

final negative declaration



FOR:

CONTRACT No. CH 443-000-571

F.A.P. No. RS 9789 (1)

MARYLAND ROUTE 227

FROM MARYLAND ROUTE 228 TO

U.S. ROUTE 301

IN CHARLES COUNTY, MARYLAND

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

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REPORT NUMBER: FHWA-MD-NEG-78-09-F

REGION III

MARYLAND ROUTE 227
MARYLAND ROUTE 228
TO U.S. ROUTE 301

ADMINISTRATIVE ACTION

FINAL

NEGATIVE DECLARATION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

AND

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

SUBMITTED PURSUANT TO 42 U.S.C. 4332 (2) (C), 23 U.S.C. 128(a)

M. S. Caltrider
State Highway Administrator

3/5/79
DATE

by: Hal Kasoff
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Director, Office of Planning
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3/12/79
DATE

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Federal Highway Administration

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MARYLAND ROUTE 227
Charles County, Maryland

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SUMMARY

- (1.) Region III Federal Highway Administration
 - () Environmental Impact Statement (x) Negative Declaration
 - () Draft (x) Final

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

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(3.) Description of Action

The proposed project involves the upgrading of Maryland State Route 227 from U.S. 301 to approximately 0.3 miles west of the intersection of Md. 227 and Md. 228, a distance of 3.9 miles. The objective of the project is to improve traffic flow and safety. The proposed road will have 2-12 foot lanes with 10 foot paved shoulders and a total right-of-way width of 80 feet, including 18 foot modified safety grades.

(4.) Summary of Environmental Impacts

There will be no significant changes in noise or air quality.

There will be a temporary increase in air and noise pollution during construction activities. One residence will be required.

No significant impacts were identified.

The proposed project is in accordance with the Charles County Comprehensive Plan.

(5.) Alternative Considered

Alternate 1

Upgrade road using the center line of the existing route modified to conform to recommended highway safety standards.

Alternate 2 (Selected)

Upgrade in the vicinity of the existing route to minimize right-of-way acquisition by taking full advantage of existing dedication lines.

The maximum alignment deviation between these alternatives is 18 feet. Alternate 1 and 2 meet AASHTO standards.

Alternate 3 No-Build

This alternative would result in the continuation of the existing conditions with normal maintenance.

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I. Project Location and Description

A. Project Location

This assessment evaluates the environmental impacts of the proposed improvement of Maryland Route 227 from U.S. Route 301 west to approximately 0.3 mile west of the intersection of Maryland Routes 227 and 228, a distance of approximately 3.9 miles. Figures 1 and 2 are the vicinity and project area maps respectively.

Maryland Route 227 begins at U.S. Route 301 about 4 miles south of Waldorf and proceeds in a generally westerly course to Pomfret. From there the road follows a northwesterly route through Pomonkey to Marshall Hall on the Potomac River. Route 227 lies entirely within Charles County.

The highway is used primarily for access to residences along the route and for movement of agricultural supplies and products to and from the immediate area.

Topography in the study area is primarily rolling. Elevations range between 150 feet and 210 feet above Mean Sea Level.

The headwaters of several creeks flowing into the Potomac River drain the area.

According to the 1970 census, the population of Charles County was 47,678, an increase of 46% over the 1960 figure (32,572). The Charles County Planning Commission

REGIONAL MAP

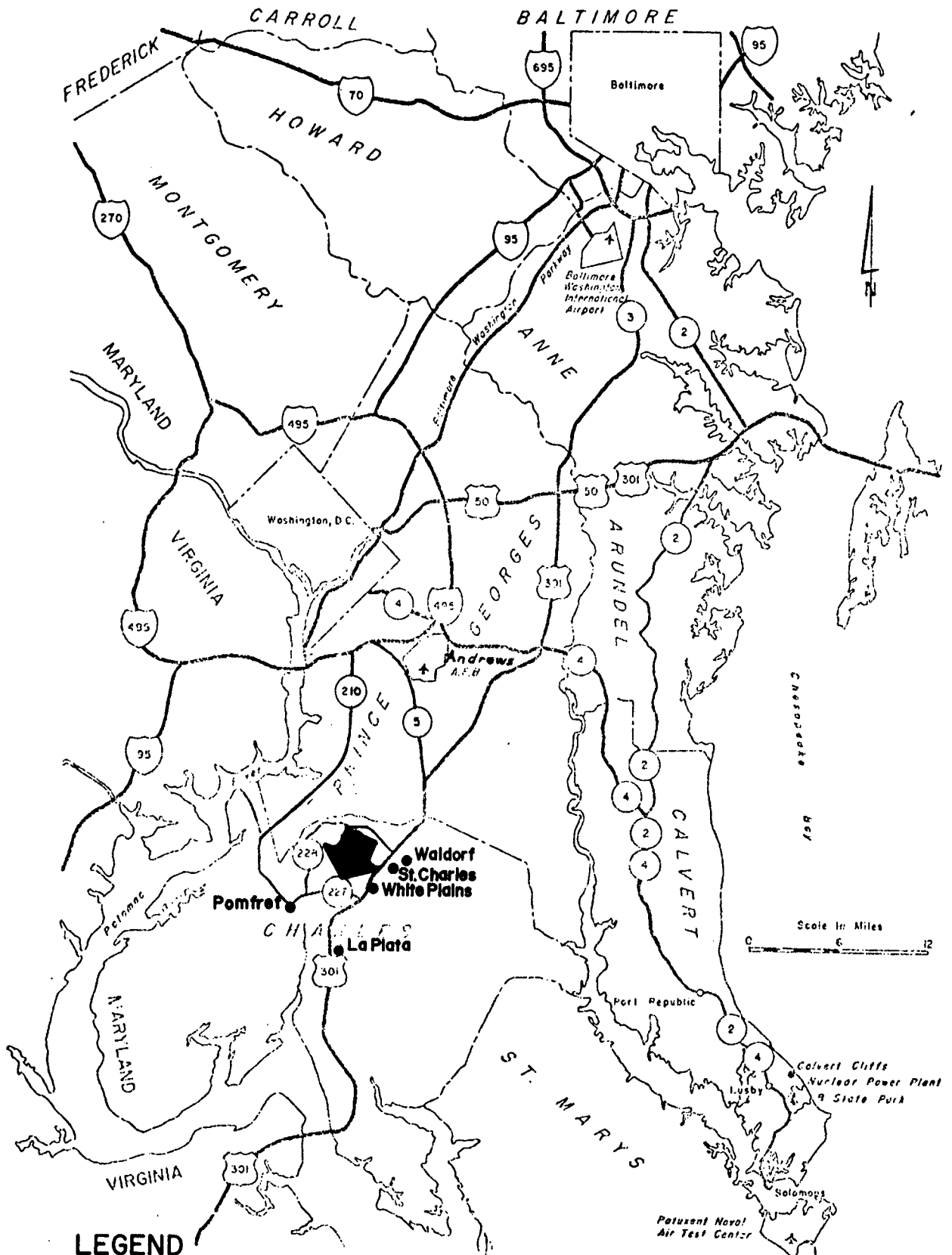
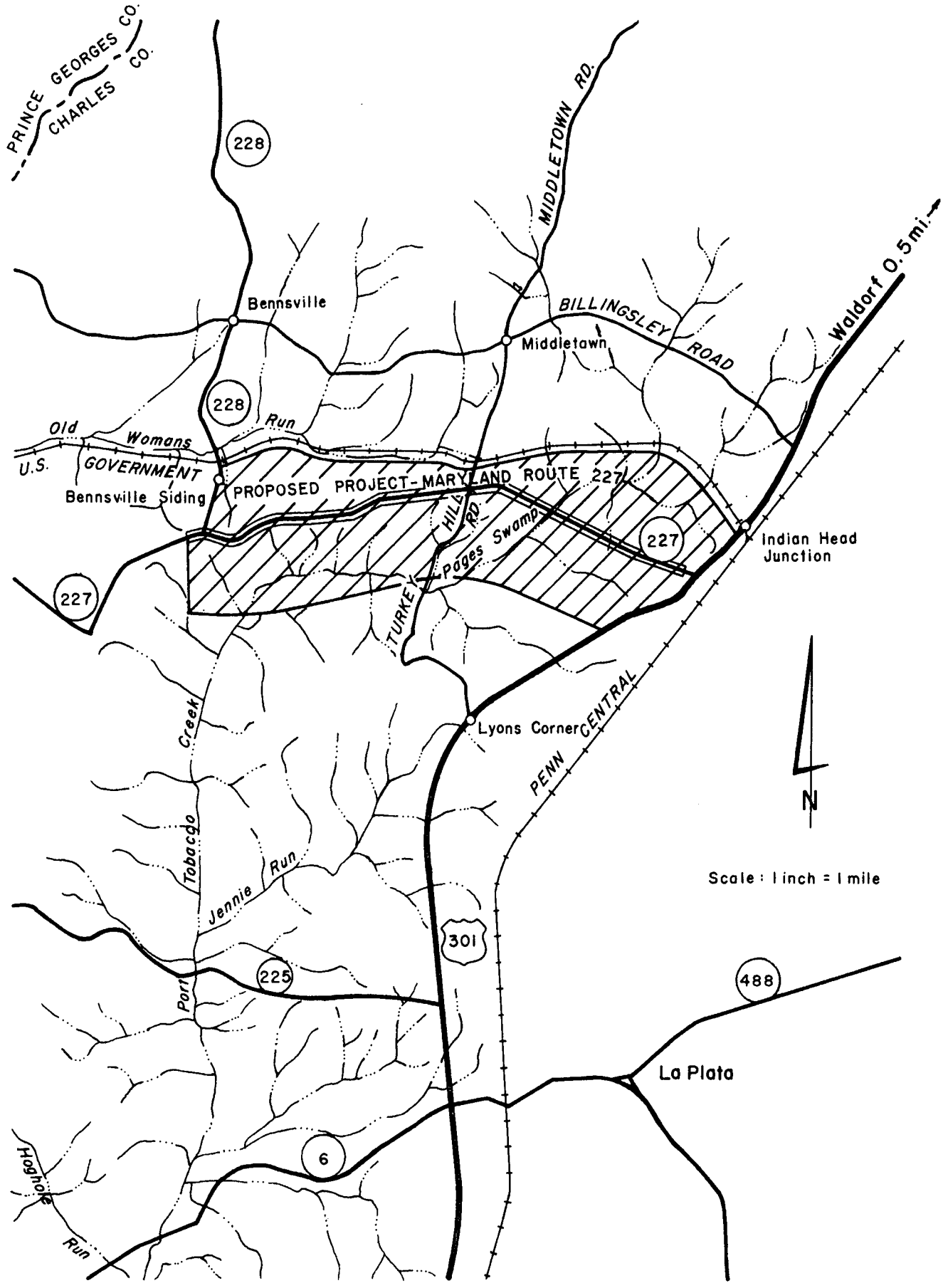


Figure 1



Project Area

Figure 2

estimates a July 1976 population of 63,900.

Agricultural and residential land use predominates in the project area.

B. Project Description

The proposed project involves the upgrading of existing Route 227 to meet current design and safety standards. The selected alternative essentially follows the existing roadway with a maximum variation of 18 feet from the present centerline. It would have the typical cross-section shown on Figure 3. Traffic data are the same for all alternatives and are presented below.

	<u>1976</u>	<u>1985</u>	<u>1987</u>	<u>1995</u>	<u>2005</u>
AADT	2850	4025	4300	5700	7,100
DHV	9%	9%	9%	9%	9%
Trucks (ADT)	4%	4%	4%	4%	4%

C. Description of Alternatives

Four build alternates were originally studied for the proposed improvement to MD Route 227. These included two alternatives along the existing roadway and two alternatives on new locations. The relocation alternates north and south of the existing road were not considered for detailed study because of the potential for significant environmental and economic impacts. The alternatives selected for further study and discussed in this document are listed below. The proposed horizontal and vertical profiles for the build alternative is illustrated on **Figures 9 and 10.**

PROPOSED TYPICAL CROSS SECTION

MD. RTE. 227

The shoulder area may be used as a bikeway however it will not be marked or signed.

NOTE:

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

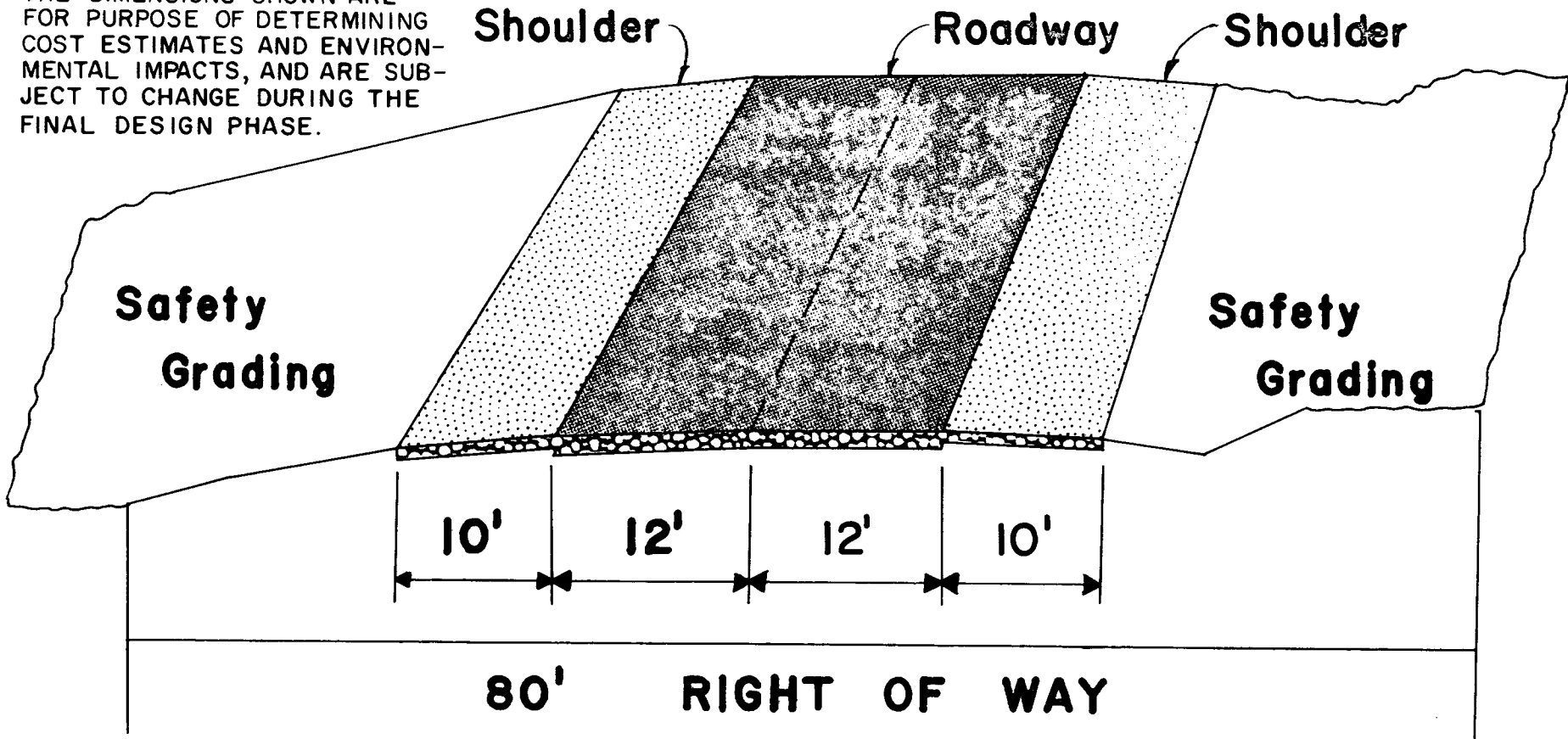


Figure 3

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1. The Selected Alternative

Modification of the existing road to take maximum advantage of existing rights-of-way and dedication lines.

The selected alternative will have uncontrolled right of way and a 50 mph design speed and a 40 mph posted speed.

However, the posted speed limit may vary due to local requests. Alternate 2, the selected alternate will meet AASHTO standards.

2. Alternates Considered but not Selected

a. Reconstruction along the existing route modified to conform to American Association of State Highway and Transportation Officials standards.

b. No-Build: This alternative provides for no modifications or changes in alignment or construction of the existing highway. There would be no major construction in the corridor.

Figure 8 is representative of both Alternate 1 and Alternate 2.

Difference cannot be discerned on a 1" = 200' scale.

D. Summary of Alternatives and Costs

Table 1 is a summary of the main factors for each alternative considered in the Draft Negative Declaration.

TABLE 1

Summary of Alternatives
Number of Relocations

<u>Alternate</u>	<u>Residences</u>	<u>Business</u>	<u>Public Land</u>	<u>Historical Site</u>
1	1	0	0	0 ^{1/}
2	1	0	0	0 ^{1/}
(Selected)				
3	0	0	0	0

^{1/} See Section IV-D-3

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Right-of-Way Requirements (Acres)

<u>Alternate</u>	<u>Residential</u>	<u>Commercial</u>	<u>Agriculture</u>	<u>Wood/Rec.</u>
1	9.9	0.93	5.79 (PRIME)	0
2 (Selected)	9.8	0.93	4.50 (PRIME)	0
3	0	0	0	0

Estimated Cost

<u>Alternate</u>	<u>Row</u>	<u>Construction</u>	<u>Total</u>
1	\$281,000	\$2,690,000	\$2,971,000
2 (Selected)	\$265,000	\$2,690,000	\$2,955,000
3	0	0	0

Alternate 2 will require some prime agricultural land as indicated above due to the proximity of this agricultural land to the existing road. All of the agricultural land required by this alternate is Prime.

II. Project Purpose

The existing road consists of 20 foot wide paving with practically no shoulders and a very poor lateral ditch drainage system. Sight distances and curves do not meet present design standards and in some areas present a potentially hazardous situation. For example, sharper than standard curves exist near U.S. 301, about 1,000 feet[±] west of Turkey Hill Road, at Lowell Drive and at Md. Rt. 228. Rises or depressions that present problems are at Costal Blvd., Pickeral Road, Port Tobacco Creek, Kathy's Lane, east of Tulip Drive, and east of Columbia Park Drive to name some of the more readily described locations.

During the years of 1974, 1975, and 1976, the study section of Md. 227 experienced an average accident rate of 439.43 accidents per 100 million vehicle miles of travel (acc./100MVM). This rate exceeds the statewide average of 325.90 acc./100MVM for all similar design highways now under state maintenance.

Past studies have indicated that the accident rate will increase as a result of the higher traffic volumes that are anticipated on this facility. The increase in accident frequency will bring about an increase in the motor vehicle accident cost exceeding the present cost of \$2,111,750/100MVM for the motorist now using Md. 227.

Improvement of Rt. 227 is included in the Comprehensive Plan of Charles County.

III. BASIS FOR NEGATIVE DECLARATION

Based on the environmental studies completed for the project, it has been determined that the project will not have a significant impact upon the quality of the human or natural environment.

The project will not have a significant effect on the ecology, water quality, or air quality of the area. There should be a minimum of social impacts as only one relocation will be required as a result of the construction of the project. There is suitable replacement housing available. The project will have no effect on historical resources, nor is it expected to affect any archeological sites. There will be a slight increase in noise in the general area of the project.

The selected alternative is consistent with the Comprehensive Plan for Charles County.

In view of the minimum environmental impact and in accordance with Volume 7, Chapter 7, Section 2, Paragraph 12 of the Federal-Aid Highway Program Manual, the project qualified for submission as a Negative Declaration.

IV. EXISTING CONDITIONS

A. Climate and Air Quality - Charles County has a humid, continental climate. The warmest part of the year occurs during the last half of July with afternoon temperatures averaging about 89° Fahrenheit. The coldest portion occurs at the end of January and beginning of February when early morning temperatures average about 21° Fahrenheit. The growing season averages 187 days.

Average annual precipitation is 47 inches and is rather evenly distributed throughout the year with July or August being the wettest month and February or November the driest. The average annual snowfall is 18 inches. Thunderstorms occur on an average of about 35 days per year. While they have occurred in every month, about 70% of these storms occur between May and August.

Charles County lies in what the U. S. Environmental Protection Agency terms the Southern Maryland Priority Region. In this region air quality for all parameters (particulates, sulfur oxides, nitrogen dioxide, carbon monoxide and photochemical oxidants/hydrocarbons) meets all the established primary and secondary standards.

One and eight hour background carbon monoxide concentrations were assumed to be 5 and 2 ppm, respectively, as there are no monitoring sites in the study area. Monitoring data collected at another similar but more distant location indicate the assumptions to be quite conservative. A more detailed description of the monitoring site, techniques and results is provided in the Appendix.

B. Water Quality

The surface water pattern for the study area is shown in Figure 4 and demonstrates that two major drainage basins are involved in the study area.

Various small tributaries draining the area north of the U.S. Government Railroad and west of Middletown Road form Old Womans Run which drains into Mattawowan Creek, a major tributary to Potomac River. Approximately one mile of Old Womans Run parallels the railroad less than 200 feet to the south and two intermittent tributaries drain northward from the area of existing Md. 227. At the present time, no permanent tributaries to Old Womans Run are crossed by Md. 227.

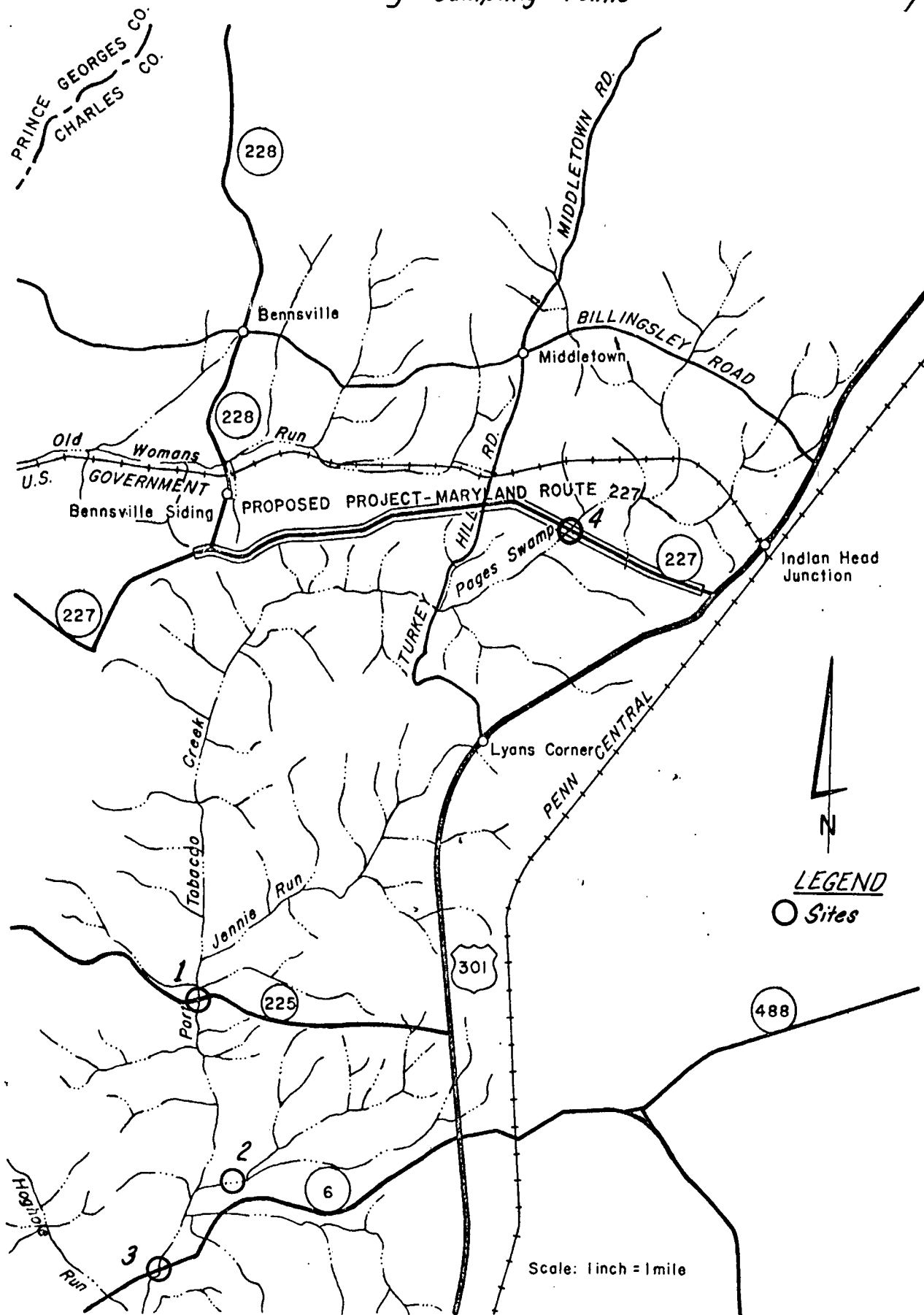
The study area forms the headwaters to Port Tobacco Creek, another major tributary to Potomac River with existing Md. 227 crossing the major branch approximately 1 mile west of U.S. 301. In the area of the crossing, Port Tobacco is a moderately flowing clear stream approximately 3 feet wide by 6 to 10 inches deep. The streambed is composed of sandy material with some gravel. Slopes in the area are quite flat and the banks along the stream are forested with considerable ground cover, both of which tend to reduce sediment yields significantly.

Water quality for Port Tobacco Creek was analyzed during

FIGURE 4

Water Quality Sampling Points

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Project Area

a field visit in August of 1974 at the crossing of Md. 227. The results are shown in Table 2. Some historical data available for the creek at the crossing of Md. 225, approximately five miles downstream, are presented for comparison.

Port Tobacco Creek is classified as Class I by the Maryland Department of Natural Resources and is protected for use for water contact recreation, for fish, and other aquatic life and wildlife. Criteria established for the creek are also presented in Table 2. For those parameters with no established criteria, levels suggested by EPA not to be exceeded for health, economic or aesthetic purposes are also available.

The data in Table 2 indicate a lack of pollution. Dissolved oxygen is not in a saturated state, but sufficient to support aquatic life. The pH factor appears somewhat acid in the project area, but becomes more basic further downstream. Dissolved constituents were low.

Water usage is primarily restricted to minor recreational purposes and for wildlife. No appropriation or discharge permits are available.

Flood plains are associated with the respective creeks. Existing Md. Route 227 does not cross the 100 year flood plain as indicated on Figure 10.

Table 2
WATER QUALITY INFORMATION

<u>PARAMETER</u>	<u>FIELD DATA</u> ¹	<u>AGENCY DATA</u> ²	<u>CRITERIA</u>
pH (units)	6.7	7.7	6.5-8.5 /4
Temperature (°F)	62.6	74.8	<90° F /4
Chlorides (mg/l)	5	--	<250 /5
Alkalinity (mg/l)	12	--	--
Dissolved oxygen (mg/l)	9.7	8.8	> 4.0 /4
Total coliform (MPN/100ml) ³	60	6700	20,000 / 5
Fecal coliform "	0	680	< 200 /4
BOD (mg/l)	--	1.5	--
Total phosphate (mg/l)	--	0.15	--

1/ Samples taken August 1974

2/ Supplied by Md. Dept. of Natural Resources. Samples reported on June 20, 1974. Average of 2 samples

3/ Samples taken Nov. 20, 1974

4/ Md. Dept. of Natural Resources, Water Pollution Control Regulations, Sept. 1974

5/ Water Quality Criteria, 1972, U.S. Environmental Protection Agency

C. Noise

Ambient noise level monitoring in the study was performed by Md. SHA. A report was prepared detailing methodologies and results.¹

The data indicate that the area is generally quiet and all sites are below the established design noise levels for the land use category. Those sites closer to Md. 227 are relatively noisier than those more distant due to the fact that the road is the primary noise source. Those sites at the western portion of the project are somewhat quieter than the eastern area due to lesser traffic volumes. **This appears to** have a minor mitigating effect on noise levels.

The data do not demonstrate any particular noise peak during the day.

More detailed information of ambient noise conditions is available at the Maryland State Highway Administration.

D. Geology

Geology in the study area consists of two formations of Pleistocene origin. At higher elevations the Brandywine Formation is prevalent. It averages forty feet in thickness and consists primarily of reddish and yellowish sands and gravel. Localized areas of sandstone and conglomerate also exist.

At the lower elevations is the Sunderland Formation. The upper portion of this formation is predominantly loam and

¹ Noise Analysis: Maryland Route 227, Md. Rt. 228 to U.S. Rt. 301, Md. DOT, SHA, Bureau of Landscape Architecture 1977.

sand while the lower is sand and gravel. The average thickness is thirty-five feet.

Soils information including prime agricultural land as designated by the USDA Soil Conservation Service, Charles County, and pertinent engineering data are shown on Table 3 and Figure 5.

There is a total of approximately 293, 620 acres of agricultural land in Charles County. Of the total, 47,950 acres or 16.2% is classified as prime agricultural land. The unique agricultural land in the county has not been identified. Alternates 1 and 2 will both require some right-of-way from prime agricultural land as indicated on page 7.

Table 3
STUDY AREA SOIL CHARACTERISTICS /1

Symbol/2	Description	Depth to High Water Table	Suitability for Road Fill	Features Affecting Highway Location	Erosion Potential
Au	Aura gravelly sandy loam	74	Good	Cuts and fills needed	slight to moderate
B1	Beltsville silt loam	1½ - 2½	Poor to fair	Perched water table, high potential frost action	Slight
Bo	Bibb silt loam	0 - 1	Poor to fair	Seasonal high water table, moderate seepage	Slight
Br	Bourne sandy loam	1½ - 2½	Fair	Slow seepage	Slight
Bu	Bourne sandy clay loam				
Cr	Croom gravelly loam	75	Good	Moderate seepage in subsoil, gravelly	Slight
Er	Eroded land, steep	--	--	--	Moderate
Ev	Evesboro loamy sand	75	Good, with binder	Loose; subject to blowing; cuts & fills necessary	Slight
Ew	Evesboro gravelly loamy sand				
Gp	Gravel and borrow pits	--	--	--	--
Gv	Gravelly land steep	75	Good	Cuts and fill needed	Moderate
In	Iuka silt loam local alluvium	1 - 2	Good to fair	Seasonal high water; high potential frost action	Slight
Oc	Ochlockonee fine sandy loam	74	Good to fair	Moderate potential frost action	Slight

/1 Soil Survey of Charles County, Maryland USDA, SCS 1974

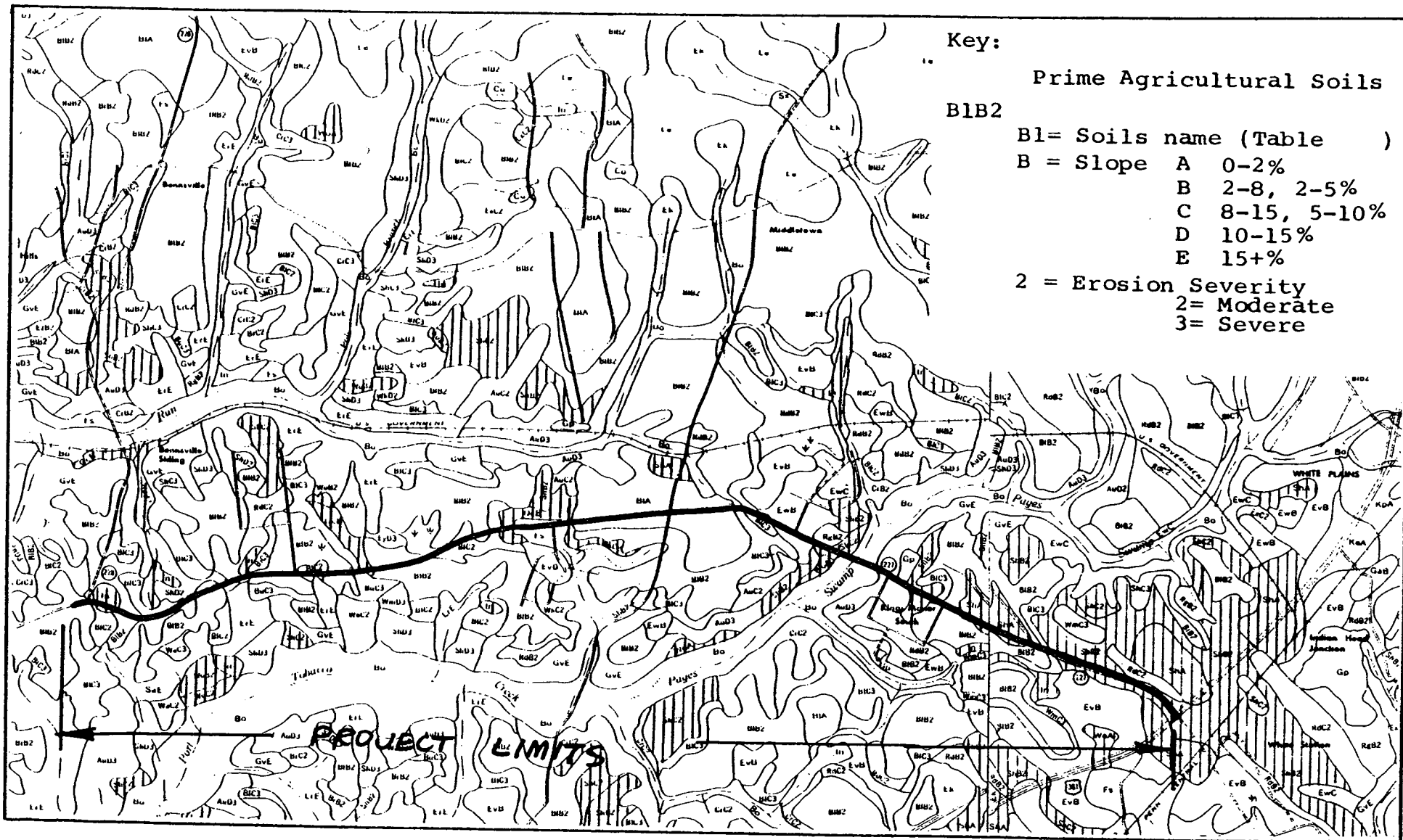
/2 Symbols refer to Figure

Table 3 cont'd.
(Soil Characteristics)

Symbol	Description	Depth to High Water Table	Suitability for Road Fill	Features Affecting Highway Location	Erosion Potential
Rg	Rumford gravelly loam	74	Good to fair	Cuts and fill necessary	Slight
Sh	Sassafras sandy loam	74	Good with binder	Subject to blowing; cuts and fill necessary	Slight
Wa	Westphalia fine sandy loam	75	Good to fair	Cuts and fill necessary	Slight
Wm	Wickham sandy clay loam	76	Good to fair	Moderate potential frost action; cuts and fill necessary	Slight
Wo	Woodstown stony loam	1½ - 2½	Good to fair	Seasonal high water; High potential frost action	Slight

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Figure 5
Project Area Soils Types



E. Vegetation

Vegetation in the project vicinity was inventoried at the four sites shown on Figure 6. The following paragraphs describe each of these areas.

Site 1 -

The forested area here is unique to the study area in that a tract of Loblolly pine exists on the north side of the road. A diagnostic listing of the dominant flora of each layer is given below:

Ground Cover:

Virginia Creeper (Parthenocissus inserta); Poison Ivy (Rhus sp.); Greenbriar (Smilax rotundifolia); Honeysuckle (Lonicera sp.).

Shrub layer:

Dogwood (Cornus florida); Post Oak (Quercus stellata); Red oak (Quercus rubra); Cedar (Chamaecyparis thyoides).

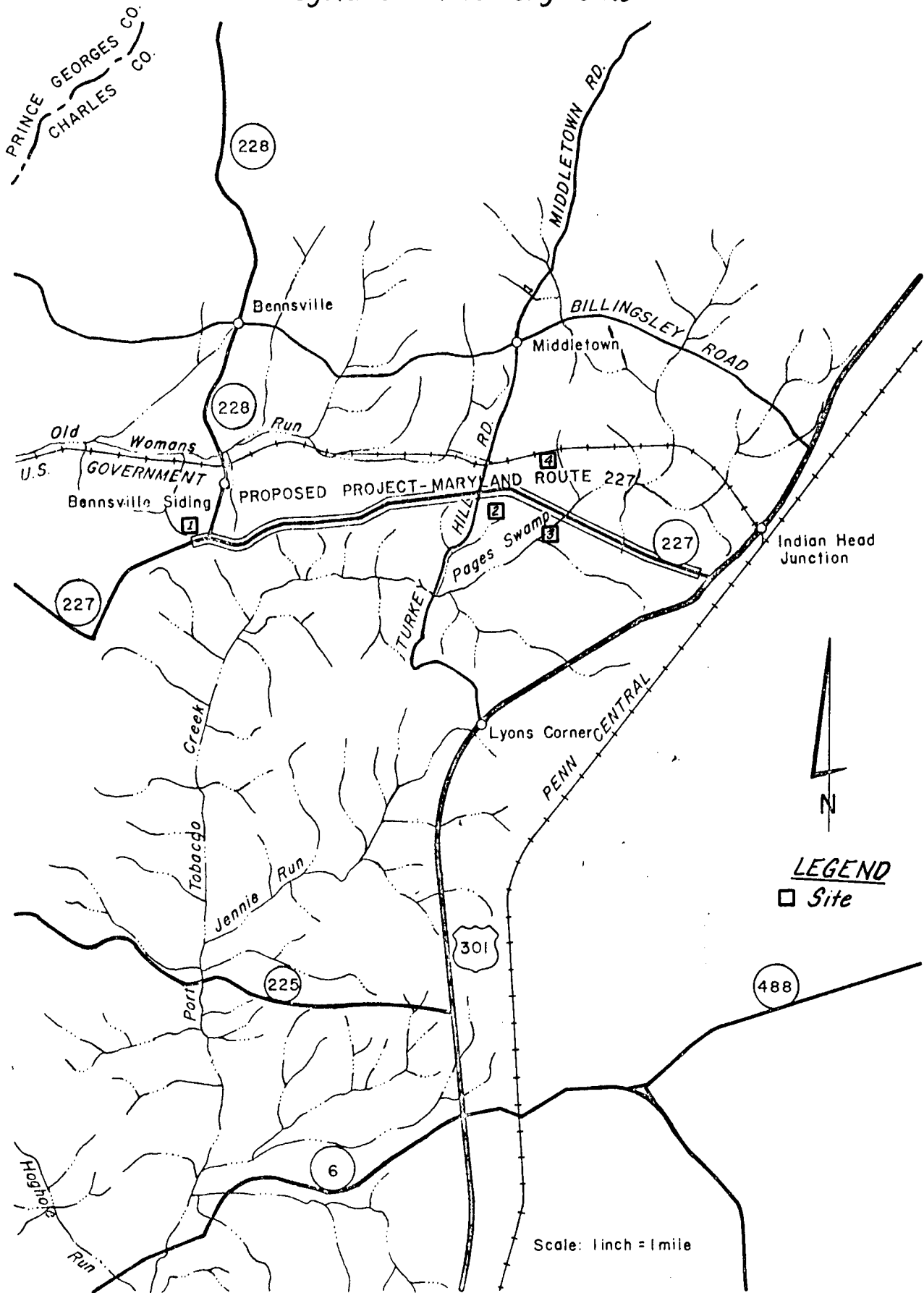
Canopy:

Loblolly pine (Pinus taeda); Sweet gum (Liquidambar styraciflua); Virginia pine (Pinus virginiana); Black gum (Nyssa sylvatica).

Site 2 -

Forests in this area showed the characteristic appearance of most in the region. Oak and gum were the dominant species with sparse herbaceous growth when compared with forests in most centrally located regions.

FIGURE 6
Vegetation Inventory Sites



Project Area

Dominant species observed here are given below:

Ground Cover:

Blueberry (Vaccinium sp.); Pipsissiwa (Chimaphila maculata); Greenbriar (Smilax rotundifolia).

Shrub Layer:

Holly (Ilex opaca); Dogwood (Cornus florida); Arrowwood (Viburnum sp.); Post oak (Quercus stellata); Sassafras (Sassafras albidum).

Canopy:

White oak (Quercus alba); Black oak (Quercus nigra); Pin oak (Quercus palustris); Sweet gum (Liquidambar styraciflua); Red maple (Acer rubrum); Tulip poplar (Liriodendron Tulipifera); Beech (Fagus grandifolia).

Site 3 -

This natural area (south of Route 227) is perhaps the most attractive from an ecological point of view. The vegetation on both sides of Port Tobacco Creek is attractive in its composition and diversity. Vegetation species observed are listed below:

Ground Cover:

Greenbriar (Smilax rotundifolia); Poison ivy (Rhus sp.); Virginia creeper (Parthenocissus inserta); Bearberry (Arctostaphylos sp.); Cinquefoil (Potentilla sp.).

Shrub layer:

Arrowwood (Viburnum sp.); Black alder (Alnus serrulata); Sassafras (Sassafras albidum); Spiraea sp.

Canopy:

Water birch (Betula nigra); Willow oak (Quercus phellos);
Sweet gum (Liquidambar styraciflua); Pin oak (Quercus palustris); Red Maple (Acer rubrum).

Information supplied by Md. Department of Natural Resources lists this area as Charles County Wetland Unit 64 and classified as Type VII based on criteria described in Circular 39. ^{1/}

Site 4 -

Most of the area is forest community in intermediate stages of successional growth. Vegetation did not vary significantly in the areas observed and consisted mostly of trees common to Piedmont coastal areas. Dominant forms observed are listed below:

Ground Cover:

Virginia Creeper (Parthenocissus inserta); Poison ivy (Rhus sp.); Greenbriar (Smilax rotundifolia); Honesuckle (Lonicera sp.); Bearberry (Arctostaphylos sp.)

Shrub Layer:

Arrowood (Viburnum sp.); Black alder (Alnus serrulata); Sassafras (Sassafras albidum); Dogwood (Cornus florida); Holly (Ilex opaca).

Canopy:

Sweet gum (Liquidambar styraciflua); Black gum (Nyssa sylvatica); Virginia pine (Pinus virginiana); White oak (Quercus alba); Tulip poplar (Lirodendron tulipifera).

^{1/}Wetlands of the United States, Circular #39, U.S. D.O.I. Fish and Wildlife Service, 1971.

A number of plots along existing Route 227 are classified as "old-field habitat." These areas are usually the result of abandoned agricultural lands that have become populated with various species of herbaceous annuals and eventually with "pioneer" tree species such as aspen, pine, and cherry.

There are no known rare or engandered species in the project area.

F. Wildlife

The widely varying types of vegetation described in the previous section provides habitat for an equally large variety of wildlife.

The area does not support species listed as threatened or endangered by the U.S. Department of Interior or Maryland Department of Natural Resources.

Within the area adjacent to Md. 227, the wildlife are primarily restricted to small rodent types such as rabbits, squirrels, and mice. A complete list of the wildlife species in the project area is available at the State Highway Administration. Bird species also tend to consist of those adaptable to developmental influences such as robins, grackles, crows and starlings. Other wildlife species may occasionally be found, but developed areas seldom supply the appropriate habitat or food supply.

Port Tobacco Creek is small (3 feet wide, 6 inches deep), and supplies habitat for only some invertebrates and small vertebrate species.

G. Historical/Archeological Sites

The Maryland Historical Trust has identified five historical sites within the study area. They are listed below with the Charles County inventory index number and shown in Figure 7.

Oak Grove, White Plains	(59)
Dr. Spaulding's Office at Oak Grove	(60)
Green's Inheritance, Pomfret	(61)
Virginia Mudd House, Pomfret	(78)
Pomfret Road House, Pomfret	(150)

All are listed on the Maryland Register of Historic Sites, however, since the preparation of the inventory the Pomfret Road House has been demolished. No right-of-way will be required from any historical sites. The State Historic Preservation Officer has determined that the proposed improvements will have no effect on any of the sites, see the letter from the Maryland Historical Trust in the correspondence section.

A preliminary archeological reconnaissance revealed no significant sites and no recommendations were made for a more intensive investigation. A copy of this report is available at the State Highway Administration.

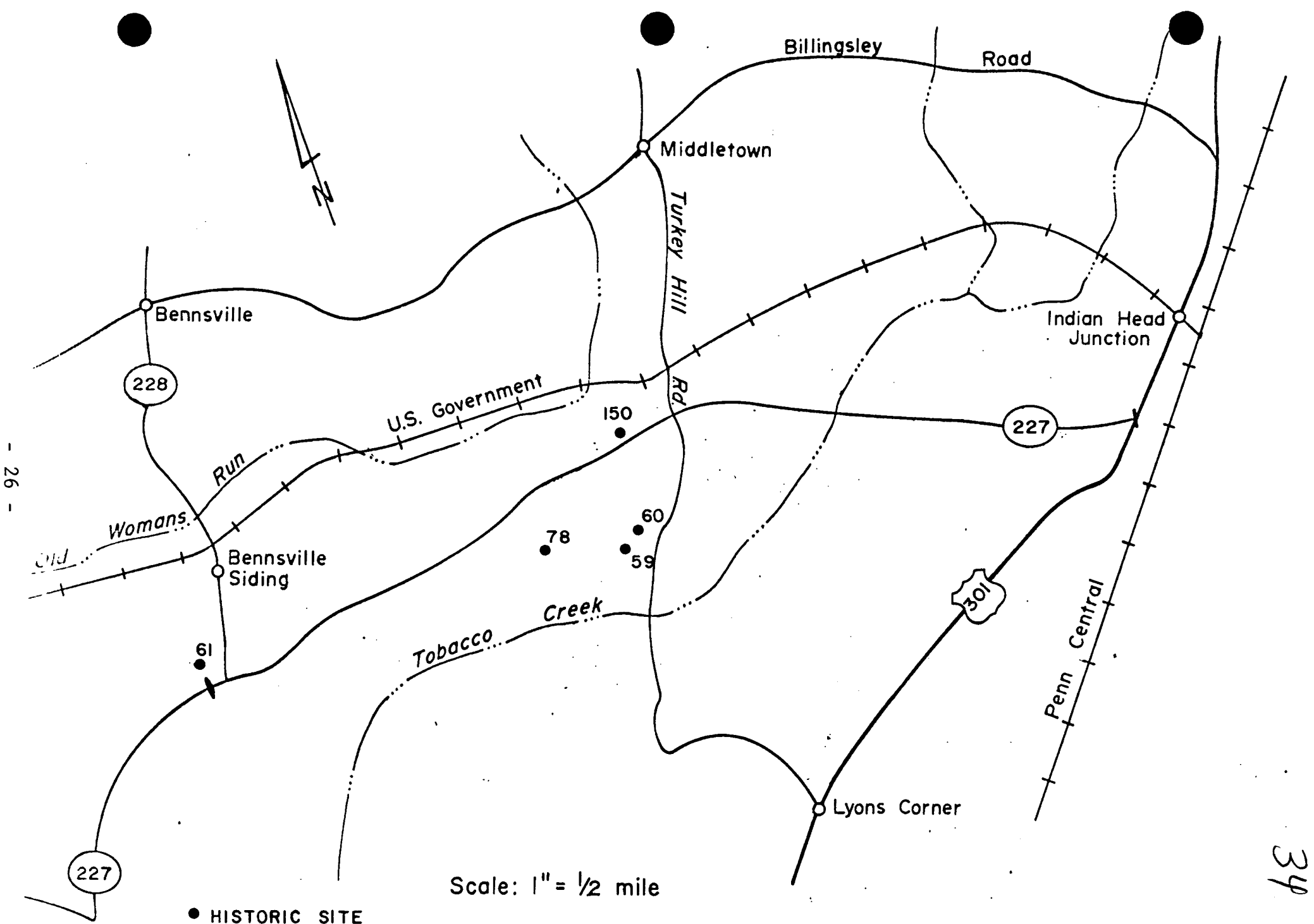


Figure 7

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H. Aesthetics - The study area is a pleasant mixture of woodlands, vacant fields, cropland and residences. Because there are no industrial facilities or businesses along the highway which would attract non-residents to the vicinity, the area has retained a semi-rural character in spite of the residential development.

The newer developments, especially on the northern side of the highway are somewhat conspicuous because of the lack of vegetation. However, as residential plantings mature this situation will improve.

The one detriment to the area is litter along the highway. While it is not extensive it is obvious to all but the most casual observer.

I. Planning/Land Use

The current Comprehensive Plan for Charles County was adopted on December 31, 1974.

Over 100 new sub-divisions are scattered throughout the county. The bulk of new housing is in the northern portion concentrated within the Waldorf, White Plains area along Route 301 and the Bryans Road and Indian Head areas along Route 210.

The study area, which is situated between these two areas consists of a mixture of residential areas, agricultural areas and open-space.

While residential development exists to some extent along the entire project, most of the newer development has occurred in the eastern half of the project (between U.S. Route 301 and the Turkey Hill Road vicinity). However, except for the flood plain of Port Tobacco Creek, which is zoned for conservation uses, the comprehensive plan proposes the development of the entire study area for medium and high density suburban residential use and includes the upgrade of Rt. 227.

There are no industrial facilities and according to the Charles County Chamber of Commerce none plan to move to the area in the foreseeable future.

The only business in the area is a tavern located at the intersection of Maryland Routes 227 and 228. However, several large shopping centers are found along U.S. Route 301 within a convenient distance.

J. Socio-Economics -

General - Charles was one of Maryland's least known counties until 1940 when the Gov. Harry W. Nice Memorial Bridge (Potomac River Bridge) was opened, making possible North-South traffic over U. S. Route 301. Its years of semi-isolation were perhaps the cause of its slow growth. The first census of 1790 shows a population of 20,163. The 1950 census showed the county then had a population of only 23,415.

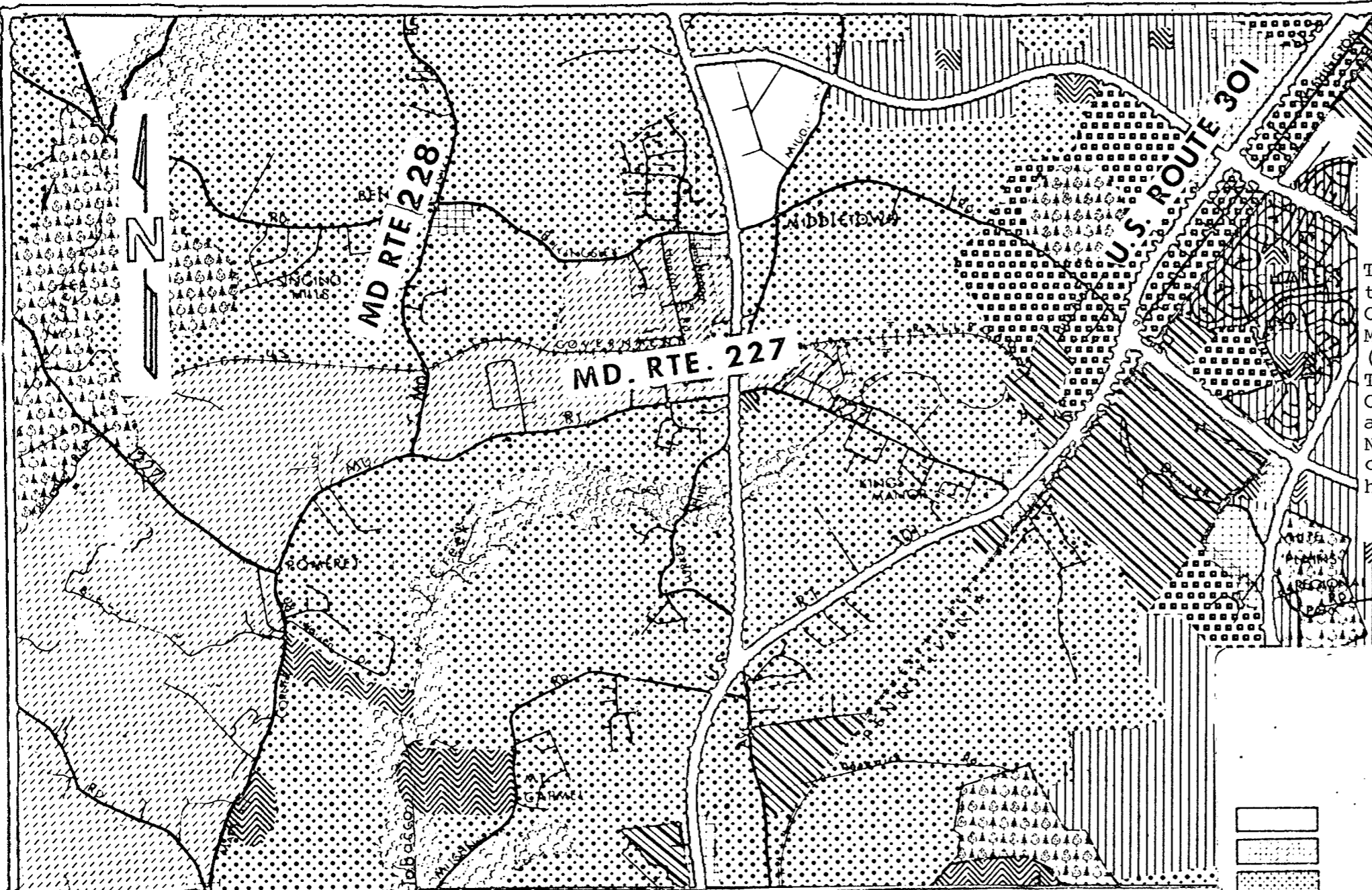
Census data and population projections are given below:

<u>Year</u>		
1960		32,572
1970		47,678
	<u>High Forecast*</u>	<u>Low Forecast**</u>
1975	69,000	57,700
1980	97,000	79,100
1985	132,000	102,900
1990	175,000	129,000
1995	226,000	152,700
2000	287,000	178,900

* From Charles County Comprehensive Water and Sewerage Plan, 1969.

** From population studies being made by the Tri-County Council.

There are no minority groups within the project area.


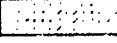
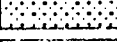
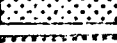
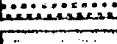
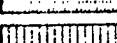
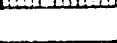


CERTIFICATION OF ADOPTION

This comprehensive plan has been developed to guide the physical development of Charles County pursuant to the provisions of Article 66B, Maryland Planning Zoning enabling Act (Code of Public General Laws of Maryland). The plan was adopted by resolution by the Charles County Commissioners on December 18, 1974, after a duly advertised public hearing held on November 25, 1974. This updated plan was approved on November 29, 1978 after duly advertised public hearing on April 10, 1978.

LEGEND

RESIDENTIAL

-  Rural - Agricultural
-  Suburban - Medium Density
-  Suburban - High Density
-  Urban - Low Density
-  Urban - Medium Density
-  Urban - High Density
-  Urban - Planned Unit Development (P.U.D.)

COMMERCIAL

INDUSTRIAL

PUBLIC & QUASI-PUBLIC

-  Parks and Recreation
-  Open Space

LAND USE

PLAN

CHARLES COUNTY, MARYLAND

2000' 0 2000 4000 8000



FIGURE 7A

Employment and Income - In June of 1969 about 47.5 percent of the county's workers were employed in industry with about 7.5 percent in agriculture and 45 percent in government.

The county's largest industry is the U.S. Naval Ordnance Station at Indian Head, approximately 10 miles west of the project area. It employs over 2,200 civilian workers who earn about \$27 million annually.

Other industries include lumbering, manufacture of concrete products, cabinet production, printing and publishing, from works and seafood.

The first industrial park in Southern Maryland is located in St. Charles about 5 miles northeast of the project area. The first firm moved into the park in the fall of 1971.

Agricultural lands in Charles County occupy 36 percent of the county's 293,120 land acres. Farms in the county range from large commercial farms with over one thousand acres to small part-time or retirement farms of less than ten acres. The average farm size is 145 acres.

There are over 700 farms in the county and about 64 percent of this number are classified as commercial farms. Commercial farms produce about 94 percent of the total agricultural production.

Tobacco is the major cash crop and is produced on 72 percent of the farms with production exceeding 6.5 million pounds annually. The sales value of the crop ranges from 4.5 to 5.5 million dollars and represents over 75 percent of gross farm sales. Charles County is the leading tobacco producer of the five Southern Maryland counties.

Other field crops include corn, soybeans, wheat and hay. These crops support animal enterprises and are also sold as cash grains. The major livestock enterprises are beef cattle and hogs. Other speciality crops include fruit, vegetable, greenhouse and ornamental plant production.

The forests of Charles County produce poplar, oak, gum and other hardwoods and Virginia pine softwood. The hardwoods are used for lumber and some poplar and gum in the production of veneers. The Virginia pine goes into pulpwood for paper and linoleum.

A comparison of the effective buying income of Charles County residents with the State and National figures indicates that the county is below the state and national percentages for income levels below \$10,000. The county has 72.8 percent of its household in the \$10,000-\$50,000 range as compared to 67.8 and 60.7 percent for the state

and country, respectively. The quality of the residences in the study area reflects these statistics. Nearly all would be considered middle class or above and are well maintained. There is no apparent substandard housing in the project area.

K. Non-Discrimination in Federal Assisted Programs

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

V. Environmental Impacts

A. Air Quality

As the project is located in the Southern Maryland Intra-state Air Quality Control Region, two characteristics of the proposed facility were evaluated to determine consistency with the State Implementation Plan: Microscale carbon monoxide levels and construction impact.

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

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

A report on the burden analysis was prepared¹ analyzing nitrous oxide and

¹ Air Quality Report for Maryland Route 227, Charles County, Maryland, S. J. Rosen Associates, Inc., 1977. (Revised to reflect AP-42-Supplement 8 criteria.)

hydrocarbons in addition to carbon monoxide. No significant effects resulting from the project were identified.

A copy of the technical air analysis was submitted to the Maryland Bureau of Air Quality and Noise Control. They agreed that the project would not result in air quality levels above National Ambient Air Quality Standards.

B. Water Quality

Port Tobacco Creek is the only permanent water body to be impacted by the proposed project.

Project implementation will require replacement or extension of the existing slab bridge. The area of disturbance would be small with minimal new disturbance of adjacent natural conditions. However, soils will be exposed and new fill material will be added producing a potential sedimentation impact from erosion to the creek. The erosion and sediment control program adopted by the State Highway Administration and approved by the Maryland Department of Natural Resources will be strictly enforced to keep potential erosion problems to a minimum. There will be no stream relocations.

At the proposed crossing of intermittent streams or drainage areas, erosion controls are also required, reducing

Table 4
 Air Quality Analysis
1/
 Results

Carbon Monoxide (ppm)
 (See Figure for Receptor Location)

<u>Receptor</u>	<u>1985</u>		<u>2005</u>	
	<u>1-hour</u>	<u>8-hour</u>	<u>1-hour</u>	<u>8-hour</u>
1	7.9	3.7	7.6	3.6
2	8.8	4.3	8.3	4.0
3	8.8	4.3	8.4	4.0
4	8.6	4.2	8.2	3.9
5	8.8	4.3	8.3	4.0
6	8.6	4.2	8.2	3.9
7	8.6	4.2	8.2	3.9
8	8.0	3.8	7.7	3.6
9	7.9	3.7	7.5	3.6

1/
 Including background

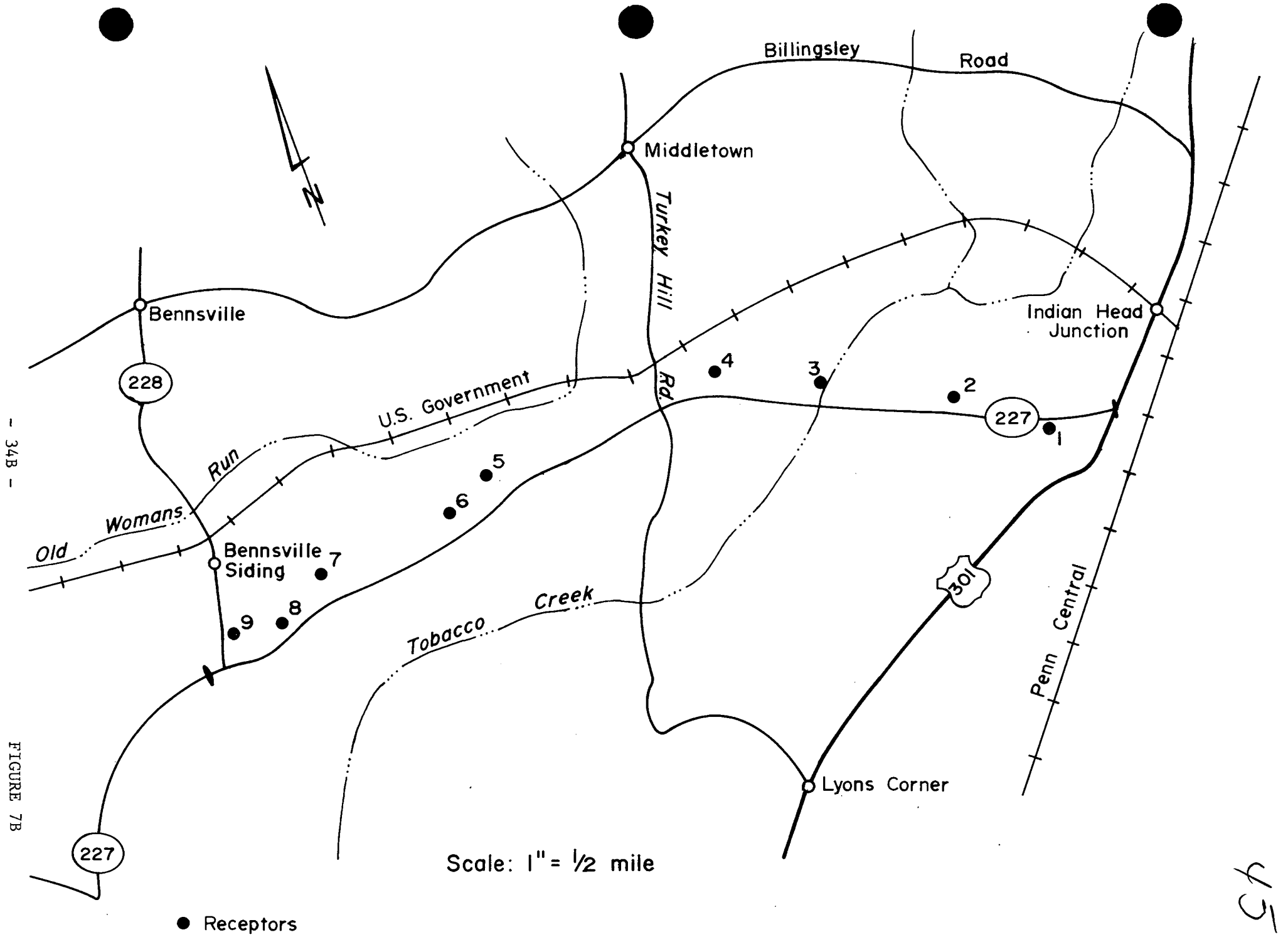
Standards - The National Primary and Secondary Air Quality

Standard for carbon monoxide is:

35 parts per million (maximum 1 hr. concentration)

9 parts per million (maximum 8 hr. concentration)

These standards are not to be exceeded more than once per year.



- 34B -

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or eliminating impacts to downhill permanent water bodies. This information is particularly relevant in negating sedimentation impact consideration to Old Womans Run.

C. Noise

Future noise levels that would result from the proposed project by the year 2005 were calculated by the Maryland State Highway Administration,¹ utilizing the federally approved procedure documented in the National Cooperative Highway Research Program Report #117 and modified in Report #144.

Additional input information and technical details are available from the Maryland State Highway Administration Office.

Data presented in Table 5 demonstrates the predicted noise levels at each of the 47 noise sensitive areas on the alignment, as well as the increase over the measured ambient levels recorded previously.

¹ Noise Analysis Maryland Route 227, Md. Rt. 228 to U.S. Rt. 301 Md. DOT, SHA, Bureau of Landscape Architecture 1977.

TABLE 5

<u>NSA</u>	<u>*Peak Hour L₁₀</u>	<u>Increase Over Ambient</u>	<u>NSA</u>	<u>*Peak Hour L₁₀</u>	<u>Increase Over Ambient</u>
1	67dBA	+8	25	68dBA	+10
2	63dBA	+5	26	65dBA	+7
3	57dBA	+8	27	68dBA	+10
4	66dBA	+8	28	64dBA	+6
5	67dBA	+13	29	65dBA	+13
6	54dBA	+6	30	68dBA	+13
7	63dBA	+11	31	64dBA	+8
8	69dBA	+15	32	61dBA	+3
9	65dBA	+13	33	53dBA	+8
10	67dBA	+13	34	56dBA	+5
11	65dBA	+13	35	63dBA	+11
12	64dBA	+12	36	59dBA	+8
13	66dBA	+6	37	56dBA	+5
14	64dBA	+8	38	60dBA	+9
15	64dBA	+4	39	58dBA	+5
16	62dBA	+3	40	57dBA	+5
17	55dBA	+7	41	60dBA	+6
18	64dBA	+4	42	56dBA	+7
19	67dBA	+11	43	63dBA	+4
20	59dBA	+8	44	59dBA	+5
21	62dBA	+3	45	67dBA	+6
22	65dBA	+9	46	56dBA	+8
23	65dBA	+7	47	64dBA	+5
24	62dBA	+4			

IMPACT ASSESSMENT

Analysis

The proposed improvements to Maryland Route 227 (Alternates 1 and 2) are similar and would result in identical impact to that of the No-Build Alternative because traffic volumes would be the same and a maximum 18 foot horizontal shift in roadway would not change conditions. The Federal design noise level will not be exceeded at any of the noise sensitive areas. Ambient levels will increase by 3 to a maximum of 15 dBA. These increases could be expected if no action were to occur.

1. Undeveloped Land

There are parcels of undeveloped land along Maryland Route 227. Based upon the traffic volumes anticipated in the future, development would not be adversely impacted by highway noise if it were at least 50-75 feet from the edge of the highway. The following table indicates L₁₀ peak hour noise levels projected to occur in the year 2005.

<u>Distance from Edge of Pavement</u>	<u>Peak Hour L₁₀ Noise Level</u>
100'	66 dBA
200'	60 dBA
300'	58 dBA
400'	56 dBA

2. Noise Control Measures

No noise control measures are being planned. The basis for this is that the Federal design noise level will not be exceeded and where ambient levels will be increased by more than 10 dBA, control of noise cannot be accomplished due to the presence of numerous entrance drives. These would limit achievable noise reduction to 3-4 decibels, a reduction which would not warrant the cost to achieve.

Coordination with Local Officials

A copy of this analysis has been forwarded to the following agency(s).

Planning Commission of Charles County
Maryland Courthouse
LaPlata, Maryland 20646

Tri-County Council for Southern Maryland
Box 301
Waldorf, Maryland 20601

A copy of the Federal Highway Administration publication "The Audible Landscape: A Manual for Highway Noise and Land Use" has previously been forwarded. The transmittal of the noise analysis includes a copy of the Federal Highway Administration policy regarding land use development as explained in paragraph 12c(2) of PHPM 7.7.3.

Construction Impact

The major impact from the improvement of Maryland Route 227 will be from noise generated by construction equipment. Although this is a short term impact, impact could be severe

due to two factors. One, the nature of the source is quite different from the everyday noise generated from automobile traffic on the highway. Secondly, noise levels will be higher than from the operational phase of the highway.

The noisiest equipment will be scrapers, bulldozers, earthmovers, compressors, dump trucks, etc. If it is assumed that an average of four to five pieces of this equipment are operating in any one area at the same time, a maximum noise level of 83-87 dBA would occur at a distance of 100 feet. This is peak level noise and is not representative of a L_{10} noise level. L_{10} noise levels would be less.

The most critical time period is from 6:00 p.m. to 7:00 a.m. when people are at home relaxing and sleeping. Normally, no construction occurs prior to 7:00 a.m. nor after 6:00 p.m., therefore, no adverse impact during the critical time period is expected.

D. Conservation and Preservation

1. Vegetation and Wildlife

Losses of vegetation are concerned primarily with construction clearing. In that the selected alternative for this project will utilize existing right-of-way or have only minor deviations, the losses in vegetation will not be significant. These acreages have already been disturbed by various types of development and no longer provide natural habitat for area wildlife or have any economic value. No wooded land will be taken.

The impact to wildlife will not be significant primarily due to the lack of disturbance to valuable habitat. Areas proposed for new construction for the selected alternatives have already been cleared of natural habitat characteristics and now contain those species adaptable to development conditions. The indirect loss of these species such as rabbits, mice, robins, etc. will not be a significant impact on study area wildlife.

The required crossing of Port Tobacco Creek will cause only minor disturbance to the adjacent wetland type habitat. The alternatives utilize the area of the existing culvert and road surface, minimizing the required construction losses. Some wildlife will vacate the general area during the construction phase but will return following cessation of activity.

The major impact to vegetation and wildlife will arise from the anticipated increase in development. However, this type of growth is anticipated by the county and is likely to occur with or without traffic improvements.

No threatened or endangered species are known to be present in the study area.

2. Wetland and Stream Preservation

Improvement of Maryland 227 in the vicinity of Port Tobacco Creek will require the loss of a minor amount of vegetation and an extension of the portion of the stream enclosed in slab bridge.

Impact to the wooded swamp (Pages Swamp) adjacent to the creek will be minor due to the efforts to utilize the existing right-of-way. Some loss of vegetation may occur during the construction phase, but the amount of loss will be insignificant in relation to the entire area available. The improved facility will not affect the ecologic balance of the swamp because the existing disturbed area will be utilized and no new disturbance is planned. The improvement does not encroach on any designated wetland.

The selected alternative will have only minor effects on Port Tobacco Creek and its aquatic life because plans call for replacement or minor extension of the existing slab bridge. Adherence to erosion and sedimentation controls will minimize sediment

damage during excavation operations and during placement of fill. Construction in the creek may require a 404 permit from the U.S. Army Corps of Engineers and will require a permit from Maryland D.N.R.

3. Parks and Recreation Areas

No parks or recreation areas exist in the study area.¹

E. Relocation

One of the criteria used alternative determination was to minimize the number of relocations. However, it was not possible to completely eliminate them and still meet other design requirements.

The selected alternative will require the acquisition of one residence at the intersection of Padgett Road and Maryland Route 227. This is an owner occupied dwelling. There will be no difficulty in relocating the family into decent, safe and sanitary housing that is within their financial means. The lead time required to complete the relocation is approximately six months. Relocation will be accomplished in accordance with the "Uniform Relocation Assistance and Land Acquisition Policies Act of 1970" (P.L. 91-646). See Appendix for more information on the Relocation Assistance Program.

No minorities will be affected by the proposed project.

¹ Verified by the Maryland Department of Parks and Recreation.

F. Regional and Community Growth

The small scope of the project limits its regional impact. As previously noted it will not significantly alter present development patterns as these trends have already been established.

G. Community Cohesion

Presently all development focuses around the existing highway, therefore implementation of either of the construction alternatives would not disturb community character or cohesion.

H. Public Facilities and Services

None of the proposed alternatives would significantly affect services. Utilities currently available in the area are water, electricity and telephone. Provisions will be made to avoid any service disruption.

Local detours will be provided where necessary to minimize the effect on emergency services.

V. Coordination

Throughout the planning process the public was kept informed via news releases and a public meeting. In November, 1974, a public notice was issued in the local news media stating that project planning had begun. In June, 1975, another notice was distributed indicating that preliminary studies on four improvement schemes had been completed.

The Alternatives Public Meeting was held on November 8, 1976, at which time a full presentation of the alternatives was made to the public. The questions and comments from the local residents were mainly directed at how the proposed alternatives affected their individual properties. While several people suggested the northern relocation (previously discarded) would be more desirable, the majority raised no objections to the proposed alternatives.

The Location/Design Public Hearing was held on August 31, 1978, when again a full presentation of alternatives was made. In addition, written comments were received subsequent to the hearing. These comments, a letter to Congressman Bauman requesting his support for funding of the proposed

project, and a memorandum summarizing the hearing participation and selection of the selected alternate are included at the end of this section.

DATA SOURCES

1. Maryland Department of Natural Resources
Water Quality Administration
Wildlife Administration
2. Maryland Geological Survey
Division of Archeology
3. Maryland Dept. of Economic and Community Develop.
Maryland Historical Trust
4. Maryland Dept. of Health and Mental Hygiene
Bureau of Air Quality Control
5. Maryland Dept. of Transportation
6. Charles County Chamber of Commerce
Charles County Guide
7. Charles County Planning Commission
8. Maryland Department of Parks and Recreation

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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. WAHBE
SECRETARY OF STATE PLANNING
EDWIN L. POWELL JR.
DEPUTY SECRETARY

September 5, 1972

LOCALIZATION SURVEY

SEP 7 11 09 31

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

SUBJECT: PROJECT NOTIFICATION AND REVIEW

Applicant: State Highway Administration

Project: Maryland Route 227 - Charles County - Preliminary Engineering

Funds: Federal - \$40,500; State - \$40,500

State Clearinghouse Control Number: 72-S-261

State Clearinghouse Contact: Warren D. Hodges (303-2467)

Dear Mr. Fisher:

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

Tri-County Council for Southern Maryland: recommended approval

Charles County: urged that the project be expedited because of hazards resulting from increased usage of the present facility.

Department of Natural Resources: recommended approval, noting that construction should be planned to prevent adverse impacts on Port Tobacco Creek and Wetland Unit 64 (Pages Swamp).

Our staff also recommended approval and suggested that the following concerns be addressed during preliminary engineering: the degree of access control and needed right-of-way; and the relativity of this improvement to general plans for improvement in the area, specifically in relation to the proposed development of the St. Charles Community.

As a result of the review, it has been determined that the preliminary engineering project is in accord with State plans, programs, and objectives as of this date. Approval and funding are recommended.

COPIES
- AREA ENGINEER
- LOCATION
- SURVEY

A copy of this letter must be attached to your formal application to the Federal government. Please notify this State Clearinghouse of the filing date and the amount of Federal funds requested as soon as the application is submitted by completing and forwarding the enclosed, self-addressed card. If you have any questions, please contact the State Clearinghouse member named above.

Sincerely,

Vladimir Wahbe
Vladimir Wahbe

Enclosures

- cc: Gail Moran
- John H. Mills
- James Simpson
- Northam B. Friese - with card
- Charles Pixton
- Leon Ditzler
- W. E. Woodford
- H. G. Downs
- R. M. Thompson ✓
- J. L. White

JUN 2 1972

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Date: August 22, 1972

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. Rte. 227 - Charles County - Preliminary Engineering

State Clearinghouse Control Number: 72-7-281

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 and 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: *John H. Mills*
John H. Mills

Title: Executive Director

Agency: Tri-County Council
for Southern Maryland

1972

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Date: July 31, 1972

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: H. Rte. 227 - Preliminary Engineering
State Clearinghouse Control Number: 72-7-231

COMMENT 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. The
County Commissioners urge that this project be implemented as
soon as possible. The dangerous conditions of the road in con-
junction with rapidly increasing usage as a result of new homes
and school construction have produced a critical situation for
all who travel thereon.

Signature _____

Title President

Agency Charles County Commissioners

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Date: August 30, 1972

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. Rte. 227 - Charles County - Preliminary Engineering

State Clearinghouse Control Number: 72-7-281

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 _____
 Title Chief, Planning & Evaluation
 Agency Dept. of Natural Resources



64

B. COULTER
SECRETARY

STATE OF MARYLAND
DEPARTMENT OF NATURAL RESOURCES
STATE OFFICE BUILDING
ANNAPOLIS 21401

JOSEPH H. MANNING
DEPUTY SECRETARY

August 30, 1972

COMMENTS OF THE DEPARTMENT OF NATURAL RESOURCES ON PROJECT #72-7-281
Maryland Route 227 - Charles County - Preliminary Engineering

The Department of Natural Resources recommends approval for the Preliminary Engineering studies on this Highway reconstruction. This project should be so planned that it will have no adverse affects on Port Tobacco Creek and adequately protect Charles County Wetland Unit 6A (Pages Swamp).

The structure crossing Port Tobacco Creek will need to provide for free passage of aquatic organisms at times of low flow. Clearing for construction through the above noted Wooded Swamp Wetland must be minimal to protect its wildlife values.

Note: See wetland and stream preservation. Page 42.



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Maryland Historical Trust

BUREAU OF PROJECT PLANNING

February 3, 1978

FEB 15 1978

Mr. Eugene T. Camponeschi
Bureau of Project Planning
State Highway Administration
Maryland Department of Transportation
300 West Preston Street
P. O. Box 717
Baltimore, Maryland 21203

RE: Md. Rt. 227
Contract No. CH 443-000-571

Dear Mr. Camponeschi:

No known historic properties will be affected by the proposed improvements to Maryland Route 227.

Sincerely yours,

John N. Pearce
John N. Pearce
State Historic
Preservation Officer

JNP:GJA:mms

cc: Ms. Margaret Ballard
Mr. Watson Perrygo
Dr. Lloyd Bowling
Mr. George J. Andreve

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September 7, 1977

Dr. Lee A. Rosen
S.J. Rosen Associates, Inc.
P.O. Box 246
Hershey, Pennsylvania 17033

Dear Dr. Rosen:

There are no known populations of endangered species within the immediate project area for the reconstruction of Maryland Route 227 in Charles county.

I am enclosing for your information, a list of endangered species found in Maryland. There are no species in Maryland currently listed as threatened.

Sincerely,

Gary J. Taylor
Acting Director, NonGame
and Endangered Species
Program

GJT:dec

cc: Steve Miller

A P P E N D I X

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[REDACTED]
I [REDACTED]
[REDACTED]

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

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

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

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

The actual reasonable moving expenses may be paid for a move by a commercial mover or for a self-move. Generally, payments for the actual reasonable moving expenses are limited

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

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

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

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

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

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

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

In order to determine the amount of the "in lieu of" moving expenses payment, the average annual net 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 the State may determine that a displaced farm may be paid a minimum of \$2,500 to a maximum of \$10,000 based upon the net income of the farm, provided that the farm has been discontinued or relocated. In some cases, payments "in lieu of" actual moving costs may be made to farm operations that are affected by a partial acquisition. A non-profit organization is eligible to receive "in lieu of" actual moving cost payments, in the amount of \$2,500.

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

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

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

Any of these methods could be utilized by the State Highway Administration and such housing would be made available to displaced persons. In addition to the above procedure, individual replacement housing payments can be increased beyond the statutory limits in order to allow a displaced person to purchase or rent a dwelling unit that is within his financial means.

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

Appendix

Derivation of Background
Carbon Monoxide Concentrations

The estimated carbon monoxide background levels (5 ppm for the one-hour averaging period and 2 ppm for the eight-hour averaging period) assumed for the purpose of this study are based on monitoring in areas of the State which are not in the immediate vicinity of the project, however, which are in areas of similar land use (emission density) and topography.

The monitoring program most applicable to the analysis of Route 227 was conducted at Crownsville, Maryland, on the property of the Crownsville State Hospital from January to March 1976. Carbon monoxide concentrations were measured using the Beckman Model 865 Non-Dispersive Infrared analyzer, utilizing the quality assurance guidelines published by the Environmental Protection Agency. Wind speed and direction were measured using a Climet Instruments CI-25 wind recording system.

The monitoring site and the project area are both classified as Rural-Agricultural as defined in the U.S. Environmental Protection Agency Document Volume V - AEROS Manual of Codes, Section 4, Chapter 11, Site Description Definition. The topography of both areas may be described as Coastal Plain, the Crownsville monitoring site being located 140 feet above sea level while the Rt. 227 project area varies from 140 feet to 200 feet above sea level.

The maximum one-hour average recorded was 3 ppm, the maximum eight-hour average recorded was 2.5 ppm; both maximums occurring on February 4, 1976. If these concentrations were adjusted to 1985 levels using the roll-back method, they would be reduced by approximately 70% therefore, the use of 5 ppm and 2 ppm for all future years provides a very conservative background concentration for the project air analysis.

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<u>MONTH</u>	<u>AV. TEMP. (°F)</u>	<u>TOTAL PRECIP. (inches)</u>
January	29.1	1.49
February	36.5	2.92
March	41.7	3.80
April	54.8	5.07
May	66.5	2.47
June	72.4	2.87
July	76.0	5.89
August	75.2	2.38
September	72.9	1.76
October	61.3	2.49
November	48.0	6.53
December	<u>38.9</u>	<u>3.49</u>

Annual Average= 56.1° Annual Total=41.16 inches

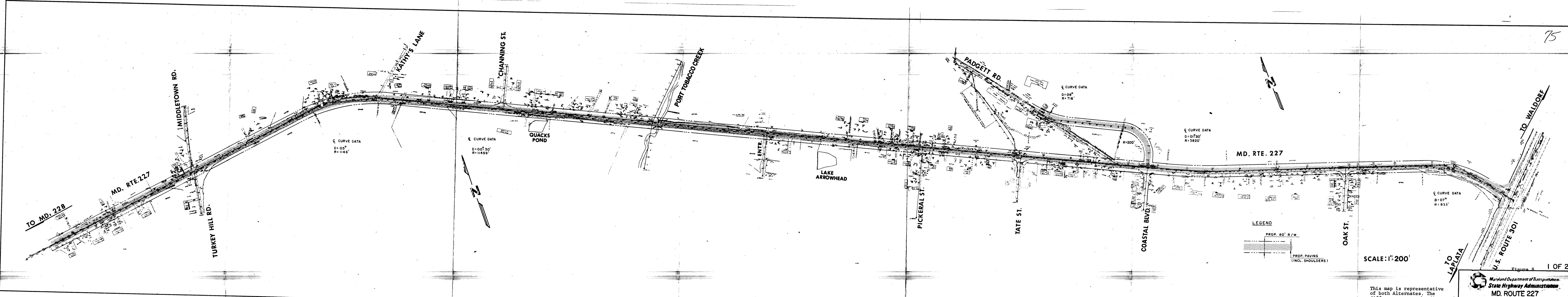
Highest Annual Av. 59.0° (1949)

Lowest Annual Av. 52.2° (1950)

Highest Annual Total (1937) = 61.73 inches

Lowest Annual Total (1963) = 33.25 inches

Daily	Jan.	Jul.
Mean Max. Temp.	46.7°	87.6°
Mean Min. Temp.	27.0°	65.5°



SCALE: 1"=200'

LEGEND

PROP. 80' R/W

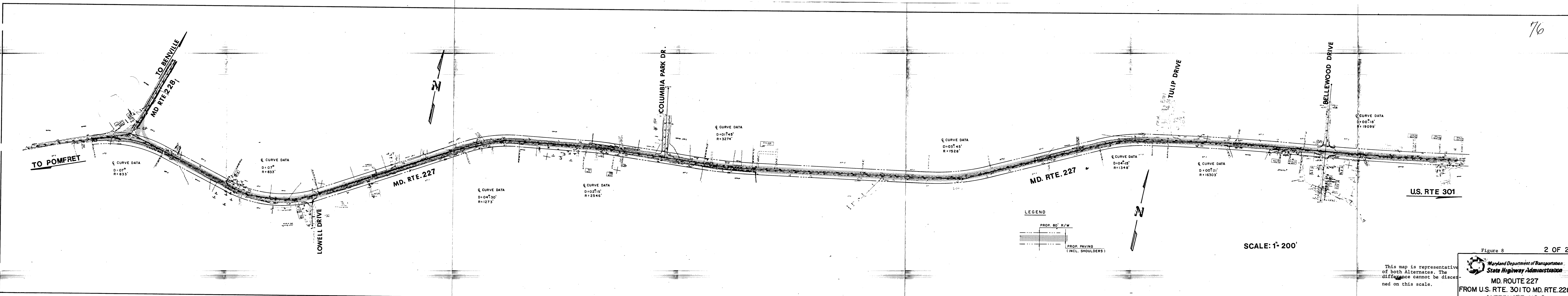
PROP. PAVING (INCL. SHOULDERS)

Figure 8 1 OF 2

Maryland Department of Transportation
State Highway Administration

MD. ROUTE 227
 FROM U.S. RTE. 301 TO MD. RTE. 228
 ALTERNATE NO. 2

This map is representative of both Alternates. The difference cannot be discerned on this scale.



☉ CURVE DATA
D=07°
R=833'

☉ CURVE DATA
D=07°
R=833'

MD. RTE. 227

☉ CURVE DATA
D=04°30'
R=1273'

☉ CURVE DATA
D=02°15'
R=2546'

☉ CURVE DATA
D=01°45'
R=3274'

☉ CURVE DATA
D=03°45'
R=1528'

MD. RTE. 227

☉ CURVE DATA
D=04°15'
R=1348'

☉ CURVE DATA
D=00°21'
R=16303'

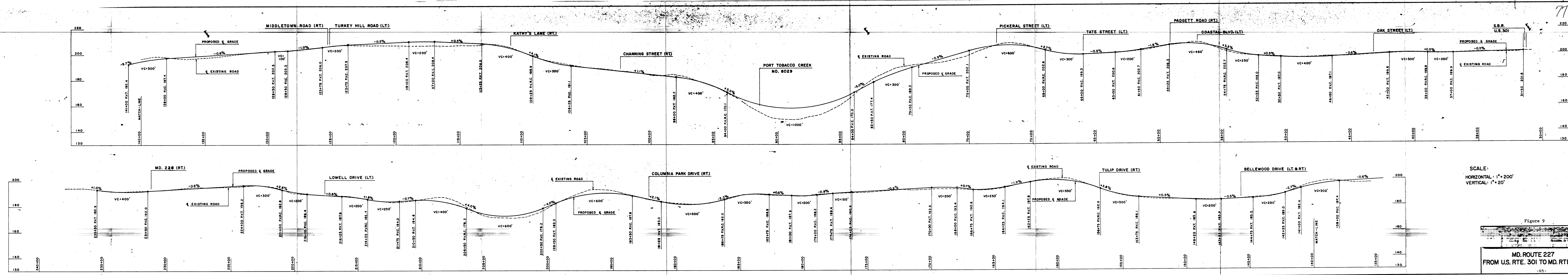
☉ CURVE DATA
D=00°18'
R=19099'

U.S. RTE 301

Figure 8 2 OF 2

Maryland Department of Transportation
State Highway Administration

MD. ROUTE 227
FROM U.S. RTE. 301 TO MD. RTE. 228
ALTERNATE NO. 2



SCALE:
 HORIZONTAL: 1" = 200'
 VERTICAL: 1" = 20'

Figure 9
 MD. ROUTE 227
 FROM U.S. RTE. 301 TO MD. RTE. 228

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>Comments Attached</u> |
|---|------------|-----------|--------------------------|
| 11. Will the action affect the use of a public recreation area, park, forest, wildlife management area, scenic river or wildland? | ___ | <u>x</u> | ___ |
| 12. Will the action affect the use of any natural or man-made features that are unique to the county, state or nation? | ___ | <u>x</u> | ___ |
| 13. Will the action affect the use of an archaeological or historical site or structure? | ___ | <u>x</u> | ___ |

B. 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> | ___ |

	<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> </u>	<u> x </u>	<u> </u>
C. Air Use Considerations			
23. Will the action result in any discharge into the air?	<u> x </u>	<u> </u>	<u> x </u>
24. If so, will the discharge affect ambient air quality parameters or produce a disagreeable odor?	<u> x </u>	<u> </u>	<u> x </u>
25. Will the action generate additional noise which differs in character or level from present conditions?	<u> x </u>	<u> </u>	<u> x </u>
26. Will the action preclude future use of related air space?	<u> </u>	<u> x </u>	<u> </u>
27. Will the action generate any radiological, electrical, magnetic, or light influences?	<u> </u>	<u> x </u>	<u> </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> </u>	<u> x </u>	<u> </u>
29. Will the action result in the significant reduction or loss of any fish or wildlife habitats?	<u> </u>	<u> x </u>	<u> </u>
30. Will the action require a permit for the use of pesticides, herbicides or other biological, chemical or radiological control agents?	<u> </u>	<u> x </u>	<u> </u>
E. Socio-Economic			
31. Will the action result in a pre-emption or division of properties or impair their economic use?	<u> </u>	<u> x </u>	<u> </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> </u>	<u>x</u>	<u> </u>
34. Will the action affect traffic flow and volume?	<u> </u>	<u>x</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> </u>	<u>x</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> </u>	<u>x</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>

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

G. Conclusion

47. This agency will develop a complete environmental effects report on the proposed action.	___	<u>x</u>	<u>x</u>
--	-----	----------	----------

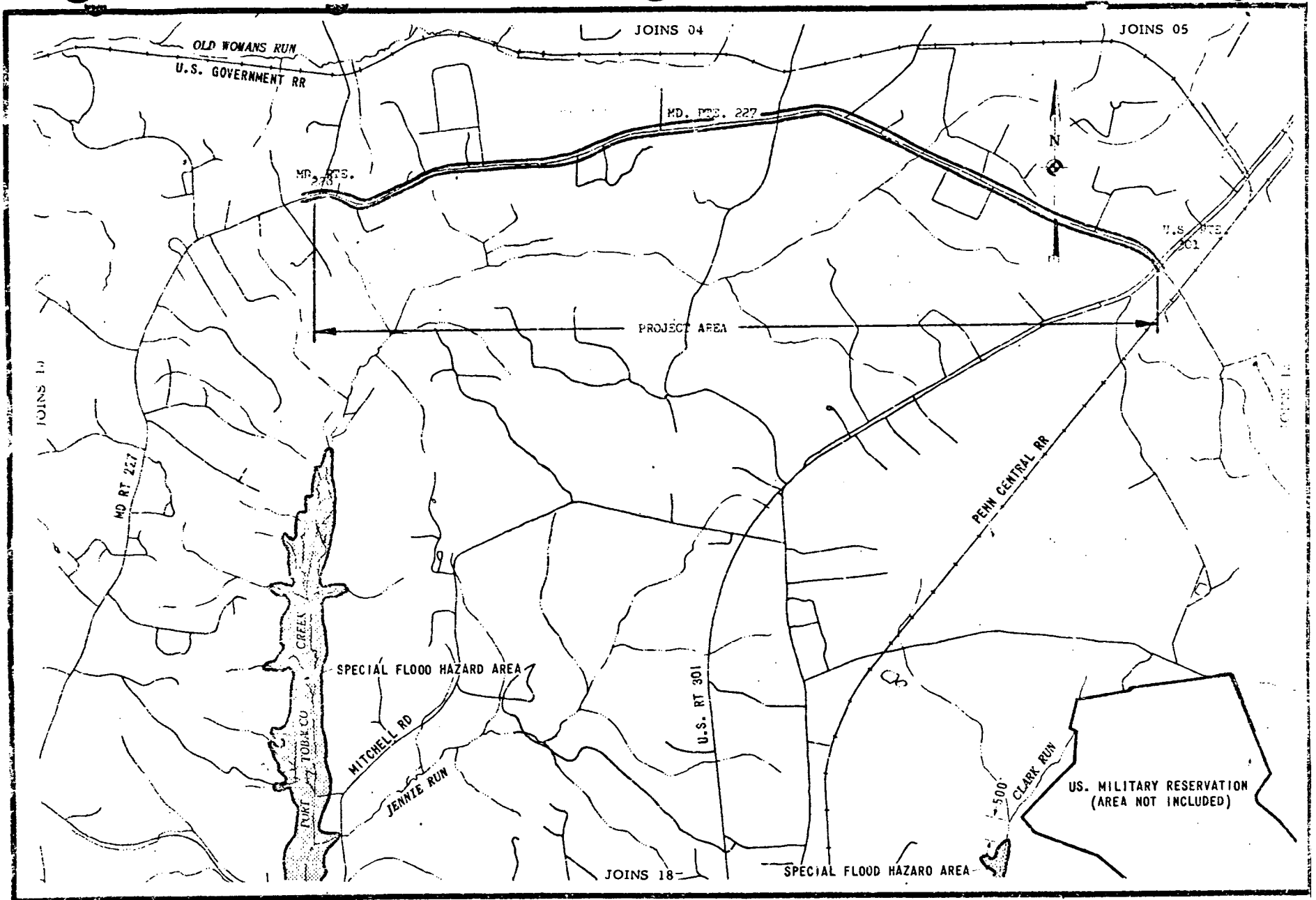
ASSESSMENT OF ENVIRONMENTAL EFFECTS

Maryland Route 227

COMMENTS

General: This form was completed based on the engineering and environmental studies to date and the assumption that modification of the existing alignment appears most favorable.

- #23 & 24 - The change in air quality will result from vehicle operation, primarily automobiles. The analysis shows that even under the "worst" conditions neither primary nor secondary National Ambient Air Quality Standards will be exceeded.
- #25 - Noise levels will increase as a result of higher traffic levels. No significant problems are anticipated and Federal Design Noise levels are not exceeded.
- #47 - A Negative Declaration has been prepared.



DEPARTMENT OF HOUS. AND URBAN DEVELOPMENT Federal Insurance Administration CHARLES COUNTY, MD (UNINC. AREA)	APPROXIMATE SCALE 1" = 1000'		
	FIA FLOOD HAZARD SPECIAL MAP No. 811	1000'	5000'
		Effective Date FEBRUARY 7, 1975	

78

85

RECEIVED

JUL 25 1978

PLANNING SUPPORT SECTION

July 19, 1978.

Mr. Hal Kassoff, Director
Office of Planning and Preliminary Engineering
300 West Preston St.
Baltimore, Md. 21201

Dear Mr. Kassoff:

This letter is written with regard to the proposed widening and reconstruction of Maryland Rt. 227.

If I am unable to attend the meeting, I would like my views expressed by way of this letter. We have lived off Rt. 227 for over four years and it is difficult to cross at Padgett Road and Rt. 227 due to the hill which causes poor visibility. It would be very beneficial if this portion of Rt. 227 would be straightened out so that it would be safer to cross onto Rt. 227 from Padgett Road.

Also, cars travelling on Rt. 227 frequently travel above the posted speed limit. I would like to see the speed limit reduced to 30-35 mph and strictly enforced.

Since tax money is going to be utilized for this reconstruction, why not also consider adding a bicycle path alongside Rt. 227 with a guard rail for bicyclists and moped enthusiasts in the area.

Thank you for your attention to my views.

Yours truly,

Virginia Roland

Virginia Roland
Rt. 2, Box 10
White Plains, Md. 20695

RECEIVED

JUL 24 1978

OFFICE OF
PLANNING AND PRELIMINARY ENGINEERING

Maryland Department of Transportation

State Highway Administration

86
Hermann K. Intemann
Secretary

M. S. Coltrider
Administrator

July 27, 1978

RE: Contract No. CH 443-000-571
Maryland Route 227
From Maryland Route 228,
to U.S. Route 301

Ms. Virginia Roland
Route 2, Box 10
White Plains, Maryland 20695

Dear Ms. Roland:

Thank you for your letter concerning our Maryland Route 227 project.

Our current Project Planning studies include the realignment of Padgett Road to create an improved intersection with Maryland Route 227 and grade drainages in the area to improve visibility.

The posted speed limit for Maryland Route 227 will be evaluated when the project is complete and hopefully can satisfy the area residents that use the road.

Our project planning studies also include plans for a bikeway to be incorporated in conjunction with the proposed 10 foot shoulders.

As you are currently on the project mailing list, a brochure describing the project will be mailed to you in the near future.

Very truly yours,

Eugene T. Camponeschi
Eugene T. Camponeschi, Chief
Bureau of Project Planning

ETC:WDH:mcr

cc: Mr. Ed Meehan
Mr. Ron Lepson

Ch. telephone number is 383-4333

STATE HIGHWAY ADMINISTRATION

QUESTION AND/OR RECOMMENDATION FORM

COMBINED LOCATION/DESIGN PUBLIC HEARING

CHARLES COUNTY

CONTRACT NO. CH 443-000-571

MARYLAND ROUTE 227

TO INTERSECTION OF MARYLAND ROUTE 228

FROM INTERSECTION OF U.S. ROUTE 301

AUGUST 31, 1978

In order to provide a method by which comments or inquiries of an involved or individual nature can be answered satisfactorily, please submit the following information:

PLEASE PRINT

NAME Mr. + Mrs. H. J. Roland
ADDRESS Rt. 2, Box 17
White Plains, Md. ZIP CODE 20695
COUNTY Charles

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

Heading west on Rt. 227 we would like to see the hill at the entrance into Paggett Road leveled off for safety purposes. Since our property located on Paggett Road is still flooding during heavy rainfall, we would like to see the existing drainage ditch on 227 lengthen to alleviate our flooding problem.

Continuing west on Rt. 227 there is a hill before Paget's Swamp. We would like to see this hill leveled off for better visibility and to help correct the flooding between the hill and the entrance to Paggett Road.

I am currently on the Mailing List.

Add my name to the Mailing List.



Maryland Department of Transportation

State Highway Administration

88
Hermann K. Intemann
Secretary

M. S. Calder
Administrator

August 30, 1978

RE: Contract No. CH 443-000-571
Maryland Route 227
From Maryland Route 228
To U.S. Route 301

Mr. and Mrs. H. J. Roland
Route 2, Box 10
White Plains, Maryland 20695

Dear Mr. and Mrs. Roland:

Thank you for your comments concerning our Maryland Route 227 project.

The purpose of the project is to provide a safe and modern highway to serve the growing area west of U.S. Route 301. Our studies will include improving the grades along Route 227 in the areas you mention as well as providing adequate drainage for this new construction if a build alternate is selected.

As you are currently on the project mailing list, you will be notified of new developments in the project as they occur.

Very truly yours,

Eugene T. Camponeschi, Chief
Bureau of Project Planning

by:

William D. Hopkins
William D. Hopkins
Project Manager

ETC:WDH:bh

cc: Mr. Edward H. Meehan (w/attach.)
Mr. William F. Lins, Jr. " "
Mr. Ron Lepson " "

My telephone number is (301) 383-4333

STATE HIGHWAY ADMINISTRATION

QUESTION AND/OR RECOMMENDATION FORM

COMBINED LOCATION/DESIGN PUBLIC HEARING

CHARLES COUNTY

CONTRACT NO. CH 443-000-571

MARYLAND ROUTE 227

TO INTERSECTION OF MARYLAND ROUTE 228
FROM INTERSECTION OF U.S. ROUTE 301

AUGUST 31, 1978

In order to provide a method by which comments or inquiries of an involved or individual nature can be answered satisfactorily, please submit the following information:

PLEASE PRINT

NAME MR + MRS HUNTER J. ROLAND

ADDRESS RT. 2 BOX 10 WHITE PLAINS, MD. 20695

ZIP CODE _____

COUNTY _____

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

The State Highway Admin. is to be commended for a very fine & informative meeting regarding the proposed changes on Rt. 227. We feel the project deserves merit as a safety measure & are hopeful that work can be started as soon as possible. We believe that the elevation on Pickens St. could be lowered more than proposed. Our property has suffered drainage problems since we have lived here (4 1/2 yrs.) caused from water draining from Rt. 227. By lowering the elevation at Pickens St. and hopefully with new drainage ditches, more water could be diverted from our property to Port Tobacco Creek. We are in favor of Alternate 2 as far as a new entrance to Padgett Road is concerned (turning right on Padgett & proceeding on to Rt. 227). Thank you for your attention to our views.

- I am currently on the Mailing List.
- Add my name to the Mailing List.



Maryland Department of Transportation

State Highway Administration

Hermann K. Intemann
Secretary

M. S. Catrider
Administrator

September 8, 1978

RE: Contract No. CH 443-000-571
Maryland Route 227 from
Maryland Route 228 to U.S. 301

Mr and Mrs. Hunter J. Roland
Route 2 Box 10
White Plains, MD 20695

Dear Mr. and Mrs. Roland:

Thank you for your comments regarding the presentation at the Public Hearing held on August 31, 1978.

You may contact your elected officials to inform them of your feelings for the need for the project which could help to provide funding for the construction phase of the project.

Copies of your comments regarding the grade at Pickeral Street and the drainage will be forwarded to the Bureau of Highway Design for their consideration during the design phase of the project.

Your recommendation regarding relocation Alternate #2 for Padgett Road will be considered.

Your interest in the project is appreciated.

Very truly yours,

Eugene T. Camponeschi, Chief
Bureau of Project Planning

by:

William D. Hopkins

William D. Hopkins
Project Manager

ETC:WDH:kfh

cc: Mr. Ed Meehan (w/attach.)
Mr. Wm. F. Lins " "
Mr. Ron Lepson " "
Mr. Lee Rosen " "

91

September 17, 1976

11 56

ADDITIONAL
PROJECT PLANNING

The Honorable Robert E. Bauman
House of Representatives
Washington, D. C. 20515

Re: Contract No. CE 443-900-571
Maryland Route 227

Dear Sir:

The purpose of this letter is to ask your assistance in seeing that appropriations be made for the above State Roads Contract in White Plains, Maryland.

As you are undoubtedly aware, Route 227 is unsafe as presently constructed since there is a heavy volume of traffic which travels daily. In the five years we have lived here, we have witnessed numerous accidents on Route 227 - one of them fatal to a pedestrian.

Your efforts in this endeavor are greatly appreciated.

Yours truly,

15 Hunter J. Roland, Jr.

Mr. and Mrs. Hunter J. Roland, Jr.
Rt. 2, Box 10
White Plains, Maryland 20695

cc: Mr. William D. Hopkins
Project Manager
Maryland Department of Transportation



Maryland Department of Transportation

State Highway Administration

Hermann K. Intemann
Secretary
M. S. Caltrider
Administrator

92

September 26, 1978

RE: Contract No. CH 443-000-571
Maryland Route 227 from
Maryland Route 228
To U.S. Route 301

Mr. and Mrs. Robert A. Cambell
Route 1, Box 519
White Plains, MD 20695

Dear Mr. and Mrs. Campbell:

In reply to your request of August 31, 1978 to save the Oak Tree, a preliminary review of the matter has been made.

According to the measurements determined by you and Mr. Wynn during his visit of September 21, 1978, the Oak tree is approximately 42 feet off of the centerline of the proposed improvement and it appears that it will not be affected.

The Bureau of Highway Design has been made aware of this, and they also feel this tree will not pose a safety hazard and all efforts will be made to preserve this tree.

By copy of this letter, I am also alerting the District Engineer and the Bureau of Landscape Architecture of the situation.

Very truly yours,

Eugene T. Camponeschi, Chief
Bureau of Project Planning

by: William D. Hopkins
William D. Hopkins
Project Planning

ETC:WDH:kfh

- cc: Mr. Ed Meehan (w/attach)
- Mr. Wm. Lins " "
- Mr. Ron Lepson " "
- Mr. Charles Anderson " "

My telephone number is (301) 383-4333

STATE HIGHWAY ADMINISTRATION

QUESTION AND/OR RECOMMENDATION FORM

COMBINED LOCATION/DESIGN PUBLIC HEARING

CHARLES COUNTY

CONTRACT No. CH 443-000-571

MARYLAND ROUTE 227

TO INTERSECTION OF MARYLAND ROUTE 228

FROM INTERSECTION OF U.S. ROUTE 301

AUGUST 31, 1978

In order to provide a method by which comments or inquiries of an involved or individual nature can be answered satisfactorily, please submit the following information:

NAME Mr & Mrs. BOBBY A. CAMPBELL

PLEASE PRINT

ADDRESS ROUTE 1, Box 519

WHITE PLAINS, MD. ZIP CODE 20695

COUNTY CHARLES

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

54 + 50 ft. Oak Tree (400 years)

Please save this tree.

Thank you very much

I am currently on the Mailing List.

Add my name to the Mailing List.



Maryland Department of Transportation

State Highway Administration

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Hermann K. Intemann
Secretary

M. S. Caltrider
Administrator

October 13, 1978

MEMORANDUM

TO: Mr. M. S. Caltrider
State Highway Administrator

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

SUBJECT: Contract No. CH 443-000-571
Maryland Route 227
from Maryland Route 228
to U.S. Route 301
"Recommendation Approval Request"

The following is a summary of the status of the Maryland Route 227 project including the staff recommendation for the reconstruction of Maryland Route 227.

The Route 227 project will consider the reconstruction of approximately 3.9 miles of Maryland Route 227 (Pomfret Road) between Maryland Route 228 and U.S. Route 301 as an improved two-lane facility with ten (10) foot shoulders and modified safety grading.

The purpose of the proposed improvement will be to improve safety and traffic services along Maryland Route 227 between Maryland Route 228 and U.S. Route 301. The existing road consists of a twenty (20) foot wide pavement with no shoulders and poor lateral ditch drainage. Neither the horizontal or vertical alignment of the existing roadway meet current design standards and in some areas present a potentially hazardous situation.

Neither the State or National Ambient Air Quality Standards or Federal Design Noise Levels are exceeded on either of the alternates under consideration. The only surface water affected by this project is Port Tobacco Creek and the impacts upon water quality will be limited to the construction phase. The project will not affect any historic or archeological sites.

My telephone number is 222-4267

Mr. M. S. Caltrider
October 13, 1978
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Two (2) build alternates and the no-build as well as two (2) alternates for the Padgett Road connection were presented at the Public Hearing on August 31, 1978, and are indicated on the attached brochure and alternates map.

There were twelve (12) citizens in attendance with two (2) making statements. Mr. Deckert spoke and although he felt there was a need for the project, he felt it should be along Billingsley Road (County) and not along the existing road because it would attract additional traffic. Mr. Lavorgna spoke and was in favor of the project as presented but did not express a preference for either of the build alternates. Mr. Lavorgna also asked if the project could be moved more quickly to construction.

Only two (2) citizens submitted written comments and both were in favor of the project with no alternate preference. One of the written comments also requested that the project be accelerated to the construction phase. No comments have been received from Charles County regarding the project.

After considering these factors, the staff recommendation is to request location approval for mainline Alternate 2 because it takes maximum advantage of the existing dedication resulting in a lower right of way cost. Intersection Alternate 1 is recommended for the Padgett Road connection because it ties in opposite Coastal Boulevard providing an optimum safety factor at this intersection.

Mr. M. S. Caltrider
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Your concurrence in the staff recommendations
as described above is requested.

I concur with the above recommendation.

M. S. Caltrider

10/19/78

M. S. Caltrider
State Highway Administrator

Date

HK:mcr
Attachment

- cc: Mr. Eugene T. Camponeschi
- Mr. Thomas L. Cloonan
- Mr. Patrick H. Dionne
- Mr. Hugh G. Downs
- Mr. Allen W. Tate
- Mr. Thomas Hicks
- Mr. Calvin Reese
- Mr. Robert Finck
- Mr. Edward H. Meehan
- Mr. Jerry L. White
- Mr. Charles R. Anderson
- Mr. James Hester
- Mr. Earle S. Freedman
- Mr. T. W. Beaulieu
- Mr. Richard S. Krolak
- Mr. Charles Lee
- Mr. Wm. F. Lins, Jr.
- Mr. Larry Elliott
- Mr. Roy Gingrich
- Mr. Ron Lepson
- Mr. Lee Rosen
- Mr. Wm. F. Schneider, Jr.
- Mr. S. Lewis Helwig
- Mr. Robert Gordon