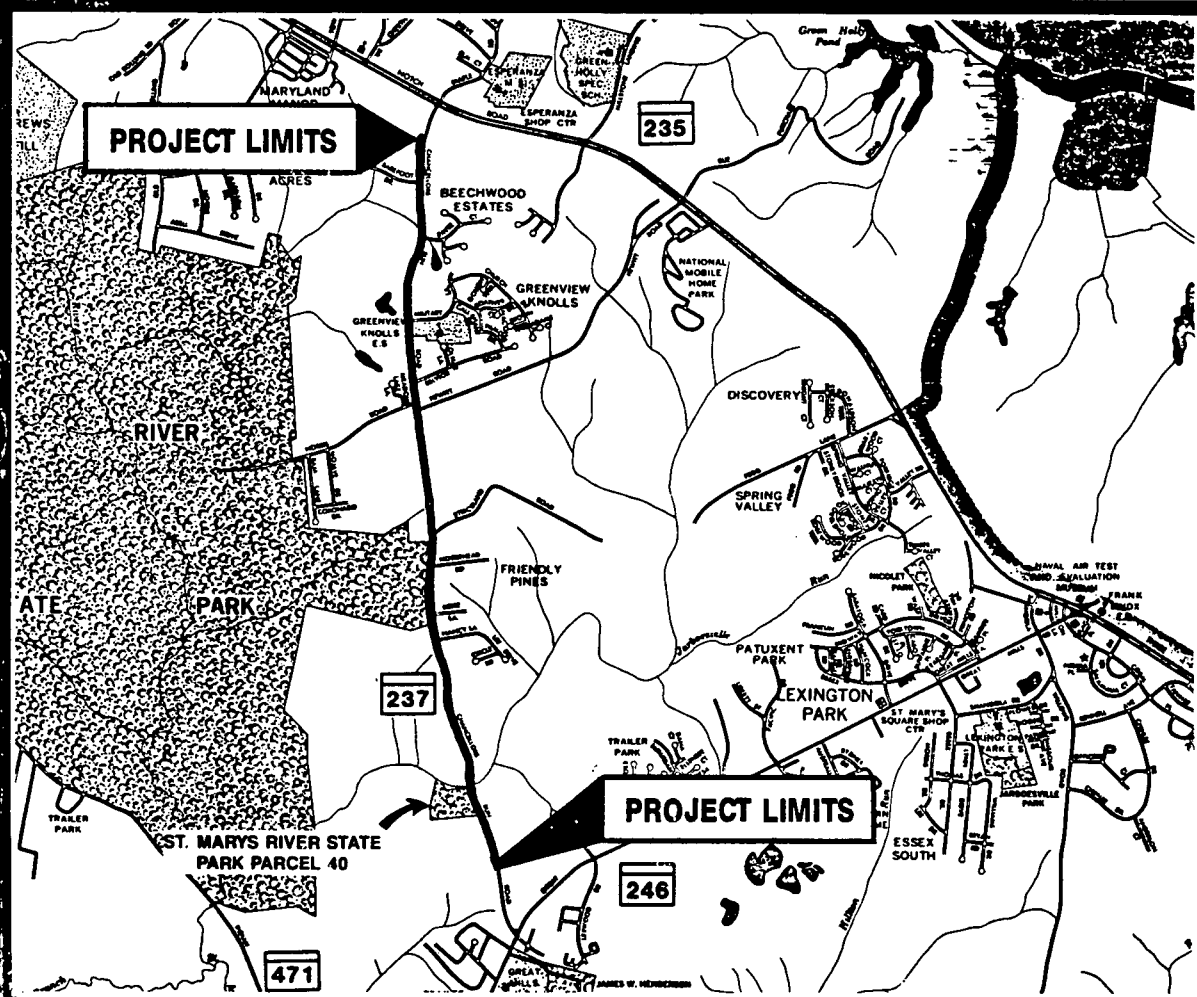


ENVIRONMENTAL ASSESSMENT SECTION 4(f) EVALUATION

CONTRACT NO. SM 757-101-571

Maryland 237 from Maryland 235
to Maryland 246

St. Mary's County, Maryland



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

and
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Report Number: FHWA-MD-EA-90-06-D

Federal Highway Administration
Region III

Maryland Route 237
from Maryland Route 235 to Maryland Route 246

ENVIRONMENTAL ASSESSMENT
and
SECTION 4(f) EVALUATION

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

SUBMITTED PURSUANT TO: 42 U.S.C. 4332(2)(c), 49 U.S.C. 303(c),
CEQ Regulations (40 CFR 1500 et seq)

10/10/90
Date

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

10/29/90
Date

Hermin Rodriguez
For Federal Highway Administration
Division Administration

Summary

SUMMARY

1. Administration Action

- Environmental Impact Statement
- Environmental Assessment
- Finding of No Significant Impact
- Section 4(f) Evaluation

2. Additional Information

Additional information concerning the proposed project may be obtained from:

Mr. Louis H. Ege, Jr.,
 Deputy Director
 Office of Planning and Preliminary
 Engineering
 State Highway Administration
 Room 506
 707 North Calvert Street
 Baltimore, Maryland 21202
 Phone: (301) 333-1130
 Hours: 8:15 AM to 4:15 PM

Mr. Herman Rodrigo
 Planning, Research, Environmental
 and Safety Engineer
 Federal Highway Administration
 The Rotunda - Suite 220
 711 West 40th Street
 Baltimore, Maryland 21211
 Phone: (301) 962-4440
 Hours: 7:30 AM to 4:00 PM

3. Description of Action

The proposed project consists of upgrading and widening existing MD 237 from MD 235 to MD 246 in St. Mary's County, Maryland. A new structure would also be required over Jarboesville Run. The proposed improvements are necessary to eliminate the poor horizontal and vertical geometry and to accommodate projected traffic demand which will occur as a result of development slated for the area.

4. Summary of Alternates

Alternate 1 (No-Build)

Under the No-Build Alternate, no long range improvements would occur and the current congestion problem would be expected to worsen. Normal maintenance and safety improvements would be performed as they became necessary. This alternate would not offer any improvement in traffic operation, safety or capacity.

Alternate 2A

Alternate 2A would consist of a four-lane divided curbed roadway with a 20-foot raised grass median. Wherever geometric conditions permit, portions of the existing alignment and undeveloped land will be utilized to minimize residential and business relocations. All existing county roads, private entrances and driveways will retain access to the reconstructed roadway, and median crossovers will be provided at various locations throughout the project. The reconstruction begins at the MD 235/MD 237 intersection proceeding in a southerly direction, generally following the existing roadway. At Jarboesville Run, the grades and curves in the road will be reduced to decrease the potential for flooding. The alignment then ties into reconstructed MD 237, as proposed with the MD 246 project currently in design. The MD 237 project ends approximately 500 feet north of the existing MD 237/MD 246 intersection.

Alternate 2B

Alternate 2B follows the same alignment as Alternate 2A and also proposes a 20-foot, raised, grass median. The difference between Alternates 2A and 2B is that Alternate 2B proposes shoulders on the outside of the roadway rather than curbs.

Alternate 3A

Alternate 3A proposes the reconstruction of MD 237 to a four-lane, divided, curbed roadway, with a 20-foot, raised, grass median. Portions of the existing road would be used where possible.

This alignment is the same as the previous Build Alternates until it reaches the vicinity of Greenview Elementary School. At this point, the alignment shifts gradually to the east to avoid impact to the St. Mary's River State Park. The alignment then shifts to the west and generally coincides with the previous Build Alternates. Access to the proposed roadway and median crossovers would be the same as the other alternates described previously. The project's terminus is also the same.

Alternate 3B

Alternate 3B follows the same alignment as Alternate 3A and also proposes a 20-foot, raised, grass median. The difference between Alternates 3A and 3B is that Alternate 3B proposes shoulders on the outside of the roadway rather than curbs.

5. Summary of Impacts

An inventory of the study area was conducted to identify environmentally sensitive areas. The proposed alternates have been evaluated to determine their potential environmental effects. A summary of these potential environmental impacts has been divided into two major categories: socioeconomic and natural environment.

Socioeconomic

The existing land use in the northern portion of the study area is characterized by low to median density residential development (single family dwelling, garden apartments and townhouses).

Alternates 2A and 2B would require one (1) business and nineteen (19) residential displacements. Alternate 3A would displace 34 residential dwellings, and Alternate 3B would displace 34 residences.

The proposed alternates will have no affect on historic resources. Archeological potential for the study area was determined to be moderate. Phase I archeological investigations resulted in the identification of two sites, 18ST608 and the Ebenezer Cemetery. Phase II studies were recommended for 18ST608, the remains of a potentially National Register eligible pre-historic site.

A Section 4(f) Evaluation for St. Mary's River State Park is included as part of this document. Alternate 2A requires the acquisition of approximately 5.68 acres and Alternate 2B approximately 6.18 acres from this park. Alternate 3A, 3B and the No-Build will not require right-of-way from the park.

Natural Environment

There are no known populations of threatened or endangered species in the study area. Alternates 2A, 2B, 3A and 3B would require 0.93, 0.92, 1.53 and 1.56 acres of floodplain, respectively. Alternates 2A and 2B would require 1.65 acres of wetlands while Alternates 3A and 3B would require 2.44 acres.

It is not expected that the proposed improvement will impact any Prime Farmland due to the residential zoning status of this area. No violation of the 1-hour or 8-hour S/NAAQS for 1995 or 2015 will occur with either the No-Build or Build Alternates. FHWA Noise Abatement Criteria will be approached or exceeded at five (5) receptor sites under the No-Build Alternate; at eight (8) receptor sites under Alternate 2A and 2B; and at five (5) receptor sites under Alternate 3A and 3B.

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COMPARISON OF ALTERNATES

Analysis Item	Alt. 2A	Alt. 2B	Alt. 3A	Alt. 3B
<u>Socioeconomic</u>				
1. Relocation				
a. Residence	19	19	34	34
b. Business	1	1	0	0
c. Farm	0	0	0	0
2. Minorities	0	0	0	0
3. Parkland or recreation area affected (acreage)	5.68	6.18	0	0
4. Consistent with area land use plans	yes	yes	yes	yes
5. Historic Sites affected	0	0	0	0
<u>Natural Environment</u>				
1. Number of stream relocations	0	0	0	0
2. Number of stream crossings	1	1	1	1
3. Affected threatened or endangered species	0	0	0	0
4. Acres of prime farmland affected	0	0	0	0
5. 100-year Floodplain impacted	0.93	0.92	1.53	1.56
6. Wetlands affected	1.63	1.60	2.44	2.44
<u>Noise*</u>				
1. Number NSA's exceeding abatement criteria or increasing 10 dBA or more over ambient	8	8	5	5
<u>Air Quality*</u>				
1. CO violations of 1-hour or 8-hour standards	none	none	none	none
<u>Cost</u>				
Right-of-way	5,300,000	5,800,000	7,000,000	7,400,000
Construction	19,300,000	19,000,000	22,700,000	22,000,000
TOTAL	24,600,000	24,800,000	29,700,000	29,400,000

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Contract No. SM 757-101-571
MD 237 from MD 246 to MD 235
PDMS No. 183053

The following Environmental Assessment Form is a requirement of the Maryland Environmental Policy Act and Maryland Department of Transportation Order 11.01.06.02. Its use is in keeping with the provisions of 1500.4 (k) and 1506.2 and .6 of the Council of Environmental Quality Regulations, effective July 31, 1979, which recommend that duplication of Federal, State, and Local procedures be integrated into a single process.

The checklist identifies specific areas of the natural and social-economic environment which have been considered while preparing this environmental assessment. The reviewer can refer to the appropriate sections of the document, as indicated in the "Comment" column of the form, for a description of specific characteristics of the natural or social-economic environment within the proposed project area. It will also highlight any potential impacts, beneficial or adverse, that the action may incur. The "No" column indicates that during the scoping and early coordination processes, that specific area of the environment was not identified to be within the project area or would not be impacted by the proposed action.

ENVIRONMENTAL ASSESSMENT FORM

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

ENVIRONMENTAL ASSESSMENT FORM
(Continued)

	<u>YES</u>	<u>NO</u>	<u>COMMENTS</u>
11. Will the action affect the use of a public recreation area, park, forest, wildlife management area, scenic river or wildlife?	<u>X</u>	—	Sect. IV.D Sect. V.1
12. Will the action affect the use of any natural or manmade features that are unique to the County, State, or Nation?	—	<u>X</u>	_____
13. Will the action affect the use of an archeological or historical site or structure?	<u>X</u>	—	<u>Sect. IV.E-2</u>
B. Water Use Considerations			
14. Will the action require a permit for the change of the course, current, or cross-section of a stream or other body of water?	—	<u>X</u>	_____
15. Will the action require the construction, alteration, or removal of a dam, reservoir, or waterway obstruction?	—	<u>X</u>	_____
16. Will the action change the overland flow of storm water or reduce the absorption capacity of the ground?	<u>X</u>	—	<u>Sect. IV.F-4</u>
17. Will the action require a permit for the drilling of a water well?	—	<u>X</u>	_____
18. Will the action require a permit for water appropriation?	—	<u>X</u>	_____
19. Will the action require a permit for the construction and operation of facilities for treatment or distribution of water?	—	<u>X</u>	_____
20. Will the project require a permit for the construction and operation of facilities for sewage treatment and/or land disposal of liquid waste derivatives?	—	<u>X</u>	_____

ENVIRONMENTAL ASSESSMENT FORM
(Continued)

	<u>YES</u>	<u>NO</u>	<u>COMMENTS</u>
21. Will the action result in any discharge into surface or sub-surface water?	<u>X</u>	—	<u>Sect. IV-F-4</u>
22. If so, will the discharge affect ambient water quality parameters and/or require a discharge permit?	—	<u>X</u>	_____
C. Air Use Considerations			
23. Will the action result in any discharge into the air?	<u>X</u>	—	<u>Sect. IV.G-1c</u>
24. If so, will the discharge affect ambient air quality parameters or produce a disagreeable odor?	—	<u>X</u>	_____
25. Will the action generate additional noise which differs in character or level from present conditions?	<u>X</u>	—	<u>Sect. IV.H-2,3,4</u>
26. Will the action preclude future use of related air space?	—	<u>X</u>	_____
27. Will the action generate any radiological, electrical, magnetic, or light influences?	—	<u>X</u>	_____
D. Plants and Animals			
28. Will the action cause the disturbance, reduction or loss of any rare, unique or valuable plant or animal?	—	<u>X</u>	_____
29. Will the action result in the significant reduction or loss of any fish or wildlife habitats?	—	<u>X</u>	_____
30. Will the action require a permit for the use of pesticides, herbicides or other biological, chemical or radiological control agents?	—	<u>X</u>	_____

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ENVIRONMENTAL ASSESSMENT FORM

(Continued)

	<u>YES</u>	<u>NO</u>	<u>COMMENTS</u>
E. Socio-Economic			
31. Will the action result in a pre-emption or division of properties or impair their economic use?	<u>X</u>	—	<u>Sect. IV-A</u>
32. Will the action cause relocation of activities or structures, or result in a change in the population density or distribution?	<u>X</u>	—	<u>Sect. IV-A</u>
33. Will the action alter land values?	—	<u>X</u>	_____
34. Will the action affect traffic flow and volume?	<u>X</u>	—	<u>Sect. II-C</u>
35. Will the action affect the production, extraction, harvest or potential use of a scarce or economically important resource?	—	<u>X</u>	_____
36. Will the action require a license to construct a sawmill or other plant for the manufacture of forest products?	—	<u>X</u>	_____
37. Is the action in accord with federal, state, regional and local comprehensive or functional plans--including zoning?	<u>X</u>	—	<u>Sect. II-B</u>
38. Will the action affect the employment opportunities for persons in the area?	—	<u>X</u>	_____
39. Will the action affect the ability of the area to attract new sources of tax revenue?	—	<u>X</u>	_____
40. Will the action discourage present sources of tax revenue from remaining in the area, or affirmatively encourage them to relocate elsewhere?	—	<u>X</u>	_____

ENVIRONMENTAL ASSESSMENT FORM

(Continued)

	<u>YES</u>	<u>NO</u>	<u>COMMENTS</u>
41. Will the action affect the ability of the area to attract tourism?	—	<u>X</u>	_____
F. Other Considerations			
42. Could the action endanger the public health, safety or welfare?	—	<u>X</u>	_____
43. Could the action be eliminated without deleterious effects to the public health, safety, welfare or the natural environment?	—	<u>X</u>	_____
44. Will the action be of statewide significance?	—	<u>X</u>	_____
45. Are there any other plans or actions (Federal, State, County or Private) that, in conjunction with the subject action, could result in a cumulative or synergistic impact on the public health, safety, welfare, or environment?	—	<u>X</u>	_____
46. Will the action require additional power generation or transmission capacity?	—	<u>X</u>	_____
G. Conclusion			
47. This agency will develop a complete environmental effects report on the proposed action.	—	<u>X</u>	<u>See Note Below</u>

Note: This Environmental Assessment satisfies the requirements of both the National Environmental Policy Act and the Maryland Environmental Policy Act.

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Section I

**Description
of
Proposed
Action**

I. DESCRIPTION OF PROPOSED ACTION

A. Project Location

MD 237 is located in St. Mary's County Maryland (see Figure 1). The project limits extend from the intersections of MD 235 (Three Notch Road) and MD 237 at the northern end to just north of the MD 246 (Great Mills Road) and MD 237 intersection at the southern end. MD 237 is on the secondary roadway system and functionally classified as a major collector.

B. Project Description

The proposed project consists of upgrading and widening existing MD 237 from a two-lane roadway to a four-lane divided highway from its northern most end at MD 235 to approximately 1500 feet of its southern most end at MD 246 (see Figure 2). Replacement of a structure over Jarboesville Run is also proposed. The right-of-way width for the proposed improvement will range from 150 to 190 feet except at Jarboesville Run where the right-of-way approximates 250 feet due to the steep slopes in that vicinity.

C. Description of Existing Environment

1. Social Environment

a. Population Characteristics

According to the Maryland Office of Planning, the population in St. Mary's County increased nearly 26 percent between 1970 (47,388) and 1980 (59,895). In 1990, the Office of Planning estimated the population to be 71,900, an increase of almost 20 percent since 1980, and is projected to increase by 15 percent (82,800) by the year 2000. By the year 2010, it is estimated that the population in St. Mary's County will have increased approximately 10 percent to 90,900 people.

The study area is located within the county's eighth election district, Lexington Park (see Figure 3). The eighth district is the county's most populous with an estimated 1990 population of 25,997 which is 36.7 percent of the total county population. This is mainly due to Lexington Park, which is one of the county's designated development districts. The eighth district also has the second highest average annual percentage of population increase in the

county (3.7 percent). Population increases and commercial growth in the eighth district are a direct result of an increase in manpower at Patuxent Naval Air Station.

An analysis of the 1980 U.S. Census data, most recently available, indicated that 75.9 percent of the population in the eighth election district was White, 18.7 percent was Black, 3.4 percent was of Oriental origin, 0.4 percent was American Indian and 1.6 percent was classified as other. In Election District 8, 3.5 percent of the population is 65 or older.

A racially mixed community was identified at the Greenview Village Apartments off of Military Drive. The Bayside Nursing Center for the elderly is located on MD 246 near Quatman Road. No concentrations of handicapped individuals were identified in the study area.

b. Community Facilities and Services (Figure 4)

A variety of facilities and services is situated in or near the project area.

Schools within the study area include Greenview Knolls Elementary, Great Mills High, Esperanza Middle, Green Holly Special Education, Lexington Park Elementary, and Frank Knox Elementary.

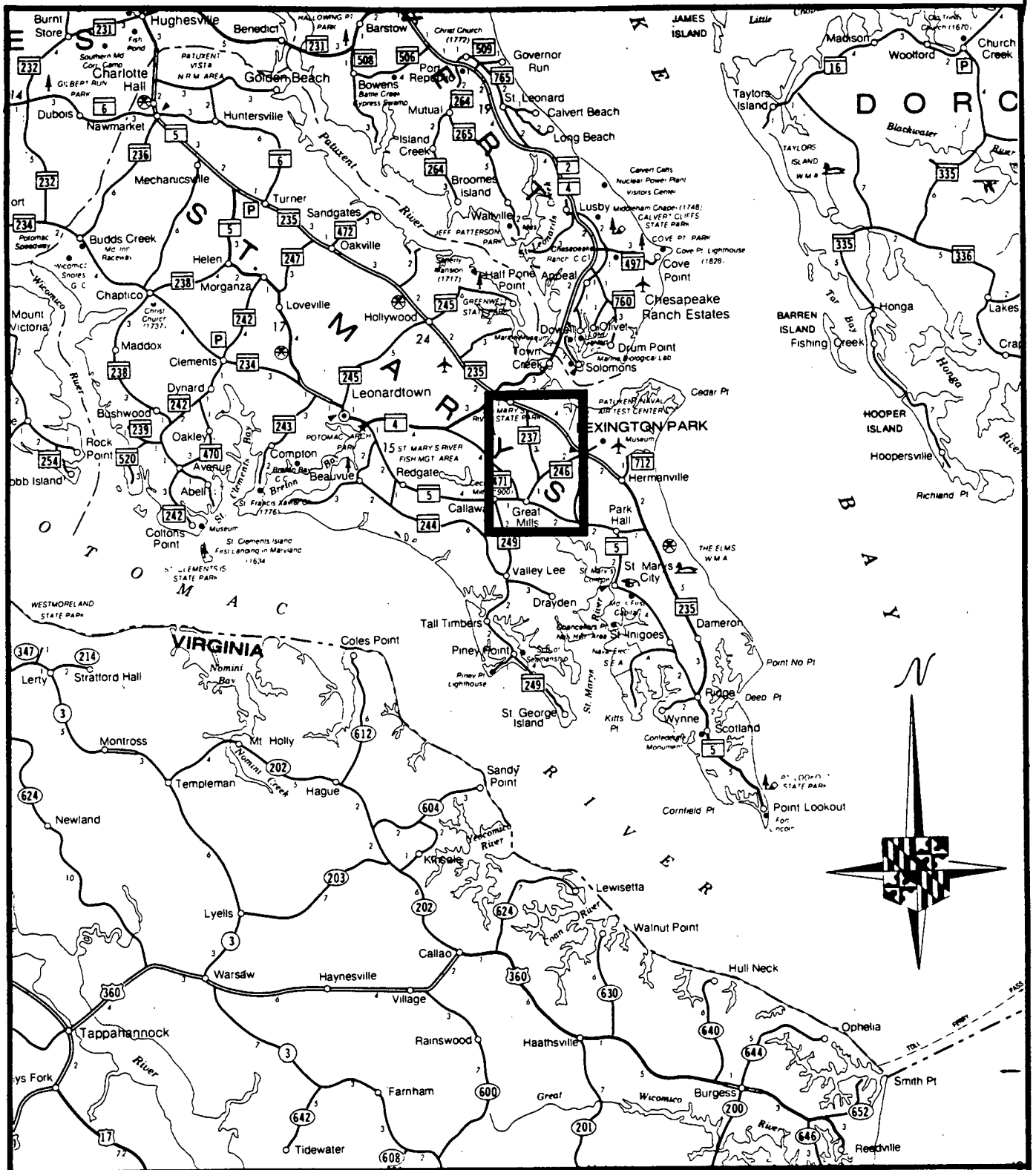
Churches in the study area include Ebenezer Church, Church of the Ascension Episcopal Church and Kingdom Hall of Jehovah's Witnesses.

Other facilities and services located within the study corridor are St. Mary's County Elk's Lodge #2092, Greenview Professional Building, the Southern Maryland Medical Health Association, and the Evergreen Memorial Gardens.

Fire protection is provided by Co. 3 Rescue Fire Company and the Bay District Volunteer Fire Department both located in Lexington Park and include ambulance service. Police protection is provided by the St. Mary's County Sheriff's Department and the Maryland State Police. The Sheriff's Department is headquartered in Leonardtown, and the State Police are barracked in Leonardtown.

The St. Mary's County Public Library is located in Leonardtown. The closest hospital is St. Mary's Hospital in Leonardtown. Medical services for Navy personnel are located on base at the Patuxent USN Air Test Center Hospital in Lexington Park. Local Post Office services are located in Lexington Park and on MD 235 west of MD 237.

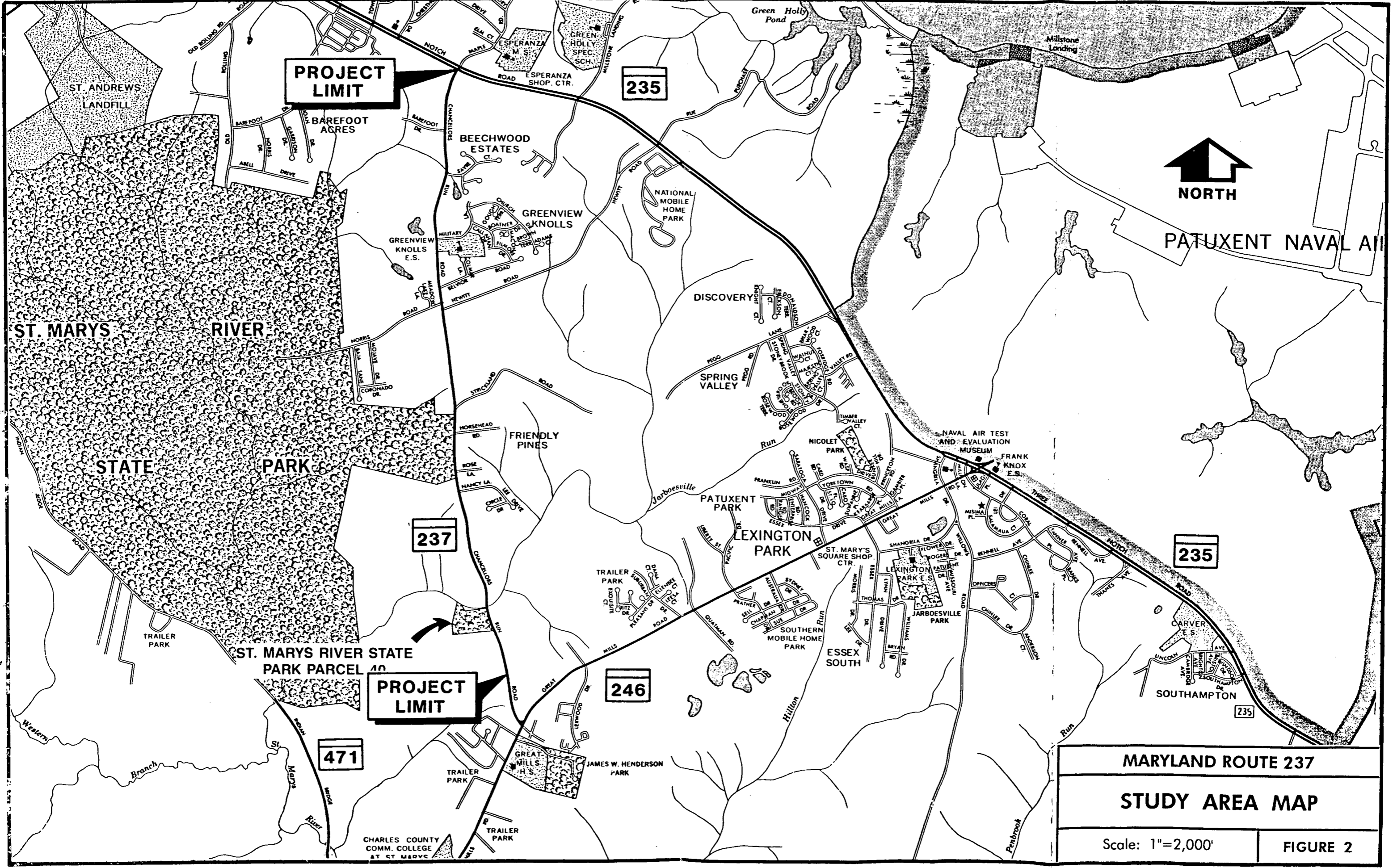
A public sewer system serves approximately 98 percent of the Lexington Park area and, in addition, north of Strickland Road to MD 235 along MD 237. Septic systems serve



MARYLAND ROUTE 237

PROJECT LOCATION
MAP

FIGURE 1



PROJECT LIMIT

PROJECT LIMIT

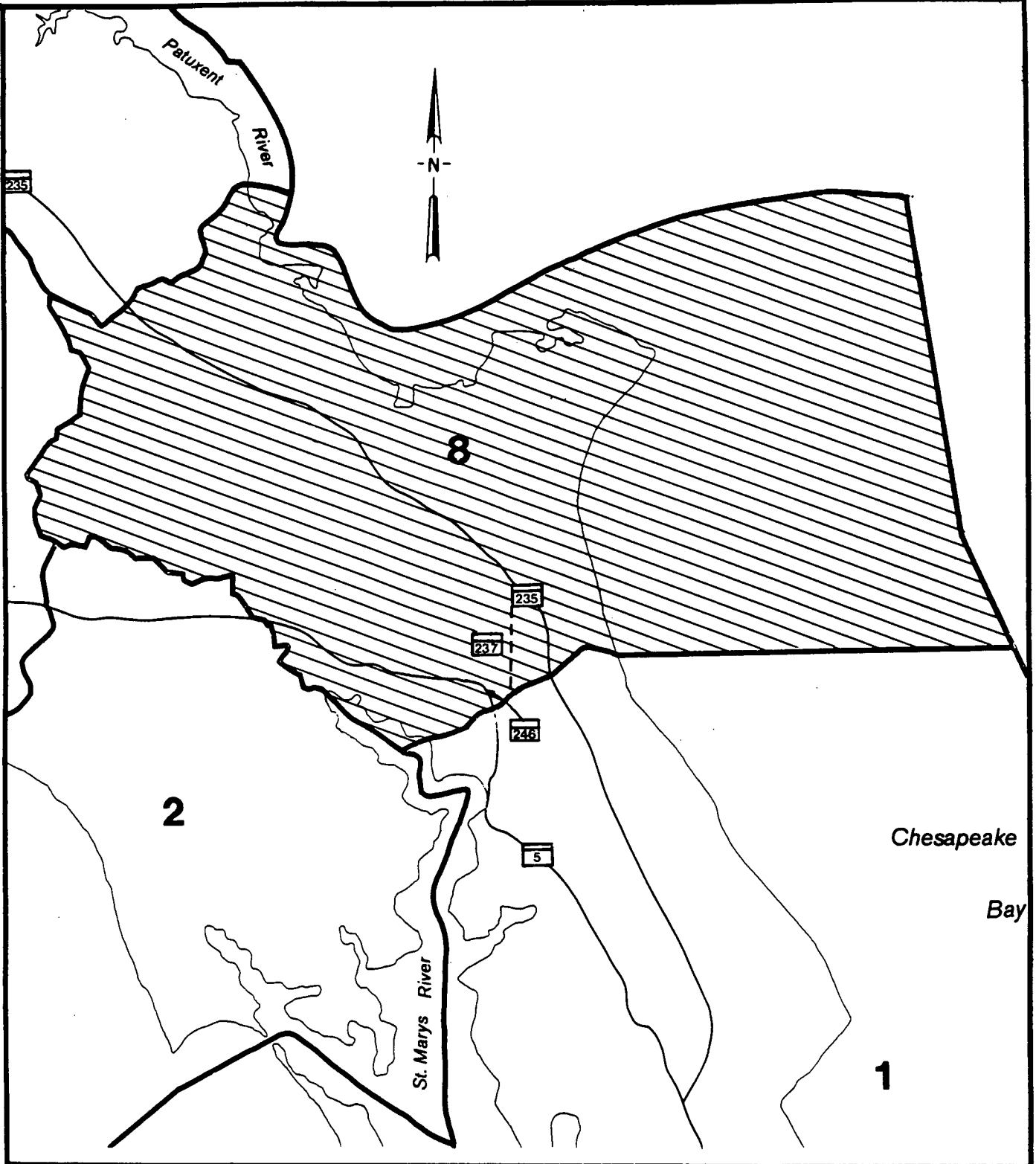


MARYLAND ROUTE 237

STUDY AREA MAP

Scale: 1"=2,000'

FIGURE 2



LEGEND



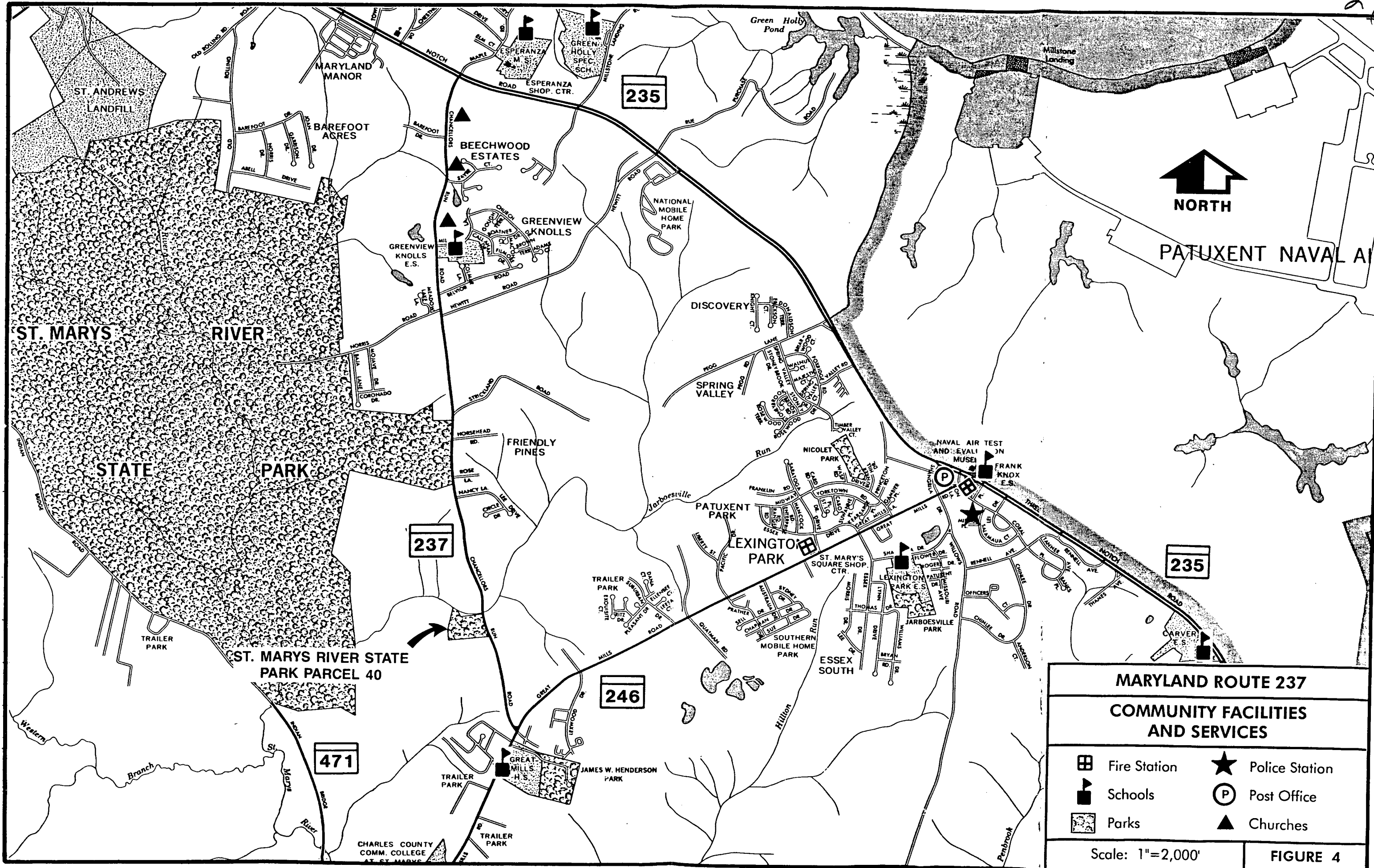
ELECTION DISTRICT 8

**MD RTE. 237
From MD RTE. 235
TO MD RTE. 246**

ELECTION DISTRICT

NOT TO SCALE

FIGURE 3



the remaining areas. The county anticipates that within five to ten years this area will be fully on public sewer systems.

c. Parks and Recreation Areas

St. Mary's River State Park is located on the west side of MD 237. This park provides over 2,000 acres of publicly owned open space featuring landscape elements ranging from wetlands to farm fields to mixed hardwood forests. The park serves as a wildlife habitat and provides numerous recreational uses such as fishing, hiking, horseback riding, bird watching and nature studies.

All the park property (see Figure 4), with the exception of a parcel (Parcel 4) located northwest of the study area, was purchased with Program Open Space funds. The Department of Natural Resources leases 82 acres, located adjacent to MD 237 and south of Strickland Road, to the St. Mary's County Department of Recreation and Parks. The county proposes to develop facilities for softball, soccer, swimming, tennis, golf and outdoor concerts in the near future.

Other parks located near the study area include James W. Henderson Park, Jarboesville Park, and Nicolet Park.

2. Economic Environment

In 1984, a detailed economic development program was prepared for St. Mary's County by the Maryland Department of Economic and Community Development. This program addressed the four major factors which predominantly affect the county's economy. These factors include agriculture and commercial seafood activities; the presence of the Patuxent River NAS Complex; tourism; and relative proximity to Washington, D.C.

Historically, agriculture and the commercial seafood industry have been the base elements of the county's economy. However, in recent years, both these activities have been on the decline, especially with conversion of agricultural land for developmental purposes.

The Patuxent River Naval Air Test Center and associated contract firms represent the single most important sector in the county's economy. It is the county's largest employer and is located within the study area at Lexington Park. In 1988, there were 12,901 military, civilian and contractor employees associated with the Patuxent River Naval Air Test

Complex. Other major employers within the study area include McDonnell Douglas Corporation, Tracor, Veda and Bendix.

St. Mary's County has a strong local economy with the majority (74 percent) of the county's resident work force employed within the county. The county also has a 3.2 percent average unemployment rate, lower than the state's 3.7 percent average rate. However, the 1980 unemployment rate of 8.8 percent for Lexington Park was considerably higher than the state's 6.5 percent average rate. This is believed to have improved as a result of new growth in the area since 1980.

According to the 1980 U.S. Census, the predominant occupations of residents in Election District 8 were public administration (22 percent), retail trade (16 percent), educational services (13 percent) and manufacturing (8 percent).

Of the working population in the subject election district, a majority (92.6 percent) worked within the county, predominantly in the Lexington Park area, with the remainder working outside the county and state.

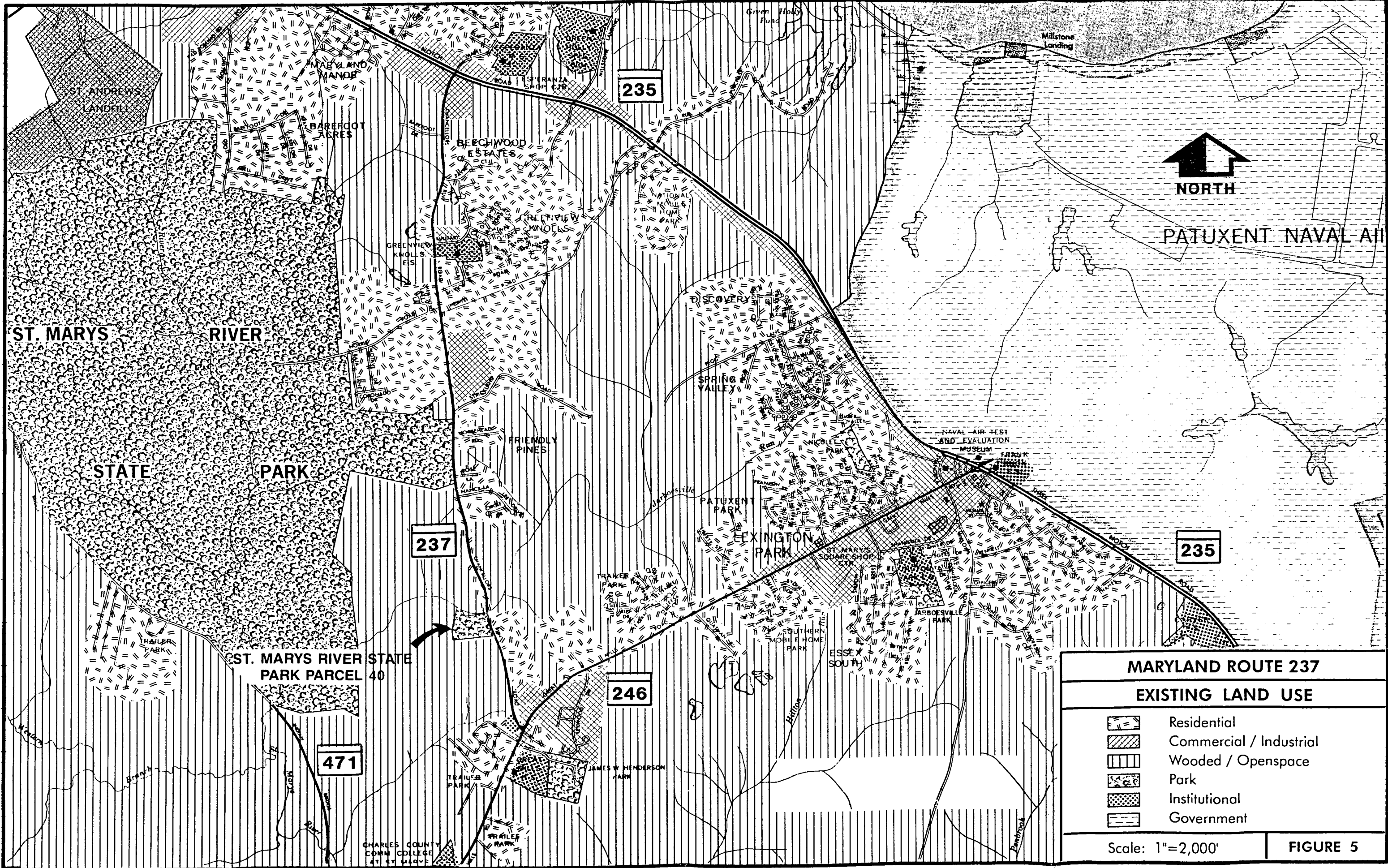
Besides the Patuxent NAS, other economic activity and employment opportunities in the study area consist of concentrated commercial development, located at MD 235/237 including the Hickory Hill Shopping Center and gas stations, as well as industrial development. Other strip commercial areas are located along MD 246 and MD 235 in the Lexington Park area.







The 1985 median income for the county was \$28,310, which is very similar to the statewide median of \$29,105. Although the 1985 figure is not available for the Lexington Park area, the 1980 median household income was \$14,449.

D. Land Use

1. Existing Land Use (Figure 5)

The predominant land uses in the northern portion of the study area are characterized by low- to medium-density residential development (single family dwelling, garden apartments and townhouses), a concentration of commercial/industrial/office development at the intersection of MD 235 and MD 237, and minor agricultural uses.



MARYLAND ROUTE 237	
EXISTING LAND USE	
	Residential
	Commercial / Industrial
	Wooded / Openspace
	Park
	Institutional
	Government
Scale: 1"=2,000'	FIGURE 5

The existing land use in the southern portion of the project area is predominantly woodland, agricultural and low density residential with some commercial establishments at the MD 237/MD 246 intersection.

The proposed St. Mary's River State Park will be centrally located to the west side of MD 237 and will provide recreational uses for county residents.

2. Future Land Use (Figure 6)

Lexington Park and its immediate surroundings, which include the MD 237 corridor, are most suitable for population growth and have been designated as a Development District by the county. This area will function as one of the county's centers for commercial activity as a regional and subregional area and for employment opportunities.

According to the St. Mary's County Comprehensive Plan, adopted October 25, 1988, land use along the MD 237 study corridor is designated for residential and commercial development.

The Department of Planning and Zoning for St. Mary's County has designated MD 237 as a Host-Zone area, for planned unit development. This development could occur at any open space location in the study area.

E. Cultural Resources

1. Historic Standing Structures

An historic sites reconnaissance of the project area was conducted, and no historic standing structures on or eligible for the National Register were identified in the study corridor. The December 28, 1988 letter from the State Historic Preservation Officer's (SHPO) office to that effect is in the Comments and Coordination Section.

2. Archeological Sites

The Phase I survey resulted in the identification of two sites: a prehistoric site (18 ST 608) located on the north bank of Jarboesville Run and an historic archeological site, the Ebenezer Cemetery. The first site (18 ST 608) represents a short-term encampment and the first prehistoric site recorded on Jarboesville Run. A Phase II site testing program is recommended to determine whether it is eligible for listing in the National Register of

Historic Places. The second site, the Ebenezer Cemetery (SM135), is not eligible for the Register. There were no extant archeological remains in the vicinity of Matthews Folley (SM134).

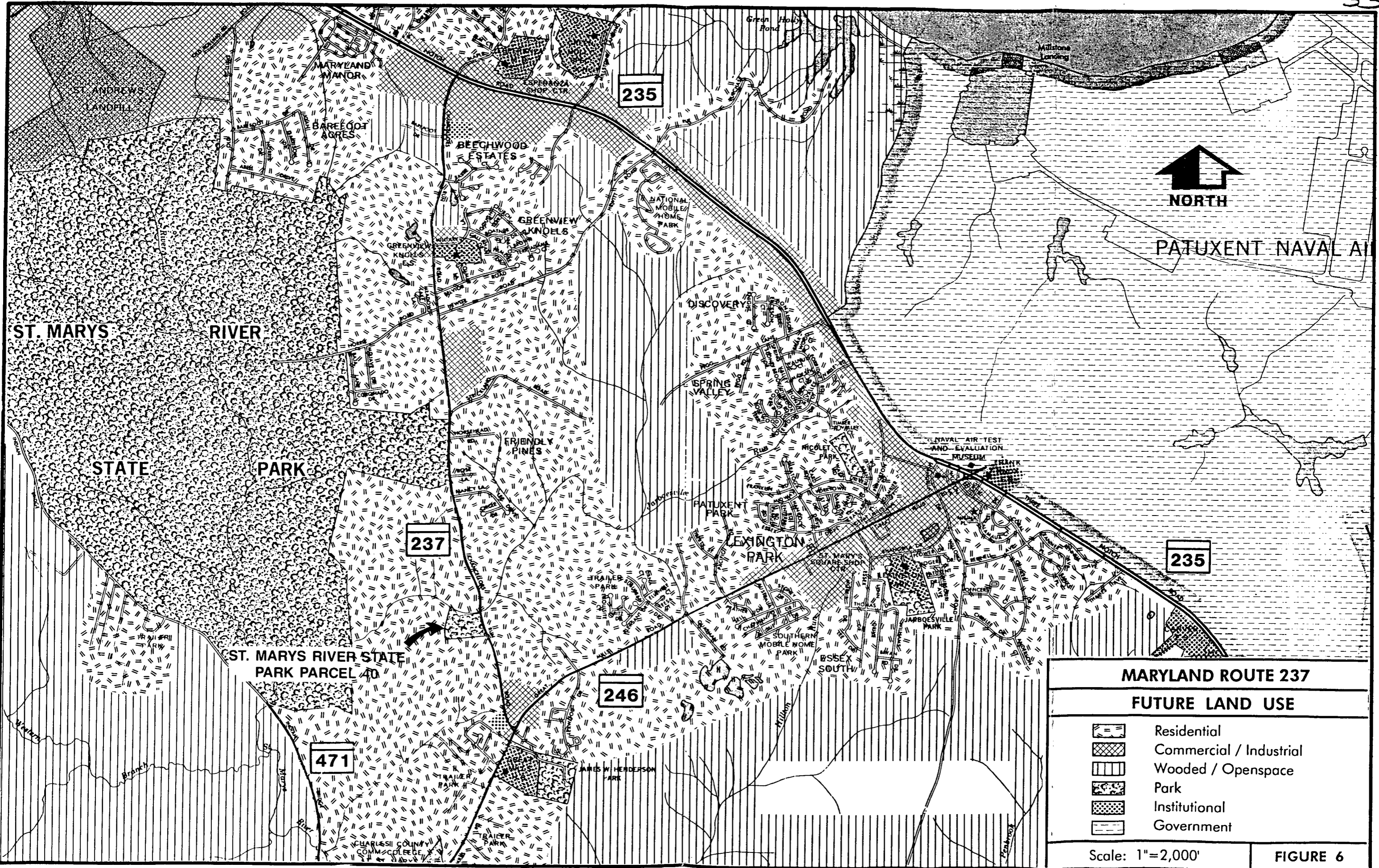
F. Natural Environment

1. Topography

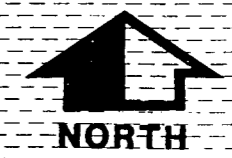
Most of St. Mary's County, including the study area, lies within the Upland Plateau Region of the Atlantic Coastal Plain Physiographic Province. The province extends from Long Island to South Carolina. It is characterized by flat to gently rolling topography and sedimentary deposits consisting chiefly of unconsolidated sand, clay and gravel. The Upland Plateau is a relatively flat region with an elevation of 70 to 170 feet above sea level. This plateau has been extensively eroded by streams and rivers, as in the area east of MD 235. The rest of the county, namely along the Potomac River and the Chesapeake Bay, lies in the flat, low elevation, Lowland Plain Region of the Atlantic Coastal Plain Physiographic Province.

2. Geology

There are two geological formations which outcrop within the project study area and vicinity. The St. Mary's Formation outcrops along both sides of Jarboesville Run. This formation consists of greenish-blue to yellowish-grey sandy clay and fine-grained argillaceous sand. It is up to 80 feet thick and was deposited during the Miocene Epoch (23.7 to 5.3 million years ago). The remainder of the study area is underlain by Western Shore Upland Deposits which are assumed to have been deposited during the Pliocene Epoch (5.3 to 1.6 million years ago). This formation consists of orange to brown, locally cemented sand and gravel with minor amounts of clay, and it ranges from 0 to 50 feet thick. In the study area, the contact between the St. Mary's Formation and the Western Shore Upland Deposits occurs at an elevation of roughly 80 to 100 feet above sea level.



ST. MARYS RIVER



PATUXENT NAVAL AIR STATION

STATE PARK

ST. MARYS RIVER STATE PARK PARCEL 40

235

237

235

246

471

MARYLAND MANOR

BEECHWOOD ESTATES

GREENVIEW KNOLLS

FRIENDLY PINES

DISCOVERY

SPRING VALLEY

PATUXENT PARK

LEXINGTON PARK

NAVAL AIR TEST AND EVALUATION MUSEUM

JARBOESVILLE PARK

ESSEX SOUTH

JAMES W. HENDERSON PARK

CHARLES COUNTY COMMUNITY COLLEGE

3. Soils

The Maryland State Soil Conservation Service was consulted to determine which soils in the study area are classified as Prime or Statewide Important Farmland Soils. The Prime Farmland Soils in the study area are as follows:

- o Mattapex silt loam, 0-2 percent slopes (MuA)
- o Sassafras loam, 2-5 percent slopes, moderately eroded (SfB2).

The Statewide Important Farmland Soils in the study area are:

- o Beltsville silt loam, 0-2 percent slopes (B1A)
- o Beltsville silt loam, 2-5 percent slopes, moderately eroded (B1B2)
- o Beltsville silt loam, 5-10 percent slopes, moderately eroded (B1C2)
- o Caroline silt loam, 5-10 percent slopes, moderately eroded (CaC2)
- o Chillum loam, 6-12 percent slopes, moderately eroded (ChC2).

4. Surface Water

The study area is drained by Jarboesville Run, a tributary to the St. Mary's River, and three unnamed tributaries (see Alternates Maps). Jarboesville Run flows southwest, crossing the study area approximately 3000 feet north of MD 246. Jarboesville Run has a drainage area of about 2,300 acres (3.6 square miles), roughly bounded by MD 237 to the west, MD 246 to the south and MD 235 to the north and east.

Jarboesville Run in the project area is approximately 15 feet in width, with a depth at the time of survey of one to two feet. The substrate of the stream bottom is unconsolidated, consisting of cobbles, gravel and sand. Streamflow is conveyed under MD 237 via three, 4-foot diameter corrugated metal pipe arches (CMPA's).

The three unnamed tributary streams which provide drainage to the study area are intermittent in flow and cross MD 237 at the following locations:

- o About 750 feet south of MD 235
- o At Sayre Drive
- o About 600 feet north of Strickland Road.

The Maryland Department of Environment has classified all surface waters of the state into four categories, according to desired use. These categories are:

- Class I Water Contact Recreation, Aquatic Life and Water Supply
- Class II Shellfish Harvesting Waters
- Class III Natural Trout Waters
- Class IV Recreational Trout Waters.

All waters of the state are Class I, with additional protection provided by higher classification. All waters in the study area are designated as Class I, Water Contact Recreation, Aquatic Life and Water Supply.

5. Floodplains

The 100-year floodplain associated with Jarboesville Run is shown on the Alternates mapping. The floodplain is based on the Federal Emergency Management Agency Flood Insurance Rate Map (F.I.R.M.). Base flood elevations for Jarboesville Run range from an elevation of 30 feet National Geodetic Vertical Datum of 1929 (NGVD) at the confluence with the St. Mary's River to an elevation of 74 NGVD at the limits of the detailed flood study, located about two miles up stream of MD 237.

6. Ecology

a. Terrestrial

Vegetative cover types located within the project area consist of six (6) distinct vegetative community types. These include maintained grasses associated with residential areas and two (2) memorial parks; cropland; a mixed upland conifer-hardwood association of oak and Virginia pine; a mixed wetland forest association of yellow poplar, sweetgum and loblolly pine; deciduous shrub wetland composed of red maple and sweet pepperbush; and early successional field community. A description of the vegetative communities/locations excluding grasses and croplands follows:

Oak - Pine Association

The mixed oak-pine association occurs primarily on the well-drained slopes and uplands bordering Jarboesville Run and near the northern limit of the project area. This

community is a mature, upland forest dominated by a canopy of red oak, white oak, and Virginia pine. American holly occurs frequently as a lower canopy species.

Yellow Poplar - Sweetgum Association

The poplar-sweetgum lowland forest community occurs on poorly drained soils associated with three riverine systems in the study area. Dominant canopy species include yellow poplar, sweetgum and loblolly pine.

Sweet Pepperbush - Red Maple Deciduous Shrub Community

This wetland shrub-scrub community occurs along the broad floodplain of Jarboesville Run on saturated soils subject to frequent flooding during the growing season. The shrub layer is dominated by sweet pepperbush.

Early Successional Field Community

The early successional field community occupies abandoned farmland and disturbed areas, located mainly west of MD 237. Soils are well-drained, composed of sand and clay and generally acidic in nature.

One tree was identified as eligible for classification as a large or significant tree (see Alternates Map). A white oak, approximately 70 to 80 feet in height and supporting a canopy of 60 to 70 feet in diameter, was identified adjacent to Wetland #6, a forested intermittent stream corridor. This tree is located beyond the right-of-way of all the build alternates and is not impacted.

b. Aquatic Habitat

Wetlands in the study area were identified in accordance with Executive Order 11990. The delineation was performed utilizing the Federal Manual for Identifying and Delineating Jurisdictional Wetlands. Eight wetland areas are located within the proposed project limits. These areas include four impoundments, three riverine systems with associated emergent and forested wetlands, and two intermittent stream corridors. The hydrology, vegetation and soil characteristics of each wetland are discussed briefly below and have been field reviewed by the Army Corps of Engineers and the U.S. Fish and Wildlife Service on June 30, 1990. The approximate location of each wetland is indicated on the Alternates Mapping.

Wetland #1

This wetland is classified as palustrine forested and manmade open water impoundment. The riverine and forested areas are located on the east side of MD 237 approximately 2,000 feet south of MD 235. Overflow from the impoundment is piped from the west side of MD 235 via a concrete pipe into the stream.

Wetland #2

This wetland is a farm pond consisting of impounded open water with no associated wetland vegetation. The pond is located north of Military Lane about 250 feet from the west side of MD 237. The depth of the pond is unknown and the bottom is composed of mud. Boundaries of this open water wetland were identified as the top of the earthen embankment.

Wetland #3

Wetland #3 is classified as riverine, upper perennial with associated emergent vegetation along the low banks. This stream flows west into an open water pond just outside of the study limits. It is located about 500 feet west of MD 237 and 500 feet north of Norris Road.

Wetland #4

Wetland #4 is manmade impoundment of unknown depth. The bottom consists of mud. The pond is located at the south side of the Evergreen Memorial Gardens, approximately 700 feet north of Strickland Road on the east side of MD 237. The pond is surrounded by maintained grass and has gently sloping banks. No wetland vegetation or soils occur at this site. Boundaries of this open water wetland were identified as the top of the earthen embankments.

Wetland #5

Wetland #5 consists of a small open-water impoundment, an intermittent stream and surrounding forested wetland. This wetland is a system supported by an intermittent stream and also a seasonally high water table. The wetland system is located just 50 feet south of Wetland #4, north of Strickland Road. The intermittent stream carries water west eventually to the east branch of the St. Mary's River.

Wetland #6

Wetland #6 is located on the east side of MD 237 about 250 feet north of Rose Lane. It is classified as riverine, intermittent with a sand bottom and is surrounded by palustrine forest. The water within the channel flows southeast as an unnamed tributary to Jarboesville Run.

Wetland #7

This wetland is riverine, upper perennial with an unconsolidated bottom of mud with associated palustrine forested vegetation (PFO-1). In addition, at a broad bend along Jarboesville Run east of MD 237, a large saturated area is dominated by emergent vegetation and fallen snags of loblolly pine and oak.

Wetland #8

Wetland #8 is classified as riverine, intermittent with an unconsolidated bottom of mud. This wetland is located at the southern end of the study area, approximately 350 feet north of MD 246.

7. Endangered Species

Correspondence with the U.S. Fish and Wildlife Service and the Maryland DNR Forest Park and Wildlife Service indicates that there are no known populations of threatened or endangered species in the study area (see Comments and Coordination Section).

8. Existing Air Quality

The MD 237 project is within the Southern Maryland Intrastate Air Quality Control Region. The U.S. Environmental Protection Agency attainment status designation for carbon monoxide (CO) for this region is "cannot be classified or better than national standards."

A detailed microscale air quality analysis has been performed to determine the CO impact of the proposed project which is described in further detail in Section IV-G.

9. Existing Noise Conditions

Twelve noise sensitive areas (NSA) have been identified in the MD 237 study area. Descriptions of the NSA's are provided in Table 1. The locations of the NSA's are shown on the Alternates Mapping (Figures 10a, 10b, and 12a through 14b). A copy of the Technical Noise Analysis Report is available at the State Highway Administration, 707 North Calvert Street, Baltimore, Maryland 21202.

The noise levels in the analysis are expressed in terms of an Leq noise level, which is the energy averaged noise level for a given time period. All ambient and predicted noise levels in this document are Leq exterior noise level unless otherwise noted.

In an acoustical analysis, measurement of ambient noise levels is intended to establish the basis for impact analysis. The ambient noise levels, as recorded, represent a generalized view of present noise levels. Variations with time of total traffic volume, truck traffic volumes, speed, etc. may cause fluctuations in ambient noise levels of several decibels. However, for the purposes of impact assessment, these fluctuations are usually not sufficient to substantially affect the assessment.

It was determined that for most of the NSA's, the most typical noise conditions occur during the non-rush period (9:00 a.m. - 4:00 p.m.). During this time the highest noise levels are experienced for the greatest length of time.

To determine existing noise levels within the project area, an on-site noise monitoring program was conducted on January 17, 1990. Monitoring was performed between 11:00 a.m. and 2:00 p.m.

A total of 12 sites were monitored. Measurements were made for 20 minutes at each location utilizing a Metrosonics db-308 Sound Level Dosimeter/Analyzer, which automatically records and calculates noise exposure in a wide range of formats. The noise descriptor used in this study was the Equivalent Noise Level (Leq) which conforms to the noise abatement criteria established by the Federal Highway Administration (FHWA).

TABLE 1
NOISE SENSITIVE AREAS
AMBIENT NOISE LEVELS, IN dBA
20 MINUTE MEASUREMENTS
JANUARY 17, 1990

NSA	Description/Location	Leq
1	Kingdom Hall Church	60 dBA
2	Lexington Park Church of God	65 dBA
3	Hayden Green Subdivision	55 dBA
4	1-story brick/frame residence, 878 Chancellors Run Road (MD 237)	65 dBA
5	1-story frame residence 871 Chancellors Run Road (MD 237)	63 dBA
5A	Proposed development located along southbound MD 237, south of Norris Road	64 dBA
6*	1-story frame residence 530 Chancellors Run Road (MD 237)	67* dBA
7	Point on right-of-way	65 dBA
8	1-story frame residence 458 Chancellors Run Road (MD 237)	60 dBA
9	Mobile home residence 447-C Chancellors Run Road (MD 237)	59 dBA
10	Fox Chase Village Chancellors Run Road (MD 237)	64 dBA
11	1-story brick residence Chancellors Run Road (MD 237)	63 dBA

*Approaches or exceeds FHWA Noise Abatement Criteria.

Section II

**Purpose
and Need**

II. NEED FOR THE PROJECT

A. Purpose of the Project

The purpose of the project is to develop alternates for the dualization of MD 237 from MD 235 to MD 246, a three-mile section of roadway in St. Mary's County. The proposed widening is necessary to increase capacity and improve the horizontal and vertical geometrics along MD 237. MD 237 is on the secondary roadway system and is functionally classified as a major collector and carries commuter and local traffic.

Existing MD 237 is a 2-lane roadway with minimal shoulders and no safety grading. The geometric design of the existing roadway is substandard consisting of sharp curves and steep grades, particularly in the Jarboesville Run area and needs to be brought up to acceptable standards. Horizontal curves in the 5°30' range and vertical grades up to 6 percent exist at Jarboesville Run. Also, utility poles, drainage ditches, mail boxes, signs and other fixed objects are situated along both sides of MD 237 as close as 10 feet to the edge of the existing roadway. Such features result in inadequate sight distances for the vehicles travelling along this roadway.

This road has no access controls. There are 95 driveways, 12 county roads and three other entrances along existing MD 237 which create entrance and exit conflicts with through traffic, thus increasing the potential for accidents. The number of collisions with fixed objects (poles, mail boxes, signs, etc.) and "rear end" accidents (see Table 3) indicate a very large percentage of accidents resulted from attempts to avoid standing (left-turning) vehicles. Inadequate shoulder widths, the lack of safety grading and inadequate sight distance also are contributing factors in the number of accidents. Upgrading MD 237 would allow for safer ingress and egress for area residents.

This roadway is also an alternative route used by motorists to avoid the Lexington Park area due to the traffic congestion caused at the Patuxent Naval Air Test Center, a major employer in the area, and numerous businesses and residences in that area. The expected influx of approximately 600 families, anticipated on or about October 1990, due to the current expansion of the testing center will cause increased traffic diversion to MD 237. New development along MD 237, consistent with the St. Mary's County Comprehensive Plan, has resulted in increasing traffic congestion. Currently six subdivisions

are approved for construction. Traffic generated by these subdivisions will contribute to the capacity problems experienced along this roadway. Traffic congestion resulting from increasing development in the MD 237 corridor and from additional traffic using it to bypass the Lexington Park area would be alleviated with the proposed dualization.

B. Project History

MD 237 (Chancellors Run Road) was transferred to the state system from St. Mary's County in 1985.

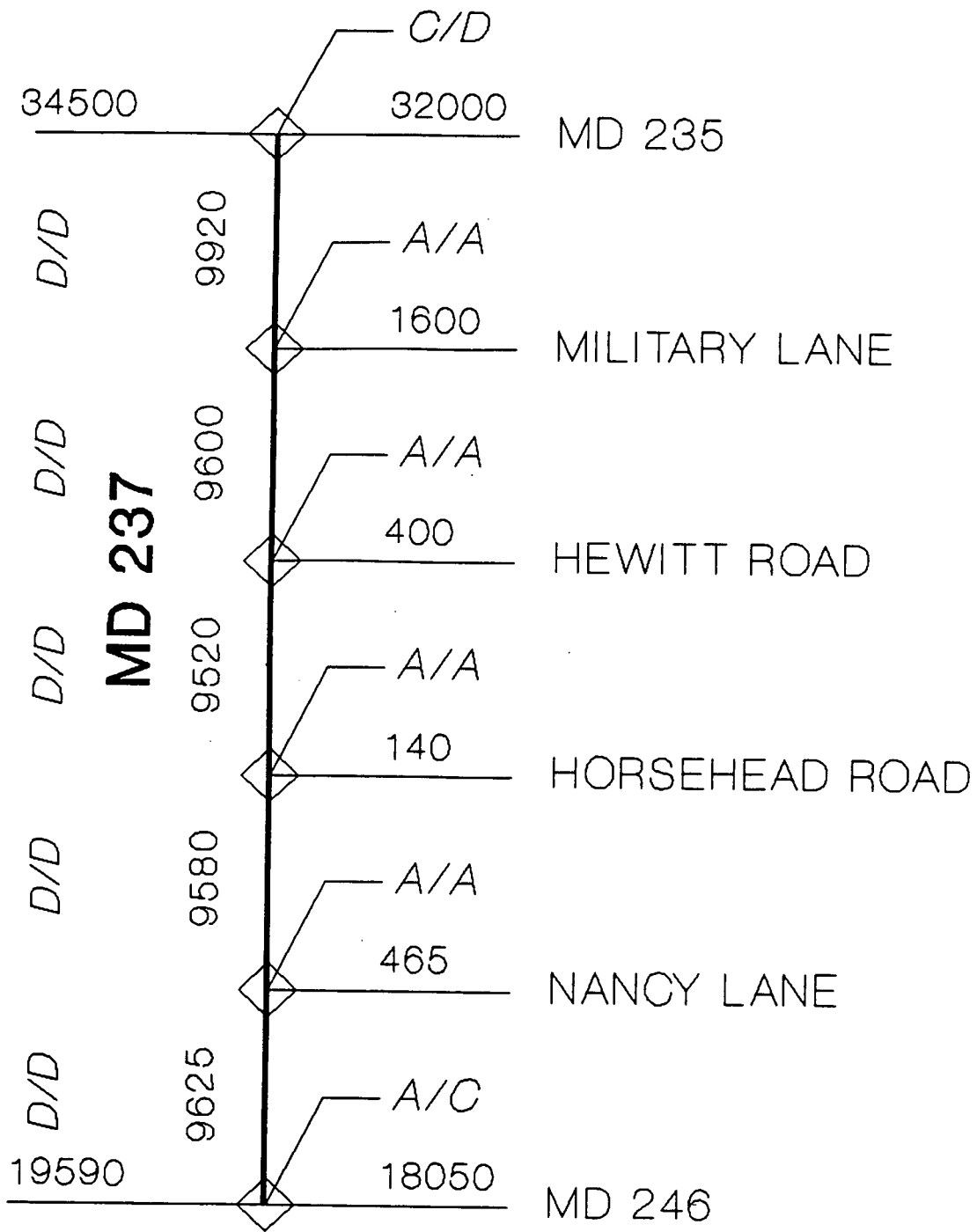
The reconstruction of MD 237 as a divided highway was first identified in the State Highway Administration's 1986 Highway Needs Inventory and was added to the 1988-1993 Secondary Development and Evaluation section of the Maryland Department of Transportation's Consolidated Transportation Program for Project Planning Studies beginning in fiscal year 1989. The proposed project is consistent with the St. Mary's County Comprehensive Land Use Plan and is included on the St. Mary's County elected officials highway priority list (March 1988). It is presently included in the Secondary Development and Evaluation section of the Maryland Department of Transportation's Draft Consolidated Transportation Program for Fiscal Years 1991-1996 for planning only.

C. Traffic Operations


The present two-lane roadway experiences periods of congestion and is incapable of handling peak hour traffic volumes. The congestion is expected to increase due to additional approved and planned residential development.

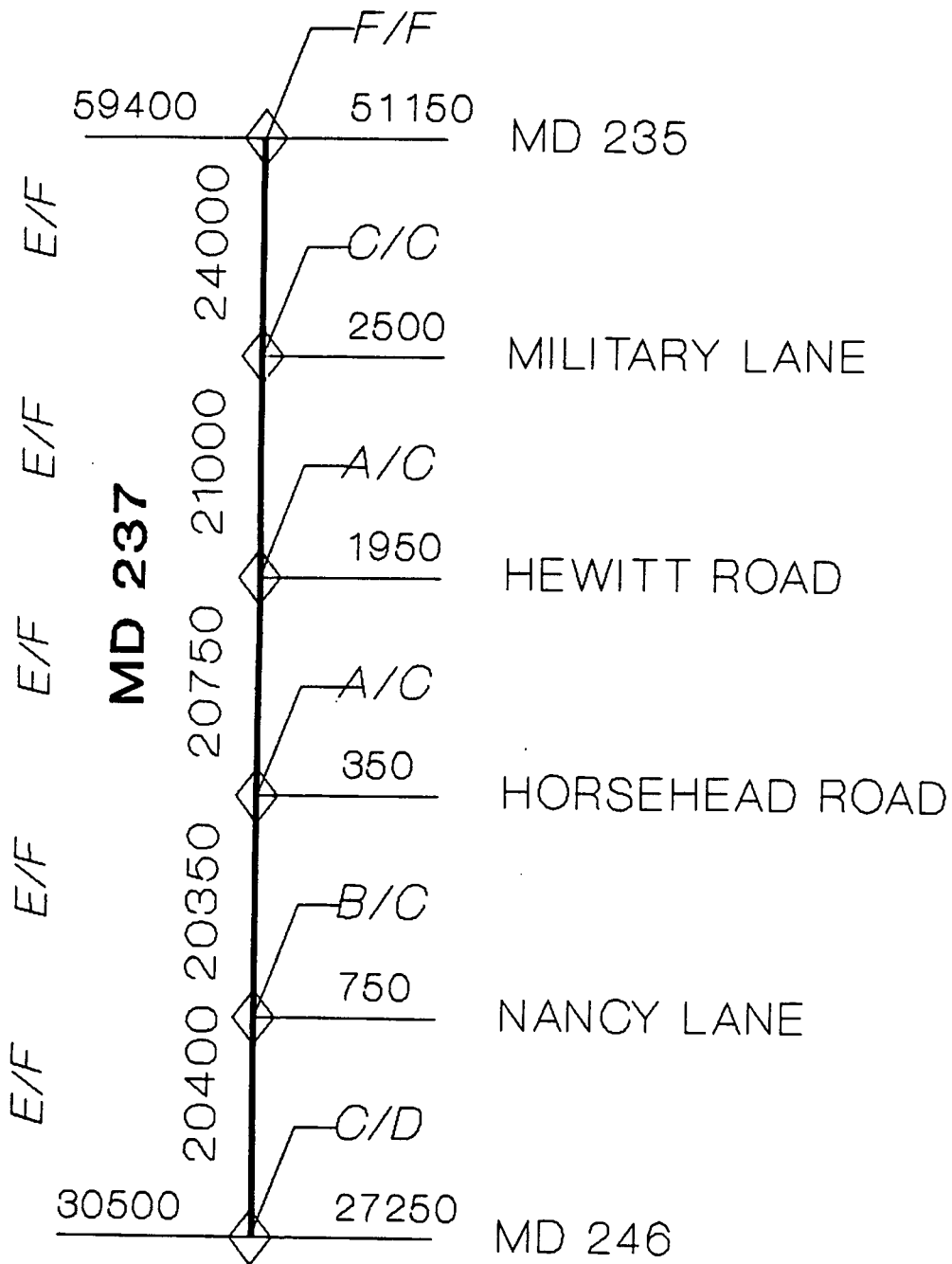
MD 237 has a current average daily traffic (ADT) in the range of 9,400 to 9,920 vehicles (see Figure 7). The ADT for a roadway is the average number of vehicles traveling a roadway during a 24-hour period. The existing two-lane roadway presently operates at a Level of Service (LOS) D during the peak hours. LOS "D" is characterized as approaching unstable flow with heavy traffic volumes and decreasing speeds.

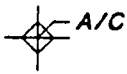
Planned residential growth within the study limits, consistent with the St. Mary's County Comprehensive Land Use Plan and expansion of the Patuxent Naval Air Test Center, will result in a projected ADT range of 20,000 to 24,000 vehicles by 2015 yielding a peak hour LOS F condition for mainline MD 237 under the No-Build Alternate (see




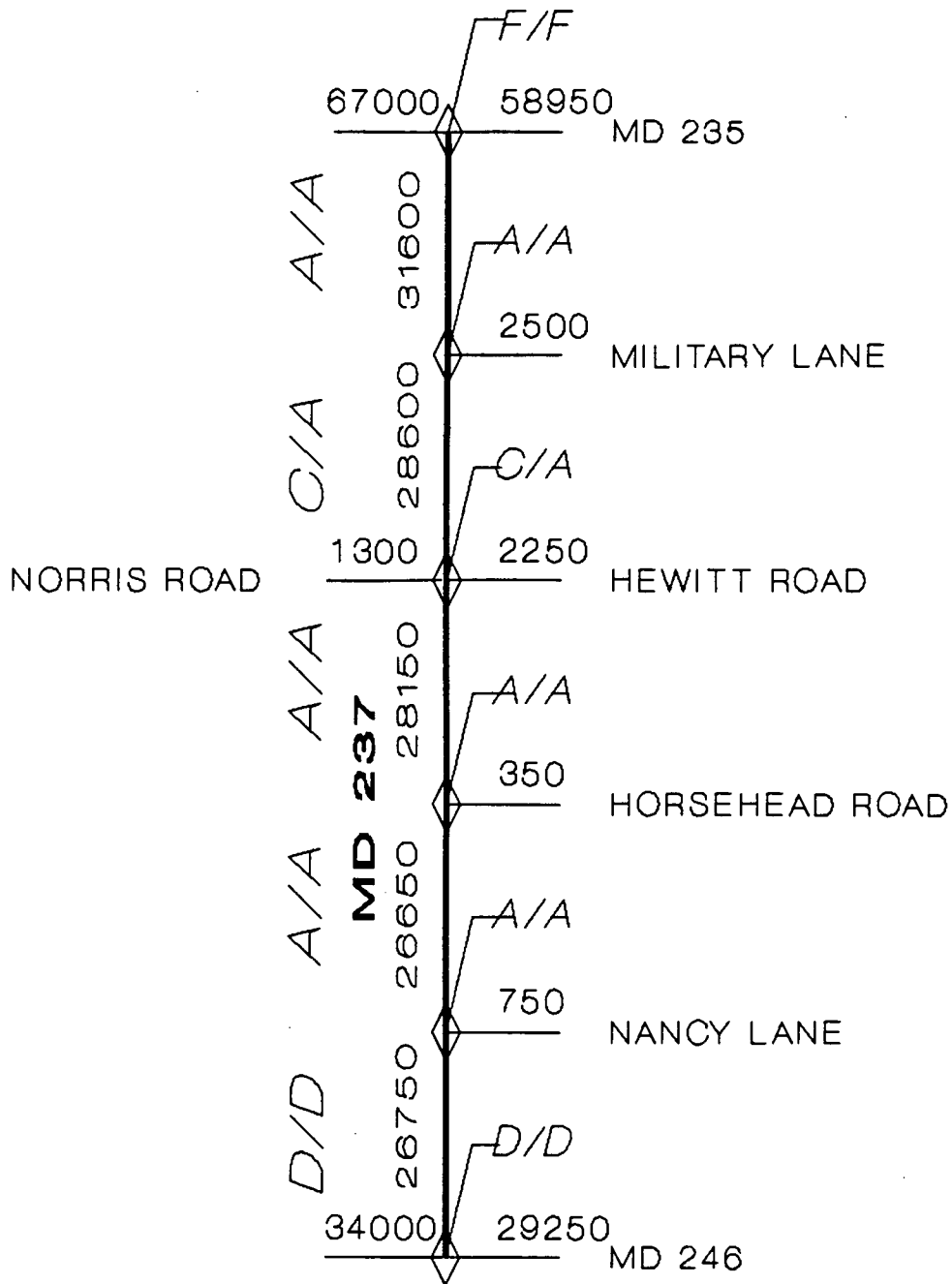
LEGEND	
9920	1988 AVERAGE DAILY TRAFFIC
D/D	LEVEL OF SERVICE AM/PM
	INTERSECTION LEVEL OF SERVICE AM/PM

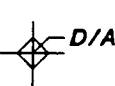
MARYLAND ROUTE 237		
MARYLAND ROUTE 235 TO MARYLAND ROUTE 246		
1988 AVERAGE DAILY TRAFFIC AND LEVEL OF SERVICE		
 Maryland Department of Transportation <i>State Highway Administration</i>		
SCALE: NONE	DATE: SEP. 1990	FIGURE: 7



LEGEND	
24000	2015 AVERAGE DAILY TRAFFIC
E/F	LEVEL OF SERVICE AM/PM
	INTERSECTION LEVEL OF SERVICE AM/PM

MARYLAND ROUTE 237		
MARYLAND ROUTE 235 TO MARYLAND ROUTE 246		
2015 NO BUILD AVERAGE DAILY TRAFFIC AND LEVEL OF SERVICE		
 Maryland Department of Transportation State Highway Administration		
SCALE: NONE	DATE: SEP. 1990	FIGURE: 8



LEGEND	
31600	2015 AVERAGE DAILY TRAFFIC
B/C	LEVEL OF SERVICE AM/PM
	INTERSECTION LEVEL OF SERVICE AM/PM


MARYLAND ROUTE 237		
MARYLAND ROUTE 235 TO MARYLAND ROUTE 246		
2015 BUILD AVERAGE DAILY TRAFFIC AND LEVEL OF SERVICE		
 Maryland Department of Transportation State Highway Administration		
SCALE: NONE	DATE: SEP. 1990	FIGURE: 9

Figure 8). Projected 2015 Build ADT ranges between 26,250 and 31,600 vehicles yielding a peak hour LOS B/C condition along MD 237 (see Figure 9).

The analyses for the MD 237/MD 235 intersection, shown on Figures 7, 8, and 9, reflect the intersection improvement on MD 237 that was constructed in 1988. This is a five-lane section on MD 237 with double left turns provided from northbound MD 237 to westbound MD 235.

Projections developed by the Maryland State Highway Administration indicate that traffic volumes at the MD 235/MD 237 intersection in the design year 2015 would be greater under the build conditions (see figure 9 and 10). However, the level of service (LOS) expected to occur at this intersection in the design year 2015 is projected at level of service F/F (AM/PM peaks) for both the Build and No-Build conditions. The cause of this LOS condition is based on no widening improvements occurring on MD 235. There is no planning study proposed to widen MD 235 in the area of MD 237 in our short term plans.

MD 235 has been identified in the State Highway Administration 1988 Highway Needs Inventory for widening to six lanes as a long term improvement. Since it is not known when this study would begin, MD 235 was only considered a four lane divided roadway, as it presently exists, for our traffic projections.

The analyses for the MD 237/MD 246 intersection, shown on Figures 8 and 9, reflect the intersection improvement on MD 237 as proposed with the ultimate lane configuration associated with the MD 246 project. This is proposed as a five-lane section on MD 237 with a single left turn lane provided from southbound MD 237 to eastbound MD 246.

The other intersections do operate, and will continue to operate, at a good level of service in the am/pm peak hours (excluding MD 237/MD 235 and MD 237/MD 246) through the design year of 2015. MD 237 functions at an inadequate Level of Service and would continue to do so under the No-Build Alternate. This is because the side streets generally do not have much development, approximately 12 homes or less (see Figures 7 and 8).

An explanation of the various LOS determinations is as follows:

Level A - free traffic flow, low volumes, high speeds

Level B - stable traffic flow, some speed restrictions

Level C - stable flow, increasing traffic volumes

Level D - approaching unstable flow, heavy traffic volumes, decreasing speeds

Level E - low speeds, high traffic volumes approaching roadway capacity, temporary delays

Level F - forced flow with traffic delays.

The design hour volume (DHV) is 11 percent with a 55 percent directional distribution. The DHV is an hourly volume expressed as a percent for use in design representing traffic expected to use the highway. Trucks are 10 percent of the ADT and 3 percent of the design hour volume.

D. Accident Experience

In the five-year study period (1985-1989), MD 237 from MD 235 to MD 246 experienced a total of 151 accidents.

These accidents resulted in a rate of approximately 321 accidents for every one hundred million vehicle miles of travel (acc/100 mvm). This rate is higher than the statewide average rate of 204 acc/100 mvm for similarly designed highways. These accidents are listed in Table 2 by year, severity and rate. The statewide average rate is also listed for comparison purposes.

**TABLE 2
ACCIDENT RATE FOR MD 237 FROM MD 235 TO MD 246**

Severity	1985	1986	1987	1988	1989	Total	Rate/ 100 mvm	Statewide Avg. Rate
Fatal Acc.	0	0	0	0	0	0	0.0	3.7
Injury Acc.	11	23	16	19	13	82	174.4*	107.2
Prop Damage	10	9	14	17	19	69	146.7*	93.0
Total Acc.	21	32	30	36	32	151	321.1*	203.9

*Much higher than the statewide average rate

There was one High Accident Section within the study limits (MD 237 from MD 246 to 0.20 mile north of MD 246; 1989 - 6 accidents). There were two locations that met

the criteria for a High Accident Intersection (HAI). These locations are listed below, indicating the total number of accidents and the year in which they qualified as HAI's.

Only 20 percent of the accidents (70) involved vehicles originating from northbound MD 237 entering the intersection. The majority of the accidents involved vehicles traveling eastbound or westbound along MD 235 resulting in left turns, angle and rear end collisions. These accidents may be reduced by eliminating the existing (exclusive/permissive) left turn traffic signal and replacing it with an exclusive left turn traffic signal only. Coordination with the District #5 office of the State Highway Administration to study signal phasing will be initiated.

High Accident Intersections

	1985	1986	1987	1988	1989
MD 237 at MD 235	10 acc.	10 acc.	14 acc.	18 acc.	18 acc.
MD 237 at MD 246	9 acc.	6 acc.	9 acc.		12 acc.

There is no problem concerning trucks for this highway. Only 3 percent of the 151 accidents involved trucks.

Listed in Table 3 are the accidents experienced by type of collision and rate. Also listed is the statewide average rate for comparison purposes.

TABLE 3
ACCIDENT EXPERIENCE BY TYPE OF COLLISION AND RATE FOR MD 237

Collision Type	Number of Accidents	Rate/100 mvm	Statewide Avg. Rate
Angle	26	55.3*	26.3
Rear End	52	110.6*	32.4
Fixed Object	45	99.7*	63.6
Opp. Direction	11	23.4*	14.4
Sideswipe	3	6.4	9.4
Left Turn	2	4.3	10.4
Pedestrian	2	4.3	2.7
Parked Vehicle	2	4.3	4.6
Other Collision	8	17.0	21.1

*Much higher than the statewide average rate

The collision types that exceeded the statewide average rate were the angle, rear end, fixed object, and opposite direction accidents. These types of collisions are generally indicative of intersection and substandard horizontal/vertical curves. These conditions currently exist along the study roadway

Under the No-Build Alternate, these conditions will continue to exist. If the highway remains unchanged, the number of accidents will rise as traffic volumes increase. With traffic projections indicating 220 percent increase in ADT, we anticipate an accident rate for the No-Build Alternate to exceed that of the statewide average rate of 203.9 acc/100 mvm.

With the reconstruction of MD 237 to a four-lane divided highway, we anticipate reductions in the rate of rear-end and fixed object accidents as a result of an additional lane in each direction. By providing median and left turn storage area, where necessary, we also anticipate reductions in the opposite direction and left turn accidents.

With the reconstruction of MD 237 to a four-lane divided highway, we would expect an accident rate of approximately 147 acc/100 mvm. The accident cost resulting from this type of improvement would be approximately \$1.6 million/100 mvm and result in an estimated societal saving of approximately \$0.1 million/100 mvm over the existing conditions.

Section III

**Alternates
Considered**

III. ALTERNATES CONSIDERED

A. Alternates Presented at the Alternates Public Workshop - June 5, 1989

In addition to the No-Build Alternate, six build alternates were presented at the Alternates Public Workshop.

Alternate 1 (No-Build)

This alternate has been retained for study purposes and is discussed in Section III B.

Alternate 2A

This alternate consisted of the reconstruction of MD 237 to a four-lane divided curbed roadway, with a 20 foot raised grass median. Portions of the existing road would be used where possible. Alternate 2A utilized a portion of St. Mary's River State Park.

Alternate 2B

This alternate followed the same alignment as Alternate 2A and also proposed a 20-foot raised grass median. The difference between Alternate 2A and 2B is that Alternate 2B proposed shoulders to the outside of the roadway rather than curbs.

Alternate 2C

This alternate also followed the same alignment as Alternate 2A, but proposed shoulders on the outside, as in Alternate 2B. The difference between Alternate 2B and 2C is that Alternate 2C proposed a 34-foot depressed grass median rather than a 20-foot raised grass median.

Alternate 3A

This alternate consisted of the reconstruction of MD 237 to a four-lane divided curbed roadway, with a 20-foot raised grass median. Portions of the existing road would be used where possible. Alternate 3A proposed an alignment shift to avoid any impacts to St. Mary's River State Park.

Alternate 3B

This alternate followed the same alignment as Alternate 3A and also proposed a 20-foot raised grass median. The difference between Alternate 3A and 3B is that Alternate 3B proposed shoulders to the outside of the roadway rather than curbs.

Alternate 3C

This alternate also followed the same alignment as Alternate 3A, but proposed shoulders on the outside, as in Alternate 2B. The difference between Alternate 3B and 3C is that Alternate 3C proposed a 34-foot depressed grass median rather than a 20-foot raised grass median.

B. Alternates Considered but Dropped From Further Study

Alternates 2C and 3C have been dropped from further study because of increased impacts caused by the wider median (34 feet vs 20 feet). The deleted alternates provided similar improvements to the existing roadway and traffic conditions as the B alternates. The additional right-of-way required increased residential relocations, wetlands impacts, and impacts to a cemetery and increased the cost of the project. It was determined that these alternates were not viable solutions.

Subsequent to the Alternates Public Workshop, two additional alignments were investigated in response to public comments received at the Alternates Workshop meeting. A western relocation of MD 237 was suggested by numerous citizens who objected to the number of residential displacements associated with the alternates presented at the workshop. This alignment consisting of 4 lanes within 200 feet of right-of-way was studied. A western relocation of MD 237 was not considered feasible for the following reasons:

Park Impact - A western alignment would increase impacts to St. Mary's River State Park which consists of approximately 2,000 acres and extends westerly from MD 237 well beyond the project area along Indian Bridge Road. The western alignment would also cause the park to be divided. This would increase the amount of park property required, 8 and 21 acres, depending on where the alignment crosses St. Mary's River State Park. The park extends approximately 1.9 miles west of MD 237, beyond the project area.

Further, a western alignment could possibly require two crossings of tributaries of the St. Mary's River, impacting associated wetlands and floodplain areas. The western alignment would increase the length of the project and the number of structures required. It is estimated that a 30 percent increase in total project cost would be required to build a western alignment. A western alignment is inconsistent

with the project purpose and need which is to improve safety, add capacity and improve the horizontal and vertical site distance along MD 237 which is currently operating at a Level of Service D and has a projected 2015 No-Build Level of Service F.

An eastern shift was also investigated subsequent to the Alternates Public Workshop. The eastern alignment shift would have less natural environmental impact than the western shift; however, this alignment was dropped for the following reasons:

Any eastern alignment would require a shift of at least 4,500 feet to avoid existing dense residential development and the Southern Maryland Electric Co-op substation.

As with the western alignment, an eastern alignment would not provide a link to a majority of existing and proposed county roads without additional cost to extend these roadways. Numerous relocations would be required with this alignment. The eastern alignment is inconsistent with the purpose and need of the project which is to improve safety, increase capacity and improve the horizontal and vertical geometrics of the existing roadway. MD 237 has a projected 2015 No-Build Level of Service F and the increased traffic burden along with substandard roadway geometrics would increase the potential for accidents.

C. Alternates Retained for Detailed Study

Besides the No-Build Alternate, as previously mentioned, Alternates 2A, 2B, 3A and 3B have been retained for further study. Both the Alternate 2 and 3 alignments were modified where possible to reduce potential impacts to the wetlands, floodplains and St. Mary's River State Park, as well as to land planned and approved for development.

1. Alternate 1 - No-Build

Alternate 1 would not provide any significant improvements to MD 237 within the study limits. Minor improvements would occur as part of normal maintenance and safety operations. The routine maintenance operations would not measurably improve roadway capacity or reduce the high accident rate since many people would continue to use MD 237 as a short cut to avoid the Lexington Park area. The No-Build Alternate is not considered to be a reasonable solution to the safety or capacity problems.

Build Alternates

The build alternates have been designed using a 50 mph design speed with reduced safety grading, from 16 feet to 9 feet, for the open sections in order to minimize right-of-way impacts. Each Build Alternate proposes partial control of access and is designed to increase safety by improving roadway geometrics compared to those of the existing two-lane facility.

The Norris Road intersection with MD 237 would be shifted approximately 150 feet to the south to intersect MD 237 opposite Hewitt Road (see Figures 10a, 12a, 13a, and 14a). The realignment would create a common median crossover at Hewitt and Norris Roads, provide a safer roadway and eliminate one "U" turn.

With all of the build alternates, the maximum degree of horizontal curvatures is 4° 45' and the maximum percent of vertical grade is 5 percent. Vertical geometry would also be improved, especially in the area of Jarboesville Run where the required right-of-way is approximately 250 feet wide due to steep grades which would require the proposed roadway to be elevated to reduce flooding potential in the area. Elsewhere along the project, the right-of-way ranges from 150 to 190 feet. The right-of-way is variable since the existing ground along the outside edges of MD 237, in some places, has slight hillsides or dips.

All of the proposed build alternates would provide a minimal design year LOS C along MD 237 except in the area just north of MD 246 where it would provide a LOS D.

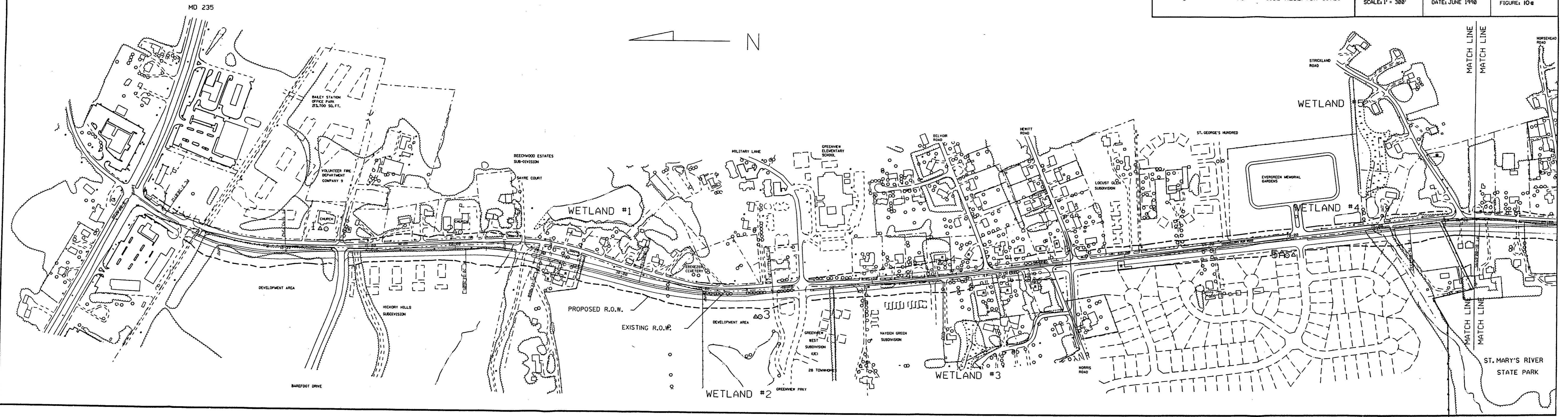
2. Alternate 2A (See Figures 10a and 10b)

Alternate 2A proposes the realignment of MD 237 to a four-lane, divided, curbed roadway. The typical roadway section would consist of two, 28-foot roadways, two lanes in each direction, separated by a 20-foot raised grass median. Each roadway would include two, 12-foot lanes with a 2-foot curb offset. Curbs are also proposed on the outside lanes with 10 feet of backing beyond the curbs. This backing would provide pedestrian safety and allow for possible future sidewalks. Portions of the existing road would be used where possible.

The project begins at the intersection of MD 237 and MD 235, where a five-lane curbed roadway for a distance of approximately 400 feet exists today. It then proceeds in a southerly direction transitioning to the proposed four-lane, divided, curbed roadway in the vicinity of the Hickory Hills Shopping Center entrance. The alignment is generally located

MARYLAND ROUTE 237
 MARYLAND ROUTE 235 TO MARYLAND ROUTE 246
ALTERNATE 2A
 MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION

LEGEND		
	PARKLAND BOUNDARY	
	FLOODPLAIN BOUNDARY	
	WETLAND BOUNDARY	
	AIR & NOISE RECEPTOR SITES	
SCALE: 1" = 300'	DATE: JUNE 1990	FIGURE: 10a



MARYLAND ROUTE 237
MARYLAND ROUTE 235 TO MARYLAND ROUTE 246

ALTERNATE 2A





MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

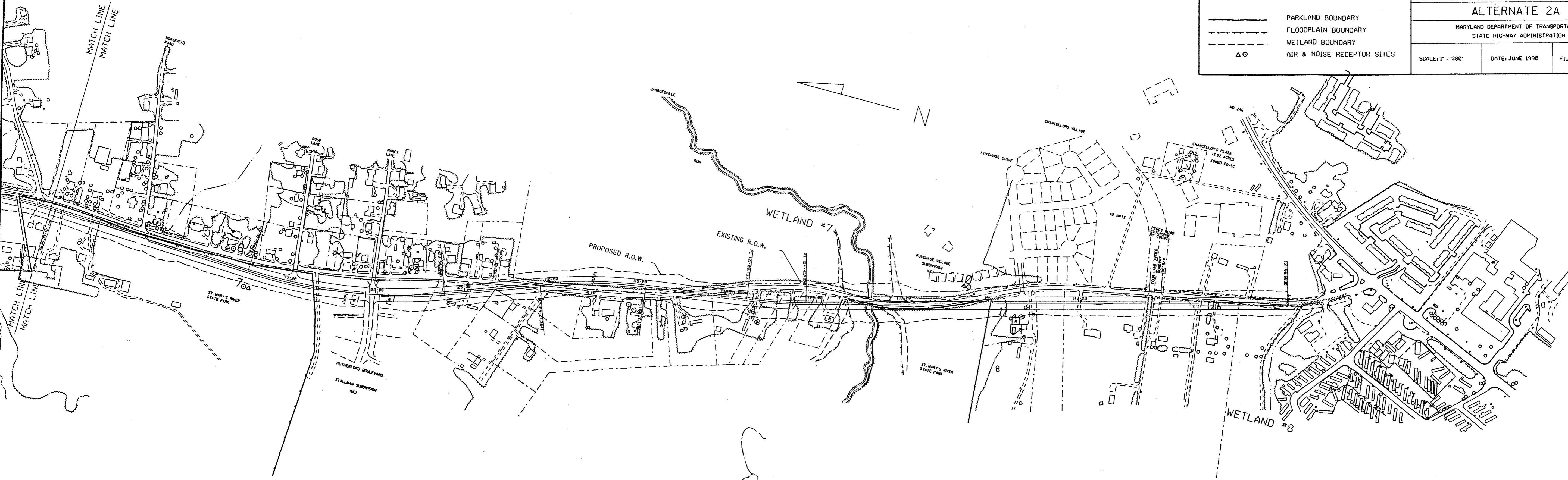
SCALE: 1" = 300'

DATE: JUNE 1990

FIGURE: 10b

LEGEND

-  PARKLAND BOUNDARY
-  FLOODPLAIN BOUNDARY
-  WETLAND BOUNDARY
-  AIR & NOISE RECEPTOR SITES



slightly west of the existing alignment. The alignment uses undeveloped land where possible and minimizes residential and business relocations by utilizing a portion of the St. Mary's River State Park. All existing county roads, private entrances, and driveways will retain access to the reconstructed roadway and median crossovers and left turn storage lanes would be provided at several locations throughout the project. These locations are Barefoot Drive, Sayre Drive, Military Lane, Hewitt/Norris Roads, Evergreen Memorial Gardens, Horsehead Road, Nancy Lane, and Peggs Road. Future access will be limited and determined by future development. In the Jarboesville Run area, the grades and curves in the road will be reduced as will the potential for flooding. A structure will be provided at Jarboesville Run.

The alignment then transitions prior to the MD 246/MD 237 intersection to a reconstructed, four-lane, undivided, curbed roadway as proposed with the MD 246 project currently in Project Planning. The transition between the proposed MD 246 improvements and MD 237 occurs between proposed Peggs Road (County project) and existing MD 246. MD 237 transitions to a five-lane, curbed roadway just before the intersection with MD 246.

Figure 11 shows a typical section for Alternate 2A.

3. Alternate 2B (See Figure 12a and 12b)

Alternate 2B follows the same alignment as Alternate 2A and also proposes the same 20-foot raised grassed median. The difference between Alternate 2A and 2B is that Alternate 2B proposes shoulders on the outside of the roadway rather than curbs. The typical roadway section would consist of two, 26-foot roadways, one in each direction, separated by a 20-foot raised grassed median. Each roadway would include two, 12-foot lanes and a two-foot curb offset (see Figure 11). Ten foot shoulders are proposed to the outside with nine feet of roadside grading which will provide a roadside recovery area.

4. Alternate 3A (See Figure 13a and 13b)

Alternate 3A consists of the upgrading of MD 237 to a four-lane, divided, curbed roadway with the same typical roadway section as Alternate 2A. Portions of the existing road would be used where possible.

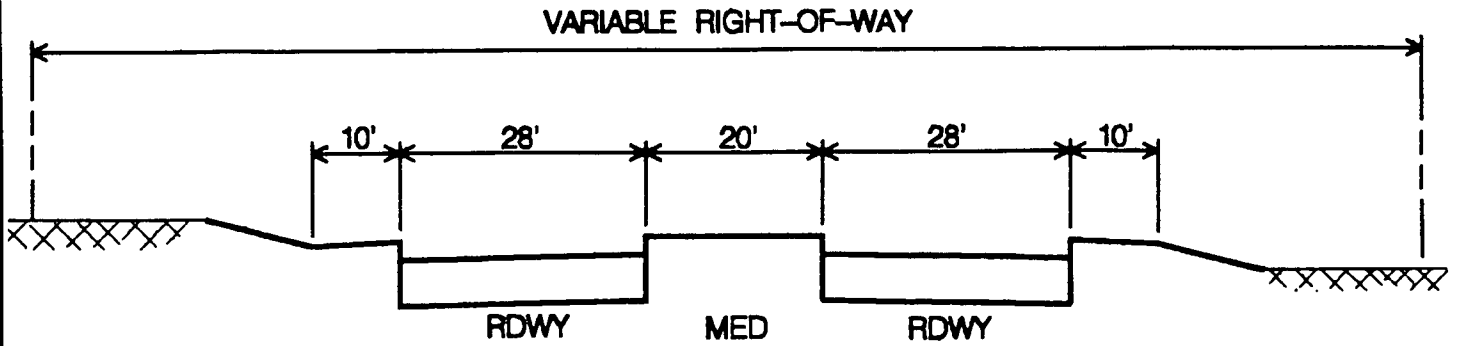
This alignment is the same as the previous build alternates until it reaches the vicinity of Greenview Elementary School. At this point, the alignment shifts gradually to the east to avoid impact to the St. Mary's River State Park. The alignment then continues south on the east side of existing MD 237 until it intersects with the existing roadway at the proposed

Peggs Road intersection with existing MD 237. The alignment then transitions to MD 246 the same as the other build alternates. Access to the proposed roadway and median crossovers would be the same as in Alternates 2A and 2B. The project's termini are also the same. Figure 11 shows a typical section for Alternate 3A.

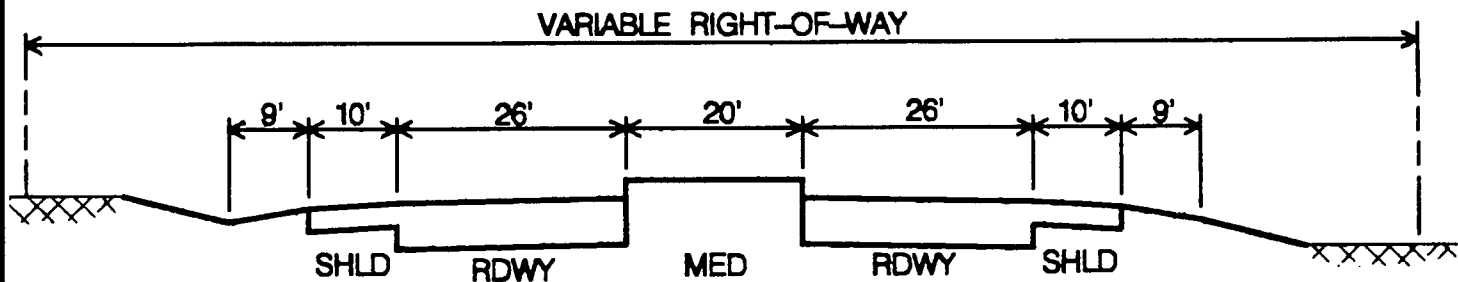
5. Alternate 3B (See Figures 14a and 14b)

Alternate 3B follows the same alignment as Alternate 3A and proposes the same typical roadway section as Alternate 2B. The difference between Alternate 3A and 3B is that Alternate 3B proposes shoulders on the outside of the roadway rather than curbs. Figure 11 shows a typical section for Alternate 3B.

PROPOSED TYPICAL SECTIONS MARYLAND ROUTE 237



4 LANE DIVIDED CURBED ROADWAY
ALTERNATES 2A & 3A



4 LANE DIVIDED ROADWAY
ALTERNATES 2B & 3B

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

NOT TO SCALE
FIGURE 11





MARYLAND ROUTE 237
MARYLAND ROUTE 235 TO MARYLAND ROUTE 246

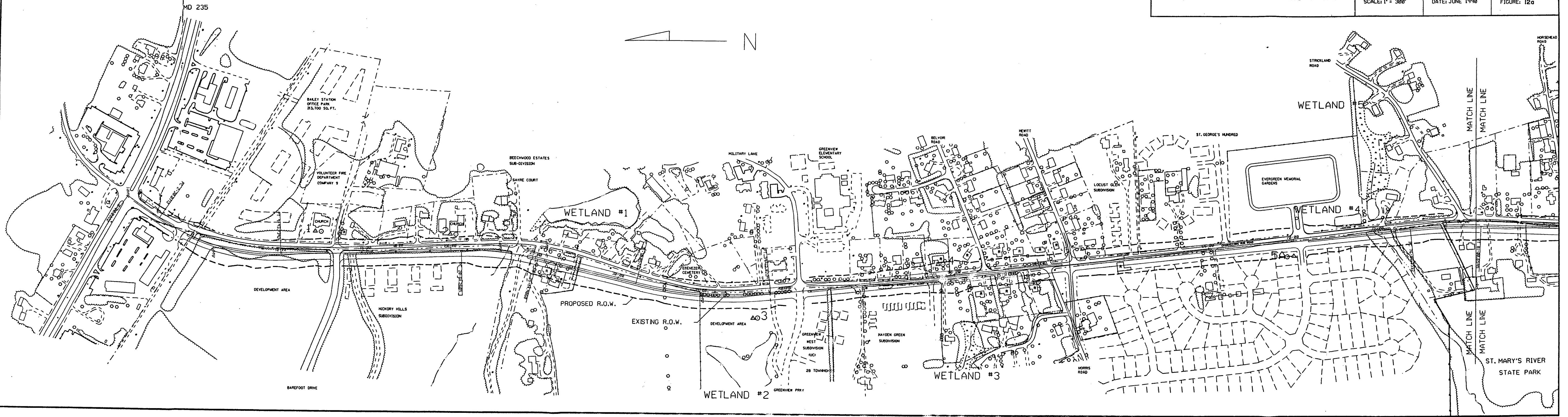
ALTERNATE 2B

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

SCALE: 1" = 300'
DATE: JUNE 1990
FIGURE: 12a

LEGEND

-  PARKLAND BOUNDARY
-  FLOODPLAIN BOUNDARY
-  WETLAND BOUNDARY
-  AIR & NOISE RECEPTOR SITES



MARYLAND ROUTE 237
MARYLAND ROUTE 235 TO MARYLAND ROUTE 246

ALTERNATE 2B

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

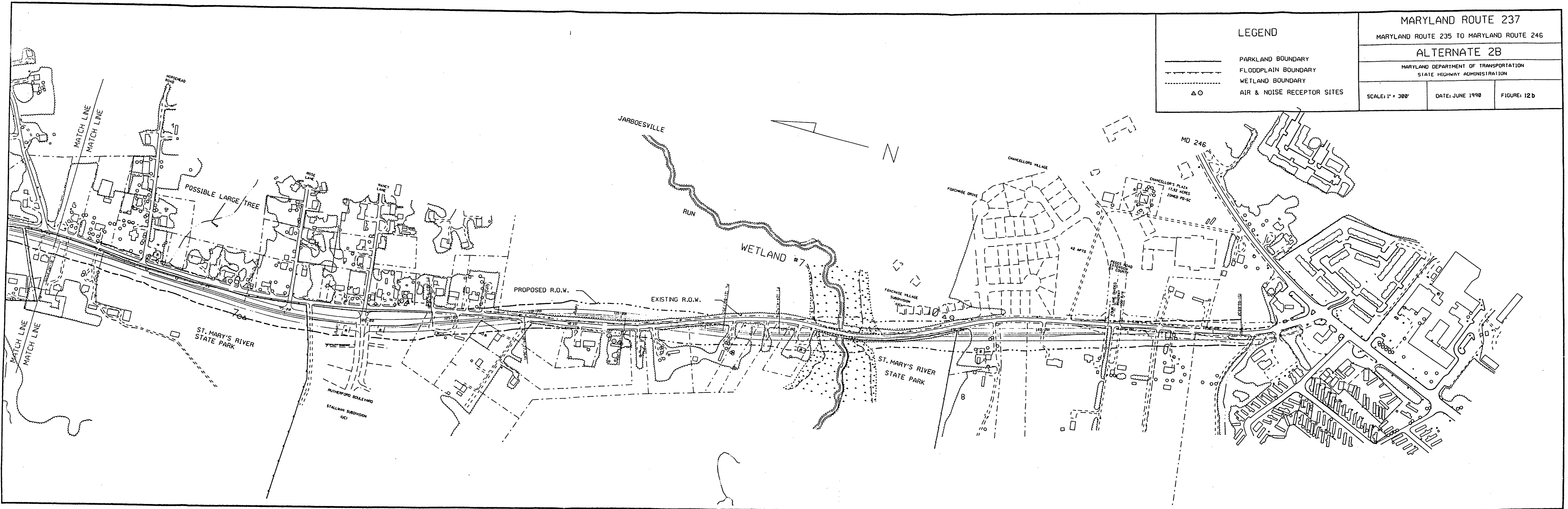
SCALE: 1" = 300'

DATE: JUNE 1990

FIGURE: 12b

LEGEND

- PARKLAND BOUNDARY
- - - FLOODPLAIN BOUNDARY
- · · WETLAND BOUNDARY
- △ ○ AIR & NOISE RECEPTOR SITES



MARYLAND ROUTE 237





MARYLAND ROUTE 235 TO MARYLAND ROUTE 246

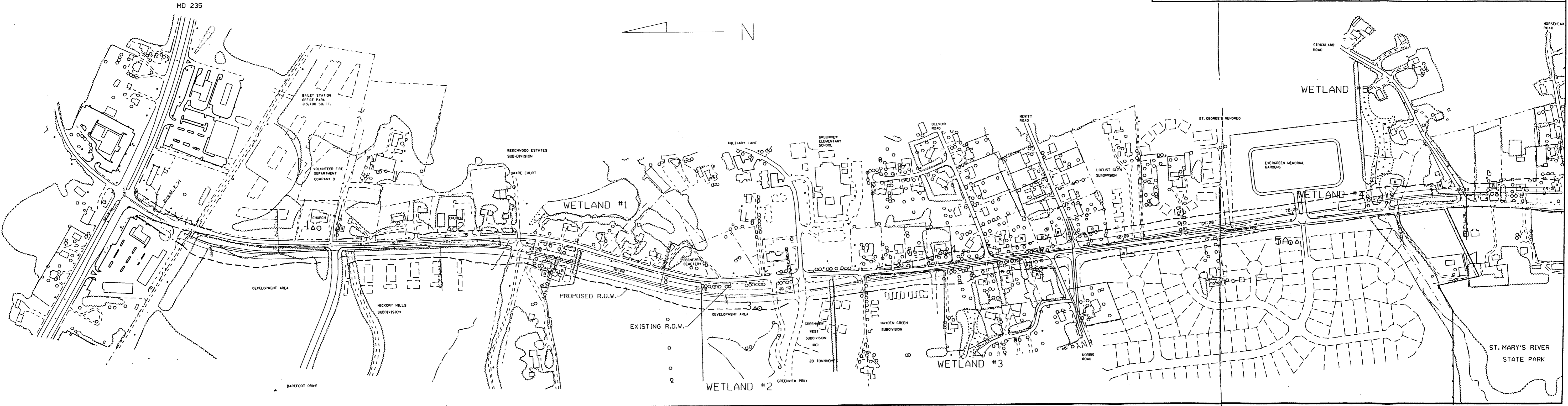
ALTERNATE 3A

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

SCALE: 1" = 300' DATE: JUNE 1990 FIGURE: 13a

LEGEND

-  PARKLAND BOUNDARY
-  FLOODPLAIN BOUNDARY
-  WETLAND BOUNDARY
-  AIR & NOISE RECEPTOR SITES







MARYLAND ROUTE 237
MARYLAND ROUTE 235 TO MARYLAND ROUTE 246

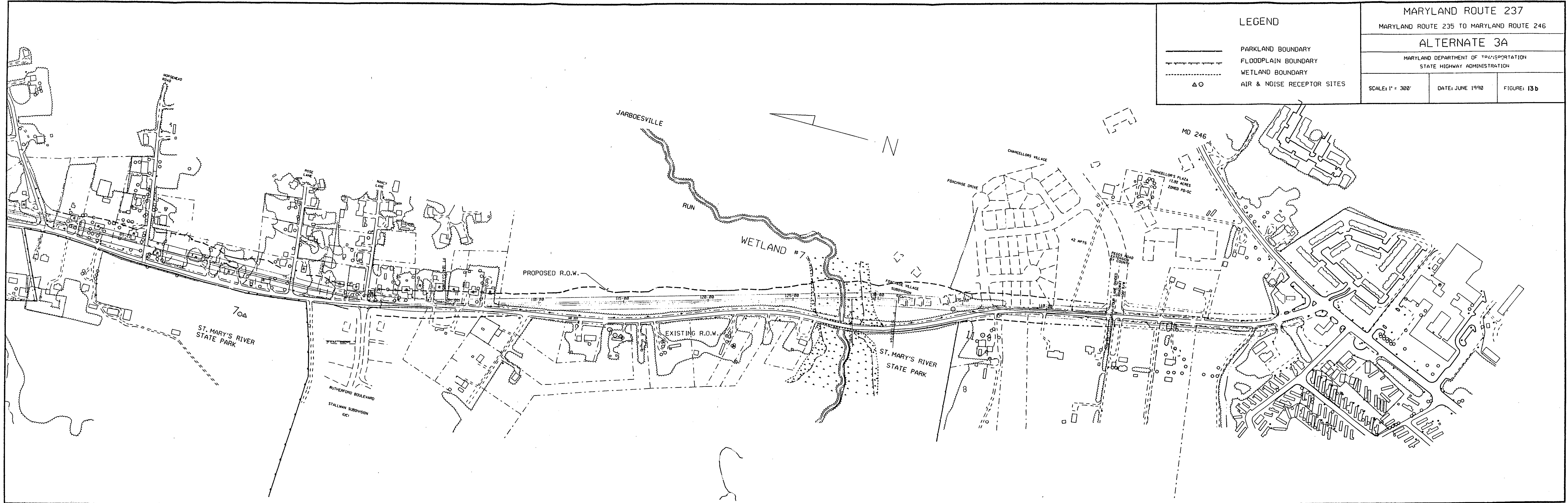
ALTERNATE 3A

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION





SCALE: 1" = 300' DATE: JUNE 1990 FIGURE: 13b

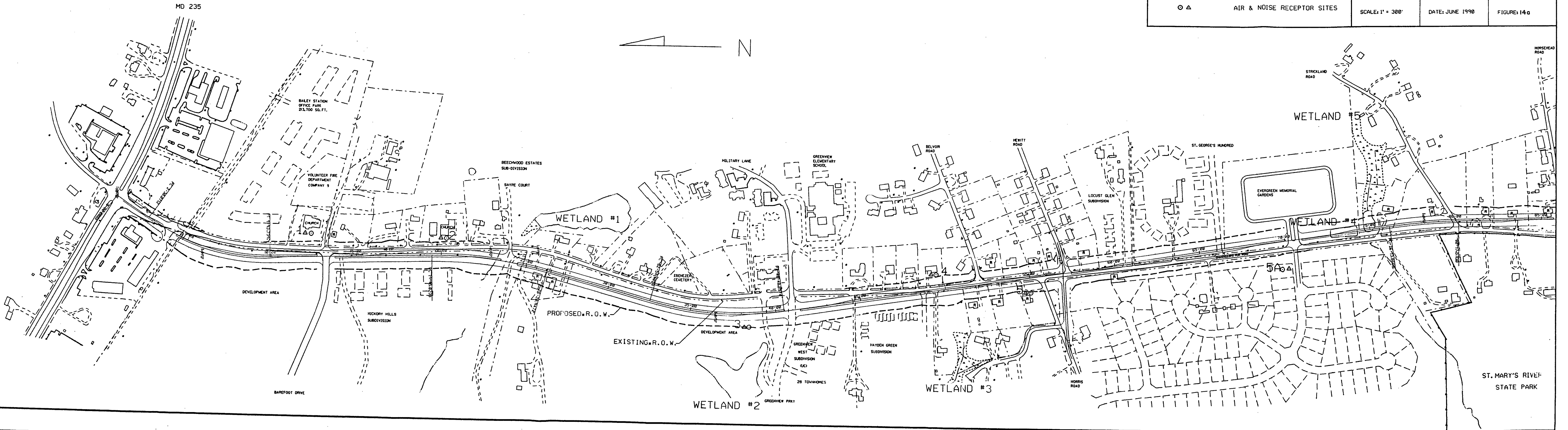
LEGEND

-  PARKLAND BOUNDARY
-  FLOODPLAIN BOUNDARY
-  WETLAND BOUNDARY
-  AIR & NOISE RECEPTOR SITES



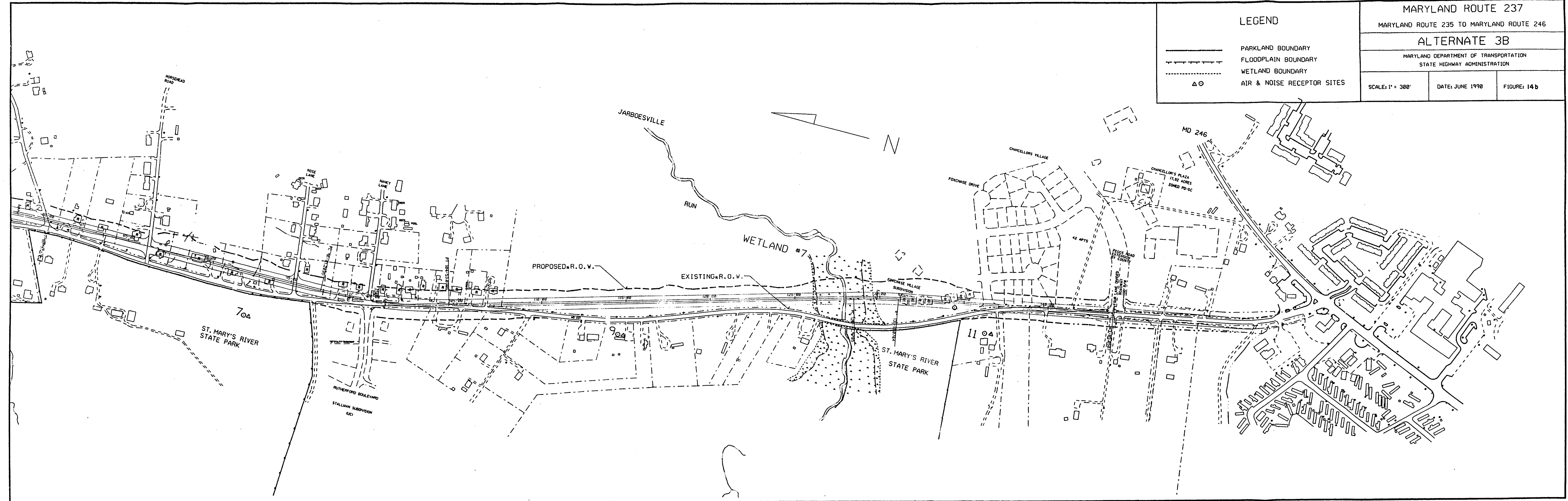
MARYLAND ROUTE 237		
MARYLAND ROUTE 235 TO MARYLAND ROUTE 246		
ALTERNATE 3B		
MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION		
SCALE: 1" = 300'	DATE: JUNE 1990	FIGURE: 14a

LEGEND	
	PARKLAND BOUNDARY
	FLOODPLAIN BOUNDARY
	WETLAND BOUNDARY
	AIR & NOISE RECEPTOR SITES



LEGEND

- PARKLAND BOUNDARY
- - - FLOODPLAIN BOUNDARY
- · · WETLAND BOUNDARY
- △ ○ AIR & NOISE RECEPTOR SITES



Section IV

**Environmental
Impacts**

IV. ENVIRONMENTAL IMPACTS

A. Social

1. Relocations

An analysis of the relocations required by the proposed alternates has been made by the State Highway Administration and is based on preliminary relocations and right-of-way studies. The preliminary right-of-way and relocation reports are available for review at the State Highway Administration District 5 Office of the Office of Real Estate, 138 Defense Highway, Annapolis, Maryland 21401.

Alternate 1 (No-Build) would not result in any residential or business displacements or acquisition of strip right-of-way from the properties within the project area.

Alternate 2A and 2B could require 19 residential displacements. Both options of Alternate 2 will require the relocation of one business. The relocation of this business (small car service operating out of a two-car garage) would not be difficult due to its nature and similar replacement sites in the area.

Alternates 3A and 3B could displace 34 residences. The community should not be greatly affected by either alternate; it is already a roadside community and should not suffer from a moderate increase in road size and/or traffic volume. The community may experience an increase in density due to the increased traffic capacity of Chancellor's Run and from developers following through on development plans for the area. These alternates should not divide any existing communities and the effect on adjacent communities should be negligible due to the homogeneous nature of the surrounding area. The property values along Chancellor's Run Road may experience a slight downturn due to increased traffic volume.

The close proximity of the State Highway Administration's required right-of-way to some of the dwellings will most likely result in relocations. For this reason, the number of proposed relocations has increased from initial estimates presented at the Alternates Public Meeting. Some of these relocations will occur due to impacts to septic systems and drain fields located on properties too small to handle relocation of these items. Additionally, new dwellings are proposed or are under construction in close proximity to existing MD 237 and

may need to be relocated by the time the improvements to MD 237 would be implemented which would increase the number of relocations.

The Chancellor's Run area appears to be a predominantly white community (81.8 percent). The black component of the community could account for approximately 17.6 percent. Alternate 2A or 2B and Alternate 3A or 3B should not greatly impact any minority group. The area surrounding Chancellor's Run appears to have much the same racial make up as mentioned above. There are no foreseeable difficulties in the relocation of any affected minorities. Additionally, there does not appear to be any minority areas that would be separated from a contiguous area by either alternate.

The minority accessibility to, and use of, community facilities should not be greatly changed. There does not appear to be any affect on any minority development, planned or actual, caused by this project.

The housing market, in a survey of the Southern Maryland newspapers classified section, for Southern Maryland should be able to amply support the replacement dwellings necessary. It should be noted that the availability of replacement dwellings could be affected in the immediate future due to the expected influx of approximately 600 families, on or about October 1990, to the Patuxent Naval Air Test Center which could drastically affect both rental and replacement housing availability. There is no discernable need for extensive business replacement sites; the only affected business, as mentioned, is a small operation and should not prove difficult to relocate.

All individuals and families would be relocated in accordance with the provisions of the "Uniform Relocation Assistance and Land Acquisition Policies Act of 1970 and Amendments of 1987." A summary of the State's relocation assistance program is located in Section VII, Appendix, at the end of this document.

All required relocations are expected to be completed in a timely, orderly and humane manner and without any undue hardship to the affected individuals. A reasonable lead time of 18 months would be required to accomplish the relocations.

2. Title VI Statement

It is the policy of the Maryland State Highway Administration 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 state Highway Administration program projects funded in whole or in part by the Federal Highway Administration. The State Highway Administration will not discriminate in highway planning, highway design, highway construction, the acquisition of right-of-way, or the provision of relocation advisory assistance. This policy has been incorporated into all levels of the highway planning process in order that proper consideration 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.

3. Access to Facilities and Services

The No-Build Alternate would not address the increased traffic volumes generated by ongoing residential development at numerous locations along the study corridor. Nor would it address the increased commuter traffic using MD 237 as a short-cut between MD 235 and MD 246 as a bypass of the Lexington Park area on a daily basis.

Under the No-Build Alternate, traffic congestion and safety problems would continue to increase along MD 237 as peak period traffic volumes increase. The No-Build Alternate would not provide the necessary roadway capacity needed for timely access to services and facilities in the project area. The No-Build would not address the numerous access points along MD 237 to allow for safe ingress and egress for residents.

All the build alternates, by providing additional roadway capacity, would help to alleviate the adverse impact of increasing traffic congestion resulting both from increasing development in the MD 237 corridor and from additional through traffic using MD 237 as a bypass of the congested Lexington Park area. The proposed dualization would provide safer and quicker access to services and facilities located in the Lexington Park area.

Emergency vehicle response time and travel time would improve as traffic service and capacity are improved.

B. Economics

The No-Build Alternate would not provide the necessary roadway capacity or safety margins for the existing or planned land use nor would it provide an adequate facility for

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delivery of goods and services in the area. Residents would continue to experience delays commuting to employment and commerce areas especially during peak hour traffic periods.

Any of the build alternates would improve access to local businesses in the project corridor and in the Lexington Park area.

The build alternates would provide a vital improvement in the linkage between MD 235 and MD 246 and could also serve to alleviate some of the through traffic congestion in Lexington Park.

One business displacement (a small car service) would be required by Alternates 2A and 2B.

C. Land Use

The No-Build Alternate is inconsistent with County planning efforts for the project area.

The proposed improvements are consistent with the St. Mary's County Comprehensive Plan adopted in 1982, which designates the upgrading of MD 237 (Chancellor's Run Road) as part of the Lexington Park area road improvements. These improvements would accommodate current and planned commercial and residential growth in the corridor. To date, three subdivisions are under construction: Beech Wood consisting of 51 lots; Chancellors Village II consisting of 37 lots; and Fox Chase/Chancellors Village consisting of 134 lots. Additional developments approximating 607 lots have received approval: Chancellors Village Apartments consisting of 42 lots, St. Georges Hundred consisting of 33 lots, Greenview West consisting of six (6) two-story office buildings and 28 townhouse units, Stallman Subdivision and the Heard Subdivision consisting of 26 lots and 114 lots, respectively.

D. Parks and Recreation Areas

St. Mary's River State Park is located adjacent to and west of MD 237. The entire park with the exception of parcel #4 was purchased with Program Open Space Funds. Two areas of the park are adjacent to MD 237 -- parcel #22B which extends from the vicinity of Rose Lane north and parcel #40, a smaller area located immediately south Jarboesville Run across from the Fox Chase Village subdivision. Within the section of park located in

the vicinity of Rose Lane and Horsehead Road, St. Mary's County Department of Recreation and Parks has leased 82 acres from the Department of Natural Resources Capital Programs Administration to develop a St. Mary's County Regional Park.

Approximately 1.25 acres would be required from parcel #40 and approximately 4.43 acres would be required from parcel #22B for a total of 5.68 acres with Alternate 2A. Approximately 1.31 acres would be required from parcel #40 and approximately 4.87 would be required from parcel #22B for a total of 6.18 acres with Alternate 2B. No park property impacts are associated with either Alternates 3A, 3B or the No-Build Alternate. The Section 4(f) evaluation in Section V discusses impacts to this area in more detail.

St. Mary's County Department of Recreation and Parks has reserved approximately 150 feet of park property immediately adjacent to MD 237 as a buffer area to accommodate the proposed improvements to the roadway. The park property is presently undeveloped; however, recreational activities and facilities are planned or designated for this area. Prior to coordination, the proposed MD 237 improvement affected the planned soccer field designated for this area by St. Mary's County Department of Recreation and Parks (see Figure 15a). However, subsequent to coordination, the County designated another site for the soccer field and redesigned the St. Mary's County Regional Park so that the proposed roadway improvements would not encroach on the park (see Figure 15b).

E. Cultural Resources

1. Historic Standing Structures

There will be no effect on historically significant standing structures as none exist in the project corridor (see SHPO letter dated December 28, 1988 in the Comments and Coordination Section).

2. Archeological Sites

Site 18 ST 608, the prehistoric camp site, will be affected by all of the build alternates and will be subject to a Phase II site examination to determine whether it is eligible for inclusion in the National Register. Given the fact that the site may be significant only for the information it contains and does not have to remain in place, data recovery, if

necessary, will mitigate the effect on the site and the provisions of Section 4(f) will not be applicable.

Although the Ebenezer Cemetery is not eligible for listing in the National Register and has minimal value for preservation in place, archeological monitoring will be conducted if Alternate 3B is selected, while limited archaeological testing will be conducted if Alternate 2B is selected in order to identify unmarked graves. This will ensure SHA provisions relating to the disinterment and reinterment of graves will be followed for all affected grave sites. Additional study of Alternate 2B will be undertaken to minimize and possibly avoid the Ebenezer Cemetery by shifting the alignment and modifying the grading. Alternates 2A and 3A both avoid the Cemetery by using curb and gutter sections.

F. Natural Environmental Impacts

1. Topography and Geology

All of the build alternates propose some construction just east of the existing road, where it crosses Jarboesville Run. This area is characterized by slopes of 20-40 percent. Alternate 2B proposes a 300 foot width of disturbance east of Jarboesville Run. This would require a modification to the topography of this somewhat steep area.

Since most of the remaining study area is characterized as flat to gently rolling, the topography should not be seriously impacted.

The geology in the study area consists of widely distributed, flat lying sediments. These sediments are easy to work, and construction upon them would have only a minor and local impact.

2. Prime Farmland Soils

Coordination with the U.S. Department of Agriculture, Soil Conservation Service has been initiated to determine the impact to any Prime Farmland. No impact is anticipated due to the extensive ongoing residential development in the study area (See Comments and Coordination Section VI).

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3. Floodplains

The proposed build alternates for the MD 237 project would encroach on the 100-year floodplain associated with Jarboesville Run. Presently, Jarboesville Run is conveyed under MD 237 by three 4 foot diameter corrugated metal pipe arches. The estimated acres of right-of-way required for the proposed alternates within the floodplain are 0.93, 0.92, 1.53 and 1.56 acres for Alternates 2A, 2B, 3A and 3B, respectively. This area is mainly a palustrine forested and scrub-shrub area. The amount of right-of-way affected is based on estimates of structure size. Final determination of structure size and type will be made during final design. Final design will also include an evaluation of the structure in accordance with the requirements of FHPM 6-7-3-2 and Executive Order 11988 to determine the significance of the encroachment and whether a floodplain finding will be required. A significant encroachment would involve one of the following:

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

It is anticipated that the use of standard hydraulic design techniques for all waterway openings would incorporate structures to minimize 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 would also be employed to minimize the encroachments that would result in risks or impacts to the beneficial floodplain values or provide direct or indirect support to further development within the floodplain. Although the floodplain crossing would be designed to minimize encroachment to the extent possible, preliminary indications indicate that the floodplain crossing would constitute a substantial encroachment. However, the final determination of significance of the encroachment will be made during final design. A Floodplain Finding, if required, will be included in the Final Environmental Document.

4. Surface Water

The proposed build alternates for the MD 237 project require crossing Jarboesville Run. Jarboesville Run is designated Class I-Water Contact Recreation, Aquatic Life and Water Supply. In the vicinity of the proposed project, Jarboesville Run ranges from one to two feet in depth. Instream construction of any kind may be prohibited from March 1 through June 15. This project is being coordinated with the Department of Natural Resources, and a waterway construction permit will be required.

The increase of impervious surface resulting from the proposed improvements would produce a proportionate increase in the amount of roadway runoff carrying vehicle generated pollutants (i.e., oil, coolants, brake lining, rubber, etc.). Stormwater runoff would be managed under the Department of the Environment Stormwater Management Regulations. These regulations will require stormwater management practices in the following order of preference:

- o On-site infiltration;
- o Flow attenuation by open vegetated scales and natural depressions;
- o Stormwater retention structures; and
- o Stormwater detention structures.

It has been demonstrated that these measures can significantly reduce pollutant loads and control runoff in surface or subsurface water.

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. The plans will require review and approval by the Maryland Department of Environment.

5. Habitat

a. Terrestrial

Impacts to terrestrial habitat were calculated for each community type within the proposed right-of-way for all build alternates (see Table 4).

Alternates 3A and 3B would require the least amount of terrestrial habitat, including the lowest potential impact to forested wetland and shrub wetland communities. However, Alternates 3A and 3B would potentially require the conservation of 7.9 and 8.5 acres of

TABLE 4
VEGETATIVE COMMUNITY IMPACTS

ACRES WITHIN PROPOSED RIGHT-OF-WAY

<u>Community Type</u>	<u>Alternate 2A</u>	<u>Alternate 2B</u>	<u>Alternate 3A</u>	<u>Alternate 3B</u>
Oak-Pine Association Upland Forest	5.1	6.6	7.9	8.5
Mixed Poplar-Sweetgum Association Wetland Forest	1.8	1.8	1.4	1.4
Sweet Pepperbush-Maple Deciduous Shrub Wetland	0.8	0.8	0.8	0.8
Early Successional Field	5.8	5.8	2.0	2.2
Agricultural	<u>7.0</u>	<u>7.9</u>	<u>4.4</u>	<u>4.9</u>
TOTALS	20.5	22.9	16.5	17.8

mature upland forest, respectively. Alternates 2A and 2B would potentially required 5.1 and 6.6 acres of upland forest. Due to the extent of the oak-pine association in the study area, conversion of this acreage to highway use is not anticipated to significantly affect the wildlife carrying capacity of this vegetative community type.

The sweet pepperbush-maple shrub wetland is the richest and least common vegetative community in the project area. Potential impacts to this habitat are comparable for each of the alternates under consideration. Replacement of the current structure spanning Jarboesville Run would affect this wetland community. The approximate displacement impact to the shrub wetland under each alternate would be 0.8 acre.

Table 4 illustrates that Alternates 2A and 2B would require conversion of a large amount of terrestrial habitat, the majority of the affected acreage consists of agricultural land, early successional field and maintained grass/lawn communities. Due to pending residential development of a larger percentage of the early successional field community in the study area, this communities habitat value in the corridor will decrease.

b. Aquatic

Wetland impacts were calculated for all build alternates studied. A summary of these calculations, along with the wetland location and classification, is shown in Table 5. All build alternates would require less than three acres of wetland impacts. Alternates 2A and 2B would have 1.65 acres of wetland take and Alternates 3A and 3B have 2.44 acres of wetland take. Concurrence with wetland boundaries was received during field reviews with representatives from the U.S. Army Corps of Engineers and the U.S. Fish and Wildlife Service on July 24, 1990 (see Comments and Coordination Section).

The prime area of concern was Wetland #7 which is associated with Jarboesville Run. It was requested that the grades for proposed Alternatives 2A and 2B be increased and the bridge length reduced and a comparison of impacts be made. The following summarizes the findings of that comparison.

The initial Alternate 2 alignment utilized a vertical alignment which was roughly 26 feet above Jarboesville Run and whose grades were 4.7 percent and 3.8 percent. The vertical alignment was designed to minimize impacts to the St. Mary's River State Park

TABLE 5
DESCRIPTION AND CLASSIFICATION OF WETLANDS

Wetland No.	Location	Classification	Dominant Vegetation	Approximate Acreage Impacted	
				2A/2B	3A/3B
1	east side of MD 237 1000' south of MD 237	Palustrine forested associated with a riverine. Upper perennial stream and open water impoundment	sweetgum, red maple, yellow poplar arrowwood catbriar, cinammon fern	2A/2B 0	3A/3B 0
2	250' from west side of MD 237	farm pond	no associated vegetation	2A/2B 0	3A/3B 0
3	500' west of MD 237 and 500' north of Norris	riverine, upper perennial with	sensitive fern, soft rush, big bluestem, fowl mannagrass seed box, common day flower	2A/2B 0	3A/3B 0
4	southside of Evergreen Memorial Garden 700' north of Strickland Road on east side of MD 237	manmade impoundment	no wetland vegetation	2A/2B 0	3A/3B .20
5	50' south of wetland No. 4 north of Strickland Road	open water impoundment, intermittent stream and forested wetland	catbriar, loblolly pine, red maple, green ash, sweetgum, Japanese honeysuckle, white oak	2A/2B 0	3A/3B .16
6	east side of MD 237 250' north of Rose Lane	riverine, intermittent, surrounded by Palustrine forest	red maple, yellow poplar sweetgum, loblolly pine, American holly	2A/2B 0	3A/3B 0
7	Jarsboesville Run on west side of MD 237	riverine, upper perennial with associated palustrine forested vegetation	sweet pepperbush, willow oak swamp white oak, sweetgum red maple, sweetbay	2A/2B *	3A/3B *
8	350' north of MD 246	riverine, intermittent	sweetgum, catbriar yellow poplar, common chokecherry	2A/2B 0	3A/3B 0

*See Page IV-8 Aquatic Resources

while not requiring acquisition of apartment buildings under construction on the east side of existing MD 237. Structure costs for the initial Alternate 2 alignment are:

	<u>approximately</u>
1) Box Culvert - 3 cell - 13x10RCBC - 135 foot length	\$900,000
2) Bridge - 335 feet long	4,400,000

At the request of the Army Corps of Engineers, the Alternate 2 vertical alignment was changed to approximately 15 feet above Jarboesville Run with grades of 4.9 percent and 4.2 percent. This design incorporates the use of retaining walls to avoid impact to the apartments and also reduces impact to the park by about 0.4 acre. Structure costs for the change in Alternate 2 are:

	<u>approximately</u>
1) Box Culvert - 3 cell - 13x10RCBC - 115 foot length	\$650,000
2) Bridge - 160 feet long and retaining walls	2,200,000

A comparison of wetland impacts is as follows:

	<u>Using a Box Culvert</u>	<u>Using a Bridge</u>
Alt. 2A original (6% grade)	= 1.80 acres	0.80 acre
Alt. 2A Army Corps Recommendation (5% grade)	= 1.63 acres	0.63 acre
Alt. 2B original (6% grade)	= 1.75 acres	0.75 acre
Alt. 2B Army Corps Recommendation (5% grade)	= 1.60 acres	0.60 acre
Alt. 3A or 3B (6% grade) (Bridge length 380 feet)	= 2.44 acres	0.64 acre

The vertical alignment suggested by the Army Corps of Engineers will be retained.

No comments were received from this field trip to modify Alternate 3 vertically. Alternate 3 impacts the apartments on the east side of MD 237 while avoiding any impact to the park. Any modification in the vertical alignment would impact the park.

The greatest potential for wetland impacts is associated with crossing Jarboesville Run wetland (Wetland #7). With all of the alternates, at least 1.6 acres of this forested and scrub-shrub wetland would be lost. Construction in this area could create temporary impacts, including soil erosion and sedimentation and resultant turbidity increases

in Jarboesville Run. Another potential impact to Jarboesville Run would be disturbance of the stream bed from machinery operation.

Alternates 3A and 3B would fill the open water Wetland #4 located within the Evergreen Memorial Gardens. Wetlands #1, #2, #3, #6 and #8 are located outside of the impact areas of all of the alternates.

Wetland Avoidance/Minimization

Wetland 4

Alternates 3A and 3B would impact 0.20 acre of Wetland 4. Shifting Alternate 3A or 3B to the east to avoid Wetland 4 would require 0.24 and 0.68 acre of Wetlands 5 and 6, respectively; would cause the Evergreen Memorial Garden Cemetery to be relocated; and would cause the relocation of approximately 20 residences. A western shift in this alignment would result in impacts to approximately 18 lots of an approved residential subdivision and would impact approximately 1.4 acres of St. Mary's River State Park; however, 4 less residential impacts would result.

Wetland 5

Alternates 3A and 3B would impact 0.16 acre of Wetland 5. Shifting the alignment of Alternates 3A or 3B to the east to avoid Wetland 5 could not be done because this wetland system is an intermittent stream which flows beyond the project area.

Wetland 7

Alternate 2A would impact approximately 1.80 acres of wetland using a box culvert for the crossing of Jarboesville Run and 0.80 acres of wetland using a bridge structure. Alternate 2B would impact approximately 1.75 acres of wetland using a box culvert and approximately 0.75 acre with a bridge. Both Alternates 3A and 3B would require approximately 2.44 acres of wetland using a box culvert and approximately 0.64 acre of wetland impact with a bridge (380 feet length).

At the request of the Army Corps of Engineers, the Alternate 2 vertical alignment was lowered to 5 present to reduce the amount of fill required in Wetland 7 and now results in the following impacts: Alternate 2A will require 1.63 acres of wetlands with a box culvert

and approximately 0.63 acre with a bridge, and Alternate 2B will require approximately 1.60 acres of wetland with a box culvert and approximately 0.60 acre with a bridge (see page IV-12).

Although the Army Corps of Engineers made no recommendation for Alternates 3A and 3B, a comparable change in the vertical alignment was investigated. Lowering the vertical alignment for Alternatives 3A and 3B in the Jarboesville Run area to obtain a comparable reduction of 0.1 to 0.2 acre of impact to wetlands would require additional right-of-way from homes on the west side of MD 237 north of Jarboesville Run and from St. Mary's River State Park, if the tie in point was held on the south side of Jarboesville Run to avoid the existing apartments of the Fox Chase Village Subdivision. If the tie in point on the north side of Jarboesville Run was held to avoid St. Mary's River State Park, the improvements to MD 237 would require the relocation of approximately nine (9) apartment buildings associated with the Fox Chase Village Subdivision, would require approximately six (6) lots from the Chancellors Village Subdivision currently under construction, and would require right-of-way from approximately seven (7) other lots. Further, this alignment would require the reconstruction of the MD 246/MD 235 intersection which was part of the MD 246 project from MD 5 to Saratoga Drive. This project received location approval on July 27, 1988 and design approval November 1, 1988.

Due to the east/west flow of the stream perpendicular to the roadway and extending beyond the project study area, avoidance is not possible.

Wetland Mitigation

Preliminary investigation reveals ample opportunity to mitigate wetland impacts within the same watershed in the following order and priority:

1. Immediately down stream at parcel #40
2. Down stream in the same tributary
3. Within the park in the same watershed

A detailed mitigation plan will be developed during final design.

6. Effects on Threatened or Endangered Species

Correspondence with the U.S. Fish and Wildlife Service and Maryland Department of Natural Resources - Wildlife Administration indicates there are no known populations

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of federally listed threatened or endangered species along the study corridor to be impacted by any of the build alternates. (See letter in the Comments and Coordination Section.)

G. Air Quality

1. Objectives and Type of Analysis

The objective of this report is to compare the carbon monoxide (CO) concentrations estimated to result from the traffic configurations and volumes of each alternate with the State and National Ambient Air Quality Standards (S/NAAQS). The NAAQS and SAAQS are the same for carbon monoxide: 35 PPM (parts per million) for a maximum 1-hour period and 9 PPM for a maximum 8-hour period.

A microscale carbon monoxide pollutant diffusion simulation analysis, based on free-flow conditions, was conducted. This analysis consisted of calculating 1-hour and 8-hour carbon monoxide concentrations resulting from automobile emissions at various receptor sites. All calculations were performed for 1995 (year of completion) and 2015 (year of design). The emission factors were calculated using the Environmental Protection Agency's (EPA) MOBILE 3 computer program. Line source carbon monoxide dispersion estimates were calculated using the fourth generation California Line Source Dispersion Model, CALINE 3.

a. Analysis Inputs

A summary of the analysis inputs is given below. More detailed information concerning these inputs is contained in the Air Quality Technical Report which is available for review at the State Highway Administration, 707 North Calvert Street, Baltimore, Maryland 21202.

Background Levels

In order to calculate the total concentration of CO which occurs at particular receptor sites during worst-case meteorological conditions, background CO levels are considered in addition to the levels directly attributable to the facility under consideration.

Carbon monoxide concentrations occurring within the immediate vicinity of a street or highway are generally considered to be comprised of two components: (1) a concentration occurring from nearby roadways; and (2) a background component that is

attributable to other emission sources including more distant roadways. The CO background concentration used in this analysis were assumed to be as shown in Table 6 because the project is within an air quality attainment area and there is a lack of ambient monitoring stations in the area.

TABLE 6
BACKGROUND CARBON MONOXIDE (CO) PPM

<u>YEAR</u>	<u>1 HR.</u>	<u>8 HR.</u>
1995	2.0	1.0
2015	2.0	1.0

Traffic Data

The appropriate traffic data (dated October and November 1989) were utilized as supplied by the Traffic Forecasting Section of the State Highway Administration.

Emission Factors

EPA low altitudes emission factors were calculated using the EPA MOBILE 3 computer program. No credit for a vehicle inspection and maintenance emission control program was included in the emission calculations. Average vehicle operating speeds used in the analysis ranged from 10 mph to 45 mph.

Additional assumptions used were the MOBILE 3 national averages for Light Duty Vehicles (LDV) age distributions and tampering rates, no anti-tampering program and Federal Test Procedure (FTP) conditions for engine operating modes. The FTP classifies engine operating modes into the following categories:

- Of the non-catalytic converter equipped engines, 20.6 percent are assumed to be cold started, the remainder hot started (warmed-up).
- Of the catalytic converter equipped engines, 20.6 percent are assumed to be cold started, and 27.3 percent are assumed to be hot started, with the remainder being hot stabilized.

Meteorological Conditions

Meteorological conditions used in the analysis are the worst-case conditions as prescribed in the Maryland State Highway Administration Standards for Specifications for Consulting Engineers, Vol. II issued by the Maryland State Highway Administration.

Worst-case meteorological inputs of 1 meter/second (2.2 MPH) wind speed and Pasquill-Gifford Stability Class F (stable conditions) were utilized for all peak hour CO dispersion analyses. For the 8-hour analysis, the above conditions were assumed for the peak hour and hours after 5 p.m. For the portion of the 8-hour period occurring prior to 5 p.m., wind speeds of 2 meters/second and Stability Class D were used.

Since CO emissions are highest when temperatures are coldest, winter temperatures were utilized. Ambient temperatures of 20° F and 35° F were used in calculating emission factors for the peak 1-hour and peak 8-hour periods, respectively. The mixing height used was 305 meters (1000 ft).

The wind direction utilized as part of this analysis was selected in order to produce the maximum CO concentration at any given receptor. Wind directions varied for each receptor and were selected through a systematic scan of CO concentrations associated with worst-case wind directions.

b. Receptor Sites

The receptor sites selected for the microscale carbon monoxide pollutant diffusion analysis are described in Table 7 and are depicted on the Alternates mapping in Section III. Receptors were determined by proximity of roadway, types of adjacent land use, the presence of other augmenting factors, and changes in traffic patterns on the roadway network.

Twelve (12) receptor sites were selected for this analysis and are considered as being indicative of CO concentrations in sensitive areas. The sites chosen consist of nine (9) residences (existing or proposed); two (2) churches and a park. These sites were field verified during study visits.

TABLE 7
RECEPTOR SITE DESCRIPTIONS

<u>Site No.</u>	<u>Description/Location</u>
1	Kingdom Hall Church
2	Lexington Park Church of Christ
3	Proposed Townhouses, Hayden Green Subdivision Edge of right-of-way - Chancellors Run Road
4	Residence, 1 story brick/frame 878 Chancellors Run Road
5	Residence, 1 story frame 871 Chancellors Run Road
5A	Proposed single-family residential (Sta 65-75) Edge of right-of-way - Chancellors Run Road
6	Residence, 1 story frame 530 Chancellors Run Road
7	St. Mary's River State Park Edge of right-of-way
8	Residence, 1 story frame 458 Chancellors Run Road
9	Residence, Mobile Home 447-C Chancellors Run Road
10	Proposed single-family residential Fox Chase Village
11	Residence, 1 story brick Chancellors Run Road

c. Results of Microscale Analysis

The results of the calculations of carbon monoxide concentrations at each of the receptor sites for the No-Build and build alternates are shown in Tables 8 and 9. The values presented consist of predicted carbon monoxide concentrations that would be attributed to traffic on various roadway links plus projected background levels. A comparison of the values with the S/NAAQS shows that no violations are projected to occur for the No-Build or build alternates in 1995 or 2015 for the 1-hour or 8-hour concentrations of carbon monoxide. The projected carbon monoxide concentrations vary between alternates depending on receptor locations as a function of the roadway locations, traffic volumes and emission factors associated with each alternate.

For the 1-hour concentrations, the No-Build Alternate results in higher CO concentrations than the build alternates. For 8-hour concentrations, the build alternates result in slightly higher concentrations than the No-Build Alternate except for Receptor 7 where the build alternates would be located further away from the receptor site thus resulting in lower concentrations.

In conclusion, the No-Build and build alternates will not result in violations of the 1-hour or 8-hour S/NAAQS for 1995 or 2015.

2. Construction Impacts

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

The Maryland Bureau of Air Quality Control was consulted to determine the adequacy of the Specifications in terms of satisfying the requirement of the Regulations Governing the Control of Air Pollution in the State of Maryland. The Maryland Air Management Administration found that the specifications are consistent with the requirements of these regulations. Therefore, during the construction period, all appropriate measures (Code of Maryland Regulations 26.11.06.03 D) will be taken to minimize the impact on the air quality of the area.

TABLE 8
1-HOUR CARBON MONOXIDE CONCENTRATIONS (CO PPM)^a

Receptor No.	Background	1995 - Alternate					2015 Alternate				
		No-Build	2A	2B	3A	3B	No-Build	2A	2B	3A	3B
1	2.0	3.5	3.0	3.1	3.0	3.0	5.7	3.9	3.9	3.9	3.9
2	2.0	4.2	3.2	3.3	3.1	3.2	7.1	4.2	4.4	4.3	4.3
3	2.0	3.8	3.4	3.5	3.4	3.5	6.0	4.5	4.8	4.7	4.9
4	2.0	5.2	3.2	3.3	3.0	3.0	9.3	4.4	4.4	4.0	4.0
5	2.0	5.0	R	R	R	R	9.1	R	R	R	R
5A	2.0	5.2	3.1	3.3	2.9	2.9	9.3	4.0	4.4	3.8	3.8
6	2.0	4.7	3.1	3.2	R	R	8.1	4.3	4.3	R	R
7	2.0	8.8	3.6	3.4	3.1	3.2	17.2	5.0	4.6	4.1	4.1
8	2.0	4.5	2.9	2.9	R	R	7.7	3.8	3.8	R	R
9	2.0	4.6	3.0	3.1	2.8	2.9	7.9	3.9	3.9	3.6	3.6
10	2.0	3.3	3.0	3.0	R	R	5.2	3.9	3.9	R	R
11	2.0	3.3	R	R	2.8	2.8	5.2	R	R	3.6	3.6

N/SAAQS - 1-HR. 35 ppm

^a Including Background Concentration.

R = Relocation

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TABLE 9
8-HOUR CARBON MONOXIDE CONCENTRATIONS (CO PPM)^a

Receptor No.	Background	1995 - Alternate					2015 Alternate				
		No-Build	2A	2B	3A	3B	No-Build	2A	2B	3A	3B
1	1.0	1.2	1.2	1.2	1.2	1.2	1.2	1.3	1.3	1.3	1.3
2	1.0	1.3	1.2	1.2	1.2	1.3	1.4	1.4	1.5	1.4	1.4
3	1.0	1.1	1.2	1.3	1.2	1.3	1.2	1.5	1.6	1.5	1.6
4	1.0	1.2	1.2	1.2	1.2	1.2	1.3	1.4	1.5	1.3	1.3
5	1.0	1.2	R	R	R	R	1.2	R	R	R	R
5A	1.0	1.2	1.2	1.2	1.2	1.2	1.3	1.3	1.5	1.3	1.3
6	1.0	1.2	1.2	1.3	R	R	1.4	1.4	1.4	R	R
7	1.0	1.5	1.3	1.2	1.2	1.3	1.7	1.6	1.5	1.4	1.4
8	1.0	1.2	1.2	1.2	R	R	1.3	1.3	1.3	R	R
9	1.0	1.2	1.2	1.2	1.2	1.2	1.2	1.3	1.3	1.2	1.2
10	1.0	1.1	1.2	1.2	R	R	1.1	1.3	1.3	R	R
11	1.0	1.1	R	R	1.2	1.2	1.2	R	R	1.2	1.2

N/SAAQS - 1-HR. 35 ppm

^a Including Background Concentration.

R = Relocation

3. Conformity with Regional Air Quality Planning

This project is in an air quality attainment area which does not have transportation control measures in the State Implementation Plan (SIP). This project conforms to the SIP since it comes from a conforming transportation improvement program.

4. Agency Coordination

Copies of the Air Quality Technical Report are being provided to the U.S. Environmental Protection Agency and the Maryland Air Management Administration.

H. Noise Impacts

1. Abatement Criteria and Land Use Relationships

This noise analysis was completed in accordance with the FHWA regulations 23 CFR, Part 772, "Procedures for Abatement of Highway Traffic Noise and Construction Noise." (Noise abatement criteria are shown on Table 10). The factors that were considered in identifying noise impacts are:

- o Identification of existing land use;
- o Existing noise levels;
- o Prediction of future design year noise levels; and
- o Potential traffic increases.

The noise impacts of the project were based upon the relationship of the projected noise levels to the FHWA Noise Abatement Criteria and to the ambient noise levels. Noise impacts occur when the Federal Highway Administration noise abatement criteria (Table 10) are approached or exceeded or when the predicted traffic noise levels are substantial or exceed the existing noise levels. Maryland State Highway Administration uses a 10 dBA increase to define a substantial increase. Noise abatement measures or mitigation will be evaluated when a noise impact is identified.

The factors that were considered when determining whether mitigation is reasonable and feasible are:

- o Whether a feasible method is available to reduce the noise;
- o Whether the noise mitigation is cost-effective for those receptors that are impacted - approximately \$40,000 per impacted residence;

TABLE 10
NOISE ABATEMENT CRITERIA

Activity Category	Leq(h)	Description of Activity Category
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.

Reference: 23 CFR, Part 772.

- o Whether the mitigation is acceptable to the affected property owners.

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. However, any impacted noise receptor which will receive a 5 decibel reduction is considered when determining the cost-effectiveness of a barrier.

Cost-effectiveness is determined by dividing the total number of impacted sensitive sites in a specified noise sensitive area, that will receive at least a 5 dBA reduction of noise levels, into the total cost of the noise mitigation. 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 the Maryland State Highway Administration and includes the cost of panels, footing, drainage, landscaping, and overhead. The State Highway Administration has established approximately \$40,000 per residence protected as being the maximum cost for a barrier to be considered reasonable.

Consideration is based on the size of the impacted area (number of structures, spatial distribution of structures, etc.) the predominant activities carried on within the area, the visual impact of the control measure, practicality of construction, feasibility, and reasonableness.

2. No-Build Alternate

Evaluation of the No-Build Alternate was performed to serve as a base case from which to assess the specific noise level increases resulting from the proposed improvements. The No-Build Alternate assumes that no highway improvements, other than normal maintenance, will occur within the project area.

Under this alternate, 5 of the 12 noise sensitive areas will approach or exceed the FHWA's noise abatement criteria of 67 dBA. None of the areas will exceed the ambient by 10 dBA or more. See Table 11 for prediction results.

TABLE 11
NOISE LEVEL SUMMARY

Site	Ambient	No-Build	Alt. 2A	Alt. 2B	Alt. 3A	Alt. 3B
1	60	63	65	65	65	65
2	65	67*	68*	69*	68*	68*
3	55	60	69*	70*	70*	70*
4	65	65	69*	69*	67*	67*
5	63	64	R	R	R	R
5A	64	66*	69*	69*	66*	66*
6	67*	68*	67*	67*	R	R
7	65/62	61	63	63	60	60
8	60	66*	66*	66*	R	R
9	59	64	66*	66*	64	64
10	64	58	65	65	R	R
11	63	62	R	R	64	64

* Approaches or exceeds FHWA Noise Abatement Criteria
R - Relocation

3. Build Alternates 2A, 2B, 3A, and 3B

With implementation of Alternate 2A, 8 of the 9 sites will approach or exceed the FHWA noise abatement criteria of 67 dBA; however, none of the sites will increase the ambient by more than 10 dBA.

The results of the modeling and abatement analysis for each noise sensitive site under the No-Build and build alternates are contained in Table 12. The noise sensitive areas are shown on the Alternates Maps.

With the implementation of Alternate 2B, 8 of the 9 sites will approach or exceed the FHWA noise abatement criteria of 67 dBA and 1 site will exceed the ambient by 10 dBA or more.

With Alternate 3A, 5 of the 7 sites will approach or exceed the FHWA noise abatement criteria of 67 dBA and 1 site will exceed the ambient by 10 dBA or more.

With Alternate 3B, 5 of the 7 sites will approach or exceed the FHWA noise abatement criteria of 67 dBA and 1 site will exceed the ambient by 10 dBA or more.

4. Abatement Analysis

NSA 1

Noise Sensitive Area (NSA) 1, the Kingdom Hall Church, would be adjacent to all of the build alternates. At NSA 1, a noise level of 65 dBA is projected for all build alternates. The projected 65 dBA noise level represents a 5 dBA increase over ambient levels and does not approach or exceed the FHWA noise abatement criteria. No further analysis is required.

NSA 2

NSA 2, the Lexington Park Church of Christ, would be located adjacent to each of the build alternates. FHWA noise abatement criteria of 67 dBA is exceeded by 1 dBA with Alternates 2A, 3A and 3B. This represents a 3 dBA increase over ambient levels at this site. With Alternate 2B, the FHWA noise abatement criteria of 67 dBA is exceeded by 2 dBA. There is a 4 dBA increase over ambient levels. A noise barrier 1320 feet in length with an average height of 14 feet at a total cost of \$498,960 was investigated. This barrier would provide at least a 7 dBA reduction for nine (9) residences (churches are equivalent

TABLE 12A
NOISE ANALYSIS

Site	Location/Description	Noise Level dBA		Alternate 2A									
		Ambient	No-Build	Build Noise Level, dBA	Abated Noise Level, dBA	Insertion Loss dBA	Barrier		Total Cost	Number of Residences		Cost per Residence Protected	
							Length, Ft.	Ht., Ft.		Impacted	Protected		
1	Kingdom Hall Church	60	63	65							1		
2 ²	Lexington Park Church of God	65	67 ¹	68 ¹	61	7	1,320	14	498,960	9	9	55,440	
3	Point on Right-of-Way Hayden Green Subdivision	55	60	69 ¹	3					-			
4 ²	1-story Brick & Frame Res. (typ.) 878 Chancellors Run Road (MD 237)	65	65	69 ¹	62	7	805	12	260,820	3	3	86,940	
5	1-story Frame Residence (typ.) 871 Chancellors Run Road (MD 237)	63	64	69 ¹	X								
5A	Proposed Development along south- bound MD 237 south of Norris Rd.	64	66 ¹	69 ¹	61	8	2,160	14	699,840	16	14	49,990	
6 ²	1-story Frame Residence (typ.) 530 Chancellors Run Road (MD 237)	67 ¹	68 ¹	67 ¹	60	7	700	12	226,800	3	3	75,600	
7	Point on Right-of-way St. Mary's Regional Park	65	72 ¹	72 ¹	3					-			
8 ²	1-story Frame Residence (typ.) 458 Chancellors Run Road (MD 237)	60	66 ¹	66 ¹	59	7	1,350	14	510,300	11	11	46,390	
9 ²	Mobile Home Residence (typ.) 447-C Chancellors Run Rd. (MD237)	59	64	66 ¹	59	7	940	12	304,560	5	5	60,910	
10	Proposed Development along north- bound MD 237 N of Peggs Rd. Ext.	64	58	65						14			
11	1-story Brick Res. and Auto Serv. Chancellors Run Road (MD 237)	63	62	70 ¹	X								

¹ Approaches or exceeds FHWA Noise Abatement Criteria

² Unable to provide feasible abatement due to need of ingress/egress from properties onto MD 237

³ Point on Right-of-way: Abatement analysis not performed

X Site and Area is a "Take" for this Alternate.

IV-27

hb

TABLE 12B
NOISE ANALYSIS

Site	Location/Description	Noise Level dBA		Alternate 2B									
		Ambient	No-Build	Build Noise Level, dBA	Abated Noise Level, dBA	Insertion Loss dBA	Barrier		Total Cost	Number of Residences		Cost per Residence Protected	
							Length, Ft.	Ht., Ft.		Impacted	Protected		
1	Kingdom Hall Church	60	63	65									
2 ²	Lexington Park Church of God	65	67 ¹	69 ¹	62	7	1,320	14	498,960	9	9	55,440	
3	Point on Right-of-Way Hayden Green Subdivision	55	60	70 ¹	3					-			
4 ²	1-story Brick & Frame Res. (typ.) 878 Chancellors Run Road (MD 237)	65	65	69 ¹	62	7	805	12	260,820	3	3	86,940	
5	1-story Frame Residence (typ.) 871 Chancellors Run Road (MD 237)	63	64	69 ¹					X				
5A	Proposed Development along south- bound MD 237 south of Norris Rd.	64	66 ¹	69 ¹	61	8	2,160	14	699,840	16	14	49,990	
6 ²	1-story Frame Residence (typ.) 530 Chancellors Run Road (MD 237)	67 ¹	68 ¹	67 ¹	60	7	700	12	226,800	3	3	75,600	
7	Point on Right-of-way St. Mary's Regional Park	65	72 ¹	69 ¹	3					-			
8 ²	1-story Frame Residence (typ.) 458 Chancellors Run Road (MD 237)	60	66 ¹	66 ¹	59	7	1,350	14	510,300	11	11	46,390	
9 ²	Mobile Home Residence (typ.) 447-C Chancellors Run Rd. (MD237)	59	64	66 ¹	59	7	940	12	304,560	5	5	60,910	
10	Proposed Development along north- bound MD 237 N of Peggs Rd. Ext.	64	58	65									
11	1-story Brick Res. and Auto Serv. Chancellors Run Road (MD 237)	63	62	70 ¹					X				

¹ Approaches or exceeds FHWA Noise Abatement Criteria

² Unable to provide feasible abatement due to need of ingress/egress from properties onto MD 237

³ Point on Right-of-way: Abatement analysis not performed

X Site and Area is a "Take" for this Alternate.

TABLE 12C
NOISE ANALYSIS

Site	Location/Description	Noise Level dBA		Alternate 3A									
		Ambient	No-Build	Build Noise Level, dBA	Abated Noise Level, dBA	Insertion Loss dBA	Barrier		Total Cost	Number of Residences		Cost per Residence Protected	
							Length, Ft.	Ht., Ft.		Impacted	Protected		
1	Kingdom Hall Church	60	63	65									
2 ²	Lexington Park Church of God	65	67 ¹	68 ¹	61	7	1,320	14	498,960	9	9	55,440	
3	Point on Right-of-Way Hayden Green Subdivision	55	60	70 ¹	³								
4 ²	1-story Brick & Frame Res. (typ.) 878 Chancellors Run Road (MD 237)	65	65	67 ¹	60	7	940	12	304,560	5	5	60,910	
5	1-story Frame Residence (typ.) 871 Chancellors Run Road (MD 237)	63	64	69 ¹					X				
5A	Proposed Development along south- bound MD 237 south of Norris Rd.	64	66 ¹	66 ¹	58	8	2,130	14	805,140	16	16	50,320	
6	1-story Frame Residence (typ.) 530 Chancellors Run Road (MD 237)	67 ¹	68 ¹	77 ¹					X				
7	Point on Right-of-way St. Mary's Regional Park	65	72 ¹	67 ¹	³								
8	1-story Frame Residence (typ.) 458 Chancellors Run Road (MD 237)	60	66 ¹	72 ¹					X				
9	Mobile Home Residence (typ.) 447-C Chancellors Run Rd. (MD237)	59	64	64									
10	Proposed Development along north- bound MD 237 N of Peggs Rd. Ext.	64	58	73 ¹					X				
11	1-story Brick Res. and Auto Serv. Chancellors Run Road (MD 237)	63	62	64									

¹ Approaches or exceeds FHWA Noise Abatement Criteria

² Unable to provide reasonable and feasible abatement due to cost/residency exceeding \$40,000 and the need of ingress/egress from properties onto MD 237

³ Point on Right-of-way: Abatement analysis not performed

X Site and Area is a "Take" for this Alternate.

TABLE 12D
NOISE ANALYSIS

Site	Location/Description	Noise Level dBA		Alternate 3B									
		Ambient	No-Build	Build Noise Level, dBA	Abated Noise Level, dBA	Insertion Loss dBA	Barrier		Total Cost	Number of Residences		Cost per Residence Protected	
							Length, Ft.	Ht., Ft.		Impacted	Protected		
1	Kingdom Hall Church	60	63	65									
2 ²	Lexington Park Church of God	65	67 ¹	68 ¹	61	7	1,320	14	498,960	9	9	55,440	
3	Point on Right-of-Way Hayden Green Subdivision	55	60	70 ¹	3								
4 ²	1-story Brick & Frame Res. (typ.) 878 Chancellors Run Road (MD 237)	65	65	67 ¹	60	7	960	12	311,040	5	5	62,210	
5	1-story Frame Residence (typ.) 871 Chancellors Run Road (MD 237)	63	64	69 ¹					X				
5A	Proposed Development along south- bound MD 237 south of Norris Rd.	64	66 ¹	66 ¹	59	7	2,130	14	805,140	16	16	50,320	
6	1-story Frame Residence (typ.) 530 Chancellors Run Road (MD 237)	67 ¹	68 ¹	77 ¹					X				
7	Point on Right-of-way St. Mary's Regional Park	65	72 ¹	67 ¹	3								
8	1-story Frame Residence (typ.) 458 Chancellors Run Road (MD 237)	60	66 ¹	71 ¹					X				
9	Mobile Home Residence (typ.) 447-C Chancellors Run Rd. (MD237)	59	64	64									
10	Proposed Development along north- bound MD 237 N of Peggs Rd. Ext.	64	58	73 ¹					X				
11	1-story Brick Res. and Auto Serv. Chancellors Run Road (MD 237)	63	62	64									

¹ Approaches or exceeds FHWA Noise Abatement Criteria

² Unable to provide feasible abatement due to need of ingress/egress from properties onto MD 237

³ Point on Right-of-way: Abatement analysis not performed

X Site and Area is a "Take" for this Alternate.

to five residences for cost effectiveness calculations) with projected levels above 67 dBA, at a cost per residence of \$55,440. This mitigation would not be reasonable.

In addition to not being cost effective, an effective noise wall would result in denied driveway access from MD 237 to these properties. A barrier segmented for residential access would not be physically effective. Therefore, noise mitigation is not considered reasonable and feasible at this site.

NSA 3

NSA 3, an edge of right-of-way receptor, would be located adjacent to all of the build alternates. At NSA 3 the FHWA noise abatement criteria of 67 dBA is exceeded by 3 dBA with Alternates 2B, 3A and 3B. This represents a 15 dBA increase over ambient levels. With Alternate 3A, the FHWA noise abatement criteria is exceeded by 2 dBA. This represents a 14 dBA increase over ambient levels. This site represents a housing development (Hayden Greens) which is not approved and for which plans are not available; therefore, abatement analysis was not considered.

NSA 4

NSA 4 would be in the area of all the build alternates. At NSA 4 the FHWA noise abatement criteria of 67 dBA is exceeded by 2 dBA with Alternates 2A and 2B. This represents a 4 dBA increase over ambient levels at this site. With Alternates 3A and 3B, the projected noise level equals the FHWA noise abatement criteria of 67 dBA. This represents a 2 dBA increase over ambient levels with Alternates 3A and 3B.

For Alternates 2A and 2B a barrier 805 feet in length, with an average height of 12 feet, at a total cost of \$260,820 was investigated. The barrier would provide at least a 7 dBA reduction to three (3) residences with projected levels above 67 dBA, at a cost per residence of \$86,940. This mitigation would not be considered reasonable and feasible due to cost per residence.

For Alternate 3A a barrier 940 feet in length, with an average height of 12 feet, at a total cost of \$304,560 was investigated. This barrier would provide at least a 7 dBA reduction to five (5) residences with projected levels equal to 67 dBA, at a cost per

residence of \$60,910. This mitigation would not be considered reasonable and feasible due to cost per residence.

For Alternate 3B a barrier 960 feet in length, with an average height of 12 feet, at a total cost of \$311,040 was investigated. This barrier would provide at least a 7 dBA reduction to five (5) residences with projected levels equal to 67 dBA, at a cost per residence of \$62,210. This mitigation would not be considered reasonable and feasible.

Abatement for this area is not considered reasonable and feasible based on cost effectiveness and because residential driveway access would be eliminated with a barrier along the noise sensitive area. A barrier segmented for residential access would not be physically effective.

NSA 5

This NSA would be relocated for all build alternates; therefore the site was not analyzed.

NSA 5A

NSA 5A is an edge of right-of-way site adjacent to all of the build alternates. At NSA 5A, the FHWA noise abatement criteria of 67 dBA is exceeded by 2 dBA with Alternates 2A and 2B. This represents a 5 dBA increase over ambient levels. With Alternates 3A and 3B, the projected noise level is 1 dBA below the FHWA noise abatement criteria of 67 dBA. This represents a 2 dBA increase over ambient levels at this site.

For Alternates 2A and 2B a barrier 2,160 feet in length, with an average height of 14 feet, at a total cost of \$699,840 was investigated. This barrier would provide at least an 8 dBA reduction to fourteen (14) residences with projected levels above 67 dBA, at a cost per residence of \$49,990. Abatement for this area is not considered reasonable and feasible based on cost effectiveness.

For Alternates 3A and 3B a barrier 2130 feet in length, with an average height of 14 feet, at a total cost of \$805,140 was investigated. The barrier would provide at least an 8 dBA reduction to sixteen (16) residences with projected levels 1 dBA below 67 dBA, at a cost per residence of \$50,320. Abatement for this area is not considered reasonable and feasible based on cost effectiveness.

100

NSA 6

NSA 6, a one-story frame residence at 530 Chancellor's Run Road, would be affected with Alternates 2A and 2B only. For Alternates 3A and 3B, NSA 6 is a displacement. At NSA 6, the FHWA noise abatement criteria of 67 dBA will be equalled. The projected noise levels for Alternates 2A and 2B equal the ambient noise levels. A noise barrier 700 feet in length, with an average height of 12 feet, at a total cost of \$266,800 was investigated. This barrier would provide at least a 7 dBA reduction to three (3) residences with projected levels equal to 67 dBA, at a cost per residence of \$75,600. This mitigation would not be reasonable and feasible.

Abatement for this area is not considered reasonable and feasible based on cost effectiveness criteria and the denial of residential driveway access along the noise sensitive area. A barrier segmented for residential access would not be physically effective.

NSA 7

NSA 7, St. Mary's Regional Park, is adjacent to all the build alternates. At NSA 7, the FHWA noise abatement criteria of 67 dBA would not be exceeded under any of the build alternates. None of the projected noise levels for any of the build alternates increase over the ambient by 10 dBA. NSA 7 represents the planned active recreational use proposed for the St. Mary's County Regional Park.

NSA 8

NSA 8 would be in the area of impact for Alternates 2A and 2B only. For Alternates 3A and 3B, NSA 8 is a relocation. At NSA 8, the FHWA Noise Abatement Criteria of 67 dBA is approached under Alternates 2A and 2B. The projected noise level for Alternates 2A and 2B will each exceed the ambient levels by 6 dBA. A noise barrier 1350 feet in length, with an average height of 14 feet, at a total cost of \$510,300 was investigated. This barrier would provide at least a 7 dBA reduction to eleven (11) residences with projected levels equal to 66 dBA, at a cost per residence of \$46,390. This mitigation would not be considered reasonable and feasible.

Abatement for this area is not considered reasonable and feasible based on cost effectiveness criteria and the denial of residential driveway access along the noise sensitive area. A barrier segmented for residential access would not be physically effective.

NSA 9

NSA 9, a mobile home, would be adjacent to all of the build alternates. At NSA 9, the FHWA noise abatement criteria of 67 dBA will be approached for Alternates 2A and 2B. This represents a 7 dBA increase over ambient levels.

For Alternates 3A and 3B, the projected noise level is 64 dBA for each alternate which represents a 5 dBA increase over ambient levels, therefore no further analysis is required for these alternates. For Alternates 2A and 2B a noise barrier 940 feet in length with an average height of 12 feet, at a total cost of \$304,560 was investigated. The barrier would provide at least a 7 dBA reduction to five (5) residences with projected levels equal to 66 dBA, at a cost per residence of \$60,910. This mitigation would not be considered reasonable and feasible due to cost per residence.

NSA 10

NSA 10, a proposed residence in Fox Chase Village, would be affected by Alternates 2A and 2B only. For Alternates 3A and 3B, NSA 10 is a relocation. At NSA 10, the FHWA noise abatement criteria of 67 dBA will not be approached or exceeded with Alternates 2A or 2B, therefore no further analysis is required.

NSA 11

NSA 11, a one story brick residence at Chancellor's Run Road, would be affected by Alternates 3A and 3B only. For Alternates 2A and 2B, NSA 11 is a relocation. At NSA 11, the FHWA noise abatement criteria of 67 dBA is neither approached nor exceeded by the 64 dBA projected for Alternates 3A and 3B; therefore no further analysis is required.

5. Other Mitigation Measures

In addition to noise walls, other abatement measures were considered. These include:

Traffic Management Measures

Traffic management measures which could be used include traffic control devices and signing for prohibition of certain vehicles (heavy trucks), time use restrictions for certain types of vehicles and modified speed limits. Prohibition of trucks will not be feasible because of the truck traffic utilizing MD 237 to serve Lexington Park and surrounding areas.

Acquisition of Real Property or Property Rights to Establish Buffer Zones

Existing residential development immediately adjacent to the project area will not allow the acquisition of right-of-way to establish buffer zones.

6. Earth Berms

Earth berms were investigated for all NSAs that approached or exceeded the noise abatement criteria. Earth berms are not feasible in any of these areas. The reasons for this conclusion are there is limited room between the roadway and right-of-way to place a berm and the need to maintain ingress and egress movements for the residences does not allow for reasonable and feasible berm system.

Section V

**4(f)
Evaluation**

V. SECTION 4 (f) EVALUATION

1. Introduction

Section 4(f) of the Department of Transportation Act, 49 U.S.C. 303(c), requires that the use of land from a significant publicly owned public park, recreation area, or wildlife and waterfowl refuge, or any significant historic site as part of the project for a federally funded or approved transportation project is permissible only if there is no feasible and prudent alternative to the use. Final action requiring the taking of such land must document that there are no feasible and prudent alternatives to the use of land from the property, and that the proposed action includes all possible planning to minimize harm to the property.

2. Description of Proposed Action

The project consists of dualizing the existing two-lane section of MD 237 from MD 235 to MD 246 in Saint Mary's County, Maryland.

The purpose of the project is to increase capacity and improve safety along MD 237 by removing the sharp curves and steep slopes in the vicinity of Jarboesville Run. This two-lane roadway has no shoulders and numerous access points which contribute to unsafe travelling conditions. Increasing development will cause these conditions to worsen in the future. Currently, MD 237 operates at a level of service D and has a projected 2015 No-Build level of service F.

A detailed description of the alternates under consideration can be found in Section III of this document.

3. Description of 4(f) Resource (Figure 15)

St. Mary's River State Park (two areas) is located directly adjacent to existing MD 237. The park is owned by the Department of Natural Resources (DNR) and consists of over 2,000 acres of publicly-owned, open space featuring a mosaic of landscape elements ranging from bottomland wetlands, to farm fields, to gently rolling hills, to upland mixed hardwood forest. The park serves as the habitat for a diversity of plant, animal and bird species and provides areas for a variety of multi-recreational uses such as picnicking;

horseback riding; hiking; hunting; fishing; and nature study. This park property, with the exception of Parcel 4 located west of the study area, was purchased with Program Open Space Funds. Therefore, replacement property must be provided.

To help meet the existing and anticipated needs of the local community for active recreation, the St. Mary's County Commissioners in January, 1987, leased 82 acres of this Park, composed of open fields and farmland, from the Department of Natural Resources. The County Department of Recreation and Parks proposes to develop facilities for softball, soccer, swimming, tennis, golf and outdoor concerts on this site in the near future.

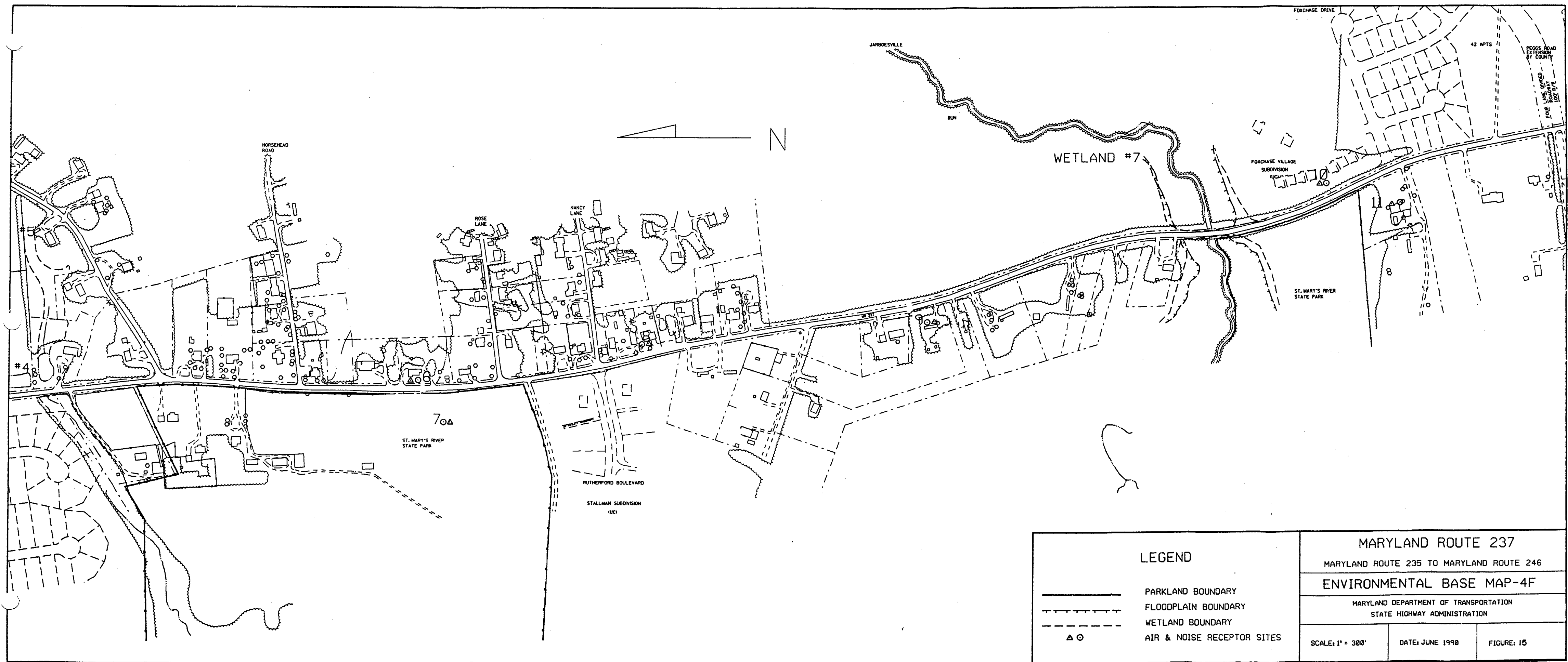
4. Impacts to 4(f) Property

Property would be required from the 82-acre section of St. Mary's River State Park leased to St. Mary's County Department of Recreation and Parks. This area has been designated St. Mary's County Regional Park (see Figures 16A and 16B) by St. Mary's County to distinguish it from the larger Department of Natural Resources (DNR) park. St. Mary's County may make improvements reasonably necessary to this 82-acre property provided DNR reviews and provides written approval of the use.

The lease agreement is for a period of 50 years beginning on the first day of December, 1986, and ending on the 30th day of November, 2036. The lessee may renew this lease agreement for one additional term of 50 years by giving the lessor written notice of intent at least 90 days before the expiration of the original term.

The lessee shall use the premises only as a public recreational area with any and all utilities service being supplied underground. The lessee may make any alterations, additions or improvements of the property that is reasonably necessary for its use as a public recreational area, provided prior review and written approval of the use, as well as design and construction drawing, is obtained from the lessor.

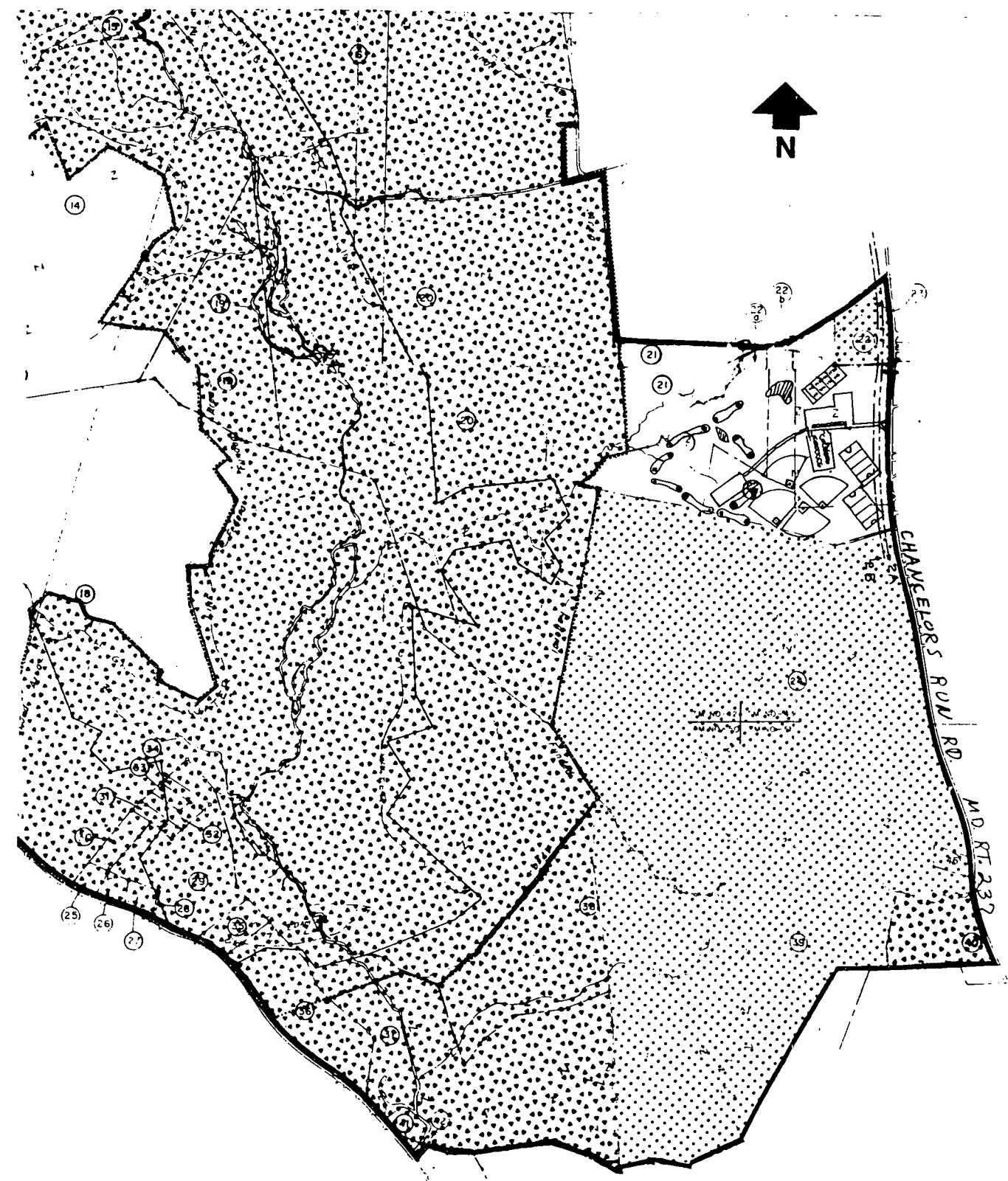
Proposed Alternate 2A would require the acquisition of approximately 5.68 acres, and proposed Alternate 2B would require the acquisition of approximately 6.18 acres. Presently the parkland is unimproved, consisting of vacant farmland and open fields. Initially, the proposed improvement would have adversely affected the planned soccer field designated for this area by St. Mary's County Department of Recreation and Parks (see Figure 16A). However, after a meeting with St. Mary's County park officials (see memo dated January 4, 1990), the county revised their proposed recreational area plans and designated another



LEGEND	
	PARKLAND BOUNDARY
	FLOODPLAIN BOUNDARY
	WETLAND BOUNDARY
	AIR & NOISE RECEPTOR SITES

MARYLAND ROUTE 237		
MARYLAND ROUTE 235 TO MARYLAND ROUTE 246		
ENVIRONMENTAL BASE MAP-4F		
MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION		
SCALE: 1" = 300'	DATE: JUNE 1990	FIGURE: 15

ST. MARY'S RIVER STATE PARK



LEGEND

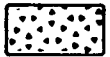
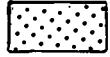
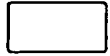
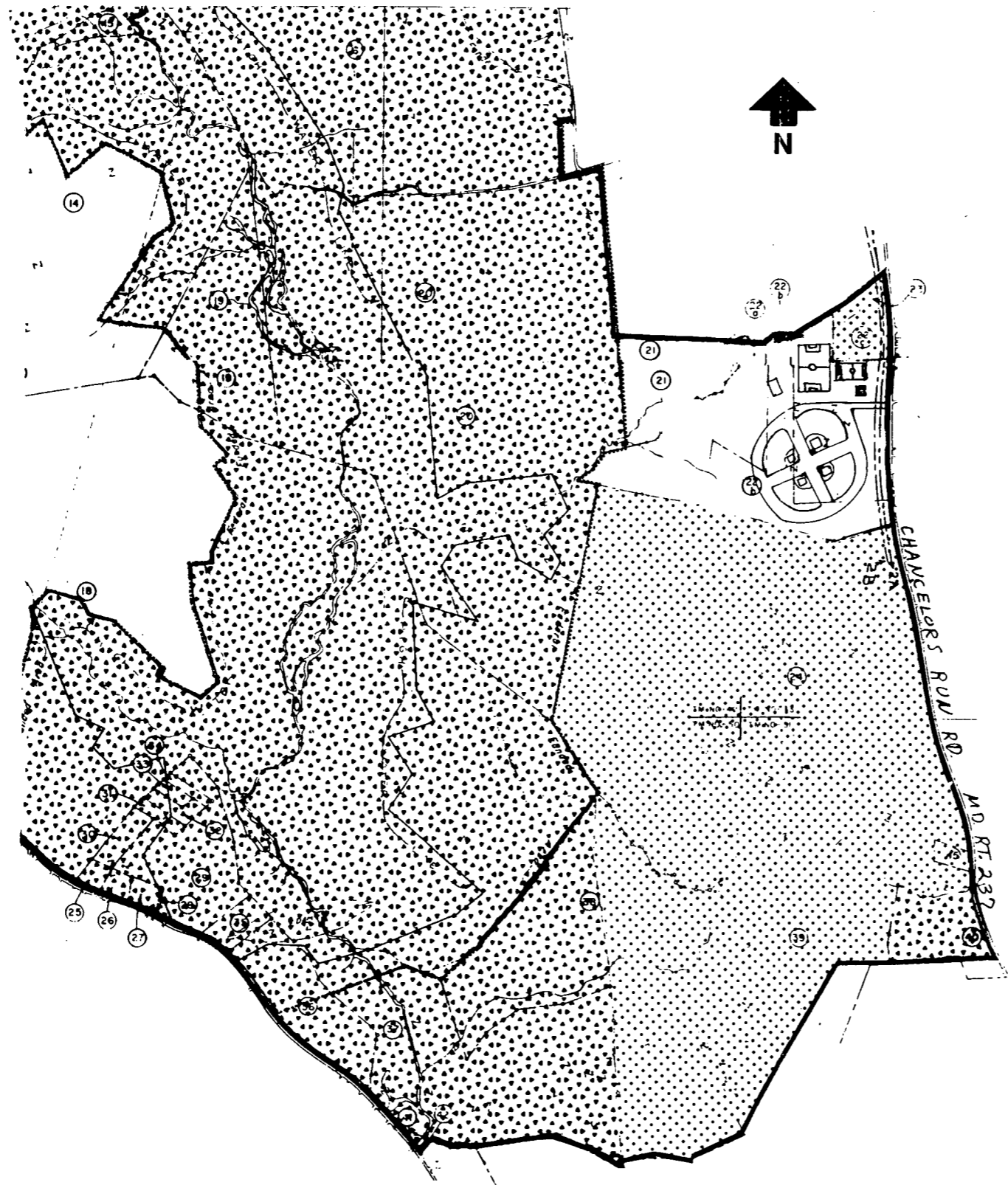
-  PROPERTY ACQUIRED IN FEE SIMPLE
-  PROPERTY TO BE ACQUIRED IN FEE SIMPLE
-  AREA LEASED TO ST. MARY'S COUNTY DEPARTMENT OF PARKS AND RECREATION

Fig. 16 A

ST. MARY'S RIVER STATE PARK



LEGEND


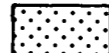
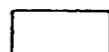
-  PROPERTY ACQUIRED IN FEE SIMPLE
-  PROPERTY TO BE ACQUIRED IN FEE SIMPLE
-  AREA LEASED TO ST. MARY'S COUNTY DEPARTMENT OF PARKS AND RECREATION

Fig. 16 B

site for the soccer field and purposely reserved approximately 150 feet of park property immediately adjacent to MD 237 as a buffer area to accommodate the proposed improvement to the roadway (see Figure 16B and Page VI-13 in Comments and Coordination).

A noise and air analysis for this area has been completed. The ambient Leq noise level for the noise sensitive site representative of this area (NSA 7) is 65 dBA. The modeled design year Leq noise level is 71 dBA, a difference of 6 dBA. An air analysis was performed in this area using a representative site (NSA 7). It revealed only a minor increase over existing carbon monoxide concentrations.

5. Avoidance Alternates

The No-Build Alternate avoids impacts to the park since there would be no widening of the existing roadway. Under the No-Build Alternate, only minor roadway improvements to MD 237 are planned. Even with these minor improvements, MD 237 would function at level of service "E" by design year 2015. Safety conditions would diminish considerably with the projected increase in traffic volumes. Due to the lack of added capacity, the No-Build Alternate does not meet the purpose and need of the project.

Avoidance and Minimization Alternates

Alternates 3A and 3B would completely avoid St. Mary's River State Park. Both alternates would transition to the east side of the existing roadway to avoid the park. Alternates 3A and 3B would require 34 residential relocations adding \$11,600,000 to the cost of the project to avoid the park.

Studies to minimize impacts to the park were considered using the same typical section described in the Alternates Section. The study included shifting Alternates 2A and 2B easterly approximately 25 feet to avoid the residential relocations and simultaneously reduce the amount of park property required; however, septic systems located along the front of the houses were crossed, which if impacted would require relocating approximately 20 residences. Due to the small size of the parcels, the septic systems cannot be relocated.

Shifting the proposed Alternates 2A and 2B approximately 2 miles to the west would avoid the section of St. Mary's River State Park in the vicinity of Horsehead Road (Figure 17). It would use the alignment of MD 471 and tie into MD 4. However, the

capacity of MD 237 would still be inadequate and because it is an uncontrolled access road with substandard geometrics, safety would remain an issue along MD 237, which is undergoing rapid development.

Further, a western alignment shift to avoid St. Mary's River State Park would impact the St. Andrews Landfill and require approximately 3 crossings of tributaries of the St. Mary's River. The smaller portion of St. Mary's River State Park in the vicinity of Jarboesville Run will also be impacted. This smaller parcel is unimproved and there are no plans for the development of this parcel. An alignment to the west around this parcel would avoid impact; however, it would require a new crossing over Jarboesville Run impacting its associated wetlands and floodplain.

Alternate 3A and 3B represent the eastern alignment which avoids St. Mary's River State Park. Alternate 3A and 3B would require 34 residential relocations and impact approximately 2.44 acres of wetlands.

6. Mitigation Measures

The property adjacent to St. Mary's River State Park is in the acquisition plan of the Department of Natural Resources (DNR). Presently, this property has not been acquired. As part of the mitigation process, for Alternates 2A and 2B the State Highway Administration (SHA) will consider using property identified in the acquisition program which is contiguous with the existing park as replacement property. This property is expected to equal the acreage of parkland impacted. Access to the entrance would be designed to coincide with roadway median crossover to accommodate access from the north or south along MD 237. Further, SHA will provide adequate landscape screening along the roadway and Park boundary and continue coordination with St. Mary's County and DNR to address future concerns.

7. Consultation and Coordination

Coordination has been initiated with St. Mary's County and the Department of Natural Resources to identify replacement park land (see Section VI - Comments and Coordination).

St. Mary's County has revised their park development plans to provide a setback which would accomodate the proposed widening of MD 237. The Department of Natural Resources has agreed that the proposed project would not adversely affect this recreational resource (see August 10, 1990 letter in Comments and Coordination Section).

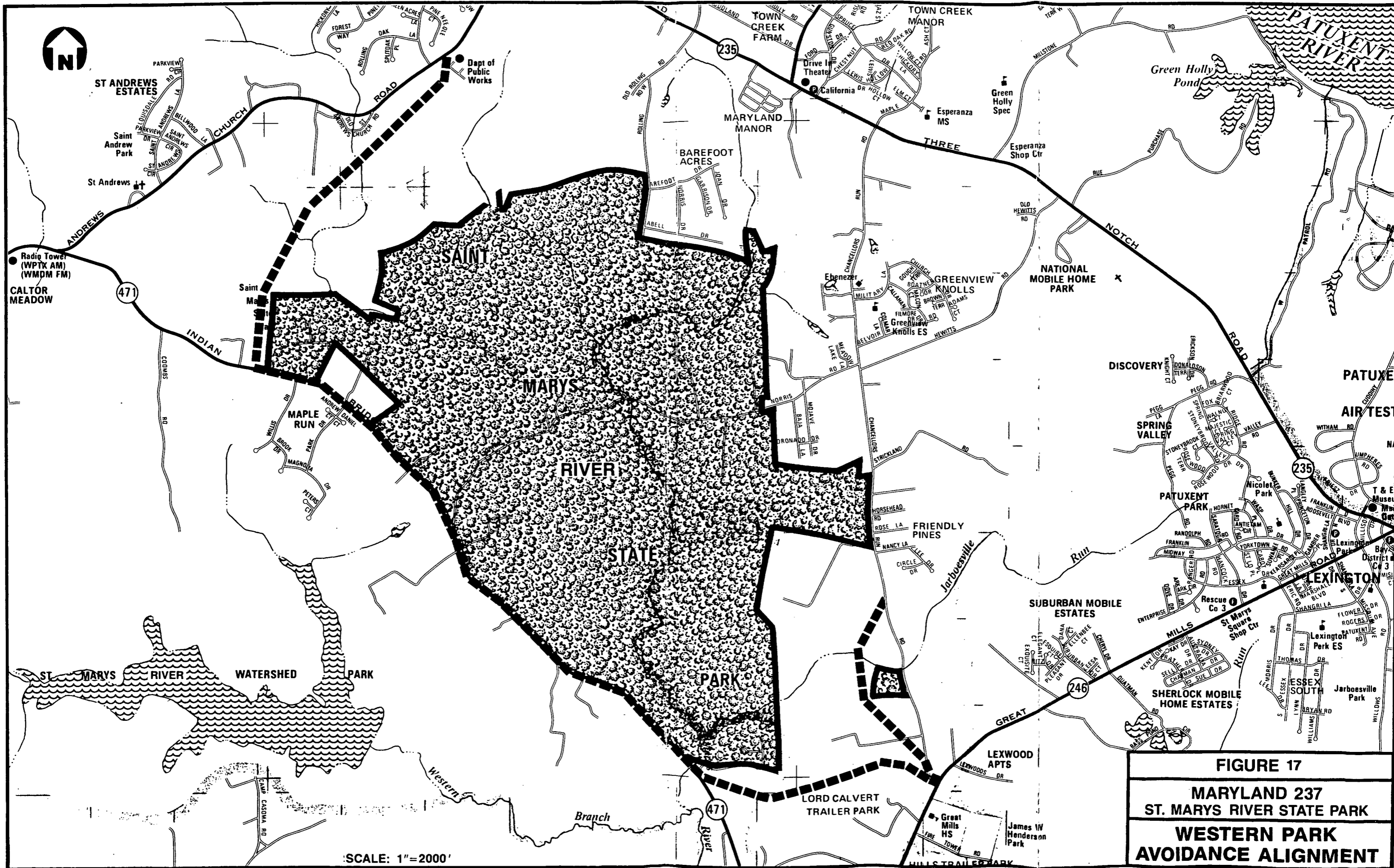


FIGURE 17
MARYLAND 237
ST. MARYS RIVER STATE PARK
WESTERN PARK
AVOIDANCE ALIGNMENT

Section VI

**Comments
and
Coordination**



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

114
PROJECT
DEVELOPMENT
DIVISION

SEP 7 11 47 AM '90

REPLY TO ATTENTION OF:

06 SEP 1990

Operations Division

Subject: CENAB-OP-RR(MD SHA - MD 237)90-04053-1

Maryland State Highway Administration
Attn: Ms. Cynthia Simpson
707 North Calvert Street
Baltimore, Maryland 21202

Dear Ms. Simpson:

I am replying to your request dated June 18, 1990 for a jurisdiction determination and verification of the delineation of Waters of the United States, including jurisdictional wetlands, on MD Route 237, in St. Marys County, Maryland.

A field inspection was conducted on July 24, 1990. A copy of our report of this inspection is enclosed. This inspection indicated that the delineation of Waters of the United States, including jurisdictional wetlands, on the enclosed map is accurate as modified in accordance with the notations on the map and as reflected by our field inspection report. This verification is valid for three years from the date of this letter.

You are reminded that any grading or filling of Waters of the United States, including jurisdictional wetlands, is subject to Department of the Army authorization.

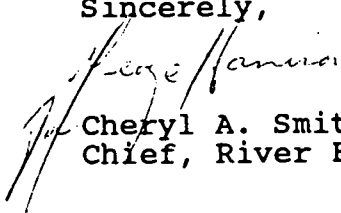
At the field inspection, it was noted that a box culvert is proposed at Jarboesville Run, and that the grade of the road was being raised from 6% to 4%. In an effort to reduce wetlands impacts, the Corps recommended that two options be considered:

- a. Revise the grade to 5%, instead of 4%, to reduce the encroachment of the fill slopes into the wetlands; and
- b. Calculate the cost of a 100-foot long bridge option.

In the interest of resolving the issues of avoidance and minimization during the NEPA phase, instead of during the 404 permit phase, we request that these options be considered in the environmental document.

If you have any questions concerning this matter please call Mr. Paul Wettlauffer at (301) 962-3477.

Sincerely,


Cheryl A. Smith
Chief, River Basin Permits Section

Enclosures

cc: Herman Rodrigo, FHWA

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McCormick, Taylor & Associates, Inc.

CONSULTING ENGINEERS AND PLANNERS

MELLDON INDEPENDENCE CENTER, SUITE 6000 • 701 MARKET STREET • PHILADELPHIA, PENNSYLVANIA 19107
215-592-4200

DEVELOPMENT
DIVISION

AUG 29 9 13 AM '90

August 27, 1990

Cynthia Simpson, Assistant Division Chief
Project Planning Division
Maryland Department of Transportation
State Highway Administration
Room 503
707 North Calvert Street
Baltimore, Maryland 21203-0717

ATTENTION: Mr. Howard Johnson

REFERENCE: Maryland Route 237
Maryland Route 235 to Maryland Route 246
St. Mary's County, Maryland
SM 757-101-571
Agency Wetland Field Meeting

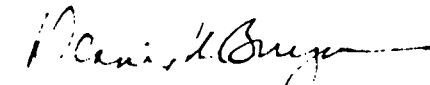
Dear Mr. Johnson:

Enclosed for your review is a copy of our revised minutes of the agency wetland field meeting for the Maryland Route 237 project, held on July 24, 1990. A set of the field meeting wetland maps, which have been revised in accordance with the discussions from the meeting were previously included with the draft minutes.

The revisions to the minutes were made in response to comments made by Paul Wettlanfer, U.S. Army Corps of Engineers.

Very truly yours,

MCCORMICK, TAYLOR & ASSOCIATES, INC.



Dennis K. Burgeson
Senior Scientist

DKB:mta:1781a

Enclosure: As Stated

McCormick, Taylor & Associates, Inc.

Agency Wetland Field Meeting
Maryland Route 237
Maryland Route 235 to Maryland Route 246
St. Mary's County
SM 757-101-571

July 24, 1990

Field Meeting Minutes

Attendees	Representing	Phone Number
Paul Wettlaufer	U.S. Army Corps of Engineers	301-962-3477
Bill Schultz	U.S. Fish and Wildlife Service	301-269-5448
Wayne Drury	State Highway Administration	301-333-4582
Howard Johnson	State Highway Administration	301-333-1179
Dennis Burgeson	McCormick, Taylor & Associates, Inc.	215-592-4200
Jill Kulig	McCormick, Taylor & Associates, Inc.	215-592-4200

The purpose of the field meeting was to receive agency concurrence on the wetland/upland boundaries. Wetland field investigations of the project study area were performed in two phases. The first phase, a June, 1989 investigation, was conducted as a corridor-wide wetland survey to identify the approximate location and extent of wetlands. This initial survey was largely based on available mapped data (i.e. USDA, SCS Soil Survey, project mapping, etc.), with limited field work. The second phase, performed in January, 1990, entailed an actual field delineation, including marking of the upland/wetland boundaries with flagging. It should be noted that the January investigation was conducted outside of the growing season and that soil saturation and ponding was evident in virtually all identified wetland areas.

A subsequent field visit to the project area was made in early June, 1990, to reflag as necessary, the wetland/upland boundaries in preparation for the agency field meeting.

Following is a summary of the field view discussions by wetland. Attached are copies of the project alternates mapping (Scale: 1"=200') with the revised wetland/upland boundaries indicated.

Wetland #1

The agencies were in agreement with the wetland/upland boundaries of the palustrine, open water wetland, situated east of Maryland Route 237.

The agencies determined that the forested area to the west of Maryland Route 237, identified as a palustrine forested wetland in the January investigation, was not a regulated wetland. This determination was based on the absence of hydric soils. This site exhibited predominantly facultative vegetation and very strong hydrologic indicators.

Wetland #2

This wetland, a palustrine open water area, is situated beyond the project impact area, and was therefore not evaluated.

Wetland #3

This wetland, a palustrine emergent area, is situated beyond the project impact area, and was therefore not evaluated.

Wetland #4

Wetland #4, located east of Maryland Route 237 and consisting of one (1) open water wetland, was confirmed by the agencies for location of wetland/upland boundaries.

Wetland #5

The agencies determined that the forested area to the west of Maryland Route 237, identified as a palustrine forested wetland in the January investigation, was not a regulated wetland. This determination was based on the absence of hydric soils. Wetland vegetation and hydrology indicators of this area were similar to those noted in the Wetland #1 site (west of MD 237). The palustrine open water area at Wetland #5 was confirmed by the agencies for location of wetland/upland boundaries.

Wetland #6

The western extreme of this area, identified as a palustrine forested wetland in the January survey, lies within the project area of Alternate 3B only. The agencies determined that this area was not a regulated wetland, due to the absence of hydric soils. Wetland vegetation and hydrology indicators were similar to those noted in the Wetland #1 and Wetland #5 areas (west of MD 237).

Wetland #7

The agencies determined that the field located wetland/upland boundaries of this area were accurate, with the exception of the portion south of Jarboesville Run and east of Maryland Route 237. This boundary was relocated to the approximate elevation of 56 feet. This relocation was based on the presence of hydric soils (i.e. sulfur odors and low matrix chromas) and soil saturation near the surface (i.e. less than 10 inches).

Wetland #8

This wetland was not evaluated as it is presently not within the project impact area.

McCormick, Taylor & Associates, Inc.

General Comments

The agencies requested that SHA evaluate costs and wetland impacts for two alternates for crossing Jarboesville Run: a box culvert and a bridge with a 100 foot span. In addition, consideration of construction of the roadway at a 5 percent grade for these alternates was agreed to. The present roadway design calls for a 4 percent grade in the vicinity of Jarboesville Run. These evaluations are to be incorporated into the environmental document.

The revised impact acreages for the project alternates 2A, 2B, 3A and 3B are as follows.

Wetland/Area	Acres Within Proposed Right-of-Way			
	Alternate 2A	Alternate 2B	Alternate 3A	Alternate 3B
Wetland #1	0	0	0	0
Wetland #2	0	0	0	0
Wetland #3	0	0	0	0
Wetland #4	0	0	0.20	0.20
Wetland #5	0	0	0.16	0.16
Wetland #6	0	0	0	0
*Wetland #7	1.65	1.65	2.08	2.08
Wetland #8	0	0	0	0
Totals	1.65	1.65	2.44	2.44

* Right-of-Way involvement based on use of a box culvert for crossing Jarboesville Run.

Reported by:

Dennis K. Burgeson
Dennis K. Burgeson

DKB:mta:1788a

119

McCormick, Taylor & Associates, Inc.

CONSULTING ENGINEERS AND PLANNERS

MELLON INDEPENDENCE CENTER, SUITE 6000 • 701 MARKET STREET • PHILADELPHIA, PENNSYLVANIA, 19106
215-592-4200

DEVELOPMENT

AUG 10 9 05 AM '90

August 7, 1990

Cynthia Simpson, Assistant Division Chief
Project Planning Division
Maryland Department of Transportation
State Highway Administration
Room 503
707 North Calvert Street
Baltimore, Maryland 21203-0717

ATTENTION: Mr. Howard Johnson

REFERENCE: Maryland Route 237
Maryland Route 235 to Maryland Route 246
St. Mary's County, Maryland
SM 757-101-571
Agency Wetland Field Meeting

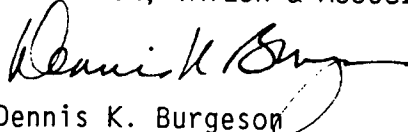
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Enclosed for your review is a copy of our draft minutes of the agency wetland field meeting for the Maryland Route 237 project, held on July 24, 1990. Included with the draft minutes is a set of the field meeting wetland maps, which have been revised in accordance with the discussions from the meeting.

Please review the minutes and call me with any questions or comments you may have. Necessary copies of the final minutes will be forwarded to you for distribution to the appropriate agency personnel.

Very truly yours,

MCCORMICK, TAYLOR & ASSOCIATES, INC.



Dennis K. Burgeson
Senior Scientist

DKB:mta:1781a

Enclosure: As Stated

McCormick, Taylor & Associates, Inc.

Agency Wetland Field Meeting
Maryland Route 237
Maryland Route 235 to Maryland Route 246
St. Mary's County
SM 757-101-571

July 24, 1990

Field Meeting Minutes

Attendees	Representing	Phone Number
Paul Wettlaufer	U.S. Army Corps of Engineers	301-962-3477
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Dennis Burgeson	McCormick, Taylor & Associates, Inc.	215-592-4200
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McCormick, Taylor & Associates, Inc.

General Comments

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The revised impact acreages for the project alternates 2A, 2B, 3A and 3B are as follows.

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Wetland #1	0	0	0	0
Wetland #2	0	0	0	0
Wetland #3	0	0	0	0
Wetland #4	0	0	0.20	0.20
Wetland #5	0	0	0.16	0.16
Wetland #6	0	0	0	0
*Wetland #7	1.65	1.65	2.08	2.08
Wetland #8	0	0	0	0
Totals	1.65	1.65	2.44	2.44

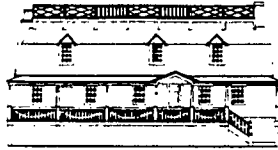
* Right-of-Way involvement based on use of a box culvert for crossing Jarboesville Run.

Reported by:

Dennis K. Burgeson
Dennis K. Burgeson

DKB:mta:1788a

MARYLAND
HISTORICAL



TRUST

PROJECT
DEVELOPMENT
DIVISION

SEP 7 10 25 AM '90

123
William Donald Schaefer
Governor

Jacqueline H. Rogers
Secretary, DHCD

September 5, 1990

Ms. Cynthia D. Simpson
Assistant Division Chief
Project Planning Division
State Highway Administration
707 North Calvert Street
Baltimore, MD 21203-0717

Re: Draft Report for Phase I
Archeological
Investigations of Maryland
Route 237 between Maryland
Route 235 and Maryland Route
246, St. Mary's County,
Maryland
Contract No. SM 757-101-571

Dear Ms. Simpson:

Thank you for sending us a copy of the above-referenced report for our review and comment. The document was prepared by Berger Burkavage, Inc.

The report presents an adequate discussion of the investigation's goals, methods, and results; it is well written, clearly illustrated, and meets the standards outlined in the "Guidelines for Archeological Investigations in Maryland" (McNamara 1981). A well defined and appropriate research design added to the quality of the work. The level of background research and field survey was sufficient to identify the range of archeological resources located within the proposed 3 mile long rights-of-way.

Berger Burkavage's survey identified one prehistoric archeological site and one historic cemetery within one or both alternative corridors. The historic Ebenezer Cemetery, associated with the former Ebenezer Church as Site SM135, will be affected more through the construction of Alternate 2B Modified than by Alternate 3B. The building of Alternate 2B Modified would necessitate the reinterment of at least 17 burials, while selection of 3B would not likely impact any graves. We concur that construction of Alternate 3B would be preferable. Archeological monitoring would be warranted for

Maryland

Department of Housing and Community Development
Shaw House, 21 State Circle, Annapolis, Maryland 21401 (301) 974-5000

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Ms. Cynthia D. Simpson
September 5, 1990
Page 2

3B to ensure that unmarked graves are not disturbed; however, prior to any construction of 2B Modified, further subsurface archeological testing should be performed to identify unmarked graves in this relatively undocumented section of the cemetery. We request to be informed of the choice of Alternate at your earliest convenience.

Prehistoric site 18ST608 evidenced temporally non-diagnostic lithic artifacts in an area approximately 260 feet long by 75 feet wide. While prior construction has disturbed a section of this resource, a major portion of 18ST608 appears to retain integrity. Site 18ST608 will be affected by the construction of either Alternate 2B Modified or 3B. In our opinion, 18ST608 has the potential to contribute important information to the following prehistoric period themes: subsistence, settlement, and technology, as defined in The Maryland Comprehensive Historic Preservation Plan (Weissman 1986). Further Phase II archeological investigations are necessary to determine the site's eligibility for the National Register of Historic Places.

This office recommends that Phase II archeological research be conducted of 18ST608. The purpose of the investigations is to: a) identify the site's vertical and horizontal boundaries; b) interpret the site's cultural affiliations, functions, and significance; c) evaluate the site's integrity; d) conclusively determine the site's eligibility for the National Register; and e) define the need for further archeological work. The investigations should be undertaken by a qualified archeologist and performed in accordance with the "Guidelines for Archeological Investigations in Maryland." Based on the investigation's results, we will be able to determine whether or not the project will have an effect on National Register eligible archeological resources, and make appropriate recommendations. Implementation and review of the Phase II research should be closely coordinated with our office, and we will be happy to provide guidance on the recommended work.

We have a few minor comments concerning the report itself, and suggested revisions should be incorporated into the final document:

- 1) For organizational purposes, the very thorough Historical Background should refer to the historic contexts listed in The Maryland Comprehensive Historic Preservation Plan.
- 2) Figure 12 requires Survey Area D in its caption and appropriate labeling of Alternate 3B.

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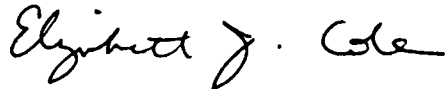
Ms. Cynthia D. Simpson
September 5, 1990
Page 3

- 3) Plate 2's caption should refer to site SM135.
- 4) The Results should describe the artifacts recovered from 18ST608 with respect to encountered soils; a representative soil profile from a shovel test pit would be helpful.
- 5) The report should include a new archeological site inventory form to document Ebenezer Church and Cemetery; this form will supplement the standing structures inventory form and will record the razed condition of the church.

We look forward to receiving a copy of the final report, when it is available. If you have any questions or require further information, please contact Dr. Gary Shaffer at (301) 974-5007.

Thank you for your continued cooperation and assistance.

Sincerely,



Elizabeth J. Cole
Administrator
Archeological Services
Office of Preservation Services

EJC/GDS

- cc: Dr. Ira Beckerman
- Dr. John Hotopp
- Dr. Ralph E. Eshelman
- Mrs. Samuel M. Bailey, Jr.
- Ms. Patricia McGuire



126
PROJECT:
ST. MARY'S COUNTY GOVERNMENT

Department of Recreation and Parks

P. O. BOX 653 • GOVERNMENTAL CENTER • LEONARDTOWN, MARYLAND 20650-0653

(301) 475-4571

JAN 5 10 15 AM '90

January 4, 1990

Mr. Louis H. Ege, Jr.
Deputy Director
Office of Planning &
Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, MD 21203-0717

Dear Mr. Ege:

In reference to your contract number SM 757-101-571 as it pertains to the state's take-line on Rt. 237, and its impact on St. Mary's County Regional Park, this is to advise that we have reviewed the plats showing the proposed take-line, and have ascertained that that would create no problem to the park.

Following an early meeting in Baltimore, we designed the Park as to leave a buffer for a future take-line for the SHA. The proposed take-line is within the buffer anticipated by this department. We did show one soccer field in that take-line which we had planned to put in there simply as an interim playing area since it could be easily removed. However, after talking to the Technical Evaluation Committee in the county, we have removed that soccer field on the plat. You will find that we will be very cooperative in the SHA's acquisition of the line as outlined on your plat.

We plan to start construction of the Park early spring and we'll be looking forward to working with you concerning cross-overs if you dualize Rt. 237. We have moved the entrance road of the Park to conform with your cross-over as requested at the meeting with the Highway Administration in Baltimore.

If I can be of further help or answer additional questions, please do not hesitate to contact me.

John V. Baggett
Director

c: Mr. E. Meehan
Mr. H. Johnson
St. Mary's County Dept of Public Works
St. Mary' County Dept of Planning & Zoning
Greenhorne & O'Mara



127
PROJECT
DEVELOPMENT
DIVISION

AUG 15 1 50 PM '90

William Donald Schaefer
Governor

Maryland Department of Natural Resources

Torrey C. Brown, M.D.
Secretary

Capital Programs Administration

2012 Industrial Drive
Annapolis, Maryland 21401

Michael J. Nelson
Assistant Secretary
for Capital Programs

August 10, 1990

Mr. Louis H. Ege, Jr.
Office of Planning and
Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203

RE: MD Rte. 237 at St. Mary's River State Park
Contract No. SM 757-101-571
(90-LPS-59)

Dear Mr. Ege:

On April 10, 1990, you requested that the Department of Natural Resources (DNR) review this project and provide an assessment of its impact on St. Mary's River State Park. Although detailed plans are not yet available, it is apparent that this proposed widening will require a strip of parkland approximately 115 feet wide along the existing roadway, for a total park property take of approximately four acres.

As you know, this portion of the park has been leased to St. Mary's County for future recreational development. The preliminary site plan for the proposed county park provides sufficient buffer area along MD Rte. 237 to accommodate the 115-foot right-of-way, if the Junior Soccer Field is removed from the plan. Since the County is willing to remove the soccer field (reference: John Baggett's letter of January 4, 1990), the roadway improvements may not adversely affect the proposed recreational development. However, it should be noted that removal of the buffer strip between the roadway and the portion of the park where ball fields are to be constructed will increase the chance that balls will be hit onto the roadway and may strike passing vehicles. In addition, the reduced buffer strip may limit the space for landscape screening in the buffer area. A condition of the lease

Telephone: _____

DNR TTY for VI-14 leaf: 301-974-3683

Louis H. Ege, Jr.
August 10, 1990

between the County and DNR is that "the County agrees to ensure that all boundaries of the leased premises are planted with vegetative screening."

Other concerns may develop when DNR has the opportunity to review final plans. However, assuming that SHA will replace the parkland, maintain suitable access, provide adequate landscape screening along the roadway and park boundary, and work with us to mitigate other impacts that may be identified as detailed plans are finalized, I can concur with you that the use of the park buffer area should not impact the availability of this property to meet the recreational needs of the community or alter the function of this area as a recreational facility.

Sincerely



Gene F. Cheers
Capital Improvements and
Environmental Review

cc: Jim Burtis
Bernard Wentker
Ethel Locks
John Baggett

GFC:pg



179

William Donald Schaefer
Governor

Maryland Department of Natural Resources
Capital Programs Administration

Program Open Space
2012 Industrial Drive
Annapolis, Maryland 21401

Torrey C. Brown, M.D.
Secretary

John R. Griffin
Deputy Secretary

Michael J. Nelson
Assistant Secretary
for Capital Programs

William A. Krebs
Director for
Program Open Space

September 19, 1989

Ms. Cynthia D. Simpson
Project Planning Division
State Highway Administration
Maryland Department of Transportation
707 North Calvert Street
Baltimore, Maryland 21203-0717

Re: St. Mary's River State Park
Contract No. SM757-101-571
MD 237 from MD 246 to MD 235
PDMS No. 183053

Dear Ms. Simpson:

Your letter of July 7, 1989, requesting information concerning St. Mary's River State Park has been referred to me for response.

I will answer your questions in the order in which they were presented in your letter.

Question #1. Yes; With the exception of parcel #4 (highlighted on the attached map) all of St. Mary's River State Park was purchased with Program Open Space funds.

Question #2. No; The Federal assistance in St. Mary's River State Park was provided by the Soil Conservation Service. I have outlined the federally assisted area on the attached map.

Question #3. Yes; St. Mary's River State Park is located in the area of St. Mary's County which contains the most dense population and is planned for more growth in the future. This park provides over 2,000 acres of publicly owned open space featuring a mosaic of landscape elements ranging from bottomland wetlands to farm fields to gently rolling hills to upland mixed hardwood forests. Complementing these attributes are scenic views and corridors of accessibility which make

Telephone: (301) 974-7231
DNR TTY fVI-16 Deaf: 301-974-3683

Ms. Cynthia D. Simpson
September 19, 1989
Page 2

this park well suited for environmental education programs and recreational use. The park serves as the habitat for a diversity of plant, animal and bird species and provides areas for a variety of multi-recreational uses; such as picnicking, horseback riding, hiking, hunting, fishing and nature study. To help meet the existing and anticipated needs of the local community for active recreation, the Department of Natural Resources leases 82 acres to the St. Mary's County Department of Recreation and Parks. The County proposes to develop facilities for softball, soccer, swimming, tennis, golf and outdoor concerts on this site in the near future.

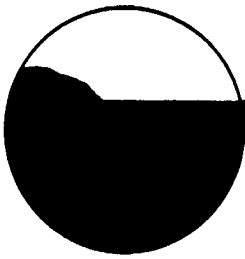
If you require further information, please do not hesitate to contact me.

Sincerely,



George K. Forlifer
Regional Administrator

GKF:mls
Attachment
cc: Ethel Locks-Bynum



Maryland Department of Natural Resources

131

Capital Programs Administration
2012 Industrial Drive
Annapolis, Maryland 21401

William Donald Schaefer
Governor

Torrey C. Brown, M.D.
Secretary

Michael J. Nelson
Assistant Secretary
for Capital Programs

July 1, 1988

Mr. Louis H. Ege, Jr.
Deputy Director
Project Development Division
State Highway Administration
Maryland Department of Transportation
707 North Calvert Street
Baltimore, Maryland 21203-0717

Re: St. Mary's River State Park
Your Contract No. SM757-101-571
MD 237 from MD 246 to MD 235
PDMS No. 183053

Dear Mr. Ege:

This letter is in response to your June 8, 1988 request for information concerning St. Mary's River State Park.

Attached is a copy of our maps showing properties acquired and proposed to be acquired for St. Mary's River State Park. Acquired properties are shaded in. The two areas where the park adjoins MD 237 are parcels 22b and 40 on Sheet 3 of our maps. These properties were purchased with funds from Program Open Space.

Parcel 22b is in the process of being leased to St. Mary's County for intensive recreation development, however, any request for additional right-of-way must still come through the Department of Natural Resources.

Parcel 40 is referred to in your letter as "an unnamed park in the area of Jarboesville Run," but is actually a part of St. Mary's River State Park. It is currently undeveloped and there are no plans for development at this time.

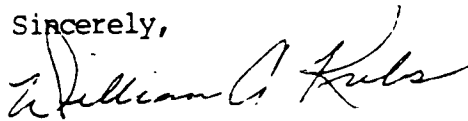
Telephone: 974-7231
DNR TTY for Deaf: 301-974-3683

Mr. Louis H. Ege, Jr.
July 1, 1988
Page Two

The existing recreational uses of the park include, but are not limited to, hunting, fishing, hiking, horseback riding, bird watching, and nature studies. Our Land Planning Services is in the process of developing a Master Plan for park facilities and should be consulted about any improvements to MD 237. Ms. Ethel Locks-Bynum is the appropriate contact and she can be reached at 974-7656.

If you require further information, please contact George Forlifer of my staff.

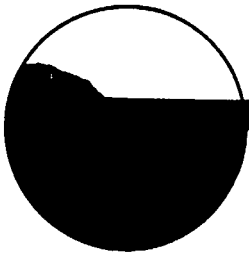
Sincerely,



William A. Krebs
Director, Program Open Space

WAK:GF:mrw
Attachment

cc: Ethel Locks-Bynum
Pat Bright
John Baggett



Maryland Department of Natural Resources

133

Capital Programs Administration
2012 Industrial Drive
Annapolis, Maryland 21401

PROJECT
DEVELOPMENT
DIVISION

SEP 20 9 56 AM '88

William Donald Schaefer
Governor

Torrey C. Brown, M.D.
Secretary

Michael J. Nelson
Assistant Secretary
for Capital Programs

September 13, 1988

Ms. Marcia Smith
Maryland State Highway
707 N. Calvert Street
Baltimore, Maryland 21202

Dear Ms. Smith

Attached as requested are the preliminary conceptual plans for the St. Mary's River State Park.

DNR has leased approximately 80 acres to St. Mary's County for local recreational uses. I have taken the liberty to also include the County's preliminary schematic drawing.

If I can be of further assistance, please do not hesitate to call.

Sincerely,

Ethel Locks

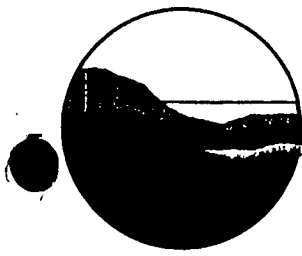
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enclosures

Telephone: _____

DNR TTY for Deaf: 301-974-3683

134



PROJECT
DEVELOPMENT

Maryland Department of Natural Resources

Maryland Geological Survey JUN 16 2 29 PM '80
2300 St. Paul Street
Baltimore, Maryland 21218
Telephone: (301) 554-5500

William Donald Schaefer
Governor

Torrey C. Brown, M.D.
Secretary

Division of Archeology
(301) 554-5530

Kenneth N. Weaver
Director

Emery T. Cleaves
Deputy Director

15 June, 1988

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

RE: PDMS No. 183053
MD 237 from MD 246 to MD 235
Contract No. SMK 757-101-571

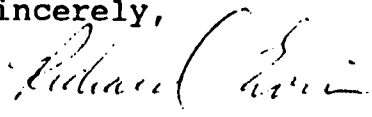
Dear Mr. Ege:

As requested, we have assessed the archeological resource potential of the subject project area. There are no known archeological sites in the project area. Maryland Route 237 crosses two drainages: a first order stream, and Jarboesville Run, a second order tributary of the St. Mary's River. It also crosses flat, well-drained uplands between the streams. The physiographic setting indicates a moderate potential for prehistoric archeological resources. The Abert and Kearney St. Mary's County maps of 1824 and 1857 depict no historic structures in the right-of-way. However, Kearney's 1823 Map of St. Mary's County shows a church or cemetery along Maryland Route 237, and the area is expected to have a moderate potential for historic archeological resources.

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Please feel free to contact me at 554-5537 if I can be of further assistance.

Sincerely,

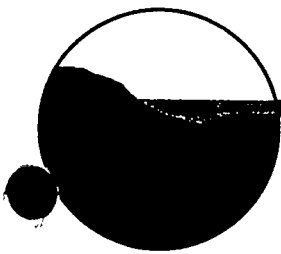


Richard Ervin
Archeologist

RE: cab

Enclosure

cc: Cynthia Simpson
Rita Suffness



Maryland Department of Natural Resources

Tidewater Administration
Tawes State Office Building
580 Taylor Avenue
Annapolis, Maryland 21401

PROJECT
DEVELOPMENT
DIVISION

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JUN 5 3 25 PM '88

William Donald Schaefer
Governor

Torrey C. Brown, M.D.
Secretary

June 8, 1988

Memorandum

To: Cynthia Simpson, State Highway Administration
From: Larry Lubbers, Tidewater Administration *LL*
Subject: Contract No. SM 757-101-571, MD 237

The following fish species are found in the streams in the subject area. White perch and American shad have been caught downstream of this area.

LL:swp

Table _____

22 Species Caught in St. Mary's Watershed (includes 2 from Lake)

- ✓ American Brook Lamprey, Lampetra lamottei
- ✓ American Eel, Alosa sapidissima Bluegill, Leopomis macrochirus
- ✓ Brown Bullhead, Ictalurus nebulosus Green Sunfish, L. cyanellus
- ✓ Tadpole Madtom, Noturus gyrinus Largemouth Bass, Micropterus salmoide
- ✓ Chain Pickerel, Esox niger
- ✓ Redfin Pickerel, Esox americanus
- ✓ Eastern Mudminnow, Umbra pygmaea
- ✓ Pirate Perch, Aphredoderus sayanus
- ✓ Creek Chubsucker, Erimyzon oblongus
- ✓ Golden Shiner, Notemigonus crysoleucas
- ✓ Ironcolor Shiner, Notropis chalybaeus
- ✓ Redbreast Sunfish, L. auritus
- ✓ Blue Spotted Sunfish, Enneacanthus gloriosus
- ✓ Tesselated Darter, Etheostoma olmstedii
- ✓ Common Shiner, Notropis cornutus
- ✓ Roseyface Shiner, N. rubellus
- ✓ Blacknose Dace, Rhinichthys atratulus
- ✓ Margined Madtom, Noturus insignis
- ✓ Pumpkinseed, Lepomis gibbosus
- ✓ Flier, Centrarchus macropterus (Found in lake; not stocked; found in stream)
- ✓ Black Crappie, Pomoxis nigramaculatus (Found in lake; not stocked; not found in stream)



United States Department of the Interior

FISH AND WILDLIFE SERVICE
DIVISION OF ECOLOGICAL SERVICES
1825 VIRGINIA STREET
ANNAPOLIS, MARYLAND 21401

PROJECT DEVELOPMENT DIVISION
JUN 13 10 02 AM '88

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June 7, 1988

Ms. Cynthia D. Simpson
Maryland Department of Transportation
707 North Calvert Street
Baltimore, MD 21203-0717

Dear Ms. Simpson:

This responds to your recent requests for information on the presence of species which are Federally listed or proposed for listing as endangered or threatened within the following project areas:

Bridge # 15020 MD 118 over Great Seneca Creek, Montgomery Co.

Contract No. P 917-101-371 MD 4 from I-95 to AA Co. Line,
Prince George's Co.

✓ Contract No. SM 757-101-571 MD 237 from MD 246 to MD 235,
St. Mary's County

Except for occasional transient individuals, no Federally listed or proposed endangered or threatened species are known to exist in the project impact area. Therefore, no Biological Assessment or further Section 7 Consultation is required with the Fish and Wildlife Service (FWS). Should project plans change, or if additional information on the distribution of listed or proposed species becomes available, this determination may be reconsidered.

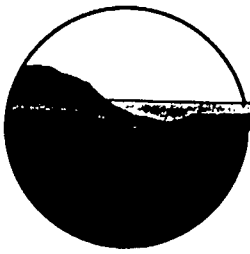
This response relates only to endangered species under our jurisdiction. It does not address other FWS concerns under the Fish and Wildlife Coordination Act or other legislation.

Thank you for your interest in endangered species. If you have any questions or need further assistance, please contact Judy Jacobs of our Endangered Species staff at (301) 269-5448.

Sincerely yours,

C.A. Moore

Glenn Kinser
Supervisor
Annapolis Field Office



Maryland Department of Natural Resources



Forest, Park and Wildlife Service
Tawes State Office Building
Annapolis, Maryland 21401

William Donald Schaefer
Governor

Torrey C. Brown, M.D.
Secretary

Donald E. MacLauchlan
Director

June 21, 1988

Mr. Louis H. Ege, Jr.
Deputy Director
MD Dept. of Transportation
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203-0717

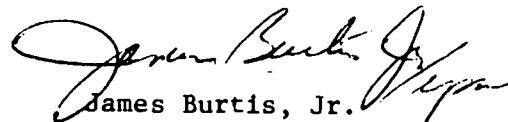
RE: Contract No. SM 757-101-571
MD 237, From MD 246 to MD 235 PDMS
No. 183053

Dear Mr. Ege:

This is in response to your request of May 26, 1988 for information regarding the above referenced project. There are no known Federal or State threatened or endangered plant or wildlife species present at this project site.

If you have any questions regarding this matter please feel free to call me.

Sincerely,


James Burtis, Jr.
Assistant Director

JB:epm

cc: Therres
McKnight

Telephone: _____
DNR TTY for Deaf: 301-974-3683

MARYLAND
HISTORICAL



TRUST

PROJECT
DEVELOPMENT
DIVISION

JAN 3 10 02 AM '89

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William Donald Schaefer
Governor

Jacqueline H. Rogers
Secretary, DHCD

December 28, 1988

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

Re: Contract No. SM 757-101-571
MD 237 from MD 246 to MD 235
PDMS No. 183053

Dear Ms. Simpson:

Thank you for your letter of November 1, 1988 concerning the above referenced project.

This office concurs with your opinion that there are no historic standing structures, eligible for listing in the National Register of Historic Places, located in the project area. However, our survey maps show two sites (SM 134 - Matthew's Folley and SM 135 - Ebenezer Church and Cemetery) which may be eligible for National Register listing as archeological resources.

We would suggest that you provide this office with information pertinent to these two sites as well as your opinion regarding their National Register eligibility. You may direct that information to Dr. Ethel Eaton of our staff.

Should you have any questions, please contact Michael Day at 974-5000 or Dr. Eaton at the same number.

Sincerely,

George J. Andreve
Project Review and
Compliance Administrator
Office of Preservation Services

GJA/meh

cc: Ms. Rita Suffness
Dr. Ethel Eaton
Dr. Ralph Eshelman
Ms. Patricia McGuire

Department of Housing and Community Development
Shaw House, 21 State Circle, Annapolis, Maryland 21401 (301) 974-5000



ST. MARY'S COUNTY GOVERNMENT

Department of Recreation and Parks

P. O. BOX 653 • GOVERNMENTAL CENTER • LEONARDTOWN, MARYLAND 20650-0653
(301) 475-4571

PROJECT 141

REVENUE

DIV

JAN 6 10 16 AM '90

January 4, 1990

Mr. Louis H. Ege, Jr.
Deputy Director
Office of Planning &
Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, MD 21203-0717

Dear Mr. Ege:

In reference to your contract number SM 757-101-571 as it pertains to the state's take-line on Rt. 237, and its impact on St. Mary's County Regional Park, this is to advise that we have reviewed the plats showing the proposed take-line, and have ascertained that that would create no problem to the park.

Following an early meeting in Baltimore, we designed the Park as to leave a buffer for a future take-line for the SHA. The proposed take-line is within the buffer anticipated by this department. We did show one soccer field in that take-line which we had planned to put in there simply as an interim playing area since it could be easily removed. However, after talking to the Technical Evaluation Committee in the county, we have removed that soccer field on the plat. You will find that we will be very cooperative in the SHA's acquisition of the line as outlined on your plat.

We plan to start construction of the Park early spring and we'll be looking forward to working with you concerning cross-overs if you dualize Rt. 237. We have moved the entrance road of the Park to conform with your cross-over as requested at the meeting with the Highway Administration in Baltimore.

If I can be of further help or answer additional questions, please do not hesitate to contact me.

John V. Baggett

John V. Baggett
Director

c: Mr. E. Meehan
Mr. H. Johnson
St. Mary's County Dept of Public Works
St. Mary' County Dept of Planning & Zoning
Greenhorne & O'Mara

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U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request	6/6/90
Name Of Project	MD RT 237	Federal Agency Involved	FHWA
Proposed Land Use		County And State	St. Mary's County, Maryland

PART II (To be completed by SCS)		Data Request Received By SCS	
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply – do not complete additional parts of this form).		Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
		Acres Irrigated	Average Farm Size
		N/A	N/A
Major Crop(s)	Farmable Land In Govt. Jurisdiction	Amount Of Farmland As Defined in FPPA	
N/A	Acres: N/A %	Acres: N/A %	
Name Of Land Evaluation System Used	Name Of Local Site Assessment System	Data Land Evaluation Returned By SCS	
None	None	8/22/90	

PART III (To be completed by Federal Agency)	Alternative Site Rating			
	2 Site A	2 Site B	3A Site C	3B Site D
A. Total Acres To Be Converted Directly	39.39	44.03	42.73	43.69
B. Total Acres To Be Converted Indirectly				
C. Total Acres In Site	39.39	44.03	42.73	43.69

PART IV (To be completed by SCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	0	0	0	0
B. Total Acres Statewide And Local Important Farmland	0	0	0	0
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	0	0	0	0
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	0	0	0	0

PART V (To be completed by SCS) Land Evaluation Criterion				
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)	0	0	0	0

PART VI (To be completed by Federal Agency)	Maximum Points				
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))					
1. Area In Nonurban Use	5	5	5	0	0
2. Perimeter In Nonurban Use	0	0	0	0	0
3. Percent Of Site Being Farmed	0	0	0	0	0
4. Protection Provided By State And Local Government	0	0	0	0	0
5. Distance From Urban Builtup Area	0	0	0	0	0
6. Distance To Urban Support Services	0	0	0	0	0
7. Size Of Present Farm Unit Compared To Average	0	0	0	0	0
8. Creation Of Nonfarmable Farmland	0	0	0	0	0
9. Availability Of Farm Support Services	0	0	0	0	0
10. On-Farm Investments	0	0	0	0	0
11. Effects Of Conversion On Farm Support Services	0	0	0	0	0
12. Compatibility With Existing Agricultural Use	0	0	0	0	0
TOTAL SITE ASSESSMENT POINTS	160	5	5	0	0

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	0	0	0	0
Total Site Assessment (From Part VI above or a local site assessment)	160	5	5	0	0
TOTAL POINTS (Total of above 2 lines)	260	5	5	0	0

Site Selected:	Date Of Selection	Was A Local Site Assessment Used?
		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

Reason For Selection:

Section VII

Appendix

Attachment for Environmental
Impact Documents
Revised: July 28, 1989
Relocation Assistance Division

"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 Public Law 100-17) and amendments as published in the Annotated Code of Maryland entitled Real Property Article Subtitle 2, Relocation and Assistance Sections 12-201 to 12-212. The Maryland Department of Transportation, State Highway Administration, Relocation Assistance Division, administers the Transportation 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 \$22,500 for owner-occupants and \$5,250 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 expense payments to persons, businesses, farms and non-profit organizations up to 50 miles. Actual moving expenses for residences include actual moving costs or a schedule moving expense payment, up to \$1,050.

The moving cost payments to businesses are broken down into several categories, which include actual moving expense payments, fixed payments "in lieu of" actual moving expenses, limited to \$20,000 and reestablishment expenses, limited to \$10,000. 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, limited to \$1,000, for a replacement site.

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The actual reasonable moving expenses may be paid for a move by a commercial mover or for a self-move. Payments for the actual reasonable expenses are limited to a 50 mile radius unless the agency determines a longer distance is necessary. The expenses claimed for actual cost commercial moves must be supported by firm bids and 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, usually lower than 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 elects to move or discontinue it's operation the payment shall consist of the lesser of:

The fair market value of the item for continued use at the displacement site, less the proceeds from its sale; or

The estimated cost of moving the item, but with no allowance for storage.

They are also entitled to reasonable cost incurred in attempting to sell an item that is not to be relocated.

If an item of personal property which is used as part of a business or farm operation is not moved but is promptly replaced with a substitute item that performs a comparable function at the replacement site, the displaced person is entitled to payment of the lesser of:

The cost of the substitute item, including installation costs at the replacement site, minus any proceeds from the sale or trade-in of the replaced item; or

The estimated cost of moving and reinstalling the replaced item but with no allowance for storage.

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 \$1,000 nor more than \$20,000. 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 more than three other establishments 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. The business is not operated at the displacement site or dwelling solely for the purpose of renting such dwelling or site to others.

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, or certified financial statements, 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 \$1,000 to a maximum of \$20,000, based upon the net income of the farm, provided that the farm has been relocated or the partial acquisition caused a substantial change in the nature of the farm. 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, a payment in the amount of \$1,000 to \$20,000 based on gross annual revenues less administrative expenses.

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

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

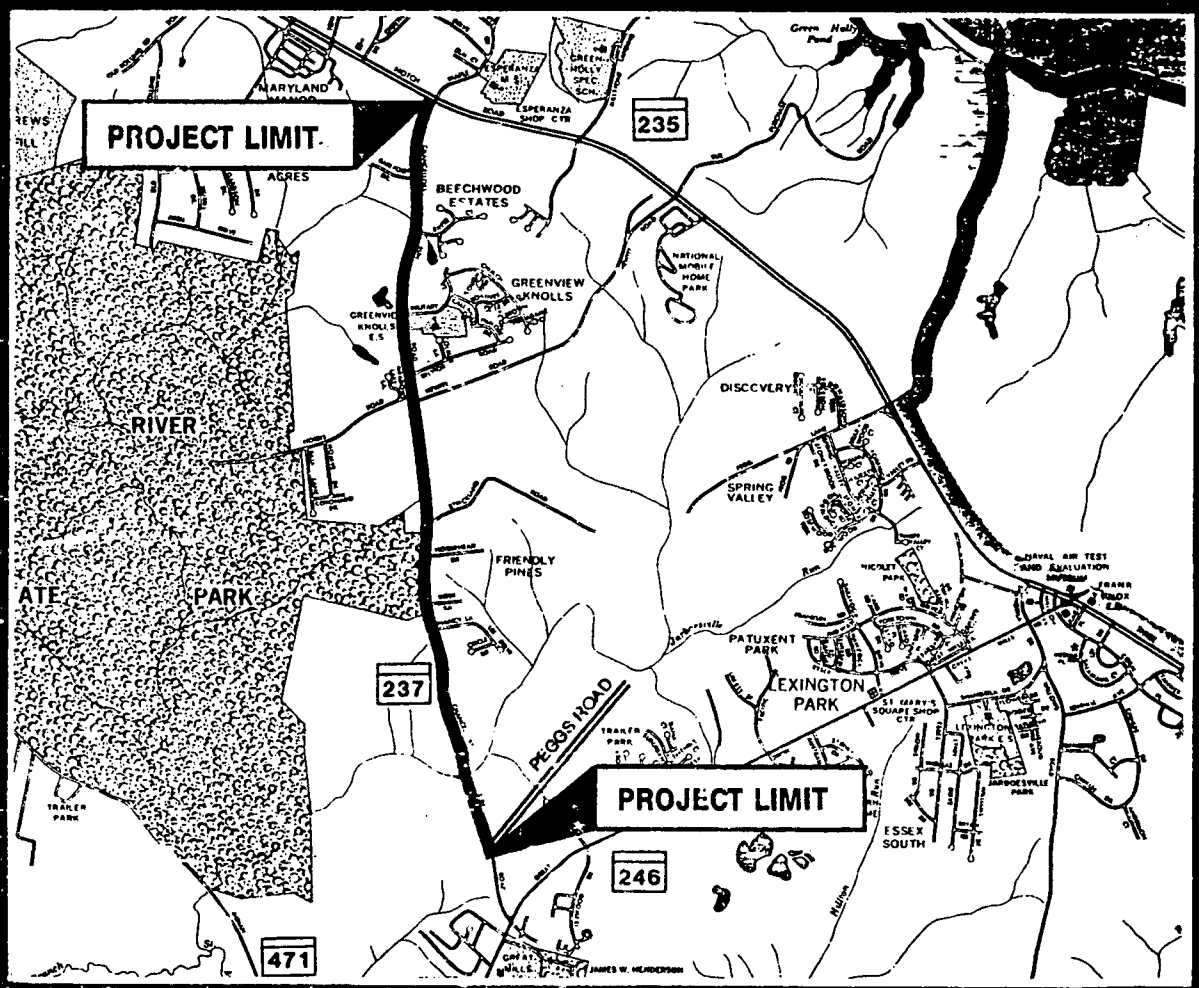
The "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970" requires that the State Highway Administration shall not proceed with any phase of any project which will cause the relocation of any persons, or proceed with any construction project, until it has furnished satisfactory 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.



FINDING OF NO SIGNIFICANT IMPACT SECTION 4(f) EVALUATION

CONTRACT NO. SM 757-101-571

**Maryland 237 (Chancellors Run Road)
from Maryland 235 to Peggs Road
St. Mary's County, Maryland**



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

and
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Federal Highway Administration
Region 3

FINDING OF NO SIGNIFICANT IMPACT
& SECTION 4(f) APPROVAL

for

Maryland 237 (Chancellors Run Road)
from Maryland 235 to Peggs Road
St. Mary's County, Maryland

The FHWA has determined that the Selected Alternate, Alternate 6, consisting of a four-lane divided, curbed roadway with a 6.1 meter (20 feet) raised grass median and a 2.1 meter (seven feet) of backing, with a design speed of 64.37 kph (40 mph), will have no significant impact on the human environment. This FONSI has been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an EIS is not required. The FHWA takes full responsibility for the accuracy, scope, and contents of the Environmental Assessment and attached documentation.

Section 4(f): The Selected Alternate, Alternate 6, requires the acquisition of a total of approximately 1.60 hectares (3.97 acres) from St. Mary's River State Park/St. Mary's County Regional Park. Avoidance alternatives and measures to minimize harm are discussed on pages IV-1 to IV-6 of the attached documentation. Based on this analysis, it has been determined that the Selected Alternate is the only feasible and prudent alternative which minimizes impacts to the Section 4 (f) property.

10-23-95

Date

George K. Frick, Jr.
Federal Highway Administration
Division Administrator

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SECTION I
RECORD OF
DECISION

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Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

April 16, 1992

MEMORANDUM

TO: Mr. Hal Kassoff
Administrator

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

SUBJECT: Contract No. SM 757-101-571
MD 237 -- MD 235 to MD 246
PDMS No. 183053

Attached are summaries of the Select Alternate for Recommendation meeting held on January 4, 1991, and two Director's Review meetings held on July 9, 1991 and November 5, 1991. The summaries indicate the additional alternates that have been studied as a result of citizen and county official input. Also attached is a comparison of alternates chart and a description of the selected alternate, Alternate 6, which you selected at the December 5, 1991 Quarterly Review meeting.

Alternate 6 is a 40 mph design, four-lane divided closed section roadway with a 20 foot raised, grassed median.

Preparation of a Finding of No Significant Impact (FONSI) is under way. Location/Design approvals from the Federal Highway Administration will be received in June of this year.

I concur with the recommendation to proceed with the above listed alternate.

CONCURRENCE:

HK

Hal Kassoff, Administrator

4/21/92

Date

NJP:eh

Attachments

- cc: Mr. Charles B. Adams
- Mr. Robert D. Douglass
- Mr. Stephen F. Drumm
- Mr. Louis H. Ege, Jr.
- Mr. Earle S. Freedman
- Mr. James K. Gatley
- Mr. Edward H. Meehan
- Mr. Charles R. Olsen
- Ms. Cynthia D. Simpson

My telephone number is (410) 333-1110

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Alternate 6

Alternate 6 - This alignment was developed using 40 mph design criteria to reduce right-of-way impacts and costs. It would utilize as much of the existing roadway as possible. The alternate originally proposed the reconstruction of MD 237 to a two-lane roadway with full depth shoulders and nine feet of safety grading. Alternate 6 (two-lane initial improvement) would provide the same capacity improvements as Alternate 5 while providing increased safety improvements by eliminating the existing substandard geometric problems of the existing roadway. Alternate 6 was initially designed to allow for the future widening of the proposed roadway. A five-lane curbed section with a continuous left turning lane, and a four-lane divided curbed roadway with a 16 foot raised grass median had originally been proposed as ultimate options for Alternate 6. The right-of-way needed to construct either of these ultimate options would be purchased prior to the construction of the initial two-lane improvement if the initial two-lane option is selected. The Alternate 6 options were developed subsequent to a meeting with the Administrator. Both of the ultimate options would utilize a 65 foot roadway, curb to curb, in order to match the typical section proposed by the MD 246 project for the reconstruction of MD 237 from Peggs Road to MD 246. The ultimate section could be constructed when traffic volumes warrant an upgrade of the facility.

Alternate 6 was revised based on input from the St. Mary's County Commissioners. The Administrator picked Alternate 6 with a four-lane divided curbed roadway with a 20 foot raised grass median and seven feet of backing to the outside as the selected alternate. Alternate 6 was then reengineered to the proposed typical section retaining the 40 MPH design speed.

Alternate 6 would begin with the reconstruction of the existing four lanes to a five-lane curbed section from the intersection of MD 235/MD 237 to the entrance of the Hickory Hills Shopping Center. The proposed roadway would consist of five 11 foot lanes with a one foot offset at the outside curbs. Seven feet of backing would provide pedestrian safety and allow for possible sidewalks. The proposed roadway would provide an additional southbound lane at the intersection. The alignment then transitions to the reconstructed four-lane divided, curbed roadway and continues south generally following the western edge of the existing roadway until it reaches Sayre Drive. At this point the alignment shifts slightly to the west to avoid impact to the Lexington Park Church of God and the Ebenezer Cemetery. The proposed roadway would avoid any direct impact to the proposed Hickory Hills HUD development. The alignment then shifts back to the east to again follow the western edge of existing MD 237 until just south of Evergreen Memorial Gardens. In this area the proposed roadway again shifts to the west to utilize the 100 foot dedication established through coordination

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with St. Mary's County Parks and Recreation. This shift will also help to minimize the impacts to residential properties across from the Regional Park. The alignment then continues south avoiding residential properties by shifting to the east side of existing MD 237 approximately 1000 feet south of Rutherford Boulevard. The proposed alignment then shifts back to the west just north of Jarboesville Run and continues south on the west side of existing MD 237 to avoid direct impacts to the Fox Chase Village - HUD apartments. A structure will be provided at Jarboesville Run. The proposed bridge would be 75 feet long and would be approximately seven feet above Jarboesville Run. This alignment provided the shortest bridge length of all the build alternates. It then shifts to the east to follow the center of existing MD 237 until it intersects with the county's Peggs Road. The proposed roadway would not require any reconstruction of MD 237, between Peggs Road and MD 246. This section of existing MD 237 would be constructed with the MD 246 project. Median crossovers and left-turn storage lanes would be provided at the same locations as the previous build alternates to include Barefoot Drive, Sayre Drive, Military Lane, Evergreen Memorial Gardens, Horsehead Road, Nancy Lane, and Peggs Road. The exception is the realignment of Norris Road and Hewitt Road to create a common median crossover as was proposed for the previous build alternates. This improvement is not proposed with this alternate due to construction of a storm water management pond for the Heard Estates subdivision along the proposed realignment of Norris Road. A median crossover and left-turn storage lanes would be provided at Hewitt Road.

MD 237 - Summary of Alternates

Displacements		Alternate					
		2A	2B	3A	3B	Sel. 6	7
		20	20	34	34	1	22
Right-of-Way Required (Acres)	Residential	29.1	33.8	18.3	23.7	27.6	21.9
	Commercial	5.5	5.7	5.5	5.7	4.5	4.7
	Wetlands	1.4	1.4	2.1	2.1	0.7	1.9
	Parkland	5.7	6.2	0	0	4.9	0
Estimated Cost (\$1,000,000)	Engr.-R/W	7.2	7.3	8.8	9.1	3.6	10.2
	Construction	19.3	19.0	22.7	22.0	19.5	20.2
	Total	26.5	26.3	31.5	31.1	23.1	30.4

Note: Alternate 6 includes a 300 foot bridge cost to span the wetlands at Jarboesville Run. The proposed bridge is 75 feet and would reduce the cost by \$2.2 million for a total cost of \$20.9 million.

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MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR HAL KASSOFF

May 21, 1993

CONCURRENCE WITH PRIOR ACTION

A Finding of No Significant Impact (FONSI) is being prepared on the project listed below. Location approval will be requested from the Federal Highway Administration, recommending Alternate 6, a four-lane divided curbed roadway with a 20-foot raised grass median.

Contract No. SM 757-101-571
MD 237 from MD 235 to MD 246
PDMS No. 183053

The decision to proceed in this manner was made by the Administrator at a meeting on December 5, 1991.

/as

cc: Mr. Anthony Capizzi
Mr. Robert Douglass
Mr. Louis H. Ege, Jr.
Mr. Earl Freedman
Ms. Elizabeth Homer
Mr. Edward Meehan
Mr. C. Robert Olsen
Mr. Neil J. Pedersen
Ms. Cynthia Simpson
SRC-St. Mary's County File

SECTION II
COMPARISON
OF ALTERNATES

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II. Comparison of Alternates

Analysis	Alt. 2A	Alt. 2B	Alt. 3A	Alt. 3B	Sel. Alt.6	Alt. 7
<u>Socioeconomic Environ.</u>						
1.Relocations						
a. Residential	19	19	34	34	1*	23
b. Business	1	1	0	0	0	0
c. Farm	0	0	0	0	0	0
2.Minorities	0	0	0	0	0	0
3.Parkland(Impact)	5.68	6.18	0	0	3.93	0
4.Land Use Consis.	yes	yes	yes	yes	yes	yes
5.Historic Sites	0	0	0	0	0	0
<u>Natural Environ.</u>						
1.Stream Relocation	0	0	0	0	0	0
2.Stream Crossings	1	1	1	1	1	1
3.Threat/End. Species	0	0	0	0	0	0
4.Prime Farmland ac.	0	0	0	0	0	0
5.100 yr. Floodplain ac.	0.94	0.92	1.53	1.51	0.99	1.45
6.Wetlands Affected ac.	1.34	1.31	2.44	2.44	0.71	1.90
<u>Noise</u>						
1.Number NSA's that Equal or Exceed abatement criteria	7	7	4	4	6	3
<u>Air Quality</u>						
1.CO violations of 1-hr. or 8-H\hr. standards	None	None	None	None	None	None
<u>Cost (Million \$)</u>						
Engineering/Right-of-Way	7.2M	7.3M	8.8M	9.1M	3.6M	10.2M
Coconstruction	19.3M	19.0M	22.7M	22.0M	17.3M	20.2M
Total	26.5M	26.3M	31.5M	31.1M	23.1M	30.4M

* The difference in relocations for alternate 7 in the chart II. Comparison of Alternates and Summary of Alternates table on page I-4 is due to counting Foxchase Village, the HUD development, as one relocation on the Summary of Alternates chart and as eight relocations in the Comparison of Alternates table.

SECTION III

SUMMARY OF
ACTIONS AND
RECOMMENDATIONS

III. SUMMARY OF ACTIONS AND RECOMMENDATIONS

A. Project Location

MD 237 (Chancellors Run Road) is located in St. Mary's County Maryland (see Figure 1). The project limits extend from the intersection of MD 235 (Three Notch Road) and MD 237 at the northern end to the Peggs Road intersection with MD 237 just north of MD 246 (Great Mills Road), at the southern terminus.

The town of Lexington Park has grown up around the Patuxent Naval Air Test Center (PNATC) which is currently under going expansion as a result of military base consolidation throughout the country. The MD 237 corridor, located west of Lexington Park, has been slatted for intensive residential development in response to the base expansion.

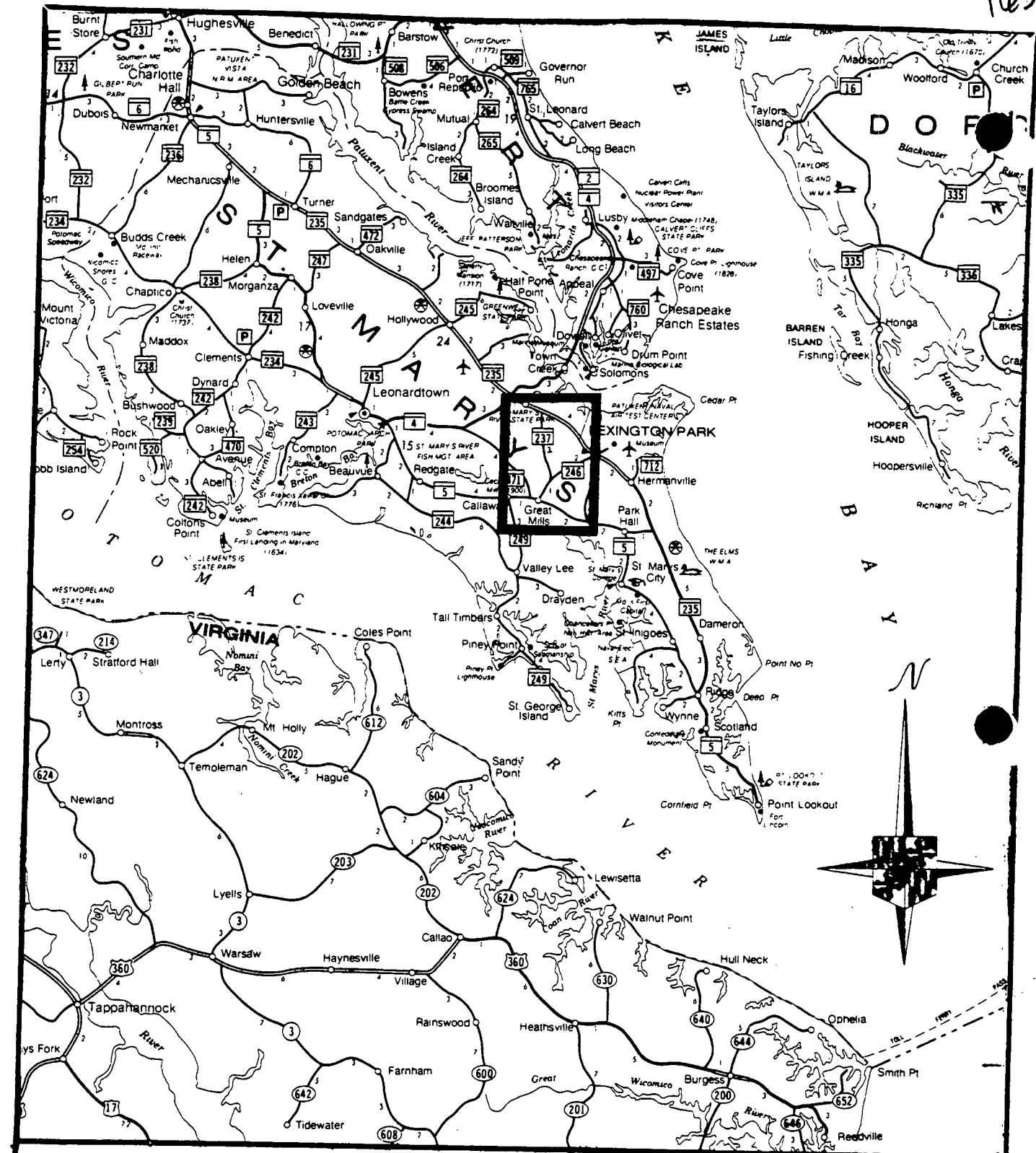
The proposed project consists of upgrading and widening existing MD 237 from a two-lane roadway to a four-lane divided highway between MD 235 and Peggs Road (see Figure 2). New developments within the project area will be limited to one access point per subdivision subject to individual review and approval by State Highway Administration (SHA). Replacement of a structure over Jarboesville Run is also proposed. The current structure is located in a sag area and is subject to flooding during heavy rains. A new structure will be built to accommodate four lanes at Jarboesville Run. The right-of-way width for the proposed improvements will range from 36.6 to 54.7 meters (120 to 180 feet) except at Jarboesville Run where the right-of-way approximates 76.2 meters (250 feet) due to the steep slopes in that vicinity.

1. Purpose of the Project

The purpose of the project is to correct safety deficiencies of the existing roadway and to address the need for future capacity demands.

Existing MD 237 is a 2-lane roadway with minimal shoulders and no safety grading. MD 237 is on the secondary roadway system and is functionally classified as a major collector which carries commuter and local traffic. The geometric design of the existing roadway is substandard, consisting of sharp

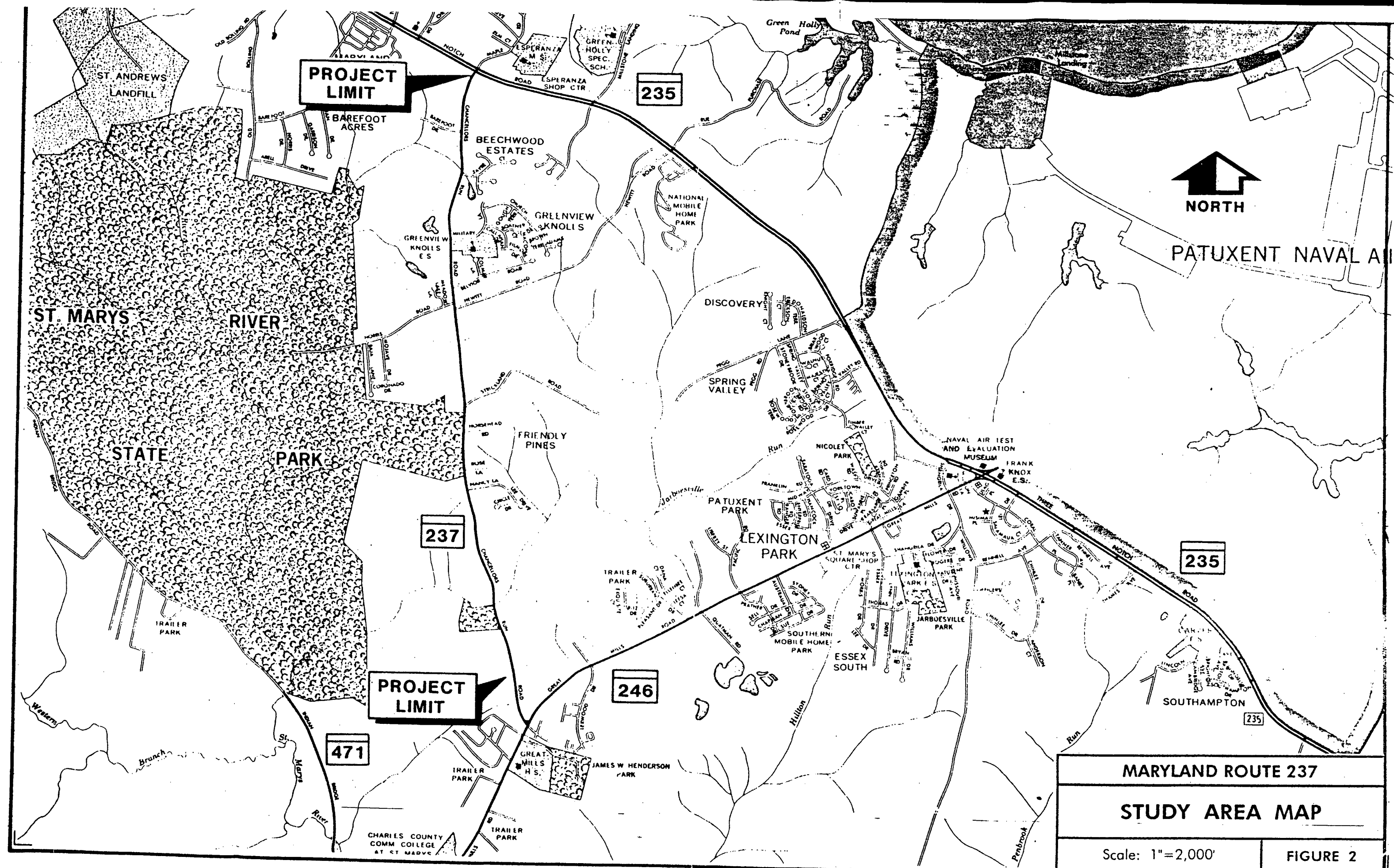
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MARYLAND ROUTE 237

PROJECT LOCATION
MAP

FIGURE 1



MARYLAND ROUTE 237
STUDY AREA MAP

Scale: 1"=2,000'

FIGURE 2

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curves and steep grades, particularly in the Jarboesville Run area. Horizontal curves in the 5°30' range and vertical grades up to 6 percent exist at Jarboesville Run. Also, utility poles, drainage ditches, mail boxes, signs and other fixed objects are situated along both sides of MD 237 as close as 3.0 meters (10 feet) to the edge of the existing roadway resulting in fixed object accidents. The geometric deficiencies of the existing roadway as well as the close proximity of fixed objects result in inadequate sight distance for the vehicles travelling along this roadway.

Existing MD 237 currently has no access controls. There are 95 driveways, 19 county or development roads and three other entrances along existing MD 237 at which turning vehicles create ingress and egress conflicts with through traffic, thus increasing the potential for accidents. The number of collisions with fixed objects (poles, mail boxes, signs, etc.) and "rear end" collisions indicate a very large percentage of accidents result from attempts to avoid standing (left-turning) vehicles. Inadequate shoulder widths, the lack of safety grading and inadequate sight distance also are contributing factors in the high rate of accidents (see pages III-18 and 19 for a more detailed discussion of the accident rate along existing MD 237). Upgrading MD 237 to a four lane roadway would allow for safer ingress and egress for area residents. Also curbs and setbacks for fixed objects would help to reduce the number of fixed object accidents with the Selected Alternate.

The current average daily traffic (ADT) along MD 237 ranges between 9,400 and 9,920 vehicles. The ADT for a roadway is the average number of vehicles traveling a roadway during a 24-hour period. The existing two-lane roadway presently operates at a Level of Service (LOS) D during a peak hours. LOS "D" is characterized as approaching unstable flow with heavy traffic volumes and decreasing speeds.

Planned residential growth in the project area and expansion of the Patuxent Naval Air Test Center will result in a projected ADT range of 20,000 to 24,000 vehicles by 2015 yielding a peak hour LOS F condition for mainline MD 237 under the No-Build Alternate. Projected 2015 Build ADT ranges between 26,250 and 31,000 vehicles yielding a peak hour LOS B/C condition along MD 237.

This roadway is an alternative route used by motorists to avoid the Lexington Park area due to the traffic congestion caused at the Patuxent Naval Air Test Center (PNATC), a major employer in the area, and numerous businesses and residences in that area. The planned influx of approximately 6200 personnel, not including families, is anticipated to take place between 1995 and 1997. This current expansion of the PNATC, is due to several base realignments and closure actions of the Naval Centers throughout the country and is expected to increase traffic diversion to MD 237. Also, new development along MD 237, consistent with the St. Mary's County Comprehensive Plan, has resulted in increasing traffic congestion along this corridor. Currently, seven subdivisions are approved for construction with other approvals pending. All new access point request will be coordinated with SHA to ensure safety is not compromised. The proposed dualization will address the capacity problems along the MD 237 corridor resulting from current and future development within the study area.

2. Planning History

MD 237 (Chancellors Run Road) was transferred to the state system from St. Mary's County in 1985.

The reconstruction of MD 237 as a divided highway was first identified in the State Highway Administration's 1986 Highway Needs Inventory and was added to the 1988-1993 Secondary Development and Evaluation section of the Maryland Department of Transportation's Consolidated Transportation Program for Project Planning Studies beginning in fiscal year 1989. The proposed project is consistent with the St. Mary's County Comprehensive Land Use Plan and is considered a high priority project by the County. It is presently included in the Secondary Development and Evaluation section of the Maryland Department of Transportation's Consolidated Transportation Program for Fiscal Years 1992-1997 for planning only.

B. Alternates

1. Alternates Presented at the Public Hearing

a. Alternate 1 - No-Build

Alternate 1 would not provide any significant improvements to MD 237 within the study limits. Minor improvements would occur as part of normal maintenance and safety operations. The routine maintenance operations would not measurably improve roadway capacity or reduce the high accident rate since many people would continue to use MD 237 as a short cut to avoid the Lexington Park area. The No-Build Alternate does not propose a reasonable solution to the safety or capacity problems and therefore does not address the need for the project.

Build Alternates

All build alternates were developed using a 80.5 kilometers (50 mph) design speed with reduced safety grading, from 4.9 meters (16 feet) to 2.7 meters (9 feet), for the open sections in order to minimize right-of-way impacts. The maximum degree of horizontal curvatures is 4°45' and the maximum percent of vertical grade is 5 percent for all Build Alternates proposed. The build alternates would increase safety by improving roadway geometrics.

The realignment of Norris/Hewitt Roads was proposed with all build alternates except Selected Alternate 6 and Alternate 7. The Norris Road intersection with MD 237 was shifted approximately 45.7 meters (150 feet) to the south to intersect MD 237 opposite Hewitt Road. The realignment created a common median crossover at Hewitt and Norris Roads, eliminating one "U" turn, thereby providing a safer roadway.

With all of the build alternates studied, vertical geometry would also be improved, especially in the area of Jarboesville Run where the required right-of-way is approximately 76.2 meters (250 feet) wide due

to steep grades which would require the proposed roadway to be elevated to reduce flooding potential in the area. Elsewhere along the project, the right-of-way ranges from 45.7 to 57.9 meters (150 to 190 feet). The right-of-way is variable since the existing ground along the outside edges of MD 237, in some places, has slight hillsides or dips.

All of the proposed build alternates would provide a minimal design year level of service (LOS) C along MD 237 except in the area just north of MD 246 which would function at LOS D. LOS "C" is characterized as stable flow, increasing traffic volumes, whereas LOS "D" is characterized as approaching unstable flow, heavy traffic volumes, and decreasing speeds.

b. Alternate 2A

Alternate 2A proposed the realignment of MD 237 to a four-lane, divided, curbed roadway with a five-lane curbed section from the intersection of MD 235/MD 237 to the entrance of the Hickory Hills shopping center. The typical roadway section would consist of two roadways, 8.5 meters in width (28-foot) with two lanes in each direction, separated by a raised grass median 6.1 meters (20-foot) wide. Each roadway would include two, 3.7 meter (12-foot) lanes with two .61 meter (2-foot) curb offsets. Curbs are also proposed on the outside lanes with 3.0 meters (10 feet) of backing (graded area) beyond the curbs. This backing would provide pedestrian safety and allow for possible future sidewalks. Portions of the existing road would be used where possible.

Alternate 2A begins at the intersection of MD 237 and MD 235, where a four-lane curbed roadway exists today for a distance of approximately 122.0 meters (400 feet). The alignment then proceeds in a southerly direction transitioning to the proposed four-lane, divided, curbed roadway in the vicinity of the Hickory Hills shopping center entrance. This alignment is generally located slightly west of the existing roadway. Alternate 2A uses undeveloped land where possible and minimizes residential and business relocations by utilizing a portion of

the St. Mary's River State Park. All existing county roads, private entrances, and driveways will retain access to the reconstructed roadway and median crossovers and left turn storage lanes would be provided at several locations throughout the project. These locations are Barefoot Drive, Sayre Court, Military Lane, Hewitt/Norris Roads, Evergreen Memorial Gardens, Horsehead Road, Nancy Lane, and Peggs Road. Any additional access points for future development will be subject to review and approval by SHA. In the Jarboesville Run area, the grades and curves in the road will be reduced as will the potential for flooding. A triple cell box culvert is proposed for the Jarboesville Run crossing.

The Alternate 2A alignment then transitions prior to the MD 237/Peggs Road intersection to a reconstructed, five-lane, undivided, curbed roadway with an exclusive left turn lane at the MD 237/Peggs Road intersection.

c. Alternate 2B

Alternate 2B follows the same alignment as Alternate 2A and also proposes the same 6.1 meter (20-foot) raised grassed median. The difference between Alternate 2A and 2B is that Alternate 2B proposed shoulders on the outside of the roadway rather than curbs. The typical roadway section would consist of two, 7.9 meter (26-foot) roadways, one in each direction, separated by a 6.1 meter (20-foot) raised grassed median. Each roadway would include two, 3.7 meter (12-foot) lanes. Outside shoulders 3.0 meters (ten foot) in width are proposed with nine feet of safety grading which provides a roadside recovery area.

Alternates 2A and 2B were not selected because they each resulted in 19 residential relocations and one business displacement, impacted 5.68 and 6.18 acres of parkland respectively, encroached on .93 and .92 acres of 100 year floodplain, affects approximately 1.63 and 1.60 acres of wetlands and causes noise levels to exceed the Federal Highway Noise Abatement Criteria at 8 noise sensitive areas.

d. Alternate 3A

Alternate 3A proposed the upgrading of MD 237 to a four-lane, divided, curbed roadway with the same typical roadway section as Alternate 2A. Portions of the existing road would be used where possible.

This alignment is the same as the previously discussed build Alternate 2A until it reaches the vicinity of Greenview Elementary School. At this point, the alignment shifts gradually to the east to avoid impact to the St. Mary's River State Park. The alignment then continues south on the east side of existing MD 237 until it intersects with the existing roadway at the proposed Peggs Road intersection with existing MD 237. Access to the proposed roadway and median crossovers would be the same as in Alternates 2A and 2B. The project's termini are also the same.

e. Alternate 3B

Alternate 3B follows the same alignment as Alternate 3A and proposes the same typical roadway section as Alternate 2B. The difference between Alternate 3A and 3B is that Alternate 3B proposes 3.0 meter wide (ten foot) shoulders on the outside of the roadway rather than curbs.

Alternate 3A and 3B would each require 34 residential relocations, encroach on approximately 1.53 acres of 100 year floodplain, affect 2.44 acres of wetlands and causes noise levels to exceed the Federal Highway Noise Abatement Criteria at 5 noise sensitive areas. Based on the above impacts, alternates 3A and 3B were not selected.

2. Alternates Studied since the Public Hearing

a. **Alternate 5**

This alignment totally utilizes the existing road. Alternate 5 proposes to add 3.0 meter (ten foot) shoulders to the existing two-lane roadway without improving the horizontal or vertical geometry. The proposed improvement would provide only marginal capacity enhancement and would slightly improve safety as vehicles could utilize the outside shoulders as right turn lanes to access driveways or to maneuver around left turning vehicles. This improvement was not selected because it does not correct the substandard vertical or horizontal geometrics which currently exist on MD 237 and therefore does not adequately address the need for the project.

b. **Alternate 6 - Two Lane Initial Roadway**

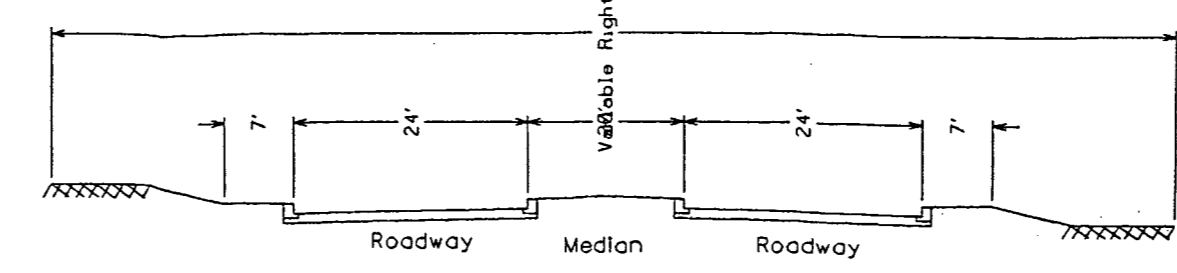
This alignment was developed using a 64.37 kph (40 mph) design criteria to reduce right-of-way impacts and costs. It would utilize as much of the existing roadway as possible. The alternate originally consisted of the reconstruction of MD 237 to a two-lane roadway with full depth 3.0 meter (ten-foot) wide shoulders and 2.7 meters (nine feet) of safety grading. This alternate would provide the same minor capacity enhancement as Alternate 5 while also providing increased safety improvements by eliminating the substandard geometric problems of the existing roadway. Alternate 6 was initially developed to allow for the future widening of the proposed roadway. A five-lane curbed section with a continuous left turning lane, and a four-lane divided curbed roadway with a 4.9 meter (16-foot) raised grass median were proposed as options for the ultimate improvement for this alternate. The right-of-way needed to construct either of these ultimate options would be purchased prior to the construction of the initial two-lane improvement. Both of the options for the ultimate construction would utilize a 19.8 meter (65 foot) roadway, curb to curb, in order to match the typical section proposed by the MD 246 project which includes the reconstruction of MD 237 from Peggs Road to MD 246. The ultimate

section could be constructed when traffic volumes warrant upgrading the facility. This alternate was dropped because it ultimately required more right-of-way than the Selected Alternate 6 alignment and would not provided an immediate capacity increase.

c. Alternate 6 - Selected Alternate

Alternate 6 was revised subsequent to input from the St. Mary's County Commissioners. The Administrator chose Alternate 6 as a four-lane divided, curbed roadway with a 6.1 meter (20 foot) raised grass median and 2.1 meters (seven feet) of backing as the Selected Alternate (see figure 3 and 4). Selected Alternate 6 was refined to the proposed typical section retaining the 64.37 kph (40 MPH) design speed which will require a posted vehicle speed of 48.3 to 56.3 kph (30 to 35 MPH).

Selected Alternate 6 reconstructs the existing four lane section (3 northbound lanes and 1-southbound lane) from the intersection of MD 235/MD 237 to the entrance of the Hickory Hills Shopping Center to a five-lane curbed section. The proposed roadway would consist of five 3.4 meter (11 foot) lanes with a .3 meter (one foot) offset at the inside/outside curbs. 2.1 meters (seven feet) of backing would provide pedestrian safety and allow for possible construction of sidewalks. The proposed roadway would provide an additional southbound lane at the intersection which would allow for two lanes in each direction and a continuous center left turn lane. The alignment then transitions to a reconstructed four-lane divided, curbed roadway with the same typical section and continues south generally following the western edge of the existing roadway until it reaches Sayre Court. At this point the alignment shifts slightly to the west to lessen impacts to the Lexington Park Church of God and avoids the Ebenezer Cemetery. The proposed roadway would avoid any direct impact to the proposed Hickory Hills HUD development. The alignment then shifts back to the east to again follow the western edge of existing MD 237 until just south of Evergreen Memorial Gardens. In this area the proposed roadway again shifts to the west to utilize 30.5 meters (100 feet) of dedicated right-of-



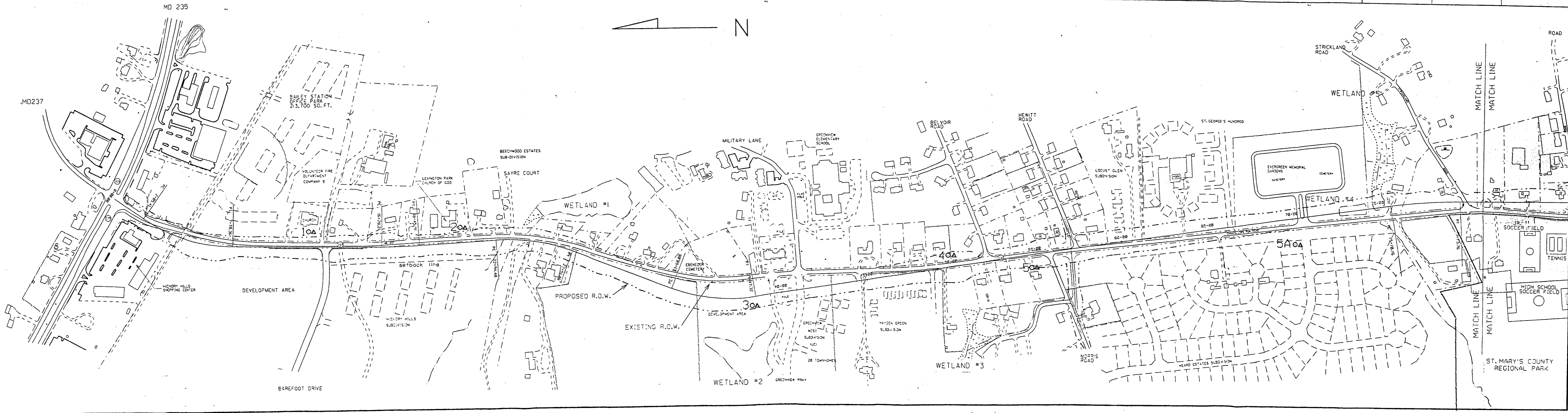
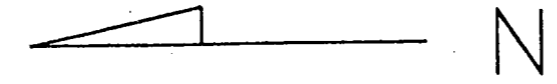
4 Lane Divided Curbed Roadway

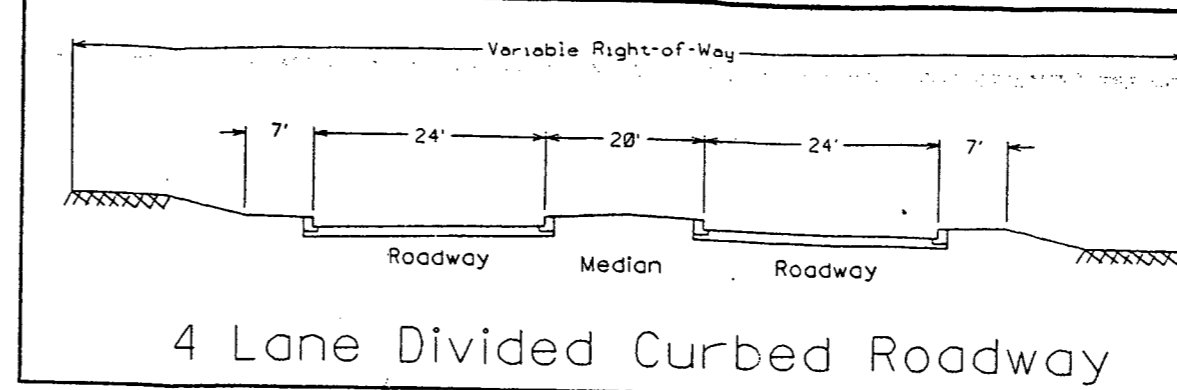
LEGEND

- PARKLAND BOUNDARY
- FLOODPLAIN BOUNDARY
- WETLAND BOUNDARY
- AIR & NOISE RECEPTOR SITES
- R

MARYLAND ROUTE 237
 MARYLAND ROUTE 235 TO MARYLAND ROUTE 246
ALTERNATE 7 - Park Avoidance
 MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION

SCALE: 1" = 300'
 DATE: FEB. 1995
 FIGURE: 5

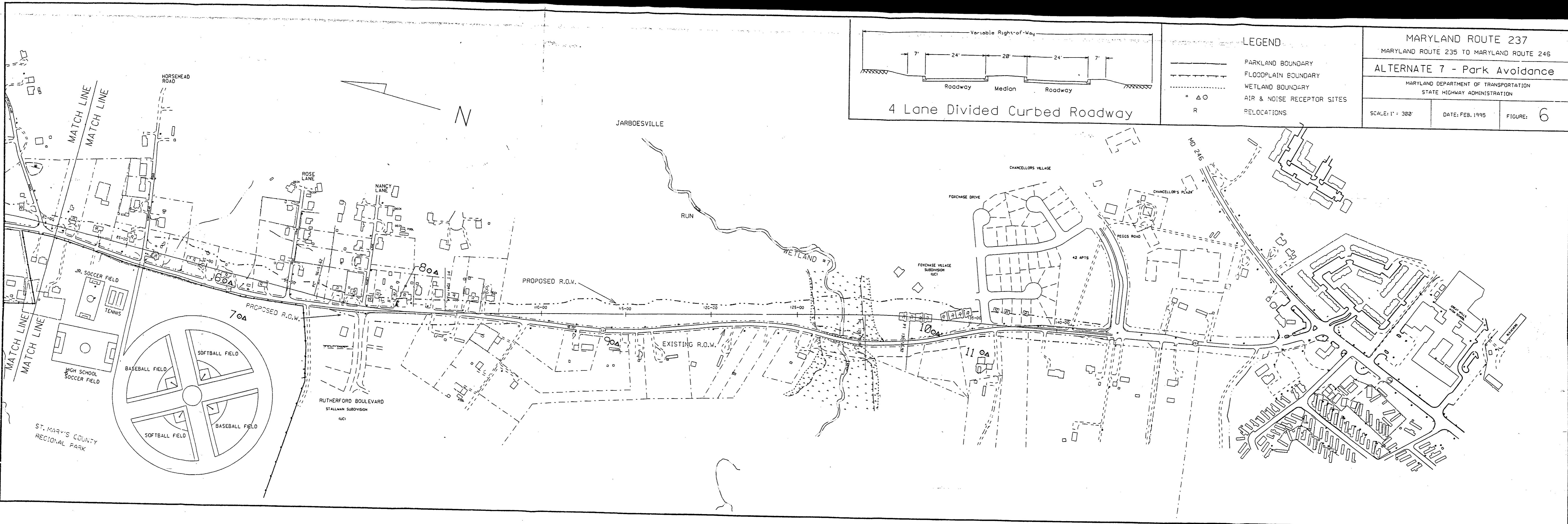




LEGEND

	PARKLAND BOUNDARY
	FLOODPLAIN BOUNDARY
	WETLAND BOUNDARY
	AIR & NOISE RECEPTOR SITES
	RELOCATIONS

MARYLAND ROUTE 237		
MARYLAND ROUTE 235 TO MARYLAND ROUTE 246		
ALTERNATE 7 - Park Avoidance		
MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION		
SCALE: 1" = 300'	DATE: FEB. 1995	FIGURE: 6



way through St. Mary's River State Park, established through coordination with St. Mary's County Parks and Recreation. This shift will also help to minimize the impacts to residential properties opposite the Regional Park. The alignment then continues south avoiding residential properties by shifting to the east side of existing MD 237, approximately 304.8 meters (1000 feet) south of Rutherford Boulevard. The proposed alignment then shifts back to the west just north of Jarboesville Run and continues south on the west side of existing MD 237 to avoid direct impacts to the Fox Chase Village (HUD apartments). A triple cell box culvert will be provided at Jarboesville Run. The box culvert will be no longer than 27.43 meters (90 feet (+/-)), will have one cell which duplicates the bank full flow width/depth ratio, and other cells that provide conveyance of out-of-bank flows and deer passage at a width that is at least twice as wide as the bank full width. Because the bank full width is 3.96 meters (13 feet), the base flow culvert will be 3.96 meters (13 feet) wide. Each of the outer cells will also be 3.96 (13 feet) wide to provide out-of-bank conveyance at a width that is double the bank full width. The culvert will be buried 0.3 meter (one-foot) below the normal stream invert (see Pg. VI-102). The selected alignment then shifts to the east and follows the existing center line of existing MD 237 until it intersects with the county's Peggs Road. The Selected Alternate would not require any reconstruction of MD 237, between Peggs Road and MD 246. This section of existing MD 237 would be constructed with the MD 246 project. Median crossovers and left-turn storage lanes would be provided at the same locations as the previous build alternates to include Barefoot Drive, Sayre Court, Military Lane, Evergreen Memorial Gardens, Horsehead Road, Nancy Lane, and Peggs Road. The exception is the realignment of Norris Road and Hewitt Road to create a common median crossover which was proposed for all other build alternates studied. This improvement is not proposed with Selected Alternate 6 due to construction of a stormwater management pond for the Heard Estates subdivision along the proposed realignment of Norris Road. A median crossover and left-turn storage lanes would be provided at Hewitt Road.

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Through continued coordination with the U.S. Army Corps of Engineers, the Maryland Department of Natural Resources and the U.S. Fish and Wildlife Service, the Selected Alternate 6 alignment was revised to incorporate the specific type of box culvert structure previously discussed to be used for crossing Jarboesville Run and to reach agreement on the riparian mitigation concept approach. To accommodate this structure, the revised Selected Alternate 6 alignment incorporates a 3.0 meter (10 foot) horizontal shift of the center line to the east of its original location from approximately 365.8 meters (1,200 feet) north to approximately 152.4 meters (500 feet) south of the Jarboesville Run crossing. The vertical alignment at Jarboesville Run is approximately .61 meters (two feet) higher in elevation than original Selected Alternate 6 with the lowest elevation point moved from Jarboesville Run to a point 61.0 meters (200 feet) north in order to shift the roadway farther away from a residence in that area.

d. Alternate 7

This alternate was developed to compare the impacts of reduced design speed criteria for a 4(f) avoidance alignment. The new alignment utilized the same design criteria and typical section as Selected Alternate 6 (see Figures 5 and 6).

The proposed roadway would be identical to Alternate 6 from the intersection of MD 235 to the vicinity of Military Lane. At this point the alignment would start shifting to the east side of existing MD 237 to avoid impact to the St. Mary's River State Park. Avoidance of the park would require 21 residential relocations and 8 apartment buildings which houses a total of 36 apartment units south of Jarboesville Run. The alignment then continues south basically on the east side of existing MD 237 until it ties in with the existing roadway and intersects with the county's Peggs Road. A new triple cell box culvert was proposed at Jarboesville Run. Access to the proposed roadway and median crossovers would be the same as with Alternate 6.

Based on the substantial residential relocations required with the proposed Alternative 7 alignment and the objection of the Department of Housing and Urban Development this alternative was not considered a reasonable alternative to address the capacity and safety issues along MD 237.

3. Service Characteristics of the Selected Alternate

a. **Traffic Volumes and Service Levels**

MD 237 had a 1988 average daily traffic (ADT) in the range of 9,400 to 9,920 vehicles. The ADT for a roadway is the average number of vehicles traveling a roadway during a 24-hour period. The existing two-lane roadway presently operates at a Level-of-Service (LOS) D (Approaching unstable flow with heavy traffic volumes and decreasing speeds) during the peak hours.

Planned residential growth within the study limits, consistent with the St. Mary's County Comprehensive Land Use Plan and expansion of the Patuxent Naval Air Test Center, will result in a projected ADT range of 20,000 to 24,000 vehicles by 2015 yielding a peak hour LOS E (low speeds, high traffic volumes approaching roadway capacity, temporary delays) under the No-Build Alternate. Projected 2015 Build ADT ranges between 26,250 and 31,600 vehicles yielding a peak hour LOS B/C (Stable flow, some speed restrictions, increasing traffic volumes). In the Environmental Assessment, prepared for this project, it was noted that the level of service (LOS) expected to occur at the MD 237/MD 235 intersection at the northern project limit in the design year 2015 is projected at level-of-service F/F (AM/PM peaks) for both the build and no-build conditions. The reason that this LOS condition shows no improvement for the build alternates is because of operational problems occurring on MD 235. MD 235 has been identified in the State Highway Administration 1988 Highway Needs Inventory for widening to six lanes as a long term improvement. All of the other study area intersections are projected to operate, at an acceptable L-L-

O-S service in the am/pm peak hours with either the build or no-build conditions, through the design year of 2015.

The design hour volume (DHV) is 11 percent with a 55 percent directional distribution. The DHV is an hourly volume expressed as a percent for use in design representing traffic expected to use the highway. Trucks are 10 percent of the ADT and 3 percent of the design hour volume which is consistent with most state highways.

b. Accident Data

In the six-year study period (1985-1990), MD 237 from MD 235 to Peggs Road experienced a total of 182 accidents. These accidents result in a rate of approximately 336 accidents for every one hundred million vehicle miles of travel (acc/100 mvm). This rate is higher than the statewide average rate of 192 acc/100 mvm for similarly designed highways. With the reconstruction of MD 237 to a four-lane divided highway, an accident rate of approximately 144 acc/100 mvm is expected.

Accidents associated with the existing conditions result in a monetary loss to the motoring and general public of approximately \$1.7 million/100mvm.

The corresponding cost to the public resulting from a reduced accident rate associated with the improvements proposed with this Selected Alternate would be approximately \$1.6 million/100 mvm, an estimated cost saving of approximately \$0.1 million/100 mvm over the existing conditions. These statistics are only for the mainline of MD 237 and do not include any improvements that may be made with the new project planning study to widen MD 235.

Although the accident rate for the Selected Alternate is approximately half the accident rate for existing roadway, the fatal accident rates are relatively equal. Accident cost considerations take into account accident severity rates and not accident frequency. The cost of accidents to the public is only expected to decrease slightly with the

Selected Alternate since fatal accidents, for which only minor change is expected, contribute such a high cost compared to minor accidents which occur more frequently.

The Environmental Assessment, included discussion of one High Accident Section identified within the study limits of the MD 237 project, from MD 246 to .32 kilometers (0.20 mile) north of MD 246. This section is no longer within the study limits as it is included in the improvements being designed for the MD 246 project. Also there were two locations that met the criteria for a High Accident Intersection (HAI) in the five year study period from 1985 to 1989. These locations were MD 237/MD 235 and MD 237/MD 246. No study area intersections qualified as HAI's for 1990. Starting in 1988, the criteria for high accident locations became more stringent. In previous years, accident locations were separated into two categories with the most serious locations being considered priority locations. Only the locations meeting the priority location criteria are now considered; therefore some locations that met the criteria in the period 1985-1987 no longer qualify in the 1988-1990 statistics.

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C. Environmental Consequences

The following is a summary of the environmental impacts associated with Selected Alternate 6.

1. Social, Economic and Land Use Impacts

a. Social Impacts

Selected Alternate 6 would require the displacement of two families occupying one residence to be acquired at the intersection of Nancy Lane/MD 237. Given the percentage of the predominantly white population (81.8%) in the community, minorities are not likely to be affected. No known handicapped or elderly persons would be affected by the Selected Alternate. Income levels of the affected families are in the middle income range.

Relocation of the individuals or families displaced by the project will be accomplished in accordance with the "Uniform Relocation Assistance and Land Acquisition Policies Act of 1970" as amended in 1987 (see Appendix). The relocation will be satisfactorily completed within an 18-month period, in a timely, orderly and humane manner. The required acquisitions can be accomplished with minimal impact to the economic well-being of the project area and those directly affected. A survey of the local real estate rental and the sales market indicate there is sufficient comparable replacement housing available in the area to relocate the displaced families. The families should not require "Housing of Last Resort." However, if necessary, "Housing of Last Resort" will be utilized to provide decent, safe and sanitary replacement housing for both affected families. Sufficient housing appears to be available in the area, to accommodate families affected by this project. However, significant changes in population density or distribution could occur by the increase of personnel generated by other federal projects in the study area.

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The Patuxent Naval Air Test Center (PNATC) in Lexington Park has recently been designated as the east coast headquarters for the newly formed Naval/Air Warfare Center. Despite recent Department of Defense cutbacks, the community of Lexington Park expects to gain approximately 2,000 military and civilian personnel not including families and up to 2,000 contractors, a total projection of approximately 6,200 additional people by 1995. However since the Selected Alternate requires the relocation of only two families, the influx of the additional persons associated with the Naval Station should not affect the State Highway Administrations ability to provide adquate housing.

Since residents living along MD 237 are already a roadside community, the Selected Alternate would not cause any community disruption.

b. Summary of the Equal Opportunity Policy of the Maryland State Highway Administration

Title VI Statement

It is the policy of the Maryland State Highway Administration 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 state Highway Administration program projects funded in whole or in part by the Federal Highway Administration. The State Highway Administration will not discriminate in highway planning, highway design, highway construction, the acquisition of right-of-way, or the provision of relocation advisory assistance. This policy has been incorporated into all levels of the highway planning process in order that proper consideration 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 Highway Administration for investigation.

c. Land Use

The No-Build Alternate is inconsistent with county planning efforts for the project area because it does not provide adequate roadway capacity to accommodate current and projected residential development along the study corridor, nor does it provide the adequate access required for the planned expansion of the Lexington Park area.

Selected Alternate 6 is consistent with the St Mary's County Comprehensive Plan adopted in 1982 which designates the upgrading of MD 237 as part of the Lexington Park area road improvements. Lexington Park is a major regional center with all access to this area currently passing through developed portions of Lexington Park. Access to Lexington Park needs to be improved to avoid future traffic congestion.

These improvements address the need for both current and planned residential land use in the corridor. Approximately, three to four new subdivisions are under construction or have been completed with approximately five others having received approval from the County. These developments are occurring as a result of planning decisions as set forth in the master plan prepared by the County.

d. Access to Facilities and Services

The No-Build Alternate would not address the congestion caused by increasing traffic volumes generated by ongoing residential development at numerous locations along the study corridor and military population increase in the Lexington Park area. It also would not address the demands of increasing commuter traffic using MD 237 as a short-cut between MD 235 and MD 246 as a bypass of the Lexington Park area on a daily basis.

The additional roadway capacity provided by the Selected Alternate would facilitate traffic flow and provide safer and quicker access to facilities and services located in the Lexington Park area. The

additional roadway capacity would also improve travel time for the provision of emergency and commercial services. Selected Alternate 6 would also allow for safer ingress and egress for residents along the study corridor.

The various community facilities and services should not experience a change in the demand for services as a result of Selected Alternate 6. The Selected Alternate would help to relieve future projected congestion problems and provide better access to the facilities.

e. Economic Impacts

Only the No-Build Alternate would result in negative impacts from an economic standpoint because a certain amount of residential development could not occur as planned. The No-Build Alternate would not provide the roadway capacity or safety improvements necessary for the existing or planned economic development for the area.

One of the County's principal commercial centers is Lexington Park, primarily resulting from the location of the PNATC and the resultant concentration of population. The concentration of retail and entertainment facilities in this area is reflective of the importance of the base personnel which generates economic activity.

The Selected Alternate would improve access to local businesses along MD 235 and MD 246 and area employment centers by providing an alternate roadway with adequate capacity which avoids the Lexington Park area. It would also serve to alleviate some through traffic congestion in the Lexington Park area which is the major employment and population center of the county and is one of the most important activity centers in the entire Tri-County Region. The continued operations and expansion of the PNATC are essential to the continued economic viability of the county. Selected Alternate 6 serves to facilitate economic activities along MD 235 by providing an additional roadway with adequate capacity to link MD 246 with MD 235. It is

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also a primary factor in the general framework for the ongoing economic development of the Lexington Park area which is designed to accommodate the expansion of the PNATC and the existing and projected residential development along MD 237.

The residential property values along MD 237 may experience a slight downturn due to increased traffic volume and closer proximity to the improved roadway.

No business displacements are required by the Selected Alternate.

f. Parks and Recreation

A total of approximately 1.6 hectares (3.93 acres) of right-of-way from St. Mary's River State Park, located to the west side of MD 237, will be required by the Selected Alternate. Most of the park property was purchased with Program Open Space funds and will ultimately consist of a total of 971.3 hectares (2,400 acres). The county has developed the park facility for softball, soccer, tennis and other recreational uses. The required right-of-way along the edge of the park property adjacent to the MD 237 proposed improvements does not impact any of the recreation areas (see Section 4(f) Evaluation).

g. Historical and Archeological Resources

No historic standing structures on or eligible for the National Register of Historic Places are located in the project area (see SHPO letter dated December 28, 1988 in Comments and Coordination Section).

Site 18 ST 608, a prehistoric archeological camp site, will be affected by Selected Alternate 6. Phase II testing of site 18 ST 608 has been completed on the east side of MD 237 with negative results (see SHPO concurrence letter dated January 8, 1993). The portion of site 18 ST 608 located on the west side of MD 237 will be subject to a Phase II site examination to determine whether it is eligible for inclusion in the National Register of Historic Places. Due to a denial to access

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property on the west side of MD 237 at this site, Phase II testing will be completed after right-of-way is purchased (See MHT letter pgs. IV 72, 73). Given the fact that the site may likely be significant only for the information it contains and does not have to remain in place, data recovery, if necessary, will mitigate the effect on the site and the provisions of Section 4(f) will not be applicable.

An environmental assessment conducted the Albaugh and Aud wetland mitigation sites indicates that there are no historic instanding structures on or elgible for the National Register of Historic Place located on the property. An archeological reconnaissance of the Albaugh site was undertaken with negative results. The Maryland State Historic Preservation Office has concurred that this undertaking will have no adverse effect on the Aud site, provided that phase III data recovery is carried out, avoiding the requirement for Section 4(f) documentation (see letter dated April 13, 1994).

2. Natural Environmental Impacts

a. Floodplains

Selected Alternate 6 would encroach upon approximately .4 hectares (.99 acre) of the 100-year floodplain associated with Jarboesville Run for construction of a triple cell box culvert measuring 3.7x4.0, 3.7x4.0 and 3.4x4.0 meters (12'x13', 12'x13' and 11'x13'). This impact was evaluated in accordance with the requirements of Executive Order 11988 to determine if the encroachment was significant. The floodplain encroachment required by Selected Alternate 6 would not involve the following:

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

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The proposed encroachments will not significantly affect upstream water surface elevations or storage capacity. Standard hydraulic design techniques will be utilized for waterway openings to limit upstream flood level increases and approximate downstream flow rates. The Jarboesville Run structure will be designed to meet criteria agreed upon by SHA, COE and DNR, Water Resources Administration.

Sediment and erosion control and stormwater management plans, approved by the Department of the Environment, will be implemented to minimize impacts to the affected streams. There is no indication that these encroachments will cause any adverse effect on storage capacity or water surface elevations, result in risks or impacts to the beneficial floodplain values, or provide direct or indirect support to further development within the floodplain.

Therefore, in consideration of these factors, the floodplain encroachments were determined to be nonsignificant. In accordance with Executive 11988, a floodplain finding is not required for the Selected Alternate.

b. Wetlands

Pursuant to Executive Order 11990 (Protection of Wetlands) and Section 404(b)(1) of the Clean Water Act, wetland areas potentially affected by the proposed project have been identified.

Eight wetlands in the project corridor were delineated through field reconnaissance and based on the presence of hydric soils, hydrophytic vegetation, and hydrologic characteristics utilizing the 1987 U.S. Army Corps of Engineers Wetland Delineation Methodology (see alternates maps). Concurrence with wetland boundaries was received during field reviews with representative from the U.S. Army Corps of Engineers and the U.S. Fish and Wildlife Service on July 24, 1990 (see Comments and Coordination Section).

Selected Alternate 6 will have no effect on Wetlands #1 through Wetland #6 or Wetland #8. These wetlands, located throughout the study area, are all non-tidal and either palustrine forested, riverine, and/or open water impoundments.

Selected Alternate 6 would impact approximately .29 hectares (.71 acre) of Wetland 7 (riverine, upper perennial forested) associated with the Jarboesville Run Stream crossing. The acreage for wetland 7 was reduced from that initially identified in the draft document due to the existing MD 237 roadway being counted as part of the wetland. Functions associated with Wetland 7 include medium passive recreation value, high value as habitat for wildlife or fishies, low value for sediment trapping/stabilization (short term), medium value for flood dsynchronization and medium value for groundwater discharge/recharge functions. The overall functional value for Wetland 7 is medium.

In accordance with Executive Order 11990, efforts were made to avoid or minimize harm to Wetland #7. Due to the linear flow of Jarboesville Run perpendicular to MD 237, avoidance of Wetland #7 is not practical due to the flow of Jarboesville Run from east to west far beyond the study area (see figure 4 and 6). Design characteristics incorporated in the Selected Alternate to minimize wetland impacts included reducing the design speed of the proposed roadway 80.5 to 64.4 kph (from 50 mph to 40 mph), reducing the lane width from 3.7 meters to 3.4 meters (12 feet to 11 feet) reducing the curb offset distance (distance between traveled roadway and curb) from .61 to .30 meter (two feet to one foot) and reducing the roadway backing (graded area beyond curb) from 3.1 to 2.1 meters (ten feet to seven feet). The Selected Alternate 6 typical section is 4.3 meters (14 feet) narrower from outside edge of backing on the east side of the roadway to outside edge of backing on the west side of the roadway when compared to all other proposed build alternatives. Selected Alternate 6 reduces wetland impacts to .29 hectares (.71 acre) compared to .54/.53 hectares (1.34/1.31 acres) for Alternates 2A/2B respectively, and .99 hectares (2.44 acres) for Alternates 3A/3B and .77 hectares (1.90 acres) for Alternative 7.

The No-Build Alternate does not address the need for the project (safety, congestion, and capacity concerns) and therefore, is not a practicable alternative to avoid wetland impacts.

This project has been presented at three Interagency Meetings; October 18, 1989, April 15, 1992 and December 16, 1992. The U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service and the Environmental Protection Agency were present at the latter meeting and each agency verbally endorsed the Selected Alternate 6 alignment which was substantially revised February 21, 1995.

Wetland Finding

Pursuant to E.O. 11990, efforts were made to avoid or minimize harm to wetlands in the project corridor. As discussed, there are no practicable alternative that would completely avoid construction in wetlands and still satisfy the purpose and need. The Selected Alternate includes all practicable measures to minimize harm to wetlands. The anticipated wetland impacts for MD 237 are .29 hectares (.71 acre) of palustrine forested wetland (PFO) along Jarboesville Run and wetland riparian habitat impact. Assuming a 2:1 mitigation ratio, .70 hectares (1.72 acres) of PFO wetlands will have to be mitigated. The replacement ratio is based on initial wetland impact of .35 hectares (.86 acre).

A reconnaissance of the St. Mary's River watershed was initiated to identify potential wetland mitigation sites and the results were negative. An expanded reconnaissance which included all of St. Mary's County did identify two potential wetland mitigation sites located in the larger Lower Potomac River watershed, the Albaugh property and the Aud property.

The Albaugh property is located in the Coastal Plain physiographic province near the headwaters of several tributaries to Herring Creek. Herring Creek becomes estuarine only .20 Kilometers (0.5 miles) from the southwest corner of the Albaugh property where the proposed wetland mitigation site would be constructed. The Albaugh property consists of open fields bordered by drainage ditches which are fed by a ground water seep. These fields will yield approximately 6.0 hectares

(14.8 acres) of created palustrine forested wetlands and approximately .40 hectares (1 acre) of wetland enhancement (See figure 7).

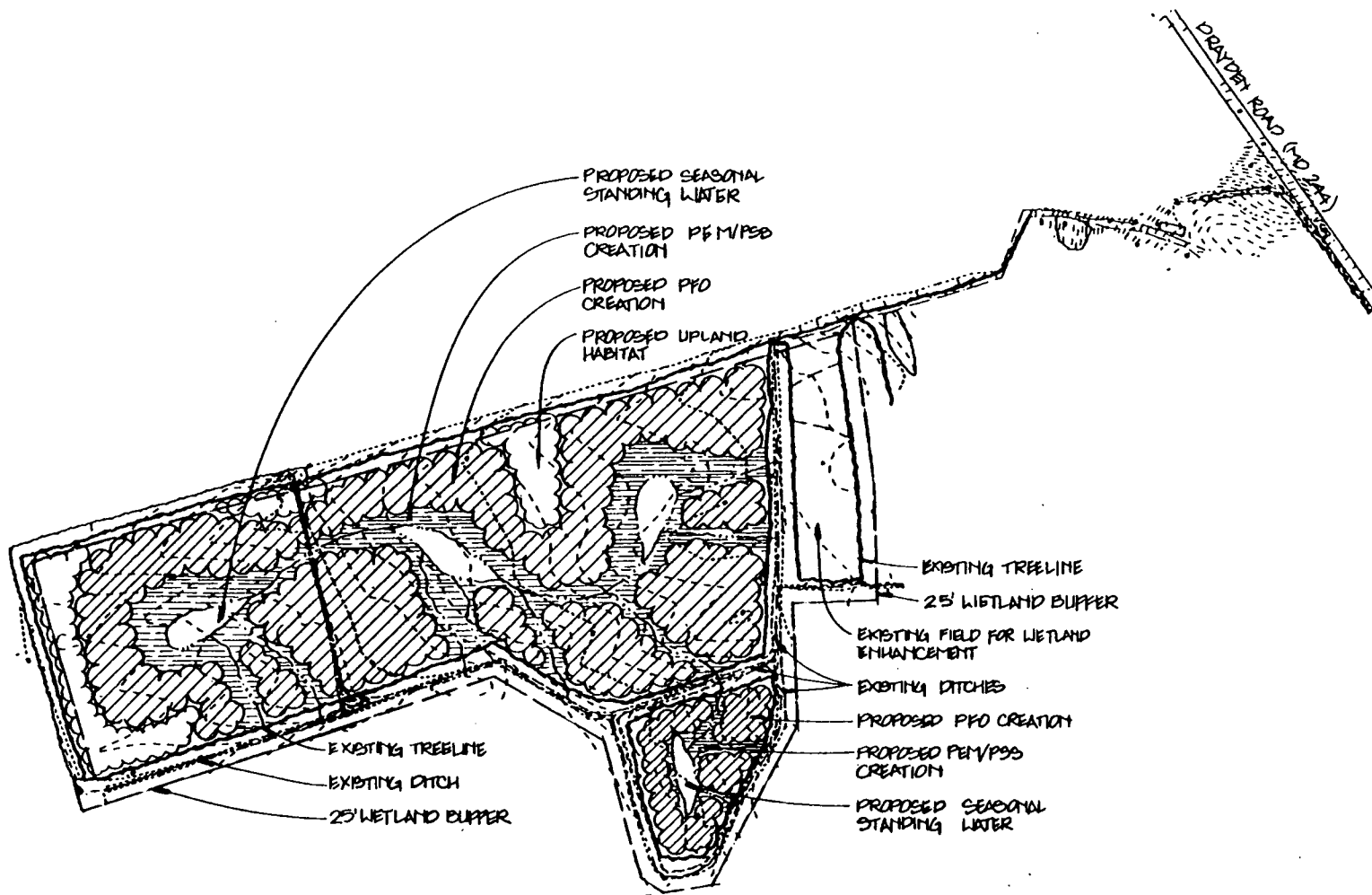
The second wetland mitigation site is the Aud property which is located off of Flat Iron Road south of Great Mills, Maryland. The site is approximately 9.3 hectares (23 acres) and includes two open fields that will yield approximately .59 hectares (1.45 acres) of created palustrine forested and palustrine emergent wetlands, approximately .06 hectares (.14 acres) of tidal wetlands and approximately 8.1 hectares (20 acres) of existing forested wetlands to be preserved (see figure 8).

An allotment of approximately .16 hectares (.4 acre) of the palustrine forested wetland preservation credit on the Aud property will be used to mitigate impacts from MD 237. The other .55 hectares (1.36 acres) impacted will be mitigated by creating palustrine forested wetlands on the Albaugh property. All of the remaining wetland created at the Albaugh and Aud parcels will be placed in a wetland bank and used to mitigate wetland impacts from other highway projects planned in the St Mary's River Lower Potomac River watershed as agreed to under the Section 404 permitting process.

To mitigate riparian impacts SHA is proposing to provide streamside tree planting along Jarboesville Run or its tributaries. The primary goals of this mitigation is to provide channel shading, flood flow dissipation, nutrient uptake, food chain support, sediment removal and to extend the riparian corridor. It is anticipated that the final planting plan would yield approximately 3,600 square feet.

c. Surface Water

Selected Alternative 6 will not require any relocation of Jarboesville Run. Jarboesville Run is a non-tidal waterway and is designated Class I-Water Contact Recreation, Aquatic Life and Water Supply. Methods of reducing the impacts associated with stream bottom loss, such as depressed cells (one foot) to reestablish productive substrate will be incorporated during final design in accordance with WRA criteria. Instream construction of any kind may be prohibited from March 1 through June 15. This project will be coordinated with the Department



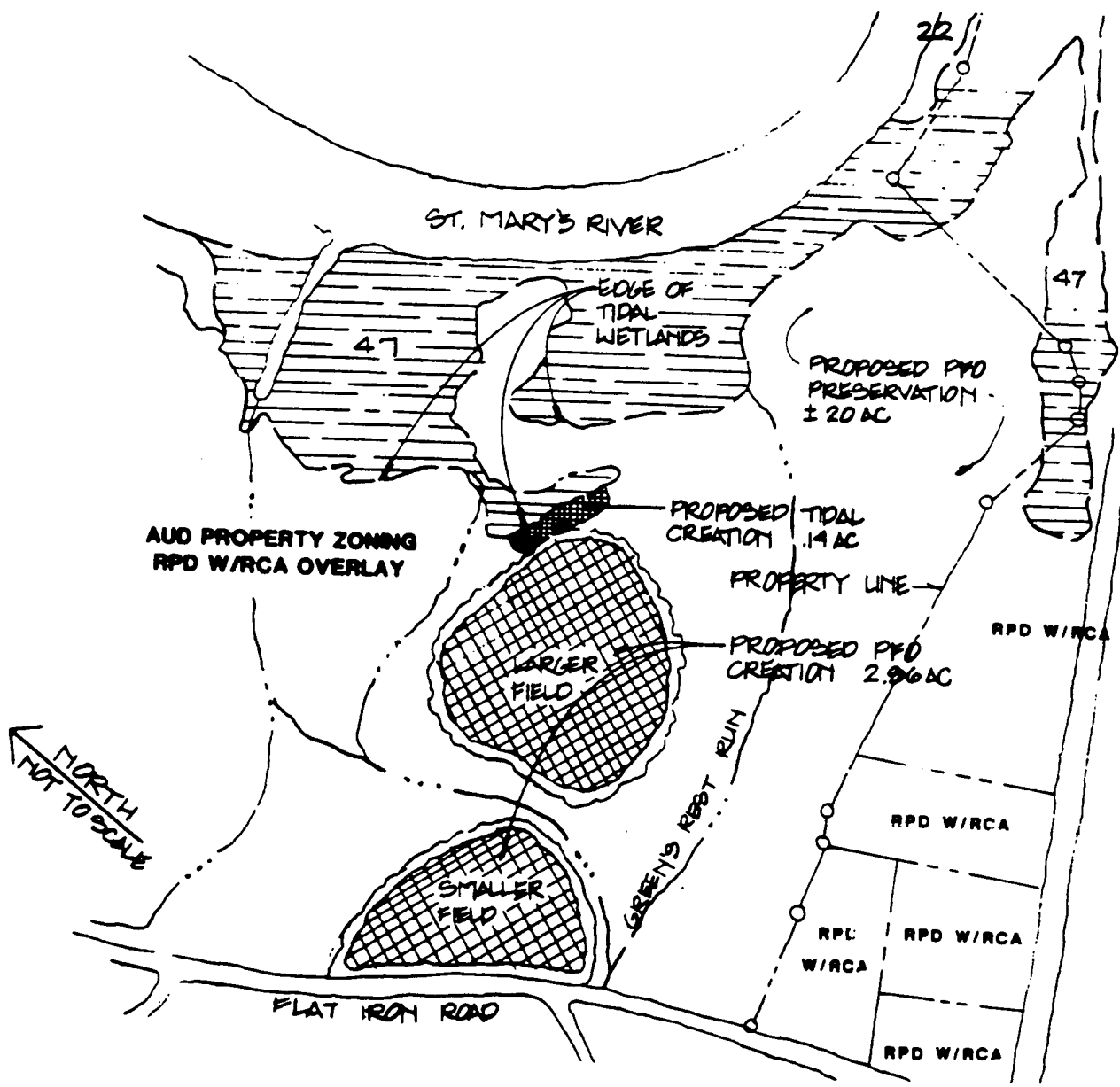
**ALBAUGH PROPERTY
WETLAND MITIGATION
SITE**

**MD ROUTE 237
From MD 235 to MD 246**

Not to Scale

FIGURE 7

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**AUD PROPERTY
MITIGATION
SITE CONCEPT PLAN**

MD ROUTE 237

From MD 235 to MD 246

Not to Scale

FIGURE 8

of Natural Resources, and a waterway construction permit will be required.

The increase of impervious surface resulting from the proposed improvements would produce a proportionate increase in the amount of roadway runoff carrying vehicle generated pollutants (i.e., oil, coolants, brake lining, rubber, etc.). Stormwater runoff will be managed under the Department of Environmental 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 measurably reduce pollutant loads and control runoff.

Final design for the proposed improvements will include plans in accordance with State and Federal laws and regulations. Stormwater management areas will be identified during the final design phase. The plans will require review and approval by the Maryland Department of Environment.

d. Threatened or Endangered Species

Correspondence with the U.S. Fish and Wildlife Service and Maryland Department of Natural Resources-Wildlife Administration indicates there are no known populations of federally listed threatened or endangered species along the study corridor which may be impacted by any of the build alternates. (See letter in the Comments and Coordination Section).

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e. **Air Quality**

An air quality analysis determined that Selected Alternate 6 will not result in violations of either the 1-hour or 8-hour State and National Ambient Air Quality Standards in 1995 or 2015 (see Table 2 and 3 and figures 3 thru 6). The proposed improvements will occur in an air quality attainment area and are recorded in the State Transportation Improvement Program #427-9.

TABLE 2
1-HOUR CARBON MONOXIDE CONCENTRATIONS (CO PPM)

Receptor No.	Background	1995 Alternate			2015 Alternate		
		No-Build	Sel. 6	7	No-Build	Sel. 6	7
1	2.0	3.5	3.0	3.0	5.7	4.0	3.9
2	2.0	4.2	3.2	3.1	7.1	4.2	4.3
3	2.0	3.8	3.4	3.4	6.0	4.5	4.7
4	2.0	5.2	3.2	3.0	9.3	4.4	4.0
5	2.0	5.0	R	R	9.1	R	R
5A	2.0	5.2	3.1	2.9	9.3	4.0	3.8
6	2.0	4.7	3.1	R	8.1	4.3	R
7	2.0	8.8	3.6	3.1	7.2	5.0	4.1
8	2.0	4.5	2.9	R	7.7	3.8	R
9	2.0	4.6	3.0	2.8	7.9	3.9	3.6
10	2.0	3.3	3.0	R	5.2	3.9	R
11	2.0	3.3	2.8	2.8	5.2	3.6	3.6

S/NAAQS - 1 HOUR 35 ppm
Including Background concentration.
R = Relocation

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TABLE 3
8-HOUR CARBON MONOXIDE CONCENTRATIONS (CO PPM)

Receptor No.	Background	1995 Alternate			2015 Alternate		
		No-Build	Sel. 6	7	No-Build	Sel. 6	7
1	1.0	1.2	1.2	1.2	1.2	1.4	1.3
2	1.0	1.3	1.2	1.2	1.4	1.4	1.4
3	1.0	1.1	1.2	1.2	1.2	1.5	1.5
4	1.0	1.2	1.2	1.2	1.3	1.4	1.3
5	1.0	1.2	R	R	1.2	R	R
5A	1.0	1.2	1.2	1.2	1.3	1.3	1.3
6	1.0	1.2	1.2	R	1.4	1.4	R
7	1.0	1.5	1.3	1.2	1.7	1.6	1.4
8	1.0	1.2	1.2	R	1.3	1.3	R
9	1.0	1.2	1.2	1.2	1.2	1.3	1.2
10	1.0	1.1	1.2	R	1.1	1.3	R
11	1.0	1.1	1.2	1.2	1.2	1.3	1.2

S/NAAQS - 8 Hours 9 ppm
including Background concentrations

In the Environmental Assessment for this project, a detailed air quality analysis was prepared for each of the alternates retained for detailed study (No-Build, 2A, 2B, 3A and 3B). Since there were no prior violations of either the 1-hour or 8-hour standards, a subsequent analysis was conducted only for Selected Alternate 6 and Alternate 7 since they were presented after completion of the Environmental Assessment. Table 2 and 3 shows the results of the subsequent analysis.

f. Noise Quality
Projected Noise levels and Abatement Feasibility

In accordance with Federal Highway Administration Regulations 23 CFR, Part 772, "Procedures for Abatement of Highway Traffic Noise," this project was analyzed for noise impacts. Noise mitigation is considered when Federal Highway Administration Noise Abatement Criteria are equaled or exceeded or when predicted noise levels exceed the existing levels by 10 dBA or more. The Noise Abatement Criteria for residential areas is 67 decibels. The land use adjacent to the study section of MD 237 is primarily residential and agricultural.

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 practicality of construction, feasibility, and reasonableness.

The following items were considered in determining potential noise impacts:

- Identification of existing land use
- Existing noise levels
- Prediction of future design year noise levels
- Potential traffic increase

The factors that were considered in determining whether the mitigation would be considered reasonable and feasible are:

- Whether a feasible method is available to reduce the noise;
- Whether the cost of noise mitigation is reasonable for those receptors that are impacted - approximately \$40,000 per impacted residence;
- Whether the mitigation is acceptable to affected property owners.

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. However, any impacted noise receptor which will receive a 5 decibel reduction is considered when determining whether the barrier is reasonable.

A determination of whether a barrier is cost effective or reasonable is determined by dividing the total number of impacted sensitive sites in a specified noise sensitive area, that will receive at least a 5 dBA reduction of noise levels, into the total cost of the noise mitigation. For the purpose of comparison, a total cost of \$16.50 per square foot is assumed to estimate total barrier costs. This cost figure is based upon current cost experienced by the Maryland State Highways Administration and includes a cost for panels, footing, drainage, landscaping, and overhead. The State Highway Administration has established approximately \$40,000 per residence protected as being the maximum cost for a barrier to be considered reasonable.

A detailed noise analysis has been completed for the No-Build Alternate, Selected Alternate 6 and Alternate 7 developed subsequent to completion of the Environmental Assessment. The results of the noise study for selected alternate 6 are discussed below and the noise results for both selected alternate 6 and alternate 7 are shown in Table 4. To review the location of each NSA please refer to alternates mapping figures 3 thru 6). Each NSA is representative of the area where it is located.

No-Build Alternate

Under the No-Build Alternate, two of the twelve noise sensitive areas would approach or exceed the noise abatement criteria of 67 dBA, Leq (see Table 4).

Selected Alternate 6

Under the Selected Alternate, 6 of the 12 noise sensitive areas (NSA's 2, 3, 4, 5, 5A, 6, 7, and 11) will approach or exceed the Federal Highway Noise Abatement Criteria of 67 dBA. Noise receptor 3 (NSA 3) also has noise levels that would exceed ambient levels by 10 dBA or more (see Table 4).

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NSA 1 -(Kingdom Hall Church) - At this site a noise level of 65 dBA is projected for Selected Alternate 6. The projected 65 dBA noise level represents a 5 dBA increase over ambient levels and does not approach or exceed the FHWA Noise Abatement Criteria. No further analysis is required.'

NSA 2 - (Lexington Park Church of God), would be located adjacent to each of the build alternates. FHWA noise abatement criteria of 67 dBA is exceeded by 1 dBA with Selected Alternate 6. This represents a 3 dBA increase over ambient levels at this site. A noise barrier 402.3 meters (1320 feet) in length with an average height of 4.27 meters (14 feet) at a total cost of \$304,920 was investigated. The barrier would provide at least a 7 dBA reduction for the church (equal to 5 residences for cost effectiveness calculations). At a cost per residence of \$60,984 the mitigation is not considered reasonable because it exceeds the cost per residence criteria of \$40,000. An effective noise wall would deny driveway access from MD 237 to the affected properties. A barrier segmented for residential access would not be physically effective. Therefore, noise mitigation is not considered reasonable and feasible at this site.

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TABLE 4
NOISE LEVEL SUMMARY

SITE	AMBIENT	NO-BUILD	SELECTED 6	ALTERNATE 7
1	60	63	65	65
2	65	67	68	68
3	55	60	70	70
4	65	65	69	67
5	63	64	72	71
5A	64	66	69	66
6	67	68	67	77
7	65	72	70	67
8	60	66	72	72
9	59	64	71	64
10	64	58	65	73
11	63	62	70	64

NSA 3 - (Hayden Green Subdivision)- At NSA 3, the FHWA noise abatement criteria of 67 dBA is exceeded by 2 dBA with Selected Alternate 6. This represents a 14 dBA increase over ambient levels. NSA #3 represents a housing development (Hayden Greens) which is currently not approved and for which plans are not available; therefore, abatement analysis was not considered.

NSA 4 - At NSA 4 (1-story brick & frame residence) the FHWA noise abatement criteria of 67 dBA is exceeded by 2 dBA with Selected Alternate 6. This represents a 14 dBA increase over ambient levels at this site.

For Selected Alternate 6 a barrier 245.4 meters (805 feet) in length, with an average height of 3.7 meters (12 feet), at a total cost of \$159,390 was investigated. The barrier would provide at least a 7 dBA reduction to three (3) residences with projected levels above 67 dBA, at a cost per residence of \$53,130. This mitigation would not be considered reasonable because it exceeds the cost per residence criteria of \$40,000. An effective noise wall would deny driveway access from MD 237 to the affected properties. A barrier segmented for residential access would not be physically effective. Therefore, noise mitigation is not considered reasonable and feasible at this site.

NSA 5 - At NSA 5 (1-story frame residence) - FHWA noise abatement criteria of 67 dBA is exceeded by 5 dBA with Selected Alternate 6. This represents a 9 dBA increase over ambient levels at this site.

For Selected Alternate 6, a barrier 205.7 meters (675 feet) in length with an average height of 3.7 meters (12 feet), at a total cost of \$133,650 was investigated. The barrier would provide at least a 8 dBA reduction to (3) residences with projected levels above 67 dBA, at a cost per residence of 44,550. This mitigation would not be considered reasonable and feasible because it exceeds the cost per residence criteria of \$40,000 and because a barrier at this location would eliminate the only existing access to MD 237 for the three residences.

At NSA 5 (1-story frame residence) - FHWA noise abatement criteria of 67 dBA is exceeded by 4 dBA with Build Alternate 7. This represents a 8 dBA increase over ambient levels at this site.

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For Build Alternate 7, a barrier 175 meters (575 feet) in length with an average height of 3.65 meters (12 feet), at a total cost of \$113,850 was investigated. The barrier would provide at least a 8 dBA reduction to (3) residence with projected levels above 67 dBA, at a cost per residence of \$37,950. A barrier in this location will eliminate the only available access to MD 237 for two residences in this area. A third residence, will lose its access to MD 237 but will still be able to access Norris Road to the south. Based on the above, a barrier at this location would not be feasible.

NSA 5A - (proposed development) - At this edge of right-of-way site, the FHWA noise abatement criteria of 67 dBA is exceeded by 2 dBA with Selected Alternate 6. This represents a 5 dBA increase over ambient levels. For Selected Alternate 6, a barrier 658.4 meters (2,160 feet) in length, with an average height of 4.3 meters (14 feet), at a total cost of \$498,550 was investigated. This barrier would provide at least an 8 dBA reduction to fourteen (14) residences with projected levels above 67 dBA at a cost per residence of \$35,640. The barrier would have to be segmented to provide for residential access, therefore it would not be physically effective and is not considered feasible.

NSA 6 - (one story frame residence)- At NSA 6, the FHWA noise abatement criteria of 67 dBA will be exceeded. The projected noise level for Selected Alternate 6 equals the ambient noise level. A noise barrier 213.4 meters (700 feet) in length, with an average height of 3.7 meter (12 feet), at a total cost of \$138,600 was investigated. The barrier would provide at least a 7 dBA reduction to three (3) residences with projected levels equal to 67 dBA, at a cost per residence of \$46,200. Abatement for this area is not considered reasonable and feasible because it exceeds the cost per residence criteria and because it would restrict access to residential driveway. A barrier segmented for residential access would not be physically effective.

NSA 7 -(ST. Mary's Regional Park)- At this site a noise level of 70 dBA was projected for Selected Alternate 6. The projected build noise levels would exceed the FHWA noise abatement criteria of 67 dBA by 3 dBA. Selected Alternative 6 would produce a projected noise increase over the ambient of 5 dBA. A noise barrier 580 meters (1900 feet) in length and 3.7 meters (12 feet) in height costing \$376,200 would provide protection for 5 equivalent residence at a cost per residence of \$72,240. Abatement for this area is not considered reasonable because it exceeds the cost per residence criteria of \$40,000.

At this site the build noise level of 62 dBA was projected for Alternate 7. The projected build noise levels would not approach or exceed the FHWA noise abatement criteria of 67 dBA and

the ambient noise level is exceeded by only 2 dBA. Based on the above conditions, noise mitigation is not warranted at this site.

NSA 8 - (one story frame residence) At this site a noise level of 72 dBA was projected for Selected Alternate 6. The projected noise level would exceed the FHWA noise abatement criteria of 67 dBA by 5 dBA. Selected Alternative 6 would produce a projected noise increase over ambient of 12 dBA. A noise barrier 250 meters (830 feet) in length and 4.9 meters (16 feet) in height costing \$219,120 would provide protection for 4 residence at a cost per residence of \$54,780. Abatement for this area is not considered reasonable because it exceeds the cost per residence criteria of \$40,000.

At this site a noise level of 70dBA was projected for Build Alternate 7. The projected noise level would exceed the FHWA noise abatement criteria 67dBA by 3dBA. Build Alternate 7 would produce a projected noise increase over ambient of 10dBA. A noise barrier 210 meters (700 Feet) in length and 3.7 meters (12 feet) in height costing \$144,000 would provide protection for 3 residence at a cost per residence of \$48,000. Abatement for this area is not considered reasonable because it exceeds the cost per residence criteria of \$40,000.

NSA 9 - (a mobile home) -At this site a noise level of 71 dBA was projected for selected Alternate 6. The projected noise level would exceed the FHWA noise abatement criteria of 67 dBA by 4 dBA. Selected Alternative 6 would produce a projected noise increase over ambient of 12 dBA. A noise barrier 520 meters (1700 feet) in length and 5.5 meters (18 feet) in height costing \$504,900 would provide protection for four residence at a cost per residence of \$126,225. Abatement for this area is not considered reasonable and feasible because it exceeds the \$40,000 cost per residence criteria and because it would restrict access to residential driveway. A barrier segmented for residential access would not be physically effective.

At this site a noise level of 69dBA was projected for Alternate 7. The projected noise level would exceed the FHWA noise abatement criteria of 67dBA by 2dBA. Build Alternate 7 would produce a projected noise increase over ambient to 10 dBA. A noise barrier 520 meters (1700 feet) in length and 4.9 meters (16 feet) in height costing \$438,000 would provide protection for five residence at a cost per residence of \$87,600.

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NSA 10 - (Proposed development)- At this site a noise level of 65dBA was projected for Alternate 6. The projected noise level would not approach or exceed the FHWA noise abatement criteria of 67dBA therefore, no further analysis is required at this site.

NSA 11 (one story brick residence)- At this site a noise level of 70dBA was projected for alternate 6. The projected noise level would exceed FHWA noise abatement criteria of 67 dBA by 3 dBA. This represents a 7 dBA increase over ambient levels. For Selected Alternate 6, a noise barrier 182.9 meters (600 feet) in length with an average height of 3.7 meters (12 feet), at a total cost of \$118,800 was investigated. The barrier would provide at least a 7 dBA reduction to one (1) residence with a cost per residence of \$118,800. Abatement for this area is not considered feasible because it exceeds the cost per residence criteria of \$40,000.

Table 5

Receptor Site	Leq Noise Level, dBA			Barrier Length Height	Total Cost	Number of Residence		Cost Per Residence Protected
	Ambient	No Build	Selected Alternate 6			Impacted	Protected	
1	63	63	65	No analysis required				
2	65	67 ¹	68 ¹	290.4x2.1 (1320x7)	\$304,920	9	5	\$60,984
3 ₃	55	60	70 ¹	Point on the right-of-way				
4 ²	65	65	69 ¹	286.5x.61 (940x2)	\$186,120	5	5	\$60,910
5 ²	63	64	72 ¹	675.3x3.7 (575x12)	\$113,250	3	3	\$44,420
5A ₂	64	66 ¹	69 ₁	658.4x4.3 (2160x14)	\$498,550	14	14	\$35,640
6 ₂	67 ¹	68 ¹	67 ¹	213.4x3.7 (700x12)	\$138,600	3	3	\$46,200
7	65	61	70	580x3.4 (1900x18)	\$376,200	5	5	\$72,240
8	60	66 ¹	72 ¹	250x4.9 (830x16)	\$219,120	11	4	\$54,780
9 ₂	59	64	71	520x5.5 (1700x18)	\$507,000	8	4	\$126,750
10 ⁴	64	58	65	No analysis required				
11	63	62	70	182.9x3.7 (600x12)	\$118,800	1	1	\$118,800

1. Approaches or exceed FHWA Noise Abatement Criteria.
2. Unable to provide feasible abatement due to need to maintain access (ingress/egress) from property onto Maryland Route 237.
3. Point on right-of-way.
4. Site designated potential take or relocation.

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3. Summary

Based on the noise analysis study completed to date, noise abatement measures in the form of barriers were not considered reasonable and/or feasible at any of the NSA's analyzed.

4. Other Mitigation Measures

In addition to noise walls, other abatement measures were considered as outlined in the Federal-Aid Highway Program Manual 7-7-3. These include:

a) Traffic Management Measures

Traffic management measures would include traffic control devices and signing for prohibition of certain vehicles (heavy trucks), time use restrictions for certain types of vehicles, modified speed limits and exclusion lane designations.

However, it is not possible to restrict or prohibit heavy trucks from this type of facility.

b) Install Earth Berm.

Existing residential development immediately adjacent to the roadway make it infeasible to acquire significant amounts of property for buffer areas. Also, due to insufficient right-of-way between residences and the existing roadway, earth berm will not be feasible, therefore, they will not be investigated during final design.

c) Plantings

Due to the number of intersecting roadway and driveways along MD 237, vegetative screening was not considered feasible due to the need to maintain adequate site distance at intersections.

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5. Construction Impacts

As with any major construction project, areas around the construction site are likely to experience varied periods and degrees of noise impact. This type of project will probably employ the following pieces of equipment that will be likely sources of construction noise:

- Bulldozers and earth movers
- Graders
- Front end loaders
- Dump and other diesel trucks
- Compressors

Generally, construction activity will occur during normal working hours on weekdays. Therefore, noise intrusion from construction activities probably will not occur during critical sleep or outdoor recreating periods.

Maintenance of construction equipment will be regular and thorough to minimize noise emissions because of inefficiently turned engines, poorly lubricated moving parts, poor or ineffective muffling systems, etc.

SECTION IV

4(F)

EVALUATION

IV. SECTION 4 (F) EVALUATION

A. Introduction

Section 4(f) of the Department of Transportation Act, 49 U.S.C.303(c), requires that the use of land from a significant publicly owned public park, recreation area, or wildlife and waterfowl refuge, or any significant historic site as part of the project for a federally funded or approved transportation project is permissible only if there is no feasible and prudent alternative to the use. Final action requiring the taking of such land must document that there are no feasible and prudent alternatives to the use of land from the property, and that the proposed action includes all possible planning to minimize harm to the property.

B. Description of Proposed Action

The project consists of dualizing the existing two-lane section of MD 237 from MD 235 to the intersection of Peggs Road in Saint Mary's County, Maryland (see figure 2).

The purpose of the project is to increase capacity and improve safety along MD 237 by removing the sharp curves and steep slopes in the vicinity of Jarboesville Run. This two-lane roadway has no shoulders and numerous access points which contribute to unsafe travelling conditions. Approved development within the study area will cause these conditions to worsen in the future. Currently, MD 237 operates at a level of service D (characterized as approaching unstable flow with heavy traffic volumes and decreasing speeds) and has a projected 2015 No-Build level of service E (characterized by low speeds, high traffic volumes approaching roadway capacity, temporary delays). Alternate 6 has been chosen as the Selected Alternate for this project. A detailed description of the project purpose and need, as well as the alternates considered can be found in Section III of this document.

C. Description of 4(f) Resource

St. Mary's River State Park is located along MD 237 north of Rutherford Boulevard (see figure 9). The park boundary runs coterminus with the right-of-way limit of existing MD 237 for approximately 518.16 meters (1700 feet). The entire

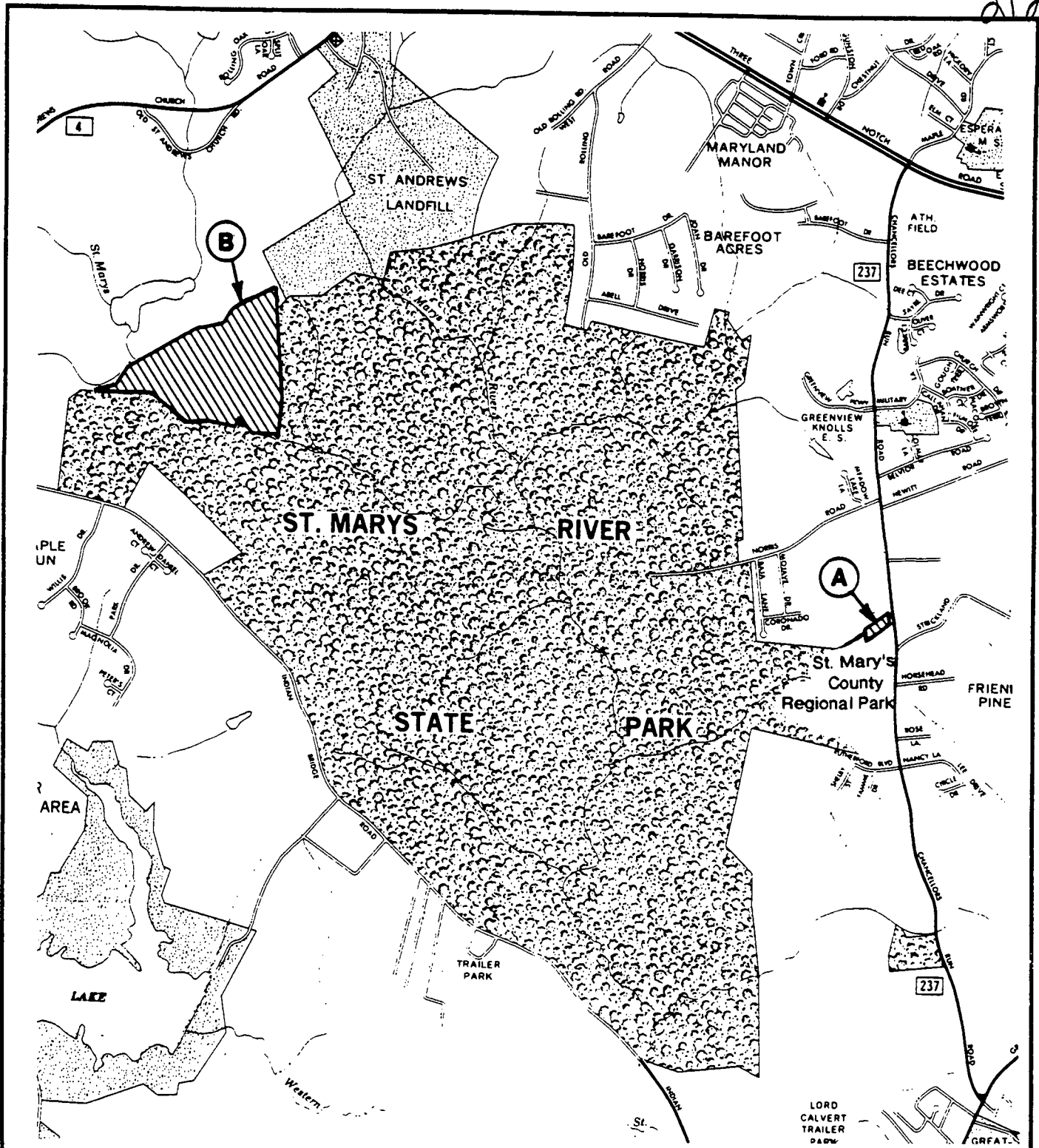
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park is owned by the Maryland Department of Natural Resources (DNR) and consists of over 809.4 hectares (2,000 acres) of publicly-owned, open space. In the draft document two separate portions of this park were identified along MD 237, however due to litigation involving the parcel located at Jarboesville Run, the Maryland Department of Natural Resources is not exercising jurisdiction. The park features a mosaic of landscape elements ranging from bottomland wetlands, to farm fields, to gently rolling hills, to upland mixed hardwood forest. Future improvements proposed for the park by DNR will enhance habitat to support a diversity of plant, animal and bird species and provides areas for a variety of multi-recreational uses such as picnicking; horseback riding; hiking; hunting; fishing; and nature study. This park property, with the exception of an area near the St. Andrews landfill, was purchased with Program Open Space Funds. Therefore, replacement property will be provided.

To help meet the existing and anticipated needs of the local community for active recreation, the St. Mary's County Commissioners in January, 1987, leased 33 hectares (82 acres) of this Park, directly adjacent to MD 237, composed of open fields and farmland, from the Department of Natural Resources. St. Mary's County Department of Recreation and Parks have developed the facility for baseball, softball, soccer, swimming and tennis with additional improvements, golf and outdoor concerts proposed for the future.

Property would be required from the 33 hectare (82-acre) section of St. Mary's River State Park leased to St. Mary's County Department of Recreation and Parks by Maryland Department of Natural Resources. This area has been designated St. Mary's County Regional Park (see Figure 9) to distinguish it from the larger Department of Natural Resources (DNR) owned state park. According to the lease, St. Mary's County may make reasonably necessary improvements to this property subject to DNR review and written approval of the use.

The lease agreement is for a period of 50 years beginning on the first day of December, 1986, and ending on the 30th day of November, 2036. St. Mary's County may renew this lease agreement for one additional term of 50 years by giving Maryland DNR a written notice of intent at least 90 days before the expiration of the original term. St. Mary's County uses the area as a public recreational area with any and all utilities service being supplied underground.



Department of Natural Resources
(Program Open Space)

**PARKLAND
REPLACEMENT
AREAS IDENTIFIED**

MD ROUTE 237

From MD 235 to MD 246

Scale: 1" = 2000'

FIGURE 9

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D. Impacts to 4(f) Property

Selected Alternate 6 requires the acquisition of a total of approximately 1.60 hectares (3.97 acres) from St. Mary's River State Park/St. Mary's County Regional Park. Initially, the proposed improvement would have adversely affected the planned soccer field designated for the St. Mary's County Regional Park area. However, after a meeting with St. Mary's County park officials (see Correspondence Section memorandum dated January 4, 1990), the county revised their proposed recreational area plans and relocated the soccer field and purposely reserved approximately 50 feet of the leased park property immediately adjacent to MD 237 as a buffer area to accommodate the proposed improvement to the roadway (see figures 4).

Air and noise analyses have been completed for this area. The ambient Leq noise level for the noise sensitive site representative of this area (NSA 7) is 65dBA. The modeled design year Leq noise level is 70dBA, an increase of 5dBA, therefore abatement consideration is recommended. A noise barrier 580 meters (1900 feet) in length and 3.7 meters (12 feet) in height costing \$376,200 would provide protection for 5 equivalent residence at a cost per residence of \$72,240. Abatement for this area is not considered feasible because it exceeds the cost per residence criteria of \$40,000.

An air analysis was performed in this area using a representative site (NSA 7). It revealed only a minor increase over existing carbon monoxide concentrations, however no violations occurred. A more detailed discussion of air and noise studies is included in Section III of this document.

E. Avoidance Alternates

The No-Build Alternate avoids impacts to the park since there would be no widening of the existing roadway. Under the No-Build Alternate, only minor roadway improvements to MD 237 are planned. Even with these minor improvements, MD 237 would function at level of service "E" by design year 2015. Safety conditions would diminish considerably with the projected increase in traffic volumes. Due to the lack of added capacity, the No-Build Alternate does

not meet the purpose and need of the project and is not considered to be a reasonable alternative for avoiding the park property.

Alternate 3A completely avoids impacts to the park since the widening would occur on the east side of the existing MD 237 roadway. This alternate proposes the same typical section as the previous build Alternate 2A (discussed in Section III. B.2b of this document) until it reaches the vicinity of Greenview Elementary School. At this point the alignment shifts gradually to the east to avoid impact to the park. The alignment then shifts to the west to generally coincide with the previous build alternates. Access to the proposed roadway and median crossovers would be the same as the other alternates described previously. The project's ending point is also the same.

Alternate 3A required 34 residential relocations and includes impacts to a low income HUD development, would impact 1.02 hectare (2.51 acre) of wetland and .62 hectare (1.53 acre) of floodplain. Based on these impacts, Alternate 3A was not considered a reasonable alternative for avoiding St. Mary's County Regional Park.

Alternate 3B follows the same alignment as Alternate 3A and also proposes a 6.01 meters (20 foot) raised grass median. The difference between Alternate 3A and 3B is that Alternate 3B proposes shoulders on the outside of the roadway rather than curbs. Although Alternate 3B avoids St. Mary's County Regional Park it would result in essentially the same impacts as alternate 3A and was determined not to be a reasonable alternative to avoid the park for the same reasons.

Alternate 7 completely avoids St. Mary's County Regional Park and utilizes the same design criteria and typical section as Selected Alternate 6. The Alternate 7 alignment is identical to Selected Alternate 6 from the intersection at MD 235 to the vicinity of Military Lane. At this point the alignment would then start shifting to the east side of existing MD 237 to avoid impact to St. Mary's County Regional Park located opposite Horsehead Road (see figures 5). Avoidance of Park property would require 29 residential relocations on the east side of MD 237 between Belvor Road to south of Nancy Lane including one low income HUD development, Fox Chase Village located south of Jarboesville Run, impacts approximately .77 hectare (1.90 acres) of wetlands and approximately .59 hectare (1.45 acres) of floodplain.

Based on the above impacts, Alternate 7 was not considered a reasonable and prudent alternative to avoid St. Mary's County Regional Park.

F. Minimization Alternate

Studies to minimize impacts to the park property were considered by adjustments to the Selected Alternate 6 typical section. The Selected typical section would reduce the lane widths of the previously studied Alternates 2 and 3 by .30 meter (one foot), 3.7 to 3.4 meters (12 feet to 11 feet). It also reduced the inside and outside curb offset by .30 meter (one foot), .61 to .3 meter (two feet to one foot), and reduced the backing beyond the curb line .91 meters (three feet), 3.0 to 2.1 meters (10 feet to 7 feet). Over all, the Selected Alternate 6 typical section would produce a 4.3 meters (14 foot) reduction in the roadway width when measured from the outside edge to the outside edge of the roadway's backing. The end result of the above modifications reduced parkland impact by approximately .30 meter (one acre).

G. Mitigation Measures

Property adjacent to and north of St. Mary's County Regional Park section is in the acquisition plan of the Department of Natural Resources (DNR). Presently, this property has not been acquired. As part of the mitigation process, for Selected Alternate 6, the State Highway Administration (SHA) will consider using property identified in the acquisition program which is contiguous with the existing park as replacement property. This property is designated as "A" and "B" on figure 9 and is expected to equal the acreage of parkland impacted. Access to St. Mary's County Regional Park would be at the roadway median crossover, at Horsehead Road. SHA will rehabilitate affected areas of the park after construction and will further investigate the possibility of landscape screening along the median of the roadway and park boundary during the final design phase in coordination with Maryland Department of Natural Resources and St. Mary's County Department of Parks and Recreation.

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H. Consultation and Coordination

Coordination has been initiated with Maryland Department of Natural Resources and St. Mary's County to identify replacement parkland (see Section VI-Comments and Coordination).

St. Mary's County has revised their park development plan to provide a setback which would accommodate the proposed widening of MD 237. The Department of Natural Resources has agreed that the proposed project would not adversely affect this recreational resource (see August 10, 1990 letter in Comments and Coordination Section). Additionally, DNR has identified acceptable replacement sites (see May 4, 1991 letter in Comments and Coordination Section).

I. Concluding Statement

Based upon the above consideration and coordination with the appropriate agencies, there are no feasible and prudent alternatives to the use of land from St. Mary's River State Park/St Mary's County Regional Park and that the proposed action includes all possible planning to minimize harm to the park resulting from such use.

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SECTION V

PUBLIC
HEARING
COMMENTS

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I. Public Hearing Comment

A Combined Location/Design Public Hearing was held for the project on November 29, 1990, at the Great Mills High School to present the results of the engineering and environmental analysis and to receive public comment on the project.

The following is a summary of the statements made and appropriate responses given by the State Highway Administration. A complete transcript of all comments made at the hearing is available for review at the Project Development Division, State Highway Administration, 707 North Calvert Street, Baltimore, Maryland 21202. Written comments received subsequent to the Public Hearing are discussed in the Correspondence Section of the do document.

- 1. **Statement:** Mr. Jack Graham
446 A-8 Chancellors Run Road

Recommends that the MD 237 roadway remain as it is today, but widened enough to add shoulders to both sides. Also recommends that the speed limit be reduced to 35 mph. Mr. Graham stated he felt it was unjust to displace households for the sake of saving motorists a few minutes travel time.

Response:

Simply adding shoulders to the existing roadway would not address the capacity problem, significantly reduce accidents, or improve the substandard geometrics. Selected Alternate 6 will have a posted speed limit of 30 or 35 mph and only require the relocation of one house.

- 2. **Statement:** Mr. Paul Willenborg
Strickland Road

Stated that approximately 7 or 8 years ago when MD 237 was a county road, the people of St Mary's County told County officials that they didn't want the roadway expanded. MD 237 has since been turned over to the Maryland State Highway Administration and they want to widen the MD 237 roadway. Mr. Willenborg stated that a group of residents presented an alternate which would relocate MD 237 west of it's present location. This western alignment was later sent to SHA registered mail; however, at the public hearing absolutely nothing had been done to further develop this option because SHA was afraid of taking Park property.

Response:

St. Mary's County requested and supports Selected Alternate 6. The western alignment was studied, included in the Environmental Assessment and addressed at the public hearing a short time after Mr. Willenborg's statement. This alternate was dropped from consideration due to additional park impacts, additional stream crossings, higher cost and lack of safety improvements to the existing road.

3. **Statement:** Unidentified Speaker

Would like to see a controlled access highway like the one at Solomon's which transitions into a bypass. This option would limit the number of entrances and allow traffic to move at 50 mph and people would be allowed to safely leave their homes.

Response:

A controlled access highway would require service roads to be constructed on each side of MD 237 which would require additional right-of-way, impact more houses, businesses and more park property. For these reasons, a totally access controlled roadway was not considered a viable solution.

Statement:

Very concerned about the number of driveways, intersecting roadways and circuitous travel pattern that a roadway designed for 50 mph with a 20 foot medium would cause residence along the highway.

Response:

Selected Alternate 6 will be designed with a twenty foot raised grassed median and have a posted speed limit of 30 or 35 mph, median breaks along MD 237 will be strategically placed to minimize circuitous travel patterns.

Statement:

Concerned that the project limits MD 237 at MD 235 and MD 237 at MD 246 are both high accident locations and neither are a part of the MD 237 study

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Response:

No intersections, including MD 237/MD 235 and MD 237/MD 246 qualified as a High Accident Intersection for 1990. MD 237 from MD 246 to Peggs Road will be reconstructed with the MD 246 project and this section is no longer included with this project.

- 4. Mr. Wilmer Bowles representing Lucy Bush-Chancellors Run Road

Statement:

Would like to know when the state would start right-of-way acquisition and whether or not property would be required from her one acre parcel. Stated that Alternate 2A goes almost through her front porch.

Response:

Presently there is only funding available for planning and no funds for the right-of-way phase is currently programmed. Some right-of-way will be required from this parcel, but the structure will not need to be relocated for the roadway improvements.

- 5. Mr. Dan Rebarchick

Statement:

Concerned that the proposed facility looks to much like a beltway which encourages high speed traffic. Bikers and children who use this road way would not be afforded protection from speeding vehicles. Mr Rebarchick would like to see sidewalks or possibly a bike trail along the proposed roadway. Further indicated that the proposed roadway should have trees or shrubbery to help motorist identify the area as residential.

Response:

The Selected Alternate 6 is a four-lane divided curbed roadway with a 20 foot raised median, with a 40 mph design speed that includes landscaping. Also proposed is seven feet of backing beyond the outside curbs which would allow for pedestrian safety and future sidewalks. No bike trail is proposed.

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Statement:

Very concerned about where the stormwater management facilities will be located and whether they will have any impact on the future development of privately owned properties. If land owned by individuals is required for stormwater management areas, will the owners be compensated?

Response:

The location of stormwater management facilities will be determined during the final design phase of the project. If any additional land is required, it will be purchased along with land needed for the roadway improvements by our District #5 Right-of-Way Office.

6. Mr. Rex L. Allen, Pastor
Lexington Park Church

Statement:

Concerned that most of the property required for this job is being taken from developed properties rather than some of the wooded lands or open fields. Believes that we should take look at who is being affected.

Response:

The Selected Alternate, while still a four-lane divided curbed roadway, does incorporate a reduced typical section. This alternate does use undeveloped land, some subdivision land and donated land to reduce impacts to the developed properties. Impacts to park property must be avoided unless there are no feasible and prudent alternatives to the use, in compliance with Section 4(f) of the U.S. DOT Act (1966).

Statement:

Very concerned about the elevation of the proposed roadway because the Church is in a low lying area which creates puddles when it rains. How will the water drain from our existing properties?

Response:

The elevation of the proposed roadway is consistent with the existing road. The new roadway

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will have a closed drainage system and also a ditch to the outside where necessary to control runoff which should improve existing drainage conditions.

7. Mr. Nathan Frank
526 Chancellors Run Road

Statement:

Would like to see shoulders on the outside of the roadway which would allow cars entering from side streets the visibility of on coming traffic, would allow room for the bicycles, pedestrians, and joggers.

Response:

Shoulders were considered for this project but the Selected Alternate 6 is a curbed roadway. The curbed section will require less right-of-way, provide improve pedestrian safety and is supported by St. Mary's County.

8. Mr. John Traas
873 Chancellors Run Road

Statement:

Would like the State Highway Administration to continue to coordinate closely with the local police department and especially the County government.

Response:

Continued coordination with the various branches of St. Mary's County Government will continue throughout the planning and design phases of this project and will include coordination with the county police department.

9. Unidentified Speaker:

Statement:

Did you look at an alignment to the west of existing MD 237?

Response:

The feasibility of an alignment to the west of

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existing MD 237 was evaluated and later dropped from further study because of a variety of impacts associated with it. This alignment required additional impacts to St. Mary's River State Park and cause the park to be divided. The western alignment could require two crossings of tributaries of the St. Mary's River, impacting associated wetlands and floodplain areas. It is estimated that a thirty percent (30%) increase in total project cost would result from a western alignment alternative. Lastly, a western alignment alternative is inconsistent with the project purpose and need which is to improve safety, add capacity, and improve the vertical/horizontal sight distance along MD 237 which is currently operating at a level-of-service D and has a projected 2015 No-Build level of service E.

Statement:

Interested in the western alignment alternative and whether it would affect the St. Mary's landfill.

Response:

When studying the feasibility of a western alignment, which avoided the park property, it required that the alignment go further west in the vicinity of the landfill which is beyond the project area of the MD 237 project.

Statement:

Stated that a bypass to the west would eliminate all the problems caused by intersecting roadways and driveways.

Response:

Since January 1991, four new subdivisions have been approved along MD 237. With the additional residential traffic resulting from people living and who will live along MD 237, a roadway farther to the west would not satisfy the purpose and need of the MD 237 project which is to eliminate existing and proposed congestion, reduce accidents and improve geometrics on the existing roadway.

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10. Mr. Ed Fennel
Chancellors Run

Statement:

Wants to know how SHA is going to realign Hewitt Road and Norris Road and whether the realignment would require any relocations.

Response:

Selected Alternate six does not propose to realign Norris and Hewitt Roads. A median crossover and left-turn storage lane will be provided at Hewitt Road.

11. Charles Strickland
Strickland Road

Statement:

Concerned about possible accidents which could result on the proposed facility with a design speed of 50 miles per hour (mph) while at the same time allowing U-turns.

Response:

The Selected Alternate 6 has a design speed of 40 mph and will most likely be posted for 30 or 35 mph. Even with the necessary U-turn movements, the accident rate is expected to be significantly reduced with the construction of a four-lane divided curbed roadway.

12. Mr. John Cross
450 Chancellors Run Road

Statement:

Mr. Cross is very concerned with the proposed speed limit along MD 237 and also concerned with the proposed right only movement from his house. Would like to have shoulders to allow him time to mix with on-coming traffic.

Response:

The posted speed will most likely be 30 or 35 mph. The right-turn movement only from the property will actually be safer than the left-turn movement which exists today. Shoulders are not planned with the

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Selected Alternate.

13. Ms. Edie Mattingly
872 Chancellors Run Road

Statement:

Believes that the road should be widened, however; suggested that coordination is a must at all levels to ensure that the road is built with safety in mind.

Response:

Selected Alternate 6 proposes widening the existing two lane road to 4 lanes. Improved safety is one of the primary needs that this project addresses. Public involvement and coordination with various state and federal government agencies has taken place and will continue throughout the design phase of the project.

14. Mr. George Little
909 Chancellors Run Road

Statement:

Believes that the MD 237 roadway will operate as a high-speed escape route for crime.

Response:

The Selected Alternate 6 improvements would require upgrading the existing MD 237 roadway to a design speed of 40 mph which would be signed for 30 mph and would adequately handle the projected increase in traffic as well as provide a safe and efficient roadway for emergency vehicles (fire, police and ambulance services).

Statement:

Suggested that the road be placed on the west side of the existing MD 237 roadway closer to the proposed developments and provide a limited access highway from those developments.

Response:

This proposal would result in additional parkland

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impacts, additional stream crossings, create more wetland and floodplain impacts and a higher cost for this project.

- 15. Mr. Bill Lehman
Elbow Road

Statement:

Would like to see sidewalks placed along this section of the MD 237 roadway. Also concerned about the proposed 40 mph design speed in vicinity of the school which is currently 30 mph.

Response:

Seven feet of backing is proposed beyond the outside curbs. Sidewalks could be constructed by the county in areas that demonstrate high pedestrian activity. The roadway will most likely be posted 30 or 35 mph.

- 16. Mr. Szymanczyk
418 Military Lane

Statement:

Would like to see existing MD 237 widened and would like to see traffic lights installed to decrease traffic and to allow safer egress of traffic. Would also like to see sidewalks installed.

Response:

Traffic signals will be considered and installed at intersections where the need warrants. Sidewalks are not proposed with this project, but could be constructed at a later date by the County. As this project is designed to accommodate sidewalks.

- 17. Ms. Debra Graham
Chancellors Run Road

Statement:

Wants to know if the No-Build is an option.

227

Response:

The No-Build Alternate was considered but not selected because it did not address the stated purpose and need for the project which is to improve safety and increase capacity.

18. Ms. Daisy Walker

Statement:

Wants to know if the traffic studies for the design of Peggs Road, which is to relieve traffic on MD 237 and take it directly to the Patuxent Naval Air Test Center, be factored into traffic studies for the design of proposed MD 237.

Response:

The projections did factor in Peggs Road being completed.

19. Mr. J. J. Smith
912 Chancellors Run Road

Statement:

Wants to know if there are any plans to do water improvements, sewage and gas in conjunction with this construction or do the people have to wait 2 years for this to happen. Also, are there any plans to provide traffic controls at turn-around points on MD 237.

Response:

Water, sewer and gas improvements are handled at the County or local levels, and it is not known when these improvements are planned. Some of the intersections may meet warrants for a traffic signal and will be studied in the next phase of the project.

20. Mr. Gary Ferko
Callahan Drive

Statement:

Would like to know if any thought was given to not using the 20' wide median to avoid taking property.

228

Response:

A four-lane undivided roadway was not considered, but a five lane roadway with a continuous left-turning lane was. It was dropped due to the expected high accident rate.

21. Mr. Bruce Strickland
Strickland Road

Statement:

Stated that from MD 235, both Alternates 2 and 3 minimize impact to residential properties until they reach Strickland Road. At Strickland Road Alternate 3 shifts to the east and takes houses and continuing south the alignment shifts to the west to avoid houses. Suggest that we use a combination of alternates 2 and 3 which would minimize residential impacts.

Response:

In the vicinity of Strickland Road Alternates 2 and 3 differ in order to avoid impacts to St. Mary's River State Park. Alternate 3 must be shifted to the east which requires many residential relocations. Public parks (St. Mary's River State Park) are considered 4(f) resources and federal law requires that all possible planning efforts must be undertaken to first avoid these resources and if this is not possible, then all planning efforts to minimize harm to these resources must be undertaken. Alternate 6 was selected over Alternates 2, 3 and 7 because it provided the needed capacity and safety improvement and reduced the number of residential relocations to 1 versus 19 relocations for Alternate 2, 34 relocations for Alternate 3 and 22 relocations for Alternate 7. Selected Alternate 6 also required the least amount of wetland impacts, requiring .86 acre, 1.65 acres for Alternates 2A/2B, 2.44 acres for Alternates 3A/3B and 3.26 acres for Alternate 7. The Selected Alternate 6 would require 4.94 acres from St. Mary's River State Park and Alternates 2A/2B would require 5.68 acres and 6.18 acres respectively.

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SECTION VI

CORRESPONDENCE

A. Written comments received subsequent to
Location/Design Public Hearing and response

231

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PROJECT DEVELOPMENT DIVISION

Contract No. SM 757-101-571, PDMS No. 183053

Combined Location/Design Public Hearing
MD 237

DEC 12 2 32 PM '90

MD 235 to MD 246

Thursday, November 29, 1990 at 7:30 p.m.
Great Mills High School

NAME MR & MRS. JOSEPH R THOMPSON DATE 12-11-90

PLEASE PRINT

ADDRESS CHANCELLORS RILL ROAD

CITY/TOWN GREAT MILLS STATE MD ZIP CODE 20634

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

We believe that since Chancellors Mill Rd. is only a connecting road between Rt. 235 & Rt. 246 that the road definitely needs to be widened and shoulders added. And straightened in some areas. We do not feel any more people should be relocated than is absolutely necessary. We do not need an interstate highway through this residential area. To add sidewalks to this road would be a farce. It would only encourage people to walk & ride bikes. It is not a city street.

We live directly across from the Figg's road entrance. We are concerned about the difficulty of getting on and off the road into our driveway. We are very concerned about having to possibly relocate since we are all family here since the 1800s.

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

JML
O. James Lighthizer
Secretary
Hal Kassoff
Administrator

January 25, 1991

RE: Contract No. SM 757-101-571
MD 237 - MD 235 to MD 246
PDMS No. 183053

Mr. & Mrs. Joseph R. Thompson
Chancellors Run Road
Great Mills, Maryland 20634

Dear Mr. & Mrs. Thompson:

Thank you for your interest in our MD 237 project planning study. We share your concern for safety and every attempt will be made to minimize displacements. Your comments concerning the shoulders, sidewalks and your entrance will be considered in our decision making process.

You have been added to our mailing list so you will receive any future public announcements concerning this project.

If you have any further comments or questions, please contact me at (301) 333-4582 or toll free at 1-800-548-5026.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by: *LeRoy B. Carrigan*
LeRoy B. Carrigan
Project Manager
Project Planning Division

LHE:LBC:as

NOTE: Alternate 6, the Selected Alternate, does straighten the roadway, and only displaces one residence. This Alternate requires an average of 60 feet less right-of-way from your parcel than Alternate 2A.

My telephone number is 301-333-4582

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

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. SM 757-101-571, PDMS No. 183053

Combined Location/Design Public Hearing
MD 237

MD 235 to MD 246

Thursday, November 29, 1990 at 7:30 p.m.
Great Mills High School

PROJECT
DEVELOPMENT
DIVISION

DEC 6 10 52 AM '90

NAME MAKTAIK, INC DATE 12-3-90

PLEASE
PRINT

ADDRESS PO BOX 236

CITY/TOWN LEXINGTON PARK STATE MD ZIP CODE 21653

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

This corporation, owner of the land on the West
side of Chancellors Run Road from Md Route 235
to Squire Drive, hereby expresses its
preference for Alternative 2B

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**

274
O. James Lighthizer
Secretary
Hal Kassoff
Administrator

January 11, 1991

RE: Contract No. SM 757-101-571
MD 237 - MD 235 to MD 246
PDMS No. 183053

Mayjack Inc.
P.O. Box 236
Lexington Park, Maryland 20653

To Whom it may concern:

Thank you for your interest in our MD 237 project planning study. Your comment endorsing Alternate 2B will be considered in the decision of a selected alternate.

Your company is already on our project mailing list so you will receive any future public announcements concerning this project.

If you have any additional comments or questions, please contact me at (301) 333-4582 or toll free at 1-800-548-5026.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by: LeRoy B. Carrigan
LeRoy B. Carrigan
Project Manager
Project Planning Division

LHE:LBC:as

NOTE: Alternate 6 is the Selected Alternate. It results in less right-of-way acquisition than Alternate 2B.

My telephone number is _____

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

235

HARKINS-HUMPHREY ASSOCIATES, INC.

CERTIFIED MAIL

December 7, 1990

Mr. Leroy Carrigan
Project Manager
Project Planning Division
State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

**RE: MARYLAND ROUTE 237 FROM
MD. RTE. 235 TO MD. RTE. 246**

**COMMENTS FOR INCLUSION IN
PUBLIC HEARING TRANSCRIPT**

Dear Mr. Carrigan:

Harkins-Humphrey Associates, Inc. is the General Partner of various partnerships currently owning, building or developing Foxchase Village, Chancellor's Village, Chancellor's Run and Chancellor's Plaza. These properties are located on the east side of Maryland Route 237, close to the intersection of Maryland Route 246.

We recognize the need to improve Maryland Route 237 and we endorse the approval of the proposed Alternate 2A.

Alternate 2A provides for the displacement of 20 residential units and businesses. This is 14 fewer units than either Alternate 3A or 3B and should therefore keep the State's cost of residential and business acquisitions and relocations to a minimum. In addition to displacing fewer residences and businesses, Alternate 2A affects fewer properties overall than Alternate 2B.

While Alternate 2A affects a greater number of properties and requires more right of way acres than either Alternates 3A or 3B, it is not as significant as that provided for in Alternate 2B. Further, Alternate 2A affects fewer wetlands, less floodplain and minimizes the impact on woodlands.

The estimated cost to engineer Alternate 2A is lower than any of the other alternatives and the cost to construct the projet is lower than either Alternate 3A or 3B.

After attending the pubic hearing on November 29, 1990 and reviewing the available literature and displays, it is clear to us that Alternate 2A affects more properties but displaces fewer families; it requires more right of way acres than Alternate 3A or 3B but

Mr. Leroy Carrigan
December 7, 1990 Page 2

231e

disturbs fewer environmentally sensitive wetlands, woodlands and floodplain; and finally, it costs five million dollars less to design and build than either Alternate 3A or 3B.

We therefore support the upgrading of Maryland Route 237 and the approval of Alternate 2A.

Sincerely,



Robert R. Battee
Marketing Manager
(301) 680-4353

RRB/cmc



Maryland Department of Transportation
State Highway Administration

237

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

January 14, 1991

RE: Contract No. SM 757-101-571
MD 237 - MD 235 to MD 246
PDMS No. 183053

Harkins-Humphrey Associates, Inc.
12301 Old Columbia Pike
Silver Spring, MD. 20904
Attn: Mr. Robert R. Battee

Dear Mr. Battee:

Thank you for your interest in our MD 237 project planning study. Your support for Alternate 2A will be considered in the decision making process.

Your company is already on our project mailing list c/o Joanne L. Andrews so you will receive any future public announcements concerning this project.

If you have any additional comments or questions, please contact me at (301) 333-4582 or toll free at 1-800-548-5026.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by: LeRoy B. Carrigan
LeRoy B. Carrigan
Project Manager
Project Planning Division

LHE:LBC:as

NOTE:

Alternate 6, the Selected Alternate, would have fewer impacts to right-of-way, the environment, and would require only one residential displacement. The cost for Alternate 6 is also less than Alternate 2A. See the comparison of Alternates table in the document for more information.

My telephone number is _____

Teletypewriter for Impaired Hearing or Speech
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707 North Calvert St., Baltimore, Maryland 21203-0717

238

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS
Contract No. SM 757-101-571, PDMS No. 183053
Combined Location/Design Public Hearing
MD 237
MD 235 to MD 246
Thursday, November 29, 1990 at 7:30 p.m.
Great Mills High School

PROJECT DEVELOPMENT DIVISION
DEC 13 9 32 AM '90

863-8803

NAME RYAN TESSON DATE 13 DEC 90

PLEASE PRINT ADDRESS 600 CHANCELLORS RUN RD

CITY/TOWN GT. MILLS STATE MD ZIP CODE 20634

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

PLEASE MAKE ME AN
ATTRACTIVE OFFER FOR
ACQUISITION OF MY STRATEGIC
3 1/2 ACRES. IM READY TO
GO.

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

239

O. James Lighthizer
Secretary

Hal Kassoff
Administrator

January 11, 1991

RE: Contract No. SM 757-101-571
MD 237 - MD 235 to MD 246
PDMS No. 183053

Mr. Brynteson
600 Chancellors Run Road
Great Mills, Maryland 20634

Dear Mr. Brynteson:

Thank you for your interest in our MD 237 project planning study. Only the planning phase is currently funded for this project. Right-of-way acquisition will not occur until we have selected an alternate and performed the final engineering. If you have any general questions concerning property acquisition please contact:

Ms. Susan K. Bauer, Chief.
District #5 Office of Real Estate
State Highway Administration
138 Defense Highway
Annapolis, Maryland 21401
(301) 841-5464

You are currently on our mailing list and will receive any future public correspondence concerning this project.

If you have any additional comments or questions, please contact me at (301) 333-4582 or toll free at 1-800-548-5026.

Alternate 6 is the Selected Alternate and will only require slight strip taking of right-of-way from your parcels. Nothing beyond the planning phase has been funded.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and Preliminary Engineering

by: LeRoy B. Carrigan
LeRoy B. Carrigan
Project Manager
Project Planning Division

LHE:LBC:as

cc: Ms. Susan K. Bauer

My telephone number is _____

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707 North Calvert St., Baltimore, Maryland 21203-0717

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. SM 757-101-571, PDMS No. 183053

Combined Location/Design Public Hearing

MD 237

MD 235 to MD 246

Thursday, November 29, 1990 at 7:30 p.m.

Great Mills High School

PROJECT DEVELOPMENT DIVISION

DEC 13 9 31 AM '90

240

NAME EVAN ROBERTS DATE 12/13/90
CONNIE ROBERTS
ADDRESS 101 HORSEHEAD Rd
CITY/TOWN GREAT MILLS STATE MD ZIP CODE 20634

PLEASE PRINT

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

We would like to voice our opinion concerning the proposed construction for Chancellor's Run Road. First of all, we really don't understand why proposed alternate 3 would even be considered. This alternate would relocate more land and increase the project funding an additional 5 million dollars. It doesn't make sense and we don't believe any taxpayers in the county would agree to this. Additionally, we understand that if alternate 3 is approved, the highway will be adjacent to our house. This we are totally opposed to and most probably will force us to relocate.

*Respectfully,
Evan Roberts
Connie Roberts*

ADDED

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

241

O. James Lighthizer
Secretary

Hal Kassoff
Administrator

January 29, 1991

RE: Contract No. SM 757-101-571
MD 237 - MD 235 to MD 246
PDMS No. 183053

Mr. & Mrs. Evan Roberts
101 Horsehead Road
Great Mills, Maryland 20634

Dear Mr. & Mrs. Roberts:

Thank you for your interest in our MD 237 project planning study. Alternate 3 was developed due to federal regulations requiring that all practical planning measures be undertaken to avoid or minimize impacts to 4(f) properties (historic sites, public parks, waterfowl and wildlife refuges) for federally funded projects. Your opposition to Alternate 3 will be considered in our decision making process.

Your name has been included on our project mailing list so you will receive any future public announcements concerning this project. If you have any additional comments or questions, please contact me at (301) 333-4582 or toll free at 1-800-548-5026.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by: LeRoy B. Carrigan
LeRoy B. Carrigan
Project Manager
Project Planning Division

LHE:LBC:as

NOTE: The Selected Alternate, Alternate 6, will only displace one residence and cost less than the other proposed alternates. No right-of-way will be needed from any residential properties in the immediate vicinity of Horsehead Road.

My telephone number is 301-333-4582

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

VI-11

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

Contract No. SM 757-101-571, PDMS No. 183053

**Combined Location/Design Public Hearing
MD 237**

MD 235 to MD 246

**Thursday, November 29, 1990 at 7:30 p.m.
Great Mills High School**

NAME John E. Allgood & Barbara G. Allgood
Mary E. Allgood (Mother) **DATE** Nov. 20, 1990

**PLEASE
PRINT**

ADDRESS 570 Chancellors Run Road P.O. Box 213
Next door on Chancellors Run Road

CITY/TOWN Great Mills **STATE** Maryland **ZIP CODE** 20631

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

The overwhelming majority of the speakers at this hearing expressed both of the alternate plans you presented. They wanted improvements however in the form of a widening of the existing road using shoulders and turnoff lanes where necessary. This approach would definitely improve the flow of traffic resulting in fewer traffic backups and would substantially increase the safety of the road. Also, this approach would cause far fewer displacements and impact far less wetlands, Parklands and woodland. The construction cost would have to be much less in magnitude compared to either of your alternatives. A study of this approach seems to be in order. If a road of the type that currently exists between Great Mills and Lacreston (2B 5) would result from this study I think everybody along the roadway could be easily pacified. If this approach is absolutely impossible then the only alternate that presents a rational solution would be 2A or 2B. Following are my reasons for this opinion.

1. Five (5) million dollars cheaper. This in itself should be the deciding factor especially in today's economic environment.
2. Displace almost half as many dwellings that 2A or 2B would displace.
3. Would impact less wetland, woodland. God knows we are losing enough as it is.

It is true that 2A or 2B would take 5 or 6 acres of Parkland but so what. They have hundreds of acres over there and a 100 or 150 foot strip off of the roadside boundary would not affect the Park at all. I was told by an Official of Parks and Recs that

- 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.**

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS
Contract No. SM 757-101-571, PDMS No. 183053
Combined Location/Design Public Hearing
MD 237
MD 235 to MD 246
Thursday, November 29, 1990 at 7:30 p.m.
Great Mills High School

243
PROJECT DEVELOPMENT
DATE 11/29/90
DEC 3 10 53 AM '90

PLEASE PRINT
NAME John E. Allgood and Barbara G. Allgood
Mary E. Allgood (Mother) DATE Nov. 30, 1990
ADDRESS 570 Chancellors Run Road P.O. Box 213
Next door on Chancellors Run Road.
CITY/TOWN Great Mills STATE Maryland ZIP CODE 20631

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

they had to give you a 150 foot right of way when they purchased the property. Also, I have learned that the development on the old Heard property has made allowances for a 150 foot right of way along their property roadside boundary. This means that about a mile of right of way, without displacements, is available.

In conclusion, in my opinion, the improvement to the road by widening, as I previously described, would be what the majority desires. Alternative 2A or 2B would be the second most logical solution.

- 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.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. SM 757-101-571, PDMS No. 183053

Combined Location/Design Public Hearing

MD 237

MD 235 to MD 246

Thursday, November 29, 1990 at 7:30 p.m.

Great Mills High School

244
PROJECT DEVELOPMENT DIVISION

DEC 10 9 30 AM '90

NAME John B. Allgood & Barbara B. Allgood
Harry B. Allgood (Mother) DATE Dec. 5, 1990

PLEASE PRINT

ADDRESS 570 Chancellors Run Road
Next door on Chancellors Run Road

CITY/TOWN Great Mills STATE Maryland ZIP CODE 20631

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

This is supplement to comments sent to you on Nov. 30, 1990.

Please see enclosed photo of article printed in local newspaper 12-5-90. Parks and rec. have already included in their plans right of way for your road. This is alternate 2A or 2B. The County Comm. apparently prefers 2A as the other article states.

I would like to mention the widening of the road alternative again which is what most residents seem to prefer. Beantown road in Charles County (Waldorf area) might be a reasonable solution. I am sure that this road has as much or more traffic on it that Chancellors Run road does. Yet it is not a dual lane road. Projected traffic on Beantown must be comparable to Chancellors Run.

I would also like to mention that alternate 2A or 2B would displace and impact many affordable housing units in Foxchase Village. God knows there aren't enough of this kind of housing down here now and you want to tear down some of that we have?????

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

245
O. James Lighthizer
Secretary
Hal Kassoff
Administrator

January 16, 1991

RE: Contract No. SM 757-101-571
MD 237 - MD 235 to MD 246
PDMS No. 183053

The Allgood Family
570 Chancellors Run Road
P.O. Box 213
Great Mills, MD. 20634

Dear Allgood Family:

Thank you for your interest in our MD 237 project planning study. Your comments of November 30th and December 5th about improving the existing road by adding shoulders and turn lanes and Alternate 2A or 2B as a second choice are being considered.


You are currently on our mailing list so you will receive any future public correspondence concerning this project.

Thank you for the article from the Enterprise. If you have any additional comments or questions, please contact me at (301) 333-4582 or toll free at 1-800-548-5026.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by:


LeRoy B. Carrigan
Project Manager
Project Planning Division

LHE:LBC:as

NOTE: The Selected Alternate, Alternate 6, will only relocate one residence, use parkland, impact less wetlands and woodlands and cost less money than the previous alternates. See the comparison of Alternates Table in Section II of this document.

My telephone number is _____

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707 North Calvert St., Baltimore, Maryland 21203-0717

244

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. SM 757-101-571, PDMS No. 183053

Combined Location/Design Public Hearing

MD 237

MD 235 to MD 246

Thursday, November 29, 1990 at 7:30 p.m.

Great Mills High School

NAME David W & Carline M. McCartea DATE 28 Nov 90

PLEASE PRINT ADDRESS 109 Rose Lane

CITY/TOWN Great Mills STATE md ZIP CODE 20638

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

Project is great - please hurry, get ending ASAP!

But please add bike trail and ~~or~~ sidewalks! Think energy conservation! And safety for people using new park - A bike trail is most important

And please, please, please keep speed limit down - preferably 35 mph - no more than 40!

Thanks - David W. McCartea

Carline M. McCartea

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

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

247

January 25, 1991

RE: Contract No. SM 757-101-571
MD 237 - MD 235 to MD 246
PDMS No. 183053

David W. & Carline M. Mecartea
109 Rose Lane
Great Mills, MD. 20634

Dear Mr. & Ms. Mecartea:

Thank you for your interest in our MD 237 project planning study. Your comments about funding, a bike trail and the speed limit will be considered during our decision making process.

You have been added to our project mailing list and you will receive any future public correspondence concerning this project.

If you have any additional comments or questions, please contact me at (301) 333-4582 or toll free at 1-800-548-5026.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by: LeRoy B. Carrigan
LeRoy B Carrigan
Project Manager
Project Planning Division

LHE:LBC:as

NOTE: Alternate 6, the Selected Alternate, does not include a bike trail, but the speed limit will most likely be posted at 30 or 35 mph. There is no funding beyond the planning phase. Sidewalks will be considered by the county where there is pedestrian activity.

My telephone number is 301-333-4582

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



LEXINGTON PARK CHURCH OF GOD
P.O. Box 96
Chancellors Run Road
Lexington Park, Md. 20653

PROJECT
DEVELOPMENT
DIVISION

Dec 11 3 03 PM '90

248

November 23, 1990

Maryland Department of Transportation
State Highway Administration
Project Planning Division
P.O. Box 717
Baltimore, Md. 21203

Gentlemen,

Let me commend you and the State of Maryland for its recognition of the much needed improvements to Hwy. 237 (Chancellors Run Rd). The heavily traveled road is indeed over taxed and the proposed addition of two lanes is much needed and greatly appreciated.

There are some concerns that we would like to address. We, the authors of this letter, are the elected board representing the members and friends of the Lexington Park, Church of God. So, this one letter represents the sentiments and voices of more than 225 members.

In October, when we were first notified of the meeting slated to be held at Great Mills High School, Nov. 29, 1990, we contacted your office and were told at that time, it appeared the state will access 18' to 25' of our approximate 260' of frontage. This computes to anywhere from 4680 sq. ft. to 6500 sq. ft. If this were frontage or land that were not being used for a constructive purpose, and had no potential use other than yard or decorative window dressing for the remainder of the property, then there would be no difficulty in your annexing the land. But, that is not the case. Annexing any amount of property, no matter how little the amount, to our already inadequate parking and building facilities, will be a death blow to our church.

To begin with, this will take approximately twenty parking spaces away from us. We have absolutely no alternative parking spaces available. The small area behind the church has two septic tanks and field lines. This prohibits parking in that area. Should we connect to city sewage, the cost would exceed \$10,000.00. This amount does not include any gravel or pavement. Also, there is no entry to the church from that side of the property. In addition, the area behind the church is slated for a volleyball court and recreation area for the church youth and hopefully a playground for a future day-care facility.

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To take away twenty parking spaces would mean taking an average of 50 to 60 people out of our church services. Putting that into dollars and cents means that taking that much property would potentially cost the church \$2500.00 a month in income. This would be catastrophic due to the fact that our weekly budget comes solely from donations.

In addition to the immediate problems this would create, it would put an end to any growth potential that we now have. Also, it would force us to eventually go to two services on Sunday morning just to handle the congregants. This is not something that I as pastor have any desire to do.

Another concern that we, as a body have, is the safety factor. Bringing the highway any closer in proximity to the physical structure could be extremely dangerous. In the past, we have had two signs that have been destroyed, power lines knocked down, the utility light ran into, and numerous accidents have taken place. The majority of these accidents have been one car accidents. They involved inebriates losing control, careless drivers running off the road, etc. Those type of accidents will happen whether there are two lanes or twenty. The closer the road comes to the church, the greater chance of someone being seriously injured or killed.


Bringing route 237 closer to the church will mean the need for concrete and steel barriers to be placed along the entire frontage area in addition to the curb we trust you would be placing there.

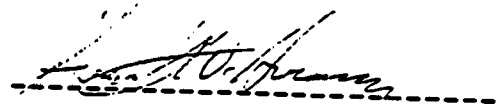
Also, with four lanes going in, regardless of any posted speed limits, the traffic will move along even faster than it presently does. On several occasions our members have been rear-ended as they slowed to turn. At the least, there will need to be a caution light, turning lanes, and signs posted. The reasoning behind that request is due to the fact that coming from one direction, drivers come over a hill and often they are traveling faster than the posted limit. Coming from the other direction, it is not only coming down a hill but also around a curve. Again, because of the already existing problem with speeders, and add to that any slippery roads or inclement weather, you can see why that particular area of highway warrants extra safety precautions.

We only have 1.5 total acres. The county of St. Marys now requires all new churches being constructed to have a minimum of 5 acres. They recognize the need for safety and growth potential. We are asking you do the same. Please, do not cripple us by taking "any" of our frontage. It is far more valuable to us than it could ever be to you.

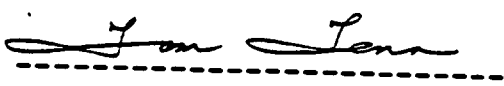
250

Thank you for your sincere consideration in this matter. We look forward to hearing from you. Any questions you wish to address to us, we will be more than happy to respond.

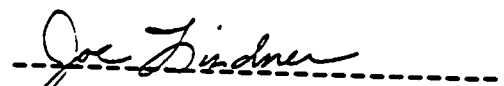
Sincerely,

Rev. Rex L. Allen, Pastor
Lexington Park, Church of God



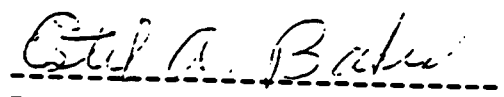
Ken Harmon, Elder




Tom Tena, Elder



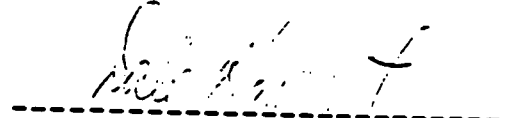
Joe Lindner, Elder



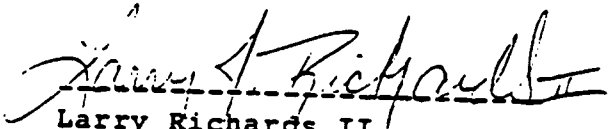
Estil Baker, Elder



Gary Ferko, Elder



Dale Hammet, Elder



Larry Richards II

cc. File
Church of God State Offices
County Commissioner Buddy Loffler
Attorney Mike Harris
Church Members



**Maryland Department of Transportation
State Highway Administration**

251
Richard H. Trainor
Secretary
Hal Kassoff
Administrator

December 31, 1990

Reverend Rex L. Allen, Pastor
Lexington Park Church of God
P.O. Box 96
Chancellors Run Road
Lexington Park, Maryland 20653

Dear Reverend Allen:

Thank you for your recent letter concerning our proposed improvements to MD 237. I understand your concern about the possible loss of parking spaces and safety.

Although there are right-of-way impacts, the proposed roadway is actually about 15 feet farther from the church property than the existing road. The sight distance from the proposed roadway to the church entrance would be improved with the new horizontal and vertical alignments, which would straighten out the curves and hills in this area. Also, a left turn storage lane would be provided for southbound traffic at Sayre Court providing additional safety from rear-end accidents while making U-turns into the church property. Northbound traffic could use the left lane to avoid cars turning right into the church.

This study is preliminary and every effort will be made in the engineering phase of the project to save the parking spaces. We can look at the possible use of steeper side slopes, a retaining wall or revertible easement and also a slight alignment shift to the west. As a result of the comments made at the public hearing, we are investigating other possibilities.

If you have any additional comments or would like to meet with us, please contact me or the project manager, Lee Carrigan. Lee's telephone number is (301) 333-4582 or toll free 1-800-548-5026.

Very truly yours,

Neil J. Pedersen

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

NJP:ds

cc: Mr. Edward H. Meehan
Mr. Louis H. Ege, Jr.
Mr. LeRoy B. Carrigan

NOTE: See response on next page.

My telephone number is (301) 333-1110

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free

VI-21

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Alternate 6, the Selected Alternate, would impact less church property than the build alternates presented at the Nov. 29, 1990 hearing. The new alignment utilizes a reduced typical section which impacts from zero to 10 feet of frontage on the church parking area. This may affect 12 parking spaces, and SHA is confident that with a slight alignment shift or use of revertible easement, no parking spaces will be lost to this property. All of the design safety features associated with the previous build alternates are proposed for Alternate 6 (see 2nd paragraph of this letter). Also curbs will make it safer for pedestrians.

253

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. SM 757-101-571, PDMS No. 183053

Combined Location/Design Public Hearing
MD 237

MD 235 to MD 246

Thursday, November 29, 1990 at 7:30 p.m.
Great Mills High School

NAME JACK E. GRAHAM, JR. DATE 29 NOV 90

PLEASE PRINT

ADDRESS 446AA CHANCELLORS RUN RD

CITY/TOWN GREAT MILLS STATE MD ZIP CODE 20634

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

AS STATED IN THIS BOOKLET, CHANCELLORS RUN ROAD'S ACCIDENT RATE AS WELL AS THE INJURY AND PROPERTY DAMAGE ACCIDENTS ARE HIGHER THAN THE STATESIDE AVERAGE. THE ROAD ALSO SERVES AS A "SHORT-CUT" FOR TRAFFIC THAT DESIRES TO AVOID THE LEXINGTON PARK TRAFFIC. ALL OF THIS I AGREE WITH AND KNOW FROM LIVING ON THE ROAD THAT THIS IS ALSO TRUE. I ALSO KNOW THAT EXCESSIVE SPEED CONTRIBUTES SIGNIFICANTLY TO THE AUTO/PERSONAL PROPERTY ACCIDENTS. WITHOUT ADEQUATE LAW ENFORCEMENT OF THE SPEED LIMIT, THESE ACCIDENTS WILL CONTINUE, AND I AM SURE WILL INCREASE. IT IS MY SUGGESTION AND RECOMMENDATION THAT WE KEEP THE ROAD TWO LANES BUT HAVE WIDE ENOUGH SHOULDERS ON BOTH SIDES OF THE ROAD AND REDUCE THE SPEED TO 35MPH. WITH THIS PROPOSAL, WE WOULD BE ABLE TO ENFORCE THE SPEED LIMIT, THEREBY REDUCING THE ACCIDENT RATE. AS WE ALL KNOW "SPEED KILLS." ALSO, IT IS A SHAME THAT SEVERAL HOUSEHOLDS WILL BE "DISPLACED" ONLY BECAUSE OUR ROAD IS MERELY A CONVENIENCE FOR MOTORISTS TO SAVE A FEW MINUTES ON THEIR DRIVING TIME, I COULD UNDERSTAND AND ACCEPT THE DISPLACEMENTS AND WIDENING OF THE ROAD IF IT WERE AN ARTERY TO GET INTO AND OUT OF THE COUNTY. IN SUMMARY, MY OPINION FOR US TO WIDEN THE ROAD, INCREASE THE SPEED LIMIT, AND DISPLACE HOUSEHOLDS ALL FOR THE SAKE OF SAVING MOTORISTS A FEW MINUTES

- 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.

BUT ALSO UNJUST TO THOSE HOUSEHOLDS WHO WILL HAVE TO BE DISPLACED.



Maryland Department of Transportation
State Highway Administration

254

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

January 11, 1991

RE: Contract No. SM 757-101-571
MD 237 - MD 235 to MD 246
PDMS No. 183053

Mr. Jack E. Graham, Jr.
446AA Chancellors Run Road
Great Mills, Maryland 20634

Dear Mr. Graham:

Thank you for your interest in our MD 237 project planning study. Your comments concerning shoulders, displacements, speed limits and safety will be considered in the decision making process.

Your name is included on our project mailing list so you will receive any future public announcement about this project.

If you have any additional comments or questions, please contact me at (301) 333-4582 or toll free at 1-800-548-5026.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by: LeRoy B. Carrigan
LeRoy B. Carrigan
Project Manager
Project Planning Division

LHE:LBC:as

NOTE: The Selected Alternate, Alternate 6, will only have one displacement and the speed limit will most likely be 30 mph (see Section III of this document).

My telephone number is _____

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

255

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS
Contract No. SM 757-101-571, PDMS No. 183053
Combined Location/Design Public Hearing
MD 237
MD 235 to MD 246
Thursday, November 29, 1990 at 7:30 p.m.
Great Mills High School

PROJECT DEVELOPMENT
DEC 3 10 59 AM '90

NAME Diana P. Strickland DATE 11-30-90

PLEASE PRINT ADDRESS 119 Strickland Road / teacher: Great Mills HS

CITY/TOWN Great mills STATE MD ZIP CODE 20634-9723

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

① Consideration of no-build alternative providing shoulders -
because we do not need
a) an expensive structure at the Run;
b) displacement of any homes to convenience future subdivisions
c) or the state park which has already caused grief thru not-quite-true politics

② Re: alternative 2B turn lanes requiring U-turns. This is a major problem for many of us. Your formula for distance between left turn storage lanes does not show knowledge of the current # of homes per existing roads. Consideration of current taxpayers is needed (v. subdivisions on paper).

The expense of displacement of many homes + a 4-lane road is ludicrous in consideration of the # of U-turns suggested + the high # of us who would have to use them.

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

Your office's research is focusing on unnecessary pressures instead of real, living needs.

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

Sincerely,
D Strickland



Maryland Department of Transportation
State Highway Administration

296
O. James Lighthizer
Secretary
Hal Kassoff
Administrator

January 25, 1991

RE: Contract No. SM 757-101-571
MD 237 - MD 235 to MD 246
PDMS No. 183053

Ms. Diana P. Strickland
119 Strickland Road
Great Mills, Maryland 20634-9723

Dear Ms. Strickland:

Thank you for your interest in our MD 237 project planning study. Your comments concerning shoulders, u-turns and displacements will be considered during our decision making process.

If you have any further comments or questions, please contact me at (301) 333-4582 or toll free at 1-800-548-5026.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by:

LeRoy B. Carrigan
LeRoy B Carrigan
Project Manager
Project Planning Division

LHE:LBC:as

NOTE: Alternate 6 is the Selected Alternate. It is a four lane divided curbed roadway with a reduced typical section. It will displace one residence, use parkland, and require a short structure at Jarboesville Run (see Section III of this document).

My telephone number is 301-333-4582

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

257

B. Elected Officials



BOARD OF

ST. MARY'S COUNTY COMMISSIONERS

P. O. BOX 653 • GOVERNMENTAL CENTER • LEONARDTOWN, MARYLAND 20650
(301) 475-5621

December 4, 1990

Mr. Hal Kassoff, Administrator
Maryland Department of Transportation
State Highway Administration
707 North Calvert Street
Baltimore, MD 21203-0717

RE: Maryland State Route 237

Dear Mr. Kassoff:

Thank you and your staff for the excellent presentation on the proposed alternatives for the reconstruction of Maryland Route 237 (Chancellor's Run Road). Based on the needs of the community and the comments received at the public hearing, there are several items that are issues to consider:

1. The proposed roadway is located in the growth area of St. Mary's County. Based on the current density, planned density and public facilities in the area, it appears that the most benefit would be obtained by providing the fully curbed roadway section with sidewalks for the route's length. It is suggested that the design consider offsetting the sidewalk from the curb to provide a safer and more aesthetic pedestrian access.
2. In the planning of the roadway, it is suggested that any remaining homes or businesses along the roadway be sufficiently set back from the road. Any structure that would be within 50 feet of the right-of-way line should be considered for taking. Houses remaining within this area, as you can imagine, would be constantly troubled by the volume of traffic along the proposed road. Obviously, before this is implemented, the cost of the taking would have to be considered.
3. It is also suggested that landscaping or some type of buffering be provided between the proposed road and their remaining homes. It is suggested that this be considered by the State as a means of attenuating noise that will increase with the new facility.

The Board of County Commissioners are requesting the State to do everything possible to advance this project. Its importance to orderly development and economic growth within the County is paramount. Funding for final design should be found as soon as possible. As you know, St. Mary's County has worked with the State Highway Administration in preserving the right-of-way as best as possible, however, without final design plans and specific right-of-way limits, the County is in a legally precarious situation in trying to save right-of-way for which a final plan has not been developed.

259

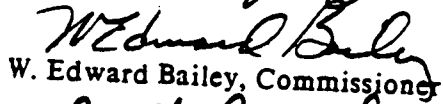
Mr. Hal Kassoff
December 4, 1990
Page two

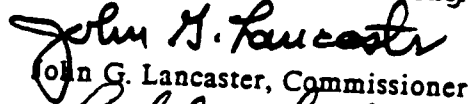
We look forward to your favorable response regarding these issues. Should you desire to discuss these issues further, please do not hesitate to contact us or the County Department of Public Works or Planning and Zoning Office.

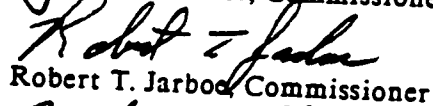
Very truly yours,

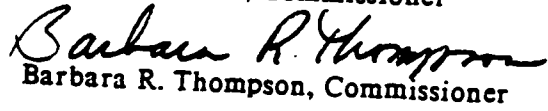
BOARD OF COUNTY COMMISSIONERS


Carl M. Löffler, Jr., President


W. Edward Bailey, Commissioner


John G. Lancaster, Commissioner


Robert T. Jarboe, Commissioner


Barbara R. Thompson, Commissioner

BCC:DFI:mj

cc: Jon R. Grimm, Director
Office of Planning

Daniel F. Ichniowski, P.E., Director
Department of Public Works

260

C. Agency Coordination

DEC 31 1990

PROJECT DEVELOPMENT
JAN 1 10 01 AM '91
261

Board of St. Mary's County Commissioners
Post Office Box 653
Governmental Center
Leonardtown, Maryland 20650

Dear Commissioners:

Thank you for your recent letter concerning the items that you would like us to consider on the MD 237 project planning study. We appreciate your support and input regarding MD 237 improvements.

We will consider sidewalks as part of an alternate that involves curbs to the outside in those areas that demonstrate pedestrian activity.

Although the final right-of-way line has not yet been determined, any structure not within the actual right-of-way but close enough to be a potential displacement will be reviewed on a case-by-case basis. We will make every effort to work with affected citizens. Landscaping will be considered during the final design of the project as a means to buffer remaining residences from the roadway.

The State Highway Administration appreciates the county's efforts in preserving right-of-way for this project. As you know, funds are currently programmed for planning activities only. It is not possible at this time to predict when funds will be available for final design or construction.

Again, thank you for your input on the MD 237 project. Please do not hesitate to contact me or Mr. Neil Pedersen, Director of our Office of Planning and Preliminary Engineering, if you have any further concerns. Mr. Pedersen may be reached at (301) 333-1110.

Sincerely,
ORIGINAL SIGNED BY
HAL KASSOFF
ADMINISTRATOR
Hal Kassoff
Administrator

HK:cmc

cc: Mr. Neil J. Pedersen
Mr. Louis H. Ege, Jr.

NOTE: Alternate 6, the Selected Alternate, would provide a four lane divided curbed roadway. Seven feet of backing outside the curbs would provide room for sidewalks where pedestrian activity is demonstrated.



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

267
PROJECT
DEVELOPMENT
DIVISION

SEP 7 11 47 AM '90

REPLY TO ATTENTION OF:

Operations Division

06 SEP 1990

Subject: CENAB-OP-RR(MD SHA - MD 237)90-04053-1

Maryland State Highway Administration
Attn: Ms. Cynthia Simpson
707 North Calvert Street
Baltimore, Maryland 21202

Dear Ms. Simpson:

I am replying to your request dated June 18, 1990 for a jurisdiction determination and verification of the delineation of Waters of the United States, including jurisdictional wetlands, on MD Route 237, in St. Marys County, Maryland.

A field inspection was conducted on July 24, 1990. A copy of our report of this inspection is enclosed. This inspection indicated that the delineation of Waters of the United States, including jurisdictional wetlands, on the enclosed map is accurate as modified in accordance with the notations on the map and as reflected by our field inspection report. This verification is valid for three years from the date of this letter.

You are reminded that any grading or filling of Waters of the United States, including jurisdictional wetlands, is subject to Department of the Army authorization. | 1

At the field inspection, it was noted that a box culvert is proposed at Jarboesville Run, and that the grade of the road was being raised from 6% to 4%. In an effort to reduce wetlands impacts, the Corps recommended that two options be considered:

a. Revise the grade to 5%, instead of 4%, to reduce the encroachment of the fill slopes into the wetlands; and | 2

b. Calculate the cost of a 100-foot long bridge option.

In the interest of resolving the issues of avoidance and minimization during the NEPA phase, instead of during the 404 permit phase, we request that these options be considered in the environmental document. | 3

If you have any questions concerning this matter please call Mr. Paul Wettlaufer at (301) 962-3477.

Sincerely,

Cheryl A. Smith
Cheryl A. Smith
Chief, River Basin Permits Section

Enclosures

cc: Herman Rodrigo, FHWA

263

1. To minimize impacts to the Jarboesville Run watershed and the possible impacts to the St. Mary's River Bottomland, SHA will employ similar sediment/erosion control and stormwater management methods adopted by SHA in the Chesapeake Bay Initiatives Action Plan, August 15, 1990. These methods may include but may not be limited to:

Installation of double rows of silt fence.

Oversizing of sediment traps and basins depending on infield and right-of-way constraints.

Minimize clearing in forested areas

Provide or protect forested buffers along stream

Innovative scheduling for paving vs. vegetative stabilization and implementation of infiltration practices to reduce thermal impacts.

2. The alternates identified as 2A original and 2B original with a 6% grade on page IV-12 in the Environmental Assessment should have been labeled 4.7% and 3.8% grade respectively. The information on Page IV-12 would then show that the 5% grade has less wetland impacts than the flatter grades.
3. Selected Alternate 6 minimizes wetland impact beyond all other proposed alternatives considered. Wetland impacts total approximately .86 acres and are associated with the

Jarboesville Run Stream crossing which flows east to west
far beyond the project limits. Wetland impacts at this site
are unavoidable.

2/6/4

265

CENAB-OP-RR (1145)

MEMORANDUM FOR C, CENAB-PL, ATTN: C, CENAB-PL-E (L. Lower)

SUBJECT: CENAB-OP-RR(MD SHA - MD237)90-04053-1

1. Reference the letter of November 15, 1990 from Mr. Neil Pedersen, Maryland State Highway Administration (SHA), requesting the Corps' review of the Environmental Assessment & Section 4(f) Evaluation for Maryland 237 from Maryland 235 to Maryland 246

2. We have reviewed the Environmental Assessment and provide the following comments for incorporation into your letter of response:

a. Alternatives Analysis: We have reviewed the cost analysis of the 160-foot long bridge versus the 115-foot long, 3-cell, 13-foot by 10-foot box culvert on page IV-12, and disagree with the stated cost difference. The cost estimate for the bridge option included approximately \$100,000 for the retaining wall which is to be built in front of the Foxchase Village subdivision. Since the retaining wall is needed with either the bridge option or the box culvert option, its cost can be eliminated from the comparison. Eliminating the cost of the retaining wall, we note that the difference in cost between the two options is \$1.45 million.

1

b. Alternatives Analysis: The cost of a 100-foot bridge option has apparently not been computed as we requested in our letter of September 6, 1990 to Ms. Cynthia Simpson. Comparing the cost of a box culvert to the cost of a 100-foot bridge option would result in a cost differential which we estimate at \$0.65 million. While a 100-foot bridge would result in an additional reduction in wetland impacts of only 0.4 acres as compared to the box culvert, it would provide a substantial enhancement of the wildlife function of the stream corridor. Wildlife species tend to travel between habitat types along defined pathways that provide concealment. These pathways are often associated with forested stream bottoms, hedgerows, and edges of forest and rangeland. The three existing pipe arches which carry Jarboesville Run under MD Route 237 form a barrier to the movement of large mammals along the stream. Replacing these pipes with a 100-foot bridge would restore a wildlife corridor between the wildlife habitat on the west side of MD 237 (which according to Figure 16A is to be protected from development by its planned acquisition by the Park) and the large tract to the east of MD 237 (which according to Figure 6 is zoned for preservation as open space). To further reduce the cost of the bridge option, we recommend that the proposed 20-foot median be transitioned to a Jersey barrier across the bridge, or the 20-foot median be eliminated by constructing two parallel bridges (one for each direction of traffic) which contain 4-foot inside shoulders.

2

File

c. Alternatives Selection: Regarding the selection of alternative, the Corps recommends that an open cross section be selected over the closed cross section in order to take advantage of the water quality benefits associated with vegetated swales and infiltration trenches. If either Alternate 3A or 3B is selected, additional justification would be required, in accordance with the 404(b)(1) Guidelines, to justify the selection of an alternative having greater wetland impacts than either Alternate 2A or 2B.

d. Mitigation: The final environmental document should contain a more thorough discussion of the feasibility, location, and required gross manipulations of the various potential mitigation sites.

e. Future Submittals: The subject pre-application number has been assigned and should be used in all future correspondence.

JOHN P. O'HAGAN, P.E.
Chief, Operations Division

267

1. We agree with your analysis of 160 foot bridge versus the 115 foot long, 3 cell, 13 foot by 10 foot box culvert. The difference in cost between the two options is \$1.45 million.

2. The 100 foot bridge option, as described by the Corps of Engineers, was investigated for Alternates 2A and 2B. A vertical profile which basically hugged the existing ground and resulted in minimal impacts to park land and the HUD Property, resulted in a 160 foot bridge length. A 100 foot bridge length would require lowering the profile to cut into the existing ground and create additional impacts. The impacts would include an additional relocation of a residence/business south of the park, a higher retaining wall at the HUD Property and slightly more park property would be required, therefore the 100 foot bridge option was not evaluated further to determine cost. Coordination with the environmental agencies will continue through the final design phase to determine structure type and to address the wildlife corridor issues.

The 160 foot bridge, or longer bridge, would provide for a better wildlife corridor than the 100 foot bridge, but impact slightly more wetlands. Our policy is generally to construct structures with the same typical section as the approach roads.

3. Selected Alternate Six proposes a closed typical section system because an open section would require additional right-of-way from St. Mary's River State Park, impact more

wetlands and result in additional residential relocations. *2/6/8*
A close section roadway will be safer for pedestrians and
St. Mary's County Government supports the curbed section
because it is consistent with proposed land use.

4. A reconnaissance of the St. Mary's River watershed was initiated to identify potential wetland mitigation sites and the results were negative. An expanded reconnaissance which included all of St. Mary's County did identify two potential wetland mitigation sites, the Albaugh property and the Aud property. The Albaugh property is located in the Coastal Plain physiographic province on the Maryland Western Shore near the headwaters of several tributaries to Herring Creek. A concept mitigation plan will be included in the final document.



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PROJECT
DEVELOPMENT
DIVISION

Aug 15 1 50 PM '90

William Donald Schaefer
Governor

Maryland Department of Natural Resources

Capital Programs Administration

2012 Industrial Drive
Annapolis, Maryland 21401

Torrey C. Brown, M.D.
Secretary

Michael J. Nelson
Assistant Secretary
for Capital Programs

August 10, 1990

Mr. Louis H. Ege, Jr.
Office of Planning and
Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203

RE: MD Rte. 237 at St. Mary's River State Park
Contract No. SM 757-101-571
(90-LPS-59)

Dear Mr. Ege:

On April 10, 1990, you requested that the Department of Natural Resources (DNR) review this project and provide an assessment of its impact on St. Mary's River State Park. Although detailed plans are not yet available, it is apparent that this proposed widening will require a strip of parkland approximately 115 feet wide along the existing roadway, for a total park property take of approximately four acres.

As you know, this portion of the park has been leased to St. Mary's County for future recreational development. The preliminary site plan for the proposed county park provides sufficient buffer area along MD Rte. 237 to accommodate the 115-foot right-of-way, if the Junior Soccer Field is removed from the plan. Since the County is willing to remove the soccer field (reference: John Baggett's letter of January 4, 1990), the roadway improvements may not adversely affect the proposed recreational development. However, it should be noted that removal of the buffer strip between the roadway and the portion of the park where ball fields are to be constructed will increase the chance that balls will be hit onto the roadway and may strike passing vehicles. In addition, the reduced buffer strip may limit the space for landscape screening in the buffer area. A condition of the lease

Telephone: _____

DNR TTY for the Deaf: 301-974-3683

VI-37

Louis H. Ege, Jr.
August 10, 1990

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Page 2

between the County and DNR is that "the County agrees to ensure that all boundaries of the leased premises are planted with vegetative screening."

Other concerns may develop when DNR has the opportunity to review final plans. However, assuming that SHA will replace the parkland, maintain suitable access, provide adequate landscape screening along the roadway and park boundary, and work with us to mitigate other impacts that may be identified as detailed plans are finalized, I can concur with you that the use of the park buffer area should not impact the availability of this property to meet the recreational needs of the community or alter the function of this area as a recreational facility.

Sincerely



Gene F. Cheers
Capital Improvements and
Environmental Review

cc: Jim Burtis
Bernard Wentker
Ethel Locks
John Baggett

GFC:pg

Response to DNR letter dated 8/10/90

1. The selected alternate 6 improvement will not eliminate the proposed buffer area between MD 237 and the St. Mary's County Regional Park. Coordination with DNR and St. Mary's County Department of Recreation and Parks will continue through final design to ensure that impacted park land is replaced and that adequate landscaping is provided along the buffer of the park.



22

William Donald Schaefer
Governor

Maryland Department of Natural Resources

Tidewater Administration
Power Plant and Environmental Review Division
Tawes State Office Building B-3
Annapolis, Maryland 21401

Torrey C. Brown, M.D.
Secretary

James M. Teitt
Director

February 8, 1991

Memorandum

To: Louis H. Ege, Jr., State Highway Administration

From: Larry Lubbers, Chief, Planning and Evaluation Section,
PPER

Subject: Contract No. SM 757-101-571, Maryland Route 237 from
Maryland Route 235 to Maryland Route 246, St. Mary's
County, Maryland

This proposed project consists of upgrading and widening existing MD 237 from MD 235 to MD 246 in St. Mary's County, Maryland. This proposed project also requires a new structure over Jarboesville Run. Besides the alternative of not building, four reconstruction alternatives are proposed which are alternatives 2A, 2B, 3A and 3B.

Specific comments on these alternatives can be categorized:

1. Outline of Alignments: Alignment 1 is the non-build alternate. Alignments 2 & 3 both discuss a four-lane divided roadway with a 20-foot raised grass median. The difference is that alignment 2 follows a westerly course passing through the St. Mary's River State Park. Alignment 3 follows a somewhat easterly course avoiding impacts to the State Park.

These alignments are further categorized as 2A and 2B, and 3A and 3B. The alignments 2A & 3A have roadways with curb and gutter as opposed to alignments 2B & 3B which have a cross section with shoulders.

2. Quantitative comparison of impacts: The total impacts to floodplain are 0.93, 0.92, 1.53, and 1.45 acres for alignment 2A, 2B, 3A and 3B, respectively.

Telephone: (301) 974-2671

DNR TTY for the Deaf: 301-974-3683

The total impacts to the non-tidal wetlands are 1.63, 1.60, 2.44, and 2.44 acres for alignments 2A, 2B, 3A and 3B respectively.

The total impacts to parkland or recreation area affected are 5.68 and 6.18 acres under Alternatives 2A and 2B respectively.

There will be 19 residences and 1 business affected by Alternative 2A and 2B; 34 residences will be affected by Alternative 3A and 3B.

Alternate 2A and 2B would impact the most parkland acreage, but would have the least impact on floodplain and wetlands acreage. Alternate 2A would have the least impact on forestland acreage. Consequently, either of the alignments, 2A or 2B, is better suited for the project. Alignment 2A has curbs with the cross-section of 96 feet width. Alignment 2B advocates shoulders on the roadway. This makes the cross-section 110 feet wide. The narrower width of cross section of alignment 2A would create less impact. Therefore, alignment 2A should probably be selected.

1

It should also be recognized that the acres mentioned in the report are preliminary estimates based on FEMA Maps. A detailed hydrology and hydraulics study should determine the total impact of the project more precisely.

2

- 3. Location, Meander, and Skew: Alignment 3A or 3B places the structure close to the bend in the natural meander of the stream. The effects on the structure due to scour are potentially higher for this choice. This would require, almost invariably, a higher level of protection to the structure. Based on this alignment, alternative 2A or 2B is a better choice.

3

However, in the case of alignment 2A or 2B, the center line crosses the stream at relatively higher skew. The degree of skew is not known. Higher skew could result in scour problems. The State Highway Administration's, Bridge Hydraulics Division, must be consulted to determine if this level of skew is acceptable. If not, then a less skewed or a perpendicular alignment in the vicinity of the stream should be attempted.

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- 4.
- Size of the Structure: The vertical alignment in the proposal causes the size of the structure to be bigger than the existing structure. This will cause more impact on downstream properties due to increased flooding. These impacts are not shown or documented in the environmental assessment report. The floodplain limits shown are those from FEMA's 100-year Floodplain Maps and the impact due to increased flooding is not shown even on these Maps. The FEMA Floodplain map shows the floodplain due to existing conditions only. A detailed hydrology and hydraulic study is required to show peak discharges for pre and post construction conditions based on ultimate development of the watershed, assuming existing zoning. Based on these discharges, the 100-year floodplains must be delineated for pre and post construction conditions. The adverse impacts must be adequately mitigated as per COMAR 08.05.03.11(B)6. The requirements of COMAR 08.05.03, 04, 06. and 07 must also be met.
- 4
- 5.
- Impact on Aquatic Resources: There exist serious concerns with the direct impacts from roadway construction to Jarboesville Run and its associated riparian corridor, and the indirect impacts to the St. Mary's River aquatic system from input of sediments and other pollutants over the long term. The Jarboesville Run aquatic system has come under increasing development pressure in recent years. Another proposal regarding impact recommends a crossing on the proposed Peggs Road upstream of the existing MD 237. Jarboesville Run and much of MD 237 below MD 235 drains to the St. Mary's River Bottomland which is designated in the Nontidal Wetlands Regulations as a nontidal wetland of special State concern. Although not in the immediate project area, the Bottomland area has been documented to be inhabited by a State listed endangered species, the narrow mouthed toad (Gastrophryne carolinensis). Adverse impacts to this species from pollutant loadings and changes in the existing hydrologic regime of the area should be fully considered in the design and review of this project. The St. Mary's River Bottomland area and the narrow mouthed toad are not addressed by the EA.
- 5
- 6.
- Wetlands Impacts: The document's study area map shows that drainage from wetland #1 passes under MD 237. Both alternatives 2 and 3 would necessitate some form of work within the channel and floodplain of this stream. In addition, both alternatives appear to fill a portion of

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wetlands #4 and #8. These items are not addressed sufficiently in the document. Wetland #5 is referenced as being impacted by alternative 3. This wetland is far enough removed from both alignments that it should not be impacted at all.

6

There appears to be a discrepancy in the comparison of wetland impacts listed on page IV-12 of the EA. The options using a 6 percent grade are listed as having greater wetland impacts than the options with a 5 percent grade. A roadway designed with a 6 percent grade would result in a lower elevation of crossing than a roadway with a 5 percent grade. The corresponding wetland impacts would therefore, be less with the 6 percent grade. This discrepancy should be clarified.

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Figure 10b showing alignment 2A does not show any non-tidal wetlands associated with Jarboesville Run Floodplain. Figure 13B showing alignment 3A does show some wetlands in this particular area. This discrepancy should be corrected.

8

7. Bridging Concerns: It is our understanding that extensive discussions concerning the bridging of Jarboesville Run have been conducted between SHA and the Corps of Engineers. Bridging would be preferred over the 3 cell box culvert because it would minimize impacts to wetlands, floodplains, and the main channel of Jarboesville Run. It would also restore a corridor for wildlife movement between St. Mary's River State Park and an area to the east of MD 237 zoned as open space. Of the alternatives mentioned in the EA, alternate 2 with a 160 foot bridge over Jarboesville Run would have the least impact on aquatic resources and is, therefore, preferred. If the 160 foot bridge is determined to not be practicable, the use of a 100 foot bridge should be investigated.

9

8. Design Recommendations: Roadway elevations should be kept to a minimum to reduce the footprint of the roadway. We support the consideration of the 5 percent grade limitations in the vicinity of Jarboesville Run, as discussed on page IV-12 of the EA, to minimize wetland and floodplain impacts. If the vertical clearance of 15 feet above Jarboesville Run is determined to be insufficient to provide a suitable wildlife corridor, we would consider the incorporation of the 4 percent grade to achieve 26 feet of vertical clearance as specified on page IV-10 of the EA.

10

The width of the proposed 20 foot median should be reduced to the greatest extent possible or deleted with the use of a barrier wall at the crossings of wetland and floodplain areas.

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Shoulder widths should be minimized and side slopes increased as much as possible at crossings of wetland and floodplain areas to reduce the overall roadway footprint.

It would be preferable to use open section roadway designs (i.e. alternate 2B) through most of the alignment. This will maximize the stormwater management benefits from overland flow of runoff from the created impervious areas. Sheet flow from the roadway to the adjacent vegetated areas would afford opportunities for assimilation of pollutants by roadside vegetation and would more closely mimic natural hydrologic conditions in the area. Transitioning the open section design to a curb and gutter design through the wetland and stream areas is recommended to minimize impacts to aquatic resources.

12

Consideration should be given to planting the raised median with trees for not only the obvious aesthetic effects but for air quality purposes as well.

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- 9. Mitigation: Information in the EA does not adequately address the potential to fully mitigate the proposed impacts to aquatic resources. Mitigation must be provided for all losses of wetlands and streams. Wetland placement should occur according to the following ratios: forested = 2:1, scrub/shrub = 2:1, emergent = 1:1. Mitigation activities should occur in the same watershed as the impact. Accordingly, losses in the Jarboesville Run watershed should be mitigated within the Jarboesville Run watershed. Proposed mitigation activities should be developed with full consideration of potential impacts or benefits to the St. Mary's River Bottomland area.

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Forested land should not be considered for wetlands mitigation areas. The SHA would be mitigating one valuable habitat at the expense of another and would still be required to replace the lost forestland.

Wetland mitigation should occur concurrent with the relocation construction of MD 237.

The State's Reforestation Law requires reforestation on an acre by acre basis. The loss of "early successional field" cover type is considered a loss of forestland over the long-term. This acreage should be included as part of the calculations for forestland to be replaced.

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10. Miscellaneous Concerns and Comments: The document discusses the new County recreational complex located in St. Mary's River State Park as a future facility when, in fact, the facility is presently well under construction and will most likely be operational by the summer of 1991.

The statement at the bottom of pg. V-2 and the top of pg. V-3 - "the county revised their proposed recreational area plans and designated another site for the soccer field and purposely reserved approximately 150 feet of park property immediately adjacent to MD 237 as a buffer to accommodate the proposed improvement to the roadway" is incorrectly stated. First of all, the soccer field was removed from the plan, not relocated. Secondly, the plan was revised to allow 150 feet setback from the existing right-of-way to accommodate a 100 ft. R/W relocation and a 50 ft. buffer within the park.

16

The county has installed a new water and sewer line at the Regional Park development of the St. Mary's River State Park property. These utilities should be avoided where feasible.

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Stormwater directed onto and through the State Park parcels will require a stormwater easement from the Department.

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Recommendations: Alternative 2A appears to be the best selection of the four reconstruction alternatives proposed. Recommendations of this alternative, however, is contingent upon acceptance of the prior concerns and comments discussed. Particular emphasis should be placed upon roadway design where there are open section roads in upland areas to better reduce water runoff flow and maximize pollutant removal. A bridge is recommended over other types of structural crossings of Jarboesville Run.

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LL:JA:swp

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Response to DNR letter of 2/8/91

1. In addition to wetland impacts, impacts to parklands and HUD sponsored low income housing projects are also a consideration in determining the best alternative alignment and typical section. As a result of detail studies, SHA has selected Alternate 6, which was developed after the location/design public hearing in an effort to minimize impacts. Alternate 6 consists of four-11'lanes divided by a 20' raised grass median and seven feet of backing. When compared to proposed alternate 2A, which you stated preference for, the Selected Alternative 6 results in a 14' reduction in the roadway width when measured from the outside edge of the roadways backing on the east to the outside edge of the roadways backing on the west. This reduced typical section reduces parkland requirements by .74 acres and wetland impacts by .64 acres when compared to proposed alternative 2A.
2. The estimates of floodplain impacts shown in the environmental assessment provide a comparison of alternates. Detailed hydrology and hydraulic studies will be completed during final design when total impact are defined.
3. Alternate 6, the selected alternate, closely follows the alignment of alternative 2A which places the structure further away from the bend in the natural meander and should

minimize the potentially high scour problems. Continued coordination with our bridge design division during the final design phase will further incorporate measures to ensure design techniques to minimize the skew and reduce scour.

- 4. The vertical alignment for the selected alternate will require a structure larger than the existing pipes. A detailed hydrology and hydraulic study will be performed in the next stage. This study should determine if there will be more impact on downstream properties due to flooding and show pre and post construction conditions.
- 5. To minimize impacts to the Jarboesville Run watershed and the possible impacts to the St. Mary's River Bottomland, SHA will employ similar sediment/erosion control and stormwater management methods adopted by SHA in the Chesapeake Bay Initiatives Action Plan, August 15, 1990. These methods may include but may not be limited to:

Installation of double rows of silt fence.

Oversizing of sediment traps and basins depending on infield and right-of-way constraints.

Minimize clearing in forested areas

Provide or protect forested buffers along stream

Innovative scheduling for paving vs. vegetative stabilization and implementation of infiltration

practices to reduce thermal impacts.

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Install traps and basins prior to grading.

Use of turbidity curtains to protect sensitive sections of the waterway.

With the above listed controls in place, it is not expected that the proposed project will have an adverse impact on the Jarboesville Run watershed or the St. Mary's River Bottomland and the associated non-tidal wetlands of special State concern.

6. A wetland field meeting was held for the MD 237 project with the environmental review agencies on July 24, 1990 (see Section VI for wetland field review minutes). At that meeting the attending environmental review agencies (U.S. Army Corps of Engineers and the U.S. Fish and Wildlife Service) concurred that wetland #1 located to the west of MD 237 was not a regulatory wetland. The selected alternate six alignment will not impact wetland #4 (man made impoundment) a non regulatory wetland, or wetland #6 (open water) which totals approximately 2,325 sq. ft. Wetland #8 will not be impacted by the selected alternate six alignment. At the July wetland field meeting the environmental review agencies concluded that wetland #5 was not a regulatory wetland based on the absence of hydric soils. Minutes of the wetland field meeting were included in the comments and coordination section of the Environmental Assessment/4(f) Evaluation and will be included in the same section of the Finding of No

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7. The initial Alternate 2 grades were 4.7% and 3.8% at Jarboesville Run, as stated on Page IV-10 in the Environmental Assessment. The 2A original and 2B original alternates shown on page IV-12 with a 6% grade should have been 4.7% and 3.8% grade respectively. The information on Page IV-12 would then show that the 5% grade has less wetland impacts than the flatter grades. This should clarify the discrepancy.
8. The absence of the wetland boundary on Figure 10b was an omission on our part. This oversight will be corrected in the FONSI.
9. In the next phase, we will consider bridging Jarboesville Run to minimize impacts to wetlands, floodplains, Jarboesville Run main channel and aquatic resources. We will also consider a suitable wildlife corridor at Jarboesville Run. Our best information, to date, indicates that the open area in square feet must at least equal the distance that the animal would travel in linear feet in order to produce an acceptable wildlife corridor. Also the opening must be a little higher than the animal. If a box culvert is constructed, two feet of top soil over rip-rap could provide natural footing where scouring should not be a problem. At the December 12, 1993 Interagency Meeting it was decided that the structure type to be used at Jarboesville Run would be decided during the design phase.
10. Our policy is generally to construct structures at the same

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elevation with the same typical section as the approach roads. Also our bridge design policy recommends that if the distance between inside parapets on dual structures is 22 feet or less, a single structure should generally be provided. In the planning phase, we will continue to propose a single structure with a 20 foot raised median at Jarboesville Run should a bridge be considered.

11. The reduced typical proposed with Selected Alternative 6 eliminates all wetland impacts except for those wetlands associated with the Jarboesville Run Stream crossing. As indicated in section IV of this document, due to the perpendicular flow of Jarboesville Run from east to west far beyond the MD 237 project study area, avoidance of wetland #7 is not practical.
12. We appreciate your concerns for maximizing stormwater management benefits and assimilation of pollutants by roadside vegetation with an open section. The closed typical section proposed with the Selected Alternate was chosen because an open section would require additional right-of-way from St. Mary's River State Park, impact more wetlands and result in additional residential relocations. A close section roadway will be safer for pedestrians and St. Mary's County Government supports the curbed section because it is consistent with proposed land use.
13. Median landscape planting of trees is included in all the build alternate cost estimates. Determination of the type of trees will be completed in the next phase.

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14. The reduced typical section of Selected Alternate Six impacts .86 acre of wetland #7. A reconnaissance of the St. Mary's River watershed was initiated to identify a potential wetland mitigation site, the results were negative. An expanded reconnaissance resulted in the identification of the Albaugh property as a potential wetland mitigation site. Approval from the U.S. Army Corps of Engineers and U.S Fish and Wildlife Service is under way.
 15. Impacted forested areas will be replaced in accordance with Memorandum of Understanding between The Maryland State Highway Administration and The Department of Natural Resources. Coordination with the Maryland State Forester has been initiated.
 16. At the time coordination was initiated with St. Mary's County Department of Recreation and Parks during preparation of the EA/4(f) for the MD 237 project, no final plans were developed for St. Mary River State Park. Per a more recent conversation with Mr. Phil Rollins, Director of St. Mary's County Department of Recreation and Parks, the facility did not become operational until May, 1992.

Your statement that St. Mary's County revised their plans to allow a 150 foot setback from the existing right-of-way to accommodate a 100 foot right-of-way and a 50 foot buffer within the park is correct. This discussion will be corrected in the FONSI.
 17. The recently completed water and sewer line through St. Mary's County Regional Park will not be affected by our roadway improvements. These utility lines generally have an

eight to ten foot cover and were placed parallel and 100 feet off of existing MD 237.

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18. Stormwater management easements should not be required at the State Park Parcels. Generally with Alternate 6 the proposed roadway would be in a slight fill area through both park parcels. The stormwater management ditch would be just inside of the proposed right-of-way line of through highway and should handle any runoff from our slopes beyond the backing. The roadway itself will have a closed drainage system.

 19. Your preference for an open section roadway in upland areas to better reduce water runoff flow and maximize pollutant removal has been considered, however; because of right-of-way constraints caused by existing and on going residential development along MD 237, the St. Mary's County park boundary abutting the existing roadway, wetlands associated with Jarboesville Run crossing the existing MD 237 roadway and due to HUD sponsored low income housing development projects located within a few feet of the existing roadway, a closed section roadway was found to be most consistent with planned land use and provides a safe and efficient facility. The decision as to the type of structure to be used at Jarboesville Run will be deferred until final design. The rationale for selecting Alternate 6 and be found in response #1



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William Donald Schaefer
Governor

Maryland Department of Natural Resources

Capital Programs Administration

2012 Industrial Drive
Annapolis, Maryland 21401

Torrey C. Brown, M.D.
Secretary

Michael J. Nelson
Assistant Secretary
for Capital Programs

May 4, 1991

Ms. Cynthia D. Simpson
State Highway Administration
707 North Calvert Street
Baltimore, Md. 21203

Subject: Improvements to Route 237 at St. Mary's River State
Park, Identification of Possible Replacement Property.

Dear Ms. Simpson:

The Environmental Assessment/Section 4(f) Evaluation for this project indicates that improvements to this roadway could require the conversion of from 5.7 to 6.18 acres of parkland. The attached map identifies two sites that I request be considered as possible replacement land. Both of these sites are within the approved Acquisition line for this park. The small parcel on the eastern edge (shown as "A" on the attached map) is an improved lot that will also be affected by the proposed roadway improvements. The one on the western side (Site "B") is much larger and includes a significant stretch of the St. Mary's River. Acquisition of replacement land from that parcel should be concentrated along the river to provide protective buffer on the floodplain.

If you have any questions, please do not hesitate to contact me.

Sincerely,

Gene F. Cheers
Chief, Environmental Review
Greenways & Resources Planning

GFC:awn
cc: Keith Frere
Ken Shanks

Telephone: _____
DNR TTY for the Deaf: 301-974-3683

VI-53



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PROJECT DEVELOPMENT
MAR 11 1993

William Donald Schaefer
Governor

Maryland Department of Natural Resources
Tawes State Office Building
Fish, Heritage and Wildlife Administration
580 Taylor Avenue
Annapolis, Maryland 21401

Torrey C. Brown, M.D.
Secretary

March 8, 1993

Mr. Joseph R. Kresslein
STATE HIGHWAY ADMINISTRATION
707 North Calvert Street
Baltimore, Maryland 21203-0717

RE: Contract No. SM 757-101-571 MD 237 from MD 235 to MD 246,
Wetland enhancement and creation at Beauvue Road and MD
249 Donald L. Albaugh property, St. Mary's County

Dear Mr. Joseph R. Kresslein:

This is in response to your request for information regarding the
above referenced project. There are no known Federal or State
threatened or endangered plant or wildlife species present at this
project site.

Sincerely,

Janet McKegg, Director
Natural Heritage Program

JM:cbs

cc: Cynthia Sibrel
Robert Miller
ER# 93075.SM

Telephone: (410) 974-2870
DNR TTY for the Deaf: 301-974-3683

VI-54



287
PROJECT DEVELOPMENT DIVISION
Mar 3 2 04 PM '93

William Donald Schaefer
Governor

Maryland Department of Natural Resources

Tidewater Administration
Power Plant and Environmental Review Division
Tawes State Office Building
Annapolis, Maryland 21401

Torrey C. Brown, M.D.
Secretary

Peter M. Dunbar, Ph.D., P.E.
Director

February 26, 1993

Joseph R. Kresslein
Project Planning Division
Maryland Department of Transportation
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203-0717

Dear Mr. Kresslein:

This letter is in response to your letter of request, dated January 25, 1993, for information on the presence of finfish species in the vicinity of the wetland mitigation site for Contract No. SM 757-101-571, MD 237 from MD 235 to MD 246; St. Mary's County.

It is our understanding that you already have adequate information on fisheries resources for the alignment of the road itself. The proposed wetland mitigation site is located on the south side of Drayden Road (labeled as Beauvue Road on your vicinity map) between St. Georges Church Road and Flat Iron Road in St. Mary's County.

Based on topography map information, the proposed wetland mitigation site is located in an upland area which drains to the headwaters of an unnamed tributary to Locust Grove Cove of St. George Creek (Lower Potomac River Area). The unnamed tributary is classified as a Use I stream. Generally, no instream work is permitted in Use I streams during the period of March 1 through June 15, inclusive, during any year.

White perch young-of-year have been documented within St. George Creek, downstream of your project site. No further information is available on potential anadromous fish spawning within the unnamed tributary. However, the stream should be protected for anadromous fish spawning potential in the lower reaches.

Telephone: (410) 974-2788

DNR TTY for the Deaf: 301-974-3683

VI-55

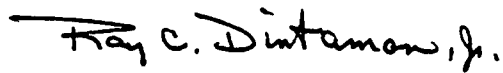
Joseph R. Kresslein
February 26, 1993
Page 2

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No information is available on resident fish species which may be found within the subject stream or similar streams in the vicinity. However, the tributary should be protected based on resident warmwater fish species which are expected to reside within perennial stream reaches. The Use I restriction period referenced above should adequately protect these resources.

If you have any questions concerning these comments, you may contact Greg Golden of my staff at (410) 974-2788.

Sincerely,



Ray C. Dintaman, Jr., Chief
Project Review Program

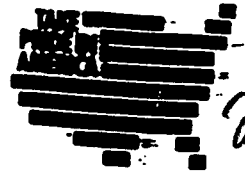
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United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240 53

PROJECT DEVELOPMENT



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L7619(774)
ER-90/1023

FEB 21 1991

Mr. A. Porter Barrows
Division Administrator
Federal Highway Administration
711 West 40th Street
Suite 220
Baltimore, Maryland 21211

Dear Mr. Barrows:

This responds to a request for the Department of the Interior's comments on the draft environmental assessment/Section 4(f) evaluation for SR-237 (from SR-235 to SR-246), St. Mary's County, Maryland.

SECTION 4(f) EVALUATION COMMENTS

We concur that there is no feasible and prudent alternative to the proposed use of some park and recreation land by the proposed build alternatives 2A or 2B. Although we concur that the proposed mitigation, which includes replacement property and landscape screening, is appropriate, we recommend continued coordination and consultation with the Maryland Department of Natural Resources and the Maryland State Historic Preservation Officer.

1

ENVIRONMENTAL ASSESSMENT COMMENTS

Fish and Wildlife Resources

The major environmental impact that will occur from this proposed project involves the destruction of forested wetlands within the Jarboesville Run watershed. Since these wetlands provide high value habitat for a variety of wildlife species, the U.S. Fish and Wildlife Service (FWS) recommends that the selected alternative be one that minimizes impacts. The least damaging alternative would include the bridging of Jarboesville Run along the Alternative 2B alignment with a 100-foot span structure, 26 feet above the water. This bridge span will minimize the filling of wetlands while maintaining a travel corridor for wildlife.

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The FWS also recommends that all unavoidable forested wetland losses in Jarboesville Run be replaced on a 2:1 basis and all the other wetland losses replaced on a 1:1 basis. The 2:1 replacement ratio for the forested wetlands will help compensate for the time lag of 40 to 50 years that is needed for planted seedlings to reach maturity. This ratio also helps compensate for the risks associated with the creation of forested wetlands. Since the techniques for creating forested wetlands are experimental, success is far from assured.

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Mineral Resources

Mineral resources in the area consist of flat-lying sediments containing clay and sand and gravel (p. I-6). Construction would have only a minor and local impact on them (p. IV-6), and we agree that mineral resources would not be significantly affected.

FISH AND WILDLIFE COORDINATION ACT COMMENTS

The U.S. Fish and Wildlife Service's probable position on any Section 404 permits for this project would be no objection, provided a 26-foot high, 100-foot long bridge along the 2B alignment is selected for Jarboesville Run, and provided that an acceptable mitigation plan which identifies a viable mitigation site is submitted with the 404 permit application.

4

SUMMARY COMMENTS

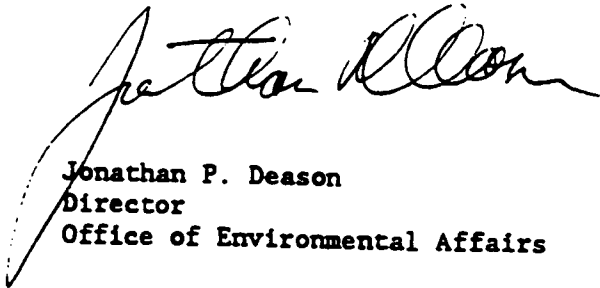
The Department of the Interior offers no objection to Section 4(f) approval of build alternatives 2A or 2B, provided the measures mentioned above are included and documented in the final statement.

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As this Department has a continuing interest in this project, we are willing to cooperate and coordinate with you on a technical assistance basis in further project evaluation and assessment. For matters pertaining to recreational and cultural resources, please contact the Regional Director, National Park Service, Mid-Atlantic Region, 143 South Third Street, Philadelphia, Pennsylvania 19106 (telephone: FTS 597-7013, commercial 215/597-7013). For matters pertaining to fish and wildlife resources, please contact the Field Supervisor, U.S. Fish and Wildlife Service, 1825 Virginia Street, Annapolis, MD 21401 (telephone: 301/269-5448).

We appreciate the opportunity to provide these comments.

Sincerely,


Jonathan P. Deason
Director
Office of Environmental Affairs

cc:
Mr. Louis H. Ege, Jr.
Deputy Director
Office of Planning and Preliminary Engineering
State Highway Administration
707 North Calvert Street, Room 506
Baltimore, Maryland 21202

Sta Liaison Officer
Department of Natural Resources
2012 Industrial Drive
Annapolis, Maryland 21401

State Historic Preservation Officer
Executive Director, Historical and Cultural Programs
Department of Housing and Community Development
45 Calvert Street
Annapolis, Maryland 24011

- 1) Coordination with the Department of Natural Resources and the Maryland State Historic Preservation Officer will continue throughout the final design phase.
- 2) It was agreeded to at the December 16, 1992 Interagency Meeting that the decision concerning structure type at Jarboesville Run would be determined during the final design phase. Alternate 6, the selected alternate, will impact .74 acre fewer wetlands than Alternate 2A and 1.24 acres fewer wetlands than Alternate 2B if a box culvert is constructed at this location. The vertical profile proposed with Alternate 6 would result in a 75 foot long bridge approximately 7 feet above Jarboesville Run. If the grade were raised slightly, it could provide a travel corridor for wildlife.
3. The SHA will to replace impacted wetland in accordance with the Nontidal Wetlands Protection Act and may consist of replacement in kind and in preapproved replacement ratios or a combination of replacement and enhancement.
4. A 100 foot bridge length would require lowering the profile to cut into the existing ground and create additional impacts. The impacts would include an additional relocation of a residence/business south of the park, a higher retaining wall at the HUD Property and slightly more park property would be required, therefore the 100 foot bridge option was not evaluated further. All decisions regarding the structure type and size will be made during the final design phase in consultation with the Department of Natural Resources and the U.S. Army Corps of Engineers. A wetland replacement

reconnaissance resulted in the identification of the Albaugh²⁹³ property and Aud property as potential wetland mitigation sites. A concept mitigation plan is included in Section III of this document. Approval from the U.S. Army Corps of Engineers and U.S Fish and Wildlife Service is under way.

5. The Selected Alternate 6 alignment, closely follows the alignment of Alternative 2A and 2B which you indicated a preference for, however; the reduced typical section proposed with Selected Alternative 6 impacts .74 fewer wetland acres than Alternative 2A and 1.24 fewer wetland acres than Alternative 2B. At the December 16, 1993 Interagency meeting the U.S Army Corps. of Engineers and the U.S. Fish and Wildlife Service agreeded that the decision concerning structure type at Jarboesville Run would be determined during the final design phase.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

Region III

841 Chestnut Building
Philadelphia, Pennsylvania 19107

JUN 24 2 11 PM '92

JUN 22 1992

Mr. Louis H. Ege, Jr.
Deputy Director
Project Planning Division, Room 506
Maryland State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Mr. Ege:

This is to document the key points raised in a discussion between Larry Budney of my staff and Bruce Grey on May 11, 1992, concerning the June 1991 Air Quality Technical Report on the Maryland Route 237 project. The most significant point is that appropriate mobile (CO) source and air dispersion models must be used for any analysis of mobile source carbon monoxide air quality impacts.

Given the timing of the Route 237 air quality study, the MOBILE4 mobile source emission factor model should have been used in lieu of MOBILE3, given that MOBILE4 was available at the time of the study and the fact that it yields more accurate emission estimates. Since MOBILE4 became available, further improvements to the model have been made, and any current or future emission factor modeling should utilize the appropriate updated model. For information on the appropriate version of the model to use, feel free to call Larry Budney at (215) 597-0545.

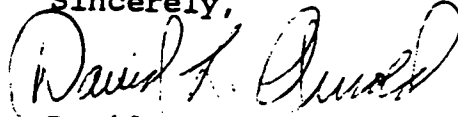
The CALINE3 air dispersion model is acceptable for estimating ambient CO concentrations due to line sources such as highway segments, but it will underestimate concentrations in the vicinity of traffic congestion locations. Generally, the highest CO concentrations occur close to traffic congestion locations where significant traffic slowdowns or queuing occur. Such locations should be specifically addressed with an appropriate model; for example, the CAL3QHC model would be acceptable for such applications.

Given the significant traffic on nearby roads and the fact that the area in question is already somewhat developed, this office recommends that higher CO background concentrations be assumed; i.e., a 3 ppm (instead of 2 ppm) one-hour value and a 2 ppm (instead of 1 ppm) eight-hour value. It is our understanding that no ambient CO monitoring data are available for estimating background concentrations.

295

In summary, due to the factors discussed above, the June 1991 Air Quality Technical report probably underestimates ambient CO concentrations that will result from the project in question. Therefore, the report's conclusion that no CO NAAQS violations are predicted to occur is subject to question. Feel free to contact Larry Budney, or me at (215) 597-0545, if you would like to discuss any aspects of our comments on the report.

Sincerely,



David L. Arnold, Chief
Program Planning Section

ghe

1. St. Mary's County lies in an attainment area for air Quality and the study area is rural. If SHA were to use mobile 5A, the current mobile source emission factor model and use higher CO background concentrations, the results would not be measurably different from those calculated using the Mobile 3 program. The Mobile 3 program was the appropriate model at the time the studies were initiated.

2. The only signalized intersection occur at MD 246/MD237 and MD237/MD235. The MD246/MD237 intersection will operate at level of service (LOS) D in the year 2015 with the Selected Alterate. While the MD235/MD237 intersection is proposed to operate at LOS F in the design year with the Selected Alternate, a project planning study is underway to consider improvements to MD235 which will include this intersection as well as an air quality analysis.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
841 Chestnut Building
Philadelphia, Pennsylvania 19107-4431

297

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering
Maryland State Highway Administration
707 North Calvert St.
Baltimore, Md. 21203-0717

APR 13 1993

Re: Purpose and Need for MD 237 from MD 235 to MD 246

Dear Mr. Ege:

Pursuant to EPA's combined responsibility under NEPA, Section 30 of the CAA and Section 404 of the CWA we provide the following comment on the purpose and need for the referenced project.

Maryland Rt 237, located in St. Mary's County, is a two lane roadway proposed for widening to a four lane divided highway. According to information supplied by SHA, existing traffic levels, substandard road geometrics, multiple roadway entrances and fixed objects located close to the roadway form the basis of need for this roadway improvement project. The above combination result in LOS D and a higher than average accident rate for the roadway.

Future traffic projections indicate further deterioration of roadway conditions. Projected traffic by the year 2015 at 20,000 to 24,000 ADT is over two times the current ADT of 9,400 to 9,920. This would result in a LOS of E under the no build. The build alternative is projected to have LOS of B/C by the year 2015 indicating increasing traffic volumes and some speed restrictions.

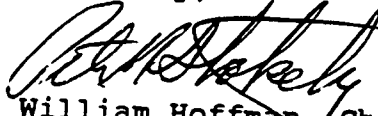
Considering the high levels of ADT and less than ideal LOS for the build alternative in the year 2015, and given that a significant portion of the traffic will be generated by the Patuxent Naval Air Test Center (PNATC) expansion, EPA recommends that alternative methods of traffic flow management be considered in addition to the roadway improvements. For example staggered work hours or van pool use for PNATC should be encouraged so that the newly upgraded MD 237 has maximum opportunity to perform as desired.

JHC

Based on the data provided EPA concurs with the purpose and need for this project. EPA requests however, that if for some unforeseen reason the proposed expansion of PNATC does not occur, that SHA will reevaluate the need for this project.

Thank you for the opportunity to comment on MD 237's purpose and need. If you have any questions regarding our comments please do not hesitate to call me or Peter Stokely of my staff.

Sincerely,



William Hoffman, Chief
Wetlands Protection Section



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Chesapeake Bay Field Office
1825 Virginia Street
Annapolis, Maryland 21401
March 5, 1993

Mr. Hal Kassoff
Administrator
State Highway Administration
707 N. Calvert Street
Baltimore, MD 21203-0717

Attn: Joseph R. Kresslein
Project Planning Division

Re: Mitigation of impacts from Contract No.
SM 757-101-571: MD 237 from MD 235 to
MD 246 by wetland enhancement and
creation, St. Mary's County, MD

Dear Mr. Kassoff:

This responds to your January 25, 1993 request for information on the presence of species which are Federally listed or proposed for listing as endangered or threatened within the area of the wetland creation site in St. Mary's County, Maryland. We have reviewed the information you enclosed and are providing comments in accordance with Section 7 of the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.).

Except for occasional transient individuals, no Federally-listed or proposed endangered or threatened species are known to exist in the wetland creation area.

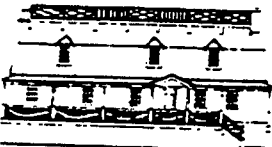
This response relates only to endangered species under our jurisdiction. It does not address other Fish and Wildlife Service concerns under the Fish and Wildlife Coordination Act or other legislation.

Thank you for your interest in endangered species. If you have any questions or need further assistance, please contact Andy Moser or Leslie Pitt at (410) 269-5448.

Sincerely,

for Edward D. Daulton
John P. Wolflin
Field Supervisor
Chesapeake Bay Field Office

MARYLAND
HISTORICAL



TRUST

PROJECT
DEVELOPMENT
DIVISION

SEP 7 10 25 AM '90

William Donald Schafer
Governor

Jacqueline H. Rogers
Secretary, DHCD

September 5, 1990

Ms. Cynthia D. Simpson
Assistant Division Chief
Project Planning Division
State Highway Administration
707 North Calvert Street
Baltimore, MD 21203-0717

Re: Draft Report for Phase I
Archaeological
Investigations of Maryland
Route 237 between Maryland
Route 235 and Maryland Route
246, St. Mary's County,
Maryland
Contract No. SM 757-101-571

Dear Ms. Simpson:

Thank you for sending us a copy of the above-referenced report for our review and comment. The document was prepared by Berger Burkavage, Inc.

The report presents an adequate discussion of the investigation's goals, methods, and results; it is well written, clearly illustrated, and meets the standards outlined in the "Guidelines for Archeological Investigations in Maryland" (McNamara 1981). A well defined and appropriate research design added to the quality of the work. The level of background research and field survey was sufficient to identify the range of archeological resources located within the proposed 3 mile long rights-of-way.

Berger Burkavage's survey identified one prehistoric archeological site and one historic cemetery within one or both alternative corridors. The historic Ebenezer Cemetery, associated with the former Ebenezer Church as Site SM135, will be affected more through the construction of Alternate 2B Modified than by Alternate 3B. The building of Alternate 2B Modified would necessitate the reinterment of at least 17 burials, while selection of 3B would not likely impact any graves. We concur that construction of Alternate 3B would be preferable. Archeological monitoring would be warranted for

Maryland

Department of Housing and Community Development
Shaw House, 21 State Circle, Annapolis, Maryland 21401 (301) 974-5000

VI-68

Ms. Cynthia D. Simpson
September 5, 1990
Page 2

3B to ensure that unmarked graves are not disturbed; however, prior to any construction of 2B Modified, further subsurface archeological testing should be performed to identify unmarked graves in this relatively undocumented section of the cemetery. We request to be informed of the choice of Alternate at your earliest convenience.

1-

Prehistoric site 18ST608 evidenced temporally non-diagnostic lithic artifacts in an area approximately 260 feet long by 75 feet wide. While prior construction has disturbed a section of this resource, a major portion of 18ST608 appears to retain integrity. Site 18ST608 will be affected by the construction of either Alternate 2B Modified or 3B. In our opinion, 18ST608 has the potential to contribute important information to the following prehistoric period themes: subsistence, settlement, and technology, as defined in The Maryland Comprehensive Historic Preservation Plan (Weissman 1986). Further Phase II archeological investigations are necessary to determine the site's eligibility for the National Register of Historic Places.

This office recommends that Phase II archeological research be conducted of 18ST608. The purpose of the investigations is to: a) identify the site's vertical and horizontal boundaries; b) interpret the site's cultural affiliations, functions, and significance; c) evaluate the site's integrity; d) conclusively determine the site's eligibility for the National Register; and e) define the need for further archeological work. The investigations should be undertaken by a qualified archeologist and performed in accordance with the "Guidelines for Archeological Investigations in Maryland." Based on the investigation's results, we will be able to determine whether or not the project will have an effect on National Register eligible archeological resources, and make appropriate recommendations. Implementation and review of the Phase II research should be closely coordinated with our office, and we will be happy to provide guidance on the recommended work.

2

We have a few minor comments concerning the report itself, and suggested revisions should be incorporated into the final document:

- 1) For organizational purposes, the very thorough Historical Background should refer to the historic contexts listed in The Maryland Comprehensive Historic Preservation Plan.
- 2) Figure 12 requires Survey Area D in its caption and appropriate labeling of Alternate 3B.

Ms. Cynthia D. Simpson
September 5, 1990
Page 3

- 3) Plate 2's caption should refer to site SM135.
- 4) The Results should describe the artifacts recovered from 18ST608 with respect to encountered soils; a representative soil profile from a shovel test pit would be helpful.
- 5) The report should include a new archeological site inventory form to document Ebenezer Church and Cemetery; this form will supplement the standing structures inventory form and will record the razed condition of the church.

We look forward to receiving a copy of the final report, when it is available. If you have any questions or require further information, please contact Dr. Gary Shaffer at (301) 974-5007.

Thank you for your continued cooperation and assistance.

Sincerely,

Elizabeth J. Cole

Elizabeth J. Cole
Administrator
Archeological Services
Office of Preservation Services

EJC/GDS

cc: Dr. Ira Beckerman
Dr. John Hotopp
Dr. Ralph E. Eshelman
Mrs. Samuel M. Bailey, Jr.
Ms. Patricia McGuire

1. Selected Alternate 6 which incorporates a reduced typical section will not impact the historic Ebenezer Cemetery and will not require the reinterment of any burials.

2. Phase II testing has been initiated on the east side of MD 237 at site (18ST608) with negative results. As a result of denied access to the parcel on the west side of MD 237, further phase II testing at site (19ST608) will be initiated after right-of-way is acquired.



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
BALTIMORE DISTRICT, U.S. ARMY CORPS OF ENGINEERS
P.O. BOX 1715
BALTIMORE, MD 21203-1715

JUL 27 1993
JUL 30 2 21 PM '93

304

Operations Division

Subject: CENAB-OP-RX(MD SHA-MD 237)90-04053-1

Mr. Bruce Grey
Maryland State Highway Administration
707 North Calvert Street
Baltimore, MD 21203-0717

Dear Mr. Grey:

I am replying to the submission of the preliminary FONSI for the subject project. We offer the following comments for inclusion in the document so that it will be acceptable for use as our decision document, in accordance with the process for merging NEPA and 404.

Pages I-3 and I-4 indicate that the structure over Jarboesville Run will be a 75-foot long bridge with 7-foot vertical underclearance. Conflicting with this is a statement on page III-31 indicating that a box culvert will be constructed.

Of the two proposals, we would prefer the bridge over a box culvert for the following reasons:

1. A bridge would let in more light, which would make the structure less of a barrier to the passage of terrestrial wildlife and aquatic species, and would allow benthic organisms to colonize the stream beneath the structure.
2. A bridge would maintain a natural substrate in the stream. Even though a box culvert could be depressed one foot below the stream invert for the purpose of allowing natural substrate material to be deposited, this deposition usually consists of very fine materials which are typically removed during subsequent storm events. A bridge would allow the naturally occurring, heavier substrate materials to remain in the stream bottom, providing a more stable substrate for the colonization of benthic organisms.
3. A bridge would not necessitate the installation of a riprap apron, as would a box culvert, nor would it necessitate any widening of the channel, as is sometimes done to taper a stream channel cross section to match the cross section of the box culvert. This widening of the channel immediately upstream of a box culvert is undesirable because it results in a slowing of velocity at the culvert which encourages sediment to be deposited at that location.

305

All of these advantages of a bridge can also be realized with a bottomless arch culvert. (Of course, the degree to which a bottomless arch culvert would accommodate passage of terrestrial wildlife would depend on the size of the opening). Therefore, our order of preference for consideration of structure type would be 1. bridge, 2. bottomless arch, 3. box culvert. While we realize the structure type will not be decided until final design, we are advising you that we would not be receptive to the selection of the box culvert due to the many advantages afforded by bottomless arches and bridges. We recently succeeded in having St. Mary's County DPW change their proposal for the Peggs Road crossing of Jarboesville Run (further upstream) from a box culvert to a bottomless arch. Because Jarboesville Run will be usable by anadromous fish once the USGS stream gauge obstruction is removed from the St. Mary's River, we are particularly concerned that this project incorporate a structure which will reap the benefits mentioned above.

2
3
4

In addition, to accommodate deer passage beneath the road, we would be receptive to consideration of slightly greater wetland impacts, if necessitated in order to raise the profile of MD 237 to provide more than the currently-proposed 7-foot underclearance. The increase in wetland impacts resulting from an increase in the profile should be minimized to the extent practicable using retaining walls.

Regardless of the structure type selected, the impacts to wetlands and the structure cost could be further minimized by reducing the proposed 20-foot median on MD 237 to a Jersey barrier at Jarboesville Run.

In conclusion, we recognize that the decision on structure type is subject to further evaluation during final design. The Corps permit will contain a condition requiring the analysis of costs and benefits of various structure types and road profiles, as discussed above.

If you have any questions, please contact Mr. Paul Wettlaufer of this office.

Sincerely,

Paul R. Wettlaufer

for Keith A. Harris
Acting Chief, Special Projects

CC: Bill Schultz
Sean Smith
Pete Stokely

200

1. The structure type (bridge, box culvert or bottomless arch) to be provided at Jarboesville Run will be decided during final design in coordination with the U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service and the Department of Natural Resources Non-tidal Wetlands Division.
2. See response to # 1. above.
3. Raising the profile of the Selected Alternate to provide more underclearance for deer passage with the possible use of retaining walls to minimize wetland impacts will be considered during final design.
4. We will consider reducing the proposed 20 foot median down to a jersey barrier at Jarboesville Run to minimize wetland impacts and lower construction cost.



Maryland Department of Transportation
State Highway Administration

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F
SMA

307

PROJECT
DEVELOPMENT
DISTRICT

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

January 8, 1993

OK

RE: Contract No. SM 757-101-571
MD 237 from MD 235 to MD 246
St. Marys County, Maryland

Mr. J. Rodney Little
State Historic Preservation Officer
Maryland Historical Trust
100 Community Place
Crownsville MD 21032-2023

RECEIVED

JAN 21 1993

STATE HISTORICAL
ARCHAEOLOGICAL PROGRAMS

Dear Mr. Little:

The State Highway Administration recently completed a partial Phase II investigation of prehistoric site 18ST608. This site was initially identified by Louis Berger and Associates on the north bank of Jarboesville Run on both sides of Maryland Route 237 (see attached figure). John Milner and Associates initiated Phase II archeological testing on the eastern portion of this site but was unable to complete work west of the road due to landowner opposition. The right-of-way on the west truncates part of a yard associated with a still-occupied residence and a small section of wooded floodplain terrace. Dr. Charles Cheek reported negative results for tests within the right-of-way for Alternate 6 on the wooded east side of the road.

Seventeen shovel test pits, 50 cm in diameter, were excavated along six parallel staggered transects placed 8 m apart, in the area of Phase I transects C and J. All soil was screen through 1/4-in mesh, but only modern glass, ceramics, and plastic was noted. No prehistoric artifacts were recovered. The stratigraphy consisted of root mat overlying silty loam, which occurred above a silty clay loam subsoil.

Visual observations by Dr. Cheek on the western portion of the site suggested to him that the area in front of the residence may have been disturbed by the construction of the driveway, residence, and landscaping. He further suggested that intact prehistoric deposits may only occur in a buried soil horizon in wooded area between the yard and the 100-year flood-line of Jarboesville Run. Dr. Cheek also reported that additional disturbance had occurred to the west since the Phase I survey had been completed.

Ms. Carol Ebright of our office made a field visit to the property on November 18, 1992. It was noted that additional disturbance has, in fact, occurred west of the residence where a row of new houses has been constructed, and that a garage had been constructed to the side of the residence in question. Most of this new disturbance,

My telephone number is (410) 333-1177

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

306

Mr. Rodney J. Little
January 8, 1992
Page 2

however, is outside of the right-of-way. Attached photographs show the western right-of-way area as it now appears. Based on the depth of Phase I artifact finds, we believe that additional Phase II work is still warranted on the wooded terrace and in the yard area of the residence. Remaining work will probably be restricted to 1 x 1 meter test units without any additional shovel test pits. Completion of the Phase II west of MD 237 must await purchase of the property by the state, which is not likely to occur in the near future.

In the meantime, we request your concurrence that no further work is warranted on the east side of MD 237. If you have questions please do not hesitate to contact Ms. Carol Ebright at (410) 321-2213.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

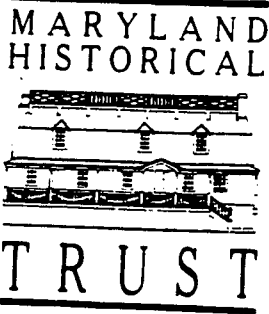
by: Cynthia D. Simpson
Cynthia D. Simpson
Deputy Division Chief
Project Planning Division

LHE:CAE:ejs
Enclosure

cc: Mr. Howard Johnson w/attachments

Elliott J. Cole
State Historic Preservation Office

2/10/93



PROJECT
DEVELOPMENT
DIVISION

JAN 3 10 02 AM '83

309

William Donald Schaefer
Governor

Jacqueline H. Rogers
Secretary, DHCD

December 28, 1988

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

Re: Contract No. SM 757-101-571
MD 237 from MD 246 to MD 235
PDMS No. 183053

Dear Ms. Simpson:

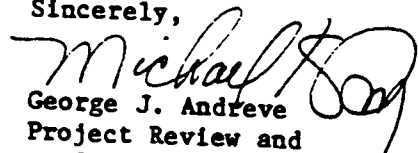
Thank you for your letter of November 1, 1988 concerning the above referenced project.

This office concurs with your opinion that there are no historic standing structures, eligible for listing in the National Register of Historic Places, located in the project area. However, our survey maps show two sites (SM 134 - Matthew's Folley and SM 135 - Ebenezer Church and Cemetery) which may be eligible for National Register listing as archeological resources.

We would suggest that you provide this office with information pertinent to these two sites as well as your opinion regarding their National Register eligibility. You may direct that information to Dr. Ethel Eaton of our staff.

Should you have any questions, please contact Michael Day at 974-5000 or Dr. Eaton at the same number.

Sincerely,


George J. Andreve
Project Review and
Compliance Administrator
Office of Preservation Services

GJA/meh

cc: Ms. Rita Suffness
Dr. Ethel Eaton
Dr. Ralph Eshelman
Ms. Patricia McGuire


Department of Housing and Community Development
Shaw House, 21 State Circle, Annapolis, Maryland 21401 (301) 974-5000

VI-74



ST. MARY'S COUNTY GOVERNMENT

Department of Recreation and Parks

P. O. BOX 653 • GOVERNMENTAL CENTER • LEONARDTOWN, MARYLAND 20650-0653
(301) 475-4571

310

January 4, 1990

Mr. Louis H. Ege, Jr.
Deputy Director
Office of Planning &
Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, MD 21203-0717

Dear Mr. Ege:

In reference to your contract number SM 757-101-571 as it pertains to the state's take-line on Rt. 237, and its impact on St. Mary's County Regional Park, this is to advise that we have reviewed the plats showing the proposed take-line, and have ascertained that that would create no problem to the park.

Following an early meeting in Baltimore, we designed the Park as to leave a buffer for a future take-line for the SHA. The proposed take-line is within the buffer anticipated by this department. We did show one soccer field in that take-line which we had planned to put in there simply as an interim playing area since it could be easily removed. However, after talking to the Technical Evaluation Committee in the county, we have removed that soccer field on the plat. You will find that we will be very cooperative in the SHA's acquisition of the line as outlined on your plat.

We plan to start construction of the Park early spring and we'll be looking forward to working with you concerning cross-overs if you dualize Rt. 237. We have moved the entrance road of the Park to conform with your cross-over as requested at the meeting with the Highway Administration in Baltimore.

If I can be of further help or answer additional questions, please do not hesitate to contact me.

John V. Baggett
Director

c: Mr. E. Meehan
Mr. H. Johnson
St. Mary's County Dept of Public Works
St. Mary' County Dept of Planning & Zoning
Greenhorne & O'Mara



Maryland Department of Transportation
State Highway Administration

311

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

MEMORANDUM

TO: Bruce M. Grey
Assistant Division Chief
Project Planning Division

FROM: Howard Johnson
Environmental Specialist III
Environmental Planning

DATE: March 25, 1993

SUBJECT: Contract No SM 757-101-571
MD 237 from MD 235 to MD 246
St. Mary's County, Maryland

On March 22, 1993, Mr. Bill Schultz of the U.S. Fish and Wildlife Service telephoned to give his verbal concurrence on the Purpose and Need for the MD 237 dualization project. Mr. Schultz further indicated that he would not sign the concurrence letter provided by the State Highway Administration.

HJ:sjc

cc: Mr. Louis H. Ege Jr.
Ms. Cynthia D. Simpson

My telephone number is _____

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707 North Calvert St., Baltimore, Maryland 21203-0717

VI-76



Maryland Department of Transportation
State Highway Administration

317
O. James Lighthizer
Secretary
Hal Kassoff
Administrator

March 3, 1993

Re: Contract No. SM 757-101-571
MD 237 from MD 235 to MD 246
St. Mary's County, Maryland

Mr. Keith Harris
Attn: Mr. Paul Wetlaufer
U.S. Army Corps of Engineers
P.O. Box 1715
Baltimore MD 21201

Dear Mr. Harris:

The MD 237 project was initiated prior to development of the combined NEPA/404 regulatory process. In an effort to avoid revisiting the adequacy of the purpose and need in the future, the Maryland State Highway Administration seeks your concurrence on the signature line below indicating your agreement with the adequacy of the Purpose and Need for the proposed MD 237 dualization as presented at the Interagency meeting held on December 16, 1992 and documented in the attachment provided. If you agree with this determination, please provide your signature on the concurrence line below by April 17, 1993.

Should you require additional information please don't hesitate to contact Howard Johnson of my staff at (410-333-1179).

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by: Bruce M. Grey
Bruce M. Grey
Assistant Division Chief
Project Planning Division

LHE:BMG:jdj
Attachment

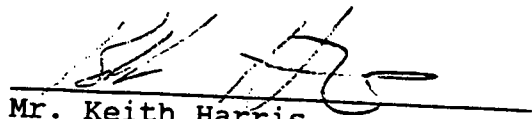
- cc: Ms. Jareene Barkdoll
Mr. Lee Carrigan
Mr. Louis H. Ege, Jr.
MR. Rodney Little
Mr. C. Robert Olsen
Ms. Cynthia D. Simpson

My telephone number is (410) 333-1186

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

313

Concurrence:


Mr. Keith Harris
U.S. Army Corps of Engineers

25 Mar 1943
Date

214



Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

March 9, 1993

Re: Contract No. SM 757-101-571
MD 237 from MD 235 to MD 246
St. Mary's County, Maryland

Mr. A. Porter Barrows
Division Administrator
Federal Highway Administration
The Rotunda - Suite 220
711 West 40th Street
Baltimore MD 21211

ATTENTION: Mr. David Lawton

Dear Mr. Barrows:

The MD 237 project was initiated prior to development of the combined NEPA/404 regulatory process. In an effort to avoid revisiting the adequacy of the Purpose and Need Statement in the future, the Maryland State Highway Administration is requesting your concurrence for the proposed MD 237 dualization. This was presented at the Interagency meeting held on December 16, 1992 and is documented in the attachment provided. If you agree with this determination, please sign on the concurrence line below and return by April 20, 1993.

Should you require additional information, please contact Howard Johnson, of the Project Planning Division, at (410) 333-1179.

Very truly yours,

Hal Kassoff
Administrator

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

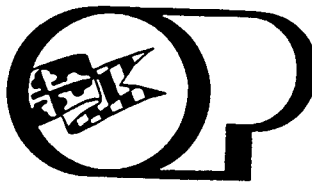
CONCURRENCE:

Per David L. Lawton
A. Porter Barrows
Division Administrator
Federal Highway Administration

3-23-93
Date

My telephone number is (410) 333-1110

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



315

MARYLAND Office of Planning

William Donald Schaefer
Governor

April 12, 1993

Ronald M. Kreitner
Director

Mr. Louis H. Ege, Jr.
Deputy Director
Office of Planning & Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203-0717

Re: MD 237 from MD 235 to MD 246
Purpose and Need

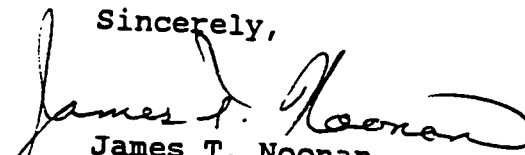
Dear Mr. Ege:

Staff at the Maryland Office of Planning has reviewed the Purpose and Need statement for the Proposed MD 237 dualization. Our comments focus on the consistency of the project with the Economic Growth, Resource Protection and Planning Act of 1992.

According to the 1988 St. Mary's County Comprehensive Plan, MD 237 is situated within the Lexington Park development district. This area is cited as suitable for growth, having in place or planned, public sewer and water facilities. Planned as a center of population and commerce for the County, the Lexington Park development district is an appropriate place for the increased capacity resulting from the proposed widening. The lane additions proposed will accommodate the anticipated traffic resulting from the expansion of the Patuxent Naval Air Test Center. The safety improvements expected as a result of the proposed upgrading appear to be substantial, and justified.

We therefore concur with the statement of Purpose and Need for the proposed widening and safety improvements on MD 237.

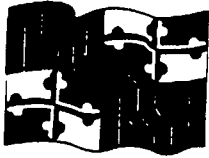
Sincerely,



James T. Noonan

JTN:CAW

cc: Vivian Marsh, OP, Southern MD.



STATE OF MARYLAND
 DEPARTMENT OF THE ENVIRONMENT
 2500 Broening Highway Baltimore, Maryland 21224
 (301) 631-3245

211e
 1.5.0.1

William Donald Schaefer
 Governor

Robert Perciasepe
 Secretary

PROJECT
 DEVELOPMENT
 DIVISION

July 6, 1990
 Oct 2 10 40 AM '91

Ms. Cynthia D. Simpson, Deputy Chief
 Project Planning Division
 State Highway Administration
 Maryland Department of Transportation
 707 North Calvert Street
 Baltimore, Maryland 21203-0717

RE: Contract No. SM 757-101N
 MD 237 from MD 235 to
 MD 246, St. Mary's County

Dear Ms. Simpson:

I have reviewed the air quality technical report prepared by Greiner Engineering Sciences, Inc. for the proposed alternates for MD Route 237 in St. Mary's County and concur with its conclusions.

The proposed alternates are in an area of the state that is classified as being in attainment of all National Ambient Air Quality Standards. Therefore, a determination of conformity with the State Implementation Plan is not required. Furthermore, conformance with the provisions of COMAR 26.11.06.03D will ensure that impacts from the construction phase of this project will be minimized.

Thank you for the opportunity to review this analysis.

Sincerely,

Mario E. Jorquera, P.E.
 Program Administrator
 Air Management Administration

MEJ/sf

Mr. Louis H. Ege, Jr.
August 22, 1990
Page 2

317

Paul Wettlaufer of the Corps of Engineers requested that a cost estimate be prepared to compare a box culvert with a 100 foot bridge span and documented in the Environmental Assessment.

A copy of the field review minutes is provided for your review.

Should you require additional information please contact Mr. Howard Johnson at 333-1179.

by: Cynthia D. Simpson
Cynthia D. Simpson
Assistant Division Chief
Project Planning Division

CDS:HJ:fc
Attachments

- cc: Mr. Paul Wettlaufer (w/attachments)
- Mr. Bill Schultz (w/attachments)
- Mr. Lee Carigan (w/attachments)
- Mr. Harvey Muller (w/attachments)

316
McCormick, Taylor & Associates, Inc.

CONSULTING ENGINEERS AND PLANNERS

MELLON INDEPENDENCE CENTER, SUITE 6000 • 701 MARKET STREET • PHILADELPHIA, PENNSYLVANIA 19106
215-592-4200

Aug 29 9 13 AM '90

August 27, 1990

Cynthia Simpson, Assistant Division Chief
Project Planning Division
Maryland Department of Transportation
State Highway Administration
Room 503
707 North Calvert Street
Baltimore, Maryland 21203-0717

ATTENTION: Mr. Howard Johnson

REFERENCE: Maryland Route 237
Maryland Route 235 to Maryland Route 246
St. Mary's County, Maryland
SM 757-101-571
Agency Wetland Field Meeting

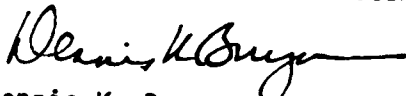
Dear Mr. Johnson:

Enclosed for your review is a copy of our revised minutes of the agency wetland field meeting for the Maryland Route 237 project, held on July 24, 1990. A set of the field meeting wetland maps, which have been revised in accordance with the discussions from the meeting were previously included with the draft minutes.

The revisions to the minutes were made in response to comments made by Paul Wettlanfer, U.S. Army Corps of Engineers.

Very truly yours,

MCCORMICK, TAYLOR & ASSOCIATES, INC.



Dennis K. Burgeson
Senior Scientist

DKB:mta:1781a

Enclosure: As Stated

McCormick, Taylor & Associates, Inc.

Agency Wetland Field Meeting
Maryland Route 237
Maryland Route 235 to Maryland Route 246
St. Mary's County
SM 757-101-571

July 24, 1990

Field Meeting Minutes

Attendees	Representing	Phone Number
Paul Wettlaufer	U.S. Army Corps of Engineers	301-962-3477
Bill Schultz	U.S. Fish and Wildlife Service	301-269-5448
Wayne Drury	State Highway Administration	301-333-4582
Howard Johnson	State Highway Administration	301-333-1179
Dennis Burgeson	McCormick, Taylor & Associates, Inc.	215-592-4200
Jill Kulig	McCormick, Taylor & Associates, Inc.	215-592-4200

The purpose of the field meeting was to receive agency concurrence on the wetland/upland boundaries. Wetland field investigations of the project study area were performed in two phases. The first phase, a June, 1989 investigation, was conducted as a corridor-wide wetland survey to identify the approximate location and extent of wetlands. This initial survey was largely based on available mapped data (i.e. USDA, SCS Soil Survey, project mapping, etc.), with limited field work. The second phase, performed in January, 1990, entailed an actual field delineation, including marking of the upland/wetland boundaries with flagging. It should be noted that the January investigation was conducted outside of the growing season and that soil saturation and ponding was evident in virtually all identified wetland areas.

A subsequent field visit to the project area was made in early June, 1990, to reflag as necessary, the wetland/upland boundaries in preparation for the agency field meeting.

Following is a summary of the field view discussions by wetland. Attached are copies of the project alternates mapping (Scale: 1"=200') with the revised wetland/upland boundaries indicated.

Wetland #1

The agencies were in agreement with the wetland/upland boundaries of the palustrine, open water wetland, situated east of Maryland Route 237.

The agencies determined that the forested area to the west of Maryland Route 237, identified as a palustrine forested wetland in the January investigation, was not a regulated wetland. This determination was based on the absence of hydric soils. This site exhibited predominantly facultative vegetation and very strong hydrologic indicators.

Wetland #2

This wetland, a palustrine open water area, is situated beyond the project impact area, and was therefore not evaluated.

Wetland #3

This wetland, a palustrine emergent area, is situated beyond the project impact area, and was therefore not evaluated.

Wetland #4

Wetland #4, located east of Maryland Route 237 and consisting of one (1) open water wetland, was confirmed by the agencies for location of wetland/upland boundaries.

Wetland #5

The agencies determined that the forested area to the west of Maryland Route 237, identified as a palustrine forested wetland in the January investigation, was not a regulated wetland. This determination was based on the absence of hydric soils. Wetland vegetation and hydrology indicators of this area were similar to those noted in the Wetland #1 site (west of MD 237). The palustrine open water area at Wetland #5 was confirmed by the agencies for location of wetland/upland boundaries.

Wetland #6

The western extreme of this area, identified as a palustrine forested wetland in the January survey, lies within the project area of Alternate 3B only. The agencies determined that this area was not a regulated wetland, due to the absence of hydric soils. Wetland vegetation and hydrology indicators were similar to those noted in the Wetland #1 and Wetland #5 areas (west of MD 237).

Wetland #7

The agencies determined that the field located wetland/upland boundaries of this area were accurate, with the exception of the portion south of Jarboesville Run and east of Maryland Route 237. This boundary was relocated to the approximate elevation of 56 feet. This relocation was based on the presence of hydric soils (i.e. sulfur odors and low matrix chromas) and soil saturation near the surface (i.e. less than 10 inches).

Wetland #8

This wetland was not evaluated as it is presently not within the project impact area.

McCormick, Taylor & Associates, Inc.

General Comments


The agencies requested that SHA evaluate costs and wetland impacts for two alternates for crossing Jarboesville Run: a box culvert and a bridge with a 100 foot span. In addition, consideration of construction of the roadway at a 5 percent grade for these alternates was agreed to. The present roadway design calls for a 4 percent grade in the vicinity of Jarboesville Run. These evaluations are to be incorporated into the environmental document.

The revised impact acreages for the project alternates 2A, 2B, 3A and 3B are as follows.

<u>Wetland/Area</u>	<u>Acres Within Proposed Right-of-Way</u>			
	<u>Alternate 2A</u>	<u>Alternate 2B</u>	<u>Alternate 3A</u>	<u>Alternate 3B</u>
Wetland #1	0	0	0	0
Wetland #2	0	0	0	0
Wetland #3	0	0	0	0
Wetland #4	0	0	0.20	0.20
Wetland #5	0	0	0.16	0.16
Wetland #6	0	0	0	0
*Wetland #7	1.65	1.65	2.08	2.08
Wetland #8	0	0	0	0
Totals	1.65	1.65	2.44	2.44

* Right-of-Way involvement based on use of a box culvert for crossing Jarboesville Run.

Reported by:


Dennis K. Burgeson

DKB:mta:1788a

MARYLAND
HISTORICAL



TRUST

Office of Preservation Services

July 29, 1993

Ms. Cynthia D. Simpson
Deputy Division Chief
Project Planning Division
State Highway Administration
707 North Calvert Street
Baltimore, MD 21203-0717

Re: Contract No. SM 714-501-
571; MD 237 Wetland
Mitigation, Albaugh
Property, St. Mary's
County, Maryland

Dear Ms. Simpson:

This office has reviewed a draft copy of the following report:
Phase I Archeological Survey of the Albaugh Property Wetland
Mitigation Area for Maryland Route 237, St. Mary's County,
Maryland. SHA's Highway Archeology Group prepared the document.

The report contains detailed discussions of the survey's goals, methods, and results. It is clearly written and well illustrated; and it addresses the Guidelines for Archeological Investigations in Maryland (McNamara 1981). In our opinion, the level of background research and field investigation was sufficient to identify the full range of archeological properties in the 16-acre area of potential effects.

The survey discovered one prehistoric archeological site with a smaller historic-period component: the Albaugh Site (18ST633). Surface collecting and shovel testing recovered 239 prehistoric stone artifacts distributed almost exclusively in plowzone soils. The one diagnostic prehistoric artifact that was recovered dated from the Terminal Archaic subperiod. Interpretation of the site indicates a short-term occupation, focusing perhaps on food processing. The 46 historic artifacts included domestic ceramics, clay pipestems, glass, brick, and metal objects. Temporally diagnostic objects were primarily from the late seventeenth and

Maryland

Division of Historical and Cultural Programs
Department of Housing and Community Development
100 Community Place, Crownsville, Maryland 21032-2023 (410) 514-7600

VI-88

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Ms. Cynthia D. Simpson
July 29, 1993
Page 2

early eighteenth centuries. The low density of these items points to the dumping of trash in an agricultural field.

We concur with SHA that plowing has compromised the integrity of the Albaugh Site, making it unlikely that important features or additional significant information remain. In our opinion, Site 18ST633 is not eligible for the National Register; and it warrants no further archeological investigation.


We also concur with SHA that the proposed undertaking will have no effect on historic standing structures eligible for the National Register.

We have a few minor comments on the draft report itself, and suggested revisions should be incorporated into a final document:

- 1) The citations for Meltzer, Haynes, and Bryan (p. 8) require corresponding entries in the bibliography.
- 2) More caution is needed in assigning a Terminal Archaic date to the whole prehistoric component (p. 39), since just one temporally diagnostic specimen (incomplete) was found.
- 3) A completed NADB form should accompany the final report.

We look forward to receiving a copy of the revised report, when it is available. If you have any questions or require further information, please contact Dr. Gary Shaffer (for archeology) or Ms. Elizabeth Hannold (for structures) at (410) 514-7600.

Sincerely,



Elizabeth J. Cole
Administrator
Archeological Services

EJC/GDS/EAH
9301512

cc: Ms. Carol Ebright
Mrs. Samuel Bailey, Jr.
Mrs. Beth McCoy



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
BALTIMORE DISTRICT, U.S. ARMY CORPS OF ENGINEERS
P.O. BOX 1715
BALTIMORE, MD 21203-1715

324

Operations Division

AUG 17 1993

Subject: CENAB-OP-RX(MD SHA/MD 237)90-04053-1

Mr. George Walton
Maryland State Highway Administration
707 North Calvert Street
Baltimore, MD 21203-0717

Dear Mr. Walton:

This is in reply to your June 14, 1993 request for concurrence in Selected Alternate 6 which consists of a four-lane divided, curbed roadway with a 20-foot raised median and seven-foot backing, designed to a 40-MPH design speed. The Corps concurs in the selection of this alternate with the following conditions:

a. That Phase II archeology and Section 106 coordination will be completed for Site ST 608. If the site should be determined eligible for the National Register of Historic Places, a data recovery plan will be developed in consultation with the SHPO, unless it is determined that the site should remain undisturbed, in which case consideration will be given to alternatives which avoid the site.

b. That at the P.I. phase, SHA will submit an analysis of alternative structure types for the crossing of Jarboesville Run which will compare the costs and environmental benefits for a box culvert, bottomless arch culvert, a low clearance bridge, and a high clearance bridge. Corps concurrence will be required in the structure type selected for detailed design.

c. That the final design will include a stormwater management plan, acceptable to MDE, which effectively treats the first one-half inch of runoff from impervious surfaces prior to release into waters or wetlands. Waters and wetlands shall not be impounded for stormwater control or mitigation enhancement.

Corps approval of the mitigation plan will be provided under separate cover, by our mitigation staff person. If you have any questions, please call Mr. Paul Wettlaufer at 962-1844.

Sincerely,

Paul R. Wettlaufer

Keith A. Harris
Acting Chief, Special Projects
Permit Section



Maryland Department of Transportation
State Highway Administration

325

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

August 13, 1993

Re: Contract No. SM 757-101-571
MD 237 from MD 235 to MD 246
St. Mary's County, MD

Mr. A. Porter Barrows
Division Administrator
Federal Highway Administration
The Rotunda - Suite 220
711 West 40th Street
Baltimore MD 21211

Attention: Mr. David Lawton

Dear Mr. Barrows:

In accordance with the combined NEPA/404 process, the Maryland State Highway Administration sought your concurrence on the selected alignment, Alternate 6, for MD 237 by means of your signature in a letter dated June 14, 1993. Inadvertently omitted from that discussion was the section regarding conceptual wetland mitigation for impacted wetlands. I have enclosed the Conceptual Wetland Mitigation discussion for your review and concurrence. Please provide your response to the attention of Mr. Jeffrey H. Smith by August 31, 1993.

Should you require additional information, please do not hesitate to contact me at (410) 333-3439.

We apologize for this oversight.

Very truly yours,

Hal Kassoff
Administrator

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

My telephone number is 410-333-1110

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202
VI-91

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Mr. A. Porter Barrows
Page 2

Attachments

- cc: Ms. Jareene Barkdoll
- Mr. Lee Carrigan
- Mr. Keith Harris
- Mr. Howard Johnson
- Mr. Rodney Little
- Mr. C. Robert Olsen
- Ms. Cynthia D. Simpson

Concurrence:

David L. Lantz

for

A. Porter Barrows
Federal Highway Administration

8-23-93

Date

MARYLAND
HISTORICAL



TRUST

327

William Donald Schaefer
Governor

Jacqueline H. Rogers
Secretary, DHCD

July 14, 1993

Office of Preservation Services

Mr. Bruce M. Grey
Assistant Division Chief
Project Planning Division
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203-0717

Re: MD 237 from MD 235 to MD 246
Saint Mary's County, Maryland

Dear Mr. Grey:

Thank you for your letter, dated June 14, 1993, received by the Trust on June 16, 1993, requesting our comments on the Selected Alternate, Alternate 6, for the above referenced project.

Section 106 compliance has been completed for this project. On December 28, 1988 we wrote SHA, concurring that the project would have no effect on historic standing structures. On February 10, 1993 we concurred that no further archeological investigations would be required. In our opinion the proposed project will have no effect on historic properties, including standing structures and archeological sites. Therefore, we have no objection to the selection of Alternate 6 for the above referenced project.

Should you have any questions, please contact Ms. Elizabeth Hannold (for structures) or me (for archeology) at (410) 514-7600.

Sincerely,

Elizabeth Cole
Administrator
Archeological Services

EJC/EAH
9301295

cc: Mrs. Samuel M. Bailey, Jr.
Mrs. Beth McCoy

Division of Historical and Cultural Programs
Department of Housing and Community Development
100 Community Place, Crownsville, Maryland 21032-2023 (410) 514-7600

VI-93

MARYLAND
HISTORICAL



TRUST

Office of Preservation Services

Ms. Cynthia D. Simpson
Deputy Division Chief
Project Planning Division
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203-0717

September 3, 1993

William Donald Schaefer
Governor

Jacqueline H. Rogers
Secretary, DHCD

RE: Contract No. SM 757-101-571
MD 237 from MD 235 to MD 246
St. Mary's County, Maryland

Dear Ms. Simpson:

Thank you for your letter, dated 29 July 1993 and received by the Trust on 3 August 1993, requesting our comments on the conceptual wetland mitigation for the above-referenced project.

Based on the information presented in your letter, we understand that SHA is considering two potential wetland mitigation sites, the Albaugh property and Aud property. As noted in your letter, the Trust previously agreed that use of the Albaugh property would have no effect on historic properties. To date we have no record of correspondence on the Aud property. Your letter indicates that SHA will need to conduct Phase II testing of the Aud archeological site to determine its eligibility for the National Register of Historic Places. We look forward to receiving the results of that work for review. We trust that SHA will complete the Phase II work before finalizing the project plans, to allow for possible avoidance of significant archeological resources.

Regarding the larger MD 237 project, we look forward to receiving the results of the completed Phase II investigation of site 18ST608, once access to the site has been obtained.

Maryland

Division of Historical and Cultural Programs
Department of Housing and Community Development
100 Community Place, Crownsville, Maryland 21032-2023 (410) 514-7600

IV-93A

Ms. Cynthia D. Simpson
September 3, 1993
Page 2

If you have questions or require additional information, please call Ms. Elizabeth Hannold (for structures) or me (for archeology) at (410) 514-7628. Thank you for providing us this opportunity to comment.

Sincerely,

Elizabeth J. Cole
Elizabeth J. Cole
Administrator, Archeological Services

EJC/EAH/
9301816

cc: Ms. Carol Ebright
Mrs. Samuel M. Bailey, Jr.
Mrs. Beth McCoy



Maryland Department of Transportation
State Highway Administration

333

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

June 14, 1993

Mr. A. Porter Barrows
Division Administrator
Federal Highway Administration
The Rotunda - Suite 220
711 W. 40th Street
Baltimore MD 21211

Attn: David Lawton

Dear Mr. Barrows:

In accordance with the combined NEPA/404 process, the Maryland State Highway Administration seeks your concurrence on the signature line below indicating your agreement with the Selected Alternative 6 alignment for the MD 237 project as presented and agreed upon at the December 16, 1992 Interagency Meeting and documented in the attached summary. Please provide your response by July 28, 1993.

Should you require additional information, please do not hesitate to contact Howard Johnson of my staff at (410) 333-1179.

Very truly yours,

Hal Kassoff
Administrator

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

Attachments

- cc: Ms. Jareene Barkdoll
- Mr. Lee Carrigan
- Mr. Keith Harris
- Mr. Rodney Little
- Mr. C. Robert Olsen
- Ms. Cynthia D. Simpson

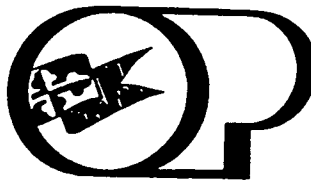
Concurrence:

for David P. Lawton
Mr. A. Porter Barrows
Federal Highway Administration

7-10-93
Date

My telephone number is (410) 333-1110

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 21202-0717



MARYLAND Office of Planning

331

William Donald Schaefer
Governor

PLANNING
DEVELOPMENT

JUL 29 11 27 AM '93

Ronald M. Kreitner
Director

July 29, 1993

Mr. Louis H. Ege, Jr., Deputy Director
Office of Planning and
Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, MD. 21203-0717

Attn: Mr. Jeffrey H. Smith

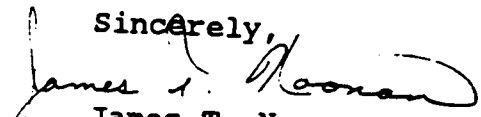
Dear Mr. Ege:

Staff at the Maryland Office of Planning has reviewed SHA's summary report on the MD 237 Project Selected Alternate 6. All of the Alternatives under consideration fall within the Lexington Park development district, and would support the growth that is anticipated as a result of the expanding Patuxent Naval Air Station.

We find that the information provided in the summary report together with the information distributed at the December 16, 1992 Interagency Review Meeting indicate that the selection of Alternate 6 is reasonable. It is clear that Alternate 6 minimizes residential impacts and is the lowest cost alternative that addresses the safety and capacity needs that have been identified.

Thank you for this opportunity to comment.

Sincerely,


James T. Noonan

JT/CW

cc: Vivian Marsh, OP



332
RECEIVED
JUL 23 1992

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III

841 Chestnut Building
Philadelphia, Pennsylvania 19107-4431

Mr. Bruce M. Grey
Assistant Division Chief
Project Planning Division
State Highway Administration
707 North Calvert St.
Baltimore, Maryland 21203-0717

Re: MD 237

Dear Mr. Grey:

In accordance with the combined NEPA/404 process, EPA is responding to your request for concurrence on the Selected Alternate for the MD. 237 project located in St. Mary's County Maryland. This highway improvement project involves the proposed widening and straightening of MD. 237 to accommodate projected traffic demand and to correct current safety deficiencies. The purpose and need for the MD. 237 upgrade project was coordinated with the agencies in December of 1992 and EPA concurred on the purpose and need in April 1993.

EPA has reviewed the documentation provided by SHA with this concurrence request and from that provided at the December 1992 interagency review meeting. Based on the summary of impacts table provided in December 1992, EPA concludes that the Selected Alternate 6 has the least impact to the natural environment, including wetlands (0.86 acres) and floodplains (0.7 acre), and results in the fewest relocations (1 residence) of the studied alternates. In addition it is the least costly of the build alternates, impacts no historic sites and violates no air quality standards.

Based on this information, EPA gives conditional concurrence with the selected alternate 6. As per the NEPA/404 process, concurrence on the mitigation site(s) occurs simultaneously with concurrence with the selected alternate. The mitigation site and conceptual design information were not included in this request. EPA will be happy to provide final approval on the selected alternate when a mitigation site has been agreed upon. In addition EPA understands that the wetlands impacts may be further reduced during design and these efforts will be documented in the Avoidance, Minimization and Mitigation Report (AMMR).

As noted in our comment letter on the purpose and need, the traffic data indicates that the selected alternate will be functioning at less than optimum levels in the design year. This is due to the projected traffic demand which is partially based

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on the expansion of the Patuxent Naval Base. In order to keep these highway improvements functioning efficiently for as long as possible EPA continues to urge that alternative traffic management concepts be instituted. For example staggered work hours and car pooling at the Naval Base may help to maintain optimum levels of service into the design year.

Thank you for this opportunity to comment on MD 237. EPA requests that for future selected alternate concurrence requests that SHA provide study area and alternates maps, the environmental impact data for each alternate and a summary of the purpose and need. In addition mitigation site location and conceptual plans should be included. This would greatly facilitate our review and provide an information bridge for projects with long development times.

Please contact Mr. Peter Stokely of my staff if you have any questions regarding this letter.

Sincerely,



John Forren, Acting Chief
Wetlands Protection Section

324

08/28/1993 15:23 FROM AMD-ESD REGION 3 TO
AUG-24 09:25:23 10:00 AM PLANNING TEL NO: 410-333-1045

84103331045 P.02
#147 P02



**Maryland Department of Transportation
State Highway Administration**

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

July 29, 1993

Re: Contract No. SM 757-101-571
MD 237 from MD 235 to MD 246
St. Mary's County, Maryland

Mr. Roy Denmark
U.S. Environmental Protection Agency
Regional III
NEPA Compliance Section
814 Chestnut Street
Philadelphia PA 19107

Dear Mr. Denmark:

In accordance with the combined NEPA/404 process, the Maryland State Highway Administration sought your concurrence on the selected alignment, Alternate 6, for MD 237 by means of your signature in a letter dated June 14, 1993. Inadvertently omitted from that discussion was the section regarding conceptual wetland mitigation for impacted wetlands. Please provide your response to attention of Mr. Jeffrey H. Smith by August 25, 1993.

Should you require additional information, please do not hesitate to contact me at (401) 333-3439.

We apologize for this oversight.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by: George W. Walton
George W. Walton
Assistant Division Chief
Project Planning Division

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Mr. Roy Denmark
Page Two

LHE:GW:sjc
Attachments

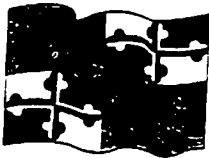
cc: Ms. Jareene Barkdoll
Mr. Lee Carrigan
Mr. Doug Simmons
Ms. Cynthia D. Simpson
Mr. Jeffrey Smith

Concurrence:

[Signature]
U.S. Environmental Protection Agency

8/26/93
Date

I concur with the mitigation sites
presented by way of this letter. I
recommend that SHA choose the
the A&D property if possible because
of the benefits of preserving 20 acres
of forested wetlands adjacent to
a tidal river.



STATE OF MARYLAND
 DEPARTMENT OF THE ENVIRONMENT
 2500 Broening Highway Baltimore, Maryland 21224
 (410) 631-3609

336

William Donald Schaefer
 Governor

Robert Perciasepe
 Secretary

September 9, 1993

Mr. Louis H. Ege, Jr., Deputy Director
 Office of Planning and Preliminary Engineering
 Maryland Department of Transportation
 State Highway Administration
 707 North Calvert Street
 Baltimore, Maryland 21203-0717
 Attn: Mr. Bruce M. Grey

Re: Contract No. SM 757-101-571
 Md 237 from Md 235 to Md 246
 St. Mary's County, Maryland

Dear Mr. Grey:

The Administration has received and Reviewed the June 17, August 3 and September 3, 1993 transmittals for the above referenced project. The review, as requested, was for the purpose of commenting on the "Selected Alternate 6 Alignment" for MD 237, as shown on figures 3 and 4. The following comments are a result of that review:

The Administration concurs that, based upon the information submitted, "Selected Alternate 6 Alignment" addresses the Administration's concern to minimize impacts upon waters and wetlands of the State.

Based upon the information submitted, the Administration concurs with the 2:1 mitigation ratio for the anticipated palustrine forested wetland impact, proposed to be implemented at the Aud and Albaugh properties. Is the statement in the "Mitigation Report" regarding no mitigation sites available in the St. Mary's River watershed incorrect? Based upon the description provided, the Aud Property appears to be within the St. Mary's River watershed.

Please be advised that stormwater quality and quantity management must be provided for this project in accordance with the Maryland Department of the Environment Stormwater Management Guidelines for State and Federal Projects. Also, erosion and sediment control must be provided in accordance with MDE Erosion and Sediment Control Guidelines for State and Federal Projects.

The Administration appreciates the opportunity to provide comments on this "Alignment". If you have any questions regarding the above comments, please call.

Sincerely,

James K. Tracy, P.E.
 Water Resources Engineer
 Water Management Administration



Maryland Department of Transportation
State Highway Administration

337

David L. Winstead
Secretary
Hal Kassoff
Administrator

March 14, 1995

Re: Contract No. SM 757-101-571
MD 237 from MD 235 to MD 246
St. Mary's County, Maryland

Mr. Robert Zepp
U.S. Fish and Wildlife Service
Division of Ecological Services
1825 B Virginia Street
Annapolis MD 21401

ATTN: Mr. Bill Schultz

Dear Mr. Zepp:

In accordance with the combined NEPA/404 process, the Maryland State Highway Administration seeks your concurrence on the signature line below indicating your agreement with the proposed horizontal and vertical alignment shifts on MD 237 for selected alternate 6, the triple cell box culvert at Jarboesville Run and the revised riparian mitigation planting concept.

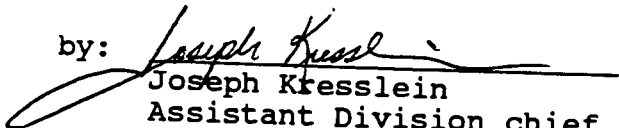
The description of the revised alignment shifts, structure size and riparian mitigation, summarized in the attached memorandum, is based on input from the U.S. Army Corps of Engineers, the Maryland Department of Natural Resources and the U.S. Fish and Wildlife Service at a meeting on February 21, 1995.

Please return your concurrence to the attention of Ms. Gay Olsen in the Project Planning Division by April 13, 1995. Should you have any questions please feel free to call Mr. Joseph Kresslein at (410) 333-1180.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by:


Joseph Kresslein
Assistant Division chief
Project Planning Division

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

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Mr. Robert Zepp
March 14, 1995
Page Two

Concurrence:

William Schult
U.S. Fish and Wildlife Service

3/15/95
Date

LHE:HJ

Attachment

- cc: Mr. Lee Carrigan
- Ms. Chris Dutch
- Mr. Louis H. Ege, Jr.
- Ms. Susan Jacobs
- Ms. Linda Kelbaugh
- Ms. Gay Olsen
- Ms. Cynthia Simpson



DEPARTMENT OF THE ARMY
BALTIMORE DISTRICT, U.S. ARMY CORPS OF ENGINEERS
P.O. BOX 1715
BALTIMORE, MD 21203-1715

PROJECT
DEVELOPMENT
DIVISION

339

REPLY TO
ATTENTION OF

Operations Division

MAR 20 1995

MAR 21 9 48 AM '95

Subject: CENAB-OP-RX(MD SHA/MD 237, from MD 246 to MD 235;
SM757-101-471)90-04053-1

Ms. Cynthia Simpson
Maryland State Highway Administration
707 North Calvert Street
Baltimore, MD 21203-0717

Dear Ms. Simpson:

This is in reply to Ms. Linda Kelbaugh's letter dated February 10, 1995 concerning proposed sites for mitigation planting, and Mr. Joseph Kressline's letter of March 14, 1995 requesting concurrence in the selected alternate.

The Corps concurs in the selected alternate for MD 237, which includes the following features:

- a. A 3-cell box culvert, no longer than 90 feet (+/-), that will have one cell which duplicates the bank full flow width/depth ratio, and other cells that provide conveyance of out-of-bank flows and deer passage at a width that is at least twice as wide as the bank full width. Because the bank full width is 13 feet, the base flow culvert will be 13 feet wide. Each of the outer cells will also be 13 feet wide to provide out-of-bank conveyance at a width that is double the bank full width. The culvert will be buried one-foot below the normal stream invert.
- b. Gravity blocks will be installed to direct the base flow to the center cell, and to ensure that the width-to-depth ratio of the bank full condition is duplicated.
- c. Riprap will be installed on the invert of the stream at the approaches to all three culvert cells. The riprap on the approach to the low flow cell will be depressed one-foot below the normal invert of the stream. The riprap on the approach to the outer cells will be covered with earth so as not to preclude access by deer to the outer cells.
- d. The outer cells will have an inside vertical clearance of 11 feet, and the center low-flow cell will have an inside vertical clearance of 12 feet.
- e. The centerline of the road will be shifted eastward 10 feet, as compared to the original location, within the following limits: from 1200 feet north of Jarboesville Run to 500 feet south of Jarboesville Run. The vertical sag point will be located approximately 200 feet north of Jarboesville Run in order to reduce the impact of fill slopes on the adjacent residence.

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Regarding the mitigation requirements, the Corps previously concurred that the wetlands could be replaced at the Albaugh site, provided some form of riparian enhancement is accomplished in conjunction with the wetland creation, since the Albaugh site does not replace all the riparian functions of the impacted wetlands. Ms. Kelbaugh's letter proposed planting at three specific sites in the Jarboesville Run watershed. None of these sites is considered acceptable to duplicate the lost riparian functions. We concur with extending the site search to the St. Mary's River watershed. We will require either 1200 linear feet of stream bank planting (with an approximately 25-foot band width) or reforestation of 1.4 acres of floodplain that has no vegetation currently.

If you have any questions, please call Mr. Paul Wettlaufer of this office at 962-1844.

Sincerely,

Paul R. Wettlaufer

for Keith A. Harris
Chief, Special Projects

CC: Linda Kelbaugh



PROJECT
DEVELOPMENT
DIVISION

Nov 16 10 23 AM '93

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William Donald Schaefer
Governor

Maryland Department of Natural Resources
Water Resources Administration

Tawes State Office Building
Annapolis, Maryland 21401

Torrey C. Brown, M.D.
Secretary
Robert D. Miller
Director

"A Commitment to Excellence in Managing Maryland's Water Resources"

November 15, 1993

Mr. Bruce M. Grey
Project Planning Division
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203-0717

RE: MD 237, Alternates Considered,
St. Mary's County

Dear Mr. Grey:

The Department of Natural Resources has reviewed the alternates for the above referenced project. The Environmental Assessment for the project was previously reviewed in 1991, resulting in our formal recommendation for Alternate 2A (letter of February 28, 1991 from DNR to SHA). Since the EA was completed, an additional alternate, Alternate 6, was added for consideration. Alternate 6 reduces wetland impacts by 0.77 acre, forestland impacts by 0.23 acre, and parkland impacts by 0.74 acre compared to Alternate 2A. In view of the reduction in natural resource impacts compared to the other alternates, we concur with the adoption of Alternate 6 by SHA.

Alternate 6 requires the construction of a crossing over Jarboesville Run, which drains to the St. Mary's River. We request that SHA evaluate various options including a bridge, bottomless arch, and a three-sided box culvert, to determine the optimum crossing of Jarboesville Run. In our previous letter we mentioned a preference for a bridge over Jarboesville Run because of the associated reductions in wetland and stream impacts. The evaluation in the EA documented a one acre reduction in wetland impact with a 100 foot bridge. In addition, a bridge would restore a wildlife corridor under the roadway, thereby connecting the St. Mary's River State Park with an open space area to the east of MD 237.

Telephone: (410) 974-2156

DNR TTY for the Deaf: 301-974-3683

VI-103

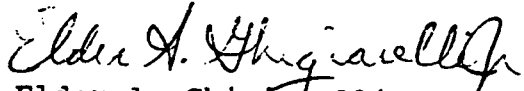
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Mr. Bruce M. Grey
November 15, 1993
Page 2

Although we maintain our preference for a bridge, we recognize that other options exist for restoring wildlife passage under the roadway. The feasibility of "necking down" the median and increasing side slopes of the roadway should also be investigated to reduce the footprint of disturbance at the crossing.

We will continue our review of the project upon receipt of additional information regarding crossing structures over Jarboesville Run and design details associated with the impact minimization, including stormwater management structures.

Sincerely,



Elder A. Ghiaravelli, Jr.
Chief, Coastal Zone Consistency Unit

EAGJr:cma

cc: Gary Setzer, WRA
Ray Dintaman, TID
Paul Wettlaufer, COE



Maryland Department of Transportation
State Highway Administration

Post-It™ brand fax transmittal memo 7671		# of pages	2
To	Howard Johnson	From	Tim Brower
Co	SHA	Co	DNR
Dept.		Phone #	974-3801
Fax #	333-1045	Fax #	

March 17, 1995

Re: Contract No. SM 757-101-571
MD 237 from MD 235 to MD 246
St. Mary's County, Maryland

Mr. Timothy P. Brower
Regional Administrator
Maryland Department of Natural Resources
Program Open Space
Tawes State Office Building E-3
580 Taylor Avenue
Annapolis MD 21401

RECEIVED
MAR 22 1995
PROGRAM OPEN SPACE-DNR

Dear Mr. Brower:

Based on your March 8, 1995 telephone conversation with Howard Johnson, it was agreed that due to litigation surrounding parcels 408 and 175 located in the southwest quadrant of the MD 237 crossing of Jarboesville Run, the Maryland Department of Natural Resources would not take jurisdiction over these properties or consider them parkland. This area is shown on the attached tax map and alternates map.

The MD 237 dualization project would require a total of .96 acre from the two parcels. The State Highway Administration seeks your concurrence on the signature line below that the two parcels are not publicly owned public parkland and that no further documentation regarding impacts to these parcels is required.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. Timothy P. Brower
March 17, 1995
Page Two

Concurrence:


Maryland Department of Natural Resources

3/25/95
Date

Attachments (2)

- cc: Mr. Lee Carrigan
- Mr. Howard Johnson (w/attach)
- Ms. Linda Kelbaugh (w/attach)



Maryland Department of Transportation
State Highway Administration

345

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

August 13, 1993

Re: Contract No. SM 757-101-571
MD 237 from MD 235 to MD 246
St. Mary's County, MD

Mr. A. Porter Barrows
Division Administrator
Federal Highway Administration
The Rotunda - Suite 220
711 West 40th Street
Baltimore MD 21211

Attention: Mr. David Lawton

Dear Mr. Barrows:

In accordance with the combined NEPA/404 process, the Maryland State Highway Administration sought your concurrence on the selected alignment, Alternate 6, for MD 237 by means of your signature in a letter dated June 14, 1993. Inadvertently omitted from that discussion was the section regarding conceptual wetland mitigation for impacted wetlands. I have enclosed the Conceptual Wetland Mitigation discussion for your review and concurrence. Please provide your response to the attention of Mr. Jeffrey H. Smith by August 31, 1993.

Should you require additional information, please do not hesitate to contact me at (410) 333-3439.

We apologize for this oversight.

Very truly yours,

Hal Kassoff
Administrator

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

My telephone number is 410-333-1110

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

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Mr. A. Porter Barrows
Page 2

Attachments

- cc: Ms. Jareene Barkdoll
- Mr. Lee Carrigan
- Mr. Keith Harris
- Mr. Howard Johnson
- Mr. Rodney Little
- Mr. C. Robert Olsen
- Ms. Cynthia D. Simpson

Concurrence:

David P. Lawton

for

A. Porter Barrows
Federal Highway Administration

8-23-93

Date

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SECTION VII
APPENDICES

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

All State Highway Administration projects must comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 USC 4601) as amended by Title IV of the Surface Transportation & Uniform Relocation Assistance Act of 1987 (P.L. 100-17), the Annotated Code of Maryland entitled "Real Property Article" Section 12-112 and Subtitle 2, Sections 12-201 to 12-212. The Maryland Department of Transportation, State Highway Administration, Office of Real Estate administers the Transportation Relocation Assistance Program in the State of Maryland.

The provisions of the Federal and State laws require the State Highway Administration to provide payments and services to persons displaced by a public project. The payments include replacement housing payments and moving costs. The maximum limits of the replacement housing payments are \$22,500 for owner-occupants and \$5,250 for tenant-occupants. Certain payments may also be made for increased mortgage interest costs and incidental expenses. In order to receive these payments, the displaced person must occupy decent, safe and sanitary replacement housing. In addition to these payments, there are also moving expense payments to persons, businesses, farms and non-profit organizations. Actual moving expenses for residences are reimbursed for a move of up to 50 miles or a schedule moving payment of up to \$1,300 may be used.

The moving cost payments to businesses are broken down into several categories, which include actual moving expense payments, reestablishment expenses limited to \$10,000 or fixed payments "in lieu of" actual moving expenses of \$1,000 to \$20,000. The owner of a displaced business is entitled to receive a payment for actual moving and related expenses in moving his/her business or personal property; actual direct losses of tangible personal property; and actual expenses for searching for a replacement site up to \$1,000.

The actual reasonable moving expenses may be paid for a move by a commercial mover or for a self-move. Payments for the actual reasonable expenses are limited to a 50-mile radius unless the State determines a longer distance is necessary. The expenses claimed for actual cost moves must be supported by firm bids and 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, usually lower than the lowest acceptable bid. The allowable expenses of a self-move may include amounts paid for equipment hired, the cost of using the business vehicles or equipment, wages paid to persons who 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.

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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 elects not to move or to discontinue the use of an item, the payment shall consist of the lesser of: the fair market value of the item for continued use at the displacement site, less the proceeds from its sale; or the estimated cost of moving the item.

If an item of personal property which is used as part of a business or farm operation is not moved and is promptly replaced with a substitute item that performs a comparable function at the replacement site, payment shall be of the lesser of: the cost of the substitute item, including installation costs at the replacement site, minus any proceeds from the sale or trade-in of the replaced item; or the estimated cost of moving and reinstalling the replaced item.

In addition to the moving payments described above, a business may be eligible for a payment up to \$10,000 for the actual expenses of reestablishing at the replacement site. Generally, reestablishment expenses include repairs and improvements to the replacement site, increased operating costs up to \$5,000, exterior signing up to \$1,500, advertising the replacement location up to \$1,500 and other fees paid to reestablish. Receipted bills and other evidence of these expenses are required for payment. The total maximum reestablishment payment eligibility is \$10,000.

In lieu of all moving payments described above, a business may elect to receive a fixed payment equal to the average annual net earnings of the business. This payment shall not be less than \$1,000 nor more than \$20,000. 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 more than two other establishments in the same or similar business that are not being acquired; and the business contributes materially to the income of a displaced owner during the two taxable years prior to the year of the displacement. A business operated at the displacement site solely for the purpose of renting to others is not eligible. 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.

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In order to determine the amount of the "in lieu of" moving expenses payment, the average annual net earnings of the business is 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, owner's spouse, or 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, or certified financial statements, for the tax years in question.

Displaced farms and non-profit organizations are also eligible for actual reasonable moving costs up to 50 miles, actual direct losses of tangible personal property, search costs up to \$1,000 and reestablishment expenses up to \$10,000 or a fixed payment "in lieu of" actual moving expenses of \$1,000 to \$20,000. The State may determine that a displaced farm may be paid a minimum of \$1,000 to a maximum of \$20,000, based upon the net income of the farm, provided that the farm has been relocated or the partial acquisition caused a substantial change in the nature of the farm. 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 a fixed payment or "in lieu of" actual moving cost payment, in the amount of \$1,000 to \$20,000 based on gross annual revenues less administrative expenses.

A more detailed explanation of the benefits and payments available to displaced persons, businesses, farms and non-profit organizations is available in the "Relocation Assistance" brochure that will be distributed at the public hearing for this project and be given to displaced persons.

In the event comparable replacement housing is not available to rehouse persons displaced by public projects or 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.

Federal & State laws require that the State Highway Administration shall not proceed with any phase of a 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.



**Maryland Department of Transportation
State Highway Administration**

351
David L. Winstead
Secretary
Hal Kassoff
Administrator

MEMORANDUM

TO: Mr. Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

ATTN: Mr. LeRoy Carrigan
Project Manager

FROM: Joseph R. Kresslein *JK*
Assistant Division Chief
Project Planning Division

DATE: February 2, 1996

SUBJECT: Contract No. SM 757-101-571
MD 237 From MD 235 to Pegg Road
Environmental Considerations/Compliance Checklists

Attached are the completed Environmental Considerations and Compliance Checklists for the subject project. Key environmental points found in the MD 237 Finding of No Significant Impact are summarized in these forms. Location Approval was granted by the Federal Highway Administration October 23, 1995.

To ensure follow-through on project commitments, both sets of checklists should be attached to the formal transmittal conveying the project from this division to the Highway Design Division.

The Compliance Checklist identifies those environmental commitments which are a condition of Location Approval. Should any changes be made, an environmental reevaluation must be requested. Proposed changes should be submitted to the Chief, Environmental Planning-Documentation Section, Project Planning Division, for review.

The Considerations Checklist identifies all environmental concerns relevant to the project and highlights those environmental factors which may require additional study. The rationale for a decision to reject a consideration should be submitted to the Chief, Environmental Planning-Documentation Section, Project Planning Division.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

PROJECT PLANNING DIVISION ENVIRONMENTAL COMPLIANCE* CHECKLIST

CONTRACT NO.: SM 757-101-571
 PROJECT: MD 237
 TERMINI: from MD 235 to Pegg Road

FEIS APPROVED: _____
 FONSI APPROVED: 10/23/95
 LOCATION APPROVAL: 10/23/95

ENVIRON- MENTAL FACTOR	MITIGATION COMMITMENT	SOURCE OF COMMITMENT	WHEN SCHED.	DIVIS. TO CONTACT PHONE #	DATE IMPLE- MENTED	COMMENTS**
RELOC.	SELECTED ALTERNATE 6 WILL REQUIRE 1 RESIDENTIAL RELOCATION AFFECTING 2 FAMILIES.	FONSI II-I, III-15	PHASE IV	RELOCATION ASSISTANCE 333-1670		SEE ADDITIONAL COMMENTS
HISTORIC SITES/ DISTRICTS		E.A. I-5 FONSI III-19		ENVIRON- MENTAL PLANNING 545-8550		NO HISTORIC STANDING STRUCTURES/DISTRICTS IN THE PROJECT AREA.
ARCHEO. SITES	PHASE II SURVEY REQUIRED AT ARCHEOLOGY SITE 18ST608.	E.A. I-5, IV-5 FONSI III-19	PHASE IV	ENVIRON- MENTAL PLANNING 545-8550		SEE ADDITIONAL COMMENTS
PARKS	SELECTED ALTERNATE 6 REQUIRES REPLACEMENT OF 3.93 ACRES FOR PARKLAND IMPACTS TO ST. MARY'S COUNTY REGIONAL PARK.	E.A. I-3, V-1 THRU V-5 FONSI III-19, IV-1 THRU IV-6	PHASE IV	ENVIRON- MENTAL PLANNING 545-8550		SEE ADDITIONAL COMMENTS
PLANNING	THE ROADWAY CENTERLINE WILL BE SHIFTED EASTWARD 10 FEET FROM 1,200 FEET NORTH TO 500 FEET SOUTH OF JARBOESVILLE RUN. THE VERTICAL SAG POINT WILL BE LOCATED APPROXIMATELY 200 FEET NORTH OF JARBOESVILLE RUN.	FONSI VI-102		PROJECT PLANNING DIVISION 545-8525		ALTERNATE 6 IS CONSISTENT WITH THE ST. MARY'S COUNTY COMPREHENSIVE PLAN ADOPTED IN 1982.
WILDLIFE AREA						
VEG.						

**PROJECT PLANNING DIVISION
ENVIRONMENTAL COMPLIANCE* CHECKLIST**

CONTRACT NO.: SM 757-101-571
 PROJECT: MD 237
 TERMINI: from MD 235 to Pegg Road

FEIS APPROVED: _____
 FONSI APPROVED: 10/23/95
 LOCATION APPROVAL: 10/23/95

ENVIRONMENTAL FACTOR	MITIGATION COMMITMENT	SOURCE OF COMMITMENT	WHEN SCHED.	DIVIS. TO CONTACT PHONE #	DATE IMPLEMENTED	COMMENTS**
WATER	STRUCTURE	E.A. I-7, I-8 FONSI III-20	PHASE IV	BRIDGE DESIGN DIVISION 545-8060		SEE ADDITIONAL COMMENTS
	DNR PERMIT	E.A. IV-8 FONSI III-25	PHASE IV	ENVIRONMENTAL PROGRAMS DIVISION 545-8610		A WATERWAY CONSTRUCTION PERMIT WILL BE REQUIRED FROM MARYLAND DEPARTMENT OF THE ENVIRONMENT
	404 PERMIT	FONSI III	PHASE IV	ENVIRONMENTAL PROGRAMS DIVISION 545-8610		SEE COMMENTS UNDER WETLANDS HEADING.
	COAST GUARD PERMIT					
FLOOD-PLAIN			PHASE IV	BRIDGE DESIGN DIVISION 545-8060		SELECTED ALTERNATE 6 REQUIRES ENCROACHMENT (SEE ADDITIONAL COMMENTS)
WETLANDS	SELECTED ALTERNATE 6 IMPACTS APPROXIMATELY 0.71 ACRE OF NON-TIDAL WETLANDS.	E.A. IV-17 FONSI III-11	PHASE IV	ENVIRONMENTAL PROGRAMS DIVISIONS 545-8610		SEE ADDITIONAL COMMENTS
COASTAL ZONE MANAGEMENT						
CHESAPEAKE BAY CRITICAL AREA						

PROJECT PLANNING DIVISION ENVIRONMENTAL COMPLIANCE* CHECKLIST

CONTRACT NO.: SM 757-101-571
 PROJECT: MD 237
 TERMINI: from MD 235 to Pegg Road

FEIS APPROVED: _____
 FONSI APPROVED: 10/23/95
 LOCATION APPROVAL: 10/23/95

ENVIRONMENTAL FACTOR	MITIGATION COMMITMENT	SOURCE OF COMMITMENT	WHEN SCHED.	DIVIS. TO CONTACT PHONE #	DATE IMPLEMENTED	COMMENTS**
SOILS						
NOISE			PHASE IV	OFFICE OF ENVIRONMENTAL DESIGN 545-8581		NOISE ABATEMENT NOT REASONABLE OR FEASIBLE AT ANY OF THE NSA'S STUDIED
HAZ. MAT. SITES						
**A D D I T I O N A L C O M M E N T S	<p>RELOCATION ALL RELOCATIONS WILL BE IN ACCORDANCE WITH THE "UNIFORM RELOCATION ASSISTANCE AND LAND ACQUISITION POLICIES ACT OF 1970", AS AMENDED IN 1987: THE SHA ESTIMATES THAT ALL RELOCATIONS WILL BE ACCOMPLISHED WITHIN 12 TO 18 MONTHS.</p> <p>ARCHEOLOGICAL SITES A PORTION OF ARCHEOLOGICAL SITE 18ST608 LOCATED ON THE WEST SIDE OF MD 237 WILL BE SUBJECT TO PHASE II SITE EXAMINATION TO DETERMINE WHETHER IT IS ELIGIBLE FOR INCLUSION IN THE NATIONAL REGISTER OF HISTORIC PLACES ONCE THE RIGHT-OF-WAY HAS BEEN PURCHASED.</p> <p>PARKS APPROXIMATELY 3.93 ACRES WILL BE REQUIRED FROM ST. MARY'S COUNTY REGIONAL PARK. TWO PARKLAND REPLACEMENT AREAS CONTIGUOUS WITH THE EXISTING ST. MARY'S RIVER STATE PARK HAVE BEEN IDENTIFIED. COORDINATION WITH MARYLAND DEPARTMENT OF NATURAL RESOURCES (POS) IS ON-GOING TO FINALIZE PARKLAND REPLACEMENT.</p> <p>WATER/STRUCTURE JARBOESVILLE RUN WILL BE CROSSED BY SELECTED ALTERNATE 6. A COMMITMENT HAS BEEN MADE TO USE A TRIPLE CELL BOX CULVERT WITH CELLS MEASURING 12x13 AND 11x13. ALONG WITH GRAVITY BLOCKS AND DEPRESSED RIP RAP. COMMITMENTS REGARDING THE JARBOESVILLE RUN STREAM CROSSING ARE SPECIFIED ON PAGE III-10 IN THE MD 237 FONSI AND ON THE ATTACHED LETTER FROM THE ARMY CORPS OF ENGINEERS DATED MARCH 20, 1995.</p> <p>FLOODPLAIN UPON APPROXIMATELY ONE ACRE OF THE 100-YEAR FLOODPLAIN ASSOCIATED WITH JARBOESVILLE RUN. THE PROPOSED ENCROACHMENT WILL NOT SIGNIFICANTLY AFFECT UPSTREAM WATER SURFACE ELEVATIONS OR STORAGE CAPACITY AND THEREFORE, DOES NOT REQUIRE A FLOODPLAIN FINDING.</p> <p>WETLANDS THE AUD AND ALBAUGH WETLAND MITIGATION PROPERTIES HAVE BEEN IDENTIFIED AS WETLAND REPLACEMENT SITES. IN ADDITION TO WETLAND CREATION, 1,200 LINEAR FEET OF STREAM BANK VEGETATIVE PLANTING (WITH AN APPROXIMATELY 25-FOOT BAND WIDTH) OR REFORESTATION OF 1.4 ACRES OF FLOODPLAIN THAT HAS NO EXISTING VEGETATION, IS REQUIRED. EXACT LOCATIONS FOR THE PLANTING WILL BE IDENTIFIED DURING FINAL DESIGN.</p>					

* COMPLIANCE WITH A COMMITMENT IS A CONDITION OF PROJECT APPROVAL. CHANGES ARE NOT IN ORDER EXCEPT UNDER EXTRAORDINARY, UNFORESEEN CIRCUMSTANCES. IF CHANGES ARE CONTEMPLATED FOR ANY REASON, THE ASSISTANT DIVISION CHIEF OF ENVIRONMENTAL PLANNING MUST BE NOTIFIED IMMEDIATELY.

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**PROJECT PLANNING DIVISION
ENVIRONMENTAL CONSIDERATIONS***

PAGE 1 OF 3

CONTRACT NO.: SM 757-101-571
 PROJECT: MD 237 FROM MD 235 TO PEGG RD.
 MANAGER: CARRIGAN/JOHNSON
 ALTERNATIVE(S): ALTERNATE 6
 STATUS: FY CONSTRUCTION

DEIS/FEIS APPROVAL: _____
 EA/FONSI APPROVED: 10/23/95
 D4(f)F4(f) APPROVED: 10/23/95
 LOCATION APPROVAL: 10/23/95
 REEVALUATION DATE(S): _____

FACTOR	LOCATION	MITIGATIVE FEATURE/REFERENCE	COMMENTS/COORDINATION **
RELOCATION <u>1</u> DWELLINGS <u>0</u> BUSINESSES <u>0</u> FARMS	FONSI II-1, III-15	RESIDENTS AFFECTED WILL BE RELOCATED. ALL RELOCATIONS WILL BE ACCOMPLISHED WITHIN 12 TO 18 MONTHS OF PROPERTY PURCHASED.	SEE COMPLIANCE CHECKLIST.
HISTORIC SITES/DISTRICTS <u>0</u> NATIONAL REGISTER <u>0</u> INVENTORY (I)	E.A. I-5 FONSI III-19		NO HISTORIC STANDING STRUCTURES IN PROJECT AREA.
ARCHEOLOGICAL SITES <u>1</u> IDENTIFIED <u> </u> POSSIBLE	E.A. I-5, IV-5 FONSI III-19	PHASE II TESTING WILL BE REQUIRED AT 1 ARCHEOLOGICAL SITE, AFTER RIGHT-OF-WAY HAS BEEN PURCHASED.	SEE COMPLIANCE CHECKLIST.
PARKS <u>1</u> PUBLIC <u>0</u> PRIVATE	E.A. I-3, V-1 THRU V-5 FONSI III-19, IV-1 THRU IV-6	APPROXIMATELY 3.93 ACRES OF ST. MARY'S COUNTY REGIONAL PARK WILL BE REQUIRED BY SELECTED ALTERNATE 6.	SEE COMPLIANCE CHECKLIST.
PLANNING	E.A. I-5 FONSI III-9		THE PROPOSED IMPROVEMENTS ARE CONSISTENT WITH STATE AND LOCAL PLANS.
WILDLIFE	FONSI III-25	THERE ARE NO KNOWN POPULATIONS OF FEDERALLY LISTED THREATENED OR ENDANGERED SPECIES IN THE PROJECT AREA.	
VEGETATION			
WATER <u>1</u> CLASS <u>X</u> STRUCTURE <u>X</u> STREAM CROSSING <u>X</u> PERMITS (DNR, 404, COAST GUARD)	E.A. I-7, I-8 FONSI III-24, III-25	A TRIPLE CELL BOX CULVERT IS PROPOSED AT THE JARBOESVILLE RUN STREAM CROSSING.	SEE COMPLIANCE CHECKLIST

**PROJECT PLANNING DIVISION
ENVIRONMENTAL CONSIDERATIONS***

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CONTRACT NO.: SM 757-101-571
 PROJECT: MD 237 FROM MD 235 TO PEGG RD.
 MANAGER: CARRIGAN/JOHNSON
 ALTERNATIVE(S): ALTERNATE 6
 STATUS: FY CONSTRUCTION

DEIS/FEIS APPROVAL: _____
 EA/FONSI APPROVED: 10/23/95
 D4(f)F4(f) APPROVED: 10/23/95
 LOCATION APPROVAL: 10/23/95
 REEVALUATION DATE(S): _____

FACTOR	LOCATION	MITIGATIVE FEATURE/REFERENCE	COMMENTS/ COORDINATION **
FLOODPLAIN	E.A. I-8, IV-7 FONSI III-20, III-21		APPROXIMATELY ONE ACRE OF FLOODPLAIN ENCROACHMENT IS REQUIRED (SEE COMPLIANCE CHECKLIST)
WETLANDS PFO/A TYPE <u>.71</u> ACREAGE	E.A. I-9 THRU I-11, IV-10 THRU IV-14 FONSI III-21 THRU III-24	WETLAND REPLACEMENT WILL OCCUR AT THE AUD AND ALBAUGH SITES. STREAMSIDE TRI JAR ASS AL	A CONDITIONAL PHASE I PERMIT HAS BEEN REQUESTED. COMPLIANCE CKLIST.
COASTAL ZONE MANAGEMENT (CZM)			
CHESAPEAKE BAY CRITICAL AREA			
SOILS	E.A. I-7, IV-6		NO IMPACT TO PRIME FARMLAND SOILS WILL OCCUR WITH THE PROPOSED IMPROVEMENTS.
AIR	E.A. I-11, IV-15 THRU IV-22 FONSI III-26 THRU III-28		NO VIOLATIONS OF STATE/NATIONAL AMBIENT AIR QUALITY STANDARDS WILL OCCUR WITH THIS PROJECT.
NOISE	E.A. I-12 TO I-13, IV-22 THRU IV-35 FONSI III-29 THRU III-39		NOISE MITIGATION IS NOT REASONABLE/FEASIBLE. SEE COMPLIANCE CHECKLIST
HAZ. MAT./ WASTE			

I thought we had it. Not yet

PROJECT PLANNING DIVISION
ENVIRONMENTAL CONSIDERATIONS*

357

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MANAGER: CARRIGAN/JOHNSON
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LOCATION APPROVAL: 10/23/95
REEVALUATION DATE(S): _____

FACTOR	LOCATION	MITIGATIVE FEATURE/REFERENCE	COMMENTS/ COORDINATION **
ADDITIONAL COMMENTS **			

* AN ENVIRONMENTAL CONSIDERATION MUST BE EXAMINED AND A DECISION MADE TO ACCEPT OR REJECT IT. RATIONALE FOR THE DECISION MUST BE PRESENTED TO THE ASSISTANT DIVISION CHIEF OF ENVIRONMENTAL PLANNING.