route 550 and at Coppermine Road.

The relocation of Maryland Route 550 is necessary in order to remove the truck traffic destined for areas west of Woodsboro from Main Street. This traffic will increase with the operation of a now approved quarry with direct access to Maryland Route 550.

My telephone number is 333-1104

Mr. Nelson E. Trout
Page 2

Finally, studies have indicated that even if a pedestrian overpass is provided, people will not use it if there is a more convenient way to cross the road. The close proximity of the intersection of Maryland Route 550 would greatly reduce the use of an overpass. Pedestrians would cross at the intersection. Therefore, a flashing light will be installed at the intersection of the bypass and Maryland Route 550 east, with appropriate signing and pavement markings on all approaches.

Thank you again for your suggestions concerning the study.

Very truly yours,

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

by: Robert E. Schneider
Robert E. Schneider
Project Manager

LHE/RES/ih

cc: Mr. Wayne Clingan w/attach.

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

5

Contract No. F 157-102-771
Maryland Route 194
Woodsboro Bypass
Location/Design Public Hearing
7:30 p.m., Monday, May 18, 1987
P.D.M.S. No. 103141

PROJECT
DEVELOPMENT
DIVISION
JUN 1 11 41 AM '87
May 23, 1987

NAME Lawrence A. Dorsey Jr. **DATE** May 23, 1987

PLEASE PRINT ADDRESS 100 North Second Street

CITY/TOWN Woodsboro **STATE** Maryland **ZIP CODE** 21798

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

I believe the by-pass should provide an alternative road access from 550 to Woodsboro from the north. It should be similar to the entrance to Walkersville from the north.

I would prefer to require trucks to take the by-pass and leave cars to have the to go through town or to take the by-pass.

This will probably require the by-pass to intersect 194 further north than presently planned.

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

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



Maryland Department of Transportation
State Highway Administration

RICHARD H. TRAINOR
Secretary

HAL KASSOFF
Administrator

lita 71

September 22, 1987

Re: Contract No. F 157-101-771
Maryland Route 194 Relocated -
Woodsboro Bypass
PDMS No. 103141

Mr. Lawrence A. Dorsey, Jr.
100 North Second Street
Woodsboro, Maryland 21798

Dear Mr. Dorsey:

Thank you for your comments concerning our Maryland Route 194-Woodsboro Bypass planning study. As a result of the concerns expressed during and after the Location/Design Hearing held on May 18, 1987, several additional options were developed to provide direct access at each end of town. These studies resulted in configurations very similar to what exists at Walkersville today.

On the south end of town, the proposed cul-de-sac on the existing road has been removed to allow direct access from existing Maryland Route 194 to the bypass for southbound traffic. Northbound traffic approaching Woodsboro would access existing Maryland Route 194 via a left turn from the bypass.

On the north end of town, the bypass alignment would be shifted to the east to accommodate turning movements at relocated Maryland Route 550. This allows for direct access to the town for southbound traffic. This also eliminates the need for a right hand turn for southbound traffic from the bypass at relocated Maryland Route 550 and at Coppermine Road.

Thank you again for your input regarding the study.

Very truly yours,

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

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

LHE/RES/ih

cc: Mr. Wayne Clingan w/attach.

My telephone number is 333-1104

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

Contract No. F 157-102-771
Maryland Route 194
Woodsboro Bypass
Location/Design Public Hearing
7:30 p.m., Monday, May 18, 1987
P.D.M.S. No. 103141

6

NAME Mrs. Frances MacDonald DATE 6-3-87

PLEASE PRINT

ADDRESS 607 S. Main St.

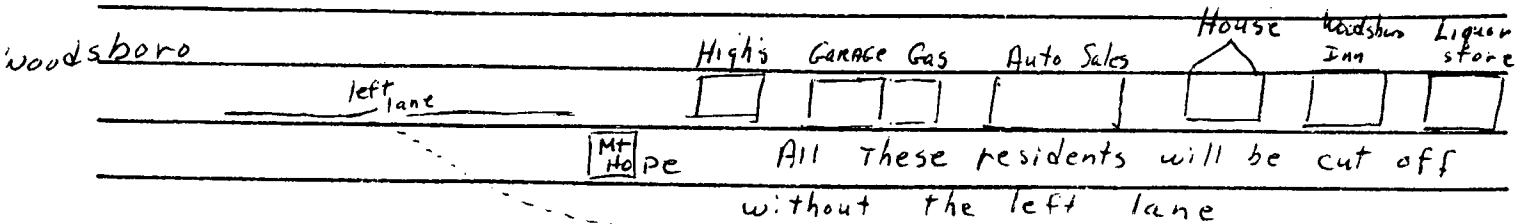
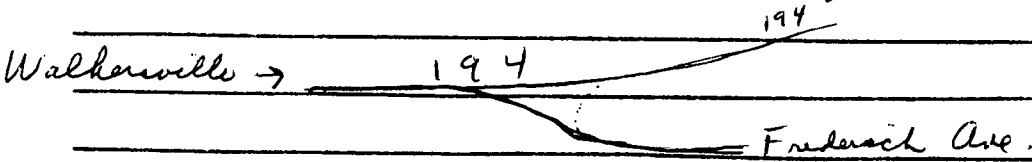
CITY/TOWN Woodsboro STATE MD ZIP CODE 21798

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

The people of Woodsboro hoped for just a simple by-pass, not a state-of-the-art engineering project.

The cul de sacs will block off the town for residents as well as other cars.

I'm concerned with the southern end of town. Keep the by pass as planned, but have a simple left turn exit following the existing 194, similar to the northern end of the Walkersville by-pass.



Thank you for your consideration

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

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

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



Maryland Department of Transportation
State Highway Administration

Rita 73
RICHARD H. TRAINOR
Secretary

HAL KASSOFF
Administrator

September 22, 1987

Re: Contract No. F 157-101-771
Maryland Route 194 Relocated -
Woodsboro Bypass
PDMS No. 103141

Mrs. Frances MacDonald
607 South Main Street
Woodsboro, Maryland 21798

Dear Mrs. MacDonald:

Thank you for your interest in our Maryland Route 194-Woodsboro Bypass planning study. As a result of the concerns expressed during and after the Location/Design Hearing held on May 18, 1987, several additional options were developed to provide direct access at each end of town. These studies resulted in configurations very similar to what exists at Walkersville today.

On the south end of town, the proposed cul-de-sac on the existing road has been removed to allow direct access from existing Maryland Route 194 to the bypass for southbound traffic. Northbound traffic approaching Woodsboro would access existing Maryland Route 194 via a left turn from the bypass.

On the north end of town, the bypass alignment would be shifted to the east to accommodate turning movements at relocated Maryland Route 550. This allows for direct access to the town for southbound traffic. This also eliminates the need for a right hand turn for southbound traffic from the bypass at relocated Maryland Route 550 and at Coppermine Road.

Thank you again for your comments.

Very truly yours,

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

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

LHE/RES/ih

cc: Mr. Wayne Clingan w/attach.

My telephone number is 333-1104

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. F 157-102-771
Maryland Route 194
Woodsboro Bypass
Location/Design Public Hearing
7:30 p.m., Monday, May 18, 1987
P.D.M.S. No. 103141

7

NAME Kevin Mac Donald DATE June 3, 1987

PLEASE PRINT

ADDRESS 607 South Main St

CITY/TOWN Woodsboro STATE MD ZIP CODE 21798

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

I was not able to attend the May 18th meeting.

However I have been unable since to determine

why the southern-most exit off the bypass onto existing

194 was designed near Berricks La, and why the

southern-most entry onto existing 194 could not be

a simple turn-off similar to the one at the south

end of the Walkersville bypass. I would appreciate it

if you would send me this information.

Thank you, Kevin Mac Donald

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

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

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



Maryland Department of Transportation
State Highway Administration

RICHARD H. TRAINOR
Secretary

HAL KASSOFF
Administrator

75

September 22, 1987

Re: Contract No. F 157-101-771
Maryland Route 194 Relocated -
Woodsboro Bypass
PDMS No. 103141

Mr. Kevin MacDonald
607 South Main Street
Woodsboro, Maryland 21798

Dear Mr. MacDonald:

Thank you for your comments concerning our Maryland Route 194-Woodsboro Bypass planning study. I am sorry you were unable to attend the Location/Design Hearing on May 18, 1987. As a result of comments received during and after the hearing several additional options were developed to provide direct access at each end of town. These studies resulted in configurations very similar to what exists at Walkersville today.

On the south end of town, the proposed cul-de-sac on the existing road has been removed to allow direct access from existing Maryland Route 194 to the bypass for southbound traffic. Northbound traffic approaching Woodsboro would access existing Maryland Route 194 via a left turn from the bypass.

On the north end of town, the bypass alignment would be shifted to the east to accommodate turning movements at relocated Maryland Route 550. This allows for direct access to the town for southbound traffic. This also eliminates the need for a right hand turn for southbound traffic from the bypass at relocated Maryland Route 550 and at Coppermine Road.

Thank you again for your and Mrs. MacDonald's comments.

Very truly yours,

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

by: Robert E. Schneider
Robert E. Schneider
Project Manager

LHE/RES/ih

cc: Mr. Wayne Clingan w/attach.

My telephone number is 333-1104

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. F 157-102-771
Maryland Route 194
Woodsboro Bypass
Location/Design Public Hearing
7:30 p.m., Monday, May 18, 1987
P.D.M.S. No. 103141

MAY 14 10 10 AM '87

PROJECT DEVELOPMENT DIVISION

NAME WILLIAM B. LEBHERZ DATE 5/10/87

PLEASE PRINT

ADDRESS 11215 CREAGERSTOWN RD

CITY/TOWN WOODSBORO STATE MD ZIP CODE 21798

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

① As lifelong natives of Frederick, we bought this "country home" along Route 550 to avoid the over-inflated prices of Frederick Real Estate, and to escape the terrible traffic congestion there.

② In less than 3 years, we've noticed an excessive amount of truck and auto traffic - both ways - along Route 550:

a) Big multi-wheeled stone & gravel trucks

b) Heavy, noisy gravel trucks

c) Delivery trucks of all kinds.

d) Pick up trucks and autos from 4 AM til past midnite

③ WE DO NOT WANT AN INCREASE IN THE VOLUME OF THIS ALREADY NOISY, AGGRAVATING, ANNOYING TRAFFIC.

- If you relocate part of 550 from 194 as planned, it will terminate in front of our neighbor's house (TOM FRANK), and all those damn trucks will roar past our house while changing and grinding gears. Who wants that??

WE WANT TO REGISTER OUR VOTES AGAINST THE RELOCATION OF CREAGERSTOWN, AS YOU ARE PLANNING TO DO, ROAD.

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

Wm B Leberz

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

Margaret Leberz

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

May 27, 1987

27
8

11215 Creagerstown Road Woodsboro, MD 21798

Mr. Wayne R. Clingan, District 7 Engineer
STATE HIGHWAY ADMINISTRATION

You may recall me as an extemporaneous speaker at your SHA hearing in Woodsboro on Monday, May 18. Being forced to hurriedly digest the array of maps and aeriols, as well as the professional presentations of your staff that night, I don't feel that my viewpoint, and that of my neighbors, was adequately expressed.

The comments that follow represent our feelings, as well as the opinions of our immediate neighbors (the Tom Franks, John Ambroses and Olga and Nan Puc), all of whom live in an enclave of 4 well-kept homes just West of Woodsboro along Route 550. Our section of about 6 acres is part of the Woodsboro Historic District. We visit and shop in Woodsboro several times a day.

— THE MAIN BYPASS —

All of us favor a bypass of Main Street to alleviate excessive, noisy traffic pouring through the town from early morning to late evening. It won't be labor this obvious, long-standing problem.

However, we disagree with your solution of creating barriers to through traffic at the northern and southern ends

May 27, 1987

William B. Leberz

8

11215 Creagerstown Road Woodsboro, MD 21798

of town, whether in the form of "culs-de-sac" or otherwise.

We cannot understand why your Bypass plan can't be as simple and as effective as the one used to help Walkersville's problems. Traffic can by-pass Walkersville at reasonably high speeds; or, vehicles can enter the town at either end, visit the stores, the bank, the cleaners, Aunt Lucy's etc. and exit with no complicated turn-arounds.

Walkersville's Bypass has apparently been very effective; relatively free of accidents (tho I've seen a few); and it has preserved the town's rural flavor and local businesses. Why can't Woodsboro's Bypass be along the same lines? Many of us had expected it to be so.

— THE 194 TO 550 SPUR —

We've looked at your maps and plans for this spur, & we keep asking - "Is this spur really necessary?"

One big problem we have here is the excessive amount of traffic of all kinds, going both ways between Thurmont and Woodsboro from 4 A.M. until after Midnight. Particularly offensive are the big, heavy gravel trucks, and other large, noisy vehicles. All of them put the "pedal to the metal" as they exit Woodsboro and start up Chestnut Hill, the big trucks grinding gears noisily as they pass our homes.

May 27, 1987

79

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William B. Leberz

11215 Creagerstown Road Woodsboro, MD 21798

But it isn't just the large gravel trucks we hear - there is an endless parade of traffic using 550. Panel trucks and pick-ups beyond number, private autos, motorcycles, farm vehicles etc. This road is already popular -- TOO POPULAR!

Why do we have to encourage more traffic going past our homes by building a million-dollar spur off of 194?

We trust you will consider our viewpoints, Mr. Clingan.

Cordially,
William B. Leberz

MR./MRS THOMAS S. FRANK
MRS. OLGA + MS. NAN PUE
MR./MRS. JOHN AMBROSE
MR./MRS. W.M. B. LEBHERZ

RECEIVED

JUN 1 1987

HIGHWAY DISTRICT ENGINEER



Maryland Department of Transportation
State Highway Administration

RICHARD H. TRAINOR
Secretary

HAL KASSOFF
Administrator

September 22, 1987

Re: Contract No. F 157-101-771
Maryland Route 194 Relocated -
Woodsboro Bypass
PDMS No. 103141

Mr. William B. Lebherz
11215 Creagerstown Road
Woodsboro, Maryland 21798

Dear Mr. Lebherz:

Thank you for your comments concerning our Maryland Route 194-Woodsboro Bypass planning study both at the Location/Design Hearing on May 18, 1987 and in your letter of May 27, 1987. As a result of the concerns expressed during and after the hearing several additional options were developed to provide direct access at each end of town. These studies resulted in configurations very similar to what exists at Walkersville today.

On the south end of town, the proposed cul-de-sac on the existing road has been removed to allow direct access from existing Maryland Route 194 to the bypass for southbound traffic. Northbound traffic approaching Woodsboro would access existing Maryland Route 194 via a left turn from the bypass.

On the north end of town, the bypass alignment would be shifted to the east to accommodate turning movements at relocated Maryland Route 550. This allows for direct access to the town for southbound traffic. This also eliminates the need for a right hand turn for southbound traffic from the bypass at relocated Maryland Route 550 and at Coppermine Road.

The relocation of Maryland Route 550 is necessary in order to remove the truck traffic destined for areas west of Woodsboro from Main Street. This traffic will increase with the operation of a now approved quarry with direct access to Maryland Route 550. The construction of Relocated Maryland Route 550 should not greatly increase traffic in front of your home. Additionally, a more gradual grade and embankments are expected to decrease the noise caused by trucks' gears and brakes.

My telephone number is 333-1104

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

Mr. William B. Leberz
Page 2

Thank you again for your suggestions concerning the study.

Very truly yours,

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

by: Robert E. Schneider
Robert E. Schneider
Project Manager

LHE/RES/ih

cc: Mr. Wayne R. Clingan

VI.
APPENDIX

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

All State Highway Administration projects must comply with the provisions of the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970" (Public Law 91-646) and/or the Annotated Code of Maryland, Real Property, Title 12, Subtitle 2, Sections 12-201 thru 12-212. The Maryland Department of Transportation, State Highway Administration, Bureau of Relocation Assistance, administers the Relocation Assistance Program in the State of Maryland.

The provisions of the Federal and State Law require the State Highway Administration to provide payments and services to persons displaced by a public project. The payments that are provided include replacement housing payments and/or moving costs. The maximum limits of the replacement housing payments are \$15,000 for owner-occupants and \$4,000 for tenant-occupants. Certain payments may also be made for increased mortgage interest costs and/or incidental expenses, provided that the total of all housing benefits does not exceed the above mentioned limits. In order to receive these payments, the displaced person must occupy decent, safe and sanitary replacement housing. In addition to the replacement housing payments described above, there are also moving cost payments to persons, businesses, farms and non-profit organizations. Actual moving costs for residences include actual moving costs up to 50 miles or a schedule moving cost payment, including a dislocation allowance, up to \$500.

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

The actual reasonable moving expenses may be paid for a move by a commercial mover or for a self-move. Generally, payments for the actual reasonable expenses are limited to a 50 mile radius. The expenses claimed for actual cost commercial moves must be supported by receipted bills. An inventory of the items to be moved must be prepared in all cases. In self-moves, the State will negotiate an amount for payment, not to exceed the lowest acceptable bid obtained. The allowable expenses of a self-move may include amounts paid for equipment hired, the cost of using the business' own vehicles or equipment, wages paid to persons who physically participate in the move, the cost of actual supervision of the move, replacement insurance for the personal property moved, costs of licenses or permits required, and other related expenses.

In addition to the actual moving expenses mentioned above, the displaced business is entitled to receive a payment for the actual direct losses of tangible personal property that the business is entitled to relocate but elects not to move. These payments may only be made after an effort by the owner to sell the personal property involved. The costs of the sale are also reimbursable moving expenses. If the business is to be reestablished, and the personal property is not moved but is replaced at the new location, the payment would be the lesser of the replacement cost minus the net proceeds of sale (or trade-in value) or the estimated cost of moving the item. If the business is being discontinued or the item is not to be replaced in the reestablished business, the payment will be the lesser of the difference between the value of the item for continued use in place and the net proceeds of the sale or the estimated cost of moving the item. When personal property is abandoned without an effort by the owner to dispose of the property for sale, unless permitted by the State, the owner will not be entitled to moving expenses, or losses for the item involved.

The owner of a displaced business may be reimbursed for the actual reasonable expenses in searching for a replacement business up to \$1,000. All expenses must be supported by receipted bills. Time spent in the actual search may be reimbursed on an hourly basis, within the maximum limit.

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

Considerations in the State's determination of loss of existing patronage are the type of business conducted by the displaced business and the nature of the clientele. The relative importance of the present and proposed locations to the displaced business, and the availability of suitable replacement sites are also factors.

In order to determine the amount of the "in lieu of" moving expenses payment, the average annual net earnings of the business is considered to be one-half of the net earnings, before taxes, during the two taxable years immediately preceding the taxable year in which the business is relocated. If the two taxable years are not representative, the State may use another two-year period that would be more representative. Average annual net earnings include any compensation paid by the business to the owner, his spouse, or his dependents during the period. Should a business be in operation less than two years, the owner of the business may still be eligible to receive the "in lieu of" payment. In all cases, the owner of the business must provide information to support its net earnings, such as income tax returns, for the tax years in question.

For displaced farms and non-profit organizations, the actual reasonable moving costs generally up to 50 miles, actual direct losses of tangible personal property, and searching costs are paid. The "in lieu of" actual moving cost payments provide that the State may determine that a displaced farm may be paid from a minimum of \$2,500 to a maximum of \$10,000, based upon the net income of the farm, provided that the farm has been discontinued or relocated. In some cases, payments "in lieu of" actual moving costs may be made to farm operations that are affected by a partial acquisition. A non-profit organization is eligible to receive "in lieu of" actual moving cost payments, in the amount of \$2,500.

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

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

The "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970" requires that the State Highway Administration shall not proceed with any phase of any project which will cause the relocation of any persons, or proceed with any construction project, until it has furnished satisfactory assurances that the above payments will be provided and that all displaced persons will be satisfactorily relocated to comparable decent, safe, and sanitary housing within their financial means or that such housing is in place and has been made available to the displaced person.