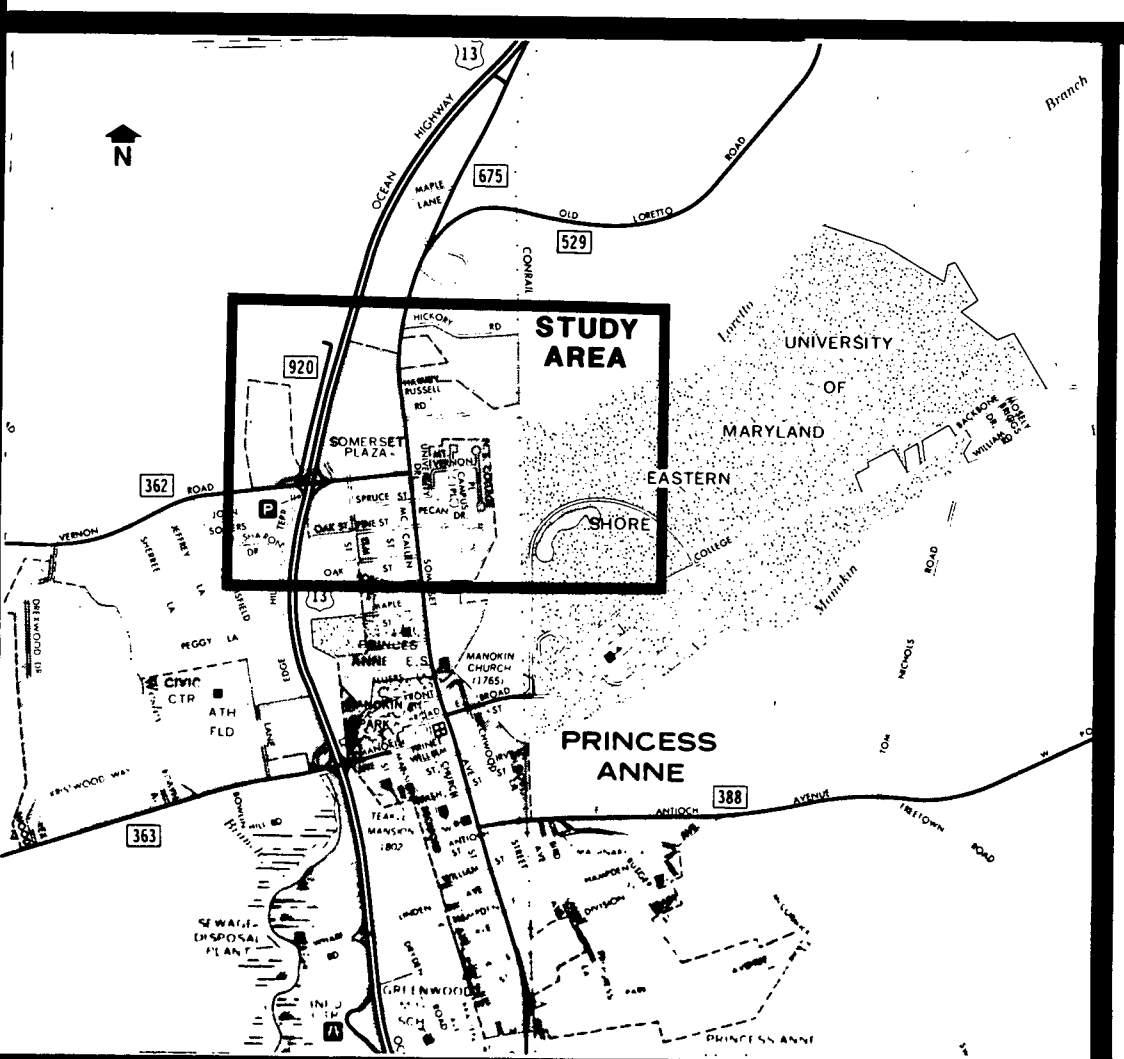
FINDING OF NO SIGNIFICANT IMPACT

for
CONTRACT NO. S 365-101-171

UMES ACCESS ROAD

U.S. ROUTE 13
TO UMES LOOP ROAD

SOMERSET COUNTY



prepared by

U.S.DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

and

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Federal Highway Administration

FINDING OF NO SIGNIFICANT IMPACT

for

UMES Access Road: US-13 to UMES Loop Road
Somerset County, Maryland

The FHWA has determined that Alternate 6A Modified, for the connection from the UMES Loop Road with MD 675 and US-13, will have no significant impact on the human environment. This Finding of No Significant Impact (FONSI) is based on the Environmental Assessment which summarizes the assessment and documents the selection of the selected alternate. 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 Environmental Impact Statement is not required. The FHWA takes full responsibility for the accuracy, scope and content of the Environmental Assessment and attached documentation.

May 10, 1994
Date

David C. Lawton
For Division Administrator

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CONTRACT NO. S365-101-171

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FINDING OF NO SIGNIFICANT IMPACT

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LIST OF FIGURES

I. RECORD OF DECISION

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

Maryland Department of Transportation
State Highway Administration

MEMORANDUM

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

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

DATE: August 4, 1993

SUBJECT: Contract No. S 365-101-171
UMES Access Road
PDMS No. 193040

RE: ALTERNATE SELECTION DOCUMENTATION/
AND CONCURRENCE

The Project Planning Division is completing project planning studies for a new access road to the campus of the University of Maryland Eastern Shore. On November 17, 1992, the Administrator accepted the project team's recommendation for Alternate 6A Modified as the Selected Alternate.

Alternate 6A Modified proposes a new entrance to the UMES campus, beginning at a new intersection with US 13 approximately 2,200 feet north of the existing US 13/MD 362 intersection. Traffic signals would only control the access road and the northbound lanes of US 13. Southbound traffic on US 13 would not be affected by the signal.

The design speed for Alternate 6A Modified is 30 mph. This resulted from restricting the maximum superelevation to zero percent (level) where the roadway crosses the existing railroad tracks (Conrail) at-grade. The typical section for the Selected Alternate is a two-lane, 22-foot roadway with eight-foot shoulders. Grading to the hinge point would be six feet at a 4:1 slope.

The proposed roadway would extend easterly to a new intersection with MD 675, continue easterly, then curve to the southeast, intersect the railroad tracks at-grade, cross Loretto Branch over a new box culvert, and end at a new intersection with the UMES Ring Road. Because of the proximity of the intersections at US 13 and MD 675, auxiliary lanes connecting the turning lanes would replace the shoulders. This would result in a four-lane, 44-foot roadway for Alternate 6A Modified between US 13 and MD 675.

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

The Selected Alternate is a modification of Alternate 6A in the attempt to minimize the impacts to the wetland associated with Loretto Branch. The shifted alignment crosses the railroad tracks approximately 200 feet north of the Alternate 6A alignment. It then crosses the Loretto Branch approximately 350 feet east of the Alternate 6A alignment. It ends at a new intersection with the UMES Ring Road approximately 400 feet east of the Alternate 6A terminus.

As part of the Selected Alternate, the existing left-turn movement from southbound US 13 to southbound MD 675 would be closed and relocated to the new intersection of Alternate 6A Modified with US 13. The movement from northbound MD 675 to northbound US 13 would remain.

An additional part of the Selected Alternate is the development of a landscaping plan or "gateway design" at the entrance to the UMES campus. Coordination of the landscape plan has been initiated with UMES and will continue during final design.

With your concurrence of Alternate 6A Modified as the Selected Alternate for the UMES Access Road study, we will proceed with the completion of the "Finding of No Significant Impact" document to seek location approval from the Federal Highway Administration.

CONCURRENCE:

Neil J Pedersen _____ 9/9/97

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

Date

LHE:VFJ:ds

cc: Mr. Charles B. Adams
ADC's-PPD
Mr. Max Azizi
Mr. Anthony M. Capizzi
Mr. John M. Contestabile
Mr. Robert D. Douglass
Mr. Donnie L. Drewer
Mr. Stephen Drumm
Mr. Robert J. Finck
Mr. Joseph Finkle
Mr. Earle S. Freedman
Mr. James K. Gatley
Mr. Gary Green
Mr. Thomas Hicks
Mr. Victor F. Janata
Mr. C. Rogers Jorss, Jr.
Mr. Charles R. Olsen
Mr. Jack F. Ross
Ms. Cynthia D. Simpson
Mr. Jim Thompson

II. COMPARISON OF ALTERNATES

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TABLE 1
COMPARISON OF IMPACTS
UMES ACCESS ROAD

	No-Build Alt. 1	Alt. 4	Alt. 6	Alt. 6A	Selected Alt. 6A Modified
Socio-Economic Impacts					
Residential Displacement	0	0	1	2	2
Minority Displacement	0	0	0	0	0
Business Displacement	0	0	0	0	0
Public Recreational or Parklands Affected Number (Acreage)	0	0	0	0	0
Historic Sites (Acreage required)	0	0	0	0	0
Archaeological Sites Impacted	0	1	2	2	0
Required Right-of-Way (Acres)	0	5	10	11	12
Natural Environmental Impacts					
Woodlands Affected (Acreage)	0	0.4	0.8	0.8	0.8
New Stream Crossings	0	1	3	3	3
Stream Relocations	0	0	0	0	0
Non-tidal Wetlands Affected (Acreage)	0	0.6	1.6	1.6	1.0
Tidal Wetlands Affected (Acreage)	0	0	0	0	0
100-year Floodplains Affected (Acreage)	0	0	0	0	0
Prime Farmland Soils Affected (Acreage)	0	4.4	7.6	8.7	10.0
Effect on Threatened or Endangered Species	0	0	0	0	0
Air Quality Sites Exceeding S/NAAQS (2015)	0	0	0	0	0
Noise Sensitive Areas Exceeding Federal Noise Abatement Criteria (2015)/Noise Levels Increase by 10dBA or More Over Ambient Levels	0	0	0	0	0
Preliminary Engineering & Right-of-Way	0	1.0	1.0	1.0	1.7+
Construction		3.0	3.6	4.7	4.9+
Total		4.0	4.6	5.7	6.6+

+Based on 1993 CTP Cost Estimates

Linda · E41
Dick · File in library

Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary

Hal Kassoff
Administrator

13

June 1, 1994

Contract No. S 365-101-171
UMES Access Road
US Route 13
to UMES Loop Road
in Somerset County

Finding of No Significant Impact

Enclosed for your information and files is the approved Finding of No Significant Impact (FONSI) for the subject project. This document has been prepared in accordance with the CEQ Regulations and 23 CFR 771.

The Selected Alternate, 6A Modified, consists of a two-lane, undivided roadway on new location from US 13 to UMES Loop Road. The typical section provides two 11-foot travel lanes in each direction with eight-foot shoulders. Acceleration and deceleration lanes would be provided on US 13 as well as on MD 675. A new connector road would provide access to Hickory Road from the UMES Access Road. The proposed project would also require a new at-grade crossing of the Conrail track and a new crossing of Loretto Branch.

Distribution of the FONSI is made on behalf of the Federal Highway Administration in accordance with 23 CFR 771.

Very truly yours,

Hal Kassoff
Administrator

by: Neil J. Pedersen
Neil J. Pedersen, 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

HK:NJP
Attachment
cc: Mr. Donnie Drewer
Mr. Louis H. Ege, Jr.
Mr. Gary Green
Mr. C. Robert Olsen
Mr. Monty Rahman
Ms. Cynthia Simpson
Mr. George Walton

DISTRIBUTION LIST

A. Federal Agencies

Mr. Robert J. Klumpe
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Soil Conservation Service
U.S. Department of Agriculture
339 Revell Highway, Suite 301
Annapolis MD 21401

U.S. Environmental Protection Agency
Region III
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NEPA Compliance Section
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Philadelphia PA 19107

Commander
U.S. Army Corps of Engineers
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Baltimore MD 21201

Mr. John Wolflin
U.S. Fish and Wildlife Service
Chesapeake Bay Field Office
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Annapolis MD 21401

Federal Railroad Administration
Office of Economic Analysis
(RRP-32)
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Washington D.C. 20590

Mr. Donald Klima
Chief, Eastern Division of
Project Review
Advisory Council on Historic
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Washington D.C. 20004

B. State Agencies

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301 West Preston Street
Baltimore MD 21201-2365

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Maryland State Department of
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State Depository Distribution
Center
Public Depository and Distribution
Program
Enoch Pratt Free Library
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Baltimore MD 21201

Mr. Michael Slattery
Non-Tidal Wetlands and Waterways
Division
Wter Resources Administration
Department of Natural Resources
Tawes State Office Building
Annapolis MD 21401

Mr. Robert D. Miller, Director
Maryland Department of
Natural Resources
Water Resources Administration E-2
Tawes State Office Building
Annapolis MD 21401
ATTN: Mr. Elder Ghigiarelli

Mr. Kenneth Pensyl III
Water Quality Certification
Division
Water Management Administration
Maryland Department of the
Environment
2500 Broening Highway
Baltimore MD 21224

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Fish, Heritage & Wildlife
Administration
Department of Natural Resources
Tawes State Office Building, C-3
Annapolis MD 21401
ATTN: Ms. Janet McKegg

Dr. William P. Hytche, Ph.D., President
University of Maryland
Eastern Shore
Princess Anne MD 21853

C. Local Government Agencies

Mr. Melvin Cusick, Director
Somerset County
Department of Public Works
P.O. Box 219
Westover MD 21871

Mr. Gregory Williams
District Supervisor
Soil Conservation Service
Somerset Avenue
Princess Anne MD 21853

Mr. Tony Bruce
Somerset County
Ecomomic Development Commission
11916 North Somerset Avenue
Princess Anne MD 21853

Mr. James Windsor, Director
Somerset County
Department of Planning and Zoning
11916 North Somerset Avenue
Princess Anne MD 21853

Ms. Johanna Volandt
Town Manager
Town of Princess Anne
11786 Beckford Avenue
Princess Anne MD 21853

D. Elected Officials

The Honorable Philip L. Gerald, President
Somerset County
Board of County Commissioners
Prince William Street
P.O. Box 37
Princess Anne MD 21853

The Honorable Robert Erickson, President
Board of Princess Anne
Commissioners
11786 Beckford Avenue
Princess Anne MD 21853

E. Citizens

Mr. Frederick Laser, Sr.
819 South College Place
Princess Anne MD 21853

III. SUMMARY OF ACTIONS AND RECOMMENDATIONS

III. SUMMARY OF ACTIONS AND RECOMMENDATIONS

A. Background

1. Project Location

The proposed project is located in central Somerset County (see Figure 1) near the county seat of Princess Anne. The existing University of Maryland Eastern Shore (UMES) Loop Road encircles most of the University buildings and provides access to the rest of the University property.

The proposed project includes improvements to a portion of US 13, a primary highway, oriented north/south, which extends through Maryland from the Virginia State Line to the Delaware State Line.

2. Purpose and Need

The purpose of this project is to create safe, more direct access to the UMES from US 13, the primary highway serving the region. The existing access routes require traffic destined for the UMES campus to negotiate several right angle turning movements on local streets, creating conflicts with local pedestrian and vehicular traffic and resulting in accident rates which are higher than the statewide average accident rate for similarly designed roadways.

UMES lacks direct, state maintained access with the primary highway. At the time of the expansion of the University in the 1960's, an entrance was not constructed. The proposed improvement will provide a gateway entrance in keeping with the University character.

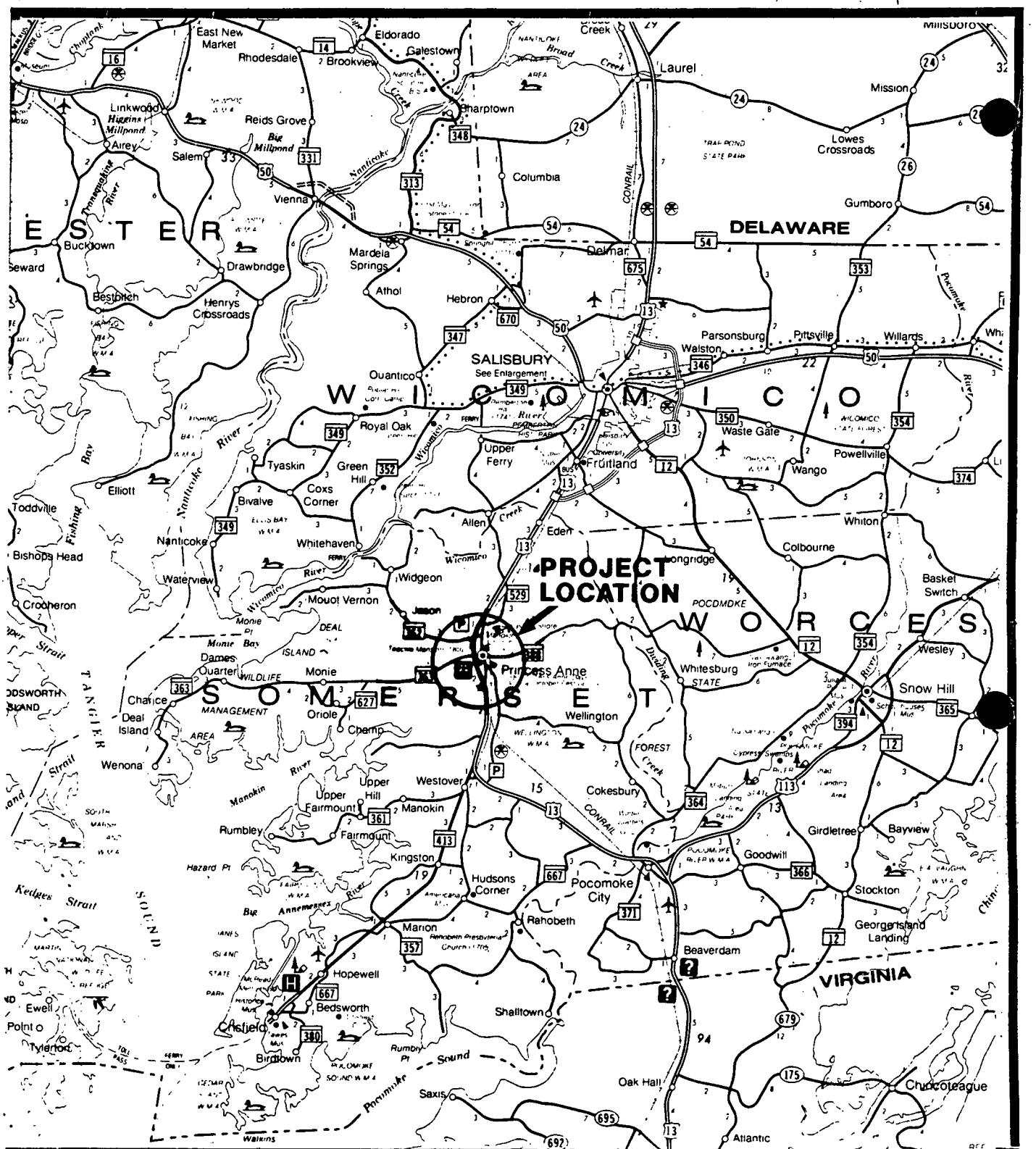
Substantially high accident rates, when compared to the statewide average for similar type highways, can be reduced by the implementation of the Selected Alternate 6A Modified which connects directly to US 13. Alternate 6A Modified will reduce forecasted traffic volumes on some Princess Anne streets and the amount of traffic traveling in the Historic District of Princess Anne.

3. Project Description

The proposed UMES Access Road is a two-lane east-west roadway on new location that would provide direct access to the UMES Loop Road from US 13 (see Figure 2 and Figure 2a).

Currently, there is no direct access to UMES. Traffic from the north and south follows US 13 and is directed to MD 675. It then proceeds to East Broad Street (MD 918) where traffic would turn east on East Broad Street (MD 918) and proceed to the University. Traffic from the west utilizes MD 362 (Mt. Vernon Road) or MD 363 (Manokin Avenue) to MD 675 from which traffic would proceed to East Broad Street (MD 918).

The existing entrance, East Broad Street (MD 918), consists of a variable width two-lane roadway with an intermittent curb and sidewalk on one side and earth shoulders on the other. The road crosses Manokin Branch and the Conrail railroad track at-grade. Traffic signals are provided at the existing intersection of MD 675 and East Broad Street (MD 918).

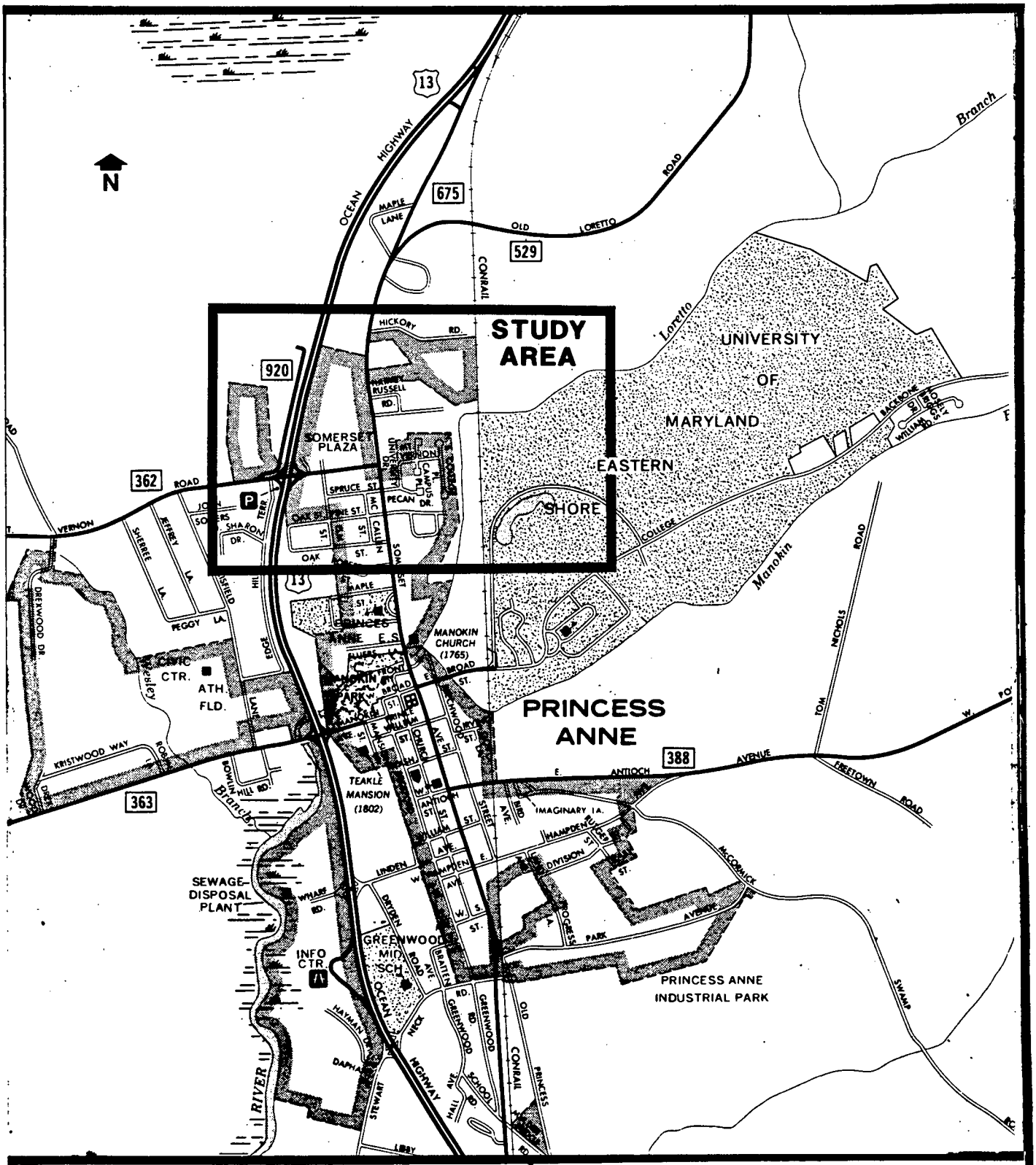


N

UMES ACCESS ROAD
US 13 TO UMES LOOP ROAD

PROJECT LOCATION

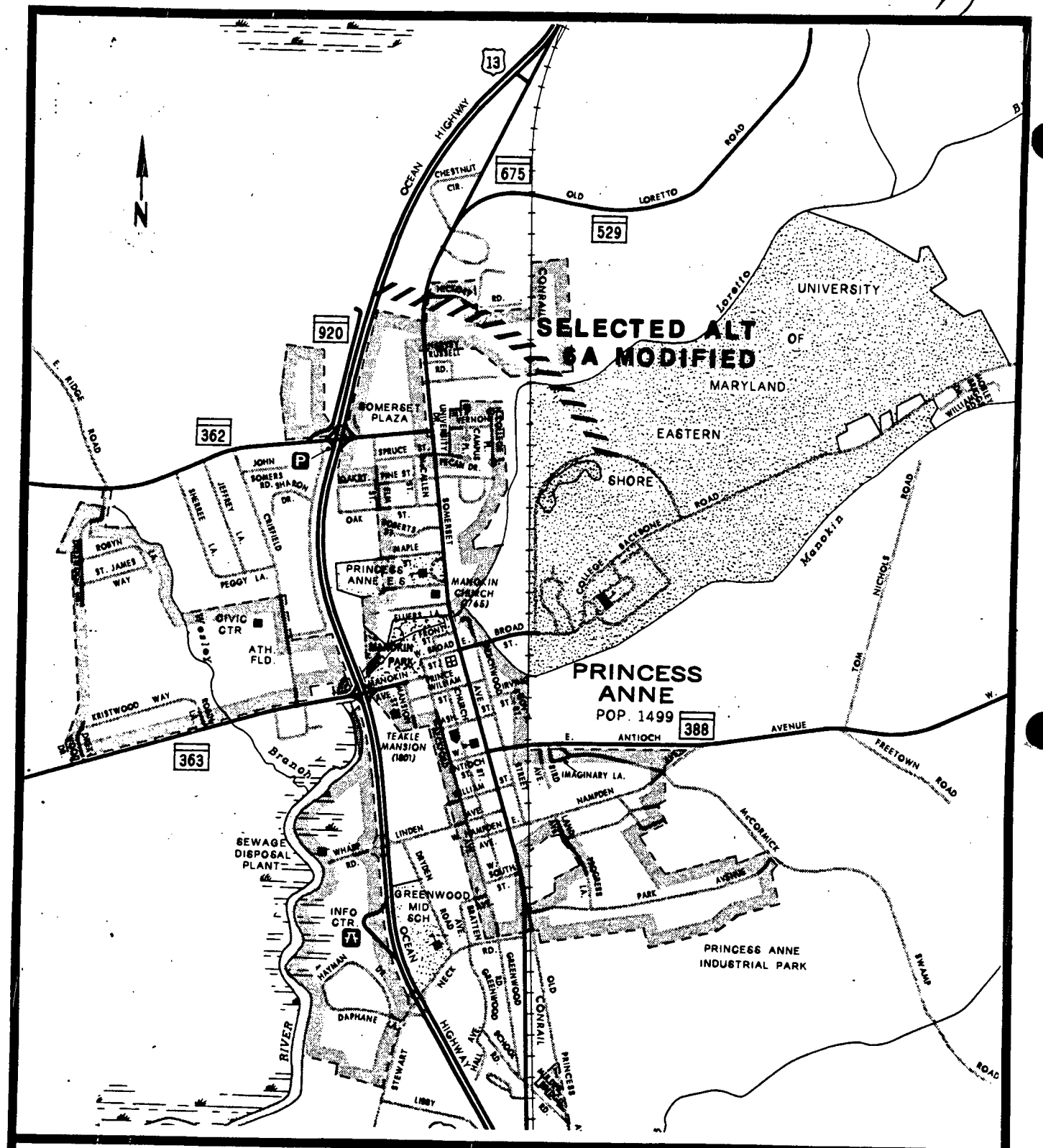
SCALE 1"=3 MI. | FIGURE 1



UMES ACCESS ROAD
US 13 TO UMES LOOP ROAD

STUDY AREA

SCALE 1"=2000' | FIGURE 2



UMES ACCESS ROAD
US 13 to
UMES LOOP ROAD

SELECTED ALT 6A MODIFIED WITH EXISTING NETWORK

SCALE 1"=2000'

FIGURE 2a

4. Project Background

The UMES Access Road project has been listed in the State Highway Administration's Highway Needs Inventory (HNI) since 1973. In 1973, the project was proposed for construction as a two-lane facility, which is how it appears in the current 1988 HNI.

Funding is currently provided for the completion of the project planning studies. It is anticipated that future updates of the CTP will provide funding for the final design, right-of-way acquisition and construction phases. The proposed project is consistent with the Somerset County Comprehensive Plan (1991).

a. Alternate 1: The No-Build Alternate

Alternate 1, the No-Build Alternate, would not include any significant improvements that would measurably affect the safety to UMES within the study.

This alternate was retained for detailed study as the baseline alternate, to be compared to the Build Alternates.

b. Alternate 4: Extend MD 362 (Mt. Vernon Road)

This alternate proposed the extension of existing MD 362 (Mt. Vernon Road) with new roadway construction easterly from MD 675 (Somerset Avenue) for a distance of approximately 220 feet to connect to existing Mt. Vernon Drive (renamed Valentine Drive). Existing Valentine Drive would be resurfaced. New roadway construction is proposed to extend easterly from the end of existing Valentine Drive to the UMES Loop Road. This would require a new at-grade crossing of the Conrail track. Alternate 4 would require a new hydraulic structure for the crossing of Loretto Branch. The typical sections for new construction would consist of a three-lane, 38-foot curbed section to accommodate right and left turning movements from MD 675 (at MD 362) to existing Valentine Drive, and a two-lane, 22-foot roadway with 8-foot shoulders from the eastern end of Valentine Drive to the UMES Loop Road.

c. Alternate 6

This alternate proposes a new two-lane, undivided roadway, beginning at MD 675 in the vicinity of Hickory Road. This alternate, suggested by area citizens, would extend eastward and curve toward the south ending at the UMES Loop Road. The typical section would consist of a two-lane, 22-foot roadway with 8-foot shoulders throughout. One at-grade railroad crossing and a stream crossing of Loretto Branch will be required. Direct access to the UMES campus is only provided from MD 675.

d. Alternate 6A

This alternate is essentially the same as Alternate 6, except that it would begin at a new intersection with US 13, providing a median opening on US 13 with a left turn lane on the median side of southbound US 13. New roadway construction would proceed easterly, intersecting with MD 675 at the same location as the western terminus of Alternate 6, and

proceeding easterly in the identical manner as Alternate 6 to the UMES Loop Road. The same typical sections as described for Alternate 6 would be used throughout Alternate 6A.

With this alternate, the existing left-turn movement from southbound US 13 to southbound MD 675 will be eliminated, relocating it to the new US 13 intersection with Alternate 6A. This should reduce the accidents being experienced at the US 13/MD 675 intersection. The existing northbound MD 675 to northbound US 13 merge movement would remain.

e. Selected Alternate - Alternate 6A Modified

This alternate is essentially the same as Alternate 6A, except this alignment was shifted more eastward to cross Loretto Branch at a narrower width of wetlands W-5 (see Figures 3 and 4). The same typical sections proposed for Alternates 6/6A (Figure 5) would be used. The alignment was suggested by the Army Corps of Engineers (ACOE) and the U.S. Fish and Wildlife Service (USFWS) at the Wetland Field Review on April 16, 1991 (see minutes of Wetland Field Review in the Comments and Coordination Section VI-F). The alignment shift resulted in a reduction in wetland impacts from 1.6 acres for Alternates 6/6A to 1.0 acre for Alternate 6A Modified, resulting in a 0.6 acre reduction in wetland impacts (see Table 5, Pg. III-29).

Alternate 6A Modified provides direct access for US 13 to UMES. Alternate 6A Modified meets or exceeds the standards contained in the American Association of State Highway and Transportation Officials', "A Policy on Geometric Design of Highways and Streets."

Alternate 6A Modified requires a crossing with the Loretto Branch, as well as a new at-grade crossing of the Conrail railroad tracks. Access to the new roadway would be handled through the development approval process.

The actual type of hydraulic structures for the crossing of Loretto Branch have not been determined at this time, however, triple box culverts are being investigated. This same type structure is currently found at existing East Broad Street. A bridge 320 feet long, costing $1.2 million would reduce the acreage of wetland impact.

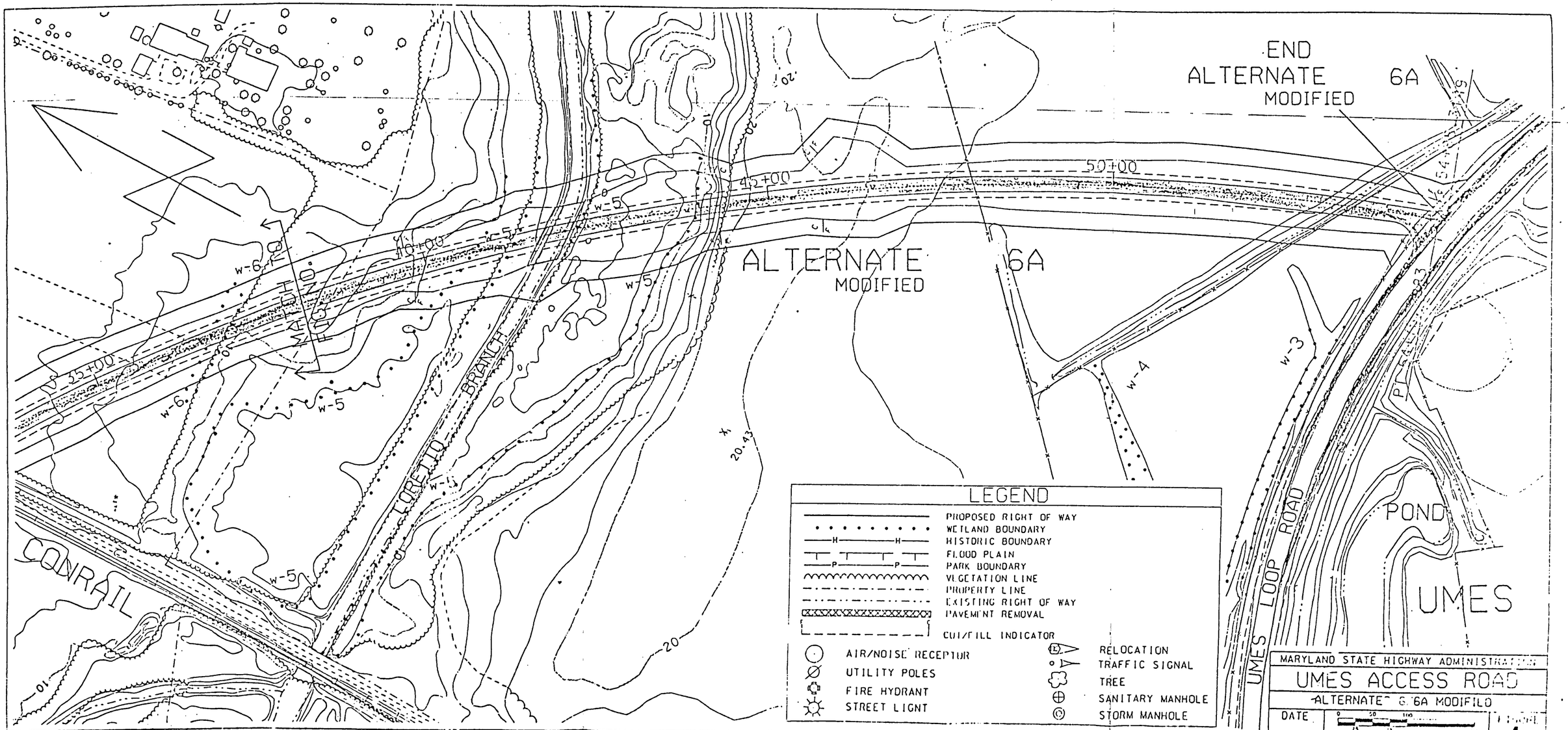
3. <u>Service Characteristics of the Selected Alternate</u>

a. Traffic Summary

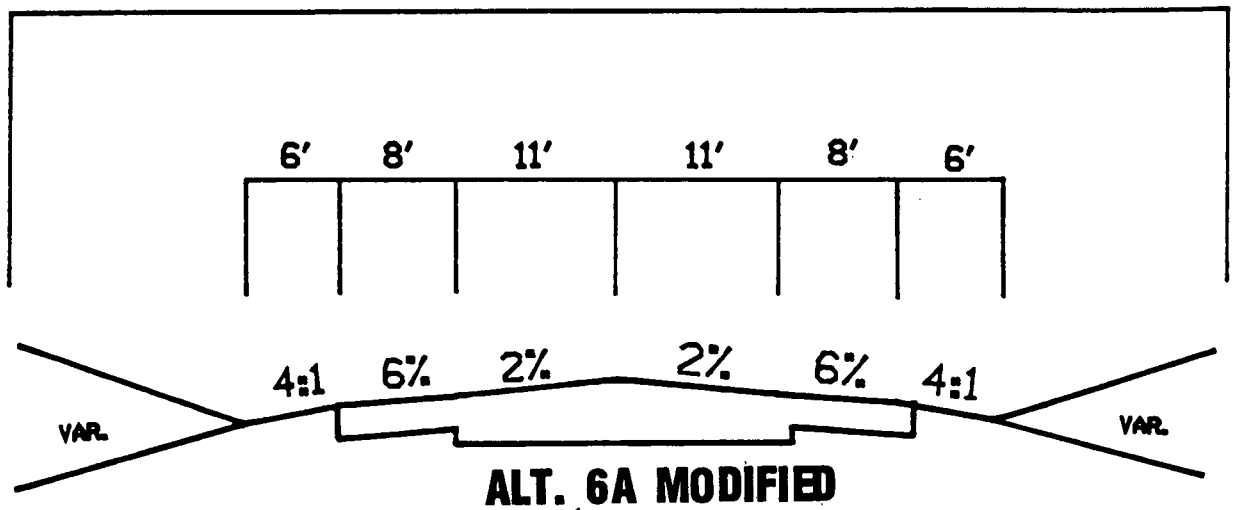
1) <u>Existing Conditions</u>

Although the 1990 Census indicates a 20 percent population increase in Princess Anne from 1980 to 1990 and enrollment at UMES has increased over 70 percent from 1,073 to 1,828 during roughly the same period, existing peak hour traffic volumes do not approach the capacity of the existing roadway throughout the study corridor. Likewise, design year (2015) peak hour traffic volumes are also not expected to approach or exceed roadway capacity due to the minimal population increase expected in Princess Anne.

MAP


END
ALTERNATE 6A
MODIFIED
ALTERNATE 6A
MODIFIED
42+00
50+00
35+00
15+00
W-5
W-6
W-4
W-3
LORETTO BRANCH
CONRAIL
UMES LOOP ROAD
POND
UMES
20.43
LEGEND
PROPOSED RIGHT OF WAY
WETLAND BOUNDARY
HISTORIC BOUNDARY
FLOOD PLAIN
PARK BOUNDARY
VEGETATION LINE
PROPERTY LINE
EXISTING RIGHT OF WAY
PAVEMENT REMOVAL
CUT/FILL INDICATOR
AIR/NOISE RECEPTOR
UTILITY POLES
FIRE HYDRANT
STREET LIGHT
RELOCATION
TRAFFIC SIGNAL
TREE
SANITARY MANHOLE
STORM MANHOLE
MARYLAND STATE HIGHWAY ADMINISTRATION
UMES ACCESS ROAD
ALTERNATE 6 6A MODIFIED
DATE
4

R/W LIMITS VARIABLE 100'-175'



ALT. 6A MODIFIED
OPEN SECTION

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

UMES ACCESS ROAD
US 13 TO UMES LOOP ROAD

PROPOSED
TYPICAL SECTION
ALT. 6A MODIFIED

FIGURE 5

Traffic counts compiled in 1989 indicate that the average daily traffic (ADT) volumes on the streets that comprise the existing access to UMES range from approximately 2,100 to 9,250 vehicle types per day (See Figure 6 and Table 2, Page III-14). ADT volumes for the No-Build and Selected Alternate 4 and 6A Modified in the design year 2015 are noted in Figures 7 and 8 and Table 2, page III-14. Study area traffic forecasted for the design year 2015 indicates an ADT ranging from approximately 3,550 to 15,450 vehicles per day (Table 2). The projected traffic volumes, based on current zoning, represent approximately a doubling of the ADT throughout the study area.

Existing and projected truck traffic is only two percent of average daily volumes.

Traffic must utilize four signalized intersections heading toward the University. They are:

- US 13 and MD 362 (Mt. Vernon Drive)
- MD 675 (Somerset Avenue) and MD 918 (East Broad Street)
- MD 675 (Somerset Avenue) and Prince William Street
- US 13 and MD 363 (Manokin Avenue)

TABLE 2
COMPARISON OF TRAFFIC VOLUMES
ALTERNATE 6A MODIFIED
Average Daily Traffic (ADT)

Location	Existing 1989	Design Year (2015)
MD 675 (Somerset Avenue) North of MD 918	9,250	11,350
MD 362 (Mt. Vernon Road) West of MD 675	5,850	7,500
MD 363 (Manokin Avenue) East of US 13	2,100	3,550
MD 918 (East Broad Street) East of MD 675	4,100	2,550

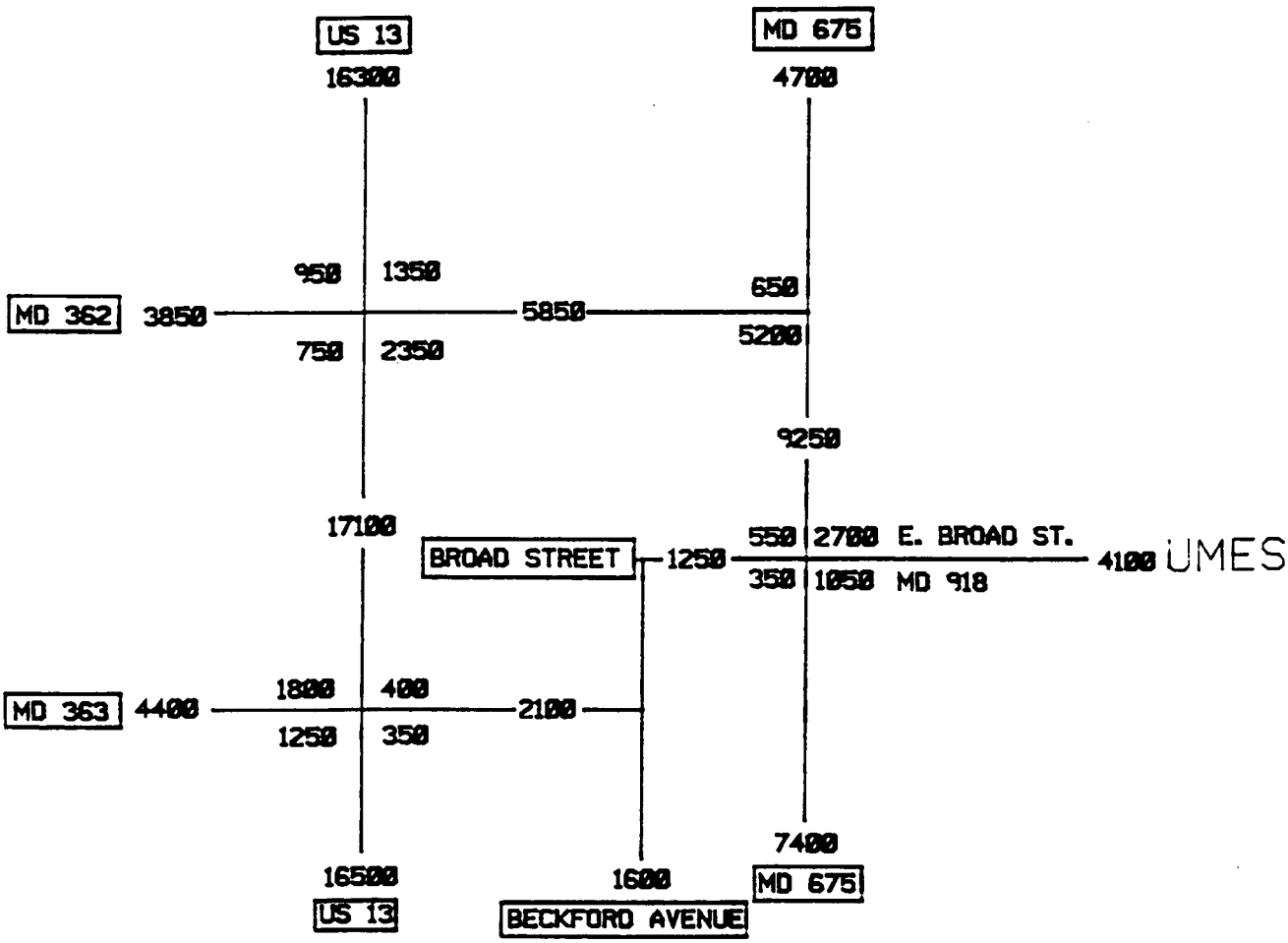
2) Roadway Function

The proposed UMES Access Road would be classified as a minor collector in the State Highway Administration Secondary Highway System. A collector roadway serves as a connection between residential and employment centers and/or major traffic carriers.

b. Accident Summary

The accident data for all highway networks used to gain access into the UMES was reviewed for the five year period of 1985 through 1989. These corridors are:

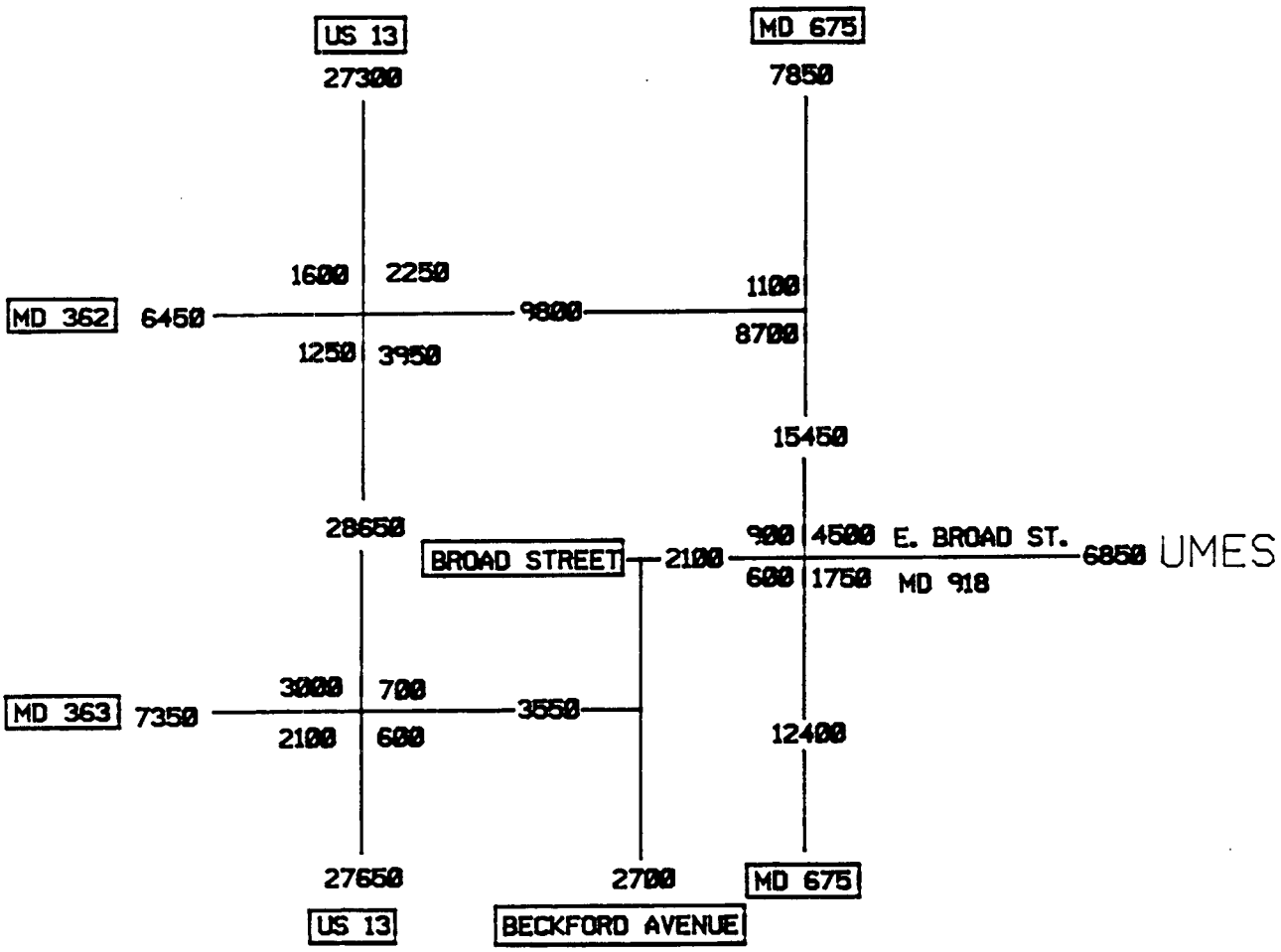
- Network 1: MD 675 - from US 13 traveling north to East Broad Street, then east on East Broad Street to the University (see Figure 9).



UMES ACCESS ROAD
US 13 TO UMES LOOP ROAD

1989 ADT EXISTING

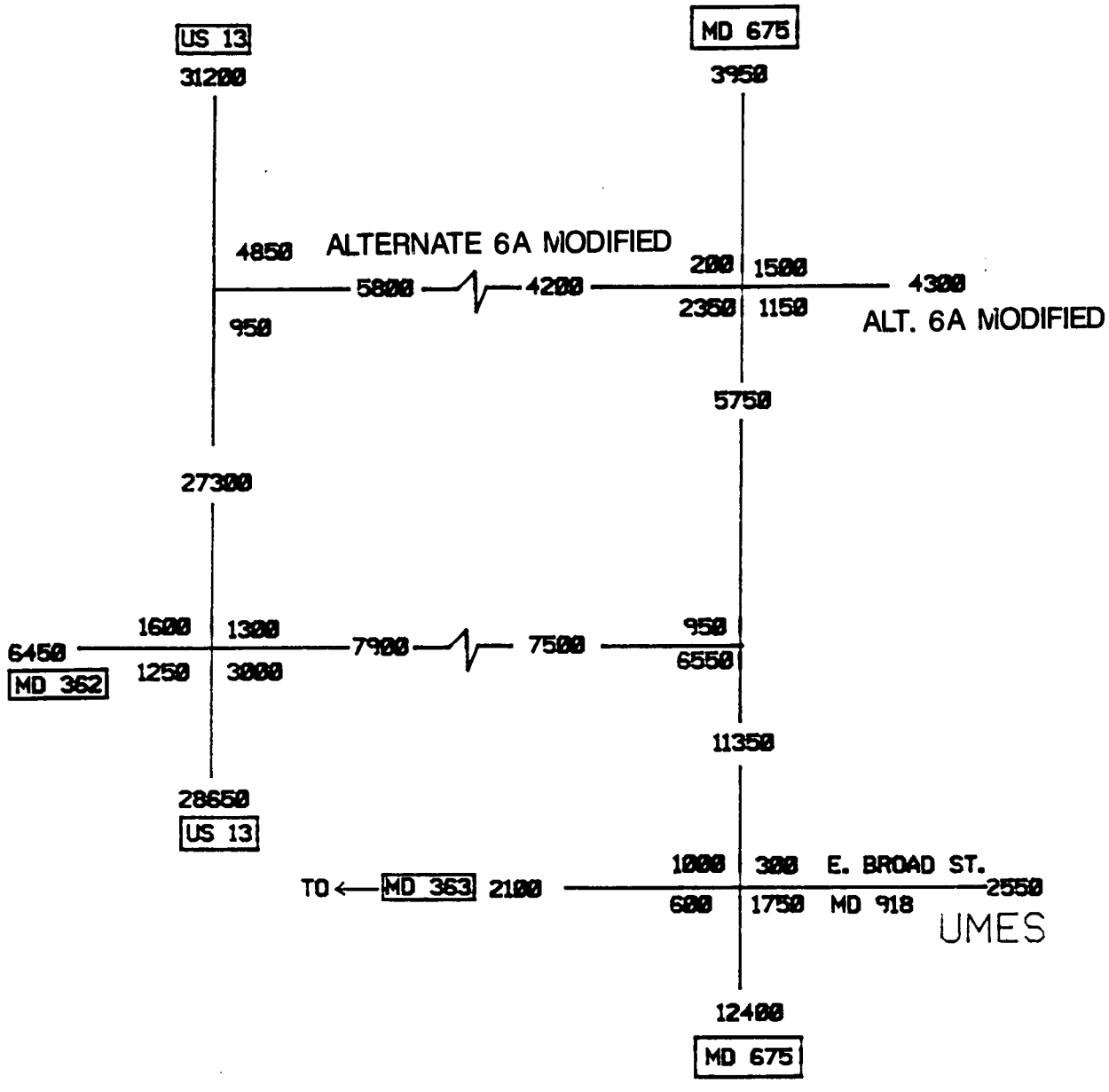
FIGURE 6



UMES ACCESS ROAD
US 13 TO UMES LOOP ROAD

2015 ADT
NO-BUILD ALTERNATE

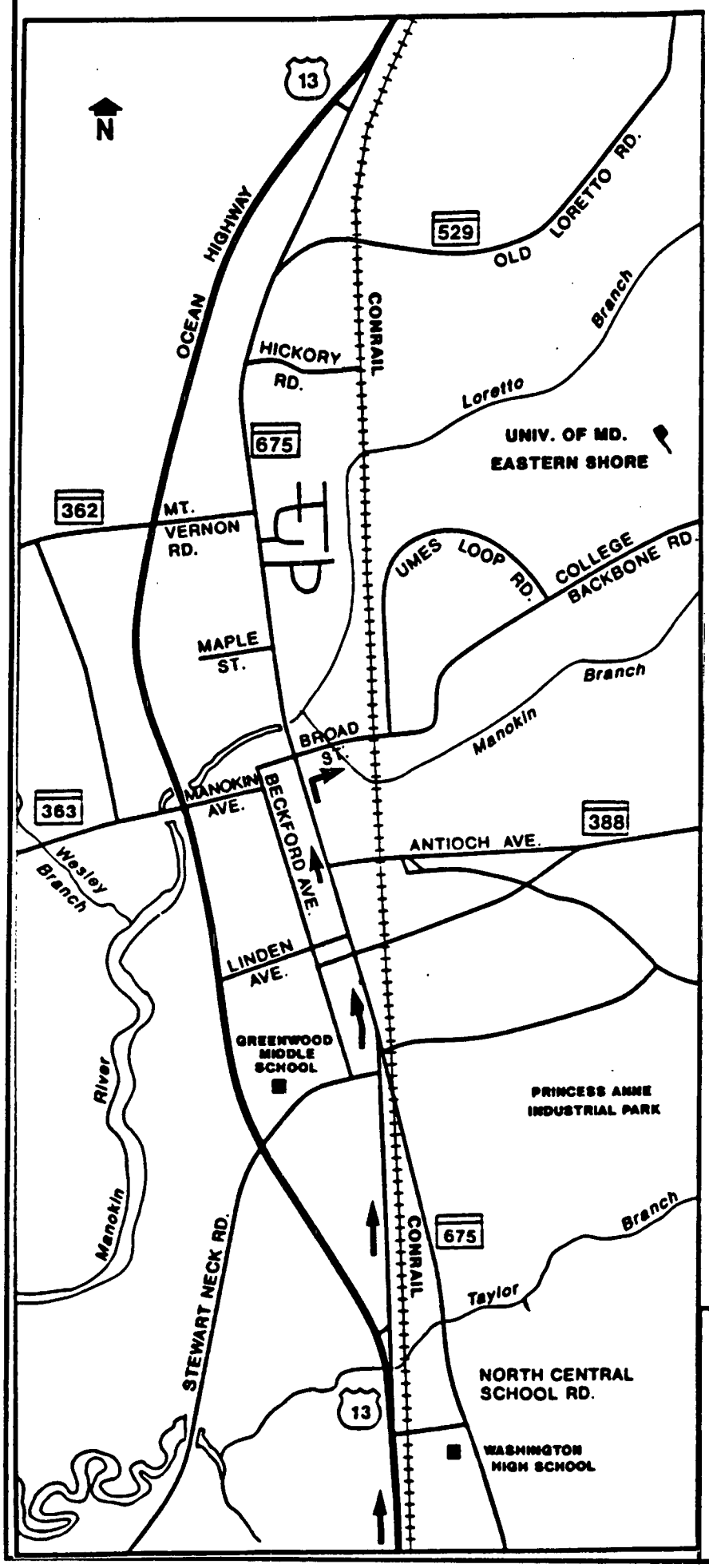
FIGURE 7



UMES ACCESS ROAD
US 13 TO UMES LOOP ROAD

2015 ADT
SELECTED ALT. 6A MODIFIED

FIGURE 8



UMES ACCESS ROAD
US 13 TO
UMES LOOP ROAD

NETWORK 1

NOT TO SCALE FIGURE 9

Network 1, involving MD 675 from US 13 traveling north to East Broad Street (MD 918) into the University, experienced a total of 81 accidents during the five-year study period. These accidents resulted in a rate of approximately 605 accidents per one hundred million vehicle miles of travel (acc/100mvm) for this network. This rate is significantly higher than the weighted statewide average accident rate of 204 acc/100mvm for all similarly designed highways now under state maintenance. The accident cost to the motoring and general public resulting from these accidents is estimated at approximately $8.3 million/100mvm of travel.

- Network 2: MD 675 - from US 13 traveling south to East Broad Street, then east on East Broad Street to the University (see Figure 10).

Network 2, MD 675 from US 13 traveling south to East Broad Street (MD 918) and then east on MD 918 into the University, experienced a total of 83 accidents during the study period. The accident rate for this network is approximately 570 acc/100mvm of travel and is substantially higher than the statewide average accident rate of 204 acc/100mvm of travel for all similarly designed highways. These accidents resulted in a cost of approximately $5.3 million/100mvm of travel.

- Network 3: MD 362 - from US 13 east to MD 675, then MD 675 south to East Broad Street, then east on East Broad Street to the University (see Figure 11).

Network 3, composed of MD 362 from US 13 east to MD 675, MD 675 south to MD 918, MD 918 east to the University, experienced a total of 71 accidents during the five-year period. These accidents resulted in a rate of approximately 947 acc/100mvm of travel and is substantially higher than the statewide average rate of 204 acc/100mvm for similarly designed roads. This accident rate has generated an accident cost of approximately $3.1 million/100mvm of travel to the motoring and general public. There are numerous High Accident Locations in Network 3.

These are listed below indicating year, qualified and number of accidents (see Figure 13 for location).

Intersections

US 13 at MD 362

1985 - 12 accidents
1986 - 13 accidents
1987 - 23 accidents
1988 - 11 accidents
1989 - 12 accidents

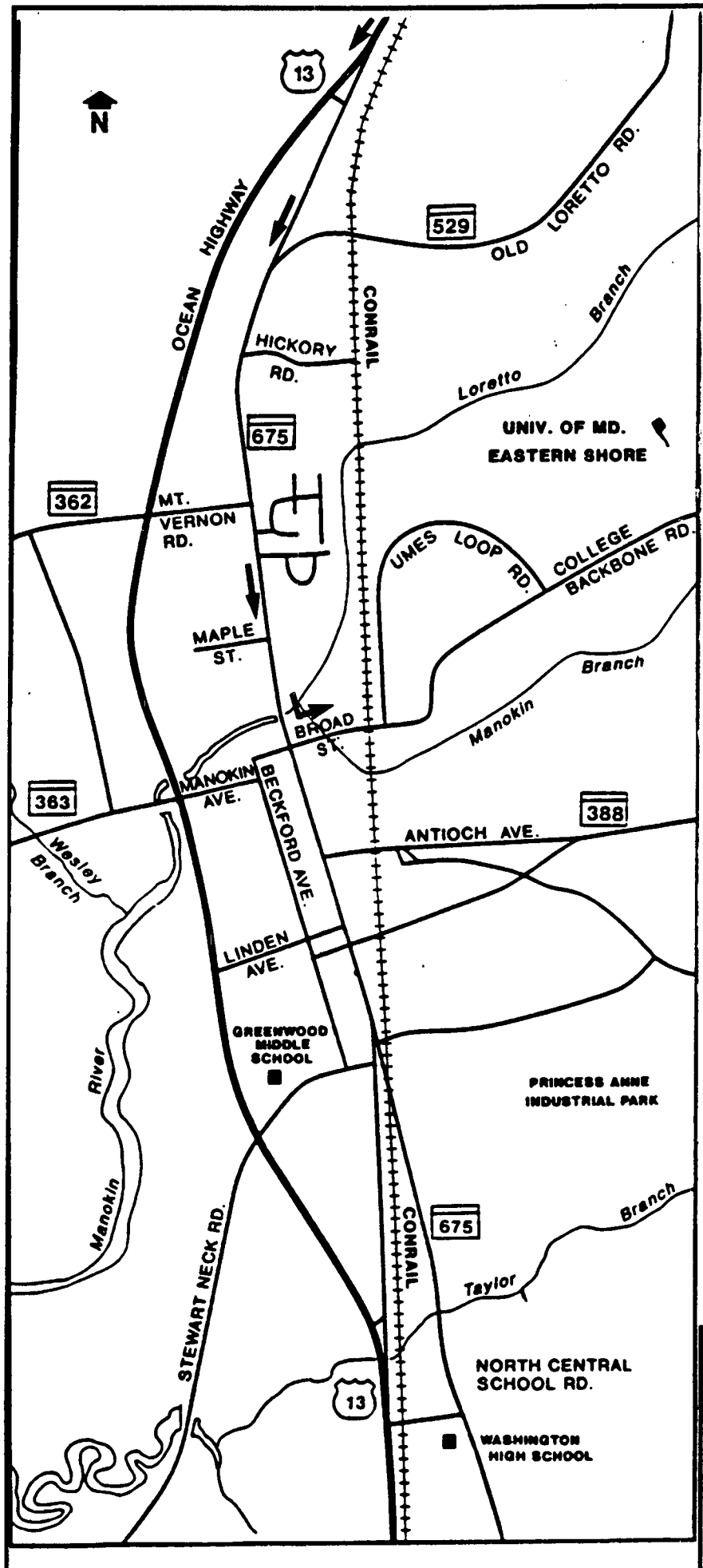
Sections of Highway

1985 Locations

- US 13 from Linden Avenue to just north of Manokin River Bridge - 10 accidents
- MD 675 from south of Prince William Street to south of Oak Street - 9 accidents
- MD 675 from south of Oak Street to south of Hickory Street - 8 accidents

1986 Locations

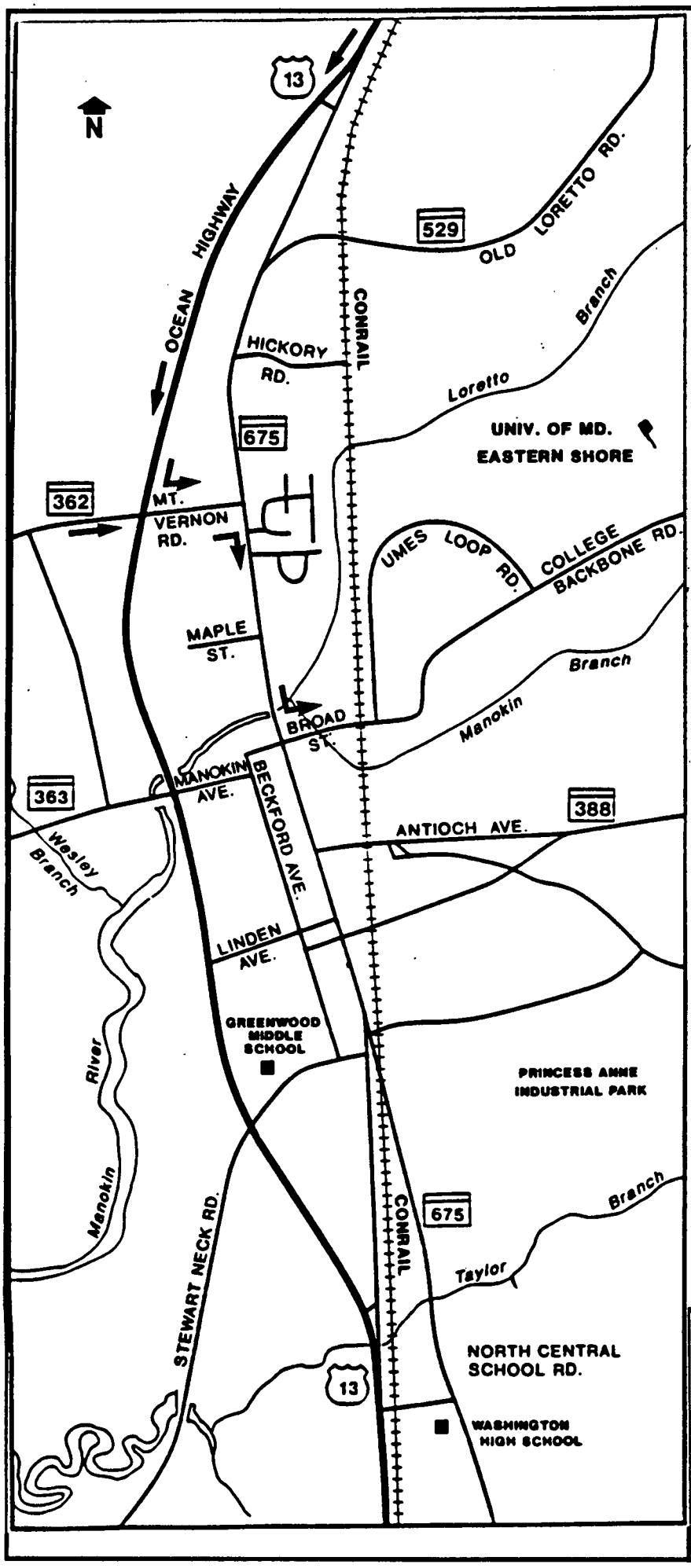
- US 13 from Linden Avenue to just north of Manokin River Bridge - 10 accidents
- US 13 from south of MD 362 to .36 mile north of MD 362 - 15 accidents



UMES ACCESS ROAD
US 13 TO
UMES LOOP ROAD

NETWORK 2

NOT TO SCALE FIGURE 10



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UMES ACCESS ROAD
US 13 TO
UMES LOOP ROAD

NETWORK 3

NOT TO SCALE FIGURE 11

- MD 675 from just north of West South Street to just south of Prince William Street - 9 accidents

1987 Locations

- MD 362 from .10 mile west of Crisfield Lane to MD 675 - 9 accidents

No Locations in 1988

1989 Locations

- US 13 in the vicinity of MD 362 - 3 accidents

Figure 12 shows those intersections that experienced high accident rates during the years 1985-1989.

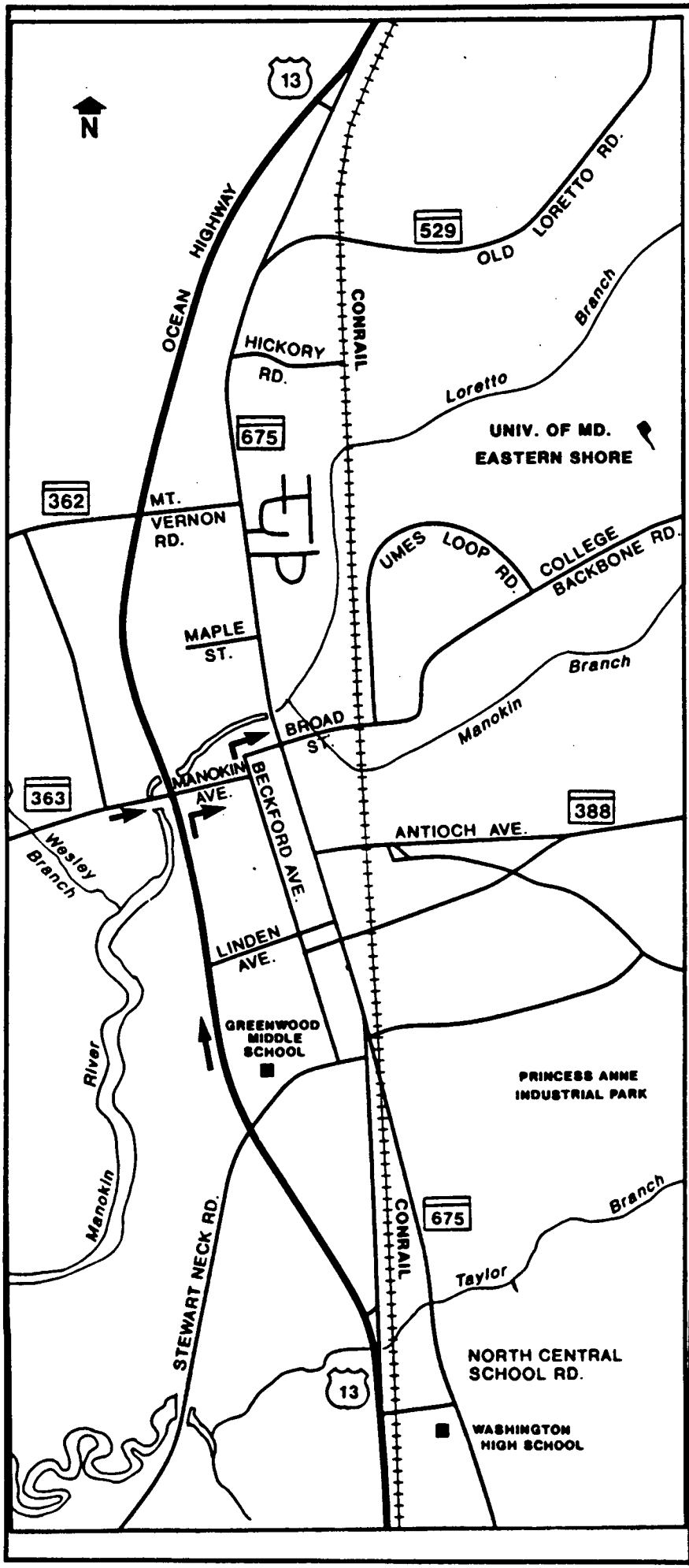
- Network 4: MD 363 - from US 13 east to Manokin Avenue, Manokin Avenue east to North Beckford Avenue, then north on North Beckford Avenue to West Broad Street, then east to East Broad Street into the University (see Figure 12).

Network 4 consists of MD 363 from US 13 east to Manokin Avenue, Manokin Avenue east to North Beckford Avenue, North Beckford Avenue north to West Broad Street, West Broad Street to MD 918, and MD 918 to the University. This network experienced a total of 11 accidents during the five-year study period. These accidents resulted in a rate of 357 acc/100mvm of travel which is higher than the statewide average accident rate of 204 acc/100mvm for similarly designed highways now under state maintenance. The accident experience has resulted in an accident cost of approximately $0.9 million/100mvm of travel.

Under a "No-Build" Alternate, the current traffic patterns and high accident rates for these corridor networks will continue to exist.

The Selected Alternate 6A Modified should experience an accident rate reduction to approximately 204 accidents/100mvm of travel, which is the statewide average rate, and result in an accident cost of $2.6 million/100mvm. Alternate 6A Modified relocates the southbound US 13 left turn to MD 675 southward to the proposed US 13/Alternate 6A intersection. This should have a positive impact on the overall accident pattern by relocating a high turning movement. Alternate 6A Modified provides a direct route to the UMES Loop Road from US 13.

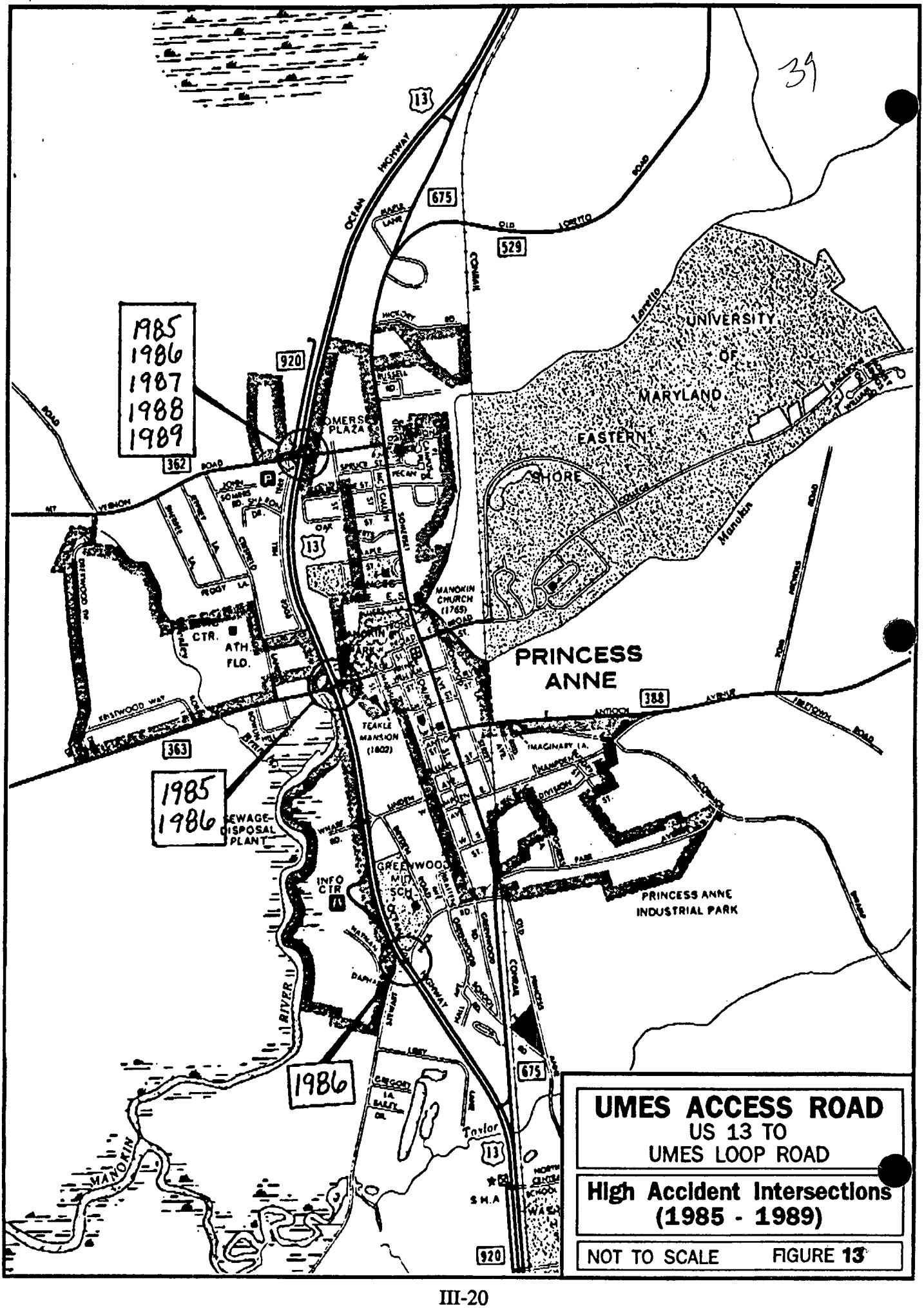
Table 3 lists the existing and projected accident rates and costs for the four existing access networks and the No-Build Alternate, and the projected accident rate and cost for the Selected Alternate. The Selected Alternate replaces the southbound egress movement of Network 2 and may attract traffic from Networks 3 and 4 because of the direct route provided to the campus.



UMES ACCESS ROAD
US 13 TO
UMES LOOP ROAD

NETWORK 4

NOT TO SCALE FIGURE 12



UMES ACCESS ROAD
US 13 TO
UMES LOOP ROAD

High Accident Intersections (1985 - 1989)

NOT TO SCALE FIGURE **13**

TABLE 3
COMPARISON OF ACCIDENT RATES AND COSTS

	Existing and No-Build Alternates					Selected Alt. 6A Modified
	Network 1	Network 2	Network 3	Network 4	Total	
Accident Rate * (per 100 MVM)	605	570	947	357	N/A	204***
Accident Cost *** ($ Million/100 MVM)	$8.3	$5.3	$3.1	$0.9	$17.6	$2.6

* Accident rates are developed as a ratio of accidents per one hundred million vehicle miles of travel.
** This is a statewide average accident rate for all similarly designed highways now under state maintenance.
*** These are accident costs to the motoring and general public presented as millions of dollars per one hundred million vehicle miles of travel.

c. Characteristics of the Selected Alternate

The Selected Alternate, Alternate 6A Modified, is about 0.85 mile in length. It begins at a new intersection on US 13, located approximately 2,000 feet north of the existing intersection of MD 362 with US 13 and will provide for standard accel/decel and storage lanes on US 13. The proposed access road then proceeds easterly, with a new intersection at MD 675 at the approximate location of the existing intersection of MD 675 with Hickory Road and accel/decel lanes will be provided. This is located about 1,900 feet north of the existing intersection of MD 675 with MD 362. A new connector road would provide access to Hickory Road from the UMES Access Road. The new road continues easterly and curves towards the south, ending at the UMES Loop Road. It would require a new at-grade crossing of the Conrail track which would consist of a railroad warning sign with flashing red lights, and a new crossing of Loretto Branch.

With this alternate, the existing left-turn movement from southbound US 13 to southbound MD 675 would be eliminated. It would be relocated to the new US 13 intersection with the Selected Alternate. This should reduce the accident experience at the US 13/MD 675 intersection. The existing northbound MD 675 to northbound US 13 merge movement would remain. Traffic signals will be provided at US 13, MD 675 and at the intersection of UMES Loop Road. This alternate meets the purpose and need statement for the proposed facility, described above.

The proposed improvement would be classified as a minor collector roadway. The design speed of the proposed entrance is 30 mph, with an anticipated posted speed of 25 mph. This design speed was selected to permit a normal cross-slope for the roadway. The speed was also determined by the roadway geometrics, speed limits on existing roadway network, and speed within the corporate limits of Princess Anne and UMES. The maximum degree of curve is 1°-45'. The cross-slope will transition to level at the proposed at-grade railroad track crossing. Because of the flat terrain, the vertical grades are less than 1.0%, but exceed the minimum of

0.2%. The proposed access road meets the standards contained in the American Association of State Highway and Transportation Official's (AASHTO) A Policy on Geometric Design of Highways and Streets (1990), the Maryland State Highway Administration's Highway Development Manual, and other applicable State Highway Administration directives and criteria. All connections shall, as a minimum, meet all applicable Somerset County standards and criteria.

4. Environmental Consequences of the Selected Alternate

An Environmental Assessment of the UMES Access Road project was prepared and distributed. Federal Highway Administration approved the Environmental Assessment on April 8, 1992.

a. Social Impact

1) Displacements

An analysis of possible displacements caused by the Selected Alternate has been conducted by the SHA.

Alternate 6A Modified would require a total of two residential displacements that have moderate income levels -- an owner occupied mobile home plus a one-story frame dwelling that is occupied by a tenant family. In addition, an abandoned chicken coop would be removed. This alternate would require a total of 12 acres of right-of-way from four properties.

All individuals and families would be relocated in accordance with the provisions of the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended in October 22, 1993." A summary of the state's relocation assistance program is located in the Appendix.

All required relocations are expected to be completed in a timely, orderly and humane manner and without any undue hardship to the affected individuals. A reasonable lead time of nine months would be required to accomplish the relocations. According to a survey of Princess Anne area real estate listings, decent, safe and sanitary replacement housing is available in the area to relocate the displacees into comparable residences. Following the initiation of negotiations, the SHA Office of Real Estate will contact the affected residents and advise them of their rights under the relocation program. If displacees cannot be provided comparable housing within the normal monetary limits, Housing of Last Resort provisions will be used, thereby assuring that displaced persons will be provided comparable housing. There are no other state, federal or local projects in the area that would affect the supply of housing. There are no known minority, elderly or handicapped individuals displaced as a result of the proposed alignments.

2) Title VI Statement

It is the policy of the SHA 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, or physical or mental handicap

in all SHA program projects funded in whole or in part by the Federal Highway Administration. The SHA will not discriminate in highway planning, highway design, highway construction, the acquisition of right-of-way, or the provisions 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 SHA for investigation. The project will be designed and constructed to comply with the accessibility requirements of the Americans with Disabilities Act of 1990 and related laws and regulations.

3) Disruption to Neighborhoods and Communities

Alternate 6A Modified would not disrupt any communities since this alternate is located north of UMES where current land use is primarily rural and undeveloped.

4) Visual Impacts

Extensive commercial and residential development already exists along the majority of MD 675. Consequently, the visual quality of the project area is largely shaped by the existing highway and adjacent development. While these improvements will alter the visual environment, the facility will be compatible with a commercially developed suburban area.

Ongoing efforts have begun to develop a streetscape and gateway plan for this proposed major access (Selected Alternate 6A Modified) to the UMES. Coordination efforts are underway between UMES, SHA, Somerset County and the Town of Princess Anne which would result in a landscaping plan to be implemented by SHA and/or future developers adjacent to the proposed roadway.

5) Access to Services and Facilities

Alternate 6A Modified would improve access for southbound University traffic by improving the travel time to the University. Northbound University traffic would continue to utilize Somerset Avenue for access at Broad Street due to its closer proximity to the University. The Selected Alternate would provide paved shoulders that could accommodate biking and pedestrian traffic. The existing condition does not allow for safe biking and pedestrian traffic.

Alternate 6A Modified provides the additional access for the UMES traffic without causing a major disruption to the community along Mt. Vernon Road.

Alternate 6A Modified would not substantially improve emergency response time since these services are provided directly from the town area, but it could result in additional response time from the Salisbury area to the University, if required.

The Selected Alternate should not impact the existing park-and-ride lot located in the southwest corner of US 13 and MD 362 or the proposed expansion located on the west side of US 13 on MD 920. However, increased employment opportunities in the north and south of the study area could fill the new lot to capacity and the existing lot would exceed capacity.

6) Farms

A small amount of right-of-way would be required from one farm associated with Alternate 6A Modified. The farm would not be divided or have access changed. The right-of-way acquisition would be minor and would not affect farming operations.

7) Public Parks and Recreation Areas

Alternate 6A Modified would not impact any publicly owned park or recreational areas.

b. Land Use

Alternate 6A Modified is the alignment identified in the Comprehensive Plan for Somerset County (1991) to provide secondary access to UMES and is also consistent with the County's land use plan since the future land use north of UMES is designated for employment and industrial uses. Alternate 6A Modified would help to accommodate these plans by providing a roadway for future development in the area.

Alternate 6A Modified was recommended by the citizens as an alternate alignment to Alternate 4, to which the citizens in the community had voiced opposition.

1) Economic Growth, Resource Protection and Planning Act Consistency

The proposed access road is consistent with the Growth Management Act and supports the proposed pattern of growth in Princess Anne and on the UMES campus. This could result in higher student enrollment, with economic spinoff, in keeping with the visions of economic growth of the County and Town.

The close proximity of the project to the boundaries of the Town of Princess Anne would promote compact growth in the existing population units.

The Selected Alternate promotes the development of energy efficient travel patterns through the direct connection between US 13 and the UMES Loop Road. The access does not discourage the use of alternatives to single occupant automobiles. Bicyclists and pedestrians can be accommodated on the paved shoulders of the proposed improvement.

c. Cultural Resources

1) Historic Sites

The following historic sites are located in the vicinity of Alternate 6A Modified.

Covington House is located east of MD 675 and south of Alternate 6A Modified. At its closest point, the dwelling would be separated from the right-of-way by 250 feet of mixed vegetation (shrubs and trees) plus a garage and utility buildings east and north of it. At its farthest point, the edge of the historic property is approximately 700 feet from the edge of the proposed right-of-way. Significant for its architecture, the State Historic Preservation Officer (SHPO) has determined that Alternate 6A Modified would have no adverse effect on the historic site. The Advisory Council on Historic

Preservation did not object to the SHPO's determination (see Section VI-D, Comments and Coordination). 44

The Brittingham Farm is located west of US 13 across from the terminus of Alternate 6A Modified and would not be affected by the Selected Alternate. Alternate 6A Modified, which includes an extension west between MD 675 and US 13 would have no effect on the site since it would be separated from any construction by a row of trees lining the access road leading to the Penchak property, which parallels the southbound lanes of US 13. The March 7, 1991 letter from the SHPO concurs with these findings and is included in the Comments and Coordination Section.

2) Archaeology

Phase II archaeological investigations were performed at site 18S0-147 to determine whether the site would meet criteria for inclusion on the National Register. Phase II investigations revealed historical artifacts and that the site was probably an early or mid-nineteenth century rural occupation by a tenant or servant. A relatively small quantity of prehistoric artifacts of Late Archaic and Early Woodland age were also found suggesting that the area was used for foraging and collecting.

Plowing and clearing had mixed together artifacts from all prehistoric and historic time periods. Due to the lack of integrity, the SHPO in their letter dated October 29, 1993 (see Section VI-D) concurred that the site 18S0-147 is ineligible for the National Register and warrants no further study.

Phase I archaeological investigations were performed at the wetland mitigation site. One archaeological site was found within the mitigation area site 18S0-168. This site consisted of low density scatter of both historic and prehistoric artifacts. Neither component is considered significant (NRE). No further archaeological work is recommended. Concurrence with this finding was received from the SHPO in their letter dated August 27, 1993 (see Section VI-C, NEPA Documentation).

d. Natural Environmental Impacts

1) Topography and Geology

Alternate 6A modified would not result in any substantial alteration to the topography within the study area.

2) Soils

The Selected Alternate would have some effect on soils resulting from displacement and/or disturbance. The total acreage of soil disturbance for Alternative 6A Modified is 11.3 acres.

Coordination was undertaken with the USDA, Soil Conservation Service, through submission of the Farmland Conversion Impact Rating Form, as required by the Farmland Protection Policy Act (FPPA) (see Comments and Coordination, Section VI-D). Prime farmland

soils and Soils of Statewide Importance would be required. Alternate 6A Modified would impact approximately 10.0 acres of prime farmland and 2.25 acres of statewide important farmland soils. The project area is planned for future development. The 6A Alternate was modified to avoid wetlands associated with Loretto Branch. The shift to the alignment reduced the impact to prime farmland soils by one acre.

Construction of Alternate 6A Modified would result in the potential for soil erosion and sedimentation. Erosion and sedimentation impacts would be generally short-term, construction-related effects and with stringent implementation of state of the art sediment and erosion control measures approved by Maryland Department of the Environment (MDE), are expected to be minor in nature.

3) Surface Water and Groundwater

a) Surface Water Effects

1) Short Term Impacts

Implementation of Alternate 6A Modified would introduce the potential for temporary impacts to surfacewater and groundwater hydrology and surfacewater quality. These potential short-term impacts would be associated with project construction activities. Short-term impacts include:

- Siltation from increased erosion and sedimentation.
- Changes in water quality stemming from altered riparian habitat associated with Loretto Branch and its tributaries at proposed stream crossings.
- Changes in stream flow patterns resulting from impoundments and debris.

To minimize these potential impacts, sediment control plans will be developed by the SHA during final design for approval by MDE. Specific control measures cannot now be identified but will include:

- Staging of construction activities to permanently stabilize ditches at the tops of cuts and at the bottom of fill slopes prior to excavation and formation of embankments.
- Seeding, sodding or otherwise stabilizing slopes as soon as practicable to minimize the area exposed at any time.
- Appropriate placement and maintenance of sediment traps, temporary slope drains and other control measures.
- Placement of diversion dikes, energy dissipators, mulches and netting on slopes too steep to support vegetation.

Appropriate mitigation techniques will be selected during final design. Such techniques include, but are not limited to, flexible pipe to carry clean water over the construction site and revegetation with natural grasses, shrubs and trees.

The final contract documents will limit the area to be disturbed to that area actually required for construction of the project and for the property wasting of excess material.

Impoundments such as sediment ponds will be sized and located so as to maintain as much base flow as possible, generally by allowing the drainage from undisturbed areas to bypass the construction site and flow to its natural drainage course. The construction will be closely monitored to minimize debris and control waste areas. 4/6

With the application of the above procedures, short-term impacts to surface waters will be minimal.

2) Long-Term Impacts

Long-term adverse impacts to surfacewater quality and hydrology would be expected to occur in the form of increased stormwater runoff, which is not unusual.

During construction, the potential for soil erosion and sedimentation would become greater as soils are disturbed. Where adjacent to or in close proximity to surfacewaters, erosion of these soils also has the highest potential for sedimentation to receiving waters. Soils in the project impact area that are classified as severely erodible are identified as Sassafras sandy loam, 5-10% slopes (SfC3).

Given these considerations, it is important that soil erosion and sedimentation be minimized as much as possible. Measures to mitigate against these impacts would include structural, vegetative and operational methods. These methods will be developed as part of a project Soil Erosion and Sediment Control Plan, which will be prepared in accordance with the Maryland Standards and Specifications for Soil Erosion and Sediment Control.

Dewatering may be required for construction of bridge abutments if a bridge is selected for the Loretto Branch crossing. A decision on the type and size of structure for this stream crossing will be made during final design. In the event that abutments must be set deep and/or the water table is near the surface at the time of construction, dewatering operations would result in a temporary lowering of the water table in the immediate vicinity of the construction area. No long-term effects to ground or surfacewater hydrology would be expected. Dewatering operations, if required, would not be expected to adversely affect water supply wells in the study area due to the project distance from the wells and the short-term nature of the potential water table lowering.

Long-term impacts apply primarily to stream relocations, but certain impacts may also be associated with stream crossings, as well as stream drainage areas where construction activities have occurred. Stream crossings are shown on Figures 3 and 4 and are addressed in the following subsection, Individual Stream Impacts. Long-term impacts include:

- Potential changes in water quantity in receiving streams from alteration of drainage patterns or sources and stream flow characteristics.
- Potential changes in water quality parameters in receiving streams from:
  - erosion and sedimentation
  - roadway runoff carrying pollutants such as vehicular oil, grease, gasoline and solvents; wear particles from clutches, brake linings and tires; exhaust emissions that collect on the roadway and nearby vegetation; and seasonal inputs of salt and other deicing compounds.

- exposure of acidic compounds resulting from cut and fill operations.

- Habitat loss or alteration resulting from stream relocation and/or modification of riparian habitat.

The project will be designed in accordance with the Maryland Stormwater Management Act which limits increases in downstream discharges. Infiltration practices will be considered.

The final design for the proposed improvements will include plans for grading, erosion and sediment control, stormwater management, staging of construction activities, stream channel alterations and revegetation.

Stream crossings will require Waterway Construction Permits from the Maryland Department of Natural Resources, Water Resources Administration, and, in some cases, Section 404 Permits from the Army Corps of Engineers.

With the use of the above described techniques and procedures, no long-term impacts to surface waters are anticipated.

3) Individual Stream Impacts

Specific stream relocations and crossings are addressed below. Where major streams are crossed, consideration will be given during final design to providing bottomless culverts. If subsurface conditions preclude their use, the culvert bottom will be depressed in order to provide a natural bottom.

No relocation of Loretto Branch is required with Alternate 6A Modified, but one crossing of Loretto Branch with a hydraulic structure is necessary. SHA will consider the feasibility of constructing a precast concrete box culvert and having one culvert depressed one foot below the natural invert of the stream. This should reduce instream construction time and minimize the potential sedimentation impact to the Sensitive Joint-Vetch (a federal candidate species) which is located 3,000 feet downstream (see Army Corps of Engineers letter dated August 11, 1993, Section VI-C). The feasibility of this type of structure will be considered during final design phase upon the completion of the necessary hydraulic studies. Impacts associated with the crossing of Loretto Branch are explained in this section.

Alternate 6A Modified will also require the crossing of two small, unnamed tributaries to Loretto Branch which are identified as wetlands W-7 and W-8. These two tributaries would be conveyed under the proposed roadway by the use of pipes.

4) Floodplains

Loretto Branch, the only tributary within the study area, does not have a regulated FEMA 100-year floodplain associated with it. As such, no impacts to 100-year floodplains are expected as a result of any of the proposed Build Alternates.

5) Terrestrial Habitat

Impacts to terrestrial habitat in the study area by the proposed Build Alternates have been quantified and are listed in **Table 4**.

TABLE 4
VEGETATIVE COMMUNITY IMPACTS

Type	Alternate 6A Modified
Agricultural Land including pasture and cropland	15.0
Red Maple - Sweetgum Association Forested Wetland	0.8
Sweetgum - White Pine Association Mixed Hardwood - Conifer Forest	0.0
Red Maple - Black Cherry Association Mixed Hardwood Transitional Forest	0.8
Palustrine Emergent Wetland	0.2
Total Acres of Vegetative Community Impact	**16.8**

Alternate 6A Modified will have minimal impact on terrestrial habitat.

Most of the land in the existing project study area is either commercial/institutional/ residential or agricultural and that the proposed alternate will not have a marked change in habitat diversity.

6) Wetlands

Pursuant to Executive Order 11990, Protection of Wetlands, palustrine and riverine wetland areas were initially identified in the project study area by use of National Wetlands Inventory (USFWS) maps and Soil Conservation Service maps showing hydric soils. Routine on-site procedures as described in the "Federal Manual for Identifying and Delineating Jurisdictional Wetlands," (January 1989) were used to support and confirm the findings.

Concurrence with these wetland boundaries was obtained during a field investigation on April 16, 1991 with the representatives present from the Corps of Engineers and the US Fish and Wildlife Service. Minutes of the wetland field review meeting are included in the Comments and Coordination, Section VI-F.

Five wetlands would be impacted by the Selected Alternate. Alternate 6A Modified would require approximately 1.0 acre from five wetlands (see Table 5 below).

TABLE 5
WETLAND IMPACTS (ACRES)

Wetland No.	Wetland Avoidance/Minimization Option
W-5	0.8
W-6	0.07
W-7	0.05
W-8	0.05
W-9	0.03
Total	**1.0**

Wetland Avoidance and Minimization

Wetland 5 is a palustrine forested high quality wetland with a palustrine, persistent emergent wetland paralleling the north side of Loretto Branch east of the Conrail crossing (see Figure 4).

The Alternate 6 alignment was shifted to reduce wetland impacts adjacent to Loretto Branch (W-5) as suggested by the ACOE and the USFWS at the Wetland Field Review on April 16, 1991 (see minutes of Wetland Field Review in the Comments and Coordination, Section VI-F). The proposed alignment of Alternate 6 was shifted more eastward to cross Loretto Branch at a location impacting a narrower width of wetlands (see Figures 3 and 4).

The alignment shift resulted in a reduction in wetland impacts for the Selected Alternate resulting in a 0.6 acre reduction in wetland impacts. Further, minimization of wetland impacts along Alternate 6A Modified could be accomplished with a bridge 320 feet long and at an additional cost of $1.2 million. Possible pier placement within Loretto Branch would impact waters of the U.S. Impacts would be reduced from 0.8 acre to 0.35 acre. There would still be impacts to the wetland caused by shadowing.

Wetland 6 (Figures 3 and 4) is a palustrine persistent, emergent wetland located 250 feet east of the Conrail railroad. Alternate 6A Modified would require 0.07 acre, but would minimize the wetland impact to W-5, a high quality wetland, by 1.0 acre.

Wetland 7 (Figure 3) is a riverine wetland, an intermittent unnamed stream located 400 feet west of the Conrail railroad, and is perpendicular to the Build Alternate. Shifting the alignment northeast, as in Alternate 6A Modified, has resulted in a wetland impact of 0.05 acre. An alignment shift to the south would place the alignment within the boundary of the Covington House, which is a National Register eligible historic site.

Wetland 8 (Figure 3) is a riverine, upper perennial unnamed stream located 400 feet east of MD 675 (Somerset Avenue) and is perpendicular in nature to the Build Alternate. Shifting the alignment south, as in Alternate 6A Modified, resulted in a wetland impact of 0.05 acre. Shifting the alignment north would avoid this wetland, however, this shift would place a substandard curvature in the roadway, compromising the proposed posted speed of 25 miles per hour. The necessary superelevation (banking) to accompany the sharper curvature could not occur because a level crossing of Conrail track is essential to the operation of the crossing.

Wetland 9 (Figure 3) is a palustrine, persistent, emergent wetland that parallels MD 675 (Somerset Avenue). Alternate 6A Modified shifted the alignment slightly south and would impact 0.03 acre of this wetland. An alignment shift farther south would avoid impacting Wetland 9 since the swale begins at the proposed alignment. However, this farther shift to the south places the alignment within the boundary of the Covington House, which is National Register eligible. An alignment shift to the north would not avoid this wetland since it runs perpendicular to the direction of the proposed alternates.

Total avoidance of wetlands is not possible due to the fact that the wetlands run perpendicular to the proposed alignments. Alternate 4 would have accomplished the transportation objectives while impacting only 0.6 acre of nontidal wetlands. However,

Alternate 4 would have required that Valentine Drive, currently a dead-end residential street, be converted to a through-road projected to carry 4300 vehicles per day in the design year 2015. This would have posed safety concerns for the residents of the Princess Anne Estates community and would have altered the character and cohesion of this mixed community. Currently, the community has no through-roads, and is accessed only by those residing there. Converting Valentine Drive to a through-road would subject the community to noise, congestion, litter, increased risk of accidents, a loss of community cohesion, and a perception of intrusion. This sudden and drastic change in character could result in numerous properties being placed on the market, with a corresponding decline in property values, thereby threatening the neighborhood stability and general state of repair. In consideration of the potential negative impact on the community of Princess Anne Estates, and the fact that Alternate 4 and the Selected Alternate differ by only 0.4 acre of wetland impact, the Corps and other agencies (see Section VI-6) have all concurred that the selection of Alternate 6A Modified complies with the 404(b)(1) Guidelines.

Wetland Mitigation

A Section 404 Permit (COE) and/or Non-tidal Wetland Permit (DNR) would be required for wetland impacts in the project corridor. A preliminary wetland mitigation plan has been developed and coordinated with appropriate permitting and resource agencies. The wetland impacts and mitigation site occurs within the Loretto Branch Drainage area (see Figure 14).

The construction of the UMES Access Road (Alternate 6A Modified) will impact 0.8 acres of forested wetlands located in the riparian zone of Loretto Branch, as well as 0.2 acres of emergent wetland also within the riparian zone of the same stream (see Table 6 and following descriptions for vegetation patterns and wetland functions).

The mitigation plan for the impacts associated with the construction of the UMES Access Road (Alternate 6A Modified) will be based on a need to replace all forested wetland impacts at a 2:1 ratio and all emergent wetland impacts in a 1:1 ratio. SHA therefore plans on constructing 1.6 acres of replacement wetlands utilizing similar vegetative species and replacing similar functions as those found in the impact area. The site chosen for this work will be the Fairwinds property which is a farm/nursery located adjacent to Alternate 6A and in very close proximity to the area of wetland impact (see memo dated November 17, 1992 in Section VI-F, also refer to letter from ACOE dated 11/12/92 for mitigation site approval in Section VI-F).

The goal of this project will be to establish a created wetland providing similar functions and values as those lost to construction activities. Through acquisition, site design, planting and natural succession this site will remain as wetlands.

As with all of SHA's wetland mitigation projects this site will be monitored for a period of 5 years in order to document the success of mitigation goals.

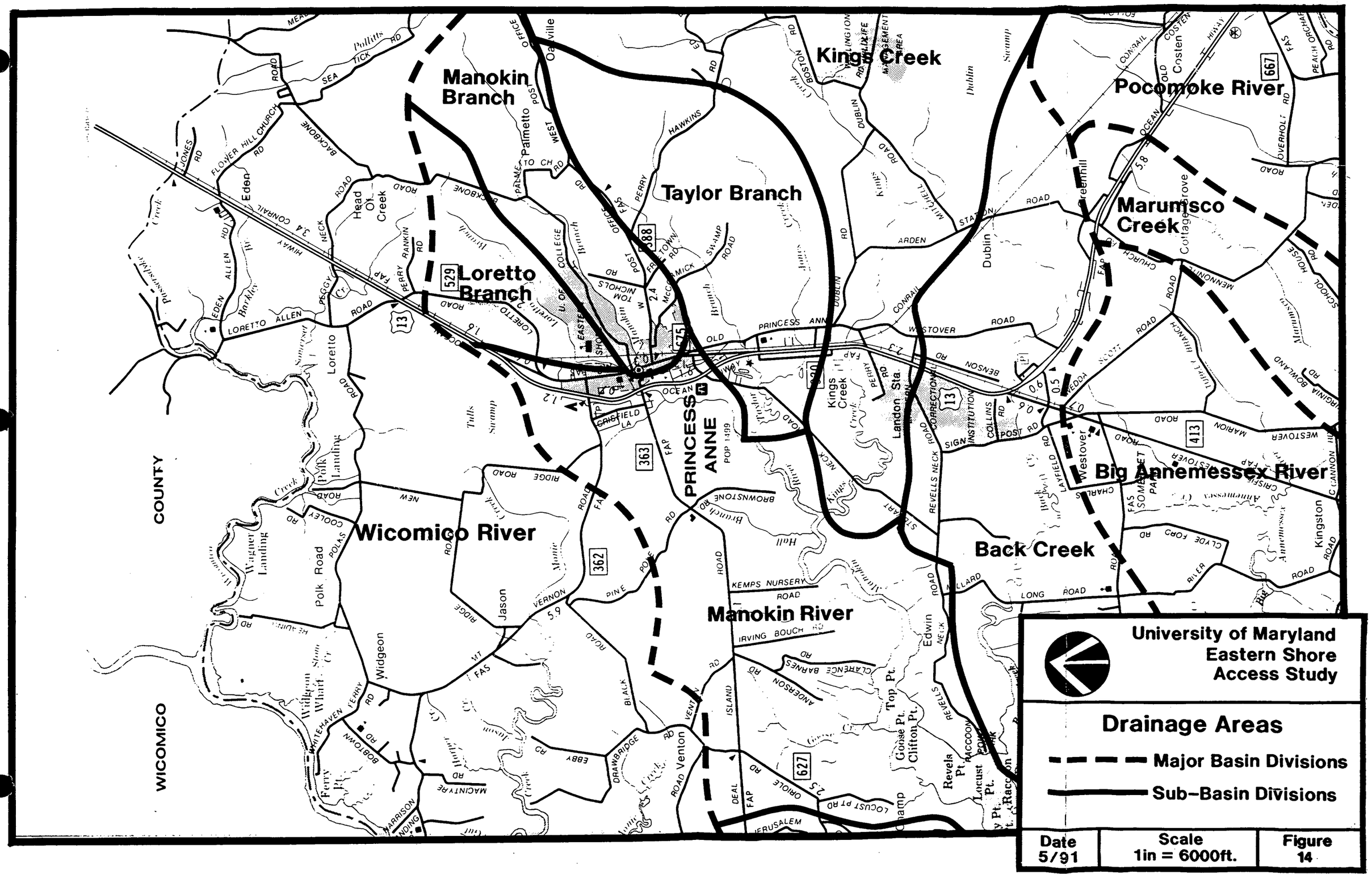

Manokin Branch
Kings Creek
Pocomoke River
Taylor Branch
Marumsco Creek
Loretto Branch
Princess Anne
Wicomico River
Manokin River
Back Creek
Big Annemessex River
WICOMICO COUNTY
University of Maryland
Eastern Shore
Access Study
Drainage Areas
Major Basin Divisions
Sub-Basin Divisions
Date
5/91
Scale
1in = 6000ft.
Figure
14

TABLE 6
WETLAND DESCRIPTIONS

Number	Location	Cowardin System Classification	Dominant Vegetation		Soils
			Common Name	Scientific Name	
Palustrine Forest					
W-5	Floodplain wetland along Loretto Branch, approximately 410 feet east of the Conrail Railroad	riverine, lower perennial, unconsolidated mud bottom (R2UB3); palustrine, forested, broad-leaved deciduous (PF01) and palustrine, persistent, emergent (PEM1)	red maple sweetgum American strawberry bush blackberry sensitive fern	Acer rubrum Liquidambar styraciflua Euonymous americanus Rubus allegheniesis Onoclea sensibilis	10YR 3/2 with 5YR 4/6 mottles and 10YR 6/1
Palustrine Emergent					
			deer tongue prickly dewberry blackberry sweetgum (saplings)	Dichanthelium clandestinum Rubus flagellaris R. allegheniensis Liquidambar styraciflua	
W-6	Approximately 230 feet north of Wetland #5, 250 feet east of the Conrail Railroad	palustrine, persistent, emergent (PEM1)	nimblewill barnyard grass	Muhlenbergia shreberi Echinochloa crusgalli	2.5YR 4/2 with 10YR 5/6 mottles
W-7	Approximately 1100 feet of Somerset Avenue, 400 feet west of the Conrail Railroad	riverine, intermittent, sand and mud streambed (R4SB2/3)	American sycamore red maple red osier dogwood lanced-leaved goldenrod stout woodreed sedges	Platanus occidentalis Acer rubrum Cornus stolonifera Euthamia graminifolia Cinna arundinacea Carex spp.	Not applicable
W-8	Approximately 400 feet east of Somerset Avenue	riverine, upper perennial, unconsolidated mud bottom (R3UB3)	Not applicable		Not applicable
W-9	Parallels Somerset Avenue beginning at the intersection of Hickory Road and Somerset Avenue	palustrine, persistent, emergent (PEM1)	Several species of unidentifiable grass		10YR 6/1 with 10YR 6/6 mottles

7) Wildlife

The most substantial impact on wildlife would be the removal and alteration of natural habitat. Most of the habitat impacted by the project would be cultivated cropland and forest. Loss of wildlife habitat by either alternate would not substantially reduce wildlife populations.

8) Threatened and Endangered Species

No federally listed threatened or endangered plants or animals were identified within the study area. The Maryland DNR indicated that populations of two state endangered plant species are located near the study area. These species are the tickseed sunflower (Bidens coronata) and the Sensitive Joint-Vetch (Aeschynomene virginica), the latter of which is also proposed for listing as a federal threatened species.

The Sensitive Joint-Vetch, a proposed federally threatened species, is located approximately one-half mile downstream from the study area in the Manokin River and would not be directly impacted by any proposed alternate. However, construction from the Selected Alternate 6A Modified could affect this species by increasing sedimentation and stormwater runoff. By adhering to state of the art sedimentation and erosion control measures and stormwater management practices and the new Chesapeake Bay Initiatives for stormwater management and sediment control, these measures would minimize the potential for water quality impacts which could affect this plant (see U.S. Department of Interior Letter dated 7/16/92 and DNR Letters dated 5/10/91 and 5/10/93 in Section VI-C).

e. Noise Quality

1) No-Build Alternate

The results of the modeling revealed one NSA location where the predicted noise level is actually lower than the ambient level. Such an occurrence is attributable to fluctuations in traffic volumes by time of day and vehicle miles. The FHWA noise abatement criteria was not approached or exceeded for the No-Build Alternate.

2) Selected Alternate 6A Modified

None of the four NSA's modeled for Alternate 6A Modified will have resultant noise levels that approach or exceed the FHWA noise abatement criteria of 67 dBA (see predicted noise level Table 7). In addition, none of the NSA's will have resultant noise levels that exceed ambient levels by 10 dBA or more. Therefore, the investigation of the feasibility of noise abatement measures was not investigated.

TABLE 7
PREDICTED NOISE LEVELS, 2015

NSA	Noise Level, dBA, LEQ		
	Ambient	No-Build	Alternate 6/6A
1	49	52	52
2	44	47	49
3	60	61	61
4	62	62	62

f. Air Quality

1) Results of Microscale Analysis

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

The Build Alternate results in lower CO concentrations for one-hour levels than the No-Build Alternate in 1995 or 2015. In almost every case, the predicted concentrations consist mostly of background concentrations and remain well below the S/NAAQS.

TABLE 8
CO CONCENTRATIONS* AT EACH RECEPTOR SITE, PPM

	1995				2015			
	No-Build		Selected Alt. 6A Modified		No-Build		Selected Alt. 6A Modified	
Receptors	1 hr.	8 hr.	1 hr.	8 hr.	1 hr.	8 hr.	1 hr.	8 hr.
1	2.3	1.2	2.2	1.2	2.3	1.3	2.2	1.2
2	2.3	1.2	2.2	1.1.	2.3	1.2	2.1	1.1
3	2.6	1.4	2.1	1.1	2.6	1.5	2.1	1.1
4	2.6	1.4	2.1	1.1	2.6	1.5	2.1	1.1

* Including Background Concentrations
The S/NAAQS for CO: 1 hr. maximum = 35 ppm
8 hr. maximum = 9 ppm

In conclusion, the No-Build and Build Alternate will not result in violations of the one-hour or eight-hour S/NAAQS for 1995 or 2015.

2) Conformity with Regional Air Quality Planning

The project area is located in Maryland's Air Quality Control Area V (southern Maryland). This project is in an area where the State Implementation Plan (SIP) does not contain any transportation control measures. Therefore, the conformity requirements of 23 CFR 770 do not apply to this project.

3) Agency Coordination

Copies of the Technical Air Quality Analysis had been circulated to the U.S. Environmental Protection Agency and the Maryland Air Management Administration for review. No response was received indicating that there is no violation in air quality.

IV. PUBLIC MEETINGS, AGENCY AND CITIZEN COORDINATION

IV. PUBLIC MEETINGS AND AGENCY AND CITIZEN COORDINATION

An Alternates Public Meeting was held on March 14, 1990 at Greenwood Middle School in Princess Anne, Maryland. Five alternates, including the No-Build Alternate, were presented to the public for review and comment. At this meeting, the public questioned why the County Commissioners were not invited, if there were other alternates that would not pass through Princess Anne Estates, if accident figures were available, when the final decision would be made regarding a preferred alignment, and why the University needs an access road.

A combined Location/Design Public Hearing for the proposed UMES Access Road was held on April 30, 1992 at Greenwood Middle School in Princess Anne, Maryland. Four alternates, including the No-Build Alternate, were presented to the public for review and comment. At this hearing, the residents along Alternate 4 voiced disapproval of Alternate 4. Alternate 4 would increase traffic and disrupt a quiet residential community and increase traffic on MD 362 and MD 675 with the proposed alternate. The business community voiced concerns that the access road would direct traffic from the town of Princess Anne and businesses along MD 362 affecting their business operations.

This project was discussed at six Interagency Review Meetings. On October 18, 1989, the No-Build and four Build Alternates were presented to representatives from various agencies including the US Fish and Wildlife Service, Department of Natural Resources - Water Resources and Forest Park and Wildlife Service and the Maryland Department of the Environment. The Environmental Protection Agency was invited to the meeting, but did not attend. Concerns expressed by the agencies at the October 18, 1989 meeting included: how many acres of wetland were impacted by Alternate 4, what kind of structure would be used to cross the Loretto Branch, and were there anadromous fish in the Loretto Branch.

On January 16, 1991, the project was again presented to representatives of the U.S. Environmental Protection Agency, U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, National Marine Fisheries, Maryland Historical Trust, Maryland Department of the Environment, Maryland Department of Natural Resources - Tidewater Administration, Non-Tidal Wetlands Division, Water Resources Administration and the Chesapeake Bay Critical Area Commission. Concerns expressed by the agencies at the January 1991 meeting included: what type of structure would be proposed for the crossing of Loretto Branch, the need to include level of service of the road in the document, avoidance and minimization report, and will there be secondary impacts.

On January 16, 1992, the project was again presented to representatives of the US Environmental Protection Agency, US Army Corps of Engineers, US Fish and Wildlife Service, National Marine Fisheries, National Park Service, Maryland Department of Natural Resources -

Non-Tidal Wetlands, Water Resources Administration, Power Plant and Maryland Office of Planning. Concerns expressed by the agencies at the January 1992 meeting included what alternate was preferred, have bridge lengths been considered for wetland minimization, what factor is impeding to Alternate 4, what would the traffic volumes be on the new road, will all alternates be included in the document and are any historic sites affected by proposed right-of-way. The Army Corps of Engineers representative spoke favorably of the Modified Alternates 6/6A in response to a question relating to quantity and quality of wetlands between Alternates 6/6A, 6/6A Modified and Alternate 4.

On July 15, 1992, the project was presented to representatives of the Army Corps of Engineers, US Fish and Wildlife Service, and Department of Natural Resources - Non-Tidal Wetlands. Concerns expressed by the agencies included: will SHA decide prior to the conclusion of the joint NEPA/404 process the type of structure to cross Loretto Branch, if SHA goes with a box culvert, it should be precast box depressing one cell a foot below the others, need to see wetland mitigation in the EA, the document needs to be updated using the new County Comprehensive Plan.

On October 21, 1992, the project again was presented to representatives of Corps of Engineers, US Environmental Protection Agency, and Department of Natural Resources - Water Resources Administration and Tidewater Administration. Concerns expressed by the agencies included: is there still archaeological work, Alternate 4 was not found in the 1975 Master Plan for Somerset County.

On April 21, 1993, the project was again presented to representatives of the Corps of Engineers, Department of Natural Resources - Tidewater Administration, U.S. Fish and Wildlife Service and the US Environmental Protection Agency. Concerns expressed by the agencies included: the agencies have no objection to 6A Modified.

A wetland field review was held for the project on April 16, 1991 at the proposed study area in Princess Anne. Those agencies in attendance were the Corps of Engineers and the US Fish and Wildlife Service. Both the Corps of Engineers and the US Fish and Wildlife Service wanted to know why Alternate 6/6A would cross Wetland 5 (W-5) at the widest width and skew. At the meeting, the representatives of the Corps of Engineers and the US Fish and Wildlife Service indicated they would look favorably on Alternates 6/6A if SHA shows effort in minimizing the wetland impacts via Alternates 6/6A Modified.

A NEPA/404 mitigation site field review was held on November 10, 1992 at the proposed site in Princess Anne. Those agencies in attendance were the Corps of Engineers and Department of Natural Resources - Non-Tidal Wetlands. The US Fish and Wildlife Service was invited but did not attend. The Corps of Engineers wanted to know if the site will be available

for purchase at the time of construction. The Corps of Engineers may recommend early acquisition of the right-of-way to insure that the mitigation site will be available. The Department of Natural Resources gave their approval of the site for mitigation but indicated that their administration is not an official participant in the NEPA/404 process.

On October 11, 1989 approximately 35 residents of the Princess Anne Estates signed a petition opposing Alternate 4.

On December 17, 1989 U.S. Congressman Roy Dyson wrote Administrator Kassoff on behalf of the residents in the Princess Anne Estates favoring Alternates 6/6A.

On January 30, 1990 an informative meeting at the Somerset County Library in Princess Anne was held with residents of the Princess Anne Estates community to provide them with a clearer understanding of the project planning process and present the alternates developed at that time. Approximately 70 people attended, voicing a unified strong opposition to Alternate 4.

On February 1, 1990 in a meeting to brief the UMES representatives and County officials on the project planning study, the participants collectively favored an alternate that would provide access from the University to US 13, preferring Alternate 4. The UMES officials in later meetings with SHA District Engineer Donnie Drewer retracted their support of Alternate 4 in favor of Alternate 6A.

In an April 3, 1990 letter to Mr. Drewer, the Town of Princess Anne Commissioners indicated their support for Alternate 6A.

In a May 18, 1990 letter to Mr. Kassoff, County Administrator-Clerk, Charles Massey, indicated the Board of County Commissioners supported Alternate 6A and final project planning.

On August 14, 1990 the newly elected commissioners for the Town of Princess Anne advised Mr. Drewer by letter of their support for Alternate 6A.

On January 22, 1991 in a meeting between the business community along MD 362 and Mr. Drewer, the business community voiced support for Alternate 4. This is a relatively minor level of opposition to Alternate 6A.

On September 18, 1991 a meeting was held at the Princess Anne Town offices to brief the new Town Manager, Ms. Johanna Volandt, on the history and development of the UMES Access Road planning study. Ms. Volandt reserved identifying her preference of an alternate.

On January 22, 1992 in a meeting to bring the UMES officials up to date on the project planning study, the University President, Dr. Hytche, reiterated his support for Alternate 6A.

V. PUBLIC HEARING COMMENTS

V. PUBLIC HEARING COMMENTS

A combined Location/Design Public Hearing for the proposed UMES Access Road was held on Thursday, April 20, 1992 at Greenwood Middle School in Somerset County, Maryland. The purpose of the hearing was to present the results of the engineering and environmental studies, and to receive public comments on the project.

The following is a summary of the statements made and appropriate responses given by the SHA. A complete transcript of all comments made at the hearing is available for review at the Project Planning 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 this document.

1. Mr. Robert Erickson, Princess Anne Town Council

Comment/Question

Mr. Erickson, representing the Town Commissioners, expressed support for Alternate 6A, which was also endorsed by the previous commissioners.

SHA Response:

The Selected Alternate is 6A Modified. Alternate 6A was slightly modified after the Public Meeting to minimize impacts to wetland areas. The alignment is substantially the same as Alternate 6A, presented at both the Alternates Meeting and Public Hearing. This alternate avoids the community impacts associated with Alternate 4.

2. Ms. Melissa Bailey, Bailey Jewelers, 30400 Mt. Vernon Road

Comment/Question

Ms. Bailey objects to Alternate 6 calling it a bypass since it would divert traffic away from business in Princess Anne. She stated that the issue should be put to a referendum. She cited information in the Environmental Assessment which stated that by the year 2015 peak hour traffic volumes are not expected to approach or exceed the roadway capacity and contended that maybe a roadway is not needed.

SHA Response:

While Selected Alternate 6A Modified provides more direct access to the UMES campus from US 13, access would also be provided to businesses in downtown Princess Anne via an at-grade intersection with the Selected Alternate and MD 675. Although capacity of the existing roadways is projected to be adequate, the accident rate for the Princess Anne roadway network is significantly higher than the statewide average. The Selected Alternate is designed to correct this problem. Alternate 6A Modified was developed and selected in coordination with Somerset County, the Town of Princess Anne and UMES.

3. Ms. Mary Laser, 12119 College Place

Comment/Question

Ms. Laser expressed concern that Alternate 4 would negatively impact the character and safety of their neighborhood by introducing through traffic. She contends that the statements in the Environmental Assessment (EA) which say that there would be no increase in air/noise pollution and no impacts to wildlife are incorrect. Ms. Laser also thinks that alternatives through the Princess Anne Historic District should have been considered.

SHA Response:

The selection of Alternate 6A Modified reflects the concern expressed over the severe negative impacts associated with the introduction of a new roadway through an established residential community. The statement in the Environmental Assessment that no substantial impacts to wildlife habitat are anticipated infers that there exists adequate amounts of similar habitat adjacent to the impacted areas to support any displaced population.

The noise impacts were based upon the relationship of the projected noise levels to the FHWA Abatement Criteria and to the ambient noise levels. None of the four sensitive areas modeled for Alternates 4, 6, and 6A will have resultant noise levels that approach or exceed the FHWA Noise Abatement Criteria of 67 dBA. The air analysis was performed to compare the carbon monoxide (CO) concentrations estimated to result from the traffic configurations and volumes of each alternate with the State and National Ambient Air Quality Standards. An analysis was based on free flow conditions and was calculated using one-hour and eight-hour carbon monoxide concentrations. No violations of State and National Ambient Air Quality Standards were found.

Section 4(f) of the USDOT Act (303(c) of 49 USC) states that utilizing land from any significant historic site or district for a federally funded transportation improvement is permissible only if there is no prudent or feasible alternative to that use. Princess Anne is a National Register Historic District. Widening existing roads would have resulted in right-of-way acquisition from the District.

4. Mr. Fred Laser, 12119 College Place

Comment/Question

Mr. Laser questioned the need for more than one Public Meeting and why the connection at Hickory Lane was not developed. He felt that area businesses were pressuring SHA to provide a through roadway on the Alternate 4 alignment and feared the additional congestion that this would generate in the vicinity of MD 362. Mr. Laser expressed concern over the increase in noise levels and the loss of wetlands and wildlife habitat. He believed that SHA did not consider the topography on the east end of Valentine Drive and underestimated the structure length required to cross Loretto Branch. He also contends that Alternate 4 was not in the 1975 Master Plan as stated in the Environmental Assessment and also requested information on the cost of the project.

SHA Response:

Through the public involvement process, which is mandated in the National Environmental Policy Act, the SHA provides the public the opportunity to provide input that may influence the selection of an alternate. Alternate 6A Modified was selected because it satisfied the project purpose and need without resulting in severe impacts to the social or natural environment of the study area. For responses to noise and wildlife habitat comments see previous Response #3. Wetlands that are impacted will be mitigated. The width of Loretto Branch was 30-50 feet at the time of the study. Detailed hydraulic and hydrologic studies indicated that a bridge of approximately 240 feet long would be required to span the stream. This length bridge would also span the depression before the stream. Cutting and filling by proper grading would be used to cross the stream. An alignment similar to Alternate 4 was mentioned in the Comprehensive Plan for Somerset County which was adopted by the Board of Commissioners for Somerset County in October 1975. The Selected Alternate, 6A Modified, is consistent with the 1991 Somerset County Comprehensive Plan.

Total cost of the Selected Alternate, 6A Modified, is 6.6 Million dollars as of 1993.

5. Mr. Joe Minor, Princess Anne Concerned Coalition, Inc.

Comment/Question

Asked that before any decision is made, the town should recognize the economic impact to Princess Anne and the cost of going from Alternate 4 to Alternate 6.

SHA Response:

No response is necessary.

6. Mr. George Kemp, J & D Company and Fairwinds, Inc., 12271 Somerset Avenue

Comment/Question

Mr. Kemp stated that Alternates 6/6A do not follow existing Hickory Street and favors the extension of Hickory Street. He opposes the Selected Alternate due to impacts to his property, business and potential impacts to the Covington House which is a historic site.

SHA Response:

An alignment that would follow Hickory Street would not be safe since Hickory Street has existing curves that would have a potential for increased accidents. The purpose of the Selected Alternate is to have a safe more direct route from US 13 to the UMES Loop Road. The Selected Alternate would provide access to MD 675 and businesses in Princess Anne. Compensation will be provided for the chicken coop and other structures impacted by right-of-way acquisition. The Maryland Historical Trust in the March 17, 1991 letter stated that Alternates 6 and 6A would have a no adverse effect to the Covington House.

7. Ms. Joyce Hinman

Comment/Question

Ms. Hinman expressed concern over impacts to the residential community with Alternate 4 and could not believe that there was a plan to put an access road through a residential community. She further stated that there are more rational routes than Alternate 4 for both University access and to minimize traffic problems in Princess Anne.

SHA Response:

The Selected Alternate, 6A Modified, will not change the existing nature of the Princess Anne Estates community as would have been required with Alternate 4.

8. Mr. Tony Bruce, Somerset County Economic Development Coalition

Comment/Question

Mr. Bruce stated that the State and not the County should control the UMES Loop Road that encircles the campus and plan for future extension of the Loop Road to MD 388.

SHA Response:

The SHA has not studied the feasibility of road transfer from the County to State for the UMES Loop Road. An extension of the Loop Road to MD 388 is not part of the Selected Alternate and is not currently being studied.

9. Ms. Dorothy Bailey, 10915 Tangier Acres, Chance, MD

Comment/Question

Ms. Bailey had concerns for traffic congestion and safety. She further stated that Alternates 6 and 6A would divert traffic from MD 362 where businesses are located. She stated that Alternates 6 and 6A cost more than Alternate 4 and is in favor of Alternate 4.

SHA Response:

For responses to traffic congestion and safety issues refer to Responses #3 and #4. A traffic light will be provided at US 13, MD 675 and at Alternate 6A Modified and UMES Loop Road. For response to a Referendum see #2. For response to diverting traffic away from businesses associated with Alternates 6 and 6A refer to #2. Alternates 6 and 6A cost more than Alternate 4 since Alternates 6/6A are longer than Alternate 4, avoid an existing community, and minimize wetland impacts. The Selected Alternate is 6A Modified.

VI. CORRESPONDENCE

VI. CORRESPONDENCE

The following presents the written comments received during or subsequent to the Combined Location/Design Public Hearing (held April 30, 1992). Originals of this correspondence are available for review in the Project Planning Division Offices, State Highway Administration, 707 North Calvert Street, Baltimore, Maryland 21202.

A. Written Comments Received Subsequent to the Combined Location/Design Public Hearing

B. Elected Officials

C. NEPA/404 Documentation

D. Agency Coordination

E. Interagency Review Meetings

F. Wetland Field Review and Wetland Mitigation

A. Written Comments Received Subsequent to the Combined Location/Design Public Hearing and Responses

A total of 3 mailers with comments were received subsequent to the Public Hearing. Copies of the mailers follow:

PROJECT DEVELOPMENT 70

MAY 21 12 13 PM '92

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. S 365-101-171 N

U.M.E.S. Access Road from
US 13 to the U.M.E.S. Loop Road
COMBINED LOCATION/DESIGN
PUBLIC HEARING
GREENWOOD MIDDLE SCHOOL
APRIL 30, 1992

NAME Richard Crumbacker DATE 5/15/92

PLEASE PRINT ADDRESS 30540 E. Prince William St. P.O. Box 310

CITY/TOWN Princess Anne STATE Md. ZIP CODE 21853

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

Regarding All Build Proposals; I oppose Alt. 6-A as it puts another intersection on Rt. 13. Accidents most often occur at intersections, and two problem intersections leading to Downtown Princess Anne are enough.

Since I oppose Alt 6-A, I'm also inclined to not favor Alt. 6.

As for Alt. 4, If SHA must build a road, this is where it should be. It was planned that way from the start and is the least costly.

But in conclusion, I favor the No-Build alternate and personally feel even with increasing enrollment at UMES, traffic really isn't that bad. If students find access difficult, they will develop their own alternatives e.g. Backbone Road (either through Fruitland's Main Street or as far south as Perry New Rd.)

Good luck on your deliberations!

Richard Crumbacker

☒ 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

June 10, 1992

Mr. Richard Crumbacker
30540 E. Prince William Street
P.O.Box 310
Princess Anne MD 21853

Dear Mr. Crumbacker:

Thank you for your recent letter addressing our project planning study and your views for the UMES Access Road. Your comments regarding a new intersection on US 13 and your concern for accidents are appreciated. Your preference for the No-Build Alternate has been noted and will be considered in the final alternate selection.

Your name has been added to the project mailing list and you will be kept informed of project development and of opportunities for future public involvement.

Thank you for your interest in our planning study.

Very truly yours,

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

by: _____
Monty A. Rahman
Project Engineer
Project Planning Division

LHE:MAR:ds
cc: Mr. Donnie Drewer

My telephone number is 410-333-1105

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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SHA response to questionnaire received from Mr. Richard Crumbacker, 30540 E. Prince William Street, PO Box 310, Princess Anne, MD 21853.

The Selected Alternate is 6A Modified. A No-Build Alternate does not address the need for direct access to UMES.

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. S 365-101-171 N

U.M.E.S. Access Road from
US 13 to the U.M.E.S. Loop Road
COMBINED LOCATION/DESIGN
PUBLIC HEARING
GREENWOOD MIDDLE SCHOOL
APRIL 30, 1992

NAME ~~GREGORY~~ SWITZMAN DATE 5-5-92

PLEASE PRINT ADDRESS SHORE STOP, INC P.O. BOX 89

CITY/TOWN BELLE HAVEN STATE VA. ZIP CODE 23306

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

AS AN OPERATOR OF 2 CONVENIENCE STORES IN PRINCESS ANNE, OUR CONCERN IS RELATIVE TO LOSS OF BUSINESS POSSIBILITIES RELATED TO A RE-ROUTE OF STUDENT TRAFFIC.

IT IS OUR UNDERSTANDING THAT WE ARE VULNERABLE TO CONSIDERABLE DECLINE IN TRAFFIC COUNT SHOULD THIS ACCESS ROAD BE CONSTRUCTED.

PLEASE NOTIFY US OF FUTURE MEETINGS / DEVELOPMENTS.

☐ 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

June 10, 1992

Mr. Gregory Stutzman
Shore Stop Inc.
P.O.Box 89
Belle Haven VA 23306

Dear Mr. Stutzman:

Thank you for your comments regarding our University of Maryland Access Road planning study. I can certainly appreciate your concerns of the possible loss of business if student traffic was rerouted.

Your name has been added to the project mailing list and you will be kept informed of project development and of opportunities for future public involvement.

Thank you for your interest in our planning study.

Very truly yours,

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

by: _____
Monty A. Rahman
Project Engineer
Project Planning Division

LHE:MAR:ds

cc: Mr. Donnie Drewer

My telephone number is 410-333-1105

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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SHA response to questionnaire received from Mr. Gregory Stutzman, Operator of Shore Stop, Inc., PO Box 89, Belle Haven, VA 23306

The Selected Alternate is 6A Modified. University traffic would be allowed to proceed south to Princess Anne on MD 675 via an at-grade intersection with Alternate 6A Modified. University bound traffic from MD 363 east, U.S. 13 south and MD 675 south of Princess Anne must still access UMES through Princess Anne.

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PROJECT DEVELOPMENT
MAY 21 12 PM

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. S 365-101-171 N

U.M.E.S. Access Road from
US 13 to the U.M.E.S. Loop Road
COMBINED LOCATION/DESIGN
PUBLIC HEARING
GREENWOOD MIDDLE SCHOOL
APRIL 30, 1992

NAME Joseph T. Minor DATE May 15, 1992

PLEASE PRINT

ADDRESS 30556 E Washington St. - Box 40

CITY/TOWN Princess Anne STATE MD. ZIP CODE 21853

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

See attached

☒ 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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Re: UMES ACCESS ROAD May 15, 1992

I would be remiss if I did not register my observations/opinions regarding the UMES access road proposals. My personal opinion is that the push for the road is more greed than need. To suggest that traffic volumes within the Town of Princess Anne caused by UMES, now or in the future is laughable; however, if a case can be developed that would enhance investors than one could laugh all the way to the bank.

My first exposure to the project came about 2½ years ago when the then Town Commissioners rezoned the land in questioned from agriculture to commercial to accommodate "trailers". This vote was over the objection of the zoning board, who at the time was headed by Robert Erickson (the current President of the Town Commissioners). My wife and I requested an explanation for the vote and was informed that none was needed to be given. After the meeting we were accosted by Harvey Hastings (president of Fairwinds) and was informed that we had no right speaking out in that town meeting and that he had the power to shut down our business. We had just moved into the town and was redoing a building to open an antique store. Shortly we received a letter from the town manager directing us to "shut down our business" because of code violations. We didn't realize at the time that the town manager was a real estate agent for Harvey Hasings company and he was just following orders. Had the town manager followed the "code" rather than Harvey Hastings he would have realized that one can renovate without applying for a permit

The next phase of enlightenment came the night of the hearings, Thursday, April 30, 1992, when Mr. Kemp, (the owner of the property to be use for the access road), announced the members of the Fairwinds corporation....this was announced after the town commissioners endorsed the alternate routes. It is not surprising when it is noted that one commissioner (M. Frank) is on the payroll of Mr. Hastings and another commissioner (C. Wink) is in the process of building a complex of apartments adjacent to where the proposed access road is planned and obviously purchased in conjunction with Fairwinds/Kemp. No visible access road is apparent at this time.

If a need is determined to accommodate UMES traffic volumes up to the design year of 2015, I would recommend Alternate 4 be implemented to assure the continued economic stabilization and growth as has been programmed and planned for the past 20 years.

Sincerely

JOSEPH J. MINOR

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Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

June 10, 1992

Mr. Joseph J. Minor
30556 Washington Street
P.O.Box 40
Princess Anne MD 21853

Dear Mr. Minor:

Thank you for your comments regarding our University of Maryland Access Road planning study. Your preference for Alternate 4 has been noted and will be considered in the final alternate selection.

Your name has been added to the project mailing list and you will be kept informed of project development and of opportunities for future public involvement.

Thank you for your interest in our planning study.

Very truly yours,

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

by: _____
Monty A. Rahman
Project Engineer
Project Planning Division

LHE:MAR:ds
cc: Mr. Donnie Drewer

410-333-1105
My telephone number is _____

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

SHA response to questionnaire received from Mr. Joseph J. Minor, 30556 Washington Street, Box 40, Princess Anne, MD 21853.

The Selected Alternate is 6A Modified. It is consistent with economic growth as planned in the County.

B. Elected Officials

8 1

Town of Princess Anne

48 NORTH BECKFORD AVENUE
PRINCESS ANNE, MARYLAND 21853

OFFICE OF
TOWN MANAGE
301-651-1818

August 14, 1990

Mr. Donald Drewer
District Engineer
State Highway Administration
660 West Road
Salisbury, MD 21801

Dear Mr. Drewer,

As newly elected Commissioners for the Town of Princess Anne, we are giving our support to the 6A alternate to UMES. We believe that to extend Mt. Vernon Road, not only would disrupt an established neighborhood, but would create a traffic hazard at Route 675 and Mt. Vernon Road as well as Mt. Vernon Road and Route 13. Both of these intersections are already heavily traveled and we believe additional traffic should not be added to the load.

Thank you for your continued support.

Sincerely,

Vernon E. Tompkins
Vernon Tompkins, President

Shirley Richards
Shirley Richards, Vice-Pres.

Garland Hayward
Garland Hayward, Commissioner

Manfred Frank
Manfred Frank, Commissioner

Robert G. Erickson
Robert Erickson, Commissioner

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Town of Princess Anne

11786 BECKFORD AVENUE
PRINCESS ANNE, MARYLAND 21853

OFFICE OF
TOWN MANAGER
410-651-1818

October 12, 1992

Mr. Donald Drewer
District Engineer
State Highway Administration
660 West Road
Salisbury, Mayrland 21810

Dear Mr. Drewer,

On behalf of the President and Commission of the Town of Princess Anne, this letter is to express support to the 6A Alternate to UMES. As indicated in a previous letter dated August 14, 1990, extending Mt. Vernon road not only would disrupt an established neighborhood, but would create a traffic hazard to Route 675 and Mt. Vernon Road, as well as, Mt. Vernon Road and Route 13. Both intersections are already heavily traveled and additional traffic should not be added to these areas.

Sincerely,

Johanna B. Volandt
Town Manager

bcc: Neil Pedersen
11/5/92 Agriculture

C. NEPA/404 Documentation

Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

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June 29, 1993

RE: Contract No. S 365-101-171
UMES Access Road
US 13 to Loop Road
Somerset 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:

In accordance with the combined environmental/regulatory process, the State Highway Administration requests your concurrence with the Selected Alternative, Alternate 6A Modified for the UMES Access Road project. Attached is a copy of the alternatives mapping showing the Selected Alternative and the proposed wetland mitigation site that was conceptually approved by the Army Corps of Engineers and the Department of Natural Resources, Non-Tidal Wetlands Division on November 10, 1992. The site will be preserved through the State Highway Administration's advanced right-of-way acquisition for wetland banking. Conceptual plans will be developed and included in the final environmental document.

The wetland mitigation site is located east of MD 675 and west of the Conrail tracks in Princess Anne. Wetland impacts for this project total 1.0 acre, while the total acreage of the wetland mitigation site is approximately 8-10 acres. The excess acreage would be banked for future State Highway Administration projects.

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

Please provide your concurrence on the Selected Alternative and the wetland mitigation strategy by August 4, 1993. You may indicate your concurrence on the signature line below. Please return your response to Mr. Jeffrey H. Smith. Should you have any questions, please feel free to contact Mr. Bruce Grey at (410) 333-1186.

Very truly yours,

Hal Kassoff
Administrator

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

LHE:BMG:sjc
Attachments
cc: Ms. Jareene Barkdoll
Mr. Louis H. Ege, Jr.
Mr. Bruce Grey
Mr. Victor Janata
Ms. Cynthia Simpson
Mr. Jeff Smith
Mr. James Wynn

Concurrence:

for the David L. Gunter
Federal Highway Administrator

7-27-93
Date

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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

AUG 11 1993

Operations Division

Subject: CENAB-OP-RX(MD SHA-UMES ACCESS ROAD; S365-101-171)
92-00279-1

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

Dear Mr. Walton:

I am replying to your request for concurrence in the Selected Alternate for the subject project.

The Corps concurs in the selection of Alternate 6A Modified with the following conditions:

a. That mitigation is to be constructed at the Fairwinds site. 1

b. That at the P.I. phase, SHA shall submit an analysis of the feasibility of constructing a precast concrete box culvert as an alternative to a cast-in-place box culvert. The Corps is concerned that construction be accomplished in as short a timeframe as possible to minimize the potential sedimentation impact to the Federal candidate species sensitive joint vetch located 3000 feet downstream. We believe that a box culvert, having one cell depressed one-foot below the natural invert of the stream, will provide a structure type which is sufficient to address the environmental concerns at the crossing of Loretto Branch. Furthermore, a precast box culvert will enable the work to be accomplished in the shortest possible time. 2

If you have any questions, please contact Mr. Paul Wettlaufer at (410)962-1844.

Sincerely,

Paul R. Wettlaufer

for Keith A. Harris
Acting Chief, Special Projects

(12)

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SHA Response to Keith A. Harris, Acting Chief, Special Projects, Department of the Army, Baltimore District, US Army Corps of Engineers, Maryland (8/11/93):

1. Mitigation for project related wetland impacts will be constructed at the Fairwinds site. See FONSI pages IV-F.

2. See FONSI pages III-28 and III-29.

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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

AUG 17 1993

Operations Division

Subject: CENAB-OP-RX(MD SHA/UMES ACCESS ROAD; S365-101-171)
92-00279-1

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 22, 1993 request for concurrence in Selected Alternate 6A Modified which consists of a 2-lane, 22-foot travelway, with 8-foot shoulders, designed to 40 MPH or less, from U.S. Route 13 to the UMES Loop Road. 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 the impacted site. 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. 1

b. That at the P.I. phase, SHA will submit an analysis of the feasibility of constructing a precast concrete box culvert as an alternative to a cast-in-place concrete box culvert. The Corps is concerned with completing construction expeditiously to minimize potential sedimentation impact to the state-endangered Sensitive Joint Vetch. 2

c. That SHA will proceed with development of a wetland mitigation plan for the Fairwinds mitigation site, including assessment of NEPA impacts on the site (archeology, endangered species, hazardous waste, etc.) and groundwater monitoring. 3

d. 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. 4

e. That SHA shall continue to coordinate with the USFWS and Maryland Natural Heritage Program through final design concerning the project's potential impact on Sensitive Joint Vetch. 5

SHA Response to Department of the Army, Baltimore District, US Army Corps of Engineers, Maryland (8/11/93):

1. See FONSI pages III-25.

2. See FONSI pages III-28.

3. See FONSI pages III-31 and wetland mitigation site review minutes Section IV-F.

4. See FONSI pages III-27 through III-29.

5. SHA will continue to coordinate with USFWS, Maryland Natural Heritage Program and other agencies through final design concerning the project's potential impact on the Sensitive Joint-Vetch.

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

29 JUL 1992

REPLY TO
ATTENTION OF

Operations Division

Subject: CENAB-OP-RX(MD SHA/UMES ACCESS ROAD, US 13 TO UMES LOOP RD)92-00279- 1

Mr. Louis H. Ege, Jr.
Maryland State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203-0717

Dear Mr. Ege:

I am replying to your application for a Department of the Army (DA) permit which you submitted in accordance with the procedure for merging NEPA and Section 404, for the subject project in Somerset County, Maryland.

Enclosed is correspondence which this office received in connection with your application. In accordance with DA regulations and the procedure for merging NEPA and Section 404, this office provides applicants the opportunity to furnish proposed resolutions or rebuttals of all objections and comments received in response to the public notice. Therefore, in order for this office to continue with the evaluation of your application and to balance the concerns expressed for aquatic resources against the public need for the project, we request your analysis of these concerns.

The Corps has the following concerns based on information contained in the Environmental Assessment:

a. Alternate 4 would minimize impacts to aquatic resources. However, given Alternate 4's severe impact on the community of Princess Anne Estates, Alternate 4's impact to the state-endangered tickseed sunflower, the successful efforts of SHA to further minimize wetland impacts on Alternate 6/6A such that Alternate 6/6A Modified has only 0.36 acres more wetland impact than Alternate 4, and the support of the Town, County, and University for alignment 6, we would not object to the selection of Alternate 6/6A Modified.

b. The Corps requests a site visit to the proposed mitigation site, prior to the issuance of the FONSI, to approve the site conceptually. This will enable SHA to address any potential environmental impacts on the site in the FONSI and will permit final design of the site to proceed in a timely manner. The resource agencies should be invited to attend this site visit.

c. A decision on the type and size of the hydraulic structure crossing Loretto Branch is not, in this particular case, a prerequisite to the Corps issuing a Phase I permit, since the two alignments under consideration would impact nearly identical reaches of stream. The Phase I permit could be modified at a later date to incorporate the structure size. We are concerned that the construction of the structure could result in increased sedimentation downstream, potentially affecting the state-endangered sensitive joint vetch. Therefore, if a box culvert is subsequently selected, we request that precast box culvert cells be used in order to minimize the duration of the disturbance to the stream.

d. We would be willing to issue the Phase I permit with a completion date longer than the typical three years, if so requested.

If you have any questions concerning this matter, please call Mr. Paul Wettlaufer of this office at (401)962-1843. We look forward to continued coordination on this project at Interagency Meetings to address any outstanding agency concerns.

Sincerely,

Paul R. Wettlaufer

for Abigail A. Hopkins
Acting Chief, Special Projects

Enclosure

Bill Branch

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

NOV 12 1992

REPLY TO
ATTENTION OF

Operations Division

Subject: CENAB-OP-RX(MD SHA/UMES ACCESS ROAD, US 13 TO UMES LOOP RD)92-00279-1

Maryland State Highway Administration
Attn: Ms. Linda Kelbaugh
707 North Calvert Street
Baltimore, MD 21203-0717

Dear Ms. Kelbaugh:

This is in response to the November 10, 1992 site visit of the Fairwinds mitigation site which is proposed to mitigate the impacts of the subject project in Somerset County, Maryland.

The environmental agencies were represented by Steve Dawson and Dave Walbeck of DNR and Paul Wettlaufer of this office. Bill Schultz intended to conduct his own review of the site later in the day.

The Fairwinds site is a farm field located between a farm ditch which feeds into the Loretto Branch, the proposed highway, and Conrail (see attached map). Hydrology would be provided by ground water and by relocating the farm ditch to meander through the wetland site. Several feet of sandy material would have to be removed to establish the contours required to intercept groundwater.

The proposed highway would impact 0.8 acres of forested wetlands and 0.2 acres of emergent wetland and stream. The Fairwinds site would provide more than the required 1.8 acres of replacement wetlands. The impacted wetlands provide wildlife habitat and riparian functions associated with Loretto Branch. The replacement wetland would provide wildlife habitat and would provide water quality improvements in Loretto Branch by directing the nutrient-laden farm ditch through the replacement wetland.

The Fairwinds site is an acceptable mitigation site for the creation of non-tidal wetlands as on-site mitigation for the UMES Access Road. However, acceptability is contingent upon the satisfactory completion of an archeological survey, completion of environmental documentation pursuant to NEPA, and appropriate hydrological investigations. 1

A recorded non-development easement will be required. We recommend that SHA use advance acquisition authority to acquire the proposed mitigation site since the property owner may lose interest in selling the site to SHA if the construction of the access road is postponed due to funding constraints. 2

If you have any questions, please contact Mr. Paul Wettlaufer of this office at 962-1843.

Sincerely,

Paul R. Wettlaufer

for Keith A. Harris
Acting Chief, Special Projects

Encl

SHA Response to Keith Harris, Acting Chief, Special Projects, Department of the Army, Baltimore District, US Army Corps of Engineers, Baltimore, Maryland (11/12/92):

1. See FONSI pages III-25 and III-26 for archaeology finding.
   See FONSI pages III-26 through III-34 for Wetland Impacts, Avoidance, Minimization, Function and Values.

2. Mitigation site will be preserved through State Highway Administration's advanced right-of-way acquisition for wetland banking.

Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

MEMORANDUM

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

FROM: Jeffrey H. Smith, Assistant
to Deputy Chief
Project Planning Division

DATE: August 24, 1993

SUBJECT: Contract No. S 365-101-171
UMES Access Road
US 13 to Loop Road
Somerset County, Maryland

In accordance with the new combined environmental/regulatory process, the State Highway Administration requested the U.S. Fish and Wildlife Service's (USFWS) concurrence on the selected alternate and proposed mitigation site for this project.

On August 23, 1993, I spoke with Mr. Bill Schultz of the USFWS regarding their concurrence. Bill Schultz concurred with the selected alternate, 6A Modified, and the proposed wetland mitigation site, the Fairwinds site. He also encouraged our acquisition of the proposed mitigation site.

LHE/JHS/as

cc: Mr. Gary Green
Mr. Dan Guy
Mr. Victor Janata
Ms. Linda A. Kelbaugh
Mr. William Schultz
Ms. Cynthia D. Simpson
Mr. George Walton
Mr. Jim Wynn

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Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

June 18, 1993

RE: Contract No. S 365-101-171
UMES Access Road
US 13 to Loop Road
Somerset County, Maryland

Mr. Roy Denmark, Acting Chief
NEPA Compliance Section
U.S. Environmental Protection Agency
Region III
841 Chestnut Avenue
Philadelphia PA 19107

Dear Mr. Denmark:

In accordance with the combined environmental/regulatory process, the State Highway Administration requests your concurrence with the **Selected Alternative, Alternate 6A Modified** for the UMES Access Road project. Attached is a copy of the alternatives mapping showing the Selected Alternative and the proposed wetland mitigation site which was conceptually approved by the Army Corps of Engineers and Department of Natural Resources, Non-Tidal Wetlands Division on November 10, 1992. The site will be preserved through the State Highway Administration's advanced right-of-way acquisition for wetland banking. Conceptual plans will be developed and will be included in the final environmental document.

The wetland mitigation site is located east of MD 675 and west of the Conrail tracks in Princess Anne. Wetland impacts for this project total 1.0 acre, while the total acreage of the wetland mitigation site is approximately 8-10 acres. The excess acreage would be banked for future State Highway Administration projects.

My telephone number is _____

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

Please provide your concurrence on the Selected Alternative and the wetland mitigation strategy by August 9, 1993. You may indicate your concurrence on the signature line below. Please return your response to Mr. Jeffrey H. Smith. Should you have any questions, please feel free to contact Mr. Bruce Grey at (410) 333-1186.

Very truly yours,

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

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

LHE:BMG:sjc
Enclosure
cc: Ms. Jareene Barkdoll
Mr. Louis H. Ege, Jr.
Mr. Victor Janata
Ms. Cynthia Simpson
Mr. Jeffrey Smith
Mr. James Wynn

Concurrence:

Lorraine Ubriet for Roy Denmark
U.S. Environmental Protection Agency

8/4/93
Date

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PROJECT
MANAGEMENT
DIVISION

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

JUL 29 9 50 AM '92

Colonel J. Richard Capka
District Engineer
Baltimore District
Corps of Engineers
P.O. Box 1715
Baltimore, MD 21203

JUL 23 1992

Re: UMES Access Road (CENAB-OP-RX-92-00279-1/FHWA-MD-EA-92-01-D)
and
Maryland RT 45 (CENAB-OP-RX-92-00551-1/FHWA-MD-EA-92-02-D)

Dear Colonel Capka:

EPA is pleased to provide comment on the two referenced Maryland State Highway Administration projects that the Baltimore District has proposed as demonstration projects for integrating the NEPA and Section 404 review process.

Both projects are currently out on Corps Section 404 Public Notice and are described in recently approved Environmental Assessments (EA's). No Record of Decision (ROD) has been issued by FHWA on either project. EPA applauds this effort by the Baltimore District to bring 404 and other environmental concerns to light prior to the ROD by FHWA. EPA recognizes that these documents were prepared prior to the completion of the NEPA/404 integration process that is currently being developed and therefore will not represent the full potential of a NEPA/404 merger.

The description of work indicated in each 404 Public Notice is to select a highway alignment from among the alternatives described in the EA. Thus, the demonstration involved an analysis the EA's information content and the range of alternatives presented to determine if the information and level of detail was sufficient to enable selection of an alignment that would satisfy the 404(b)(1) guidelines.

Our comments contain observations and recommendations on the level of information detail contained in each EA as well as other specific 404 related comments for each project.

Level of Detail:

It is vital to the successful integration of the NEPA and 404 reviews that the Environmental Document provide a level of detail in its maps, figures, tables and text to support a 404 decision. Inter-agency meetings and field reviews as part of

this process will greatly enhance this effort, however a minimum level of detail must also be included in the document or as an appendix.

The following comments are intended to highlight selected strengths and weaknesses of the documentation that was common to both these projects. These are not intended to be an exhaustive list of those items needed to merge these two processes in all cases. It is expected that additional work in the area of data needs and standards will occur at both the Regional 404/NEPA task force and MD SHA/resource agency levels.

Maps:

Maps are one of the most powerful tools available to communicate the parameters of the study area and alignment options. Careful selection and attention to detail of the maps content will greatly improve the ability of the environmental document to communicate the resource parameters and constraints within the study area. The future incorporation of GIS technology will further advance efficient and thorough resource analysis in highway project planning.

Landuse

EPA was pleased to see both existing and future landuse maps included in the MD Rt. 45 document. This map was useful in our analysis of both the environmental impact and purpose and need for the project. However, the future landuse map made no reference to build vrs no build conditions, therefore it was not useful in addressing, as requested, the secondary impacts of the proposed project.

EPA encourages the use of landuse of mapping in environmental documents, however we recommend that future landuse maps be included that represent conditions effected by both the no build and build options. Although scale will be dependent on the size of the study area, the scale presented in the MD Rt. 45 document, 1:24,000 was very useful. We also recommend that SHA adopt the USGS (Anderson) landuse classification system.

Landcover

The vegetative communities map provided with the Rt. 45 document was also helpful and we encourage the further use of these maps. EPA recommends that both upland and wetland land cover be classified using the USFWS (Cowardin) System. EPA will be happy to provide additional guidance in this area.

Wetlands

EPA applauds the effort of SHA to provide jurisdictional wetlands maps in the environmental documents. This is an essential element of the merger process which has been successfully incorporated in these documents.

A weak spot in the document was the lack of an overall wetland map. No single wetlands map, at a scale of 1:24,000 for example, was provided. While the numerous alternates maps at the large scale of 1"=100' do provide sufficient wetlands detail, it is difficult to visualize the distribution of wetlands within the study area from these maps.

EPA recommends that, in addition to the detailed alternates jurisdictional wetlands maps, that an overall wetlands map showing the entire study and the entire wetlands system within the study area be included in the environmental document. This map need not be a field verified jurisdictional map, but one that is prepared from aerial photo interpretation and ground truthing. This overall wetlands map should be provided as a data layer on the drainage basin or landuse/landcover maps. The wetlands should be mapped and classified as per the USFWS (Cowardin) system. The upland land cover could also be classified in this manner. The alternates should also be included on this map.

This information is vital to understanding the distribution of wetlands in the landscape, assessing wetlands function and determining their limits. EPA needs this information presented in order to fully understand the environmental impacts of the studied alternates and to realize the constraints of other possible alternates.

Other Maps

EPA found both the drainage area and ADT maps useful in our review.

GIS maps

As GIS technology becomes more widespread EPA would like to see the use of GIS prepared maps in the environmental documents in the future. GIS generated maps provide a high degree of flexibility in producing map products that are easily modified and updated, visually appealing and informationally loaded. GIS can be used to create the base maps of the project study area that become the framework on which future data is overlain. After the data is entered, maps at various scales and depicting a variety of subjects can be prepared at ease, stored for future use or discarded without effecting the original data. Once the cost has been absorbed the GIS technology will greatly enhance the highway project development process both internally and with interagency coordination.

EPA would be happy to share with SHA examples of GIS generated landuse and landcover maps that have been very useful to us in other projects.

Aerial photography

EPA recommends that aerial photography be provided in the environmental document. Aerial photography is a invaluable tool

to enable visualization of the study area, project constraints and natural resource features. Aerial photographs provide a raw level of information detail difficult to reproduce in map products.

Incorporation of aerial photography in the document will serve several purposes. It provides a fixed record of the environmental conditions at the time of the study. Aerial photography will also serve to effectively communicate a variety resource and social issues to the projects reviewers, thus clearly showing project constraints and reducing the likelihood of future requests for additional alternates to be studied. The utilization of aerial photography will enable faster concurrence on alternates selection.

Aerial photography covering the entire study area should be included. For the purposes of presenting a minimum detail of environmental features aerial photography at a scale of 1:40,000 or larger should be included. Commercially available aerial photography (NAPP) taken since 1985 is available for most of Maryland. The cost for this is as low as 50 cents per square mile.

NEPA/404 Comments:

UMES Access Road

The Environmental Assessment for the UMES Access Road was approved by the FHWA on April 8, 1992. This project has been presented at four interagency coordination meetings and a wetlands field review. The project, located at the University of Marylands Eastern Shore Campus in Princess Anne Somerset County, is intended to provide a safer, more direct access from US 13 to the campus. Higher than average traffic accidents and awkward traffic movements provide the justification for this project. EPA concurs with this purpose and need providing that the environmental and social impacts are commensurate with the need and that they will be adequately mitigated.

EPA has concluded that either alternate 4 or 6a modified will satisfy the requirements of the 404(b)(1) guidelines providing that full compensatory mitigation is provided. In addition both alternates include a new crossing of Loretto Branch. EPA recommends that SHA consider the use of a pre-cast triple cell box culvert with one cell depressed to provide low flow at this crossing. 1 2

No mitigation sites or conceptual plans were included in this document. As per the NEPA/404 merger process discussions, EPA recommends that future environmental documents include potential mitigation sites, conceptual plans and the likely methods of acquisition or control of the sites.

For this project EPA expects that further avoidance, minimization and detailed mitigation will be presented in the 3

Avoidance, Minimization and Mitigation Report (AMMR).

Summary:

By this letter EPA is providing comment on both the proposed UMES Access road and MD Rt 45 improvements. The comments include general comments on the adequacy of the environmental documentation for merging NEPA and 404 as well as specific comment on the impacts associated with each project.

EPA concludes that for the UMES Access Road, either alternates 4 or 6a modified will satisfy the requirements of Section 404 providing that comments given at the interagency meeting on July 15 are addressed and compensatory mitigation site(s) are found.

EPA recommends that the Maryland Rt 45 project needs additional study and that SHA must address agency comments before EPA can recommend an alternate that satisfies both NEPA and 404 requirements for this project.

Thank you for the opportunity to provide comment on these projects. Please contact Peter Stokely of my staff at 215-597-9922 for additional details or if you have any questions.

Sincerely,

Peter M. Stokely for

Barbara D'Angelo, Chief
Wetlands Section

SHA Response to Barbara D'Angelo, US Environmental Protection Agency, Region III, Philadelphia, PA (7/23/93):

1. The Selected Alternative is 6A Modified. See FONSI pages III-6 for structure crossing Loretto Branch.

2. See FONSI pages III-26 through III-34 for wetland impacts, avoidance, and minimization. For conceptual wetland mitigation site see Section IV-F.

3. Refer to prior Response #2.

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MARYLAND HISTORICAL TRUST

Office of Preservation Services

William Donald Schaefer
Governor

Jacqueline H. Rogers
Secretary, DHCD

July 13, 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. S 365-101-171
UMES Access Road
US 13 to Loop Road
Somerset County, Maryland

Dear Ms. Simpson:

Thank you for your letter, dated 18 June 1993 and received by the Trust on 23 June 1993, requesting our comments on the Selected Alternative, Alternate 6A Modified for the above-referenced project.

To date, SHA has not concluded the Section 106 review of this project. Phase II archeological evaluation of site 18SO147 remains outstanding. In addition, we have not yet received the results of SHA's efforts to identify and evaluate historic properties within the project's proposed wetland mitigation site. Therefore, we are not able to provide meaningful comments on the selected alternative's effects on historic properties, at this time.

If you have questions or require additional information, please call Ms. Elizabeth Hannold (for structures) or me (for archeology) at (410) 514-7628. Thank you for providing us this opportunity to comment.

Sincerely,

Elizabeth J. Cole

Elizabeth J. Cole
Administrator, Archeological Services

EJC/EAH
9301341
cc: Mrs. Howard F. Yerges

105

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"

August 5, 1993

Mr. Jeffrey H. Smith
Project Planning Division
State Highway Administration
707 North Calvert Street
Baltimore, MD 21203-0717

RE: UMES Access Road - Concurrence on
Selected Alternate and Mitigation

Dear Mr. Smith:

This is in response to your letter dated June 22, 1993, requesting concurrence with the selected alternative, Alternate 6A Modified, for the UMES Access Road project. In accordance with the NEPA/404 procedures, the Department has reviewed the information provided and concurs with the selected alternate (see attached).

Please note that our concurrence with the selected alternate is also based on the incorporation of specific contingencies which were identified in my letter dated May 4, 1993, to Mr. Bruce Grey (copy attached). These include the maintenance of fish passage, implementation of a time-of-year restriction, and mitigation for the wetland impacts. 1

Regarding mitigation, it is my understanding that the proposed wetland mitigation site was conceptually agreed to by Federal resource agencies following a field review. The location (an unforested area adjacent to a tributary to Loretto Branch) appears to be acceptable provided that elevations do not prohibit the establishment of adequate hydrology and that a surface water connection to the tributary can be established. Additional information will be necessary to evaluate the feasibility of meeting these criteria. 2

Telephone: (410) 974-2156
DNR TTY for the Deaf: 301-974-3683

The Department will continue its review of the project upon receipt of supplemental information needed to determine potential minimization options and the feasibility of creating wetland at the proposed mitigation site.

If you have any questions, please contact me.

Sincerely,

Elder A. Ghigiarelli, Jr.
Chief, Coastal Zone Consistency Unit

Enclosures

EAGJr:cma

cc: Mike Slattery, WRA
Ray Dintaman, TID
Paul Wettlaufer, USCOE

SHA Response to Elder Ghigiarelli, Jr., MD DNR, Annapolis, MD Letter (8/15/93):

1. SHA is considering the use of bottomless culvert, see page III-28. No stream construction will be performed between March 1 thru June 15, inclusive. Refer to Section VI-F, Wetland Mitigation.

2. Elevations do not prohibit the establishment of hydrology and a connection to the existing tributary will be made.

Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

June 22, 1993

RE: Contract No. S 365-101-171
UMES Access Road
US 13 to Loop Road
Somerset County, Maryland

Mr. Elder Ghigiarelli
Maryland Department of Natural Resources
Water Resources Administration
580 Taylor Avenue
Annapolis MD 21401

Dear Mr. Ghigiarelli:

In accordance with the combined environmental/regulatory process, the State Highway Administration requests your concurrence with the **Selected Alternative, Alternate 6A Modified** for the UMES Access Road project. Attached is a copy of the alternatives mapping showing the Selected Alternative and the proposed wetland mitigation site which was conceptually approved by the Army Corps of Engineers and Department of Natural Resources, Non-Tidal Wetlands Division on November 10, 1992. The site will be preserved through the State Highway Administration's advanced right-of-way acquisition for wetland banking. Conceptual plans will be developed and will be included in the final environmental document.

The wetland mitigation site is located east of MD 675 and west of the Conrail tracks in Princess Anne. Wetland impacts for this project total 1.0 acre, while the total acreage of the wetland mitigation site is approximately 8-10 acres. The excess acreage would be banked for future State Highway Administration projects.

Please provide your concurrence on the Selected Alternative and the wetland mitigation strategy by August 9, 1993. You may indicate your concurrence on the signature line below. Please return your response to Mr. Jeffrey H. Smith. Should you have any questions, please feel free to contact Mr. Bruce Grey at (410) 333-1186.

Very truly yours,

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

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

LHE:BMG:sjc
Enclosure
cc: Ms. Jareene Barkdoll
Mr. Louis H. Ege, Jr.
Mr. Victor Janata
Ms. Cynthia Simpson
Mr. Jeff Smith
Mr. Sean Smith
Mr. James Wynn

Concurrence:

Maryland Department of Natural Resources

5/5/93
Date

110 Duke UMES.LTR NEPA/404

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"

May 4, 1993

Mr. Bruce Grey
State Highway Administration
Office of Planning & Preliminary Engineering
707 N. Calvert Street
Baltimore, MD 21203-0717

Dear Mr. Grey:

This is in response to your request for comments on Section II. Purpose and Need and Section III. Alternates for Detailed Study from the UMES Access Road Environmental Assessment. In accordance with the combined NEPA/404 procedures, the Department has reviewed the Environmental Assessment and the alternatives presented for compliance with the State's Coastal Zone Management Program (CZMP). Seven alternates are presented, with 4 identified by SHA as "being considered for detailed study." Three of the alternates under consideration require a crossing over Loretto Branch.

Based on our review of the EA, the following comments are provided.

1) We have no specific comments to offer on the purpose and need information presented in the document.

2) Three of the soils listed on page I-10 are included on the list of hydric soils in Maryland. These include the Fallsington, Johnston, and Othello series. The inclusion of the soils on this list should be identified in the EA. In addition, the soils list in the EA appears to mis-spell the Johnston series as Johnstown. 1

3) Our review of environmental impacts associated with each alternate indicates that Alternate 4 will have the least impact to wetlands and woodland areas of all the build alternates under detailed investigation. 2

Telephone: (410) 974-2156
DNR TTY for the Deaf: 301-974-3683

4) The Natural Heritage Program has investigated the occurrence of the State rare Bidens coronata in the Alternate 4 alignment. Although their site visit was conducted during the period that this plant does not flower, specimens taken did not resemble the species and habitat conditions were atypical relative to findings in other areas. Consequently, they have concluded that it is unlikely that the species observed in the vicinity of Alternate 4 was the rare species. 3

Based on the submitted information, we have determined that Alternates 4 and 6/6A Modified are consistent with the State's CZMP. Alternate 4 is preferred because it results in the least impact to waters of the State and forested areas. Alternate 6/6A is considered to be inconsistent with the CZMP because of the availability of practicable alternatives which result in less significant impacts to the State's coastal resources.

The following conditions are applicable to the selected alternate:

1) The crossing over Loretto Branch should be constructed in a manner which does not impede the passage of aquatic life during periods of low flow. This requirement applies to the crossing structure as well as any necessary scour protection. 4

2) No in-stream work should be conducted during the period March 1 through June 15 of any year. 5

3) Mitigation should be provided for all impacts to nontidal wetlands and stream areas. Mitigation for nontidal wetlands impacts should be conducted in accordance with the mitigation requirements established in the State Nontidal Wetlands Regulations. Stream impacts should be mitigated through in-kind enhancement/restoration activities on a 1:1 basis. 6

If you have any questions, please contact me at 974-2156 or Sean Smith at 974-2788.

Sincerely,

Elder Ghigiarelli, Jr.

Elder Ghigiarelli, Jr.
Chief, Coastal Zone Consistency Unit

EAGJr:cma

cc: Gary Setzer, WRA
Ray Dintaman, PPER
Mike Slattery, NTW
Janet McKegg, NHP
Paul Wettlaufer, COE

SHA Response to Elder Ghigiarelli, Jr., MD DNR, Annapolis, MD Letter (5/4/93):

1. We will include Fallsington, Johnston, and Othello series as hydric soils in future SHA studies. Our misspelling of Johnston is noted.

2. The Selected Alternate is 6A Modified.

3. See Maryland Department of Natural Resources - Natural Heritage Program letter dated 5/10/93 page VI-89.

4. See FONSI pages III-6.

5. Instream work will be prohibited from March 1 through June 15 inclusive.

6. See Mitigation Site Minutes 11/17/93 Section IV-F. See FONSI pages III-31 Wetland Mitigation. Stream Impacts: see FONSI pages III-28.

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

William Donald Schaefer
Governor

Robert Perciasepe
Secretary

August 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. Jeffery H. Smith

Re: Contract No. S 365-101-171
UMES Access Road, US 13 to Loop Road
Somerset County, Maryland

Dear Mr. Ege:

The Administration has received and Reviewed the June 24, 1993 transmittal for the above referenced project. The review, as requested, was limited to the Selected Alternate, Alternate 6A Modified and the wetland mitigation strategy. The following comments are a result of that review:

Based upon the information presented, the Administration concurs with the Selected Alternate, Alternate 6A Modified. As a matter of clarity, Figures 27 and 28, attached to the referenced submission, identify the alignment as "ALTERNATES 6/6A MODIFIED. It was assumed, for this review, that this is Alternate 6A Modified.

The wetlands mitigation site shown on Figure 27, indicates a substantial wooded area. Is the intent to clear this wooded area in creating the wetlands mitigation?

This project will require stormwater management, quantity and quality, and erosion and sediment control.

The Administration appreciates the opportunity to provide comments on this Selected Alternate. 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

JKT

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Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

August 18, 1993

RE: Contract No. S 365-101-171
UMES Access Road
US 13 to Loop Road
Somerset County

Mr. Ken Pensyl
Standards, Regulations
and Policy Development Section
MD Department of the Environment
Water Management Administration
Division of Standards and
Certification
2500 Broening Highway
Baltimore MD 21224

Dear Mr. Pensyl:

Thank you for your comments on the Selected Alternative (Alternate 6A Modified) and the proposed wetland mitigation site.

The property on which the wetland mitigation site is located has wooded areas, some of which are forested wetlands. The proposed wetland mitigation site will not involve the removal of any wooded area and will be confined to non-wooded areas of the property. Preliminary and final mitigation plans will be developed during design and in cooperation with you and other agencies.

Should you have any questions, please feel free to contact Mr. Bruce Grey at (410) 333-1186.

Very truly yours,

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

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

LHE:BMG:sjc

cc: Ms. Jareene Barkdoll
Mr. Louis H. Ege, Jr.
Mr. Victor Janata
Ms. Cynthia Simpson
Mr. Jeff Smith
Mr. James Wynn

SHA
EJC/EAH

116

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

Maryland Department of Transportation
State Highway Administration

RECEIVED
SEP 1 1993
DIVISION OF HISTORICAL AND CULTURAL PROGRAMS

930 2086

August 27, 1993

RE: Contract No. S 365-101-171
UMES Wetland Mitigation
Fairwind Property
Somerset County, Maryland

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

Dear Mr. Little:

Enclosed for your review and comment is a copy of the draft report **Phase Ib Archeological Investigation: UMES Wetland Mitigation, Fairwind Property, Somerset County, Maryland** prepared by Robert Wall and Associates. The report is well-written and fieldwork is adequately documented. We will ask the consultant to correct two minor typographical errors (including the terminal date for the Paleoindian period). A NADB form will be submitted with the final report.

Fieldwork resulted in the identification of one site (18SO168) consisting of a low density scatter of both historic and prehistoric artifacts. All artifacts were from plowzone contexts, and neither component is considered significant. No further archeological work is recommended. There are no structures in the project area. Conceptual wetland mitigation plans have not yet been developed for this property; however, the project area represents the maximum area of potential disturbance.

We request your comments, and concurrence with our determination that this project will not affect significant cultural resources, by September 30, 1993. If you have questions, please feel free to contact Carol A. Ebright, at (410) 321-2213.

Concurrence:

_____
State Historic Preservation Office

_____
Date

Very truly yours,

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

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

Princess Anne Quad.
Areas: 1A - Site not eligible 10/1/93 BC
Structures 1+ 50+

LHE:CAE:ejs
Enclosure
cc: Mr. Gary Green w/enclosure
Dr. Charles Hall
Ms. Linda Kelbaugh w/enclosure
Ms. Rita Suffness

My telephone number is (410) 333-1177

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

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

William Donald Schaefer
Governor

Robert Perciasepe
Secretary

July 23. 1992

Mr. Paul Wettlaufer
U.S. Army Corps of Engineers
Baltimore District
P.O. Box 1715
Baltimore. Maryland 21203

RE: Public Notice RX (MD SHA-U.S. 13 to UMES Loop Road) 92-00279
WQC #92-WQ-0156

Dear Mr. Wettlaufer:

I have received and reviewed the above-referenced public notice. I understand that. as agreed in the June 24. 1992 meeting with the Maryland State Highway Administration. an application for water quality certification will not be made until a particular alignment is selected. Based on the preliminary information provided in the public notice. the following comments are provided.

1. The alignment which appears to have the least impact to waters and wetlands is alternate 4 and is therefore preferred. However. other issues pertaining to historical preservation. avoidance of private property. and endangered species may be sufficient to justify some additional impacts to waters and wetlands. If such justification exists. we will work with relevant parties to affect an acceptable compromise such as alternate 6 modified or 6A modified.

2. The chosen alignment must include an acceptable stormwater management plan which effectively treats the first one half inch of runoff from impervious surfaces prior to release into waters or wetlands. Wetlands and waters shall not be impounded for stormwater control or mitigation enhancement.

Thank you for the opportunity to comment. If you have any questions. please contact me at (410) 631-3609.

Sincerely.

Andrew T. Der

Andrew T. Der. Acting Head
Standards. Regulations. and
Policy Development Section
Division of Standards and Certification

ATD:vs

MARYLAND *Office of Planning*

William Donald Schaefer
Governor

Ronald M. Kreitner
Director

August 5, 1993

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering
707 North Calvert Street
Baltimore, MD 21203-0717

Re: Contract No. S 365-101-171
UMES Access Road
US 13 to Loop Road
Somerset County, Maryland

Dear Mr. Ege:

The Maryland Office of Planning has reviewed the document **Selected Alternative, Alternate 6A Modified** for the University of Maryland Eastern Shore Access Road project.

The selected alternative is consistent with the Economic Growth, Resource Protection, and Planning Policy. It is also consistent with the 1991 Somerset County Comprehensive Plan.

There are wetland impacts associated with the selected alternative, alternate 6A modified. Continuing the effort to minimize these wetland impacts will support the Planning Act's intent to protect sensitive areas.

We thank you for this opportunity to comment on the **Selected Alternative, Alternate 6A Modified** for the UMES Access Road project. Please contact us if you wish to discuss our comments in more detail.

Sincerely,

James T. Noonan

JN\AMI\ami

cc: Bruce Bozman, OP

D. Agency Coordination

United States Department of the Interior

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

July 16, 1992

Colonel J. Richard Capka, P.E.
District Engineer
Baltimore District, Corps of Engineers
Post Office Box 1715
Baltimore, MD 21203

Re: University of Maryland, Eastern Shore Access Road, Somerset County, Maryland

Dear Colonel Capka:

The U.S. Fish and Wildlife Service (Service) has reviewed the subject permit application dated May 27, 1992 (92-00279-1). The Maryland State Highway Administration (SHA) proposes to construct an access road from Route 13 to the University of Maryland Eastern Shore campus. This two-lane road will be between 0.5 to 0.85 miles in length and impact 0.6 to 1.6 acres of non-tidal wetlands. This letter constitutes the report of the Service and the Department of the Interior on the proposed permit and is submitted in accordance with provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.) and the Endangered Species Act (87 Stat. 884, as amended: 16 U.S.C. 1531 et seq.).

Wetlands 1 and 5 provide the only significant habitat to fish and wildlife. The remaining seven wetlands provide low quality habitat to wildlife. Wetland 1 and wetland 5 are palustrine forested floodplain wetlands associated with the Loretto Branch. Wetland 1 is dominated by mature sweetgum (Liquidambar styraciflua) and red maple (Acer rubrum). The shrub layer consists of scattered southern arrowwood (Viburnum dentatum) and common elderberry (Sambucus canadensis). The dominant ground cover consists of Japanese honeysuckle (Lonicera japonica) and jewelweed (Impatiens capensis). Wetland 5 is dominated by mature red maple and sweetgum. Southern arrowwood is the dominant shrub species. Japanese honeysuckle is the dominant ground cover.

Numerous species of wildlife depend on palustrine forested wetlands for some or all of their life requirements. Some mammals utilizing these wetlands could include the red fox (Vulpes fulva), eastern chipmunk (Tamias straitus), eastern grey squirrel (Scuirus carolinensis), opossum (Didelphis virginianus), raccoon (Procyon lotor), shorttail shrew (Blarina brevicauda), and eastern pipistrelle (Pipistrellus subflavus). Birds using these wetland habitats for feeding, mating, nesting, and rearing of young, include the blue jay (Cyanocitta cristata), tufted titmouse (Parus

bicolor), red-bellied woodpecker(Melanerpes carolinus), black-capped chickadee (Parus atricapillus), cardinal (cardinalis cardinalis), barn swallow (Horundo rustica), mallard (Anas platyrhynchos), wood duck (Aix sponsa), and great blue heron (Aredea herodias). Reptiles and amphibians inhabiting these wetlands include the box turtle (Terrapene carolina), eastern garter snake (Thamnophis sirtailis), black rat snake (Elaphe obsoleta), worm snake (Carphophis ameonus), eastern fence lizard (Scelgsorus undulahis), wood frog (Rana sylvatica), and Fowlers toad (Bufo woodhousei).

The Service recommends that the selected alternative minimize the impacts to wetlands 1 and 5. This minimization can only be accomplished with the selection of Alternate 4 or Alternate 6/6A Modified. We will recommend denial if Alternates 6/6A is selected as the preferred alignment. We also recommend that all impacts to wetlands 1 and 5 be replaced at a 2:1 ratio on a mitigation site approved by the Service, Baltimore Corps of Engineers, National Marine Fisheries Service and the Environmental Protection Agency.

Loretta Branch is a riverine, lower perennial unconsolidated mud bottom wetland. It was channelized in the past and is still exhibiting some of the effects of this event. In the area of wetland 1, Loretto Branch is approximately 60 feet wide and less than one-foot deep (field visit April 16, 1991). This stream reach contains low quality aquatic habitat. The stream reach adjacent to wetland 5 is approximately 30 feet wide and provides habitat of moderate quality to fish and aquatic insects. The Maryland Department of Natural Resources has documented alewife (Alosa pseudoharengus), blueback herring (Alosa aestivalis) and white perch (Morone americana) above the proposed highway crossing for the University of Maryland Eastern Shore access road. A poorly installed box culvert could become a barrier to upstream migration of these anadromous species. The Service recommends that the Loretta Branch be crossed with a bridge, bottomless box culvert, or a standard box culvert depressed at least one-foot below the natural bottom of the stream. The Service recommends that a condition in the Special Conditions of an issued Section 404 permit address one of the three options listed above.

Approximately 3,000 feet below the crossing of the proposed access road is the only known location of the sensitive joint-vetch (Aeschynomene virginia) in the State of Maryland. This species is proposed for listing as a Federal threatened species. It could be adversely impacted by siltation and pollution entering Loretta Branch and its tributaries during construction of the proposed access road. The Service is recommending that the following conditions be included in the Special Conditions of any issued Section 404 permit:

1. Strict erosion control measures shall be included in the construction contracts; frequent inspection and strict enforcement will be carried out by the State Highway Administration.

2. Continued coordination with the Service and the Maryland Natural Heritage Program should be maintained throughout the

duration of the project, affording the resource agencies an opportunity to review final design plans.

3. The construction schedule shall be made available to the Service and the Maryland Natural Heritage Program so that agency field reviews can be conducted during construction.

4. Measures shall be taken to prevent bridge infrastructure sealants, curing agents or paints from entering the waterway during their application.

This Section 404 permit application is one of the first Baltimore Corps of Engineers' applications that combines the National Environmental Policy Act (NEPA) and Section 404 processes. We found the Section 404 permit inadequate in the following areas:

1. A preferred alternative has not been selected.

2. SHA has not selected a structure for crossing the Loretta Branch. If a standard box culvert is selected, its bottom has to be depressed at least one-foot below the existing stream bottom.

3. SHA did not submit an approved compensation site location and a preliminary compensation plan with the Section 404 application. The Service is recommending a 2:1 replacement ratio for impacts to wetlands 1 and 5.

4. The wetland location maps did not identify the wetlands by number. This precludes an adequate response from concerned citizens.

Until these issues are addressed, the Service recommends denial of this permit. If you have any questions about these comments, please contact Bill Schultz at (410) 269-5448.

Sincerely,

John P. Wolflin
Supervisor
Annapolis Field Office

G.6 123

U.S. Department of Housing and Urban Development
Philadelphia Regional Office, Region III
Liberty Square Building
105 South Seventh Street
Philadelphia, Pennsylvania 19106-3392

JUL 09 1992

Jul 13 3 13 PM '92

RECEIVED
DEVELOPMENT
PLANNING

Mr. Louis H. Ege, Jr.
Deputy Director
Office of Planning and Engineering
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

Dear Mr. Ege:

We have reviewed the Environmental Assessment of the proposed UMES Access Road, Contract No. S 365-101-171. We have no comments on the document.

I apologize for any inconvenience caused by the delay in our response.

Very sincerely yours,

Margaret A. Krengel

Margaret A. Krengel
Regional Environmental Officer

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Somerset Soil Conservation District
Howard Anderson Agricultural Building - 300 Park Avenue - Princess Anne, Maryland 21853
Telephone 651-0390 or 651-1575

May 5, 1992

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

RE: UMES Access Road

Dear Mr. Ege,

The Somerset Soil Conservation District has reviewed the Environmental Assessment for the UMES Access Road project.

Our only comment is that all alternatives presented will affect some part of the Upper Manokin Public Drainage Association. We request that before construction plans are finalized, we have a chance to review the plans for their impact on drainage system.

If you have any questions feel free to contact our office at 410-651-1575.

Sincerely,

Larry Fykes

Larry Fykes
District Manager

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*	Date Of Land Evaluation Request 1/18/91
Name Of Project UMES Access Road	Federal Agency Involved Federal Highway Administration
Proposed Land Use Residential/Commercial	County And State Somerset County, Maryland
PART II *(To be completed by SCS)*	Date Request Received By SCS 2/6/91

Does the site contain prime, unique, statewide or local important farmland? *(If no, the FPPA does not apply – do not complete additional parts of this form).*	Yes	No	Acres Irrigated	Average Farm Size
	☒	☐	NR	149

Major Crop(s)	Farmable Land In Govt. Jurisdiction	Amount Of Farmland As Defined in FPPA
Corn, soybeans	Acres: 140,914 % 66	Acres: 45,495 % 21.4
Name Of Land Evaluation System Used: LESA	Name Of Local Site Assessment System: NONE	Date Land Evaluation Returned By SCS: 2/13/91

PART III *(To be completed by Federal Agency)*	Alternative Site Rating			
	Alt. ~~Site~~ 4	Alt. ~~Site~~ 5	Alt. ~~Site~~ 6a	Site D
A. Total Acres To Be Converted Directly	5.03	10	11.5	
B. Total Acres To Be Converted Indirectly	–	–	–	
C. Total Acres In Site	5.03	10	11.5	
PART IV *(To be completed by SCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	4.4	7.64	8.68	
B. Total Acres Statewide And Local Important Farmland	2.1	2.14	2.14	
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	0.000142	0.000214	0.000237	
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	43%	43%	43%	
PART V *(To be completed by SCS)* Land Evaluation Criterion Relative Value Of Farmland To Be Converted *(Scale of 0 to 100 Points)*	91.5	91.9	89.4	

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(These criteria are explained in 7 CFR 658.5(b)*	Maximum Points				
1. Area In Nonurban Use		5	11	14	
2. Perimeter In Nonurban Use		3	9	9	
3. Percent Of Site Being Farmed		0	19	19	
4. Protection Provided By State And Local Government		0	0	0	
5. Distance From Urban Builtup Area	0	0	0	0	
6. Distance To Urban Support Services	0	0	0	0	
7. Size Of Present Farm Unit Compared To Average		0	0	0	
8. Creation Of Nonfarmable Farmland	25	0	0	0	
9. Availability Of Farm Support Services		5	5	5	
10. On-Farm Investments		0	10	10	
11. Effects Of Conversion On Farm Support Services	25	0	0	0	
12. Compatibility With Existing Agricultural Use		0	5	5	
TOTAL SITE ASSESSMENT POINTS	160	13	59	62	
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland *(From Part V)*	100	91.5	91.9	89.4	
Total Site Assessment *(From Part VI above or a local site assessment)*	160	13	59	62	
TOTAL POINTS *(Total of above 2 lines)*	260	104.5	150.9	151.4	

Site Selected | Date Of Selection | Was A Local Site Assessment Used? Yes ☐ No ☐

Reason For Selection

(See instructions on reverse side)

Form AD-1006 (10-83)

Attachment 3

66 120

MARYLAND HISTORICAL TRUST

William Donald Schaefer
Governor

Jacqueline H. Rogers
Secretary, DHCD

March 7, 1991

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

Re: Contract No. S 365-101-171
UMES Access Road
(formerly MD 362) from
US 113 to UMES Loop Road
Somerset County
Section 106 Review

Dear Ms. Simpson:

Thank you for your letter of January 21, 1991 regarding the above-referenced project, which we received February 5, 1991. We have reviewed the three alternates and the documentation, which included plans, an aerial photograph, proposed typical sections and photographs of the setting of the Covington House. After reviewing these materials we concur with your proposed effect determinations:

	Alternate 4	Alternate 6	Alternate 6A
Covington House (S-11)	No Effect	No Adverse Effect	No Adverse Effect
Brittingham Farm (S-344)	No Effect	No Effect	No Effect

Maryland
Division of Historical and Cultural Programs
Department of Housing and Community Development
Shaw House, 21 State Circle, Annapolis, Maryland 21401 (301) 974-5007

We would be happy to complete the Section 106 review for this project once we have received the archeological assessment. Should you have any questions, please contact Elizabeth Hannold (for structures) or Elizabeth Cole (for archeology) at (301) 974-5007.

Sincerely,

Jo Ellen Freese

Jo Ellen Freese
Project Review and
Compliance Administrator
Office of Preservation Services

JEF/EH/meh
cc: Ms. Rita Suffness
Dr. Ira Beckerman
Mrs. Howard F. Yerges

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MARYLAND HISTORICAL TRUST

Office of Preservation Services

PROJECT DEVELOPMENT DIVISION
Nov 2 1 51 PM '93

William Donald Schaefer
Governor

Jacqueline H. Rogers
Secretary, DHCD

October 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. S 365-101-171; UMES Access Road, Alternate 6/6A Modified, Somerset County, Maryland

Dear Ms. Simpson:

This office has reviewed the draft of the following report: Phase II Archeological Testing of the Loretto Branch Site (18SO147). John Milner Associates prepared the document.

The report clearly describes the goals, methods, and results of the investigation. It is well written and illustrated, and it addresses the Guidelines for Archeological Investigations in Maryland (McNamara 1981). Discussions of field and lab procedures are especially lucid. In our opinion, the level of background research and field testing was sufficient to evaluate the eligibility of the Loretto Branch Site (18SO147) for the National Register of Historic Places.

The investigation found historical artifacts (brick, glass, ceramics, metal) in a 135 x 40 m area. While a couple of concentrations of these materials were present, they could well relate to plow action and sloping topography rather than to activity areas. Three features--holes from possible fence posts--were also in evidence. Background research and laboratory analysis indicated that the site probably represents an early to at least mid nineteenth century rural occupation by a tenant or servant. A relatively small quantity of prehistoric stone artifacts, including Rossville and Lamoka-like projectile points (Late Archaic and Early Woodland age), pointed to prehistoric use of the area for foraging and collecting. Plowing and clearing had mixed together artifacts

from all prehistoric and historic time periods. Due to this lack of integrity, we concur that Site 18SO147 is ineligible for the National Register and warrants no further study.

We have only one additional comment on the draft report to add to those of SHA. The revised document should include copies of updated Prehistoric and Historic Data Forms (of the Maryland Archeological Site Survey).

We look forward to receiving a copy of the final report and NADB form. If you have any questions or require further information, please contact Dr. Gary Shaffer at (410) 514-7638.

Sincerely,

Jo Ellen Freese for

Elizabeth J. Cole
Administrator
Archeological Services

EJC/GDS
9302355
cc: Dr. Charles Hall
Ms. Rita Suffness
Mrs. Howard Yerges

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MARYLAND HISTORICAL TRUST

Office of Preservation Services

PROJECT DEVELOPMENT DIVISION
DEC 17 2 15 PM '93

William Donald Schaefer
Governor

Jacqueline H. Rogers
Secretary, DHCD

December 14, 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. S 365-101-171; UMES Wetland Mitigation, Fairwind Property, Somerset County, Maryland

Dear Ms. Simpson:

This office has reviewed the final version of the following report: Phase Ib Archeological Investigation: UMES Wetland Mitigation, Fairwind Property, Somerset County, Maryland. Robert D. Wall prepared the document. The new volume is a welcome addition to Trust's library; and we appreciate receiving the NADB form. If you have any questions or require further information, please contact Dr. Gary Shaffer at (410) 514-7638.

Sincerely,

Elizabeth J. Cole

Elizabeth J. Cole
Administrator
Archeological Services

EJC/GDS
cc: Dr. Charles Hall
Ms. Rita Suffness
Mrs. Howard Yerges

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Advisory Council On Historic Preservation

The Old Post Office Building
1100 Pennsylvania Avenue, NW, #809
Washington, DC 20004

DEC 20 1993

Mr. A. P. Barrows
Division Administration
Federal Highway Administration
The Rotunda, Suite 220
711 West 40th Street
Baltimore, MD 21211-2187

REF: Proposed UMES Access Road Project
Somerset County, Maryland

Dear Mr. Barrows:

On December 3, 1993, the Council received your determination, supported by the Maryland State Historic Preservation Officer (SHPO), that the referenced undertaking will have no adverse effect upon the Covington House (S-11), a property eligible for inclusion in the National Register of Historic Places. Pursuant to Section 800.5(d)(2) of the Council's regulations, "Protection of Historic Properties" (36 CFR Part 800), we do not object to your determination. Therefore, you are not required to take any further steps to comply with Section 106 of the National Historic Preservation Act other than to implement the undertaking as proposed and consistent with any conditions you have reached with the Maryland SHPO.

Thank you for your cooperation.

Sincerely,

Don L. Klima
Director
Eastern Office of Review

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PROJECT DEVELOPMENT DIVISION
MAY 13 1 44 PM '93

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

May 10, 1993

Mr. Gary Green
STATE HIGHWAY ADMINISTRATION
707 North Calvert Street
Baltimore, Maryland 21203-0717

RE: Contract No. S 365-101-171 University of Maryland, Eastern Shore Access Road US 13 to UMES Loop Road, Somerset County

Dear Mr. Gary Green:

This is in response to your request for additional information regarding the above referenced project. Cynthia Sibrel has reviewed the file on this project and discussed this project once more with Wayne Tyndall, the Critical Area Ecologist. We reviewed this project last on August 21, 1992. Since then we have had no additional reports of Aeschynomene virginica, Sensitive joint vetch, Federally threatened, or Bidens coronata, tickseed sunflower, State endangered, within the study area.

The known populations of these two species is approximately one-half mile downstream from the study area in the Manokin River Marsh. Adherence to state of the art erosion control and sedimentation measures and stormwater management practices should protect the population. We still must review the final design plans and construction schedule. Also please send the phone number and address of the appropriate contact person to Wayne Tyndall, Critical Area Ecologist, in case inadequate or questionable protection measures are discovered during site visits.

Bidens coronata, was reported by the consultant within the pathway of Alternate 4 but, Katharine McCarthy of the Natural Heritage Program's staff studied a specimen of the plant in question and concluded that it was not the rare species based on the specimen's physical characteristics and the habitat from which the specimen was collected.

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

Gary

Contact Cynthia Sibrel at (410) 974-2870 if you have further questions about this project.

Sincerely,

Janet McKegg

Janet McKegg, Director
Natural Heritage Program

JM:cbs

cc: Cynthia Sibrel
Katharine McCarthy
Wayne Tyndall
Sean Smith
ER# 92322.SO

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

William Donald Schaefer
Governor

Robert Perciasepe
Secretary

JUL [illegible] '92

June 17, 1992

Ms. Mary J. Abrams
Chief, Maryland State Clearinghouse
for Intergovernmental Assistance
301 W. Preston Street
Baltimore MD 21201-2365

Dear Ms. Abrams:

RE: State Application Identifier: MD920513-0443
Environmental Assessment-Access Road US 13 to UMES Loop Road
Somerset County

Thank you for the opportunity to provide review of the above referenced Clearinghouse project. Copies of the documents were circulated throughout the Maryland Department of the Environment (MDE) for review, and the following comments are offered for your consideration.

Section IV Environmental Impacts does not address Solid Waste. Mention should be made to overall assessment of solid wastes generated from construction and demolition activities referencing this project. An assessment should be made on what impact this project will have on the existing Solid Waste Landfill at Westover, Maryland (approximately 1 1/2 year capacity is left). 1

Construction/demolition of buildings and roadways must be performed in conformance with State regulations pertaining to "Particulate Matter from Materials Handling and Construction" (COMAR 26.11.06.03D).....referencing that during any construction and/or demolition work, reasonable precaution must be taken to prevent particulate matter, such as fugitive dust, from becoming airborne. 2

Alternative #4 appears to cause the most disruption of residential area due to increased traffic, individual trucks, and traffic noise of any alternative access routes to the UMES campus. 3

Again, thank you for giving MDE the opportunity to review this project. If you have any questions or need additional information, please call me or have a member of your staff contact, Mr. Nathaniel Brown, the State Clearinghouse Coordinator for the Maryland Department of the Environment at (410) 631-3114.

Sincerely,

Susan Scotto

Susan Scotto
Director, Office of Planning Coordination

SS:nkb

SHA Response to Susan Scotto, Maryland Department of the Environment Letter (6/17/92):

1. Due to the generally flat topography the potential for excess fill material should be minimal.

2. During the construction period, all appropriate measures (Code of Maryland Regulation 26.11.06.03D) will be taken to minimize the impact on the air quality of the area.

3. The Selected Alternate is 6A Modified.

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MARYLAND *Office of Planning*

William Donald Schaefer
Governor

Ronald M. Kreitner
Director

July 15, 1992

Mr. Neil J. Pederson
Director
Office of Planning and Preliminary
Engineering
State Highway Administration
Maryland Department of Transportation
707 North Calvert Street
Baltimore, Maryland 21203-0717

SUBJECT: REVIEW AND RECOMMENDATION

State Application Identifier: MD920513-0443

Applicant: Maryland Department of the Transportation

Description: Environmental Assessment - Access Road US 13 to UMES Loop Road

Location: Somerset County

Approving Authority: Department of Transportation/ Federal Highway Administration

Recommendation: Endorsement Subject to Comments and Contingent Upon Certain Actions

Dear Mr. Pedersen:

In accordance with Presidential Executive Order 12372 and Code of Maryland Regulation 14.24.04, the State Clearinghouse has coordinated the intergovernmental review of the referenced project. The State process recommendation is endorsement subject to comments and contingent upon the actions summarized below.

All directly affected State officials were provided notice of the project and review comments were requested from the following:

The Maryland Departments of Housing and Community Development including the Maryland Historical Trust, Natural Resources, Environment, Economic and Employment Development, and Budget and Fiscal Planning; Maryland Higher Education Commission, Somerset County, Town of Princess Anne, and the Maryland Office of Planning.

301 West Preston Street • Baltimore, Maryland 21201-2365
State Clearinghouse: (301) 225-4490 Fax: 225-4480 TTY: 383-7555

All reviewing agencies found this project to be generally consistent with their plans, programs, and objectives. **The Maryland Historic Trust stated that their finding of consistency is contingent upon the applicant taking the actions noted in their comments and summarized below.**

The following comments are provided for your consideration:

The Department of Natural Resources' stated that the environmental assessment is under review by the Department in conjunction with the State Highway Administration and Army Corps of Engineers. The Department of Natural Resources is reviewing this document pursuant to Section 307(c)(3)(a) of the Federal Coastal Zone Management Act. As required by law, the Coastal Zone Consistency determination, when completed, will be forwarded to the Corps of Engineers and the State Highway Administration. 1

The Department of Economic and Employment Development felt that Alternate 6/6A would be the most acceptable plan for the community. 2

The Maryland Historical Trust is continuing to work with SHA to address any issues related to archaeologic and historic resources. Their finding of consistency is contingent on the satisfactory completion of that review. 3

The Department of the Environment, in their attached letter, addressed issues relating to solid waste, debris, and air quality. 4

Somerset County proposed some revisions to the document to bring it up to date with the most recent County Comprehensive Plan. They noted that the County Commissioners have endorsed Alternate 6/6A. 5

In response to the review request, this letter with attachments constitutes the State process recommendation. **The applicant is required to transmit a copy of this letter with attachments with the application that is submitted to the federal approving authority.**

The State Clearinghouse must be kept informed if the recommendation cannot be accommodated by the federal approving authority. The Clearinghouse recommendation is valid for a period of three years from the date of this letter. If the approving authority has not made a decision regarding the project within that time period, information should be submitted to the Clearinghouse requesting a review update.

The applicant is requested to complete the attached form and return it to the State Clearinghouse upon receipt of notification that the project has been approved or not approved by the federal funding agency. This will ensure that our files are complete.

We appreciate your attention to the intergovernmental review process and look forward to continued cooperation.

Sincerely,

Mary J. Abrams
Chief, Maryland State Clearinghouse
for Intergovernmental Assistance

MJA:LSF:bw
Attachment
cc: DUNBAR - DNR
RAPPE - MDOT
HARTMAN - DHCD/MHT
BROWN - MDE
BERGSMAN - DBFPC
ENGLISH - OPC
SHEAFOR - OPL
MASSEY - SMST
MIDDLETON - DEED
JOHANNA VOLANDT -
TOWN OF PRINCESS ANNE

SHA Response to Mary J. Abrams, Maryland Office of Planning Letter (7/15/92):

1. See responses to DNR Letter dated 5/30/93.

2. The Selected Alternate is 6A Modified.

3. See MD Historical Trust letter dated 8/27/93, Section IV-C and MD Historical Trust Letter dated 10/29/93, Section IV-D.

4. See responses to MDE letter dated 6/17/92.

5. See responses to Somerset County letter dated 6/24/92.

G G. 140

SOMERSET COUNTY
DEPARTMENT OF TECHNICAL AND COMMUNITY SERVICES

Planning & Technical Services Division

June 24, 1992

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

RE: UMES Access Road, Environmental Assessment
PMS #193040

Dear Mr. Ege:

The Department has reviewed the approved environmental assessment report for the UMES Access Road project and offer the following comments. The assessment was thorough, offering a detailed and accurate evaluation of the environmental conditions present. The particular area this Department was most concerned with related to the reference of the 1976 Somerset County Comprehensive Plan.

The Board of County Commissioners passed a new Comprehensive Plan for Somerset County on March 10th, 1992. Since the assessment was almost complete at that time, it was easy to understand why the report references the 1976 plan. However, it would have been more accurate to amend the assessment to reflect the current transportation plans and objectives as they may relate to the project. 1

The following transportation goals found on pages 8 and 9 of the new County Comprehensive Plan seem to provide support for both alternatives.

(a) Provide for the movement of people and goods in a safe, effective and efficient manner in order to both promote economic development and to enhance the quality of life within Somerset County.

(b) Improve traffic operations by reducing delay at existing at-grade intersections and by increasing the capacity of all primary and secondary highways to adequately accommodate both existing and future travel demands.

11916 Somerset Ave. • Room 102 • Somerset County Office Complex
PRINCESS ANNE, MARYLAND 21853
Telephone 651-1424 or 651-1005

(c) Enhance economic development and reduce traffic congestion in the County's growth centers by improving internal traffic circulation and diverting through traffic movements to alternate routings.

(h) Coordinate County transportation activities with those of the Maryland Department of Transportation and with the plans of contiguous jurisdictions and counties. Promote transportation services (public and private) to serve the needs of the elderly.

In addition, the transportation element of the plan identifies the current and planned highway improvements for Somerset County. It specifically lists the Maryland State Highway Administration's five year improvement program. Among those improvements listed is the project planning for the upgrading and extension of the UMES access road to Md. Rt. 675 and U.S. Rt. 13.

As you might be aware the Board of County Commissions have previously endorsed alternative 6/6A. The 1991 plan, as referenced above, seems to lend further support for this alternative. Given the similar environmental impacts of both alternatives considered by the Department, alternative 6/6A produces the safest and wisest access route to UMES from U.S. Rt. 13 and most directly addresses the objectives of the project.

The County has provided copies of the 1991 Somerset County Comprehensive Plan to Mr. Phillip Earls, at the State Highway Administration, 707 North Calvert Street, Room 215B, Baltimore, Maryland. Should you or Mr. Earl have any further questions regarding the relationship of the proposed access road to the County's Comprehensive Plan, please contact me. On behalf of the County, I thank you for the opportunity to comment on the environmental assessment report and ask the Department be appraised of any further developments in regard to the project.

Respectfully,

Ronald D. Adkins/dml

Ronald D. Adkins
Administrator

RDA/dml

CC: Somerset County Commissioners
Melvin Cusick
Donnie Drewer

SHA Response to Ronald D. Adkins, Somerset County Department of Technical and Community Services (6/24/93:

1. The Environmental Assessment was mailed and distributed just after the new 1991 Somerset County Comprehensive Plan was approved. With a hearing of April 30, 1992 amending the new plan would address the issue but there would be no guarantee that they would have been distributed before the hearing. Because of that, it is reasonable to reference the new plan in this document.

2. The Selected Alternate is 6A Modified.

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CONRAIL

PROJECT DEVELOPMENT DIVISION

MAR 13 3 34 PM '92

March 9, 1992

Mr. Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering
Maryland Department of Transportation
707 North Calvert Street
Baltimore, MD 21203-0717

Dear Mr. Ege:

This refers to your letter dated February 11, 1992 regarding rail traffic passing through Princess Anne, Maryland.

Rail traffic along the Delaware-Pocomoke track is limited to two (2) fraight trains per day between the hours of 1:00 a.m. and 4:00 a.m. The speed limit of these trains is approximately 30 m.p.h. and no increase in the number of trains is anticipated in the near future.

This will confirm our past discussions of this traffic.

Sincerely,

M. M. Owens
Transportation Superintendent
(609) 231-2350

CONSOLIDATED RAIL CORPORATION 1000 HOWARD BOULEVARD, MT. LAUREL, NJ 08054-2355

E. Interagency Review Meetings

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MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

INTERAGENCY REVIEW MEETING

WEDNESDAY, JULY 15, 1992

9:30 A.M.

BALTIMORE, MARYLAND

INTERAGENCY REVIEW MEETING
WEDNESDAY, JULY 15, 1992

NAME	AGENCY	PHONE
1. Michele Huffman	DNR/WRA	974-2265
2. Jerry Barkdoll	FHWA	962-4440
3. Peter Stokely	USEPA	215-597-9922
4. Raja Veeramachaneni	SHA-Bridge	333-8034
5. Charles Okehie	SHA-Bridge	333-2868
6. Dave Palmisano	SHA-HDD	333-1264
7. Paul Wettlaufer	ACOE	962-1843
8. Julie Metz	ACOE	962-1843
9. Bill Schultz	US Fish & Wildlife Service	269-5448
10. Alex Soutar	SHA	333-6413
11. Lisa Pettier	Science Intern for State	
12. Andrea Grata	Science Intern for State	
13. Earl Schaefer	SHA-HDD	333-1279
14. Jeff Smith	SHA-PPD	333-8513
15. Bruce Grey	SHA-PPD	333-1186
16. Barb Allera-Bohlen	SHA-PPD	333-6745
17. Beth Hannold	MHT	514-7636
18. Bob Cooper	DNR-Nontidal Wetlands	974-3841
19. Deborah A. Nizer	ACOE	962-1843
20. Dan Guy	SHA-EPD	333-6429
21. Lorraine Strow	SHA-PPD	333-1184
22. Charles Armstrong	Md. Off. of Plan. (CIearinghouse)	225-4486
23. Linda Kelbaugh	SHA-EPD	333-8078
24. Lee Carrigan	SHA-PPD	333-4582
25. Ed Johnson	SHA-HDD	333-1284
26. Ronald Rye	W. T. Ballard Co.	363-0150
27. Larry Fogelson	Md. Off. of Plan. (Clearinghouse)	225-4490
28. Andrew Der	MDE	631-3609
29. Cynthia Simpson	SHA-PPD	333-1177
30. Monty Rahman	SHA-PPD	333-1190
31. Prasad Inmula	SHA-Bridge	333-1163
32. Susan Jacobs	SHA-EPD	333-4147
33. Vic Janata	SHA-PPD	333-1105
34. Gary Green	SHA-PPD	333-6746
35. David Coyne	SHA-EPD	333-4170
36. Arnold Norden	DNR-Public Lands	974-3589
37. Dennis Burgeson	McCormick, Taylor	609-854-1493
38. Jayne McColl	McCormick, Taylor	215-592-4200
39. John Ney	SHA-HDD	333-1278
40. Jim Wynn	SHA-PPD	333-1133

INDEX

COMMENT/QUESTION:

MR. PAUL WETTLAUFER, CORPS --

Stated that there have been some trucks that have overturned on that curve so the wetland issue should not dictate which alternate SHA selects in this case because there's a lot of safety problems with that curb.

COMMENT/QUESTION:

MR. BOB COOPER, DNR --

Stated that he would also agree with the outside widening both on the safety factor and on the reduction of wetland impacts and seems to make sense.

. . . . . .

Contract No. S 365-101-171
UMES Access Road in Somerset County
Status: Pre-final Document
Project Manager: Vic Janata x1105
Environmental Manager: Gary Green x6746

MR. GARY GREEN, SHA --

Stated that this project was presented at three interagency review meetings. On October 18, 1989 the no-build and four build alternates were presented. Concerns expressed by the agencies then included how many acres of wetland were impacted by Alternate 4, the type of structure that would be used to cross the Loretto Branch and were there anadromous finfish in Loretto Branch.

On January 16, 1991 the project was again presented and concerns expressed by the agencies included what type of structure would be proposed for the crossing of Loretto Branch, the need to include the level of service, avoidance and minimization report in the document, and would there be secondary impacts.

On January 16, 1992 the project was again presented. Concerns by the agencies then included what alternate was preferred. Have bridge lengths been considered for wetland minimization? What factor is impeding Alternate 4? What would the traffic volumes be on the new road, will all alternates be included in the document, and are there any historic sites affected by proposed right of way?

The Army Corps of Engineer representative spoke favorably of the modified Alternate 6/6A in response to a question relating to the quantity and quality of wetlands between Alternate 6/6A and 6/6A modified.

MR. VIC JANATA, SHA --

Stated that a combined location design public hearing for the UMES Access Road study was held in Princess Anne at the Greenwood Middle School on the evening of April 30 of this year. The alternates presented were Alternate 1, the no build alternate which proposes no major construction, keeping the existing entrance off of Maryland 675 as the only access point from Princess Anne.

Of the build alternates, Alternate 4 proposes an extension of Maryland 362, Mt. Vernon Road, eastward through an existing community over Loretto Branch traversing the Conrail track with a new at grade crossing and ending at the UMES Loop Road.

Alternate 6 proposes a more northern corridor with the new road beginning at an intersection with Maryland 675 and extending eastward over the existing Conrail Track with a new at grade crossing over Loretto Branch and ending at the UMES Loop Road.

Alternate 6A is along the same corridor as Alternate 6 but begins at a new intersection with U.S. 13 extending eastward to a new intersection with Maryland 675 at the same location as Alternate 6. It then proceeds identical to Alternate 6 to the Loop Road.

Alternate 6 modified and 6A modified involve minor alignment shifts to Alternate 6 and Alternate 6A so as to minimize wetland impacts at the Loretto Branch crossing.

All the build alternates propose a roadway providing one through lane in each direction and anticipate a posted speed of 25 miles per hour.

Public comment has been sparse and divided. Approximately 80 people attended the hearing including six town and county commissioners. The president of the Town Commissioners and a representative of the County Economic Development Commission spoke in favor of Alternate 6A. Seven citizens spoke, one supporting Alternate 1, two supporting Alternate 4, two opposing Alternate 4, one supporting Alternate 6A and one opposing Alternate 6.

Three letters from the public have been received --two supporting Alternate 1 and one supporting Alternate 4.

A staff meeting was held in an attempt to arrive at a team recommendation. Team support for Alternate 6A modified was reached for the purpose of long-term right of way protection and corridor identification on the Somerset County Master Plan. The project is not identified in the Consolidated Transportation Program (CTP) for any phase beyond the current project planning phase.

The lack of agency comment on the environmental assessment and the project planning study was the major concern. No formalization of the team recommendation would proceed without greater review agency input in the comment process or if major opposition to a build solution is identified.

MR. GARY GREEN, SHA --

Stated that no business displacements are required for any alternate under consideration. Alternate 4 would require the right of way from one business, Exxon, but not affect the operation. Alternate 6A and 6A modified will require the displacement of one house, one trailer home and the acquisition of one abandoned chicken coop.

Alternate 6 and 6 modified would require the displacement of the trailer home and the acquisition of the abandoned chicken coop. All build alternates are consistent with the Somerset County Comprehensive Plan of 1975. A new at grade railroad crossing would be required for all build alternates.

Two historic sites are eligible for the National Register of Historic Places -- the Brittingham Farm and the Covington House.

Alternates 6, 6A and 6/6A modified would have no effect on the Brittingham Farm. Alternate 6 and 6 modified would have no adverse effect to the Covington House. No property is required from the Princess Anne Historic District.

Alternate 4 impacts one archeological site for which a Phase II investigation will be required to determine site significance.

Alternates 6/6A and 6/6A modified would impact two historic archeological sites that are recommended for Phase II investigation. Alternate 4 would impact .6 acre of non-tidal wetlands. Alternate 6/6A would impact 1.6 acres of non-tidal wetlands. Alternate 6/6A was modified to reduce the wetland impacts adjacent to Loretto Branch which is Wetland 5.

The alignment shift was shifted more eastward to cross Loretto Branch at a location impacting a more narrow width of wetlands. This resulted in reduction from 1.6 acres with Alternate 6/6A to 1 acre with Alternate 6/6A modified.

One new stream crossing of the Loretto Branch is required by all build alternates with an additional crossing of two unnamed tributaries to Loretto Branch associated with Alternate 6/6A and 6/6A modified.

Alternate 4 would require .4 acres of woodlands. Alternate 6A and 6/6A would require .8 acres of woodlands. Prime farmland soil impacts range from 4.4 acres with Alternate 4, to 10 acres with Alternate 6A modified.

The sensitive joint vetch, a State endangered plant species as well as a proposed for listing as a Federal threatened species is located near Maryland 363 approximately one-half mile south of proposed Alternate 4. No construction would occur within this area.

Another State endangered plant species, the Tick Seed Sunflower, is located within proposed rights of way of Alternate 4 as well as in the Monokin Park and again Monokin Park is located well outside of the study area.

The State National Ambient Air Quality standards for carbon monoxide would not be exceeded in no-build or build conditions.

Projected noise levels will not equal or exceed the Federal Noise Abatement criteria of 67 dBA or increase 10 dBA or more over ambient noise levels at any of the four sensitive locations studied with either the no-build or build conditions in the design year 2015.

COMMENT/QUESTION:

MR. PAUL WETTLAUFER, CORPS --

Asked if SHA intends to decide prior to the conclusion of the joint NEPA/404 process which type of structure, box or a bridge, will be built. Or would that be deferred to final design?

RESPONSE:

MS. CYNTHIA SIMPSON, SHA --

Stated yes.

COMMENT/QUESTION:

MR. PAUL WETTLAUFER, CORPS --

Made a recommendation. Stated that if SHA goes with the box culvert, it should be with a precast box depressing one cell a foot below the others for the purpose of minimizing the amount of time for instream construction and the potential for sediment downstream where the endangered plants are located.

He stated that in the past, SHA has had some reluctance to using precast box culverts when one cell is depressed.

RESPONSE:

MR. PRASAD INMULA, SHA --

Stated that at this time, SHA does not have a complete hydraulic analysis.

COMMENT/QUESTION:

MR. PETE STOKELY, EPA --

Stated that the public notice, combining NEPA and 404 was issued. Stated that he didn't see mitigation options presented in the EA. This is his recommendation.

Stated that EPA could support either Alternate 6A modified or Alternate 4, whichever one the SHA decides to choose.

COMMENT/QUESTION:

MR. BILL SCHULTZ, USF&WS --

Stated that the service is not opposed to either Alternate 4 or Alternate 6/6A modified. They are opposed to the original 6/6A.

Stated that they are concerned about how SHA is going to cross the Loretto Branch. USF&WS would prefer a bridge or a bottomless box culvert or a culvert that's depressed.

Also stated that it's going to be important that the bottom of the box culvert is depressed so it doesn't form a barrier to anadromous fish.

USF&WS is also concerned that there was no mitigation site available or plan. With the sensitive joint vetch proposed for federal listing, F&WS will recommend conditions, like daily inspection or something like that. Fish and Wildlife is recommending that these conditions be part of the permit.

Fish and Wildlife is recommending denial of the permit until some of these issues with the crossing are resolved and with the mitigation.

COMMENT/QUESTION:

MR. LARRY FOGELSON, MD Office of Planning --

Stated that Clearinghouse comments on the EA are currently being typed and are generally positive. There were some comments from the Department of the Environment that they wanted to see more information on solid waste generation, disposal as a result of the project.

The county wanted the document updated with regard to references to the county Comprehensive Plan. It currently referenced an older plan. The County favored Alternate 6/6A.

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INTERAGENCY REVIEW MEETING
OCTOBER 21, 1992

NAME	AGENCY	PHONE
Peter Stokely	EPA-Wetlands	(215) 597-9922
Peter Claggett	" NEPA Review	(215) 597-0765
Mark Duvall	SHA-PPD	333-1178
Jeffrey Smith	SHA-PPD	333-8513
Steve Silva	SHA-Bridge	333-1346
Paul Wettlaufer	ACOE	962-1843
Bruce Grey	SHA-PPD	333-1186
Cynthia Simpson	SHA-PPD	333-1177
James T. Noonan	MD Office of Planning	225-4549
Larry Fogelson	OP-Clearinghouse	225-4490
Jerry Barkdoll	FHWA	962-4440
Michele Huffman	DNR/WRA-Floodplain Management	974-2265
Richard Woo	SHA-Bridge	333-3006
Prasad Inmula	SHA-Bridge	333-1163
Beth Hannold	MHT	514-7636
Greg Golden	DNR-Tidewater	974-2788
Alex Soutar	SHA-EPD	333-6413
Lorraine Strow	SHA-PPD	333-1184
Dan Guy	SHA-Env. Programs	333-6429
Gary Green	SHA-PPD	333-6741
Vic Janata	SHA-PPD	333-1105
Monty Rahman	SHA-PPD	333-1105
Ed Johnson	SHA-Highway Design	333-1284
John Molinari	SHA-Highway Design	333-3209
Sue Rajan	SHA-PPD	333-1138
Anne Elrays	SHA-PPD	333-6747
Bob Easter	SHA-Highway Design	333-1281
Lee Carrigan	SHA-PPD	333-4582
Cathy Rice	SHA-PPD	333-1109
Thomas Folse	SHA-PPD	333-1109
Wes Glass	SHA-PPD	333-1185
Prakash Dave	SHA-Bridge Hydraulics	333-1164
Dennis Atkins	SHA-PPD	333-6748

MR. GREY, SHA:

The next project is for Somerset County. The Project Manager is Vic Janta and the Environmental Manager is Gary Green.

MR. GREEN, SHA:

This project was presented at four Interagency Review Meetings. The last meeting was held on July 15, 1992. The focus of that meeting was to obtain comments from agencies concerning the EA document. Concerns expressed by the agencies then included: will a decision be made prior to the conclusion of the joint NEPA/404 process as to what structure will be built to cross Lorretto Branch. If SHA goes with a box culvert, it should be a precast box depressing one cell a foot below the others. Mitigation options were not presented in the EA. The U.S. Fish and Wildlife Service is not opposed to either Alternate 4 or Alternate 6/6A Modified but are opposed to the original 6/6A Alternates.

A joint NEPA/404 process Interagency wetland mitigation site field review will be held at the proposed wetland mitigation site on November 11, 1992, at 11:30 a.m. This will be headed by SHA's Environmental Program's Division. The purpose of this meeting is to review the mitigation site. Agencies expressing concern will have a chance to attend, as well as review and comment.

A directors meeting will be held on November 17, 1992, to present Alternate 6A Modified for either his concurrence or approval. Written responses were received from agencies and a major concern that was expressed was what type of structure will be proposed to cross Lorretto Branch. Agency concerns of a depressed precast box culvert will be considered and brought forward during an Administrators meeting. A final determination will be made subsequent to that meeting pending the completion of further bridge hydraulic studies. All comments support the team recommendation meeting of Alternate 6A Modified.

The proposed wetland mitigation site will occur right to the west of the Conrail railroad--at the Conrail railroad tracks and prior to meeting here at this site we will meet at another site, probably the McDonald's restaurant parking lot, prior to actually going out to the wetland mitigation site.

COMMENT/QUESTION:

MR. GREY, SHA:

Asked if the only major comments received on the document were in respect to Lorretto Branch.

RESPONSE:

MR. GREEN, SHA:

Said yes that's correct.

COMMENT/QUESTION:

MS. HANNOLD, MHT:

Asked if there's still outstanding archeological work.

RESPONSE:

MR. GREEN, SHA:

Said yes.

COMMENT/QUESTION:

MR. WETTLAUFER, ACOE:

Said he wanted to clarify that our concern regarding the crossing of Lorretto Branch and our recommendation for a precast culvert was based on the desire to get in and get out as quickly as possible to minimize the amount of time you are actually working in the stream and therefore, the potential for sedimentation downstream.

COMMENT/QUESTION:

MR. FOGELSON, MD OFFICE OF PLANNING:

Said he did not specifically have comments on this project but had a general question and a summary about the Alternate. Alternate 4 was not found in the 1975 Master Plan for Somerset County. Not specific to this, but that issue keeps popping up from time to time and I just wondered if there was an explicit policy and when you require consistency of the Master Plan, what the content of that consistency requires; what stage of the process and how much specificity is required has to do with consistency? You don't need to answer that now, the issue keeps arising-is it written down somewhere; or is this the policy or is this something that's just sort of dealt with along the way?

RESPONSE:

MR. GREY, SHA:

Said normally it is dealt with along the way based upon the view of the Master Plan. SHA usually starts with the Master Plan and alignments and somewhere along the alignments we study it. Frequently Master Plan alignments are not necessarily environmentally sensitive, so we frequently study other alignments.

RESPONSE:

MR. GREEN, SHA:

Said he is aware of your concern. We had a letter received right after the EA was written and a concern from the county planning then was the update of the Master Plan. It was completed on March 10th of 1992 and our document was distributed on the 15th of March. What will happen is that we will incorporate the updated county plan in the final document.

MR. JANTA, SHA:

The understanding I have was that we would study the Master Plan alignment as part of our study. If it met all of the NEPA requirements in its identification maybe we wouldn't have to do a project planning study. But generally it doesn't, so we have to go back and study a number of different alternates, including that one.

MR. STOKELY, EPA:

This project has been brought up before and if you've resolved the issues with the structure cross the Lorretto Branch and find an acceptable mitigation site, then EPA would concur with the 6A Modified.

COMMENT/QUESTION:

MR. GOLDEN, DNR TIDEWATER ADMINISTRATION:

Said he was unable to coordinate with Shawn Smith on this project so I don't want to say that he would have no further questions.

MR. DUVALL, SHA:

The next project is US 220 from I-68 to the PA Line in Allegheny County. The Project Manager is Sue Rajan and the Environmental manager is Anne Elrays.

MS. RAJAN, SHA:

This project was presented to the agencies very recently. Since our last meeting nothing has changed and we have the same alternates since then. We showed these alternates to the public in a very informal workshop prior to the hearing, the hearing is scheduled for November 19th. Mainly, the presentation is to add to some of the comments that we've received on the preliminary document that was circulated.

At the last public hearing in May of 1990, we showed two alternates, there were Alternate 2 and 4 and combinations of them. At that hearing we received comments from the public and citizens submitted and revised an alternate which is similar to Alternate 8. Their alternate was developed to minimize impact the communities and this alternate will also be presented at the public hearing. We also had a couple of other alternates which were looked at and were dropped due to impacts.

One major comment SHA received was questioning the need for the project. In the preliminary document some of the traffic and accident data did not quite show the need for the project. This route--US 220--is a major north-south facility. It runs from the New York-Pennsylvania line to West Virginia and to Virginia. It is used by a lot of trucks and the roadway just north of the Pennsylvania line is a very standard road. It has good geography, it has shoulders and it is posted at 55 miles per hour. The road is substandard in Maryland. It does not have any shoulders or safety gradings, and it has sharp curves and grades along this road.

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MARYLAND STATE HIGHWAY ADMINISTRATION

INTERAGENCY REVIEW MEETING

April 21, 1993

9:30 A.M.

State Highway Administration

211 E. Madison Street

Baltimore, Maryland 21202

INTERAGENCY REVIEW MEETING
APRIL 21, 1993

NAME	AGENCY	PHONE #
Barbara Allera-Bohlen	SHA-PPD	333-6745
Dennis Atkins	SHA-PPD	333-6748
Jerry Barkdoll	FHWA	962-4440
Carl Bialecki	SHA-PPD	333-1138
Keith Blecher	SHA-PPD	333-1109
David Boellner	SHA-EPD	333-4169
Bill Branch	SHA-EPD	333-8083
Ann Catlin	FHWA	962-4440
Bob Cooper	DNR	974-3841
Art Coppola	A.C.O.E.	962-1843
Prakash Dave	SHA-Bridge Hydraulics	333-1164
Wayne Drury	SHA-PPD	333-1139
Mark Duvall	SHA-PPD	333-1175
Anne Elrays	SHA-PPD	333-6747
Thomas Folse	SHA-PPD	333-1109
Michele Gomez	A.C.O.E.	962-1843
Bruce Grey	SHA-PPD	333-1186
Dan Guy	SHA-EPD	333-6429
Beth Hannold	MHT	514-7636
John Hayter	Greiner Engineers	561-0100
Jack Hett	SHA-EPD	333-8079
Scott Holcomb	SHA-PPD	333-1190
Michele Huffman	DNR-Tidewater	974-3841
Prasad Inmula	SHA-Bridge	333-1163
Victor Janata	SHA-PPD	333-1105
Howard Johnson	SHA-PPD	333-1179
Linda Kelbaugh	SHA-EPD	333-8078
Vaghan Lewis	SHA-PPD	333-1138
Ralph Manna	SHA-Bridge	333-2833
Chris Minick	SHA-Bridge Design	333-1156
John Nichols	NMFS	226-5771
Jim Noonan	MOP	225-4562
Leonard Podell	SHA-Bridge	333-8030
Suenette Pope	SHA-EPD	333-8717
Monte Rahman	SHA-PPD	333-6437
Sue Rajan	SHA-PPD	333-1138
Bill Schultz	US Fish & Wildlife	269-5448
John Schultz	SHA-Bridge Hydraulics	333-8029

NAME	AGENCY	PHONE #
Douglas Simmons	SHA-PPD	333-1189
Cynthia Simpson	SHA-PPD	333-1177
Jeff Smith	SHA-PPD	333-8513
Sean Smith	DNR-Tidewater	974-2788
Alex Soutar	SHA-EPD	333-6413
Alan Straus	SHA-PPD	333-1190
Peter Stokely	EPA-Wetlands	(215) 597-9922
Karl Teitt	SHA-PPD	333-6437
Jane Wagner	SHA-EPD	333-4146
George Walton	SHA-PPD	333-1139
Paul Wettlaufer	A.C.O.E.	962-1843
Richard Woo	SHA-Bridge	333-3006

UMES Access Road
Presentation Focus: Update and NEPA/404
Selected Alternate and Mitigation
Project Manager: Victor Janata, x1105
Environmental Manager: Gary Green, x6746

MR. VIC JANATA, SHA:

Stated that UMES Access Road was presented to the administrator and he selected Alternate 6-A modified which has previously received support by agencies in this Interagency process. What SHA is requesting at this meeting is concurrence in the selection of this Alternate 6-A modified. This alternate was developed to reduce the impacts of Alternate 6-A at the crossing of Loretto Branch and it has been supported by the Corps and Fish and Wildlife.

COMMENT/QUESTION:

MS. CYNTHIA SIMPSON, SHA-PPD:

Stated that SHA realizes that at past Interagency meetings the agencies actually have concurred with Alternate 6-A modified. SHA wants to confirm tha. consistent with the NEPA/404, SHA does not have to go back and get concurrence on purpose and need or the alternatives retained for detailed studies and that in fact SHA only needs concurrence on the selected alternative and the wetland mitigation.

COMMENT/QUESTION:

MR. BILL SCHULTZ, US FWS:

Replied that the Fish and Wildlife Service does not object to 6-A modified. This mitigation site has not been looked at yet, but it's in a good location.

COMMENT/QUESTION:

MR. PETER STOKELY, EPA:

Stated that EPA's comments have sort of dwindled off on this one because it's been going along a route that has been acceptable. Stated that SHA has EPA's agreement.

COMMENT/QUESTION:

MR. SEAN SMITH, DNR:

Stated that DNR doesn't have a problem with that approach.

MR. BILL BRANCH, SHA EPA:

Stated that thus far SHA has invited the State and Federal agencies to the project area to look at the potential mitigation site. On November 12, 1992 SHA received a letter of concurrence from the Corps of Engineers suggesting to us that the site was acceptable for mitigation. Mitigation strategy for that site will be developed as part of the environmental process and will be developed as part of the Corps permit process as well as avoidance/minimization documentation.

The mitigation site is at the lower end of the farm property which is the landscape nursery business. This particular portion of the property is adjacent to and provides on-site mitigation for similar functions and values of wetlands that occur in the impact area and the same sub-watershed. This property is available to SHA and the mitigation is anticipated to increase floodplain riparian areas adjacent to the tributaries that are impacted. Impacts of 0.8 acres of wooded and 0.2 acres of emergent wetland indicate to SHA that we're looking at approximately a 1.6 acre mitigation project at this location.

COMMENT/QUESTION:

MS. LINDA KELBAUGH, SHA-EPD:

Asked if a very clearly stated goal for this mitigation site has been developed.

RESPONSE:

MR. BILL BRANCH, SHA EPA:

Replied, other then to replace similar functions and values, not at this point. So the same type of woodland, the same type of tree species, basically the same functions that are being performed now will be the goals that SHA will establish. Stated that the mitigation would be 0.8 acres of wooded wetlands at 2 to 1 and 0.2 acres of emergent. SHA is anticipating that the obligation will be 1.8 acres for mitigation if necessary.

F. Wetland Field Review/Wetland Mitigation

University of Maryland - Eastern Shore
Access Road
U.S. 13 to UMES Loop Road
Somerset County
Contract No. S 365-101-171

Wetland Agency Field View
April 16, 1991

Field View Minutes

Attendees	Representing	Phone Number
Paul Wettlaufer	U.S. Army Corps of Engineers	301-962-1843
Bill Schultz	U.S. Fish and Wildlife Service	301-269-5448
Monty Rahman	Maryland SHA, Project Planning	301-333-1105
Gary Green	Maryland SHA, Environmental Mgmt.	301-333-6746
Victor Janata	Maryland SHA, Project Planning	301-333-1105
Kate Madeira	McCormick, Taylor & Associates	215-592-4200
Dennis Burgeson	McCormick, Taylor & Associates	215-592-4200

The purpose of the meeting was to review the wetland/upland boundaries delineated by the consultant and to identify wetland areas that will be under the U.S. Army Corps of Engineers (ACOE) jurisdiction.

The wetland/upland boundaries were delineated on November 2 and 5, 1990. A summary of the topics of discussion follows. The summary is presented in the order of the wetlands reviewed during the field investigation.

Wetland #5

This wetland includes Loretto Branch and associated palustrine forested wetlands in the vicinity of the Loretto Branch crossing for Alternates 6 and 6A. The ACOE and U.S. Fish and Wildlife Service (USFWS) questioned why the proposed alignment would cross Wetland #5 at one of the areas of widest wetland width and at a skew. Victor Janata noted that certain design constraints dictated the Loretto Branch crossing. These constraints were 1) that the roadway crossing at the nearby Conrail tracks would have to be at grade, and 2) because the crossing would be at grade, superelevation of the roadway would limit the curve radius there. The proposed roadway would be two-lane, uncontrolled access. A fifty (50) foot structure is proposed to cross Loretto Branch for all of the Alternates.

The wetland boundary on the north side of Loretto Branch as delineated by the consultant was extended upslope a distance of approximately 25-30 feet. In addition, an area identified by the consultant as palustrine emergent wetland, situated on the banks of Loretto Branch, was determined to be an upland. This determination was made based on lack of hydrologic field indicators. The wetland boundary on the south side of Loretto Branch as delineated by the consultant was confirmed accurate. All changes to the upland/wetland boundary were noted on the alternates mapping.

Paul Wettlaufer requested that Maryland SHA investigate another alignment for Alternates 6/6A which would parallel the proposed alignment to the east. Victor Janata noted that another alternate alignment would be studied.

Wetland #6, #7, #8, #9

These wetlands, palustrine emergent and riverine wetlands within the corridor of Alternates 6/6A, were viewed briefly by the agencies. Wetland #6 would not be affected by either Alternates 6 or 6A. Due to mowing and tilling, wetland flagging was not present for Wetlands #7, 8, and 9 at the time of the field view. All of these wetlands are drainage ditches and their boundaries were confirmed by the agencies.

Wetland #2

This wetland is a drainage ditch with emergent vegetation located west of and paralleling a section of University Drive within the corridor of Alternate 4. This area was viewed briefly by the agencies, and the delineated boundaries were confirmed.

Wetland #1

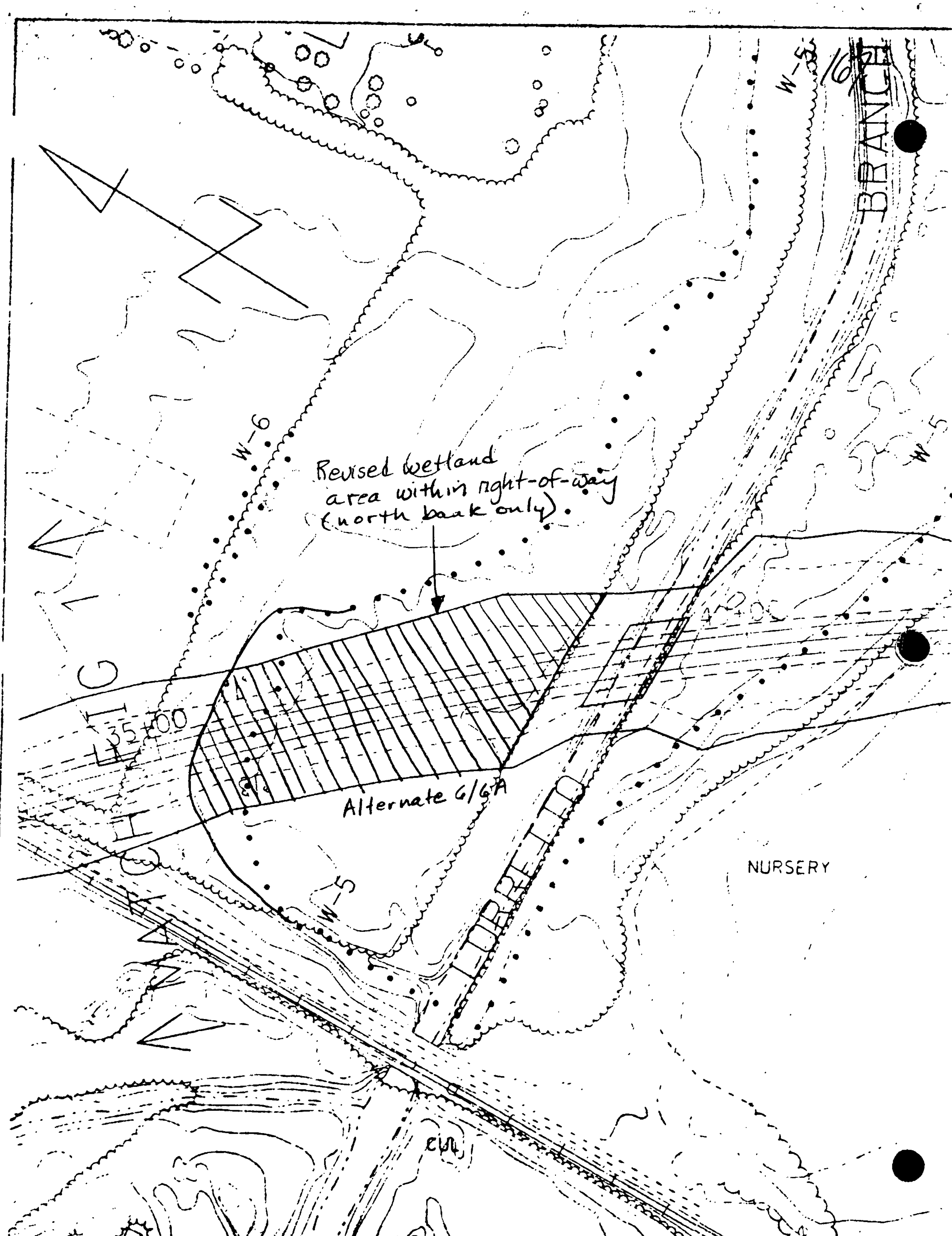
This wetland includes Loretto and associated palustrine forested wetlands in the vicinity of the Loretto Branch crossing for Alternate 4. The wetland boundary as delineated by the consultant was revised to exclude man-made levee areas immediately adjacent to Loretto Branch. The excluded area was 30 and 25 feet wide on the west and east banks of the waterway, respectively. The levee areas were 3-4 feet higher in elevation than adjacent forested wetland areas and did not exhibit hydrologic field indicators. The levees were apparently formed from dredgings of Loretto Branch. All changes to the upland/wetland boundary were noted on the alternates mapping.

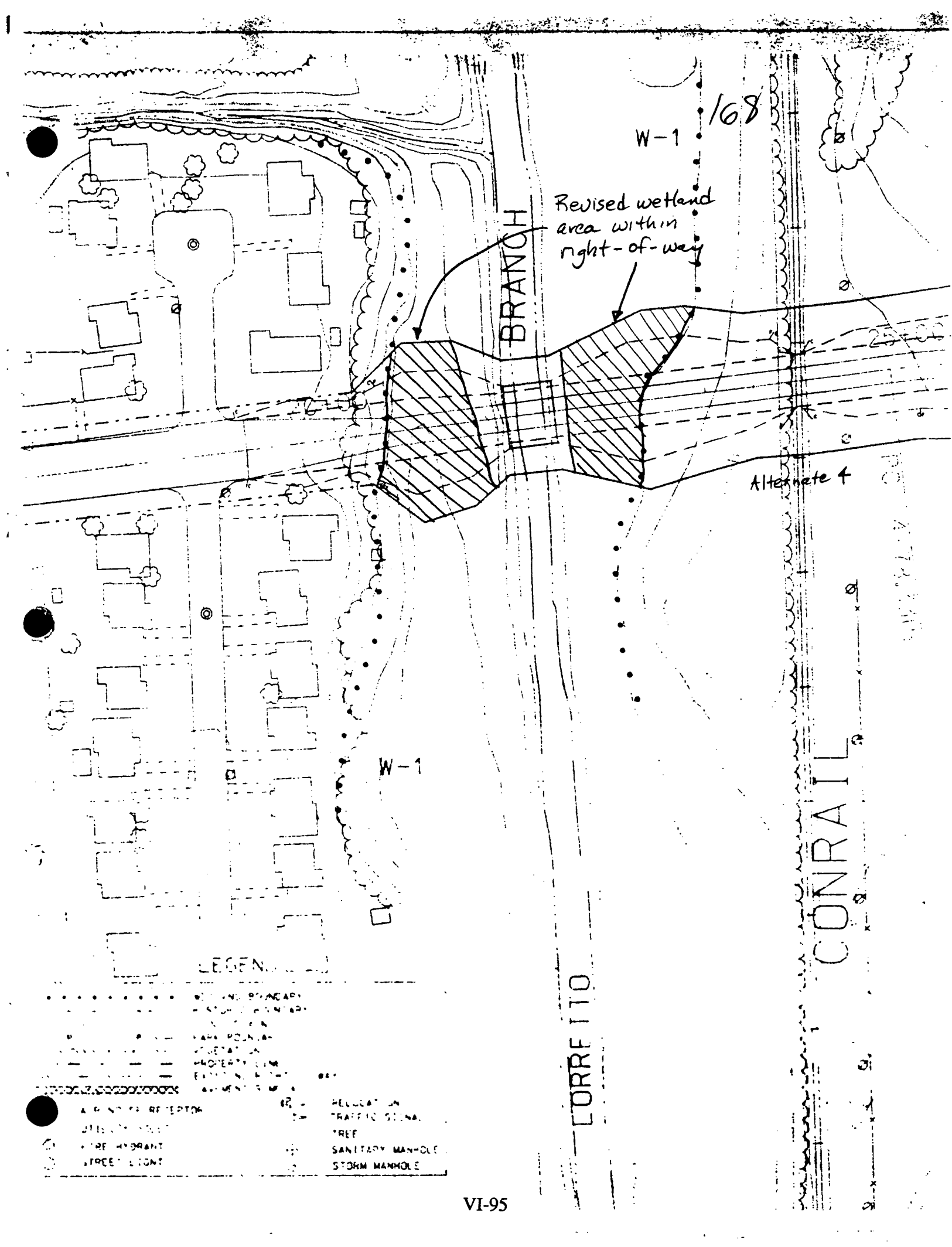
Wetlands #3 and #4

These wetlands, palustrine emergent areas serving as drainage ditches, occur directly north of the UMES Loop Road and would be affected by all of the alternates. They were viewed briefly by the agencies, and the delineated wetland boundaries were confirmed.

The foregoing constitutes our understanding of the issues discussed at the meeting. Kindly review these items and advise of any errors or omissions.

0328r


BRANCH
W-5
6/6A
W-6
Revised wetland
area within right-of-way
(north bank only)
35+00
40+00
Alternate 6/6A
W-5
NURSERY
W-5


168
W-1
Revised wetland area within right-of-way
BRANCH
Alternate 4
W-1
CONRAIL
LEGEND
FIRE HYDRANT
STREET LIGHT
TREE
SANITARY MANHOLE
STORM MANHOLE

Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

MEMORANDUM

TO: Ms. Linda Kelbaugh, Chief
Environmental Programs Division

FROM: Bill Branch
Mitigation Manager Bill

DATE: November 17, 1992

SUBJECT UMES Access Road
Contract No. S 365-101-171 N
NEPA/404 Mitigation Site
Approval Field Review

A meeting was held on November 10th to gain agency approval for the proposed wetland mitigation site. This site meeting was held in conjunction with the implementation a the new NEPA/404 process. The following representatives were in attendance:

Mr. Bill Branch	State Highway Administration
Mr. Monty Rahman	State Highway Administration
Mr. Gary Green	State Highway Administration
Mr. Vic Janata	State Highway Administration
Mr. Dennis Burgeson	McCormick & Taylor
Mr. Ken Corti	McCormick & Taylor
Mr. Paul Wettlaufer	U.S. Army Corp of Engineers
Mr. Bill Schultz	US Fish & Wildlife
Mr. Dave Walbeck	Non-Tidal Wetlands DNR
Mr. Steve Dawson	Non-Tidal Wetlands DNR

The concensus of the participants was that the chosen mitigation area (See attached plan) is suitable for a mitigation project that will strive to duplicate existing conditions in the wetland impact area.

Two areas of concern have arisen however:

1. The U.S. Army C.O.E. has concerns about site acquisition. They worry that, when and if the project goes to construction, will the site still be available for purchase? In that regard and as part of the NEPA/404 approval, the C.O.E. may recommend early acquisition of the R.O.W. in order to insure that this mitigation site will be available when needed.

My telephone number is _____

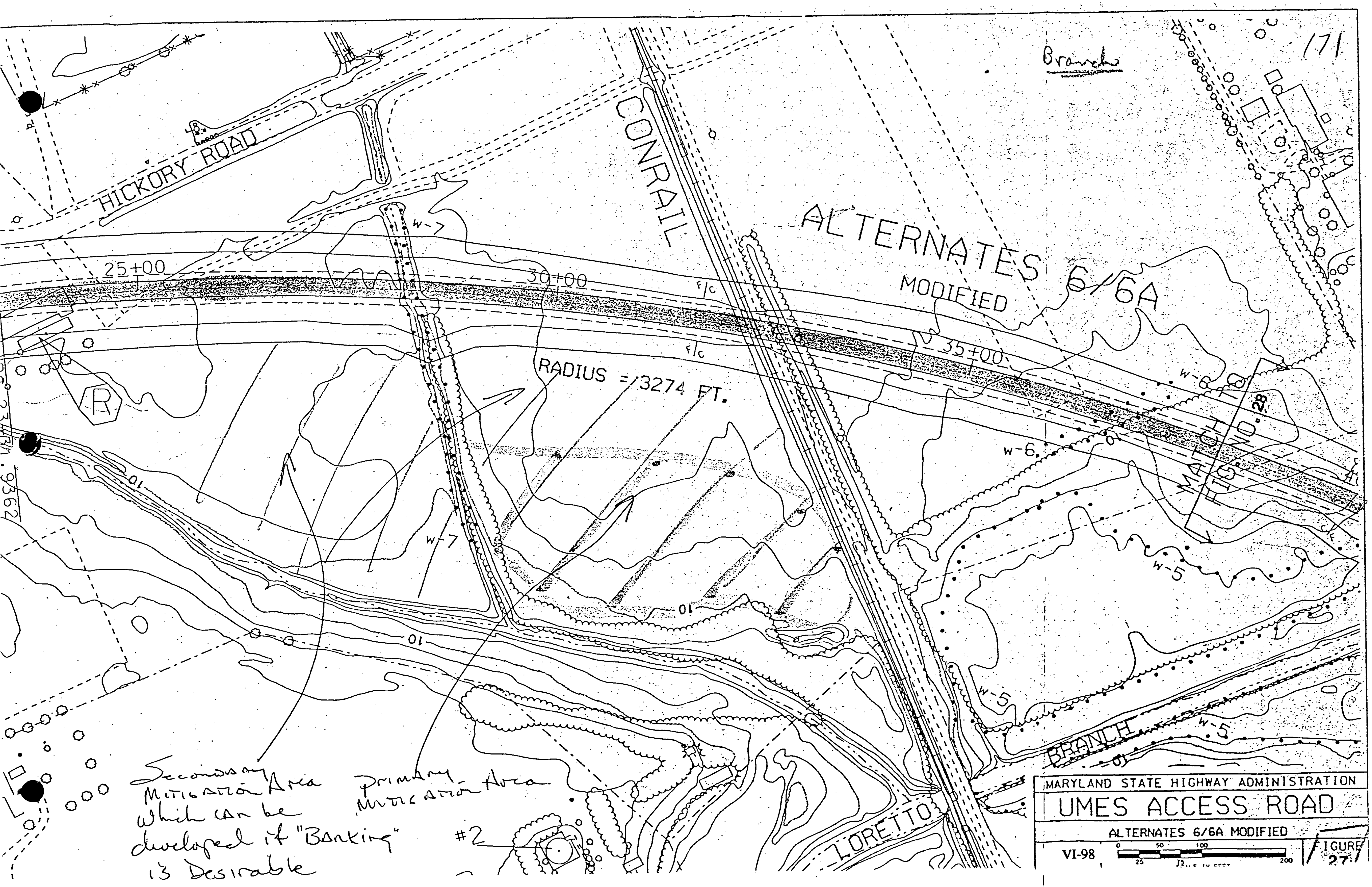
Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St.. Baltimore, Maryland 21203-0717

2. The Maryland Department of Natural Resources gave approval of the site for mitigation but also indicated that their administration is not an official participant in the NEPA/404 process. Therefore, at this point they are not committed to decisions made regarding mitigation. Unless a remedy is found for this situation, SHA may find itself no better off at the time of permit application than we have been in the past. Perhaps we could discuss this situation with Paul Wettlaufer and Bill Jenkins sometime soon. We certainly need all the players on board if this new process is going to work.

BB/gm

Attachment

cc: Mr. C. Adams
Ms. C. Simpson
Mr. B. Jenkins



Branch
HICKORY ROAD
CONRAIL
ALTERNATES 6/6A
MODIFIED
25+00
30+00
35+00
RADIUS = 3274 FT.
F/C
W-7
W-6
W-5
MATCH FIG. NO. 28
BRANCH
LORETTO
Secondary Mitigation Area which can be developed if "Banking" is Desirable
Primary Mitigation Area
#2
MARYLAND STATE HIGHWAY ADMINISTRATION
UMES ACCESS ROAD
ALTERNATES 6/6A MODIFIED
VI-98
FIGURE 27

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The following wetland replacement site for the project may be used as compensatory mitigation to offset wetland impacts permanently lost due to the construction of this project. The total wetland impacts for this project are 1.0 acres of non-tidal wetlands.

SITE 1

LOCATION: East of MD 675, West of Conrail, South of Hickory Rd. in Princess Anne.

OWNER/CONTRACT: Fairwinds, Inc.
c/o Heritage House, Inc.
Princess Anne, MD 21853

TOPOGRAPHY: gently sloping, flat

SOILS:
Jo - Johnstown loam
SfD - Sassafras Sandy loam
SfB2 - Sassafras Sandy loam

HYDROLOGY: stream, groundwater

ACREAGE: 8 - 10 acres ±

SITE 1

FAIRWINDS, Inc.

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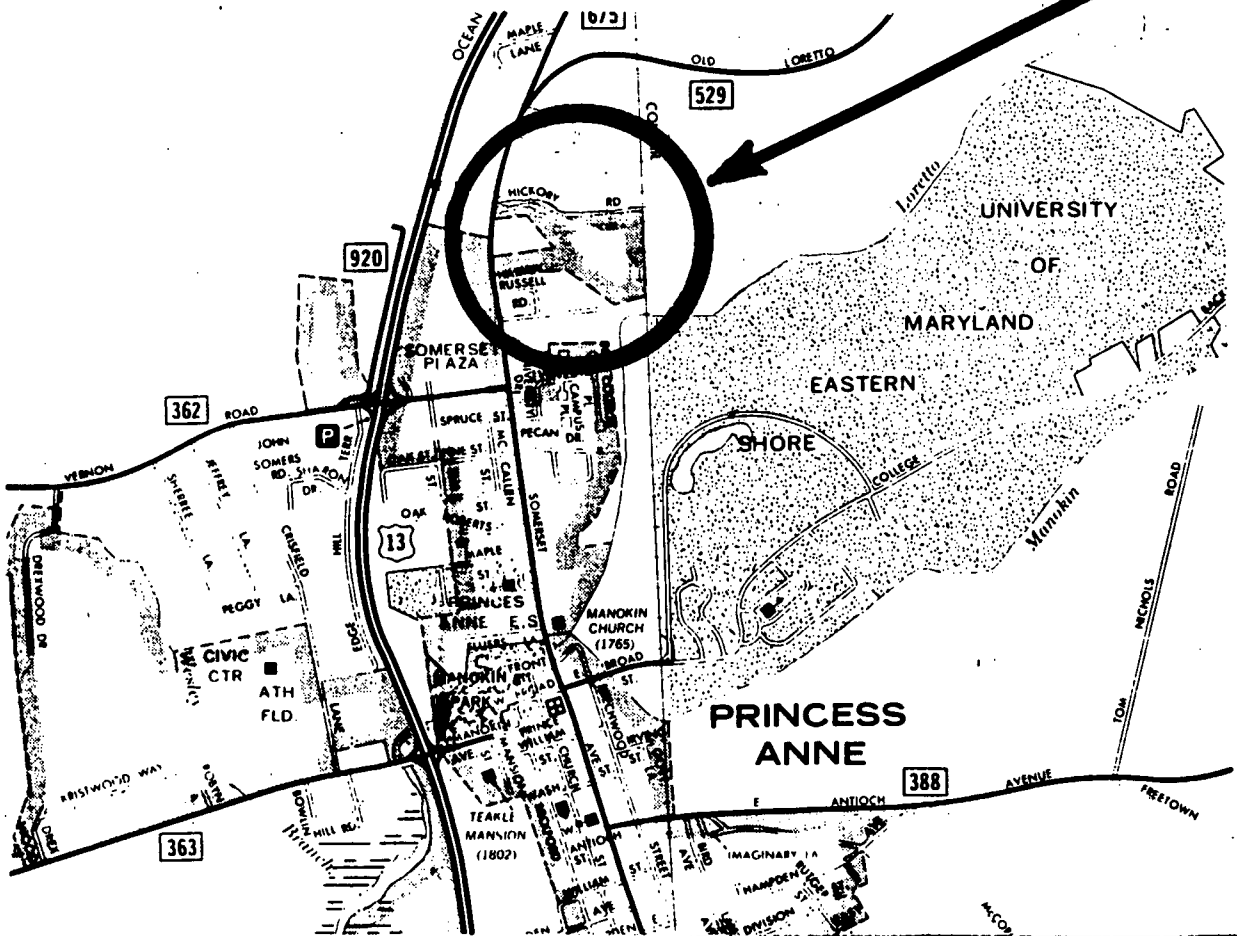
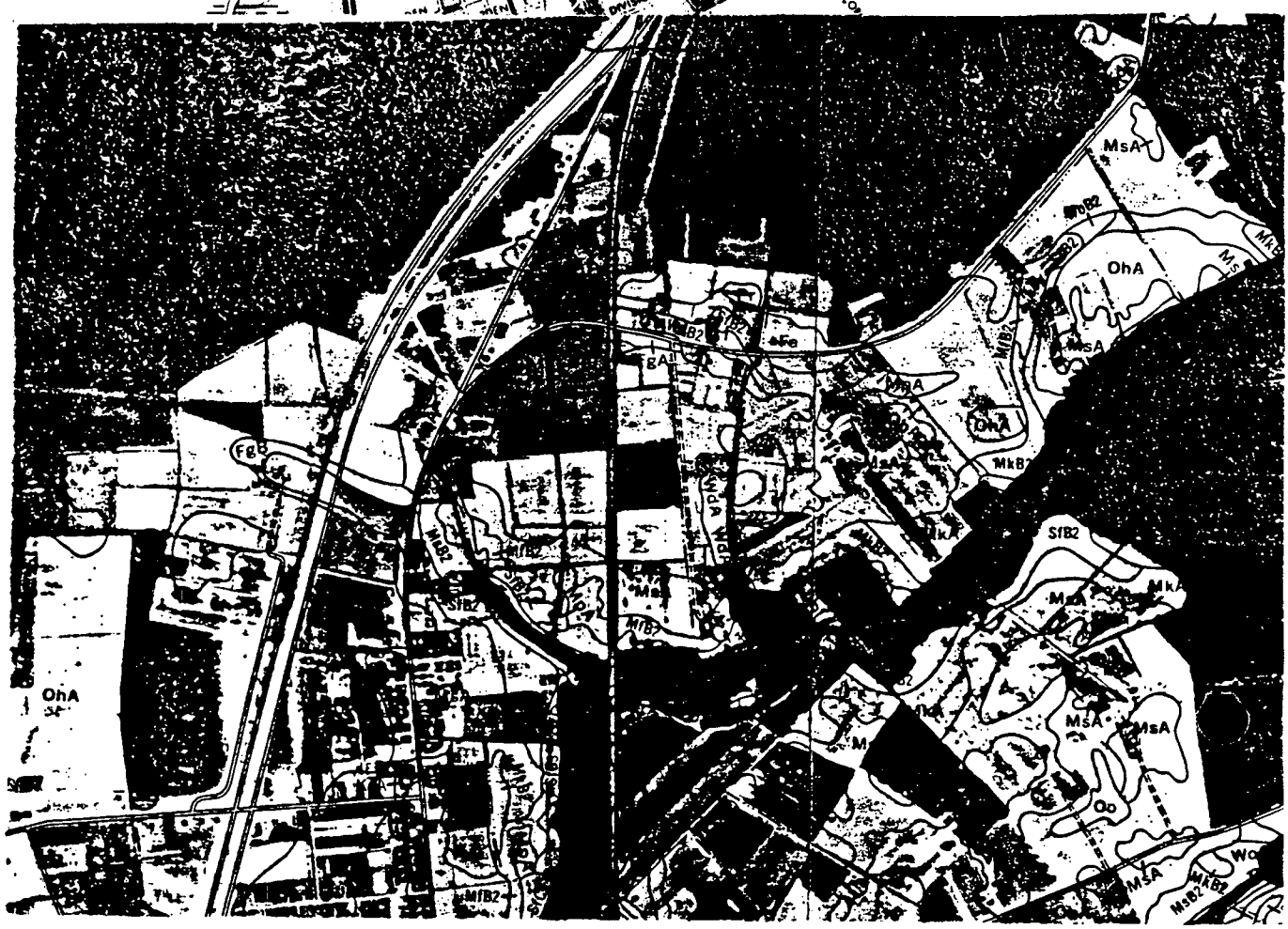
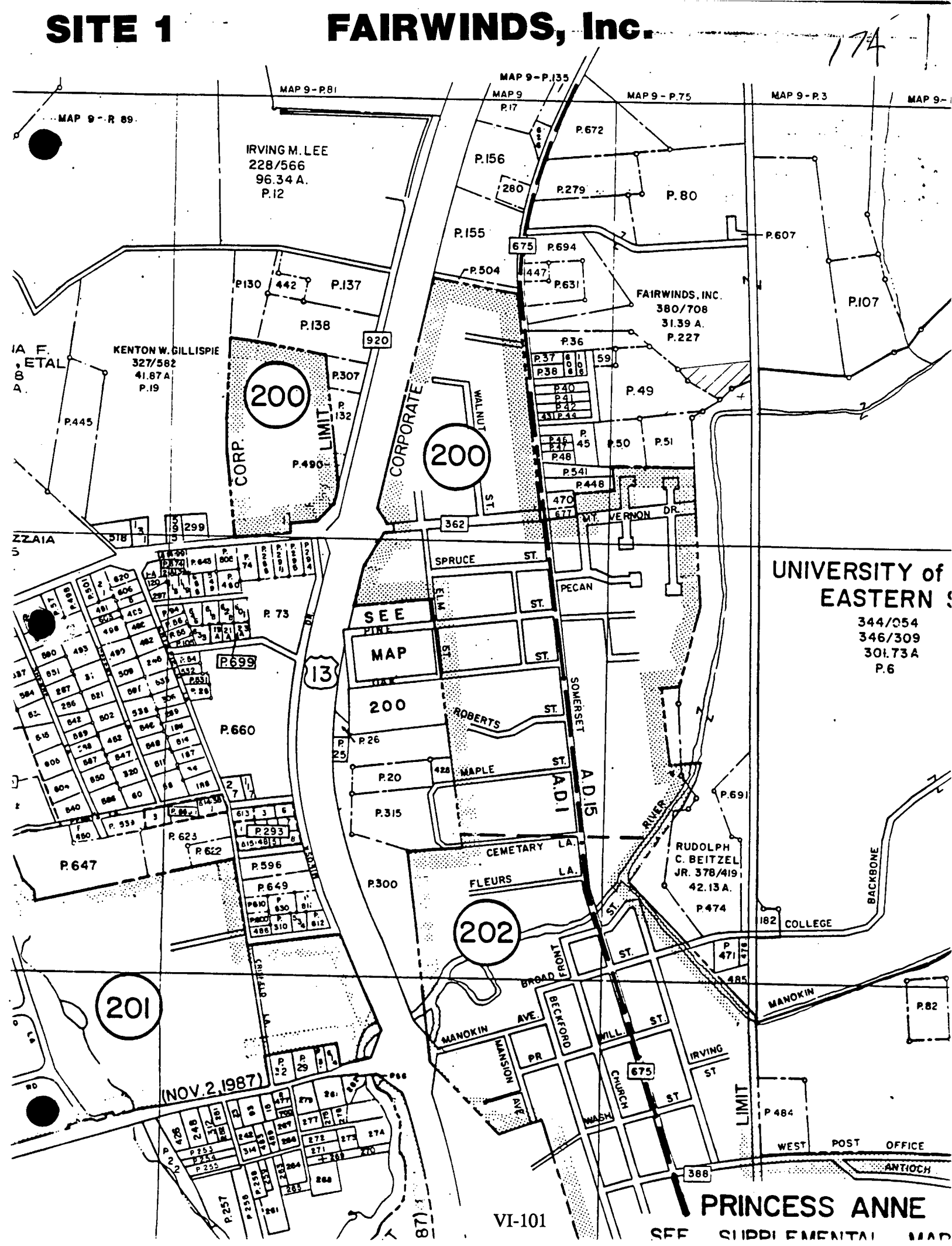




SITE 1 FAIRWINDS, Inc.



APPENDIX

Revised: October 22, 1993
Relocation Assistance Division

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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 other 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 but reasonable 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.

In the event comparable replacement housing is not available within the monetary limits for owners and tenants 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 relocation "housing as a last resort" can be utilized.

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. Actual moving expenses may also include actual direct losses of tangible personal property and 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 reasonable and necessary expenses of reestablishing at the replacement site. Generally, reestablishment expenses include certain repairs and improvements to the replacement site, increased operating costs, exterior signing, advertising the replacement location 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 three other establishments in the same or similar business that are not being acquired; and the business contributes materially to the income of a displaced owner during the two taxable years prior to the year of the displacement. A business operated at the displacement site solely for the purpose of renting to others is not eligible. Considerations in the State's determination of loss of existing patronage are the type of business conducted by the displaced business and the nature of the clientele. The relative importance of the present and proposed locations to the displaced business and the availability of suitable replacement sites are also factors.

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In order to determine the amount of the "in lieu of" moving expenses payment, the average annual net earnings of the business is to be one-half of the net earnings, before taxes during the two taxable years immediately preceding the taxable year in which the business is relocated. If the two taxable years are not representative, the State may use another two-year period that would be more representative. Average annual net earnings include any compensation paid by the business to the owner, owner's spouse, or dependents during the period. Should a business be in operation less than two years, the owner of the business may still be eligible to receive the "in lieu of" payment. In all cases, the owner of the business must provide information to support its net earnings, such as income tax returns, or certified financial statements, for the tax years in question.

Displaced farms and non-profit organizations are also eligible for actual reasonable moving costs up to 50 miles, actual direct losses of tangible personal property, search costs up to $1,000 and reestablishment expenses up to $10,000 or a fixed payment "in lieu of actual moving expenses of $1,000 to $20,000. The State may determine that a displaced farm may be paid a minimum of $1,000 to a maximum of $20,000, based upon the net income of the farm, provided that the farm has been relocated or the partial acquisition caused a substantial change in the nature of the farm. In some cases, payments "in lieu of" actual moving costs may be made to farm operations that are affected by a partial acquisition. A non-profit organization is eligible to receive a fixed payment or an "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.

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.