

# **FINAL ENVIRONMENTAL IMPACT STATEMENT**

Contract No. WI-641-101-170

**U.S. ROUTE 50—SALISBURY BYPASS**  
Existing U.S. Route 50 East of Rockawalkin Road  
to the Interchange with U.S. Route 13 Bypass



**U.S.  
50**

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

and  
MARYLAND DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION

Report Number: FHWA-MD-EIS-87-06-F  
Region III

US 50 (Salisbury Bypass)  
from Existing US 50 east of  
Rockawalkin Road to the Interchange  
with US 13 Bypass

Final Environmental Impact Statement

Submitted Pursuant to 42 U.S.C. 4332 (2) (c) and  
CEQ Regulations (40 CFR 1500 et. seq.)

U.S. Department of Transportation  
Federal Highway Administration

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11/14/88  
Date

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Preliminary Engineering

5/16/89  
Date

Robert E. Ege  
Federal Highway Administration

The purpose of the project is to provide a Bypass around  
Salisbury, Maryland on US 50 from existing US 50 east of Rock-  
awalkin Road to the Interchange with US 13 in Wicomico County,  
Maryland. The project is compatible with local and State plans.

Environmental impacts associated with the project include  
right-of-way acquisition and the displacement of residents and  
businesses. There are floodplain and wetland involvements, and  
the conversion of prime farmland soils.

## PREFACE

CEQ regulations (40 CFR 1503, 4(c)) provides the opportunity to expedite the Final Environmental Impact Statement (FEIS) where minor changes are required. Errata sheets are used to make required corrections. This method has been used for the U.S. Route 50 - Salisbury Bypass FEIS. The FEIS is an attachment containing (1) errata sheet; (2) the selected alternate process; and (3) copies or summaries of comments received from circulation of the DEIS and public hearing and response thereto. Only the attachment is circulated. Copies of the DEIS are available from the SHA office, 707 N. Calvert Street, Baltimore, Maryland 21203-0717.

SUMMARY

1. Federal Highway Administration

Administrative Action

- ( ) Draft (X) Final
- ( ) Section 4(f) Evaluation
- (X) Environmental Statement

2. Individuals who can be contacted for additional information concerning the proposed project and this statement:

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3. Description of Proposed Action

This project involves a study of alternatives to provide improved traffic service to through traffic and the local community and to relieve local congestion and impeded traffic flow resulting from seasonal traffic along U.S. Route 50 in the vicinity of Salisbury, Maryland. The study area extends from existing U.S. Route 50 east of Rockwalkin Road to its existing interchange with the U.S. Route 13 Bypass north of the City of Salisbury in Wicomico County.

The Selected Build Alternate 4 will improve access to Maryland's Eastern Shore by reducing seasonal traffic congestion and by increasing safety for both through and local motorists.

Also included in this study is the interchange of U.S. Route 50 and U.S. Route 13 to improve traffic in this area which is needed as a result of the Salisbury Bypass.

4. Alternates Description

Two Build Alternates (2 and 4) and the No-Build Alternate were presented at the Location/Design Public Hearing held January 7, 1988 at Parkside Senior High School in Salisbury, Maryland.

The No-Build Alternate would involve no major improvements to the existing roadway. Normal maintenance would continue and spot safety improvements would be performed as they become necessary. There would be no improvements in traffic operation, safety or capacity.

The build alternates were on relocation and proposed as a controlled access, four-lane divided roadway. The typical section consists of two 24-foot roadways

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separated by a 10 to 74 foot grass median (58 foot is typical). The median would be variable at the project termini to meet existing conditions. The proposed right-of-way is 200 feet minimum.

Alternate 2 leaves U.S. Route 50, via a directional interchange, just east of Rockwalkin Road. This bypass alternate heads in a northerly direction until north of Naylor Mill Park where it curves in an easterly direction. Just east of U.S. Route 13 it turns southerly to meet the existing bypass near Zion Road. Local roads would either overpass the Bypass or be bridged. Interchanges would occur at the project termini, White Lowe Road, West Road, Jersey Road, and U.S. Route 13. Alternate 2 is 7.8 miles long (see Figure 3 from DEIS).

Alternate 4, the selected alternate, begins on the existing four-lane divided section of U.S. Route 50 just west of Naylor Mill Road. Departing from existing U.S. Route 50, it heads northeast to West Road and then travels east of the existing interchange of the Bypass at Business U.S. Route 13. Interchange ramps would be provided at U.S. Route 50 as well as U.S. Route 13. Selected Alternate 4 is the shortest Alternate at 4.0 miles and is estimated to cost \$50.6 million.

#### 5. Areas of Controversy/Unresolved Issues

There are no controversial or unresolved issues associated with this proposed action.

#### 6. Other Federal/State Actions Required

Construction of this project would require review and approval for the following permits:

U.S. Army Corps of Engineers -- Section 404 Permit

Maryland Department of Natural Resources -- Approved Sediment Control Plan

Maryland Department of Natural Resources -- Waterway Construction Permit

Maryland Department of Natural Resources -- Approved Stormwater Management Plan

Maryland Department of Environment -- Water Quality Certificate.

#### 7. Summary of Impacts

There are no impacts associated with selected improvements to the existing interchange at U.S. Route 50/U.S. Route 13 Bypass, it is all within SHA right-of-way.

The selected Alternate 4 will require the relocation of nine residences and two businesses. None are minority owned. It will require the acquisition of approximately 38 acres of woodland and 2.0 acres of wetlands. One stream crossing, at the North Prong of the Wicomico River, will be required. Also 110 acres of Prime Farmland or state important-soils (including woodlands) will be required.

The National Ambient Air Quality Standards will not be exceeded with the construction of Selected Alternate 4.

Federal Noise Abatement criteria will be exceeded at four sites. No noise barriers were considered for any of the affected sites.

No property will be required from any historic site on, or eligible for, the National Register of Historic Places. No significant archeological sites will be affected by the selected alternate.

Right-of-way will be required from the Naylor Mill Park Annex but is not considered to be 4(f) issue. This area is not currently being used for passive or active recreational purposes and there are no plans to use the area for such purposes. This parkland was considered exempt from 4(f) requirements because the affected parcel is not used for recreational purposes but as a buffer zone to the North Prong of the Wicomico River (See Section III F, Park, in Errata Section).

A summary of impacts for the Selected Alternate 4 can be found in Table 1 on the following page.

#### 8. Basis for Selection

The decision to select Alternate 4 was based on several factors including cost, environmental impacts and traffic operations. The cost of Selected Alternate 4 (50-60 million dollars) is approximately half of the cost of Alternate 2 and the environmental impacts associated with Selected Alternate 4 are less than those associated with Alternate 2 (See Pg. S-4 Summary of Impacts Table).

In addition, Alternate 2 would have resulted in the construction of a new interchange with U.S. Route 13 - Salisbury Bypass. Selected Alternate 4 ties into the existing U.S. Route 13 Business/U.S. Route 13 - Salisbury Bypass interchange approximately 1 1/2 miles north of the existing U.S. Route 13 Bypass (From U.S. Route 13 Business to Morris Leonard Road). In addition, Alternate 2 is twice the length of Alternate 4 and is located further from the City of Salisbury. Alternate 4 would be more effective in diverting through traffic out of the center of Salisbury.

#### 9. Mitigation Commitments

Relocation Assistance - Nine relocations are required under Alternate 4 (compared to 10 in DEIS). The relocation assistance payments and services for this project will be provided as required by PL 91-646 and amendments as published in CFR Vol. 51, No. 39 on February 27, 1986. It is expected that comparable decent, safe and sanitary housing will be available. A reasonable lead time of 24 months is necessary to accomplish the required relocations.

Reforestation - Coordination with the State Forester regarding forest area impact and possible mitigation recommendations has been initiated and is on-going in accordance with the State reforestation law.

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Wetlands - The Selected Alternate 4 impacts approximately two acres of non-tidal wetlands. The mitigation options would include, but not be limited to, excess lands or land that may have to be purchased, upland stormwater management areas, inside loops and ramps, etc.

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TABLE 1  
 Summary of Impacts  
 U.S. Route 50 - Salisbury Bypass

	(No-Build) 1	Alternate 2	(Selected) 4	U.S. Route 50/U.S. Route 13 Bypass Interchange Modifications
<u>Socioeconomic Impacts</u>				
Residential Displacements	0	6	9	0
Business Displacements Consistent with Master Plan	0 No	4 Yes	2 Yes	0 Yes
Historic Sites from which land is acquired (acres)	0	0	0	0
Archeological Sites affected	0	4	0	0
Air Quality Sites exceeding S/NAAQS	0	0	0	0
Noise Sensitive Areas exceeding NAC or increasing 10 dBA over ambient	1	5	4	0
<u>Natural Environmental Impacts</u>				
Salisbury Paleochannel	No	Yes	No	No
Prime Farmland Soils (acres)	0	261	110	0
Stream relocation (feet)	0	0	0	0
Wetlands (acres)	0	8.5	1.8	0.25
Floodplains (acres)	0	7.3	2.0	0
Woodland (acres)	0	88.5	38	0
Affected Threatened or Endangered Species	0	0	0	0
<u>Cost (\$Million)</u>				
Project Engineering	*0	7.4	2.2	0.8
Right-of-Way and Relocations	0	5.2	3.5	0.9
Construction and Design	0	108.4	44.9	11.6
Total		121.0	50.6	13.3

\*There would be a cost for normal maintenance and safety improvements.



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ERRATA

I. PURPOSE AND NEED

C. Need for the Project

Pg. I-2,  
4th paragraph, last sentence: change Both to From.

Revised Figure 2 Enclosed - Interchange improvement to U.S. Route 50/U.S. Route 13 Bypass added.

Pg. I-3,  
5th paragraph, second sentence: Typographic error: AADT to ADT

Pg. I-3,  
Footnote: change to LOS F (1.0 or worse)

Pg. I-5

Table 3

Collision Type	# of Accidents (1983-1986)	Rate/100mvm	Statewide Rate
Angle	155	66.30*	39.5
Rear End	147	62.90	64.5
Opp. Direction	5	2.13	2.8
Fixed Object	92	39.30*	24.7
Sideswipe	53	22.70*	16.8
Left turn	85	36.40*	24.1
Pedestrian	15	6.40*	3.4
Parked	3	1.30	3.4

\*Significantly above the Statewide Average Rate

II. ALTERNATES

A. General

Pg. II-1,  
3rd paragraph, 1st sentence: 200-foot minimum not 300-foot.

B. Preliminary Alternates

Revised Figure 3, Showing Selected Alternate and Revised Boundary of Paleochannel.

C. Alternates for Detailed Study

Revised Figure 4a - Typical Sections revised to show reductions in right-of-way width and safety grading

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Revised Figure 4b - Typical Sections revised to show reduction in safety grading for outer ramps

Pg. II-2, 1st paragraph revise to read: The Selected Alternate would have a median which varies in width from 10 feet to 74 feet. The median has been reduced in the vicinity of the Northwood Industrial Park in order to reduce project costs and impacts to businesses. The median widens to 74 feet in the vicinity of the project's eastern terminus to be consistent with the existing median on the existing U.S. Route 13 Bypass.

Pg. II-4, 2. Alternate 4 (Preferred Alternate)

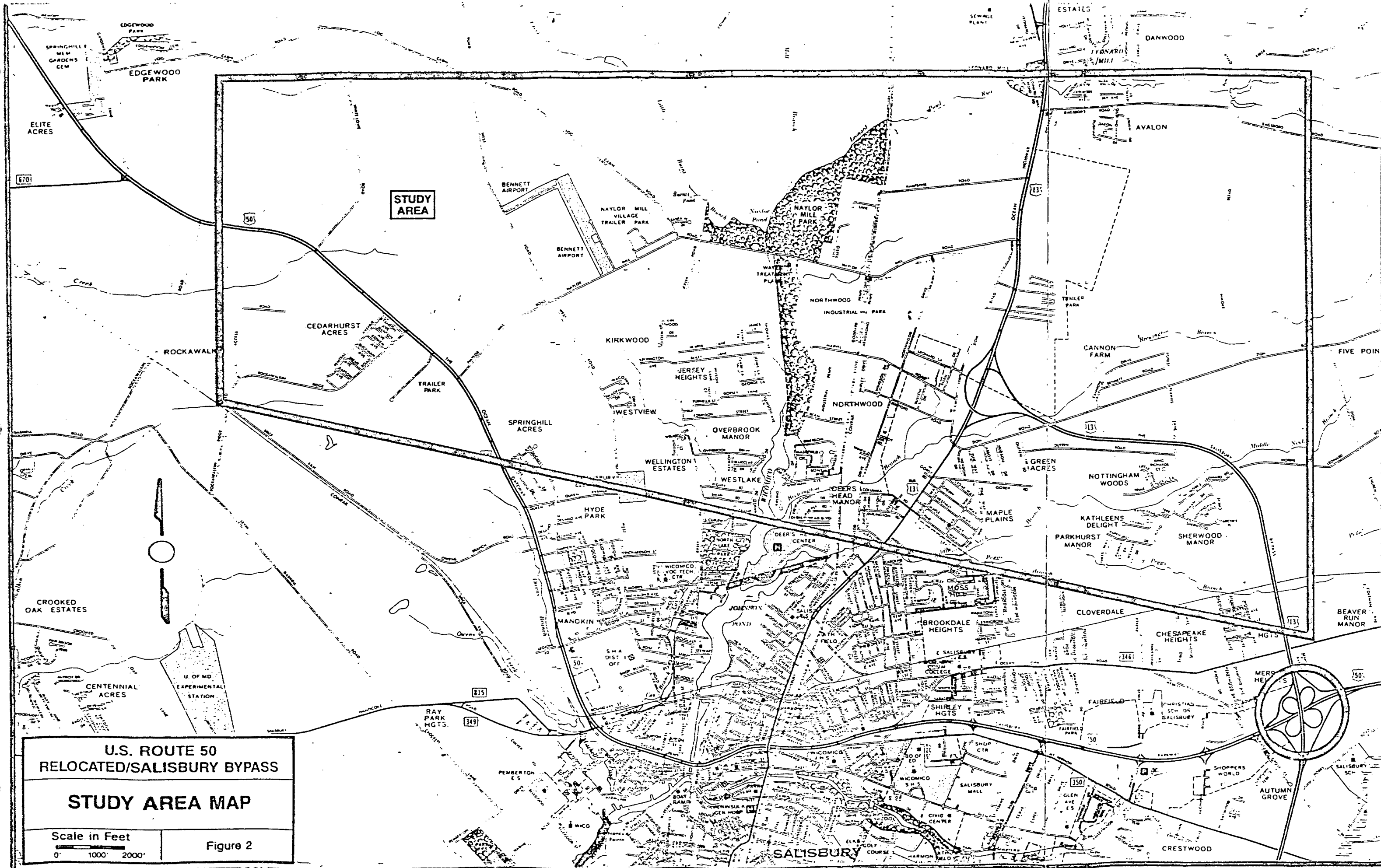
Preferred Alternate changed to Selected Alternate in title.

Revised Figure 6a, 6b, 6c. shows the Selected Alternate. (Selected Alternate incorporates modifications to Alternate 4 as discussed below.)

Subsequent to the Location/Design hearing, the Selected Alternate, Alternate 4, has been modified in order to reduce costs and impacts to the community and the environment.

Selected Alternate 4 begins at existing U.S. Route 50 just west of Naylor Mill Road with a directional interchange. Naylor Mill Road will be closed south of the Bypass for safety reasons. North of the bypass, Naylor Mill Road will be relocated to tie into the northern service road along U.S. Route 50 allowing local access between U.S. Route 50 and Naylor Mill Road. Naylor Mill Road will remain open to traffic between U.S. Route 50 extending east to U.S. Route 13. Access is still provided to Naylor Mill Road from U.S. Route 13. A frontage road will also be provided south of the proposed bypass. These frontage roads will provide access to adjoining properties. The partial diamond interchange proposed at Naylor Mill Road has been eliminated thereby avoiding impacts to Wetland 1. Access will be provided via the frontage roads. The proposed alignment departs from the existing highway curving to the east, underpassing the relocated section of the westbound roadway of existing U.S. Route 50. Continuing northeast, Selected Alternate 4 will pass under West Road and curving to the east it will underpass Jersey Road. The full diamond interchange is no longer being considered at Jersey Road. The alignment then crosses the North Prong of the Wicomico River. Scenic Drive will be closed north and south of the bypass. The majority of traffic to the industrial park will be routed through Goddard and Armstrong Parkways reducing the volume of trucks near the entrance of the athletic complex on Naylor Mill Road.

The alignment then crosses over Goddard Parkway, the Conrail Railroad Tracks and Armstrong Parkway on one structure. Curving northeast, Selected Alternate 4 crosses over Northwood Drive and turning southerly crosses over the existing interchange ramp and U.S. Route 13 Business before meeting the existing bypass. West Zion Road will be closed at the bypass and relocated along the northern right-of-way of the bypass west to Northwood Drive allowing for the construction of the ramp from southbound U.S. Route 13 to westbound bypass. All missing movements at the existing interchange will be provided. This alignment involves only one major water crossing, the North Prong of the Wicomico River. This alternate is approximately 4.0 miles long.

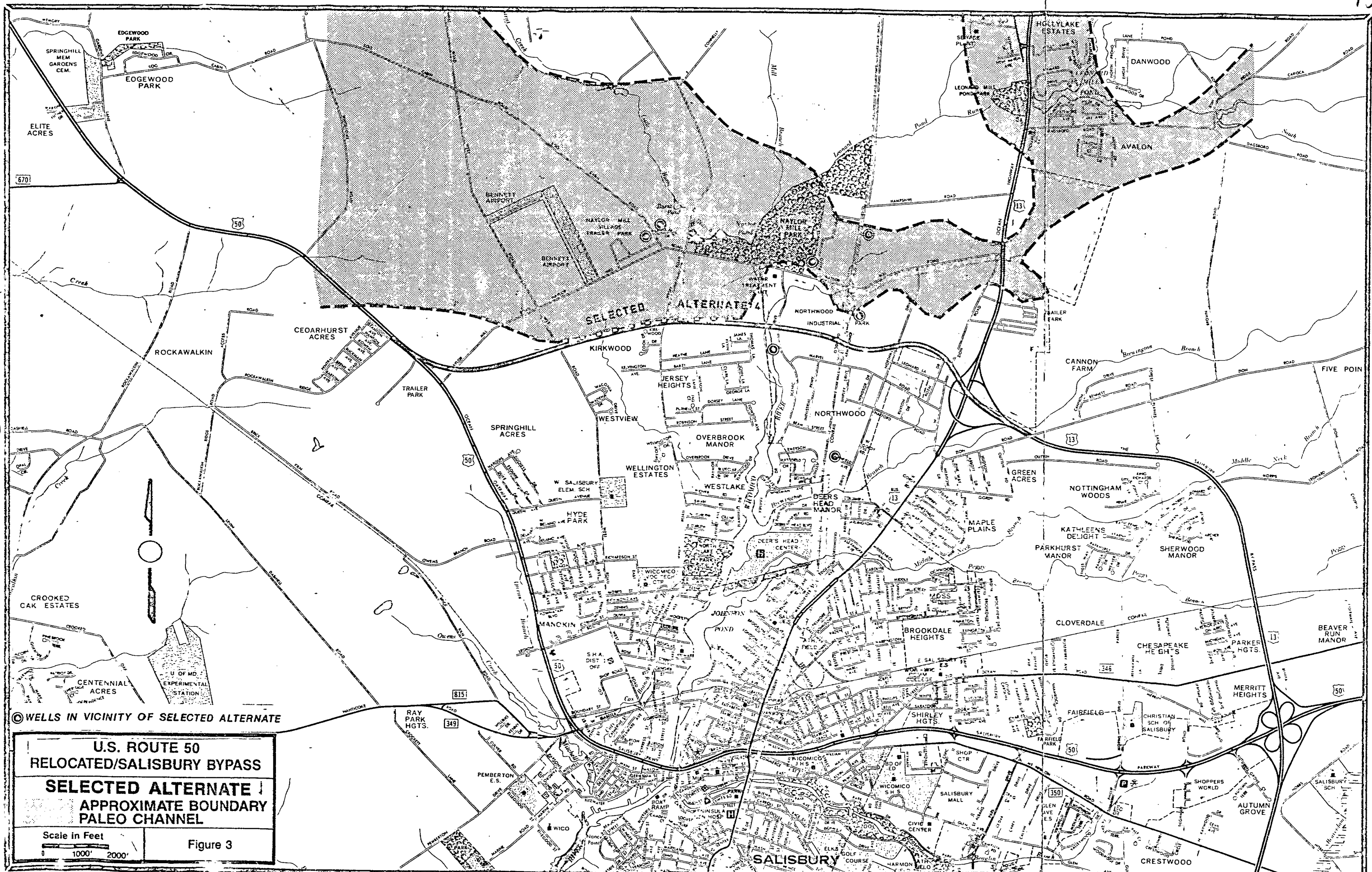


U.S. ROUTE 50  
RELOCATED/SALISBURY BYPASS

**STUDY AREA MAP**

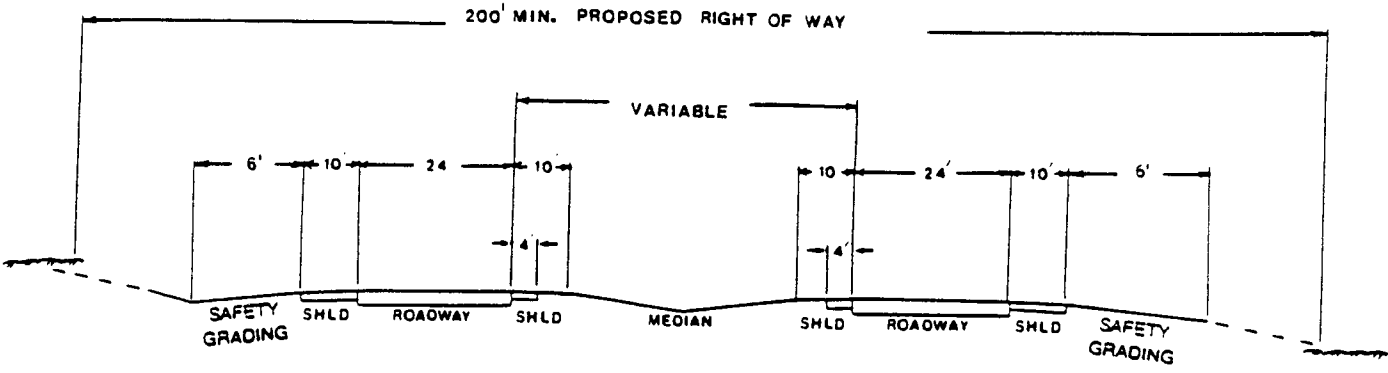
Scale in Feet  
0' 1000' 2000'

Figure 2

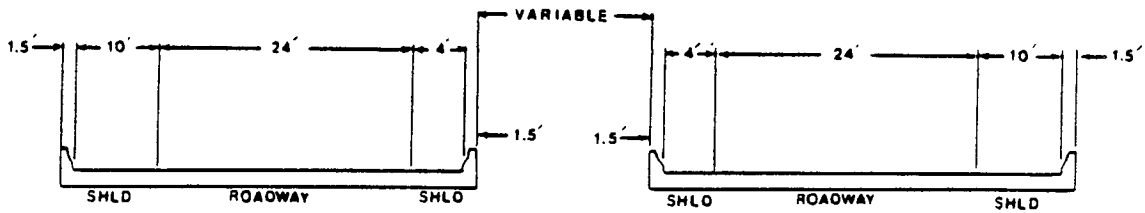


© WELLS IN VICINITY OF SELECTED ALTERNATE

<b>U.S. ROUTE 50 RELOCATED/SALISBURY BYPASS</b>	
<b>SELECTED ALTERNATE</b>	
APPROXIMATE BOUNDARY PALEO CHANNEL	
Scale in Feet 0 1000' 2000'	Figure 3



**ROADWAY**



**BRIDGE**

NOTE: The dimensions shown are for the purpose of determining cost estimates and environmental impacts and are subject to change.

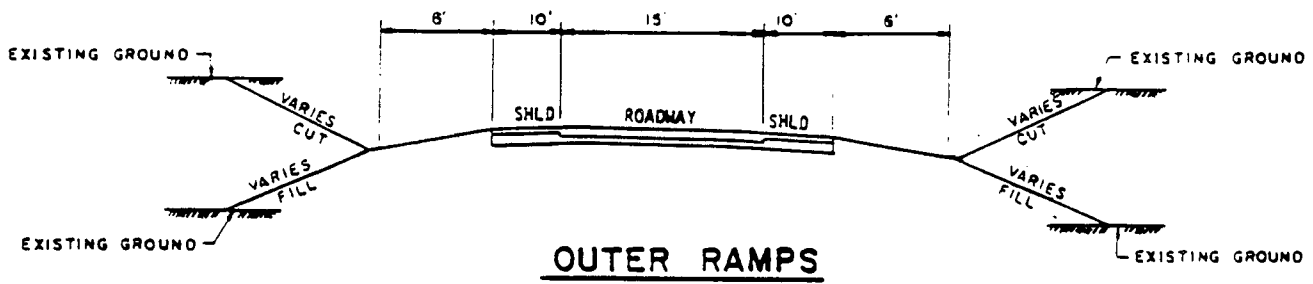
Figure 4a

U.S. ROUTE 50  
SALISBURY BYPASS

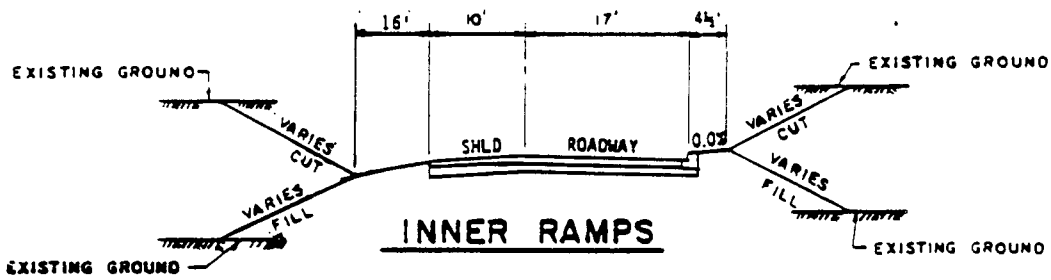
**TYPICAL SECTIONS MAINLINE AND RAMPS**

NOT TO SCALE

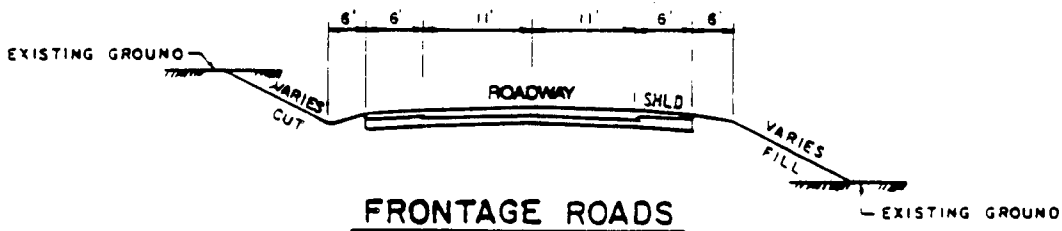




OUTER RAMPS



INNER RAMPS



FRONTAGE ROADS

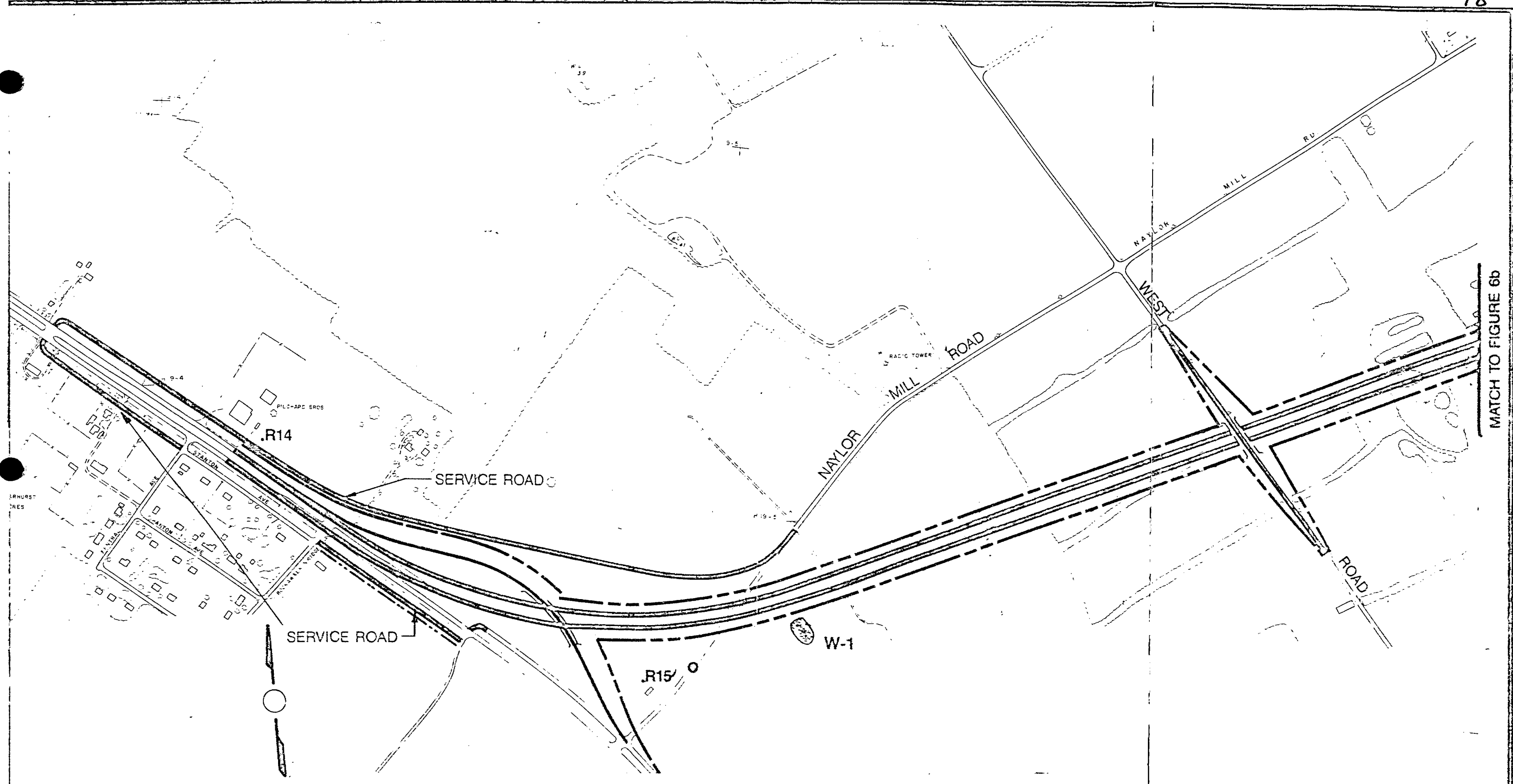
NOTE: The dimensions shown are for the purpose of determining cost estimates and environmental impacts and are subject to change.

Figure 4b

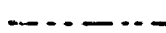




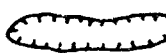
U.S. ROUTE 50  
SALISBURY BYPASS

TYPICAL SECTIONS MAINLINE AND RAMPS

NOT TO SCALE



**LEGEND**

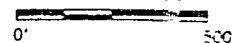
 Proposed R/W	 Wetlands	 Relocations
 Proposed Roadway	 Parklands	R=Residence
 100 Year Floodplain	. R1 Noise and Air Receptors	B=Business
	-H- Historic Site	O=Other

U.S. ROUTE 50  
SALISBURY BYPASS

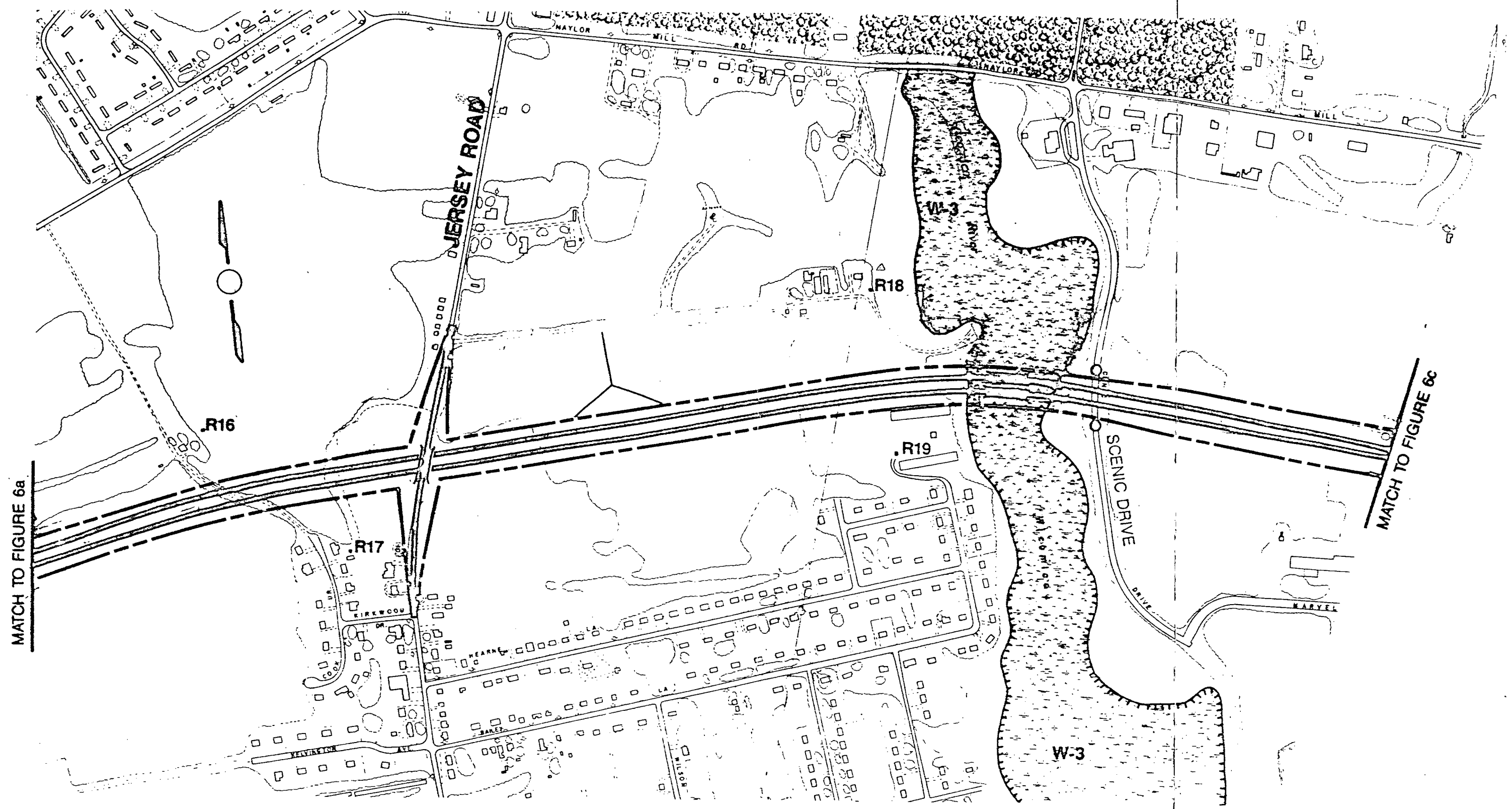
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**SELECTED ALTERNATE 4**

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<p>Scale in Feet</p>  <p>0' 500'</p>	<p>Figure 6a</p>
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MATCH TO FIGURE 6b



MATCH TO FIGURE 6a

MATCH TO FIGURE 6c

**LEGEND**

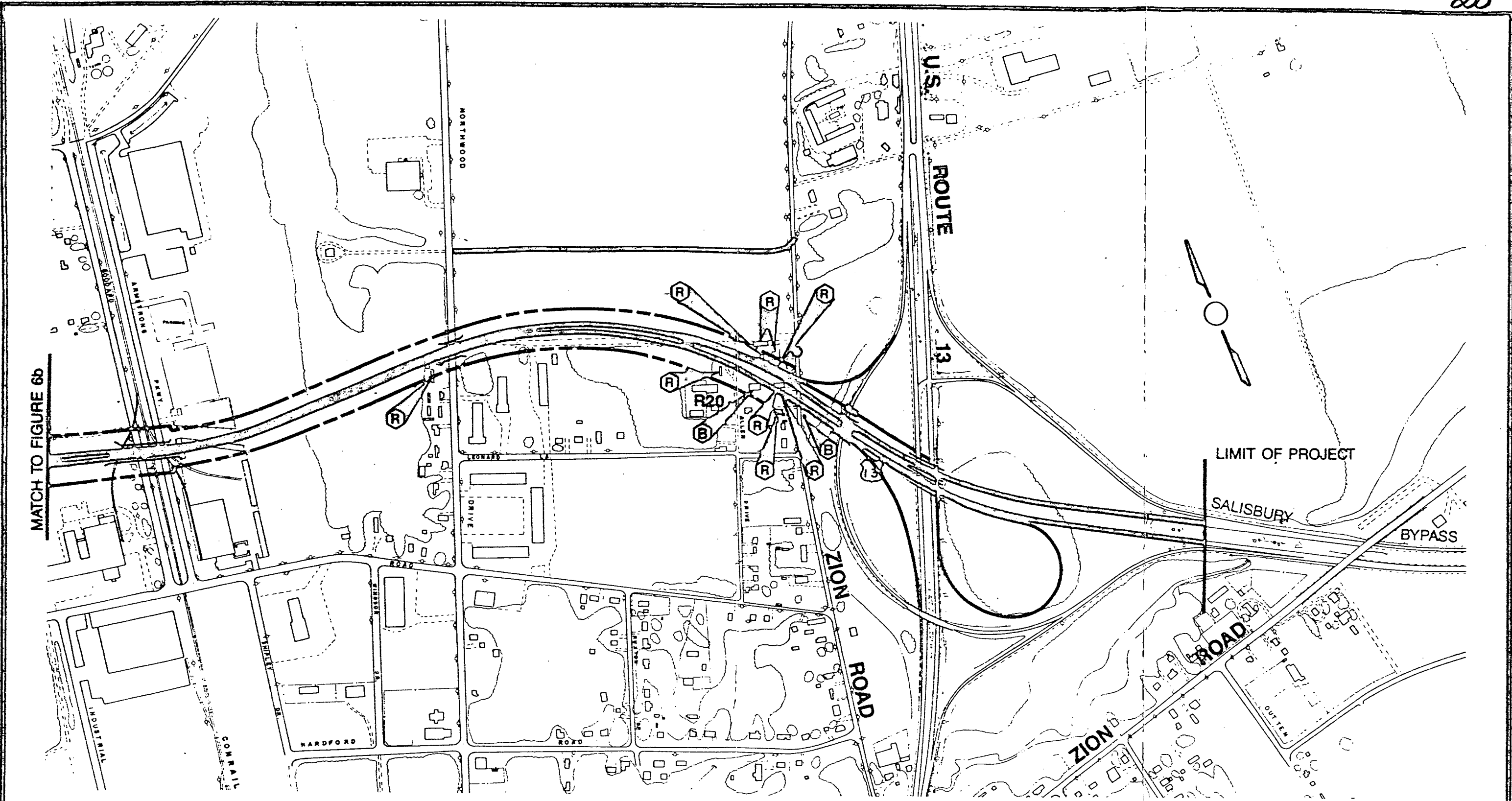
Proposed R/W	Wetlands	Relocations
Proposed Roadway	Parklands	R=Residence
100 Year Floodplain	R1 Noise and Air Receptors	B=Business
	Historic Site	O=Other

**U.S. ROUTE 50  
SALISBURY BYPASS**

**SELECTED ALTERNATE 4**

<p>Scale in Feet</p>	<p>Figure 6b</p>
----------------------	------------------

MATCH TO FIGURE 6b



LEGEND			
	Proposed RW		Wetlands
	Proposed Roadway		Parklands
	100 Year Floodplain		R1 Noise and Air Receptors
	Historic Site		Relocations R=Residence
			B=Business
			O=Other

U.S. ROUTE 50 SALISBURY BYPASS	
SELECTED ALTERNATE 4	
Scale in Feet 0' ————— 500'	Figure 6c

Pg. II-5, 2. Alternate 4 (Selected Alternate)

a. Interchanges

Delete Naylor Mill Road and Jersey Road Descriptions.

Western Terminus

Selected Alternate 4 begins on U.S. Route 50 just west of Naylor Mill Road. Eastbound traffic will be able to travel on the bypass or continue on existing U.S. Route 50 towards Salisbury. The westbound roadway would be relocated over the bypass and tie back into existing U.S. Route 50 (See Figure 6).

Existing Salisbury Bypass

Selected Alternate 4 ties into the existing Salisbury Bypass at U.S. Route 13 Business. All movements not currently existing will be provided. Southbound U.S. Route 13 to westbound bypass will be provided via an outer ramp. Eastbound bypass to northbound U.S. Route 13 will be provided by a loop in the southeast quadrant of the interchange. Eastbound bypass to southbound U.S. Route 13 will be provided via a ramp inside the existing interchange. Northbound U.S. Route 13 to westbound bypass will be provided by a left hand turn onto a ramp bridging over the existing bypass ramp.

Pg. II-6, 2. Alternate 4 (Selected Alternate)

Add to end of section:

U.S. Route 50/U.S. Route 13 Bypass Interchange

As discussed at the Location/Design Hearing, interchange improvements to U.S. Route 13 Salisbury Bypass and U.S. Route 50 will be included in this study. As a result of implementation of the Selected Alternate, design year traffic projections show that the interchange of U.S. Route 13 (Salisbury Bypass) and U.S. Route 50 will need to be upgraded. The existing interchange is a full cloverleaf (see Figure A). The proposed improvements as shown at the Location/Design Hearing will remove the inner-loop serving southbound to eastbound traffic and construct a directional ramp (see Figure B). The directional ramp would be constructed when traffic growth necessitates the improvement. These improvements are estimated to cost \$13.3 million and will allow continuous flow for traffic on the Bypass continuing east.

Temporary improvements to address existing congestion at this interchange have been studied and are recommended for the interim. The temporary improvements include:

- widening U.S. Route 50 in the median through the interchange area
- widening the westbound to northbound ramp to two lanes
- widening the southbound to eastbound loop to two lanes.\*

\*Widening of this loop may result in "weave" difficulties on eastbound U.S. Route 50 and southbound U.S. Route 13. To resolve this safety problem, it is further recommended to:

Close the westbound to southbound and eastbound to northbound loops, replacing them with left turn movements (See Figure C). However, the

closing of the westbound to southbound loop should be delayed until traffic warrants its closing. Traffic demand for this loop is "light" and is expected to remain that way even in the design year, 2010.

D. Design Criteria

Pg. II-6 make the following changes:

- 5. Design Speed
  - B. Interchange Ramps 40 mph
- 6. Typical Section (See Revised Figure 4a)
  - I. Mainline
    - B. Median 10'-74'
    - D. Safety Grading 6'
  - II. Single Lane Ramps Open Section (See Revised Figure 4b)
    - C. Safety Grading 6'

III. AFFECTED ENVIRONMENT

A. Social Economic and Land Use

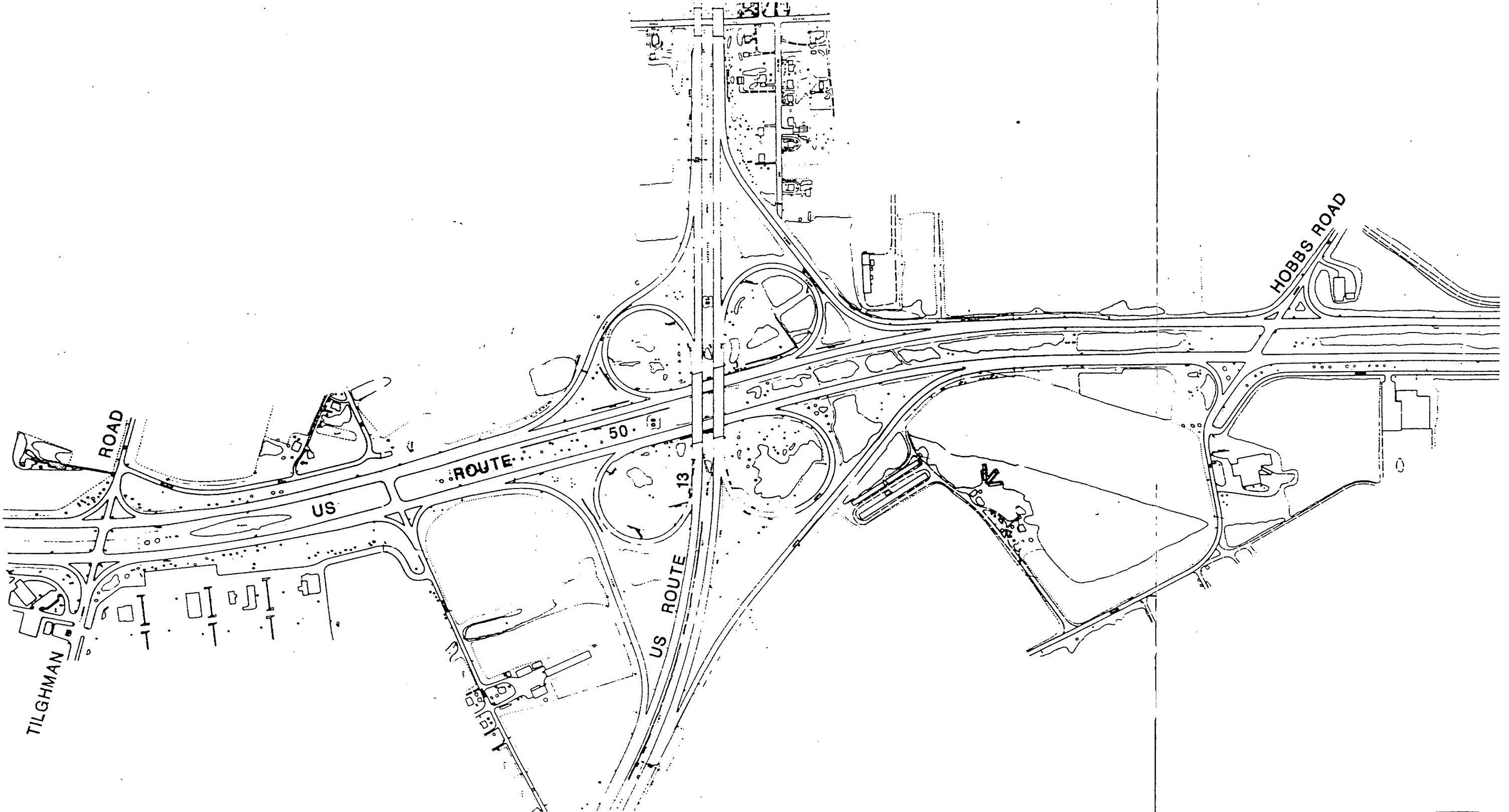
Pg. III-3, c. Parks and Open Space  
Change the first sentence as follows:

Three parks exist within the study area. These parks are under the jurisdiction of the Wicomico County Parks and Recreation Department.

Add the following paragraphs:

The Naylor Mill Annex tract formerly was part of the Northwood Industrial Park (See DEIS Figure 8). The land was donated to the City of Salisbury in 1979. The site lies entirely within the 100-year floodplain of the North Prong of the Wicomico River (also identified on official documents as Leonard Pond Run and Naylor Mill Branch); Flood elevation ranged from a base of 19'-23'. The property is linear in shape and runs from Naylor Mill Road on the north property line and from Scenic Drive cul-de-sac to Leonard Mill Run on the south. Scenic Drive bounds the Annexation on the east; the River forms the western boundary. The tract is a non-tidal forested wetland. A site visit indicated the vegetation to be a mature state.

Additional coordination with local officials with jurisdiction over this tract has been undertaken (see Correspondence pg. III-41). Although the parcel is named Naylor Mill Park Annex, this land has not been included in the recreational land use plans associated with the County's Naylor Mill Park. The Comprehensive Plan for the City of Salisbury shows the Salisbury Bypass traversing this area. The City has kept the Annexation property as a conservation/open space area, leaving it undeveloped and undisturbed. There are no formal trails through the area. There are also no plans to use the area for active or passive recreation uses. Its value is primarily as a stream valley buffer; that is, it affords a buffer to the North Prong of Wicomico River from the adjacent industrial development.



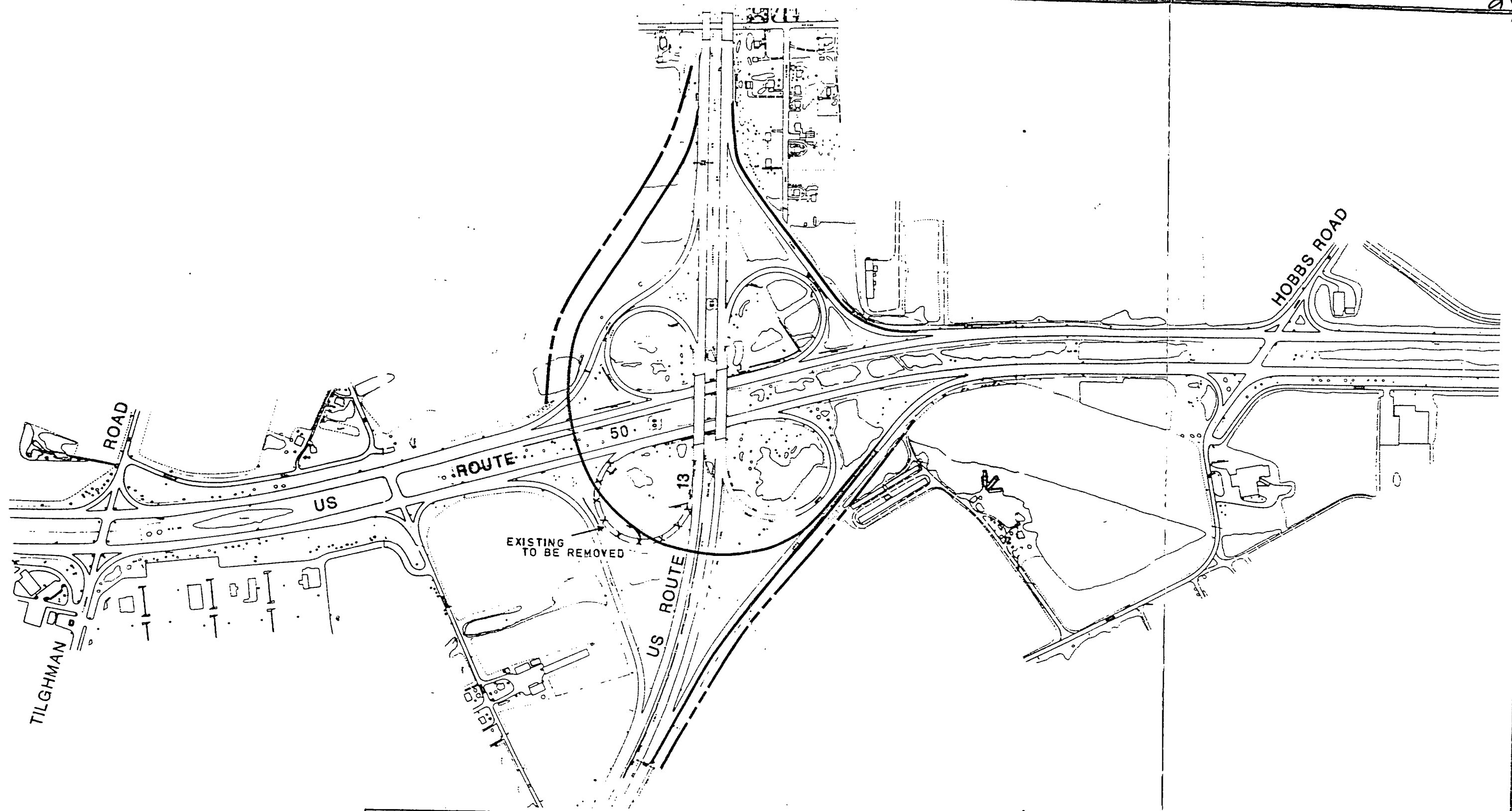
**LEGEND**

----- Proposed R/W	Wetlands	Relocations
===== Proposed Roadway	Parklands	R = Residence
100 Year Floodplain	. R1 Noise and Air Receptors	B = Business
	-H- Historic Site	O = Other

**U.S. ROUTE 50  
SALISBURY BYPASS**

**U.S. ROUTE 50/U.S. ROUTE 13  
INTERCHANGE**

Scale in Feet 0' ----- 500'	Figure A
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**LEGEND**

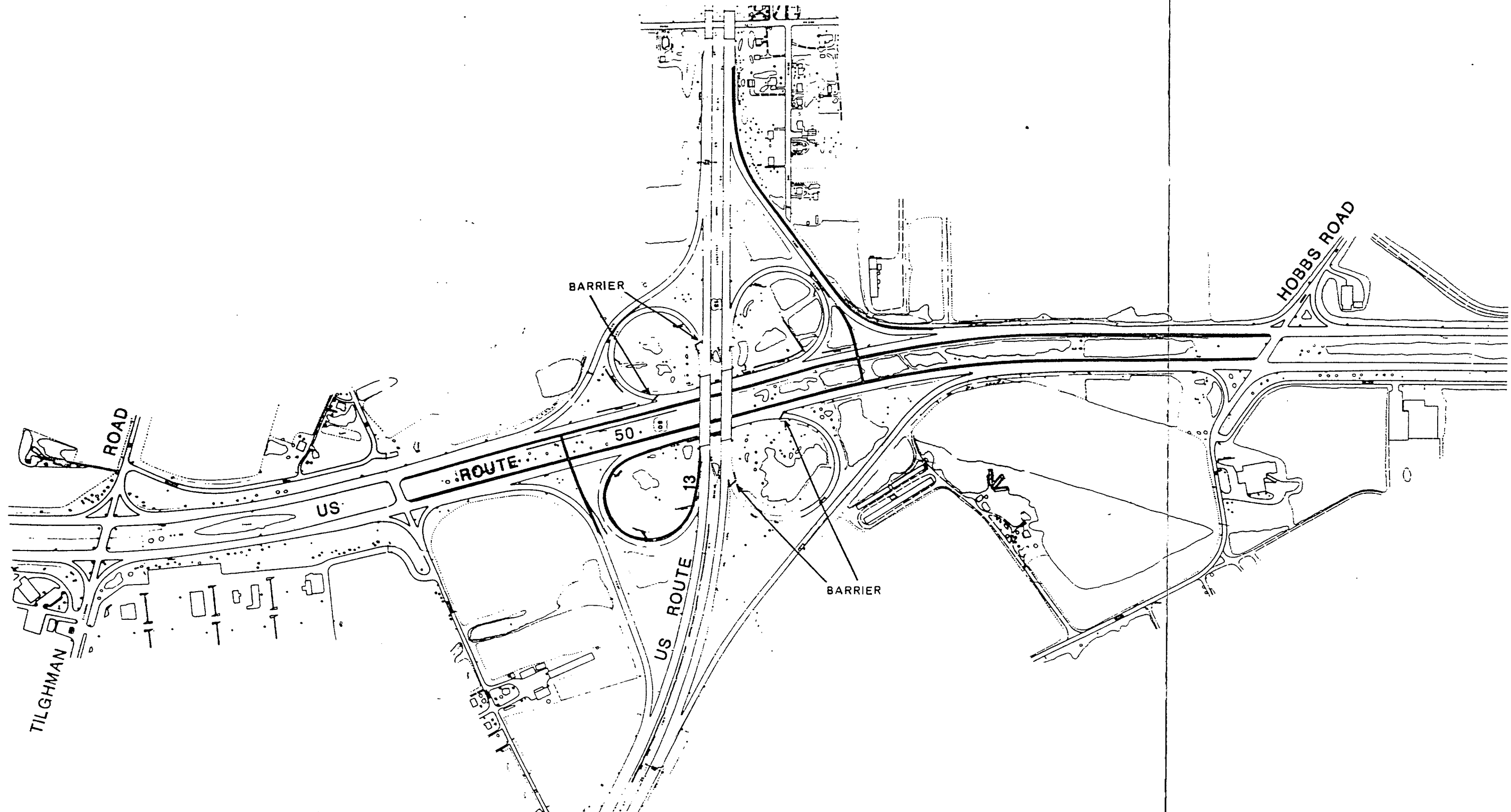
Proposed RW	Wetlands	Relocations
Proposed Roadway	Parklands	R=Residence
100 Year Floodplain	R1 Noise and Air Receptors	B=Business
	Historic Site	O=Other

**U.S. ROUTE 50  
SALISBURY BYPASS**






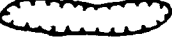


**U.S. ROUTE 50/U.S. ROUTE 13  
INTERCHANGE**

Scale in Feet 	Figure B
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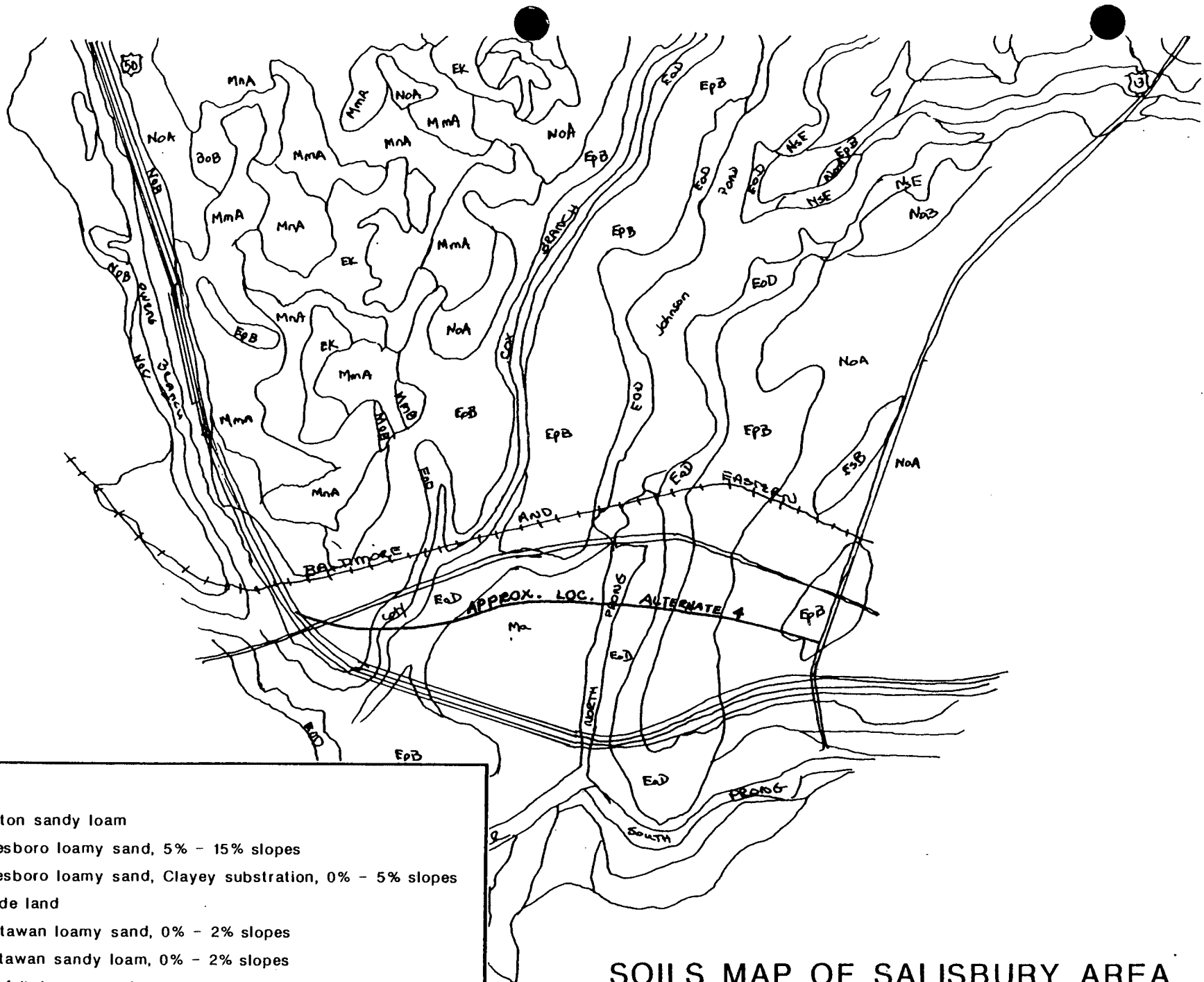
**LEGEND**

 Proposed RW	 Wetlands	 Relocations
 Proposed Roadway	 Parklands	R = Residence
 100 Year Floodplain	 R1 Noise and Air Receptors	B = Business
	 Historic Site	O = Other

**U.S. ROUTE 50  
SALISBURY BYPASS**

**U.S. ROUTE 50/U.S. ROUTE 13  
INTERCHANGE**

<p>Scale in Feet</p>  <p>0' 500'</p>	<p>Figure C</p>
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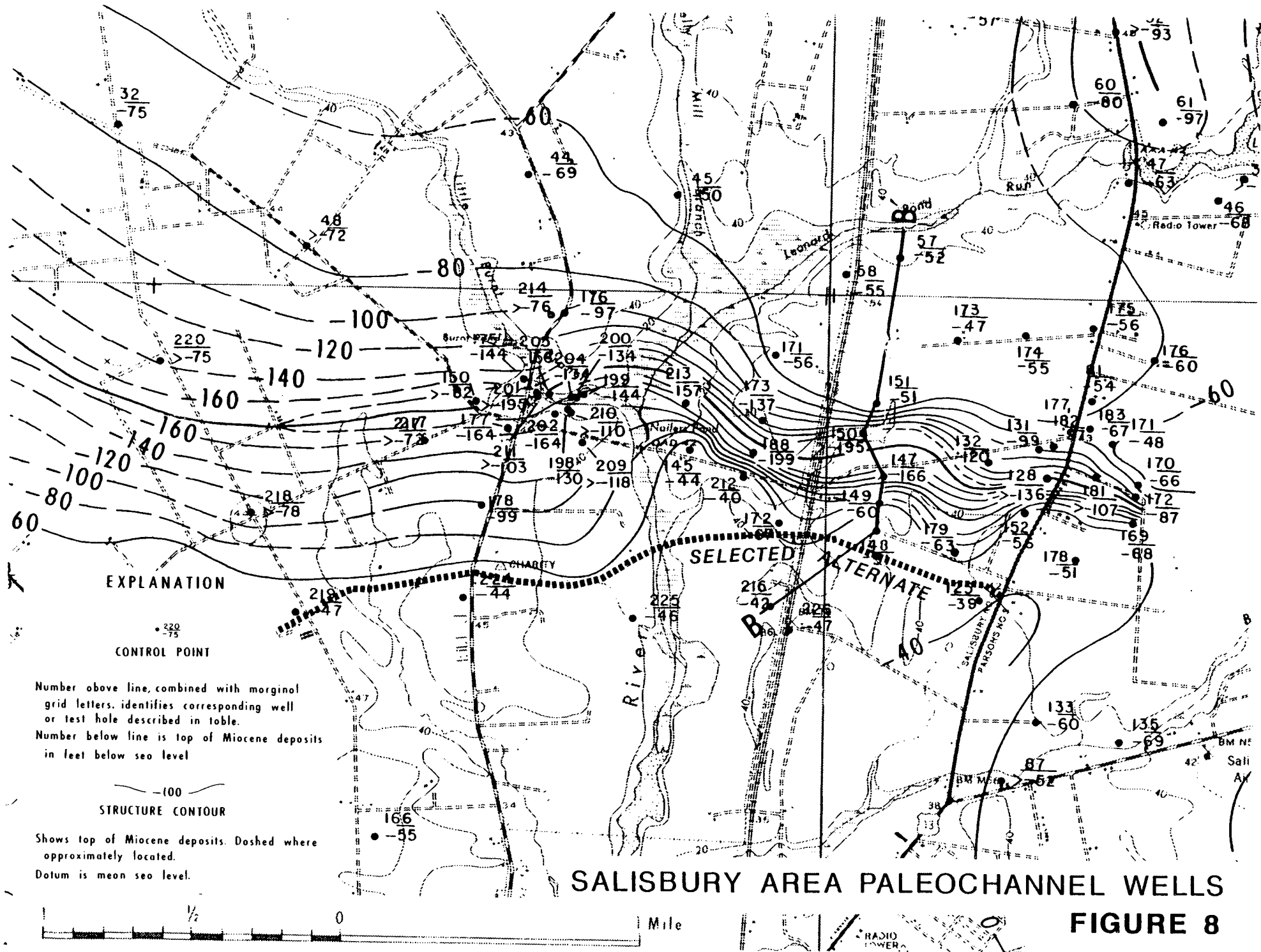
**SYMBOLS:**

- EK Elkton sandy loam
- EoD Evesboro loamy sand, 5% - 15% slopes
- EpB Evesboro loamy sand, Clayey substratum, 0% - 5% slopes
- Ma Made land
- MmA Matawan loamy sand, 0% - 2% slopes
- MnA Matawan sandy loam, 0% - 2% slopes
- NoA Norfolk loamy sand, 0% - 2% slopes
- NoB Norfolk loamy sand, 2% - 5% slopes

**SOILS MAP OF SALISBURY AREA**

**FIGURE 7**

98



C. Natural Environment

Pg. III-9,

2. Soils add Figure 7: Soils Map of Salisbury

Pg. III-10

3. Water Resources, b. Groundwater

A soil map of the Salisbury area is included (see Figure 7). Wicomico County and the Salisbury area have available a large amount of groundwater. In general, the depth of the unconfined water table is less than 25 feet.

In the Salisbury area the precipitation is rather evenly distributed through the year; consequently there is usually no extended period in which the aquifer does not obtain water through recharge from precipitation. The soil in the area is sandy and, therefore, sufficiently permeable to allow relatively large quantities of water to enter the ground. The permeability of this type of soil is not affected by tilling, the tilling does not naturally reduce recharge. Also the area is relatively a flat land surface which retards surface runoff and allows a maximum time for infiltration.

Recharge may be induced also by pumping that is great enough to reverse the normal hydraulic gradient toward the stream so that water enters the aquifer from the stream. This form of induced recharge is of particular importance to the Salisbury water supply.

See Figure 3 - including Salisbury Area Groundwater wells and Figure 8 -Salisbury Area Paleochannel wells. These two figures show the wells in the study area.

Pg. III-13, 3. Water Resources, c. Water Quality

3rd paragraph, 5th sentence:

There is evidence that there exists in the Naylor Mill Road area a source of phosphate pollution to the Wicomico River.

5th Paragraph, Johnson Pond is formed by damming the North Prong of the Wicomico River in the City of Salisbury. There is outflow into the Wicomico River only in the spring and after large rainstorms.

Pg. III-18, 4. Ecology, d. Wetlands

W1 is a farm pond of approximately 0.24 acre outside of the right-of-way of selected Alternate 4.

W2 was determined by the U.S. Army Corps of Engineers not to be a wetland as the soil is not hydric.

W4 is a wetland that will not be impacted by the alignment of selected Alternate 4.

W5 was a wetland that was filled prior to the Agency Field Review of October 1987 and it is no longer a wetland.

Pg. III-26, 4. Ecology, e. Rare and Endangered Species

Add paragraph: Since the Maryland Forest, Park and Wildlife Services letter of January 29, 1987 (See DEIS p. VIII-12), regulations have passed which list state endangered species. There is an occurrence of Cardamine longii, Long's Bittercress, which is a state-listed endangered species and a category 2 federal candidate located over half a mile downstream from where selected Alternate 4 bridges the North Prong of the Wicomico River. A letter from the Maryland Department of Natural Resources, Water Resources Administration states that no direct impact is anticipated. (See ERRATA letters pg. III-20) Coordination has been initiated with the Department of Natural Resources to provide extended protection and will continue throughout the Design Phase.

Pg. III-27, 4. Ecology, f. Unique or Sensitive Areas

Add Paragraph 3: Salisbury Paleochannel: Selected Alternate 4 is south of Salisbury Paleochannel and will not affect this area of State Critical Concern (See ERRATA Figure 3). The boundary of the Paleochannel has been reinterpreted from maps and description provided by Maryland Geological Survey. Also via a phone conversation, the Chief of Hydrology at the Maryland Geological Survey agreed that Selected Alternate 4 would not impact the Paleochannel.

D. Existing Air Quality

Pg. III-28:

Add: Wicomico County is an Air Quality Attainment Area.

E. Existing Noise Conditions

Pg. III-30

Second line should be 23 CFR, 722 not 23 CFR, 771.

IV. ENVIRONMENTAL CONSEQUENCES

A. Social, Economic and Land Use

Pg. IV-1, 1. Social Impacts, a. Residential Relocations  
5th Paragraph

Alternate 4, as shown in the DEIS, included an interchange at Jersey Road which required the relocation of two minority residences. Selected Alternate 4 does not include the Jersey Road interchange. No minority relocations are required by Selected Alternate 4.

Selected Alternate 4 requires the acquisition of nine owner occupied residences and two businesses. None of the residences are known to be minority owned. It is expected that comparable decent, safe and sanitary housing will be available for all residences.

The ultimate improvements to the U.S. Route 50/U.S. Route 13 Bypass interchange will require 14 acres of commercial right-of-way. There are no residential nor business displacements.

The relocation assistance required as a result of this project can be resolved in a timely and humane fashion and in accordance with the requirements of the Uniform Relocation Assistance and Land Acquisition Policies Act of 1970 (P.L. 91-646) and Amendments of 1987 (See Appendix).

The relocation assistance study for this document is available for review in the District Office of Real Estate located in Salisbury, Maryland.

Pg. IV-3, 1. Social Impacts, f. Effects on Parks and Public Recreation  
Change entire section to read:

No local parks will be impacted by Selected Alternate 4.

Pg. IV-3, 2. Economic Impacts:

Selected Alternate 4 would require the acquisition of two businesses affecting 22 employees.

There are buildings nearby for lease or sale which would accommodate these businesses, which are expected to relocate. Based on this information, no economic hardship is anticipated.

A lead time of at least 24 months will be required for relocations.

#### B. Transportation

Pg. IV-6, 1. Traffic Volumes

Footnote: Change LOS F (1.4) to LOS F (1.0 or worse)

#### C. Cultural Resources

Pg. IV-9, 1. Impacts on Historic Sites

First Sentence change "significant" to "National Register Eligible"

Pg. IV-10, 1. Impacts on Historic Sites

2nd paragraph

Add: There are no impacts to any historic sites by Selected Alternate 4.

#### D. Natural Environment

Pg. IV-10, 1. Effects on Topography, Geology, and Soils

2nd paragraph:

Alternate 2 impacts approximately 261 acres of prime farmland and Alternate 4 impacts approximately 110 acres. The total acreage has been adjusted by the Soil Conservation Service (see Pg. III-39). They consider all land except that already in or committed to urban development or water storage and which is affected by the project and would be converted, although the present land use may be woodland or idle land. Out of the total acreages, 88.5 acres are forested on Alternate 2 and 38 acres on Selected Alternate 4.

These acreages are included in the above totals. The forested portions of the study area were not originally included in the total estimated in the DEIS. The cultivated farmland (approximately 55 acres are under cultivation) required by Selected Alternate 4 will not impair farming operations to the extent that farm operations would be economically unviable.

Pg. IV-12, 2. Effects on Water Resources, b. Groundwater

Delete: "Alternate 2 and 4 impact approximately equal lengths of the Salisbury Paleochannel."

Delete: Figure 11.

Add: Selected Alternate 4 is located south of the southernmost Paleochannel Boundary (See New Figure 3).

Pg. IV-13, 3. Effects on Floodplains and Streams, a. Floodplains

Delete: "The bridge over the river and its floodplain has been designed as dual structures, each being 41 feet wide and approximately 950 feet long, spanning the entire floodplain."

Add: The bridge over the river, approximately 250 feet long, will be designed as dual structures, each being 41 feet wide. It will span the channel of the North Prong of the Wicomico River. This will result in the filling of approximately 2 acres of floodplain.

Pg. IV-13, 4. Effects on Terrestrial and Aquatic Habitats, a. Terrestrial Habitat

First sentence:

Delete: 184 acres

Add: 38 acres

Add: Coordination has been undertaken with the State Forester about woodland replacement.

Second sentence:

Delete: 161 acres

Add: 88.5 acres

Pg. IV-14, 4. Effects on Terrestrial and Aquatic Habitat, b. Wetlands

Table 12 - Wetland Acreage Impacted, Change to W3 = 1.8 acres

Delete: Footnote referencing W-3 being completely bridged.

Add: Pg. IV-14 second paragraph. W-3 lies entirely within the 100-year floodplain of the North Prong of the Wicomico River; flood elevation ranges from a base of 19 feet to 23 feet. This wetland is linear in shape adjacent to both banks of the North Prong and extends from Naylor Mill Road on the north to Leonard Mill Run on the south. It comprises approximately 85

acres. W-3 is classified as a palustrine forested wetland. Approximately two acres of this wetland will be needed for the Bypass which is approximately 2 percent of the entire wetland. Based on coordination and field reviews with the Department of Natural Resources and the U.S. Army Corps of Engineers, the two acres being impacted are a typical Eastern Shore palustrine forested wetland and red maple riparian swamp floodplain (see DNR letter, pg. III-44). A meeting and several letters of correspondence followed the field reviews to further discuss the proposed crossing of the North Prong of the Wicomico River (see correspondence, pages III-44 through III-57). Based on the field reviews, discussions, and the above information, the two-acre wetland/floodplain impact does not constitute a significant impact.

Add: New Table 4: Comparison of Structures over the North Prong of Wicomico River

<u>Structure*</u>	<u>No.</u>	<u>Cost</u>	<u>Wetland/Floodplain Impact Acres</u>
950'	2	\$9,722,000	0.25
250'	2	\$2,558,400	2

\*Each span is 41 feet wide

Subsequent to circulation of the approved Draft EIS, new information was received supporting a determination that Section 4(f) of the U.S. DOT Act does not apply to the Park Annex (see Errata Section, page I-4). Additionally, a decision was made to close Scenic Drive (see Figure 6B). Because the mainline alignment of the Bypass no longer needed to span the Park and Scenic Drive, the grade could be lowered and the bridge length reduced. This change would allow the bridge length to be reduced by approximately 200 feet. However, in reevaluating the crossing, the roadway alignment was also shifted approximately 200 feet to the south to cross the River floodplain at a narrower area (500 feet versus 800 feet), further reducing the need for a longer bridge. Based on the preceding information, the maximum structure length that would be needed to span the floodplain/wetland at the selected crossing would be approximately 500 feet rather than 950 feet for the earlier crossing.

A structure length of 250 feet was chosen for evaluation for the selected alternative based on the Bureau of Bridge Development's experiences with stream crossings in watersheds of similar size on the Eastern Shore. The length of 250 feet was used for purposes of developing preliminary construction cost estimates and identifying the potential worst-case environmental impacts. Upon the completion of detailed hydrologic and hydraulic studies in the design phase of this project, a final structure length will be determined (see Correspondence Section, pages III-46 through III-57). Additional coordination will be undertaken with MD Department of Natural Resources, U.S. Army Corps of Engineers, Environmental Protection Agency and U.S. Fish and Wildlife Service during the design phase of this project.

Pg. IV-15, Effects on Rare, Threatened, or Endangered Species

Coordination with the Maryland DNR Forest, Park and Wildlife Service and U.S. Fish and Wildlife Service indicates that there is an occurrence of



Cardamine longii, Long's bittercress, which is a state-listed endangered species and a category 2 federal candidate more than a half mile downstream from where Selected Alternate 4 bridges the North Prong of the Wicomico River. The boundaries of this species have been verified and the proposed project will not impact this species. Alternate 4 does not impact a mature white cedar complex or a state rare sourwood. This area was field checked October 25, 1988 with the Department of Natural Resources, Maryland Heritage Program (see Correspondence Section. pg. III-44).

The function of this wetland is the opportunity for Passive Recreation, wildlife habitat, food chain support, flood desynchronization, groundwater discharge and, long-term sediment trapping.

Mitigation measures for impacts to this wetland will be coordinated with the Department of Natural Resources, the U.S. Army Corps of Engineers, the Environmental Protection Agency, and the U.S. Fish and Wildlife Service. All unavoidable losses to this wetland will be enhanced, reconstructed or replaced. All reasonable efforts will be made to locally replace wetlands on an acre for acre basis in small areas as opposed to large tracts. Some forms of mitigation could be included with stormwater management ponds, diversion ditches, and check dams. The type of mitigation that will be implemented at each site will be determined in the design phase in coordination with the agencies mentioned above. Stringent sediment control measures will be applied and monitored to avoid significant sedimentation from highway construction. All improvements involving wetland encroachment will require a Section 404 Permit from the U.S. Corps of Engineers.

Based on the above considerations, it is determined that there is no practicable alternative to the proposed new construction in this wetland and that the proposed action includes all practicable measures to minimize harm to this wetland which may result from such use.

E. Air Quality Impacts

Pg. IV-21, 3. Conformity with Regional Air Quality Planning

Delete: 23 CFR 770  
Add: 23 CFR 772

F. Noise Impacts Analysis

Pg. IV-21, 1. Introduction

Bottom of page, last dot delete whether funds are available

Pg. IV-23, Table 14 - add note N/A for No-Build - No road exists in this area

3. Build Alternates 2 and 4, Pg. IV-24

Revise NSA 15 (in FEIS Pg. I-9) - Because Naylor Mill Road will now be cul-de-saced, it will not be a major source of noise at NSA 15. A barrier was considered along the top of the embankment for the relocated northbound lane

of U.S. Route 50 along the eastbound lane of the Bypass. The cost would be \$793,800 - and would only benefit one residence. It would not be reasonable.

Add to NSA 16 The No-Build noise level is N/A and the Build level is 68 dBA.

Pg. IV-25: Add to NSA 17. The No-Build noise level is N/A and the Build level is 67 dBA.

Add to NSA 18. The No-Build noise level is N/A and the Build level is 67 dBA.

Pg. IV-25: Add new paragraph after paragraph 3:

No noise abatement measures are considered reasonable for this project.

Earth Berm Feasibility

At Noise Sensitive Areas 1, 9, and 15, the distance between the edge of roadway and the proposed State right-of-way is insufficient to allow the construction of a berm.

It was previously predicted at Noise-Sensitive Area 2 that a 799-foot-long, 12.5-foot average height wall would reduce future-year noise levels by 5 dBA. However, it is not physically feasible to achieve this 12.5' height with a berm only. There is ample room available to provide a berm that would average 8.5 feet in height along the entire 799-foot span. This berm would replace a 200-foot section of wall, and the required wall along the remaining 599 feet would average only 6.7 feet in height. Using the \$27 per-square-foot-multiplier for noise wall and assuming no cost for berming, the total cost and cost per residence of this berm/wall combination would be \$108,800.

Noise Sensitive Area 6 was predicted to have future year noise levels meeting the FHWA Noise Abatement Criteria, however, abatement was not considered feasible due to the elimination of access. A berm is also not considered feasible for this reason.

A 790 foot-long wall, 18 feet in height would decrease the predicted future-year noise levels by 5 dBA at Noise Sensitive Area 16. This noise sensitive area would have a projected 2010 noise level 2 dBA over ambient. The No-Build level is N/A and Build level is 68 dBA. However, it is not feasible to achieve this 18' height with a berm only. There is sufficient room in which to construct a berm that would average 11.5 feet high. This would reduce the required noise wall area to 5,111 square feet, which would reduce the overall costs to \$138,000 for this berm/wall combination (assuming no cost for berming).

At Noise Sensitive Area 17, the No-Build noise level is not applicable and the Build is 67 dBA. A berm could be constructed that would average 8.5 feet in height, and reduce the previously required noise wall height of 18' to 9.5 feet. Utilizing the \$27 per-square-foot multiplier for noise wall and not including berming costs, the total cost of this berm/wall configuration is \$307,800. This configuration protects three residences which results in a cost per residence of \$102,600.

At Noise Sensitive Area 18, the No-Build noise level is not applicable and the Build is 67 dBA. The construction of a berm at Noise Sensitive Area 18 would eliminate the need for 530 feet of the previously predicted 800-foot-long, 16 foot high noise barrier needed to effectively abate this area. This berm would also reduce the remaining 270-foot span of noise wall from 16 feet to 6 feet in height. Again, assuming no berming costs and using \$27 per square foot for noise walls, the total cost and cost per residence of this wall is \$43,740.

As mentioned above, earth berms would not be feasible at any of the eight NSA's. In addition, berm/wall combinations would not be cost-effective at these locations and are considered not to be reasonable and feasible.

V. SECTION 4(f) EVALUATION

Delete because Naylor Mill Park Annex is not considered to be a park resource subject to Section 4(f) of the Department of Transportation Act of 1966.

C. Summary of Public Involvement

1. Alternates Public Meeting January 14, 1987

The purpose of the meeting was to acquaint the public with the progress of the project and to present the findings of the engineering and environmental studies to date.

Approximately 250 citizens attended. The majority of persons including all of the elected officials, who expressed their opinions, at the meeting or in writing, supported the need for the project.

- 1. The majority of the public comments favored either Alternate 3 or 4. This segment of the public were mostly farmers who would be affected by Alternate 2.
- 2. A state policeman questioned the access for emergency vehicles to the northern Alignment, Alternate 2, east of existing U.S. Route 13. The initial proposal does access to and from the bypass west of Existing U.S. Route 13.
- 3. Mayor Martin supports a Bypass but has no preference.
- 4. The Salisbury-Wicomico Economic Development, Inc. group favored Alternate 2.
- 5. The Salisbury Chamber of Commerce favored Alternate 2 as it was the least expensive.

Two areas of citizen concern were brought out at the meeting.

- 1. Taking Prime Farmland Soils by Alternate 2.
- 2. Businessmen wanted Alternate 3 or 4 as they provided a closer proximity to the Center of Salisbury.

2. Combined Location/Design Public Hearing January 7, 1988.

A combined Location/Design Public Hearing for this project was held on January 7, 1988 at Parkside Senior High School in Salisbury, Maryland. Mr. James W. Magill, District Engineer for the State Highway Administration in District #1, presided. Representatives of the SHA's Office of Planning and Preliminary Engineering explained the project process and the Alternates under consideration and provided an environmental overview of the study area. Representatives of the SHA also explained the right-of-way acquisition process and the relocation assistance program.

Persons attending the Public Hearing were provided a copy of the "Combined Location/Design Public Hearing" brochure which summarized features of the Alternates. The DEIS and a public information map display were available for review prior to and at the hearing.

An official transcript was prepared of the Location/Design Public Hearing. The hearing record contains the remarks of eight speakers. Copies of the transcript are available for review at MD SHA, Room 310, 707 North Calvert Street, Baltimore, Maryland 21202.

A summary of the comments made at the Public Hearing follows:

A. Elected Officials

- 1. Henry Parker, President, of the Wicomico County Council, stated that in executive session, by a vote of 5 to 0, the Council recommended Alternate 4 which closely coincides with the original bypass alignment laid out nearly twenty (20) years ago. He requested that the timetable for highway construction be advanced one year.

SHA Response: Alternate 4 is the Selected Alternate. The project schedule is:  
 Fall/88 Final Design start  
 Summer/90 ROW acquisition start  
 Spring/92 Construction advertisement

- 2. Senator Riley, on behalf of the Lower Shore Delegation - Delegates Long, Pilchard and Conway. He supported Alternate 4 citing it as the most practical and serviceable route.

SHA Response: Alternate 4 is the Selected Alternate

B. Citizens and Associations

- 1. Mr. Robert Austin, Manager of Georgia Pacific Distribution Center. He stated that Georgia Pacific does not oppose the construction of U.S. Route 50 Salisbury Bypass nor expresses a position on the different major route alternates. However, he objects to any specific routing that will require the taking of Georgia Pacific property which would necessitate the relocation and redesign of its business site.

SHA Response: Alternate 4 is the Selected Alternate. It has been modified to pass by Georgia Pacific and there will be minimum impacts to the Georgia Pacific property. The modified alignment has been closely coordinated with Georgia Pacific.

- 2. Mr. Duke Shanahan, Facilities Committee Chairman for the Greater Salisbury Committee: He represents sixty (60) major businesses that impact the Greater Salisbury area. He did not take a specific position on which alternate but would like to advance the timetable.

SHA Response: Alternate 4 is the Selected Alternate. This alternate has to be refined in the Design Phase, right-of-way acquired, relocations made before advertisement to bid on contracts to build. Construction is planned to begin in Spring, 1992.

3. Ilia Fehere, Worcester Environmental Trust, Her group supports the alignment which is the least environmentally damaging. They would like wildlife corridors maintained as much as possible, endangered, species identified, good stormwater management practices incorporated, the integrity of the Paleochannel maintained.

SHA Comment: Alternate 4 is the Selected Alternate. It has the least environmental impacts. Only enough trees will be removed to build this road. Endangered species have been identified (Cardimine longii) and will not be impacted. Stormwater management will be developed in the design phase. Alternate 4 does not impact the Paleochannel.

4. Lowell Hoprich, one of the owners of Arby's Roast Beef Restaurant in Salisbury. He was in favor of Alternate 4 but had several concerns. These concerns are non accessibility onto U.S. Route 13 from the Howard Johnson's to the bypass and the entrance to the new proposed mall.

SHA Response: Alternate 4 is the Selected Alternate. Studies have been developed that provide access to all the adjacent properties in the area of the interchange with U.S. Route 13. The studies have been closely coordinated with the adjacent property owners and all concur with the study.

5. William Ashe, Project Manager at J. Roland Dashiell and Sons, a general contractor in Salisbury, Maryland. He objected to the Alternate 2 interchange design at U.S. Route 13. As his firm will be impacted and will lose executive offices, parking lot and vehicular maintenance facility.

SHA Response: Alternate 4 is the Selected Alternate. Alternate 2 was dropped from further study.

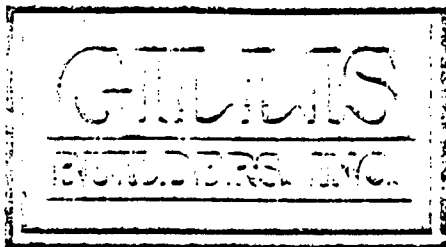
6. Lee Towsand, President of the Wicomico County Farm Bureau. The officers and Directors' of the Wicomico County Farm Bureau approved Alternate 4.

SHA Response: Alternate 4 is the Selected Alternate.

### 3. Written Comments

Written statements and other exhibits in lieu of or in addition to oral presentation at the Location/Design Public Hearing were accepted by the SHA until March 15, 1988 for inclusion in "the Public Hearing Transcript." These written statements and responses thereto are contained hereafter. The "Public Hearing Transcript" is available for public review at the SHA, 707 N. Calvert St, Baltimore, MD 21202 and at District #1 Headquarters, West Road, Salisbury, Maryland. Those comments received after March 15, 1988 were not included in the "Public Hearing Transcript." However, wherever possible, comments received after that date were considered in the decision making process and all comments were and will continue to be responded to.

39



GENERAL CONSTRUCTION & DEVELOPMENT  
SALISBURY, MARYLAND  
P.O. Box 2679 - Salisbury, Maryland 21801  
(301) 749-4821

January 13, 1988

Mr. Jonathan G. Willis  
Maryland Department of Transportation  
Office of Real Estate  
P.O. Box 2679 - 660 West Road  
Salisbury, Maryland 21801

Dear Mr. Willis:

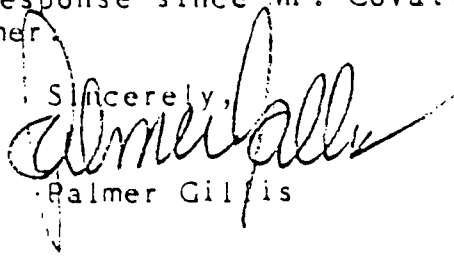
I attended the hearing January 7th on the proposed by-pass of Route 50. We discussed a condition which is causing me great concern.

As I discussed with you, another gentlemen and I own property together on which we plan constructing two buildings. He has an urgent need to occupy his building and my need is not as critical, but is short term. Together we own about three acres of property directly adjoining the access ramp to the existing north interchange of the by-pass and due south of the new Arby's.

I have enclosed 2 copies of surveys of both properties. We need the following information:

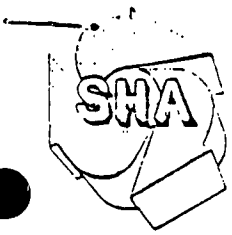
1. Extent of encroachment of the proposed changes in the new highway to our property.
2. How the mall entrance may interface with this encroachment and/or our property.
3. The time table for acquiring our property.
4. Does the Highway Department assist in purchasing land which can be exchanged for property which you may be taking away from us. I.E. the Allen property adjoining us to the west of our property.

We would appreciate your quick response since Mr. Covatta has to occupy his new building this summer.

Sincerely,  
  
Palmer Gillis

PG/dr

c.c. Nick Covatta  
cc Bob SCHNEIDER 1/19/88 For Answer  
Enclosure:  
II-4



*Maryland Department of Transportation  
State Highway Administration*

40  
Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

January 21, 1988

Mr. Palmer Gillis  
Gillis Builders, Inc.  
P.O. Box 282  
Salisbury, Maryland 21801

Dear Mr. Gillis:

Thank you for your letter of January 13, 1988. The details of the proposed alignment are not set and actual design has not been done.

Your letter has been referred to our Project Leader, Bob Schneider, for answer to questions 1, 2 and 3.

The answer to question #4 is that we have no means to acquire land for any purpose other than for road construction.

The Allen property under presently contemplated conditions would retain access to Zion Road, as would your property. Since access would be available, it is likely that the owner would want to keep it.

Mr. Schneider has been requested to respond to your letter promptly.

We would like nothing better than to coordinate with you, in order to ameliorate the effect of our project on your proposed construction plans.

Sincerely,

Jonathan C. Willis, Chief  
Right-of-Way District #1

JGW/ckk

cc: Mr. Robert Schneider

My telephone number is (301) 543-6555



STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

41

Contract No. WI 641-101-170  
U.S. Route 50 - Salisbury Bypass  
from U.S. Route 50 west of Salisbury  
to U.S. Route 13 north of Salisbury  
COMBINED LOCATION/DESIGN PUBLIC HEARING  
Thursday, January 7, 1988, 7:00 p.m.  
PDMS No. 222004

PROJECT DEVELOPMENT DIVISION  
JAN 11 10 48 AM '88

NAME Jerry B. Shreey DATE 01/07/88

PLEASE PRINT

ADDRESS RT 2 Box 55

CITY/TOWN LAUREL STATE Del ZIP CODE 19956

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

I am employed BY WAREHEIM AIR BRAKES OF SALISBURY md Our Firm Purchased 3 acres of land At The 13 BYPASS BY The new ARBYS TO Relocate our Business We moved South of Salisbury three years Ago AND Our Business Started to Decline Immediately We have Plans To move closer to our main Cust. By Relocating At the North Bypass Intersection WITH A ALL NEW BUILDING

My Branch Employees 5 employees AND HAS had A Declining Business Because of our prior Move To South Salisbury Blvd Putting our Competition in between us AND The Majority of our LARGE FLEETS which we sell Parts To. We need to GET BACK INTO the AREA MENTIONED ABOVE To INSURE we WILL NOT HAVE A BUSINESS decline To The Point of OUR closing. We feel ALTERNATE # 2 would Be Better OR Yet JUST LEAVE WAREHEIM AIR BRAKES

(1) ACRE OF THE LAND we HAVE PURCHASED (3-ACRES) AT THE 50-BYPASS BY The ARBYS AND You WILL INSURE OUR EXPANSION AND The employment of 5 People.

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.



**WAREHEIM - AIR BRAKES, INC.**

**JERRY SHIREY**  
STORE SUPERVISOR

131 South Salisbury Blvd., Salisbury, MD 21801

(301) 749-8000

Mr. Shirey received a copy of the letter to Mr. Palmer Gillis concerning the same property (see Pg. II-8).



**Maryland Department of Transportation  
State Highway Administration**

*Richard H. Trainor*  
Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

43

January 29, 1988

Re: Contract No. WI 641-101-170 N  
U.S. Route 50 - Salisbury Bypass  
PDMS No. 222004

Mr. Palmer Gillis  
Gillis Builders, Inc.  
P.O. Box 282  
Salisbury, Maryland 21801

Dear Mr. Gillis:

Mr. Willis provided me with a copy of your January 13, 1988 letter. I understand your concern with the effects of our Salisbury Bypass planning study on your property. I am returning the two surveys of your property with the proposed right-of-way for the Salisbury Bypass. In addition, the area cross hatched in red is the approximate right-of-way required if the loop ramp access is constructed into the new shopping mall. These lines are preliminary and subject to revision during final design. In addition, I am enclosing a 1" = 200' scale map showing the proposed right-of-way in the vicinity of your property. The properties have been numbered for easy identification.

The access plan to the Centre at Salisbury shopping mall has not been finalized at this time. Although our office has been involved in the development and review of various options, the ultimate decision is the concern and responsibility of the developer.

Finally, right-of-way acquisition can not begin until final plats are completed - fall/winter of 1989. Further details concerning land acquisition should be directed to Mr. Willis at our District Right-of-Way Office.

My telephone number is (301) \_\_\_\_\_

Mr. Palmer Gillis  
Page 2

Thank you again for your interest. Your name has been added to our project mailing list and you will be kept informed of project developments and future opportunities for involvement. Feel free to contact me at 1-800-548-5026 if you have any further questions.

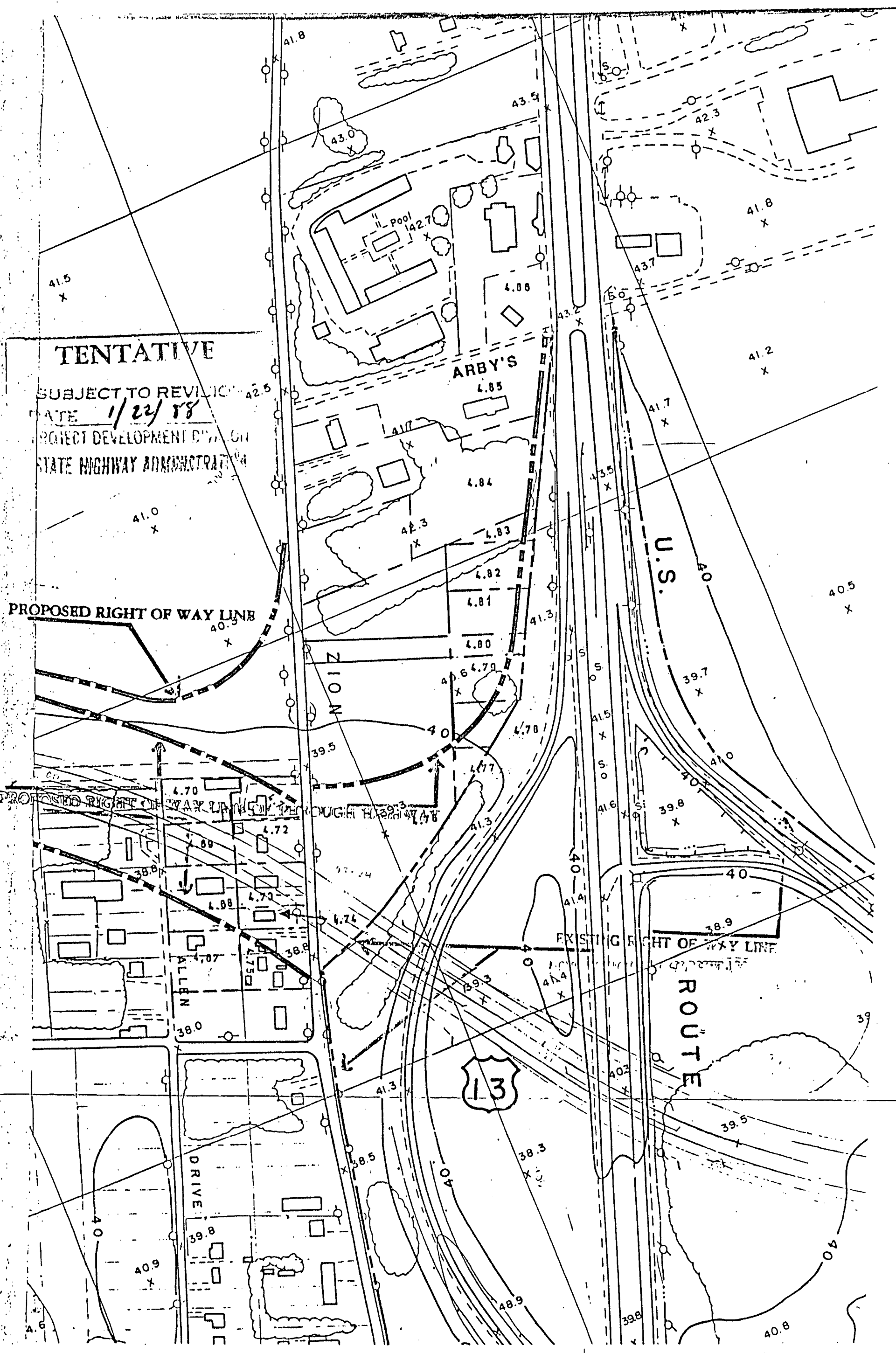
Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

by: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE/RES/ih  
Attachments

- cc: Mr. Louis H. Ege, Jr. w/attach.
- Mr. James W. Magill w/attach.
- Mr. Jonathan G. Willis w/attach.
- Mr. Nick Cavatta
- Mr. Jerry B. Shirey
- Mr. Robert K. Sanders w/attach.



**TENTATIVE**

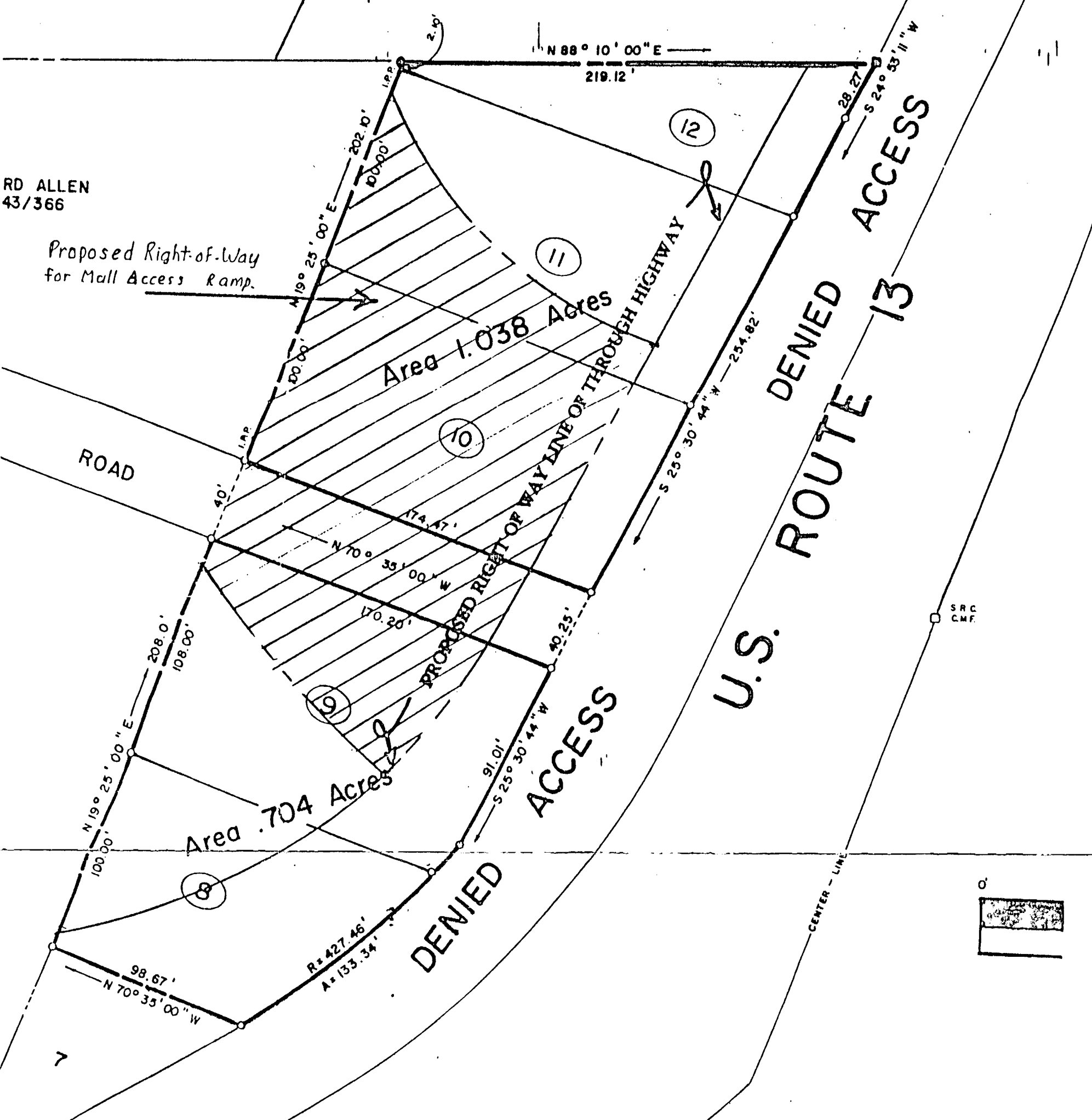
**SUBJECT TO REVISION**  
DATE Jan. 20, 1988  
PROJECT DEVELOPMENT DIVISION  
STATE HIGHWAY ADMINISTRATION

GAY-DON INC.  
945/167

CHRISTINE V. GERBERICH  
624/140

RD ALLEN  
43/366

Proposed Right-of-Way  
for Mall Access Ramp.



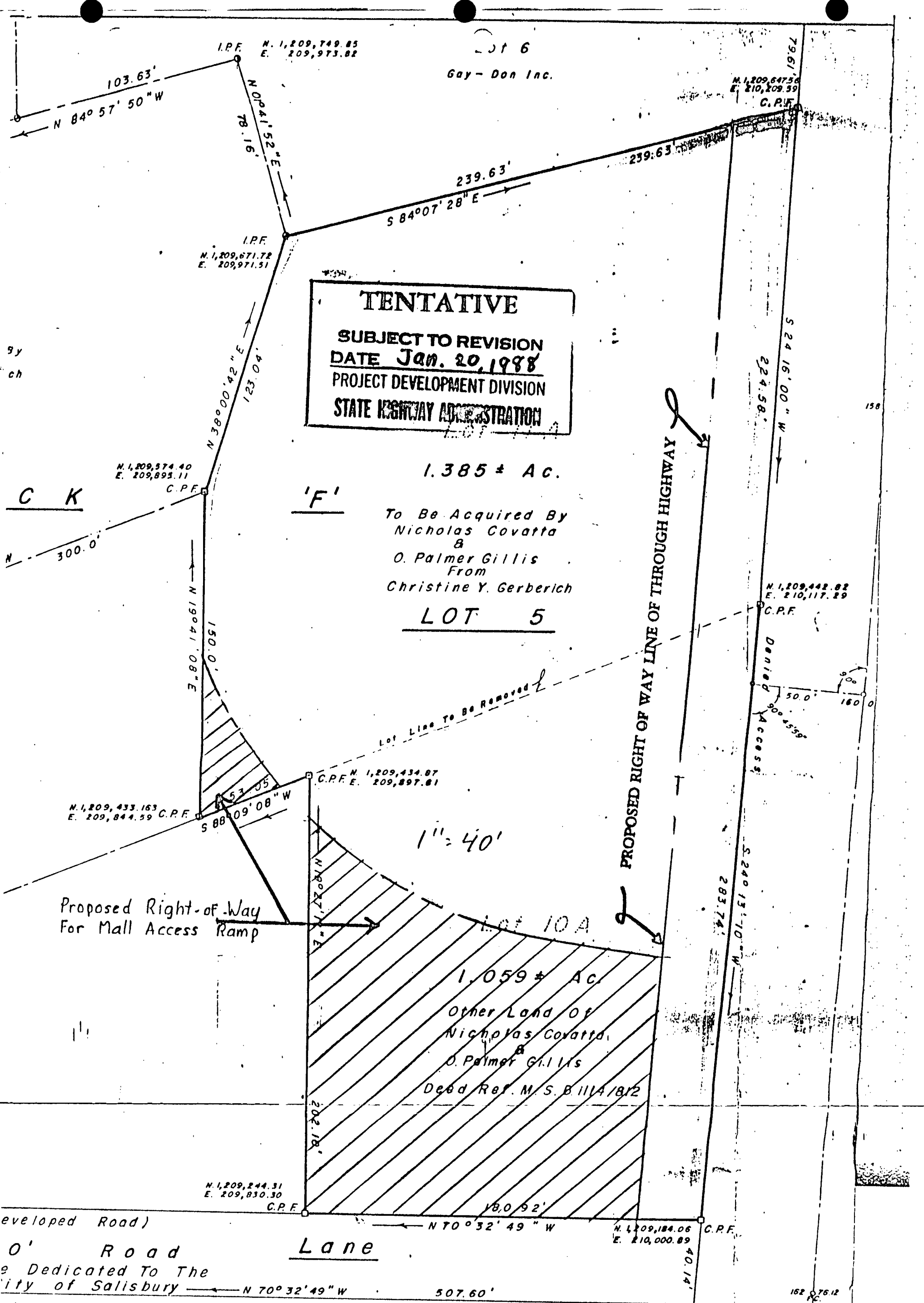
Area 1.038 Acres

Area .704 Acres

DENIED ACCESS  
U.S. ROUTE 13  
DENIED ACCESS

DENIED ACCESS

TITLE	
Boundary Survey for PALMER GILLIS	
LOCATION	
PARSON'S ELECTION DISTRICT, WICOMCO Co., CT	
SCALE	DATE
1" = 50'	August 1987



**TENTATIVE**  
**SUBJECT TO REVISION**  
**DATE Jan. 20, 1988**  
**PROJECT DEVELOPMENT DIVISION**  
**STATE HIGHWAY ADMINISTRATION**

1.385 ± Ac.

To Be Acquired By  
 Nicholas Covatta  
 &  
 O. Palmer Gillis  
 From  
 Christine Y. Gerberich

**LOT 5**

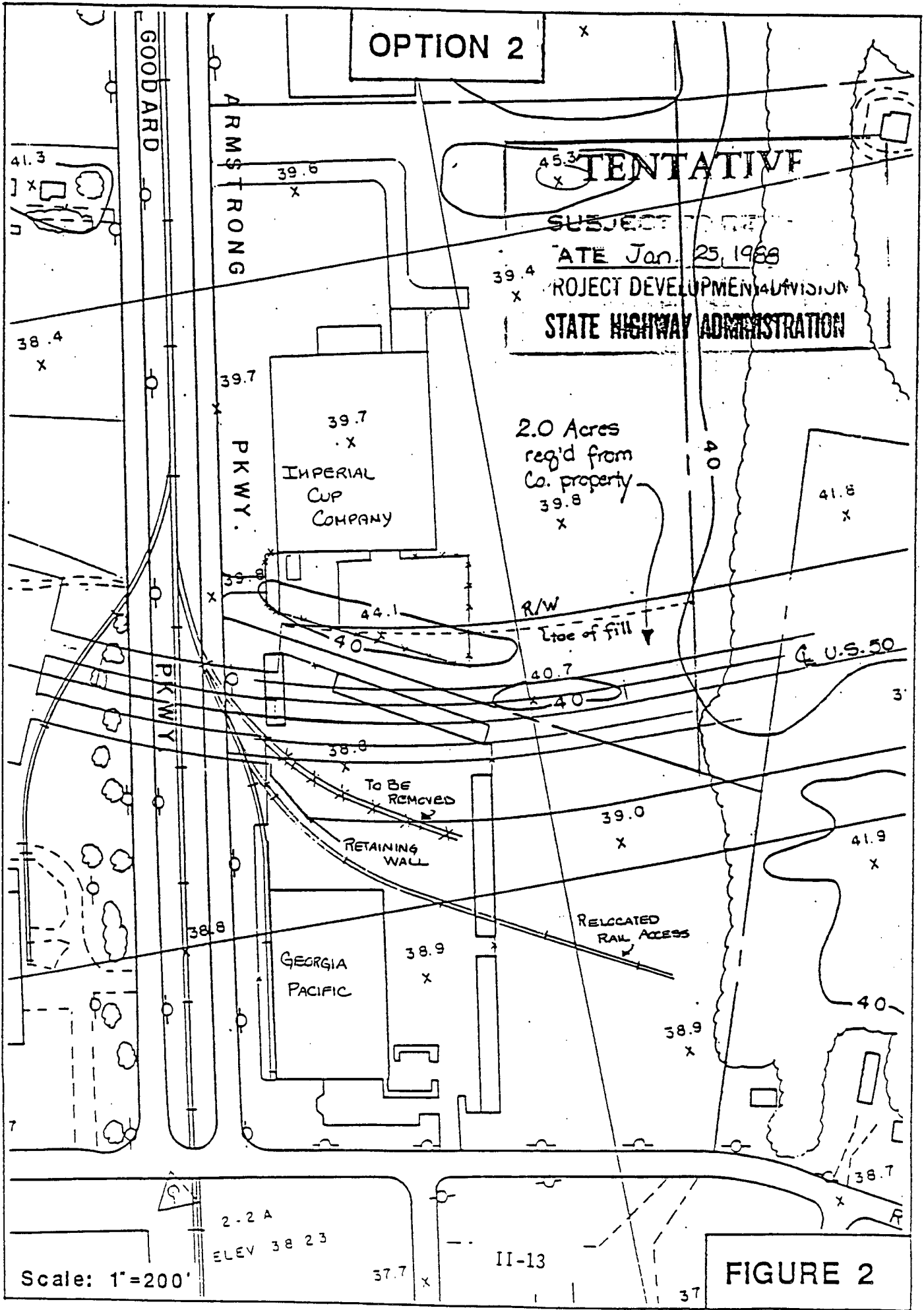
1" = 40'

LOT 10A

1.059 ± Ac.

Other Land of  
 Nicholas Covatta,  
 &  
 O. Palmer Gillis  
 Deed Ref. M.S.B. 1114/812

SALISBURY DIRECTOR  <i>[Signature]</i>	CITY OF SALISBURY DEPT. OF PUBLIC WORKS DATE <u>1/25/88</u> BY <u>Thomas D. H. H.</u>	STATE BOARD OF HEALTH To Be Served By Public Sewer & Water DATE <u>9/21/87</u> BY <u>[Signature]</u>	158  152 76.12 183 00
---	---	---	--------------------------------





RE: PROPOSED SALISBURY, RT. 50 & RT. 13, BY-PASS

Sirs:

Previous "Alternate #3" had shown a full interchange in the Industrial Park at Goddard and Armstrong Parkways. New "Alternate #4" shows no such interchange.

This means all truck traffic will still use Naylor Mill Road. Thus creating a hazardous condition at the intersection of Rt. 50 & Naylor Mill Road. In a very short space of roadway, traffic will be attempting to yield left to enter the By-pass, other traffic, mainly trucks, will also be attempting to yield left to enter Naylor Mill Road. There will also be vehicles traveling thru on Route 50. Considering the commercial growth that always occurs around a new interchange this is going to create a bad bottleneck.

Truck, automobile traffic, school buses, slow moving farm equipment, children walking or riding bikes along the roadway, already make Naylor Mill Road very dangerous. The Industrial Park is growing rapidly and within a few years truck traffic will dramatically increase.

A second bottleneck occurs at the present Rt. 13, North interchange. Trucks coming from the South now travel Rt. 13 thru Salisbury to Naylor Mill Road. Or use the present By-pass exit at Rt. 13, North and then travel up Rt. 13 to Naylor Mill Road. An interchange in the Industrial Park would permit this traffic direct access to the Park and not aggravate an already congested, rapidly developing area.

At the January, 1987 By-pass meeting the residents of the predominately black developments around the proposed Jersey Road interchange were vehement in their opposition to the interchange. They were afraid that this interchange would alter the character of their neighborhoods. There was even talk of racial discrimination.

I propose that the Jersey Road interchange be excluded from the plan and the funds designated for it be used to construct a partial interchange at either Scenic Drive or the original Armstrong & Goddard Parkway site. This would accomplish three goals:

1. Alleviating the bottleneck at Rt. 50 & Naylor Mill Road.
2. Reduction of truck traffic on Naylor Mill Road.
3. Removal of a large portion of the congestion at Rt. 13, North.
4. Appeasement of those who claim racial discrimination.

Theresa Phelps  
Rt. 1, Box 207  
Hebron, Md. 21830

A-8

#56

CC: Govener Schaefer



**Maryland Department of Transportation  
State Highway Administration**

50  
206  
Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

January 18, 1988

Re: Contract No. WI 641-101-170 N  
U.S. Route 50 - Salisbury Bypass  
PDMS No. 222004

Ms. Theresa Phelps  
Route 1, Box 207  
Hebron, Maryland 21830

Dear Ms. Phelps:

Thank you for your comments regarding our U.S. Route 50 - Salisbury Bypass planning study. Your suggestions will be taken into consideration as the alternates are refined.

Previously, Alternates 3 and 4 included a full interchange in the industrial park at Goddard and Armstrong Parkways. This interchange was dropped at the request of local and state elected officials. The interchange would have taken enough right-of-way from the undeveloped land in the industrial park to lessen both its need and its effectiveness. In addition, trucks travelling both north and south on U.S. Route 13 would continue to use Naylor Mill Road.

A possible diamond interchange is being shown at Jersey Road. Based on comments received before and after the Location/Design Hearing and design considerations such as right-of-way and traffic impacts, a recommendation will be made on whether to provide access at Jersey Road.

Thank you again for your comments. Your name is on our project mailing list and you will be kept informed of project developments.

Very truly yours,

*Neil J. Pedersen*

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

NJP/ih

cc: Mr. Hal Kassoff w/attach.  
Mr. Louis H. Ege, Jr. "  
Mr. James Magill "  
Ms. Cynthia D. Simpson "  
Mr. Robert Sanders "

My telephone number is (301) 333-1110



Maryland Department of Transportation  
State Highway Administration

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

31

January 22, 1988

Re: Contract No. WI 641-101-170 N  
U.S. Route 50 - Salisbury Bypass  
PDMS No. 222004

Mr. Chris Mills  
Route 11, Box 727  
West Zion Road  
Salisbury, Maryland 21801

Dear Mr. Mills:

In response to your request made at the recent public hearing for the Salisbury Bypass, I am enclosing a copy of the mapping showing how the proposed bypass may affect your property. This information should be understood as tentative and subject to revision as more detailed data becomes available during the design phase.

The properties have been numerically identified for easy reference.

If you have questions regarding property acquisition procedures or means of access to your property, you may contact Mr. Jonathan Willis, Chief of our District Real Estate Office. Mr. Willis may be contacted by phone at 543-6555 or in writing at P.O. Box 2679, 660 West Road, Salisbury, Maryland 21801.

It was nice talking with you at the hearing and I trust this information will be helpful.

Very truly yours,

Louis H. Ege, Jr.  
Project Development Division

by: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE/RES/ih  
Attachment

cc: Mr. Jim Magill w/attach.  
Mr. Jon Willis "  
Mr. Robert Sanders "

My telephone number is (301) 333-1104



Maryland Department of Transportation  
State Highway Administration

52  
Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

January 22, 1988

Re: Contract No. WI 641-101-170 N  
U.S. Route 50 - Salisbury Bypass  
PDMS No. 222004

Mr. Frank Holloway  
513 North Pinehurst Avenue  
Salisbury, Maryland 21801

Dear Mr. Holloway:

In response to your request made at the recent public hearing for the Salisbury Bypass, I am enclosing a copy of the mapping showing how the proposed bypass may affect your property. This information should be understood as tentative and subject to revision as more detailed data becomes available during the design phase.

The properties have been numerically identified for easy reference.

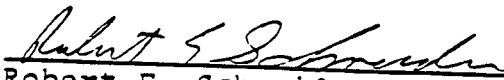
If you have questions regarding property acquisition procedures or means of access to your property, you may contact Mr. Jonathan Willis, Chief of our District Real Estate Office. Mr. Willis may be contacted by phone at 543-6555 or in writing at P.O. Box 2679, 660 West Road, Salisbury, Maryland 21801.

It was nice talking with you at the hearing and I trust this information will be helpful.

Very truly yours,

Louis H. Ege, Jr.  
Project Development Division

by:

  
Robert E. Schneider  
Project Manager

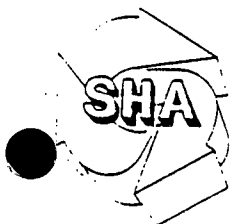
LHE/RES/ih  
Attachment

cc: Mr. Jim Magill w/attach.  
Mr. Jon Willis "  
Mr. Robert Sanders "

My telephone number is (301) 333-1104



54



**Maryland Department of Transportation**  
**State Highway Administration**

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

January 22, 1988

RE: Contract No. WI 641-101-170 N  
U.S. Route 50 - Salisbury Bypass  
PDMS No. 222004

Mr. Loran J. Robertson  
Route 1, Box 62 - A  
Hebron, Maryland 21830

Dear Mr. Robertson:

Thank you for your interest in our U.S Route 50 - Salisbury Bypass planning study. Your name has been added to our project mailing list and you will be kept informed of project developments and of future opportunities for involvement.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

by: *Robert E. Schneider*  
Robert E. Schneider  
Project Manager

LHE:RES:kw  
cc: Mr. Louis H. Ege, Jr. w/attach.  
Mr. James W. Magill w/attach.

My telephone number is (301) 333-1130

STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

PROJECT DEVELOPMENT DIVISION  
JAN 7 10 01 AM '88

Contract No. WI 641-101-170  
U.S. Route 50 - Salisbury Bypass  
from U.S. Route 50 west of Salisbury  
to U.S. Route 13 north of Salisbury  
COMBINED LOCATION/DESIGN PUBLIC HEARING  
Thursday, January 7, 1988, 7:00 p.m.  
PDMS No. 222004

NAME Scott Kozel DATE 1-4-88

PLEASE PRINT

ADDRESS 3212-A West Franklin St.

CITY/TOWN Richmond STATE Va. ZIP CODE 23221

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

I favor Alt. 4, because it is much less expensive and appears to provide similar traffic service to Alt. 2.

I also favor the improvements to the Rte. 50/Rte. 13 interchange.

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**

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

January 22, 1988

RE: Contract No. WI 641-101-170 N  
US Route 50 - Salisbury Bypass  
PDMS No. 222004

Mr. Scott Kozel  
3212-A West Franklin Street  
Richmond, Virginia 21221

Dear Mr. Kozel:

Thank you for your comments concerning our US Route 50 - Salisbury Bypass planning study. We are currently evaluating comments received during and after the Location/Design Hearing and as a result, making some additional refinements in the alternates.

At this time, we are presenting Alternate 4 as our preferred alternate and are preparing a recommendation to the State Highway Administrator. Your name is on the project mailing list and you will be kept informed of project developments and of opportunities for involvement.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

by: Robert E. Schneider  
Robert E. Schneider  
Project Manager.

LHE:RES:krw  
cc: Mr. Louis H. Ege, Jr. w/attach.  
Mr. James W. Magill w/attach.



STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

Contract No. WI 641-101-170  
U.S. Route 50 - Salisbury Bypass  
from U.S. Route 50 west of Salisbury  
to U.S. Route 13 north of Salisbury  
COMBINED LOCATION/DESIGN PUBLIC HEARING  
Thursday, January 7, 1988, 7:00 p.m.  
PDMS No. 222004

PROJECT  
DEVELOPMENT  
DIVISION  
JAN 20 9 24 PM '88

NAME Ann V. Church DATE Jan 13, 1988

PLEASE PRINT ADDRESS RT. 2, Box 436 Hearne Lane

CITY/TOWN Salisbury STATE Md. ZIP CODE 21801

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

If Alternate 4 will be the final location of the Rt. 50 Bv-Pass, I have the following comments to make.

I am opposed to any type of interchange on Jersey Rd. I feel that an interchange that would give direct access to Rt. 50, would cause an increase in the amount of traffic on Jersey Rd. This is a residential area and Jersey Rd. is already a very heavily traveled road.

I would also suggest that every effort be made to keep the southern alignment of Rt. 50 as far away from the homes on Hearne, Kevin, James and Thomas Lanes as possible.

I would also like to suggest that the wooded area north of Hearne Lane be left in tact as much as possible to help as a sound barrier.

Thank You,  
*Ann V. Church*

Ann V. Church

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**

58  
Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

January 27, 1988

RE: Contract No. WI 641-101-170 N  
U.S. Route 50 - Salisbury Bypass  
PDMS No. 222004

Ms. Ann V. Church  
Route 2, Box 436 Hearne Lane  
Salisbury, Maryland 21801

Dear Ms. Church,

Thank you for your comments and suggestions concerning our U.S. Route 50 - Salisbury Bypass planning study. I understand your concerns with the location of the bypass near Jersey Road. The possible interchange shown at Jersey Road would increase traffic on Jersey Road.

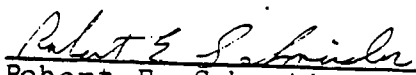
Your comments as well as those received from other citizens, will be taken into consideration before a recommendation is made. Additionally, every effort will be made to keep the alignment as far away from the homes in Jersey Heights without impacting other homes to the north. Finally, only that part of the wooded area needed for construction of the highway and its safety graded area would be removed. As much of the wooded area as possible would be kept in tact.

Thank you again for your interest. Your name is on the project mailing list and you will be notified of project developments and future opportunities for involvement.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

by:

  
Robert E. Schneider  
Project Manager

LHE:RES:kw

cc: Mr. Louis H. Ege, Jr. w/attach  
Mr. James W. Magill w/attach.  
Mr. Robert Sanders  
Ms. Cynthia D. Simpson

My telephone number is (301) \_\_\_\_\_

STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

Contract No. WI 641-101-170  
U.S. Route 50 - Salisbury Bypass  
from U.S. Route 50 west of Salisbury  
to U.S. Route 13 north of Salisbury  
COMBINED LOCATION/DESIGN PUBLIC HEARING  
Thursday, January 7, 1988, 7:00 p.m.  
PDMS No. 222004

NAME Kenneth T. Matthews DATE January 1, 1988

PLEASE PRINT ADDRESS Route 11 Box 588 Pine Knoll

CITY/TOWN Salisbury STATE MD. ZIP CODE 21801

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

COMMENTS: The two alternates (#2 and #4) both suffer cardinal design defect by not including remedial construction relative to the current bypass from route 13 N. to route 50 E. This stretch of bypass suffers immense inequity when compared to alternate plans (#2 & #4) for the "northwest quarter" (rt. 13 N. to rt. 50 W.). The "inequity" stems from provisions to include 2 1/2 accesses (Jersey, West & White) on alternate #2 and 1 1/2 accesses (Jersey and Naylor) on alternate #4.

By contrast, the current bypass from rt. 50 E. to rt. 13 N. has NO accesses. This design defect, with development patterns since construction, has "bottled" traffic (residential, commuter, interstate, and heavy commercial) onto Dagsboro Road -- designed as a country lane, treated as such by Wicomico planners, and subject to considerable developmental investment which is now severely threatened. Stops like the traffic lights at Dagsboro - Rt. 13 are merely "band aid controls." The "cure" would seem to be state-Wicomico coordination. Examples might include: Accesses to the bypass from Rt. 346 and/or Parker-Zion roads, prohibition of axles-weights on Dagsboro Rd., and possible county construction of short diversion routes.

--- CONT'D ON ATTACHED PAGE #2 !

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. Thank II-24 - excellent information service!

Page #2 of 2

K. Matthews

Contract No. WI 641-101-170

It is known that residents of the West and Jersey Roads areas have publicly requested Wicomico County Council to build roads to improve east-west access for those neighborhoods. To some extent the State seems to be responding. I would hope the same consideration might be given to the northeast bypass to correct the inequitable impacts of that design.

Inasmuch as Wicomico County interests are intertwined in these comments, copies will be made available to that Council. Legislators should also be informed.

Thank you for the informational alert mailings re this project. They were very well done and showed a fine sensitivity to public interests.

P.S. I believe The Christian School of Salisbury is incorrectly placed on the map used.

1-1-'88



**Maryland Department of Transportation  
State Highway Administration**

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

January 22, 1988

RE: Contract No. WI 641-101-170 N  
U.S. Route 50 - Salisbury Bypass  
PDMS No. 222004

Mr. Kenneth T. Matthews  
Route 11, Box 588 Pine Knoll  
Salisbury, Maryland 21801

Dear Mr. Matthews:

Thank you for your comments and suggestions regarding our US Route 50 - Salisbury Bypass planning study. The issues you have raised will be taken into consideration in making a recommendation to the State Highway Administrator. Although neither alternate includes improvements to the existing Salisbury Bypass, they do complete the bypass thus eliminating the mix of through and local traffic on existing US Route 50 through town.

In addition to this study, any improvements to Dagsboro Road, construction of new roads, or prohibition of certain type or weight vehicles on local roads would be the responsibility of the local jurisdiction.

Thank you again for your input. Your name is on the project mailing list and you will continue to receive information on project developments as well as future opportunities for involvement.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

by:

Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:kw

cc: Mr. Louis H. Ege, Jr. (w/attach.)  
Mr. James W. Magill (w/attach.)

My telephone number is (301) \_\_\_\_\_

STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

Contract No. WI 641-101-170  
U.S. Route 50 - Salisbury Bypass  
from U.S. Route 50 west of Salisbury  
to U.S. Route 13 north of Salisbury  
COMBINED LOCATION/DESIGN PUBLIC HEARING  
Thursday, January 7, 1988, 7:00 p.m.  
PDMS No. 222004

PROJECT DEVELOPMENT DIVISION  
JAN 4 9 42 AM '88

NAME ANTHONY SARBANES DATE 12-30-87

PLEASE PRINT

ADDRESS RT 11 BOX 554

CITY/TOWN SALISBURY STATE MD ZIP CODE 21801

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

I strongly concur with the selection of Alternat 4, as the preferred alternate. It is the cheaper of the two build Alternates, disrupts less vital farmland and utilizes present roadways and exchanges. I would like to see the SHA pursue Alternat 4.

I do question one sentence on Page 3 under Socio-Economic factors that states: Alternat 4 requires property from Naylor Mill Park Under. As I look at it, Alt #4 is well below or south of the Naylor Mill Park.

Thank you for your excellent system in informing concerned citizens.

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.

62



Maryland Department of Transportation  
State Highway Administration

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

January 22, 1988

RE: Contract No. WI 641-101-170 N  
U.S. Route 50 - Salisbury Bypass  
PDMS No. 222004

Mr. Anthony Sarbanes  
Route 11, Box 554  
Salisbury, MD 21801

Dear Mr. Sarbanes:

Thank you for your comments concerning our US Route 50 - Salisbury Bypass planning study. We are presently calling Alternate 4 our preferred alternate for many reasons including those outlined in your letter. This alternate will be refined if necessary as a result of comments received and will be presented in order to receive Location and Design approval.


In response to your one question concerning the impacts of Alternate 4 on the Naylor Mill Park Annex, the land between the Wicomico River and Scenic Drive was given to the City of Salisbury as parkland. Therefore, although it is not part of the recreational park, the land being bridged is treated as parkland in our environmental evaluation.

Thank you again for your continued support and interest. Your name is on the project mailing list and you will be informed of project developments and opportunities for involvement.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

by:

  
Robert E. Schneider  
Project Manager

LHE:RES:krw

cc: Mr. Louis H. Ege, Jr. w/attach.  
Mr. James W. Magill w/attach.

My telephone number is (301) \_\_\_\_\_

Teletypewriter for II-28 \_\_\_\_\_ aring or Scpeech

Jan 15, 1988

State Highway Administration

To Whom It May Concern: This letter concerns the U.S. Route 50 Salisbury bypass from U.S. Route 50 west of Salisbury to US Route 13 North of Salisbury, which my husband and I understand is the preferred alternate.

We understand this preferred alternate isn't a definite decision yet and we will be informed of the definite alternate that will be taken in the coming months, but if my husband and I are informed that this is the route that will be taken for the new bypass this will mean my husband and I will have to relocate elsewhere and we understand the completion of this project is to be about 1993.

We understand if we do have to relocate we will be given a fair price for our home and property.

My husband and I have a request to put forth to the State Highway Administration if we are informed that we will have to relocate in the coming months because of this new bypass, we are requesting the State Highway Administration to please let us move before this project is started with the same relocation as provided in the brochure we received we should be able to move before



and what other expense would be due us for our new location. We are requesting this as a general matter since we will have to recalculate anyway if this alternate Rent is taken. We trust you will give our request your best consideration, & would appreciate a reply soon as possible.

Sincerely,

Mr. + Mrs. Frank J. Steinger

Rt 11 - Box 928 - West Zim Rd.

Salisbury, Md 21801

Phone no 301-546-5389





Maryland Department of Transportation  
State Highway Administration

67

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

March 3, 1988

RE: Contract No. WI 641-101-170 N  
U.S. Route 50 - Salisbury Bypass  
PDMS No. 222004

Mr. & Mr. Frank J. Steininger  
Route 11 - Box 728 West Zion Road  
Salisbury, Maryland 21801

Dear Mr. and Mr. Steininger:

Thank you for your letter concerning the Salisbury Bypass planning study. I understand your interest in determining the impacts to your property and the time table associated with any property acquisition. No right-of-way acquisition can occur until we receive Location and Design Approvals for a selected alternate. These approvals are expected later this year. Following receipt of these approvals some properties may be eligible for advanced acquisition. The timing of this acquisition varies depending upon the particular circumstances involved. For more information you may contact Mr. Jon Willis, Chief, District #1, Right-of-Way at 543-6555.

Thank you again for your letter. Your name is on our project mailing list and you will be notified of project developments, such as approvals received, and of future opportunities for involvement.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

by: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:bh  
cc: Mr. James W. Magill w/incoming  
Mr. Jonathan Willis " "  
Mr. Robert Sanders " "

My telephone number is (301) 333-1104



69



**Maryland Department of Transportation  
State Highway Administration**

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

February 9, 1988

Re: Contract No. WI 641-101-170 N  
U.S. Route 50 - Salisbury Bypass  
PDMS No. 222004

Mr. Robert Dickey  
114 Baptist Street  
Salisbury, Maryland 21801

Dear Mr. Dickey:

Thank you for your request to have your name placed on the mailing list for our U.S. Route 50 Salisbury Bypass planning study. This will ensure your timely notification of project developments and future opportunities for involvement.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

by:

Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE/RES/ih

My telephone number is (301) 333-1104

PROJECT  
DEVELOPMENT  
DIVISION

JAN 26 10 42 AM '88

**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

Contract No. WI 641-101-170  
U.S. Route 50 - Salisbury Bypass  
from U.S. Route 50 west of Salisbury  
to U.S. Route 13 north of Salisbury  
COMBINED LOCATION/DESIGN PUBLIC HEARING  
Thursday, January 7, 1988, 7:00 p.m.  
PDMS No. 222004

70

NAME Robert E. Rainer DATE Jan 6

PLEASE  
PRINT

ADDRESS 1115 Spring Hill Rd

CITY/TOWN Sal. STATE MD ZIP CODE 21801

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

Use address on front of  
correspondence.

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**

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

February 9, 1988

Re: Contract No. WI 641-101-170 N  
U.S. Route 50 - Salisbury Bypass  
PDMS No. 222004

Dr. Robert E. Rainer, DDS  
534 W. Isabella Street  
Salisbury, Maryland 21801

Dear Dr. Ranier:

Thank you for your request to have your name placed on the mailing list for our U.S. Route 50 Salisbury Bypass planning study. This will ensure your timely notification of project developments and future opportunities for involvement.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

by: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE/RES/ih

12

PROJECT DEVELOPMENT DIVISION

STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

JAN 25 10 42 AM '88

Contract No. WI 641-101-170 U.S. Route 50 - Salisbury Bypass from U.S. Route 50 west of Salisbury to U.S. Route 13 north of Salisbury COMBINED LOCATION/DESIGN PUBLIC HEARING Thursday, January 7, 1988, 7:00 p.m. PDMS No. 222004

William L. Ashe, Project Manager NAME J. Roland Dashiell & Sons, Inc., General Contractor DATE January 11, 1987

PLEASE PRINT

ADDRESS Route 13 North, P. O. Box 2277

CITY/TOWN Salisbury STATE Maryland ZIP CODE 21801 Phone: 301-742-6151

I/We wish to comment or inquire about the following aspects of this project: Following is the statement made by me at the Location/Design Public Hearing U.S. Route 50 Salisbury Bypass on January 7, 1988 at Parkside Sr. High School I have come to voice objection to the Alternate #2 Interchange design

at U.S. Highway 13, This is because of its affect on the J. Roland Dashiell & Sons, Inc. business facilities located between the new Comfort Inn Motel and the State Police Barracks at Dagsboro Road.

I refer to the Draft Environmental Impact Statement available at the Wicomico County Library Figure 5d indicates a Right-of-Way acquisition which eliminates our executive offices, parking lot and vehicular maintenanc facilities completely. This is significantly worse than any previous infor- mation received by our Company. The north-bound off-ramp itself is shown passing through the center of our office building.

We believe this alignment creates costs and impact to our business significantly greater than indicated in the body of the Impact Statement Report. The plan also indicates serious problems for our northerly neighbor Alban Tractor Company and may require reconstruction of their facilities also. No service road is shown to service the remaining property of these two relatively large and active businesses.

Therefore, we suggest a major reevaluation of the entire U.S. 50 ByPass/U.S. 13 Interchange design and cost estimate prior to acceptance of the proposed Alternate.

Handwritten signature of William L. Ashe, Proj. Mgr.

- 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**

73  
*Bob*  
Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

March 2, 1988

RE: Contract No. WI 641-101-170 N  
U.S. Route 50 - Salisbury Bypass  
PDMS No. 222004

Mr. William L. Ashe, Project Manager  
J. Roland Dashiell & Sons, Inc.  
Route 13 North, P.O. Box 2277  
Salisbury, Maryland 21801

Dear Mr. Ashe:

Thank you for your comments both in writing and at the Location/Design Hearing concerning our Salisbury Bypass planning study. Your comments will be taken into consideration in recommending an alternate for the approval of the State Highway Administrator.

Right-of-Way requirements in the vicinity of Alternate 2 and U.S. Route 13 are greater than previously shown at the Alternates Public Meeting in January, 1987 due to the change in the proposed interchange design. The interchange was enlarged to provide all movements as a result of comments from the State Police and emergency services. This change in design does impact your property.

Due to impacts to businesses such as yours, more severe environmental impacts and a higher cost, Alternate 2 is not as desirable as Alternate 4. In addition, local and state elected officials support Alternate 4. For these reasons Alternate 4 is our preferred alternate and in all probability will be recommended. This alternate would result in no impact to your business.

Thank you again for your comments. Your name is on our project mailing list and you will be notified of project developments and of future opportunities for involvement.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

My telephone number is (301) 333-1104

Mr. William L. Ashe  
March 2, 1988  
Page 2

by: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:kw  
cc: Mr. Jim Magill w/incoming  
Mr. Jon Willis w/incoming  
Mr. Bob Sanders w/incoming  
Ms. Cynthia D. Simpson

**A&H** **Ahtes  
Hanna  
McLaughlin**  
REALTORS

Wednesday 24

Bob Schneider -

Thank you for your  
help in locating approximate  
location of alternate route #4.

Looking forward to receiving  
the information.

Betsy Hanulak

76

FOR SALE

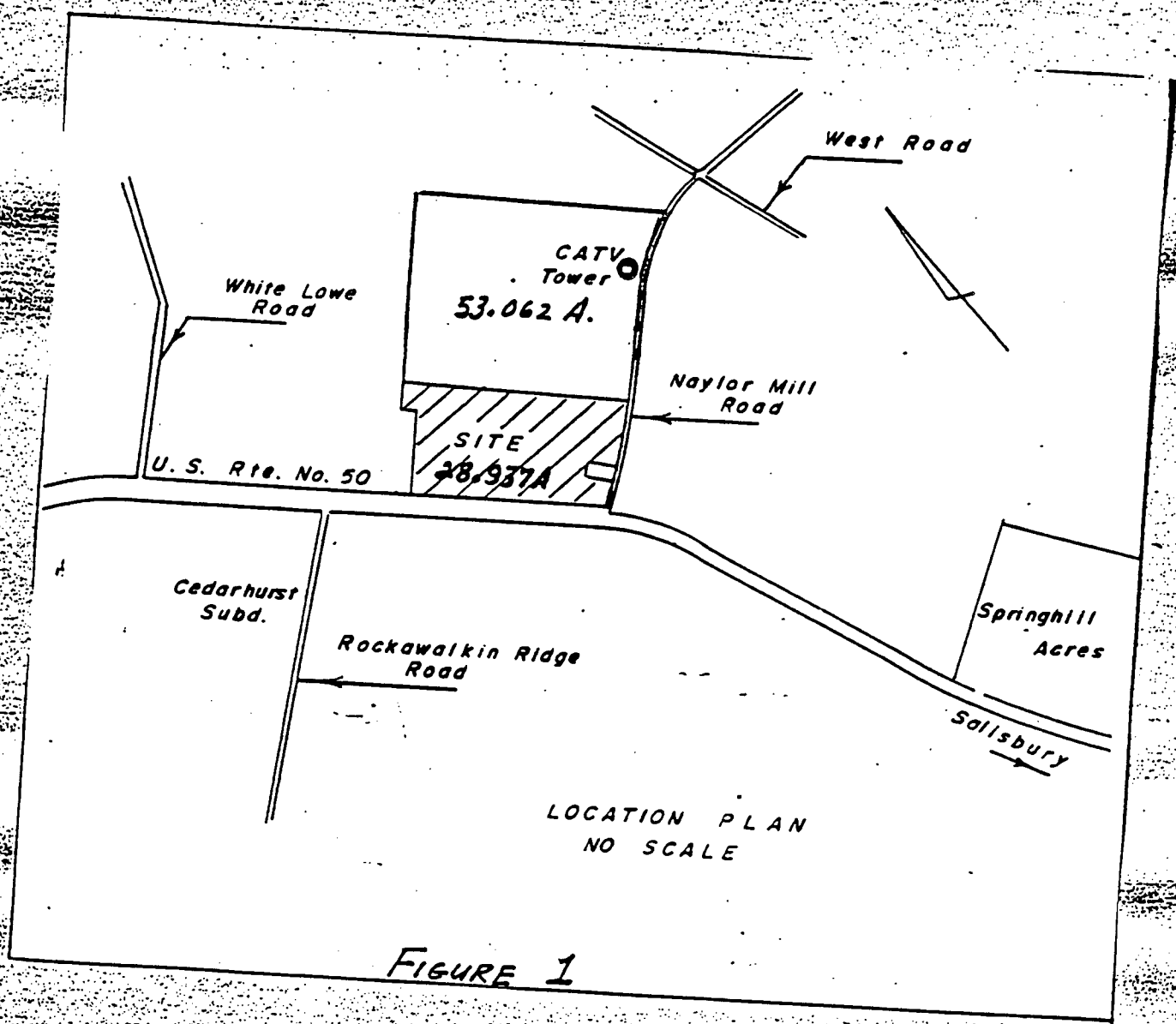
Commercial and Potential Industrial Land

1. Location - Salisbury, Maryland, at the intersection of U.S. Route 50 and Naylor Mill Road (northwest quadrant) approximately 4 miles northwest of Salisbury's central downtown business area. (See Map).
2. Description - 82 acres, consisting of a 29 acre tract and an adjacent 53 acre tract. (See Figures 1 and 2).

The 29 acre tract has approximately 1500 feet of frontage on four-lane U.S. Route 50 and approximately 850 feet of frontage on Naylor Mill Road. It is zoned "commercial" along Route 50 to a depth of 600 feet. Mr. Harold W. Hampshire, a Salisbury surveyor, has prepared a subdivision plat (not yet recorded) which divides 24 acres of this tract into 10 commercial lots. (See Figure 3).

The adjacent 53 acre tract has approximately 1550 feet of frontage on Naylor Mill Road. While this tract is presently zoned for agricultural and residential uses, it has good potential for industrial development.

Both tracts contain level, cleared land which is presently under cultivation. They are located at an important major-highway intersection which provides excellent growth potential. Naylor Mill Road serves as the industrial connector road between U.S. Route 50 West and the Salisbury industrial park near U.S. Route 13 North. The proposed future extension of the Salisbury circumferential highway from Route 13 North to Route 50 West would also intersect Route 50 in the vicinity of this property.





Maryland Department of Transportation  
State Highway Administration

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

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March 2, 1988

RE: Contract No. WI 641-101-170N  
U.S. Route 50 - Salisbury Bypass  
PDMS No. 222004

Ms. Betsy Hanulak  
A & H Realtors  
One Plaza East  
Post Office Box 228  
Salisbury, Maryland 21801

Dear Ms. Hanulak:

Thank you for your note concerning our Salisbury Bypass planning study. I have shown the approximately location of the proposed right-of-way for Alternate 4 of the Salisbury Bypass on the diagram provided and am returning same to you. This information is tentative as final design has not been completed and the diagram is not to scale. A more detailed map is available at our district office on West Road in Salisbury. Please contact Mr. Jonathan Willis, Chief, District #1 Right-of-Way at 543-6555 to arrange to see the mapping or if you have any questions regarding right-of-way acquisition.

Your name has been added to our project mailing list and you will be notified of project developments and of opportunities for involvement. Thank you again for your letter.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

by:

Robert E. Schneider  
Project Manager

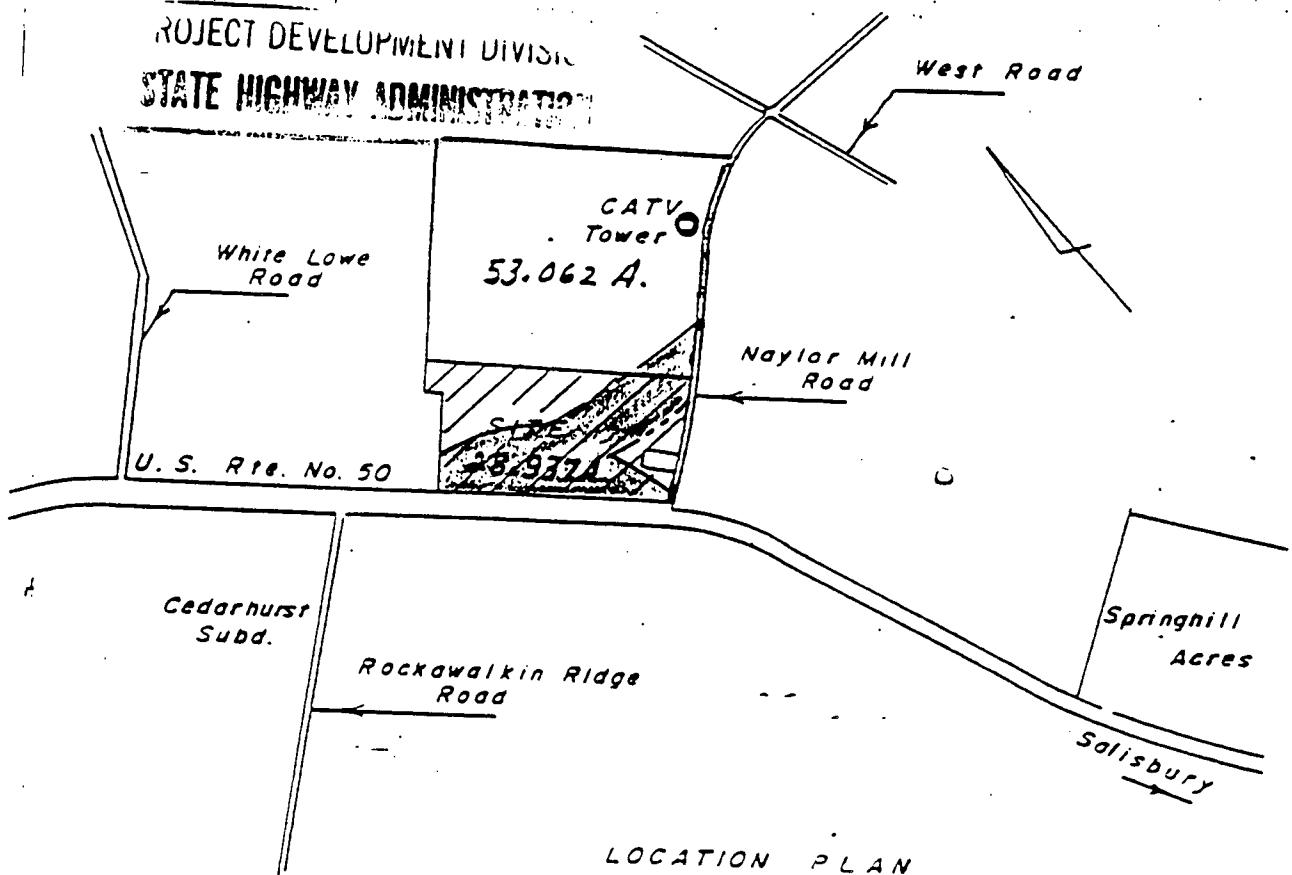
LHE:RES:bh  
Attachment

cc: Mr. James Magill (w/incoming)  
Mr. Jonathan Willis "

My telephone number is (301) 333-1104

TENTATIVE

PROJECT DEVELOPMENT DIVISION  
STATE HIGHWAY ADMINISTRATION



LOCATION PLAN  
NO SCALE

PROPOSED RIGHT-OF-WAY OF THROUGH HIGHWAY

FIGURE 1

PROJECT  
DEVELOPMENT  
DIVISION

**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

MAR 4 3 37 PM '88

Contract No. WI 641-101-170  
U.S. Route 50 - Salisbury Bypass  
from U.S. Route 50 west of Salisbury  
to U.S. Route 13 north of Salisbury  
COMBINED LOCATION/DESIGN PUBLIC HEARING  
Thursday, January 7, 1988, 7:00 p.m.  
PDMS No. 222004

NAME Carrie T. Reddish DATE 3-2-1988

PLEASE  
PRINT

ADDRESS Rt. 2 Box 120

CITY/TOWN Salisbury STATE Md. ZIP CODE 21861

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

*I havnt had a trouble  
with the mail*

*Thank you*

*I am Carrie Reddish*

*My husband is decient  
Albert L. Reddish*

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

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Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

March 17, 1988

RE: Contract No. WI 641-101-170N  
U.S. Route 50 - Salisbury Bypass  
PDMS No. 222004

Mrs. Carrie T. Reddish  
Route 2, Box 120  
Salisbury, Maryland 21801

Dear Mrs. Reddish:

Thank you for your response concerning our Salisbury Bypass planning study. I am very glad to hear that you have not experienced any trouble with the mail. We have corrected your name on the project mailing list and you will continue to receive notification of project developments and opportunities for involvement. Thank you again.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

by: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:HK:bh

cc: Mr. J. Magill  
Mr. Bob Sanders

My telephone number is (301) 333-1104

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

PROJECT STATE HIGHWAY ADMINISTRATION  
DEVELOPMENT DIVISION QUESTIONS AND/OR COMMENTS

MAR 4 3 37 PM '88 Contract No. WI 641-101-170  
U.S. Route 50 - Salisbury Bypass  
from U.S. Route 50 west of Salisbury  
to U.S. Route 13 north of Salisbury  
COMBINED LOCATION/DESIGN PUBLIC HEARING  
Thursday, January 7, 1988, 7:00 p.m.  
PDMS No. 222004

NAME Ross Lombardo DATE 3/1/88

PLEASE PRINT ADDRESS Rt. 11 Box 186 Harford Rd.

CITY/TOWN Salisbury STATE MD ZIP CODE 21801

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

We were unable to attend the January 7, 1988  
Public Hearing and therefore do not know what  
land or properties are involved. Please send  
us a map or general information.

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*

83  
Richard H. Traino  
Secretary  
Hal Kassoff  
Administrator

March 17, 1988

RE: Contract No. WI 641-101-170N  
U.S. Route 50 - Salisbury Bypass  
PDMS No. 222004

Mr. Ross Lombardo  
Route 11, Box 186, Harford Road  
Salisbury, Maryland 21801

Dear Mr. Lombardo:

Thank you for your interest in our Salisbury Bypass planning study. I am enclosing a copy of the brochure prepared for the January 7, 1988 Location/Design Public Hearing. Alternate 4 was presented as our Preferred Alternate, and as a result of comments received, will most likely be recommended for final design.

Your name is on our project mailing list and you will be kept informed of project developments and future opportunities for involvement. Thank you again for your interest.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

by:

Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:HK:bh  
Enclosure

cc: Mr. J. Magill  
Mr. R. Sanders

My telephone number is (301) 333-1104

**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

PROJECT DEVELOPMENT DIVISION

Contract No. WI 641-101-170  
U.S. Route 50 - Salisbury Bypass  
from U.S. Route 50 west of Salisbury  
to U.S. Route 13 north of Salisbury  
COMBINED LOCATION/DESIGN PUBLIC HEARING  
Thursday, January 7, 1988, 7:00 p.m.  
PDMS No. 222004

MAR 10 10 48 AM '88

NAME Roland M Callan DATE 3/7/88

PLEASE PRINT

ADDRESS 219 South Somerset Ave

CITY/TOWN Durham Conn STATE md ZIP CODE 21853

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

I hear =  
a Service Road ~~that~~ will be built  
in front of my Property cutting  
off my present entrance to route 5.  
What is the true story

Roland Callan

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**

85  
Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

March 23, 1988

RE: Contract No. WI 641-101-170 N  
U.S. Route 50 - Salisbury  
Bypass  
PDMS No. 222004

Mr. Roland M. Collins  
219 S. Somerset Avenue  
Princess Anne, MD. 21853

Dear Mr. Collins:

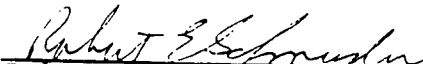
Thank you for your comments both in writing and verbal, concerning our Salisbury Bypass planning study. Subsequent to the Location/Design hearing, proposals were made to extend the northern frontage road at the western terminus of the bypass towards the west to White Lowe Road. No final decision has been made concerning the location and length of the frontage road.

We will be glad to meet with you as well as other property owners affected by the possible extension of the frontage road, to explain our options and receive your comments. Feel free to contact Ms. Harriet Kramer at 1-800-548-5026 to arrange a meeting. Thank you again for your interest.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By:

  
Robert E. Schneider  
Project Manager

LHE/RES/vw

cc: Jim Magill w/incoming  
Jon Willis w/incoming  
Bob Sanders w/incoming

My telephone number is (301) 333-1104

STATE HIGHWAY ADMINISTRATION PROJECT  
QUESTIONS AND/OR COMMENTS DEVELOPMENT  
DIVISION

Contract No. WI 641-101-170  
U.S. Route 50 - Salisbury Bypass MAR 17 3 00 AM '88  
from U.S. Route 50 west of Salisbury  
to U.S. Route 13 north of Salisbury  
COMBINED LOCATION/DESIGN PUBLIC HEARING  
Thursday, January 7, 1988, 7:00 p.m.  
PDMS No. 222004

NAME BILL & CINDI MARTIN DATE 3/1/88

PLEASE  
PRINT

ADDRESS Rt 6 Box 48

CITY/TOWN SALISBURY STATE MD ZIP CODE 21801

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

The bypass could be more valuable to the community if additional exit + entrance ramps were placed at Rt. 346, Rt. 350, + Courthouse Mill P.D. These ramps should be secured while the bordering properties are undeveloped and available at reasonable prices.

We believe you should move rapidly to acquire land for the Rt. 50 west to Rt. 13 North portion as it is sorely needed and clearly the preferred route is adjacent to Naylor Mill Brook alignment Rt. 13 bypass at Rt. 13.

Further we are concerned that you move to improve the Rt. 50 east inter-change as proposed to alleviate congestion which is sure to occur otherwise when the Rt. 50 bypass is completed.

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**

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Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

March 23, 1988

RE: Contract No. WI 641-101-170 N  
U.S. Route 50 - Salisbury Bypass  
PDMS No. 222004

Mr. & Mrs. B. Martin  
Route 6, Box 48  
Salisbury, MD. 21801

Dear Mr. & Mrs. Martin:

Thank you for your comments concerning our Salisbury Bypass planning study. While none of the alternates included improvements to the existing Salisbury Bypass, they do complete the bypass thus eliminating the mix of through and local traffic on existing U.S. Route 50 through town. I am forwarding your suggestions for improvements to the existing bypass to our District # 1 office.


Alternate 4, the alternate meeting the existing Salisbury Bypass at U.S. Route 13 is our preferred alternate and right-of-way acquisition for the project will begin as early as possible.

Thank you again for your support.

Very truly yours,

Louis H. Ege, Jr.,  
Deputy Director  
Project Development Division

By:

  
Robert E. Schneider  
Project Manager

LHE:RES:vw

cc: Jim Magill w/incoming  
Jon Willis w/incoming  
Bob Sanders w/incoming

My telephone number is (301) 33301104

STATE HIGHWAY ADMINISTRATION PROJECT  
QUESTIONS AND/OR COMMENTS DEVELOPMENT  
DIVISION

Contract No. WI 641-101-170  
U.S. Route 50 - Salisbury Bypass  
from U.S. Route 50 west of Salisbury  
to U.S. Route 13 north of Salisbury  
COMBINED LOCATION/DESIGN PUBLIC HEARING  
Thursday, January 7, 1988, 7:00 p.m.  
PDMS No. 222004

MAR 22 11 26 AM '88

NAME DELMARVA OIL, INC. DATE March 15, 1988

PLEASE  
PRINT

ADDRESS P.O. BOX 303

CITY/TOWN SALISBURY STATE MARYLAND ZIP CODE 21801

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

It would be a significant advantage for the local community and downtown  
Salisbury to incorporate an interchange from the Bypass onto Jersey Road.

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

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

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



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Maryland Department of Transportation  
State Highway Administration

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

March 24, 1988

RE: Contract No. WI641-101-170 N  
U.S. Route 50 - Salisbury  
Bypass  
PDMS No. 222004

Delmarva Oil, Inc.  
P.O. Box 303  
Salisbury, MD 21801

Dear Sir:

Thank you for your response to our Salisbury Bypass planning study. Based on strong objections from the residents of the Jersey Heights community, increased right-of-way impacts, and higher costs, we are recommending that the Jersey Road interchange not be included as part of the bypass. This does not remove the possibility of an interchange being added at a later date.

Your company is on our project mailing list and you will be kept informed of project developments and of opportunities for involvement. Thank you again for your interest.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By:

Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:vlt

cc: Jim Magill w/incoming  
Jon Willis w/incoming  
Bob Sanders w/incoming

My telephone number is (301) 333-1104

STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

PROJECT DEVELOPMENT DIVISION

Contract No. WI 641-101-170  
U.S. Route 50 - Salisbury Bypass  
from U.S. Route 50 west of Salisbury  
to U.S. Route 13 north of Salisbury  
COMBINED LOCATION/DESIGN PUBLIC HEARING  
Thursday, January 7, 1988, 7:00 p.m.  
PDMS No. 222004

HAR 7 4 05 PM '88

NAME MERRIS L. BEUCHAMP SR. DATE 3/01/88

PLEASE PRINT

ADDRESS Rt 11 Box 110 Northwood DR

CITY/TOWN Salisbury STATE MD ZIP CODE 21801

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

We attended the meeting and according to  
maps they will not bother us. We live next  
to a school property. We hope I pray it does  
not bother us at all. It would be nice if we  
know for sure after 25 yrs at our location.

NO. 11 5. JANUARY 14 1988 546 0012

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**

91  
Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

March 23, 1988

RE: Contract No. WI 641-101-170 N  
U.S. Route 50 - Salisbury Bypass  
PDMS No. 222004

Mr. Norris L. Beauchamp Sr.  
Route 11 Box 110 Northwood Drive  
Salisbury, Maryland 21801

Dear Mr. Beauchamp:

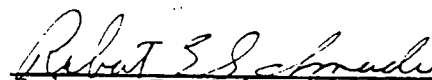
Thank you for your response concerning our Salisbury Bypass planning study. A copy of the display shown at the Location/Design Hearing is available for review at our district office located at 660 West Road in Salisbury. In addition, Mr. Jonathan Willis, Chief of our District Right-of-Way Office is available to answer any questions you may have concerning the location of the bypass in relation to your property. You may contact Mr. Willis at 543-6555.

Your name is on our project mailing list and you will be kept informed of project developments and future opportunities for involvement. Thank you again for your interest.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By:

  
Robert E. Schneider  
Project Manager

LHE/RES/vlt

cc: Jim Magill w/incoming  
Jon Willis w/incoming  
Bob Sanders w/incoming

My telephone number is (301) 333-1104

92

CARHOZO

PROJECT STATE HIGHWAY ADMINISTRATION  
DEVELOPMENT QUESTIONS AND/OR COMMENTS  
DIVISION

MAR 4 3 38 PM 1988 Contract No. WI 641-101-170  
U.S. Route 50 - Salisbury Bypass  
from U.S. Route 50 west of Salisbury  
to U.S. Route 13 north of Salisbury  
COMBINED LOCATION/DESIGN PUBLIC HEARING  
Thursday, January 7, 1988, 7:00 p.m.  
PDMS No. 222004

NAME Mildred M. Carey DATE 2/2/88

PLEASE PRINT ADDRESS Rt 11 B + 122

CITY/TOWN Salisbury STATE Md ZIP CODE 21801

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

I would like to know just how much of  
my land that you will be taking, I would like  
go to the Public Hearing, I think it is good that  
that the bypass is finally being started.

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

93

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

March 22, 1988

RE: Contract No. WI 641-101-170 N  
U.S. Route 50 - Salisbury Bypass  
PDMS No. 222004

Ms. Mildred M. Carey  
Route 11, Box 122  
Salisbury, MD 21801

Dear Ms. Carey:

Thank you for your response concerning our Salisbury Bypass planning study. A copy of the wall display used at the Location/Design hearing is available for review at our District #1 office located at 660 West Road in Salisbury. In addition, Mr. Jonathan Willis, Chief of our District Right-of-Way office, also located at the West Road address, will be happy to discuss any impacts the bypass may have on your property. He can be reached at 543-6555.

Your name is on our project mailing list and you will be kept informed of project developments and of future opportunities for involvement. Thank you again for your interest and support.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE/RES/vlt  
cc: Jim Magill w/incoming  
Jon Willis w/incoming  
Bob Sanders w/incoming

My telephone number is (301) 333-1104

STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

Contract No. WI 641-101-170  
U.S. Route 50 - Salisbury Bypass  
from U.S. Route 50 west of Salisbury  
to U.S. Route 13 north of Salisbury  
COMBINED LOCATION/DESIGN PUBLIC HEARING  
Thursday, January 7, 1988, 7:00 p.m.  
PDMS No. 222004

PROJECT  
DEVELOPMENT  
DIVISION

MAR 17 8 00 AM '88

NAME IMPERIAL Cup Corp. DATE 3/5/88

PLEASE  
PRINT

ADDRESS P.O. BOX 345

CITY/TOWN SALISBURY STATE MARYLAND ZIP CODE 21801

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

1. WHEN WILL CONSTRUCTION BEGIN

2. WHEN WILL CONSTRUCTION BE  
COMPLETED.

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

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

March 23, 1988

RE: Contract No. WI 641-101-170 N  
U.S. Route 50 - Salisbury Bypass  
PDMS No. 222004

Imperial Cup Corporation  
P.O. Box 345  
Salisbury, Maryland 21801

Dear Sir:

Thank you for your response concerning our Salisbury Bypass planning study. Construction is expected to begin in Fall, 1991 and should last approximately 2 years. We have added your firm to our project mailing list and you will be kept informed of project developments and of future opportunities for involvement. Thank you again for your interest.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE/RES/vlt  
cc: Jim Magill  
Bob Sanders

My telephone number is (301) 333-1104

STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

PROJECT  
DEVELOPMENT  
DIVISION

Contract No. WI 641-101-170  
U.S. Route 50 - Salisbury Bypass  
from U.S. Route 50 west of Salisbury  
to U.S. Route 13 north of Salisbury  
COMBINED LOCATION/DESIGN PUBLIC HEARING  
Thursday, January 7, 1988, 7:00 p.m.  
PDMS No. 222004

MAR 3 9 11 AM '88

NAME \_\_\_\_\_ DATE \_\_\_\_\_

PLEASE PRINT ADDRESS \_\_\_\_\_

CITY/TOWN \_\_\_\_\_ STATE \_\_\_\_\_ ZIP CODE \_\_\_\_\_

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

BEAR020 WI 1 01 P  
ROY V. BEAUCHAMP  
1707 CRAWFORD DRIVE  
SALISBURY MD 21801

BEA 07 R70227N1 03/07/88  
RETURN TO SENDER  
NO FORWARDING ORDER ON FTI  
UNABLE TO FORWARD

CORRECT ADDRESS:

~~BEAR~~  
LEON J. LA CHANCE + ROY V. BEAUCHAMP PARTNERS  
T/A B+L BROILER FARMS  
1707 CRAWFORD DR  
SALISBURY MD 21801

IF YOU ONLY USE ONE NAME IT SHOULD BE EITHER  
LEON LA CHANCE OR B+L BROILER FARMS

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.

96





**Maryland Department of Transportation  
State Highway Administration**

97

Richard H. Traino  
Secretary  
Hal Kassoff  
Administrator

March 22, 1988

RE: Contract No. WI 641-101-170 N  
U.S. Route 50 - Salisbury Bypass  
PDMS No. 222004

Mr. Leon LaChance  
T/A B&L Broiler Farms  
1707 Crawford Drive  
Salisbury, MD 21801

Dear Mr. LaChance:

Thank you for your response concerning our Salisbury Bypass planning study. We have changed our mailing list to read as shown above under your name at B & L Broiler Farms. You will continue to receive notification of project developments and of future opportunities for involvement.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE/RES/vlt

My telephone number is (301) 333-1104

**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

WE11003

96

PROJECT  
DEVELOPMENT  
DIVISION

MAR 10 10 48 AM '88

Contract No. WI 641-101-170  
U.S. Route 50 - Salisbury Bypass  
from U.S. Route 50 west of Salisbury  
to U.S. Route 13 north of Salisbury  
COMBINED LOCATION/DESIGN PUBLIC HEARING  
Thursday, January 7, 1988, 7:00 p.m.  
PDMS No. 222004

NAME MARK E & Paula L. Wright DATE March 5, 1988

PLEASE  
PRINT

ADDRESS 111 LOUISE AVE 546-0369

CITY/TOWN SALISBURY STATE MD ZIP CODE 21801

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

The actual route being considered at this  
time, and the alternate. Thank you.

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

99

Richard H. Traino  
Secretary  
Hal Kassoff  
Administrator

March 22, 1988

RE: Contract No. WI 641-101-170 N  
U.S. Route 50 - Salisbury Bypass  
PDMS No. 222004

Mr. and Mrs. Mark E. Wright  
111 Louise Avenue  
Salisbury, Maryland 21801

Dear Mr. and Mrs. Wright:

Thank you for your response concerning our Salisbury Bypass planning study. At the Location/Design Hearing on January 7, 1988 we presented Alternate 4, as it is shown on the attached map, as our preferred alternate. This alternate is being refined and will be recommended for final design. More detailed mapping is available at our District office located at 660 West Road in Salisbury. If you would like to view this mapping, you may contact that office at 543-6715.

Your name is on our project mailing list and you will be kept informed of project developments and of future opportunities for involvement. Thank you again for your interest.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By:

Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE/RES/vlt  
Attachment

cc: Jim Magill w/incoming  
Bob Sanders w/incoming

My telephone number is (301) 333-1104

**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

PROJECT  
DEVELOPMENT  
DIVISION

MAR 15 10 30 AM '88

Contract No. WI 641-101-170  
U.S. Route 50 - Salisbury Bypass  
from U.S. Route 50 west of Salisbury  
to U.S. Route 13 north of Salisbury  
COMBINED LOCATION/DESIGN PUBLIC HEARING  
Thursday, January 7, 1988, 7:00 p.m.  
PDMS No. 222004

NAME Mrs. Little Mae Whaley DATE 3-10-88

PLEASE  
PRINT

ADDRESS R. 3 Box 165 Mt. Hermon Ch Rd.

CITY/TOWN Salisbury STATE MD ZIP CODE 21801

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

My family and I are opposed to the route  
taking farmland. Our farmland is  
disappearing much too rapidly. I think  
the route closer to Salisbury would be  
much less destructive.

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**

101  
*Bo*  
Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

March 17, 1988

RE: Contract No. WI 641-101-170 N  
U.S. Route 50 - Salisbury  
Bypass  
PDMS No. 222004

Mrs. Lillie Mae Whaley  
Route 3, Box 168  
Mt. Hermon Church Road  
Salisbury, MD 21801

Dear Mrs. Whaley:

Thank you for your comments concerning our Salisbury Bypass planning study. I understand your concerns with Alternate 2 and its impacts to the farmland. This is one of the many reasons Alternate 4 (the route closer to Salisbury) was presented as our preferred alternate at the Location/Design hearing on January 7, 1988.

Your name is on our project mailing list and you will be kept informed of project developments and future opportunities for involvement. Thank you again for your comments and support.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By:

*Robert E. Schneider*  
Robert E. Schneider  
Project Manager

LEH:RES:vlt

cc: Jim Magill w/incoming  
Bob Sanders w/incoming  
Cynthia Simpson w/incoming

My telephone number is (301) 333-1104

102

PROJECT STATE HIGHWAY ADMINISTRATION  
DEVELOPMENT QUESTIONS AND/OR COMMENTS  
DIVISION

MAR 4 3 37 PM '88 Contract No. WI 641-101-170

S. Route 50 - Salisbury Bypass  
from U.S. Route 50 west of Salisbury  
to U.S. Route 13 north of Salisbury  
COMBINED LOCATION/DESIGN PUBLIC HEARING  
Thursday, January 7, 1988, 7:00 p.m.  
PDMS No. 222004

NAME VINCENT & DIANE ADAMEVICH DATE 3-1-88

PLEASE PRINT ADDRESS Rt. 2 Box 104 West Road

CITY/TOWN Salisbury STATE MD ZIP CODE 21801

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

We would just like to say that we are  
wholeheartedly in favor of the Alternative Route  
which is on the south side of Naylor Mill Rd.  
and which joins the existing By-Pass.

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**

*501/03*

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

March 17, 1988

RE: Contract No. WI 641-101-170 N  
U.S. Route 50-Salisbury Bypass  
PDMS No. 222004

Mr. and Mrs. Vincent Adamovich  
Route 2, Box 104  
West Road  
Salisbury, MD 21801

Dear Mr. and Mrs. Adamovich:

Thank you for your interest concerning our Salisbury Bypass planning study. Your comments will be taken into consideration in determining a final alternate.

Your name is on our project mailing list and you will be notified of project developments and future opportunities for involvement. Thank you again for your support.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By:

*Robert E. Schneider*  
Robert E. Schneider  
Project Manager

LEH:RES:vlt  
cc: Jim Magill  
Bob Sanders

My telephone number is (301) 333-1104

104

**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

DEVELOPMENT

Contract No. WI 641-101-1700  
U.S. Route 50 - Salisbury Bypass  
from U.S. Route 50 west of Salisbury  
to U.S. Route 13 north of Salisbury  
COMBINED LOCATION/DESIGN PUBLIC HEARING  
Thursday, January 7, 1988, 7:00 p.m.  
PDMS No. 222004

**NAME** Salisbury Enterprises, Inc. **DATE** March 3, 1988

PLEASE  
PRINT

**ADDRESS** P.O. Box 2736

**CITY/TOWN** College Park **STATE** Maryland **ZIP CODE** 20740

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

We believe that the location farthest north on Route 13 would be a much better traffic route. It would be cheaper to construct and would afford a wider range of development for the entire area.

It is urged that that location be adopted.

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.



Note: Salisbury Enterprises is represented by Mr. Walter L. Green. The letter is on page II-74.

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STATE HIGHWAY ADMINISTRATION

QUESTIONS AND/OR COMMENTS

PROJECT DEVELOPMENT DIVISION

Contract No. WI 641-101-170  
U.S. Route 50 - Salisbury Bypass  
from U.S. Route 50 west of Salisbury  
to U.S. Route 13 north of Salisbury  
COMBINED LOCATION/DESIGN PUBLIC HEARING  
Thursday, January 7, 1988, 7:00 p.m.  
PDMS No. 222004

JAN 7 4 05 PM '88

NAME Walter L. Green DATE March 3, 1988

PLEASE PRINT

ADDRESS P.O. Box 2736

CITY/TOWN College Park STATE Maryland ZIP CODE 20740

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

We believe that the location farthest north on Route 13 would be a much better traffic route. It would be cheaper to construct and would afford a wider range of development for the entire area.

It is urged that that location be adopted.

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**

107 Bob

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

March 17, 1988

RE: Contract No. WI 641-101-170 N  
U.S. Route 50-Salisbury Bypass  
PDMS No. 222004

Mr. Walter L. Green  
Salisbury Enterprises, Inc.  
P.O. Box 2736  
College Park, MD 20740

Dear Mr. Green:


Thank you for your interest concerning our Salisbury Bypass planning study. Your comments will be taken into consideration in determining a final alternate.

Your name is on our project mailing list and you will be notified of project developments and future opportunities for involvement. Thank you again for your support.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By:

  
Robert E. Schneider  
Project Manager

LEH:RES:vlt  
cc: Jim Magill  
Bob Sanders

**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

PROJECT  
DEVELOPMENT  
DIVISION

108

Contract No. WI 641-101-170  
U.S. Route 50 - Salisbury Bypass  
from U.S. Route 50 west of Salisbury  
to U.S. Route 13 north of Salisbury  
COMBINED LOCATION/DESIGN PUBLIC HEARING  
Thursday, January 7, 1988, 7:00 p.m.  
PDMS No. 222004

MAR 7 4 05 PM '88

NAME CHARLES B. BAKER DATE MARCH 2, 1988

PLEASE  
PRINT

ADDRESS ZION ROAD, ROUTE 6, BOX 926

CITY/TOWN SALISBURY STATE MD ZIP CODE 21801

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

I would like to see the U.S. Route 50-Salisbury Bypass connect with the North end of the U.S. 13 Salisbury Bypass and extend west to Route 50 west of Salisbury, as originally planned.

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.

109

*RS*

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator



**Maryland Department of Transportation  
State Highway Administration**

March 17, 1988

RE: Contract No. WI 641-101-170 N  
U.S. Route 50-Salisbury Bypass  
PDMS No. 222004

Mr. Charles B. Baker  
Zion Road, Route 6  
Box 926  
Salisbury, MD 21801

Dear Mr. Baker

Thank you for your interest concerning our Salisbury Bypass planning study. Your comments will be taken into consideration in determining a final alternate.

Your name is on our project mailing list and you will be notified of project developments and future opportunities for involvement. Thank you again for your support.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: *Robert E. Schneider*  
Robert E. Schneider  
Project Manager

LEH:RES:vlt  
cc: Jim Magill  
Bob Sanders

STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

PROJECT  
DEVELOPMENT  
DIVISION

Contract No. WI 641-101-170  
U.S. Route 50 - Salisbury Bypass  
from U.S. Route 50 west of Salisbury  
to U.S. Route 13 north of Salisbury  
COMBINED LOCATION/DESIGN PUBLIC HEARING  
Thursday, January 7, 1988, 7:00 p.m.  
PDMS No. 222004

MAR 9 9 11 AM '88

NAME Charles G. Collier Jr DATE 3/3/88

PLEASE  
PRINT

ADDRESS Rt 6 Box 10 Old Ocean City Rd.

CITY/TOWN Salisbury STATE Md. ZIP CODE 21801

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

I firmly support the PLAN to Construct  
Alternate Route 4, for SHA Project No.  
WI-641-101-170 N, as the Salisbury Rt 13  
bypass.

It will be most beneficial to the Present  
Industrial Park, and will present the  
least amount of disruption to the surrounding  
housing development & farmland north of  
Salisbury.

Charles G. Collier Jr.  
Joan L. Collier

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**

111  
*So*  
Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

March 17, 1988

RE: Contract No. WI 641-101-170 N  
U.S. Route 50-Salisbury Bypass  
PDMS No. 222004

Mr. and Mrs. Charles G. Collier, Jr.  
Route 6, Box 10  
Old Ocean City Road  
Salisbury, MD 21801

Dear Mr. and Mrs. Collier:

Thank you for your interest concerning our Salisbury Bypass planning study. Your comments will be taken into consideration in determining a final alternate.

Your name is on our project mailing list and you will be notified of project developments and future opportunities for involvement. Thank you again for your support.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: *Robert E. Schneider*  
Robert E. Schneider  
Project Manager

LEH:RES:vlt  
cc: Jim Magill  
Bob Sanders

112

PROJECT DEVELOPMENT DIVISION

STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

MAR 4 3 38 PM '88

Contract No. WI 641-101-170 U.S. Route 50 - Salisbury Bypass from U.S. Route 50 west of Salisbury to U.S. Route 13 north of Salisbury COMBINED LOCATION/DESIGN PUBLIC HEARING Thursday, January 7, 1988, 7:00 p.m. PDMS No. 222004

NAME ANTHONY SARBANES DATE 3-2-88

PLEASE PRINT ADDRESS RT 11 BOX 554

CITY/TOWN SALISBURY STATE MD ZIP CODE 21801

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

I support the proposal recommended at the January 7, 1988 public hearing that would go through the Northwood Industrial Park and join with the present loop located south of the Howard Johnson's Restaurant.

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**

113  
*Bob*

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

March 17, 1988

RE: Contract No. WI 641-101-170 N  
U.S. Route 50 - Salisbury Bypass  
PDMS No. 222004

Mr. Anthony Sarbanes  
Route II, Box 554  
Salisbury, MD 21801

Dear Mr. Sarbanes:

Thank you for your comments concerning our Salisbury Bypass planning study. We are still showing Alternate 4 as our preferred alternate. Your name is on our project mailing list and you will continue to receive information on project developments and future opportunities for involvement. Thank you again for your support.

Very truly yours,

Louis H. Ege, Jr,  
Deputy Director  
Project Development Division

By: *Robert E. Schneider*  
Robert E. Schneider  
Project Manager

LEH/RES/vlt  
cc: Jim Magill  
Bob Sanders

My telephone number is (301) 333-1104

114

**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

PROJECT  
DEVELOPMENT  
DIVISION

4 3 38 PM '88

Contract No. WI 641-101-170  
U.S. Route 50 - Salisbury Bypass  
from U.S. Route 50 west of Salisbury  
to U.S. Route 13 north of Salisbury  
COMBINED LOCATION/DESIGN PUBLIC HEARING  
Thursday, January 7, 1988, 7:00 p.m.  
PDMS No. 222004

NAME Delmarva Oil - Motor Fuels Dept. DATE 3/2/88

PLEASE PRINT ADDRESS P.O. Box 303

CITY/TOWN Salisbury STATE Md. ZIP CODE 21801

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

~~Please add our name to the mailing list.~~

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.

115  
Bou



**Maryland Department of Transportation**  
**State Highway Administration**

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

March 17, 1988

RE: Contract No. WI 641-101-170 N  
U.S. Route 50 - Salisbury  
Bypass  
PDMS No. 222004

Delmarva Oil  
Motor Fuels Department  
P.O. Box 303  
Salisbury, MD 21801

Dear Sir:

Thank you for your response concerning our U.S. Route 50 - Salisbury Bypass planning study. Your office is on our project mailing list and you will be notified of project developments and of future opportunities for involvement. Thank you for your interest.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LEH:RES:vlt  
cc: Jim Magill  
Bob Sanders

My telephone number is (301) 333-1104

116

PROJECT DEVELOPMENT DIVISION

STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

MAR 4 3 22 PM '88

Contract No. WI 641-101-170 U.S. Route 50 - Salisbury Bypass from U.S. Route 50 west of Salisbury to U.S. Route 13 north of Salisbury COMBINED LOCATION/DESIGN PUBLIC HEARING Thursday, January 7, 1988, 7:00 p.m. PDMS No. 222004

NAME HENRY HANNA DATE MARCH 1 88

PLEASE PRINT ADDRESS P.O. BOX 228

CITY/TOWN SALISBURY STATE MD ZIP CODE 21801

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

PLEASE MAKE A FIRM DECISION ON THE LOCATION AND PROCEED TO BUILD AS SOON AS POSSIBLE.

THANK YOU Henry Hanna

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*

117

Richard H. Trainor  
Secretary

Hal Kassoff  
Administrator

March 29, 1988

RE: Contract No. WI 641-101-170 N  
U.S. Route 50- Salisbury Bypass  
PDMS. No. 222004

Mr. Henry Hanna  
P.O. Box 228  
Salisbury, Maryland 21801

Dear Mr. Hanna:

Thank you for your interest concerning our Salisbury Bypass planning study. Alternate 4, presented at the Location/Design Hearing as our preferred alternate, is being refined and will be recommended for final design. This project is included in our current construction program. If this project is accelerated, for which there has been some support, construction could conceivably begin in early 1992.

Your name is on our project mailing list and you will be notified of project developments and future opportunities for involvement. Thank you again for your support.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By:

Robert E. Schneider  
Robert E. Schneider  
Project Manager

LEH:RES:vw

cc: Jim Magill w/incoming  
Bob Sanders w/incoming

My telephone number is (301) 333-1104

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

118

3-7-82

COMMITTEES  
 ARMED SERVICES  
 SEAPOWER AND STRATEGIC AND  
 CRITICAL MATERIALS  
 PROCUREMENT AND  
 MILITARY NUCLEAR SYSTEMS  
 —————  
 MERCHANT MARINE AND  
 FISHERIES  
 FISHERIES AND WILDLIFE  
 MERCHANT MARINE  
 —————  
 TOM PAPPAS  
 ADMINISTRATIVE ASSISTANT

MARCH 11 1982  
 STATE HIGHWAY ADMINISTRATION



DISTRICT OFFICES:  
 ONE PLAZA EAST  
 SALISBURY MARYLAND 218  
 (301) 742-9070  
 20 WEST BEL AIR AVE.  
 ABERDEEN, MARYLAND 210  
 (301) 272-7070  
 WALDORF FIVE CENTER  
 SUITE 105, ROUTE 5  
 P.O. BOX 742  
 WALDORF, MARYLAND 206  
 (301) 645-4844

*Congress of the United States*

**CONGRESSMAN ROY DYSON**

224 CANNON HOUSE OFFICE BUILDING, WASHINGTON, D.C. 20515 (202) 225-5311

March 7, 1988

Mr. Hal Kassoff  
 State Highway Administrator  
 707 N. Calvert St.  
 Baltimore, MD 21202

**RECEIVED**

C-46  
 MAR 11 1988

#380

DIRECTOR, STATE OF  
 PLANNING & PRELIMINARY ENGINEERING

Re: W. Thomas Hershey

Dear Mr. Kassoff:

I am writing on behalf of the above referenced constituent who has requested my assistance. Enclosed is a letter which further explains the problem.

I would very much appreciate your prompt consideration of this matter. Please direct any questions or correspondence to my district office in Salisbury.

Thank you for your assistance.

Sincerely,

ROY DYSON  
 Member of Congress

RD:db

119

Rt. 11, Box 550  
Salisbury, MD 21801

Phone: Home-749-5611  
Work-742-5255

March 1, 1988

The Honorable Roy P. Dyson  
c/o One Plaza East  
Salisbury, MD 21801

Re: Wicomico County, Maryland - State Highway - Arby's

Dear Congressman Dyson:

I am part of an organization that for a number of years has run Arby's Roast Beef Restaurants, both in Maryland as well as out of state. I was recently encouraged to build an Arby's Roast Beef Restaurant North of Salisbury along U. S. Rt. 13. After completing the project, it has come to my attention that the State of Maryland and the Federal Government are contemplating changing the State Highway System to accommodate a mall directly across the street from our subject property. Apparently, at this stage, there is a lot of varying proposals promulgated by both State and Federal Government agencies.

Without even considering the personal adverse effect that it would have on a number of businesses on our side of the street, I have just seen the most recent proposal by the developer and possibly the State Highway Administration. In essence, there may conceivably be a purposeful denial of access, which already exists across the street, to create the right for the Federal and/or State Government to condemn property to the North. This proposal would end up costing the Federal and State Government approximately four to five times the cost, i.e. \$2,000,000 vs. \$8,500,000. It appears that almost every week we have been advised that there has been another change of plans, which in the past have included running a bypass right through our restaurant, proposing a cloverleaf, denying us access, only giving us access through a service road, etc. Although this is in the planning stage, there has been a lot of pressure to try to conclude it in the immediate future.

120  
The Honorable Roy P. Dyson  
March 1, 1988  
Page 2

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I realize you are extremely busy, but I would certainly appreciate any assistance you can render, or a call from one of your representatives, at the earliest opportunity. There are a number of businesses affected by this decision, and I am speaking for the others also, not just myself.

Very truly yours,

*W. Thomas Hershey*

W. Thomas Hershey

WTH



121

PROJECT  
DEVELOPMENT  
DIVISION

MAR 30 1988

MAR 31 10 04 AM '88

The Honorable Roy Dyson  
Member, United States Congress  
One Plaza East  
Salisbury, Maryland 21801

Dear Congressman Dyson:

Thank you for your March 7th letter written on behalf of Mr. W. Thomas Hershey of Arby's Restaurants.

The situation that Mr. Hershey described came about because the existing access to the new shopping mall site is within 650 feet of the existing ramp from the Salisbury Bypass to US 13 north. Traffic projections show that if access to a major shopping mall were allowed at that location, it would create an unsafe and congested situation. For this reason, the State Highway Administration is meeting with representatives from Wicomico County, the City of Salisbury, and the developer of the shopping mall to design a safe access between US 13 and the proposed city road around the mall.

The alternative which we feel most effectively addresses the traffic needs of the area does impact the property of the new Arby's Restaurant. We have made every effort to minimize the damages to the restaurant. We are discussing this with Mr. Hershey and will continue to try to minimize the impacts to his restaurant.

Please feel free to contact me if you have any additional questions regarding this matter.

Sincerely,

ORIGINAL SIGNED BY  
HAL KASSOFF  
Hal Kassoff  
Administrator

HK:bh

bcc: Mr. James W. Magill (w/incoming)  
Mr. Neil J. Pedersen "  
Mr. Louis H. Ege, Jr. "  
Mr. Robert Sanders

Prepared by: Harriet Kramer, Proj. Dev. Div., 333-1104,  
3/23/88

STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

PROJECT  
DEVELOPMENT  
DIVISION

Contract No. WI 641-101-170  
U.S. Route 50 - Salisbury Bypass  
from U.S. Route 50 west of Salisbury  
to U.S. Route 13 north of Salisbury  
COMBINED LOCATION/DESIGN PUBLIC HEARING  
Thursday, January 7, 1988, 7:00 p.m.  
PDMS No. 222004

MAR 10 10 48 AM '88

NAME CHARLES E. KEMP DATE 3/7/88  
DELMARVA OIL

PLEASE  
PRINT

ADDRESS UNIT A-204, 231 CANAL PARK DR

CITY/TOWN SALISBURY STATE MD ZIP CODE 21801

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

STARTING DATE

COMPLETION

INTERCHANGES

ETC

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**

123  
Bot

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

March 25, 1988

RE: Contract No. WI. 641-101-170 N  
U.S. Route 50- Salisbury Bypass  
PDMS No. 222004

Mr. Charles E. Kemp  
Delmarva Oil  
Unit A-204  
231 Canal Park Drive  
Salisbury, Maryland 21801

Dear Mr. Kemp:


Thank you for your response to our Salisbury Bypass planning study. Construction is expected to begin in Fall 1991 and should last approximately 2 years. Our preferred alternate is shown as Alternate 4 on the attached map. A partial diamond interchange is proposed at Naylor Mill Road and the interchange at U.S. Route 13 will be completed providing all missing movements. A possible diamond interchange was considered at Jersey Road but is not being recommended at this time.

Your name has been added to our project mailing list and you will be notified of project developments and future opportunities for involvement. Thank you again for your interest.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By:

  
Robert E. Schneider  
Project Manager

LHE:RES:vw  
Attachment

cc: Mr. Jim Magill w/incoming  
Mr. Bob Sanders w/incoming

My telephone number is (301) 333-1104

124

STATE HIGHWAY ADMINISTRATION  
PROJECT QUESTIONS AND/O. COMMENTS  
DEVELOPMENT

DIVISION Contract No. WI 641-101-170  
U.S. Route 50 - Salisbury Bypass  
JAN 26 10 42 AM '88 U.S. Route 50 west of Salisbury  
To U.S. Route 13 north of Salisbury  
PDMS No. 222004

ALTERNATES PUBLIC MEETING  
Wednesday, January 14, 1987, 7:30 p.m.

NAME TONI G. DUNCAN - HERITAGE OUTDOOR DATE 1-12-88

PLEASE  
PRINT

ADDRESS P.O. Box 487

CITY/TOWN SALISBURY STATE MD ZIP CODE 21801

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

ORDINANCES REGARDING OUTDOOR ADVERTISING

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**

125

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

March 25, 1988

RE: Contract No. WI 641-101-170 N  
U.S. Route 50- Salisbury bypass  
PDMS No. 222004

Mr. Toni G. Duncan  
Heritage Outdoor  
P.O. Box 987  
Salisbury, Maryland 21801

Dear Mr. Duncan

Thank you for your response to our Salisbury Bypass planning study. Ordinances regarding outdoor advertising are not under jurisdiction of our office. I suggest addressing your questions to Wicomico County officials.

Your name has been added to our project mailing list and you will be kept informed of project developments and of opportunities for involvement. Thank you for your interest.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By:

  
Robert E. Schneider  
Project Manager

LHE:RES:vw

cc: Mr. Jim Magill  
Mr. Jon Willis  
Mr. Bob Sanders

My telephone number is (301) 333-1104

**EXXON** COMPANY, U.S.A.

POST OFFICE BOX 1288 • BALTIMORE, MD. 21203-1288

PROJECT  
DEVELOPMENT  
DIVISION

MAR 15 2 40 PM '88

MARKETING DEPARTMENT  
RETAIL BUSINESS  
REAL ESTATE AND ENGINEERING

March 11, 1988

Mr. Neil J. Pedersen  
Director of Planning and  
Preliminary Engineering  
State Highway Administration  
P. O. Box 717  
Baltimore, MD 21203

RECEIVED

#393  
MAR 15 1988

DIRECTOR, OFFICE OF  
PLANNING & PROJECT DEVELOPMENT

Dear Mr. Pedersen:

I am writing to you concerning the roadway entrance plans for "The Center at Salisbury" Shopping Mall which is being developed by Pietrie Dierman and Partners. This Mall will be located at the intersection of Route 13 and the Route 13 By-Pass. Exxon has a retail outlet, on Route 13, that is in front of the shopping mall area.

In July of 1987, Pietrie Dierman & Partners, through their representative Mr. Raymond J. Podlasek, sent us a proposal (copy attached) asking Exxon to give up the southern ingress drive to our property on Route 13 so that they could place their mall entrance through our driveway entrance on Route 13. In consideration for this, they offered to let us have a drive cut some 120 feet back from the roadway at the end of an entrance divider strip. This proposal was reviewed by our District Manager and was found unacceptable because Exxon customers would lose direct ingress access from Route 13 thereby creating an adverse economic impact on this outlet operated by our retailer, Mr. Robert P. Sims. I subsequently advised Mr. Podlasek of our decision not to accept this proposal.

Our dealer, Mr. Sims, contacted me today and advised me that he had learned that there were considerations underway to have a multi million dollar "flyover" road ramp that would bridge over Route 13 and ramp down to grade level into the new mall. This "flyover", if constructed, would potentially put Howard Johnsons, Arby's and our Exxon Servicenter out of business.

The purpose of this correspondence is to request information on the status of the above mentioned development and, most importantly, to advise you that Exxon has available land, behind our service station, that could possibly be used for part of a roadway into the mall if an entrance way, to the mall, was constructed to the north of our Exxon property on Route 13.

This could save the State of Maryland, the City of Salisbury and the developers several millions of dollars and accomplish the same result as the contemplated "flyover".

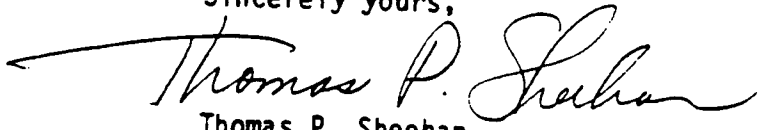
Mr. Neil J. Pedersen

- 2 -

March 11, 1988

I would appreciate a response to this inquiry and to my proposal for using our property as suggested. Thank you for your cooperation.

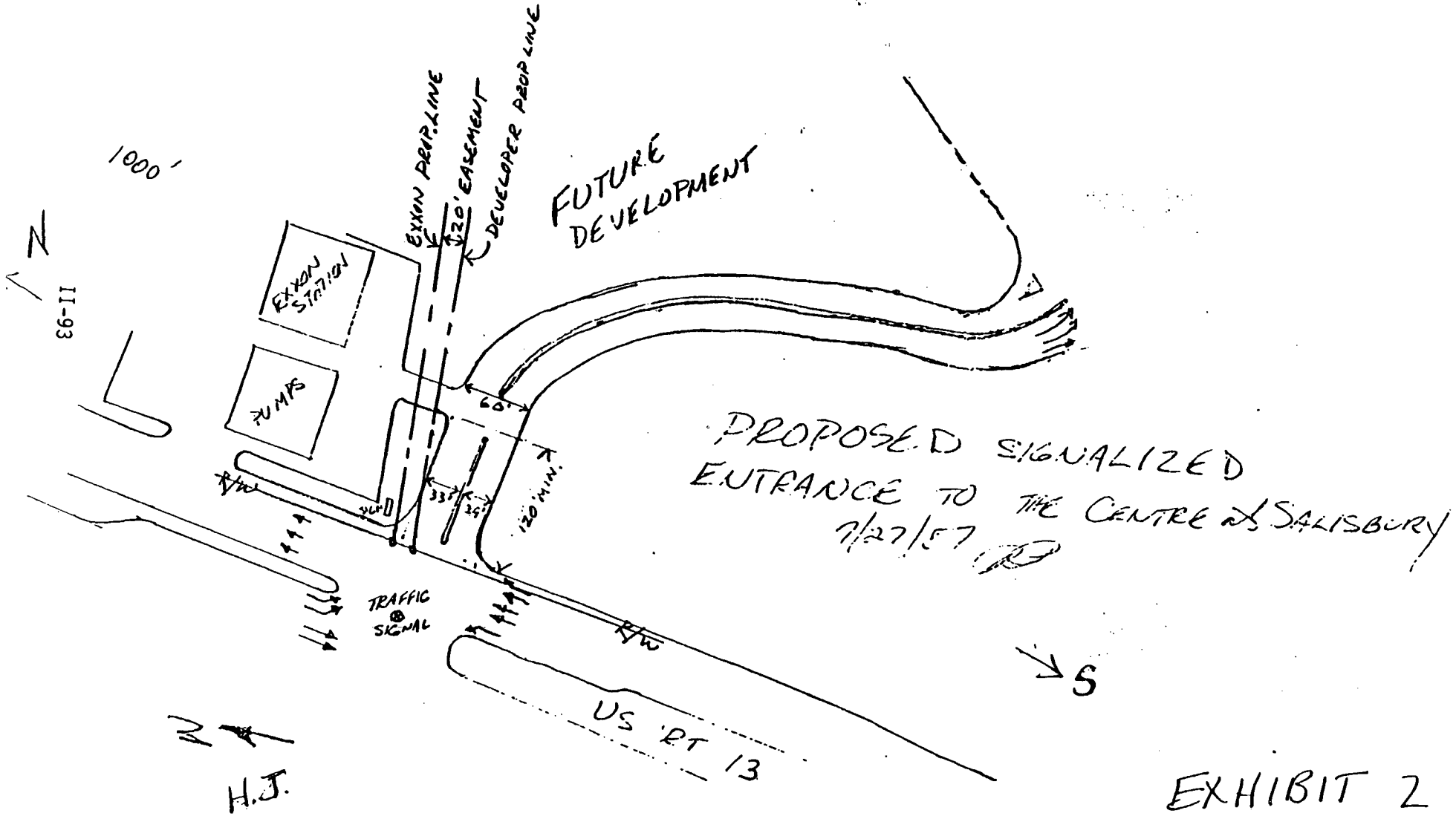
Sincerely yours,



Thomas P. Sheehan  
Exxon Real Estate Representative

TPS:vb

Attachment





129  
206



**Maryland Department of Transportation  
State Highway Administration**

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

March 30, 1988

Mr. Thomas P. Sheehan  
Exxon Real Estate Representative  
Exxon Company, USA  
P.O. Box 1288  
Baltimore, Maryland 21203

Dear Mr. Sheehan:

I am writing in response to your March 11, 1988 letter. We are currently working with representatives from the developer of the Centre at Salisbury, the City of Salisbury, and Wicomico County to develop a safe connection between U.S. Route 13 and the City ring road proposed around the shopping mall. While Howard Johnsons and Arby's may be affected by the ramp bridging over U.S. Route 13 the Exxon Servicenter should remain as it is today. A decision has not been made on the design of this access; however, one is expected in the near future.

I appreciate you informing me of the excess land available behind your service station. We will investigate an alternate that leaves U.S. Route 13 north of your property and passes behind the service station. This information will be considered in making our final recommendation. Thank you again for your comments and suggestions.

Very truly yours,

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

NJP/ih

cc: Mr. Louis H. Ege, Jr. w/incoming  
Mr. James Magill "  
Mr. Jonathan Willis "  
Mr. Robert Sanders "

My telephone number is (301) 333-1110

PROJECT  
DEVELOPMENT  
DIVISION

STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

130

JAN 26 10 32 AM '88

Contract No. WI 641-101-170  
U.S. Route 50 - Salisbury Bypass  
from U.S. Route 50 west of Salisbury  
to U.S. Route 13 north of Salisbury  
COMBINED LOCATION/DESIGN PUBLIC HEARING  
Thursday, January 7, 1988, 7:00 p.m.  
PDMS No. 222004

NAME Christopher E. Mills DATE 1/7/88

PLEASE PRINT ADDRESS Rt 11 Box 727 W. Zion Rd.

CITY/TOWN Salisbury STATE MD ZIP CODE 21801

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

For the record, let it be known that I Christopher E Mills, my wife Diana E. Mills and my daughter Krista A. Mills strongly oppose Alternate #4 option 1. Two meetings ago I stated that I was concerned with the noise pollution and the culdesac where the proposed Alt 4 would bridge over West Zion Rd. via the 13 bypass. At the last meeting I was alarmed that my property was now engulfed by the revised Alt 4 ramp. This is very upsetting to my wife Diana, my daughter Krista and myself.

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.

STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

Contract No. WI 641-101-170  
U.S. Route 50 - Salisbury Bypass  
from U.S. Route 50 west of Salisbury  
to U.S. Route 13 north of Salisbury  
COMBINED LOCATION/DESIGN PUBLIC HEARING  
Thursday, January 7, 1988, 7:00 p.m.  
PDMS No. 222004

NAME Mr. & Mrs. Christopher E. Mills DATE 3-14-88

PLEASE PRINT ADDRESS West Zion Rd. Rt. 11 Box 727

CITY/TOWN Salisbury STATE Md. ZIP CODE 21801

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

We are opposed to the U.S. Rt. <sup>Rt. 50</sup> N. bypass. Prior to the last meeting the bypass right of way was shown to run approx. 300 ft. South of our property. The last meeting revealed a revision and the repositioning of the Rt. 50 N. bypass as it bridges over West Zion Rd. which would engulf my/our home and business. Some concerns are: 1) That a special zoning exception be granted so that a residential home can be built on Industrial property as an accessory to the shop (which I need to expand, pending the outcome of the alternate chosen) which has already been granted.

2) The availability of Natural Gas hookup.

3) The vicinity of Rt. 13 business bi-pass, Rt. 50 and my material suppliers who are Lowes, Adkins and Moores.

4) The discription of showing the spec home and <sup>2 car</sup> garage to potential home buyers.

5) The increased present & future property value from all the new businesses in the fastest growing part of Salisbury.

Sincerely, Ch. Mills and Wanda Mills

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*

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

March 25, 1988

RE: Contract No. WI. 641-101-170 N  
U.S. Route 50- Salisbury Bypass  
PDMS No. 222004

Mr. and Mrs. Christopher E. Mills  
Route 11, Box 727 W. Zion Road  
Salisbury, Maryland 21801

Dear Mr. Mills:

Thank you for your comments of January 7 and March 14, 1988 regarding our Salisbury Bypass planning study. I understand your concerns regarding the impacts of Alternate 4 to your property. Your comments will be taken into consideration when selecting an alternate for final design.

The shift in the alignment in the vicinity of West Zion Road was made to minimize impacts to the homes and businesses on West Zion Road, Allen Drive, Leonard Lane, and Northwood Drive. Unfortunately we are unable to avoid all of the improved properties.

Although West Zion Road would be cul-de-sacked where the bypass crosses it, a frontage road would be provided north of the bypass between Northwood Drive and West Zion Road. This would allow vehicles to continue to have access to both sides of the bypass. Additionally, detailed noise analyses were conducted at twenty sites including a residence on Allen Drive. The noise levels at this area would not exceed the noise abatement criteria under the build alternate. These results are summarized in the Draft Environmental Impact Statement available for review at the Government Office Building and the local library, both on Division Street, and at our District Office on West Road.

My telephone number is (301) 333-1104

Mr. and Mrs. Christopher E. Mills  
March 25, 1988  
Page 2

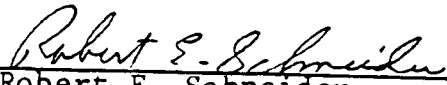
Finally, if Alternate 4 is selected, representatives from our District Right-of-Way Office will contact you concerning the impacts to your property. If you have any questions regarding this matter you may call Mr. Jon Willis, Chief of our District Right-of-Way Office at 543-6555.

Thank you again for your comments. Your name is on our project mailing list and you will continue to receive notification of project developments and of future opportunities for involvement.

Very truly yours,

Louis H. Ege, Jr.,  
Deputy Director  
Project Development Division

By:

  
Robert E. Schneider  
Project Manager

LHE:RES:vw

cc: Mr. James W. Magill w/incoming  
Mr. Jon Willis w/incoming  
Mr. Bob Sanders w/incoming

PAUL S. SARBANES  
MARYLAND

United States Senate  
WASHINGTON, DC 20510

23 MAR 23 10: 42

STATE HWY ADA

134

March 22, 1988

Hal Kassoff  
Administrator  
Maryland State Highway  
Administration  
707 North Calvert Street  
Baltimore, Maryland 21202

RECEIVED  
C-121  
MAR 23 1988  
#438  
DIRECTOR'S OFFICE  
PLANNING & PRELIMINARY ENGINEERING

Dear Hal:

Enclosed is a copy of correspondence I received from Mr. W. Thomas Hershey. The letter raises some serious concerns regarding the proposed changes to Route 13. I would greatly appreciate it if you would carefully review this matter and provide me with an appropriate response.

In the meantime, please do not hesitate to contact me if I may be of any further assistance.

With best regards,

Sincerely,



Paul S. Sarbanes  
United States Senator

PSS/csg

135

~~Rt. 11, Box 550  
Salisbury, MD 21801~~

Phone: Home-749-5611  
Work-742-5255

March 1, 1988

The Honorable Paul S. Sarbanes  
2327 Dirkson Senate Office Building  
Washington, D. C. 20510

Re: Wicomico County, Maryland, - State Highway - Arby's

Dear Paul:

I am part of an organization that for a number of years has run Arby's Roast Beef Restaurants, both in Maryland as well as out of state. I was recently encouraged to build an Arby's Roast Beef Restaurant North of Salisbury along U. S. Rt. 13. After completing the project, it has come to my attention that the State of Maryland and the Federal Government are contemplating changing the State Highway System to accommodate a mall directly across the street from our subject property. Apparently, at this stage, there is a lot of varying proposals promulgated by both State and Federal Government agencies.

Without even considering the personal adverse effect that it would have on a number of businesses on our side of the street, I have just seen the most recent proposal by the developer and possibly the State Highway Administration. In essence, there may conceivably be a purposeful denial of access, which already exists across the street, to create the right for the Federal and/or State Government to condemn property to the North. This proposal would end up costing the Federal and State Government approximately four to five times the cost, i.e. \$2,000,000 vs. \$8,500,000. It appears that almost every week we have been advised that there has been another change of plans, which in the past have included running a bypass right through our restaurant, proposing a cloverleaf, denying us access, only giving us access through a service road, etc. Although this is in the planning stage, there has been a lot of pressure to try to conclude it in the immediate future.

134  
The Honorable Paul S. Sarbanes  
2327 Dirksen Senate Office Building  
Washington, D.C. 20510

I realize you are extremely busy, but I would certainly appreciate any assistance you can render, or a call from one of your representatives, at the earliest opportunity. There are a number of businesses affected by this decision, and I am speaking for the others also, not just myself.

Very truly yours,

*W. Thomas Hershey*

W. Thomas Hershey

WTH



APR 13 1988

PROJECT  
DEVELOPMENT  
DIVISION

APR 14 7 35 AM '88

137

The Honorable Paul S. Sarbanes  
United States Senate  
2327 Dirksen Senate Office Building  
Washington, D.C. 20510

Dear Senator Sarbanes:

Thank you for your March 22nd letter on behalf of Mr. W. Thomas Hershey. My staff and I had the opportunity to meet with Mr. Hershey on Wednesday, April 6th to discuss the proposed improvements and the resulting impacts to his Arby's restaurant.

As we explained to Mr. Hershey, the proposed ramp is necessary due to the location of the existing access to the shopping center from U.S. Route 13. This access point is located at the end of the ramp from the Salisbury Bypass to northbound U.S. Route 13. If an at-grade intersection were opened at the existing access point, it would result in an unsafe condition with poor operating characteristics.

For these reasons, State Highway Administration staff has investigated several other access options to develop a safe connection between U.S. Route 13 and the City ring road proposed around the shopping mall. The most preferable of these options is the construction of a ramp through part of the Arby's property that would bridge over U.S. Route 13 and tie into the ring road.

Throughout all stages of these designs, we have made every attempt to minimize the damages to Mr. Hershey's restaurant. In addition, I explained to Mr. Hershey that we would entertain a formal request to buy-out the entire property. I expect him to contact me by the end of the month with a decision.

Thank you for your letter. Please feel free to contact me if you have any further questions or comments.

Sincerely,

ORIGINAL SIGNED BY:  
HAL KASSOFF

Hal Kassoff  
Administrator

HE 12

cc: Mr. Jim Magill  
Mr. Neil C. Pedersen  
~~Mr. Louis H. Ege, Jr.~~  
Mr. Bob Douglass

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# Coastal-Water Systems, Inc.

WELL DRILLING & PUMP SPECIALISTS  
P.O. BOX 2693 SALISBURY, MARYLAND 21801  
(301) 742-0033

January 20, 1988

PROJECT  
DEVELOPMENT  
DIVISION  
JAN 28 9 53 AM '88

State Highway Administration  
Project Development Division  
P.O. Box 717  
Baltimore, Maryland 21203

Attn: Mr. Bob Schneider

Re: Salisbury By-pass Route 50  
Alternate #4 as it pertains to  
Allen Drive Lots #3-4-5-6  
Leonard Farm Plat (Allen Dr.)  
W. Gregory Fries, owner

Dear Sir:

According to the right of way maps displayed on the walls at Parkside High School January 8, 1988, and with further review of these maps at the Department of Transportation office on West Road in Salisbury, my property on Allen Drive will be greatly affected by the route chosen for Alternate #4.

For the record, I wholeheartedly support Alternate #4 as the route that will best serve this community and the traveler as well.

The right-of-way will take the entire front right corner of my property. While this is space greatly needed by my tenants for parking, the effects are far greater.

The property in question houses two businesses, Atec Inc. (north side of property) and Coastal Water Systems Inc. Both these businesses require ample parking for their employees as well as for their equipment.

I own the business of Coastal Water Systems Inc. This Company, plus Atec, rent the buildings. The two rentals equal my mortgage payment to the bank. This is a critical point for this letter.

With the road now going north of the property, we will be annexed into the City limits of Salisbury. Neither one of us can afford the increase in corporate taxes or the addition of taxes on our equipment and inventories. I built the buildings for each according to their specs. We both needed access to the highway, but had to be outside City limits for tax purposes. The drilling equipment is large and expensive, and to include these along with inventories into a City tax rate would be an economic burden we can't afford.

My tenant has informed me that if the road does in fact go where it appears, they will not renew their lease in 1990. These are the only tenants I have ever had, as the

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# Coastal-Water Systems, Inc.

WELL DRILLING & PUMP SPECIALISTS  
P.O. BOX 2693 SALISBURY, MARYLAND 21801  
(301) 742-0033

building was built for them and to their specs in 1978. With the loss of their parking and the inclusion into the City, they will go elsewhere. They further feel it will isolate them without easy access to the highway.

I cannot afford this loss since their rent is absolutely essential to meet my mortgage payment. The entire property is one loan package.

It also will be very difficult to find another tenant, and could take years before one is found. I know this to be true for two reasons: first, there is already an excess of similar buildings in the immediate area. Some have gone 4 - 5 years vacant; secondly, only a certain type of business would occupy an office/warehouse building as this, and they would have the same complaints.

I cannot meet my payments to the bank if this would happen. After only two - three months the bank would foreclose. To loose one rent would mean the loss of the entire property because the note is consolidated for both. I cannot risk this position which will assuredly occur, nor should I be put in the position to face such a predicament.

While this in itself is the most drastic and absolute hardship I face, there are several other factors which will cause me damage.

I must return to my shop to fill our water trucks used for water well drilling. The State of Maryland requires our drilling water to be from an approved source such as my shop well. (With large submersible for fast fillup).

This new road location creates two different problems. First, once in City limits, I will be forced to use City water that will be available. Since I use 850,000 - 1,200,000 gallons per year for my operation, the charge for the useage would be prohibitive. (A Company nearby in the City limits was given an exemption to use their own well for water used during cooling at about the same quantities, however, the permit cost them \$7,500.00 and was good for only 5 years). Secondly, with the northern access to West Zion Road being cut off and our boom trucks not being able even now to make a right hand turn onto West Zion Road from the southbound lane of Route #13, we would be forced to literally drive in circles to get in and out of our property. This takes time which is extremely short during our rush season and this means loss production and loss of revenue. (See #1 of diagram/page)

I have been told by several Realtors that the isolation facing my land will make it much less desirable on the market, thus the value of the property would decrease. I do know that I would be the only commercial property affected in this manner, and also feel this would lower my land's value to any business if I tried to sell.



# Coastal-Water Systems, Inc.

WELL DRILLING & PUMP SPECIALISTS  
P.O. BOX 2693 SALISBURY, MARYLAND 21801  
(301) 742-0033

Finally, after viewing the maps it is very noticeable that the road has gone out of its way to avoid my property. The "Bend" in the highway is obvious, and I question the cost and purpose of such a route.

The shortest distance and thus overall cost of the highway to the taxpayer has to be in a straighter course. Certainly such costs would be substantially higher than acquiring my property. (#2 of diagram page) This needless curve requires another curve from the existing by-pass in order to make it work.

I am not only unopposed to acquisition, but under the circumstances, as stated above, would welcome it. I don't think I should have to suffer any financial hardship or incur any inconvenience to my business when acquisition and straightening the road makes the most sense to both the State and me from all points.

While I wasn't looking to relocate, the loss of revenue which will result from the proposed route at this location and the expense to the State to avoid my property, point to the acquisition as being the right thing to do.

If for some reason the engineers still feel the "Bend" is the way the road has to be constructed then I ask my land be acquired nethertheless. According to page #7 of the pamphlet Your Hand and Your Highways - Your Rights & Benefits it states that "If your property is affected by a new highway....., you will be contacted.....in order that the steps of acquisition be accomplished".

I will be affected greatly both financially and operationally. This affect will be major as to my inability to meet by debt service.

I realize that the survey felt it was actually doing me a favor by just skirting my property. Ordinarily this would be the case. But these factors I present here, obviously could not have been known, and therefore negate the intent of the attempt to avoid my property.

In the overall scope of the project, my piece of land and the problems I have mentioned are small. However, to me they are huge and present a major financial hardship.

Realizing that there isn't one benefit I would derive from this, nor one thing that would be left the same, and being unable to absorb these immediate losses, I respectfully insist my land be acquired and I be allowed to relocate elsewhere in the county.

I do not look to gain financially at the expense of the State or taxpayers, but neither too should the State achieve it's goals at my expense, especially when there is such an easy alternative.

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# Coastal-Water Systems, Inc.

WELL DRILLING & PUMP SPECIALISTS  
P.O. BOX 2693 SALISBURY, MARYLAND 21801  
(301) 742-0033

4

I believe in this project and support Atlernate #4 fully. I also believe the rights of individuals have to be maintained when striving to uphold the wishes of the majority. The State of Maryland has always been fair to me in the past with any business dealings and I would expect the same to continue in this matter.

In conclusion, on January 18, I spoke with Mr. Jonathan Willis, Right-of-Way District Chief about these same matters herein presented at the D.O.T. offices on West Road. He suggested I direct my views directly to you in writing after hearing me verbally express them.

I look forward to having this matter resolved as soon as possible, and offer my cooperation toward its completion.

Sincerely,

W. Gregory Fries,  
President, Coastal Water Systems, Inc.

c.c. Mr. Jonathan G. Willis

P.S. See attached sheet

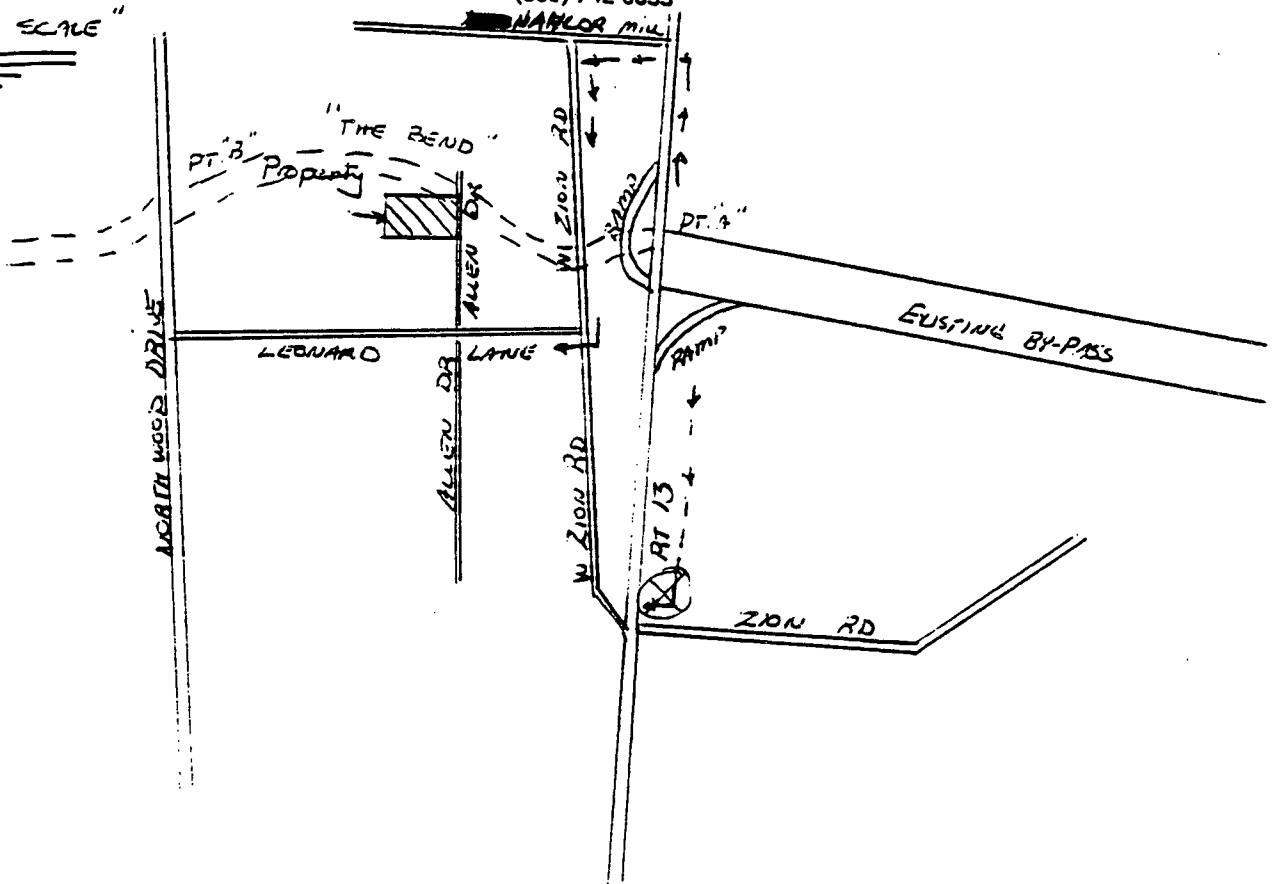
WGF/nh



# Coastal-Water Systems, Inc.

WELL DRILLING & PUMP SPECIALISTS  
 P.O. BOX 2693 SALISBURY, MARYLAND 21801  
 (301) 742-0033

"NOT TO SCALE"



I. OUR BOOM TRUCKS CANNOT MAKE THE RT. HAND TURN ON WEST ZION RD FROM THE SOUTH BOUND LANE OF RT 13 WE MUST NOW ENTER FROM NAYLOR MILL TO THE NORTH, BUT THE NEW ROAD WILL CUT W. ZION RD FROM BEING A THRU STREET, AND MY ENTRANCE FROM EITHER RT 13 N OR FROM THE BY PASS WILL BE NEGATED.

II

THE "BEND" (PT. 4 - PT. 3) WILL BE PLACED IN ORDER TO MISS MY PROPERTY. (NOT COST EFFECTIVE OR SENSIBLE)



# Coastal-Water Systems, Inc.

WELL DRILLING & PUMP SPECIALISTS  
P.O. BOX 2693 SALISBURY, MARYLAND 21801  
(301) 742-0033

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## SUMMARY OF COMPLAINT

1. Incorporated into City Limits
  - A. Tax increase - Corporation
  - B. Inventory tax
  - C. Hook-up to city water
    - (1) Prohibitive rates for water (approximately 750,000 to 1,000,000 gallons per year.
  
11. Tenant Loss
  - A. Will not renew lease if road goes as shown.
  - B. Excess of similar buildings in area.
    - (1) Replacement tenant very unlikely
    - (2) Revenue loss immediate
      - a. Rent necessary to meet mortgage.
  - C. Foreclosure - loss of entire property which also means loss of my building and my business.
  
111. Property Devaluation
  - A. Isolation of similar properties has resulted in lower value of property.
  - B. Resale - difficult and under value.
  - C. Even if can find tenant - lower rent would still force foreclosure since present rent just meets mortgage note.
  
- 1V. Access to Property Difficult
  - A. Unable to make 180 turn from Route 13 (S) onto West Zion Road.
  - B. Would force crews to drive out of way to get back.
    - (1) Time loss = \$ loss daily (2-3 times) for load of water.
  
- V. Loss of Parking
  - A. If the right-of-way does take off the right front corner as indicated I will lose the parking required by the tenant. The rest of the area is a driveway.

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Maryland Department of Transportation  
State Highway Administration

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

March 25, 1988

RE: Contract No. WI 641-101-170 N  
U.S. Route 50- Salisbury Bypass  
PDMS No. 222004

Mr. W. Gregory Fries  
Coastal-Water Systems, Inc.  
P.O. Box 2693  
Salisbury, Maryland 21801

Dear Mr. Fries:

Thank you for your comments and support concerning the Salisbury Bypass planning study. I understand your concerns with the impacts Alternate 4 has on your property. The shift in Alternate 4 was made in an attempt to minimize damages to homes and businesses along West Zion Road, Allen Drive, Leonard Lane, and Northwood Drive. After learning of the additional impacts to your business operations and your willingness to be acquired, we can look at refining our alternate in that vicinity. At the time an alternate is selected for final design, Mr. Willis will contact you about acquiring the land needed for the bypass.

Your name is on our project mailing list and you will be kept informed of project developments and of future opportunities for involvement. Thank you again for your support and interest.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

By: Robert E. Schneider  
Robert E. Schneider  
Project Manager

LHE:RES:vw  
cc; Mr. Jim Magill w/incoming  
Mr. Jon Willis w/incoming  
Mr. Bob Sanders w/incoming

My telephone number is (301) 333-1104



STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

PROJECT  
DEVELOPMENT  
DIVISION

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Contract No. WI 641-101-170  
U.S. Route 50 - Salisbury Bypass  
from U.S. Route 50 west of Salisbury  
to U.S. Route 13 north of Salisbury  
COMBINED LOCATION/DESIGN PUBLIC HEARING  
Thursday, January 7, 1988, 7:00 p.m.  
PDMS No. 222004

MAR 14 10 40 AM '88

NAME James McDonald - Maryland Historical Trust <sup>Wicomico County Designated Organization</sup> DATE 3/7/88

PLEASE  
PRINT

ADDRESS P.O. Box 45  
CITY/TOWN Quantico STATE MD ZIP CODE 21856

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

The local committee agrees with the comments  
of the Annandis staff.

We are satisfied with the proposed boundary  
submitted by MHT for the Twilled House.

Although it is not directly in our area of expertise,  
we think alternate route is the most direct  
and therefore the most logical.

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*

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Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

March 25, 1988

RE: Contract No. WI 641-101-170N  
U.S. Route 50 - Salisbury Bypass  
PDMS No. 222004

Mr. James McDonald  
Wicomico County Designated Organization  
Maryland Historical Trust  
Post Office Box 45  
Quantico, Maryland 21856

Dear Mr. McDonald:

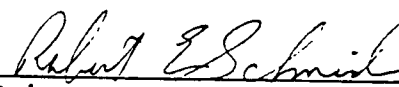
Thank you very much for your comments on the Salisbury Bypass planning study. The boundaries of the Twilley House will not be affected by the preferred alternate, Alternate 4. This alternate is being refined for recommendation for final design.

Your name is on our project mailing list and you will be kept informed of project developments and opportunities for involvement. Thank you again for your interest.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

by:

  
Robert E. Schneider  
Project Manager

LHE:RES:bh

cc: Mr. James Magill (w/incoming)  
Mr. Robert Sanders " "  
Ms. Cynthia Simpson " "

My telephone number is (301) 333-1104

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

U.S. ROUTE 50 SALISBURY BYPASS AGENCY FIELD REVIEW

ATTENDEES

AGENCY

Marcia Smith  
Harriet Kramer  
Bob Sanders  
Augie Taboni  
John Gill  
Noreen Glynn  
Sandy Mues  
Kathy Fitzpatrick  
Ray Dentaman  
  
Woody Francis

Maryland State Highway Administration (SHA)  
Maryland State Highway Administration  
Maryland State Highway Administration  
Maryland State Highway Administration  
U.S. Fish and Wildlife Service (FWS)  
Greenhorne & O'Mara, Inc. (G&O)  
Greenhorne & O'Mara, Inc.  
Greenhorne & O'Mara, Inc.  
Maryland Department of Natural Resources,  
Fisheries (DNR)  
U.S. Army Corps of Engineers (COE)

The Agency Field Review for the U.S. Route 50 Salisbury Bypass was held on October 15, 1987. Before the meeting, Greenhorne & O'Mara, Inc. (G&O), at the request of the Maryland State Highway Administration (SHA), mapped the wetlands directly impacted by the U.S. Route 50 Salisbury Bypass.

The wetlands were mapped through stereoscopic interpretation of aerial photographs; review of National Wetlands Inventory Maps, Soil Conservation Service soil surveys, and Federal Emergency Management Agency flood insurance maps; and field reconnaissance. Agency representatives participating in the field review concurred with the wetland delineations.

Sandy Mues (G&O) gave an overview of the two proposed alternates for the U.S. Route 50 Salisbury Bypass and a brief description of each of the wetlands affected by the alternates. It was decided that all of the wetlands along Alternate 4 would be visited on the field review.

W-1 includes a farm pond that would be filled during construction of the bypass. Woody Francis (COE) said that he would reserve judgement on COE jurisdiction over this isolated pond. However, he said that if the Corps of Engineers claimed jurisdiction over this wetland by classifying it as "waters of the United States," a Nationwide 26 Permit and a water quality certification would be required.

W-2 is a disturbed site that was probably a borrow area. There was some discussion on whether or not this site would be considered a wetland. Some of the vegetation observed was hydrophytic. The soils are sandy and were saturated on the day of the field review. Woody Francis (COE) said that he would reserve judgement on whether or not the COE would claim jurisdiction over this area. If the COE does claim jurisdiction, a Nationwide 26 permit and a water quality certification would be required, if less than 1 acre would be impacted by highway construction. John Gill (FWS) stated that if the COE claimed jurisdiction, he would like to include

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U.S. Route 50  
Salisbury Bypass  
October 26, 1987  
Page 2

the acreage for the site in the total acreage of wetland mitigation for the entire project.

Woody Francis (COE) stated that the COE would claim jurisdiction over W-3. SHA representatives stated that W-3 would be bridged. Woody Francis requested a plan that shows the volume and location of fill associated with the bridge and the height of the bridge. He also wants information on the amount of fill that would be discharged into W-3 and on contractor access for the construction of the bridge. He said that a special condition may be required regarding the construction impacts to W-3.

It was decided that only two wetlands on Alternate 2 would be visited because the wetland boundaries were easily defined and because the wetland types were similar to those already visited. Permits will be required for fill in all of the wetlands identified on Alternate 2.

At W-7, Woody Francis (COE) agreed with the delineation of the wetland. He said that the COE would want to minimize the amount of fill in the wetland and would prefer a bridge instead of the currently proposed culvert.

Woody Francis (COE) said that permits would be required for fill in W-9. The COE would prefer this wetland to be bridged. Time-of-year restrictions would probably be applied to construction in this wetland.



United States Department of the Interior

OFFICE OF ENVIRONMENTAL PROJECT REVIEW  
WASHINGTON, D.C. 20240



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ER 87/1336

MAR 7 1988

Mr. Emil Elinsky  
Division Administrator  
Federal Highway Administration  
711 West 40th Street  
Suite 220  
Baltimore, Maryland 21211

Dear Mr. Elinsky:

This responds to your request for the Department of the Interior's comments on the draft environmental/Section 4(f) statement for US-50 (Salisbury Bypass), Wicomico County, Maryland.

**SECTION 4(f) COMMENTS**

If the Federal Highway Administration determines that Alternate 4 is needed to meet the transportation needs of the Salisbury area, we would then concur that there are no feasible and prudent alternatives to the use of land from the Naylor Mill Park Annex, and that all possible measures to minimize harm have been considered in project planning. All mitigation measures and site restoration should be coordinated with and approved by local officials with jurisdiction over the affected parkland.

1

**ENVIRONMENTAL STATEMENT COMMENTS**

For the most part, the draft statement adequately addresses the concerns of this Department. However, in anticipation of the need for a Section 404 permit from the U. S. Army Corps of Engineers, coordination should be continued with the U. S. Fish and Wildlife Service under the Fish and Wildlife Coordination Act. The final statement should report the results of such coordination, and should outline any mitigation plan that may be developed.

2a

In addition, the final statement should summarize any detailed study that may be required to assess the project's potential for contamination of the Salisbury Paleochannel aquifer, and should present mitigation measures that may result from such a study.

2b

**SUMMARY COMMENTS**

The Department of the Interior has no objection to Section 4(f) approval of the Salisbury Bypass project.

For additional coordination under the Fish and Wildlife Coordination Act, please contact the Field Supervisor, U. S. Fish and Wildlife Service, 1825-B Virginia Street, Annapolis, MD 21401 (phone: FTS 922-2007, commercial 301/269-5448). For technical assistance on parkland impacts and mitigation measures, please contact the Regional Director, National Park Service, 143 South Third Street, Philadelphia, PA 19106 (phone: FTS 597-3503, commercial 215/597-3503).

Mr. Emil Elinsky

Thank you for the opportunity to provide these comments.

Sincerely,



Bruce Blanchard, Director

cc: Neil J. Pedersen, Director  
Office of Planning & Preliminary Engineering  
Maryland Department of Transportation  
P. O. Box 717  
707 North Calvert Street  
Baltimore, Maryland 21203-0717

Response to the U.S. Department of Interior:

1. Section 4(f) comments: The Naylor Mill Park Annex Tract, formerly part of the Northwood Industrial Park, was donated to the City of Salisbury in 1979. Although the parcel is named Naylor Mill Park Annex, this land has not been included in the recreational land use plans associated with the County's Naylor Mill Park. The annex's primary purpose is not for park and recreational use but as a buffer to the North Prong of the Wicomico River from the adjacent industrial park. Therefore, the area is not subject to Section 4(f).

2. Environmental Statements Comments

A field review was held with the U.S. Army Corps of Engineers in October 1988. Wetland impacts were reduced (see Agency Field Review Notes).

- a. Detailed sediment and erosion control measures and stormwater management plans will be developed during the Final Design Phase and will be reviewed by the Water Resources Administration. All improvements involving wetland encroachment will require a section 404 permit from the U.S. Army Corps of Engineers. This will be coordinated during the Final Design Phase.
- b. The Salisbury Paleochannel's known limits (provided by Maryland Geological Survey) generally extend from northwestern Wicomico County in the vicinity of Mardela Springs in an east-south eastward direction to an area two miles northeast of the City of Salisbury in the vicinity of U.S. Route 13 and Naylor Mill Road. A portion of the channel also extends northward along U.S. Route 13 for approximately 2 1/2 miles (See Figure 3).

Selected Alternate 4 is south of Naylor Mill Road and therefore does not impact the Salisbury Paleochannel according to the limits defined above.



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**UNITED STATES DEPARTMENT OF COMMERCE**  
**National Oceanic and Atmospheric Administration**  
 NATIONAL MARINE FISHERIES SERVICE  
 Management Division  
 Habitat Conservation Branch  
 Oxford Laboratory  
 Oxford, Maryland 21654

January 26, 1988

PROJECT DEVELOPMENT  
 DIVISION  
 FEB 5 2 43 PM '88

Mr. Louis H. Ege, Jr.  
 Deputy Director  
 Project Development Division (Room 310)  
 State Highway Administration  
 707 North Calvert Street  
 Baltimore, MD 21202

Dear Mr. Ege:

We have reviewed the Draft Environmental Impact Statement (DEIS) on U.S. Route 50 - Salisbury Bypass and have no objection to it. The document addresses all the issues of concern to the National Marine Fisheries Service and we agree with the selection of Alternate 4 as the preferred alternative.


Following are our suggestions for improvements to the final EIS.

On Page 111-18 under wetlands you list and broadly describe Wetland Sites W1 through W10. Table 9, Affected Wetlands, omits Site W2.

On Page IV-14, under Table 12, Wetland Sites 2, 4 and 5 are missing. Data for these sites should be included even if the acreage impacted is 0.

Thank you for the opportunity to review this DEIS. If you have any further questions, you may call Bob Rubelmann at (301) 226-5771.

Sincerely,

*for*   
 Edward W. Christoffers  
 Asst. Branch Chief





Response to the U.S. Department of Commerce, National Oceanic and Atmospheric Administration:

1. During our field review with the Corps of Engineers, it was determined that wetland site W2 was a disturbed area. The soils observed were not classified as hydric. This area did not meet the Corps' wetland parameters, that is (1) at least periodically, the land supports predominantly hydrophytes, (2) the substrate is predominantly undrained hydric soil, and (3) the substrate is nonsoil and is saturated with water or covered by shallow water at sometime during the growing season of each year.
2. Wetland W2 is discussed in answer #1. Wetland W4 is a wetland but is not impacted because of an alignment shift in Selected Alternate 4.

Wetland W5 was filled in prior to the Wetland Field Review 10/87. It is no longer a wetland.

The above wetlands were not included in the wetland table as they were not impacted.



PROJECT  
DEVELOPMENT  
DIVISION

3 17 PM '88

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION III

841 Chestnut Building  
Philadelphia, Pennsylvania 19107

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JAN 15 1988

Ms. Cynthia D. Simpson, Chief  
Environmental Management  
Bureau of Project Planning (Room 310)  
State Highway Administration  
707 North Calvert Street  
Baltimore, Maryland 21202

Re: U.S. Route 50  
Salisbury Bypass (88-01-281)

Dear Ms. Simpson,

In accordance with the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, the Draft Air Quality Analysis for the above referenced project has been reviewed. We are satisfied with the approach outlined for analyzing the air quality impacts of the project and offer no objections to this portion of the environmental study.

Please note, however, that page III-6 states that the project is within an air quality non-attainment area. Wicomico County is, in fact, an air quality attainment area.

1

Thank you for including EPA in the coordination process. Should you have any questions, or if we can be of further assistance, please contact Lynn Rothman at 215/597-7336.

Sincerely,

Jeffrey M. Alper, Chief  
NEPA Compliance Section

Response to U.S. Environmental Protection Agency, Region III:

Our statement on Page III-6 has been changed to indicate that Wicomico County is an Air Quality Attainment Area.

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**DEPARTMENT OF THE ENVIRONMENT**

201 WEST PRESTON STREET • BALTIMORE, MARYLAND 21201  
AREA CODE 301 • 225-5275

**William Donald Schaefer**  
Governor

**Martin W. Walsh, Jr.**  
Secretary

January 22, 1988

Ms. Cynthia D. Simpson, Chief  
Environmental Management  
Project Development Management, Room 310  
707 North Calvert Street  
Baltimore, Maryland 21202

RE: U.S. Route 50  
Salisbury Bypass  
P.D.M.S. No. 222004  
Contract No. WI 641-101-770 N

JAN 29 3 19 PM '88

PROJECT  
DEVELOPMENT  
DIVISION

Dear Ms. Simpson:

We have reviewed the Draft Air Quality Analysis for the above subject and have found that it is consistent with the Administration's plans and objectives.

Thank you for the opportunity to review this analysis.

Sincerely yours,

Mario E. Jorquera, Chief  
Division of Planning and Data Systems  
Air Management Administration

MEJ:zbs

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION III

841 Chestnut Building  
Philadelphia, Pennsylvania 19107

FEB 10 1980

Mr. Louis H. Ege, Jr., Deputy Director  
Project Development Division (Room 310)  
State Highway Administration  
707 North Calvert Street  
Baltimore, Maryland 21202

Re: U.S. Route 50 Salisbury Bypass  
(88-12-266)

Dear Mr. Ege:

In accordance with the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, EPA has reviewed the Draft Environmental Impact Statement (DEIS) for the above referenced project. We have rated the project EC-2 on EPA's rating scale, a copy of which is enclosed for your reference. The following comments are provided for your consideration in the Final Environmental Impact Statement (FEIS).

Alternatives:

As described in the regulations for the Council on Environmental Quality, the examination and comparison of the alternates under consideration is the heart of the environmental document. For those alternates that are eliminated from consideration, the justification for their elimination should be given. The DEIS gives reasons for the elimination of Alternative 5, however, EPA is not convinced that these reasons justify the dismissal of Alternative 5 at this time. Because Alternative 5 is on an existing alignment (which traverses a developed area), it has far less potential impacts to groundwater, surface water, farmland, wetlands, woodlands, wildlife and secondary development than either Alternatives 2 or 4.

Alternative 5 was eliminated because of high construction costs, duration of construction, right of way acquisition, impacts to utilities and businesses, and delays during construction. Yet the cost is not given for any of the alternates, making a cost comparison impossible. With respect to duration of construction, page V-4 states that Alternative 5 could be completed within one year (encompassing one summer of shore traffic). This does not seem to be an unreasonable amount of time, especially because construction times are not presented for the other alternatives. Increasing bus service, creating a truck and bus lane, or changing

1  
1

the direction of the center lane to coincide with the peak traffic flow, could help maintain traffic during construction.

It is argued that Alternative 5 would require, at a minimum, the acquisition of five houses, three office or warehouse buildings, as well as storage structures, and gas pumps (p. V-4). Yet the preferred alternative (Alternative 4) requires eleven residential and 5 business displacements, which is greater than the current estimate for Alternative 5. Admittedly, Alternative 5 would require property from at least 50 other land holders, which may or may not be possible. In sum, Alternative 5 should not be dismissed on the basis of social impacts alone. We recommend that potential impacts to the natural environment be given equal consideration as well.

It is also noted that the design year (2010) summer LOS for the Build Alternates (2 and 4) is D and F for the bypass and Route 50, respectively. A design year LOS for Alternative 5 is not presented, although Alternative 5 would have the same total number of lanes as the Build Alternatives plus existing Route 50. The Build Alternates, however, provide for future inside widening of one lane in each direction. Assuming Alternate 5 is selected, EPA acknowledges that it may be cost prohibitive or infeasible (because of development) to acquire right of way outside the city limits past the design year, when Route 50 can no longer satisfy demand.

Existing U.S. Route 50 has an average accident rate which is significantly higher than the statewide average (p. IV-9). The DEIS lists twelve High Accident Intersections and three High Accident Sections of Route 50. Even with the Build Alternates, however, this road will experience high traffic volumes, thus these specific high accident areas may persist. Alternative 5 would no doubt upgrade these areas, and it may be instructive to include projected accident rates for this alternative in the FEIS.

EPA concurs with the DEIS that Alternative 4 is preferable to Alternative 2.

Groundwater:

The Salisbury Paleochannel is of great concern to EPA. It is an important groundwater resource and has been designated an Area of Critical State Concern. Currently it provides some of the water supply for the City of Salisbury (p. III-10). As development continues, this demand for water will increase.

The DEIS notes that in many areas, the aquifer lacks a confining layer and its recharge areas are unknown. Therefore, any long term seepage or any type of major spill of hazardous substances could result in the widespread contamination of this valuable water supply (p. IV-16). In addition, a variety of land uses other than highways, including agricultural, residential and industrial, could threaten the water quality of the Paleochannel. For example, future land use plans show the proliferation of an industrial park over the Paleochannel. If this growth is dependent upon the implementation of Alternates 2 or 4, its impacts must be discussed in the FEIS. Furthermore, the lack of special zoning provisions to protect the Paleochannel from incompatible land uses in either the city or county zoning ordinances (p. III-28) make it even more vital that the Paleochannel be given special consideration in the FEIS.

In addition, there are six significant unconfined aquifers in the vicinity of the study area. Generally, the depth to the water table is less than 25 feet (p. III-10). These systems may also be endangered by the roadway or future development.

In order to fully evaluate the impacts of the project on groundwater resources, EPA strongly recommends that the FEIS include the following information and its relationship to each alignment:

- soils map of the area to supplement the description of soil types;
- the depth to the water table in the vicinity of each alignment and whether there is a confining layer;
- probable recharge areas;
- identification of all public and private wells in the study area;
- depth of wells.

Sources of this information include the Maryland Department of Natural Resources, Maryland Geological Survey, Maryland Department of Health, the U.S. Geological Survey, the U.S. Soil Conservation Service.

The DEIS acknowledges that stormwater management plans should be designed to minimize discharge into the Paleochannel and other shallow aquifers. Page IV-12 states, "... a detailed study may be required to assess the potential contamination and recommend ways to minimize infiltration of surface runoff." The aforementioned information will supplement these studies.

2

3

Water Quality:

A portion of the Wicomico River in the study area is enriched (p. III-13). There is some evidence that Naylor Mill Road is a source of phosphate pollution to the Wicomico River. Consequently, it is important that the cumulative impacts of the Build Alternatives on surface water be considered.

3

Secondary Development:

Secondary development that may result from the project (i.e. potential residential, commercial and industrial development and the concurrent increase in utilities and public services) poses potential threats to the environment and deserves attention in the FEIS. If it is judged that the project will not result in secondary development, the rationale for this determination should be given.

4

The impacts of secondary development on wildlife and aquatic populations should also be stated.

Wetlands:

The description of wetland vegetation, soils and functional values is excellent. The description of wetlands, however, should also include the total acreage of each site, so that the relative impact to each site can be judged. Site W-2 is described in the text as being in the alignment for Alternative 4 (p. III-18). Yet it is not shown in Table 9 or Figure 6b. In addition, Table 12 (p. IV-14) omits impacted acreage for W-2, W-4 and W-5.

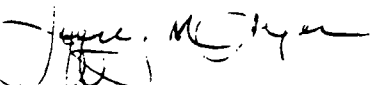
5

Noise:

Receptors 16 and 17 show large increases over the ambient noise levels in the design year for Alternative 4. Presently noise barriers are not economically feasible at these sites. It is possible, however, that developments are currently proposed in the area which would lower the cost per residence. This possibility should be explored.

6

Thank you for allowing EPA the opportunity to comment on this document. Should you have any questions, or if we can be of further assistance, please contact Lynn Rothman at 215/597-7336.

Sincerely,  
  
Jeffrey M. Alper, Chief  
NEPA Compliance Section



SUMMARY OF RATING DEFINITIONS  
AND FOLLOW-UP ACTION\*Environmental Impact of the Action

## LO--Lack of Objections

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

## EC--Environmental Concerns

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

## EO--Environmental Objections

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

## EU--Environmentally Unsatisfactory

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

Adequacy of the Impact Statement

## Category 1--Adequate

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

## Category 2--Insufficient Information

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

## Category 3--Inadequate

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

\*From EPA Manual 1640 Policy and Procedures for the Review of Federal Actions Impacting the Environment.

Response to EPA comments:

1. Alternate 5 would require, at minimum, the acquisition of five houses, three office or warehouse buildings, as well as storage structures, and gas pumps. Several of the houses which would be acquired appear to be occupied by minorities. Additionally, property would be acquired from at least 50 other landholders. Other businesses would be very heavily adversely impacted. Many of these businesses have no other alternate access during construction and may not be able to operate during construction. This loss in revenue may force closure of several businesses over the course of the construction period.

It is estimated that the reconstruction of U.S. Route 50 to an eight-lane typical section through Salisbury could be accomplished within three to four years. This would include that time of year when the volume of beach-oriented traffic is the highest. Beach-oriented traffic and local traffic could expect to find lower levels of service as the number of through lanes would be reduced to four lanes from six for the greater part of the construction period. Local traffic on U.S. Route 50 and on the cross streets may be required to detour onto local streets during the off-peak hours as the more involved aspects of the reconstruction are accomplished.

Operation of the bascule span over the North Prong of the Wicomico River also interrupts traffic. It is further expected that, as this structure aged, the need for lane closures to accomplish maintenance will also increase. Additionally, increasing traffic load will further accelerate the need to provide maintenance. During replacement of the bacule span to accommodate eight-lanes of traffic, traffic would have to be maintained on half of the bridge while the other half was replaced. This would reduce the number of lanes to three, severely decreasing the level of service. It is expected that this bridge replacement would take a minimum of two construction seasons. After replacement, delays would still occur due to bridge openings.

There is also one active at-grade railroad crossing used primarily to serve the Perdue industry several times per week. A second "at-grade" crossing is presently out of service but would be activated if Rail service between Salisbury and Hebron is restored.

Finally, with the construction of an eight-lane typical section, traffic projections show that in the design year, 2010, portions of U.S. Route 50 would operate at a level of service of F. To reach a LOS of E/F in 2010, part of U.S. Route 50 would require five lanes in each direction with left turn lanes.

While the safety of traffic operations may improve due to added capacity on existing U.S. Route 50, the accident rate is projected to approach that of the Statewide average for this type of facility (252 accidents/100 mvm). This rate would be higher than the corridor rate (i.e., a composite rate for the Bypass and existing U.S. Route 50) for either Alternate 2 (207 accidents/100 mvm) or Alternate 4 (191 accidents/100 mvm).

Because of the above studies and concerns, Alternate 5 was dropped from further study.

2. Groundwater

The Salisbury Paleochannel's known limits generally extend from Northwestern Wicomico County in the vicinity of Mandela Springs in an east southeastward direction to an area two miles northeast of the City of Salisbury in the vicinity of U.S. Route 13 and Naylor Mill Road. A portion of the channel also extends northward along U.S. Route 13 for approximately 3 1/2 miles (See Revised Figure 3).

Selected Alternate 4 is south of Naylor Mill Road and therefore does not impact the Salisbury Paleochannel, as the limits are defined above by the MD Geologic Survey.

A soils map of the Salisbury area is included (see Figure 7). Wicomico County and the Salisbury area have available a large amount of groundwater. In general, the depth of the unconfined water table is less than 25 feet.

In the Salisbury area the precipitation is rather evenly distributed through the year; consequently there is usually no extended period in which the aquifer does not obtain water through recharge from precipitation. The soil in the area is sandy and, therefore, sufficiently permeable to allow relatively large quantities of water to enter the ground. The permeability of this type of soil is not affected by tilling and tilling does not naturally reduce recharge. Also the area is relatively a flat land surface which retards surface runoff and allows a maximum time for infiltration.

Recharge may be induced also by pumping that is great enough to reverse the normal hydraulic gradient toward the stream so that water enters the aquifer from the stream. This form of induced recharge is of particular importance to the Salisbury water supply.

See Figure 3 - including Salisbury Area Groundwater wells and Figure 8 -Salisbury Area Paleochannel wells. These two figures show the wells in the study area and their depths.

If it is determined to be required, the MD SHA will conduct a hydrologic study of the area to determine any impacts of this project on the groundwater.

3. Water Quality

Highway runoff is typically addressed through the implementation of stormwater management ponds. Stormwater management ponds have been demonstrated to be effective in reducing pollutant loads in runoff. As mentioned in the DEIS, pg, IV-12, stormwater management plans will be designed to minimize discharge into the Paleochannel.

Selected Alternate 4 will be bridged in this area over the River and the cumulative impacts on surface waters would be minimum.

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4. The development which is occurring is not dependent on this project. The purpose of the project is to provide a bypass for beach traffic. This project does not provide connections to developing areas and full control of access will be implemented along the bypass. Development is under the jurisdiction of the Wicomico County Planning Commission and is a function of local zoning.

5. Wetlands

Wetlands W2, W4 and W5 are not included in the wetland tables. W2 has sandy, not hydric soils and is not classified as a wetland. W4 is no longer impacted as Selected Alternate 4 has been shifted away from this area. W5 has been filled in before the field review conducted 10/87 and is no longer a wetland. W3 is associated with the floodplain of the North Prong and, as such, extends for a considerable distance both upstream and downstream of the proposed crossing (see Figure 6b). Since the North Prong flows north and south and the Bypass is east and west, this area cannot be avoided. The North Prong will be crossed at its narrowest point. If the road is shifted to the north or south, more wetland acreage will be impacted.

6. Noise

Developments currently proposed in this area are commercial and industrial in nature, and noise barriers are generally not considered necessary for such land use



REPLY TO ATTENTION OF:

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

July 26, 1988

Planning Division

Mr. Louis H. Ege, Jr.  
Deputy Director  
Project Development Division  
State Highway Administration  
Maryland Department of Transportation  
707 North Calvert Street, Room 310  
Baltimore, Maryland 21202

Dear Mr. Ege:

Reference the letter dated January 4, 1988, from Mr. Neil J. Pedersen, regarding the Draft Environmental Impact Statement (DEIS) for the U.S. Route 50 Salisbury Bypass located in Wicomico County, Maryland. The comments provided below address the Corps of Engineers (Corps) areas of concern, including direct and indirect impacts on existing and/or proposed Corps projects, flood control hazard potential, and permit requirements under Section 404 of Clean Water Act.

There are no existing or proposed Corps projects that would be affected by the work described in the DEIS.

The effects on flood plains and streams have been adequately discussed. The recommended alternative has the least effect on the flood plain. In accordance with the requirements of Federal-Aid Highway Program Manual 6-7-3-2 and Executive Order 11988, all encroachments were evaluated. No alternative was found to have a significant impact on the flood plain.

Certain activities in the waters of the United States, including most wetlands, require Department of the Army Permits from the Corps of Engineers. Corps regulations (33 CFR 320 through 330 and 33 CFR 230 and 325 (Appendix B)) require full compliance with the National Environmental Policy Act of 1969 (NEPA) during the review and evaluation of permit applications. To the maximum extent possible the Corps will accept the information presented in NEPA documents for evaluating permit applications. If you have any questions or need additional information on permits, the point of contact is Mr. Tom Filip, Assistant Chief, Regulatory Branch, Operations Division, at (301) 962-3671.

If you have any other questions on this matter, please call me or my action officer, Mr. Larry Lower, at (301) 962-4905.

Sincerely,

*James F. Johnson*  
James F. Johnson  
Chief, Planning Division

1166

Response to Department of the Army:

During the Design Phase of this project the appropriate permits will be applied for in accordance with U.S. Army Corps Regulations.

167



Maryland Department of Natural Resources

PROJECT DEVELOPMENT DIVISION

Water Resources Administration  
Tawes State Office Building  
Annapolis, Maryland 21401  
Telephone: (301) 974-2265

MAR 5 3 29 PM '88

William Donald Schaefer  
Governor

RECEIVED

Torrey C. Brown, M.D.  
Secretary

James W. Dunmyer  
Director

MAR 5 1988

DIRECTOR, OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

February 26, 1988

Mr. Neil J. Pedersen, Director  
Office of Planning and Preliminary Engineering  
State Highway Administration  
707 North Calvert Street  
Baltimore, MD 21202

Re: WRA No. 78-PP-0712  
SHA No. WI-641-101-170  
DEIS/Section 4(f) Evaluation  
U.S. Route 50 Salisbury Bypass

Dear Mr. Pedersen:

The Draft Environmental Impact Statement Section 4(f) Evaluation for the above referenced project has received necessary review by the Water Resources Administration, the Capital Programs Administration, the Forest, Park and Wildlife Service and the Tidewater Administration, all of the Department of Natural Resources. Accordingly, each agency offers the following comments and/or recommendations on the subject document:

1. In accordance with Section 8-803 of the Natural Resources Article, Annotated Code of Maryland, waterway construction permit(s) must be obtained from this office (Waterway Permits Division of the Water Resources Administration) for any changes to the course, current, or cross-section of the stream channel or its 100-year floodplain limits of waters of the State. The proposed work where a permit is required must meet the requirements outlined in the State of Maryland DNR, Title 08 Annotated Code of Maryland, Subtitle 05 Water Resources Administration, Chapter 03 Construction on Non-Tidal Waters and Floodplains, effective June 29, 1987. The stream crossings and associated changes and encroachments to the 100-year floodplain limits of Middle Neck Branch, Brewington Branch, Leonard Pond Run, Connelly Mill Branch, Little Burnt Branch, North Prong Wicomico River and northeast tributary of Wicomico River where a permit is required may require a hydrologic/hydraulic analysis.

1

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Mr. Neil J. Pedersen  
February 26, 1988  
Page Two

- 2. In compliance with Environment Article, Section 4-106 and 4-205, Annotated Code of Maryland, necessary approval for sediment control and stormwater management requirements must be obtained from the Sediment and Stormwater Administration of the Department of the Environment. | 2
- 3. The Water Resources Administration recommends the selection of the alternate that will have the least impact on stream channels, their associated 100-year floodplain limits and the environment. | 3

The comments and recommendations received from other agencies of the Department of Natural Resources are as follows:

- 1. Forest, Park and Wildlife Service - Alternate 4 is the recommended preferred alternative of those proposed in the DEIS. |

The loss of forest land is 23 acres more in this case, but wetland acreage loss will be 8 acres less. Either way, the newly created State Land Reforestation Program will require the full replacement of forest land lost. |

Since their letter of January 29, 1987, included in the DEIS, the regulations have been passed which list State endangered species. The preferred alternate 4 is approximately 1/2 mile upstream from an occurrence of Cardamine longii, Long's Bittercress which is a State-listed endangered species and a Category 2 Federal Candidate. No direct impact is anticipated, but it is important to have SHA knowledgeable of this now rather than after the fact. This leaves room for coordination to provide extended protection. | 1

- 2. Tidewater Administration, Coastal Resources Division - The primary concern of this Division with regard to the project is SHA's preference of alternate 4. This build alternate would impact the Salisbury Paleochannel (a State Area of Critical Concern), and a white cedar wetland complex of exceptionally high value which contains a highly State rare sourwood and, possibly, a population of Long's Bittercress, a candidate for listing as a federally endangered species. The document erroneously states that no rare or endangered species exist in the vicinity of the study area. This area is also being considered for designation as a State Geographic Area of Particular Concern. | 1

Alternate 2, although it would impact a greater acreage of wetlands than alternate 4, and would have an impact on the paleochannel comparable to that associated with alternate 4, might be a preferable alternate from an environmental standpoint | 2



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Mr. Neil J. Pedersen  
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Page Three

due to the unusual quality of the white cedar complex to be impacted by alternate 4. The Division concurs with the request of the Non-Tidal Wetlands Division to delay final selection of an alternate until more information regarding the relative importance of the white cedar complex can be obtained and interpreted during the 1988 field season.

2

3. Water Resources Administration, Non-Tidal Wetlands Division - After consultation with the Natural Heritage Program of the Forest, Park and Wildlife Service, the Non-Tidal Wetlands Division considers no need for another field survey prior to selection of the alternate for the by-pass. However, the Division wishes to be consulted about mitigation, location of stormwater facilities and may provide future comment of minimizing impacts to the wetland complex upon receipt of additional information.

3

4. Tidewater Administration, Fisheries Division - See the enclosed memorandum dated January 20, 1988 from the Fisheries Division.

If you have any questions regarding this matter, please contact M. Q. Taherian at (301) 974-2265.

Sincerely,

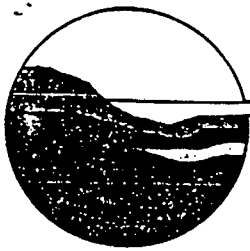


Stan Wong  
Chief, Waterway Permits Division

SW:MQT:das

Enclosure

cc: James Burtis - Forest, Park and Wildlife Service  
Mike Slattery - Tidewater Administration, Coastal Resources Division  
Pete Jensen - Tidewater Administration, Fisheries Division  
Denise Clearwater - WRA, Non-Tidal Wetlands Division



Maryland Department of Natural Resources

Tidewater Administration  
Tawes State Office Building  
580 Taylor Avenue  
Annapolis, Maryland 21401

William Donald Schaefer  
Governor

Torrey C. Brown, M.D.  
Secretary

January 20, 1988

RECEIVED

JAN 28 1988

WATERWAY PERMITS DIVISION  
WATER RESOURCES ADMINISTRATIO

MEMORANDUM

TO: M.Q. Taherian  
Waterway Permits Division

FROM: W.P. Jensen, Director  
Fisheries Division

SUBJECT: Draft Environmental Impact Statement/Section 4(f) Evaluation  
U.S. Route 50 East of Rockwalkin Road to the Interchange with U.S.  
Route 13 Bypass  
SHA Contract No. WI-614-101-170  
WRA File No. 78-PP-0712

This document was reviewed by Jeff Mosley.

Fisheries Division has the following comments: Fisheries Division's first preference is Alternate 1 (No-Build). The proposed build alternate preferred by the Fisheries Division is Alternate 4.

Comment 1: (page 5-9, question No. 12).

The question is marked no. Fisheries Division considers the Paleochannel a State unique resource that may be impacted by the proposed construction.

1

Comment 2: (Alternates Mapping).

Fisheries Division could not locate Wetland No. 2 (W2) on the alternates mapping.

2

Comment 3: (page III-9 and Table 7)

Fisheries Division is concerned if any of the soil groups listed are Wicomico County hydric soils.

3

Comment 4: (Page III-13, C, paragraph 3).

Fisheries Division requests the source of the EPA survey data.

4

Comment 5: (Page III-16, b).

Fisheries Division recommends that a detailed fish and wildlife species list be included as an Appendix in a Environmental Impact Statement (EIS) document.

5

Telephone: \_\_\_\_\_

DNR TTY for Deaf: 301-974-3683

Comment 6: (Page III-17).

Fisheries Division requests the type, order, depth and width of each of the streams listed. Fisheries Division is concerned what species of fish are present in each of these streams.

6

Comment 7: (Page III-18).

Fisheries Division is concerned if waterfowl or submerged aquatic vegetation (SAV) exist in Site W1.

7

Comment 8: (Page III-19).

Fisheries Division could not find W2 on Table 9.

8

Comment 9: (Tables 9).

Fisheries Division requests the names of the soils described on the tables and if they are known hydric soils.

9

Comment 10: (Page III-26).

Fisheries Division questions if Brewington Branch (W7) will be affected by Alternate 4.

10

Comment 11: (Page III-26 e.)

Fisheries Division is aware of two rare plants along Scenic Drive: Sourwood (Oxydendrum arboreum), (B2) and Long's Bittercrest (Cardamine longi), (A3\*). Fisheries Division recommends a field survey be conducted in the Spring, 1988 to determine the impacts to these plants.

11

Comment 12: (Page IV-10 and 11).

Fisheries Division strongly recommends the entire 100-year floodplain be bridged and would appreciate early coordination with SHA Bridge Design during the design of this structure. Fisheries Division is concerned about the solar lighting between bridge roadways and its effect on the wetland; prevention of excessive sediments; rare plant habitats downstream and fish kills.

12

Comment 13: (Page IV-12).

Fisheries Division recommends On-Site infiltration stormwater management be utilized with vegetated swales and depressions planted with trees, shrubs and grasses.

Each of the affected streams perform a necessary support function for the larger streams and rivers such that they not only provide benthic drift, but also provide areas for spawning and nurturing of game and forage fish important to other fish species.

13

A major concern with the proposed road construction is the resultant siltation during and after construction and surface water pollution induced by chemical runoff from road surfaces. A stringent sediment control program must be incorporated within construction plans in order for Fisheries Division approval. These should include paving of road shoulders and seeding of grass up to the pavement edges in

erodible substrates to eliminate gross sediment transport following moderate to heavy rainfall. In addition, necessary precautions should be exercised to minimize surface water pollution from road runoff. The consequences of such pollution have often been neglected, however, runoff from road surfaces containing heavy metals, chlorides, PCB's etc. can be deleterious to the quality of surface waters (Shaheen, 1975) and consequently to the fish species involved.

13

Comment 14: (Page IV-13, 4a.)

Fisheries Division questions why Location/Design Public Hearing brochure states Alternate 4 would require 26 acres of woodlands and the EIS states 184 acres of wooded habitat. Which is correct?

14

Comment 15: (Page IV-14)

Fisheries Division questions the statement "All of the wetlands except W1 are riverine." and page IV-13 b. states, "Most of the wetlands affected by the proposed action are palustrine, forested, broadleaved Deciduous, with seasonally saturated or temporary water regime." Palustrine wetlands are classified by a dominance of persistent vegetation (trees, shrubs, and robust emergents). Will the bridge construction destroy any trees or shrubs?

15

Comment 16: (Page IV-14, 2 and 3)

Fisheries Division would like to state that changing a braided stream (page III-13) adversely affects both flood storage/desynchronization and habitat for wildlife and fisheries. This is not a minimum impact.

16

Comment 17: (Page IV-15b.)

Fisheries Division recommends that SHA utilize the U.S. Fish and Wildlife Service's Mitigation Policy defined by the National Environmental Policy Act (NEPA) and the Fish and Wildlife Coordination Act in five parts:

- a. avoidance
- b. minimizing the impact
- c. rectifying or restoring
- d. reducing impact over time, including mitigation
- e. compensation in-kind at the same watershed

Fisheries recommends the following is an acceptable revegetation plan. The permit should require that the applicant accept this plan or provide an alternative equivalent substitute.

17

- 1. Any areas within the 100 year floodplain disturbed by construction must be revegetated by the applicant.
- 2. Prior to the start of construction the upper 2 feet of topsoil in the areas that will be disturbed by the project must be removed and stored outside the floodplain. Following the projects completion the stored topsoil will be used to resurface the disturbed area on the site. The area should then be stabilized and revegetated as specified below.

- 3. Disturbed areas within 25 feet of the stream's bank should be revegetated with a mixture of golden (Niobe) willows (Salix niobe), river birch (Betula nigra) and red maple (Acer rubrum) planted on 15 foot centers. Trees along the stream should be planted as close to the stream's bank as possible. Further back from the stream but within the 100 year floodplain, a mixture of trees from Table 1 can be planted on 25 foot centers. Specifications as to the size and root condition of the trees to be planted are found in Table 1.
- 4. A mixture of understory vegetation, selected from Table 2, should be planted along the stream's banks. Three or more understory plants should be planted between the first line of trees along the edge of the stream. Further landward of the stream's banks understory seedlings should be planted at a density of 1,000 plants per acre of disturbed floodplain.

17

- 5. Appropriate fertilization should be used.
- 6. Pit dimensions should be 42 inches in diameter and 24 inches deep for shade trees and 18 inches in diameter and 18 inches deep for understory shrubs.
- 7. Planting may occur in either Spring or Fall. In the case of Spring planting may have to take place during rainy weather, since waiting until clear weather (e.g. June) may be so late as to cause failure of plantings.
- 8. The applicant is responsible for insuring the survival of planted trees and shrubs for at least one year. The site must be surveyed by the applicant 1 year following the completion of the project to determine survival and condition of planted vegetation. The applicant will notify the permitting agency at least 5 working days prior to the day the inspection will occur. Results of the inspection must also be reported to the permitting agency within 30 days after the inspection is completed. If more than 10% of the trees or understory vegetation planted by the applicant are either dead or seriously damaged, then all dead and damaged plants will be replaced. For seedlings, a minimum 50% survival rate is required. If seedling survival is less than 50%, then a second planting to replace the dead seedling will be required.

Comment 18: (Page IV-15, c.)

Fisheries Division suggest that SMA stating 131= acres of habitat loss "should not be significant" defiles the phenomenon of "carrying capacity" and the principles of wildlife ecology. Fisheries Division recommends a reforestation of displaced trees on a 1:1 acre basis to replace the evapotranspiration and wildlife/fisheries habitat functions of these woodlands.

18

WPJ:KJM:cp

LITERATURE CITED

Brinson, M.M., B.L. Swift, R.C. Plantico, and J.S. Barkley. 1981. Riparian ecosystems: their ecology and status. U.S. Fish & Wildlife Service. FWS/OBS-81/17.

Fisher, S.G. and G.E. Likens. 1973. Energy flow in Bear Brook, New Hampshire: an integrative approach to stream ecosystem metabolism. Ecol. Monogr. 43(4):421-439.

Maryland Dept. of Agriculture. 1986. Maryland Agricultural Water Quality Management Program. Md. Dept. of Agriculture, Annapolis, Md.

S.C.S. (U.S. Soil Conservation Service. 1984. Environmental Impact Statement, Goldsboro Watershed (PL 83-566 project) Caroline County, Maryland. U.S.D.A. Soil conservation Service.

Wharton, G.H., M.M. Mitchens, R.C. Pendleton, T.W. Sipe. 1982. The ecology of bottomland hardwood swamps of the southeast: a community profile. U.S.F.W.S. 81-17.

Response to the MD Department of Natural Resources, Water Resources Administration:

1. If it is determined to be required, the State Highway Administration will conduct a hydrolic study of the area to determine any impacts of this project to groundwater. All improvements involving wetland encroachment will require a section 404 permit from the U.S. Army Corps of Engineers.
2. Detailed sediment and erosion control measures and stormwater management plans will be developed during the Final Design Phase and will be reviewed by the Water Resources Administration.
3. Alternate 4 is the Selected Alternate. This Alternate has the least impact on stream channels, 100-year floodplain limits and the environment.

Other Agency Responses:

A. Forest Park and Wildlife Service

1. Alternate 4 is the Selected Alternate. Coordination has been initiated with the State Forester requiring woodland replacement. Selected Alternate 4 will be on an alignment south of the County Building and therefore, cross the North Prong of the Wicomico River upstream from an occurrence of Cardamine longii, Long's Bittercress. Coordination to provide extended protection has been initiated.

B. Tidewater Administration Coastal Resources Division

1. The Salisbury Paleochannel's known limits generally extend from northwestern Wicomico County in the vicinity of Mandela Springs in an east-south eastward direction to an area two miles northeast of the City of Salisbury in the vicinity of U.S. Route 13 and Naylor Mill Road. A portion of the channel also extends northward along U.S. Route 13 for approximately 2 1/2 miles (See Figure 3, modified).

Selected Alternate 4 is south of Naylor Mill Road and, therefore, does not impact the Salisbury Paleochannel as the limits are defined above by the MD Geological Survey. Alternate 2 crosses the Paleochannel.

2. The area of the North Prong of the Wicomico River was field checked by the Department of Natural Resources, Maryland Heritage Program and State Highway Administration on October 25, 1988 (see letter pg. III-44). It was ascertained that this area is a typical riparian Red Maple Swamp. There may have been a white cedar complex but it has mainly been cut and the swamp is left with secondary growth of scrub-shrub and wetland weeds. No state-rare sourwood was identified in this area.
3. WRA will be coordinated with during the Final Design of the project with regards to stormwater management and mitigation measures.

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C. Water Resources Administration Non-Tidal Wetlands Division:

1. Detailed sediment and erosion control measures and stormwater management plans will be developed during the Final Design Phase of this project and will be reviewed by your administration.

D. Tidewater Administration, Fisheries Division

1. The Paleochannel is a State Unique Resource and will not be impacted by Selected Alternate 4 (see comment #2: Tidewater Administration Coastal Resources Division, above).
2. Wetland No. 2 (W2) is not on the alternates mapping because it is not a wetland. The U.S. Army Corps of Engineers would not take jurisdiction over it as it has sandy, not hydric soils.
3. According to the U.S Department of Agriculture Soil Conservation Service Soil Survey of Wicomico County, Maryland, Selected Alternate 4 is 85% in the Mattawoman-Norfolk soil association and 15% in the Evesboro-Klej soil association. Neither of these soil associations are hydric soils (see Pg. III-11).
4. EPA Survey Data are listed in the Revised Bibliography.
5. A detailed fish and wildlife species list was not listed in the Appendix, but fish and wildlife species are mentioned in the text of the document under each area where they were observed.
6. The SHA coordinated its field review with all concerned agencies including a member of Fisheries Division (See Field Agency Review Minutes).
7. Wetland site 1 (a farm pond) is now outside of Selected Alternate 4's right-of-way and will not be impacted by construction.
8. Wetland Site W2 has been discussed in the text. As it is not a wetland, it was not included in Table on Pg. IV-1.
9. See #3 above
10. Brewington Branch is not impacted by Selected Alternate 4 and is outside the limits of the study.
11. See Comment #1 Maryland Department of Natural Resources, Forest, Park and Wildlife Service. This area was field checked October 25, 1988. No state-rare sourwood was seen in this area. (See letter pg. III-44.)
12. The final length of the bridge will be determined during Final Design. Early coordination will be initiated with the Fisheries Division.
13. Detailed sediment and erosion control measures and stormwater management plans will be developed during the Final Design Phase and will be reviewed by the Water Resources Administration. Mitigation and landscape plans will also be developed during the Final Design Phase.



14. The correct woodland acreage is 38 acres for Selected Alternate 4.
15. Bridge construction will only remove trees that are in the alignment and right-of-way for the bridge.
16. This comment was misinterpreted. Please see page IV-14 #2 and #3. The ability of a drainage channel to convey water would have minimum impact by incorporating standard hydraulic techniques.
17. Replacement of wetlands, if required, will be on a 1:1 ratio. Other mitigation techniques will be investigated during the Final Design Phase. All mitigation developed will be coordinated with the appropriate agencies.
18. With the new Maryland State law on reforestation, correspondence was sent to the State Forester asking for an evaluation of the potential forest impacts and suggestions for possible mitigation measures.

MARYLAND  
HISTORICAL



TRUST

176  
William Donald Schaefer  
Governor

Jacqueline H. Rogers  
Secretary, DHCD

November 10, 1987

Ms. Cynthia Simpson, Chief  
Environmental Management  
Maryland Department of Transportation  
State Highway Administration  
P.O. Box 717  
707 North Calvert Street  
Baltimore, Maryland 21203-0717

PROJECT  
DEVELOPMENT  
DIVISION  
NOV 13 9 27 AM '87

RE: Contract No. WI 641-101-171  
U.S. Route 50 (Salisbury Bypass)  
from west of Salisbury to  
U.S. Route 13  
PDMS No. 222004

Dear Ms. Simpson:

Thank you for your letter of October 20, 1987 concerning the subject project and for the additional information provided by Rita Suffness on October 22, 1987.

Our office concurs that Alternates 3 and 4 will not affect significant historic standing structures. We further concur with the boundary for the Twilley House submitted by Ms. Suffness on October 22nd. In our opinion, Alternate 2 would have no adverse effect on the Twilley House if conditioned on vegetative screening.

Your cooperation has been appreciated.

Sincerely,

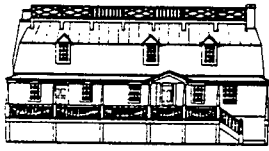
Mark R. Edwards  
Deputy Director -  
Deputy State Historic  
Preservation Officer

MRE/AHL/as

cc: Mr. James McDonald  
Mrs. Howard F. Yerges  
Ms. Rita Suffness  
Mr. Paul Wettlaufer

Department of Housing and Community Development  
Shaw House, 21 State Circle, Annapolis, Maryland 21401 (301) 974-4450, 757-9000  
Temporary Address: Arnold Village Professional Center, 1517 Ritchie Highway, Arnold, Maryland 21012

MARYLAND  
HISTORICAL



TRUST

179  
William Donald Schaefer  
Governor

Jacqueline H. Rogers  
Secretary, DHCD

May 25, 1988

Mr. Louis H. Ege, Jr.  
Deputy Director  
Division of Project Development  
State Highway Administration  
P. O. Box 717  
707 North Calvert Street  
Baltimore, Maryland 21203-0717

RE: Contract No. WI 641-101-170  
U.S. Route 50 west of Salisbury to  
U.S. Route 13  
Salisbury Bypass Alternate 2  
P.D.M.S. No. 222004  
Wicomico County, Maryland

Dear Mr. Ege:

This office has received and reviewed the executive summary of the Phase I archeological survey conducted of Alternate 2. The summary was prepared by the Division of Archeology of the Maryland Geological Survey and is dated 24 July 1987. This office received its review copy in April, 1988.

The Phase I survey of the above-referenced project identified six archeological sites within the proposed right-of-way: 18WC77, 18WC78, 18WC79, 18WC80, 18WC81 and 18WC82. Based on the survey results, we concur that prehistoric site 18WC79 and historic site 81 have a low potential for yielding additional important information regarding the prehistory and history of this region. Site 18WC79 consists of a very light scatter of prehistoric artifacts covering a large site area. Site 18WC81 includes the remains of a very late 19th to 20th century dairy farm, and there are several dairy farmsteads of a similar time period still intact in this area. Therefore, we believe additional archeological investigations of these two sites are not warranted.

The remaining four sites all have the potential to yield significant data. Additional documentation and testing is necessary to evaluate their eligibility for the National Register of Historic Places.

*Maryland*

Department of Housing and Community Development  
Shaw House, 21 State Circle, Annapolis, Maryland 21401 (301) 974-4450, 757-9000  
Temporary Address: Arnold Village Professional Center, 1517 Ritchie Highway, Arnold, Maryland 21012

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Mr. Louis H. Ege, Jr.  
May 25, 1988  
Page 2

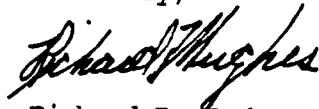
- 1) Site 18WC77, an historic 18th century house site, measures approximately 95m. by 60m. A wide variety of artifacts were recovered from the surface and one shovel test pit located a bonded brick feature. Due to the subsurface integrity and uniqueness of this site, it may provide important information regarding settlement practices in the area during the 18th century.
- 2) Site 18WC78 is the site of a 19th century house which was removed prior to ca. 1901. Measuring about 85 m. by 55m. a surface survey revealed a paucity of 20th century artifacts. Subsurface testing was not permitted by the property owner. Since the site represents a domestic occupation of a relatively discreet time period, it may offer important data regarding residential practices in the area.
- 3) Site 18WC80, a prehistoric site measuring 50m. by 30m., contains high frequency of prehistoric lithic and ceramic artifacts at depths of 8 cm. to 70 cm. The site appears to date to at least the Early to Middle Woodland periods.
- 4) Site 18WC82 is an extensive double mill and dam complex measuring approximately 175m. by 75m. Oral tradition suggests the mill was begun in the 18th century and artifactual materials demonstrate it was in use during the 19th century. The site has the potential for yielding important information pertaining to antebellum plantation industrial practices in the Salisbury area.

This office concurs that Phase II archeological investigations are warranted of sites 18WC77, 18WC78, 18WC80 and 18WC82 in order to determine their eligibility for the National Register. Please advise this office of the selection of an alternate for the above referenced project. If Alternate 2 is selected, we understand your office will coordinate plans for Phase II investigations of the sites identified along the alternate, with this office. Based on the Phase II results, we will be able to determine whether or not the project will affect significant archeological resources and make appropriate recommendations.

Mr. Louis H. Ege, Jr.  
May 25, 1988  
Page 3

If you have any questions or require additional information, please contact Ms. Beth Cole of my staff at (301) 974-4450. We look forward to receiving a copy of the final report on the archeological survey when available. Thank you for your continued cooperation and assistance.

Sincerely,



Richard B. Hughes  
Chief Administrator  
Archeological Programs  
Office of Management and Planning

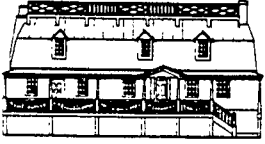
RBH/RJH/EJC/mmc

- cc: Ms. Rita Suffness
- Mr. J. Rodney Little
- Mr. Tyler Bastian
- Mr. James McDonald
- Mrs. Howard F. Yerges

Response to Maryland Historic Trust:

Alternate 2 is not the Selected Alternate

MARYLAND  
HISTORICAL



TRUST

182  
William Donald Schaefer  
Governor

Jacqueline H. Rogers  
Secretary, DHCD

May 27, 1988

Mr. Louis H. Ege, Jr.  
Deputy Director  
Division of Project Development  
State Highway Administration  
P.O. Box 717  
707 North Calvert Street  
Baltimore, Maryland 21203-0717

RE: Contract No. WI 641-101-170  
U.S. Route 50 west of Salisbury  
to U.S. Route 13  
Salisbury Bypass Alternate 3 (revised)  
Wicomico County, Maryland

Dear Mr. Ege:

This office has received and reviewed the executive summaries of the above-referenced project. The executive summary of the initial work on Alternate 3 was received in April, 1988 and the summary of supplemental Phase I work was received in February, 1988. Each executive summary was prepared by the Division of Archeology of the Maryland Geological Survey and they are dated October 19, 1987 and February 8, 1988, respectively.

The initial Phase I work on Alternate 3 identified two archeological sites (18WC84 and 18WC85) adjacent to the proposed right-of-way. The supplemental Phase I work surveyed field areas to which access was denied during the initial Phase I work, in order to determine if the two archeological sites extended into the proposed Alternate 3 right-of-way.

The executive summaries provide documentation of the survey's goals, methodology, results, and recommendations. The summary of supplemental work determined the portion of site 18WC84 which extends into the proposed right-of-way represents a low-density scatter of historic materials. This scatter of materials was interpreted as the result of dumping trash in the agricultural fields. We concur that no further work on the portion of the site within the right-of-way is recommended since such research is unlikely to yield significant information.

*Maryland*

Department of Housing and Community Development  
Shaw House, 21 State Circle, Annapolis, Maryland 21401 (301) 974-4450, 757-9000  
Temporary Address: Arnold Village Professional Center, 1517 Ritchie Highway, Arnold, Maryland 21012

Mr. Louis H. Ege, Jr.  
May 27, 1988  
Page 2

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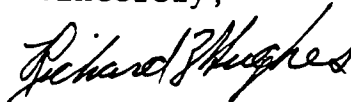
The mixed historic and prehistoric site 18WC85 was found to extend into the proposed right-of-way. Although the site possesses a very low density of prehistoric materials, relatively high levels of historic architectural and domestic artifacts were identified at 18WC85. Site 18WC85 has the potential to yield important information and may be potentially eligible for the National Register of Historic Places. This office recommends the identified boundaries of the site be fenced to protect it from potential construction related disturbance, if this alternate is chosen.

In the February 18, 1988 letter from your office, we were informed that Alternate 3 had been dropped from consideration. Provided there are no construction activities in the vicinity of site 18WC85, the fencing of the identified boundaries of the site will not be necessary. However, if Alternate 3 is revived at some future date, measures should be taken to preserve the integrity of 18WC85.

If you have any questions or require additional information, please contact Ms. Beth Cole of my staff at (301) 974-4450. We look forward to receiving a copy of the final report, when available.

Thank you for your continued cooperation and assistance.

Sincerely,



Richard B. Hughes  
Chief Administrator  
Archeological Programs  
Office of Management and Planning

RBH/RJH/lm

cc: Ms. Rita Suffness  
Mr. Tyler Bastian  
Mr. James McDonald  
Mrs. Howard F. Yerges



United States  
Department of  
Agriculture

Soil  
Conservation  
Service

4321 Hartwick Road  
Room 522  
College Park, MD 20740-3291

184

March 11, 1988

Mr. Louis H. Ege, Jr. Deputy Director  
Project Development Division, Room 310  
State Highway Administration  
707 North Calvert Street  
Baltimore, Maryland 21202

Dear Mr. Ege:

In reference to the DEIS for the U.S. Route 50 Salisbury Bypass, the following comments are offered:

1. Prime farmland impacted by the project is considerable. The prime farmland conversion impact rating (Form AD-1006) completed after the publication of the DEIS, indicates that Alternative 2 impacts 261 acres of prime farmland while Alternative 4 impacts 110 acres. To protect the greatest amount of prime farmland, we encourage the selection of Alternative 4. 1
2. Significant negative impact to existing agricultural and non-agricultural drainage and stormwater management systems should be avoided. Several Wicomico County agencies have been working jointly to plan for and provide adequate surface water management. The following agencies should be contacted to ensure that the selected Salisbury bypass alternative does not impact their efforts: 2

Wicomico County Soil Conservation District  
Wicomico County Planning and Zoning Department  
Wicomico County Department of Public Works

Thank you for the opportunity to review and provide comments on this proposed construction activity.

Sincerely,

*(Handwritten signature)*  
PEARLIE S. REED  
State Conservationist

cc: G. Williams, DC, SCS, Salisbury, MD  
A. Hatton, District Manager, SCD, Salisbury, MD



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Response to U.S. Department of Agriculture, Soil Conservation Service:

1. Alternate 4 is the Selected Alternate.
2. The agencies listed had been contacted and Selected Alternate 4 does not impact their efforts.



United States  
Department of  
Agriculture

Soil  
Conservation  
Service

115 South Boulevard  
Salisbury, Maryland 21801

18e

February 23, 1988

Ms. Kathy H. Fitzpatrick  
Environmental Scientist  
Greenhorne & O'Mara, Inc.  
9001 Edmonston Road  
Greenbelt, Maryland 20770

Dear Ms. Fitzpatrick:

There is a discrepancy in our total acres to be converted. We show more prime, unique, statewide and local important farmland on the site than you show as total acres to be converted (Part IV B).

We have adjusted the total acres to be converted because the Federal Farmland Protection Policy considers all land except land already in or committed to urban development or water storage that will be affected by the project to be converted, although the present land use may be woodland or idle land.

Therefore, total acres in the site (Part III C) include all acres to be converted to another land use by the project.

Sincerely,

Gregory H. Williams  
District Conservationist

GHW:js



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U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request November 12, 1987	
Name Of Project U.S. Route 50 - Salisbury Bypass		Federal Agency Involved FHWA/MD. State Highway Administration	
Proposed Land Use Alt. 2-Ag. & Res.; Alt. 4-Ag., Res., Comm., & Ind.		County And State Wicomico County, Maryland	
PART II (To be completed by SCS)		Date Request Received By SCS 2/1/88	
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 <input checked="" type="checkbox"/> No <input type="checkbox"/>	Acres Irrigated Not Required
Major Crop(s) Corn, Soybeans, poultry		Average Farm Size 132	
Name Of Land Evaluation System Used Wicomico Co. Land Evaluation		Date Land Evaluation Returned By SCS 2/23/88	
Name Of Local Site Assessment System None Available		Amount Of Farmland As Defined in FPPA Acres: %	
PART III (To be completed by Federal Agency)		Alternative Site Rating	
		Alt. 2	Alt. 4
A. Total Acres To Be Converted Directly		261	110
B. Total Acres To Be Converted Indirectly		0	0
C. Total Acres In Site		261	110
PART IV (To be completed by SCS) Land Evaluation Information			
A. Total Acres Prime And Unique Farmland		185.0	60.3
B. Total Acres Statewide And Local Important Farmland		5.5	4.5
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted		0.1	0.02
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value		11.2	18.5
PART V (To be completed by SCS) Land Evaluation Criterion			
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)		78	74
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		14	6
2. Perimeter In Nonurban Use		9	4
3. Percent Of Site Being Farmed		18	2
4. Protection Provided By State And Local Government		0	0
5. Distance From Urban Builtup Area		0	0
6. Distance To Urban Support Services		0	0
7. Size Of Present Farm Unit Compared To Average		10	5
8. Creation Of Nonfarmable Farmland		25	25
9. Availability Of Farm Support Services		5	5
10. On-Farm Investments		15	15
11. Effects Of Conversion On Farm Support Services		5	5
12. Compatibility With Existing Agricultural Use		9	7
TOTAL SITE ASSESSMENT POINTS		160	94
PART VII (To be completed by Federal Agency)			
Relative Value Of Farmland (From Part V)		100	78
Total Site Assessment (From Part VI above or a local site assessment)		160	94
TOTAL POINTS (Total of above 2 lines)		260	168
Site Selected: ALT. 2		Date Of Selection 3/2/88	
		Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>	

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60:6 ( )

City of Salisbury



THOMAS D. PLOTTS, P.E.

Director

NEWELL W. MESSICK III, P.E.

Deputy Director

P.O. Box 4118  
125 N. Division Street  
Salisbury, MD 21801-4118  
(301) 548-3170

MARYLAND  
DEPARTMENT OF PUBLIC WORKS

May 27, 1988

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

Re: Salisbury Bypass Project

Dear Mr. Kassoff:

In response to your letter of May 16, 1988 addressed to Mayor Martin regarding the City's use and plans for public space west of Scenic Drive, east of Naylor Mill Branch and south of Naylor Mill Road, please be advised that the lands are not currently being used for any public recreation. No Federal or State funds were used to purchase this land and, to my knowledge, there are no plans for the development of this public area into any recreational facilities. It is my understanding that the purpose for maintaining these lands as public lands is to preserve the natural habitat. The area required for dedication to the State Highways for the roadway is not judged to be more than 3% of the entire area.

If you should have any additional questions or comments, please do not hesitate to call this office.

Sincerely yours,

CITY OF SALISBURY

*Newell W. Messick for T.D. Plotts*  
Thomas D. Plotts, Director  
Department of Public Works

TDP:ghk  
cc Mayor Martin



**Maryland Department of Transportation  
State Highway Administration**

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Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

December 30, 1987

MEMORANDUM

TO: Mr. Louis H. Ege, Jr.  
Deputy Director,  
Project Development Division

FROM: Walter Owens, Jr.  
Deputy Chief,  
Equal Opportunity Section

SUBJECT: Environmental Impact  
Contract No. WI 641-101-170

Dec 30 3 46 PM '87

PROJECT  
DEVELOPMENT  
DIVISION

The subject document has been reviewed and found to be in compliance with Title VI of the Civil Rights Act of 1964.

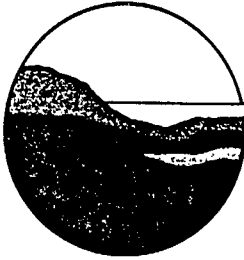
Should you have any questions, please contact me on extension 1513.

*Walter Owens, Jr.*

WOJ:dmp

My telephone number is (301) \_\_\_\_\_

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



Maryland Department of Natural Resources

PROJECT  
DEVELOPMENT  
DNR

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Forest, Park and Wildlife Service  
Tawes State Office Building  
Annapolis, Maryland 21401

Nov 7 4 41 PM '88

William Donald Schaefer  
Governor

Torrey C. Brown, M.D.  
Secretary

Donald E. MacLauchlan  
Director

November 3, 1988

Ms. Marcia Smith  
Environmental Specialist  
STATE HIGHWAY ADMINISTRATION  
707 N. Calvert Street  
Room 506  
Baltimore, MD 21202

Subject: Salisbury Bypass - Wicomico River Crossing

Dear Ms. Smith;

We visited this site on October 25, 1988 to assess the wetland area which will be crossed by this project. The floodplain area in question is mostly a riparian swamp dominated by Red Maples and evidencing considerable weedy invasion. This area is valuable for its wildlife, water quality, stormwater control and other associated values, but is not otherwise notable as a significant natural area.

The band of wetlands which occur on the eastern periphery of the floodplain, however, are seepage-fed rather than riparian and contain a different floristic regime. Most notably, there are a number of large Atlantic White Cedars in this area. Atlantic White Cedar is listed as a Watchlist Species in Maryland by the Heritage Program, meaning that research has determined it to be highly regionalized, uncommon or declining in the State. These individual trees, however, do not constitute a White Cedar Swamp Complex and the loss of a few individuals in the construction of this project, while regrettable, will require no special mitigation other than that associated with basic wetland loss.

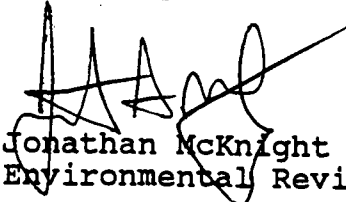
Telephone: (301) 974-2870  
DNR TTY for Deaf: 301-974-3683

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Marcia Smith  
November 3, 1988  
Page 2

Please feel free to contact me if I can be of any further assistance.

Sincerely,



Jonathan McKnight  
Environmental Review Coordinator

JM:fmf

cc: Dan Boone  
David Burke  
Jim Burtis  
John Gill

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**Maryland Department of Natural Resources**

**Water Resources Administration**

Tawes State Office Building  
Annapolis, Maryland 21401  
Telephone: (301) 974-2265

William Donald Schaefer  
*Governor*

Torrey C. Brown, M.D.  
*Secretary*

Catherine P. Stevenson  
*Director*

March 15, 1989

Mr. Louis H. Ege, Jr.  
Deputy Director  
Project Development Division  
State Highway Administration  
707 North Calvert Street  
Baltimore, MD 21202

Attn: Ms. Cynthia D. Simpson  
Ms. Marcia Smith

Re: WRA No. 81-PP-0296  
SHA No. WI-641-101-170  
U. S. 50 - Salisbury Bypass - Wicomico County  
Final Environmental Impact Statement

Dear Mr. Ege:

This is in response to your letter of February 21, 1989 regarding the bridge crossing and realignment of U. S. 50 across the North Prong of the Wicomico River in Salisbury, Maryland.

Please be advised that the Water Resources Administration has no objection to the realignment of U. S. 50 and the reduction of the bridge length primarily due to your determination that the Naylor Mill Park Annex will no longer be a 4(f) issue and that Scenic Drive can be closed (selected alternate 4). However, as I stated during the February 16, 1989 meeting, this office recommends the selection of a bridge spanning the 100-year floodplain and causing the least impacts to the floodplain and the environment. Perhaps the detailed hydrologic and hydraulic studies to be performed during the design phase of the subject project will establish the bridge length to keep the flooding and environmental impacts the least.

1

The Power Plant and Environmental Review Division of the Tidewater Administration has made a review of your submittal and their comments are as such that based on the information provided, the proposed modifications to the alignment and bridge length would result in an increase in wetland impacts from less than 0.5 acre to approximately 1.8 to 2.0 acres. There is a significant reduction in cost from about \$9.7 million to \$2.6 million. Although wetland impacts are increased, we do not feel that the additional 1.5 acres of impact justifies the additional cost of eliminating this impact.

2



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Mr. Louis H. Ege, Jr.  
March 15, 1989  
Page Two

In addition, it is important to note that spanning the entire floodplain at the new location would require a bridge length of approximately 550 feet. This would essentially eliminate all wetland and floodplain impacts. Although we prefer spanning the entire floodplain, we do not object to the State Highway Administration's proposal in this case to construct the minimum bridge length based on hydrologic and hydraulic studies.

2

The Tidal Wetlands Division of the Water Resources Administration expressed no specific concerns on the subject issue and stated that the tidal limit boundary is at the Johnson's pond dam and, therefore, any work above the dam would not involve their Division.

The Nontidal Wetlands Division of the Water Resources Administration has also reviewed your submittal and visited the site on March 3, 1989. Accordingly, their comments are as such that the project is again under review due to the proposed design change. The crossing was shifted approximately 200 feet downstream to avoid an electrical tower. The length was reduced due to the SHA's plans to cul-de-sac Scenic Drive instead of building an overpass and a more narrow floodplain at the new crossing and a change from the supposed 4(f) status of the site.

The wetland is a high quality floodplain system with many stream channels and saturated soils. Extending saturation was evidenced by buttressed trucks, shallow roots, sphagnum moss, blackened leaved, and a thick organic soil layer. There were some Atlantic White Cedars on the side of the floodplain.

3

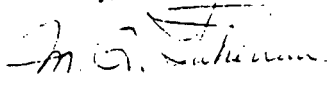
The Division strongly recommends constructing a bridge over the entire floodplain, a minimum estimated width of 550 feet. The structure should also be elevated above grade to minimize effects of sedimentation that may be generated during construction. It is imperative to minimize impacts and changes in hydrology that would adversely impact the rare species downstream, Cardamine longii Longs' Bittercress, and sourwood Oxydendron arboreum. Removal of vegetation should also be minimized.

There was some confusion as to where SHA was proposing to place the piers. Marcia Smith of SHA was also present at the field visit and suggested we discuss this with the engineers.

Further conditions may be required after additional specific measures be implemented during construction.

Thank you for the opportunity to provide comment on the subject document. If you should have any questions regarding this matter, please contact me at (301) 974-2265.

Sincerely,



M. Q. Taherian, Chief  
State Highway Section  
Waterway Permits Division

MQT:das

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Response to the MD Department of Natural Resources, Water Resources Administration:

1. Detailed hydrologic and hydraulic studies will be performed during the design phase of this project and a final structure length will be determined based on a 100-year storm.
2. The structure length of 250' was chosen based on the Bureau of Bridge Developments crossings in watersheds of similar size on the Eastern Shore. The length of 250' was used for purposes of developing construction cost estimates and identifying worst case environmental impacts. See #1 above.
3. See #1 and #2 above (also pp. I-8 and 9).



**Maryland Department of Transportation  
State Highway Administration**

195  
Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

February 17, 1989

MEMORANDUM

To: Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

From: Harriet Levine *Harriet Levine*  
Project Engineer

Re: US 50 - Salisbury Bypass  
Final Environmental Impact Statement (FEIS)

A meeting was held on Thursday, February 16, 1989 at the State Highway Administration Headquarters to discuss the FEIS for the US 50 - Salisbury Bypass. In specific, discussions centered on the proposed crossing of the Wicomico River. The purpose of the meeting was to provide an opportunity for coordination and comments from the Federal Highway Administration, the Department of Natural Resources, and the Army Corps of Engineers. The following people were in attendance:

Mr. Herman Rodrigo	Federal Highway Administration
Mr. M.Q. Taherian	Water Resources Administration
Ms. Denise Clearwater	Dept. of Natural Resources
Ms. Cynthia Simpson	Environmental Management
Ms. Marcia Smith	Environmental Management
Ms. Harriet Levine	Project Development
Mr. Stephen Goad	Bureau of Bridge Design
Ms. Leslie Salgado	Bureau of Bridge Design
Mr. Edward Smith	Bureau of Highway Design
Mr. Robert Sanders	Bureau of Highway Design
Mr. Augie Taboni	Bureau of Highway Design
Mr. Keith Quintrell	Bureau of Highway Design

There was no representative from the Army Corps of Engineers.

Ms. Smith gave a brief summary of the information contained in the Draft Environmental Impact Statement (DEIS) and of that contained in the FEIS. A discussion followed on the differences in the two documents and approach taken in identifying impacts. The following issues were considered:

- The draft document described the structure over the North Prong of the Wicomico River as approximately 950 feet long. It spanned the entire floodplain, the Naylor Mill Park Annex, and Scenic Drive.

My telephone number is (301) 333-1104

- The final document describes the structure over the River as approximately 250 feet long. It spans the channel of the River and approximates 'worst case' impacts to the environment.

- The structure length was shortened for various reasons. The elimination of the proposed diamond interchange at Jersey Road enabled the bypass to cross the floodplain at a narrower point. In addition, the finding that the Naylor Mill Park Annex, although a park in name, does not require 4(f) and the closure of Scenic Drive meant that the structure length on the east side of the River could be reduced. The bypass no longer has to cross Scenic Drive with adequate travel clearance and, therefore, the grade of the bypass can be lowered. All of these changes resulted in a reduction in length of approximately 450 feet.

- Detailed hydraulic studies are not complete at this time and in an effort to identify potential impacts, a worst case approach was taken in the FEIS. An approximate minimum structure length of 250 feet was considered to address the maximum impacts to the floodplain and wetlands associated with the River. The length of 250 feet is only an estimate and upon completion of hydraulic studies, an adequate structure length will be determined based on a 100-year storm.

- The proposed Bypass alignment crosses the River in an area where there is a single channel and the floodplain is approximately 500 feet wide. There is no stream relocation proposed with this project. The proposed roadway surface would be at approximately elevation 28 feet. The 100-year storm elevation is approximately 22 feet and an average daily water surface elevation is approximately 10 feet.

- The Department of Natural Resources (DNR) stressed their preference to minimize impacts to the floodplain. Mr. Taherian requested copies of the maps depicting the structure both from the DEIS and the FEIS and a write-up of the considerations in changing the structure length. He will distribute them throughout DNR and have comments within two weeks. This memorandum will serve as part of the justification for the change in structure length.

- The Federal Highway Administration will contact The Corps of Engineers and discuss the issues outlined above.

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Pending receipt of the Department of Natural Resources and the Army Corps of Engineers comments regarding the shorter bridge length now proposed in the FEIS and the analysis of impacts, the document should be finalized.

HK/ih

cc: Neil J. Pedersen  
Attendees



M.S. 196

**Maryland Department of Transportation**  
**State Highway Administration**

Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

February 22, 1989

RE: Contract No. W 641-101-170  
US 50 - Salisbury Bypass  
Wicomico County

Mr. Thomas J. Filip, III  
Assistant Chief  
Regulatory Branch  
U.S. Army Corps of Engineers  
P.O. Box 1715  
Baltimore, Maryland 21201

Dear Mr. Filip:

Environmental Management is writing to you concerning the bridge crossing of the North Prong of the Wicomico River as you discussed with Herman Rodrigo of Federal Highway Administration.

The DEIS for this project was approved by FHWA on December 7, 1987. In the Draft Environmental Impact Statement (see Exhibit 1) SHA proposed a 950 foot bridge across the North Prong of the Wicomico River and Scenic Drive to avoid or minimize impacts to the Naylor Mill Park Annex as required under Section 4(f). Subsequent to the approved DEIS, the Park Annex has been determined not to be a 4(f) issue. Additionally, a decision was made to close Scenic Drive, a local roadway on either side of the bypass (see Exhibit 2). Because the mainline alignment of the Bypass no longer had to span the Park and Scenic Drive, the grade could be lowered. Thus, it was decided to reduce the bridge length by approximately 400 feet. The roadway alignment was also shifted approximately 200 feet to the south and crosses the river at a narrower area, further reducing the need for a longer bridge and minimizing potential floodplain/wetland impacts.

Due to the lack of the information needed to determine the final structure length at this time, the worst-case impacts were identified in the Final Environmental Impact Statement (see Exhibit 2). Detailed hydraulic and hydrologic studies will be completed during the design phase of this project to determine an adequate structure length. An estimated minimum structure length of 250 feet is included in the document. While this structure length is not the result of any detailed studies, the worst case impacts to the wetlands and floodplain surrounding the river are identified. Any changes as a result of the studies during the design phase should reflect an improvement in the impacts listed below:

My telephone number is (301) 333-1177

Telet 333-1177 Impaired Hearing or Speech  
383-7555 Baltimore Metro - 56 III-52 Metro - 1-800-492-5062 Statewide Toll Free  
707 North Calvert St., Baltimore, Maryland 21203-0717

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Mr. Thomas J. Filip, III  
February 22, 1989  
Page 2

<u>Structure*</u>	<u>No</u>	<u>Cost</u>	<u>Wetland/Floodplain Impacts</u>
950'	2	\$9,722,000	< 0.5
250'	2	\$2,558,400	1.3/2

\* Each span is 41' wide

The State Highway Administration and the Federal Highway Administration look forward to hearing from you regarding a meeting date to discuss this modification.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Project Development Division

by: Cynthia D. Simpson  
Cynthia D. Simpson, Chief  
Environmental Management

LHE:CDS:cd  
Enclosures (2)  
cc: Mr. Herman Rodrigo



Maryland Department of Transportation  
State Highway Administration

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Richard H. Trainor  
Secretary  
Hal Kassoff  
Administrator

April 12, 1989

RE: Contract No. WI 641-101-170  
US 50 - Salisbury Bypass  
Wicomico County

Mr. Thomas J. Filip, III  
Assistant Chief  
Regulatory Branch  
U.S. Army Corps of Engineers  
P.O. Box 1715  
Baltimore, Maryland 21201

Dear Mr. Filip:

I am writing concerning the approximate length of the bridge over the Wicomico River which will be constructed as part of the Salisbury Bypass. This is a supplement to the information provided to you on February 22, 1989.

While the 950' long structure shown in the Draft Environmental Impact Statement (DEIS) bridged the floodplain of the north prong of the Wicomico River, the Naylor Mill Park Annex and Scenic Drive, some wetlands were affected. Approximately 0.24 acres of wetlands were impacted as the result of temporary disturbance during construction and permanent loss of the area displaced by possible pier construction.

That bridge length was dictated not only by the need to minimize impacts to the Naylor Mill Park Annex (then thought to be a 4(f) resource) but by the vertical geometrics associated with a structure over Scenic Drive (a local road) for adequate travel clearance. These two factors and the need to cross the stream channel with a structure resulted in a bridge of 950' as shown in the DEIS.

In the Final Environmental Impact Statement (FEIS) the structure length was shortened for the following reasons. Scenic Drive will be closed. Thus the structure length east of the stream can be reduced as the bypass no longer has to cross it with adequate travel clearance (this equals a reduction of approximately 200'). The finding that the Naylor Mill Park Annex was not a 4(f) resource meant that the minimization of impacts to a 4(f) site was no longer an issue and the area could be used for roadway construction. Finally, a southern shift of the mainline Bypass alignment to avoid a newly constructed radio tower resulted in the road crossing the floodplain/wetlands at a narrower area (approximately 500' vs. 800' wide) which reduced the structure length an additional 300'.

My telephone number is (301) 333-1177



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Mr. Thomas J. Filip  
April 12, 1989  
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Based on the preceding information, the maximum structure length needed to span the floodplain/wetlands would be approximately 450' rather than 950'. However, the structure length of 250' was chosen for the FEIS based on our Bureau of Bridge Development's experience with stream crossings in watersheds of similar size on the Eastern Shore. The length of 250' was also used for purposes of developing preliminary construction cost estimates and identifying worst case environmental impacts (approximately 2+ acres of floodplain/wetlands affected). As indicated in the previous letter, preliminary costs would be \$9,722,000 for the 950' structure vs. \$2,558,000 for the 250' structure - a difference of over seven (7) million dollars.

It is too early in the design process to provide anything other than an estimated structure size. Under normal circumstances definite structure type, size and location are developed approximately one year prior to advertisement. It is anticipated that a stream cross-section survey will be completed by late summer 1989 with hydraulics and more accurate bridge size studies to be completed by late fall 1989.

Some existing stream cross-section surveys from 1980 are available. Included for your use is a plot of the stream cross-section in the vicinity of the proposed bridge from the 1980 survey. However, the reliability of that survey is questionable due to changes in the stream from degradation and sedimentation.

Only this floodplain/wetland area is impacted by selected Alternate 4 compared with 5 wetland areas (of approximately 9 acres) affected by Alternate 2. The area is a riparian swamp dominated by Red Maples. It is valuable for its wildlife, flood storage, stormwater control and water quality. Shifting the alignment further to the south would require additional displacements including a chicken farm, a business, Georgia-Pacific and approximately 7 residences and result in 1200' floodplain/wetlands impacts while a shift to the north would displace a mink farm, two businesses and approximately 4 residences, and result in approximately 600' floodplain/wetland impacts.

We feel that the comparison of Alternate 2 with Alternate 4 meets the alternatives analysis required under 404 (b) 1 guidelines. Please advise us as to whether the information provided is sufficient for this stage of studies in accordance with NEPA. Every effort will be made to further minimize impacts to this floodplain/wetland area during design in close coordination with your office and other Federal and State review agencies.

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Mr. Thomas J. Filip  
April 12, 1989  
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Very truly yours,

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

by: Cynthia D. Simpson  
Cynthia D. Simpson, Chief  
Environmental Management

LHE:CDS:cd  
Attachment

cc: Mr. Neil Pedersen  
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#### IV. LIST OF PREPARERS

This Draft Environmental Impact Statement was prepared by the Maryland Department of Transportation, State Highway Administration in consultation with the Federal Highway Administration. The following personnel were instrumental in the preparation of this document.

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Ms. Marcia A. Smith -	Environmental Manager

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\* Agencies that commented on DEIS

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Local Governments  
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Department of Economic and  
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Department of Education  
Department of Health and  
Mental Hygiene  
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## Bibliography

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Rasmussen, W.C. and Turbit H. Slaughter, 1955. The Water Resources of Somerset, Wicomico and Worcester Counties.

\*State of Maryland Department of the Environment. Division of Technical Analysis Water Management Administration Tech Report #69 - Water Quality Assessment of Wood Creek and of Tributary inputs to Johnson Pond prior to Upgrade of the Delmar Sewage Treatment Plant

\*State of Maryland Department of Natural Resource, Maryland Geologic Survey. Bulletin 31. Pt. 1. Hydrology of Channel-fill deposits near Salisbury, Maryland as determined by a 30-day pumping test by Frederick K. Mack and Wilbert O-Thomas, Jr. Pg. 22. Explanation and mapping of Salisbury Paleochannel, Wicomico County Maryland, James M. Wegle, 1972.

\*New entries

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Attachment for Environmental  
Impact Documents  
Revised: February 1, 1988  
Bureau of Relocation Assistance

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

All State Highway Administration projects must comply with the provisions of the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970" (Public Law 91-646 and amendments as published in CFR Vol. 51, No. 39 on February 27, 1986) and/or the Annotated Code of Maryland, Real Property, Title 12, Subtitle 2, Sections 12-201 thru 12-212. The Maryland Department of Transportation, State Highway Administration, Bureau of Relocation Assistance, administers the Relocation Assistance Program in the State of Maryland.

The provisions of the Federal and State Law require the State Highway Administration to provide payments and services to persons displaced by a public project. The payments that are provided include replacement housing payments and/or moving costs. The maximum limits of the replacement housing payments are \$15,000 for owner-occupants and \$4,000 for tenant-occupants. Certain payments may also be made for increased mortgage interest costs and/or incidental expenses, provided that the total of all housing benefits does not exceed the above mentioned limits. In order to receive these payments, the displaced person must occupy decent, safe and sanitary replacement housing. In addition to the replacement housing payments described above, there are also moving cost payments to persons, businesses, farms and non-profit organizations. Actual moving costs for residences include actual moving costs up to 50 miles or a schedule moving cost payment, including a dislocation allowance, up to \$500.

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



The actual reasonable moving expenses may be paid for a move by a commercial mover or for a self-move. Generally, payments for the actual reasonable expenses are limited to a 50 mile radius. The expenses claimed for actual cost commercial moves must be supported by 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, not to exceed the lowest acceptable bid obtained. The allowable expenses of a self-move may include amounts paid for equipment hired, the cost of using the business' own vehicles or equipment, wages paid to persons who physically 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 is to be reestablished, and the personal property is not moved but is replaced at the new location, the payment would be the lesser of the replacement cost minus the net proceeds of sale (or trade-in value) or the estimated cost of moving the item. If the business is being discontinued or the item is not to be replaced in the reestablished business, the payment will be the lesser of the difference between the value of the item for continued use in place and the net proceeds of the sale or the estimated cost of moving the item. When personal property is abandoned without an effort by the owner to dispose of the property for sale, unless permitted by the State, the owner will not be entitled to moving expenses, or losses for the item involved.

The owner of a displaced business may be reimbursed for the actual reasonable expenses in searching for a replacement business up to \$1,000. All expenses must be supported by receipted bills. Time spent in the actual search may be reimbursed on an hourly basis, within the maximum limit.

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

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

In order to determine the amount of the "in lieu of" moving expenses payment, the average annual net earnings of the business is considered to be one-half of the net earnings, before taxes, during the two taxable years immediately preceding the taxable year in which the business is relocated. If the two taxable years are not representative, the State may use another two-year period that would be more representative. Average annual net earnings include any compensation paid by the business to the owner, his spouse, or his dependents during the period. Should a business be in operation less than two years, 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, for the tax years in question.

For displaced farms and non-profit organizations, the actual reasonable moving costs generally up to 50 miles, actual direct losses of tangible personal property, and searching costs are paid. The "in lieu of" actual moving cost payments provide that the State may determine that a displaced farm may be paid from a minimum of \$2,500 to a maximum of \$10,000, based upon the net income of the farm, provided that the farm has been discontinued or relocated. In some cases, payments "in lieu of" actual moving costs may be made to farm operations that are affected by a partial acquisition. A non-profit organization is eligible to receive "in lieu of" actual moving cost payments, in the amount of \$2,500.

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

In the event comparable replacement housing is not available to rehouse persons displaced by public projects or that available replacement housing is beyond their financial means, replacement "housing as a last resort" will be utilized to accomplish the rehousing. Detailed studies must be completed by the State Highway Administration before "housing as a last resort" can be utilized.

The "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970" requires that the State Highway Administration shall not proceed with any phase of any project which will cause the relocation of any 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.