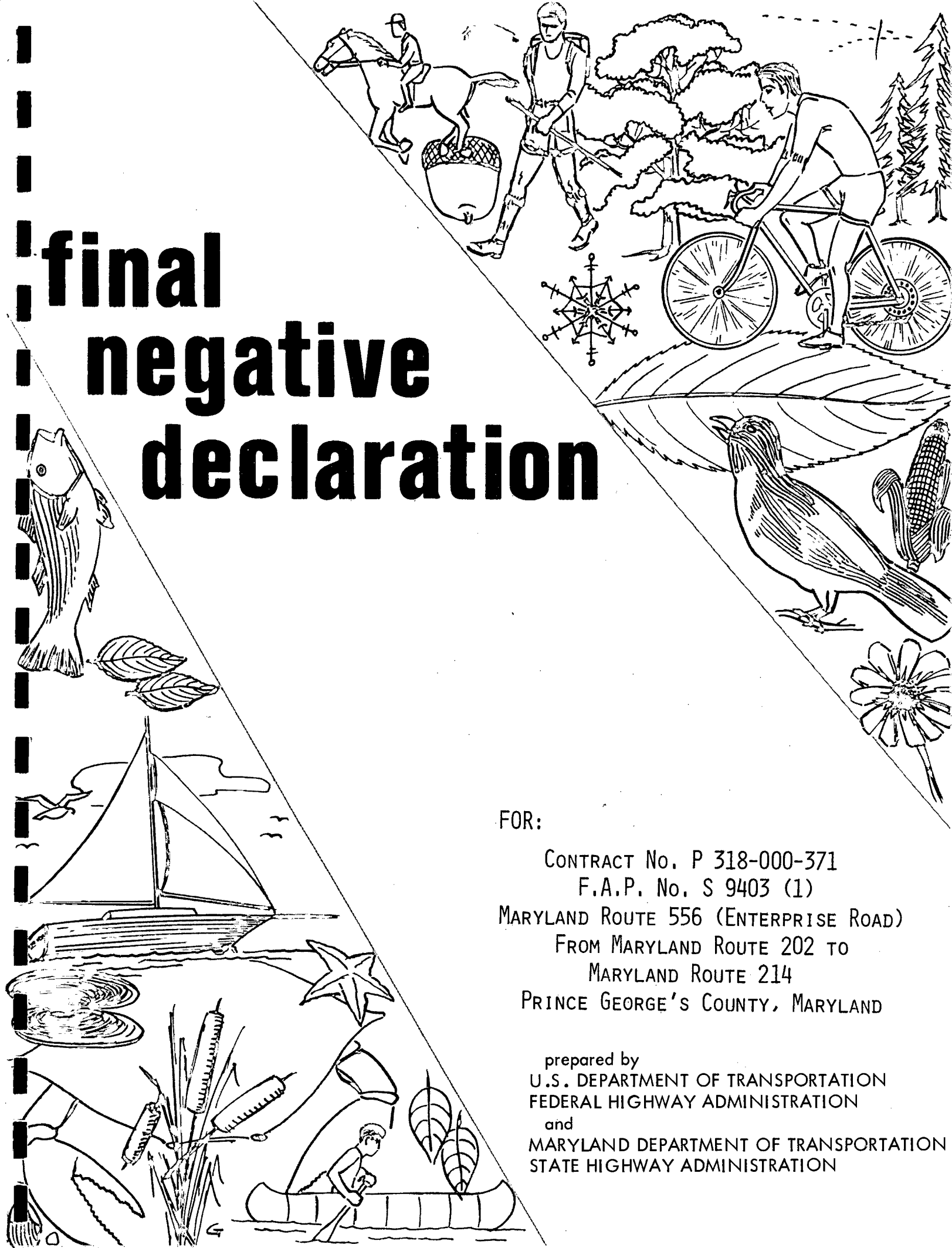
final negative declaration



FOR:

CONTRACT No. P 318-000-371
F.A.P. No. S 9403 (1)
MARYLAND ROUTE 556 (ENTERPRISE ROAD)
FROM MARYLAND ROUTE 202 TO
MARYLAND ROUTE 214
PRINCE GEORGE'S COUNTY, MARYLAND

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

REPORT NUMBER: FHWA-MD-NEG-78-07-F

FEDERAL HIGHWAY ADMINISTRATION

REGION III

Maryland Route 556
From Maryland Route 202 to
Maryland Route 214
Prince George's County, Maryland

ADMINISTRATIVE ACTION

Final Negative Declaration

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

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

M. S. Caltrider
State Highway Administrator

9/3/79
Date

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

9/4/79
Date

by: Emil Elinsky
Emil Elinsky
Division Administrator
Federal Highway Administration

SUMMARY

1. Federal Highway Administration
   Administrative Action Negative Declaration
   ( ) Draft (X) Final

2. Individuals who can be contacted for additional information:

   Mr. Eugene T. Camponeschi
   Maryland State Highway Administration
   300 West Preston Street
   Baltimore, Maryland 21201
   Phone: (301) 383-4327
   Office Hours: 8:15 A.M. to 4:15 P.M.

   Mr. Roy Gingrich
   Federal Highway Administration
   The Rotunda - Suite 220
   711 West 40th Street
   Baltimore, Maryland 21211
   Phone: (301) 962-4011
   Office Hours: 7:45 A.M. to 4:15 P.M.

3. Brief Description of the Proposed Action

   The proposed action, Alternate 2, consists of the improvement of 2.068 miles of Maryland Route 556 (Enterprise Road) between Maryland Route 202 (Largo Road) and Maryland Route 214 (Central Avenue).

Also included are intersections at Largo and Central Avenues.

4. Summary of Impacts

The major impact of the proposed improvements will be an improvement in traffic flow along Route 556 between Largo Road and Central Avenue, and this in turn, will permit developments contemplated in Master Plans for the adjacent areas to proceed in accordance with time tables in these plans. There will be no commercial or residential relocation. Neither air quality nor water quality will be adversely impacted. There will be no impact on any wetlands or flood plains. There are no rare or endangered species (flora or fauna) or unique habitats in this area. Noise will exceed Federal design noise levels in the design year at six noise sensitive sites, whether or not the road improvements are constructed. Emergency services will be improved as a result of improved accessibility. School bus operation will be safer and more efficient. The quality of the human environment will not be significantly impacted.

5. Major Alternates Considered

The four major Alternates considered included an alignment developed by the Maryland-National Capital Park and Planning Commission and two variations of it, one of which was developed as a minimum cost alternate, and the other to have a minimum impact to farm operations. The fourth was the no-build alternate. Alternate 2, the selected alternate, is described in detail on pages 1-4 and pages 30-33.

NEGATIVE DECLARATION
ENTERPRISE ROAD

TABLE OF CONTENTS

TABLE OF CONTENTS
(continued)

LIST OF FIGURES

LIST OF TABLES

NEGATIVE DECLARATION

ENTERPRISE ROAD

1. LOCATION AND DESCRIPTION OF THE PROJECT

The Master Plan of Highways for Prince George's County depicts Maryland Route 556, Enterprise Road, as a Major Highway that eventually will connect Maryland Route 202 with Montgomery County via Glenn Dale Road and University Boulevard. The Master Plan for the Largo-Lottsford area (Planning Area 73) states (page 30), "Enterprise Road - It is recommended that the State Highway Administration also study the possibility of rebuilding Enterprise Road as a parkway to at least the same landscaping standards that have been applied in its reconstruction through the Kettering Area. Enterprise Road should reflect the open, rural character that is recommended for the adjoining land."

The action proposed herein is the improvement of approximately 2.1 miles of Route 556 from Maryland Route 202 to Maryland Route 214, and it is the objective of this report to demonstrate that the proposed action will not result in a significant impact upon the quality of the human environment.

1.1 LOCATION, TYPE AND LENGTH

Route 556 (Enterprise Road) runs in a generally south-north direction from Route 202 (Largo Road) to Route 450 (Annapolis Road), a distance of approximately 7 miles (see figure 1-1). The section of road to be improved in this project lies between Route 202 and Route 214 (Central Avenue) as shown in Figure 1-2. Watkins Park Drive, to a point just south of Keverton Drive, and Enterprise Road, south from there, forms the boundary between the Largo-Lotts-

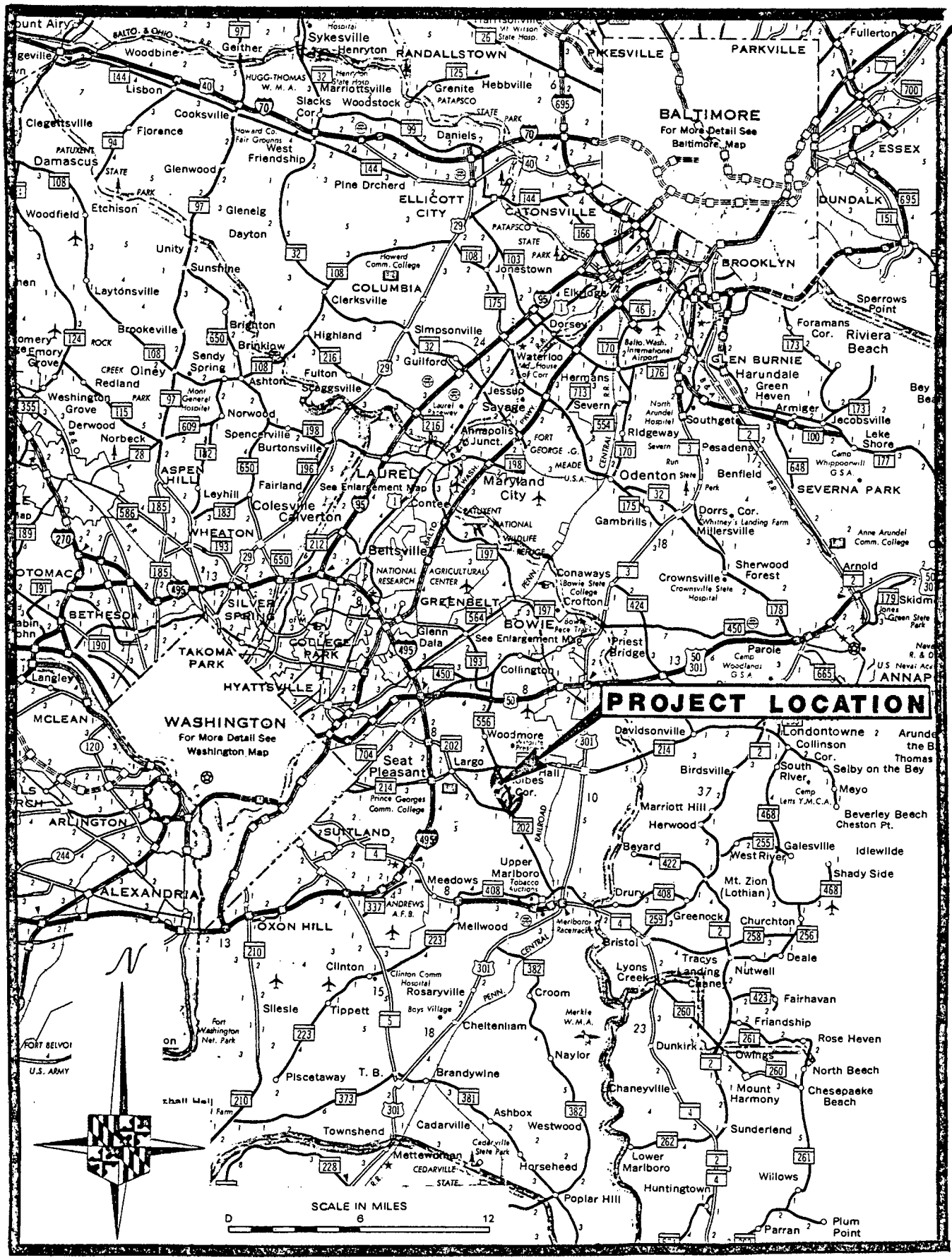


FIGURE 1-1

PROJECT LOCATION

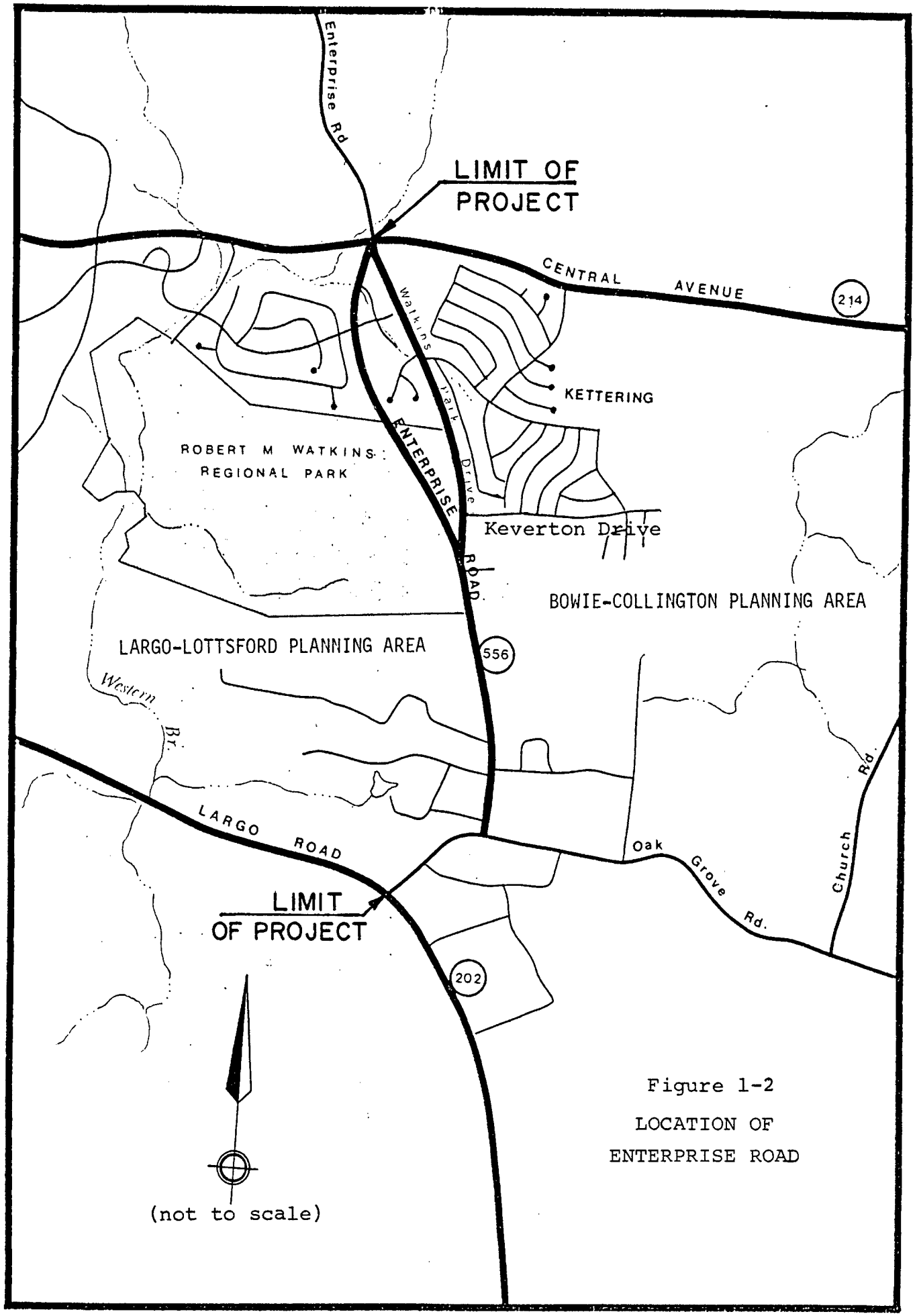


Figure 1-2

LOCATION OF

ENTERPRISE ROAD

ford Planning Area (P.A. 73), and the Bowie-Collington Planning Area (P.A. 71 and 74). From its southern terminus, Enterprise Road runs through rural farmland for a little over a mile. At this point it enters the Robert M. Watkins Regional Park from which it emerges about a half mile south of its intersection with Route 214. Running parallel to Enterprise Road along the eastern edge of the R. M. Watkins Park is Watkins Park Drive, a road constructed by the developer of the adjacent communities. Under the project proposed herein Route 556 would follow Watkins Park Drive in this section thereby bypassing the Park itself. A new entrance to the Park has been constructed.

1.2 DESCRIPTION OF THE ENVIRONMENT

1.2.1 Socio-Economic Profile

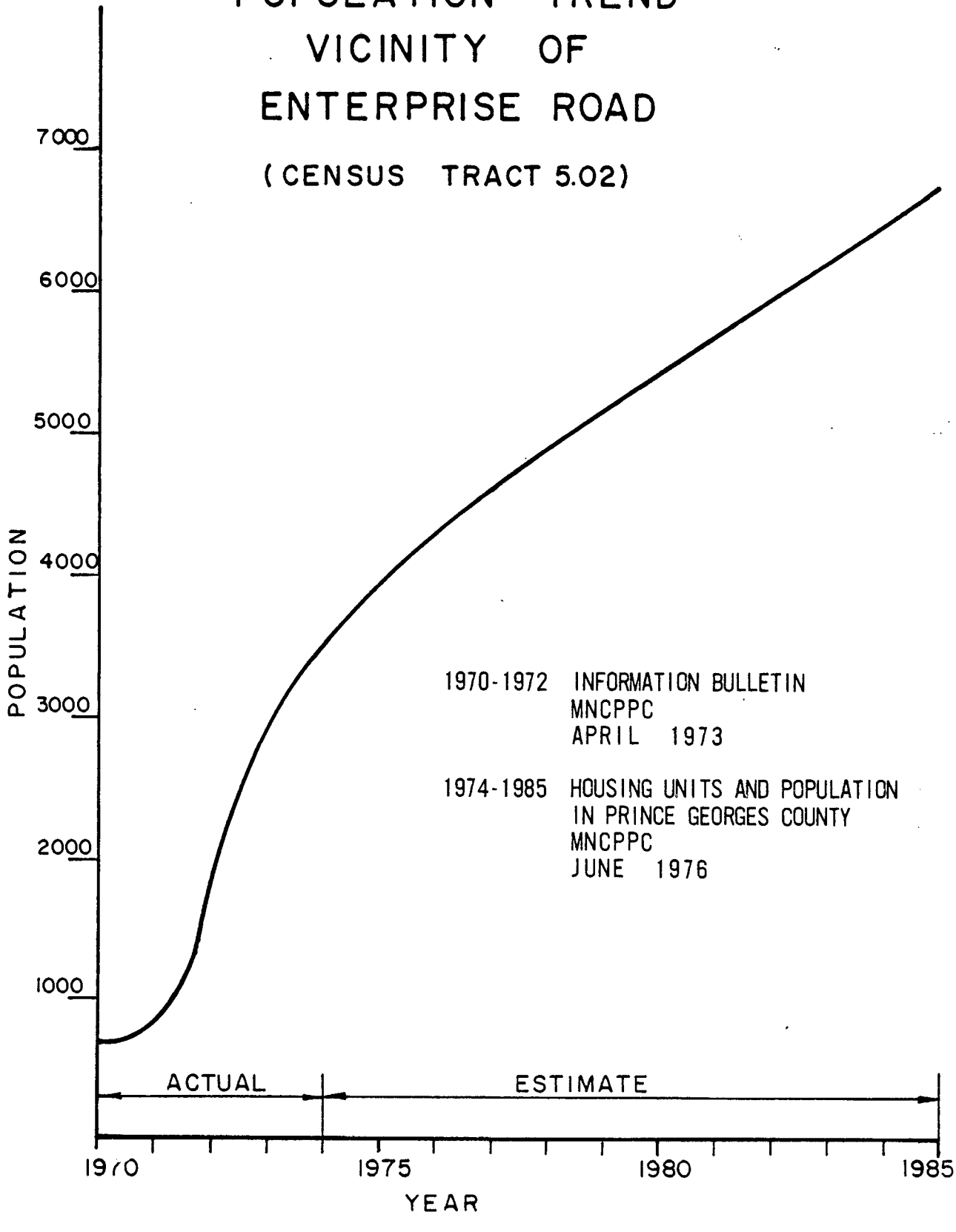
Population counts and trends in the vicinity of Enterprise Road are based on data for Census Tract 5.02 which encompasses an area far larger than the immediate Enterprise Road area. Prior to 1972 the few hundred people recorded in the census were evenly distributed throughout the census tract. During 1972 the first units of the Kettering tract were completed and the influx of new residents concentrated themselves near the intersection of Enterprise Road and Central Avenue. The trend thus started is expected to continue, as shown in Figure 1-3, but at a slower rate. Most developments are planned along Enterprise Road.

The neighborhood west of Enterprise Road and south of Central Avenue is known as Kettering. Consisting mostly of town houses and single family detached dwellings it houses most of the population increase that occurred between 1971 and 1973. On the east side of Enterprise Road is the

FIGURE 1-3

POPULATION TREND VICINITY OF ENTERPRISE ROAD

(CENSUS TRACT 5.02)



1970-1972 INFORMATION BULLETIN
MNCPPC
APRIL 1973

1974-1985 HOUSING UNITS AND POPULATION
IN PRINCE GEORGES COUNTY
MNCPPC
JUNE 1976

community known as East Kettering which currently is under development and which will house most of the population increase forecast for the period between 1977 and 1985.

South of the Watkins Regional Park the area consists mostly of prime farm land and includes the historic site, Chelsea. Development is planned for this area also, but a high water table creates environmental constraints which will require special development techniques. Development in this area is not anticipated until after 1985, however, because water and sewerage are not programmed for the area until after that date.

In 1969, according to the census taken the following year, the median annual income in the area was $10,000, and it was derived mostly from wages and salaries. The median value of a single family house was $31,500. By 1976, according to an area real estate dealer, the average selling price of a new, detached, single-family dwelling in Kettering was $55,000. This suggests an average annual income of between $20,000 and $30,000.

The Kettering Development east of Enterprise Road includes 40-45% black residents according to the Prince George's County Department of Program Planning and Economic Development. Improvement of Enterprise Road will accord these people the advantages and disadvantages, discussed in Section 4.1. as all other groups. No discriminatory effects are expected.

1.2.2 Community Services

Listed below are the fire, police and hospital services nearest to the existing and planned communities along Enterprise Road. Vehicles from each of these services would utilize Enterprise Road in responding to calls for assistance from these communities.

Table 1-1

Service	Community Services Location	Distance from Kettering (approx)
Fire	Station 46 - On Route 202, opposite Prince George's Community College	3 miles
	Station 43 - On Route 301, at Pointer Ridge Drive	5 miles
Police	Central Avenue in Seat Pleasant	6 miles
	Tulip Grove Drive in Bowie	8 miles
Hospital	Glen Dale Hospital - Glen Dale Road at Annapolis Road	6 miles
	Clinton Community Hospital - Piscataway Road at Branch Avenue	15 miles

In addition to fire, police and ambulance vehicles, school buses utilize Enterprise Road. According to the Transportation Department of the Prince George's County Board of Education approximately ten buses traverse the road both in the morning and afternoon, and about four of them make a mid-day run.

1.2.3 Land Use

In the approximately 1800 acres of the Enterprise Road area three major land uses have been identified. These are:

- Residential

  An extensive, recently developed residential community called Kettering, major sections of which are located on both sides of Enterprise Road just south of Central Avenue (Route 214);

- Park and Recreation

  R. M. Watkins Regional Park, which encompasses approximately 440 acres and borders the west side of Enterprise Road for approximately 3,100 feet; and

- Agriculture

  Rural farm land and a few scattered large-lot residences, which comprise the balance of the study area - along the west side of Enterprise Road below Watkins Regional Park, and along the east side of Enterprise Road below Kettering.

The location and extent of these areas are shown in Figure 1-4.

The area south of the Watkins Park and west of Enterprise Road presents special environmental constraints. As shown in Section 1.2.5 soils in this area are characterized by a high and fluctuating water table. For this reason the Comprehensive Design development technique is strongly recommended in the Master Plan. Developers using this technique are permitted to arrange housing to fit the landscape contingent upon their ability to demonstrate at a public hearing that the proposed layout will meet master plan objectives and other pertinent planning criteria.

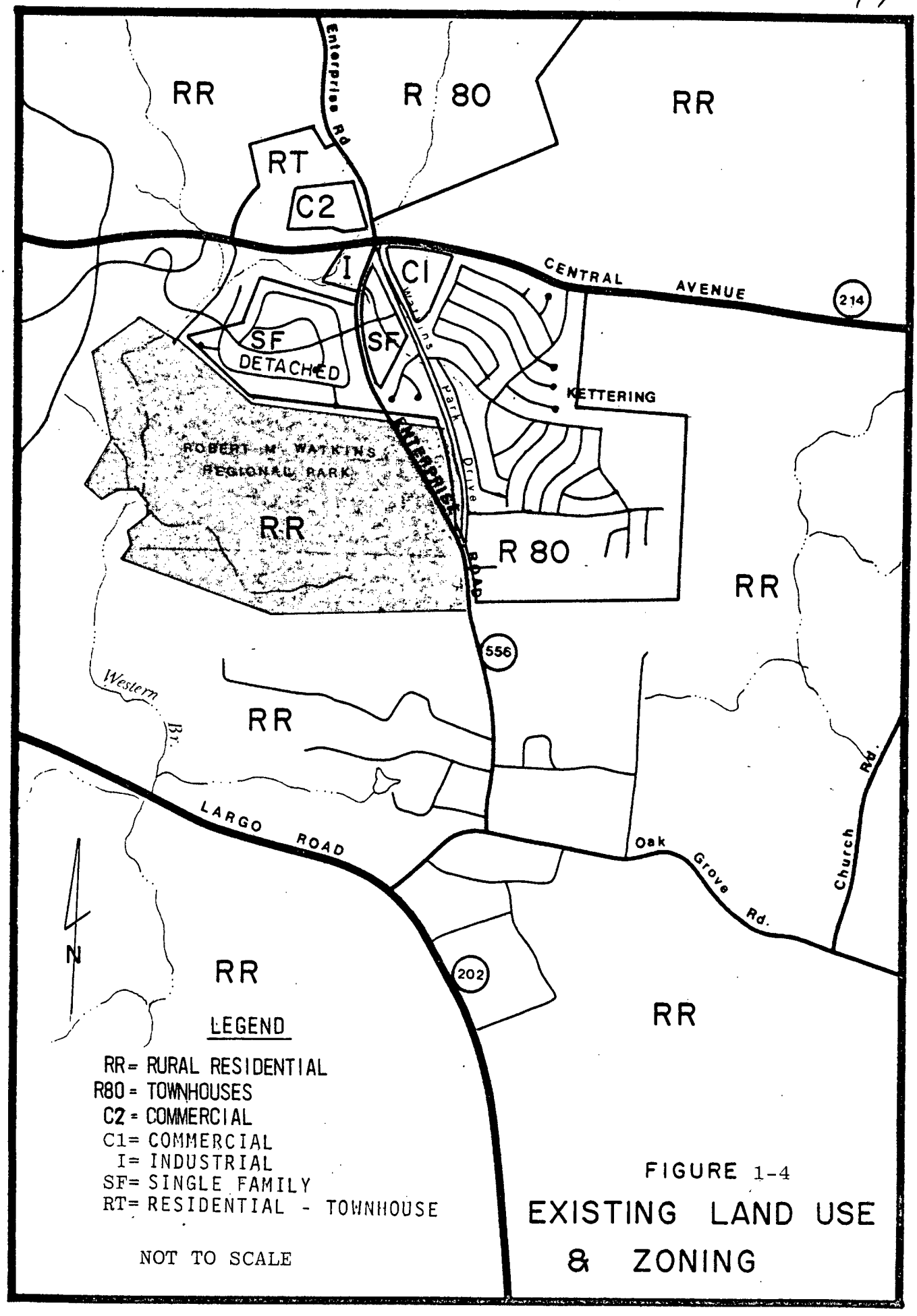


FIGURE 1-4

EXISTING LAND USE & ZONING

1.2.4 Biota and Natural Features

The forested area of the R. M. Watkins Regional Park, along with a small wooded tract which is a continuation of the same forest, and roadside vegetation through cultivated farm land, constitute the naturally occurring vegetative cover in the Study Area. Existing landscape materials are restricted to driveway plantings and newly established lawns, trees and shrubs in the Kettering subdivision in the north sector of the study area. The forest and roadside vegetation each have an associated animal community.

Most of the acreage in the R. M. Watkins Park supports deciduous hardwood species. Several species of oak dominate this forest. Hickory, tulip poplar, red maple and sweet gum are important associates. Many of these trees have diameters of twenty inches or more. The understory is not dense and is composed primarily of holly and dogwood, ironwood, hornbeam, spice bush, viburnums and saplings of the overstory species. Virginia pine also occurs in the Park and is interspersed with oaks and other hardwoods or is found in small groves.

A small woodlot west of the Park includes oak, cherry, sweet gum, river birch and tulip poplar that average about ten inches in diameter. A sweet gum of 40 inches diameter breast height (dbh) and a tulip poplar of 44 inches (dbh) are among the larger trees on this tract.

Because of the large number of mast producing trees and the availability of cover and nesting sites the number of animals is large. Squirrel nests are numerous. Many woodpeckers and other woodland birds utilize this habitat.

The vegetation which grows along the side of Enterprise Road and along fence lines and driveways in the study area varies in height, density and species composition. A dense hedgerow, approximately 2000 feet in length, extends along the west side of the existing road south of the R. M.

Watkins Regional Park. The larger oaks, locusts, sassafras and other species form a single line. Growing between these trees is a band less than three feet wide of shadbush, black cherry, staghorn sumac and several vines including japanese honeysuckle and poison ivy. Nearly all the species growing in this plant community have some value to birds and animals, either as a food resource or for cover, or both. Cardinals, sparrows, mockingbirds and many other birds feed in this hedgerow.

Between Oak Grove Road and the dense roadside vegetation south of the park, a row of red cedar trees approximately 1200 feet long grows within five feet of the road. Some of these trees are over 20 inches (dbh) and may be over 100 years old. Their thick foliage offers nesting sites for birds, and their fruits provide food. Other cedar trees appear in most fence rows and on vacant land in the study area.

A row of sycamore trees has been planted along the roadside between Oak Grove Road and Largo Road. They may serve as nesting sites and perches for a limited number of birds.

Of the vegetation which grows in the study area, that which is present in the R. M. Watkins Regional Park has the greatest value as a biological resource. The hedgerow immediately south of the Park has less value as a wildlife resource. The cedar and sycamore trees are less important as a wildlife resource, but constitute an aesthetic value as do the landscape plantings.

1.2.5 Soils and Geology

Soils in the general vicinity of Enterprise Road belong mostly to the Collington Series, one of the most abundant series in Prince George's County. They are part

of Natural Soil Group B1a, and are characterized as deep, well drained and permeable, generally with a silty or loamy surface, and with sufficient clay in the subsoil to have either a high or moderate moisture capacity. The largest, most extensive and most adaptable soils group in the State, B1a soils are equally suitable for farm and non-farm use. The distribution of them in the vicinity of Enterprise Road is shown in Figure 1-5.

None of these soils, according to a representative of the Prince George's County Extension Service, is "unique"; that is, their utilization is not restricted to a specialty crops.

Next in abundance in this area are the Adelphia Soils which fall into Natural Group E1 and are located as shown also in Figure 1-5. Soils in Group E1 generally are characterized by a fluctuating water table that rises to within 1½ feet of the surface in late winter and early spring thereby limiting the usefulness of them for residential development. Thus, much of the area south of the Park is unsuitable for home building, but it qualifies as prime farmland.

Soils in the floodplain along the Western Branch fall into Natural Soil Group G2 and are characterized as deep, poorly drained and with little, if any, clayey subsoil development. Completely unsuitable for most purposes soils in Group G2 offer wildlife habitat for a limited number of wetland and woodland creatures. Encroachment upon floodplains is restricted under Maryland Surface Water Regulation 8.05.03.05D

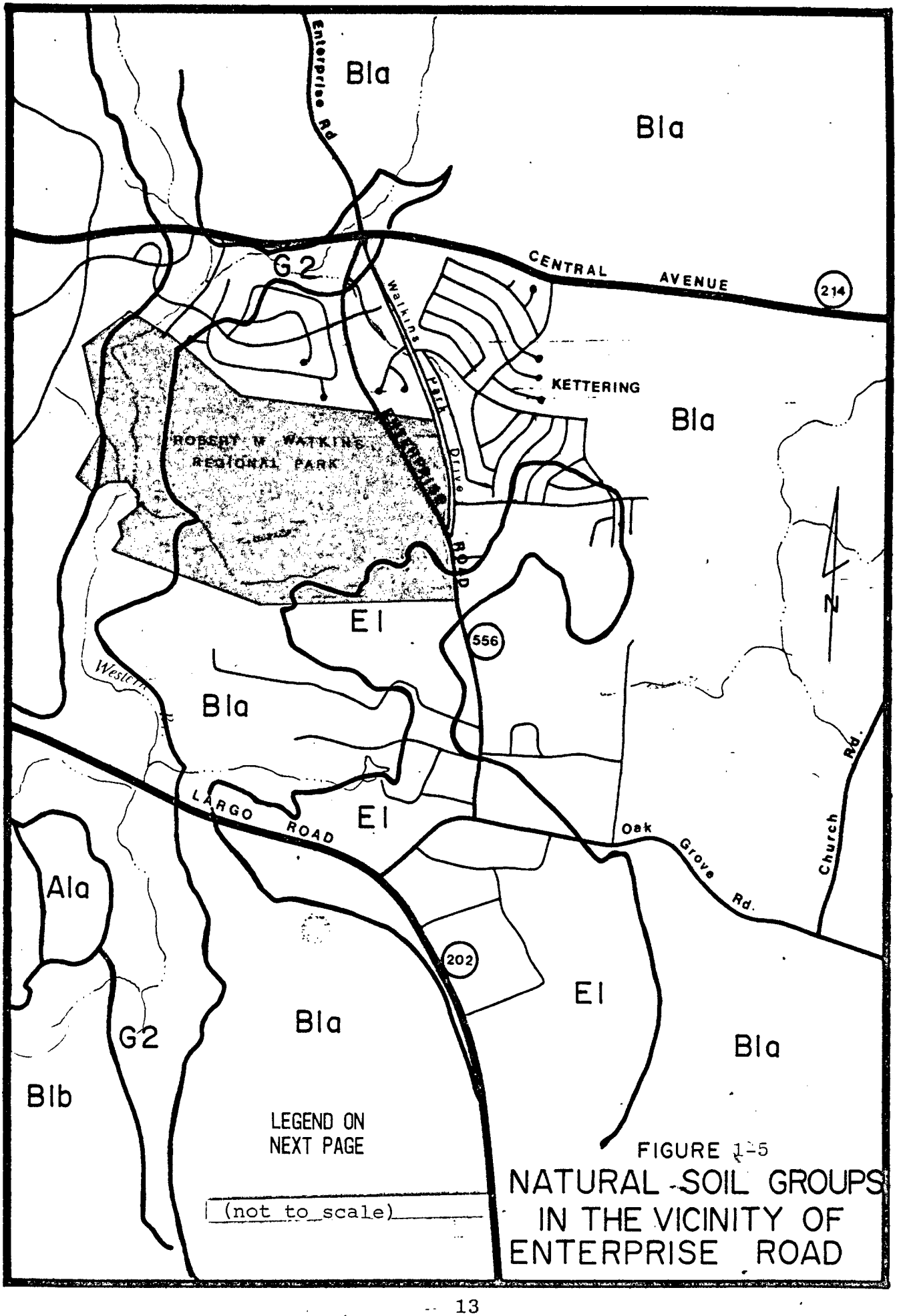


FIGURE 1-5
NATURAL SOIL GROUPS IN THE VICINITY OF ENTERPRISE ROAD

LEGEND - SOILS MAP

A1a Irrigated truck crop land; possible groundwater recharge area

B1a Prime farm land; easily adaptable to either farm or non-farm use

E1 Prime farm land; the substrata are sources of sand and roadfill in some places; seasonably high water table

G2 Deep, poorly drained soils on floodplains

1.2.6 Water Quality

Flowing through the western edge of the R. M. Watkins Regional Park is the Western Branch, a tributary of the Patuxent River. The stream is classified as Class I which means that the quality of it must be maintained at a level that will support aquatic life and be suitable for contact recreation. Standards for Class I waters are summarized in Table 1-2 and the quality of the Western Branch, as measured where it crosses Routes 214 and 202, is indicated in Table 1-3 Comparison of these data with the standards indicates that coliform counts exceed the standard by substantial amounts, but that all other parameters are well within limits.

1.2.7 Air Quality

Prince George's County is included within the National Capital Interstate Air Quality Control Region (AQCR) which also includes Montgomery County, The District of Columbia, and the Northern Virginia area. The region has been designated an Air Quality Maintenance Area (AQMA) for suspended particulates and photochemical oxidants. AQM Areas are so designated when the possibility exists that primary air quality standards might be exceeded sometime during the next ten years. Each jurisdiction within the AQMA has developed plans for controlling these pollutants, and each has proposed methods for implementing the plans. All are awaiting EPA approval and all are undergoing revision. Nevertheless, to the greatest extent possible, Prince George's County is complying with the Control Plan and the implementation of it.

No air quality monitoring stations are located sufficiently near Enterprise Road to permit a direct determination of air quality in the area. The Maryland State Highway Administration sponsored measurements of

Table 1-2 Receiving Water Quality Standards for Class I Waters.

[Source: Maryland State Department of Natural Resources, Rules and Regulations 08.05.04.01-08.05.04.11.]

Parameter	Standard
Bacteria	No source of pollution as determined by a sanitary survey. Fecal coliform not higher than a log mean of 200/100 ml.
Dissolved Oxygen	Never less than 4.0 mg/l, with a minimum daily average of not less than 5.0 mg.l.*
Temperature	Not $>$ 5° above natural and less than 90°F.*
pH	6.5 to 8.5*
Turbidity	50 JTU (Jackson Turbidity Units) as a monthly average, never to exceed 150 JTU.

* May be exceeded if related to natural causes.

Table 1-3 . Water Quality of Western Branch at Two Stations - December, 1973 to December, 1974 [Source: Prince George's County Department of Environmental Health].

Parameter	Route 214 Crossing			Route 202 Crossing		
	Range	Mean	Number of Observations	Range	Mean	Number of Observations
pH	6.3-7.8	6.9	12	6.3-7.7	6.9	12
DO (ppm)	5.8-12.4	9.2	13	5.5-13.2	9.4	13
Temperature (^{o}C)	3.0-23.0	-	13	2.0-25.0	-	13
Coliform Bacteria (MPN/100ml)	150-93,000	4,465 (log mean)	13	230-93,000	6,714 (log mean)	13
Fecal Coliform (MPN/100ml)	43-9,300	585 (log mean)	13	23-4,300	382 (log mean)	13

carbon monoxide at the Clifton T. Perkins Hospital in Jessup, Maryland during late 1974 and early 1975. Even though this location is far removed from Enterprise Road, the results are applicable because the two environments are similar. The results of the measurements are shown in Table 1-4 along with National Standards. For confirmation, the 8-hour maximum CO concentration in the vicinity of Enterprise Road for present day traffic conditions and assuming worst possible metrological conditions was calculated. The results, shown in Table 1-4 include the general CO background computed by the Council of Governments for this area. The table shows that the calculated and measured values are remarkably close to each other, and that both are well below the National Standard.

Table 1-4

CARBON MONOXIDE CONCENTRATIONS
(mg/m^3)

	Clifton T. Perkins Hospital	Calculated Value	National Standard
1-hour maximum	4.2	---	40
8-hour maximum	3.4	3.6 (at 100 meters from the road)	10

1.2.8 Ambient Noise*

Fifteen noise sensitive areas have been identified within the project corridor, and are described in Table 1-5. Each sensitive area will experience noise impacts from all alternate choices including the no-build.

* This Section and Section 4.4.2 are summarized extracts from a Noise Analysis prepared by the Maryland Department of Transportation.

Table 1-5

NOISE SENSITIVE AREAS

Area Designation	Description
1	One group (8 units) of two-story brick and frame townhouses located southwest of the intersection between Maryland Routes 556 and 214.
2	Three groups of two-story brick and frame construction townhouses (consisting of 5, 6, and 8 units) west of and paralleling existing Route 556.
3	Two individual, two-story brick and frame townhouse units. These are end units of two groups of townhouses (total 10 units each) paralleling Chesterton Drive on the west side of existing Route 556.
4 & 5	Nine one story, single family brick and frame residences located on west side of existing Route 556
6	Two split level, single family brick and frame residences located on the east side of existing Route 556.
7	Twenty-seven one story, single family brick and frame residences. The backyards face northbound existing Route 556 and are approximately 20 feet above road level but line-of-sight is not broken. Access of all residences is to Weymouth Street. All buildings are air-conditioned.
8	Watkins Park Archery Range, access to Enterprise Road and surrounded by woods on west side of existing Route 556.
9	Two, two story, single family brick and frame residences located at intersection of Keverton Drive and Watkins Park Drive. More residences are located on Keverton Drive but are further away from the project. Access points are on Keverton Drive. There are an additional number of lots in the subdivision which are presently undeveloped.
10	One single story, single family frame and stucco residence and out-buildings surrounded by woods and open fields. Access point to west side of Route 556.

11 One single story, single family frame and stucco residence. Access is to west side of Route 556.

12 One single story, single family frame dwelling on east side of existing Route 556. Outlying structures include sheds, barn, and several horse corrals. Area surrounded by partures and open fields with access to east side of Route 556. Area abandoned as of October, 1977.

13 One two story, single family, frame dwelling with sheds surrounded by rolling farmland. Located northwest of junction of Route 556 and Oak Grove Road with access to Route 556.

14 Chelsea Historic Site. One two story frame farmhouse and various out-buildings surrounded by farmland. Located west of existing Route 556 with access drive to Route 556.

15 Prince George's Baptist Center. One single story brick school, athletic fields, and several protable classrooms. A new church building is under construction as of October, 1977. Located southwest of junction of existing Routes 202 and 556.

The locations of these sites may be observed by reference to Figure 1-8.

Ambient noise measurements were made on week-days between the hours of 10:30 a.m. and 3:00 p.m. A field study of ambient noise levels during the 4:30 p.m. and 6:00 p.m. rush hour period was also conducted. No discernable trend towards higher noise levels during rush hour was found. Therefore, the highest ambient L_{10} noise level recorded will be used. The field data are tabulated in Table 1-6.

Table 1-6
AMBIENT NOISE LEVEL MEASUREMENTS

Noise Sensitive Area	Time of Measurement	L_{10} (dBA)
1	2:50 p.m.	65
2	12:10 p.m.	68
3	5:15 p.m.	63
4	5:25 p.m.	57
5	12:55 p.m.	55
6	1:30 p.m.	62
7	5:15 p.m.	58
8	4:45 p.m.	48
9	11:30 a.m.	57
10	5:30 p.m.	53
11	5:40 p.m.	53
12	1:00 p.m.	50
13	5:30 p.m.	58
14	10:45 a.m.	49
15	5:50 p.m.	55

1.2.9 Historic and Archeologic Sites

The Maryland Historical Trust has identified three sites of historical significance in the immediate project area. The locations of these sites are shown in Figure 1-6.

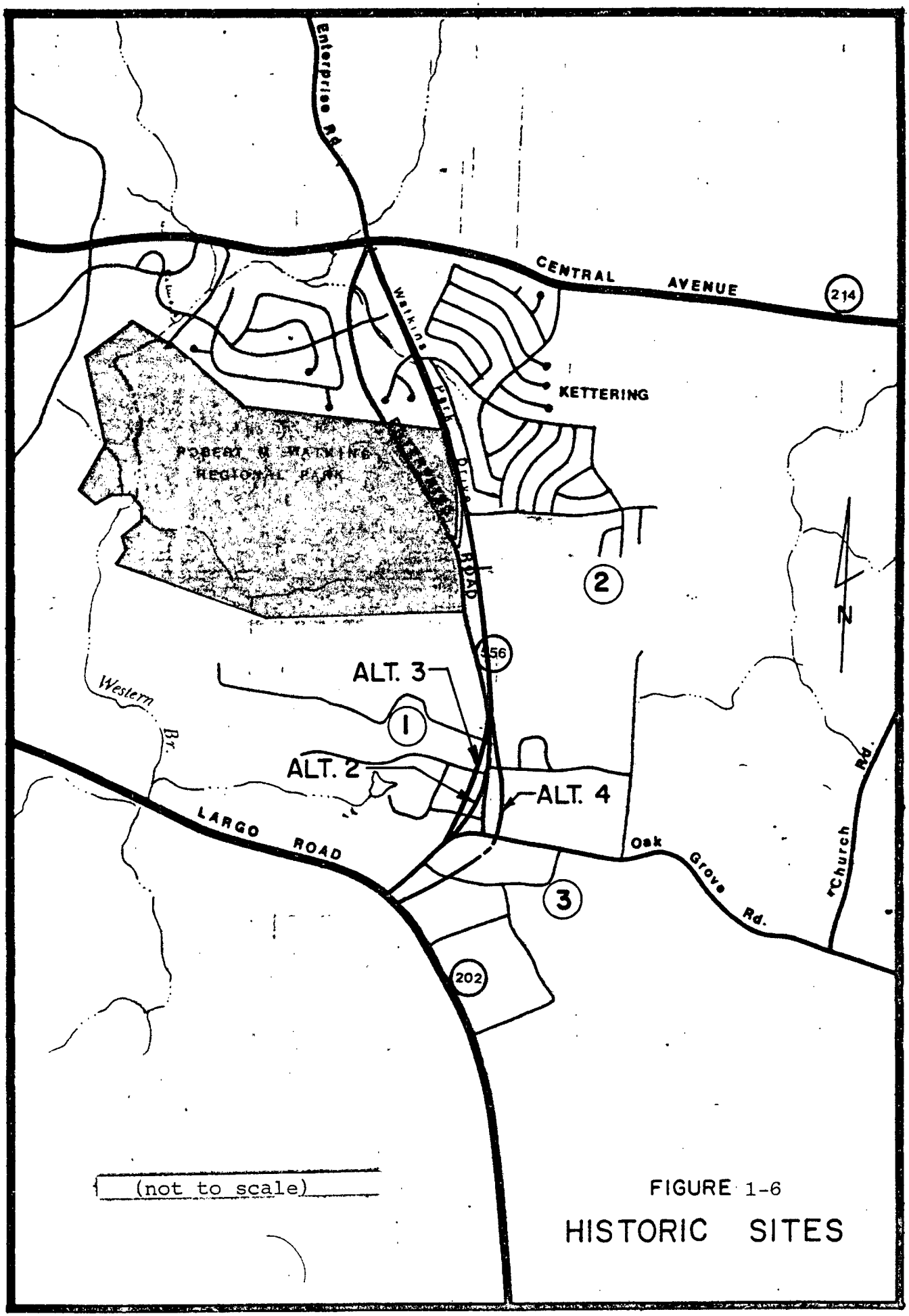


FIGURE 1-6

HISTORIC SITES

The sites are:

1. Chelsea - an early nineteenth century frame house located about 1500 feet west of Enterprise Road.
2. Contee House - a nineteenth century frame tenant house located about 2000 feet east of Enterprise Road
3. Perrywood - a frame house constructed about 1830 located just south of Oak Grove Road about 1500 feet east of its intersection with Enterprise Road.

No property will be required from any of these sites by the selected Alternate.

Although none of the sites is listed on the National Register of Historic Places, two appear to meet the criteria of eligibility for inclusion on the National Register. These are Chelsea and Perrywood (see letter of January 20, 1978 from the Maryland Historical Trust in the Correspondence Section). The Trust has concurred that there is no impact from this project on historical sites listed (see Letter of November 16, 1978 from the Trust in the Correspondence Section).

A preliminary archeological reconnaissance survey was performed by the Maryland Geological Survey. No archeological sites were found within the project corridor, and no further surveys were recommended. The report prepared as a result of the survey is available at the State Highway Administration for review.

The State Historic Preservation Officer has concurred that the project will have no effect on any archeological sites. (See the January 4, 1978 letter from the Maryland Historical Trust in Section 4.4.4 of this document.)

1.3 DESCRIPTION OF THE PROJECT

The selected alternate consists of the following elements:

1. An intersection at Enterprise and Largo Road.
2. Reconstruction of approximately 1.0 miles of Enterprise Road between Largo Road and Watkins Park Drive. Completion of Watkins Park Drive is the responsibility of the community developer.
3. An intersection at Enterprise Road and Central Avenue.

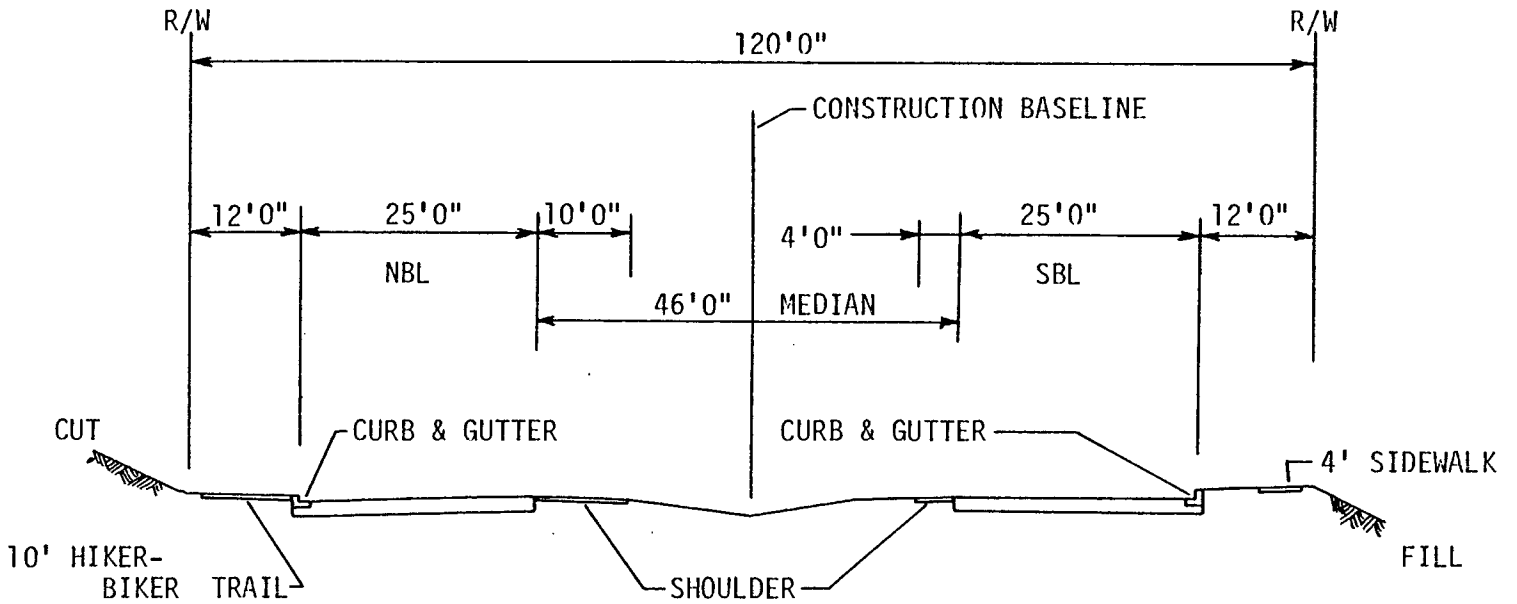
The total length of the Project is 2.068 miles. A typical section of the reconstructed road is shown in Figure 1-7.

It is anticipated that Enterprise Road will not become a four-lane facility in its entirety until some time after the year 2003.

The original alignment of Enterprise Road ran from Central Avenue southward through what is now Kettering Village, and then through the R. M. Watkins Regional Park. Intended only as a rural country road to be utilized mostly by farmers in the area, Enterprise Road rapidly became congested as the population of the area increased, and so improvements to it were proposed in the Twenty-Year State Highway Needs Study for 1968-1988. Thereupon, the Maryland-National Capital Park and Planning Commission (MNCPPC) developed an alignment, and the State Highway Administration (SHA) proceeded to acquire much of the required right-of-way. Right-of-way acquisition is not on the current program. All required right-of-way for the project will be acquired after the year 1984. This alignment (Alternate No. 2) with only slight modifications, has been selected for construction.

NOTE:

The dimensions shown are for the purpose of determining cost estimates and environmental impacts, and are subject to change during the final design phase.



No Scale

ULTIMATE TYPICAL ROADWAY SECTION

MD. RTE. 556 ENTERPRISE RD.

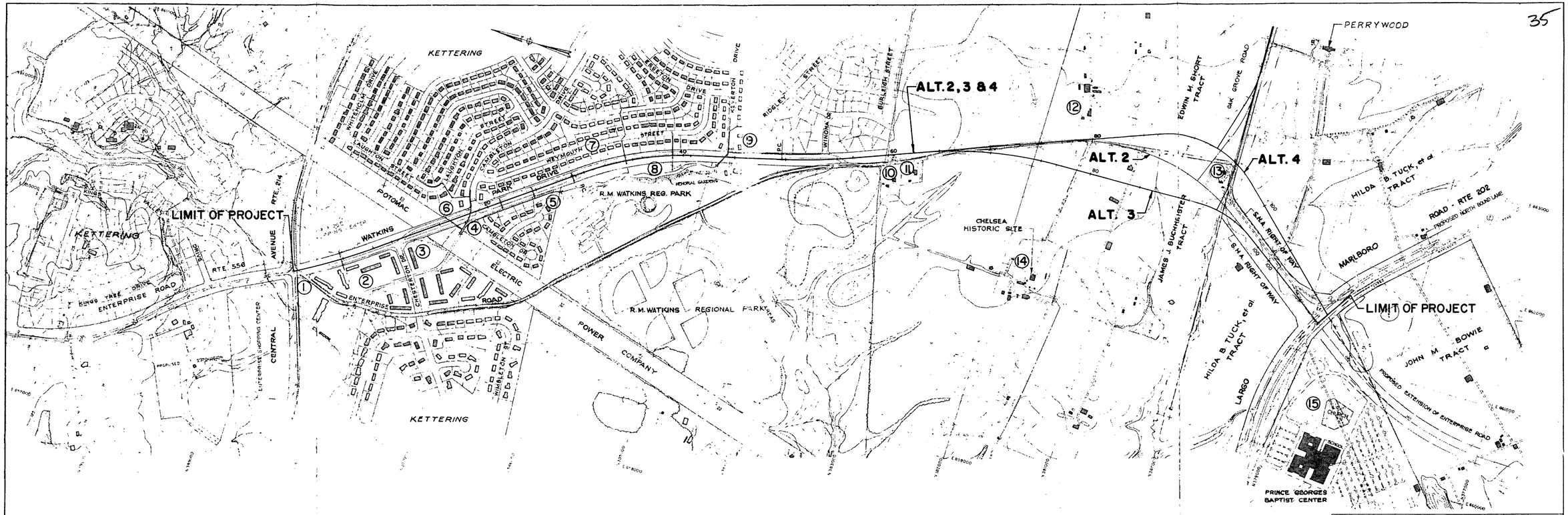
FIGURE 1-7

The Kettering Company, as one of the conditions of its development permit, agreed to construct a four-lane highway from Central Avenue along the eastern border to the R. M. Watkins Regional Park to a connection with Enterprise Road just south of the Park. The new road, known as Watkins Park Drive, is now paved and open to traffic as far as Keverton Drive. When it has been determined that this facility has satisfied SHA specifications it will become part of the State Route 556 in the State highway system, and the State Highway Administration will assume full responsibility for it.

In the assessment of impacts resulting from improvements to Enterprise Road the MNCPPC alignment was studied and three others were developed that appeared to offer some advantages. All of them along with the "No-Build" Alternate were discussed at a public meeting held at the Largo Senior High School on September 8, 1975, and three of the four alternates were selected for further study. The Alternate that consisted simply of making improvements to Old Enterprise Road was dismissed because of its adverse impact on the R. M. Watkins Regional Park, and because of under utilization of Watkins Park Drive. The Alternates that were selected for further study are depicted in Figure 1-8.

The results of this study were presented at a Public Hearing held at the Largo Senior High School on July 13, 1978. Comments and testimony received at the Hearing were factored into the study along with comments and suggestions received from other government agencies. All of these factors were considered in arriving at the recommendation that Alternate 2 should be constructed. Alternate 2 is discussed in Section 1.4.

Alternate 3 was developed as a minimum cost Alternate. It was the same as Alternate 2 from Central Avenue to a point past the R. M. Watkins Regional Park. About 1000 feet north of the entrance to Chelsea, however, Alternate 3 diverged westward from the Existing Enterprise Road and then rejoined



⑤ NOISE SENSITIVE AREAS
SEE TABLE I-5

SCALE IN FEET
VERT. 20 0 20 40 60 80
HORIZ. 200 0 200 400 600 800

COMPOSITE ALIGNMENTS
ALIGNMENT STUDIES
MD. 556 - ENTERPRISE ROAD
MD. ROUTE 214 TO MD. ROUTE 202
PRINCE GEORGES COUNTY, MARYLAND

CONTRACT No. P 318-371
F.A.P. No. S 9403(1)

Maryland Department of Transportation

FIGURE No. I-8

it at the Oak Grove Road intersection. From that point to the intersection with Largo Road, Alternate 3 was identical with Alternate 2 (Section 1.3).

Alternate 4 was developed to minimize the impact to prime farmland. This Alternate followed the MNCPPC Alignment to a point approximately 1400 feet north of Oak Grove Road. It then diverged to the east and continued south through the present intersection of Oak Grove Road and Enterprise Road. From this point it parallelled the right-of-way previously acquired by the Maryland State Highway Administration and intersected Largo Road approximately 120 feet east of the terminus of the other Alternates.

Under the No-Build Alternate the road would have remained in its present unimproved condition between Largo Road and the southern boundary of the R. M. Watkins Regional Park, and only routine maintenance would be performed. At the southern boundary of the Park, Enterprise Road would have connected with Watkins Park Drive, and then continued to an intersection with Central Avenue. This connection has been constructed under the agreement with the developer of the Kettering Community.

Enterprise Road is used presently by approximately 5700 vehicles daily as shown in Figure 1-9 which also shows that by 1983 traffic through the Kettering Community may reach 7900 vehicles per day, and that twenty years later this number may be as high as 20,600 vehicles per day north of Keverton Drive and 12,050 south of it.

Operating conditions of a highway are described by "Level of Service" which is a qualitative measure of a number of factors including speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs. The six Levels of Service are defined in Appendix 1.

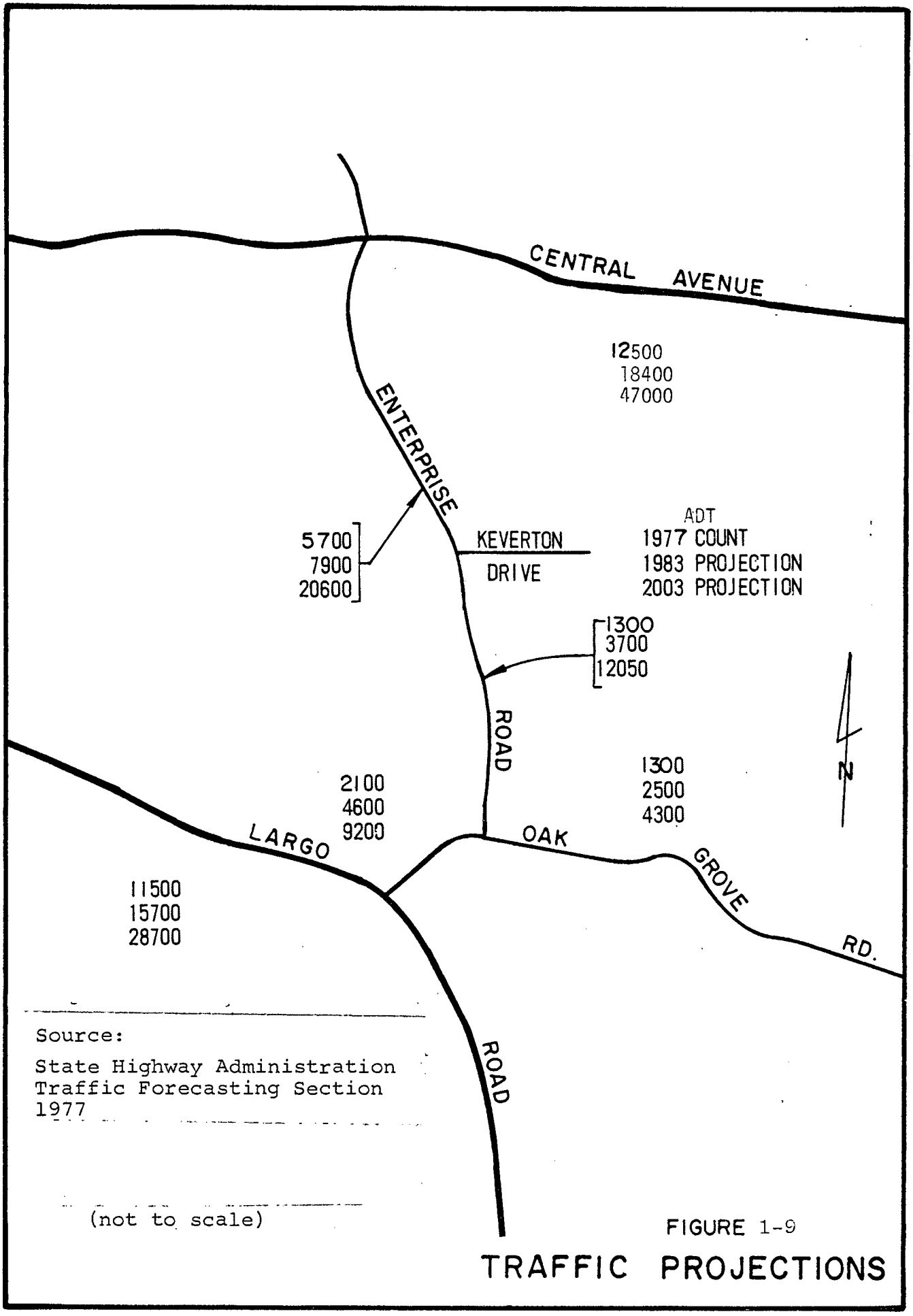
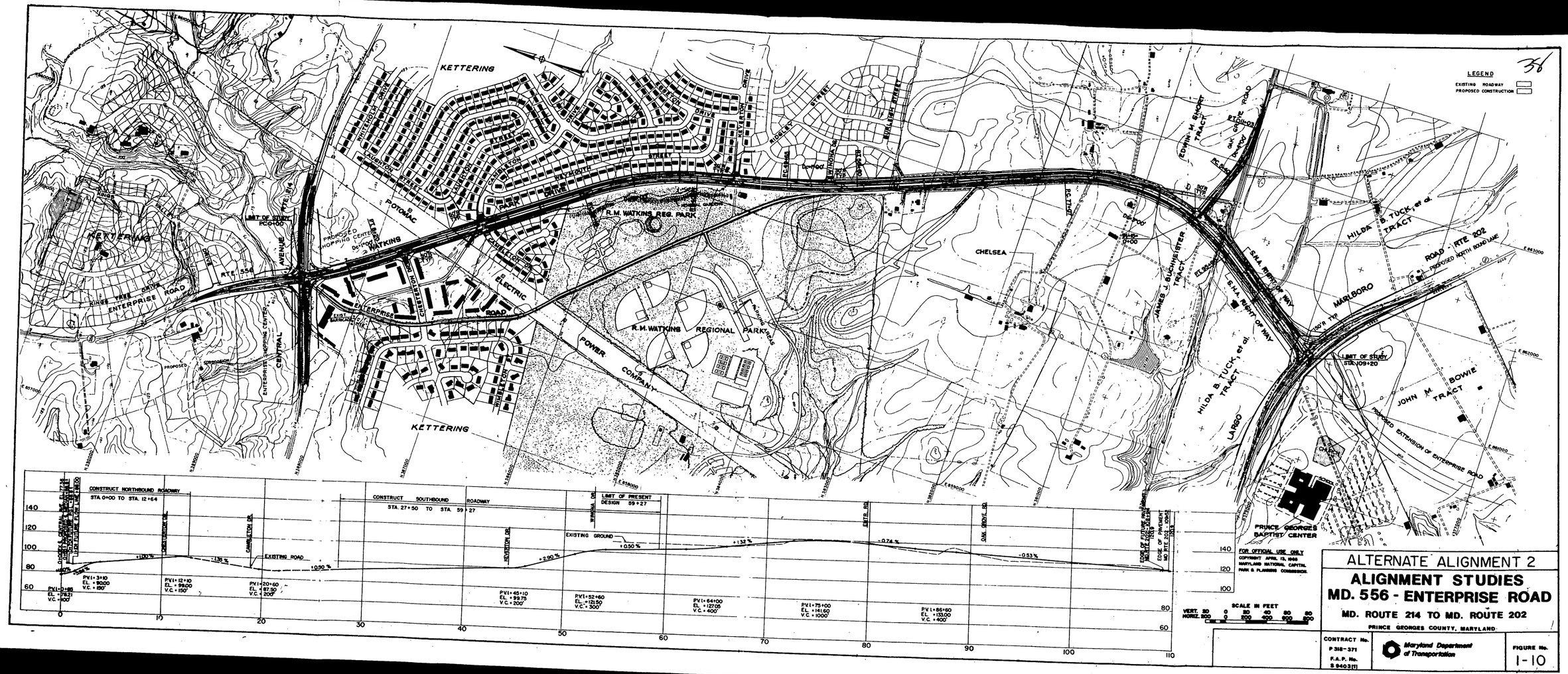


FIGURE 1-9

TRAFFIC PROJECTIONS



ALTERNATE ALIGNMENT 2

ALIGNMENT STUDIES
MD. 556 - ENTERPRISE ROAD
MD. ROUTE 214 TO MD. ROUTE 202

PRINCE GEORGES COUNTY, MARYLAND

CONTRACT No.		FIGURE No.
P 318-371	Maryland Department of Transportation	1-10
F.A.P. No. S 9403(1)		

the R. M. Watkins Regional Park.

8. Allows full utilization of the developer-constructed roadway.

9. Incorporates desirable horizontal and vertical alignment.

Major disadvantages of Alternate 2 are:

1. A relocation of a portion of Oak Grove Road is necessary to provide an acceptable intersection alignment.

2. Several old cedar trees along the existing Enterprise Road will be removed.

3. This alignment traverses a large farm located west of the intersection with Oak Grove Road, resulting in possible adverse effects on farm operations by separating some of the buildings from the cultivated land.

4. Increased noise levels may result , but will be similar to all of the alternates considered.

1.5 ENGINEERING FACTORS AND COST

Salient engineering factors and estimated cost of each alternate are compared in the Table on the following page.

Table 1-7

COMPARISON OF ALTERNATE ALIGNMENTS

	Selected Alternate	Alternate 3	Alternate 4	No-Build
Relocation				
Residences	None	None	None	None
Businesses	None	None	None	None
Industrial Sites	None	None	None	None
Community Facilities	None	None	None	None
Acerage Needed				
Residential	14.76	13.90	16.42	None
Commercial	None	None	None	None
Industrial	None	None	None	None
Park-Recreational	None	None	None	None
Farm	9.58	9.35	13.74	None
Traffic and Safety				
ADT - Present	--	--	--	4,000
1983	7,900	7,900	7,900	7,900
2003	20,600	20,600	20,600	20,600
Accident Rate (acc/MVM)				
Present	--	--	--	244.29
Projected	142.26	142.26	142.26	NA
Noise Sensitive Areas	6	6	6	6
Project Length	2.07 mi	2.04 mi.	2.11 mi.	2.3 mi.
Cost ($)				
Construction and Engineering	2,240,000	2,070,000	2,266,000	0
Right-of-way	575,000	555,000	632,000	0
Total	2,815,000	2,625,000	2,898,000	0

2. NEED FOR THE PROJECT

The strategic location of Enterprise Road in Prince George's County makes it a key factor in the development of at least three Planning Areas. The road forms the boundary between the Largo-Lottsford Planning Area (Preliminary Master Plan, August, 1975) and the Bowie- Collington Planning Area Master Plan adopted and approved October, 1970: amended February, 1975). The southern terminus of the road is located in Sub-Region VI (Master Plan adopted and approved July, 1973). Because of its present condition, the road is barely able to accomodate existing traffic, and the projected increase in traffic volume will lead to a corresponding increase in congestion.

2.1 Deficiencies of the Existing Road

A street map of Prince George's County shows that Route 556 is the only road linking Central Avenue and Largo Road between the Beltway in the west and Route 301 in the east. The existing road does not provide a direct route.

Following Route 556 north from Largo Road a motorist must turn on to Oak Grove Road and then make a left turn on to Enterprise Road. Until the State Highway Administration (S.H.A.) accepts Watkins Park Drive as part of the State Highway System, Route 556 follows Old Enterprise Road through Watkins Park to Chesterton Drive, turns right on to Chesterton Drive to Watkins Park Drive, and then turns left on to Watkins Park Drive to the intersection at Central Avenue. After Watkins Park Drive is accepted as part of the State Highway System, Route 556 will follow the route just described to the point where Watkins Park Drive connects with Old Enterprise Road. From there it will follow Watkins Park Drive to the intersection with Central Avenue.

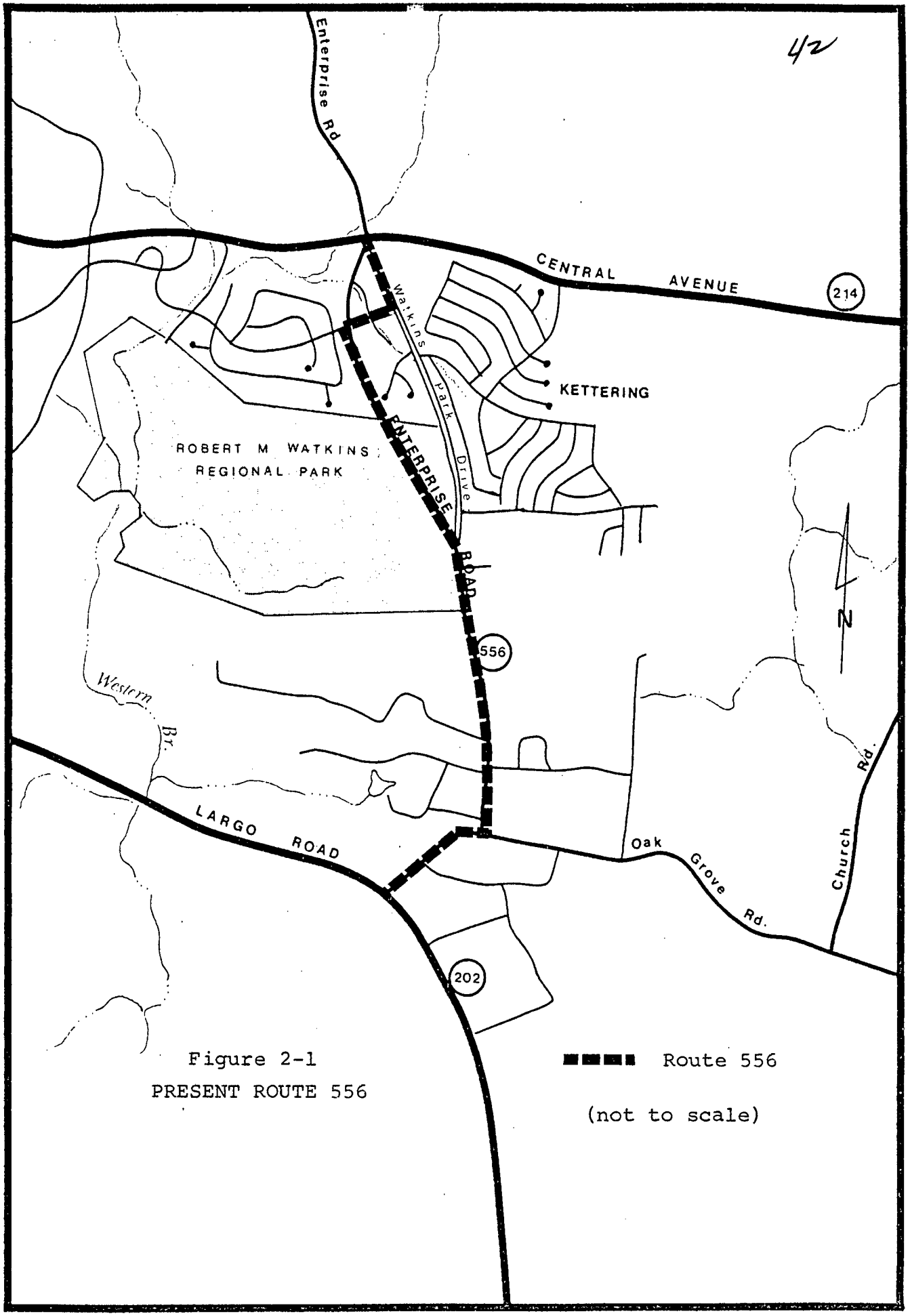


Figure 2-1
PRESENT ROUTE 556

2.2 ACCIDENT STATISTICS

This section includes the content of a report prepared by the Maryland State Highway Administration, Bureau of Accident Studies, May, 1978.

"During the years 1974 through 1977 the subject section of Md. Route 556 experienced 244.29 accidents (rate) on a 100 million vehicle miles of travel basis (acc/100MVM). This experience (rate) is less than the statewide average of 638.10 acc/100MVM of travel for all similar types of highways under state maintenance.

"If no improvements are made to the subject roadway, we can expect, in addition to the normal traffic growth, an increase in vehicular conflictions which are normally associated with congestion on highways of this design. The accident rate will undoubtedly continue to rise approximating statewide averages with a corresponding increase in motor vehicle accident costs exceeding the present cost of approximately $497,947/100MVM of travel.

"According to our statewide studies, the proposed four-lane, divided highway, however, should experience an accident rate of approximately 142.26 acc/100MVM of travel, an anticipated reduction of 318 acc/100MVM of travel. This safer type highway will bring about an accident cost to the motorist of approximately $317,784/100MVM of travel, an anticipated savings of $180,163 for the motorist now using Md. 556.

"The accident costs as indicated, includes present

worth of future earnings of those persons killed and permanently disabled, as well as monetary losses resulting from injury and property damage accidents. The unit cost utilized in the above computations were based upon actual cost values obtained from three independent accident cost studies conducted in Washington D.C., Illinois and the California Division of Highways and were updated to 1976 prices."

2.3 PLANNING BASIS

The need to improve Enterprise Road was first documented in the Non-Critical Highways Section of the Maryland State Twenty Year Highway Needs Study for 1968-1988. Conceived at that time as a two-lane facility it was expanded to four lanes and included in the Critical Highways Sections of the 1971 and 1973 revisions of the Study. Lower traffic projections returned it to a two-lane facility in the 1975 Study, and subsequent documents retain it in this category.

The cost of the project will be divided between the State of Maryland (30%) and the Federal Government (70%).

2.4 RELATIONSHIP TO THE REGIONAL TRANSPORTATION SYSTEM

Maryland Route 556 is classified under the Maryland Functional Classification System as a "Major Collector" with uncontrolled access. Because of its strategic location it will serve both intercounty and intercommunity traffic. The Master Plan of Highways depicts Route 556 running all the way from Route 202 to the Lanham-Severn Road at Glen Dale at which point it is shown connecting with Route 193. Although not shown on the Master Plan of Highways, a possible extension of Route 556 south of Largo Road eventually connecting with Woodyard Road, Maryland Route 223, is indicated in the Master Plan for Sub-Region VI. Thus, Enterprise Road is planned as an integral part of the State Highway System.

The improvement of Enterprise Road is listed in "The Transportation Improvement Program issued by the Washington Metropolitan Council of Governments, June 1978.

3. BASIS FOR NEGATIVE DECLARATION

A Negative Declaration, according to the Federal Aid Highway Program Manual, "- - - is a written document which records the determination that implementing the proposed action will not have a significant effect upon the quality of the human environment." An evaluation has been made by the Federal Highway Administration and State Highway Administration on the basis of environmental & engineering studies, that the reconstruction of Enterprise Road will not have a significant effect upon the quality of the human environment. The impact of the road upon the social and economic structure of the community was studies along with its effect on land use patterns, upon air quality and noise, and upon the biological community. These effects, most of which are beneficial, plus the transportation improvements that will result form the basis for this negative declaration.

4. SOCIAL, ECONOMIC AND ENVIRONMENTAL FACTORS

4.1 SOCIO-ECONOMIC EFFECTS

The Socio-economic effects of the proposed improvements to Enterprise Road fall into four categories: 1) the taking of property, 2) the effect on property values, 3) the impact on community services, and 4) the impact upon minority groups.

1. The Taking of Property

Development in the area has been designed around the right-of-way patterns established for the selected alternate. The reconstruction of Enterprise Road generally following the existing right-of-way will not require the taking of any structures. Some farm land will be required for right-of-way, (see table 1-7) but this acquisition will not require the relocation of any farms or taking any structures. No nonprofit organizations will require relocation assistance. No property will be taken from the proposed shopping center at Central Avenue.

2. The effect on property values

The impacts of highways upon community property values generally result from two effects. First are proximity effects that tend to impact residential properties adversely while they benefit commercial properties; and second are accessibility effects that tend to be beneficial for both types of property. Adverse proximity effects most often cited in studies that have been made, (ref. 14) include increased noise, poorer air quality and decreased safety. Each of these effects is discussed in the following paragraphs in which it is concluded that changes in noise and air quality will be negligible, and safety actually will be improved.

Improved accessibility, on the other hand, is the direct result of an improved road. Transportation improvements are discussed in section 4.5. It can be concluded, therefore, that with the reconstruction of Enterprise Road beneficial accessibility effects will outweigh adverse proximity effects so that property values will be enhanced.

3. The impact on community services.

The improved road will provide better accessibility to neighboring communities for police, ambulance, fire, and school bus vehicles. The quality of community services, therefore, also should be enhanced by the improved road.

4. The impact upon minority groups

The Prince George's County Department of Program Planning and Economic Development has indicated that about 40-45% of the persons who reside in the Kettering East Community are black. No discriminatory impacts can be discerned; all groups will be equally impacted by both adverse and beneficial effects.

4.2 LAND USE PLANNING IMPLEMENTATION

Development in the Enterprise Road area is planned in stages. The stages on the west side of the road, described in the Largo-Lottsford Master Plan, appear to be time-phased although the time periods for the last three stages are not specified. The Bowie-Collington Master Plan, on the other hand, describes geographical staging districts which, by their nature, will be time-phased. Planned land uses in the area are depicted in Figure 4-1.

The area immediately south of the termination of Enterprise Road at the Largo Road is included in the Master Plan for Sub-region VI. Development is planned by Staging Districts which are similar in definition to those in the Bowie-Collington Plan. All development in each of the planning areas is constrained to a growth rate that can be served by programmed public facilities.

Each Master Plan defines neighborhoods or communities which, because they are smaller in size than planning areas, more nearly reflect how land use implementation plans may be impacted.

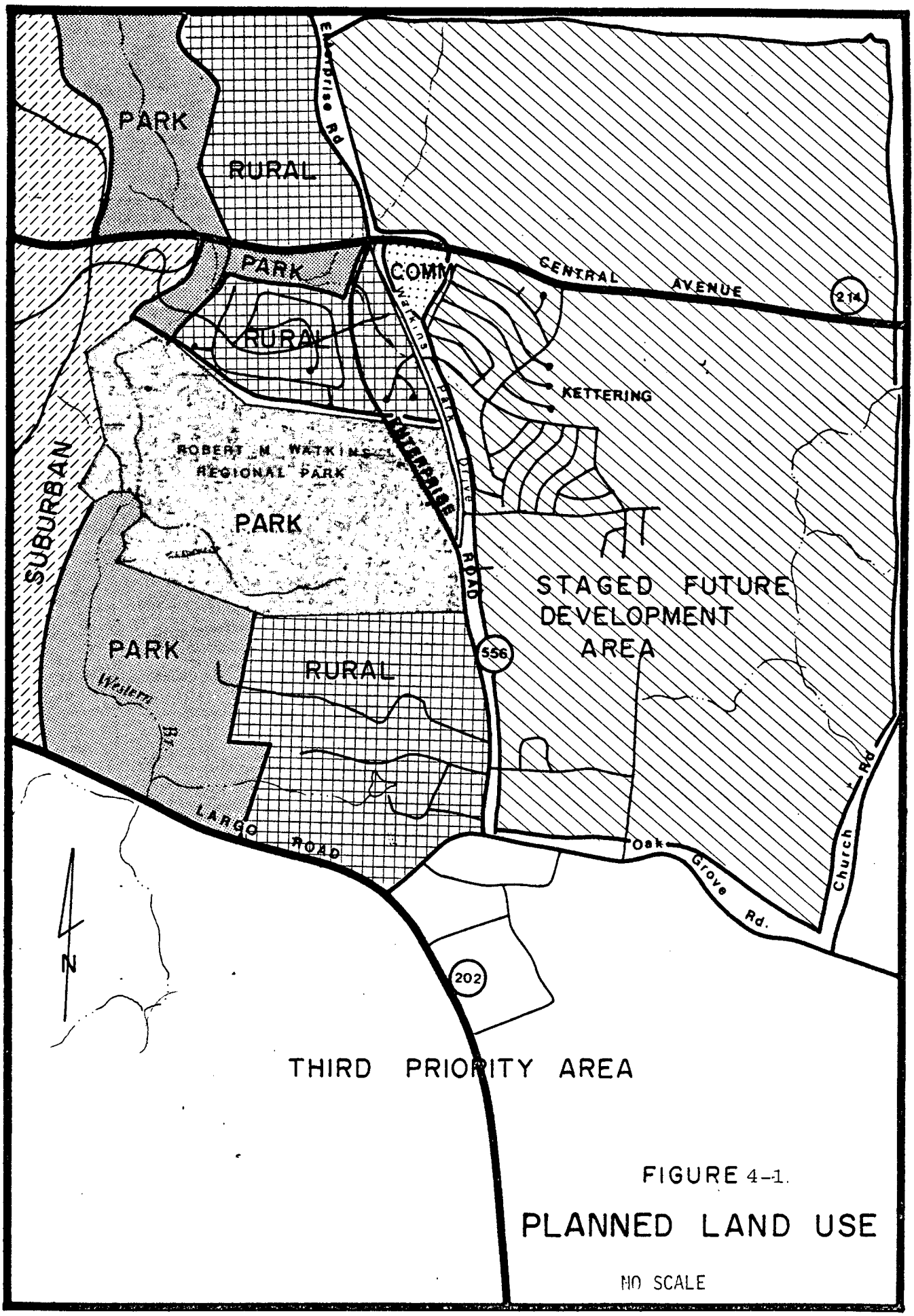


FIGURE 4-1.

PLANNED LAND USE

NO SCALE

West of Enterprise Road, for example, is the Kettering Community, bounded on the north by Central Avenue, on the south by White House and Largo Roads, and by the Capital Beltway on the west. It is in this Community that the only major change in land use is planned. The 440 acre Robert M. Watkins Regional Park will be extended southward to Largo Road as shown in Figure 4-1. This will require the acquisition of about 250 acres of land presently zoned R-R. All other land uses remain essentially unchanged as may be seen by comparing present land uses, Figure 1-4, with planned land uses, Figure 4-1.

Prince George's County Council indicates their preference for Alternate 2. They feel this alternate, "was slightly better than either of the other build alternates as it would utilize the greatest length of existing right of way, provide a reasonably good 'T' intersection with Oak Grove Road, and provide for retention of trees within the right of way".

The Council also requested that a "parkway character" me maintained, with not more than four lanes, and a conscientious effort be made to retain mature trees within the median and along shoulders. This concept has been previously spelled out in the Master Plan for the Largo-Lottsford planning area.

Thus, the impact of Enterprise Road upon the implementation of land use plans appears to be passive. Developments already are taking place in accordance with Master Plans, and there is no reason to suspect any deviation. If Enterprise Road remains in its present unimproved condition these developments will not be deterred, but they might not be completed as rapidly or as efficiently as they would if the road is improved.

4.3 TITLE VI CIVIL RIGHTS

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

4.4 ENVIRONMENTAL EFFECTS

4.4.1 AIR QUALITY

I. DESCRIPTION OF ANALYSIS

To determine the potential impact of the project on air quality, predictions have been made of the carbon monoxide concentrations which will occur in the vicinity of the facility. The resultant concentrations may then be compared to the State and Federal Ambient Air Quality Standards for carbon monoxide to allow determination of the project's consistency with the State Implementation Plan.

II. ANALYSIS RESULTS

Carbon monoxide concentrations were calculated for both the Build and No-Build alternates in the completion year and the design year. As the various Build Alternates (2 thru 4) do not differ in ways which would affect air quality predictions, all Build Alternates are included in the general category of "Build."

Concentrations were predicted at increasing distances from the line segment of Md. Route 556 containing the highest predicted traffic volume(Figure 1-9) as well as for various locations (25 foot increments beginning at the edge of right-of-way) adjacent to the Md. Route 556/Md. Route 214 intersection. These locations do not correspond to any particular sensitive receptor, but are representative locations outside the right-of-way that are easily accessible.

The results indicate that no concentrations in excess of the one-hour AAQS for carbon monoxide of 40 mg/m^3 or the eight-hour AAQS of 10 mg/m^3 are predicted for any alternate. In view of these results, it has been determined that the project is consistent with the State Implementation Plan.

Coordination with the Maryland Bureau of Air Quality Control and the U.S. Environmental Protection Agency was established through their review of the Air Quality Analysis Technical Document. The comments provided by those agencies are included in Appendix .

A complete description of the analysis results and methodology are contained in the Air Quality Analysis Technical Document, which is available from the State Highway Administration.

Table 4-1

Carbon Monoxide

mg/m^3

No-Build

Receptor Distance (m)	1983		2003	
	One-Hour	Eight-Hour	One-Hour	Eight-Hour
2.1	8.0	3.4	10.9	5.3
10.0	6.4	2.7	8.3	4.1
15.0	5.7	2.4	7.1	3.6
20.0	5.1	2.1	6.2	3.2
25.0	4.7	1.9	5.5	2.9

Build

Receptor Distance (m)	1983		2003	
	One-Hour	Eight Hour	One-Hour	Eight-Hour
3.7 ROW	6.3	2.7	6.8	3.0
10.0	5.3	2.2	5.6	2.5
15.0	4.7	1.9	4.9	2.2
20.0	4.3	1.8	4.5	2.0
25.0	4.0	1.6	4.1	1.8

Note: Concentrations include background

4.4.2. Noise Impacts*

The method used to predict design year noise levels from the proposed improvements plus normal traffic volume increases with time, was developed in the National Cooperative Highway Research Program (NCHRP) Reports 117 and 144. It considers such factors as vehicle volume, mix and speed, number of roadway lanes, road width, road surface texture and gradient, distance from the noise source, and various types of physical barriers that reduce noise transmission from source to receiver. Results of the analysis conducted for the Enterprise Road improvements are tabulated in Table 4-2.

The determination of environmental noise impact is based on the relationship between the predicted noise levels, the established design noise levels and the ambient noise levels in the project area. The applicable criteria are the design noise level/activity relationships established by the Federal Highway Administration and reproduced in Table 4-5.

Traffic on Alternate 2, the selected Alternate, will result in noise levels that will exceed Federal Design Levels at six sensitive locations. These are Areas 1, 2, 3, 4, 6 and 9.

Noise sensitive areas 1, 2, 3 consist of townhouse groups of 5 to 10 residential units per group. Numerous access points to Route 556, necessitated by on-street parking in this area, limit any noise abatement potential to a maximum reduction of 3-4 decibels.

Noise sensitive areas 4, 6 and 9 consist of a total of five existing single family residences, and 10-12 residential properties which are presently undeveloped. Design noise level violations will occur, but abatement for these areas is not feasible. The existing residences are all located adjacent to side street intersections with Route 556. Five separate barrier segments would be necessary, each seg-

* This Section is a summarized extract from Noise Analysis prepared by the Maryland Department of Transportation.

Table 4-2

NOISE IMPACT ANALYSIS

NOISE SENSITIVE AREA	AMBIENT L_{10} LEVEL	DESIGN YEAR L_{10} LEVEL			
		No-Build Alt.	Alt. 2	Alt. 3	Alt. 4
1	65dBA	76dBA*	75dBA*	75dBA*	75dBA*
2	68dBA	70dBA	73dBA*	73dBA*	73dBA*
3	63dBA	74dBA*	73dBA*	73dBA*	73dBA*
4	57dBA	74dBA*	75dBA*	75dBA*	75dBA*
5	55dBA	67dBA	70dBA	70dBA	70dBA
6	62dBA	74dBA*	76dBA*	76dBA*	76dBA*
7	58dBA	67dBA	67dBA	67dBA	67dBA
8	48dBA	55dBA	53dBA	53dBA	53dBA
9	57dBA	74dBA*	76dBA*	76dBA*	76dBA*
10	53dBA	62dBA	57dBA	57dBA	57dBA
11	53dBA	65dBA	62dBA	62dBA	62dBA
12	50dBA	58dBA	63dBA	52dBA	63dBA
13	58dBA	73dBA*	64dBA	58dBA	65dBA
14	49dBA	49dBA	49dBA	50dBA	49dBA
15	55dBA	62dBA	63dBA	63dBA	63dBA

*Federal Design Noise Level Violation

TABLE 4-3
DESIGN NOISE LEVEL/ACTIVITY RELATIONSHIPS

Activity Category	Design Noise Levels - dBA 1/ Leq	L_{10}	Description of Activity Category
A 2/	57 (Exterior)	60 (Exterior)	Tracts of land which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B 2/	67 (Exterior)	70 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72 (Exterior)	75 (Exterior)	Developed lands, properties or activities not included in Categories A or B above.
D	--	--	For requirements on undeveloped lands see paragraphs 11a and c (of this Manual).
E	52 (Interior)	55 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals and auditoriums.

1/ Either L_{10} or Leq (but not both) design noise levels may be used on a project.

2/ Parks in Categories A and B include all such lands (public or private) which are actually used as parks as well as those public lands officially set aside or designated by a governmental agency as parks on the date of public knowledge of the proposed highway project.

Source: Federal Aid Highway Program Manual
Volume 7, Chapter 7, Section 3

ment protecting only one or two residences. Also, noise reductions from a barrier for Route 556 would be limited because of noise generated by side street traffic. Costs would likely be in excess of $30,000 per barrier segment.

1. Construction Impacts

As with all construction projects areas around the construction site are likely to experience varied periods and degrees of impact from noise. This type of project will probably employ the following pieces of equipment which will likely be sources of construction noise:

Bulldozers and earthmovers
Graders
Frontend loaders
Dump and other heavy trucks
Compressors

It is probable that construction activity will not occur after 5:00 p.m. or before 7:00 a.m. on weekdays, and will likely be limited to weekdays only. Therefore, the critical time during which evening outdoor recreation and nocturnal rest periods occur, construction noise will not be present. Limiting construction activity to noncritical time periods will minimize noise impact on surrounding areas.

2. Coordination With Local Officials

In an effort to coordinate and effectively plan for compatible land use of areas adjacent to major roads and highways, a copy of the Preliminary Draft Noise Analysis has been forwarded to the following agencies;

Housing Authority of Prince George's County
County Courthouse
Upper Marlboro, Maryland 20870

Office of Community Development
County Courthouse
Upper Marlboro, Maryland 20870

In addition, a copy of "The Audible Landscape-A Manual for Highway Noise and Land Use" has been forwarded to these agencies.

3. Exceptions to Design Noise Levels

Maryland Route 556, between Maryland 202 and Maryland 214 is an uncontrolled access roadway. The Federal Highway Administration does not require exceptions to design noise levels for highway projects on which access is uncontrolled.

4. Summary of Noise Levels

Alternate	Number of Noise Sensitive Areas	Number of Design Noise Violations
2	15	6
3	15	6
4	15	6
No-Build	15	6

4.4.3 Biological Impacts

The most valuable biological resources in the Enterprise Road area are found in the Robert M. Watkins Regional Park, and are described in Section 1.2.4. The proposed highway improvements will enhance utilization and appreciation of these resources both because access to them will be improved and because the highway no longer will carry traffic through the Park. Removal of traffic also will benefit the biota of the park.

There are no rare or endangered species or unique habitats in the area.

Neither stream bank erosion nor excessive sedimentation attributable to the road or the construction of it is expected to occur.

The project will have no impact upon any wetlands.

Where the project requires the use of borrow material attained outside the construction limits, there is a danger of adverse environmental impacts on the areas of these borrow pits. However, Chapter 245 of the Acts of the 1970 Maryland General Assembly requires construction contractors to obtain permits and rpproval from the appropriate public agencies for work such as borrow pits and waste area operations performed outside of construction limits. The permits are predicated on treatment during and after completion of the grading.

4.5 TRANSPORTATION IMPROVEMENTS

Transportation improvements produced by improvements to Enterprise Road are both local and regional.

On the local level, residents of the Kettering Communities, both present and anticipated, will find a generally more serviceable north-south route as the improved geometrics and road surface permit an easy and uncongested flow of traffic. This will be of special benefit to those desiring to travel to Upper Marlboro via Routes 556 and 202. In addition the proposed improvements will facilitate transportation to the Robert M. Watkins Regional Park.

On a regional scale Enterprise Road will afford improved transportation both to the Capital Center and to the Metro stations located at the Capital Center and at the intersection of Enterprise Road and Lottsford Road. Both Central Avenue and Largo Road are scheduled to be widened. These two projects will increase the utility of Enterprise Road as all three become integral parts of the transportation system envisioned in the Master Plan of Highways for Prince George's County.

5. CONCURRING STATEMENTS

This section contains statements from government agencies, organizations, local civic groups and others in response to requests for comments on the Draft Negative Declaration.

60

Maryland Department of Transportation

State Highway Administration

September 18, 1978

MEMORANDUM

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

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

SUBJECT: Contract No. P 318-000-371
Maryland Route 556
From Maryland Route 202
To Maryland Route 214
Stage 3 Recommendation

The following is a summary of the status of the Route 556 project including the staff recommendation for the reconstruction of Maryland Route 556.

The Route 556 project will consider the reconstruction of approximately 1.0 mile of Enterprise Road between Maryland Route 202 (Largo Road) and Watkins Park Drive, including completion of Watkins Park Drive as a four lane facility to its intersection with Maryland Route 214 (Central Avenue).

The major impact of the proposed improvements will be an improvement in traffic flow along Route 556 between Largo Road and Central Avenue and this in turn will permit development contemplated in Master Plans for the adjacent areas to proceed in accordance with time tables in these plans. Neither air quality nor water quality will be adversely impacted. Noise will exceed Federal design noise levels in the design year at six noise sensitive sites (shown in red on attached brochure) whether or not the road improvements are constructed. Emergency services will be improved as a result of improved accessibility. School bus operation will be safer and more efficient. These beneficial impacts are independent of which alignment is chosen. The quality of the human environment will not be adversely impacted.

Three Build Alternates and the No-Build Alternate were presented at the Public Hearing held on July 13, 1978, and are depicted in the attached brochure.

My telephone number is 222-4267

There were six citizens in attendance. Mr. James J. Buchheister was the sole person to testify, expressing his desire for Alternate 4, however, he will accept Alternate 2.

Mr. Buchheister is the only citizen who has expressed any interest in this project since its inception. Following the Alternates Meeting, Alternate 4 was adjusted (at Mr. Buchheister's written request) to make it more compatible with the planned extension of Enterprise Road south of Maryland Route 202.

There have been no subsequent written comments to the Public Hearing nor have we received any written comments on the circulation of the Draft Negative Declaration. No comments have been received from any State or County elected officials.

Recent correspondence from the Prince George's County Council indicates their preference for Alternate 2. They feel this alternate, "was slightly better than either of the other build alternates as it would utilize the greatest length of existing right of way, provide a reasonably good 'T' intersection with Oak Grove Road, and provide for retention of trees within the right of way".

The Council also requested that we maintain a "parkway character", not more than four lanes, and make a conscientious effort to retain mature trees within the median and along shoulders. This concept has been previously spelled out in the Master Plan for the Largo-Lottsford planning area.

The Maryland National Capital Park and Planning Commission, represented by Mr. Lester K. Wilkinson, has verbally expressed their preference for Alternate 2. Alternate 2 is the Master Plan alignment.

There was considerable discussion among the Administration staff during the formulation of this recommendation. Several team members favored Alternate 2, the Master Plan alignment, because it utilizes existing right of way north of Maryland Route 202 while the remainder of the team favored Alternate 4 because it imposes the least impact to the Buchheister farming operation and does not require the removal of the cedar trees along existing Enterprise Road, north of Oak Grove Road. The staff felt more detailed right of way data should be investigated concerning the Buchheister and Tuck properties before their recommendation can be finalized.

Further discussions with the Maryland National Capital Park and Planning Commission, District Right of Way personnel, and the Bureau of Engineering Access Permits concerning the potential of the undeveloped land between Kettering and Maryland Route 202, and the feasibility of trading right of way parcels with the developer of the Tuck Farm was pursued. These discussions concluded that it would

be premature to approach the developer at this time about the ultimate trading of right of way which we now own on Alternate 2, for proposed right of way on Alternate 4, and that there can be no guarantee that the Buchheister property will continue as a farming operation.

Both our Bureau of Landscape Architecture and the Safety Coordinator of the Federal Highway Administration have indicated that shrubbery can be planted within the median to keep the Parkway character, however, both agree that no vegetation which will mature to a size greater than 4 inches in diameter be considered for median landscaping. Alternate 2 will necessitate the removal of the existing cedar trees along Enterprise Road, while Alternate 4 would have no effect on them.

After considering these factors, the staff recommendation is to request location approval for Alternate 2.

Your concurrence in the staff recommendation to pursue location approval for Alternate 2 is requested.

I concur with the above recommendation.

M S Caltrider — 9/19/78

M. S. Caltrider
State Highway Administrator

Date

HK:bh
Attachment

cc: Mr. Thomas L. Cloonan
Mr. Patrick H. Dionne
Mr. Hugh G. Downs
Mr. Allen W. Tate
Mr. Thomas Hicks
Mr. Calvin Reese
Mr. David I. Curtin
Mr. Roy Gingrich
Mr. Jerry L. White
Mr. Charles R. Anderson
Mr. James Hester
Mr. Robert J. Finck
Mr. T. W. Beaulieu
Mr. Richard S. Krolak
Mr. William F. Lins, Jr.
Mr. Paul Jaworski
Mr. William Delancey
Mr. Wm. F. Schneider, Jr.
Mr. Charles Lee
Mr. Majid Shakib

State of Maryland

DEPARTMENT OF HEALTH AND MENTAL HYGIENE
ENVIRONMENTAL HEALTH ADMINISTRATION
P.O BOX 13387
201 WEST PRESTON STREET
BALTIMORE, MARYLAND 21203
PHONE • 301-383- 3245

NEIL SOLOMON, M.D., PH.D.
SECRETARY

DONALD H. NOREN
DIRECTOR

March 13, 1978

Mr. Andy Brooks
Bureau of Landscape Architecture
Joppa and Falls Road
Brocklandville, Maryland 21022

Dear Andy,

RE: Air Quality Analysis for Enterprise Road, Md. Rte. 556 - SHA Contract No. P 318-371
Federal Aid No. S9403(1)

I have reviewed the draft Air Quality Analysis for the above project and concur in your finding of no significant impact.

Please let me know if you need anything further.

Sincerely yours,

Bill

William K. Bonta, Chief
Division of Program Planning & Analysis
Bureau of Air Quality Control

WKB:AMD:bac

64

Maryland Historical Trust

November 16, 1978

RECEIVED
NOV 21 1978
GREENHORNE & O'MARA

Mr. Eugene T. Camponeschi
Bureau of Project Planning
State Highway Administration
300 West Preston Street
Baltimore, Maryland

RE: Md. Rt. 556 from Md. Rt. 202 to 0.8 miles
south of Md. Rt. 214
P 318-000-371

Dear Mr. Camponeschi:

The project listed above will not affect known historic properties, i.e., those listed in the Draft Negative Declaration with 4(f) Involvement. Those three are Contee House, Chelsea and Perrywood

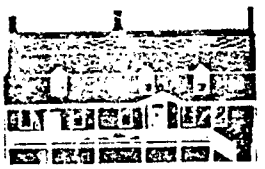
Sincerely,

J. Rodney Little
State Historic
Preservation Officer

JRL:GA:mms

cc: Margaret Ballard
George Andreve

Shaw House, 21 State Circle, Annapolis, Maryland 21401 (301) 269-2212, 269-2438
Department of Economic and Community Development



Maryland Historical Trust

January 20, 1978

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

In Re: [redacted]
0.8 mi. south of Md. Rt. 214
P318-000-371

Dear Mr. Camponeschi:

As a result of your letter of last December 6, 1977, I resurveyed the area adjacent to the project listed above. Tent Landing archaeological site should be removed from the inventory of this project since its location was incorrect on our survey maps used in 1975. Adjacent historical sites include:

P.A. 74A - #17 Contee House (not eligible for the National Register)
P.A. 73 - #18 Chelsea (possibly eligible)
P.A. 78 - # 2 Perrywood (probably eligible).

It appears that Alt. 3 could affect Chelsea since traffic would be closer to the farm complex. Therefore, the Trust prefers either Alt. 2 or Alt. 4.

Sincerely,

George J. Andreve

George J. Andreve
Architectural Historian

GJA/lkm
Enclosures

Shaw House, 21 State Circle, Annapolis, Maryland 21401 (301) 269-2212, 269-2438
Department of Economic and Community Development

Maryland Historical Trust

January 4, 1978

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

RE: 1) Cherry Lane Bridge report (archeology)
2) Md. Rt. 100 report (archeology)
3) Md. Rt. 556 report (archeology)

Dear Mr. Camponeschi:

We have the following comments on the archeological reports submitted:

1) Cherry Lane Bridge We concur with the decision to avoid disturbing this area where the Snowden House may be located.

2) Md. Rt. 100 We concur with the decision to perform an intensive survey of 18 AN 352 if the current termini and impacts of the project stand.

3) Md. Rt. 556 We concur with the findings of no effect.

Sincerely yours,

John N. Pearce
State Historic
Preservation Officer

JNP:LG:mms

cc: Tyler Bastian
Leland Gilsen

Shaw House, 21 State Circle, Annapolis, Maryland 21401 (301) 269-2212, 269-2438
Department of Economic and Community Development

October 9, 1975

RE: Prince Georges County
Maryland Route 556
Contract No. P 318-371
0.8 mile south of
Maryland Route 214 to
Maryland Route 202

Mr. Michael H. Gordon
Acting Assistant Regional Director
U.S. Department of the Interior
Bureau of Outdoor Recreation
Northeast Regional Office
Federal Building - Room 9310
600 Arch Street
Philadelphia, Pennsylvania 19106

Dear Mr. Gordon:

I received your letter concerning the impacts to the R. M. Watkins Regional Park. I have discussed this with the Project PlanningtTeam and have been told that there is no taking of park acreage on Alternates 2, 3, and 4 except for flares at the park access road currently under construction.

By copy of this letter, I am instructing the Project Planning Team to coordinate the detailed studies of alternatives with your office and the Park Administrator.

Thank you for your interest in this project.

Very truly yours,

Robert J. Hajzyk, Director
Office of Planning and
Preliminary Engineering

RJH:bh

cc: Mr. M. S. Caltrider (w/attach.)
Mr. Merle Saville "
Mr. Eugene T. Camponeschi "

68

P 314
ENV

Maryland Department of Transportation
State Highway Administration

Harry R. Hughes
Secretary
Bernard M. Evans
Administrator

PLEASE REPLY TO:
DISTRICT RIGHT OF WAY OFFICE
9100 KENILWORTH AVENUE
GREENBELT, MARYLAND 20770

December 2, 1977

MEMORANDUM

TO: Mr. George L. Hester
Relocation Assistance Officer
FROM: Richard E. Klug
District 3 Relocation Officer
SUBJECT: Maryland Project: P 318-000-371
ES 801-000-371
Maryland Route 556 - from Maryland Route 202 to Maryland Route 214
RE: Relocation Assistance Study

In response to your October 14, 1977 request for a detailed Relocation Assistance study on the above project, a personal inspection of the area to be affected disclosed that there would be no residential or commercial relocation required by any of the alternates. Although some farm land will be required for right of way, such acquisition is not expected to require the relocation of the farm operations. No non-profit organizations will require relocation assistance.

In light of these facts, Form DP-1's were not prepared, and it is hoped that this narrative will suffice for study purposes. Please notify the writer if more information is required.

Richard E. Klug
Relocation Officer

REK:mt

cc: Mr. A. M. Schwalier
Mr. R. J. Finck
Mr. D. A. Heinmuller

DEC 8 1977

P O Box 717 / 300 West Pres... Baltimore, Maryland 21203

United States Department of the Interior
BUREAU OF OUTDOOR RECREATION
NORTHEAST REGIONAL OFFICE
Federal Building - Room 9310
600 ARCH STREET
Philadelphia, Pennsylvania 19106

IN REPLY REFER TO:

10 September 1975

Mr. Robert J. Hajzyk
Director
Office of Planning and
Preliminary Engineering
State Highway Administration
300 West Preston Street
Baltimore, Maryland 21201

Dear Mr. Hajzyk:

This is in response to a public notice received in this Office concerning the Maryland State Highway Administration's Interim Alternatives location meeting, on Monday, September 8, 1975.

The map in the public notice indicates that the alternative alignments for the proposed project would encroach on R.M. Watkins Regional Park. Would you please inform us of the acreage that will be taken from that park by each of the alternatives.

By letter of January 24, 1975, copy enclosed, this Bureau expressed concern about the impacts of the proposed improvements on R.M. Watkins Regional Park which was developed with financial assistance from the Land and Water Conservation Fund administered by this Bureau. We look forward to hearing from you at such time as additional plans are being developed for the proposed project.

Sincerely,

MICHAEL H. GORDON
Acting Assistant Regional Director
Land Use Coordination

Enclosure

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

Regional Headquarters Building
6600 Kenilworth Avenue
Riverdale, Maryland 20840

277-2200
Area Code 301

September 4, 1975

MEMORANDUM

TO: Les Wilkinson, Planning Department

FROM: Larry Hill, Chief Landscape Architect
Engineering & Design Division

SUBJECT: Maryland Route 556 - Comments

We have reviewed the enclosed and conclude that Alignment Number 1 is bad indeed for Watkins Regional Park. Not only does this alignment occupy considerably more land then at present, it would effectively separate parts of the Park and greatly interfer with our future plans for the final development of the Park.

Similarly, we would oppose Alignment Number 3 which suggests (page E-7, Number 3) that a portion of the existing Enterprise Road would continue to be utilized. We feel that the present road through the Park should definitely be closed to public traffic and use. This will easily be possible when the short entrance road we are now constructing is completed. At that time, direct access into, and egress from, the Park will be on to Watkins Drive.

We, therefore, support Alignments 2 or 4 since they do not affect the Park and appear to coincide with the new Watkins Drive.

LWH:lmh

Enclosure

cc: Bob Arciprete

(Alignment Number 1 has been dropped from consideration)

7/

Original Letter From:

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF OUTDOOR RECREATION
NORTHEAST REGIONAL OFFICE
FEDERAL BUILDING - ROOM 9310
600 ARCH STREET
PHILADELPHIA, PENNSYLVANIA 19106

Retyped: December 9, 1977 January 24, 1975

Mr. Robert J. Hajzyk
Director
Office of Planning and
Preliminary Engineering
State Highway Administration
300 West Preston Street
Baltimore, Maryland 21201

Dear Mr. Hajzyk:

We are in receipt of a January 2, 1975 Public Notice concerning the improvement of a section of Maryland Route 556 from Route 202 to 0.8 miles south of Maryland Route 214, Prince George's County.

We are concerned about the impact of the improvements of R. M. Watkins Regional Park. That park has been developed with financial assistance from the Land and Water Conservation Fund administered by this Bureau. Consequently, Section 6(f) of the Land and Water Conservation Fund Act, as amended, is applicable. Section 6(f) specifies that the Secretary of the Interior must approve conversion of land acquired or developed through the Fund from park land to other uses. That section of the act further provides for such conversion..." only upon such conditions as he (the Secretary of the Interior) deems necessary to assure the substitution of other recreation properties of at least fair market value and of reasonable equivalent usefulness and location." The Secretary has delegated conversion authority to the Director, Bureau of Outdoor Recreation. Requests for conversion should be submitted to this office through the Maryland State Liaison Officer, Mr. Louis H. Phipps, regardless of the source of funds for the transportation project. His address is Deputy Secretary, Department of Natural Resources, State Office Building, Annapolis, Maryland 21401. If a Federal environmental/Section 4(f) statement is prepared for this project, it should include discussion of Section 6(f) requirements including replacement land. In this regard, this office will not approve conversion for transportation purposes until a final Section 4(f) statement, if one is prepared, has been approved by the Secretary of Transportation and concurred in by the Department of the Interior.

Please contact us if we can provide further assistance in this matter.

Sincerely,

JAMES J. DONOGHUE
Assistant Regional Director

None of the alternates require any property from the R. M. Watkins Regional Park.

HERBERT M. SACHS
DIRECTOR

STATE OF MARYLAND
DEPARTMENT OF NATURAL RESOURCES
WATER RESOURCES ADMINISTRATION
TAWES STATE OFFICE BUILDING
ANNAPOLIS, MARYLAND

November 22, 1974

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

RE: Contract No. P 318-371
Maryland Route 556
Maryland Route 202 to
0.8 mile south of
Maryland Route 214

ATTENTION: Mr. Robert J. Houst

Dear Mr. Camponeschi:

The Department has no additional comments at this time other than those previously submitted to the State Clearinghouse (copy attached).

Very truly yours,

Jeffrey O. Smith

JOS:tt
Attachments

74

JAMES B. COULTER
SECRETARY

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

JOSEPH H. MANNING
DEPUTY SECRETARY

July 30, 1973

COMMENTS OF THE DEPARTMENT OF NATURAL RESOURCES ON PROJECT 73-6-334

P.E. - Md. Rt. 556 from Rt. 202 to South of Rt. 214 (1.40 miles)

The Department of Natural Resources will have a continuing interest in the development of the 1.40 miles of highway for which this Preliminary Engineering Study is proposed.

Bureau of Outdoor Recreation funds have been used for improvements within the Robert M. Watkins Regional Park. The highway improvement should not adversely affect this park land, and the Department will maintain interest in the highway development as it will relate to park access.

6. OTHER ISSUES AND COMMENTS

After development of an Interim Location Report that contained an environmental inventory and four preliminary alternate alignments, an Interim Alternates Meeting was held at the Largo Senior High School on September 8, 1975. The purpose of the meeting was to acquaint the public with the project and to solicit their comments and suggestions. Based on the results of the meeting and information from concerned public agencies, it was recommended that further detailed study be given to three of the four alternate alignments presented in the Interim Location Report.

A more detailed engineering and environmental study was pursued for the recommended alignments as well as for a "No-Build" Alternate. This was presented to all concerned public agencies, and then to the general public at an Alternates Public Meeting held at the Largo Senior High School on February 15, 1978. Comments received at the public meeting included discussions of the impacts of Alternates 2 and 3 to active farm operations at the intersection of Oak Grove Road and Enterprise Road. Also discussed was the noise impact to the Kettering Development, bikeways and pedestrian movement across Enterprise Road to Watkins Park, and closing of Old Enterprise Road between Central Avenue and Chesterton Drive. Written comments received since the meeting expressed concern for the impacts of Alternates 2 and 3 to active farm operations. It was suggested that Alternate 4 (for which a preference was expressed) be modified to put the intersection at Largo Road in a location to be more compatible with the future extension of Enterprise Road. Alternate 4 has been revised to incorporate the suggested changes.

A Public Hearing was held at the Largo Senior High School on July 13, 1978 to provide a public forum for citizen participation in the study process. Of the six citizens who attended the Hearing only one, Mr. James J. Buchheister, expressed any concerns for the record. Mr. Buchheister favored Alternate 4 because it had the least impact on his farming operations, but he said that he would not object to Alternate 2. This was the only comment received at the hearing.

There were no written comments either from the public or from other agencies.

77

STATE HIGHWAY ADMINISTRATION

August 29, 1977

MEMORANDUM

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

FROM: Walter L. Hanrahan
Project Manager

SUBJECT: P318-0-371
Maryland Route 556
From Maryland Route 202
To Maryland Route 214

Mr. James J. Buchheister contacted this office by letter on July 6, 1977 requesting a meeting to discuss the effects the reference project might have on his property. The meeting was held on August 23, 1977, with the following in attendance:

Walter Hanrahan - Bureau of Project Planning
Robert Schneider - Bureau of Project Planning
James Buchheister - Property Owner

The meeting was held on the farm property which Mr. Buchheister owns. Mr. Buchheister wanted to know how the alternates being carried into detailed studies (alternate 2, 3 and 4) affected his farm operation.

Prints of the alignments (1"-200') were displayed for Mr. Buchheister review, and the alternate locations were pointed our "on site" where they cross the Farm Fields.

Mr. Buchheister expressed his concerns as to the impacts alternates 2 and 3 would have on his farmlands and to the tenant house and sheds at the intersection of Enterprise Road and Oak Grove Road. He favored alternate 4 as this alternate would only require a small piece of right of way, along Enterprise Road, from his property. I informed Mr. Buchheister that the next meeting on this project would be tentatively scheduled for the spring of 1978.

State Highway Administration personnel were thanked by Mr. Buchheister for their time and willingness to discuss this project with him.

WLH:kc
cc: M. S. Caltrider
M. Seville ✓

Appendix A
Levels of Service

Level of service A describes a condition of free flow, with low volumes and high speeds. Traffic density is low, with speeds controlled by driver desires, speed limits, and physical roadway conditions. There is little or no restriction in maneuverability due to the presence of other vehicles, and drivers can maintain their desired speeds with little or no delay.

Level of service B is in the zone of stable flow, with operating speeds beginning to be restricted somewhat by traffic conditions. Drivers still have reasonable freedom to select their speed and lane of operation. Reductions in speed are not unreasonable, with a low probability of traffic flow being restricted. The lower limit (lowest speed, highest volume) of this level of service has been associated with service volumes used in the design of rural highways.

Level of service C is still in the zone of stable flow, but speeds and maneuverability are more closely controlled by the higher volumes. Most of the drivers are restricted in their freedom to select their own speed, change lanes, or pass. A relatively satisfactory operating speed is still obtained, with service volumes perhaps suitable for urban design practice.

Level of service D approaches unstable flow, with tolerable operating speeds being maintained though considerably affected by changes in operating conditions. Fluctuations in volume and temporary restrictions to flow may cause substantial drops in operating speeds. Drivers have little freedom to maneuver, and comfort and convenience are low, but conditions can be tolerated for short periods of time.

Level of service E cannot be described by speed alone, but represents operations at even lower operating speeds than in level D, with volumes at or near the capacity of the highway. At capacity, speeds are typical, but not always, in the neighborhood of 30 mph. Flow is unstable, and there may be stoppages of momentary duration.

Level of service F describes forced flow operation at low speeds, where volumes are below capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. The section under study will be serving as a storage area during parts of all of the peak hour. Speeds are reduced substantially and stoppages may occur for short or long periods of time because of the downstream congestion. In the extreme, both speed and volume can drop to zero.

Source: Highway Capacity Manual 1965
Highway Research Board
Special Report 87
Page 80-81

BIBLIOGRAPHY

1. Master Plan, Largo-Lottsford
   Planning Area 73
   Adopted 6-9-76; Approved 5-24-77

2. Master Plan, Bowie-Collington
   Planning Areas 71 and 74
   Adopted and Approved October, 1970
   Amended February, 1975

3. Master Plan for Subregion VI
   Adopted and Approved July, 1973

4. Master Plan of Highways for Prince George's County
   1969

5. Census of the United States - 1970

6. Information Bulletin 1970-1972
   Maryland-National Capital Park and Planning Commission
   April 1973

7. Housing Units and Population in Prince George's County
   Maryland-National Capital Park and Planning Commission
   June, 1976

8. Soil Survey, Prince George's County, Maryland
   United States Department of Agriculture
   April 1976

9. Natural Soil Groups of Maryland
   Maryland Department of State Planning
   December, 1973

10. Federal Aid Highway Program Manual
    United States Department of Transportation

11. User's Guide for HIWAY
    National Environmental Research Center
    February, 1975

12. Guidelines for Air Quality Maintenance Planning and Analysis, Vol. 9
    U.S. Environmental Protection Agency
    January, 1975

13. Compilatio of Air Pollutant Emission Factors AP-42
    U.S. Environmental Protection Agency
    March, 1975
    Supplement 5 December, 1975

14. Social and Economic Effects of Highways
U.S. Department of Transportation
1974

15. Highway Capacity Manual SR87
National Academy of Sciences
1965

16. Plans for Implementation of Ambient Air Quality Standards in the Maryland Portion of the National Capital Interstate Air Quality Control Region
Maryland State Department of Health and Mental Hygiene