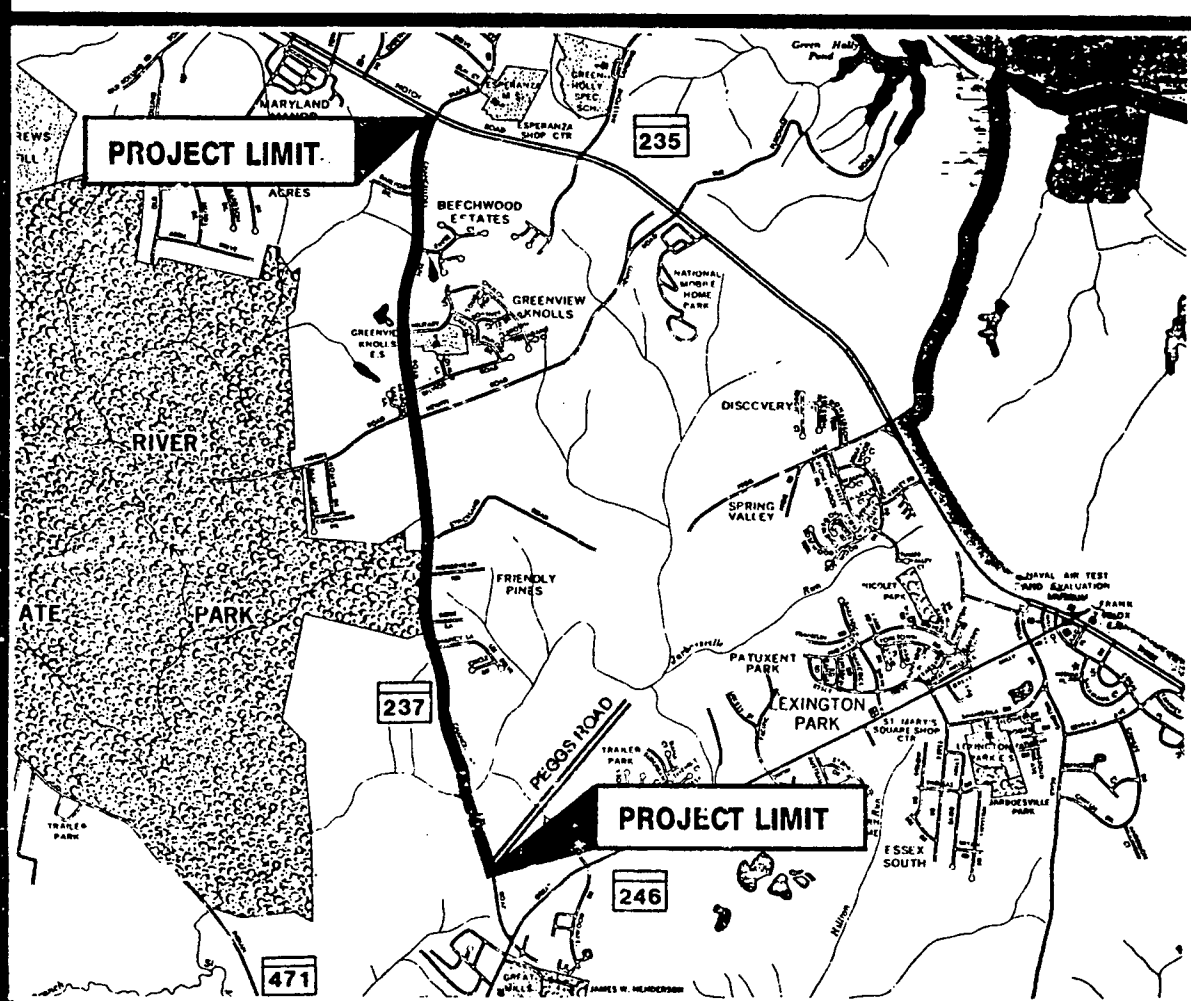
FINDING OF NO SIGNIFICANT IMPACT SECTION 4(f) EVALUATION

CONTRACT NO. SM 757-101-571

Maryland 237 (Chancellors Run Road)
from Maryland 235 to Peggs Road

St. Mary's County, Maryland



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

and
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

EA Signed
10/29/90
MD 237

Federal Highway Administration
Region 3

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

for

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

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

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

10-23-95
Date

George K. Fruik, Jr.
for Federal Highway Administration
Division Administrator

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SECTION I

RECORD OF DECISION

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Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

April 16, 1992

MEMORANDUM

TO: Mr. Hal Kassoff
Administrator

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

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

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

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

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

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

CONCURRENCE:

Hal Kassoff, Administrator

4/21/92
Date

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

My telephone number is (410) 333-1110

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

Alternate 6

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

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

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

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

MD 237 - Summary of Alternates

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

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

MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR HAL KASSOFF

May 21, 1993

CONCURRENCE WITH PRIOR ACTION

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

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

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

/as

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

SECTION II

COMPARISON OF ALTERNATES

II. Comparsion of Alternates

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

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

SECTION III

SUMMARY OF ACTIONS AND RECOMMENDATIONS

III. SUMMARY OF ACTIONS AND RECOMMENDATIONS

A. Project Location

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

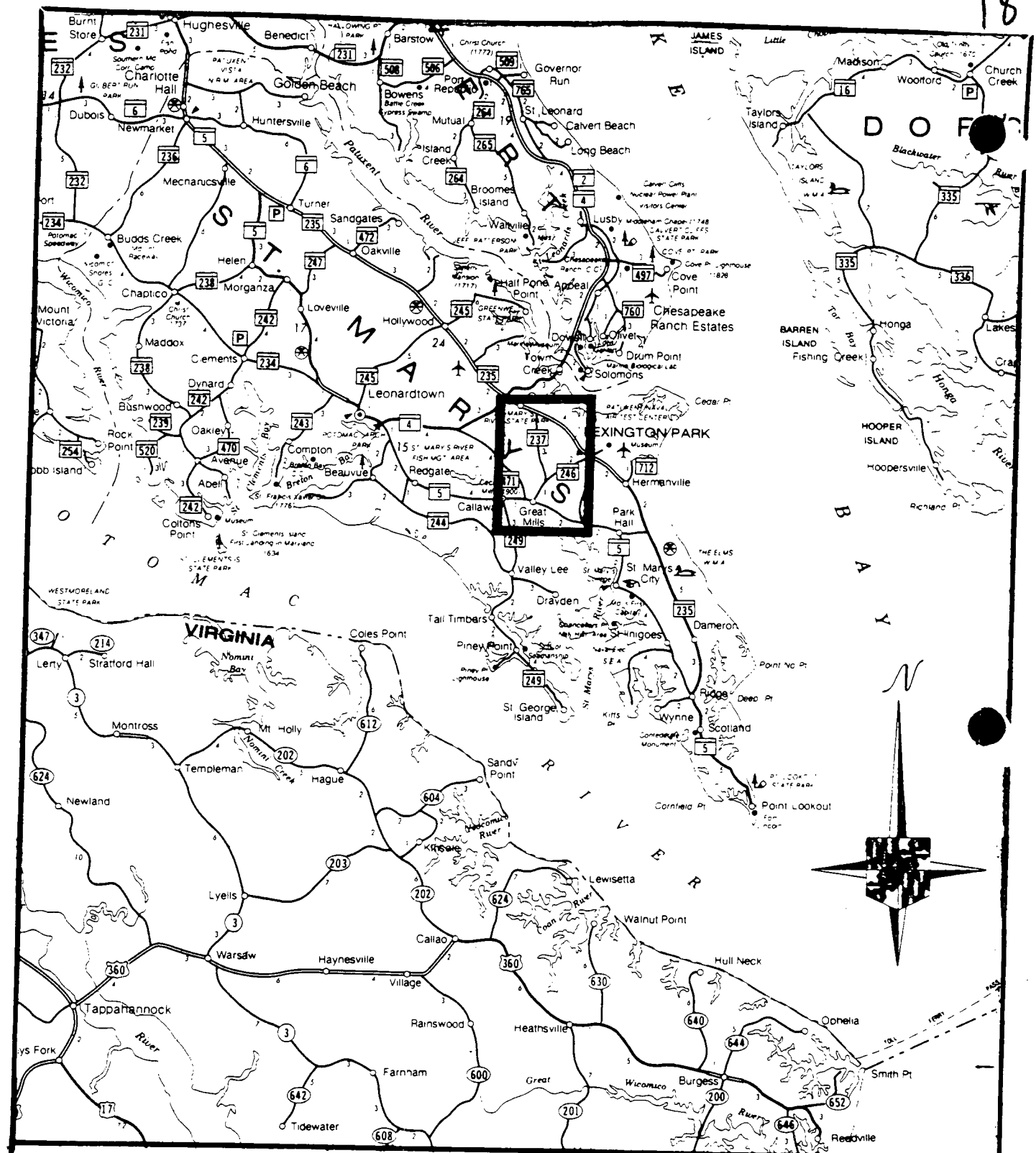
The town of Lexington Park has grown up around the Patuxent Naval Air Test Center (PNATC) which is currently under going expansion as a result of military base consolidation throughout the country. The MD 237 corridor, located west of Lexington Park, has been slatted for intensive residential development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

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

1. Purpose of the Project

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

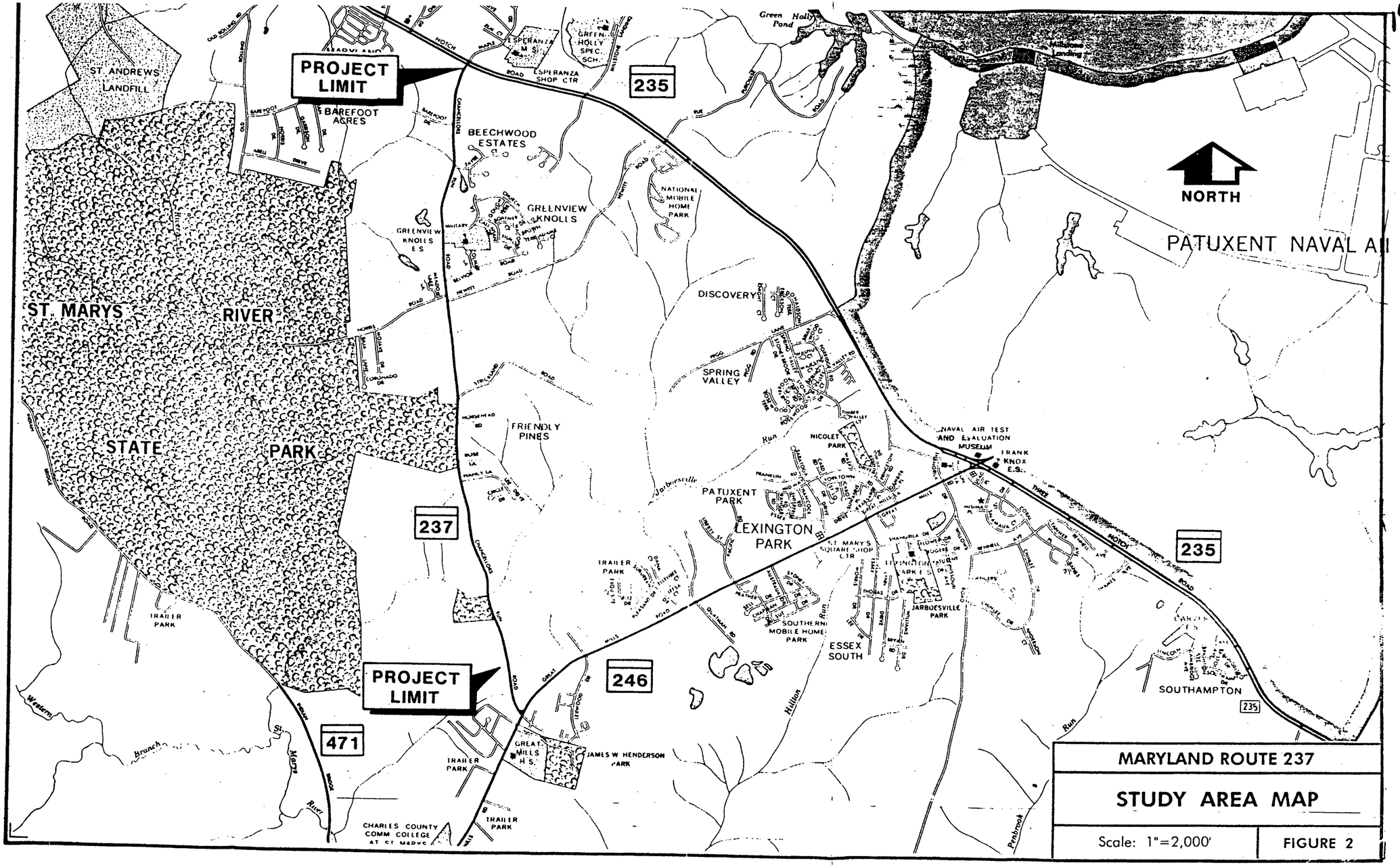
Existing MD 237 is a 2-lane roadway with minimal shoulders and no safety grading. MD 237 is on the secondary roadway system and is functionally classified as a major collector which carries commuter and local traffic. The geometric design of the existing roadway is substandard, consisting of sharp



MARYLAND ROUTE 237

PROJECT LOCATION MAP

FIGURE 1



MARYLAND ROUTE 237

STUDY AREA MAP

Scale: 1"=2,000'

FIGURE 2

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

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

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

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

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

2. Planning History

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

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

B. Alternates

1. Alternates Presented at the Public Hearing

a. Alternate 1 - No-Build

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

Build Alternates

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

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

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

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

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

b. Alternate 2A

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

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

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

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

c. Alternate 2B

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

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

d. Alternate 3A

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

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

e. Alternate 3B

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

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

2. Alternates Studied since the Public Hearing

a. Alternate 5

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

b. Alternate 6 - Two Lane Initial Roadway

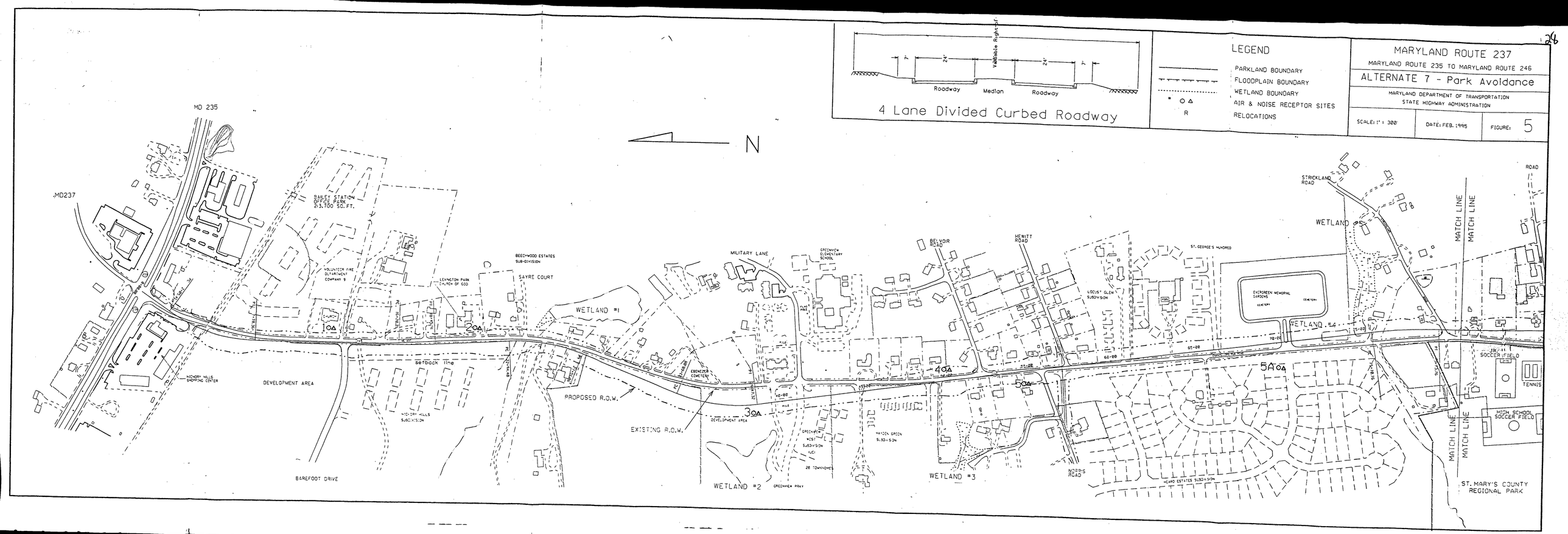
This alignment was developed using a 64.37 kph (40 mph) design criteria to reduce right-of-way impacts and costs. It would utilize as much of the existing roadway as possible. The alternate originally consisted of the reconstruction of MD 237 to a two-lane roadway with full depth 3.0 meter (ten-foot)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

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

c. Alternate 6 - Selected Alternate

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

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



4 Lane Divided Curbed Roadway

LEGEND

- PARKLAND BOUNDARY
- FLOODPLAIN BOUNDARY
- WETLAND BOUNDARY
- O △ AIR & NOISE RECEPTOR SITES
- R RELOCATIONS

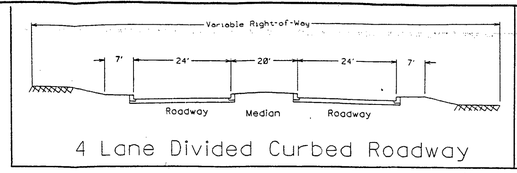
MARYLAND ROUTE 237

MARYLAND ROUTE 235 TO MARYLAND ROUTE 246

ALTERNATE 7 - Park Avoidance

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

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



4 Lane Divided Curbed Roadway

LEGEND

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

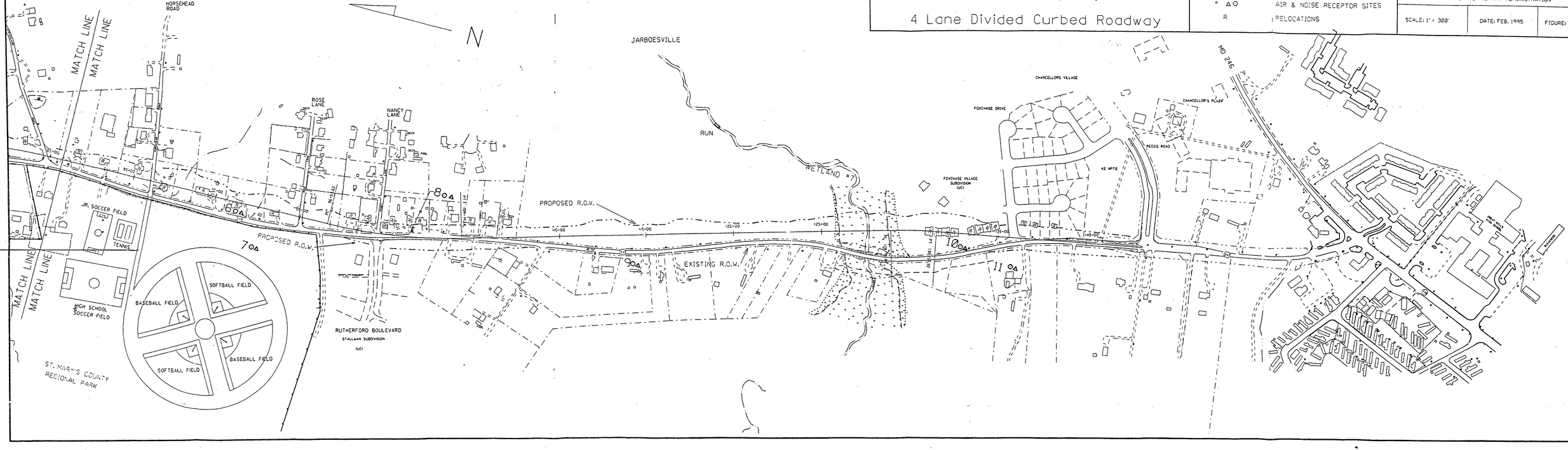
MARYLAND ROUTE 237

MARYLAND ROUTE 235 TO MARYLAND ROUTE 246

ALTERNATE 7 - Park Avoidance

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

SCALE: 1" = 300' | DATE: FEB. 1995 | FIGURE: 6



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

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

d. Alternate 7

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

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

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

3. Service Characteristics of the Selected Alternate

a. Traffic Volumes and Service Levels

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

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

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

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

b. Accident Data

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

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

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

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

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

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

C. Environmental Consequences

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

1. Social, Economic and Land Use Impacts

a. Social Impacts

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

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

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

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

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

Title VI Statement

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

c. Land Use

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

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

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

d. Access to Facilities and Services

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

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

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

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

e. Economic Impacts

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

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

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

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

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

No business displacements are required by the Selected Alternate.

f. Parks and Recreation

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

g. Historical and Archeological Resources

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

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

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

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

2. Natural Environmental Impacts

a. Floodplains

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

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

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

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

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

b. Wetlands

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

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

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

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

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

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

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

Wetland Finding

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

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

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

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

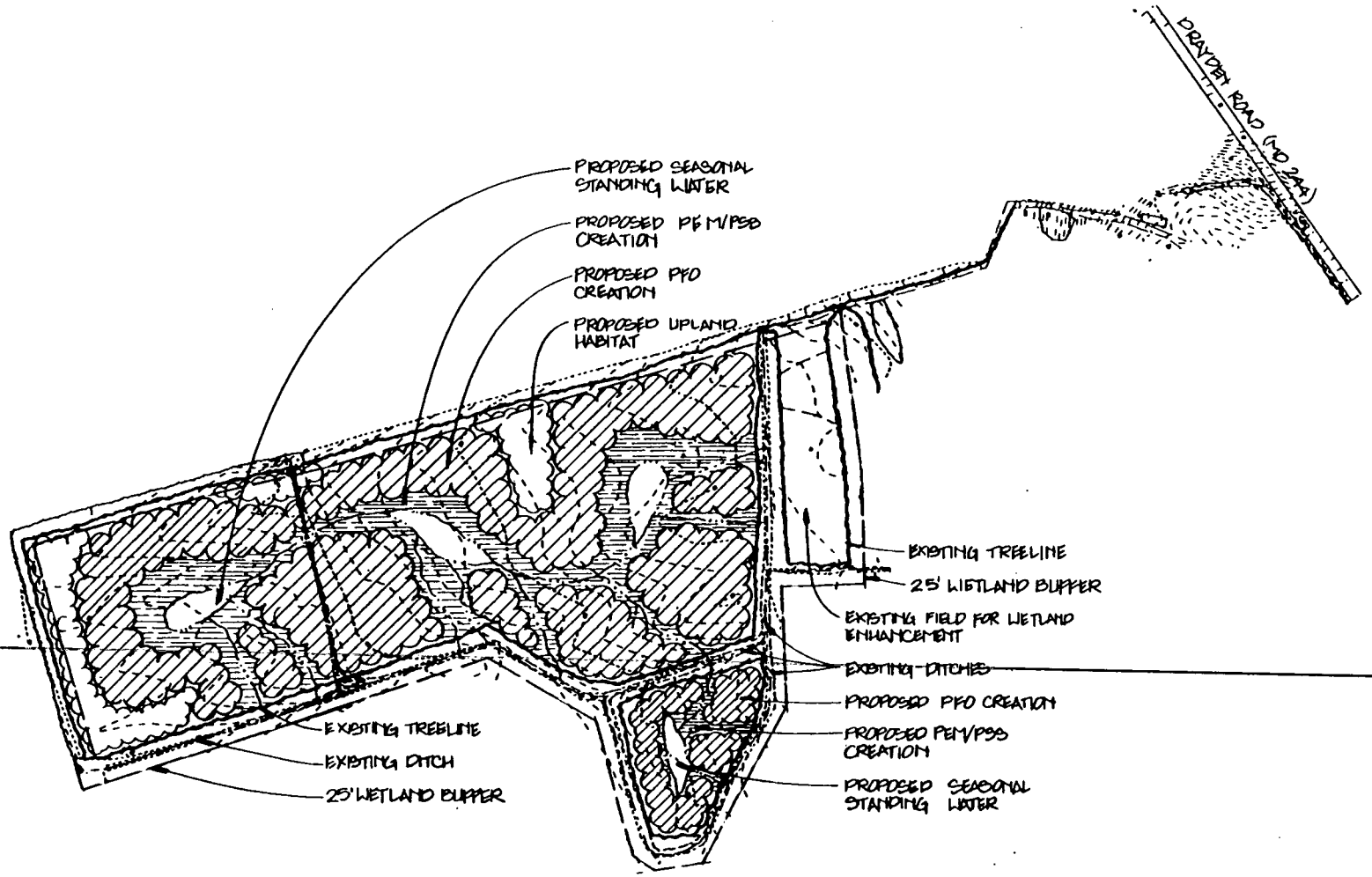
The second wetland mitigation site is the Aud property which is located off of Flat Iron Road south of Great Mills, Maryland. The site is approximately 9.3 hectares (23 acres) and includes two open fields that will yield approximately .59 hectares (1.45 acres) of created palustrine forested and palustrine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

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

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

c. Surface Water

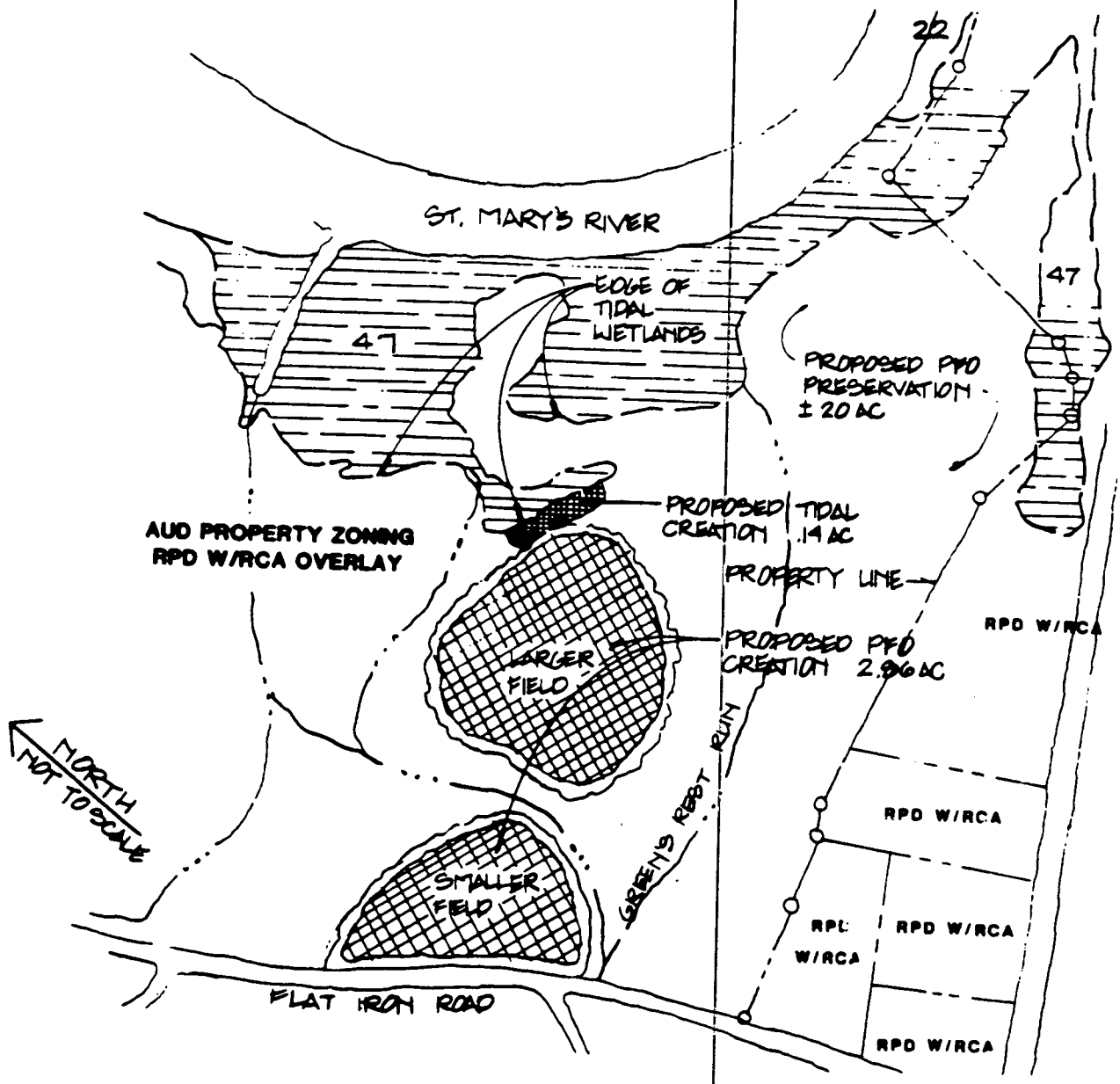
Selected Alternative 6 will not require any relocation of Jarboesville Run. Jarboesville Run is a non-tidal waterway and is designated Class I-Water Contact Recreation, Aquatic Life and Water Supply. Methods of reducing the impacts associated with stream bottom loss, such as depressed cells (one foot)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



ALBAUGH PROPERTY WETLAND MITIGATION SITE

MD ROUTE 237
From MD 235 to MD 246

Not to Scale | **FIGURE 7**



AUD PROPERTY MITIGATION SITE CONCEPT PLAN

MD ROUTE 237

From MD 235 to MD 246

Not to Scale

FIGURE 8

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

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

- On-site infiltration;
- Flow attenuation by open vegetated swales and natural depressions;
- Stormwater retention structures; and
- Stormwater Detention Structures

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

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

d. Threatened or Endangered Species

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

e. Air Quality

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

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

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

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

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

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

S/NAAQS - 8 Hours 9 ppm
including Background concentrations

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

f. Noise Quality

Projected Noise levels and Abatement Feasibility

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

Noise abatement measures (in general, noise barriers) are considered to minimize impacts. Consideration is based on the size of the impacted area (number of structures, spatial distribution of structures, etc.), the predominant practicality of construction, feasibility, and reasonableness.

The following items were considered in determining potential noise impacts:

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

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

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

An effective barrier should, in general, extend in both directions to four times the distance between receiver and roadway (source). In addition, an effective barrier should provide a 7-10 dBA reduction in the noise level as a

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

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

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

No-Build Alternate

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

Selected Alternate 6

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

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

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

TABLE 4
NOISE LEVEL SUMMARY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Table 5

Receptor Site	Leq Noise Level, dBA			Barrier Length Height	Total Cost	Number of Residence		Cost Per Residence Protected
	Ambient	No Build	Selected Alternate 6			Impacted	Protected	
1	63	63	65	No analysis required				
2	65	67[1]	68[1]	290.4x2.1 (1320x7)	$304,920	9	5	$60,984
3[3]	55	60	70[1]	Point on the right-of-way				
4[2]	65	65	69[1]	286.5x.61 (940x2)	$186,120	5	5	$60,910
5[2]	63	64	72[1]	675.3x3.7 (575x12)	$113,250	3	3	$44,420
5A[2]	64	66[1]	69[1]	658.4x4.3 (2160x14)	$498,550	14	14	$35,640
6[2]	67[1]	68[1]	67[1]	213.4x3.7 (700x12)	$138.600	3	3	$46,200
7	65	61	70	580x3.4 (1900x18	$376,200	5	5	$72,240
8	60	66[1]	72[1]	250x4.9 (830x16)	$219,120	11	4	$54,780
9[2]	59	64	71	520x5.5 (1700x18)	$507,000	8	4	$126,750
10[4]	64	58	65	No analysis required				
11	63	62	70	182.9x3.7 (600x12)	$118,800	1	1	$118,800

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

3. Summary

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

4. Other Mitigation Measures

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

a) Traffic Management Measures

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

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

b) Install Earth Berm.

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

c) Plantings

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

5. Construction Impacts

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

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

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

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

SECTION IV

4(F)
EVALUATION

IV. SECTION 4 (F) EVALUATION

A. Introduction

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

B. Description of Proposed Action

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

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

C. Description of 4(f) Resource

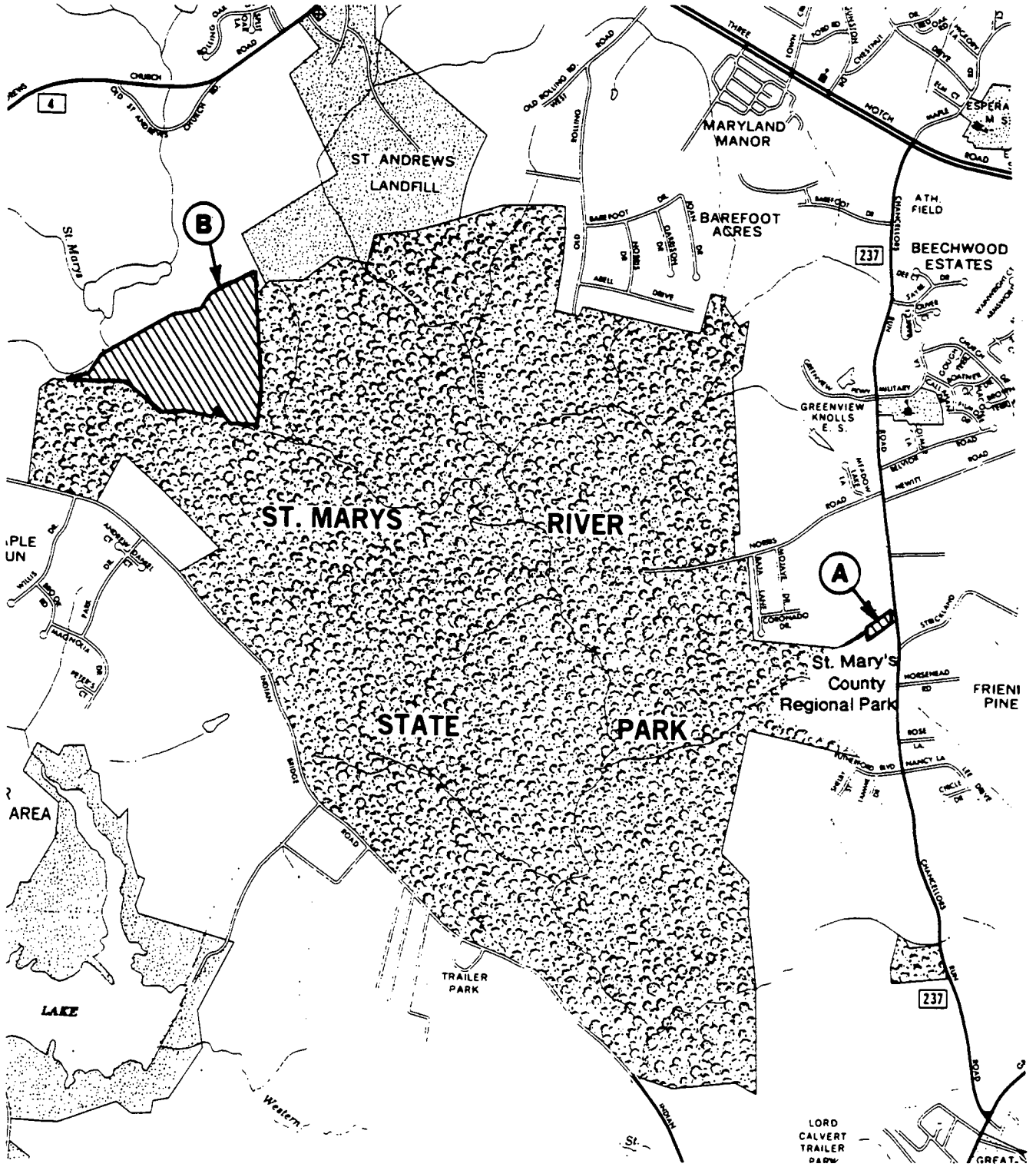
St. Mary's River State Park is located along MD 237 north of Rutherford Boulevard (see figure 9). The park boundary runs coterminus with the right-of-way limit of existing MD 237 for approximately 518.16 meters (1700 feet). The entire

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

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

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

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



Department of Natural Resources
(Program Open Space)

PARKLAND REPLACEMENT AREAS IDENTIFIED

MD ROUTE 237

From MD 235 to MD 246

Scale: 1" = 2000'

FIGURE 9

D. Impacts to 4(f) Property

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

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

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

E. Avoidance Alternates

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

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

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

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

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

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

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

F. Minimization Alternate

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

G. Mitigation Measures

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

H. Consultation and Coordination

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

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

I. Concluding Statement

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

SECTION V

PUBLIC HEARING COMMENTS

I. Public Hearing Comment

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

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

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

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

Response:

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

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

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

Response:

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

3. **Statement:** Unidentified Speaker

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

Response:

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

Statement:

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

Response:

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

Statement:

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

Response:

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

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

Statement:

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

Response:

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

5. Mr. Dan Rebarchick

Statement:

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

Response:

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

Statement:

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

Response:

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

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

Statement:

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

Response:

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

Statement:

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

Response:

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

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

7. Mr. Nathan Frank
526 Chancellors Run Road

Statement:

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

Response:

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

8. Mr. John Traas
873 Chancellors Run Road

Statement:

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

Response:

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

9. Unidentified Speaker:

Statement:

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

Response:

The feasibility of an alignment to the west of

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

Statement:

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

Response:

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

Statement:

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

Response:

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

10. Mr. Ed Fennel
Chancellors Run

Statement:

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

Response:

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

11. Charles Strickland
Strickland Road

Statement:

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

Response:

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

12. Mr. John Cross
450 Chancellors Run Road

Statement:

Mr. Cross is very concerned with the proposed speed limit along MD 237 and also concerned with the proposed right only movement from his house. Would like to have shoulders to allow him time to mix with on-coming traffic.

Response:

The posted speed will most likely be 30 or 35 mph. The right-turn movement only from the property will actually be safer than the left-turn movement which exists today. Shoulders are not planned with the

Selected Alternate.

13. Ms. Edie Mattingly
872 Chancellors Run Road

Statement:

Believes that the road should be widened, however; suggested that coordination is a must at all levels to ensure that the road is built with safety in mind.

Response:

Selected Alternate 6 proposes widening the existing two lane road to 4 lanes. Improved safety is one of the primary needs that this project addresses. Public involvement and coordination with various state and federal government agencies has taken place and will continue throughout the design phase of the project.

14. Mr. George Little
909 Chancellors Run Road

Statement:

Believes that the MD 237 roadway will operate as a high-speed escape route for crime.

Response:

The Selected Alternate 6 improvements would require upgrading the existing MD 237 roadway to a design speed of 40 mph which would be signed for 30 mph and would adequately handle the projected increase in traffic as well as provide a safe and efficient roadway for emergency vehicles (fire, police and ambulance services).

Statement:

Suggested that the road be placed on the west side of the existing MD 237 roadway closer to the proposed developments and provide a limited access highway from those developments.

Response:

This proposal would result in additional parkland

impacts, additional stream crossings, create more wetland and floodplain impacts and a higher cost for this project.

15. Mr. Bill Lehman
Elbow Road

Statement:

Would like to see sidewalks placed along this section of the MD 237 roadway. Also concerned about the proposed 40 mph design speed in vicinity of the school which is currently 30 mph.

Response:

Seven feet of backing is proposed beyond the outside curbs. Sidewalks could be constructed by the county in areas that demonstrate high pedestrian activity. The roadway will most likely be posted 30 or 35 mph.

16. Mr. Szymanczyk
418 Military Lane

Statement:

Would like to see existing MD 237 widened and would like to see traffic lights installed to decrease traffic and to allow safer egress of traffic. Would also like to see sidewalks installed.

Response:

Traffic signals will be considered and installed at intersections where the need warrants. Sidewalks are not proposed with this project, but could be constructed at a later date by the County. As this project is designed to accommodate sidewalks.

17. Ms. Debra Graham
Chancellors Run Road

Statement:

Wants to know if the No-Build is an option.

Response:

The No-Build Alternate was considered but not selected because it did not address the stated purpose and need for the project which is to improve safety and increase capacity.

18. Ms. Daisy Walker

Statement:

Wants to know if the traffic studies for the design of Peggs Road, which is to relieve traffic on MD 237 and take it directly to the Patuxent Naval Air Test Center, be factored into traffic studies for the design of proposed MD 237.

Response:

The projections did factor in Peggs Road being completed.

19. Mr. J. J. Smith
912 Chancellors Run Road

Statement:

Wants to know if there are any plans to do water improvements, sewage and gas in conjunction with this construction or do the people have to wait 2 years for this to happen. Also, are there any plans to provide traffic controls at turn-around points on MD 237.

Response:

Water, sewer and gas improvements are handled at the County or local levels, and it is not known when these improvements are planned. Some of the intersections may meet warrants for a traffic signal and will be studied in the next phase of the project.

20. Mr. Gary Ferko
Callahan Drive

Statement:

Would like to know if any thought was given to not using the 20' wide median to avoid taking property.

Response:

A four-lane undivided roadway was not considered, but a five lane roadway with a continuous left-turning lane was. It was dropped due to the expected high accident rate.

21. Mr. Bruce Strictland
Strickland Road

Statement:

Stated that from MD 235, both Alternates 2 and 3 minimize impact to residential properties until they reach Strickland Road. At Strickland Road Alternate 3 shifts to the east and takes houses and continuing south the alignment shifts to the west to avoid houses. Suggest that we use a combination of alternates 2 and 3 which would minimize residential impacts.

Response:

In the vicinity of Strickland Road Alternates 2 and 3 differ in order to avoid impacts to St. Mary's River State Park. Alternate 3 must be shifted to the east which requires many residential relocations. Public parks (St. Mary's River State Park) are considered 4(f) resources and federal law requires that all possible planning efforts must be undertaken to first avoid these resources and if this is not possible, then all planning efforts to minimize harm to these resources must be undertaken. Alternate 6 was selected over Alternates 2, 3 and 7 because it provided the needed capacity and safety improvement and reduced the number of residential relocations to 1 versus 19 relocations for Alternate 2, 34 relocations for Alternate 3 and 22 relocations for Alternate 7. Selected Alternate 6 also required the least amount of wetland impacts, requiring .86 acre, 1.65 acres for Alternates 2A/2B, 2.44 acres for Alternates 3A/3B and 3.26 acres for Alternate 7. The Selected Alternate 6 would require 4.94 acres from St. Mary's River State Park and Alternates 2A/2B would require 5.68 acres and 6.18 acres respectively.

SECTION VI

CORRESPONDENCE

A. Written comments received subsequent to Location/Design Public Hearing and response

PROJECT DEVELOPMENT DIVISION

DEC 12 2 32 PM '90

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. SM 757-101-571, PDMS No. 183053
Combined Location/Design Public Hearing
MD 237
MD 235 to MD 246
Thursday, November 29, 1990 at 7:30 p.m.
Great Mills High School

NAME MR & MRS. JOSEPH R THOMPSON DATE 12-11-90

PLEASE PRINT ADDRESS CHANCELLORS RUN ROAD

CITY/TOWN GREAT MILLS STATE MD ZIP CODE 20634

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

We believe that since Chancellors Run Road is only a connecting road between Rt. 235 & Rt 246 that the road definitely needs to be widened and shouldered either. And straightened in some areas We do not feel any more people should be relocated than is absolutely necessary We do not need an interstate highway through this residential area. To add sidewalks to this road would be a hazard. It would only encourage people to walk & ride bikes. It is not a city street.

We live directly across from the Riggs road entrance. We are "concerned" about the difficulty of getting on and off the road with our driveway. We are very concerned about having to possibly relocate since we are all family since the 1800s.

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

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

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

Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

45

January 25, 1991

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

Mr. & Mrs. Joseph R. Thompson
Chancellors Run Road
Great Mills, Maryland 20634

Dear Mr. & Mrs. Thompson:

Thank you for your interest in our MD 237 project planning study. We share your concern for safety and every attempt will be made to minimize displacements. Your comments concerning the shoulders, sidewalks and your entrance will be considered in our decision making process.

You have been added to our mailing list so you will receive any future public announcements concerning this project.

If you have any further comments or questions, please contact me at (301) 333-4582 or toll free at 1-800-548-5026.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by: LeRoy B. Carrigan
LeRoy B. Carrigan
Project Manager
Project Planning Division

LHE:LBC:as

NOTE: Alternate 6, the Selected Alternate, does straighten the roadway, and only displaces one residence. This Alternate requires an average of 60 feet less right-of-way from your parcel than Alternate 2A.

My telephone number is 301-333-4582

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

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PROJECT DEVELOPMENT DIVISION
DEC 3 10 32 AM '90

Contract No. SM 757-101-571, PDMS No. 183053
Combined Location/Design Public Hearing
MD 237
MD 235 to MD 246
Thursday, November 29, 1990 at 7:30 p.m.
Great Mills High School

NAME MAKTAK, INC DATE 12-3-90

PLEASE PRINT ADDRESS POBOX 236

CITY/TOWN LEXINGTON PARK STATE MD ZIP CODE 20653

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

This Corporation owns all the land on the West Side of Chancellors Run Road from Md Route 235 to Sappe Drive, hereby expresses its preference for Alternate 2B

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

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

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

Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

January 11, 1991

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

Mayjack Inc.
P.O. Box 236
Lexington Park, Maryland 20653

To Whom it may concern:

Thank you for your interest in our MD 237 project planning study. Your comment endorsing Alternate 2B will be considered in the decision of a selected alternate.

Your company is already on our project mailing list so you will receive any future public announcements concerning this project.

If you have any additional comments or questions, please contact me at (301) 333-4582 or toll free at 1-800-548-5026.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by: LeRoy B. Carrigan
LeRoy B. Carrigan
Project Manager
Project Planning Division

LHE:LBC:as

NOTE: Alternate 6 is the Selected Alternate. It results in less right-of-way acquisition than Alternate 2B.

HARKINS-HUMPHREY ASSOCIATES, INC.

CERTIFIED MAIL

December 7, 1990

Mr. Leroy Carrigan
Project Manager
Project Planning Division
State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

RE: MARYLAND ROUTE 237 FROM MD. RTE. 235 TO MD. RTE. 246

COMMENTS FOR INCLUSION IN PUBLIC HEARING TRANSCRIPT

Dear Mr. Carrigan:

Harkins-Humphrey Associates, Inc. is the General Partner of various partnerships currently owning, building or developing Foxchase Village, Chancellor's Village, Chancellor's Run and Chancellor's Plaza. These properties are located on the east side of Maryland Route 237, close to the intersection of Maryland Route 246.

We recognize the need to improve Maryland Route 237 and we endorse the approval of the proposed Alternate 2A.

Alternate 2A provides for the displacement of 20 residential units and businesses. This is 14 fewer units than either Alternate 3A or 3B and should therefore keep the State's cost of residential and business acquisitions and relocations to a minimum. In addition to displacing fewer residences and businesses, Alternate 2A affects fewer properties overall than Alternate 2B.

While Alternate 2A affects a greater number of properties and requires more right of way acres than either Alternates 3A or 3B, it is not as significant as that provided for in Alternate 2B. Further, Alternate 2A affects fewer wetlands, less floodplain and minimizes the impact on woodlands.

The estimated cost to engineer Alternate 2A is lower than any of the other alternatives and the cost to construct the projet is lower than either Alternate 3A or 3B.

After attending the pubic hearing on November 29, 1990 and reviewing the available literature and displays, it is clear to us that Alternate 2A affects more properties but displaces fewer families; it requires more right of way acres than Alternate 3A or 3B but

12301 OLD COLUMBIA PIKE • SILVER SPRING, MD 20904 • 301-680-4343

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disturbs fewer environmentally sensitive wetlands, woodlands and floodplain; and finally, it costs five million dollars less to design and build than either Alternate 3A or 3B.

We therefore support the upgrading of Maryland Route 237 and the approval of Alternate 2A.

Sincerely,

Robert R. Battee
Marketing Manager
(301) 680-4353

RRB/cmc

90

Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

January 14, 1991

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

Harkins-Humphrey Associates, Inc.
12301 Old Columbia Pike
Silver Spring, MD. 20904
Attn: Mr. Robert R. Battee

Dear Mr. Battee:

Thank you for your interest in our MD 237 project planning study. Your support for Alternate 2A will be considered in the decision making process.

Your company is already on our project mailing list c/o Joanne L. Andrews so you will receive any future public announcements concerning this project.

If you have any additional comments or questions, please contact me at (301) 333-4582 or toll free at 1-800-548-5026.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by: LeRoy B. Carrigan
LeRoy B. Carrigan
Project Manager
Project Planning Division

LHE:LBC:as

NOTE: Alternate 6, the Selected Alternate, would have fewer impacts to right-of way, the environment, and would require only one residential displacement The cost for Alternate 6 is also less than Alternate 2A. See the comparison of Alternates table in the document for more information.

My telephone number is _____

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707 North Calvert St., Baltimore, Maryland 21203-0717

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS
Contract No. SM 757-101-571, PDMS No. 183053
Combined Location/Design Public Hearing
MD 237
MD 235 to MD 246
Thursday, November 29, 1990 at 7:30 p.m.
Great Mills High School

PROJECT DEVELOPMENT DIVISION
DEC 10 9 32 AM '90

863-8803

NAME BRYNTESON DATE 13 DEC 90

PLEASE PRINT ADDRESS 600 CHANCELLORS RUN RD

CITY/TOWN GT. MILLS STATE MD ZIP CODE 20634

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

PLEASE MAKE ME AN ATTRACTIVE OFFER FOR ACQUISITION OF MY STRATEGIC 3½ ACRES. IM READY TO GO.

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

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

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

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Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

January 11, 1991

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

Mr. Brynteson
600 Chancellors Run Road
Great Mills, Maryland 20634

Dear Mr. Brynteson:

Thank you for your interest in our MD 237 project planning study. Only the planning phase is currently funded for this project. Right-of-way acquisition will not occur until we have selected an alternate and performed the final engineering . If you have any general questions concerning property aquisition please contact:

Ms. Susan K. Bauer, Chief.
District #5 Office of Real Estate
State Highway Administration
138 Defense Highway
Annapolis, Maryland 21401
(301) 841-5464

You are currently on our mailing list and will receive any future public correspondence concerning this project.

If you have any additional comments or questions, please contact me at (301) 333-4582 or toll free at 1-800-548-5026.

Alternate 6 is the Selected Alternate and will only require slight strip taking of right-of-way from your parcels. Nothing beyond the planning phase has been funded.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by: LeRoy B. Carrigan
LeRoy B. Carrigan
Project Manager
Project Planning Division

LHE:LBC:as
cc: Ms. Susan K. Bauer

My telephone number is _____

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PROJECT DEVELOPMENT DIVISION
DEC 13 9 31 AM '90

Contract No. SM 757-101-571, PDMS No. 183053
Combined Location/Design Public Hearing
MD 237
MD 235 to MD 246
Thursday, November 29, 1990 at 7:30 p.m.
Great Mills High School

NAME Evan Roberts / Connie Roberts DATE 12/13/90

PLEASE PRINT ADDRESS 101 Horsehead Rd

CITY/TOWN Great Mills STATE MD ZIP CODE 20634

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

We would like to voice our views concerning the proposed construction for Chancellor's Run Road. First of all, we really don't understand why proposed alternate 3 would even be considered. The alternate would relocate more homes and increase the project funding an additional 5 million dollars. It doesn't make sense and we don't believe any taxpayer in the county would agree to this. Additionally, we understand that if alternate 3 is approved, the highway will be adjacent to our house. This, we are totally opposed to and most probably will force us to relocate.

Respectfully,
Evan Roberts
Connie L. Roberts

ADDED

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

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

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

Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

January 29, 1991

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

Mr. & Mrs. Evan Roberts
101 Horsehead Road
Great Mills, Maryland 20634

Dear Mr. & Mrs. Roberts:

Thank you for your interest in our MD 237 project planning study. Alternate 3 was developed due to federal regulations requiring that all practical planning measures be undertaken to avoid or minimize impacts to 4(f) properties (historic sites, public parks, waterfowl and wildlife refuges) for federally funded projects. Your opposition to Alternate 3 will be considered in our decision making process.

Your name has been included on our project mailing list so you will receive any future public announcements concerning this project. If you have any additional comments or questions, please contact me at (301) 333-4582 or toll free at 1-800-548-5026.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by: LeRoy B. Carrigan
LeRoy B. Carrigan
Project Manager
Project Planning Division

LHE:LBC:as

NOTE: The Selected Alternate, Alternate 6, will only displace one residence and cost less than the other proposed alternates. No right-of-way will be needed from any residential properties in the immediate vicinity of Horsehead Road.

My telephone number is 301-333-4582

Teletypewriter for Impaired Hearing or Speech
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707 North Calvert St., Baltimore, Maryland 21203-0717

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. SM 757-101-571, PDMS No. 183053
Combined Location/Design Public Hearing
MD 237
MD 235 to MD 246
Thursday, November 29, 1990 at 7:30 p.m.
Great Mills High School

NAME John E. Allgood & Barbara G. Allgood
Mary E. Allgood (Mother) **DATE** Nov. 30, 1990

PLEASE PRINT

ADDRESS 570 Chancellors Run Road P.O. Box 213
Next door on Chancellors Run Road

CITY/TOWN Great Mills **STATE** Maryland **ZIP CODE** 20634

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

The overwhelming majority of the speakers at this hearing opposed both of the alternates plans you presented. They wanted improvements however in the form of a widening of the existing road using shoulders and runoff lanes where necessary. This approach would definitely improve the flow of traffic resulting in fewer traffic backups and would substantially increase the safety of the road. Also, this approach would cause far fewer displacements and impact far less wetlands, Parklands and woodland. The construction cost would have to be much less in magnitude compared to either of your alternates. A study of this approach seems to be in order. If a road of the type that currently exists between Great Mills and Leonardtown (or 5) would result from this study - think everybody along the roadway could be easily pacified. If this approach is absolutely impossible then the only alternate that presents a rational solution would be 2A or 2B. Following are my reasons for this opinion.

1. Five (5) million dollars cheaper. This in itself should be the deciding factor especially in today's economic environment.

2. Displace almost half as many dwellings that 3A or 3B would displace.

3. Would impact less wetland, woodland. God knows we are losing enough as it is. It is true that 2A or 2B would take 5 or 6 acres of Parkland but so what. There here hundreds of acres over there and a 100 or 150 foot strip off of the roadside boundry would not affect the Park at all. I was told by an Official of Parks and Recs that

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

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

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

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. SM 757-101-571, PDMS No. 183053
Combined Location/Design Public Hearing
MD 237
MD 235 to MD 246
Thursday, November 29, 1990 at 7:30 p.m.
Great Mills High School

NAME John E. Allgood and Barbara G. Allgood
Mary E. Allgood (Mother) DATE Nov. 30, 1990

PLEASE PRINT ADDRESS 570 Chancellors Run Road P.O. Box 213
Next door on Chancellors Run Road.

CITY/TOWN Great Mills STATE Maryland ZIP CODE 20634

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

they had to give me a 150 foot right of way when they purchased the property. Also, I have learned that the development on the old Heard property has made allowances for a 150 foot right of way along their property roadside boundry. This means that about a mile of right of way, without displacements, is available.

In conclusion, in my opinion, the improvement to the road by widening, as I previously described, would be what the majority desires. Alternate 2A or 2B would be the second most logical solution.

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

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

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. SM 757-101-571, PDMS No. 183053
Combined Location/Design Public Hearing
MD 237
MD 235 to MD 246
Thursday, November 29, 1990 at 7:30 p.m.
Great Mills High School

PROJECT DEVELOPMENT DIV.
DEC 10 9 30 AM '90

NAME John E. Allgood & Barbara J. Allgood
Mary E. Allgood (Mother) **DATE** Dec. 5, 1990

PLEASE PRINT

ADDRESS 570 Chancellors Run Road
Next door on Chancellors Run Road

CITY/TOWN Great Mills **STATE** Maryland **ZIP CODE** 20634

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

This is supplement to comments sent to you on Nov. 30, 1990.

Please see enclosed photo of article printed in local newspaper 12-5-90. Parks and rec. have already included in their plans might of way for roun road. This is alternate 2A or 2B. The County Comm. apparently prefers 2A as the other article states.

I would like to mention the widening of the road alternative again which is what most residents seem to prefer. Eastern road in Charles County (Waldorf area) might be a reasonable solution. I am sure that this road has as much or more traffic on it than Chancellors Run road does. Yet it is not a dual lane road. Projected traffic on Eastern must be comparable to Chancellors Run.

I would also like to mention that alternate 2A or 2B would displace and impact many affordable housing units in Foxchase Village. God knows there aren't enough of this kind of housing down here and you want to tear down some of that we have????

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

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

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Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

January 16, 1991

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

The Allgood Family
570 Chancellors Run Road
P.O. Box 213
Great Mills, MD. 20634

Dear Allgood Family:

Thank you for your interest in our MD 237 project planning study. Your comments of November 30th and December 5th about improving the existing road by adding shoulders and turn lanes and Alternate 2A or 2B as a second choice are being considered.

You are currently on our mailing list so you will receive any future public correspondence concerning this project.

Thank you for the article from the Enterprise. If you have any additional comments or questions, please contact me at (301) 333-4582 or toll free at 1-800-548-5026.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by: LeRoy B. Carrigan
LeRoy B. Carrigan
Project Manager
Project Planning Division

LHE:LBC:as

NOTE: The Selected Alternate, Alternate 6, will only relocate one residence, use parkland, impact less wetlands and woodlands and cost less money than the previous alternates. See the comparison of Alternates Table in Section II of this document.

My telephone number is _____

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. SM 757-101-571, PDMS No. 183053
Combined Location/Design Public Hearing
MD 237
MD 235 to MD 246
Thursday, November 29, 1990 at 7:30 p.m.
Great Mills High School

NAME David W & Carline M. Mecartea DATE 28 Nov 90

PLEASE PRINT ADDRESS 109 Rose Lane

CITY/TOWN Great Mills STATE Md ZIP CODE 20634

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

Project is great - please hurry, get funding ASAP!

But Please add Bike trail and/or sidewalks! Think energy Conservation! And safety for people using new park - A Bike trail is most important

And please, please, please keep speed limit down - preferably 35 mph - no more than 40!

Thanks - David W Mecartea

Carline M Mecartea

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

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

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

Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

100

January 25, 1991

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

David W. & Carline M. Mecartea
109 Rose Lane
Great Mills, MD. 20634

Dear Mr. & Ms. Mecartea:

Thank you for your interest in our MD 237 project planning study. Your comments about funding, a bike trail and the speed limit will be considered during our decision making process.

You have been added to our project mailing list and you will receive any future public correspondence concerning this project.

If you have any additional comments or questions, please contact me at (301) 333-4582 or toll free at 1-800-548-5026.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by: LeRoy B. Carrigan
LeRoy B. Carrigan
Project Manager
Project Planning Division

LHE:LBC:as

NOTE: Alternate 6, the Selected Alternate, does not include a bike trail, but the speed limit will most likely be posted at 30 or 35 mph. There is no funding beyond the planning phase. Sidewalks will be considered by the county where there is pedestrian activity.

My telephone number is 301-333-4582

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

LEXINGTON PARK CHURCH OF GOD
P.O. Box 96
Chancellors Run Road
Lexington Park, Md. 20653

101

November 23, 1990

Maryland Department of Transportation
State Highway Administration
Project Planning Division
P.O. Box 717
Baltimore, Md. 21203

Gentlemen,

Let me commend you and the State of Maryland for its recognition of the much needed improvements to Hwy. 237 (Chancellors Run Rd). The heavily traveled road is indeed over taxed and the proposed addition of two lanes is much needed and greatly appreciated.

There are some concerns that we would like to address. We, the authors of this letter, are the elected board representing the members and friends of the Lexington Park, Church of God. So, this one letter represents the sentiments and voices of more than 225 members.

In October, when we were first notified of the meeting slated to be held at Great Mills High School, Nov. 29, 1990, we contacted your office and were told at that time, it appeared the state will access 18' to 25' of our approximate 260' of frontage. This computes to anywhere from 4680 sq. ft. to 6500 sq. ft. If this were frontage or land that were not being used for a constructive purpose, and had no potential use other than yard or decorative window dressing for the remainder of the property, then there would be no difficulty in your annexing the land. But, that is not the case. Annexing any amount of property, no matter how little the amount, to our already inadequate parking and building facilities, will be a death blow to our church.

To begin with, this will take approximately twenty parking spaces away from us. We have absolutely no alternative parking spaces available. The small area behind the church has two septic tanks and field lines. This prohibits parking in that area. Should we connect to city sewage, the cost would exceed $10,000.00. This amount does not include any gravel or pavement. Also, there is no entry to the church from that side of the property. In addition, the area behind the church is slated for a volleyball court and recreation area for the church youth and hopefully a playground for a future day-care facility.

To take away twenty parking spaces would mean taking an average of 50 to 60 people out of our church services. Putting that into dollars and cents means that taking that much property would potentially cost the church $2500.00 a month in income. This would be catastrophic due to the fact that our weekly budget comes solely from donations.

In addition to the immediate problems this would create, it would put an end to any growth potential that we now have. Also, it would force us to eventually go to two services on Sunday morning just to handle the congregants. This is not something that I as pastor have any desire to do.

Another concern that we, as a body have, is the safety factor. Bringing the highway any closer in proximity to the physical structure could be extremely dangerous. In the past, we have had two signs that have been destroyed, power lines knocked down, the utility light ran into, and numerous accidents have taken place. The majority of these accidents have been one car accidents. They involved inebriates loosing control, careless drivers running off the road, etc. Those type of accidents will happen whether there are two lanes or twenty. The closer the road comes to the church, the greater chance of someone being seriously injured or killed.

Bringing route 237 closer to the church will mean the need for concrete and steel barriers to be placed along the entire frontage area in addition to the curb we trust you would be placing there.

Also, with four lanes going in, reguardless of any posted speed limits, the traffic will move along even faster then it presently does. On several occasions our members have been rear-ended as they slowed to turn. At the least, there will need to be a caution light, turning lanes, and signs posted. The reasoning behind that request is due to the fact that coming from one direction, drivers come over a hill and often they are traveling faster than the posted limit. Coming from the other direction, it is not only coming down a hill but also around a curve. Again, because of the already existing problem with speeders, and add to that any slippery roads or inclement weather, you can see why that particular area of highway warrants extra safety precautions.

We only have 1.5 total acres. The county of St. Marys now requires all new churches being constructed to have a minimum of 5 acres. They recognize the need for safety and growth potential. We are asking you do the same. Please, do not cripple us by taking "any" of our frontage. It is far more valuable to us than it could ever be to you.

Thank you for your sincere consideration in this matter. We look forward to hearing from you. Any questions you wish to address to us, we will be more than happy to respond.

Sincerely,

Rev. Rex L. Allen, Pastor
Lexington Park, Church of God

Ken Harmon, Elder

Tom Tena, Elder

Joe Lindner, Elder

Estil Baker, Elder

Gary Ferko, Elder

Dale Hammet, Elder

Larry Richards II

cc. File
Church of God State Offices
County Commissioner Buddy Loffler
Attorney Mike Harris
Church Members

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

December 31, 1990

Reverend Rex L. Allen, Pastor
Lexington Park Church of God
P.O. Box 96
Chancellors Run Road
Lexington Park, Maryland 20653

Dear Reverend Allen:

Thank you for your recent letter concerning our proposed improvements to MD 237. I understand your concern about the possible loss of parking spaces and safety.

Although there are right-of-way impacts, the proposed roadway is actually about 15 feet farther from the church property than the existing road. The sight distance from the proposed roadway to the church entrance would be improved with the new horizontal and vertical alignments, which would straighten out the curves and hills in this area. Also, a left turn storage lane would be provided for southbound traffic at Sayre Court providing additional safety from rear-end accidents while making U-turns into the church property. Northbound traffic could use the left lane to avoid cars turning right into the church.

This study is preliminary and every effort will be made in the engineering phase of the project to save the parking spaces. We can look at the possible use of steeper side slopes, a retaining wall or revertible easement and also a slight alignment shift to the west. As a result of the comments made at the public hearing, we are investigating other possibilities.

If you have any additional comments or would like to meet with us, please contact me or the project manager, Lee Carrigan. Lee's telephone number is (301) 333-4582 or toll free 1-800-548-5026.

Very truly yours,

Neil J. Pedersen

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

NJP:ds
cc: Mr. Edward H. Meehan
Mr. Louis H. Ege, Jr.
Mr. LeRoy B. Carrigan

NOTE: See response on next page.

My telephone number is (301) 333-1110

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free

Alternate 6, the Selected Alternate, would impact less church property than the build alternates presented at the Nov. 29, 1990 hearing. The new alignment utilizes a reduced typical section which impacts from zero to 10 feet of frontage on the church parking area. This may affect 12 parking spaces, and SHA is confident that with a slight alignment shi or use of revertible easement, no parking spaces will be lost to this property. All of the design safety features associated with the previous build alternates are proposed for Alternate 6 (see 2nd paragraph of this letter). Also curbs will make it safer for pedestrians.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. SM 757-101-571, PDMS No. 183053
Combined Location/Design Public Hearing
MD 237
MD 235 to MD 246
Thursday, November 29, 1990 at 7:30 p.m.
Great Mills High School

NAME JACK E. GRAHAM, JR. DATE 29 NOV 90

PLEASE PRINT ADDRESS 1446AA CHANCELLORS RUN RD

CITY/TOWN GREAT MILLS STATE MD ZIP CODE 20634

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

AS STATED IN THIS BOOKLET, CHANCELLORS RUN ROAD'S ACCIDENT RATE AS WELL AS THE INJURY AND PROPERTY DAMAGE ACCIDENTS ARE HIGHER THAN THE STATESIDE AVERAGE. THE ROAD ALSO SERVES AS A "SHORT-CUT" FOR TRAFFIC THAT DESIRES TO AVOID THE LEXINGTON PARK TRAFFIC. ALL OF THIS I AGREE WITH AND KNOW FROM LIVING ON THE ROAD THAT THIS IS ALSO TRUE. I ALSO KNOW THAT EXCESSIVE SPEED CONTRIBUTES SIGNIFICANTLY TO THE AUTO/PERSONAL PROPERTY ACCIDENTS. WITHOUT ADEQUATE LAW ENFORCEMENT OF THE SPEED LIMIT, THESE ACCIDENTS WILL CONTINUE, AND I AM SURE WILL INCREASE. IT IS MY SUGGESTION AND RECOMMENDATION THAT WE KEEP THE ROAD TWO LANES BUT HAVE WIDE ENOUGH SHOULDERS ON BOTH SIDES OF THE ROAD AND REDUCE THE SPEED TO 35MPH. WITH THIS PROPOSAL, WE WOULD BE ABLE TO ENFORCE THE SPEED LIMIT, THEREBY REDUCING THE ACCIDENT RATE. AS WE ALL KNOW, "SPEED KILLS." ALSO, IT IS ASHAMED THAT SEVERAL HOUSEHOLDS WILL BE "DISPLACED" ONLY BECAUSE OUR ROAD IS MERELY A CONVENIENCE FOR MOTORISTS TO SAVE A FEW MINUTES ON THEIR DRIVING TIME. I COULD UNDERSTAND AND ACCEPT THE DISPLACEMENTS AND WIDENING OF THE ROAD IF IT WERE AN ARTERY TO GET INTO AND OUT OF THE COUNTY. IN SUMMARY, MY OPINION FOR US TO WIDEN THE ROAD, INCREASE THE SPEED LIMIT, AND DISPLACE HOUSEHOLDS ALL FOR THE SAKE OF SAVING MOTORISTS A FEW MINUTES IS, IN MY OPINION, NOT ONLY THE WRONG WAY OF REDUCING ACCIDENTS BUT ALSO UNJUST TO THOSE HOUSEHOLDS WHO WILL HAVE TO BE DISPLACED.

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

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

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

Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

January 11, 1991

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

Mr. Jack E. Graham, Jr.
446AA Chancellors Run Road
Great Mills, Maryland 20634

Dear Mr. Graham:

Thank you for your interest in our MD 237 project planning study. Your comments concerning shoulders , displacements, speed limits and safety will be considered in the decision making process.

Your name is included on our project mailing list so you will receive any future public announcement about this project.

If you have any additional comments or questions, please contact me at (301) 333-4582 or toll free at 1-800-548-5026.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by: LeRoy B. Carrigan
LeRoy B. Carrigan
Project Manager
Project Planning Division

LHE:LBC:as

NOTE: The Selected Alternate, Alternate 6, will only have one displacement and the speed limit will most likely be 30 mph (see Section III of this document).

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS
Contract No. SM 757-101-571, PDMS No. 183053
Combined Location/Design Public Hearing
MD 237
MD 235 to MD 246
Thursday, November 29, 1990 at 7:30 p.m.
Great Mills High School

NAME Diana P. Strickland DATE 11-30-90

PLEASE PRINT ADDRESS 119 Strickland Road / teacher: Great Mills H.S.

CITY/TOWN Great Mills STATE MD ZIP CODE 20634-9723

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

① Consideration of no-build alternative providing shoulders—
because we do not need
a) an expensive structure at the Run;
b) displacement of any homes to convenience future subdivisions
c) or the state park which has already caused grief thru not-quite-true politics

② Re: alternative 2B turn lanes requiring U-turns.
This is a major problem for many of us.
Your formula for distance between left turn storage lanes does not show knowledge of the current # of homes per existing roads.
Consideration of current taxpayers is needed (v. subdivisions on paper).
The expense of displacement of many homes & a 4-lane road is ludicrous in consideration of the # of U-turns suggested & the high # ~~of~~ us who would have to use them.
Your office's research is focusing on unnecessary pressures instead of real, living needs.

Sincerely,
Strickland

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

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

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

Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

January 25, 1991

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

Ms. Diana P. Strickland
119 Strickland Road
Great Mills, Maryland 20634-9723

Dear Ms. Strickland:

Thank you for your interest in our MD 237 project planning study. Your comments concerning shoulders, u-turns and displacements will be considered during our decision making process.

If you have any further comments or questions, please contact me at (301) 333-4582 or toll free at 1-800-548-5026.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by: LeRoy B. Carrigan
LeRoy B. Carrigan
Project Manager
Project Planning Division

LHE:LBC:as

NOTE: Alternate 6 is the Selected Alternate. It is a four lane divided curbed roadway with a reduced typical section. It will displace one residence, use parkland, and require a short structure at Jarboesville Run (see Section III of this document).

My telephone number is 301-333-4582

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

B. Elected Officials

BOARD OF
ST. MARY'S COUNTY COMMISSIONERS
P. O. BOX 653 • GOVERNMENTAL CENTER • LEONARDTOWN, MARYLAND 20650
(301) 475-5621

December 4, 1990

Mr. Hal Kassoff, Administrator
Maryland Department of Transportation
State Highway Administration
707 North Calvert Street
Baltimore, MD 21203-0717

RE: Maryland State Route 237

Dear Mr. Kassoff:

Thank you and your staff for the excellent presentation on the proposed alternatives for the reconstruction of Maryland Route 237 (Chancellor's Run Road). Based on the needs of the community and the comments received at the public hearing, there are several items that are issues to consider:

1. The proposed roadway is located in the growth area of St. Mary's County. Based on the current density, planned density and public facilities in the area, it appears that the most benefit would be obtained by providing the fully curbed roadway section with sidewalks for the route's length. It is suggested that the design consider offsetting the sidewalk from the curb to provide a safer and more aesthetic pedestrian access.

2. In the planning of the roadway, it is suggested that any remaining homes or businesses along the roadway be sufficiently set back from the road. Any structure that would be within 50 feet of the right-of-way line should be considered for taking. Houses remaining within this area, as you can imagine, would be constantly troubled by the volume of traffic along the proposed road. Obviously, before this is implemented, the cost of the taking would have to be considered.

3. It is also suggested that landscaping or some type of buffering be provided between the proposed road and their remaining homes. It is suggested that this be considered by the State as a means of attenuating noise that will increase with the new facility.

The Board of County Commissioners are requesting the State to do everything possible to advance this project. Its importance to orderly development and economic growth within the County is paramount. Funding for final design should be found as soon as possible. As you know, St. Mary's County has worked with the State Highway Administration in preserving the right-of-way as best as possible, however, without final design plans and specific right-of-way limits, the County is in a legally precarious situation in trying to save right-of-way for which a final plan has not been developed.

We look forward to your favorable response regarding these issues. Should you desire to discuss these issues further, please do not hesitate to contact us or the County Department of Public Works or Planning and Zoning Office.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS

Carl M. Loffler, Jr., President

W. Edward Bailey, Commissioner

John G. Lancaster, Commissioner

Robert T. Jarboe, Commissioner

Barbara R. Thompson, Commissioner

BCC:DFI:mj

cc: Jon R. Grimm, Director
Office of Planning

Daniel F. Ichniowski, P.E., Director
Department of Public Works

C. Agency Coordination

DEC 3 1 1990

114

Board of St. Mary's County Commissioners
Post Office Box 653
Governmental Center
Leonardtown, Maryland 20650

Dear Commissioners:

Thank you for your recent letter concerning the items that you would like us to consider on the MD 237 project planning study. We appreciate your support and input regarding MD 237 improvements.

We will consider sidewalks as part of an alternate that involves curbs to the outside in those areas that demonstrate pedestrian activity.

Although the final right-of-way line has not yet been determined, any structure not within the actual right-of-way but close enough to be a potential displacement will be reviewed on a case-by-case basis. We will make every effort to work with affected citizens. Landscaping will be considered during the final design of the project as a means to buffer remaining residences from the roadway.

The State Highway Administration appreciates the county's efforts in preserving right-of-way for this project. As you know, funds are currently programmed for planning activities only. It is not possible at this time to predict when funds will be available for final design or construction.

Again, thank you for your input on the MD 237 project. Please do not hesitate to contact me or Mr. Neil Pedersen, Director of our Office of Planning and Preliminary Engineering, if you have any further concerns. Mr. Pedersen may be reached at (301) 333-1110.

Sincerely,
ORIGINAL SIGNED BY
HAL KASSOFF
ADMINISTRATOR
Hal Kassoff
Administrator

HK:cmc
cc: Mr. Neil J. Pedersen
Mr. Louis H. Ege, Jr.

NOTE: Alternate 6, the Selected Alternate, would provide a four lane divided curbed roadway. Seven feet of backing outside the curbs would provide room for sidewalks where pedestrian activity is demonstrated.

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

PROJECT DEVELOPMENT DIVISION
SEP 7 11 47 AM '90

REPLY TO ATTENTION OF:
Operations Division

06 SEP 1990

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

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

Dear Ms. Simpson:

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

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

You are reminded that any grading or filling of Waters of the United States, including jurisdictional wetlands, is subject to Department of the Army authorization. 1

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

a. Revise the grade to 5%, instead of 4%, to reduce the encroachment of the fill slopes into the wetlands; and 2

b. Calculate the cost of a 100-foot long bridge option.

In the interest of resolving the issues of avoidance and minimization during the NEPA phase, instead of during the 404 permit phase, we request that these options be considered in the environmental document. 3

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

Sincerely,

Cheryl A. Smith
Chief, River Basin Permits Section

Enclosures

cc: Herman Rodrigo, FHWA

Response Corps of Engineers letter dated 9/6/90

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1. To minimize impacts to the Jarboesville Run watershed and the possible impacts to the St. Mary's River Bottomland, SHA will employ similar sediment/erosion control and stormwater management methods adopted by SHA in the Chesapeake Bay Initiatives Action Plan, August 15, 1990. These methods may include but may not be limited to:

   Installation of double rows of silt fence.

   Oversizing of sediment traps and basins depending on infield and right-of-way constraints.

   Minimize clearing in forested areas

   Provide or protect forested buffers along stream

   Innovative scheduling for paving vs. vegetative stabilization and implementation of infiltration practices to reduce thermal impacts.

2. The alternates identified as 2A original and 2B original with a 6% grade on page IV-12 in the Environmental Assessment should have been labled 4.7% and 3.8% grade respectively. The information on Page IV-12 would then show that the 5% grade has less wetland impacts than the flatter grades.

3. Selected Alternate 6 minimizes wetland impact beyond all other proposed alternatives considered. Wetland impacts total approximately .86 acres and are associated with the

- Jarboesville Run Stream crossing which flows east to west far beyond the project limits. Wetland impacts at this site are unavoidable.

CENAB-OP-RR (1145)

MEMORANDUM FOR C, CENAB-PL, ATTN: C, CENAB-PL-E (L. Lower)

SUBJECT: CENAB-OP-RR(MD SHA - MD237)90-04053-1

1. Reference the letter of November 15, 1990 from Mr. Neil Pedersen, Maryland State Highway Administration (SHA), requesting the Corps' review of the Environmental Assessment & Section 4(f) Evaluation for Maryland 237 from Maryland 235 to Maryland 246

2. We have reviewed the Environmental Assessment and provide the following comments for incorporation into your letter of response:

a. Alternatives Analysis: We have reviewed the cost analysis of the 160-foot long bridge versus the 115-foot long, 3-cell, 13-foot by 10-foot box culvert on page IV-12, and disagree with the stated cost difference. The cost estimate for the bridge option included approximately $100,000 for the retaining wall which is to be built in front of the Foxchase Village subdivision. Since the retaining wall is needed with either the bridge option or the box culvert option, its cost can be eliminated from the comparison. Eliminating the cost of the retaining wall, we note that the difference in cost between the two options is $1.45 million. 1

b. Alternatives Analysis: The cost of a 100-foot bridge option has apparently not been computed as we requested in our letter of September 6, 1990 to Ms. Cynthia Simpson. Comparing the cost of a box culvert to the cost of a 100-foot bridge option would result in a cost differential which we estimate at $0.65 million. While a 100-foot bridge would result in an additional reduction in wetland impacts of only 0.4 acres as compared to the box culvert, it would provide a substantial enhancement of the wildlife function of the stream corridor. Wildlife species tend to travel between habitat types along defined pathways that provide concealment. These pathways are often associated with forested stream bottoms, hedgerows, and edges of forest and rangeland. The three existing pipe arches which carry Jarboesville Run under MD Route 237 form a barrier to the movement of large mammals along the stream. Replacing these pipes with a 100-foot bridge would restore a wildlife corridor between the wildlife habitat on the west side of MD 237 (which according to Figure 16A is to be protected from development by its planned acquisition by the Park) and the large tract to the east of MD 237 (which according to Figure 6 is zoned for preservation as open space). To further reduce the cost of the bridge option, we recommend that the proposed 20-foot median be transitioned to a Jersey barrier across the bridge, or the 20-foot median be eliminated by constructing two parallel bridges (one for each direction of traffic) which contain 4-foot inside shoulders. 2

c. Alternatives Selection: Regarding the selection of alternative, the Corps recommends that an open cross section be selected over the closed cross section in order to take advantage of the water quality benefits associated with vegetated swales and infiltration trenches. If either Alternate 3A or 3B is selected, additional justification would be required, in accordance with the 404(b)(1) Guidelines, to justify the selection of an alternative having greater wetland impacts than either Alternate 2A or 2B. 3

d. Mitigation: The final environmental document should contain a more thorough discussion of the feasibility, location, and required gross manipulations of the various potential mitigation sites. 4

e. Future Submittals: The subject pre-application number has been assigned and should be used in all future correspondence.

JOHN P. O'HAGAN, P.E.
Chief, Operations Division

12D

1. We agree with your analysis of 160 foot bridge versus the 115 foot long, 3 cell, 13 foot by 10 foot box culvert. The difference in cost between the two options is $1.45 million.

2. The 100 foot bridge option, as described by the Corps of Engineers, was investigated for Alternates 2A and 2B. A vertical profile which basically hugged the existing ground and resulted in minimal impacts to park land and the HUD Property, resulted in a 160 foot bridge length. A 100 foot bridge length would require lowering the profile to cut into the existing ground and create additional impacts. The impacts would include an additional relocation of a residence/business south of the park, a higher retaining wall at the HUD Property and slightly more park property would be required, therefore the 100 foot bridge option was not evaluated further to determine cost. Coordination with the environmental agencies will continue through the final design phase to determine structure type and to address the wildlife corridor issues.

   The 160 foot bridge, or longer bridge, would provide for a better wildlife corridor than the 100 foot bridge, but impact slightly more wetlands. Our policy is generally to construct structures with the same typical section as the approach roads.

3. Selected Alternate Six proposes a closed typical section system because an open section would require additional right-of-way from St. Mary's River State Park, impact more

wetlands and result in additional residential relocations. A close section roadway will be safer for pedestrians and St. Mary's County Government supports the curbed section because it is consistent with proposed land use. 121

4. A reconnaissance of the St. Mary's River watershed was initiated to identify potential wetland mitigation sites and the results were negative. An expanded reconnaissance which included all of St. Mary's County did identify two potential wetland mitigation sites, the Albaugh property and the Aud property. The Albaugh property is located in the Coastal Plain physiographic province on the Maryland Western Shore near the headwaters of several tributaries to Herring Creek. A concept mitigation plan will be included in the final document.

122

William Donald Schaefer
Governor

Maryland Department of Natural Resources

Capital Programs Administration
2012 Industrial Drive
Annapolis, Maryland 21401

Torrey C. Brown, M.D.
Secretary

Michael J. Nelson
Assistant Secretary
for Capital Programs

August 10, 1990

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

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

Dear Mr. Ege:

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

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

1

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

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

Sincerely,

Gene F. Cheers

Gene F. Cheers
Capital Improvements and
Environmental Review

cc: Jim Burtis
Bernard Wentker
Ethel Locks
John Baggett

GFC:pg

Response to DNR letter dated 8/10/90

1. The selected alternate 6 improvement will not eliminate the proposed buffer area between MD 237 and the St. Mary's County Regional Park. Coordination with DNR and St. Mary's County Department of Recreation and Parks will continue through final design to ensure that impacted park land is replaced and that adequate landscaping is provided along the buffer of the park.

William Donald Schaefer
Governor

Maryland Department of Natural Resources

Tidewater Administration
Power Plant and Environmental Review Division
Tawes State Office Building B-3
Annapolis, Maryland 21401

Torrey C. Brown, M.D.
Secretary

James M. Teitt
Director

February 8, 1991

Memorandum

To: Louis H. Ege, Jr., State Highway Administration

From: Larry Lubbers, Chief, Planning and Evaluation Section, PPER

Subject: Contract No. SM 757-101-571, Maryland Route 237 from Maryland Route 235 to Maryland Route 246, St. Mary's County, Maryland

This proposed project consists of upgrading and widening existing MD 237 from MD 235 to MD 246 in St. Mary's County, Maryland. This proposed project also requires a new structure over Jarboesville Run. Besides the alternative of not building, four reconstruction alternatives are proposed which are alternatives 2A, 2B, 3A and 3B.

Specific comments on these alternatives can be categorized:

1. Outline of Alignments: Alignment 1 is the non-build alternate. Alignments 2 & 3 both discuss a four-lane divided roadway with a 20-foot raised grass median. The difference is that alignment 2 follows a westerly course passing through the St. Mary's River State Park. Alignment 3 follows a somewhat easterly course avoiding impacts to the State Park.

   These alignments are further categorized as 2A and 2B, and 3A and 3B. The alignments 2A & 3A have roadways with curb and gutter as opposed to alignments 2B & 3B which have a cross section with shoulders.

2. Quantitative comparison of impacts: The total impacts to floodplain are 0.93, 0.92, 1.53, and 1.45 acres for alignment 2A, 2B, 3A and 3B, respectively.

Telephone: (301) 974-2671
DNR TTY for the Deaf: 301-974-3683

The total impacts to the non-tidal wetlands are 1.63, 1.60, 2.44, and 2.44 acres for alignments 2A, 2B, 3A and 3B respectively.

The total impacts to parkland or recreation area affected are 5.68 and 6.18 acres under Alternatives 2A and 2B respectively.

There will be 19 residences and 1 business affected by Alternative 2A and 2B; 34 residences will be affected by Alternative 3A and 3B.

Alternate 2A and 2B would impact the most parkland acreage, but would have the least impact on floodplain and wetlands acreage. Alternate 2A would have the least impact on forestland acreage. Consequently, either of the alignments, 2A or 2B, is better suited for the project. Alignment 2A has curbs with the cross-section of 96 feet width. Alignment 2B advocates shoulders on the roadway. This makes the cross-section 110 feet wide. The narrower width of cross section of alignment 2A would create less impact. Therefore, alignment 2A should probably be selected. 1

It should also be recognized that the acres mentioned in the report are preliminary estimates based on FEMA Maps. A detailed hydrology and hydraulics study should determine the total impact of the project more precisely. 2

3. Location, Meander, and Skew: Alignment 3A or 3B places the structure close to the bend in the natural meander of the stream. The effects on the structure due to scour are potentially higher for this choice. This would require, almost invariably, a higher level of protection to the structure. Based on this alignment, alternative 2A or 2B is a better choice.

However, in the case of alignment 2A or 2B, the center line crosses the stream at relatively higher skew. The degree of skew is not known. Higher skew could result in scour problems. The State Highway Administration's, Bridge Hydraulics Division, must be consulted to determine if this level of skew is acceptable. If not, then a less skewed or a perpendicular alignment in the vicinity of the stream should be attempted. 3

4. Size of the Structure: The vertical alignment in the proposal causes the size of the structure to be bigger than the existing structure. This will cause more impact on downstream properties due to increased flooding. These impacts are not shown or documented in the environmental assessment report. The floodplain limits shown are those from FEMA's 100-year Floodplain Maps and the impact due to increased flooding is not shown even on these Maps. The FEMA Floodplain map shows the floodplain due to existing conditions only. A detailed hydrology and hydraulic study is required to show peak discharges for pre and post construction conditions based on ultimate development of the watershed, assuming existing zoning. Based on these discharges, the 100-year floodplains must be delineated for pre and post construction conditions. The adverse impacts must be adequately mitigated as per COMAR 08.05.03.11(B)6. The requirements of COMAR 08.05.03, 04, 06. and 07 must also be met. 4

5. Impact on Aquatic Resources: There exist serious concerns with the direct impacts from roadway construction to Jarboesville Run and its associated riparian corridor, and the indirect impacts to the St. Mary's River aquatic system from input of sediments and other pollutants over the long term. The Jarboesville Run aquatic system has come under increasing development pressure in recent years. Another proposal regarding impact recommends a crossing on the proposed Peggs Road upstream of the existing MD 237. Jarboesville Run and much of MD 237 below MD 235 drains to the St. Mary's River Bottomland which is designated in the Nontidal Wetlands Regulations as a nontidal wetland of special State concern. Although not in the immediate project area, the Bottomland area has been documented to be inhabited by a State listed endangered species, the narrow mouthed toad (Gastrophryne carolinensis). Adverse impacts to this species from pollutant loadings and changes in the existing hydrologic regime of the area should be fully considered in the design and review of this project. The St. Mary's River Bottomland area and the narrow mouthed toad are not addressed by the EA. 5

6. Wetlands Impacts: The document's study area map shows that drainage from wetland #1 passes under MD 237. Both alternatives 2 and 3 would necessitate some form of work within the channel and floodplain of this stream. In addition, both alternatives appear to fill a portion of

wetlands #4 and #8. These items are not addressed sufficiently in the document. Wetland #5 is referenced as being impacted by alternative 3. This wetland is far enough removed from both alignments that it should not be impacted at all. 6

There appears to be a discrepancy in the comparison of wetland impacts listed on page IV-12 of the EA. The options using a 6 percent grade are listed as having greater wetland impacts than the options with a 5 percent grade. A roadway designed with a 6 percent grade would result in a lower elevation of crossing than a roadway with a 5 percent grade. The corresponding wetland impacts would therefore, be less with the 6 percent grade. This discrepancy should be clarified. 7

Figure 10b showing alignment 2A does not show any non-tidal wetlands associated with Jarboesville Run Floodplain. Figure 13B showing alignment 3A does show some wetlands in this particular area. This discrepancy should be corrected. 8

7. Bridging Concerns: It is our understanding that extensive discussions concerning the bridging of Jarboesville Run have been conducted between SHA and the Corps of Engineers. Bridging would be preferred over the 3 cell box culvert because it would minimize impacts to wetlands, floodplains, and the main channel of Jarboesville Run. It would also restore a corridor for wildlife movement between St. Mary's River State Park and an area to the east of MD 237 zoned as open space. Of the alternatives mentioned in the EA, alternate 2 with a 160 foot bridge over Jarboesville Run would have the least impact on aquatic resources and is, therefore, preferred. If the 160 foot bridge is determined to not be practicable, the use of a 100 foot bridge should be investigated. 9

8. Design Recommendations: Roadway elevations should be kept to a minimum to reduce the footprint of the roadway. We support the consideration of the 5 percent grade limitations in the vicinity of Jarboesville Run, as discussed on page IV-12 of the EA, to minimize wetland and floodplain impacts. If the vertical clearance of 15 feet above Jarboesville Run is determined to be insufficient to provide a suitable wildlife corridor, we would consider the incorporation of the 4 percent grade to achieve 26 feet of vertical clearance as specified on page IV-10 of the EA. 10

The width of the proposed 20 foot median should be reduced to the greatest extent possible or deleted with the use of a barrier wall at the crossings of wetland and floodplain areas.

11

Shoulder widths should be minimized and side slopes increased as much as possible at crossings of wetland and floodplain areas to reduce the overall roadway footprint.

It would be preferable to use open section roadway designs (i.e. alternate 2B) through most of the alignment. This will maximize the stormwater management benefits from overland flow of runoff from the created impervious areas. Sheet flow from the roadway to the adjacent vegetated areas would afford opportunities for assimilation of pollutants by roadside vegetation and would more closely mimic natural hydrologic conditions in the area. Transitioning the open section design to a curb and gutter design through the wetland and stream areas is recommended to minimize impacts to aquatic resources.

12

Consideration should be given to planting the raised median with trees for not only the obvious aesthetic effects but for air quality purposes as well.

13

9. Mitigation: Information in the EA does not adequately address the potential to fully mitigate the proposed impacts to aquatic resources. Mitigation must be provided for all losses of wetlands and streams. Wetland placement should occur according to the following ratios: forested = 2:1, scrub/shrub = 2:1, emergent = 1:1. Mitigation activities should occur in the same watershed as the impact. Accordingly, losses in the Jarboesville Run watershed should be mitigated within the Jarboesville Run watershed. Proposed mitigation activities should be developed with full consideration of potential impacts or benefits to the St. Mary's River Bottomland area.

14

Forested land should not be considered for wetlands mitigation areas. The SHA would be mitigating one valuable habitat at the expense of another and would still be required to replace the lost forestland.

Wetland mitigation should occur concurrent with the relocation construction of MD 237.

The State's Reforestation Law requires reforestation on an acre by acre basis. The loss of "early successional field" cover type is considered a loss of forestland over the long-term. This acreage should be included as part of the calculations for forestland to be replaced. 15

10. Miscellaneous Concerns and Comments: The document discusses the new County recreational complex located in St. Mary's River State Park as a future facility when, in fact, the facility is presently well under construction and will most likely be operational by the summer of 1991.

The statement at the bottom of pg. V-2 and the top of pg. V-3 - "the county revised their proposed recreational area plans and designated another site for the soccer field and purposely reserved approximately 150 feet of park property immediately adjacent to MD 237 as a buffer to accommodate the proposed improvement to the roadway" is incorrectly stated. First of all, the soccer field was removed from the plan, not relocated. Secondly, the plan was revised to allow 150 feet setback from the existing right-of-way to accommodate a 100 ft. R/W relocation and a 50 ft. buffer within the park. 16

The county has installed a new water and sewer line at the Regional Park development of the St. Mary's River State Park property. These utilities should be avoided where feasible. 17

Stormwater directed onto and through the State Park parcels will require a stormwater easement from the Department. 18

Recommendations: Alternative 2A appears to be the best selection of the four reconstruction alternatives proposed. Recommendations of this alternative, however, is contingent upon acceptance of the prior concerns and comments discussed. Particular emphasis should be placed upon roadway design where there are open section roads in upland areas to better reduce water runoff flow and maximize pollutant removal. A bridge is recommended over other types of structural crossings of Jarboesville Run. 19

LL:JA:swp

Response to DNR letter of 2/8/91

1. In addition to wetland impacts, impacts to parklands and HUD sponsored low income housing projects are also a consideration in determining the best alternative alignment and typical section. As a result of detail studies, SHA has selected Alternate 6, which was developed after the location/design public hearing in an effort to minimize impacts. Alternate 6 consists of four-11'lanes divided by a 20' raised grass median and seven feet of backing. When compared to proposed alternate 2A, which you stated preference for, the Selected Alternative 6 results in a 14' reduction in the roadway width when measured from the outside edge of the roadways backing on the east to the outside edge of the roadways backing on the west. This reduced typical section reduces parkland requirements by .74 acres and wetland impacts by .64 acres when compared to proposed alternative 2A.

2. The estimates of floodplain impacts shown in the environmental assessment provide a comparison of alternates. Detailed hydrology and hydraulic studies will be completed during final design when total impact are defined.

3. Alternate 6, the selected alternate, closely follows the alignment of alternative 2A which places the structure further away from the bend in the natural meander and should

minimize the potentially high scour problems. Continued coordination with our bridge design division during the final design phase will further incorporate measures to ensure design techniques to minimize the skew and reduce scour.

4. The vertical alignment for the selected alternate will require a structure larger than the existing pipes. A detailed hydrology and hydraulic study will be performed in the next stage. This study should determine if there will be more impact on downstream properties due to flooding and show pre and post construction conditions.

5. To minimize impacts to the Jarboesville Run watershed and the possible impacts to the St. Mary's River Bottomland, SHA will employ similar sediment/erosion control and stormwater management methods adopted by SHA in the Chesapeake Bay Initiatives Action Plan, August 15, 1990. These methods may include but may not be limited to:

Installation of double rows of silt fence.

Oversizing of sediment traps and basins depending on infield and right-of-way constraints.

Minimize clearing in forested areas

Provide or protect forested buffers along stream

Innovative scheduling for paving vs. vegetative stabilization and implementation of infiltration

practices to reduce thermal impacts.

Install traps and basins prior to grading.

Use of turbidity curtains to protect sensitive sections of the waterway.

With the above listed controls inplace, it is not expected that the proposed project will have an adverse impact on the Jarboesville Run watershed or the St. Mary's River Bottomland and the associated non-tidal wetlands of special State concern.

6. A wetland field meeting was held for the MD 237 project with the environmental review agencies on July 24, 1990 (see Section VI for wetland field review minutes). At that meeting the attending environmental review agencies (U.S. Army Corps of Engineers and the U.S. Fish and Wildlife Service) concurred that wetland #1 located to the west of MD 237 was not a regulatory wetland. The selected alternate six alignment will not impact wetland #4 (man made impoundment) a non regulatory wetland, or wetland #6 (open water) which totals approximately 2,325 sq. ft. Wetland #8 will not be impacted by the selected alternate six alignment. At the July wetland field meeting the environmental review agencies concluded that wetland #5 was not a regulatory wetland based on the absence of hydric soils. Minutes of the wetland field meeting were included in the comments and coordination section of the Environmental Assessment/4(f) Evaluation and will be included in the same section of the Finding of No

7. The initial Alternate 2 grades were 4.7% and 3.8% at Jarboesville Run, as stated on Page IV-10 in the Environmental Assessment. The 2A original and 2B original alternates shown on page IV-12 with a 6% grade should have been 4.7% and 3.8% grade respectively. The information on Page IV-12 would then show that the 5% grade has less wetland impacts than the flatter grades. This should clarify the discrepancy.

8. The absence of the wetland boundary on Figure 10b was an omission on our part. This oversight will be corrected in the FONSI.

9. In the next phase, we will consider bridging Jarboesville Run to minimize impacts to wetlands, floodplains, Jarboesville Run main channel and aquatic resources. We will also consider a suitable wildlife corridor at Jarboesville Run. Our best information, to date, indicates that the open area in square feet must at least equal the distance that the animal would travel in linear feet in order to produce an acceptable wildlife corridor. Also the opening must be a little higher than the animal. If a box culvert is constructed, two feet of top soil over rip-rap could provide natural footing where scouring should not be a problem. At the December 12, 1993 Interagency Meeting it was decided that the structure type to be used at Jarboesville Run would be decided during the design phase.

10. Our policy is generally to construct structures at the same

elevation with the same typical section as the approach roads. Also our bridge design policy recommends that if the distance between inside parapets on dual structures is 22 feet or less, a single structure should generally be provided. In the planning phase, we will continue to propose a single structure with a 20 foot raised median at Jarboesville Run should a bridge be considered.

11. The reduced typical proposed with Selected Alternative 6 eliminates all wetland impacts except for those wetlands associated with the Jarboesville Run Stream crossing. As indicated in section IV of this document, due to the perpendicular flow of Jarboesville Run from east to west far beyond the MD 237 project study area, avoidance of wetland #7 is not practical.

12. We appreciate your concerns for maximizing stormwater management benefits and assimilation of pollutants by roadside vegetation with an open section. The closed typical section proposed with the Selected Alternate was chosen because an open section would require additional right-of-way from St. Mary's River State Park, impact more wetlands and result in additional residential relocations. A close section roadway will be safer for pedestrians and St. Mary's County Government supports the curbed section because it is consistent with proposed land use.

13. Median landscape planting of trees is included in all the build alternate cost estimates. Determination of the type of trees will be completed in the next phase.

14. The reduced typical section of Selected Alternate Six impacts .86 acre of wetland #7. A reconnaissance of the St. Mary's River watershed was initiated to identify a potential wetland mitigation site, the results were negative. An expanded reconnaissance resulted in the identification of the Albaugh property as a potential wetland mitigation site. Approval from the U.S. Army Corps of Engineers and U.S Fish and Wildlife Service is under way.

15. Impacted forested areas will be replaced in accordance with Memorandum of Understanding between The Maryland State Highway Administration and The Department of Natural Resources. Coordination with the Maryland State Forester has been initiated.

16. At the time coordination was initiated with St. Mary's County Department of Recreation and Parks during preparation of the EA/4(f) for the MD 237 project, no final plans were developed for St. Mary River State Park. Per a more recent conversation with Mr. Phil Rollins, Director of St. Mary's County Department of Recreation and Parks, the facility did not become operational until May, 1992.

Your statement that St. Mary's County revised their plans to allow a 150 foot setback from the existing right-of-way to accommodate a 100 foot right-of-way and a 50 foot buffer within the park is correct. This discussion will be corrected in the FONSI.

17. The recently completed water and sewer line through St. Mary's County Regional Park will not be affected by our roadway improvements. These utility lines generally have an

eight to ten foot cover and were placed parallel and 100 feet off of existing MD 237. 137

18. Stormwater management easements should not be required at the State Park Parcels. Generally with Alternate 6 the proposed roadway would be in a slight fill area through both park parcels. The stormwater management ditch would be just inside of the proposed right-of-way line of through highway and should handle any runoff from our slopes beyond the backing. The roadway itself will have a closed drainage system.

19. Your preference for an open section roadway in upland areas to better reduce water runoff flow and maximize pollutant removal has been considered, however; because of right-of-way constraints caused by existing and on going residential development along MD 237, the St. Mary's County park boundary abutting the existing roadway, wetlands associated with Jarboesville Run crossing the existing MD 237 roadway and due to HUD sponsored low income housing development projects located within a few feet of the existing roadway, a closed section roadway was found to be most consistent with planned land use and provides a safe and efficient facility. The decision as to the type of structure to be used at Jarboesville Run will be deferred until final design. The rational for selecting Alternate 6 and be found in response #1

William Donald Schaefer
Governor

Maryland Department of Natural Resources

Capital Programs Administration
2012 Industrial Drive
Annapolis, Maryland 21401

Torrey C. Brown, M.D.
Secretary

Michael J. Nelson
Assistant Secretary
for Capital Programs

May 4, 1991

Ms. Cynthia D. Simpson
State Highway Administration
707 North Calvert Street
Baltimore, Md. 21203

Subject: Improvements to Route 237 at St. Mary's River State Park, Identification of Possible Replacement Property.

Dear Ms. Simpson:

The Environmental Assessment/Section 4(f) Evaluation for this project indicates that improvements to this roadway could require the conversion of from 5.7 to 6.18 acres of parkland. The attached map identifies two sites that I request be considered as possible replacement land. Both of these sites are within the approved Acquisition line for this park. The small parcel on the eastern edge (shown as "A" on the attached map) is an improved lot that will also be affected by the proposed roadway improvements. The one on the western side (Site "B") is much larger and includes a significant stretch of the St. Mary's River. Acquisition of replacement land from that parcel should be concentrated along the river to provide protective buffer on the floodplain.

If you have any questions, please do not hesitate to contact me.

Sincerely,

Gene F. Cheers

Gene F. Cheers
Chief, Environmental Review
Greenways & Resources Planning

GFC:awn
cc: Keith Frere
Ken Shanks

William Donald Schaefer
Governor

Maryland Department of Natural Resources
Tawes State Office Building
Fish, Heritage and Wildlife Administration
580 Taylor Avenue
Annapolis, Maryland 21401

Torrey C. Brown, M.D.
Secretary

March 8, 1993

Mr. Joseph R. Kresslein
STATE HIGHWAY ADMINISTRATION
707 North Calvert Street
Baltimore, Maryland 21203-0717

RE: Contract No. SM 757-101-571 MD 237 from MD 235 to MD 246, Wetland enhancement and creation at Beauvue Road and MD 249 Donald L. Albaugh property, St. Mary's County

Dear Mr. Joseph R. Kresslein:

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

Sincerely,

Janet McKeggs

Janet McKegg, Director
Natural Heritage Program

JM:cbs

cc: Cynthia Sibrel
Robert Miller
ER# 93075.SM

Telephone: (410) 974-2870
DNR TTY for the Deaf: 301-974-3683

14D

William Donald Schaefer
Governor

Maryland Department of Natural Resources

Tidewater Administration
Power Plant and Environmental Review Division
Tawes State Office Building
Annapolis, Maryland 21401

Torrey C. Brown, M.D.
Secretary

Peter M. Dunbar, Ph.D., P.E.
Director

February 26, 1993

Joseph R. Kresslein
Project Planning Division
Maryland Department of Transportation
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203-0717

Dear Mr. Kresslein:

This letter is in response to your letter of request, dated January 25, 1993, for information on the presence of finfish species in the vicinity of the wetland mitigation site for Contract No. SM 757-101-571, MD 237 from MD 235 to MD 246; St. Mary's County.

It is our understanding that you already have adequate information on fisheries resources for the alignment of the road itself. The proposed wetland mitigation site is located on the south side of Drayden Road (labeled as Beauvue Road on your vicinity map) between St. Georges Church Road and Flat Iron Road in St. Mary's County.

Based on topography map information, the proposed wetland mitigation site is located in an upland area which drains to the headwaters of an unnamed tributary to Locust Grove Cove of St. George Creek (Lower Potomac River Area). The unnamed tributary is classified as a Use I stream. Generally, no instream work is permitted in Use I streams during the period of March 1 through June 15, inclusive, during any year.

White perch young-of-year have been documented within St. George Creek, downstream of your project site. No further information is available on potential anadromous fish spawning within the unnamed tributary. However, the stream should be protected for anadromous fish spawning potential in the lower reaches.

Telephone: (410) 974-2788
DNR TTY for the Deaf: 301-974-3683

No information is available on resident fish species which may be found within the subject stream or similar streams in the vicinity. However, the tributary should be protected based on resident warmwater fish species which are expected to reside within perennial stream reaches. The Use I restriction period referenced above should adequately protect these resources.

If you have any questions concerning these comments, you may contact Greg Golden of my staff at (410) 974-2788.

Sincerely,

Ray C. Dintaman, Jr.

Ray C. Dintaman, Jr., Chief
Project Review Program

RCD:GJG

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United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

PROJECT DEVELOPMENT
FEB ... 53 '91

[redacted]

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ER-90/1023

FEB 21 1991

Mr. A. Porter Barrows
Division Administrator
Federal Highway Administration
711 West 40th Street
Suite 220
Baltimore, Maryland 21211

Dear Mr. Barrows:

This responds to a request for the Department of the Interior's comments on the draft environmental assessment/Section 4(f) evaluation for SR-237 (from SR-235 to SR-246), St. Mary's County, Maryland.

SECTION 4(f) EVALUATION COMMENTS

We concur that there is no feasible and prudent alternative to the proposed use of some park and recreation land by the proposed build alternatives 2A or 2B. Although we concur that the proposed mitigation, which includes replacement property and landscape screening, is appropriate, we recommend continued coordination and consultation with the Maryland Department of Natural Resources and the Maryland State Historic Preservation Officer. 1

ENVIRONMENTAL ASSESSMENT COMMENTS

Fish and Wildlife Resources

The major environmental impact that will occur from this proposed project involves the destruction of forested wetlands within the Jarboesville Run watershed. Since these wetlands provide high value habitat for a variety of wildlife species, the U.S. Fish and Wildlife Service (FWS) recommends that the selected alternative be one that minimizes impacts. The least damaging alternative would include the bridging of Jarboesville Run along the Alternative 2B alignment with a 100-foot span structure, 26 feet above the water. This bridge span will minimize the filling of wetlands while maintaining a travel corridor for wildlife. 2

The FWS also recommends that all unavoidable forested wetland losses in Jarboesville Run be replaced on a 2:1 basis and all the other wetland losses replaced on a 1:1 basis. The 2:1 replacement ratio for the forested wetlands will help compensate for the time lag of 40 to 50 years that is needed for planted seedlings to reach maturity. This ratio also helps compensate for the risks associated with the creation of forested wetlands. Since the techniques for creating forested wetlands are experimental, success is far from assured. 3

Mineral Resources

Mineral resources in the area consist of flat-lying sediments containing clay and sand and gravel (p. I-6). Construction would have only a minor and local impact on them (p. IV-6), and we agree that mineral resources would not be significantly affected.

FISH AND WILDLIFE COORDINATION ACT COMMENTS

The U.S. Fish and Wildlife Service's probable position on any Section 404 permits for this project would be no objection, provided a 26-foot high, 100-foot long bridge along the 2B alignment is selected for Jarboesville Run, and provided that an acceptable mitigation plan which identifies a viable mitigation site is submitted with the 404 permit application. 4

SUMMARY COMMENTS

The Department of the Interior offers no objection to Section 4(f) approval of build alternatives 2A or 2B, provided the measures mentioned above are included and documented in the final statement. 5

As this Department has a continuing interest in this project, we are willing to cooperate and coordinate with you on a technical assistance basis in further project evaluation and assessment. For matters pertaining to recreational and cultural resources, please contact the Regional Director, National Park Service, Mid-Atlantic Region, 143 South Third Street, Philadelphia, Pennsylvania 19106 (telephone: FTS 597-7013, commercial 215/597-7013). For matters pertaining to fish and wildlife resources, please contact the Field Supervisor, U.S. Fish and Wildlife Service, 1825 Virginia Street, Annapolis, MD 21401 (telephone: 301/269-5448).

We appreciate the opportunity to provide these comments.

Sincerely,

Jonathan P. Deason
Director
Office of Environmental Affairs

cc:
Mr. Louis H. Ege, Jr.
Deputy Director
Office of Planning and Preliminary Engineering
State Highway Administration
707 North Calvert Street, Room 506
Baltimore, Maryland 21202

'ta Liaison Officer
epartment of Natural Resources
2012 Industrial Drive
Annapolis, Maryland 21401

State Historic Preservation Officer
Executive Director, Historical and Cultural Programs
Department of Housing and Community Development
45 Calvert Street
Annapolis, Maryland 24011

Response To D.O.I. Letter of 2/21/91

1) Coordination with the Department of Natural Resources and the Maryland State Historic Preservation Officer will continue throughout the final design phase.

2) It was agreeded to at the December 16, 1992 Interagency Meeting that the decision concerning structure type at Jarboesville Run would be determined during the final design phase. Alternate 6, the selected alternate, will impact .74 acre fewer wetlands than Alternate 2A and 1.24 acres fewer wetlands than Alternate 2B if a box culvert is constructed at this location. The vertical profile proposed with Alternate 6 would result in a 75 foot long bridge approximately 7 feet above Jarboesville Run. If the grade were raised slightly, it could provide a travel corridor for wildlife.

3. The SHA will to replace impacted wetland in accordance with the Nontidal Wetlands Protection Act and may consist of replacement in kind and in preapproved replacement ratios or a combination of replacement and enhancement.

4. A 100 foot bridge length would require lowering the profile to cut into the existing ground and create additional impacts. The impacts would include an additional relocation of a residence/business south of the park, a higher retaining wall at the HUD Property and slightly more park property would be required, therefore the 100 foot bridge option was not evaluated further. All decisions regarding the structure type and size will be made during the final design phase in consultation with the Department of Natural Resources and the U.S. Army Corps of Engineers. A wetland replacement

reconnaissance resulted in the identification of the Albaugh property and Aud property as potential wetland mitigation sites. A concept mitigation plan is included in Section III of this document. Approval from the U.S. Army Corps of Engineers and U.S Fish and Wildlife Service is under way.

5. The Selected Alternate 6 alignment, closely follows the alignment of Alternative 2A and 2B which you indicated a preference for, however; the reduced typical section proposed with Selected Alternative 6 impacts .74 fewer wetland acres than Alternative 2A and 1.24 fewer wetland acres than Alternative 2B. At the December 16, 1993 Interagency meeting the U.S Army Corps. of Engineers and the U.S. Fish and Wildlife Service agreeded that the decision concerning structure type at Jarboesville Run would be determined during the final design phase.

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

JUN 22 1992

Mr. Louis H. Ege, Jr.
Deputy Director
Project Planning Division, Room 506
Maryland State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Mr. Ege:

This is to document the key points raised in a discussion between Larry Budney of my staff and Bruce Grey on May 11, 1992, concerning the June 1991 Air Quality Technical Report on the Maryland Route 237 project. The most significant point is that appropriate mobile (CO) source and air dispersion models must be used for any analysis of mobile source carbon monoxide air quality impacts.

Given the timing of the Route 237 air quality study, the MOBILE4 mobile source emission factor model should have been used in lieu of MOBILE3, given that MOBILE4 was available at the time of the study and the fact that it yields more accurate emission estimates. Since MOBILE4 became available, further improvements to the model have been made, and any current or future emission factor modeling should utilize the appropriate updated model. For information on the appropriate version of the model to use, feel free to call Larry Budney at (215) 597-0545. 1

The CALINE3 air dispersion model is acceptable for estimating ambient CO concentrations due to line sources such as highway segments, but it will underestimate concentrations in the vicinity of traffic congestion locations. Generally, the highest CO concentrations occur close to traffic congestion locations where significant traffic slowdowns or queuing occur. Such locations should be specifically addressed with an appropriate model; for example, the CAL3QHC model would be acceptable for such applications. 2

Given the significant traffic on nearby roads and the fact that the area in question is already somewhat developed, this office recommends that higher CO background concentrations be assumed; i.e., a 3 ppm (instead of 2 ppm) one-hour value and a 2 ppm (instead of 1 ppm) eight-hour value. It is our understanding that no ambient CO monitoring data are available for estimating background concentrations. 1

In summary, due to the factors discussed above, the June 1991 Air Quality Technical report probably underestimates ambient CO concentrations that will result from the project in question. Therefore, the report's conclusion that no CO NAAQS violations are predicted to occur is subject to question. Feel free to contact Larry Budney, or me at (215) 597-0545, if you would like to discuss any aspects of our comments on the report.

Sincerely,

David L. Arnold, Chief
Program Planning Section

1. St. Mary's County lies in an attainment area for air Quality and the study area is rural. If SHA were to use mobile 5A, the current mobile source emission factor model and use higher CO background concentrations, the results would not be measurably different from those calculated using the Mobile 3 program. The Mobile 3 program was the appropriate model at the time the studies were initiated.

2. The only signalized intersection occur at MD 246/MD237 and MD237/MD235. The MD246/MD237 intersection will operate at level of service (LOS) D in the year 2015 with the Selected Alterate. While the MD235/MD237 intersection is proposed to operate at LOS F in the design year with the Selected Alternate, a project planning study is underway to consider improvements to MD235 which will include this intersection as well as an air quality analysis.

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
841 Chestnut Building
Philadelphia, Pennsylvania 19107-4431

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering
Maryland State Highway Administration
707 North Calvert St.
Baltimore, Md. 21203-0717

APR 1 3 1993

Re: Purpose and Need for MD 237 from MD 235 to MD 246

Dear Mr. Ege:

Pursuant to EPA's combined responsibility under NEPA, Section 30 of the CAA and Section 404 of the CWA we provide the following comment on the purpose and need for the referenced project.

Maryland Rt 237, located in St. Mary's County, is a two lane roadway proposed for widening to a four lane divided highway. According to information supplied by SHA, existing traffic levels, substandard road geometrics, multiple roadway entrances and fixed objects located close to the roadway form the basis of need for this roadway improvement project. The above combination result in LOS D and a higher than average accident rate for the roadway.

Future traffic projections indicate further deterioration of roadway conditions. Projected traffic by the year 2015 at 20,000 to 24,000 ADT is over two times the current ADT of 9,400 to 9,920. This would result in a LOS of E under the no build. The build alternative is projected to have LOS of B/C by the year 2015 indicating increasing traffic volumes and some speed restrictions.

Considering the high levels of ADT and less than ideal LOS for the build alternative in the year 2015, and given that a significant portion of the traffic will be generated by the Patuxent Naval Air Test Center (PNATC) expansion, EPA recommends that alternative methods of traffic flow management be considered in addition to the roadway improvements. For example staggered work hours or van pool use for PNATC should be encouraged so that the newly upgraded MD 237 has maximum opportunity to perform as desired.

Based on the data provided EPA concurs with the purpose and need for this project. EPA requests however, that if for some unforseen reason the proposed expansion of PNATC does not occur, that SHA will reevaluate the need for this project.

Thank you for the opportunity to comment on MD 237's purpose and need. If you have any questions regarding our comments please do not hesitate to call me or Peter Stokely of my staff.

Sincerely,

William Hoffman, Chief
Wetlands Protection Section

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United States Department of the Interior

FISH AND WILDLIFE SERVICE

Chesapeake Bay Field Office
1825 Virginia Street
Annapolis, Maryland 21401
March 5, 1993

Mr. Hal Kassoff
Administrator
State Highway Administration
707 N. Calvert Street
Baltimore, MD 21203-0717

Attn: Joseph R. Kresslein
Project Planning Division

Re: Mitigation of impacts from Contract No. SM 757-101-571: MD 237 from MD 235 to MD 246 by wetland enhancement and creation, St. Mary's County, MD

Dear Mr. Kassoff:

This responds to your January 25, 1993 request for information on the presence of species which are Federally listed or proposed for listing as endangered or threatened within the area of the wetland creation site in St. Mary's County, Maryland. We have reviewed the information you enclosed and are providing comments in accordance with Section 7 of the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.).

Except for occasional transient individuals, no Federally-listed or proposed endangered or threatened species are known to exist in the wetland creation area.

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

Thank you for your interest in endangered species. If you have any questions or need further assistance, please contact Andy Moser or Leslie Pitt at (410) 269-5448.

Sincerely,

for Edward C. Sundlaton
John P. Wolflin
Field Supervisor
Chesapeake Bay Field Office

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MARYLAND HISTORICAL TRUST

PROJECT DEVELOPMENT DIVISION
SEP 7 10 25 AM '90

William Donald Schaefer
Governor

Jacqueline H. Rogers
Secretary, DHCD

September 5, 1990

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

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

Dear Ms. Simpson:

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

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

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

3B to ensure that unmarked graves are not disturbed; however, prior to any construction of 2B Modified, further subsurface archeological testing should be performed to identify unmarked graves in this relatively undocumented section of the cemetery. We request to be informed of the choice of Alternate at your earliest convenience. 1

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

This office recommends that Phase II archeological research be conducted of 18ST608. The purpose of the investigations is to: a) identify the site's vertical and horizontal boundaries; b) interpret the site's cultural affiliations, functions, and significance; c) evaluate the site's integrity; d) conclusively determine the site's eligibility for the National Register; and e) define the need for further archeological work. The investigations should be undertaken by a qualified archeologist and performed in accordance with the "Guidelines for Archeological Investigations in Maryland." Based on the investigation's results, we will be able to determine whether or not the project will have an effect on National Register eligible archeological resources, and make appropriate recommendations. Implementation and review of the Phase II research should be closely coordinated with our office, and we will be happy to provide guidance on the recommended work. 2

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

1) For organizational purposes, the very thorough Historical Background should refer to the historic contexts listed in The Maryland Comprehensive Historic Preservation Plan.

2) Figure 12 requires Survey Area D in its caption and appropriate labeling of Alternate 3B.

3) Plate 2's caption should refer to site SM135.

4) The Results should describe the artifacts recovered from 18ST608 with respect to encountered soils; a representative soil profile from a shovel test pit would be helpful.

5) The report should include a new archeological site inventory form to document Ebenezer Church and Cemetery; this form will supplement the standing structures inventory form and will record the razed condition of the church.

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

Thank you for your continued cooperation and assistance.

Sincerely,

Elizabeth J. Cole

Elizabeth J. Cole
Administrator
Archeological Services
Office of Preservation Services

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

Response to Maryland Historical Trust Letter 9/5/90

1. Selected Alternate 6 which incorporates a reduced typical section will not impact the historic Ebenezer Cemetery and will not require the reinterment of any burials.

2. Phase II testing has been initiated on the east side of MD 237 at site (18ST608) with negative results. As a result of denied access to the parcel on the west side of MD 237, further phase II testing at site (19ST608) will be initiated after right-of-way is acquired.

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

REPLY TO
ATTENTION OF

JUL 27 1993

Operations Division

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

Mr. Bruce Grey
Maryland State Highway Administration
707 North Calvert Street
Baltimore, MD 21203-0717

Dear Mr. Grey:

I am replying to the submission of the preliminary FONSI for the subject project. We offer the following comments for inclusion in the document so that it will be acceptable for use as our decision document, in accordance with the process for merging NEPA and 404.

Pages I-3 and I-4 indicate that the structure over Jarboesville Run will be a 75-foot long bridge with 7-foot vertical underclearance. Conflicting with this is a statement on page III-31 indicating that a box culvert will be constructed. 1

Of the two proposals, we would prefer the bridge over a box culvert for the following reasons:

1. A bridge would let in more light, which would make the structure less of a barrier to the passage of terrestrial wildlife and aquatic species, and would allow benthic organisms to colonize the stream beneath the structure.

2. A bridge would maintain a natural substrate in the stream. Even though a box culvert could be depressed one foot below the stream invert for the purpose of allowing natural substrate material to be deposited, this deposition usually consists of very fine materials which are typically removed during subsequent storm events. A bridge would allow the naturally occuring, heavier substrate materials to remain in the stream bottom, providing a more stable substrate for the colonization of benthic organisms.

3. A bridge would not necessitate the installation of a riprap apron, as would a box culvert, nor would it necessitate any widening of the channel, as is sometimes done to taper a stream channel cross section to match the cross section of the box culvert. This widening of the channel immediately upstream of a box culvert is undesirable because it results in a slowing of velocity at the culvert which encourages sediment to be deposited at that location.

All of these advantages of a bridge can also be realized with a bottomless arch culvert. (Of course, the degree to which a bottomless arch culvert would accommodate passage of terrestrial wildlife would depend on the size of the opening). Therefore, our order of preference for consideration of structure type would be 1. bridge, 2. bottomless arch, 3. box culvert. While we realize the structure type will not be decided until final design, we are advising you that we would not be receptive to the selection of the box culvert due to the many advantages afforded by bottomless arches and bridges. We recently succeeded in having St. Mary's County DPW change their proposal for the Peggs Road crossing of Jarboesville Run (further upstream) from a box culvert to a bottomless arch. Because Jarboesville Run will be usable by anadromous fish once the USGS stream gauge obstruction is removed from the St. Mary's River, we are particularly concerned that this project incorporate a structure which will reap the benefits mentioned above. 2

In addition, to accommodate deer passage beneath the road, we would be receptive to consideration of slightly greater wetland impacts, if necessitated in order to raise the profile of MD 237 to provide more than the currently-proposed 7-foot underclearance. The increase in wetland impacts resulting from an increase in the profile should be minimized to the extent practicable using retaining walls. 3

Regardless of the structure type selected, the impacts to wetlands and the structure cost could be further minimized by reducing the proposed 20-foot median on MD 237 to a Jersey barrier at Jarboesville Run. 4

In conclusion, we recognize that the decision on structure type is subject to further evaluation during final design. The Corps permit will contain a condition requiring the analysis of costs and benefits of various structure types and road profiles, as discussed above.

If you have any questions, please contact Mr. Paul Wettlaufer of this office.

Sincerely,

Paul R. Wettlaufer

for Keith A. Harris
Acting Chief, Special Projects

CC: Bill Schultz
Sean Smith
Pete Stokely

Response to Corps letter of 7/27/93

1. The structure type (bridge, box culvert or bottomless arch) to be provided at Jarboesville Run will be decided during final design in coordination with the U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service and the Department of Natural Resources Non-tidal Wetlands Division.

2. See response to # 1. above.

3. Raising the profile of the Selected Alternate to provide more underclearance for deer passage with the possible use of retaining walls to minimize wetland impacts will be considered during final design.

4. We will consider reducing the proposed 20 foot median down to a jersey barrier at Jarboesville Run to minimize wetland impacts and lower construction cost.

(1203745 F SMA 160

Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

PROJECT DEVELOPMENT DIV.

FEB 3 8 32 AM '93

January 8, 1993

OK

RE: Contract No. SM 757-101-571
MD 237 from MD 235 to MD 246
St. Marys County, Maryland

Mr. J. Rodney Little
State Historic Preservation Officer
Maryland Historical Trust
100 Community Place
Crownsville MD 21032-2023

RECEIVED
JAN 21 1993
MARYLAND HISTORICAL TRUST
ARCHEOLOGICAL PROGRAMS

Dear Mr. Little:

The State Highway Administration recently completed a partial Phase II investigation of prehistoric site 18ST608. This site was initially identified by Louis Berger and Associates on the north bank of Jarboesville Run on both sides of Maryland Route 237 (see attached figure). John Milner and Associates initiated Phase II archeological testing on the eastern portion of this site but was unable to complete work west of the road due to landowner opposition. The right-of-way on the west truncates part of a yard associated with a still-occupied residence and a small section of wooded floodplain terrace. Dr. Charles Cheek reported negative results for tests within the right-of-way for Alternate 6 on the wooded east side of the road.

Seventeen shovel test pits, 50 cm in diameter, were excavated along six parallel staggered transects placed 8 m apart, in the area of Phase I transects C and J. All soil was screen through 1/4-in mesh, but only modern glass, ceramics, and plastic was noted. No prehistoric artifacts were recovered. The stratigraphy consisted of root mat overlying silty loam, which occurred above a silty clay loam subsoil.

Visual observations by Dr. Cheek on the western portion of the site suggested to him that the area in front of the residence may have been disturbed by the construction of the driveway, residence, and landscaping. He further suggested that intact prehistoric deposits may only occur in a buried soil horizon in wooded area between the yard and the 100-year flood-line of Jarboesville Run. Dr. Cheek also reported that additional disturbance had occurred to the west since the Phase I survey had been completed.

Ms. Carol Ebright of our office made a field visit to the property on November 18, 1992. It was noted that additional disturbance has, in fact, occurred west of the residence where a row of new houses has been constructed, and that a garage had been constructed to the side of the residence in question. Most of this new disturbance,

My telephone number is (410) 333-1177

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707 North Calvert St., Baltimore, Maryland 21203-0717

however, is outside of the right-of-way. Attached photographs show the western right-of-way area as it now appears. Based on the depth of Phase I artifact finds, we believe that additional Phase II work is still warranted on the wooded terrace and in the yard area of the residence. Remaining work will probably be restricted to 1 x 1 meter test units without any additional shovel test pits. Completion of the Phase II west of MD 237 must await purchase of the property by the state, which is not likely to occur in the near future.

In the meantime, we request your concurrence that no further work is warranted on the east side of MD 237. If you have questions please do not hesitate to contact Ms. Carol Ebright at (410) 321-2213.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by: Cynthia D. Simpson
Cynthia D. Simpson
Deputy Division Chief
Project Planning Division

LHE:CAE:ejs
Enclosure
cc: Mr. Howard Johnson w/attachments

Elliott J. Cole
State Historic Preservation Office

2/10/93

MARYLAND HISTORICAL TRUST

William Donald Schaefer
Governor

Jacqueline H. Rogers
Secretary, DHCD

December 28, 1988

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

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

Dear Ms. Simpson:

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

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

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

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

Sincerely,

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

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

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ST. MARY'S COUNTY GOVERNMENT
Department of Recreation and Parks
P. O. BOX 653 • GOVERNMENTAL CENTER • LEONARDTOWN, MARYLAND 20650-0653
(301) 475-4571

January 4, 1990

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

Dear Mr. Ege:

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

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

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

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

John V. Baggett

John V. Baggett
Director

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

Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

MEMORANDUM

TO: Bruce M. Grey
Assistant Divison Chief
Project Planning Division

FROM: Howard Johnson
Environmental Specialist III
Environmental Planning

DATE: March 25, 1993

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

On March 22, 1993, Mr. Bill Schultz of the U.S. Fish and Wildlife Service telephoned to give his verbal concurrence on the Purpose and Need for the MD 237 dualization project. Mr. Schultz further indicated that he would not sign the concurrence letter provided by the State Highway Administration.

HJ:sjc

cc: Mr. Louis H. Ege Jr.
Ms. Cynthia D. Simpson

Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

March 3, 1993

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

Mr. Keith Harris
Attn: Mr. Paul Wetlaufer
U.S. Army Corps of Engineers
P.O. Box 1715
Baltimore MD 21201

Dear Mr. Harris:

The MD 237 project was initiated prior to development of the combined NEPA/404 regulatory process. In an effort to avoid revisiting the adequacy of the purpose and need in the future, the Maryland State Highway Administration seeks your concurrence on the signature line below indicating your agreement with the adequacy of the Purpose and Need for the proposed MD 237 dualization as presented at the Interagency meeting held on December 16, 1992 and documented in the attachment provided. If you agree with this determination, please provide your signature on the concurrence line below by April 17, 1993.

Should you require additional information please don't hesitate to contact Howard Johnson of my staff at (410-333-1179).

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by: _____
Bruce M. Grey
Assistant Division Chief
Project Planning Division

LHE:BMG:jdj
Attachment

cc: Ms. Jareene Barkdoll
Mr. Lee Carrigan
Mr. Louis H. Ege, Jr.
MR. Rodney Little
Mr. C. Robert Olsen
Ms. Cynthia D. Simpson

My telephone number is (410) 333-1186

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707 North Calvert St., Baltimore, Maryland 21203-0717

Concurrence:

Mr. Keith Harris
U.S. Army Corps of Engineers

25 Mar 1993
Date

Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

March 9, 1993

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

Mr. A. Porter Barrows
Division Administrator
Federal Highway Administration
The Rotunda - Suite 220
711 West 40th Street
Baltimore MD 21211

ATTENTION: Mr. David Lawton

Dear Mr. Barrows:

The MD 237 project was initiated prior to development of the combined NEPA/404 regulatory process. In an effort to avoid revisiting the adequacy of the Purpose and Need Statement in the future, the Maryland State Highway Administration is requesting your concurrence for the proposed MD 237 dualization. This was presented at the Interagency meeting held on December 16, 1992 and is documented in the attachment provided. If you agree with this determination, please sign on the concurrence line below and return by April 20, 1993.

Should you require additional information, please contact Howard Johnson, of the Project Planning Division, at (410) 333-1179.

Very truly yours,

Hal Kassoff
Administrator

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

CONCURRENCE:

Per David F. Lawton
A. Porter Barrows
Division Administrator
Federal Highway Administration

3-23-93
Date

My telephone number is (410) 333-1110

MARYLAND *Office of Planning*

William Donald Schaefer
Governor

Ronald M. Kreitner
Director

April 12, 1993

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

Re: MD 237 from MD 235 to MD 246
Purpose and Need

Dear Mr. Ege:

Staff at the Maryland Office of Planning has reviewed the Purpose and Need statement for the Proposed MD 237 dualization. Our comments focus on the consistency of the project with the Economic Growth, Resource Protection and Planning Act of 1992.

According to the 1988 St. Mary's County Comprehensive Plan, MD 237 is situated within the Lexington Park development district. This area is cited as suitable for growth, having in place or planned, public sewer and water facilities. Planned as a center of population and commerce for the County, the Lexington Park development district is an appropriate place for the increased capacity resulting from the proposed widening. The lane additions proposed will accommodate the anticipated traffic resulting from the expansion of the Patuxent Naval Air Test Center. The safety improvements expected as a result of the proposed upgrading appear to be substantial, and justified.

We therefore concur with the statement of Purpose and Need for the proposed widening and safety improvements on MD 237.

Sincerely,

James T. Noonan

JTN:CAW

cc: Vivian Marsh, OP, Southern MD.

STATE OF MARYLAND
DEPARTMENT OF THE ENVIRONMENT
2500 Broening Highway Baltimore, Maryland 21224
(301) 631-3245

1.5.0.1

William Donald Schaefer
Governor

Robert Perciasepe
Secretary

PROJECT
DEVELOPMENT
DIVISION
OCT 2 10 40 AM '91

July 6, 1990

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

RE: Contract No. SM 757-101N
MD 237 from MD 235 to
MD 246, St. Mary's County

Dear Ms. Simpson:

I have reviewed the air quality technical report prepared by Greiner Engineering Sciences, Inc. for the proposed alternates for MD Route 237 in St. Mary's County and concur with its conclusions.

The proposed alternates are in an area of the state that is classified as being in attainment of all National Ambient Air Quality Standards. Therefore, a determination of conformity with the State Implementation Plan is not required. Furthermore, conformance with the provisions of COMAR 26.11.06.03D will ensure that impacts from the construction phase of this project will be minimized.

Thank you for the opportunity to review this analysis.

Sincerely,

Mario E. Jorquera, P.E.
Program Administrator
Air Management Administration

MEJ/sf

Paul Wettlaufer of the Corps of Engineers requested that a cost estimate be prepared to compare a box culvert with a 100 foot bridge span and documented in the Environmental Assessment.

A copy of the field review minutes is provided for your review.

Should you require additional information please contact Mr. Howard Johnson at 333-1179.

by: Cynthia D. Simpson
Cynthia D. Simpson
Assistant Division Chief
Project Planning Division

CDS:HJ:fc
Attachments
cc: Mr. Paul Wettlaufer (w/attachments)
Mr. Bill Schultz (w/attachments)
Mr. Lee Carigan (w/attachments)
Mr. Harvey Muller (w/attachments)

McCormick, Taylor & Associates, Inc.
CONSULTING ENGINEERS AND PLANNERS
MELLON INDEPENDENCE CENTER, SUITE 6000 • 701 MARKET STREET • PHILADELPHIA, PENNSYLVANIA 19
215-592-4200

August 27, 1990

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

ATTENTION: Mr. Howard Johnson

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

Dear Mr. Johnson:

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

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

Very truly yours,

McCORMICK, TAYLOR & ASSOCIATES, INC.

Dennis K. Burgeson
Senior Scientist

DKB:mta:1781a

Enclosure: As Stated

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

July 24, 1990

Field Meeting Minutes

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

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

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

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

Wetland #1

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

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

Wetland #2

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

Wetland #3

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

Wetland #4

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

Wetland #5

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

Wetland #6

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

Wetland #7

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

Wetland #8

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

General Comments

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

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

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

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

Reported by:

Dennis K. Burgeson

DKB:mta:1788a

175

MARYLAND HISTORICAL TRUST

Office of Preservation Services

William Donald Schaefer
Governor

Jacqueline H. Rogers
Secretary, DHCD

July 29, 1993

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

Re: Contract No. SM 714-501-571; MD 237 Wetland Mitigation, Albaugh Property, St. Mary's County, Maryland

Dear Ms. Simpson:

This office has reviewed a draft copy of the following report: Phase I Archeological Survey of the Albaugh Property Wetland Mitigation Area for Maryland Route 237, St. Mary's County, Maryland. SHA's Highway Archeology Group prepared the document.

The report contains detailed discussions of the survey's goals, methods, and results. It is clearly written and well illustrated; and it addresses the Guidelines for Archeological Investigations in Maryland (McNamara 1981). In our opinion, the level of background research and field investigation was sufficient to identify the full range of archeological properties in the 16-acre area of potential effects.

The survey discovered one prehistoric archeological site with a smaller historic-period component: the Albaugh Site (18ST633). Surface collecting and shovel testing recovered 239 prehistoric stone artifacts distributed almost exclusively in plowzone soils. The one diagnostic prehistoric artifact that was recovered dated from the Terminal Archaic subperiod. Interpretation of the site indicates a short-term occupation, focusing perhaps on food processing. The 46 historic artifacts included domestic ceramics, clay pipestems, glass, brick, and metal objects. Temporally diagnostic objects were primarily from the late seventeenth and

early eighteenth centuries. The low density of these items points to the dumping of trash in an agricultural field.

We concur with SHA that plowing has compromised the integrity of the Albaugh Site, making it unlikely that important features or additional significant information remain. In our opinion, Site 18ST633 is not eligible for the National Register; and it warrants no further archeological investigation.

We also concur with SHA that the proposed undertaking will have no effect on historic standing structures eligible for the National Register.

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

1) The citations for Meltzer, Haynes, and Bryan (p. 8) require corresponding entries in the bibliography.

2) More caution is needed in assigning a Terminal Archaic date to the whole prehistoric component (p. 39), since just one temporally diagnostic specimen (incomplete) was found.

3) A completed NADB form should accompany the final report.

We look forward to receiving a copy of the revised report, when it is available. If you have any questions or require further information, please contact Dr. Gary Shaffer (for archeology) or Ms. Elizabeth Hannold (for structures) at (410) 514-7600.

Sincerely,

Elizabeth J. Cole

Elizabeth J. Cole
Administrator
Archeological Services

EJC/GDS/EAH
9301512
cc: Ms. Carol Ebright
Mrs. Samuel Bailey, Jr.
Mrs. Beth McCoy

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

REPLY TO
ATTENTION OF

Operations Division

AUG 17 1993

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

Mr. George Walton
Maryland State Highway Administration
707 North Calvert Street
Baltimore, MD 21203-0717

Dear Mr. Walton:

This is in reply to your June 14, 1993 request for concurrence in Selected Alternate 6 which consists of a four-lane divided, curbed roadway with a 20-foot raised median and seven-foot backing, designed to a 40-MPH design speed. The Corps concurs in the selection of this alternate with the following conditions:

a. That Phase II archeology and Section 106 coordination will be completed for Site ST 608. If the site should be determined eligible for the National Register of Historic Places, a data recovery plan will be developed in consultation with the SHPO, unless it is determined that the site should remain undisturbed, in which case consideration will be given to alternatives which avoid the site.

b. That at the P.I. phase, SHA will submit an analysis of alternative structure types for the crossing of Jarboesville Run which will compare the costs and environmental benefits for a box culvert, bottomless arch culvert, a low clearance bridge, and a high clearance bridge. Corps concurrence will be required in the structure type selected for detailed design.

c. That the final design will include a stormwater management plan, acceptable to MDE, which effectively treats the first one-half inch of runoff from impervious surfaces prior to release into waters or wetlands. Waters and wetlands shall not be impounded for stormwater control or mitigation enhancement.

Corps approval of the mitigation plan will be provided under separate cover, by our mitigation staff person. If you have any questions, please call Mr. Paul Wettlaufer at 962-1844.

Sincerely,

Paul R. Wettlaufer

for Keith A. Harris
Acting Chief, Special Projects
Permit Section

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Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

August 13, 1993

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

Mr. A. Porter Barrows
Division Administrator
Federal Highway Administration
The Rotunda - Suite 220
711 West 40th Street
Baltimore MD 21211

Attention: Mr. David Lawton

Dear Mr. Barrows:

In accordance with the combined NEPA/404 process, the Maryland State Highway Administration sought your concurrence on the selected alignment, Alternate 6, for MD 237 by means of your signature in a letter dated June 14, 1993. Inadvertently omitted from that discussion was the section regarding conceptual wetland mitigation for impacted wetlands. I have enclosed the Conceptual Wetland Mitigation discussion for your review and concurrence. Please provide your response to the attention of Mr. Jeffrey H. Smith by August 31, 1993.

Should you require additional information, please do not hesitate to contact me at (410) 333-3439.

We apologize for this oversight.

Very truly yours,

Hal Kassoff
Administrator

by: Neil J. Pedersen

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

My telephone number is 410-333-1110

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Attachments
cc: Ms. Jareene Barkdoll
Mr. Lee Carrigan
Mr. Keith Harris
Mr. Howard Johnson
Mr. Rodney Little
Mr. C. Robert Olsen
Ms. Cynthia D. Simpson

Concurrence:

for David L. Gunter
A. Porter Barrows
Federal Highway Administration

8-23-93
Date

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MARYLAND HISTORICAL TRUST

Office of Preservation Services

William Donald Schaefer
Governor

Jacqueline H. Rogers
Secretary, DHCD

July 14, 1993

Mr. Bruce M. Grey
Assistant Division Chief
Project Planning Division
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203-0717

Re: MD 237 from MD 235 to MD 246
Saint Mary's County, Maryland

Dear Mr. Grey:

Thank you for your letter, dated June 14, 1993, received by the Trust on June 16, 1993, requesting our comments on the Selected Alternate, Alternate 6, for the above referenced project.

Section 106 compliance has been completed for this project. On December 28, 1988 we wrote SHA, concurring that the project would have no effect on historic standing structures. On February 10, 1993 we concurred that no further archeological investigations would be required. In our opinion the proposed project will have no effect on historic properties, including standing structures and archeological sites. Therefore, we have no objection to the selection of Alternate 6 for the above referenced project.

Should you have any questions, please contact Ms. Elizabeth Hannold (for structures) or me (for archeology) at (410) 514-7600.

Sincerely,

Elizabeth J. Cole

Elizabeth Cole
Administrator
Archeological Services

EJC/EAH
9301295
cc: Mrs. Samuel M. Bailey, Jr.
Mrs. Beth McCoy

MARYLAND HISTORICAL TRUST

Office of Preservation Services

William Donald Schaefer
Governor

Jacqueline H. Rogers
Secretary, DHCD

September 3, 1993

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

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

Dear Ms. Simpson:

Thank you for your letter, dated 29 July 1993 and received by the Trust on 3 August 1993, requesting our comments on the conceptual wetland mitigation for the above-referenced project.

Based on the information presented in your letter, we understand that SHA is considering two potential wetland mitigation sites, the Albaugh property and Aud property. As noted in your letter, the Trust previously agreed that use of the Albaugh property would have no effect on historic properties. To date we have no record of correspondence on the Aud property. Your letter indicates that SHA will need to conduct Phase II testing of the Aud archeological site to determine its eligibility for the National Register of Historic Places. We look forward to receiving the results of that work for review. We trust that SHA will complete the Phase II work before finalizing the project plans, to allow for possible avoidance of significant archeological resources.

Regarding the larger MD 237 project, we look forward to receiving the results of the completed Phase II investigation of site 18ST608, once access to the site has been obtained.

If you have questions or require additional information, please call Ms. Elizabeth Hannold (for structures) or me (for archeology) at (410) 514-7628. Thank you for providing us this opportunity to comment.

Sincerely,

Elizabeth J. Cole
Administrator, Archeological Services

EJC/EAH/
9301816

cc: Ms. Carol Ebright
Mrs. Samuel M. Bailey, Jr.
Mrs. Beth McCoy

Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

June 14, 1993

Mr. A. Porter Barrows
Division Administrator
Federal Highway Administration
The Rotunda - Suite 220
711 W. 40th Street
Baltimore MD 21211

Attn: David Lawton

Dear Mr. Barrows:

In accordance with the combined NEPA/404 process, the Maryland State Highway Administration seeks your concurrence on the signature line below indicating your agreement with the Selected Alternative 6 alignment for the MD 237 project as presented and agreed upon at the December 16, 1992 Interagency Meeting and documented in the attached summary. Please provide your response by July 28, 1993.

Should you require additional information, please do not hesitate to contact Howard Johnson of my staff at (410) 333-1179.

Very truly yours,

Hal Kassoff
Administrator

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

Attachments
cc: Ms. Jareene Barkdoll
Mr. Lee Carrigan
Mr. Keith Harris
Mr. Rodney Little
Mr. C. Robert Olsen
Ms. Cynthia D. Simpson

Concurrence:

for David P. Lawton
Mr. A. Porter Barrows
Federal Highway Administration

7-12-93
Date

My telephone number is (410) 333-1110
Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21202-3717

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MARYLAND *Office of Planning*

William Donald Schaefer
Governor

Ronald M. Kreitner
Director

July 29, 1993

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

Attn: Mr. Jeffrey H. Smith

Dear Mr. Ege:

Staff at the Maryland Office of Planning has reviewed SHA's summary report on the MD 237 Project Selected Alternate 6. All of the Alternatives under consideration fall within the Lexington Park development district, and would support the growth that is anticipated as a result of the expanding Patuxent Naval Air Station.

We find that the information provided in the summary report together with the information distributed at the December 16, 1992 Interagency Review Meeting indicate that the selection of Alternate 6 is reasonable. It is clear that Alternate 6 minimizes residential impacts and is the lowest cost alternative that addresses the safety and capacity needs that have been identified.

Thank you for this opportunity to comment.

Sincerely,

James T. Noonan

JT/CW

cc: Vivian Marsh, OP

301 West Preston Street • Baltimore, Maryland 21201-2365
Comprehensive Planning: (301) 225-4562 Fax: 225-4480 TTY: 383-7555

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
841 Chestnut Building
Philadelphia, Pennsylvania 19107-4431

Mr. Bruce M. Grey
Assistant Division Chief
Project Planning Division
State Highway Administration
707 North Calvert St.
Baltimore, Maryland 21203-0717

JUL 23 1993

Re: MD 237

Dear Mr. Grey:

In accordance with the combined NEPA/404 process, EPA is responding to your request for concurrence on the Selected Alternate for the MD. 237 project located in St. Mary's County Maryland. This highway improvement project involves the proposed widening and straightening of MD. 237 to accommodate projected traffic demand and to correct current safety deficiencies. The purpose and need for the MD. 237 upgrade project was coordinated with the agencies in December of 1992 and EPA concurred on the purpose and need in April 1993.

EPA has reviewed the documentation provided by SHA with this concurrence request and from that provided at the December 1992 interagency review meeting. Based on the summary of impacts table provided in December 1992, EPA concludes that the Selected Alternate 6 has the least impact to the natural environment, including wetlands (0.86 acres) and floodplains (0.7 acre), and results in the fewest relocations (1 residence) of the studied alternates. In addition it is the least costly of the build alternates, impacts no historic sites and violates no air quality standards.

Based on this information, EPA gives conditional concurrence with the selected alternate 6. As per the NEPA/404 process, concurrence on the mitigation site(s) occurs simultaneously with concurrence with the selected alternate. The mitigation site and conceptual design information were not included in this request. EPA will be happy to provide final approval on the selected alternate when a mitigation site has been agreed upon. In addition EPA understands that the wetlands impacts may be further reduced during design and these efforts will be documented in the Avoidance, Minimization and Mitigation Report (AMMR).

As noted in our comment letter on the purpose and need, the traffic data indicates that the selected alternate will be functioning at less than optimum levels in the design year. This is due to the projected traffic demand which is partially based

on the expansion of the Patuxent Naval Base. In order to keep these highway improvements functioning efficiently for as long as possible EPA continues to urge that alternative traffic management concepts be instituted. For example staggered work hours and car pooling at the Naval Base may help to maintain optimum levels of service into the design year.

Thank you for this opportunity to comment on MD 237. EPA requests that for future selected alternate concurrence requests that SHA provide study area and alternates maps, the environmental impact data for each alternate and a summary of the purpose and need. In addition mitigation site location and conceptual plans should be included. This would greatly facilitate our review and provide an information bridge for projects with long development times.

Please contact Mr. Peter Stokely of my staff if you have any questions regarding this letter.

Sincerely,

John Forren, Acting Chief
Wetlands Protection Section

08/26/1993 15:23 FROM AMD-ESD REGION 3 TO 84103331045 P.02
AUG-26 93 THU 09:21 AM SHA PLANNING TEL NO:410-333-1045 #147 P02

SHA Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

July 29, 1993

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

Mr. Roy Denmark
U.S. Environmental Protection Agency
Regional III
NEPA Compliance Section
814 Chestnut Street
Philadelphia PA 19107

Dear Mr. Denmark:

In accordance with the combined NEPA/404 process, the Maryland State Highway Administration sought your concurrence on the selected alignment, Alternate 6, for MD 237 by means of your signature in a letter dated June 14, 1993. Inadvertently omitted from that discussion was the section regarding conceptual wetland mitigation for impacted wetlands. Please provide your response to attention of Mr. Jeffrey H. Smith by August 25, 1993.

Should you require additional information, please do not hesitate to contact me at (401) 333-3439.

We apologize for this oversight.

Very truly yours,

Louis N. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by: George W. Walton
George W. Walton
Assistant Division Chief
Project Planning Division

Mr. Roy Denmark
Page Two

LHE:GWW:sjc
Attachments
cc: Ms. Jareene Barkdoll
Mr. Lee Carrigan
Mr. Doug Simmons
Ms. Cynthia D. Simpson
Mr. Jeffrey Smith

Concurrence:

U.S. Environmental Protection Agency — Date 8/26/93

I concur with the mitigation sites presented by way of this letter. I recommend that SHA chose the Ard property if possible because of the benefits of preserving 20 acres of forested wetlands adjacent to a tidal River.

STATE OF MARYLAND
DEPARTMENT OF THE ENVIRONMENT
2500 Broening Highway Baltimore, Maryland 21224
(410) 631-3609

William Donald Schaefer
Governor

Robert Perciasepe
Secretary

September 9, 1993

Mr. Louis H. Ege, Jr., Deputy Director
Office of Planning and Preliminary Engineering
Maryland Department of Transportation
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203-0717
Attn: Mr. Bruce M. Grey

Re: Contract No. SM 757-101-571
Md 237 from Md 235 to Md 246
St. Mary's County, Maryland

Dear Mr. Grey:

The Administration has received and Reviewed the June 17, August 3 and September 3, 1993 transmittals for the above referenced project. The review, as requested, was for the purpose of commenting on the "Selected Alternate 6 Alignment" for MD 237, as shown on figures 3 and 4. The following comments are a result of that review:

The Administration concurs that, based upon the information submitted, "Selected Alternate 6 Alignment" addresses the Administration's concern to minimize impacts upon waters and wetlands of the State.

Based upon the information submitted, the Administration concurs with the 2:1 mitigation ratio for the anticipated palustrine forested wetland impact, proposed to be implemented at the Aud and Albaugh properties. Is the statement in the "Mitigation Report" regarding no mitigation sites available in the St. Mary's River watershed incorrect? Based upon the description provided, the Aud Property appears to be within the St. Mary's River watershed.

Please be advised that stormwater quality and quantity management must be provided for this project in accordance with the Maryland Department of the Environment Stormwater Management Guidelines for State and Federal Projects. Also, erosion and sediment control must be provided in accordance with MDE Erosion and Sediment Control Guidelines for State and Federal Projects.

The Administration appreciates the opportunity to provide comments on this "Alignment". If you have any questions regarding the above comments, please call.

Sincerely,

James K. Tracy

James K. Tracy, P.E.
Water Resources Engineer
Water Management Administration

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Maryland Department of Transportation
State Highway Administration

David L. Winstead
Secretary
Hal Kassoff
Administrator

March 14, 1995

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

Mr. Robert Zepp
U.S. Fish and Wildlife Service
Division of Ecological Services
1825 B Virginia Street
Annapolis MD 21401

ATTN: Mr. Bill Schultz

Dear Mr. Zepp:

In accordance with the combined NEPA/404 process, the Maryland State Highway Administration seeks your concurrence on the signature line below indicating your agreement with the proposed horizontal and vertical alignment shifts on MD 237 for selected alternate 6, the triple cell box culvert at Jarboesville Run and the revised riparian mitigation planting concept.

The description of the revised alignment shifts, structure size and riparian mitigation, summarized in the attached memorandum, is based on input from the U.S. Army Corps of Engineers, the Maryland Department of Natural Resources and the U.S. Fish and Wildlife Service at a meeting on February 21, 1995.

Please return your concurrence to the attention of Ms. Gay Olsen in the Project Planning Division by April 13, 1995. Should you have any questions please feel free to call Mr. Joseph Kresslein at (410) 333-1180.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by: Joseph Kresslein
Joseph Kresslein
Assistant Division chief
Project Planning Division

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Concurrence:

U.S. Fish and Wildlife Service

Date 3/15/95

LHE:HJ
Attachment
cc: Mr. Lee Carrigan
Ms. Chris Dutch
Mr. Louis H. Ege, Jr.
Ms. Susan Jacobs
Ms. Linda Kelbaugh
Ms. Gay Olsen
Ms. Cynthia Simpson

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

PROJECT DEVELOPMENT DIVISION

REPLY TO ATTENTION OF
Operations Division

MAR 21 9 48 AM '95

Subject: CENAB-OP-RX(MD SHA/MD 237, from MD 246 to MD 235; SM757-101-471)90-04053-1

Ms. Cynthia Simpson
Maryland State Highway Administration
707 North Calvert Street
Baltimore, MD 21203-0717

Dear Ms. Simpson:

This is in reply to Ms. Linda Kelbaugh's letter dated February 10, 1995 concerning proposed sites for mitigation planting, and Mr. Joseph Kressline's letter of March 14, 1995 requesting concurrence in the selected alternate.

The Corps concurs in the selected alternate for MD 237, which includes the following features:

a. A 3-cell box culvert, no longer than 90 feet (+/-), that will have one cell which duplicates the bank full flow width/depth ratio, and other cells that provide conveyance of out-of-bank flows and deer passage at a width that is at least twice as wide as the bank full width. Because the bank full width is 13 feet, the base flow culvert will be 13 feet wide. Each of the outer cells will also be 13 feet wide to provide out-of-bank conveyance at a width that is double the bank full width. The culvert will be buried one-foot below the normal stream invert.

b. Gravity blocks will be installed to direct the base flow to the center cell, and to ensure that the width-to-depth ratio of the bank full condition is duplicated.

c. Riprap will be installed on the invert of the stream at the approaches to all three culvert cells. The riprap on the approach to the low flow cell will be depressed one-foot below the normal invert of the stream. The riprap on the approach to the outer cells will be covered with earth so as not to preclude access by deer to the outer cells.

d. The outer cells will have an inside vertical clearance of 11 feet, and the center low-flow cell will have an inside vertical clearance of 12 feet.

e. The centerline of the road will be shifted eastward 10 feet, as compared to the original location, within the following limits: from 1200 feet north of Jarboesville Run to 500 feet south of Jarboesville Run. The vertical sag point will be located approximately 200 feet north of Jarboesville Run in order to reduce the impact of fill slopes on the adjacent residence.

Regarding the mitigation requirements, the Corps previously concurred that the wetlands could be replaced at the Albaugh site, provided some form of riparian enhancement is accomplished in conjunction with the wetland creation, since the Albaugh site does not replace all the riparian functions of the impacted wetlands. Ms. Kelbaugh's letter proposed planting at three specific sites in the Jarboesville Run watershed. None of these sites is considered acceptable to duplicate the lost riparian functions. We concur with extending the site search to the St. Mary's River watershed. We will require either 1200 linear feet of stream bank planting (with an approximately 25-foot band width) or reforestation of 1.4 acres of floodplain that has no vegetation currently.

If you have any questions, please call Mr. Paul Wettlaufer of this office at 962-1844.

Sincerely,

Paul R. Wettlaufer

for Keith A. Harris
Chief, Special Projects

CC: Linda Kelbaugh

194

William Donald Schaefer
Governor

Maryland Department of Natural Resources
Water Resources Administration
Tawes State Office Building
Annapolis, Maryland 21401

Torrey C. Brown, M.D.
Secretary
Robert D. Miller
Director

"A Commitment to Excellence in Managing Maryland's Water Resources"

November 15, 1993

Mr. Bruce M. Grey
Project Planning Division
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203-0717

RE: MD 237, Alternates Considered,
St. Mary's County

Dear Mr. Grey:

The Department of Natural Resources has reviewed the alternates for the above referenced project. The Environmental Assessment for the project was previously reviewed in 1991, resulting in our formal recommendation for Alternate 2A (letter of February 28, 1991 from DNR to SHA). Since the EA was completed, an additional alternate, Alternate 6, was added for consideration. Alternate 6 reduces wetland impacts by 0.77 acre, forestland impacts by 0.23 acre, and parkland impacts by 0.74 acre compared to Alternate 2A. In view of the reduction in natural resource impacts compared to the other alternates, we concur with the adoption of Alternate 6 by SHA.

Alternate 6 requires the construction of a crossing over Jarboesville Run, which drains to the St. Mary's River. We request that SHA evaluate various options including a bridge, bottomless arch, and a three-sided box culvert, to determine the optimum crossing of Jarboesville Run. In our previous letter we mentioned a preference for a bridge over Jarboesville Run because of the associated reductions in wetland and stream impacts. The evaluation in the EA documented a one acre reduction in wetland impact with a 100 foot bridge. In addition, a bridge would restore a wildlife corridor under the roadway, thereby connecting the St. Mary's River State Park with an open space area to the east of MD 237.

Telephone: (410) 974-2156
DNR TTY for the Deaf: 301-974-3683

Although we maintain our preference for a bridge, we recognize that other options exist for restoring wildlife passage under the roadway. The feasibility of "necking down" the median and increasing side slopes of the roadway should also be investigated to reduce the footprint of disturbance at the crossing.

We will continue our review of the project upon receipt of additional information regarding crossing structures over Jarboesville Run and design details associated with the impact minimization, including stormwater management structures.

Sincerely,

Elder A. Ghigiarelli, Jr.

Elder A. Ghigiarelli, Jr.
Chief, Coastal Zone Consistency Unit

EAGJr:cma

cc: Gary Setzer, WRA
Ray Dintaman, TID
Paul Wettlaufer, COE

Maryland Department of Transportation
State Highway Administration

Post-it™ brand fax transmittal memo 7671 | # of pages ▸ 2

To Howard Johnson	From Tim Brower
Co. SHA	Co. DNR
Dept.	Phone # 974-3581
Fax # 333-1045	Fax #

March 17, 1995

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

Mr. Timothy P. Brower
Regional Administrator
Maryland Department of Natural Resources
Program Open Space
Tawes State Office Building E-3
580 Taylor Avenue
Annapolis MD 21401

RECEIVED
MAR 22 1995
PROGRAM OPEN SPACE-DNR

Dear Mr. Brower:

Based on your March 8, 1995 telephone conversation with Howard Johnson, it was agreed that due to litigation surrounding parcels 408 and 175 located in the southwest quadrant of the MD 237 crossing of Jarboesville Run, the Maryland Department of Natural Resources would not take jurisdiction over these properties or consider them parkland. This area is shown on the attached tax map and alternates map.

The MD 237 dualization project would require a total of .96 acre from the two parcels. The State Highway Administration seeks your concurrence on the signature line below that the two parcels are not publicly owned public parkland and that no further documentation regarding impacts to these parcels is required.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Concurrence:

Maryland Department of Natural Resources Date 3/28/95

Attachments (2)
cc: Mr. Lee Carrigan
Mr. Howard Johnson (w/attach)
Ms. Linda Kelbaugh (w/attach)

Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

198

August 13, 1993

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

Mr. A. Porter Barrows
Division Administrator
Federal Highway Administration
The Rotunda - Suite 220
711 West 40th Street
Baltimore MD 21211

Attention: Mr. David Lawton

Dear Mr. Barrows:

In accordance with the combined NEPA/404 process, the Maryland State Highway Administration sought your concurrence on the selected alignment, Alternate 6, for MD 237 by means of your signature in a letter dated June 14, 1993. Inadvertently omitted from that discussion was the section regarding conceptual wetland mitigation for impacted wetlands. I have enclosed the Conceptual Wetland Mitigation discussion for your review and concurrence. Please provide your response to the attention of Mr. Jeffrey H. Smith by August 31, 1993.

Should you require additional information, please do not hesitate to contact me at (410) 333-3439.

We apologize for this oversight.

Very truly yours,

Hal Kassoff
Administrator

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

My telephone number is 410-333-1110

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Attachments
cc: Ms. Jareene Barkdoll
Mr. Lee Carrigan
Mr. Keith Harris
Mr. Howard Johnson
Mr. Rodney Little
Mr. C. Robert Olsen
Ms. Cynthia D. Simpson

Concurrence:

for David L. Gunter
A. Porter Barrows
Federal Highway Administration

8-23-93
Date

SECTION VII

APPENDICES

Revised: October 16, 1992
Relocation Assistance Division

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

All State Highway Administration projects must comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 USC 4601) as amended by Title IV of the Surface Transportation & Uniform Relocation Assistance Act of 1987 (P.L. 100-17), the Annotated Code of Maryland entitled "Real Property Article" Section 12-112 and Subtitle 2, Sections 12-201 to 12-212. The Maryland Department of Transportation, State Highway Administration, Office of Real Estate administers the Transportation Relocation Assistance Program in the State of Maryland.

The provisions of the Federal and State laws require the State Highway Administration to provide payments and services to persons displaced by a public project. The payments include replacement housing payments and moving costs. The maximum limits of the replacement housing payments are $22,500 for owner-occupants and $5,250 for tenant-occupants. Certain payments may also be made for increased mortgage interest costs and incidental expenses. In order to receive these payments, the displaced person must occupy decent, safe and sanitary replacement housing. In addition to these payments, there are also moving expense payments to persons, businesses, farms and non-profit organizations. Actual moving expenses for residences are reimbursed for a move of up to 50 miles or a schedule moving payment of up to $1,300 may be used.

The moving cost payments to businesses are broken down into several categories, which include actual moving expense payments, reestablishment expenses limited to $10,000 or fixed payments "in lieu of" actual moving expenses of $1,000 to $20,000. The owner of a displaced business is entitled to receive a payment for actual moving and related expenses in moving his/her business or personal property; actual direct losses of tangible personal property; and actual expenses for searching for a replacement site up to $1,000.

The actual reasonable moving expenses may be paid for a move by a commercial mover or for a self-move. Payments for the actual reasonable expenses are limited to a 50-mile radius unless the State determines a longer distance is necessary. The expenses claimed for actual cost moves must be supported by firm bids and receipted bills. An inventory of the items to be moved must be prepared in all cases. In self-moves, the State will negotiate an amount for payment, usually lower than the lowest acceptable bid. The allowable expenses of a self-move may include amounts paid for equipment hired, the cost of using the business vehicles or equipment, wages paid to persons who participate in the move, the cost of actual supervision of the move, replacement insurance for the personal property moved, costs of licenses or permits required and other related expenses.

In addition to the actual moving expenses mentioned above, the displaced business is entitled to receive a payment for the actual direct losses of tangible personal property that the business is entitled to relocate but elects not to move. These payments may only be made after an effort by the owner to sell the personal property involved. The costs of the sale are also reimbursable moving expenses.

If the business elects not to move or to discontinue the use of an item, the payment shall consist of the lesser of: the fair market value of the item for continued use at the displacement site, less the proceeds from its sale; or the estimated cost of moving the item.

If an item of personal property which is used as part of a business or farm operation is not moved and is promptly replaced with a substitute item that performs a comparable function at the replacement site, payment shall be of the lesser of: the cost of the substitute item, including installation costs at the replacement site, minus any proceeds from the sale or trade-in of the replaced item; or the estimated cost of moving and reinstalling the replaced item.

In addition to the moving payments described above, a business may be eligible for a payment up to $10,000 for the actual expenses of reestablishing at the replacement site. Generally, reestablishment expenses include repairs and improvements to the replacement site, increased operating costs up to $5,000, exterior signing up to $1,500, advertising the replacement location up to $1,500 and other fees paid to reestablish. Receipted bills and other evidence of these expenses are required for payment. The total maximum reestablishment payment eligibility is $10,000.

In lieu of all moving payments described above, a business may elect to receive a fixed payment equal to the average annual net earnings of the business. This payment shall not be less than $1,000 nor more than $20,000. In order to be entitled to this payment, the State must determine that the business cannot be relocated without a substantial loss of its existing patronage; the business is not part of a commercial enterprise having more than two other establishments in the same or similar business that are not being acquired; and the business contributes materially to the income of a displaced owner during the two taxable years prior to the year of the displacement. A business operated at the displacement site solely for the purpose of renting to others is not eligible. Considerations in the State's determination of loss of existing patronage are the type of business conducted by the displaced business and the nature of the clientele. The relative importance of the present and proposed locations to the displaced business and the availability of suitable replacement sites are also factors.

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

Displaced farms and non-profit organizations are also eligible for actual reasonable moving costs up to 50 miles, actual direct losses of tangible personal property, search costs up to $1,000 and reestablishment expenses up to $10,000 or a fixed payment "in lieu of actual moving expenses of $1,000 to $20,000. The State may determine that a displaced farm may be paid a minimum of $1,000 to a maximum of $20,000, based upon the net income of the farm, provided that the farm has been relocated or the partial acquisition caused a substantial change in the nature of the farm. In some cases, payments "in lieu of" actual moving costs may be made to farm operations that are affected by a partial acquisition. A non-profit organization is eligible to receive a fixed payment or "in lieu of" actual moving cost payment, in the amount of $1,000 to $20,000 based on gross annual revenues less administrative expenses.

A more detailed explanation of the benefits and payments available to displaced persons, businesses, farms and non-profit organizations is available in the "Relocation Assistance" brochure that will be distributed at the public hearing for this project and be given to displaced persons.

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

Federal & State laws require that the State Highway Administration shall not proceed with any phase of a project which will cause the relocation of any persons, or proceed with any construction project, until it has furnished satisfactory assurances that the above payments will be provided, and that all displaced persons will be satisfactorily relocated to comparable decent, safe and sanitary housing within their financial means, or that such housing is in place and has been made available to the displaced person.

David L. Winstead
Secretary
Hal Kassoff
Administrator

Maryland Department of Transportation
State Highway Administration

MEMORANDUM

TO: Mr. Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

ATTN: Mr. LeRoy Carrigan
Project Manager

FROM: Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

DATE: February 2, 1996

SUBJECT: Contract No. SM 757-101-571
MD 237 From MD 235 to Pegg Road
Environmental Considerations/Compliance Checklists

Attached are the completed Environmental Considerations and Compliance Checklists for the subject project. Key environmental points found in the MD 237 Finding of No Significant Impact are summarized in these forms. Location Approval was granted by the Federal Highway Administration October 23, 1995.

To ensure follow-through on project commitments, both sets of checklists should be attached to the formal transmittal conveying the project from this division to the Highway Design Division.

The Compliance Checklist identifies those environmental commitments which are a condition of Location Approval. Should any changes be made, an environmental reevaluation **must be** requested. Proposed changes should be submitted to the Chief, Environmental Planning-Documentation Section, Project Planning Division, for review.

The Considerations Checklist identifies all environmental concerns relevant to the project and highlights those environmental factors which may require additional study. The rationale for a decision to reject a consideration should be submitted to the Chief, Environmental Planning-Documentation Section, Project Planning Division.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

PROJECT PLANNING DIVISION
ENVIRONMENTAL COMPLIANCE* CHECKLIST

CONTRACT NO.: SM 757-101-571
PROJECT: MD 237
TERMINI: from MD 235 to Pegg Road

FEIS APPROVED: _____
FONSI APPROVED: 10/23/95
LOCATION APPROVAL: 10/23/95

ENVIRONMENTAL FACTOR	MITIGATION COMMITMENT	SOURCE OF COMMITMENT	WHEN SCHED.	DIVIS. TO CONTACT PHONE #	DATE IMPLEMENTED	COMMENTS**
RELOC.	SELECTED ALTERNATE 6 WILL REQUIRE 1 RESIDENTIAL RELOCATION AFFECTING 2 FAMILIES.	FONSI II-1, III-15	PHASE IV	RELOCATION ASSISTANCE 333-1670		SEE ADDITIONAL COMMENTS
HISTORIC SITES/ DISTRICTS		E.A. I-5 FONSI III-19		ENVIRON-MENTAL PLANNING 545-8550		NO HISTORIC STANDING STRUCTURES/DISTRICTS IN THE PROJECT AREA.
ARCHEO. SITES	PHASE II SURVEY REQUIRED AT ARCHEOLOGY SITE 18ST608.	E.A. I-5, IV-5 FONSI III-19	PHASE IV	ENVIRON-MENTAL PLANNING 545-8550		SEE ADDITONAL COMMENTS
PARKS	SELECTED ALTERNATE 6 REQUIRES REPLACEMENTMENT OF 3.93 ACRES FOR PARKLAND IMPACTS TO ST. MARY'S COUNTY REGIONAL PARK.	E.A. I-3, V-1 THRU V-5 FONSI III-19, IV-1 THRU IV-6	PHASE IV	ENVIRON-MENTAL PLANNING 545-8550		SEE ADDITIONAL COMMENTS
PLANNING	THE ROADWAY CENTERLINE WILL BE SHIFTED EASTWARD 10 FEET FROM 1,200 FEET NORTH TO 500 FEET SOUTH OF JARBOESVILLE RUN. THE VERTICAL SAG POINT WILL BE LOCATED APPROXIMATELY 200 FEET NORTH OF JARBOESVILLE RUN.	FONSI VI-102		PROJECT PLANNING DIVISION 545-8525		ALTERNATE 6 IS CONSISTENT WITH THE ST. MARY'S COUNTY COMPREHENSIVE PLAN ADOPTED IN 1982.
WILDLIFE AREA						
VEG.						

PROJECT PLANNING DIVISION
ENVIRONMENTAL COMPLIANCE* CHECKLIST

CONTRACT NO.: SM 757-101-571 FEIS APPROVED: _____
PROJECT: MD 237 FONSI APPROVED: 10/23/95
TERMINI: from MD 235 to Pegg Road LOCATION APPROVAL: 10/23/95

ENVIRON-MENTAL FACTOR	MITIGATION COMMITMENT	SOURCE OF COMMITMENT	WHEN SCHED.	DIVIS. TO CONTACT PHONE #	DATE IMPLE-MENTED	COMMENTS**
WATER	STRUCTURE	E.A. I-7, I-8 FONSI III-20	PHASE IV	BRIDGE DESIGN DIVISION 545-8060		SEE ADDITIONAL COMMENTS
	DNR PERMIT	E.A. IV-8 FONSI III-25	PHASE IV	ENVIRON-MENTAL PROGRAMS DIVISION 545-8610		A WATERWAY CONSTRUCTION PERMIT WILL BE REQUIRED FROM MARYLAND DEPARTMENT OF THE ENVIRONMENT
	404 PERMIT	FONSI III	PHASE IV	ENVIRON-MENTAL PROGRAMS DIVISION 545-8610		SEE COMMENTS UNDER WETLANDS HEADING.
	COAST GUARD PERMIT					
FLOOD-PLAIN			PHASE IV	BRIDGE DESIGN DIVISION 545-8060		SELECTED ALTERNATE 6 REQUIRES ENCROACHMENT (SEE ADDITIONAL COMMENTS)
WETLANDS	SELECTED ALTERNATE 6 IMPACTS APPROXIMATELY 0.71 ACRE OF NON-TIDAL WETLANDS.	E.A. IV-17 FONSI III-11	PHASE IV	ENVIRON-MENTAL PROGRAMS DIVISIONS 545-8610		SEE ADDITIONAL COMMENTS
COASTAL ZONE MANAGE-MENT						
CHESA-PEAKE BAY CRITICAL AREA						

PROJECT PLANNING DIVISION
ENVIRONMENTAL COMPLIANCE* CHECKLIST

CONTRACT NO.: SM 757-101-571 FEIS APPROVED: _____
PROJECT: MD 237 FONSI APPROVED: 10/23/95
TERMINI: from MD 235 to Pegg Road LOCATION APPROVAL: 10/23/95

ENVIRON-MENTAL FACTOR	MITIGATION COMMITMENT	SOURCE OF COMMITMENT	WHEN SCHED.	DIVIS. TO CONTACT PHONE #	DATE IMPLE-MENTED	COMMENTS**
SOILS						
NOISE			PHASE IV	OFFICE OF ENVIRON-MENTAL DESIGN 545-8581		NOISE ABATEMENT NOT REASONABLE OR FEASIBLE AT ANY OF THE NSA'S STUDIED
HAZ. MAT. SITES						

**ADDITIONAL COMMENTS

RELOCATION
ALL RELOCATIONS WILL BE IN ACCORDANCE WITH THE "UNIFORM RELOCATION ASSISTANCE AND LAND ACQUISITION POLICIES ACT OF 1970", AS AMENDED IN 1987: THE SHA ESTIMATES THAT ALL RELOCATIONS WILL BE ACCOMPLISHED WITHIN 12 TO 18 MONTHS.

ARCHEOLOGICAL SITES
A PORTION OF ARCHEOLOGICAL SITE 18ST608 LOCATED ON THE WEST SIDE OF MD 237 WILL BE SUBJECT TO PHASE II SITE EXAMINATION TO DETERMINE WHETHER IT IS ELIGIBLE FOR INCLUSION IN THE NATIONAL REGISTER OF HISTORIC PLACES ONCE THE RIGHT-OF-WAY HAS BEEN PURCHASED.

PARKS
APPROXIMATELY 3.93 ACRES WILL BE REQUIRED FROM ST. MARY'S COUNTY REGIONAL PARK. TWO PARKLAND REPLACEMENT AREAS CONTIGUOUS WITH THE EXISTING ST. MARY'S RIVER STATE PARK HAVE BEEN IDENTIFIED. COORDINATION WITH MARYLAND DEPARTMENT OF NATURAL RESOURCES (POS) IS ON- GOING TO FINALIZE PARKLAND REPLACEMENT.

WATER/STRUCTURE
JARBOESVILLE RUN WILL BE CROSSED BY SELECTED ALTERNATE 6. A COMMITMENT HAS BEEN MADE TO USE A TRIPLE CELL BOX CULVERT WITH CELLS MEASURING 12x13 AND 11x13, ALONG WITH GRAVITY BLOCKS AND DEPRESSED RIP RAP . COMMITMENTS REGARDING THE JARBOESVILLE RUN STREAM CROSSING ARE SPECIFIED ON PAGE III-10 IN THE MD 237 FONSI AND ON THE ATTACHED LETTER FROM THE ARMY CORPS OF ENGINEERS DATED MARCH 20, 1995.

FLOODPLAIN
UPON APPROXIMATELY ONE ACRE OF THE 100-YEAR FLOODPLAIN ASSOCIATED WITH JARBOESVILLE RUN. THE PROPOSED ENCROACHMENT WILL NOT SIGNIFICANTLY AFFECT UPSTREAM WATER SURFACE ELEVATIONS OR STORAGE CAPACITY AND THEREFORE, DOES NOT REQUIRE A FLOODPLAIN FINDING.

WETLANDS
THE AUD AND ALBAUGH WETLAND MITIGATION PROPERTIES HAVE BEEN IDENTIFIED AS WETLAND REPLACEMENT SITES. IN ADDITION TO WETLAND CREATION, 1,200 LINEAR FEET OF STREAM BANK VEGETATIVE PLANTING (WITH AN APPROXIMATELY 25-FOOT BAND WIDTH) OR REFORESTATION OF 1.4 ACRES OF FLOODPLAIN THAT HAS NO EXISTING VEGETATION, IS REQUIRED. EXACT LOCATIONS FOR THE PLANTING WILL BE IDENTIFIED DURING FINAL DESIGN.

* COMPLIANCE WITH A COMMITMENT IS A CONDITION OF PROJECT APPROVAL. CHANGES ARE NOT IN ORDER EXCEPT UNDER EXTRAORDINARY, UNFORESEEN CIRCUMSTANCES. IF CHANGES ARE CONTEMPLATED FOR ANY REASON, THE ASSISTANT DIVISION CHIEF OF ENVIRONMENTAL PLANNING MUST BE NOTIFIED IMMEDIATELY.

PROJECT PLANNING DIVISION
ENVIRONMENTAL CONSIDERATIONS*

CONTRACT NO.: SM 757-101-571
PROJECT: MD 237 FROM MD 235 TO PEGG RD.
MANAGER: CARRIGAN/JOHNSON
ALTERNATIVE(S): ALTERNATE 6
STATUS: FY CONSTRUCTON

DEIS/FEIS APPROVAL: _____
EA/FONSI APPROVED: 10/23/95
D4(f)F4(f) APPROVED: 10/23/95
LOCATION APPROVAL: 10/23/95
REEVALUATION DATE(S): _____

FACTOR	LOCATION	MITIGATIVE FEATURE/REFERENCE	COMMENTS/ COORDINATION **
RELOCATION 1 DWELLINGS 0 BUSINESSES 0 FARMS	FONSI II-1, III-15	RESIDENTS AFFECTED WILL BE RELOCATED. ALL RELOCATIONS WILL BE ACCOMPLISHED WITHIN 12 TO 18 MONTHS OF PROPERTY PURCHASED.	SEE COMPLIANCE CHECKLIST.
HISTORIC SITES/DISTRICTS 0 NATIONAL REGISTER 0 INVENTORY (I)	E.A. I-5 FONSI III-19		NO HISTORIC STANDING STRUCTURES IN PROJECT AREA.
ARCHEOLOGICAL SITES 1 IDENTIFIED _POSSIBLE	E.A. I-5, IV-5 FONSI III-19	PHASE II TESTING WILL BE REQUIRED AT 1 ARCHEOLOGICAL SITE, AFTER RIGHT-OF-WAY HAS BEEN PURCHASED.	SEE COMPLIANCE CHECKLIST.
PARKS 1 PUBLIC 0 PRIVATE	E.A. I-3, V-1 THRU V-5 FONSI III-19, IV-1 THRU IV-6	APPROXIMATELY 3.93 ACRES OF ST. MARY'S COUNTY REGIONAL PARK WILL BE REQUIRED BY SELECTED ALTERNATE 6.	SEE COMPLIANCE CHECKLIST.
PLANNING	E.A. I-5 FONSI III-9		THE PROPOSED IMPROVEMENTS ARE CONSISTENT WITH STATE AND LOCAL PLANS.
WILDLIFE	FONSI III-25	THERE ARE NO KNOWN POPULATIONS OF FEDERALLY LISTED THREATENED OR ENDANGERED SPECIES IN THE PROJECT AREA.	
VEGETATION			
WATER 1 CLASS X STRUCTURE X STREAM CROSSING X PERMITS (DNR, 404, COAST GUARD)	E.A. I-7, I-8 FONSI III-24, III-25	A TRIPLE CELL BOX CULVERT IS PROPOSED AT THE JARBOESVILLE RUN STREAM CROSSING.	SEE COMPLIANCE CHECKLIST

PROJECT PLANNING DIVISION
ENVIRONMENTAL CONSIDERATIONS*

CONTRACT NO.: SM 757-101-571
PROJECT: MD 237 FROM MD 235 TO PEGG RD.
MANAGER: CARRIGAN/JOHNSON
ALTERNATIVE(S): ALTERNATE 6
STATUS: FY CONSTRUCTON

DEIS/FEIS APPROVAL: _____
EA/FONSI APPROVED: 10/23/95
D4(f)F4(f) APPROVED: 10/23/95
LOCATION APPROVAL: 10/23/95
REEVALUATION DATE(S): _____

FACTOR	LOCATION	MITIGATIVE FEATURE/REFERENCE	COMMENTS/ COORDINATION **
FLOODPLAIN	E.A. I-8, IV-7 FONSI III-20, III-21		APPROXIMATELY ONE ACRE OF FLOODPLAIN ENCROACHMENT IS REQUIRED (SEE COMPLIANCE CHECKLIST)
WETLANDS PFO/A TYPE .71 ACREAGE	E.A. I-9 THRU I-11, IV-10 THRU IV-14 FONSI III-21 THRU III-24	WETLAND REPLACEMENT WILL OCCUR AT THE AUD AND ALBAUGH SITES. STREAMSIDE TRI JAR ASS ALS I thought we had it. Not yet	A CONDITIONAL PHASE I PERMIT HAS BEEN REQUESTED. COMPLIANCE CKLIST.
COASTAL ZONE MANAGEMENT (CZM)			
CHESAPEAKE BAY CRITICAL AREA			
SOILS	E.A. I-7, IV-6		NO IMPACT TO PRIME FARMLAND SOILS WILL OCCUR WITH THE PROPOSED IMPROVEMENTS.
AIR	E.A. I-11, IV-15 THRU IV-22 FONSI III-26 THRU III-28		NO VIOLATIONS OF STATE/NATIONAL AMBIENT AIR QUALITY STANDARDS WILL OCCUR WITH THIS PROJECT.
NOISE	E.A. I-12 TO I-13, IV-22 THRU IV-35 FONSI III-29 THRU III-39		NOISE MITIGATION IS NOT REASONABLE/FEASIBLE. SEE COMPLIANCE CHECKLIST
HAZ. MAT./ WASTE			

a10

PROJECT PLANNING DIVISION
ENVIRONMENTAL CONSIDERATIONS*

CONTRACT NO.: SM 757-101-571
PROJECT: MD 237 FROM MD 235 TO PEGG RD.
MANAGER: CARRIGAN/JOHNSON
ALTERNATIVE(S): ALTERNATE 6
STATUS: FY CONSTRUCTON

DEIS/FEIS APPROVAL: _____
EA/FONSI APPROVED: 10/23/95
D4(f)F4(f) APPROVED: 10/23/95
LOCATION APPROVAL: 10/23/95
REEVALUATION DATE(S): _____

FACTOR	LOCATION	MITIGATIVE FEATURE/REFERENCE	COMMENTS/ COORDINATION **
ADDITIONAL COMMENTS **			

* AN ENVIRONMENTAL CONSIDERATION MUST BE EXAMINED AND A DECISION MADE TO ACCEPT OR REJECT IT. RATIONALE FOR THE DECISION MUST BE PRESENTED TO THE ASSISTANT DIVISION CHIEF OF ENVIRONMENTAL PLANNING.