



inal environmental statement

MARYLAND ROUTE 210
FROM OLD FORT ROAD
TO MARYLAND ROUTE 227

CONTRACT No. P 878-4/5-371
F.A.P. No. F 139-1(2)
MARYLAND ROUTE 210 DUALIZATION
FROM OLD FORT ROAD TO
1.1 MILE NORTH OF MARYLAND ROUTE 227
PRINCE GEORGES COUNTY, MARYLAND

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

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

AND

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

FINAL

ENVIRONMENTAL STATEMENT
ADMINISTRATIVE ACTION

For

CONTRACT NO. FHWA-MD-73-04-F
MSHA CONTRACT NUMBER P-878-4 & 5-371
MARYLAND ROUTE 210 DUALIZATION
FROM OLD FORT ROAD TO 1.1 MILE NORTH
OF MARYLAND ROUTE 227, A
DISTANCE OF 6.8 MILES IN PRINCE
GEORGES COUNTY, MARYLAND

This Highway Improvement is Proposed for
Funding under Title 23, U.S.C. This Statement
for the Improvement was Developed in
Consultation with the Federal Highway
Administration and is Submitted Pursuant to

42 USC 4332 (2) (c)

Bernard M. Evans
State Highway Administrator

Date BY _____
Hugh G. Downs
Chief Engineer

APPROVED AND ADOPTED BY THE FHWA

Date Signature of FHWA Reviewing Official

SUMMARY SHEET

(1) Administrative Action:

- () Draft (X) Final
- (X) Environmental Statement
- () Combination Environmental/Section 4(f) Statement

(2) Description:

This statement has been compiled as a result of a planned highway dualization and improvement in Prince Georges County, Maryland, of Maryland Route 210 from Old Fort Road to 1.1 mile north of Maryland Route 227 for a total distance of approximately 6.8 miles.

The following individuals can be contacted for additional information:

Mr. Roy D. Gingrich
 District Engineer
 Federal Highway Administration
 The Rotunda, Suite 220
 711 West 40th Street
 Baltimore, Maryland 21211
 Telephone: 962-4011
 (9:00 A.M. to 4:45 P.M.)

Mr. William F. Lins, Jr.
 Chief, Bureau of Highway Design
 Maryland State Highway Administration
 300 West Preston Street
 Baltimore, Maryland 21201
 Telephone: 383-4050
 (8:30 A.M. to 4:30 P.M.)

(3) Summary of Environmental Impacts:

When the existing two lanes of Maryland Route 210 were originally constructed, additional right-of-way width was acquired to accommodate the ultimate dualized four lane highway which this project now proposes. Therefore, adverse environmental effects will be minimal as construction will be contained for the most part within the existing State right-of-way boundaries.

(a) Two low-middle income single family residences will be displaced by the access road construction. Both are occupied by black families. One is owner occupied while the other is tenant occupied.

(b) Two businesses will be affected by the project — Rubin Realty and Claggett Realty.

(c) The present accident rate for Maryland Route 210 should be greatly reduced.

(d) Increase in ambient noise levels will be evident during the time of construction; however, upon completion of the project, the changes from present ambient noise levels should be insignificant.

(e) Piscataway Creek will be crossed by a new bridge structure. Strict adherence to State and Federal regulations regarding water pollution, soils erosion, and sediment controls should guarantee that these effects will be minimal.

(f) A minimum amount of privately owned property will be required for right-of-way acquisition in order to comply with the upgraded highway safety grading standards, and necessary access roads.

(g) No school land, historic properties, or impacts on natural, ecological, cultural, or scenic resources of National, State, or Local significance are contained within this project's limits.

(h) As a result of this project it will be necessary that some wildlife habitat be disturbed. However, impact on wildlife will be kept to a bare minimum.

(i) The project will afford better mobility for the National Defense as it will provide improved access to the Indian Head Naval Ordnance Station.

(j) Reduced commuter time will increase the labor and commerce potential in the area.

(k) Better police and fire protection will be afforded as a result of improved access provided by the new lanes of highway.

(l) No adverse effects are expected to any public utilities.

(m) Rapid access to Public Health and Safety centers in nearby metropolitan areas will be provided.

(n) No substantial change in the neighborhood character is foreseen other than possible increased development of rural land for residential facilities.

(o) No religious institutions or practices are affected.

(p) Property values should increase somewhat as a result of improved access to the area.

(q) The project will not adversely affect the Accokeek business community. The two displaced businesses will probably relocate within the immediate area, possibly on their remaining land.

Under the original access road configuration presented in the Draft Environmental Impact Statement there would have been a maximum of two families (ten people) and four businesses (sixteen people) displaced by the project. Subsequent to the circulation of the Draft Environmental Impact Statement, legal technicalities associated with the original deed transfer relating to access forced revision of the access road system. The access road configuration required as a result of maintaining controlled access was so extensive that the decision was made to present continuous service roads at the informational meeting and public hearing (Alternate C). This would have had the benefit of keeping thru traffic on the dualized Maryland Route 210 while local traffic could have utilized the service roads for travel within the community; thereby increasing overall project safety.

However, during the Informational Meeting on August 30, 1973 and the Public Hearing on September 13, 1973 the overwhelming majority of area residents objected to the continuous service road system saying that the service roads would totally eliminate the rural character of their community and would attract development. With these comments and certain suggestions from residents, the final access road configuration (Alternate D) was conceived.

(4) Alternatives Considered:

As this proposed project is the dualization of an existing roadway for which right-of-way had previously been acquired for the ultimate dualization, no other basic alternate is considered practical or feasible. Any alternate location would have far greater environmental impact than the project as proposed herein. However, four access road alternates were considered. Alternates A and B were presented in the Draft Environmental Impact Statement and subsequently dropped as a result of a legal ruling concerning access which made the proposed connections illegal.

Alternate C was conceived to meet the clarified legal constraints. It was a continuous service road system on both sides of mainline with breaks only at Piscataway Creek. This alternate was discarded as a result of severe public objection expressed at the public hearing.

Alternate D then evolved as the access road system which would provide the best access with minimum community impact.

(5) Do Nothing Alternative:

A do nothing alternative would result in a continuation of the traffic congestion and high accident rate for the present highway, as well as deny the local economy of improvements which should result in increased business opportunities and community development.

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REQUESTS FOR COMMENTS

Following is a list of Federal, State, and Local Agencies from which Comments were Requested:

Federal Agencies

- *U.S. Department of the Interior
- **Assistant Secretary for Program Policy
Attention: Director, Environmental Project Review
Washington, D.C. 20240

U.S. Department of the Interior
Regional Director
Bureau of Outdoor Recreation
Federal Building
1421 Cherry Street
Philadelphia, Pennsylvania 19102

U.S. Department of the Interior
Regional Director
National Park Services
143 South Third Street
Philadelphia, Pennsylvania 19106

Mr. Russell T. Norris, Regional Director
National Marine Fisheries Service
Federal Building
14 Elm Street
Gloucester, Massachusetts 01930

Mr. Theodore R. Robb
Regional Administrator
Department of Housing & Urban Development
Curtis Building
Sixth & Walnut Streets
Philadelphia, Pennsylvania 19106
Attention: Mr. William Kaplan
Assistant Regional Administrator

- *Dr. T.C. Byerly
Office of the Secretary
Department of Agriculture
Washington, D.C. 20250

11

Mr. C. Douglas Hole
State Conservationist
Soil Conservation Service, USDA
4321 Hartwick Road
Room 522
College Park, Maryland 20740

Dr. Sidney R. Galler
Deputy Assistant
Secretary for Environmental Affairs
U.S. Department of Commerce
14th & Constitution Avenues
Room 3876
Washington, D.C. 20235

*Department of Health, Education & Welfare
**Assistant Secretary for Health & Science Affairs
HEW - North Building
Washington, D.C. 20202

*Environmental Protection Agency
**Mr. Robert Blanco
Environmental Impact Statement Coordinator
Curtis Building - 6th Floor
Sixth and Walnut Streets
Philadelphia, Pennsylvania 19106

Office of Economic Opportunity
Mr. Frank Carlucci, Director
1200 - 19th Street, N.W.
Washington, D.C. 20506

**Mr. Graham T. Munkittrick
State Conservationist
U.S. Department of Agriculture
Room 522
4321 Hartwick Road
College Park, Maryland 20740

Mr. Frank C. Herringer, Administrator
- Urban Mass Transportation Administrator
Department of Transportation
Washington, D.C. 20590

****Col. J.B. Newman**
Executive Director of Civil Works
Office of the Chief of Engineer
Department of the Army - Corps of Engineers
Washington, D.C. 20314

****National Capital Planning Commission**
c/o Mr. Charles H. Conrad, Executive Director
1325 G. Street, N.W.
Washington, D.C. 20576

Commanding Officer
Naval Ordnance Station
Indian Head, Maryland 20640

Commander T.J. Mangan, Jr.
Public Works Officer
Naval Ordnance Station
Indian Head, Maryland 20640

State Agencies

*Mr. Warren D. Hodges, Chief
****State Clearinghouse**
Department of State Planning
301 West Preston Street
Baltimore, Maryland 21201

****Mr. James P. Slicher, Secretary**
Department of Budget and Fiscal Planning
301 West Preston Street
Baltimore, Maryland 21201

Mr. George R. Lewis, Secretary
Department of General Services
301 West Preston Street
Baltimore, Maryland 21201

Mr. Edmond F. Rovner, Secretary
Department of Economic and Community Development
State Office Building
Annapolis, Maryland 21404

****Mr. Orlando Ridout, Director**
Maryland Historical Trust
2525 Riva Road
Annapolis, Maryland 21401

Mr. William A. Pate, Director
Division of Economic Development
State Office Building
Annapolis, Maryland 21401

Dr. James A. Sensenbaugh, Director
State Department of Education
301 West Preston Street
Baltimore, Maryland 21201

****Mr. Alford R. Carey, Jr.**
Executive Director
Public School Construction Program
Suite 600, International Tower Building
6510 Elkridge Landing Road
Linthicum, Maryland 21090

Mr. James B. Coulter, Secretary
Department of Natural Resources
Tawes State Office Building
Taylor Avenue
Annapolis, Maryland 21401

****Mr. Ralph A. Bitely, Administrator**
Wildlife Administration
Tawes State Office Building
Taylor Avenue
Annapolis, Maryland 21401

Mr. Robert M. Rubelmann, Administrator
Fisheries Administration
Tawes State Office Building
Taylor Avenue
Annapolis, Maryland 21401

Mr. Herbert M. Sachs, Administrator
Water Resources Administration
Tawes State Office Building
Taylor Avenue
Annapolis, Maryland 21401

Mr. William A. Parr, Director
Maryland Park Service
Tawes State Office Building
Taylor Avenue
Annapolis, Maryland 21401

Mr. Adna R. Bond, Director
Maryland Forest Service
Tawes State Office Building
Taylor Avenue
Annapolis, Maryland 21401

Dr. Kenneth Weaver, Director
Maryland Geological Survey
Latrobe Hall
Johns Hopkins University
Baltimore, Maryland 21218

Mr. Harold Manakee, Director
Maryland Historical Society
201 West Monument Street
Baltimore, Maryland 21201

Mr. Vladimir Wahbe, Secretary
Department of State Planning
State Office Building
Baltimore, Maryland 21201

*Colonel Robert J. Lally, Secretary
**Department of Public Safety and
Correctional Services
Suite 500
Executive Plaza One
Hunt Valley, Maryland 21031

*Mr. Harry R. Hughes, Secretary
Department of Transportation
Friendship International Airport
P.O. Box 8755
Baltimore, Maryland 21240

Mr. M.S. Caltrider
District Engineer
State Highway Administration
Greenbelt, Maryland 20770

Mr. H.R. Schreiber
District Right of Way Engineer
State Highway Administration
Greenbelt, Maryland 20770

Mr. Andrew M. Schwalier, Chief
Bureau of Federal Aid & Relocation Assistance
Room 402
State Highway Administration
Baltimore, Maryland 21201

Mr. John H. Rouse
Right of Way Agent
Room 400
State Highway Administration
Baltimore, Maryland 21201

**Mr. Clyde E. Pyers, Director
Division of Systems Planning and Development
Department of Transportation
Friendship International Airport
P.O. Box 8755
Baltimore, Maryland 21240

**Mr. Walter J. Addison, Administrator
Mass Transit Administration
1515 Washington Boulevard
Baltimore, Maryland 21230

Mr. Joseph L. Stanton, Administrator
Port Administration
19 South Charles Street
Baltimore, Maryland 21201

**Mr. David B. Snyder, Administrator
State Aviation Administration
Friendship International Airport
P.O. Box 8755
Baltimore, Maryland 21240

Dr. Neil Solomon, Secretary
Department of Health and Mental Hygiene
301 West Preston Street
Baltimore, Maryland 21201

Mr. Howard E. Chaney, Director
Environmental Health Administration
Department of Health and Mental Hygiene
610 North Howard Street
Baltimore, Maryland 21201

**Mr. George P. Ferreri, Acting Director
Bureau of Air Quality Control
Environmental Health Administration
610 North Howard Street
Baltimore, Maryland 21201

**Mr. W. McLean Bingley, Chief
Division of Water and Sewerage
Environmental Health Administration
610 North Howard Street
Baltimore, Maryland 21201

**Mr. Charles M. Kenealy, Chief
Division of Solid Waste Control
Environmental Health Administration
610 Howard Street
Baltimore, Maryland 21201

Mr. Arnold C. Hawkins, Executive Secretary
State Soil Conservation Committee
University of Maryland
1103A H.J. Patterson Hall
College Park, Maryland 20742

*Mr. Royce Hanson, Chairman
**Maryland National Capital Park
and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20907

**Tri-County Council
Waldorf, Maryland 20601

Mr. John P. Hewitt, Executive Director
Maryland National Capital Park and
Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20907

M's. Marilyn Pray, Chief
General Planning Division
Maryland National Capital Park and
Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20907

**Mr. James A. McCafferty, Chairman
Washington Suburban Sanitary Commission
c/o Mr. Robert J. McLeod
4017 Hamilton Street
Hyattsville, Maryland 20781

Washington Metropolitan Area Transit Authority
c/o Mr. Vernon K. Garrett, Jr.,
Director of Engineering
950 South L'Enfant Plaza, S.W.
Washington, D.C. 20024

**Washington Suburban Transit Commission
c/o Mr. Robert W. Pully, Executive Director
8720 Georgia Avenue
Silver Spring, Maryland 20910

Washington Metropolitan Area Transit Commission
c/o Mr. Douglas N. Schneider, Jr.,
Executive Director
1625 Eye Street, N.W.
Washington, D.C. 20006

**Metropolitan Washington Council of Governments
1225 Connecticut Avenue, N.W.
Suite 201
Washington, D.C. 20036

M's. Patricia Rogow
Administrative Aide
Metropolitan Washington Council of Governments
1225 Connecticut Avenue, N.W.
Suite 201
Washington, D.C. 20036

Mr. Leonard O. Walker
Bureau of Sport Fisheries and Wildlife
Patuxent Wildlife Research Center
Laurel, Maryland 20810

County Agencies

Mr. John H. Marburger, Jr., Administrator
Department of Public Works
Courthouse
Upper Marlboro, Maryland 20870

**Mr. Edward W. Chen
Planning Coordinator
Courthouse
Upper Marlboro, Maryland 20870

Mr. George C. Martin, Chief
Bureau of Engineering
Courthouse
Upper Marlboro, Maryland 20870

*Prince Georges County Board of Education
Mr. A. James Golato, President
Upper Marlboro, Maryland 20870

Prince Georges County Department of Fire Protection
Mr. Lawrence R. Woltz, Acting Director
4308 Hamilton Street
Hyattsville, Maryland 20781

*Mr. Roland B. Sweitzer
**Chief of Police
410 Addison Road
Seat Pleasant, Maryland 20027

Mr. S. Walter Bogley, Jr.
Regional Commissioner
State Highway Administration
c/o Prince Georges County Chamber of Commerce
5123 Baltimore Avenue
Hyattsville, Maryland 20871

J.W. Koontz
Prince Georges County Health Department
3700 East-West Highway
Hyattsville, Maryland 20783

Elected Officials

Honorable Charles MacMathias, Jr.
United States Senator
Washington, D.C. 20510

The Honorable Richard H. Lehord
Congress of the United States
House of Representatives
Washington, D.C. 20510

The Honorable Harvey G. Machen
Congress of the United States
House of Representatives
Washington, D.C. 20510

The Honorable W. Gullett
County Executive - Prince Georges County
Upper Marlboro, Maryland 20870

The Honorable Winfield M. Kelley, Chairman
County Council - Prince Georges County
Upper Marlboro, Maryland 20870

*The Honorable Steny H. Hoyer
State Senator - Prince Georges County
7408 Gateway Boulevard
District Heights, Maryland 20028

The Honorable Peter A. Bozick
State Senator - Prince Georges County
5606 Lansing Drive
Camp Springs
Washington, D.C. 20031

The Honorable Thomas V. Miller, Jr.
Delegate - Prince Georges County
8808 Old Branch Avenue
Clinton, Maryland 20735

The Honorable Frederick C. Rummage
Delegate - Prince Georges County
5700 George Washington Drive
Camp Springs
Washington, D.C. 20031

The Honorable Charles S. Blumenthal
Delegate - Prince Georges County
4831 Barrymore Drive
Oxon Hill, Maryland 20021

The Honorable John Wolfgang
Delegate - Prince Georges County
12334 Hatlon Point Road
Tantalon, Maryland 20022

The Honorable B.W. Mike Donovan
Delegate - Prince Georges County
7608 Mason Street
District Heights, Maryland 20028

The Honorable Craig S. Knoll
Delegate - Prince Georges County
7315 Calder Drive
Capitol Heights, Maryland 20027

The Honorable Ronald R. Reeder
Prince Georges County Councilman
2416 Iverson Street
Hillcrest Heights, Maryland 20031

The Honorable Lucille B. Potts
Prince Georges County Councilman
7117 Westhaven Drive
Camp Springs
Washington, D.C. 20031

Mr. James C. Simpson, President
County Commissions of Charles County
La Plata, Maryland 20646

*Comments were received from these agencies in reply to the State Highway Administration's coordination letter (see Appendix B-1).

**Comments were received from these agencies in reply on the Draft Environmental Impact Statement (DEIS) Transmittal Letter (see Appendix D-1).

(6) Copies of the Draft Statement were mailed to the Council on Environmental Quality through the Federal Highway Administration on March 20, 1973.

(7) A Draft Supplemented Air Analysis was submitted for review by the appropriate agencies on April 3, 1974.

FINAL ENVIRONMENTAL STATEMENT
CONTRACTS P-878-4-371 AND P-878-5-371
MARYLAND ROUTE 210 DUALIZATION

PROJECT DESCRIPTION

Existing Facility

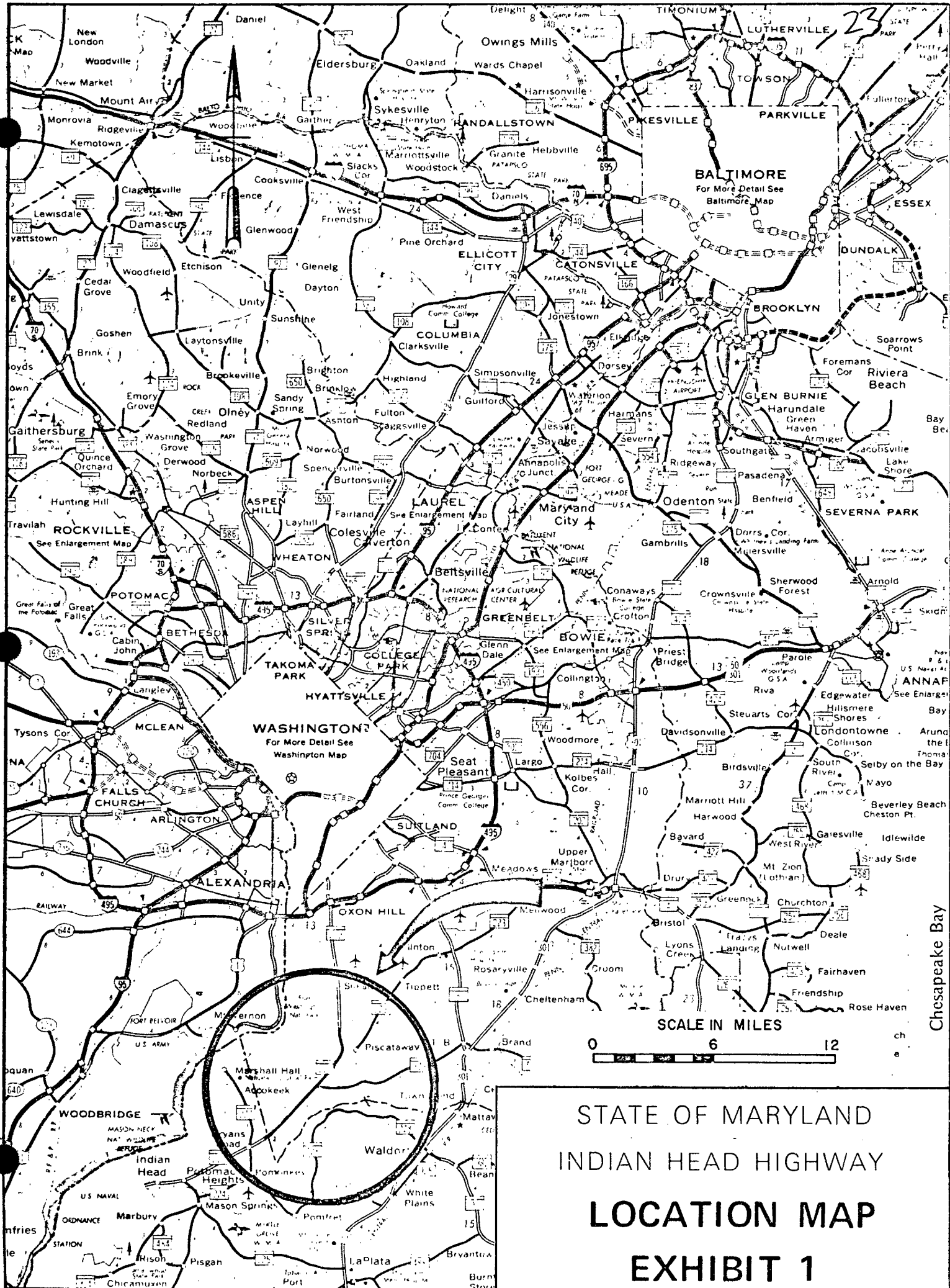
Indian Head Highway, Maryland Route 210, which provides access to the Capitol Beltway and the District of Columbia, is the main traffic artery in the area of study. Originally constructed by the Federal Government to provide access to the Indian Head Naval Ordnance Station, this highway was turned over to the State of Maryland, by agreement, after World War II. The section of Maryland 210 north of Old Fort Road and the section from the Charles County line south have previously been dualized.

The remaining two lane portion from Old Fort Road to 1.1 mile north of Maryland Route 227 has narrow shoulders, no safety grading, and trees very close to the roadway. It is very difficult to police properly during peak periods, traffic is impeded by frequent stops by school buses, and the roadway experiences a higher than average accident rate for similar type facilities. With the exception of the Accokeek business community at the intersection with Md. Route 373, the project is of a rural character. Local fishermen actively use the cleared areas along the banks of Piscataway Creek, while a community ball diamond is located on the Clagett property at the intersection of Maryland Route 373 opposite the local business area. Continued access to the fishing areas is ensured by current development of the adjoining MNCPPC property.

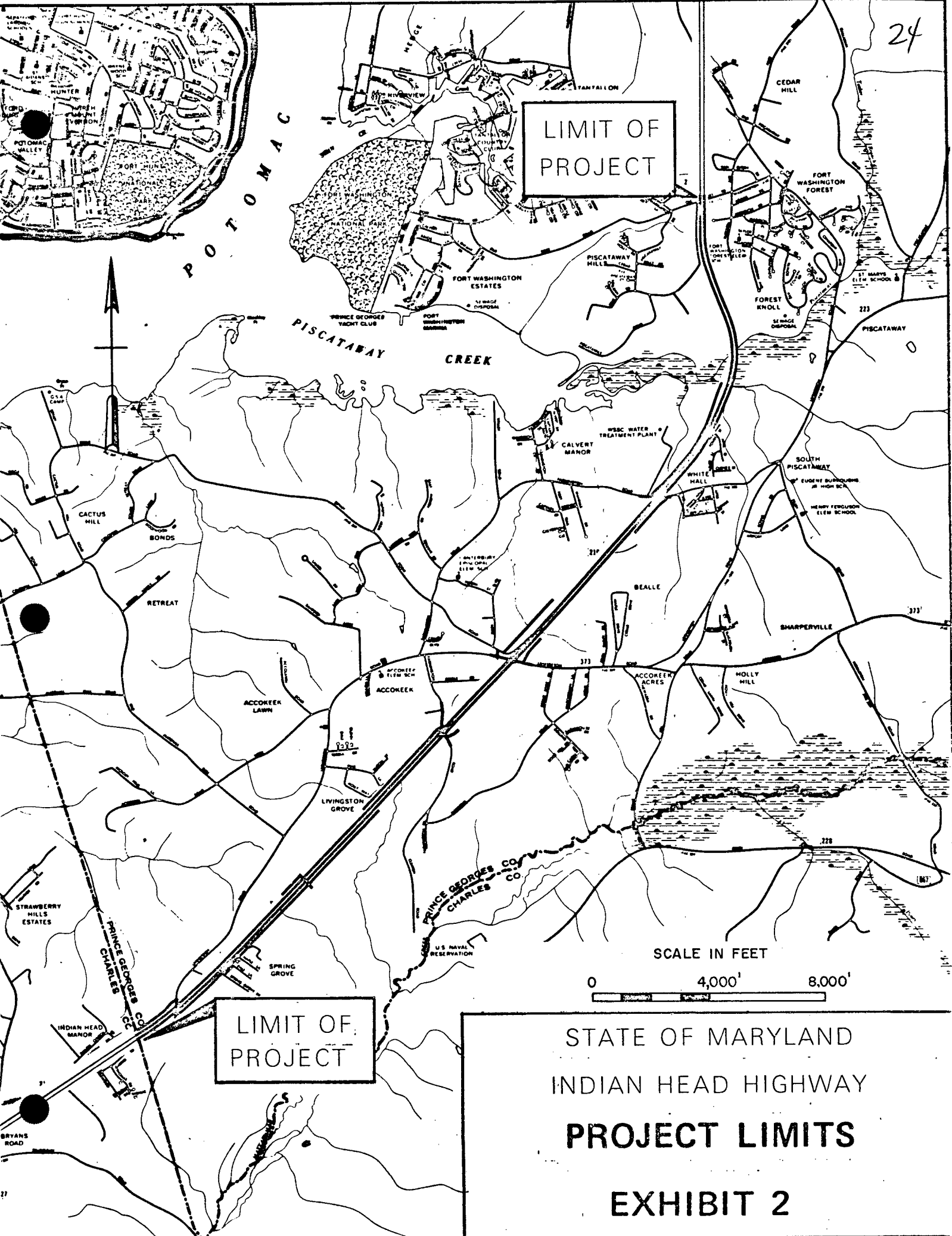
Proposed Improvements

It is the purpose of this project to dualize the portion of Maryland 210 located between the above described termini in order to provide safe and efficient transportation through this portion of Prince Georges County. The proposed improvement will be approximately 6.8 miles in length beginning just south of the Old Fort Road intersection with Maryland Route 210, and extending southerly to just below the Charles County line. The typical cross section will consist of dual 24-foot pavements separated by a 44-foot median with 10-foot shoulders on the outside and 4-foot shoulders on the median side. The proposed project follows the alignment of the present highway which will remain as the southbound lanes of the proposed dual facility. The second roadway will be constructed adjacent to the existing road with its grade and alignment predicated on a design speed of 60 miles per hour. A structure carrying the new roadway over Piscataway Creek will be necessary as part of the project. The proposed project conforms to the "Master Plan for Sub-Region V, M-NCPPC, 1972."

The facility will continue to have control of access with no new connections to the main traveled portions of the highway except at such public roads as shall be



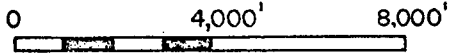
STATE OF MARYLAND
 INDIAN HEAD HIGHWAY
 LOCATION MAP
 EXHIBIT 1



LIMIT OF PROJECT

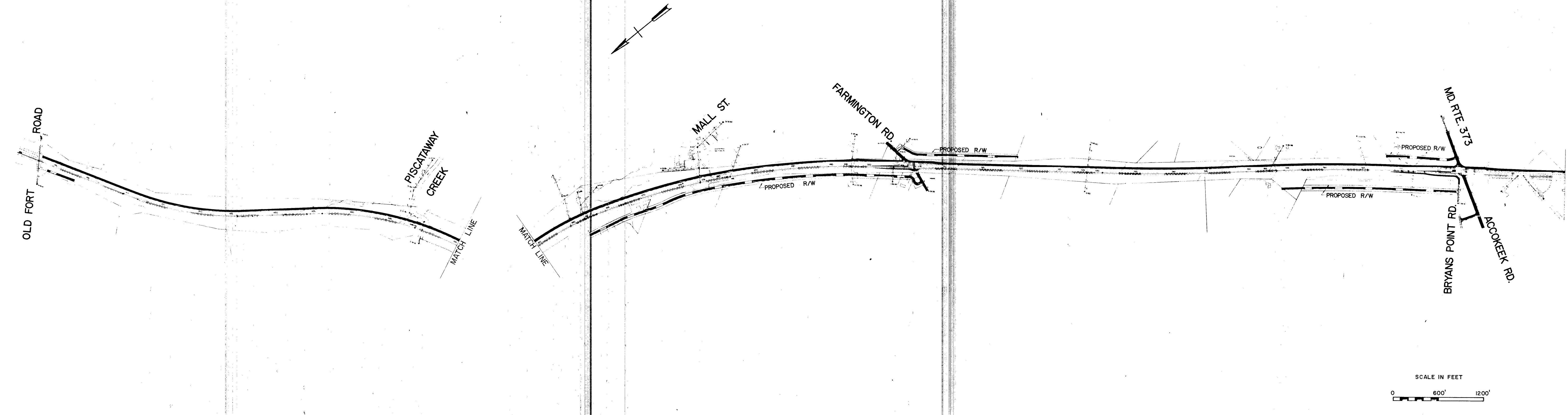
LIMIT OF PROJECT

SCALE IN FEET

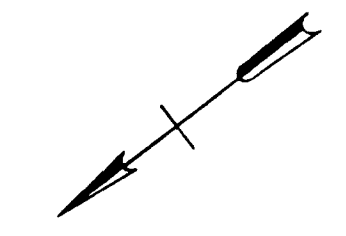


STATE OF MARYLAND
 INDIAN HEAD HIGHWAY
PROJECT LIMITS
EXHIBIT 2

RECOMMENDED IMPROVEMENT-ALTERNATE D
(OLD FORT ROAD TO MD. 373)
EXHIBIT 3



RECOMMENDED IMPROVEMENT—ALTERNATE D
(MD. 373 TO 1.1 MILE NORTH OF MD. 227)
EXHIBIT 4



SCALE IN FEET
0 600' 1200'

ACCESS
ROAD
24'

VARIES

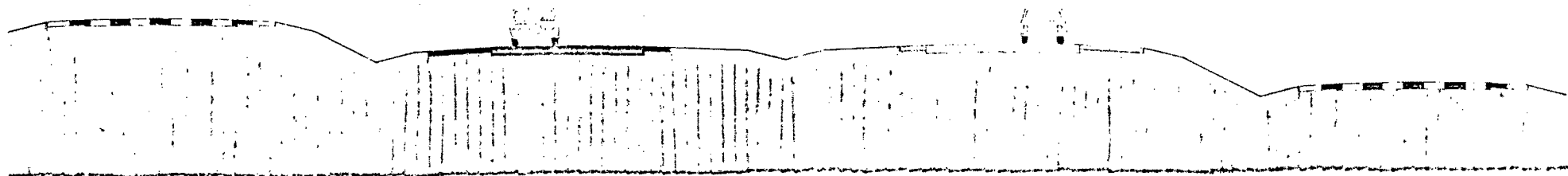
PROPOSED
24'

MEDIAN
44'

EXISTING
24'

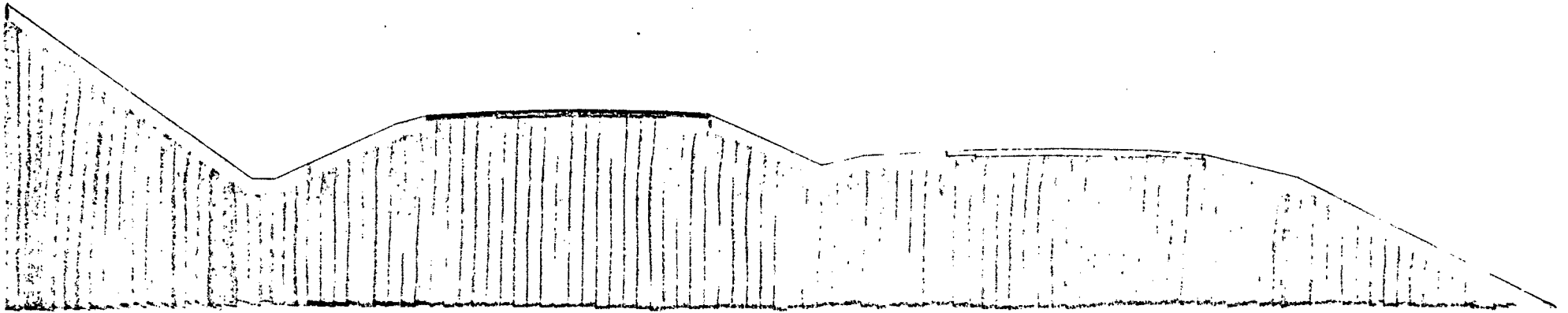
VARIES

ACCESS
ROAD
24'



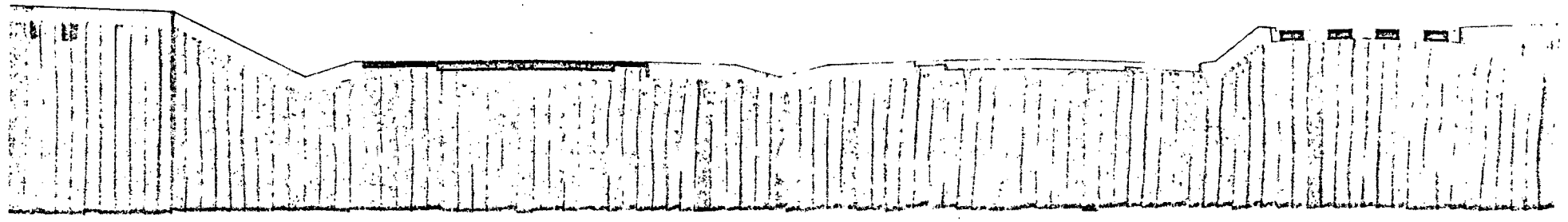
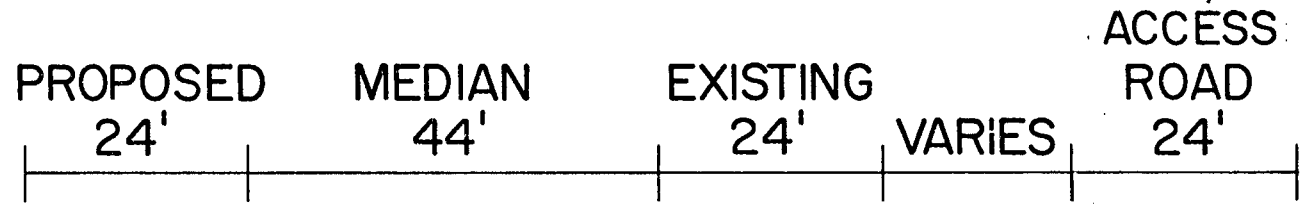
NORMAL SECTION

27



**TYPICAL SECTION
VICINITY OF PISCATAWAY CREEK**

28



**TYPICAL SECTION
CHARLES COUNTY LINE TO LIVINGSTON ROAD**

established by and under the jurisdiction of the State Highway Administration. Access roads will be constructed parallel to the new road where required to service adjacent properties. The right-of-way width for the project will be variable, with a minimum of 150 feet; however, much of the required right-of-way for the dual highway was purchased when the original facility was constructed. The major crossings are adequately spaced for emergency vehicle use and the dualization will decrease the time required for such vehicles to reach medical facilities.

Traffic

Current and projected traffic data supplied by the Maryland State Highway Administration's Traffic Planning Section is tabulated below:

TABLE I

	1971	1996 (Build)	1996 (No Build)
1. Average Daily Traffic	9500	21,000	14,600
2. DHV	10%	10%	10%
3. Direct. Dist. of Design Hr.	56%	56%	56%
4. Percent Trucks - ADT	4%	4%	4%
Percent Trucks - DHV	3%	3%	3%
5. If the improvement is made the projected ADT will be:			
1978 ADT	= 12,700		
1983 ADT	= 15,000		
1988 ADT	= 17,300		
1993 ADT	= 19,350		
6. If the improvement is not made the projected ADT will be:			
1978 ADT	= 10,900		
1983 ADT	= 11,900		
1988 ADT	= 13,000		
1993 ADT	= 14,000		

The following accident cost and accident statistical data relating to this portion of Maryland Route 210 was compiled by the Maryland State Highway Administration's Bureau of Accident Statistics and Analysis.

During the years of 1970 and 1971, the study portion of Maryland Route 210 experienced an average accident rate of 593.57 accidents per 100 million vehicle miles of travel. This rate exceeds the state-wide rate of 317.86 accidents per 100 million vehicle miles for all rural two-lane highways, with no control of access, under State maintenance.

If no improvements are made to the subject roadway, we can expect, in addition to the normal traffic growth, an increase in vehicular conflicts which are normally associated with congestion on highways of this design. The accident rate will undoubtedly continue to rise with a corresponding increase in motor vehicle accident cost exceeding the present cost (1969) of \$1,885,420 per 100 million vehicle miles of travel for the motorists now using Maryland Route 210.

The proposed four-lane highway should, however, experience an accident rate of approximately 234.00 accidents per 100 million vehicle miles resulting in an accident cost of the motorists of \$732,800 per 100 million vehicle miles. The net savings to the motorists by the construction of the proposed facility would be \$1,152,620 brought about by the reduction of 359.27 accidents for each 100 million vehicle miles of travel.

The accident costs as indicated, include present worth of future earnings of persons killed or permanently disabled, as well as, monetary losses resulting from injury and property damage accidents. The unit costs utilized in the above computations were based on actual cost values obtained from three independent accident cost studies conducted in Washington, D.C., Illinois and the California Division of Highways and were updated to 1969 prices.

See Appendix B-19 for Accident Statistics from the Maryland State Police.

Socio-Economic Factors

For three decades, Metropolitan Washington has been one of the fastest growing areas in the nation. Its population has nearly tripled, and during this same period the population of Prince Georges County has increased nearly sevenfold. Prime reasons for this increase are the rapidly expanding economy and the dramatic job growth within the metropolitan area. The following table is demonstrative of the current population trends.

TABLE II
COMPARATIVE POPULATION 1950-1970
 (Rounded to nearest 1000 persons)

	1950	1960	1970
Washington Metropolitan Statistical Area	1,508	2,064	2,861
Princes Georges County	194.2 (12.9% of SMSA)	357.4 (17.4% of SMSA)	660.6 (23.1% of SMSA)
Project Area	14.0 (7.2% of County)	23.9 (6.7% of County)	45.5 (6.9% of County)

Source: 1950, 1960, and 1970 U.S. Census of Population.

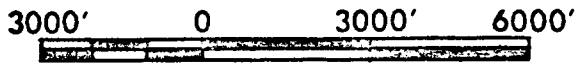
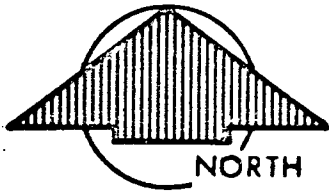
The area is undergoing a transition from a rural to a suburban community. A cross section of development types ranging from large tracts of agricultural and wooded lands to scattered single-family subdivisions and small communities are presently located in the area. Most of the commercially zoned land in the area is along Maryland Route 210; and where development has occurred, it is normally found in the form of "strip" developments. The following tables can best be utilized for a description of the existing land use and zoning.

Tables III and IV show 489 acres of industrially used land while only 374 acres are zoned Industrial. However, this project should not contribute to this zoning/use discrepancy inasmuch as no land near the project is zoned Industrial (See EXHIBIT 8 - ZONING MAP).

TABLE III
EXISTING LAND USE




Land Use	Acres	Percent of Total Area	Percent of Total Developed Land
Residential	3,845	6.6	36.2
Commercial	208	0.4	2.0
Industrial	489	0.8	4.6
Transportation, Communication and Utilities	3,786	6.5	35.6
Institutional	676	1.1	6.3
Parks and Recreational	1,624	2.8	15.3
Total Developed Land	10,628	18.2	100.0
Total Undeveloped Land: Water, Vacant, and Agricultural	47,804	81.8	
TOTAL AREA	58,432	100.0	

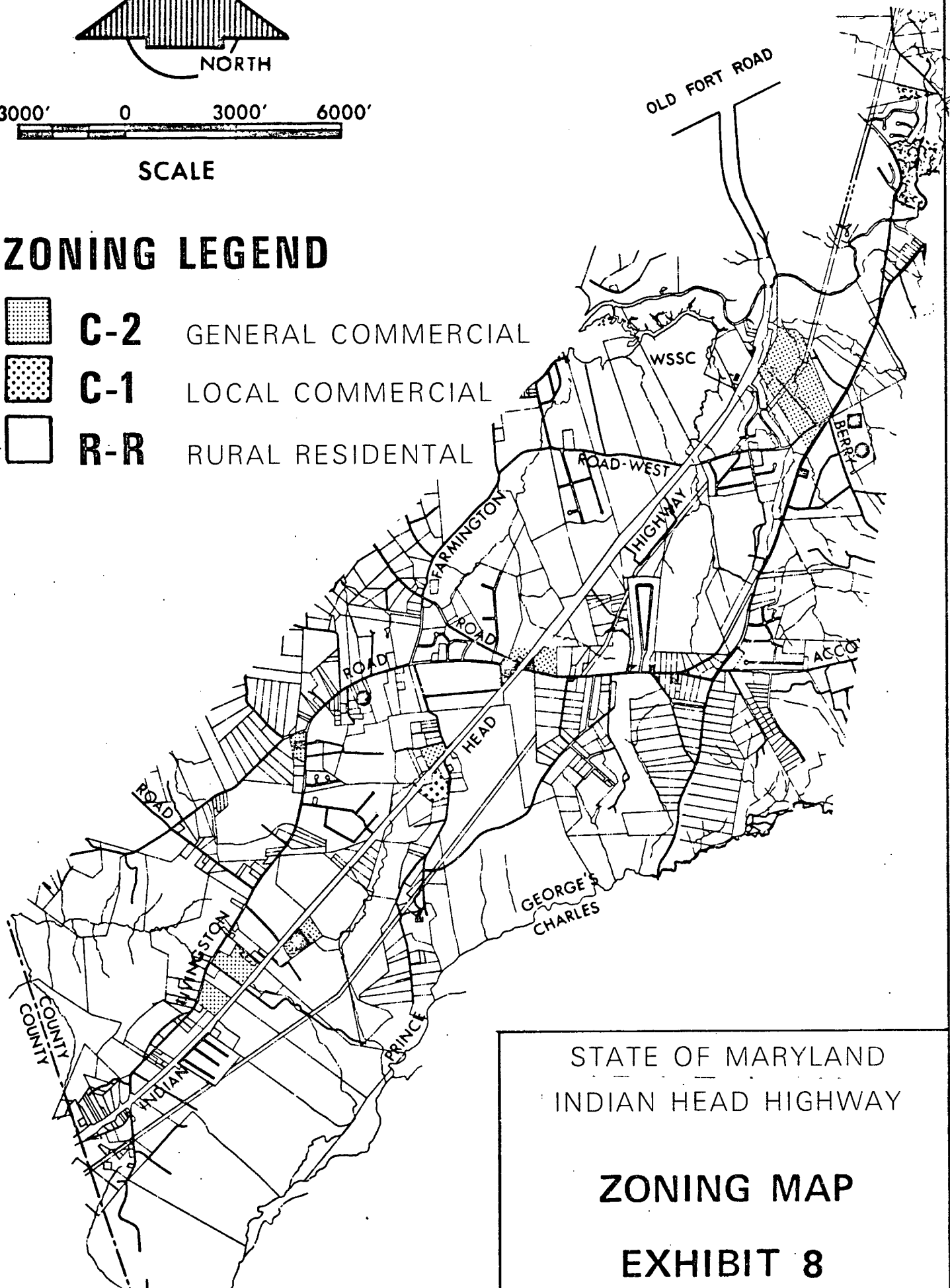
Source: M-NCPPC 1970.



SCALE

ZONING LEGEND

-  **C-2** GENERAL COMMERCIAL
-  **C-1** LOCAL COMMERCIAL
-  **R-R** RURAL RESIDENTIAL



STATE OF MARYLAND
 INDIAN HEAD HIGHWAY

ZONING MAP

EXHIBIT 8

TABLE IV
EXISTING ZONING

Zoned	Acres	Percent of Total Area
R-R	57,144	97.8
R-80	210	0.4
R-18	57	0.1
C-0	26	--
C-1	101	0.2
C-2	520	0.9
I-1	144	0.2
I-2	230	0.4
I-3		
TOTAL AREA	58,432	100.0

Source: M-NCPPC 1970.

Natural Environment

In general, the area is characterized by flat to gently rolling land cut by stream valleys that are flanked by relatively steep slopes. Woodlands, a relatively abundant asset in the area, covers about 50 percent of the land area north of Piscataway Creek and about 80 percent of the land area south of the creek.

The State Highway Administration has performed a soils survey for the project and the results of their findings are included among the geomorphological conditions (Page 25). Any limitations and stipulations specifically requested in this report will be strictly adhered to, in order to minimize environmental impact in this area.

Surface water from the highway will eventually make its way to either Piscataway Creek or Mattawoman Creek. Both of these watersheds are characterized by swampy land with its usual vegetation and accompanying small wildlife. The additional lanes proposed by this project should have no significant effect on these particular phases of the aforementioned watersheds. Every effort will be made to preserve the natural beauty of these areas and to preserve all existing wildlife habitation. The erosion and sedimentation controls which will be a part of this project will, in fact, improve the condition of both of these creeks and watershed areas near the new roadways since at the present time no effective measures are being implemented, other than natural occurrences, to prevent erosion and siltation.

Some vegetation will, of necessity, be removed as part of the clearing and grubbing phase of the project; however, most of the vegetation to be removed is not

of the type considered as essentially wildlife supporting. Also the amount of vegetation to be removed is so small in relation to the overall area, that no significant displacement of wildlife is anticipated as a result of the project.

Most of the existing wildlife in the area is of the smaller species. Field investigation revealed evidences of, as well as some visual sightings of, deer, rabbits, opossums, squirrels, and other small wildlife species. Although no waterfowl were actually sighted in the area, there was abundant evidence of life supporting elements nearby (grasslands and marshlands) for these species. Every possible effort will be made to minimize the effect upon these wildlife supporting areas.

Geomorphological Conditions

Topography: Varies from level to steeply sloping. Entire area is within Coastal Plain Physiographic Province. Approximate surface elevations above sea level: P-878-4-371: 10-200 feet; P-878-5-371; 135-205 feet.

Natural Ground Slopes: Generally within a range 0 percent - 30 percent.

Ground Water Conditions: Depths to seasonally high water table (usually occurring in early spring): Floodplains, footslopes: 0.0-2.0 feet; upland areas including upland depressions: variable - from 0.0 to 5.0 feet or more. Major water problems may be encountered during construction in floodplains of streams.

Rock Conditions: Depths to rock are undetermined but are great within the Coastal Plain Province. The unconsolidated sedimentary materials are composed predominately of sands with clays, silts, and gravels subordinate. Power equipment should be sufficient to meet excavation needs.

Soil Conditions: General characteristics of soils in project area:

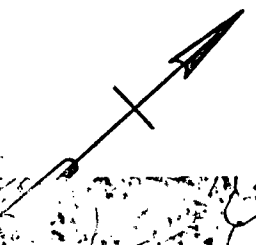
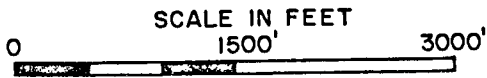
1. Soil textures: Silt loams, sandy loams, and gravelly loams are dominant throughout contract areas.
2. Soil Stability: Poor to fair in floodplains, footslopes, and upland depressions; variable in other upland areas.
3. Susceptibility to frost action: High in floodplains and footslopes; variable in upland areas, except susceptibility is low in areas with gravelly loam soil textures.
4. Seasonally high ground water table: Found at depths of less than 3.0 feet in floodplains, footslopes, and in certain upland areas.
5. Water erosion hazard: Moderate to high throughout contract area.
6. Drainage: Poor in floodplains, footslopes, and in upland areas high in clay and silt contents; drainage is generally good in other upland areas.

Soil identification maps for the project area were obtained from the U.S.D.A. SOIL SURVEY FOR PRINCE GEORGES COUNTY. A legend is provided below to identify native soil types, slopes, and erodability:

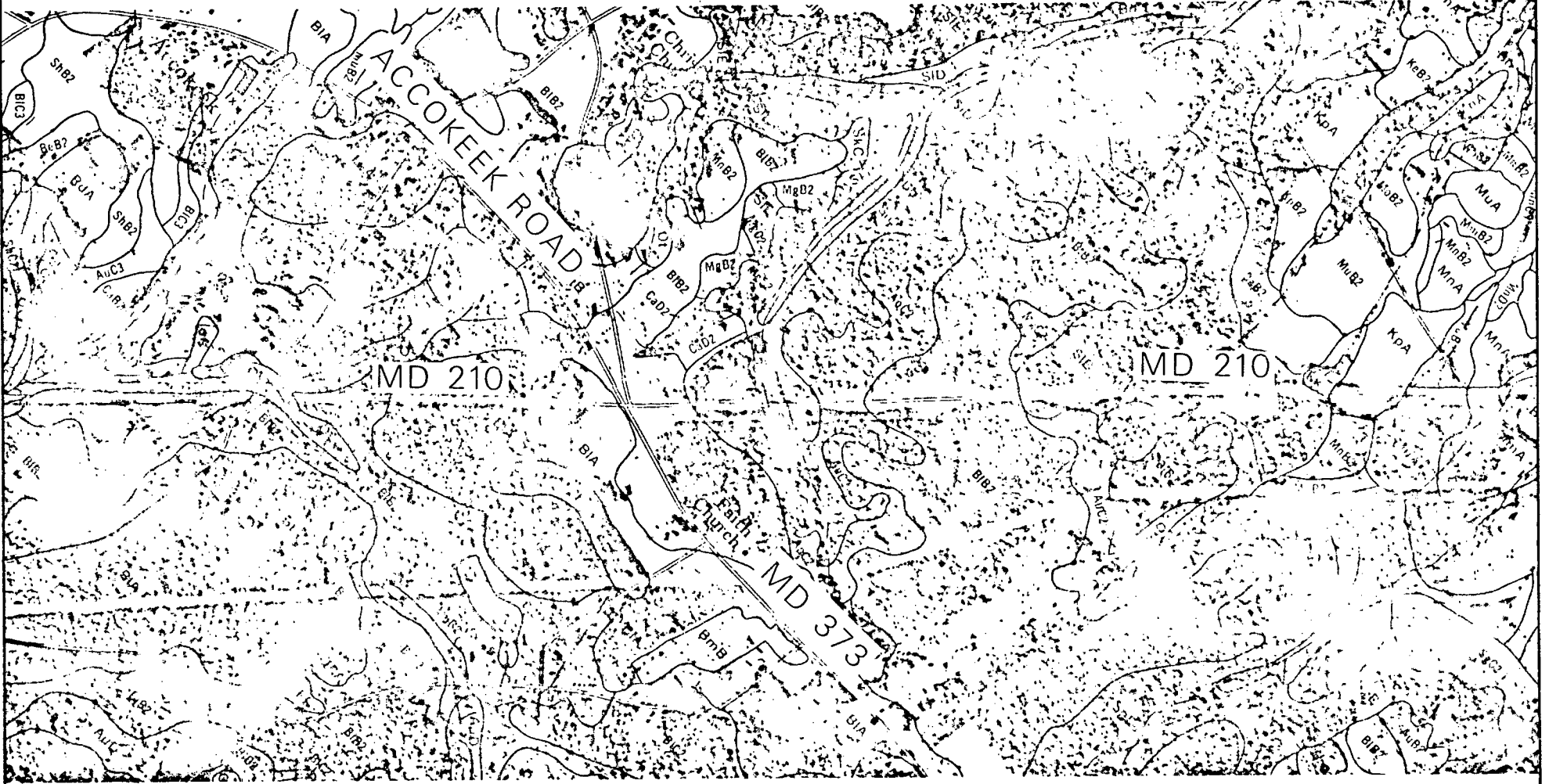
**EXHIBIT 10
SOIL LEGEND**

The first capital letter is the initial one of the soil name. A second capital letter, A, B, C, D, E, or F, shows the slope. Most symbols without a slope letter are those of soils or land types that are nearly level, but some are for soils or land types that have a considerable range of slope. A final number, 2 or 3, in the symbol shows that the soil is eroded or severely eroded.

Symbol	Name
AuC2	Aura gravelly loam, 6 to 12 percent slopes, moderately eroded
AuD	Aura gravelly loam, 12 to 20 percent slopes
AvE	Aura and Croom gravelly loams, 20 to 50 percent slopes
BIA	Beltsville silt loam, 0 to 2 percent slopes
BIB2	Beltsville silt loam, 2 to 5 percent slopes, moderately eroded
BIC2	Beltsville silt loam, 5 to 10 percent slopes, moderately eroded
BIC3	Beltsville silt loam, 5 to 10 percent slopes, severely eroded
BmB	Beltsville-Urban land complex, 0 to 5 percent slopes
BmC	Beltsville-Urban land complex, 5 to 15 percent slopes
Bo	Bibb silt loam
CaB2	Chillum silt loam, 0 to 6 percent slopes, moderately eroded
CaC2	Chillum silt loam, 6 to 12 percent slopes, moderately eroded
CaD2	Chillum silt loam, 12 to 20 percent slopes, moderately eroded
CuC	Croom-Urban land complex, 8 to 15 percent slopes
KpA	Keyport silt loam, 0 to 2 percent slopes
KpB2	Keyport silt loam, 2 to 5 percent slopes, moderately eroded
In	Iuka silt loam
IoA	Iuka silt loam, local alluvium, 0 to 2 percent slopes
IoB	Iuka silt loam, local alluvium, 2 to 5 percent slopes
MgC2	Magnolia silt loam, 5 to 10 percent slopes, moderately eroded
MIB2	Marr fine sandy loam, 2 to 6 percent slopes, moderately eroded
MIE	Marr fine sandy loam, 20 to 35 percent slopes
MmA	Matapeake fine sandy loam, 0 to 2 percent slopes
MnA	Matapeake silt loam, 0 to 2 percent slopes
MnB2	Matapeake silt loam, 2 to 5 percent slopes, moderately eroded
MnC3	Matapeake silt loam, 5 to 10 percent slopes, severely eroded
MuA	Mattapex silt loam, 0 to 2 percent slopes
MuB2	Mattapex silt loam, 2 to 5 percent slopes, moderately eroded
OcB	Ochlockonee sandy loam, local alluvium, 2 to 5 percent slopes
OhA	Ochlockonee silt loam, local alluvium, 0 to 2 percent slopes
OI	Othello fine sandy loam
Ot	Othello silt loam
SgE	Sassafras gravelly sandy loam, 15 to 30 percent slopes
ShC2	Sassafras sandy loam, 5 to 10 percent slopes, moderately eroded
SIE	Sassafras-Collington-Aura gravelly sandy loams, 20 to 35 percent
WoA	Woodstown sandy loam, 0 to 2 percent slopes



MATCH LINE - SEE EXHIBIT 10-C



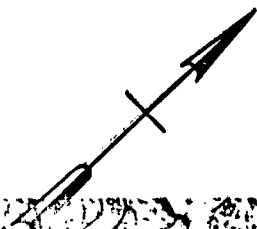
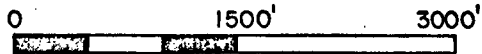
MATCH LINE - SEE EXHIBIT 10-A

SOILS IDENTIFICATION MAP

EXHIBIT 10-B

SOURCE: U.S.D.A. SOIL SURVEY-PRINCE GEORGES COUNTY

SCALE IN FEET



PRINCE GEORGE'S - CHARLES CO. LINE



MATCH LINE - SEE EXHIBIT 10-B

SOILS IDENTIFICATION MAP

EXHIBIT 10-C

SOURCE: U.S.D.A. SOIL SURVEY-PRINCE GEORGES COUNTY

48

PROBABLE IMPACT ON THE ENVIRONMENT

This Section studies the environmental impact of the dualization of Maryland Route 210.

Erosion and Sediment Control

Temporary turbidity and sedimentation may be caused by the construction of the second bridge over Piscataway Creek. However, it will cross an area that has been previously cleared by people gaining access to the creek for fishing. Therefore, extensive clearing will not be necessary. Every effort will be made to minimize the effect of the bridge construction including appropriate measures to contain sediment created by the pile driving operation.

Throughout the project removal of vegetation will be kept to a minimum. The Contractor will be required to strictly adhere to the latest State and Federal guidelines. However, a storm of major magnitude during construction could still threaten the waters of Piscataway Creek and Mattawoman Creek.

Ecology

Some wildlife will be adversely affected by the removal of woodlands along the route. A study by the Maryland Department of Natural Resources, Wildlife Administration, estimates squirrel, rabbit, deer, and quail wildlife population within the required right of way (See Appendix D-48.)

The adjacent woodlands consist of pine, oak, and hickory trees with varying degrees of underbrush and ground vegetation. Along the bank of Piscataway Creek there are various species of grass with the portion further downstream being marshland. The Maryland Wildlife Administration reports that the eagle nesting sites west of Maryland Route 210 will not be adversely affected by construction of the proposed project.

The actual animal loss should be minimal due to the large amount of wooded land adjacent to the project.

Utilities

The Washington Suburban Sanitary Commission is planning public sewer and water projects within the corridor. Any construction will be coordinated with the road improvement.

Architectural and Historical Significance

According to the Maryland Historical Trust Inventory and the National Register of Historic Places, there are no buildings, structures, or sites of architectural or historical significance that would be endangered by this project. In addition the Maryland National Capital Parks and Planning Commission has just completed a historic inventory of Prince Georges County and their findings also indicate no adverse impact on historic sites. There is one historic marker south of Piscataway Creek at Farmington Road which will be relocated as part of the construction.

Hydrology

The proposed bridge at Piscataway Creek will be of sufficient length so as to permit continuation of unrestricted flow; thereby reducing the danger of upstream lowland flooding.

Cross culverts will be sized to accomodate the 50-year storm without causing upstream damage.

Precipitation in the area is approximately 44 inches per year.

Fugitive Dust

The control of pollution associated with construction activities will be in accordance with the Highway Construction Specifications established by the State Highway Administration. The Maryland Bureau of Air Quality and Noise Control has found these specifications, which regulate the construction practices utilized by project contractors, to be consistent with the *Regulations Governing the Control of Air Pollution in the State of Maryland*. In view of this finding, construction activities may be regarded as consistent with the State Implementation Plan.

Community Impact

A. General

The area of the project is rural residential in character with some commerical use in Accokeek and agricultural use in areas adjacent to the proposed project. The income of the area ranges from low income to middle income. The area is beginning the transition to a suburban community. The proposed access roads (Alternate D) will not divide or disrupt the established community. The access provided by these roads is not expected to facilitate development in the area. Adjacent communities will not be affected by the project except in instances where access roads are necessary.

Generally, there will be no impact by the dislocation of businesses, farms, and non-profit organizations. No known impacts to particular groups such as the elderly and handicapped are anticipated. Existing community facilities and services will not be adversely affected. The final access road system will change present patterns of access, however, the change should be beneficial from a safety standpoint. There are no adverse effects expected to residential, commercial, and industrial development that is existing or planned in the area. There may be an eventual change in population density or distribution, but the proposed project is not expected to be the impetus. At the same time, property values may be expected to rise upon completion of the highway project, but values in the area should not rise because of the highway project itself.

B. Relocation Assistance

Eleven persons in two families will be displaced by the proposed project (Alternate D). One family of seven people is an owner-occupant of a single family dwelling, while the other family of four persons is a tenant-occupant of a single family dwelling. Both families are members of a minority group. Both families are estimated to be in the low-middle income group.

Two businesses will also be displaced by the proposed project. Both are real estate offices, and both are expected to continue operations in the area. There will not be any farms or non-profit organizations displaced.

The racial character of the area is primarily caucasian, but in the areas adjacent to the proposed project near Livingston Grove, the community is predominately black. The social and economic character of the area affected is much the same as the total community as has been described above. There is no evidence of minority owned or operated businesses in the area affected. Minority home ownership is apparent, and tenant occupancy can also be observed in the area. There is little employment in the area of the project, and no minority employees are known to be affected. No foreseeable adverse impacts such as rehousing difficulties, changes in income capabilities, loss of mobility, or loss of community cohesion are anticipated. The minority community will not be bypassed or separated from contiguous areas by the alternate. Patterns of segregation will not be enhanced by the project. There will be no impact on the use of community facilities and services by members of minority groups. No effect on development in the minority community is expected to result.

There is ample replacement housing in the area of the project. The State Highway Administration, Office of Real Estate, Bureau of Relocation Assistance has surveyed the housing market several different times (see Appendices); and the most recent study, September 3, 1974, revealed that there were approximately twelve homes for sale and fourteen rental units available. Normally, it is estimated ten units are for sale or rent in the area. No problems are foreseen in the relocation of the owner-occupant family; however, the rental market may be beyond the financial means of the tenant family, and housing of last resort may have to be used to relocate this family. There will be no impact to any neighborhood into which the relocatees choose to move.

The two businesses that are affected are expected to relocate on the remaining land or on other land in the vicinity without difficulty. Ample sites are available in the area (see Appendices).

No Federal, State, or County projects are known that would utilize the same housing market at the time displacement occurs. One year from the initiation of negotiations will be needed to complete the relocation on the project anticipating the use of housing of last resort. Those persons who will be relocated will be treated in an orderly, timely, and humane manner; and they will be provided the benefits and services of the "Uniform Relocation Assistance and Real Property Land Acquisitions

Policies Act of 1970," (Public Law 91-646). The relocation assistance program will be administered by the Office of Real Estate, District No. 3 in Greenbelt, Maryland. An explanation of the relocation assistance program is contained in the following summary.

C. Summary of the Relocation Assistance Program of the State Highway Administration of Maryland

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

The provisions of the Federal and State Law require the State Highway Administration to provide payments and services to persons displaced by a public project. The payments that are provided for include replacement housing payments and/or moving costs. The maximum limits of the replacement housing payments are \$15,000 for owner-occupants and \$4,000 for tenant-occupants. In addition, but within the above limits, certain payments may be made for increased mortgage interest costs and/or incidental expenses. In order to receive these payments, the displaced person must occupy decent, safe, and sanitary replacement housing. In addition to the replacement housing payments described above, there are also moving cost payments to persons, businesses, farms, and non-profit organizations. Actual moving costs for displaced residences include actual moving costs up to 50 miles or a schedule moving cost payment up to \$500.

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

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

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

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

If no offer is received for the personal property, the owner is entitled to receive the reasonable expenses of the sale and the estimated cost of moving the item. In this case, the business should arrange to have the personal property removed from the premises.

The owner of a displaced business may be reimbursed for the actual reasonable expenses in searching for a replacement business up to \$500. All expenses must be supported by receipted bills. Time spent in the actual search may be reimbursed on an hourly basis, but such rate may not exceed \$10 per hour.

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

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

In order to determine the amount of the "in lieu of" moving expenses payment, the average annual net earnings of the business is considered to be one-half of the net earnings before taxes, during the two taxable years immediately preceding

the taxable year in which the business is relocated. If the two taxable years are not representative, the State, with approval of the Federal Highway Administration, may use another two-year period that would be more representative. Average annual net earnings include any compensation paid by the business to the owner, his spouse, or his dependents during the period. Should a business be in operation less than two years, but for twelve consecutive months during the two taxable years prior to the taxable year in which it is required to relocate, the owner of the business is eligible to receive the "in lieu of" payment. In all cases, the owner of the business must provide information to support its net earnings, such as income tax returns, for the tax years in question.

For displaced farms and non-profit organizations, actual reasonable moving costs generally up to 50 miles, actual direct losses of tangible personal property, and searching costs are paid. The "in lieu of" actual moving cost payments provide that a displaced farm may be paid a minimum of \$2,500 to a maximum of \$10,000 based upon the net income of the farm, provided that the farm cannot be established in the area or cannot operate as an economic unit. A non-profit organization is eligible to receive "in lieu of" actual moving cost payments, in the amount of \$2,500.

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

In the event adequate replacement housing is not available to rehouse persons displaced by public projects or that available replacement housing is beyond their financial means, replacement "housing as a last resort" will be utilized to accomplish the rehousing. Detailed studies will be completed by the State Highway Administration and approved by the Federal Highway Administration and approved by the Federal Highway Administration before "housing as last resort" could be utilized. "Housing as a last resort" could be provided to displaced persons in several different ways although not limited to the following:

- 1. An improved property can be purchased or leased.
- 2. Dwelling units can be rehabilitated and purchased or leased.
- 3. New dwelling units can be constructed.
- 4. State acquired dwellings can be relocated, rehabilitated, and purchased or leased.

Any of these methods could be utilized by the State Highway Administration and such housing would be made available to displaced persons. In addition to the above procedure, individual replacement housing payments can be

increased beyond the statutory limits in order to allow a displaced person to purchase or rent a dwelling that is within his financial means.

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

Air Quality

A. General

Motor vehicles are a major source of air pollutants in the metropolitan Washington area. This area, which is generally referred to as the National Capital Air Quality Control Region, conforms to the Metropolitan Washington Council of Governments Area, and contains Region IV of the State of Maryland's Implementation Plan. The metropolitan Washington area has become a growth leader in the Eastern Seaboard complex, being second only to New York City. Major employment opportunities which enhance this growth are government positions, scientific research and development opportunities and a trend towards increased manufacturing in the suburban areas. The 1970 population of Prince Georges County was 660,567 persons. Based on population estimates from "The Economy of Metropolitan Washington" by Hammon, Greene, Siler & Associates, 1969, the population of Prince Georges County is expected to reach 1,760,995 by the year 2000, a 167 percent increase. With the employment areas for the most part concentrated within or near the Beltway Loop (I-495) and the residential areas continuously expanding away from the inner core, the Washington area is becoming increasingly commuter oriented. Also conducive to local vehicular travel are the many shopping centers surrounding the District of Columbia.

This increase in traffic is reflected in the projected Average Daily Traffic (ADT) for Maryland Route 210. The 1971 ADT for the existing road was 9,500; the projected no-build ADT for 1996 is 14,600. If the road is constructed, the projected ADT for 1996 is 21,000. This means that the already inadequate and unsafe facility would experience 54 percent increase in ADT by 1996 if the "no-build" alternate were chosen. The level of service would be further reduced; thereby, not only increasing the safety problems, but perpetrating the "stop and go" condition which would lead to higher concentrations of carbon monoxide and hydrocarbon.

B. Sensitive Receptors

A vital environmental consideration in the location of any highway facility is the proximity of the route to sensitive centers of human activity...residential areas, schools, recreational facilities, etc.

The problem concerning sensitive areas centers on the concentration of carbon monoxide, which becomes a critical factor should CO concentrations exceed the A.A.Q.S. level of 35 ppm for a one hour period. Persons most susceptible to the adverse effects of CO are those with severe anemia, cardio-vascular disease, abnormal metabolic states and chronic pulmonary diseases. Oxides of nitrogen act much the same as CO in that they are readily absorbed by hemoglobin. Also, people most susceptible to ambient hydrocarbons are respiratory patients, eye patients and persons with skin disorders.

All pollutant levels for the "Build" alternate even under the worst possible condition, are within the standards at a distance of 50 feet; therefore, there is no danger to sensitive receptors along the route.

Since the access roads are for the most part low volume non-continuous feeders designed for local use only, these roads have not been considered in the analysis. Due to the low volumes of traffic on these access roads, the location of an adjacent existing or proposed sensitive receptor would not experience pollution levels at a level higher than those projected for the main project.

C. Analysis

Microscale analysis involved determination of pollutant concentrations at varying distance from the source. Tables VI and VII give project related pollutant levels at 50 feet, 100 feet, 500 feet and 1,000 feet from the roadway. Under the "no-build" alternative, in Table VI the CO levels continue to drop as the percentage of autos with pollution control equipment steadily increases. Of particular interest here, though, is that in 1976 the "Build" alternate has lower CO levels than the "No-build" even though 1,250 more vehicles per day would travel on the new facility. Also, of interest in the same table is that the 1996 CO levels for "Build" and "No-build" are nearly identical even though 6,400 more vehicles would use the facility per day.

In order to obtain the total CO concentrations at specified distances from the roadway, the values in Table VI and Table VII must be added to the ambient conditions shown in Table VIII.

The mesoscale analysis was performed to determine the total pollutant load (in tons per day) contributed by the facility. Table V summarizes these loads. The predicted carbon monoxide and hydrocarbon levels for the 1996 "Build" and "No-build" alternatives are virtually identical, while the nitrogen oxide levels would rise slightly due to the 18 mph higher average speed.

TABLE V
MARYLAND ROUTE 210 - INDIAN HEAD HIGHWAY
TOTAL DAILY PROJECT GENERATED POLLUTANT LOADS
(Tons/Day)

Pollutant	1974	No Build		Build	
		1976	1996	1976	1996
CO	2.44	2.03	0.42	1.64	0.42
HC	0.38	0.30	0.08	0.24	0.08
NO _x	0.40	0.37	0.13	0.50	0.22

		NO BUILD - WORST POSSIBLE			BUILD WORST POSSIBLE		
		YEAR	1974	1976	1996	1976	1996
PEAK HOUR	50'		1.55	1.29	.27	1.05	.27
	100'		1.30	1.10	.23	.89	.23
	500'		.97	.81	.17	.65	.17
	1000'		.87	.72	.15	.59	.15
8 HOUR	50'		.97	.81	.17	.65	.17
	100'		.83	.69	.14	.56	.14
	500'		.61	.50	.10	.41	.11
	1000'		.54	.45	.10	.37	.10

TABLE VI - WORST POSSIBLE CARBON MONOXIDE (CO) LEVELS (PPM)
AT SPECIFIED DISTANCES FROM SOURCE (PEAK HOUR & 8 HOUR)

		NO BUILD - MOST PROBABLE			BUILD MOST PROBABLE		
		YEAR	1974	1976	1996	1976	1996
PEAK HOUR	50'		.09	.07	.02	.06	.02
	100'		.07	.06	.01	.05	.01
	500'		.05	.04	.01	.04	.01
	1000'		.04	.04	.01	.03	.01
8 HOUR	50'		.06	.05	.01	.04	.01
	100'		.05	.04	.01	.03	.01
	500'		.03	.03	.01	.02	.01
	1000'		.03	.02	.00	.02	.00

TABLE VII- MOST PROBABLE CARBON MONOXIDE (CO) LEVELS (PPM)
AT SPECIFIED DISTANCES FROM SOURCE (PEAK HOUR & 8 HOUR)

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TABLE VIII
 M D . ROUTE 210 - ACCOKEEK, MARYLAND
 AMBIENT POLLUTION LEVELS

Pollutants	National Std.	State of Maryland Std.	Ambient Conditions	No. of Days Exceeding Allowable Std's.
CO (ppm)	35.0 ppm (1 Hour Period)	35.0 ppm (1 Hour Period)	24.0 ppm ⁽¹⁾ (1 Hour Max.)	0
	9.0 ppm (8 Hour Period)	9.0 ppm (8 Hour Period)	6.0 ppm ⁽¹⁾ (8 Hour Max.)	
HC-NonMethane (ppm)	0.24 ppm (3 Hour Period)	0.24 ppm (3 Hour Period)	7.9 ppm ⁽¹⁾ (3 Hour Max.)	200
NOx (ppm)	0.05 ppm (ann.arith.mean)	0.05 ppm (ann.arith.mean)	0.047 ppm ⁽¹⁾ (ann.arith.mean)	0
SO ₂ (ppm)	0.03 ppm (ann.arith.mean)	0.03 ppm (ann.arith.mean)	0.002 ppm ⁽¹⁾ (ann.arith.mean)	0
		0.20 ppm (1 Hour Period)	0.12 ppm ⁽¹⁾ (1 Hour Max.)	
Particulates (ug/m ³)	260 ug/m ³ (24 Hour Period)	160 ug/m ³ (24 Hour Period)	113 ug/m ³ ⁽²⁾ (24 Hour Max.)	0
	75 ug/m ³ (ann.geom.mean)	75 ug/m ³ (ann.geom.mean)	35 ug/m ³ (ann.geom.mean)	

1. From Suitland Parkway Site (Suitland Federal Center on Parkway, Maryland State Division of A.Q.C.; Elevation above ground 10 ft., Elevation MSL 40 ft., approximately 10 miles North of Project), from 1973 Md. BAQC Yearly Air Quality Data Report.
2. From Accokeek Site (Eugene Burroughs Junior High School, Prince George's County Health Dept., Elevation above ground 20 ft., Elevation above MSL 185 ft., approximately .75 miles East of Project - see Air Monitoring Map)

D. Conclusions

The proposed project will have no long term adverse impact on air quality. Construction of the proposed dualization will allow up to 6,400 more vehicles to travel the roadway in 1996, without increasing carbon monoxide levels above those of the corresponding 1996 "No-Build" alternate levels.

Even utilizing the more highly developed Suitland Parkway site ambient one hour CO level of 23 ppm and the eight-hour CO level of 6 ppm, the addition of the very minor project generated levels would not create a total carbon monoxide level near that which would exceed the National or State standards.

There are no sensitive receptors such as schools, hospitals, or residential areas which will be subject to excessive air pollutant levels.

The construction of the project will not significantly affect the total traffic pollutant loads. The CO and HC loads are virtually identical for 1996 (No-build versus Build) while the NO_x load increases only 0.09 tons per day.

There will be a certain amount of construction generated pollution resulting from fugitive dust, open burning and construction equipment emissions. However, this will be a short term effect minimized by Contractor's strict adherence to any applicable State or local regulations.

* * * * *

The preceding air quality information is a summary of the Supplemental Air Quality Analysis which was approved by the State of Maryland Bureau of Air Quality and Noise Control by their letter of July 22, 1975, and by the Region III Office of E.P.A. by their letter of August 12, 1975.

Copies of this Supplemental Air Quality Analysis may be obtained from the Maryland State Highway Administration, Bureau of Project Planning, 300 West Preston Street, Baltimore, Maryland.

Noise Impact

A. Design Levels

Design standards for highway traffic noise have been established by the Federal Highway Administration's Policy and Procedure Memorandum 90-2, "Noise Standards and Procedures." A summary of these standards is presented in Table IX.

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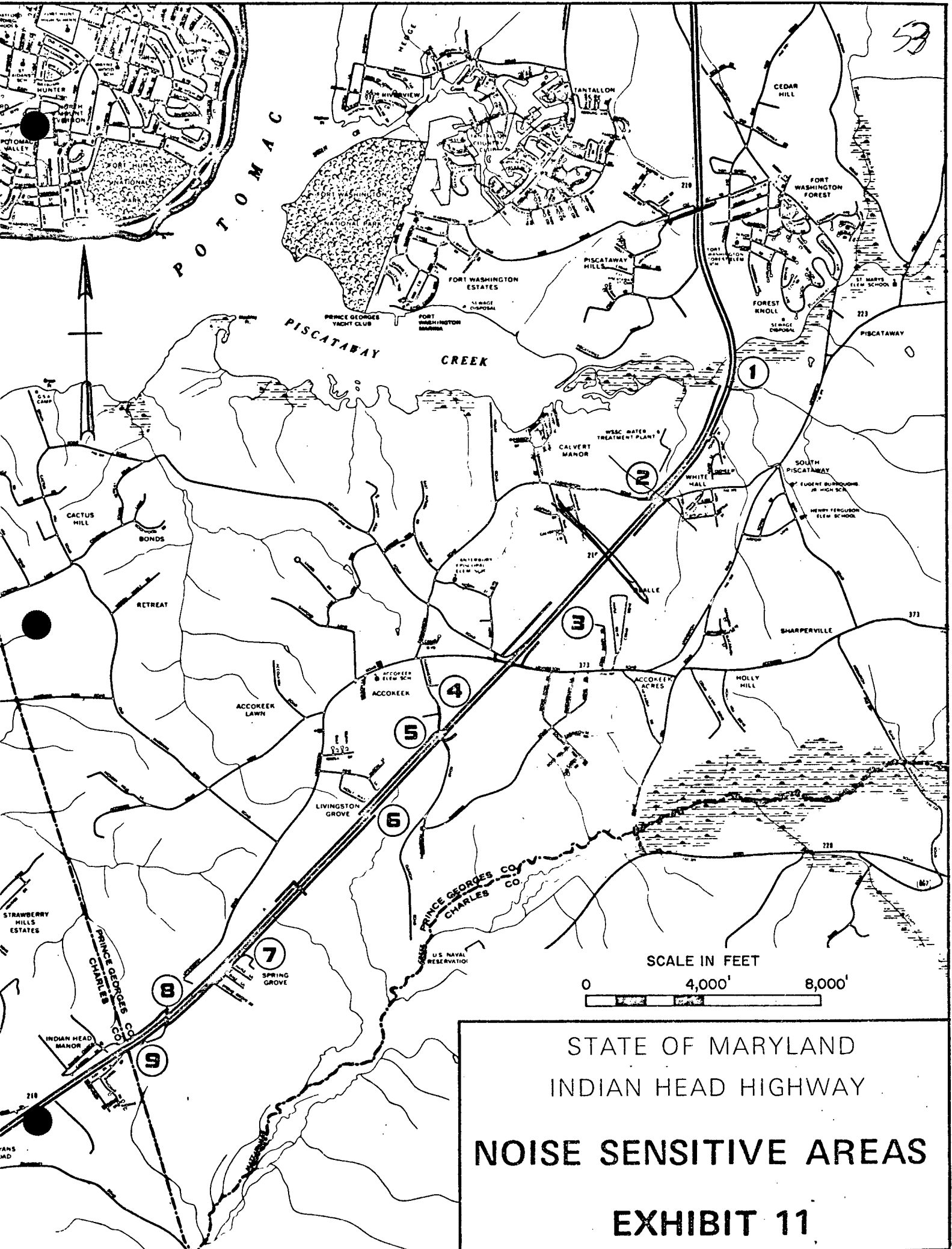
TABLE IX
DESIGN NOISE LEVEL/LAND USE RELATIONSHIP

Design Noise Level - L10	Land Use Category
60dBA (Exterior)	Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, or open spaces which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
70dBA (Exterior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, picnic areas, recreation areas, playgrounds, active sports areas and parks.
75dBA (Exterior)	Developed lands, properties or activities not included in Categories A and B above.
—	For requirements on undeveloped lands see Paragraphs 5.a(5) and (6) of PPM 90-2.
55dBA (Exterior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals and auditoriums.

As an attempt to put the significance of these noise levels in perspective, noise levels associated with daily situations are given in the following table:

TABLE X
TYPICAL NOISE LEVELS

Noise Generator	Level
Quiet Suburban Area (night-time)	30-40 dBA
Normal Conversation (3 - 6 Feet Apart)	60-65 dBA
Television	70 dBA



STATE OF MARYLAND
 INDIAN HEAD HIGHWAY
 NOISE SENSITIVE AREAS
 EXHIBIT 11

EXHIBIT 12
NOISE SENSITIVE AREA DESCRIPTION

- NSA 1 — Three single family residences east of Maryland Route 210 on Foust Street.
- NSA 2 — Single family residence west of Maryland Route 210 at Farmington Road.
- NSA 3 — Three single family residences east of Maryland Route 210 approximately 2,600 feet north of the Livingston Road intersection.
- NSA 4 — Three single family residences east of Maryland Route 210 along Manning Road.
- NSA 5 — Six single family residences west of Maryland Route 210 opposite NSA 6.
- NSA 6 — Two single family residences east of Maryland Route 210 approximately four-fifths of a mile south of Manning Road.
- NSA 7 — Six single family residences along Beech Lane east of Maryland Route 210.
- NSA 8 — Two single family residences west of Maryland Route 210 approximately three-fifths of a mile north of the Charles County Line.
- NSA 9 — Six single family residences along Livingston Road east of Maryland Route 210 immediately north of the Charles County Line.

NOISE SURVEY MADE ON AUGUST 19, 1975.

B. Noise Sensitive Areas

The noise sensitive areas along Route 210 all currently experience some level of traffic noise. Dualization of this highway will bring the noise source closer to some of the noise sensitive areas while providing for larger volumes of traffic. Nine noise sensitive areas have been identified for this project in accordance with the provisions of PPM 90-2. Existing land use along Route 210 is predominately undeveloped with small residential developments in the Manning Road, Pine Road, Maple Lane and Livingston Road areas.

There are no existing schools or churches which would be impacted by the project. Several localized commercial and industrial areas exist within the limits of this project but design noise levels will be within the design standards for this type of land use. Ambient noise levels are summarized in Table XI.

Design year noise levels have been predicted utilizing a computer prediction program based upon National Cooperative Research Program Report Number 117. Table XI presents a summary of the design year levels anticipated for each area.

The following table summarizes the ambient, design year and design standard noise levels for each noise sensitive area. In parenthesis are the levels expected if the project is not built.

TABLE XI
NOISE LEVEL SUMMARY

Noise Sensitive Area	Land Use	Ambient L10	Design L10*	Design Standard	No Build
1	Undeveloped	57 dBA	72 dBA	Unlimited	(70 dBA)
2	Residential	60 dBA	68 dBA	70 dBA	(64 dBA)
3	Residential	58 dBA	69 dBA	70 dBA	(66 dBA)
4	Residential	62 dBA	69 dBA	70 dBA	(65 dBA)
5	Residential	60 dBA	66 dBA	70 dBA	(63 dBA)
6	Residential	59 dBA	69 dBA	70 dBA	(66 dBA)
7	Residential	61 dBA	69 dBA	70 dBA	(65 dBA)
8	Residential	61 dBA	72 dBA	70 dBA	(68 dBA)
9	Residential	64 dBA	71 dBA	70 dBA	(69 dBA)

*L10 represents the noise level exceeded 10 percent of a given time period.

The degree of complaints is dependent upon the increase over existing noise levels. (Based on this, a condition where the increase will be 5DB or less is considered to have no impact. An increase of 5 to 10dB is considered to be a minor

impact, while an increase greater than 10dB would represent a significant impact.) For this project five of the noise sensitive areas will experience minor impacts and four will experience significant impacts. Three of these areas will experience noise levels exceeding design noise level standards. These areas will be investigated in the design stage for applicability of noise abatement measurements.

If no improvements were made to this section of Route 210, predictions indicate that the traffic volumes for the design year would be approximately 14,000 vehicles per day. Based upon this figure, noise levels on the existing highway would increase over those existing today. As can be seen in Table XI, only one of the noise sensitive areas would be at or above the design standards. Predictions have been based upon traffic data for the design year.

C. Control Measures

There are several important relationships which must be considered before the determination can be made to provide noise control measures. Where a noise sensitive area consists of a single structure, it is generally not feasible to incorporate noise control measures into the design, for the cost of control would outweigh the benefits gained.

Exceptions to this might occur where conditions are ideal for control, without extensive construction and economic expenditure. There also is the impracticality of constructing noise control measures due to the existence of entrance drives. The value of a barrier to attenuate noise is negated when voids are introduced into it. With each residence having its own entrance, a barrier of sufficient length could not be constructed to protect the noise sensitive area.

Site specific noise control measures will be studied during the design phase of this project.

D. Construction Levels

During the construction phases of this project, noise generated by construction equipment will impact the noise sensitive areas previously discussed. Information regarding noise levels from construction equipment such as bulldozers, earthmovers, scrapers, etc. is generally unavailable. Nonetheless, all construction will be subject to the Property Line Regulations promulgated by the State of Maryland Health and Mental Hygiene.

The operation of this equipment is generally confined to weekday daylight hours. No adverse impact is anticipated in the evening hours or on weekends when outdoor living spaces receive major usage. There will be unavoidable periods of annoyance from construction equipment noise for the duration of the construction of this project.

E. Summary

Impacts at specific noise sensitive areas will range from minor to significant and as a result, there will be an increase in noise levels within the project corridor. Noise control measures will be dependent upon physical site limitations, aesthetic and economic criteria. An exception will be requested where no abatement measure is feasible.

ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED

1. The commitment of land for right-of-way purposes will be the major adverse environmental effect of this project. Some of this land is wooded and heavily vegetated, and is a natural habitat for several species of wildlife. Every effort will be made, however, to keep the displacement of wildlife at a bare minimum.

2. Air and noise pollution will increase slightly as a result of the greater traffic volumes generated by the highway improvement.

3. Residential, industrial, and commercial development will, in all probability, be slightly accelerated by the addition of the extra lanes to Maryland 210. However, the controlled access policy in effect for the road will tend to impede this purpose. Even if the highway improvement is not made, this increase in development in the area is inevitable due to the expanding economy and population increases, along with other socio-economic factors.

4. Two businesses and two residences must be relocated. However, relocation assistance will be provided, as required by the Uniform Relocation Act. See Community Impact - Relocation Assistance, Page 29.

5. Construction of any project regardless of location or alternate contains certain environmental impacts which are temporary in nature (during the construction stage) as well as those permanent in nature such as change to the landscape and relocation of homes, etc. To reduce the undesirable impacts, certain standardized specifications are written into all State Highway Administration construction contracts. These specifications cover the following listed environmental concerns:

a. Erosion Control. A temporary control schedule and method of operation will be worked out and approved by the State Highway Engineer prior to construction operations. The Contractor will be required to control rainwater run-off by means of earth berms, slope drains, portable flumes; where necessary energy dissipators, placed riprap, sediment traps and basins and similar design items will be incorporated at the earliest time possible commensurate with the Contractors capability in keeping pollution control measures current in accordance with the approved schedule. Permanent items in the contract specifications restrict pollution by requirements such as: final clean-up on completion of project, careful handling and storage of material, seeding embankments and cuts to ensure stability, trimming of borrow pits after use, protection of adjacent properties during dredging or hydraulic fill activities, replacement of salvaged topsoil, etc.

b. Stream Pollution Prevention. The above temporary and permanent control measures will do much to reduce highway oriented pollution such as siltation and sedimentation.

Continuing liaison will be maintained with the Maryland Department of Water Resources concerning the location and design of structures which affect water courses. It is a standard design procedure to maintain the maximum amount of existing vegetation and to require revegetation of all exposed soil areas. Drainage channels will be lined with appropriate material for the velocity of water carried. Culvert and bridges will be provided with waterway openings of proper shape and size to pass flood flows with a minimum increase in the natural or existing flood flow velocity at the structure and to keep the rise of the upstream flood surface to a minimum. Detailed standards and Specifications are stated in the State Highway Administration's Book of Standards - Highway and Incidental Structures," "Hydraulic Criteria for Design of Highways" and "Specifications for Materials, Bridges and Incidental Structures." In addition, the Administration's Erosion and Sediment Control Program" issued August, 1970, has been adopted and approved by the Maryland Department of Natural Resources.

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

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

e. Noise. This form of pollution will be kept to within the acceptable bounds by protective buffers such as earth barriers, walls, etc., where practical.

6. In the study and selection of a highway alignment, all efforts possible are made to avoid impacting homes, historic sites, etc. since changes to these sites would be of a permanent nature. The alignment proposed in this Environmental Statement has taken this impact into consideration in an effort to minimize damage to the various manmade features contained within the right-of-way alignment. When it is not possible to avoid a site or residence, the following steps are taken to minimize the impact:

a. Fair market compensation to affected property owners, including damage to residual land.

b. Improve facilities affected by a project such as the improvement of an entrance in exchange for a section of the property for highway right-of-way.

ALTERNATES

Alternates A and B

Since right-of-way already exists for the ultimate dualization, no mainline alternates were studied except for the "do nothing alternate." Any alternate routes aligned to the west side of existing Maryland Route 210 would cause extensive damage to residential areas south of Piscataway Creek. Any alternative routes aligned to the east side of existing Maryland Route 210 would cause extensive damage to woodlands as well as residential areas. Alignment to the east would also conflict with an existing power transmission line as well as disturb an area planned for future industrial development.

However, alternate studies were made by the Maryland State Highway Administration utilizing a variety of median widths and access road configurations. Two such alternates appeared in the draft statement as Alternate A (Necessary Service Roads) and Alternate B (Future Service Roads.) See Exhibit 12. The following description of Alternates "A" and "B" was part of the Draft Environmental Impact Statement (D.E.I.S.):

"The main difference between the alternatives studied centered about right-of-way acquisitions. Alternate A includes the construction of service roads which may be deemed desirable at this time. Alternate B includes the construction of the service roads in Alternate A as well as the construction of future service roads. The effect of these two alternates is presented as follows.

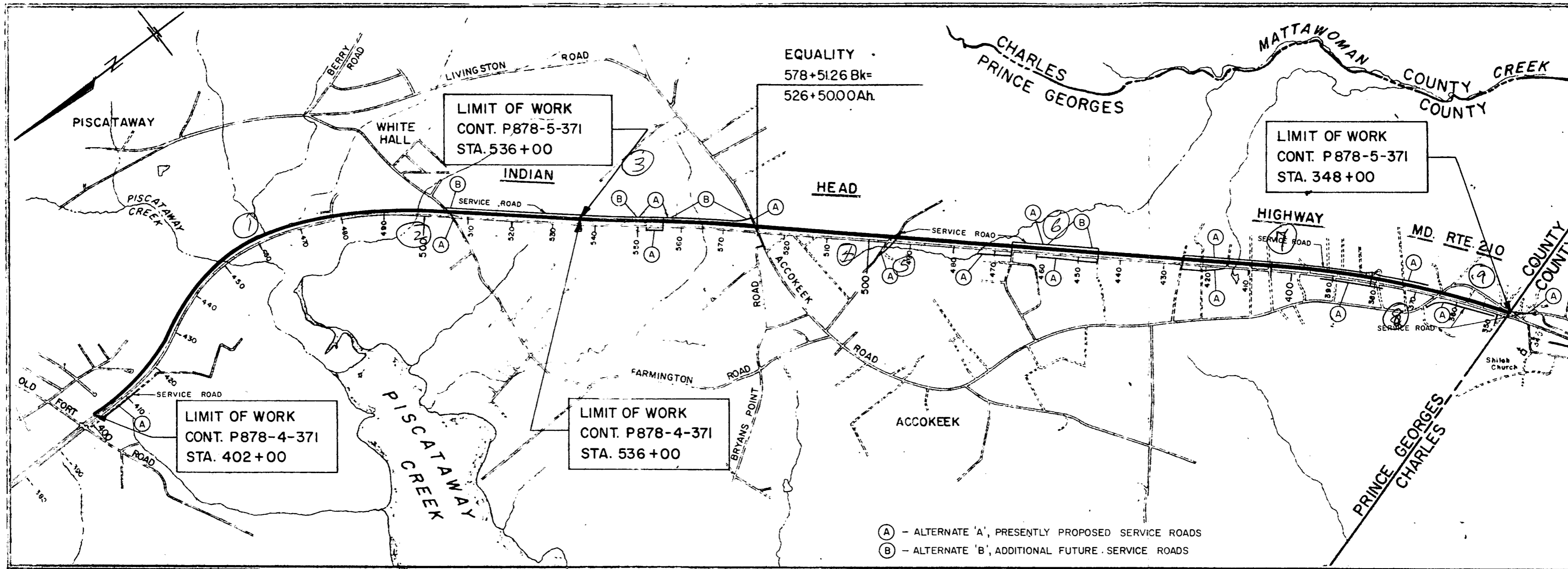
ALTERNATE A "Right-of-Way for Service Roads Needed"

1. The anticipated effect on employment as a result of this project is minimal. Two businesses will be acquired including a tavern and a gas station which may employ eight people. Both of these businesses should be able to relocate without losing their employees.

2. The effect on the real property tax base is estimated to be as follows:

Improved Property	\$1,500.00
Unimproved Property	5,920.00
Total Annual Tax Loss	7,240.00

The tax rate in Prince Georges County is \$4.11 per \$100 of assessed value.



(A) - ALTERNATE 'A', PRESENTLY PROPOSED SERVICE ROADS
 (B) - ALTERNATE 'B', ADDITIONAL FUTURE SERVICE ROADS

LOCATION PLAN
MARYLAND ROUTE 210
ENVIRONMENTAL IMPACT STATEMENT

SCALE : 1" = 2,000'

ALTERNATES A & B
 (AS PRESENTED IN D.E.I.S.)

EXHIBIT 13

3. The anticipated effect of these service roads on the adjacent property values should be positive. The upgrading of Maryland Route 210 should cause the values adjacent to the road to increase, and the net effect of the service roads should be an additional increase in property value. Improved access is the prime consideration in this estimated increase in value.

4. One tenant family will be displaced by the project. This family is a member of a minority group, but their relocation in the area should not be a problem. Rental units will be available which are suitable to this family. Two businesses are also going to be displaced by the project, and their relocation does not appear to present any unusual problems.

ALTERNATE B
"Right-of-Way for Future Service Roads"

1. The probable effect on employment as a result of this project is significant. The acquisition will effect the entire Accokeek commerical area. Four business properties will be acquired including the only medical facility in the area. Consequently, the employers of an estimated 16 people will be displaced or at least temporarily interrupted as their businesses are relocated.

2. The probable effect upon the real property tax base is estimated to be as follows:

Improved Property	\$ 3,230.00
Unimproved Property	14,870.00
Total Annual Tax Loss	18,100.00

The Prince Georges County tax rate is \$4.11 per \$100 of assessed value.

3. The effect of the service roads on the adjacent property values is an anticipated increase in these property values. The improvement of Maryland Route 210 in itself should cause adjacent values to rise, and the service roads should have a complementary effect on this rise.

4. The project will displace two families of an estimated 10 people and four businesses which employ approximately 16 people. Farms and non-profit organizations are not affected. One minority group family will be displaced. This family is an owner-occupant family and their relocation should not present any unusual problem. The other family that will be required to relocate is a tenant family, and their relocation should not present any problems. Adequate replacement housing in both categories of occupancy should exist in same, similar or better neighborhoods at the time of the of displacement."

Alternate C

Subsequent to preparation of the draft statement, various problems with the access roads north of the project site led to the decision that a service road network (Alternate C) would best meet the needs of the area. This concept was presented at both the Informational Meeting and the Public Hearing. Under this alternate Bryan's Point Road would have been dead-ended to improve the Maryland 210 - Maryland 373 Intersection. However, the dominant tone of the well attended public hearings was that, while practically everyone was in favor of the dualization, the concept of full service roads was contrary to public desire. In addition, the business community strongly objected to Bryan's Point Road being closed.

As a result of the community input, the Maryland State Highway Administration again studied the access road system in an attempt to create the most acceptable solution from both an engineering and socio-economic standpoint. Over-shadowing the study was the legal ruling that under the 1954 Agreement with the Federal Government, the only connections allowed directly to the mainline would be those described in the original deed of 1954 and new public roads established by and under the jurisdiction of the Maryland State Highway Administration. The access road system of Alternate D is a direct result of public input and the final legal interpretation of the 1954 Agreement.

Alternate D - Recommended Alignment

As in the previous alternates, the dualization of Maryland Route 210 is accomplished by upgrading the existing roadway for use as the southbound lanes while the northbound lanes will be newly constructed east of the existing facility. See Exhibits 3 and 4 for alignment and Exhibits 5, 6, and 7 for typical sections. The access road system has been designed to serve only land-locked properties. It connects only to intersections described in the original transfer deed or to roads established by the Maryland State Highway Administration.

Every effort has been made to minimize impact on the community. The business section of Accokeek retains its access by the addition of a direct right turn ramp into Bryan's Point Road which will remain one way to the access road intersection. A two way interconnection between Bryans Point Road and Accokeek Road has been provided opposite Biddle Road to facilitate traffic return to Maryland Route 210.

The intersection with Manning Road has been realigned to minimize impact on the surrounding improved properties. Just south of Indian Head Motors, a crossover has been placed at the point where a legal access point existed prior to the deed transfer. This crossover will not only serve nearby properties, but also provide a much needed crossing between Manning Road and Livingston Road.

The access road on the west side of the project south of Livingston Road, and the access road in the vicinity of Maple Lane, Dale Drive, and Spring Drive have been pulled closer to the mainline roadway to minimize impacting the adjacent improved properties. Special treatment of these areas may be necessary.

As evidence that public comments are seriously considered in project planning, the Maryland State Highway Administration sent announcements to everyone who spoke at the hearing, informing them that revisions to the access road system had been made as a result of comments received at the Public Hearing. These revisions were put on public display at the Eugene Burroughs Junior High School Auditorium from 9:00 a.m. to 9:00 p.m. on August 5, 1975. Public acceptance was overwhelming.

Do Nothing Alternate

Failure to construct the proposed facility would increase the stop and go traffic conditions; thereby increasing noise and air pollution, and further reducing safety on a road already above the State average for accidents involving personal injury.

However, no existing residences or businesses would be adversely affected, and no disruption of wildlife and its habitat would occur. Area property values would most probably remain constant, and the area should respond to development at a slightly slower pace.

SHORT-TERM USE VERSUS LONG-TERM PRODUCTIVITY

Highway construction must be considered as a long-term use of man's environment. The original Indian Head Highway was built by the Federal Government as an access road for its Naval Ordnance Station located at Indian Head. This access road was later deeded to the State of Maryland and became Maryland State Route 210. The improvements proposed by this project will extend the usefulness of this road for many years and help in the development of the entire region.

Providing better access to an area increases its development potential in all aspects, i.e., commercial, industrial, residential, and/or any combinations thereof. With the development of an area, employment opportunities increase with a resultant rise in the standard of living. From this point, highway improvements could be considered as having a positive effect on man's environment.

The area is presently undergoing a transition from a rural to a suburban community. The land was primarily used for agricultural purposes, with commercial development being confined to several "strips" along the main highways. In addition to creating a poor image of the area, strip commercial development usually involves an excessive number of entrance points which are hazardous to pedestrians and reduce the traffic capacity of the adjacent thoroughfare. The proposed project will include the construction of service roads necessary to retain a limited access character. As the roadway is improved, agricultural use will decrease as residential development occurs. However, this change is presently taking place; and although the highway improvement may accelerate the change, it certainly cannot be considered as the cause for the change.

However, during the construction process, some unavoidable detrimental impacts will occur. Families will be relocated, a small amount of taxable land will be lost, detours will cause public inconvenience, noise levels will temporarily rise, and minor amounts of sediment could reach the tributaries.

However, everything possible will be done to minimize these effects and the overall affect to the community, as well as the surrounding areas, will far outweigh the short-term damage and inconvenience.

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IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

The woodlands and vegetation in the area required for right-of-way will be irreversible and irretrievably committed throughout the life of the highway. Should the highway be replaced by a relocation in the future (which is highly improbable as by the nature of this report its present location is considered the most economical and functional for the area), it would be possible to reinstate the area to something closely resembling its present state.

No mineral right considerations or loss of mineral deposits are involved in this project. Waterways will be protected and maintained in their present courses during and as a result of project construction. The existing wildlife will not be adversely affected as there will be only minor reductions, if any, in the useable wildlife habitat.

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APPENDIX A
PROJECT COORDINATION LETTER

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STATE HIGHWAY ADMINISTRATION

300 WEST PRESTON STREET
BALTIMORE, MD. 21201

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

COMMISSION MEMBERS

DAVID H. FISHER
STATE HIGHWAY ADMINISTRATOR
AND CHAIRMAN OF COMMISSION

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

March 16, 1972

Contract P-878-4-371
Md. 210
Old Fort Road to
1.0 Mile North of Md. 373

Contract P-878-5-371
Md. 210
1.0 Mile North of Md. 373 to
Charles County Line

Re: Coordination Procedures

This Bureau is presently undertaking highway design studies with the ultimate objective of dualizing Md. Route 210 between the present dual highway sections at the intersection of Old Fort Road and at the Charles County Line. Since the project will be a Federal-State participating enterprise, it is required by guidelines outlined in the Federal Highway Administration's Policy and Procedure Memoranda 20-8 and 90-1 that all concerned offices be given an opportunity to review and comment on the proposal. Your views along with those of others will be documented for use in implementing the required Public Hearings and Draft Environmental Statement. By obtaining your comments and others, the needs of the community in general can be established and our highway improvement will be directed towards these needs.

The intent of this improvement is to provide safe and efficient transportation through this area of Prince Georges County which is deficient in this respect for both present and future needs. The improvement under these contracts will be approximately 6.3 miles in length beginning just south of the Old Fort Road Intersection and extending southerly to the Charles County Line. The typical section being considered will consist of dual 24' pavements separated by a 44' median with 10' shoulders on the outside and 4' shoulders on the median side. Access will be controlled with connections to the highway limited to public road intersections only. Service roads will be constructed parallel to the new road where needed to provide access to adjacent properties. The right of way width for this facility will be variable, however; a considerable amount of right of way for the dual highway was purchased when the initial lane was constructed and there will be some areas where no additional take will be required.

This project follows the alignment of the present highway which will remain in place as one roadway of the proposed dual facility. The second roadway will be constructed adjacent to the existing road in accordance with the typical section previously noted. The grade and alignment of the proposed road will be predicated on a design speed of 60 miles per hour. A structure carrying the new roadway over Piscataway Creek will be included as part of this project.

A location map showing the limits of the project is attached for your information and use.

It is anticipated that the proposed improvement will be accomplished in two construction contracts. The 2.4 mile portion from Old Fort Road to one mile north of Md. 373 is included in the State Highway Improvement Program for Primary and Secondary Construction and Reconstruction, fiscal years 1970-1974 with construction funds established in the 1970 budget year. This portion of the project is tentatively scheduled for advertising by late spring or early summer of next year. The remaining 4.4 mile portion from one mile north of Md. 373 to the Charles County Line is included in the current 1972-1976 program with funds for right of way acquisition set up in fiscal years 1973 and 1974 and construction funds established for fiscal 1976.

Our tentative schedule indicates that the combined Location and Design Hearing will be held in 1972. Since the environmental impact statement must be prepared in advance of the hearing, we would appreciate receiving your comments concerning affects this improvement may have regarding your area of interest by no later than May 5, 1972. This will enable us to consider your problems as part of our environmental statement and to prepare for further discussion of the matter at the public hearing. If we do not receive a reply from you by May 5, 1972, it will be assumed that your area of interest is not concerned with this project and that no response from you will be forthcoming.

Rather than reply directly to you concerning any comments you submit as a result of this letter, it is our intention to utilize the data received in the formulation of the environmental statement and to subsequently be prepared to intelligently discuss your comments at the hearing.

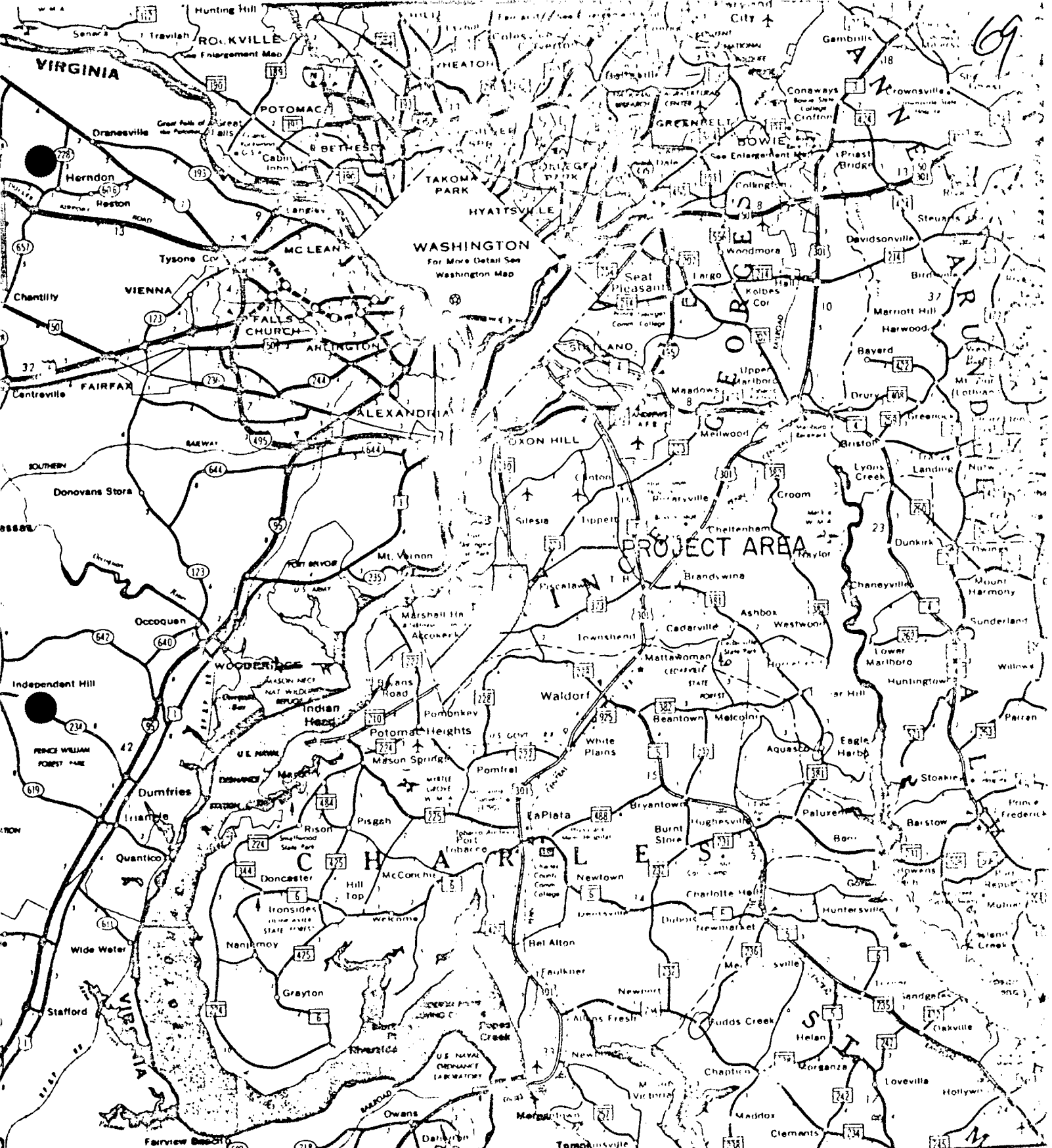
Thank you for your interest in this matter.

Very truly yours,

Philip R. Miller
Philip R. Miller, Chief
Bureau of Special Services

PRM/jlw

- CC: Mr. W. E. Woodford, Jr.
- Mr. H. G. Downs
- Mr. N. B. Friese
- Mr. R. M. Thompson
- Mr. M. S. Caltrider



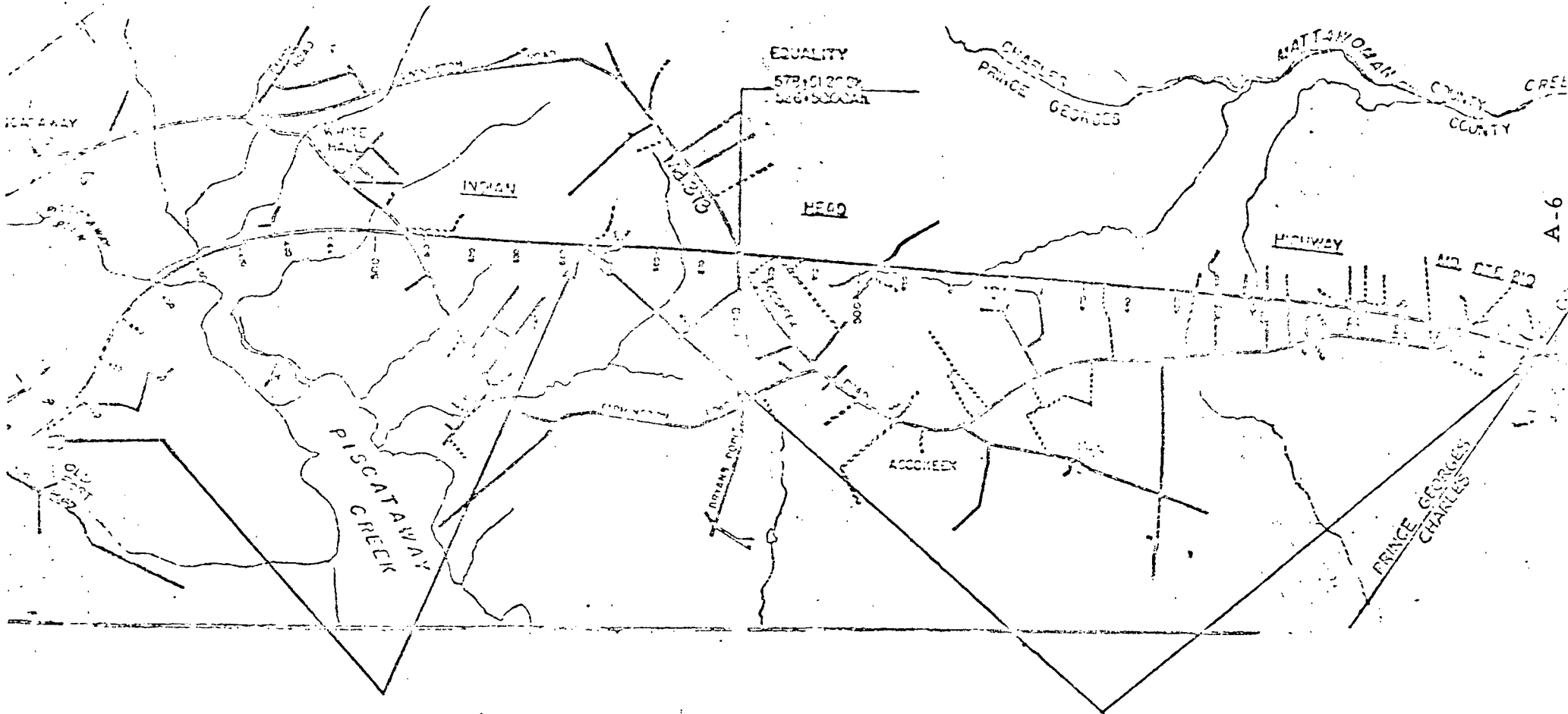
MARYLAND ROUTE 210
ENVIRONMENTAL IMPACT STATEMENT
VICINITY MAP

70

LOCATION PLAN

CONTRACT NO. P-878-4-371
MARYLAND ROUTE 210
OLD FORT ROAD TO 1 MILE NORTH OF MD. 373

CONTRACT NO. P-878-5-371
MARYLAND ROUTE 210
1 MILE NORTH OF MD. 373 TO CHARLES COUNTY LINE



CONTRACT P 878-4-371

P 878-5-371

APPENDIX B
REPLIES TO COORDINATION LETTER

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B-3	Mr. Ronald R. Reeder	Mr. Philip R. Miller	March 28, 1972
B-4	Mr. Philip R. Hogue	Mr. Philip R. Miller	March 29, 1972
B-5	Mr. Manus J. Fish, Jr.	Mr. Philip R. Miller	March 30, 1972
B-6	Chief Roland B. Sweitzer	Mr. Philip R. Miller	March 30, 1972
B-8	Mr. James C. Simpson	Mr. Philip R. Miller	April 3, 1972
B-9	Mr. Robert S. Norton, Jr.	Mr. Philip R. Miller	April 5, 1972
B-10	Mr. Charles Mathias, Jr. (Forwarding letter of Mr. Julian C. Holmes)	Mr. David H. Fisher	April 6, 1972
B-13	Mr. Edward Jon Guss	Mr. Philip R. Miller	April 7, 1972
B-14	Mr. Alford R. Carey, Jr.	Mr. Philip R. Miller	April 10, 1972
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B-16	Mr. Robert J. Blanco	Mr. Philip R. Miller	April 13, 1972
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B-27	Mr. David H. Fisher	Mr. Nick Oneglia	April 20, 1972
B-28	Mr. Jean J. Schueneman	Mr. Philip R. Miller	April 20, 1972
B-29	Mr. Vladimir Wahbe	Mr. Philip R. Miller	April 24, 1972
B-30	Mr. P. C. Peterson	St. Highway Admin.	May 2, 1972
B-31	Mrs. Lucille B. Potts	Mr. Philip R. Miller	May 2, 1972
B-33	Mr. Harry E. Knight	Mr. Philip R. Miller	May 3, 1972

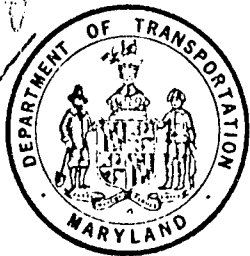
Index of Replies to
Coordination Letter

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B-44	Mr. Steny H. Hoyer	Mr. Philip R. Miller	May 16, 1972
B-45	Mr. Peter J. Malloy	Mr. Philip R. Miller	Nov. 6, 1972

74

Bike



OFFICE OF THE SECRETARY

POST OFFICE BOX 8755
FRIENDSHIP INTERNATIONAL AIRPORT
BALTIMORE, MARYLAND 21240

MARVIN MANDEL
GOVERNOR

March 23, 1972

RECEIVED

HARRY R. HUGHES
SECRETARY

MAR 27 1972

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

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

1678-45 371
D.G. 66016-III / Hwy.

Dear Mr. Miller:

This is to acknowledge receipt of your letter dated March 16, 1972 to Secretary Hughes soliciting comments concerning social, economic, and environmental aspects of the dualization of Maryland Route 210 in Prince George's County.

This Division has no comments to make on the social or economic aspects of the project. As for the environmental aspects, we are certain that your organization will make every effort to develop an objective statement on the environmental impact.

Sincerely,

Clyde E. Pyers
Clyde E. Pyers, Director
Division of Systems Planning
and Development

CEP:1h

75

RECEIVED

PRINCE
GEORGE'S
COUNTY



MAR 30 1972

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

8100 D'Arcy Rd.,
Forestrille, Maryland 20028
(301) 350-3000

DEPARTMENT OF PUBLIC WORKS

March 28, 1972

3164

J.O. 66016-E / M

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

Re: Maryland Route 210 - Indian Head Highway
Contract P-878-4-371 and Contract P-878-5-371

Dear Mr. Miller:

The Department of Public Works endorses your proposed project to complete the dualization of Maryland Route 210 from Old Fort Road to the Charles County line under two separate contracts.

We believe that this roadway is needed, probably within the time frame of your schedule, and that it will have little, if any, impact on the environment of this rural portion of Prince George's County, particularly if drainage facilities are constructed to adequate outfall points and reasonable sediment control measures are followed.

If you need additional information or comments from us, please let us know.

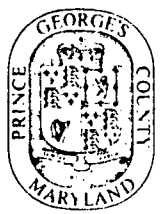
Very truly yours,

George C. Martin, Jr.
Chief, Bureau of Engineering

GCM/bh

cc: Mr. Marburger
Mr. Dunker

**PRINCE
GEORGE'S
COUNTY**



**Courthouse,
Upper Marlboro, Maryland 20870
(301) 627-3000**

County Council
RONALD R. REEDER
Councilman
Fourth District

RECEIVED

MAR 29 1972

March 28, 1972

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

PS 78-45-371

J.O. 66-11

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

Dear Mr. Miller:

In response to a memorandum soliciting my reaction to the reconstruction of Indianhead Highway, I would be remiss if I didn't consider those factors in past history that pertains to this road.

I have driven over this particular road several times and it is badly in need of new planning and construction. The people who live in this area generally are in agreement. However, I do feel that the work can be accomplished and yet stay within the bounds of a rural roadway. I would sincerely hope that the State Highway Administration would tend to meet with the people in the area and secure their support for the new project.

Thank you very much.

Very truly yours,

Ronald R. Reeder
Ronald R. Reeder
Councilman, Fourth District

bg

THE MARYLAND - NATIONAL CAPITAL PARK AND PLANNING COMMISSION
REGIONAL AND METROPOLITAN DISTRICTS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES, MARYLAND



Regional Headquarters Building
6600 Kenilworth Avenue
Riverdale, Maryland 20840

277-2200
Area Code 301
PL-PG

March 29, 1972

RECEIVED

APR 8 1972

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

BKL

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

Re: Contract P-878-4-371, Md. 210
Old Fort Road to 1.0 mile North
of Maryland 373

Contract P-878-5-371, Md. 210
1.0 Mile North of Maryland 373 to
Charles County Line

1.0. 66016-2/1

Dear Mr. Miller:

This is in reply to your letter of March 16, 1972, concerning the State Highway Administration's intention to begin highway design studies for the dualization of Maryland Route 210, Indianhead Highway, from Old Fort Road to the Charles County line. It is understood that this project will involve the construction of a second roadway following the alignment of the present highway.

We find that the proposed improvement as described in your letter is in conformance to the policies as shown on presently adopted master plans for this area. This project is proposed as a controlled access divided highway on the general plan, "On Wedges and Corridors", adopted in 1964 and on the Master Plan of Highways for Prince George's County adopted in 1969. The construction of this facility will complete the dualization of Indianhead Highway within Prince George's County providing a much needed transportation artery for the safe, efficient movement of people in this region.

We are grateful for the opportunity to provide our comments on these matters and would appreciate your keeping us informed as studies on this project progress.

Very truly yours,
Philip R. Hogue
Philip R. Hogue
Chairman

PRH:rb



United States Department of the Interior

NATIONAL PARK SERVICE
NATIONAL CAPITAL PARKS
1100 OHIO DRIVE SW.
WASHINGTON, D.C. 20242

IN REPLY REFER TO:

LI1425-NCP (CA)

MAR 30 1972

RECEIVED

APR 8 1972

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

File

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

J.O. 66016-111

Dear Mr. Miller:

We are pleased to have this opportunity to comment regarding the highway design studies to dualize Maryland Route 210 between Old Fort Road and the Charles County line in Prince George's County.

We find that this project does not physically affect any parks under our jurisdiction in the area of the proposed reconstruction. The improvement would, however, provide a more desirable access to the entrance roads for Fort Washington and Piscataway Park than the existing road.

Sincerely yours

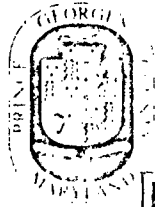
Manus J. Fisk Jr.

Associate Director, National Capital Parks



National Parks Centennial 1872-1972

**PRINCE
GEORGE'S
COUNTY**



79
410 Addison Road,
Seat Pleasant, Maryland 20027
(301) 336-8800
POLICE DEPARTMENT

5/1/72
RECEIVED

APR 6 1972

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

66011-31
1/11/72
March 30, 1972

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

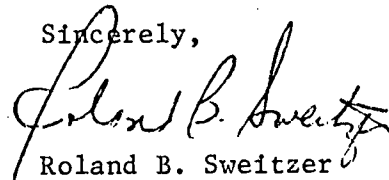
Dear Mr. Miller:

This will acknowledge receipt of your letter dated March 16, 1972, with regard to the proposed dualization of a portion of Maryland State Route 210.

I am enclosing a copy of a survey which was conducted by Captain R.F. Kalmus, of our Community Relations Division. His division also conducts all of our traffic studies.

I concur with the recommendations in the attached report. We appreciate the opportunity extended by the Maryland State Roads Commission to submit our remarks, and if we may be of further assistance in this matter, please do not hesitate to contact my office.

Sincerely,


Roland B. Sweitzer
Chief of Police

RBS:dcg
Enclosure

CC: Capt. R.F. Kalmus

B-6

80

**PRINCE
GEORGE'S
COUNTY**



**3415 N. Knowledge Road,
Upper Marlboro, Maryland 20870**

(301) 486-8800

POLICE ACADEMY

RECEIVED

APR 6 1972

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

Jo. 66016- /

March 28, 1972

TO: Roland B. Sweitzer, Chief of Police

SUBJECT: Traffic Study: Md. Rt. 210

Sir:

A study was made in reference to the letter from the Maryland State Highway Administration, dated March 16, 1972, soliciting comments regarding the new improvements to Md. Rt. 210 between the intersection of Old Fort Road and the Charles County line.

Md. Rt. 210 from Old Fort Road to the Charles County line is a narrow two lane roadway which is heavily travelled especially during the morning and evening rush hours. The Prince George's County Department of Public Works in a recent survey found 10,250 vehicles in a twenty-four (24) hour period using this portion of the road. Also, the rapid growth of our county has contributed greatly to the volume of traffic now using Md. Rt. 210.

Md. Rt. 210 at this location is hilly, curved, crowned, and in some places provides no shoulders for emergency stopping which creates quite a hazard for the motorists.

In our opinion, the proposed new improvements to Md. Rt. 210 will not only benefit the motorists in safety and convenience but will also benefit the residents in and around this part of our county. Every effort should be made to expedite construction of the new proposed route.

Respectfully,

Ralph J. Kalmus
Ralph J. Kalmus 82
Captain
Community Relations Division

JAMES C. SIMPSON, PRESIDENT
MICHAEL J. SPRAGUE
ELEANOR F. CARRICO



81
THOMAS C. HAYDEN, JR.
ATTORNEY

ARDATH E. MASON
COUNTY ADMINISTRATOR

L.H.

County Commissioners of Charles County

LA PLATA, MARYLAND 20646
TELEPHONE: 301-934-8141

April 3, 1972

RECEIVED

APR 4 1972

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

J.O. 66016-1101

Philip R. Miller, Chief
Bureau of Special Services
State Highway Administration
P. O. Box 717
Baltimore, Maryland 21203

Dear Mr. Miller:

We are very pleased to have been notified of the intend to complete dualization of Route 210.

The citizens of Charles County have long awaited the completion of this highway and the Charles County Commissioners concur with the proposed project. If possible, we would like to have the construction scheduled for an earlier date.

If any additional comments are needed from this office, please do not hesitate to contact us.

Sincerely,

COUNTY COMMISSIONERS OF
CHARLES COUNTY, MARYLAND

James C. Simpson, President

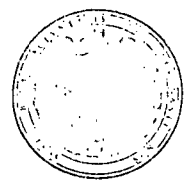
JCS/mmc

cc: Edwin L. Powell, Chief
State Clearing House

82

COMMISSION
MAURICE SIGEL
CHAIRMAN
J. HENRY SCHILPP
R. LAMAR GREEN
ROBERT J. McLEOD
DON A. EMERSON

HERBERT M. SACHS
DIRECTOR



STATE OF MARYLAND
DEPARTMENT OF WATER RESOURCES
STATE OFFICE BUILDING
ANNAPOLIS, MARYLAND 21401

April 5, 1972

3.0.63010-8
HWY

RIK

RECEIVED

APR 11 1972

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

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

Re: Contract P-878-4-371
Md. 210
Old Fort Road to
1.0 Mile North of Md. 373

Contract P-878-5-371
Md. 210
1.0 Mile North of Md. 373 to
Charles County Line
Coordination Procedures

Dear Mr. Miller:

The above referenced projects in Prince George's County have been reviewed relative to the coordination procedure. The Department feels that there will be no adverse environmental impacts if the standard procedures for sediment and erosion control are followed.

Very truly yours,

Robert S. Norton, Jr.
Robert S. Norton, Jr., Chief
Surface Water Management

RSN:MAP:csc

JOHN L. MCCLELLAN, ARK.	ROMAN L. HIRSHORN, NEBR.
SAM J. FRVIN, JR., N.C.	HIRSHI L. FONG, HAWAII
PHILIP A. HART, MICH.	HUGH SCOTT, PA.
EDWARD M. KENNEDY, MASS.	STROM THURMOND, S.C.
BIRCH BAYH, IND.	MANLOW W. COOK, KY.
QUINTIN N. BIRDICK, N. DAK.	CHARLES McC. MATHIAS, JR., MD.
ROBERT C. BYRD, W. VA.	EDWARD J. GURNLY, FLA.
JOHN V. TUNNEY, CALIF.	

United States Senate

COMMITTEE ON THE JUDICIARY
WASHINGTON, D.C. 20510

JOHN H. HOLLOMAN III
CHIEF COUNSEL AND STAFF DIRECTOR

April 6, 1972

APR 10 1972

Administrative & Staff

Mr. David H. Fisher
 Commissioner
 Maryland State Highway Administration
 300 West Preston Street
 Baltimore, Maryland 21201

Dear Mr. Fisher:

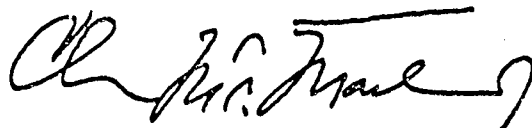
Many times constituents are in touch with me in regard to matters which can be much better handled by a State or local agency. Although these matters are generally outside of my immediate jurisdiction I always try to be as helpful as possible.

In this regard I am enclosing a copy of a letter I received from Mr. Julian C. Holmes concerning the proposed reconstruction of Indian Head Highway. Mr. Holmes has been in touch with your Bureau of Special Services on this subject.

I would very much appreciate having your comments on this matter. Thank you for your assistance.

With best wishes.

Sincerely,



Charles McC. Mathias, Jr.
United States Senator

CM:no

Enclosure

APR 17 1972

JULIAN C. HOLMES
8062 THORNE DRIVE
FRIENDLY, MARYLAND 20022

March 23, 1972

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

Dear Mr. Miller:

With reference to your letter dated March 16 concerning the reconstruction of Indian Head Highway, I must once again remind the Commission that the proposal as stated in your letter is in violation of the deed by which the United States Government, acting in the interest of the public and the United States Navy, granted to Maryland the title to Indian Head Highway on November 16, 1954.

Your proposal also violates the Maryland State Roads Commission policy dated March 20, 1957 which requires, as does the deed itself, that the Highway be retained as a limited access road, with no new points of access to be permitted from northern Oxon Hill to Piscataway Creek. The deed itself prohibits new access points unless they be State Roads.

Your proposal ignores the very clear provisions of the original deed of transfer by which the United States Navy protected its interest in keeping Indian Head Highway a limited access road. Since 1964, the State Roads Commission has been trying to end-run this provision of the deed.

On January 3, 1968, the Hon. Richard H. Ichord wrote to Federal Roads Director F. C. Turner asking for clarification of the Indian Head Highway limited access policy and noting that the State Roads Commission proposal to violate the highway deed was "blatantly in conflict with all our planning..." and "would inevitably destroy the usefulness of Indian Head Highway which today is the only practical access to the Federal facility at Indian Head".

On June 18, 1968, the State Roads Commission was notified by the Deputy Federal Highway Administrator that violation of the deed would not be supported by the United States Government. A letter dated March 21, 1968 from the Commanding Officer of the Indian Head Navy facility serves to illustrate the importance to the United States of maintaining the Road as a limited access highway.

On July 16, 1968, the Hon. Hervey G. Machen wrote to the State Roads Commission and the Federal Highway Administrator asking for support of the 1954 Highway deed limited access provisions. On July 24, 1968, Federal Highway Administrator Alan Boyd confirmed the policy that new access points to Indian Head

85

Highway in Prince George's County would be granted "only when required for highways established by and under the jurisdiction of the Maryland State Roads Commission".

I suggest that the Commission amend its reconstruction plans to conform to the solemn, longstanding agreement with the Government of the United States, namely - that new points of access to Indian Head Highway between northern Oxon Hill and Piscataway Creek be allowed for State Roads only.

Sincerely,

Julian C. Holmes
Julian C. Holmes

Copies to:

Hon. Richard H. Ichord
Hon. Charles McC. Mathias ✓
Hon. J. Glenn Beall, Jr.
Hon. Ronald R. Reeder
Hon. Walter H. Maloney, Jr.

Enclosures:

1. Hon. Richard H. Ichord, Letter dated 1/3/68 to F. C. Turner
2. John R. Jamieson, Letter dated 6/18/68 to Jerome B. Wolff
3. Leslie R. Olsen, Letter dated 3/21/68 to Fed. Highway Admin.
4. Hon. Hervey G. Macher, Letter dated 7/16/68 to Jerome B. Wolff
5. Hon. Alan S. Boyd, Letter dated 8/1/68 to Hon. Hervey G. Macher
6. Philip R. Miller, Letter dated 3/16/72 to civic groups

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DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE
REGION III
401 NORTH BROAD STREET
PHILADELPHIA, PENNSYLVANIA 19108

April 7, 1972

OFFICE OF THE
REGIONAL DIRECTOR

MAILING ADDRESS:
P.O. BOX 12900
PHILADELPHIA,
PENNSYLVANIA 19108

RECEIVED

APR 10 1972

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

Mr. Philip R. Miller
Chief, Bureau of Special Services
Highway Administration
P.O. Box 717
Baltimore, Maryland 21203

Dear Mr. Miller:

At the present time, the Regional Office of the Department of Health, Education, and Welfare has no comment on the environmental impact of Maryland Route 210.

When a draft impact statement is prepared and more information is available, we would appreciate the opportunity to comment.

Sincerely,

Edward J. Guss

Edward Jon Guss
Regional Environmental Coordinator



STATE OF MARYLAND

PUBLIC SCHOOL CONSTRUCTION PROGRAM

SUITE 600, INTERNATIONAL TOWER BUILDING

6510 ELKRIDGE LANDING ROAD

LINTHICUM, MARYLAND 21090

87

ALFORD R. CAREY, JR.
EXECUTIVE DIRECTOR

DR. JAMES SENSENBAUGH
CHAIRMAN

IRVIN MANDEL
GOVERNOR

INTERAGENCY COMMITTEE FOR STATE PUBLIC SCHOOL CONSTRUCTION

Bill

April 10, 1972

RECEIVED

J.O. 66016

APR 14 1972

H.W.

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

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

Re: Contract P-878-4-371
Md. 210 Old Fort Road to
1.0 Mile North of Md. 373

Contract P-878-5-371
Md. 210, 1.0 mile North of Md. 373 to
Charles County Line

Dear Mr. Miller:

A staff review of the proposed highway construction outlined in your basic letter has been completed with the conclusion that no action should be required by the Interagency Committee in connection with the projected dualizing of MD. Route 210. No additional school site requirements are envisioned within the area adjacent to the highway nor is it expected to interfere with currently operating units.

With kindest regards,

Alford R. Carey, Jr.

Alford R. Carey, Jr.
Executive Director

ARC/WP/jc

CC: Dr. James A. Sensenbaugh
State Superintendent of Schools

88



MARVIN MANDEL
GOVERNOR

STATE OF MARYLAND
PUBLIC SCHOOL CONSTRUCTION PROGRAM
SUITE 600, INTERNATIONAL TOWER BUILDING
6510 ELKRIDGE LANDING ROAD
LINTHICUM, MARYLAND 21090

ALFORD R. CAREY, JR.
EXECUTIVE DIRECTOR
DR. JAMES SENSENBAUGH
CHAIRMAN

INTERAGENCY COMMITTEE FOR STATE PUBLIC SCHOOL CONSTRUCTION

April 11, 1972

J.A. Sensenbaugh
Hwy.

Mr. Phillip R. Miller, Chief
Bureau of Special Services
State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203

PS 878-4371

RECEIVED

APR 14 1972
PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

Subject: Distribution List

Dear Mr. Miller:

With the establishment of this program to implement Legislative Action, June 1, 1971, the selection of appropriate school sites and construction of buildings thereon, brought into focus a greater awareness of the relationship with the State Highway Administration, State Planning and Environmental agencies. The accessible routes to school locations, volume, and safety of vehicular and pedestrian traffic are of paramount concern. The formal notifications of future highway or road plans prepared by your office have always been scrutinized with utmost care by the State Department of Education and more recently by my staff. This I hope to continue with even more surveillance. With these factors in mind it is desired that this office be placed on your Distribution List for all future notifications pertaining to existing or new highway programs.

The appropriate address is; Alford R. Carey, Jr., Exec. Director
Public School Construction Program
Suite 600, International Tower Bldg.
6510 Elkrige Landing Road
Linthicum, Maryland 21090

With kindest regards,

Alford R. Carey, Jr.
Alford R. Carey, Jr.
Executive Director

ARC/WP/jc

CC: Dr. James A. Sensenbaugh
State Superintendent of Schools

89

RECEIVED

APR 19 1972

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

J.O. 66016



U.S. ENVIRONMENTAL PROTECTION AGENCY
REGION III
6th & Walnut Sts., Philadelphia, Pennsylvania 19106

April 13, 1972

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

Re: Contract Nos. P-878-4-371
P-878-5-371
Md. 210, Old Fort Road to Charles County Line

Dear Mr. Miller:

We have received your letter of March 16, 1972, to Mr. Charles Fabrikant in Washington, communicating your Bureau's intent to file a draft environmental impact statement on the project referenced above.

We are reserving comment on the project until we have received a draft statement that contains sufficient information for meaningful review. It is our understanding that you will offer this information in a single statement that covers both sections of the proposed improvement of Md. 210, thereby avoiding difficulties in environmental assessment created by piecemealing.

Advanced notification of the forthcoming impact statement on this project will enable this office to commit the necessary resources for review and timely response.

Thank you for the opportunity to comment.

Sincerely yours,

Robert J. Blanco, P. E.
Acting Chief

Environmental Impact Statement Branch



MARVIN MANDEL
GOVERNOR

DEPARTMENT OF PUBLIC SAFETY AND CORRECTIONAL SERVICES
SUITE 500 • EXECUTIVE PLAZA ONE • HUNT VALLEY, MARYLAND 21030
(301) 667-1100

90

LEIGHTON W. DUDLEY
DEPUTY SECRETARY
FOR CORRECTIONAL SERVICES

April 17, 1972

ROBERT J. LALLY
SECRETARY
PUBLIC SAFETY AND
CORRECTIONAL SERVICES

RECEIVED

EDWIN R. TULLY
DEPUTY SECRETARY
FOR PUBLIC SAFETY

APR 19 1972

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

PHOTO AS 201
J.O. 6601-3
11/27

Mr. Philip R. Miller, Chief
Bureau of Special Services
State Highway Administration
P. O. Box 717
Baltimore, Maryland 21203

Dear Mr. Miller:

As you requested in your letter of March 16,
we have reviewed the matter involving the dualiza-
tion of State Route 210.

A copy of a report from the Maryland State
Police is attached for your information and guidance.

Sincerely yours,

SECRETARY

RJL:mel
Enclosure



MARVIN MANDEL
GOVERNOR

ROBERT J. LALLY
SECRETARY
PUBLIC SAFETY AND
CORRECTIONAL SERVICES

DEPARTMENT OF
PUBLIC SAFETY AND CORRECTIONAL SERVICES

MARYLAND STATE POLICE

Barrack "L", Troop "F"
Forestville, Maryland
March 20, 1972

EDWIN R. TULLY
DEPUTY SECRETARY
FOR PUBLIC SAFETY

COLONEL THOMAS S. SMITH
SUPERINTENDENT
MARYLAND STATE POLICE

TO: Captain W. H. Wahl, Commanding Troop "F", Forestville,
Maryland

SUBJECT: Dualization of State Route 210

1. Based upon available statistics compiled by TFC. R.D. Cotton, of this Barrack, and personal knowledge of State Route 210, we are left with no other choice but to comment favorably on the proposed improvements and dualization of State Route 210 from Old Fort Road to the Charles County Line.

2. The lack of public transportation in Prince George's County is one factor for our favorable comments. Numerous commuters utilize State Route 210 to travel to and from the Metropolitan areas. Whether it be for employment, entertainment, or economical reasons, this causes a heavy traffic flow on what is now a rural area road, which results in congestion on this particular piece of road. A change in the roadway design would assist in alleviating congestion and also cause the now rural area to become more commercialized, which in itself would lessen the need for some of the travel on this road.

3. The present single lane roadway portion of State Route 210 is unlighted, has narrow shoulders and provides no area for a motorist to take evasive action in the event of an emergency. The roadway, in most parts, is bordered by heavily wooded areas. A motorist appears to be confronted with the ultimate alternative of either striking a tree on his right, or being hit head-on if he should need to swerve from his lane in an emergency situation.

4. During the period of January 1968 to December 1971, there were three fatalities which could be directly attributed to vehicles running off the roadway and striking trees.

5. Although the 6.8 miles of State Route 210 is located in a sparsely populated, rural area, the accident total during the period of January 1970 to December 1971, was only one less than the ten mile area from the District of Columbia Line to Old Fort Road, a dual lane roadway, which always accommodates a heavy volume of traffic and is essentially a metropolitan roadway. The number of personal injuries on the single roadway were greater than that on the dual roadway. During the same period, three fatal accidents occurred on the single roadway with five deaths, as opposed to two fatal accidents with two deaths on the dual portion of State Route 210. (See attached sheet)

STATE OF MARYLAND
MARYLAND STATE POLICE

92

Captain W. H. Wahl - Page Two - March 28, 1972

SUBJECT: Dualization of State Route 210

6. From an accident collision standpoint, the benefits of dualization are evidenced by the comparative figures below which reflect the accident experience on State Route 210 in Charles County the year prior to dualization and the year subsequent to dualization.

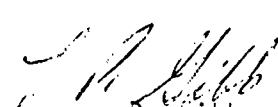
TOTAL NUMBER OF ACCIDENTS IN CHARLES COUNTY MARYLAND ON STATE ROUTE 210 FOR 1970 and 1971:

	<u>TOTAL</u>	<u>FATALS</u>	<u>PERSONAL INJURY</u>	<u>PROPERTY DAMAGE</u>	<u>PERSONS KILLED</u>	<u>PERSONS INJURED</u>
1970	85	2	33	50	2	54
1971	67	1	38	28	1	57

7. The single lane roadway at peak accident and heavy volume times cannot be adequately policed due to the congestion, and this is undoubtedly a factor in the accident picture on this portion of the roadway. With the intended change, the enforcement problem would be greatly reduced.

8. For many residents of Southern Maryland, Washington, D.C. provides the closest most up-to-date medical facilities. A change in road design would make it possible for a more expedient and safer route to travel when in need of medical attention.

9. The above listed reasons are but a few that add to the favorability for a change in road design for State Route 210. It is our consensus that this dualization is highly desirable and needed for the safety and convenience of the citizens who use this highway for their travel.


Lawrence P. Gibbs - 2nd Lt.
Acting Barrack Commander
Maryland State Police

LPG:bt

Single vehicle accidents from Old Ford Road to Charles County Line during the period of January 1970 to December 1971:

<u>TOTAL</u>	<u>FATAL</u>	<u>PERSONAL INJURIES</u>	<u>PROPERTY DAMAGE</u>	<u>NUMBER KILLED</u>	<u>NUMBER INJURED</u>
80	1	27	52	2	29

Single vehicle accidents, same period on dual portion of State Route 210:

<u>TOTAL</u>	<u>FATAL</u>	<u>PERSONAL INJURIES</u>	<u>PROPERTY DAMAGE</u>	<u>NUMBER KILLED</u>	<u>NUMBER INJURED</u>
48	0	19	29	0	21

Multi-vehicle accidents from Old Ford Road to Charles County Line during the period of January 1970 to December 1971:

<u>TOTAL</u>	<u>FATAL</u>	<u>PERSONAL INJURIES</u>	<u>PROPERTY DAMAGE</u>	<u>NUMBER KILLED</u>	<u>NUMBER INJURED</u>
212	2	88	122	3	177

Multi-vehicle accidents, same period on dual portion of State Route 210:

<u>TOTAL</u>	<u>FATAL</u>	<u>PERSONAL INJURIES</u>	<u>PROPERTY DAMAGE</u>	<u>NUMBER KILLED</u>	<u>NUMBER INJURED</u>
245	2	97	146	2	181

Total number of single lane accidents from January 1970 to December 1971:

<u>TOTAL</u>	<u>FATAL</u>	<u>PERSONAL INJURIES</u>	<u>PROPERTY DAMAGE</u>	<u>NUMBER KILLED</u>	<u>NUMBER INJURED</u>
*292	3	115	174	5	206

Total number of dual lane accidents for same period:

<u>TOTAL</u>	<u>FATAL</u>	<u>PERSONAL INJURIES</u>	<u>PROPERTY DAMAGE</u>	<u>NUMBER KILLED</u>	<u>NUMBER INJURED</u>
*293	2	116	175	2	202

* Sum includes fatal which occurred on March 15, 1970, but no other information for January 1970, March 1970, or July 1970.

STATE OF MARYLAND
MARYLAND STATE POLICE

ROUTE 210

94

1st Ind.

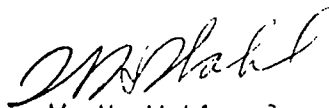
Troop "F", March 28, 1972

TO: Chief of Operations

FORWARDED: The very complete and comprehensive report submitted by Second Lieutenant Gibbs clearly delineates the very clear advantages that dualization of Route 210 would have for the motoring public and traffic safety.

To note just a few of the specific advantages that the dualization would offer, I would mention that we could anticipate an increase in traffic flow with a reduction in accidents and positively project a reduction in accidents per vehicle miles traveled. Presently Route 210 serves as an effective bottle neck in that the northern most section of Route 210 is dual and the southern most section, in Charles County, is dual thus the in between 6.8 miles serves as an effective bottle neck causing severe traffic congestion during to work hours in the a.m. and from work traffic hours in the p.m. and also on weekends.

It is therefore my opinion that the dualization of Route 210 would be a tremendous asset to the citizens traveling that highway by making it a safer and more convenient highway to travel upon. I would strongly recommend the dualization of this remaining portion of Route 210 at the earliest possible date.

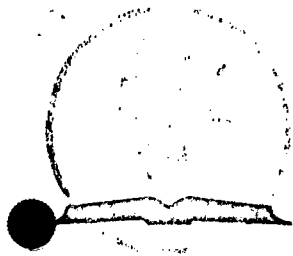


W. H. Wahl - Captain
Commanding Troop "F"

95

Prince George's County Public Schools

UPPER MARLBORO, MARYLAND 20870 • TELEPHONE 301 627-4800



RECEIVED

April 20, 1972

APR 24 1972

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

J.O. 66-11-1
MAY

BOARD OF EDUCATION

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Secretary-Treasurer
- Paul M. Nussbaum
Attorney to the Board

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

Re: Contract P-878-4-371, Md. 210,
Old Fort Road to 1.0 Mile
North of Md. 373
Contract P-878-5-371, Md. 210,
1.0 Mile North of Md. 373 to
Charles County Line
Coordination Procedures

Dear Mr. Miller:

Reference is made to your letter of March 16, 1972 which provided information about the future proposed improvements to Indian Head Highway, Maryland Route 210 between the present dual highway sections at the intersection of Old Fort Road and at the Charles County line.

The future safety of countless youngsters who will be required to board school buses along this section of the highway can be protected with the construction of service lanes in the following two areas:

1. East side of Route 210 (from Indian Head Motors to Jewel Acres development).
2. East side of Route 210 (from M & M Tavern, the Mall and to the area of Farmington Road).

The construction of the service lanes should be similar to the one now in existence along Route 210 from Lyle's Steak House to Fort Washington Road. The traffic pattern and flow will not be impeded by the loading of school buses with the construction of the two service lanes.

ADMINISTRATION

- Carl W. Hassel
Superintendent
- Charles F. Ecker
- Thomas S. Gwynn, Jr.
- John M. Riecks
- George H. Robinson
- Robert J. Shockley
Assistant Superintendent

Mr. Philip R. Miller, Chief
April 20, 1972
Page 2

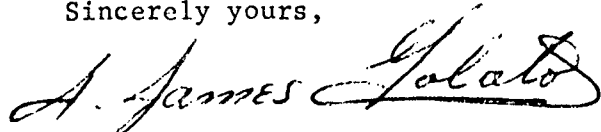
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RECEIVED

APR 21 1972

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

Your continuing interest in public school matters in Prince
George's County is greatly appreciated.

Sincerely yours,



A. James Golato
President

AJG:AEF:plp

Enclosure

cc: Mr. M. S. Caltrider w/c enclosure





STATE HIGHWAY ADMINISTRATION

300 WEST PRESTON STREET
BALTIMORE, MD. 21201

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

98

COMMISSION MEMBERS

DAVID H. FISHER
STATE HIGHWAY ADMINISTRATOR
AND CHAIRMAN OF COMMISSION
THOMAS G. BARTON
S. WALTER BOGLEY, JR.
HARLEY P. BRINSFIELD
WALTER BUCHER
LESLIE H. EVANS
ARTHUR B. PRICE, JR.
FRANK THORP

RECEIVED

April 20, 1972

APR 20 1972

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

Honorable Charles McC. Mathias, Jr.
United States Senator
Washington, D. C. 20510

1878-A.S.-371

J.O. 66016-E
11/20/72

Dear Senator Mathias:

Reference is made to your letter of April 6, 1972 forwarding a copy of a letter Mr. Julian Holmes addressed to our Mr. Philip R. Miller, Chief, Bureau of Special Services.

The letter of March 16, 1972 that Mr. Holmes refers to was distributed to governmental agencies and interested civic and citizens associations advising that the State Highway Administration is presently undertaking highway design studies with the ultimate objective of duplicizing Md. Route 210 between the present dual highway sections at the intersection of Old Fort Road and at the Charles County Line.

Since the projects involved will be a Federal-State participating enterprise, it is required by guidelines outlined in the Federal Highway Administration's Policy and Procedure Memoranda 20-8 and 90-1 that all concerned offices be given an opportunity to review and comment on the proposal. The comments thus received are documented for use in implementing the Draft Environmental Statement and the required future Public Hearings.

This office and that of Mr. Miller are fully aware of the provisions of the deed by which the United States Government granted to Maryland the title to Indian Head Highway and the contents of the resolution adopted by the State Roads Commission on March 20, 1957 relative to the maintenance of access control along Md. Route 210.


Honorable Charles McC. Mathias, Jr.

Page 2

April 20, 1972

It is our intention to utilize the data and comments received from Mr. Holmes and others in the formulation of the environmental statement and to subsequently be prepared to intelligently discuss these comments at the future Public Hearing.

Very truly yours,



David H. Fisher
State Highway Administrator

DHF:cm

cc: ✓ Mr. Philip R. Miller



STATE HIGHWAY ADMINISTRATION

300 WEST PRESTON STREET
BALTIMORE, MD. 21201

(MAILING ADDRESS-P.O. BOX 717, BALTIMORE, MD. 21201)

RECEIVED

April 20, 1972

APR 20 1972

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

COMMISSION MEMBERS

DAVID H. FISHER
STATE HIGHWAY ADMINISTRATOR
AND CHAIRMAN OF COMMISSION
THOMAS G. BARTON
S. WATER BOGLEY, JR.
HARLEY P. BRINSFIELD
WALTER BUCHER
LESLIE H. EVANS
ARTHUR B. PRICE, JR.
FRANK THORP

Bill

PS 28-4,5-371 J.O. 66016-
Hwy.

Mr. Nick Oneglia
Office of Law
Prince George's County Courthouse
Upper Marlboro, Maryland 20840

Dear Mr. Oneglia:

Reference is made to your recent telephone request to this office for a copy of the Maryland State Roads Commission policy referred to in Mr. Julian C. Holmes' letter of March 23, 1972 addressed to our Mr. Philip Miller, Chief, Bureau of Special Services.

The Material Mr. Holmes is apparently referring to is a resolution adopted by the State Roads Commission at its meeting of Wednesday, March 20, 1957. A copy of an excerpt from the Minutes of that meeting relative to the adoption of the resolution is enclosed for your information.

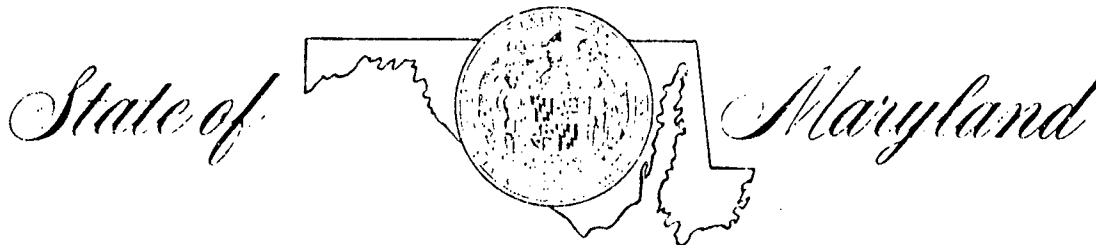
Very truly yours,

David H. Fisher

David H. Fisher
State Highway Administrator

DHF:mh
Attachment

cc: Mr. Philip R. Miller



DEPARTMENT OF HEALTH AND MENTAL HYGIENE

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

ENVIRONMENTAL HEALTH ADMINISTRATION

610 N. HOWARD STREET • BALTIMORE, MARYLAND 21201 • Area Code 301 • 383-2779

April 20, 1972

RECEIVED

APR 27 1972

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

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

Dear Mr. Miller:

SUBJECT: Contract P-870-4-371 Md. 210; Old Fort Road to 1.0 mile north of Md. 373
Contract P-870-5-371 Md. 210; 1.0 north of Md. 373 to Charles County Line

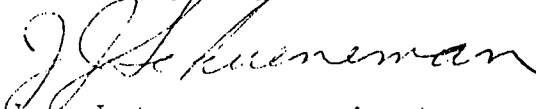
Thank you for this opportunity to make our comments regarding the dualization of Maryland route 210.

Dualizing this portion of the highway will probably not seriously affect the air quality in the area. However, the following information should be included in the environmental impact statement.

The statement should contain average and peak hour counts before and after the improvement as well as any expected changes in average speed. Some mention should also be made of intention to comply with state regulation 10.03.38 regarding precautions to be taken during construction and the disposal of debris.

We hope these comments will prove helpful to you in your preparation of an environmental impact statement. Please contact us if any further information is required.

Sincerely yours,


Jean J. Schueneman, Director
Bureau of Air Quality Control

JJS:AMB:bac

cc: Edwin L. Powell
Prince George's Co. Health Dept.



MARVIN MANDEL
GOVERNOR

MARYLAND
DEPARTMENT OF STATE PLANNING
301 WEST PRESTON STREET
BALTIMORE, MARYLAND 21201
TELEPHONE: 301-383-2451

102
RECEIVED

APR 1972
PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES
SECRETARY OF STATE PLANNING
NORMAN HEBDEN
DEPUTY SECRETARY

April 24, 1972

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

PC 4.3-371
J.O. 6601

Re: Your letter dated March 16, 1972
concerning dualizing Maryland Route 210

Dear Mr. Miller:

The State Clearinghouse, in accordance with its Early Warning Procedures, has circulated the referenced letter within the Department of State Planning and to the Department of Natural Resources, the Bureau of Air Quality Control of the Environmental Health Administration, and the County Executive of Prince George's County.

The Department of State Planning notes that the General Plan for Prince George's County indicates low density development between the Piscataway Creek and the Charles County line. Since this proposed highway construction impacts on this area, methods for reducing the development pressure usually generated by a high speed facility should be addressed in the environmental impact statement. Very limited access should be considered.

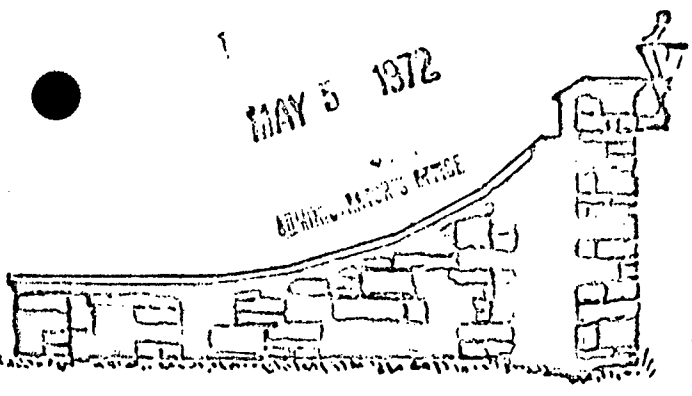
We appreciate the opportunity to make an early review of this proposal and look forward to conducting an A-95 review of the project when your plans reach an appropriate stage for the submission of a formal Notification of Intent to apply for a Federal grant.

Sincerely,

Vladimir Wahbe
Vladimir Wahbe

MAY 5 1972

ADMINISTRATIVE BRIDGE



Forest Knolls Citizens' Association

9513 Clarion Rd.
Oxon Hill, Md 20022

2 May 1972

State Highway Administration
300 West Preston St.
Baltimore, Md. 21203

Re: Contract P-878-4-371
P-878-5-371

Dear Sirs,

This letter is in reference to your letter of 17 March which you requested comments concerning the proposed improvements to Indian Head Highway, Route 210.

This association is concerned with the environmental impact which the widening of this road will have on this area of Prince Georges County and the need for such improvement is appreciated and considered necessary.

We hope that the natural beauty which currently exists in the Piscataway Creek area can be preserved and that there will be no construction which will cause further erosion of the banks as evidenced farther north.

The association thanks you for your concern and we desire to be kept informed of all future developments in this matter.

Very truly yours,

P.C. Peterson
President, F.K.C.A.

**PRINCE
GEORGE'S
COUNTY**



RECEIVED

MAY 4 1972

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

**Courthouse,
Baltimore, Maryland 20870
(301) 627-3000**

County Council

LUCILLE B. POTTS
Councilman
Fifth District

May 2, 1972

Mr. Philip R. Miller, Chief
Bureau of Special Services
State Highway Administration
P. O. Box 717
Baltimore, Maryland 21203

Dear Mr. Miller:

I would like to submit the following for the record concerning the dualization of Indian Head Highway, Contracts P-878-4-371, and P-878-5-371.

There is a general consensus of opinion in the area that this road improvement project is much needed. However, there is one point made in your letter to me of March 16, 1972, which needs further clarification.

In paragraph 2 of page 1, you state that "access will be controlled with connections to the highway limited to public road intersections only." The implications of this are not fully understood. According to a 1954 agreement between the Federal government and the State of Maryland, new access points to Indian Head Highway between Piscataway Creek and Bryan's Road shall be restricted to roads under the jurisdiction of the State Roads Commission. This agreement was reiterated at the State Roads Commission meeting of March 20, 1957, in a letter dated March 7, 1968, from Jerome B. Wolff, Chairman of the State Roads Commission, to Frank C. Turner, and in the reply to Mr. Wolff, dated June 18, 1968.

This reply, from the Federal Highway Administration, stated that, "entrances to the main travelled way, or crossings of this highway at grade, be permitted only where required for new public roads established by and under the jurisdiction of the Maryland State Roads Commission."

The section of your letter concerning access does not deal clearly with this. The language used is ambiguous and does not state that access to the newly dualized portion of Indian Head Highway will be restricted to state roads. The term "public roads" is open-ended, and implies that any road can be used as an access point.

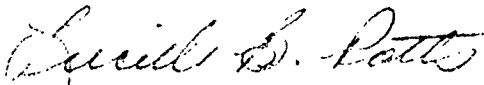
104

Mr. Philip R. Miller
May 2, 1972
Page 2

I wish to go on record opposing any system of access points to Indian Head Highway, other than that conforming to the above mentioned agreement. Residents of this area of Prince George's County have made it very clear to me that they oppose any deviation from this agreement.

Thank you for the opportunity to express my opinions, and those of the residents in this area. I will be waiting to hear of further developments.

Sincerely,



(Mrs.) Lucille B. Potts
Councilman - Fifth District

LBP/jm

106

WASHINGTON SUBURBAN SANITARY COMMISSION

4017 Hamilton Street, Hyattsville, Maryland 20781 | 277-7700

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 Planning & Operations
 JAMES A. STAPP
 Director, Department of
 Engineering &
 Construction

May 3, 1972

RECEIVED

MAY 8 1972

PHILIP R. MILLER
 CHIEF BUREAU OF
 SPECIAL SERVICES

J.O.C.

Bill

Mr. Philip R. Miller, Chief
 Bureau of Special Services
 State Highway Administration
 P. O. Box 717
 Baltimore, Maryland 21203

Dear Mr. Miller:

Reference is made to your letter requesting our comments
 on the proposed dualization of Maryland Route 210 between Old
 Fort Road and the Charles County Line.

Two Engineering Reports are currently being prepared for
 water and sewer extensions in the Accokeek area for presentation
 to the Commission on May 10, 1972. If the extensions are authorized
 various water and sewer lines will be constructed in and across
 Maryland Route 210. Any work authorized in Route 210 will be
 coordinated with the State Highway Administration's improvement.

Very truly yours,

Henry C. Knight
 Section Head
 Structure Relocation Section

GWS:le

cc: Mr. M. S. Caltrider



107

UNITED STATES DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE - 4321 Hartwick Road

College Park, Maryland 20740

May 3, 1972

Bill

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

RECEIVED

MAY 4 1972
PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

Dear Mr. Phillips:

This is in response to your March 16, 1972 letters to Dr. T. C. Byerly, USDA, Washington, D. C. and this office asking for comments on proposed dualization of Md. Route 210 continued to the Charles County line.

Our interest in this project will center around erosion control and any use your agency may make of the Prince George's County soil survey. The soils in the area of concern are quite erosive and will require special attention during both the construction stage and the operational stage of the project. Your future plans and environmental statement should provide for controlling erosion with acceptable limitations.

We appreciate the opportunity to review this proposal and trust our comments are helpful. Let us know if we can assist you with this and other portions of your work.

Sincerely,

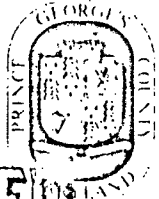
John H. Gibson
John H. Gibson
Acting State Conservationist

cc: T. C. Byerly
K. E. Grant



108

**PRINCE
GEORGE'S
COUNTY**



RECEIVED

**Courthouse.
Upper Marlboro, Maryland 20870
(301) 627-3000**

WILLIAM W. GULLETT
County Executive

MAY 11 1972

May 10, 1972

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

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

J.O. GEORGE - 12
MAY

Re: Maryland Route 210 - Indian Head
Highway Contracts P-878-4-371 and
P-878-5-371

Dear Mr. Miller:

This is in response to your letter of March 20, 1972 requesting this office to review and comment on the proposed plans of the State Highway Administration to re-surface the existing 2 lanes of Maryland Route 210 between the Charles County Line and Old Fort Road, and add a second 2 lanes to form a 4 lane divided highway.

We recognize that the proposed improvement to the 2.4 mile portion from Old Fort Road to one mile north of Md. Rte. 373 was included in the State's Continuing Five-Year Program for Primary and Secondary Construction and Reconstruction, Fiscal Years 1970-1974, with construction funds established in the 1970 budget year. We also recognize that the scheduled improvement to the 4.4 mile portion from one mile north of Md. Rte. 373 to Old Fort Road is included in the proposed Five-Year Program for Fiscal Years 1972-1976, with funds for Right-of-Way acquisition established for Fiscal Years 1973 and 1974, and with construction funds established for Fiscal Year 1976.

As the proposed improvement of this roadway is needed, and as the improved roadway should have negligible adverse impact on the local environment if drainage facilities are constructed to adequate outfall points and reasonable sediment control measures are followed, and as this office recently

CC TO MR. CZABAN

FOR COORDINATION PROCESS & INCLUSION IN DES.

Mr. Philip R. Miller
Page 2

gave favorable comment on the proposed improvement of the portion included in the Five-Year Program for Fiscal Years 1972-1976, we support this project if completed as proposed.

If additional comment is necessary in advance of the combined Location and Design Hearing scheduled to be held in 1972, please contact this office.

Very truly yours,



William W. Gullett
County Executive

cc: Councilman White
Robert A. Edwards
Ken Duncan
John Marburger
Vladimir Wahbe
Edward W. Chen

BIRCHWOOD CITY COMMUNITY ASSOCIATION

POST OFFICE BOX 18007
OXON HILL, MARYLAND 20821

110
P878-4.5

RECEIVED May 10, 1972

Mrs. Lucille B. Potts
Councilman, Fifth District
Courthouse
Upper Marlboro, Md. 20670

MAY 24 1972

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

J.C. [unclear]
[unclear]

Dear Mrs. Potts:

In reply to your letter of March 28, 1972 on the subject of the dualization of Indian Head Highway, my only comment is that this organization voted approval of it.

Please keep us informed of other actions on this and other matters of public interest. Thank you.

Respectfully,

Alfred J. Babecki
Alfred J. Babecki
President

cc. Mr. Philip R. Miller, State Highway Administration

111

RECEIVED

MAY 16 1972

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

May 15, 1972

Maryland Project P 878-6-371
Federal Project F 139-1(2)
Md Rte 210 - Old Fort Rd to Charles
County Line
General RW File: 53180

TO: Mr. Phillip R. Miller
Chief, Bureau of Special
Services

FROM: Peter J. Malloy, Chief,
Relocation Assistance
Section

J.O. 16316 - E / May

Attention: Mr. William R. Fletcher

Relative to your memorandum of March 16, 1972 requesting information on the above project, the following narrative and Form RW DP 1 data is submitted for inclusion in the Draft Environmental Statement and for use in the Public Hearing Statement.

(1) The probable effects on employment in the area - the dualization of Maryland Route 210 will not immediately generate employment in the area. The residents of the area work in the District of Columbia or in areas of Maryland immediately adjacent to the District. The dualization of Maryland Route 210 will enable the residents of the area to travel to employment centers with greater safety due to the existence of four traffic lanes instead of the present two traffic lanes. It should be noted here that the dualization will facilitate the movement of future traffic of the area while the retention of the two lane pattern will hamper the movement of traffic which will be generated by residential development in the area. To illustrate, in 1960, the Piscataway Election District in which Indian Head Highway is situated, contained 7,301 persons while the 1970 census revealed a 128.8 per cent increase in population to 16,705. This trend is expected to continue due to the availability of numerous tracts of undeveloped land. Also, when sewer lines are constructed development will accelerate.

(2) The probable effect of the new road upon the real property tax base - approximately 14 acres of land zoned rural residential with a market value of \$6,000.00 an acre or an \$84,000.00 value will be acquired by the Administration. Also, approximately two acres of commercial land with a market value of \$45,000.00 an acre or \$90,000.00 will be acquired. Prince George's County assesses property at 60% of market value or an assessed value of \$104,400.00 for the land affected by this project. The only improvement on the project, the B. and J. Carryout, is assessed at \$13,320.00.. The tax rate is \$4.08/\$100.00 of assessed value. The residential tax loss will be

112

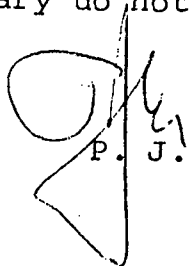
Mr. Phillip R. Miller

\$2,056.32, and the commercial tax loss will be \$2,746.66. If the road is not dualized residential and commercial development will be retarded; and consequently, the real property tax base will not increase materially.

(3) The probable effect of the road and resulting traffic flow upon adjacent property values - the dualization will increase the value of adjacent properties as it will expand an existing two lane roadway. The resulting traffic flow should not be greater than the present traffic flow immediately but as development occurs the traffic flow naturally will increase.

(4) No residential units or farms will be acquired by this project. A possible problem exists with the BP Gas Station (Plat 19) as it appears the gas pumps may be in the proposed fee take; however, at this time, relocation of the station is not anticipated. The B. and J. Carryout Shop will be in the taking, but no problem is foreseen as a result of this relocation.

If further information is necessary do not hesitate to contact me.


P. J. M.

PJM:GLH:cm

- cc: Mr. J. Francis Curran
- Mr. Andrew M. Schwalier
- Mr. H. Richard Schreiber
- Mr. William Morrison
- Mr. Robert J. Finck
- Mr. George L. Hester

Attachments

RIGHT OF WAY DIVISION
300 WEST PRESTON STREET
BALTIMORE, MARYLAND 21201

STATE HIGHWAY ADMINISTRATION
OF THE
DEPARTMENT OF TRANSPORTATION
OF MARYLAND

FORM RD OP 1 PAGE 26
MD PROJECT: P 878-45-371
FED PROJECT:
ALTERNATE NO: n/a
TERMINI: Md. Rte. 210 from OI
Fort Rd. to Charles Co. Li
ALIGNMENT I.O.

CONCEPTUAL OR ACQUISITION STATE RELOCATION STUDY
(SECTIONS 14 and 15 of IM HO-1-71)

Data for Conceptual Stage Study will be estimated. Owners and Tenants need not be interviewed. Work sheets will be attached, including photos. Data for Acquisition Stage Study will be developed through interview with persons affected. Work sheets will be attached, including photos. When comment exceeds allotted space, use additional sheets and attach hereto. Identify attached material by subject number.

- 1. ESTIMATED NUMBER OF PERSONS DISPLACED BY THIS ALIGNMENT none
- 2. INDIVIDUALS (OTHER THAN FAMILIES) none
- 3. NUMBER OF FAMILIES none NUMBER OF BUSINESS 1
NUMBER OF FARM OPERATIONS none NUMBER OF NON-PROFIT ORGS none

4. TYPES OF HOMES BY CLASSIFICATION

	One Family Dwellings (Owners)	N/A	Multi-Family
Small	_____		_____
Medium	_____		_____
Large	_____		_____
Age under 10 years	_____		_____
Age 11 to 30 years	_____		_____
Age 31 or older	_____		_____
Frame	_____		_____
Brick or Equivalent	_____		_____
Combination	_____		_____
Detached	_____		_____
Semi Detached (Up to 8 in Group Including Ends)	_____		_____
Row (9 or over in Group)	_____		_____
Poor Condition	_____		_____
Fair Condition	_____		_____
Good Condition	_____		_____
Poor Location	_____		_____
Fair Location	_____		_____
Good Location	_____		_____

	One Family Dwellings (Tenants)	N/A	Multi-Family
Small	_____		_____
Medium	_____		_____
Large	_____		_____
Age under 10 years	_____		_____
Age 11 to 30 years	_____		_____
Age 31 and Over	_____		_____
Frame	_____		_____
Brick or Equivalent	_____		_____
Combination	_____		_____
Detached	_____		_____
Semi Detached (Up to 8 in Group, Including Ends)	_____		_____
Row	_____		_____
Poor Condition	_____		_____
Fair Condition	_____		_____
Good Condition	_____		_____
Poor Location	_____		_____
Fair Location	_____		_____
Good Location	_____		_____

Apartment House 4 Units or More N/A

Converted House _____	Condition _____	No. of Units _____
Garden Type (4 stories or less) _____	Condition _____	No. of Units _____
High Rise (5 stories or more) _____	Condition _____	No. of Units _____

5. TYPES OF BUSINESS: Carry-out restaurant (B. and J. Carry Out)
6. TYPES OF FARM OPERATIONS: none
7. TYPES OF NON-PROFIT ORGANIZATIONS: none
8. NUMBER AND LOCATION OF UNIMPROVED PROPERTIES AFFECTED: See attached sheet
9. NUMBER AND TYPE OF PROPERTIES ADJACENT TO PROPOSED RIGHT OF WAY WHICH MAY SUFFER ECONOMIC DAMAGE: Plat 19 Hardware store will lose two parking spaces
10. SOCIAL, ECONOMIC AND ENVIRONMENTAL EFFECTS:

ASH?
9/19/77

- (1) Effect as regards Fast, Safe and Efficient Transportation The present two lane highway will be dualized which will provide faster, safer, and more efficient transportation.
- (2) Effect as regards National Defense The southern terminus of Md. Rte. 210 is the U.S. Naval Ordnance Station at Indian Head; access to this facility will be greatly improved.
- (3) Effect on Economic Activity The dualization should result in the development of the area.
- (4) Effect on Employment Virtually no effect as the employment centers are elsewhere.
- (5) Effect on Recreation, Parks, Natural and Historic Landmarks The ball park located on plat 19 (opposite the B.P. gas station) will not contain sufficient area after the dualization.
- (6) Effect on Fire Protection The dualization will enable fire fighting equipment to rapidly travel in the area.
- (7) Effect on Aesthetics Woodlands surrounding the present roadway will be destroyed. *Some woodlands will be destroyed. Some will remain.*
- (8) Effect on Public Utility The W.M.A. bus line travels on Md. Rte. 210 to Indian Head--the dualization will facilitate bus transportation.
- (9) Effect on Public Safety and Health The Wilson Memorial Clinic (plat 19) will be accessible to more persons when the dualization is completed.
- (10) Effect on Neighborhood Character and Location The area will be developed both residentially and commercially.
- (11) Land Usage Affected (Low, Middle, High Income Residential; Commercial; Industrial, Agricultural; Mixed; etc.) Eventually rural residential land will be developed; land zoned commercial will be developed--however area is still overwhelmingly rural
- (12) Effect on Identifiable Minority Groups
none
- (13) Effect on Religious Institutions and Practices
none
- (14) Effect on Conservation, Including Erosion, Sedimentation, Wildlife and general Ecology of the Area Will disturb the ecological balance during construction resulting in erosion, sedimentation, and displacement of small wildlife.
- (15) Effect as regards noise, air and water pollution Will encourage automobile use, therefore air, noise, and water pollution will result.
- (16) Effect on Property Value The dualization will increase all adjoining property values.
- (17) Multiple Use of Airspace, if any (Housing, Schools, Parking, Commercial, and so on)
none

11. TYPE OF NEIGHBORHOOD AFFECTED Rural
12. REPLACEMENT HOUSING AVAILABLE IN SAME, SIMILAR, OR BETTER NEIGHBORHOOD. N/A

FOR SALE			
PRICE RANGE	ONE FAMILY	TWO FAMILY	THREE FAMILY
\$0 -7,500	_____	_____	_____
\$7,500-12,000	_____	_____	_____
\$12,000-15,000	_____	_____	_____
\$15,000-20,000	_____	_____	_____
\$20,000-25,000	_____	_____	_____
\$25,000-30,000	_____	_____	_____
\$30,000-40,000	_____	_____	_____
\$40,000 & Over	_____	_____	_____

ROOMS	\$20.00 to \$40.00	\$40.00 to \$60.00	Over \$60.00
RENTAL UNITS	N/A		
1 Bedroom	\$50 - \$70	\$70 to \$100	\$100 - \$150
2 Bedroom	\$50 - \$100	\$100 to \$150	\$150 - \$250
3 Bedroom	\$100 - \$150	\$150 to \$250	\$250 - \$300
4 Bedroom	\$150 - \$250	\$250 to \$350	\$350 & Over
5 Bedroom & Over	\$200 - \$300	\$300 - \$400	\$400 & Over

13. STATE SOURCE OF DATA FOR REPLACEMENT HOUSING AND RENTAL COSTS (Multiple listing, brokers, newspapers, property managers, private sale or rent, etc.)
N/A
14. STATE PROBABILITY OF SITES AND IMPROVEMENTS AVAILABLE FOR RELOCATION OF BUSINESS AFFECTED, AND ESTIMATE OF THE NUMBER OF BUSINESS WHICH MAY BE DISCONTINUED. The affected business is operated by a tenant. Due to the scarcity of buildings of a commercial nature in the area it is believed that he will be forced to go out of business.
15. STATE PROBABILITY OF SITES AND IMPROVEMENTS AVAILABLE FOR RELOCATION OF FARM OPERATIONS AFFECTED, AND ESTIMATE OF THE NUMBER OF FARM OPERATIONS TO BE DISCONTINUED.
N/A
16. STATE PROBABILITY OF SITES AND IMPROVEMENTS AVAILABLE FOR THE RELOCATION OF NON-PROFIT ORGANIZATIONS AFFECTED.
N/A
17. INDICATE WHETHER OR NOT ANY OTHER AGENCY, PRIVATE OR PUBLIC, STATE OR FEDERAL, IS PLANNING OR CONDUCTING ANY PROJECT IN THE AREA WHICH MIGHT AFFECT THE RELOCATION PROGRAM FOR THIS PROJECT. IF THERE IS SUCH A PROGRAM, STATE ITS EXTENT AND ITS PROBABLE EFFECT.
None Known
18. GIVE AN ESTIMATE, AND THE REASONS THEREFORE, OF PROBABLE LEAD TIME REQUIRED TO COMPLETE RELOCATION ON THIS PROJECT. TIME TO BE ESTIMATED FROM THE DATE OF INITIATION OF NEGOTIATION FOR THE FIRST PARCEL ON THE PROJECT (AUTHORIZATION TO ACQUIRE WILL NOT BE GIVEN UNTIL PUBLIC HEARINGS HAVE BEEN COMPLETED AND THE DESIGN AND ACQUISITION STATE STUDY AND ENVIRONMENTAL CONTROL STATEMENT HAVE BEEN APPROVED.)
Six (6) months approximately as the business no doubt will not be relocated (see No. 14)
19. STATE AND ANALYZE ANY RELOCATION ASSISTANCE PROBLEMS WHICH APPEAR TO BE UNUSUAL, COMPLEX OR OF GREAT MAGNITUDE AS REGARDS THIS PROJECT.
The only affected building, the B. and J. Carry Out, is operated by a 57 year old man. It is believed that he will not be able to relocate (see no. 14) and at his age the loss of the business will cause a great hardship.
20. STATE RECOMMENDED SOLUTIONS TO PROBLEMS OUTLINED IN NUMBER 19 ABOVE.
If it is possible a realignment of Livingston Road and Indian Head Highway (plat 19) would save the restaurant.
21. STATE THE USUAL NUMBER OF REPLACEMENT HOUSING UNITS USUALLY FOR SALE OR RENT IN THE AREA UNDER CONSIDERATION AT ANY GIVEN TIME, ON THE PRIVATE OR OPEN MARKET, AND THE SOURCES FROM WHICH SUCH INFORMATION IS DEVELOPED.
N/A

SIGNATURE AND DATE: William B. Morrison April 23, 1972
 RELOCATION OFFICER(S) CONDUCTING STUDY: William B. Morrison, Mrs. Leslie Agro, Daniel W. Johnson
 REGIONAL RELOCATION OFFICER APPROVING STUDY: [Signature]
 HEADQUARTERS RELOCATION OFFICER APPROVING AND TRANSMITTING STUDY: PETER J. C. MALLOY, J.D.R.

CHIEF, RELOCATION ASSISTANCE SECTION
 BUREAU OF F/A AND R/A
 402 S.H.A. BLDG.
 600 W. FRESTON STREET
 BALTIMORE, MD. 21201

166

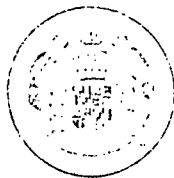
Number and location of unimproved properties affected (from plat 1 to end)

<u>Side of Indian Head Highway</u>	<u>Area</u>	<u>Properties</u>
East	Piscataway Road	2
East	N. Farmington Road	2
West	Farmington Road and Rte. 210	1
East	S. of Farmington Road	2
East	N. Commercial Area-Plat 19	2
West	Livingston Road-Old Church Rd. Rte. 210	4
East	Livingston Road-Old Church Rd. Rte. 210	4
West	At Manning Road	1
East	At Manning Road	5
East	Near Maple Lane	5
East	Livingston Road-Rte. 210 at Charles-Prince Georges County line	3
East	Charles-Prince Georges County line	7
Total		38 properties

Brick or Equivalent

Handwritten notes and signatures:
 per r/pa list on plat 10, 11
 E. J. H.

117



J. O. 66016-E

STENY HAMILTON HOYER
STATE SENATOR
PRINCE GEORGES COUNTY

SENATE OF MARYLAND
ANNAPOLIS, MARYLAND 21404

CHIEF BUREAU OF SPECIAL SERVICES
4109 OLD SILVER HILL ROAD
DISTRICT HEIGHTS, M.D. 20818

May 16, 1972

RECEIVED

MAY 18 1972

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

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

Re: Md. 210
Old Fort Road to
Charles County Line

Dear Mr. Miller:

This will acknowledge receipt of your letter of March 16, 1972. Although I have no statement to make, I would appreciate your forwarding to me any up date you might have with reference to the information that was included in that letter.

Sincerely yours,

STENY H. HOYER

SHH/lw

cc Matz-CHILDS
ATTN: MR. R. CZARAN
BOR COORDINATION PHASE

November 6, 1972

Lawland Construction: 7-1,5-371
Project: 7-1,5-371
Project: 7-15-1(2)
Route 210 - 01 Fort Lead to Charles
County Area
General file: 531 0

118
J.O.

Draft Environmental Impact Statement

TO: Mr. William E. Miller, Chief
Bureau of Social Services

FROM: Peter J. Allen, Chief
Relocation Assistance Section

BY: George L. Foster
Relocation Assistance Officer

ATTENTION: Mr. William E. Fletcher

In response to your request of August 16, 1972, the following environ-
mental impact information is submitted. This study is in addition to the
draft Environmental Impact Statement which was submitted on May 15, 1972.
The probable impact of this study is separated into two (2) parts
and does not include the impact of use originally studied. The draft Environ-
mental Impact Statement is as follows and is supplemented by the attached
forms 1.

"Impact of Lay for Future Service Roads"

1. The probable effect on employment as a result of this project is significant. The acquisition will effect the entire leased commercial area. Four (4) business properties will be acquired including the only medical facility in the area. Consequently, the employment of an estimated sixteen (16) people will be displaced or at least temporarily interrupted as their businesses are relocated.
2. The probable effect on the real property tax base is estimated to be as follows:

Improved Property	\$ 3,230.00
Unimproved Property	14,770.00
Total Annual Tax Loss	\$ 1,100.00

The Prince George's County tax rate is 0.11 per 100 of assessed value.

3. The effect of the service roads on the adjacent property values is an anticipated increase in their present values. The increase in value will be in the form of a higher assessed value, which will result in a higher tax rate. The increase in value will be a result of the higher assessed value.

- 4. The project will displace two (2) families of an estimated net (1.7) jobs or four (4) businesses which employ approximately sixteen (16) people. One is a non-profit organization and the other family will be displaced. This family is an owner-occupied family and their relocation should not present any unusual problem. The other family that will be required to relocate is a tenant family, and their relocation should not present any problems. Adequate replacement housing in the categories of occupancy should exist in new, similar or better neighborhoods at the time of the displacement.

"Right of Way for Service Roads Needed"

- 1. The anticipated effect on employment as a result of this project is minimal. Two businesses will be acquired including a tavern and a gas station which may employ eight (8) people. Both of these businesses should be able to relocate without losing their employees.
- 2. The effect on the real property tax base is estimated to be as follows:

Improved Property	\$1,500.00
Unimproved Property	5,920.00
Total Annual Tax Loss	7,420.00

The tax rate in Prince George's County is \$4.11 per \$100 of assessed value.

- 3. The anticipated effect of these service roads on the adjacent property values will be positive. The upgrading of Rd Rte 210 will cause the values adjacent to the road to increase, and the net effect of the service roads should be an additional increase in property value. Improved access is the prime consideration in this estimated increase in values.
- 4. One tenant family will be displaced by the project. This family is a member of a minority group, but their relocation in the area should not be a problem. Rental units will be available which are suitable to this family. Two businesses are also going to be displaced by the project, and their relocation does not appear to present any unusual problems.

I assume that this information is sufficient for inclusion in the DMS. Additional detail is provided in the forms W/ P-1 which are attached for your use. If there are any questions or further information is required, please do not hesitate to contact the writer.

P. J. H.

- RJH:CUH:scb
 cc: Mr. Andrew W. Schwalier
 Mr. Peter J. Talley
 Mr. J. Richard Schreiber
 Mr. William Morrison
 Mr. Robert J. Finck

G. L. H.

RIGHT OF WAY DIVISION
300 WEST HUNSTON STREET
BALTIMORE, MARYLAND 21201

STATE HIGHWAY ADMINISTRATION
OF THE
DEPARTMENT OF TRANSPORTATION
OF MARYLAND

FORM RD DP 1 PAGE 1
MD PROJECT: P 878R-6-371
FED PROJECT: F 139-1(2)
ALTERNATE NO: ----
TERMINI: Md. Rte. 210 - Old
Fort Road to Charles
ALIGNMENT I.D. County Line
R/W for Service Roads

CONCEPTUAL OR ACQUISITION STATE RELOCATION STUDY
(SECTIONS 14 and 15 of IM 80-1-71)

Needed

Data for Conceptual Stage Study will be estimated. Owners and Tenants need not be interviewed. Work sheets will be attached, including photos. Data for Acquisition Stage Study will be developed through interview with persons affected. Work sheets will be attached, including photos. When comment exceeds allotted space, use additional sheets and attach hereto. Identify added material by project number.

1. ESTIMATED NUMBER OF PERSONS DISPLACED BY THIS ALIGNMENT 12
2. INDIVIDUALS (OTHER THAN FAMILIES) 8
3. NUMBER OF FAMILIES 1 NUMBER OF BUSINESS 2
NUMBER OF FARM OPERATIONS None NUMBER OF NON-PROFIT ORGS None
4. TYPES OF HOUSES BY CLASSIFICATION

	One Family Dwellings (Owners)	Multi-Family
Small	_____	_____
Medium	_____	_____
Large	_____	_____
Age under 10 years	_____	_____
Age 11 to 30 years	_____	_____
Age 31 or older	_____	_____
Frame	_____	_____
Brick or Equivalent	_____	_____
Combination	_____	_____
Detached	_____	_____
Semi Detached (Up to 8 in Group Including Ends)	_____	_____
Row (9 or over in Group)	_____	_____
Poor Condition	_____	_____
Fair Condition	_____	_____
Good Condition	_____	_____
Poor Location	_____	_____
Fair Location	_____	_____
Good Location	_____	_____

	One Family Dwellings (Tenants)	Multi-Family
Small	<u>1</u>	_____
Medium	_____	_____
Large	_____	_____
Age under 10 years	_____	_____
Age 11 to 30 years	<u>1</u>	_____
Age 31 and Over	_____	_____
Frame	<u>1</u>	_____
Brick or Equivalent	_____	_____
Combination	_____	_____
Detached	<u>1</u>	_____
Semi Detached (Up to 8 in Group, Including Ends)	_____	_____
Row	_____	_____
Poor Condition	<u>1</u>	_____
Fair Condition	_____	_____
Good Condition	_____	_____

121

Apartment House 4 Units or More N/A

Converted House	_____	Condition	_____	No. of Units	_____
Garden Type (4 stories or less)	_____	Condition	_____	No. of Units	_____
High Rise (5 stories or more)	_____	Condition	_____	No. of Units	_____

5. TYPES OF BUSINESSES: Two gas stations, one doctor's office, one hardware store.
6. TYPES OF FARM OPERATIONS: None
7. TYPES OF NON-PROFIT ORGANIZATIONS: None
8. NUMBER AND LOCATION OF UNIMPROVED PROPERTIES AFFECTED: Previously submitted
9. NUMBER AND TYPE OF PROPERTIES ADJACENT TO PROPOSED RIGHT OF WAY WHICH MAY SUFFER ECONOMIC DAMAGE: None
10. SOCIAL, ECONOMIC AND ENVIRONMENTAL EFFECTS: Previously submitted, except as stated below.
 - (1) Effect as regards Fast, Safe and Efficient Transportation
 - (2) Effect as regards National Defense
 - (3) Effect on Economic Activity - the project will result in the acquisition of all of the businesses in the Accokeek Commercial area.
 - (4) Effect on Employment - several persons will lose employment as a result of the acquisition of the four businesses.
 - (5) Effect on Recreation, Parks, Natural and Historic Landmarks
 - (6) Effect on Fire Protection
 - (7) Effect on Aesthetics
 - (8) Effect on Public Utility
 - (9) Effect on Public Safety and Health - the project will result in the loss of the only medical clinic in the Accokeek area (it is also the location of the only medical doctor in the area)
 - (10) Effect on Neighborhood Character and Location
 - (11) Land Use Affected (Low, Middle, High Income Residential; Commercial; Industrial; Agricultural; Mixed; etc.)
 - (12) Effect on Identifiable Minority Groups - one black owner-occupied home will be acquired.
 - (13) Effect on Religious Institutions and Practices
 - (14) Effect on Conservation, including Erosion, Sedimentation, Wildlife and general Ecology of the Area
 - (15) Effect as regards noise, air and water pollution
 - (16) Effect on Property Value
 - (17) Multiple Use of Airspace, if any (Housing, Schools, Parking, Commercial, and so on)
11. TYPE OF NEIGHBORHOOD AFFECTED - residential and commercial
12. REPLACEMENT HOUSING AVAILABLE IN SAME, SIMILAR, OR BETTER NEIGHBORHOOD.

RECEIVED
 OCT 20 1977
 STATE HIGHWAY
 STATE ROAD'S COMM.
 RIGHT OF WAY DIVISION
 FEDERAL AID &
 BRIDGE ASSISTANCE

FOR SALE

PRICE RANGE	ONE FAMILY	TWO FAMILY	THREE FAMILY
\$0 - 7,500	_____	_____	_____
\$7,500-12,000	_____	_____	_____
\$12,000-15,000	_____	_____	_____
\$15,000-20,000	_____	_____	_____
\$20,000-25,000	3	_____	_____
\$25,000-30,000	_____	_____	_____
\$30,000-40,000	_____	_____	_____
\$40,000 & Over	_____	_____	_____

122

	<u>Apartment House (4 Units or More)</u>	None			
Converted House	_____	Condition	_____	No. of Units	_____
Garden Type (4 stories or less)	_____	Condition	_____	No. of Units	_____
High Rise (5 stories or more)	_____	Condition	_____	No. of Units	_____

5. TYPES OF BUSINESS: Tavern and Gas Station
6. TYPES OF FARM OPERATIONS: None
7. TYPES OF NON-PROFIT ORGANIZATIONS: None
8. NUMBER AND LOCATION OF UNIMPROVED PROPERTIES ADJACENT: Previously submitted
9. NUMBER AND TYPE OF PROPERTIES ADJACENT TO PROPOSED RIGHT OF WAY WHICH MAY SUFFER ECONOMIC DAMAGE: None
10. SOCIAL, ECONOMIC AND ENVIRONMENTAL EFFECTS: Previously submitted

- (1) Effect as regards Fast, Safe and Efficient Transportation
- (2) Effect as regards National Defense
- (3) Effect on Economic Activity
- (4) Effect on Employment
- (5) Effect on Recreation, Parks, Natural and Historic Landmarks
- (6) Effect on Fire Protection
- (7) Effect on Aesthetics
- (8) Effect on Public Utility
- (9) Effect on Public Safety and Health
- (10) Effect on Neighborhood Character and Location
- (11) Land Uses Affected (Low, Middle, High Income Residential; Commercial; Industrial, Agricultural; Mixed; etc.)
- (12) Effect on Identifiable Minority Groups - Black tenant occupied dwelling will be acquired.
- (13) Effect on Religious Institutions and Practices
- (14) Effect on Conservation, including Erosion, Sedimentation, Wildlife and general Ecology of the Area
- (15) Effect as regards noise, air and water pollution
- (16) Effect on Property Value
- (17) Multiple Use of Airspace, if any (Housing, Schools, Parking, Commercial, and so on)

11. TYPE OF NEIGHBORHOOD AFFECTED Residential

12. REPLACEMENT HOUSING AVAILABLE IN SAME, SIMILAR, OR BETTER NEIGHBORHOOD.

RECEIVED
 OCT 30 1972
 ALBERTA HIGHWAY
 STATE ROADS COMM.
 RIGHT OF WAY DIVISION
 FEDERAL AID &
 OTHER ASSISTANCE

	<u>FOR SALE</u>		
<u>PRICE RANGE</u>	<u>ONE FAMILY</u>	<u>TWO FAMILY</u>	<u>THREE FAMILY</u>
\$0 -7,500	_____	_____	_____
\$7,500-12,000	_____	_____	_____
\$12,000-15,000	_____	_____	_____
\$15,000-20,000	_____	_____	_____
\$20,000-25,000	_____	_____	_____
\$25,000-30,000	_____	_____	_____
\$30,000-40,000	_____	_____	_____
\$40,000 & Over	_____	_____	_____

ROOMS	\$20.00 to \$40.00	\$40.00 to \$60.00	over \$60.00
RENTAL UNITS			
1 Bedroom \$50 - \$70	\$70 to \$100	Available \$100 - \$150	\$150 & Over
2 Bedroom \$50 - \$100	\$100 to \$150	\$150 - \$250	\$250 & Over
3 Bedroom \$100 - \$150	\$150 to \$250	\$250 - \$300	\$300 & Over
4 Bedroom \$150 - \$250	\$250 to \$350	\$350 & Over	
5 Bedroom & Over \$200 - \$300		\$300 - \$400	\$400 & Over

13. STATE SOURCES OF DATA FOR REPLACEMENT HOUSING AND RENTAL COSTS (Multiple listing, brokers, newspapers, property managers, private sale or rent, etc.) Private Rental
14. STATE PROBABILITY OF SITES AND IMPROVEMENTS AVAILABLE FOR RELOCATION OF BUSINESS AFFECTED, AND ESTIMATE OF THE NUMBER OF BUSINESSES WHICH MAY BE DISCONTINUED. Gas Station is chain operation; owner of tavern owns other land which could be used for relocation.
15. STATE PROBABILITY OF SITES AND IMPROVEMENTS AVAILABLE FOR RELOCATION OF FARM OPERATIONS AFFECTED, AND ESTIMATE OF THE NUMBER OF FARM OPERATIONS TO BE DISCONTINUED. N/A
16. STATE PROBABILITY OF SITES AND IMPROVEMENTS AVAILABLE FOR THE RELOCATION OF NON-PROFIT ORGANIZATIONS AFFECTED. N/A
17. INDICATE WHETHER OR NOT ANY OTHER AGENCY, PRIVATE OR PUBLIC, STATE OR FEDERAL, IS PLANNING OR CONDUCTING ANY PROJECT IN THE AREA WHICH MIGHT AFFECT THE RELOCATION PROGRAM FOR THIS PROJECT. IF THERE IS SUCH A PROGRAM, STATE ITS EXTENT AND ITS PROBABLE EFFECT. None Known.
18. GIVE AN ESTIMATE, AND THE REASONS THEREFORE, OF PROBABLE LEAD TIME REQUIRED TO COMPLETE RELOCATION ON THIS PROJECT, TIME TO BE ESTIMATED FROM THE DATE OF INITIATION OF RELOCATION FOR THE FIRST PARCEL OF THE PROJECT (ACQUISITION TO ACQUIRE WILL NOT BE GIVEN UNLESS PUBLIC HEARINGS HAVE BEEN COMPLETED AND THE DESIGN AND ACQUISITION STATE STUDY AND ENVIRONMENTAL CONTROL STATEMENT HAVE BEEN APPROVED.) Six months, as only three improvements are involved.
19. STATE AND ANALYZE ANY RELOCATION RESISTANCE PROBLEMS WHICH APPEAR TO BE UNUSUAL, COMPLEX OR OF GREAT MAGNITUDE AS REGARDS THIS PROJECT. None
20. STATE RECOMMENDED SOLUTIONS TO PROBLEMS OUTLINED IN NUMBER 19 ABOVE. ----
21. STATE THE USUAL NUMBER OF REPLACEMENT HOUSING UNITS USUALLY FOR SALE OR RENT IN THE AREA UNDER CONSIDERATION AT ANY GIVEN TIME, ON THE PRIVATE OR OPEN MARKET, AND THE SOURCES FROM WHICH SUCH INFORMATION IS DEVELOPED. Houses for rent - two or three - found by observation and in newspapers.

SIGNATURE AND DATE: William B. Morrison Oct. 27, 1972

RELOCATION OFFICER(S) CONDUCTING STUDY: William B. Morrison

REGIONAL RELOCATION OFFICER APPROVING STUDY: Robert H. [unclear] 10/31/72

HEADQUARTERS RELOCATION OFFICER APPROVER AND TRANSMITTING REPORT: [unclear] 11-8-72

RIGHT OF WAY DIVISION
300 WEST PRESTON STREET
BALTIMORE, MARYLAND 21201

STATE HIGHWAY ADMINISTRATION
OF THE
DEPARTMENT OF TRANSPORTATION
OF MARYLAND

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FORM R-6 DP 1 PAGE 1
MD PROJECT: P 878R-G-371
FED PROJECT: F 139-1 (2)
ALTERNATE NO: -----
TERMINI: Md. Rt. 210-Old Fo
Rd. to Charles County Li
ALIGNMENT I.D. Future R/W for
Service Roads

CONCEPTUAL OR ACQUISITION STAGE RELOCATION STUDY
(SECTION 14 and 15 of UM 80-1-71)

Data for Conceptual Stage Study will be estimated. Owners and Tenants need not be interviewed. Work sheets will be attached, including photos. Data for Acquisition Stage Study will be developed through interview with persons affected. Work sheets will be attached, including photos. When comment exceeds allotted space, use additional sheets and attach thereto. Identify added material by subject number.

1. ESTIMATED NUMBER OF PERSONS DISPLACED BY THIS ALIGNMENT 26
2. INDIVIDUALS (OTHER THAN FAMILIES) 16
3. NUMBER OF FAMILIES 2 NUMBER OF BUSINESSES 4
NUMBER OF FARM OPERATIONS None NUMBER OF NON-PROFIT ORGS None
4. TYPES OF HOUSES BY CLASSIFICATION:

One Family Dwellings (Owner Occupied)		Multi-Family
Small	<u>1</u>	
Medium		
Large		
Age under 10 years	<u>1</u>	
Age 11 to 30 years		
Age 31 or older		
Frame		
Brick or Equivalent	<u>1</u>	
Combination		
Detached	<u>1</u>	
Semi Detached		
(Up to 8 in Group Including Ends)		
Row		
(9 or over in Group)		
Poor Condition		
Fair Condition		
Good Condition	<u>1</u>	
Poor Location		
Fair Location		
Good Location		

One Family Dwellings (Tenants)		Multi-Family
Small	<u>1</u>	
Medium		
Large		
Age under 10 years		
Age 11 to 30 years	<u>1</u>	
Age 31 and Over		
Frame		
Brick or Equivalent	<u>1</u>	
Combination		
Detached	<u>1</u>	
Semi Detached		
(Up to 8 in Group, Including Ends)		
Row		
Poor Condition		
Fair Condition	<u>1</u>	
Good Condition		

125

ROOMS	\$20.00 to \$40.00	\$40.00 to \$60.00	Over \$40.00
RENTAL UNITS			
1 Bedroom	\$50 - \$70	\$70 to \$100	\$100 - \$150
2 Bedroom	\$50 - \$100	\$100 to \$150	\$150 - \$250
3 Bedroom	\$100 - \$150	\$150 to \$250	\$250 - \$300
4 Bedroom	\$150 - \$250	\$250 to \$350	\$350 & Over
5 Bedroom & Over	\$200 - \$300	\$300 - \$400	\$400 & Over

13. STATE SOURCES OF DATA FOR REPLACEMENT HOUSING AND RENTAL COSTS (Multiple listing, brokers, newspapers, property managers, private sale or rent, etc.) Apartment shoppers guide and newspapers
14. STATE PROBABILITY OF SITE AND IMPROVEMENTS AVAILABLE FOR RELOCATION OF BUSINESS AFFECTED, AND ESTIMATE OF THE NUMBER OF BUSINESSES WHICH MAY BE DISCONTINUED. Two gas stations are chain operations--hardware store and clinic may be discontinued.
15. STATE PROBABILITY OF SITE AND IMPROVEMENTS AVAILABLE FOR RELOCATION OF FARM OPERATIONS AFFECTED, AND ESTIMATE OF THE NUMBER OF FARM OPERATIONS TO BE DISCONTINUED. None
16. STATE PROBABILITY OF SITE AND IMPROVEMENTS AVAILABLE FOR THE RELOCATION OF NON-PROFIT ORGANIZATIONS AFFECTED. None
17. INDICATE WHETHER OR NOT ANY OTHER AGENCY, PRIVATE OR PUBLIC, STATE OR FEDERAL, IS PLANNING OR CONDUCTING ANY PROJECT IN THE AREA WHICH MIGHT AFFECT THE RELOCATION PROGRAM FOR THIS PROJECT. IF THERE IS SUCH A PROGRAM, STATE ITS EXTENT AND ITS PROBABLE EFFECT.

None known
18. GIVE AN ESTIMATE, AND THE REASONS THEREFORE, OF PROBABLE LEAD TIME REQUIRED TO COMPLETE RELOCATION ON THIS PROJECT, TIME TO BE ESTIMATED FROM THE DATE OF INITIATION OF NEGOTIATIONS FOR THE FINAL PARCEL ON THE PROJECT (AUTHORIZATION TO ACQUIRE WILL NOT BE GIVEN UNTIL PUBLIC HEARINGS HAVE BEEN COMPLETED AND THE DESIGN AND ACQUISITION STATE STUDY AND ENVIRONMENTAL CONTROL STATEMENT HAVE BEEN APPROVED.)

Six months--only six buildings will be acquired.
19. STATE AND ANALYZE ANY RELOCATION ASSISTANCE PROBLEMS WHICH APPEAR TO BE UNUSUAL, COMPLEX OR OF GREAT MAGNITUDE AS REGARDS THIS PROJECT.

The medical clinic will present problems, as it is the only facility in the area.
20. STATE RECOMMENDED SOLUTIONS TO PROBLEMS OUTLINED IN NUMBER 19 ABOVE. Assistance in building a new clinic to prevent a lapse in medical treatment for the area.
21. STATE THE USUAL NUMBER OF REPLACEMENT HOUSING UNITS USUALLY FOR SALE OR RENT IN THE AREA UNDER CONSIDERATION AT ANY GIVEN TIME, ON THE PRIVATE OR OPEN MARKET, AND THE SOURCES FROM WHICH SUCH INFORMATION IS DEVELOPED. Twenty--apartment shoppers guide and newspapers.

SIGNATURE AND DATE: William B. Harrison Oct. 27, 1972
 RELOCATION OFFICER(S) CONDUCTING STUDY: William B. Harrison
 REGIONAL RELOCATION OFFICER APPROVING STUDY: George J. Foster 11/8/72
 HEADQUARTERS RELOCATION OFFICER APPROVING AND TRANSMITTING STUDY: J. M. Day 11-8-72

APPENDIX C
DRAFT STATEMENT TRANSMITTAL LETTER

Maryland Department of Transportation

State Highway Administration

127
Harry R. Hughes
Secretary
James J. O'Donnell
Acting Administrator

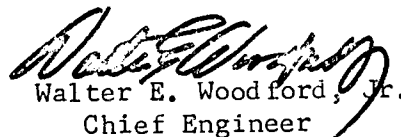
April 9, 1973

Contract P-878-4 & 5-371
Maryland Route 210
Old Fort Road to the
Prince Georges - Charles
County Line

Transmitted for your review is a copy of this Administration's "Draft Environmental Impact Statement," on the above referenced project. The Statement has been prepared in accordance with the Federal Highway Administration's Policy and Procedure Memorandum 90-1 dated September 7, 1972, concerning implementation of Section 102(2) (C) of the National Environmental Policy Act of 1969 Paragraph 6c and d of this directive requires this information be furnished to appropriate Clearinghouse and concerned agencies (Circular BOB A-95).

Those interested in the project are requested to review the enclosed Statement and submit pertinent comments on or before May 23, 1973 to Mr. Philip R. Miller, Chief, Bureau of Special Services, Maryland State Highway Administration, 300 West Preston Street, Baltimore, Maryland 21201. All responses will be considered in preparing the facility's ultimate design and in developing the "Final Environmental Impact Statement".

Very truly yours,


Walter E. Woodford, Jr.
Chief Engineer

WEW,Jr./jlg -

Attachments

Draft Statement

Distribution List

APPENDIX D
COMMENTS ON DRAFT STATEMENT

INDEX OF COMMENTS
TO DRAFT STATEMENT

<u>Page</u>	<u>From</u>	<u>To</u>	<u>Date</u>
D-1	Mr. Warren D. Hodges (Includes Transmittals of Statements to Mr. Elenowitz and Mr. Ridout)	Mr. Philip R. Miller	April 13, 1973
D-4	Mr. Robert J. Aaronson	Mr. Philip R. Miller	April 16, 1973
D-5	Council of Governments	Mr. Philip R. Miller	April 18, 1973
D-7	Mr. Alford R. Carey	Mr. Philip R. Miller	April 23, 1973
D-8	Mr. Alford R. Carey	Mr. Philip R. Miller	April 24, 1973
D-9	Mr. James J. O'Donnell	Mr. Warren D. Hodges	April 24, 1973
D-11	Mr. James J. O'Donnell	Mr. Walter A. Scheiber	April 24, 1973
D-13	Chief Roland B. Sweitzer	Mr. Philip R. Miller	April 25, 1973
D-14	Mr. Walter J. Addison	Mr. Walter E. Woodford	April 27, 1973
D-15	Mr. John J. Garrity	Mr. Walter E. Woodford	April 27, 1973
D-16	Mr. Edward Paulis, Jr.	Mr. Philip R. Miller	April 30, 1973
D-17	Mr. Harry E. Knight	Mr. Philip R. Miller	May 1, 1973
D-18	Mr. George P. Ferreri	Mr. Philip R. Miller	May 1, 1973
D-20	Mr. Charles M. Kenealy	Mr. Philip R. Miller	May 1, 1973
D-21	Dr. Neil Solomon	Mr. Philip R. Miller	May 1, 1973
D-23	Mr. W. McLean Bingley	Mr. Philip R. Miller	May 2, 1973
D-24	Mr. Walter S. Lanier	Mr. Philip R. Miller	May 2, 1973
D-25	Mr. George W. Howie	Mr. Walter E. Woodford	May 4, 1973
D-26	Mr. Clyde E. Pyers	Mr. Philip R. Miller	May 7, 1973
D-27	Mr. William D. Foy	Mr. Walter E. Woodford	May 8, 1973

<u>Page</u>	<u>From</u>	<u>To</u>	<u>Date</u>
D-28	Mr. Orlando Ridout, IV	Mr. Walter E. Woodford	May 9, 1973
D-29	Mr. William Trieschman	Mr. Walter E. Woodford	May 11, 1973
D-30	Mr. Graham Munkittrick	Mr. Philip R. Miller	May 14, 1973
D-31	Mr. Edward W. Chen	Mr. Walter A. Scheiber	May 15, 1973
D-33	Council of Governments	Mr. Philip R. Miller	May 21, 1973
D-35	Council of Governments	Mr. John P. Hewitt	April 18, 1973
D-36	Mr. Edward G. Murphy	Mr. C. Warren Giauque	May 14, 1973
D-38	Mr. William B. Greene	Mr. Philip R. Miller	May 21, 1973
D-39	Mr. Robert J. Blanco	Mr. Philip R. Miller	May 22, 1973
D-40	Mr. John H. Mills	Mr. Philip R. Miller	May 22, 1973
D-41	Mr. John E. McKenna	Mr. Walter E. Woodford	May 23, 1973
D-42	Mr. Charles H. Conrad	Mr. Philip R. Miller	May 24, 1973
D-43	Mr. Robert J. Lally (Forwarding Letter of Captain W. H. Wahl)	Mr. Philip R. Miller	May 28, 1973
D-45	Mr. Mark Abelson	Mr. Philip R. Miller	June 1, 1973
D-48	Mr. Ralph A. Bitely	Mr. Philip R. Miller	June 7, 1973
D-49	Mr. Vladimir Wahbe (Includes Letters of Robert M. Sparks and George P. Ferreri)	Mr. Philip R. Miller	June 15, 1973
D-54	Mr. Michael J. Reed	Mr. William F. Lins	Feb. 7, 1974

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MARVIN MANDEL
GOVERNOR

MARYLAND
DEPARTMENT OF STATE PLANNING

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

VLADIMIR A. WAHDE
SECRETARY OF STATE PLANNING
NORMAN HEDDEN
DEPUTY SECRETARY

Date: April 13, 1973

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

RECEIVED

APR 16 1973

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT RECEIPT

Applicant: State Highway Administration
Project: Md. Rt 210 Old Fort Rd to Prince George's and Charles
County Lines
State Clearinghouse Control Number: 73-4-200
State Clearinghouse Contact: Allen Miles (383-2471)


Dear Mr. Miller:

The Environmental Impact Statement for the above project was received by the State Clearinghouse on April 13, 1973.

Please note that this statement has been assigned a State Clearinghouse (SCH) Control Number. In future correspondence on this project, please include applicant's name and project title, and always refer to the SCH Control Number. Your cooperation is appreciated.

The Intergovernmental Review on this project has now been initiated at the State level and every effort is being made to ensure prompt action. You may expect to receive notification of completion of the initial review by the State Clearinghouse by May 21, 1973.

Sincerely,


Warren D. Hodges
Chief, State Clearinghouse



MARVIN MANDEL
GOVERNOR

MARYLAND
DEPARTMENT OF STATE PLANNING

301 WEST PRESTON STREET
BALTIMORE MARYLAND 21201
TELEPHONE: 301-383 2431

VLADIMIR A. WARD
SECRETARY OF STATE PLANNING
NORMAN HEDDEN
DEPUTY SECRETARY

132

Date: April 13, 1973

Mr. Leonard Elowitz
Department of Economic and Community Development
2525 Nava Road
Annapolis, Maryland 21401

RECEIVED
APR 16 1973

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT REVIEW

Applicant: State Highway Administration
Project: 1. Md. Rt 43 Whitmarsh Blvd from I-95 to proposed Perring Freeway
2. Md. Rt 210 Old Fort Rd to P.G.'s & Charles County Lines
State Clearinghouse Control Number: 1. 73-4-199 and 2. 73-4-200
State Clearinghouse Contact: Allen Miles (383-2471)

Dear Mr. Elowitz:

A copy of the Environmental Impact Statement is enclosed for your review and concurrence or comment, in accordance with the Office of Management and Budget Circular A-95 Intergovernmental Review Requirements. Your review should focus especially on the statement's compatibility with the plans, programs and objectives of your agency. We need your reply by no later than May 11, 1973.

The State Clearinghouse member named above is responsible for coordinating this project and is ready to answer any questions you may have or to render assistance in conferring with the applicant.

Sincerely,

Warren D. Hodges
Chief, State Clearinghouse

Enc.

cc: Phillip Miller

133



MARYLAND
DEPARTMENT OF STATE PLANNING

301 WEST PRESTON STREET
BALTIMORE MARYLAND 21201
TELEPHONE: 301-382 2451

VLADIMIR A. WARBIE
SECRETARY OF STATE PLANNING
NORMAN HEBDEN
DEPUTY SECRETARY

MARVIN MANDEL
GOVERNOR

Date: April 13, 1973

Mr. Orlando Ridout, IV
Maryland Historical Trust
2525 Miva Road
Annapolis, Maryland 21401

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT REVIEW

Applicant: State Highway Administration

Project: 1. Md. Rt 43 Whitmarsh Blvd from I-95 to proposed Perring Freeway
2. Md. Rt 210 Old Fort Rd to P.G.'s & Charles County Lines

State Clearinghouse Control Number: 1. 73-4-199 and 2. 73-4-200

State Clearinghouse Contact: Allen Miles (383-2471)

Dear Mr. Ridout:

A copy of the Environmental Impact Statement is enclosed for your review and concurrence or comment, in accordance with the Office of Management and Budget Circular A-95 Intergovernmental Review Requirements. Your review should focus especially on the statement's compatibility with the plans, programs and objectives of your agency. We need your reply by no later than May 31, 1973.

The State Clearinghouse member named above is responsible for coordinating this project and is ready to answer any questions you may have or to render assistance in conferring with the applicant.

Sincerely,

Warren D. Hodges
Chief, State Clearinghouse

Enc.

cc: Phillip Miller

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Maryland Department of Transportation

State Aviation Administration

Harry R. Hughes
Secretary

Robert J. Aaronson
Administrator

April 16, 1973

RECEIVED

APR 17 1973

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

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

Re: Contract Nos. P-878-4 &
5-371

Dear Mr. Miller:

As requested in your letter of April 9, 1973, I have reviewed the "Draft Environmental Impact Statement" concerning Maryland Route 210 Dualization (Contract Nos. P-878-4 & 5-371).

This Administration has no comments on the environmental impact of this project, and believes the dualization of Route 210 is desirable and needed for the provision of safe and convenient access to Maryland Airport from the Washington, D.C. area.

Thank you for the opportunity to comment.

Sincerely,

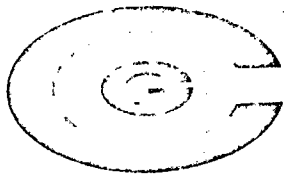


Robert J. Aaronson
Administrator

RJA:llk

135

J.W



metropolitan washington
COUNCIL OF GOVERNMENTS
1225 Connecticut Avenue, N.W., Washington, D. C. 20036 223-6800

A-95 METROPOLITAN CLEARINGHOUSE MEMORANDUM

April 18, 1973

RECEIVED

APR 19 1973

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

TO: Mr. Philip R. Miller, Chief
Bureau of Special Services
Md. State Highway Admin.
300 West Preston Street
Baltimore, Maryland 21201
SUBJECT: PROJECT NOTIFICATION AND REVIEW FOR

PROJECT: Draft Environmental Impact Statement for . COG NO.: 73-M-H/EIS-9
Md. Rte. 210 from Old Fort Road to the Prince
George's-Charles County Line

APPLICANT: Maryland State Highway Administration

The project title, COG number, and the applicant's name should be used in all future correspondence with COG concerning this proposed project.

PLEASE NOTE ACTION INDICATED BY CHECK MARK IN BOX BELOW OR ON REVERSE

PROJECT NOTIFICATION



The Project Notification for the project referenced above was received on APR 18 1973 and has been referred to appropriate parties (see attached list) for their review and comment. This review will be conducted as expeditiously as possible.



A copy of the Project Notification for the project referenced above is enclosed for your review and comment, in accordance with OMB Circular A-95 review requirements. Your review should focus on the intended application's compatibility with the plans, programs, and objectives of your organization. You may indicate below your interest in and/or comments concerning the proposed project by returning this sheet to the Metropolitan Clearinghouse by _____.

This organization:

- ___ does not wish to comment on the above project.
- ___ has further interest and/or questions concerning the above project and wishes to confer with the applicant.
- ___ is interested in the above project and wishes to make the following comments: (use attachment)
- ___ will submit comments concerning the above project by _____.
- ___ desires an extension of time until _____ for further consideration of this project. (Subject to certain restraints imposed by the OMB Circular.)
- ___ has reviewed the project referenced above, finds it in conformance with our policies, and recommends a favorable Metropolitan Clearinghouse review.

Signature _____

Organization _____ D-5

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ADDITIONAL INFORMATION

One or more of the reviewing organizations has questions about or interest in this project and wishes to confer with the applicant. A conference between the applicant and the interested parties has been scheduled for _____ at _____ in our offices. Please confirm whether you plan to attend this conference by calling not later than _____.

Please refer to the attached "Purpose of Conference" explanation sheet for additional information.

A Clearinghouse conference has been held on the project referenced above, and a summary of its proceedings is transmitted herewith for your information.

We have reviewed the project referenced above. Based on this review and the response from Clearinghouse referrals, we request

- Additional information as noted on the attached sheet;
- The opportunity to review the final application before it is submitted to the Federal agency.

We have received on _____ the requested (information) (final application) on the project referenced above. This has been forwarded to interested parties for review and comment. An effort will be made to complete the review within 30 days.

A copy of the (information) (final application) requested for the project referenced above is enclosed for your review and comment. Please forward your comments to the Clearinghouse not later than _____.

FINAL DISPOSITION

We have concluded review of the project referenced above. We have determined as a result of this review that while the project may be of local significance, its nature does not warrant metropolitan comments. A copy of this memorandum and attachments should accompany your application to indicate the Metropolitan Clearinghouse review has been completed.

We have concluded review of the project referenced above. We have determined as a result of this review that the project is in general accord with the metropolitan planning process and the Council of Governments' adopted policies. A copy of this memorandum and attachments should accompany your application to indicate the Metropolitan Clearinghouse review has been completed.

We have concluded review of the project referenced above. The Council of Governments submits, herewith, the attached Metropolitan Clearinghouse Review Comments.* A copy of this memorandum and the attached comments should accompany your application when submitted to the Federal agency to indicate the Metropolitan Clearinghouse review has been completed.

Executive Director

Correspondence concerning Metropolitan Clearinghouse review matters should be addressed to Mr. Walter A. Scheiber, Executive Director. The staff may be reached by telephone at 223-6800, ext. 301.

DISTRIBUTION LIST

HON. WILLIAM W. GULLETT, COUNTY EXECUTIVE

Prince George's County

HON. JOHN J. GARRITY, CHAIRMAN

Prince George's County Council

Mr. Edward Chen, Deputy Chief Administrative Officer

Prince George's County

Mr. Royce Hanson, Chairman

Maryland-National Capital Park and Planning Commission

Mr. John P. Hewitt, Executive Director

Maryland-National Capital Park and Planning Commission

Mrs. Marilyn Pray, Chief, General Planning Division

Maryland-National Capital Park and Planning Commission

Mr. Warren D. Hodges, Chief, State Clearinghouse

Maryland Department of State Planning



MARVIN MANDEL
GOVERNOR

STATE OF MARYLAND
PUBLIC SCHOOL CONSTRUCTION PROGRAM
SUITE 600, INTERNATIONAL TOWER BUILDING
6510 ELKRIDGE LANDING ROAD
LINTHICUM, MARYLAND 21090

138
ALFORD R. CAREY, JR.
EXECUTIVE DIRECTOR
DR. JAMES SENSENBAUGH
CHAIRMAN

INTERAGENCY COMMITTEE FOR STATE PUBLIC SCHOOL CONSTRUCTION

April 23, 1973

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

RECEIVED

APR 27 1973

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

RE: Contract P-878-4 and 5-371
Maryland Route 210
Old Fort Road to the Prince George's -
Charles County Line
Draft Environmental Statement

Dear Mr. Miller:

The Draft Environmental Statement for the Dualization of Maryland Route 210 which was sent to Dr. James A. Sensenbaugh, Director of the State Department of Education, has been referred to the Interagency Committee for State Public School Construction for comment.

After a staff review of this document, we have concluded that the Public School Construction Program has no objection to this project.

Although we are aware of no existing or proposed schools which would be impacted by this project, a response from the Board of Education of Prince George's County regarding any implications of this proposed roadway should be obtained.

Sincerely,

Alford R. Carey, Jr.
Executive Director

ARC/BF/jc

CC: Dr. James A. Sensenbaugh

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MARVIN MANDEL
GOVERNOR

STATE OF MARYLAND
PUBLIC SCHOOL CONSTRUCTION PROGRAM
SUITE 600, INTERNATIONAL TOWER BUILDING
6510 ELKRIDGE LANDING ROAD
LINTHICUM, MARYLAND 21090

ALFORD R. CAREY, JR.
EXECUTIVE DIRECTOR
DR. JAMES SENSENBAUGH
CHAIRMAN

INTERAGENCY COMMITTEE FOR STATE PUBLIC SCHOOL CONSTRUCTION

April 24, 1973

RECEIVED

APR 27 1973

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

Mr. Philip R. Miller, Chief
Bureau of Special Service
MD State Highway Administration
300 W. Preston Street
Baltimore, Maryland 21201

RE: Contract P-878-4 & 5-371
Maryland Route 210
Old Fort Rd. to the Prince George's -
Charles County Line
Draft Environmental Statement

Dear Mr. Miller:

After a staff review of the Draft Environmental Statement on the subject contract, we have concluded that the Public School Construction Program has no objection to this project.

Although we are aware of no existing or proposed schools which would be impacted by this project, a response from the Board of Education of Prince George's County regarding any implication of this proposed roadway should be obtained.

Sincerely,

Alford R. Carey, Jr.
Executive Director

ARC/BF/jc

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RECEIVED

April 24, 1973

APR 27 1973

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

Mr. Warren D. Hodges
Chief, State Clearinghouse
Department of State Planning
301 West Preston Street
Baltimore, Maryland 21201

RE: Maryland Route 210
Dualization from Old Fort
Road to the Charles County Line

Dear Mr. Hodges:

In conformance with the Project Notification and Review System established by the Bureau of Budget Circular A-95 to facilitate the coordination of State, Regional, and Local Planning and Development, the State Highway Administration is notifying the State Clearinghouse of its intention to submit an application for Federal assistance to acquire the necessary additional right of way and dualize Maryland Route 210 beginning just south of Old Fort Road and extending in a southerly direction to the Charles County Line. The actual working area is 6.8 miles.

It is proposed to acquire additional right of way in some areas, which for the most part will be needed to contain service road construction. The present right of way which was purchased when the existing facility was constructed is generally adequate to support the main line construction. The typical section for the main line construction indicates dual 24 foot roadways separated by a 44 foot median with 10 foot shoulders on the outside and 4 foot shoulders within the median area (inside). The present highway will remain in place as one roadway of the proposed dual, with the second roadway constructed parallel to the present roadway and separated by the aforementioned median. A structure carrying the new roadway over Pleasantry Creek will also be a part of this project. The right of way width supporting the project is variable, with a minimum of 150 feet. The cost of this improvement is expected to exceed \$4,691,000.

The ADT on this section of Maryland Route 210 in 1971 was 9500 and predictions indicate 21,000 by the year 1986.

The "Draft Environmental Statement" which was endorsed by the Federal Highway Administration was forwarded to you on April 9, 1973.

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Mr. Warren D. Hodges

-2-

April 24, 1973

The State Clearinghouse is requested to notify State agencies of this project and determine their interest. If there are any issues to be resolved, a clearinghouse conference may be arranged to explore the project in more detail in order to identify possible conflicts, as well as mutual interests.

Upon completion of the Project Notification and Review, it is requested that the formal comments of the interested State agencies be submitted to the State Highway Administration.

You may contact the State Highway Administration for further assistance, and it is hoped that these review procedures will strengthen the project.

Very truly yours,
James J. O'Donnell

James J. O'Donnell, Acting
State Highway Administrator

JJO:gs
Enclosure

- cc: Mr. Robert J. Hajzyk
- Mr. Jerry L. White
- Mr. Roland M. Thompson
- Mr. Phillip R. Miller ✓
- Mr. Anthony W. Krajevich
- Mr. Gary Smith (Form 101 only)

Dictated by W.T. Sprague

Rasp. 53.

142

April 24, 1973

RECEIVED

APR 27 1973

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

Mr. Walter A. Scheiber
Executive Director
Council of Governments
1225 Connecticut Avenue, N. W.
Washington, D. C. 20036

RE: Maryland Route 210
Dualization from Old Fort
Road to the Charles County Line

Dear Mr. Scheiber:

In conformance with the Project Notification and Review System established by the Bureau of Budget Circular A-95 to facilitate the coordination of State, Regional, and Local Planning and Development, the State Highway Administration is notifying the Regional Clearinghouse of its intention to submit an application for Federal assistance to acquire the necessary additional right of way and dualize Maryland Route 210 beginning just south of Old Fort Road and extending in a southerly direction to the Charles County Line. The actual working area is 6.8 miles.

It is proposed to acquire additional right of way in some areas, which for the most part will be needed to contain service road construction. The present right of way which was purchased when the existing facility was constructed is generally adequate to support the main line construction. The typical section for the main line construction indicates dual 24 foot roadways separated by a 44 foot median with 10 foot shoulders on the outside and 4 foot shoulders within the median area (inside). The present highway will remain in place as one roadway of the proposed dual, with the second roadway constructed parallel to the present roadway and separated by the aforementioned median. A structure carrying the new roadway over Piscataway Creek will also be a part of this project. The right of way width supporting the project is variable, with a minimum of 150 feet. The cost of this improvement is expected to exceed \$4,691,000.

The ADT on this section of Maryland Route 210 in 1971 was 9500 and predictions indicate 21,000 by the year 1996.

The "Draft Environmental Statement" which was endorsed by the Federal Highway Administration was forwarded to you on April 9, 1973.

143

Mr. Walter A. Schelber

-2-

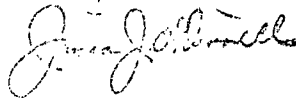
April 24, 1973

The Regional Clearinghouse is requested to notify Local agencies of this project and determine their interest. If there are any issues to be resolved, a clearinghouse conference may be arranged to explore the project in more detail in order to identify possible conflicts, as well as mutual interests.

Upon completion of the Project Notification and Review, it is requested that the formal comments of the interested Local agencies be submitted to the State Highway Administration.

You may contact the State Highway Administration for further assistance, and it is hoped that these review procedures will strengthen the project.

Very truly yours,



James J. O'Donnell, Acting
State Highway Administrator

JJO:es
Enclosure

- cc: Mr. Robert J. Hajzyk
- Mr. Jerry L. White
- Mr. Roland M. Thompson
- Mr. Phillip R. Miller ✓
- Mr. Anthony W. Brajevlch
- Mr. Gary Smith (Form 101 only)

144

**PRINCE
GEORGE'S
COUNTY**



RECEIVED

**3415 N. Forestedge Road,
Forestrille, Maryland 20928
(301) 336-8800**

POLICE DEPARTMENT
OFFICE OF THE CHIEF

APR 20 1973

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

April 25, 1973

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

Contract P-878-4 & 5-371
Maryland Route 210
Old Fort Road to the Prince
George's - Charles County Line

Dear Mr. Miller:

It is my opinion that the dualization of Route 210 from Old Fort Road to the Charles County line would be a tremendous asset to the citizens of Prince George's and Charles County alike.

This two lane roadway is heavily travelled, especially during the morning and evening rush hours and the above captioned section of Maryland Route 210 is hilly, curved and in some places provides no shoulders for emergency stopping, creating a serious hazard for motorists.

The dualization of this roadway would make it a safer and more convenient highway to travel on. In addition, it would reduce the number of accidents and make the roadway easier to police.

I recommend the dualization of the remaining portion of Maryland Route 210 at the earliest possible date.

Sincerely,

Roland B. Sweitzer
Chief of Police

RBS:dcg

Maryland Department of Transportation

Mass Transit Administration

RECEIVED

APR 30 1973

MEMORANDUM

145
Harry R. Hughes
Secretary
Walter J. Addison
Administrator

RECEIVED

APR 30 1973

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

TO: ~~Chief Engineer~~ Walter E. Woodford, Jr., Chief Engineer
State Highway Administration

ATTENTION: Mr. Philip R. Miller

FROM: Walter J. Addison, Administrator
Mass Transit Administration

DATE: April 27, 1973

SUBJECT: Contract P-878-4 & 5-371 Maryland Route 210
Old Fort Road to the Prince Georges - Charles
County Line

Thank you for transmitting a review copy of the Draft Environmental Statement for Md. Route 210, in Prince Georges County.

While this project is outside our operating district, and will not affect MTA bus services, I note that other bus services use Route 210 and any road improvements should help that public transportation.

WJA/mtc

146

RECEIVED

PRINCE GEORGE'S COUNTY



MAY 1 1973

PHILIP R. MILLER
CHIEF OF BUREAU OF
SPECIAL SERVICES

Countdown Co.
Marlboro, Maryland 20670
(301) 627-3000

RECEIVED

APR 30 1973

CHIEF ENGINEER

County Council
JOHN J. GARRITY
Chairman

April 27, 1973

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

Dear Mr. Woodford:

Thank you for your April 9 letter transmitting for our review a copy of the Draft Environmental Impact Statement on the Maryland Route 210 project from Old Fort Road to the Charles County line.

I understand that this referral is presently before the County's A-95 Review Committee, whose response will reflect the County Government's position.

Sincerely,

John J. Garrity
John J. Garrity
Chairman, County Council

cc: Ken Duncan
Council Administrator

cc: Duncan
F. Miller
P. Miller ✓

STATE HIGHWAY ADMINISTRATION

147

MEMORANDUM

April 30, 1973

TO: Mr. Philip R. Miller
Chief, Bureau of Special Services

FROM: Edward T. Paulis, Jr.
Chief, D.C. Metropolitan Section
Bureau of Planning

SUBJECT: Md. Route 210, Dualization
P-878-4, 5-371; Environmental Draft Statement

RECEIVED
MAY 1 1973
PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

Reference is made to a memorandum to you from Mr. Robert Hajzyk dated March 22, 1973 concerning the draft environmental statement on Md. Rte. 210 prepared by Matz, Childs and Associates, Inc. As the copy of the report presented this time appears to be the same as the one we reviewed in March, there are no additional comments.

Edward T. Paulis Jr.

ETP:kf

cc: Mr. G. Dailey
Mr. R. Hajzyk
Mr. J. White

148

WASHINGTON SUBURBAN SANITARY COMMISSION

4017 Hamilton Street, Hyattsville, Maryland 20781 | 277-7700

COMMISSIONERS

DAVID H. ELLIOTT
Chairman

TER C. HUBBEL, JR.
Vice Chairman

LENCE L. BROOKS

GEORGE W. McRORY, JR.

JOHANNA S. NORRIS

FLOYD D. PETERSON

ROBERT J. McLEOD
General Manager

ALFRED MACHIS
Director, Department of
Construction & Operations

JAMES A. STAPP
Director, Department of
Planning & Engineering

May 1, 1973

RECEIVED

MAY 8 1973

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

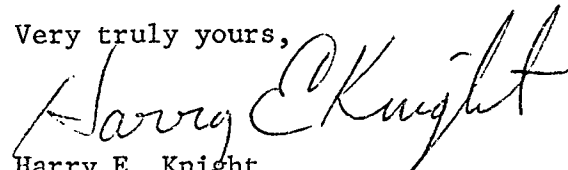
Mr. Philip R. Miller, Chief
Bureau of Special Services
State Highway Administration
300 West Preston Street
Baltimore, Maryland 21201

Dear Mr. Miller:

This is in reference to a letter from Mr. Walter E. Woodford, Jr. dated April 9, 1973, concerning a "Draft Environmental Impact Statement" for the improvement of Indian Head Highway (Maryland Route 210) from Old Fort Road to the Charles County line, Contract P 878-4&5-371.

The Washington Suburban Sanitary Commission has authorized the preparation of plans for two (2) sewer projects which would involve construction in Maryland Route 210. These sewers were authorized to serve existing houses with septic tank problems. Any sewer construction necessary within the limits of the highway will be coordinated with the road improvement.

Very truly yours,



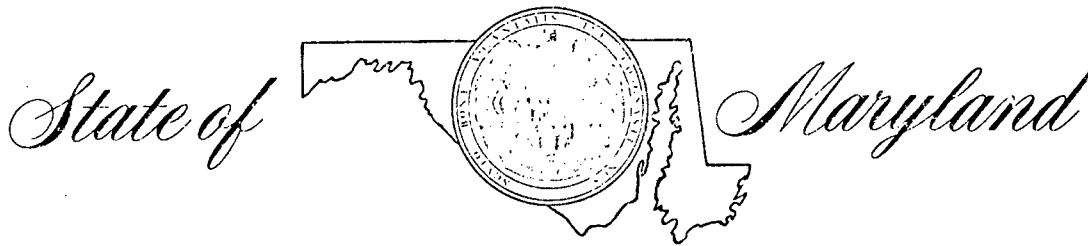
Harry E. Knight
Section Head
Structure Relocation Section

HEK:rt

See Page 27



"Willing Water" — Symbol of Quality Service to the Suburban Maryland Area



DEPARTMENT OF HEALTH AND MENTAL HYGIENE

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

ENVIRONMENTAL HEALTH ADMINISTRATION

610 N. HOWARD STREET • BALTIMORE, MARYLAND 21201 • Area Code 301 • 383-2779

May 1, 1973

RECEIVED
MAY 4 1973
PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

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

Dear Mr. Miller:

RE: Contract No. P-878-4 & 5-371 - Draft Environmental Statement for Maryland
Route 210 Dualization

Thank you for this opportunity to review the Draft Environmental Statement
for the dualization of Maryland Route 210 in Prince George's County. The Bureau
would like to offer the following comments.

There is mention made on page B-3 of the Statement of a detailed analysis
which was carried out to determine the impact of this project on air quality.
However, only a summary of the problems considered and then conclusions which
were reached are actually contained in the document. The type of evaluation which
was described seems to have been quite exhaustive and the Bureau would be very
interested in reviewing the technique and details of the work as well as just
the conclusions. Surely, a more complete description of the study could have
been included in an appendix, if not in the body of the report itself. As it is,
the Bureau is forced to comment on conclusions without the benefit of knowing
how they were reached.

Of the three conclusions, the Bureau must take exception to two. The state-
ment, "Ambient air levels will nonetheless improve due to Federal standards which
will decrease CO and HC emissions by 90% by 1985", is misleading. The 90% reduc-
tion will apply only to light duty vehicles--not heavy duty trucks. As the light
duty vehicle emissions are reduced, the emissions from heavy duty vehicles assume
a much greater proportion of the whole. It should also be noted that the 1985
data has been pushed back one more year to 1986 by the one year extension which
has been granted to automobile manufacturers.

Some discussion is also warranted concerning the statement that, "the pro-
posed facility through diversion and efficient movement of traffic will further
enhance air quality in the area". There will, undoubtedly, be some improvement

NOTE: A Supplemental Air Quality Analysis was subsequently prepared and approved
on July 22, 1975. See Page 37.

150

Mr. Philip R. Miller

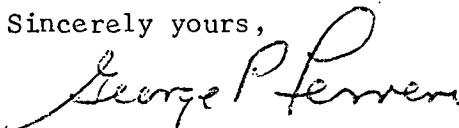
- 2 -

May 1, 1973

in air quality because of the Federal new car emission control program. However, it is questionable whether improvements in traffic movement will contribute to better air quality. Recent studies in California involving controlled vehicles indicate that emissions will not vary with speed to any great extent. This means that increases in average speed may not significantly reduce emissions.

I hope these comments will prove helpful to you in the preparation of your Final Environmental Statement. I look forward to receiving more details of your air quality analysis in the near future.

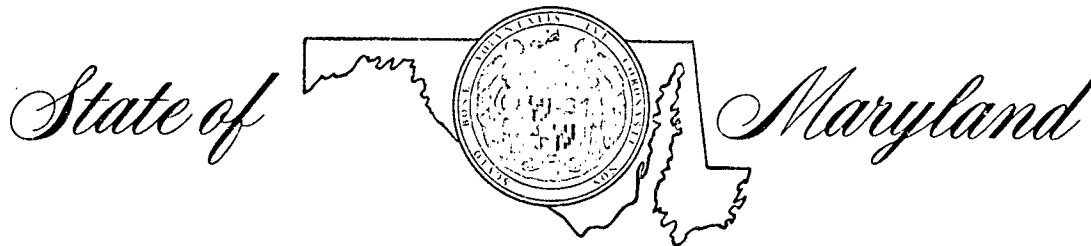
Sincerely yours,



George P. Ferreri, Acting Director
Bureau of Air Quality Control

GPF:AMD:bac

cc: Prince George's Co. Health Dept.



DEPARTMENT OF HEALTH AND MENTAL HYGIENE

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

ENVIRONMENTAL HEALTH ADMINISTRATION

610 N. HOWARD STREET • BALTIMORE, MARYLAND 21201 • Area Code 301 • 383- 2771

May 1, 1973

RECEIVED
MAY 7 1973

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

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

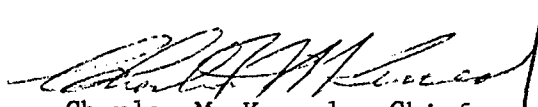
Re: Contract P-878-4 & 5-371
Maryland Route 210
Old Fort Road to the Prince Georges -
Charles County line.

Dear Mr. Miller:

As a result of your letter of April 9, 1973, concerning the subject project, this office has reviewed the Draft Environmental Statement and investigated the proposed location. At this time, we are unaware of any potential conflict with any sanitary landfill or other solid waste disposal facility.

Thank you for advising us of this project.

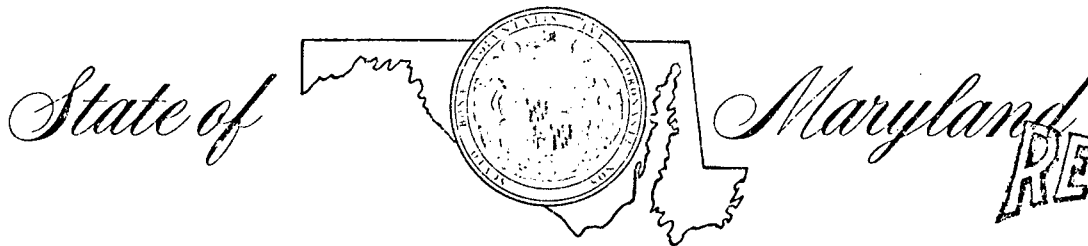
Sincerely yours,


Charles M. Kenealy, Chief
Division of Solid Waste Control

CMK:cw

J.W

152



RECEIVED

DEPARTMENT OF HEALTH AND MENTAL HYGIENE

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

ENVIRONMENTAL HEALTH ADMINISTRATION

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

MAY 4 1973
PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

May 1, 1973

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

Dear Mr. Miller:

RE: Contract No. P-878-4 & 5-371 - Draft Environmental Statement for Maryland Route 210 Dualization

Dr. Solomon has asked that I reply to your letter concerning Maryland Rte. 210 Old Fort Road to the Prince George's-Charles County line. After reviewing this project, the Bureau has the following comments.

There is mention made on page B-3 of the Statement of a detailed analysis which was carried out to determine the impact of this project on air quality. However, only a summary of the problems considered and then conclusions which were reached are actually contained in the document. The type of evaluation which was described seems to have been quite exhaustive and the Bureau would be very interested in reviewing the technique and details of the work as well as just the conclusions. Surely, a more complete description of the study could have been included in an appendix, if not in the body of the report itself. As it is, the Bureau is forced to comment on conclusions without the benefit of knowing how they were reached.

Of the three conclusions, the Bureau must take exception to two. The statement, "Ambient air levels will nonetheless improve due to Federal standards which will decrease CO and HC emissions by 90% by 1985", is misleading. The 90% reduction will apply only to light duty vehicles--not heavy duty trucks. As the light duty vehicle emissions are reduced, the emissions from heavy duty vehicles assume a much greater proportion of the whole. It should also be noted that the 1985 data has been pushed back one more year to 1986 by the one year extension which has been granted to automobile manufacturers.

Some discussion is also warranted concerning the statement that, "the proposed facility through diversion and efficient movement of traffic will further enhance air quality in the area". There will, undoubtedly, be some improvement

NOTE: A Supplemental Air Quality Analysis was subsequently prepared and approved on July 22, 1975. See Page 37.

153

Mr. Philip R. Miller

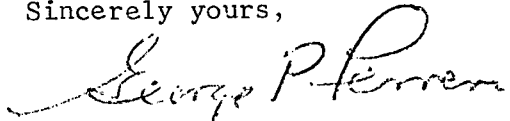
- 2 -

May 1, 1973

in air quality because of the Federal new car emission control program. However, it is questionable whether improvements in traffic movement will contribute to better air quality. Recent studies in California involving controlled vehicles indicate that emissions will not vary with speed to any great extent. This means that increases in average speed may not significantly reduce emissions.

I hope these comments will prove helpful to you in the preparation of your Final Environmental Statement. I look forward to receiving more details of your air quality analysis in the near future.

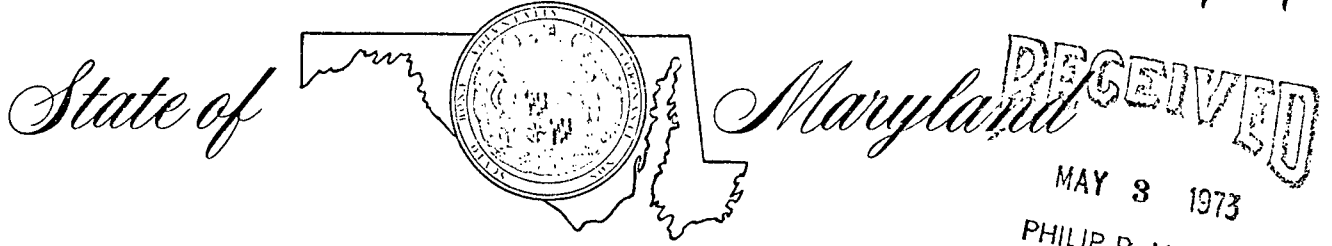
Sincerely yours,



George P. Ferreri, Acting Director
Bureau of Air Quality Control

GPF:AMD:bac

154



DEPARTMENT OF HEALTH AND MENTAL HYGIENE
Neil Solomon, M.D., Ph.D., Secretary

ENVIRONMENTAL HEALTH ADMINISTRATION

610 N. HOWARD STREET • BALTIMORE, MARYLAND 21201 • Area Code 301 • 383-2763

May 2, 1973

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

Re: Contract P-878-4&5-371
Maryland Route 210
Old Fort Road to the
Prince George's - Charles
County Line

Dear Mr. Miller:

In reference to your letter of April 9, 1973, concerning this project, we wish to make no comment other than to say that this proposal does not appear to present any particular problem concerning water or sewage which may have an adverse effect on public health.

Very truly yours,
Wm McLean Bingley
W. McLean Bingley, P.E., Chief
Division of Water and Sewerage

WMcLB:PHN:dls

155

**PRINCE
GEORGE'S
COUNTY**



RECEIVED
MAY 4 1973
PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

**4318 Rhode Island Avenue,
Brentwood, Maryland 20722
(301) 779-3850 Ext. 275**

FIRE DEPARTMENT
OFFICE OF THE FIRE CHIEF

May 2, 1973

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

Dear Mr. Miller:

After reviewing the "Draft Environmental Impact Statement" of the Maryland Route 210, Old Fort Road to the Prince George's - Charles County Line project, it has been determined that our only concern in this project would be consideration for ample crossovers for emergency vehicles.

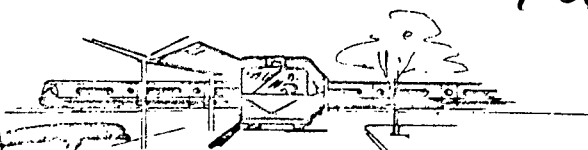
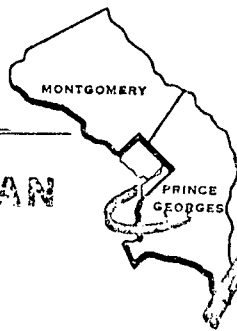
Yours truly,

Walter S Lanier

Walter S. Lanier
Administrative Assistant

WSL:pa

See Page 45.



WASHINGTON SUBURBAN

- 8720 GEORGIA AVENUE
- SILVER SPRING, MARYLAND 20910
- (301) 587-8770

RECEIVED

Transit Commission

MAY 9 1973

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

May 4, 1973

Mr. Walter E. Woodford, Jr.
Chief Engineer
State Highway Administration
300 West Preston Street
Baltimore, Maryland 21203

RECEIVED

MAY 7 1973

CHIEF ENGINEER

Dear Mr. Woodford:

Thank you for the opportunity to review the proposed draft environmental statement for Maryland Route 210 Dualization.

The only comment submitted on behalf of the staff of Washington Suburban Transit Commission is that due consideration should be given in this highway improvement project to the accommodation of bus service on this highway. Consideration might be given to the provision of bus turn-outs and bus loading space immediately adjacent to the highway. If such bus loading points are provided consideration should then be given to the problems of pedestrian access and pedestrian crossing which would take place at such bus loading points. As these pedestrian problems are likely to create extremely hazardous situation, an alternative consideration then might be to provide for buses to leave the highway at suitable points where the loading and unloading process might take place in an environment with greater built-in safety and access to the loading points.

NOTE: Access Road Connections can function as Bus Loading Points.

Yours very truly,

George W. Howie
GEORGE W. HOWIE
Executive Director

GWH:gf

cc - Mr. Downs
Mr. P. Miller ✓
Mr. Friere

157

Maryland Department of Transportation

Office of the Secretary

Marvin Mandel
Governor
Harry R. Hughes
Secretary

RECEIVED

MAY 10 1973

May 7, 1973

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

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

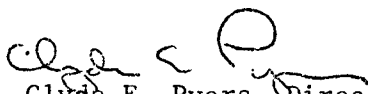
Dear Mr. Miller:

This letter is in response to your notification that a "Draft Environmental Impact Statement" on Maryland Route 210 from Old Fort Road to the Prince George's-Charles County Line is in preparation.

This Department is now engaged in a Statewide Bikeway Study to assess the demands for bikeways throughout the State. As a result of the Study, Secretary of Transportation, Harry R. Hughes, has initiated appropriate steps required for the construction of a series of demonstration projects.

Maryland Route 210, from Washington, D. C. Line to Old Fort Road, one of the demonstration projects, is proposed as a two-way 8-foot independent bikeway, located on the west side proceeding south on Maryland Route 210. We feel consideration should be given to the possibility of extending this bikeway route to the Prince George's-Charles County Line. This idea should be analyzed and discussed in the Draft Environmental Statement and engineering studies associated with this project.

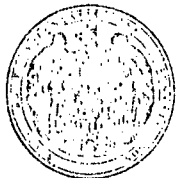
Sincerely,


Clyde E. Pyers, Director
Division of Systems Planning
and Development

CEP/djl

NOTE: This demonstration project has been subsequently eliminated.

158



MARVIN MANDEL
GOVERNOR

STATE OF MARYLAND
DEPARTMENT OF BUDGET AND FISCAL PLANNING

R. KENNETH BARNES
SECRETARY

RECEIVED

MAY 14 1973

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

May 8, 1973

Mr. Walter E. Woodford, Jr.
Chief Engineer
State Highway Administration
300 W. Preston Street
Baltimore, Maryland 21203

Dear Mr. Woodford:

Thank you for the "Draft Environmental Impact Statement" involving Maryland 210, Old Fort Road to the Prince Georges - Charles County Line.

It is understood that this project is proposed for funding under Title 23, U.S.C. and was developed in consultation with the Federal Highway Administration. In addition, we recognize that those agencies involved in the technical aspects have been contacted in accordance with Federal (Circular BOB A-95).

In view of the above and the funding proposed, this office would have no objection to the project.

Sincerely,

William D. Foy
William D. Foy
Budget Analyst

WDF/rsp

*cc - HGD
P. Miller ✓
Fisc*

STATE HWY ADM

10 M 73 10: 35

159

Maryland Historical Trust

2525 Riva Road Annapolis Maryland 21104

(301) 267-5087

May 9, 1973

RECEIVED
MAY 15 1973

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

Mr. Walter E. Woodford
Chief Engineer
Maryland Department of Transportation
State Highway Administration
Box 717, 300 W. Preston Street
Baltimore, Maryland 21203

RE: Contract
P-878-4

Dear Sir:

Following a survey of that area involving the proposed widening of Md. Route 210 in Prince Georges County we have concluded that there are no buildings, structures or sites of architectural and/or historical significance that would be endangered by the said project.

We are pleased that we could be of assistance to you in this matter, and appreciate your contacting this office.

Sincerely,

Orlando Ridout IV,
Historic Preservation
Officer for Maryland

OR:dc

CC- Mr. Downs
Mr. P. Miller ✓
Mr. Friese

STATE HWY ADM

11 73 11:22

Historical and Cultural Administration
Department of Economic and Community Development



160

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

NABPL-E

11 May 1973

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

RECEIVED
MAY 16 1973
PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

Dear Mr. Woodford:

Your letter of 9 April 1973 to Colonel J. B. Newman requesting review and comments on the Draft Environmental Impact Statement for "Maryland Route 210 Dualization" has been referred to this office since the project lies within the Baltimore District boundaries.

It should be emphasized that bridges and culverts as stated on page G-1 should be designed to pass flood flows so that they do not cause flooding in nearby areas.

The Council on Environmental Quality has been provided copies of these comments.

Sincerely yours,

Harold L. Nelson
for WILLIAM E. TRIESCHMAN, Jr.
Chief, Planning Division

cc. *Mr. Downs*
Mr. P. Miller ✓
Mr. Friem

See Page 28.

STATE HWY ADM

4 MAY 73 12: 05

161

UNITED STATES DEPARTMENT OF AGRICULTURE

SOIL CONSERVATION SERVICE

4321 Hartwick Rd., Rm. 522, College Park, Maryland 20740

May 14, 1973

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

RECEIVED
MAY 15 1973
PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

Dear Mr. Miller:

This is in response to your letters of April 9, 1973 to this office and Dr. T. C. Byerly, U.S.D.A., Washington, D. C. regarding the "Draft Environmental Impact Statement" for Maryland Route 210 from Old Fort Road to the Prince Georges-Charles County Line.

Our principal interest in this project centers around erosion control both during construction and the operation of the road system. Considerable care will be needed in planning and installing erosion control measures to minimize detrimental effects on streams and lower lying properties. Your coverage of these items in the draft statement are adequate for the Final Statement.

We appreciate the opportunity to review this statement. If we can be of further assistance, please let us know.

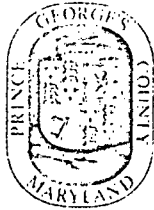
Sincerely,

GRAHAM T. MUNKITTRICK
State Conservationist

cc: Kenneth E. Grant, Administrator
Dr. T. C. Byerly
Council on Environmental Quality (10 copies)



PRINCE
GEORGE'S
COUNTY



162

**Courthouse,
Upper Marlboro, Maryland 20870
(301) 627-3000**

CHIEF ADMINISTRATIVE OFFICER

May 15, 1973

PRINCE GEORGE'S COUNTY GOVERNMENT A-95 REVIEW COMMITTEE

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

FROM: Edward W. Chen *EA*
Deputy Chief Administrative Officer

SUBJECT: Clearinghouse Review

PROJECT: Draft Environ. Impact Statement-Md. Rte. 210 from
Old Ft. Rd. to Prince George's/Charles Co. Line

A-95 ID: COG No. 73-M-H/EIS-9

APPLICANT: Maryland State Highway Administration

DESCRIPTION:

PROJECT DISPOSITION:

The project referenced above was received by the Prince George's County Planning Coordinator on 4/23/73 for review and comment under the A-95 procedures promulgated by the Office of Management and Budget. The project was subsequently referred to appropriate County departments for review and comment, reflective of their functions and responsibilities, prior to the County A-95 Review Committee conference held 5/15/73 to discuss this project.

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

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

COMMENTS

Under Section E, p. 1 of the Draft Statement, it is noted that the provision of improved access to the area served by the proposed construction will increase its development potential in all aspects. Although by letter of May 10, 1972, from Prince George's County Executive Gullett to Mr. Philip R. Miller of the State Highway Administration general support for the project was indicated to promote safety and convenience and reduce traffic congestion at peak hour, it is recognized that the construction of this improvement in Fiscal Year 1975 may increase pressure for development not consistent with recognized County policy as regards the staging of development of the area. The southern portion of the area to be served by the improvement is currently shown within System Area V of the County's Ten Year Water and Sewerage System Area Plan, in which the area sewer and water service is not foreseeable during the ten year period 1973-1982. The area is further indicated as a deferred development area in the proposed County Staging Policy.

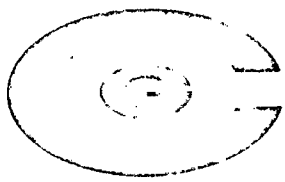
Therefore, it is strongly urged that new points of access to the proposed facility be restricted to State roads only to achieve consistency with recognized County policy, provisions of the 1954 Federal deed agreement transferring ownership of this Naval Ordinance Station access road to the State, and the State Roads Commission policy of May 7, 1970, stating that no further private access to Md. Rte. 210 between Bryan's Point Road and Piscataway Creek be granted.

See Page 20.

Further, it is noted that the construction of the additional two lanes and service roads will cause major loss of natural growth. It is strongly urged that maximum effort be expended to conserve as much of this ground cover as possible to promote the visual appeal of the area and lessen environmental impact in general.

See Pages 25 & 27.

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metropolitan washington
COUNCIL OF GOVERNMENTS
1225 Connecticut Avenue, N.W., Washington, D. C. 20036 223-6800

A-95 METROPOLITAN CLEARINGHOUSE MEMORANDUM

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

May 21, 1973

RECEIVED

MAY 22 1973

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES
COG NO.: 73-M-147EIS-9

SUBJECT: PROJECT NOTIFICATION AND REVIEW FOR

PROJECT: Draft Environmental Impact Statement for
Md. Rte. 210 from Old Fort Road to the Prince
George's - Charles County Line

APPLICANT: Maryland State Highway Administration

The project title, COG number, and the applicant's name should be used in all future correspondence with COG concerning this proposed project.

PLEASE NOTE ACTION INDICATED BY CHECK MARK IN BOX BELOW OR ON REVERSE

PROJECT NOTIFICATION

The Project Notification for the project referenced above was received on _____ and has been referred to appropriate parties (see attached list) for their review and comment. This review will be conducted as expeditiously as possible.

A copy of the Project Notification for the project referenced above is enclosed for your review and comment, in accordance with OMB Circular A-95 review requirements. Your review should focus on the intended application's compatibility with the plans, programs, and objectives of your organization. You may indicate below your interest in and/or comments concerning the proposed project by returning this sheet to the Metropolitan Clearinghouse by _____.

This organization:

- ___ does not wish to comment on the above project.
- ___ has further interest and/or questions concerning the above project and wishes to confer with the applicant.
- ___ is interested in the above project and wishes to make the following comments: (use attachment)
- ___ will submit comments concerning the above project by _____.
- ___ desires an extension of time until _____ for further consideration of this project. (Subject to certain restraints imposed by the OMB Circular.)
- ___ has reviewed the project referenced above, finds it in conformance with our policies, and recommends a favorable Metropolitan Clearinghouse review.

Signature _____

Organization _____ D-33

E-35

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ADDITIONAL INFORMATION

One or more of the reviewing organizations has questions about or interest in this project and wishes to confer with the applicant. A conference between the applicant and the interested parties has been scheduled for _____ at _____ in our offices. Please confirm whether you plan to attend this conference by calling not later than _____.

Please refer to the attached "Purpose of Conference" explanation sheet for additional information.

A Clearinghouse conference has been held on the project referenced above, and a summary of its proceedings is transmitted herewith for your information.

We have reviewed the project referenced above. Based on this review and the response from Clearinghouse referrals, we request

- Additional information as noted on the attached sheet;
- The opportunity to review the final application before it is submitted to the Federal agency.

We have received on _____ the requested (information) (final application) on the project referenced above. This has been forwarded to interested parties for review and comment. An effort will be made to complete the review within 30 days.

A copy of the (information) (final application) requested for the project referenced above is enclosed for your review and comment. Please forward your comments to the Clearinghouse not later than _____.

FINAL DISPOSITION

We have concluded review of the project referenced above. We have determined as a result of this review that while the project may be of local significance, its nature does not warrant metropolitan comments. A copy of this memorandum and attachments should accompany your application to indicate the Metropolitan Clearinghouse review has been completed.

We have concluded review of the project referenced above. We have determined as a result of this review that the project is in general accord with the metropolitan planning process and the Council of Governments' adopted policies. A copy of this memorandum and attachments should accompany your application to indicate the Metropolitan Clearinghouse review has been completed.

We have concluded review of the project referenced above. The Council of Governments submits, herewith, the attached Metropolitan Clearinghouse Review Comments. A copy of this memorandum and the attached comments should accompany your application when submitted to the Federal agency to indicate the Metropolitan Clearinghouse review has been completed.



Executive Director

Correspondence concerning Metropolitan Clearinghouse review matters should be addressed to Mr. Walter A. Scheiber, Executive Director. The staff may be reached by telephone at 223-6800, ext. 301.



THE MARYLAND - NATIONAL CAPITAL PARK AND PLANNING COMMISSION
REGIONAL AND METROPOLITAN DISTRICTS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES, MARYLAND



Regional Headquarters Building
8787 Georgia Avenue
Silver Spring, Maryland 20907

REGIONAL PLANNING OFFICE
MAY 14 1973
MAY 14 1973

539-1480
Area Code 301

MEMORANDUM

To: C. Warren Giaouque
From: Edward G. Murphy *E. G. Murphy*
Subject: A-95 COG 73-M-H/EIS-9, Draft Environmental
Impact Statement - Md. Rte. 210

The draft Environmental Impact Statement for Md. Route 210 from Old Fort Road to the Prince George's/Charles County line was reviewed by the staff and the following comments are submitted.

While the State Highway Administration has addressed a number of areas of environmental concern, it has offered few alternatives to alleviate or reduce the adverse impacts on the environment which are discussed in the statement. It has relied heavily on the potential reduction of emissions from automotive vehicles based on meeting 1985 EPA standards to maintain the air quality of the region. Similarly, it holds out hope for reduced noise levels based on future standards. It is felt that the proposed design of this highway should be such as to keep these impacts to an acceptable minimum throughout the life of this project.

The SHA also notes that certain unavoidable impacts on stream loadings may occur due to increased run-off and sedimentation during construction, even though contractors are required to conform to the State regulations covering sediment and erosion control. It is felt that specific measures may be necessary to control this excess sediment and that particular care is needed to insure a minimum disturbance to the stream bottom during bridge construction. A type of screening to contain sediment during pile-driving operations could be incorporated into the contract and should be discussed in the EIS.

The M-NCPPC has stated that the proposed 4-lane highway does not conflict with master plans for this area.

The Parks Department has noted that it plans to develop hiker-biker and equestrian trails in the stream valley parks bordering the Piscataway and eventually would like to have a continuous trail along this stream. Therefore, it is proposed that underpasses could be provided at the bridge where 210 crosses the Piscataway to insure continuity and safety along such trails. M-NCPPC parklands are on the east side of the Piscataway, but trails may be possible on the west bank as well.

NOTE: The basic design allows for adequate clearance.

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EGM/ss

STATE HIGHWAY ADMINISTRATION

P.O. Box 7177, 800 West Preston Street, Baltimore, Maryland 21203
Joppa and Falls Roads, Brocklandville, Maryland 21022

MEMORANDUM

DATE: May 21, 1973

TO: Mr. Philip R. Miller, Chief
Bureau of Special Services

FROM: William B. Greene, Chief
Bureau of Soils and Foundations

SUBJECT: P-878-L-5-371
Maryland Route 210
Old Fort Road to the
Prince George's-Charles
County Line

WBG

RECEIVED

MAY 24 1973

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

Reference is made to Mr. Woodford's letter of April 9, 1973 relative to his request for our review and comments on Draft Environmental Impact Statement for the subject project, specifically, Geomorphological Conditions, pages A-5 and A-6.

Our only comment concerns information previously submitted by our Bureau and included in Geomorphological Conditions, page A-6, Paragraph 2, Sentence 1. The sentence should be amended as follows:

Depths to rock are undetermined but are great within the Coastal Plain Province.

If we can be of further assistance, please advise.

SGG/klc

CC: Messrs: N.L. Smith, Jr.
C.H. Chow
H. Worrall, Jr. (2)

See Page 25.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION III

6TH AND WALNUT STREETS
PHILADELPHIA, PENNSYLVANIA 19106

May 22, 1973

RECEIVED

MAY 24 1973

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

Mr. Philip R. Miller, Chief
Bureau of Special Services
State Highway Administration
Maryland Department of Transportation
P.O. Box 717
300 West Preston Street
Baltimore, Maryland 21203

Subject: Draft Environmental Impact Statement (EIS) for Maryland
Route 210 Dualization, Contract Number P-878-4 and 5-371.

Dear Mr. Miller:

We have completed our review of the draft EIS for the above proposed project. Based on the information provided in the EIS, it appears that the dualization of Route 210 will not cause a significant long-term degradation of the local environment. Therefore, we are reporting this review in EPA reporting category LO-1, indicating our lack of serious objections to the proposal and general satisfaction with the impact statement.

We have two suggestions to make regarding this proposal. (1) That a hand calculation of the expected peak hour carbon monoxide concentrations be included; (2) That the Maryland Bureau of Air Quality be placed on your EIS mailing list for this and other transportation projects.

Sincerely yours,

Robert J. Blanco

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

cc: CEQ
R. Ackroyd, FHWA

NOTE: A Supplemental Air Quality Analysis was subsequently prepared and approved on July 22, 1975. See Page 37.

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TRI-COUNTY COUNCIL for SOUTHERN MARYLAND

P.O. BOX 301 WALDORF, MARYLAND 20601 301 645-2693

JOHN T. PARRAN JR., CHAIRMAN
JOHN H. MILLS, PH.D., EXECUTIVE DIRECTOR

May 22, 1973

RECEIVED
MAY 25 1973
PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

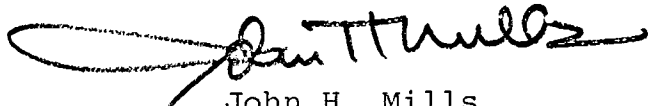
Mr. Philip R. Miller
Chief
Bureau of Special Services
Maryland State Highway Administration
300 West Preston Street
Baltimore, Maryland 21201

Dear Mr. Miller:

RE: Draft Environmental Statement
Contract P-878-4 & 5-371
Dualization of Maryland Route 210
Old Fort Road to the Prince George's
Charles County Line

The Council has reviewed the above project and finds that the environment in and around Piscataway Creek will probably be impacted by the project. At the same time the project is consistent with the goals and objectives of this agency, and approval of the project is recommended, with the condition that there be strict adherence to State and Federal regulations regarding water pollution, soil erosion and sediment control so as not to adversely effect the Piscataway Creek.

Sincerely, ,



John H. Mills
Executive Director

JHM:cp

CALVERT COUNTY
Sen. E. I. Hall
Del. I. A. Rymer
Comm. C. B. Fowler
Comm. H. G. Trueman
Comm. G. J. Weems, MD
E. E. Fletcher
Mrs. B. T. Redgely
B. C. Dowell

Sen. P. J. Bailey
Del. C. L. Compton
Del. L. Nimmerichier
Comm. J. C. Simpson
Comm. E. F. Conico
Comm. M. J. Sprague
F. K. Turner
O. L. Roberson, Jr.
J. T. Parran Jr.

ST. MARY'S COUNTY
Sen. P. J. Bailey
Del. J. H. Birkoe
Del. J. M. McKay
Comm. C. P. Auld
Comm. J. W. Bowlin
Comm. S. G. Guss
J. P. Jarboe, MD
J. M. Cough Jr.
J. F. Riles, Jr.



172

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

May 23, 1973

OFFICE OF THE
REGIONAL DIRECTOR

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

Mr. Walter E. Woodford, Jr.
Chief Engineer
Maryland Dept. of Transportation
P.O. Box 717
Baltimore, Maryland 21203

RECEIVED

MAY 29 1973

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES


RE: Draft EIS Contract
#P-878-4 & 5-371
Md. Route 210 Dualization

RE: Draft EIS Contract
#B-818-11-471 Md. Route
43 (Whitemarsh Boulevard)
From I-95 to Proposed
Perring Freeway

Dear Mr. Woodford:

We have reviewed the above Draft Environmental Impact
Statements for the subject projects in accordance with
our areas of jurisdiction and have no comments.

Very truly yours,


John E. McKenna
Regional Environmental
Officer

cc. *Mr. D. [unclear]*
Mr. R. Thompson
Mr. P. [unclear]
Mr. [unclear]

STATE HWY ADID:

25 73 11:43

NATIONAL CAPITAL PLANNING COMMISSION

WASHINGTON, D.C. 20576

RECEIVED

MAY 24 1973

MAY 25 1973

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

IN REPLY REFER TO:

NCPC File No. 1200

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

Re: Contract P-878-4 & 5-371
Maryland Route 210
Old Fort Road to the
Prince Georges - Charles
County Line

Dear Mr. Miller:

We have reviewed the Draft Environmental Statement for the dualization of Route 210 in Prince Georges County, and believe it to be adequate in its present form to describe the effects of the construction and operation of this facility on the quality of environment in the National Capital Region.

Sincerely yours,

Charles H. Conrad

Charles H. Conrad
Executive Director



174

MARVIN MANDEL
GOVERNOR

May 28, 1973

LEIGHTON W. DUDLEY
DEPUTY SECRETARY
FOR CORRECTIONAL SERVICES

ROBERT J. LALLY
SECRETARY
PUBLIC SAFETY AND
CORRECTIONAL SERVICES

RECEIVED

EDWIN R. TULLY
DEPUTY SECRETARY
FOR PUBLIC SAFETY

MAY 30 1973

PHILIP R. MILLER,
CHIEF BUREAU OF
SPECIAL SERVICES

Mr. Philip R. Miller, Chief
Bureau of Special Services
State Highway Administration
P. O. Box 717
Baltimore, Maryland 21203

Dear Mr. Miller:

As you requested in your letter of April 9,
we have checked with the Maryland State Police re-
garding the dualization of Maryland Route 210.
Their report is attached.

Sincerely yours,

SECRETARY

RJL:mel
Enclosure



DEPARTMENT OF
PUBLIC SAFETY AND CORRECTIONAL SERVICES

MARYLAND STATE POLICE

MARVIN MANDEL
GOVERNOR

ROBERT J. LALLY
SECRETARY
PUBLIC SAFETY AND
CORRECTIONAL SERVICES

Troop "F"
Forestville, Maryland
May 7, 1973



EDWIN R. TULLY
DEPUTY SECRETARY
FOR PUBLIC SAFETY

COLONEL THOMAS S. SMITH
SUPERINTENDENT
MARYLAND STATE POLICE

TO: Chief of Operations

SUBJECT: Draft Environmental Impact Statement - Md. Department of
Transportation - Contract Number P-878-4 & 5-371 - Maryland
Route 210 Dualization.

1. In compliance with your directive of April 18, 1973, the Draft Environmental Impact Statement concerning the dualization of State Route 210 in the Southern part of Prince George's County is returned herewith. It should be noted on page IV of the Summary Sheet denoted by astrick that our comments and recommendations are presently incorporated in this publication under Section H, with our report having been originally submitted on March 28, 1972.

2. There has been no significant change in any of the criteria submitted insofar as accident experience on this road. Of note, however, is one fatal collision occurred on this roadway killing three (3) people. This was a head-on collision that possibly would not have occurred, had this been a dual highway.

3. The traffic count on this highway continues to mount as the area contiguous to it becomes increasingly more urban in its structure and dualization appears inevitable sometime in the future.

4. As this study reflects no adverse environmental impact anticipated by the construction of this highway, it is the recommendation at this level that the proposed dualization be considered favorably at this time.

W. H. Wahl - Captain
Commanding - Troop "F"
Maryland State Police

WHW:pg



ER-73/512

United States Department of the Interior

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

176
RECEIVED

JUN 1 1973

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

May 30, 1973

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

Dear Mr. Miller:

We have reviewed the draft environmental statement for the dualization of Maryland Route 210, and offer the following comments for your consideration:

1. The statement's consideration of the environmental impacts of constructing a second bridge over Piscataway Creek should be more thoroughly addressed in the final statement. In particular, the draft states on page B-1 that: "The proposed bridge will cross an area that has been previously cleared by people gaining access to the creek for fishing." There is no corresponding follow-up as to the impacts of the bridge or the increased noise levels produced by the dualization on the use of the creek by fishermen. We suggest that these impacts be further considered to insure that the use of Piscataway Creek as an outdoor recreation resource is not adversely affected by the bridge and the accompanying dualization. The consideration of these impacts should be closely coordinated with the Maryland Department of Natural Resources and the Prince George's County Park and Recreation Board. If use of this resource is adversely affected, then appropriate mitigating steps should be explored to minimize the harm done; perhaps, through the use of Multiple Use and Joint Development Funds as outlined in PPM 21-23.

2. The statement does not mention the amount of wildlife habitat that will be destroyed as a result of project construction. It only generalizes as to its minimum effects on the resource. The amount should be expressed in total acres of woodland, grassland, wetland, and farmland that will be affected along the new right-of-way. This information should be included in Section B - page B-1, Section C - page C-1, Section E - E-1, and Section F - page F-1. Alternate route B has the potential for additional wildlife habitat destruction due to future service road considerations.

3. In addition, we suggest that existing and proposed land use maps reflecting the statistics presented on page A-4 be included in the final statement. The proposed location of the dualization relative to existing and future land uses of both development and undeveloped land would then be more easily discernible.

4. On page A-4 tables II and III there are some conflicts between existing land use and existing zoning which show that some uses exceed zoning. For example, approximately 489 acres are used for industrial purposes while only 374 acres are zoned for this purpose. The final statement should indicate to what extent the project may further contribute to this zoning/use discrepancy.

5. It is noted in the item (a) Erosion Control Section on page G-1, that debris will be burned. Since it is likely that much of the debris will include green vegetation from the clearing process, there will be considerable smoke pollution which is not in keeping with modern construction methods. Also to be noted at this time is that poison ivy is prevalent in the area to be cleared and burning of this species will spread poisonous vapors in nearby communities and may cause serious harm in human respiratory systems. Item (e) Air on page G-2 precludes such burning and is in conflict with the statement on the preceding page mentioned above.

6. The general assertion in item (h) of the summary that no cultural resources (historic, archeological, architectural) are contained in the project limits is unsupported.

See Appendix D-48

A Supplemental Air Quality Analysis was subsequently prepared and approved on July 22, 1975. See P. 37.

It is not evidently based upon the results of an interdisciplinary investigation by professional historians, archeologists, historical architects, or others competent to evaluate cultural resources. Evidence of adequate coordination with the State Liaison Officer for Historic Preservation should be included in the final statement.

See Page 27.

7. We find that the proposed project does not physically affect any Federal parkland.

Sincerely yours,



Mark Abelson
Special Assistant to the
Secretary

179

MARYLAND DEPARTMENT OF NATURAL RESOURCES
WILDLIFE ADMINISTRATION



RALPH A. BITELY
ADMINISTRATOR
EARL H. HODIL
DEPUTY ADMINISTRATOR

TAWES STATE OFFICE BUILDING
ANNAPOLIS 21401
AREA 301-267-5195

RECEIVED

JUN 8 1973

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

June 7, 1973

Mr. Phillip R. Miller
Chief, Bureau of Special Services
Maryland State Highway Administration
300 W. Preston St.
Baltimore, Md. 21201

Dear Mr. Miller:

My field staff has had an opportunity to visit the site of the proposed dualization of Maryland Route 210, Prince George's County, and also to review the draft environmental impact statement. Their findings show that apparently there are no unique areas that may be altered or destroyed by this dualization with the exception of the marshland associated with Piscataway Creek. These marshlands are subject to alteration from the increased silt load resulting from construction and increased runoff.

An estimate of the amount of wildlife habitat which would be lost is listed below. This list is based on the assumption of an additional 72 feet of new right of way which would be developed as an additional lane. This would result in a loss of approximately 59.3 acres of habitat. This estimate does not include additional acreage which would be needed for such things as service roads, etc. The assumption is also made that the surrounding habitat is at present at maximum carrying capacity with no available niches for displaced animals

	<u>Estimated Habitat</u>	<u>Normal Density</u>	<u>Losses</u>
Squirrels	45 ac. (59.3x.75)	1.5/ac.	67.5 animals
Rabbits	15 ac.	.5/ac.	7.5 animals
Deer	60 ac.	50 ac/deer	1.0 animals
Quail	15 ac.	1.0/ac.	15.0 animals

My staff feels, and I concur, that the dualization, although it does destroy considerable habitat, is much less deleterious to the habitat in the long run than are other alternatives.

cc.
Mr. Hodil
Mr. Weems
Mr. Shugars

Sincerely,

Ralph A. Bitely
Ralph A. Bitely
Administrator

180



MARVIN MANDEL
GOVERNOR

MARYLAND
DEPARTMENT OF STATE PLANNING

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

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

June 13, 1973

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

RECEIVED

JUN 15 1973

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT REVIEW

Applicant: State Highway Administration

Project: Md. Rt. 210 - Old Fort Rd. to Prince George's and Charles
County Lines

State Clearinghouse Control Number: 73-4-200

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

Dear Mr. Miller:

The State Clearinghouse has reviewed the above noted Environmental Impact Statement. In accordance with the procedures established by the Office of Management and Budget Circular A-95, the State Clearinghouse requested comments from Charles County, Department of Natural Resources, Department of Economic and Community Development, and the Bureau of Air Quality. Comments (copies attached) were received from the following:

Department of Economic and Community Development: recommended approval.

Bureau of Air Quality: indicated that the document should present the details of the study of impact on air quality as well as the conclusions. The Bureau made specific comments on the conclusions and on the relationship of emissions to speed of traffic.

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

Sincerely,

Vladimir Wahbe
Vladimir Wahbe

Enc.
cc: James C. Simpson
Anthony Abar
Leonard Elenowitz
George Ferreri

11111 (8)

Date: May 11, 1973

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

DEPT. OF STATE PLANNING	
RECEIVED	
MAY 17 1973	

SUBJECT: PROJECT SUMMARY NOTIFICATION REVIEW

Applicant: State Highway Administration

Project: Md. Rt 210 Old Fort Rd to Prince George's and Charles
County Lines

State Clearinghouse Control Number: 73-4-200

CHECK ONE

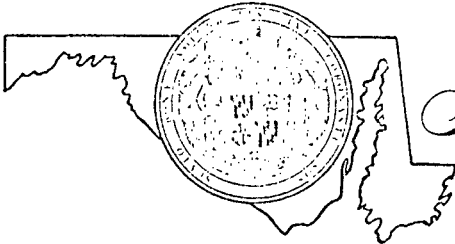
- 1. This agency does not have an interest in the above project. _____
- 2. The above project is consistent with this agency's plans or objectives and we recommend approval of the project. _____ ✓
- 3. This agency has further interest in and/or questions concerning the above project and wishes to confer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

Signature Robert M. Sparks

Title _____

Agency DECN

182

State of  Maryland

DEPARTMENT OF HEALTH AND MENTAL HYGIENE

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

ENVIRONMENTAL HEALTH ADMINISTRATION

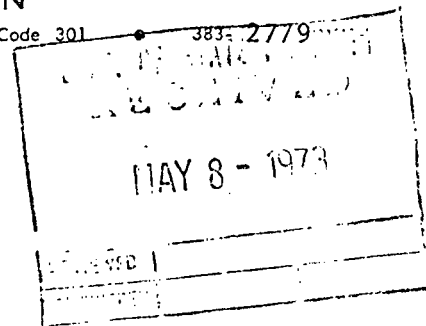
610 N. HOWARD STREET

BALTIMORE, MARYLAND 21201

Area Code 301

383-2779

May 4, 1973



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

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

RE: Md. Rte. 210 - Old Fort Rd. to Prince George's and Charles County Lines;
Control No. 73-4-200

Thank you for this opportunity to review the Draft Environmental Statement for the dualization of Maryland Route 210 in Prince George's County. The Bureau would like to offer the following comments.

There is mention made on page B-3 of the Statement of a detailed analysis which was carried out to determine the impact of this project on air quality. However, only a summary of the problems considered and then conclusions which were reached are actually contained in the document. The type of evaluation which was described seems to have been quite exhaustive and the Bureau would be very interested in reviewing the technique and details of the work as well as just the conclusions. Surely, a more complete description of the study could have been included in an appendix, if not in the body of the report itself. As it is, the Bureau is forced to comment on conclusions without the benefit of knowing how they were reached.

Of the three conclusions, the Bureau must take exception to two. The statement, "Ambient air levels will nonetheless improve due to Federal standards which will decrease CO and HC emissions by 90% by 1985," is misleading. The 90% reduction will apply only to light duty vehicles--not heavy duty trucks. As the light duty vehicle emissions are reduced, the emissions from heavy duty vehicles assume a much greater proportion of the whole. It should also be noted that the 1985 data has been pushed back one more year to 1986 by the one year extension which has been granted to automobile manufacturers.

Some discussion is also warranted concerning the statement that, "the proposed facility through diversion and efficient movement of traffic will further enhance air quality in the area". There will, undoubtedly, be some improvement

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Mr. Warren D. Hodges

- 2 -

May 4, 1973

in air quality because of the Federal new car emission control program. However, it is questionable whether improvements in traffic movement will contribute to better air quality. Recent studies in California involving controlled vehicles indicate that emissions will not vary with speed to any great extent. This means that increases in average speed may not significantly reduce emissions.

I hope these comments will prove helpful to you in the preparation of your Final Environmental Statement. I look forward to receiving more details of your air quality analysis in the near future.

GPF:AMD:bac

Enclosure

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Date:

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

SUBJECT: PROJECT SUMMARY NOTIFICATION REVIEW

Applicant: State Highway Administration

Project: Md. Rt 210 Old Fort Rd to Prince George's and Charles
County Lines

State Clearinghouse Control Number: 73-4-200

CHECK ONE

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

Signature *B. P. ...*

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

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2/13/74 Mr. Hodshon: For your attention. W.F.Lins, Jr.

THE MARYLAND - NATIONAL CAPITAL PARK AND PLANNING COMMISSION

REGIONAL AND METROPOLITAN DISTRICTS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES, MARYLAND



RECEIVED

Regional Headquarters Building
6600 Kenilworth Avenue
Riverdale, Maryland 20840
February 7, 1974

277-2200
Area Code 301

FEB 22 1974

W.M. F. LINS, JR.
CHIEF, BUREAU OF
HIGHWAY DESIGN

PK-PG-8

P878-445-371

RECEIVED
FEB 16 1974
BUR. H. A. DESIGN

Mid Rte 210 (Indian Head Hwy)
Old Fort Rd to the
Charles County Line

Mr. William Lins
Chief, Bureau of Highway Design
300 W. Preston Street
Baltimore, Maryland 21203

Attention: Mr. James Williamson

Dear Mr. Williamson:

This is in reference to your letter regarding provision for hiker-bikers on the bridge structure on Indian Head Highway. Although we are particularly interested in crossing under bridges, we also favor provision for crossing over bridges parallel to vehicular traffic. I will describe our basic physical requirements for both types of crossing.

Ledges under the bridge should be 10' wide. There should also be an overhead clearance of 10', so that equestrians may ride under the bridge. If this 10' clearance is impossible to provide, a minimum of 8½' clearance is required for passage of bicyclists.

Adjacent to the traffic lane should be a shoulder or lane which is smooth-surfaced and a minimum of 10' in width. This may later be marked or striped as a bike lane if a need for this is demonstrated.

Please call on me if I may be of further help.

Very truly yours,

Michael J. Reed

Michael J. Reed
Landscape Architect

NOTE: The MSHA Bikeway Demonstration Project has been subsequently eliminated.

MJR:ch

APPENDIX E
PUBLIC HEARING SUMMARY

PUBLIC HEARING SUMMARY

On the evening of September 13, 1973, a public hearing was conducted at the Eugene Burroughs Jr. High School in Oxon Hill, Maryland, for the purpose of expressing public opinion on the proposed dualization of Maryland Route 210. A total of 26 area residents appeared before the hearing to present their views. Their comments were recorded and transcribed. An informational hearing had been held two weeks prior on August 30, 1973 to explain the project and answer any questions.

The majority of the comments were directed against construction of the proposed 24 foot service roads adjoining Route 210. It was felt that the property along the service roads would be opened up to high density development. The residents fear that the rural-residential character of the Accokeek area will be altered by strip zoning along the service roads of proposed Route 210. They pointed out the relatively slow growth pattern experienced by the area and that development along these service roads will induce an undesirable rate of growth.

Although in favor of dualizing Route 210, area businessmen oppose the use of service roads which will force the abandonment of several of the commercial establishments near the Accokeek Road intersection. They suggested either withdrawal of the service road proposal or revision of the alignment to avoid disruption of these businesses. In addition, they asked that Bryan's Point Road not be closed off. Closing off Bryan's Point Road would make it difficult to patronize the Exxon service station.

Some residents had other reasons for opposing the service roads. They felt service roads would provide an inefficient and illogical flow of traffic and would increase the possibility of traffic accidents. Most felt that the service roads did not provide sufficient benefit to justify the enormous cost involved. Some suggested servicing Route 210 with access roads South from Washington, as the need developed.

Those who were in favor of the service roads suggested several changes. It was suggested that Interstate Route 295 be extended to meet Route 210 and that Route 210 be widened South of that point to absorb the increased level of traffic. Pull off lanes for buses, bicycle pathways and tree-lined medians were also suggested. Some were against using the median for ultimate widening. Others suggested limiting use of service roads to those areas where they are absolutely needed.

Very few individuals were against dualization of Maryland Route 210. Most objected to use of service roads. A great deal of controversy developed around the historical and legal ramifications of the access situation along Route 210. These disputes are beyond the scope of this statement. The residents of the area are concerned about improving safe traffic conditions in the area but they are equally concerned about preserving the character of their community.

APPENDIX F
FINAL RELOCATION ASSISTANCE REPORT

August 22, 1974

Mr. [Name] [Address] [City] [State] [Zip]

Dear Mr. [Name]:

Business Dealings

As you are aware, the [Name] and [Name] are currently [situation] regarding [business deal].

It is noted that [Name] and [Name] may not take place, there [situation].

All the [Name] and [Name] [situation] [Name] and [Name] [situation].

The two business efforts would be Robin Realty and Claggitt Realty. Robin Realty is located [Address] and Claggitt Realty is located [Address]. It is estimated that [Name] and [Name] could relocate [situation].

The [Name] [Address] [City] [State] [Zip] [situation]. The [Name] [Address] [City] [State] [Zip] [situation].

The rental [Name] [Address] [City] [State] [Zip] [situation]. The [Name] [Address] [City] [State] [Zip] [situation].

F-1

Richard N. [Name]

C-1

cc: [Name], [Name], [Name], [Name], [Name]

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CONCEPTUAL OR ACQUISITION STAGE RELOCATION STUDY
(SECTIONS 14 and 15 of IM 80-1-71)

Data for Conceptual Stage Study will be estimated. Owners and Tenants need not be interviewed. Work sheets will be attached, including photos. Data for Acquisition Stage Study will be developed through interview with persons affected. Work sheets will be attached, including photos. When comment exceeds allotted space, use additional sheets and attach hereto. Identify added material by subject number.

1. ESTIMATED NUMBER OF PERSONS DISPLACED BY THIS ALIGNMENT 11
2. INDIVIDUALS (OTHER THAN FAMILIES) 0
3. NUMBER OF FAMILIES 2 NUMBER OF BUSINESS 2
NUMBER OF FARM OPERATIONS 0 NUMBER OF NON-PROFIT ORGS 0
4. TYPES OF HOUSES BY CLASSIFICATION

One Family Dwellings (Owners)		Multi-Family
Small	<u>1</u>	
Medium		
Large		
Age under 10 years		
Age 11 to 30 years	<u>1</u>	
Age 31 or older		
Frame		
Brick or Equivalent	<u>1</u>	
Combination		
Detached	<u>1</u>	
Semi Detached (Up to 8 in Group Including Ends)		
Row (9 or over in Group)		
Poor Condition		
Fair Condition		
Good Condition	<u>1</u>	
Poor Location		
Fair Location		
Good Location	<u>1</u>	

One Family Dwellings (Tenants)		Multi-Family
Small	<u>1</u>	
Medium		
Large		
Age under 10 years		
Age 11 to 30 years	<u>1</u>	
Age 31 and Over		
Frame	<u>1</u>	
Brick or Equivalent		
Combination		
Detached	<u>1</u>	
Semi Detached (Up to 8 in Group, Including Ends)		
Row		
Poor Condition		
Fair Condition	<u>1</u>	
Good Condition		
Poor Location		
Fair Location	<u>1</u>	
Good Location		

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SHA 63.0 DP 1 10/17/71 10/17/71
 MD PROJECT: P 878-6-371
 FED PROJECT: F 137-1(C)
 TERMINUS: S. of Old Fort rd.
 Charles Co. Line
 ALTERNATE NO: 2

Apartment House & Units or More

Converted House	n/a	Condition	_____	No. of Units	_____
Garden Type (4 stories or less)	n/a	Condition	_____	No. of Units	_____
High Rise (5 stories or more)	n/a	Condition	_____	No. of Units	_____

5. TYPES OF BUSINESS: 2 realty offices
6. TYPES OF FARM OPERATIONS: none
7. TYPES OF NON-PROFIT ORGANIZATIONS: none
8. NUMBER AND LOCATION OF UNIMPROVED PROPERTIES AFFECTED: 82 along existing Md. Rte. 210
9. NUMBER AND TYPE OF PROPERTIES ADJACENT TO PROPOSED RIGHT OF WAY WHICH MAY SUFFER ECONOMIC DAMAGE: none

10. SOCIAL, ECONOMIC AND ENVIRONMENTAL EFFECTS:
 Body Summary

- ✓ (1) Effect as regards Fast, Safe and Efficient Transportation The present two lane highway will be dualized to provide faster, safer, and more efficient transportation.
- ✓ (2) Effect as regards National Defense The southern terminus of Md. Rte. 210 is the U.S. Naval Ordnance station at Indian Head; access to this facility will be greatly improved.
- ✓ (3) Effect on Economic Activity Project as currently planned will not seriously affect the Accokeek business community
- ✓ (4) Effect on Employment Negligible, due to fact that both real estate offices will probably relocate in immediate area.
- ✓ (5) Effect on Recreation, Parks, Natural and Historic Landmarks The ball park (on Plat 19) will not contain sufficient area after the dualization.
- ✓ (6) Effect on Fire Protection The dualization will enable fire fighting equipment to rapidly travel in the area, improving service
- ✓ (7) Effect on Aesthetics Woodlands along the present roadway may be damaged - the S.H.A. owns most of the wooded area along the right of way.
- ✓ (8) Effect on Public Utility The WMA bus line travels on Md. Rte. 210 to Indian Head - the dualization will facilitate public transportation
- ✓ (9) Effect on Public Safety and Health The Wilson Memorial Clinic will be accessible to a greater number of people, following the dualization.
- ✓ (10) Effect on Neighborhood Character and Location No substantial change is foreseen.
- ✓ (11) Land Usage Affected (Low, Middle, High Income Residential; Commercial; Industrial, Agricultural; Mixed; etc.)
Low-middle income residential; commercial
- ✓ (12) Effect on Identifiable Minority Groups Two black families will be displaced
- ✓ (13) Effect on Religious Institutions and Practices None
- ✓ (14) Effect on Conservation, including Erosion, Sedimentation, Wildlife and general Ecology of the Area Project will disturb the ecological balance during construction resulting in erosion, sedimentation, and displacement of small wildlife.
- ✓ (15) Effect as regards noise, air and water pollution Will encourage automobile use, therefore, air, noise and water pollution will result.
- ✓ (16) Effect on Property Value The dualization will increase all adjoining property values.
- ✓ (17) Multiple Use of Airspace, if any (Housing, Schools, Parking, Commercial, and so on)
None

11. TYPE OF NEIGHBORHOOD AFFECTED
mixed residential and commercial
12. REPLACEMENT HOUSING AVAILABLE IN SAME, SIMILAR, OR BETTER NEIGHBORHOOD.

FOR SALE

PRICE RANGE	ONE FAMILY	TWO FAMILY	THREE FAMILY
\$0 -7,500	_____	_____	_____
\$7,500-12,000	_____	_____	_____
\$12,000-15,000	_____	_____	_____
\$15,000-20,000	_____	_____	_____
\$20,000-25,000	_____	_____	_____
\$25,000-30,000	1	_____	_____
\$30,000-40,000	11	_____	_____
\$40,000 & Over	_____	_____	_____

ROOMS \$20.00 to \$40.00	\$40.00 to \$60.00	Over \$60.00
RENTAL UNITS		
1 Bedroom \$50 - \$70	\$70 to \$100	\$100 - \$150
2 Bedroom \$50 - \$100	\$100 to \$150	\$150 - \$250
3 Bedroom \$100 - \$150	\$150 to \$250	\$250 - \$300
4 Bedroom \$150 - \$250	\$250 to \$350	\$350 & Over
5 Bedroom & Over \$200 - \$300	\$300 - \$400	\$400 & Over
		2
	1	11

13. STATE SOURCES OF DATA FOR REPLACEMENT HOUSING AND RENTAL COSTS (Multiple listing, brokers, newspapers, property managers, private sale of rent, etc.) Washington Post Sunday Edition August 18, 25, 1974
Mrs. Robert Plummer, Prince Georges Properties, Accokeek, Md.
14. STATE PROBABILITY OF SITE AND IMPROVEMENTS AVAILABLE FOR RELOCATION OF BUSINESS AFFECTED, AND ESTIMATE OF THE NUMBER OF BUSINESS WHICH MAY BE DISCONTINUED. Two realty offices may relocate onto remaining land.
15. STATE PROBABILITY OF SITE AND IMPROVEMENTS AVAILABLE FOR RELOCATION OF FARM OPERATIONS AFFECTED, AND ESTIMATE OF THE NUMBER OF FARM OPERATIONS TO BE DISCONTINUED. n/a
16. STATE PROBABILITY OF SITES AND IMPROVEMENTS AVAILABLE FOR THE RELOCATION OF NON-PROFIT ORGANIZATIONS AFFECTED.
n/a
17. INDICATE WHETHER OR NOT ANY OTHER AGENCY, PRIVATE OR PUBLIC, STATE OR FEDERAL, IS PLANNING OR CONDUCTING ANY PROJECT IN THE AREA WHICH MIGHT AFFECT THE RELOCATION PROGRAM FOR THIS PROJECT. IF THERE IS SUCH A PROGRAM, STATE ITS EXTENT AND ITS PROBABLE EFFECT.
none known
18. GIVE AN ESTIMATE, AND THE REASONS THEREFOR, OF PROBABLE LEAD TIME REQUIRED TO COMPLETE RELOCATION ON THIS PROJECT, TIME TO BE ESTIMATED FROM DATE OF INITIATION OF NEGOTIATIONS FOR THE FIRST PARCEL ON THE PROJECT (AUTHORIZATION TO ACQUIRE WILL NOT BE GIVEN UNTIL PUBLIC HEARINGS HAVE BEEN COMPLETED AND THE DESIGN AND ACQUISITION STAGE STUDY AND ENVIRONMENTAL CONTROL STATEMENT HAVE BEEN APPROVED.)
At least one full year should be planned to insure adequate time to relocate the families comfortably, and move the businesses.
19. STATE AND ANALYZE ANY RELOCATION ASSISTANCE PROBLEMS WHICH APPEAR TO BE UNUSUAL, COMPLEX OR OF GREAT MAGNITUDE AS REGARDS THIS PROJECT.
Due to increased housing costs, a "last resort" housing situation may exist for the single tenant family affected by this project.
20. STATE RECOMMENDED SOLUTIONS TO PROBLEMS OUTLINED IN NUMBER 19 ABOVE.
Will depend upon nature of tenant's needs and resources at time of pending displacement, not possible to outline solution at this time for project.
21. STATE THE USUAL NUMBER OF REPLACEMENT HOUSING UNITS USUALLY FOR SALE OR RENT IN THE AREA UNDER CONSIDERATION AT ANY GIVEN TIME, ON THE PRIVATE OR OPEN MARKET, AND THE SOURCES FROM WHICH SUCH INFORMATION IS DEVELOPED.
The number of replacement housing units available in the area varies with market conditions, but a rough estimate would be about ten units for sale or rent. This estimate is based on the sources listed under Item #13 above.

SIGNATURE AND DATE: Richard C. Kling 9/3/74
 RELOCATION OFFICER(S) CONDUCTING STUDY: Richard C. Kling 9/3/74
 REGIONAL RELOCATION OFFICER APPROVING STUDY: David A. Heinzel 9-3-74
 HEADQUARTERS RELOCATION OFFICER APPROVING AND TRANSMITTING STUDY: _____

APPENDIX G
ENVIRONMENTAL ASSESSMENT FORM

ASSESSMENT OF SIGNIFICANT ENVIRONMENTAL EFFECTS

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

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

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

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

	<u>Yes</u>	<u>No</u>	<u>Attached</u>
11. Will the action affect the use of a public recreation area, park, forest, wildlife management area, scenic river or wildland?	—	<u>X</u>	—
12. Will the action affect the use of any natural or man-made features that are unique to the county, state or nation?	—	<u>X</u>	—
13. Will the action affect the use of an archaeological or historical site or structure?	—	<u>X</u>	—
B. 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 over-land flow of storm water or reduce the absorption capacity of the ground?	<u>X</u>	—	—
17. Will the action require a permit for the drilling of a water well?	—	<u>X</u>	—
18. Will the action require a permit for water appropriation?	—	<u>X</u>	—
19. Will the action require a permit for the construction and operation of facilities for treatment or distribution of water?	—	<u>X</u>	—
20. Will the project require a permit for the construction and operation of facilities for sewage treatment and/or land disposal of liquid waste derivatives?	—	<u>X</u>	—
21. Will the action result in any discharge into surface or sub-surface water?	—	<u>X</u>	—

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	<u>Yes</u>	<u>No</u>	<u>Comments Attached</u>
22. If so, will the discharge affect ambient water quality parameters and/or require a discharge permit?	___	<u>X</u>	196 ___
C. Air Use Considerations			
23. Will the action result in any discharge into the air?	<u>X</u>	___	___
24. If so, will the discharge affect ambient air quality parameters or produce a disagreeable odor?	___	<u>X</u>	___
25. Will the action generate additional noise which differs in character or level from present conditions?	<u>X</u>	___	___
26. Will the action preclude future use of related air space?	___	<u>X</u>	___
27. Will the action generate any radiological, electrical, magnetic, or light influences?	___	<u>X</u>	___
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>	___
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>Yes</u>	<u>No</u>	<u>Comments Attached</u>
32. Will the action cause relocation of activities, structures or result in a change in the population density or distribution?	<u>X</u>	<u> </u>	<u> </u>
33. Will the action alter land values?	<u>X</u>	<u> </u>	<u> </u>
34. Will the action affect traffic flow and volume?	<u>X</u>	<u> </u>	<u> </u>
35. Will the action affect the production, extraction, harvest or potential use of a scarce or economically important resource?	<u> </u>	<u> X </u>	<u> </u>
36. Will the action require a license to construct a sawmill or other plant for the manufacture of forest products?	<u> </u>	<u> X </u>	<u> </u>
37. Is the action in accord with federal, state, regional and local comprehensive or functional plans--including zoning?	<u> X </u>	<u> </u>	<u> </u>
38. Will the action affect the employment opportunities for persons in the area?	<u> </u>	<u> X </u>	<u> </u>
39. Will the action affect the ability of the area to attract new sources of tax revenue?	<u> X </u>	<u> </u>	<u> </u>
40. Will the action discourage present sources of tax revenue from remaining in the area, or affirmatively encourage them to relocate elsewhere?	<u> </u>	<u> X </u>	<u> </u>
41. Will the action affect the ability of the area to attract tourism?	<u> X </u>	<u> </u>	<u> </u>
F. Other Considerations			
42. Could the action endanger the public health, safety or welfare?	<u> </u>	<u> X </u>	<u> </u>
43. Could the action be eliminated without deleterious effects to the public health, safety, welfare or the natural environment?	<u> </u>	<u> X </u>	<u> </u>

	<u>Yes</u>	<u>No</u>	<u>Comments Attached</u> 198
44. Will the action be of statewide significance?	<u> </u>	<u> X </u>	<u> </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> </u>	<u> X </u>	<u> </u>
46. Will the action require additional power generation or transmission capacity?	<u> </u>	<u> X </u>	<u> </u>

G. Conclusion

47. This agency will develop a complete environmental effects report on the proposed action.	<u> X </u>	<u> </u>	<u> </u>
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