REPORT NUMBER: FHWA-MD-EIS-72-08-(F)

Federal Highway Administration Region III

> Interstate Route 70 East of Ijamsville Road To West of Monocacy River Frederick County

ADMINISTRATIVE ACTION

FINAL ENVIRONMENTAL IMPACT STATEMENT

State of Maryland Department of Transportation State Highway Administration

Submitted pursuant to 42 U.S.C. 4332(s) (C), 23 U.S.C. 128(a)

Bernard M. Evans State Highway Administrator

F605.000.72

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Date

by: ALC: S

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

Federal Highway Administration Division Administrator

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(1) Administrative Action

Federal Highway Administration () Draft (X) Final

- (X) Environmental Statement
- () Combination Environmental Section 4(f) Statement
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(3) Description

The proposed improvement involves a 3.8 mile relocation of Interstate 70 (formerly designated I-70N) extending from Ijamsville Road to west of the Monocacy River in Frederick County, Maryland. The purpose of the project is to complete this section of a major interstate transportation system in Maryland. The proposal is to construct a limited access highway with two 36 foot roadways, two 10 foot shoulders, and a median. This typical section will be contained within a minimum 300 foot right-of-way.

(4) Summary of Environmental Impacts

The construction of a highway of this magnitude will result in

both beneficial and adverse environmental effects. Negative social, economic, and natural environmental impacts may be expected for the reconstruction, relocation or even the "do-nothing" alternative. Environmental impacts have been compounded by related interchanges and service road facilities. A brief tabular environmental impact Summary is presented on the following page.

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(5) Summary of Alternatives

Four alternative design concepts were considered in this study. They are referred to as alternative Plan A, Plan B, Plan B-1 and "Do-Nothing." Based on the environmental analysis including public and governmental comments, Plan B is the recommended alternative of the State Highway Administration. Plan A, Plan B-1 and the "do-Nothing" alternatives are not recommended.

(a) Plan A (not recommended)

This alternative involved upgrading existing U.S. Route 40 to meet interstate standards. The plan featured the construction of an additional 12 foot lane on both the east and west bound roadways of existing U. S. Route 40. Local service would have been provided by an interchange in the vicinty of Bell and Mains Lanes, and a system of service roads to the north of existing U. S. Route 40. A number of local roads in the vicinty of U. S. Route 40 would have been improved to meet county standards.

(b) Plan B (recommended)

This recommended alternative involves locating proposed I-70 north of existing U. S. Route 40. Two directional type interchanges are provided. One is constructed west of the Monocacy River and provides access for westbound local and return traffic

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Relative Impacts of Plans A, B, B-1 and Do. Nothing '

Paramete	ers	<u>Plan A</u>		Plans	s B, B-1	<u>''Do-l</u>	Nothing"
Social							
	Relocation	2			1		0
	Minorities	1			0		C
	Recreation	0			0		0
	Education	0			0		0
	Historical Sites	0			0	•	0
	Archaeological Sites	0		. •	1		0
Economi	c						
	Businesses	2			1.	•	0
	Property values	+			÷	·	1
,	Agriculture	1	•		1		0
Natural							
	Air quality	3	•		2		l
)	Noise	2			3		1
•	Water Quality	3		· .	2		1
	Aquatic ecology	3			2		• 1
	Terrestrial ecology	2			3		1
Traffic	2						
	Through traffic (overall)	+			+		1
	National defense	+			· . +		1
	Local accessibility	1			+ ·		0
	School bus safety	+ .			1		2
	Energy consumption	+			+ .	•	1
					-		

Notes: 1) Ranked in increasing order of negative impact, hence "1" implies the least negative impact and "3" the most.

2) In case of similar impact the same rank applies to all.

3) A "+" indicates a positive impact.

to the freeway. A second interchange, located near Ijamsville Road, provides access for eastbound and return traffic.

(c) Plan B-1 (not recommended)

This alternative plan was a variation of Plan B, differing only in that it took advantage of a more favorable southern topography. Foth Plans B and B-1 had a common beginning and end. They coincided with each other until the crossing at Quinn Orchard Road. At this point, Plan B-1 turned southwest, and would have passed under Shull Lane approximately 1,000 feet south of proposed Plan B. From here, the alignment turned northwest and would have rejoined the proposed Plan B alignment after having crossed Long Branch Stream.

(d) "Do-Nothing" Alternative (not recommended)

This alternative proposed that U. S. Route 40 be maintained in its present form with normal safety improvements.

(6) Distribution of Draft Environmental Statement

Listed below are agencies that received copies of the Draft Environmental Statement, circulated June 6, 1972:

FEDERAL

Mr. Theodore R. Robb Regional Administrator Department of Housing and Urban Development Curtis Building Sixth and Walnut Streets Philadelphia, Pennsylvania 19106 Attention: Mr. William Kaplan Assistant Regional Administrator

Dr. T. C. Byerly Office of the Secretary Department of Agriculture Washington, D. C. 20250 Mr. Roland B. Handley (7)* Regional Director U.S. Department of the Interior Bureau of Outdoor Recreation Federal Building 1421 Cherry Street Philadelphia, Pennsylvania 19102 12

Mr. John H. Gibson Acting State Conservationist Soil Conservation Service U.S. Department of Agriculture 4321 Hartwick Road College Park, Maryland 20740 Dr. Sidney R. Caller (3)* Deputy Assistant Secretary for Environmental Affairs U.S. Department of Commerce 14th and Constitution Avenue Room 3876 Washington, D.C. 20230

Mr. Leonard O. Walker (2)* Bureau of Sport Fisheries and Wildlife Patuxent Wildlife Research Center Laurel, Maryland 20810

Mr. Bruce J. Miller Assistant Director Cooperative Program National Park Service U.S. Department of Interior 143 South Third Street Philadelphia, Pennsylvania 19106 Department of the Interior Deputy Assistant Secretary for Programs Washington, D.C. 20240

Mr. Charles Fabrikant (5)* Director of Impact Statements Office Environmental Protection Agency 1626 K Street, N.W. Washington, D.C. 20460

Mr. Arthur J. Reid, Jr. Director Office of Economic Opportunity 1200 19th Street, N.W. Washington, D.C. 20506

Department of Health, Education and Welfare Assistant Secretary for Health and Science Affairs H.E.W. North Building Washington, D.C. 20202

STATE

Mr. Edwin L. Powell, Jr. (8)* Chief, State Clearinghouse Maryland Department of State Planning 301 West Preston Street Baltimore, Maryland 21201

Mr. Harry R. Hughes, Secretary Department of Transportation Post Office Box 8755 Friendship International Airport Baltimore, Maryland 21240

Dr. Neil Solomon Department of Health and Mental Hygiene Environmental Health Administration 610 North Howard Street Baltimore, Maryland 21201

. . .

Mr. Charles B. Allen, Chairman Maryland State Aviation Commission 301 West Preston Street Paltimore, Maryland 21201

Mr. Michael Ports Surface Water Management Department of Water Resources State Office Building Annapolis, Maryland 21401

Dr. James A. Sensenbaugh Director State Department of Education 301 West Preston Street Baltimore, Maryland 21201 Attention: Frederick County Board of Education

()* number of copies sent

Mr. Orlando Ridout Director State Liaison Office for Maryland Maryland Historical Trust Post Office Box 1704 Annapolis, Maryland 21404

Mr. George R. Lewis Secretary Department of General Services 301 West Preston Street Baltimore, Maryland 21201

Mr. William A. Pate Director Division of Economic Development State Office Building Annapolis, Maryland 21401 Mr. Frank Walsh Executive Director Maryland Office of Economic Opportunity 1100 North Eutaw Street Baltimore, Maryland 21201

Honorable James B. Coulter Secretary Department of Natural Resources State Office Building Annapolis, Maryland 21404

Colonel Robert J. Lally Secretary Department of Public Safety and Correctional Services Suite 800 Executive Plaza 2 Hunt Valley, Maryland 21030

COUNTY

Honorable Charles H. Smelser State Senator - Frederick County Route # 2 Union Bridge, Maryland 21791

Honorable Edward P. Thomas, Jr. State Senator - Frederick County 710 Wyngate Drive Frederick, Maryland 21701

Honorable Julien P. Delphey Delegate - Frederick County 222 Carroll Parkway Frederick, Maryland 21701

Honorable Wallace E. Hutton Delegate - Frederick County 7 East Church Street Frederick, Maryland 21701

Honorable C. Clifton Virts Delegate - Frederick County 5 West Church Street Frederick, Maryland 21701 Honorable John A. Derr President Board of County Commissioners Frederick County Winchester Hall Frederick, Maryland 21701

Mr. William S. Fout County Engineer Winchester Hall Frederick, Maryland 21701

Mr. Edward F. Holter, Chairman Planning and Zoning Commission Winchester Hall Frederick, Maryland 21701

Mr. Lawrence W. Johnson Planning Director Winchester Hall Frederick, Maryland 21701

Mr. James W. Freeman, Chairman New Industry Committee Chamber of Commerce of Frederick County 924 East Street Frederick, Maryland 21701

Mr. George W. BarlettMnVice President for EngineeringExNational Association ofChBroadcastersI1771 North Street, N. W.FxWashington, D. C. 20036Attention: Maryland Representative

Mr. Richard Hammond Executive Vice President Chamber of Commerce of Frederick County Frederick, Maryland 21701 15

Seventy-two (72) copies of the Draft Environmental Statement were distributed. Comments on the Draft Environmental Statement and responses are included in Section IX.

(7)

Copies of the Draft Environmental Statement were mailed to the Council on Environmental Quality through the Federal Highway Administration on June 6, 1972.

L. DESCRIPTION OF PROPOSED ACTION

A. Project Purpose

The following statement has been prepared in accordance with policies promulgated by the National Environment Policy Act of 1969. The Environmental considerations set forth are based on preliminary engineering studies designed to establish the final disposition of I-70 from Ijamsville Road to west of the Monocacy River in Frederick County, Maryland. The exact study area has been delineated in Figure 1.

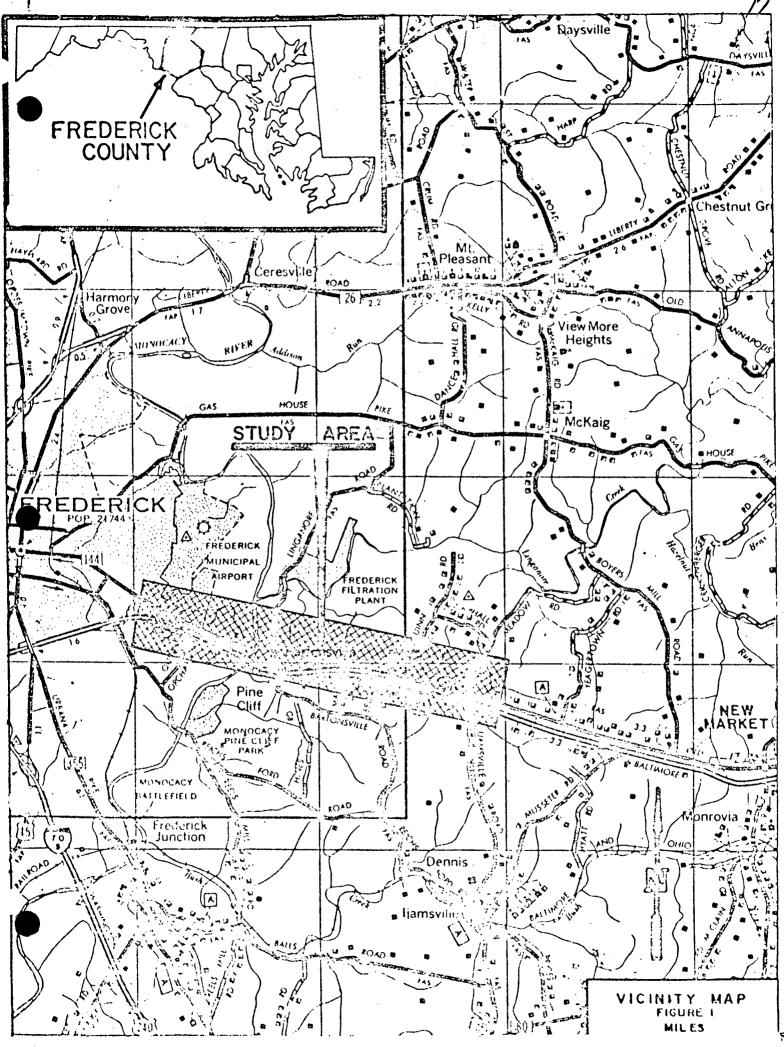
I-70 is a major transportation link of the Federal Highway System. The need and authorization for it is affirmed in the Federal Highway Act of 1956. This Act provides for construction of a safe, efficient national system of interstate and defense highways. The I-70 artery is an important component because it connects the east coast of the United States with the Great Ohio Valley, and other points to the northwest and southwest.

In planning the new highway, the best way to accommodate the geometric standards provided by Federal regulations, policies and criteria outlined by the American Association of State Highway Officials, is to follow, generally, the Old National Pike Corridor.

Today, I-70 in Maryland, is in various stages of completion. The Baltimore City segment is in the location study stage and a draft E.I.S. on this segment was circulated in 1972. From the Baltimore City line west to McKendee Road in Howard County, I-70 is open to traffic and complete with the exception of signing, fencing, and landscaping. Two lanes are open to traffic with construction underway from McKendee

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Road to Woodville Road in Frederick County. The interstate is open and complete from Woodville Road to Ijamsville Road, which is the eastern terminal of the subject project.

The subject of this statement is the final disposition of that part of I-70 from a point beginning 1,000 flet east of Ijamsville Road to a point terminating west of the Monocacy River near the Patrick Street overpass. The total project length is approximately 3.8 miles and will be Federally funded on a 90-10 basis.

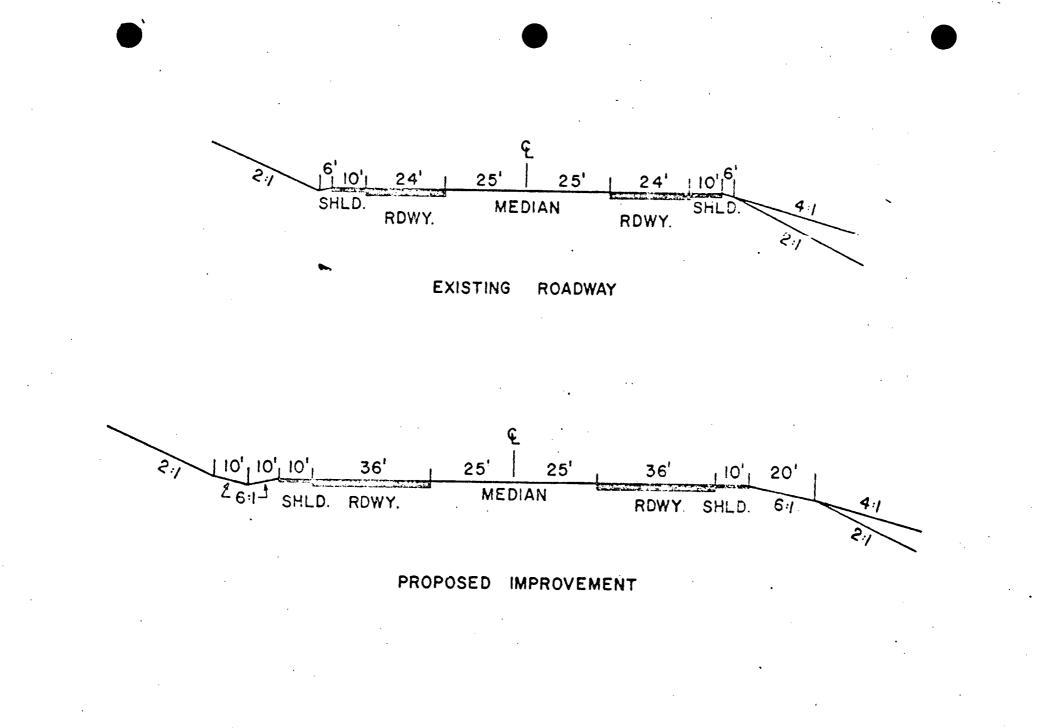
B. Existing Roadway

1. Description

U.S. Route 40 design geometrics consist of 2-24 foot roadways separated by 50 feet of grass median. The outer portion has a 10 foot stabilized shoulder with 6 feet of additional grading to the ditch, and supporting slopes throughout. The right-of-way is variable with the minimum being 200 feet wide. Figure 2-A illustrates an existing typical road cross-section.

The present partial control of access with grade crossings and intersecting local roads is a major factor in the need for the proposed facility. Two rather steep ascending grades cresting between Bartonsville Road and Linganore Road contribute to an unsafe stopping distance condition where these two county roads intersect with U. S. Route 40.

Another steep grade (4.5%) is encountered on the approach to the existing two lane bridge over the Monocacy River. This grade is acceptable, but can become a hazard during snow storms and freezing rain.



2-A

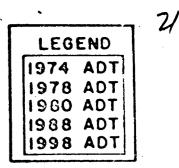
2. Traffic

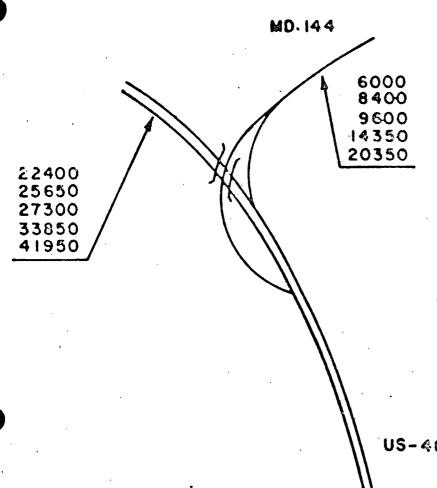
U. S. Route 40, in its present state, provides a dual service to local and through traffic movements. It is the main direct link between residents of the Bartonsville neighborhood and the Central Business district of the City of Frederick. It functions as an alternative link for motorists desirous of avoiding the high density commercial and residential sectors. A 1974 traffic study indicated an ADT (Average Daily Traffic Volume) of 28,400 vehicles per day on the Bartonsville section of U. S. Route 40. Future increases in local and through traffic volume will generate an estimated ADT of 62,300 by 1998. The distribution of the demand by specific dates is indicated in Figure 3. A certainty about this trend is that the existing U. S. Route 40, with its current capacity of 42,600 cannot accommodate the anticipated increase in volume without resulting in operating speeds below 30 mph, increased travel delays, and increased potential for serious accidents, particularly at the numerous grade intersections along the present U. S. Route 40.

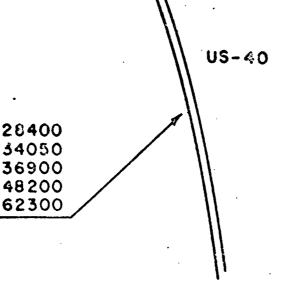
No projections of the traffic volume on the local service roads are available at this time. In their present state, these service roads appear to be adequate for the existing low density local activities. However, in view of the proposed development and present zoning in the areas, a significant increase in local traffic may be expected. This increase may be gradual and dependent on other future actions, but it will warrant improvement of the geometric design of the present service roads.

The new interstate facility will provide for full control of access and be contained within a minimum 300 feet of right-of-way.

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PRESENT AND PROJECTED TRAFFIC DATA FOR "DO-NOTHING" ALTERNATIVE BY TRAFFIC PLANNING SECTION BUREAU OF URBAN AND REGIONAL LIASON MARYLAND STATE HIGHWAY ADMINISTRATION

C. Proposed Alternatives

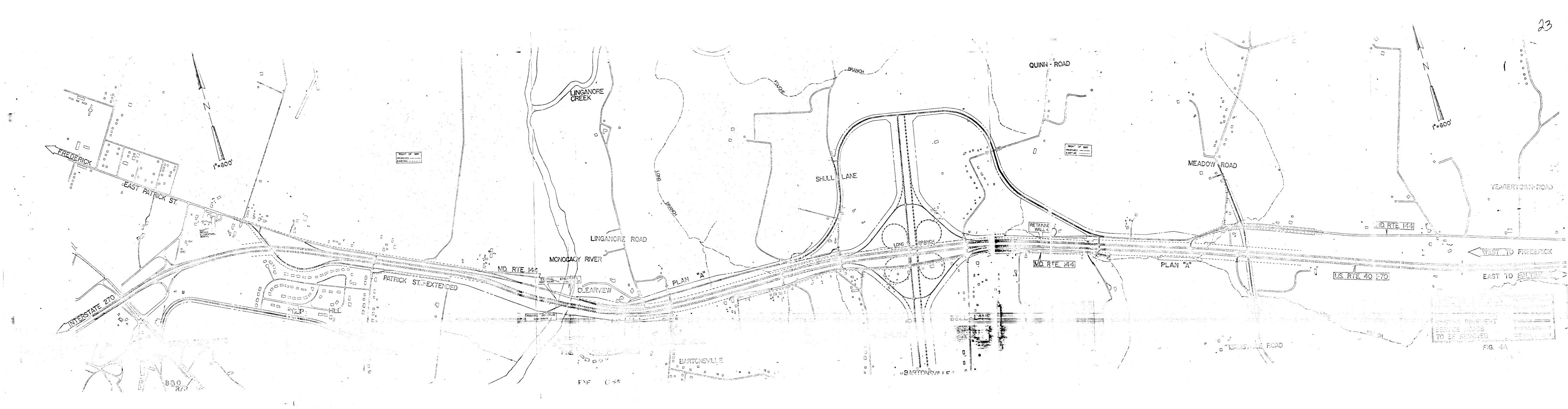
Thorough investigation of the study area has identified for feasible alignment possibilities. These alternates will herein-after be referred to as Plan A, Plan B, Plan b-1 and the "Do-Nothing" alternative. Based on this study which includes public and governmental comments, Plan B is recommended.

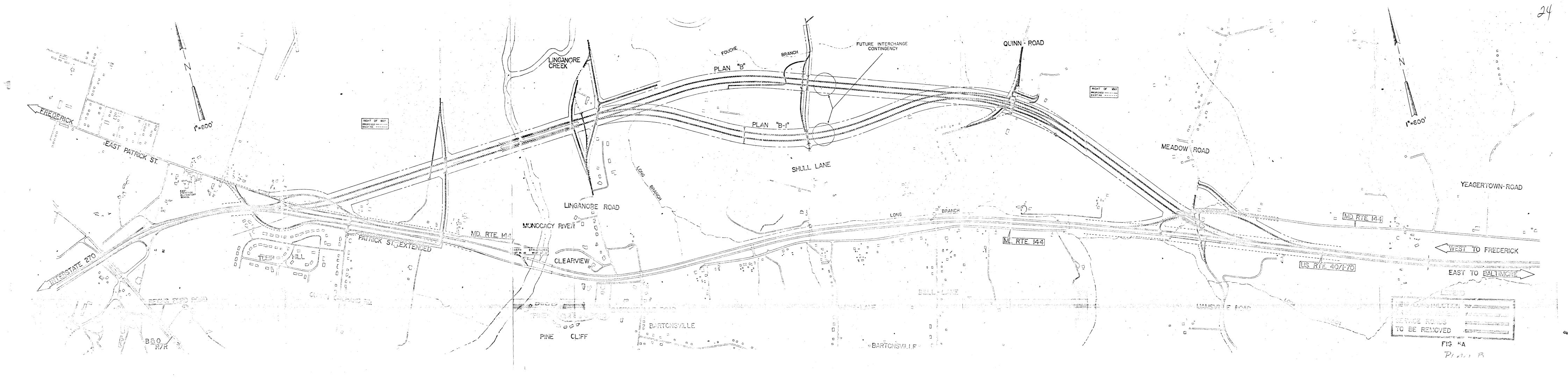
All options have a common beginning and ending with appropriate interchanges, grade separations, service roads, etc. The design speed is 70 miles per hour. Typical proposed service road and ramp sections are shown in Figure 2-B.

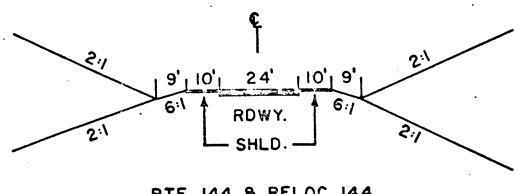
1. Plan A (not recommended)

The proposed Plan A alignment (herein-after referred to as Plan A), shown in Figures 4a and 4b, involved modifying existing U. S. Route 40 to meet interstate specifications. This plan would have been geometrically compatible with the current conversion of U. S. Route 40 to interstate standards now underway.

Maximum horizontal curvature, excluding interchange ramps, would not have exceeded one degree, 30 minutes. A maximum vertical grade of 4.5 percent, would have been encountered at the Monocacy River Bridge location. A proposed 50 foot grass median would have been utilized up to a narrowing transition at the Monocacy River Bridge. East of the river the construction of additional 12 foot lanes were proposed along the outer portion of the existing dual highway. West of the river, the median would have narrowed to 26 feet with two additional lanes built on the inside. Existing drainage structures would have been adjusted as necessary. The widened road section, the interchange criteria, and the approximately 5100

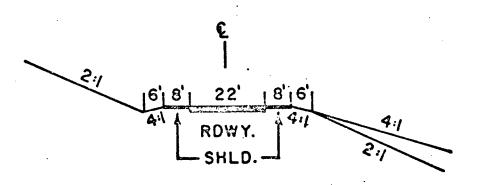




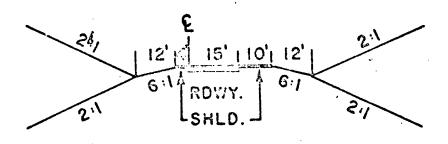


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RAMPS

feet of Long Branch Creek relocation would have required new right-ofway acquisitions. Grace Trinity Evangelical Reform Church and Maryland Route 144 would have been protected from encroachment by a retaining wall constructed south of Plan A and east of Bell Lane.

Under Plan A, an interchange adaptable to the proposed Frederick Beltway (as shown in the Frederick County Master Plan) would have been placed between Mains and Bell Lanes. This facility would have been oriented to local service on the north by a new service road with connections into Frederick and on the south to existing Bartonsville Road.

The immediate concentration of traffic, and the anticipated accelerated development associated with suburban interchanges warrented complementary renovation of the various service roads described above.

With Plan A, local traffic would have crossed the Monocacy River and entered Frederick by crossing the present westbound bridge which would have been reverted to the proposed service road system. The existing U. S. Route 40 east-bound bridge would have been widened to meet interstate bridge criteria, and ultimately reversed to carry westbound I-70 traffic. A new bridge would have been constructed adjacent to and south of this original span for use as the new I-70 eastbound crossing.

Starting from the eastern terminus, the first grade crossing elimination for Plan A would have been the Ijamsville - Meadow -Maryland Route 144 road configuration. This would have been accomplished by relocating Ijamsville and Meadow Road east of their present location and connecting them by a bridge across Plan A. The gradeline

of Maryland Route 144 would have been altered to meet the relocated Meadow Road at a common intersection. Maryland Route 144 and Ijamsville Road would have been barricaded at their present U. S. Route 40 at-grade crossings. Route 144 would have been extended and connected to the proposed extension of the Route 144 service road.

The relocated sections of Meadow Road and Ijamsville Road would have been constructed to standards equal to or exceeding Gounty specifications. In addition to the main section of I-70, Plan A would have included the physical improvement of Bartonsville Road, Mains Lane, Bell Lane, Quinn Orchard Road, and other service roads, to the extent indicated by Figure 4a.

The Plan A, eastbound Monocacy River Bridge would have required approximately one-half mile of interstate roadway to be reconstructed west of the river. Some of the original roadway in this area could have been salvaged by transition methods.

West of the river, a portion of the former U. S. Route 40 westbound lane would have been incorporated into the new service road, and re-routed into Patrick Street. Quinn Orchard Road would have been barricaded.

Tulip Hill residents would have used an improved two-way overhead Patrick Street Bridge to gain access to and from Frederick. This widened structure would have allowed Tulip Hill residents access to the interstate via the Reichs Ford Road interchange. To supplement this I-70 (Plan A) - Tulip Hill - Frederick movement, a suggestion was made to provide a service road running directly from Quinn Orchard Road to Reichs Ford Road.

2. Plan B (recommended alternative)

The Plan B alignment (herein-after referred to as Plan B), shown in Figures 5a and 5b, proposes the construction of I-70 parallel and approximately one-half mile north of existing U. S. Route 40. A typical section is shown in Figure 2-A. The maximum horizontal curvature proposed for Plan B is 1 degree, 30 minutes. The maximum, Plan B vertical gradient is 3%.

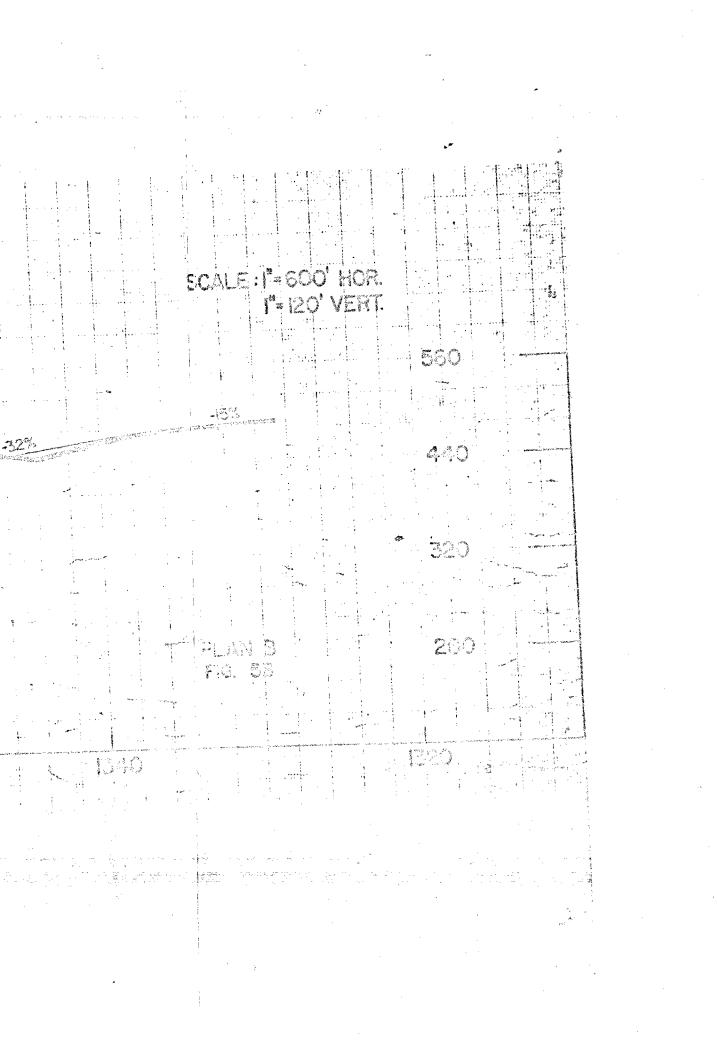
Plan B requires three stream crossings by means of a 54" pipe about 1500 feet east of Quinn Orchard Road; a bridge over Long Branch Creek located approximately 1200 feet east of Linganore Road, and a 54" pipe approximately 1000 feet west of the Monocacy River, respectively.

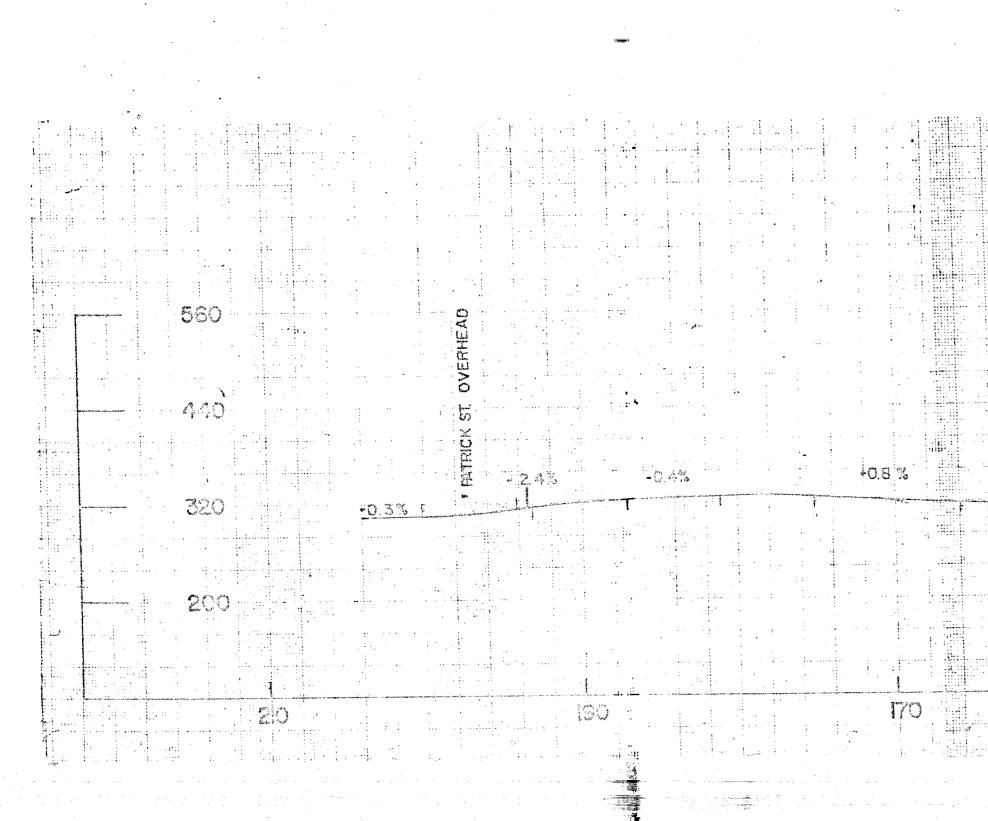
Plan B separates from U. S. Route 40, approximately 1,000 feet east of Ijamsville Road. The proposed 50 foot grass median begins to widen at this point to a maximum width of 74 feet. Ijamsville Road under Plan B is extended at-grade across the existing eastbound lane of U. S. Route 40. Eastbound U. S. Route 40 merges with proposed eastbound Plan B east of this intersection. The existing U. S. Route 40 westbound lane is removed in the interchange area. Ijamsville Road underpasses Plan B and continues to a four-way intersection with the westbound I-70 (plan B) ramp and Meadow Road. This intersection will be ultimately regulated by a traffic control device as future traffic volumes increase. Under Plan B westbound ramp underpasses the interstate and merges with westbound U. S. Route 40. Relocated Ijamsville Road passes under Plan B.

Under Plan B the existing intersection of Maryland Route 144 and Meadow Road are relocated approximately 500 feet to the north to

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Continuing northwest, Plan B spans a relocated Quinn Orchard Road. Existing Quinn Orchard Road is barricaded. Several homes in this area are provided access to the new Quinn Orchard Road location. From here Plan B assumes an approximate east-west orientation. Shull Lane is shifted east from its present location and bridges Plan B. West of Shull Lane Plan B parallels Fouche Branch.

In the vicinity of Linganore Road, Plan B turns southwest and descends toward the Monocacy River. Under Plan B Linganore Road is barricaded at its present location and relocated in one of two ways. Linganore Road can be relocated approximately 200 feet east, or it can be relocated approximately 200 feet west and pass under the proposed Monocacy River bridge. The latter relocation would necessitate lengthening the bridge which would increase the cost. The relocation of Linganore Road will be determined during final design.

Plan B requires two new bridges over the Monocacy River. Bridge piers are proposed with sufficient height and length to span the entire flood plain. The proposed location of these structures is approximately 2,200 feet upstream from the existing U. S. Route 40 bridges.

A grade separation is proposed at a location approximately 1200 feet west of the river to maintain a farm road. Under Plan B this road is relocated to make it part of a four-logged intersection which also includes Maryland Route 144 and U. S. Route 40. Another component of this configuration is the eastern extension of Patrick

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Street which will run parallel and south of Plan B. A new median opening on U. S. Route 40 is proposed at this junction. Traffic control devices will be installed at this intersection, at Patrick Street, and at Quinn Orchard Road as needed. 24

A directional, limited access, interchange is proposed at the intersection of Plan B and U. S. Route 40 near the Tulip Hill area. No local exit ramp is provided for westbound travelers on Plan B. Such an exit is provided at the Ijamsville interchange. Eastbound Plan B traffic uses an exit to eastbound U. S. Route 40 which provides access to the Tulip Hill and Bartonsville areas.

Under Plan B the Patrick Street bridge is extended from the existing westbound lane of U. S. Route 40 over Plan A and is improved to accommodate two-way traffic. The roadway extends through Tulip Hill to the previously described four-legged intersection east of Quinn Orchard Road. The existing Patrick Street merging lane into eastbound U. S. Route 40 is removed. Quinn Orchard Road is barricaded at U. S. Route 40 and connected to the new Patrick Street extension.

Local and through U. S. Route 40 westbound travelers proceed over Plan on a merging ramp. This ramp provides access to Plan B and Frederick via a split directional ramp. Tulip Hill residents can use this ramp or the improved Patrick Street bridge to proceed to Frederick or I-70 (Plan B).

3. Plan B-1 (not recommended)

This plan, as shown in Figure 5a, would have been a variation of Plan B. Both Plan B and Plan B-1 alignments have common termini. They are identical up to the intersection with Quinn Orchard Road. At this point, Plan B-1 would have turned southwest, and would have passed under Shull Lane approximately 1,000 feet south of Plan B. From here, Plan B-1 would have turned northwest and would have rejoined the Plan B alignment after having crossed Long Branch stream.

4. "Do-Nothing" (not recommended)

In addition to Plans A, B and B-1, the alternative of doing nothing was considered. Substantial expenditures of public funds would have been required for surface maintenance and safety improvements made necessary by anticipated traffic increases. Projected traffic data indicated that a minimum six lanes of traffic would have been needed. Accidents of all degrees of severity would have been greater along the existing highway. In addition, overall economic and community development would have been adversely affected.

D. Historical Resume' of Project

By virtue of the 1956 Federal Highway Act, the U. S. Route 40 corridor was selected as a part of Maryland's Interstate Road System. The proposal was placed in the critical category in 1968 and authorized to begin preliminary engineering shortly thereafter. As the schematic plans evolved, they were supplemented by continuing consultation with public and official representatives of all concerned. The most important meetings are listed below, chronologically:

> May 13, 1968 - Conference was held with Frederick County Commissioners, County Planners and Highway Engineers, at which time an interchange was proposed for the vicinity of Linganore-Bartonsville Road.

September 25, 1968 - Presentation was made of preliminary engineering studies to Frederick County Commissioners. A Public Hearing was scheduled.

November 12, 1968 - Public Hearing was held at Mount Airy, Maryland on Highway plans, including:

- (a) Interchange at Ijamsville Road
- (b) Overpass structure at Mains Lane
- (c) Frontage roads and new bridge over Monocacy River for local use
- (d) Overpass structure at Quinn Orchard Road

December 16, 1969 - Meeting of County Commissioners was held at which the Planning and Zoning Director requested interchange shift to Mains Lane area.

January 23, 1970 - Conference was held between County Commissioners, Planning and Zoning Director and highway officials which determined that new studies be undertaken. <u>December 16, 1970</u> - Meeting of Frederick County Commission. The following State Highway Administration plans were tentatively approved by the County Commission, Planning and Zoning Commission and Federal Highway Administration:

- (a) Interchange at Mains Lane
- (b) Overpass at Ijamsville Road
- (c) Overpass at Bartonsville Road
- (d) New bridge over Monocacy

January 25, 1971 - Public meeting in office of County Commission. Local citizens request project be relocated north of existing U. S. Route 40, with interchanges at Ijamsville Road and on west side of Monocacy River. This resulted in Frederick County Commissioners' request to State Highway Administration that relocation concept be investigated.

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Federal Highway Administration officials initially objected to the relocation concept, but in view of the Administration's Policy and Procedure Memoranda 20-8 and 90-1 inferring feasible alternates be held accountable, the new studies were initiated.

<u>March 24, 1971</u> - Status of the project was reviewed at the Maryland Office of State Planning. Federal, State and County officials were present.

<u>November 10, 1971</u> - Meeting with Federal Highway Administration officials to discuss relocation studies. Federal approval to conduct Location Public Hearing was obtained. <u>November 18, 1971</u> - Meeting with Frederick County Commissioners to review and apprise of impending Location Public Hearing. <u>January 18, 1972</u> - During an unrelated public hearing concerning the Frederick County Master Plan, discussions of I-70 Plan A and Plan B dominated the proceedings.

July 6, 1972 - Official corridor Public Hearing was held. It included the following:

- (a) Fifteen citizens spoke, five favoring Plan A and three favoring Plan B, the rest uncommitted.
- (b) Two petitions were received, one favoring Plan A and one favoring Plan B.

Based on the testimony and responses presented, the proponents of Plan A appear to consist primarily of developers owning land north of U. S. Route 40, while the proponents of Plan B appear to be primarily residents of Tulip Hill, Pine Cliff, and Bartonsville.

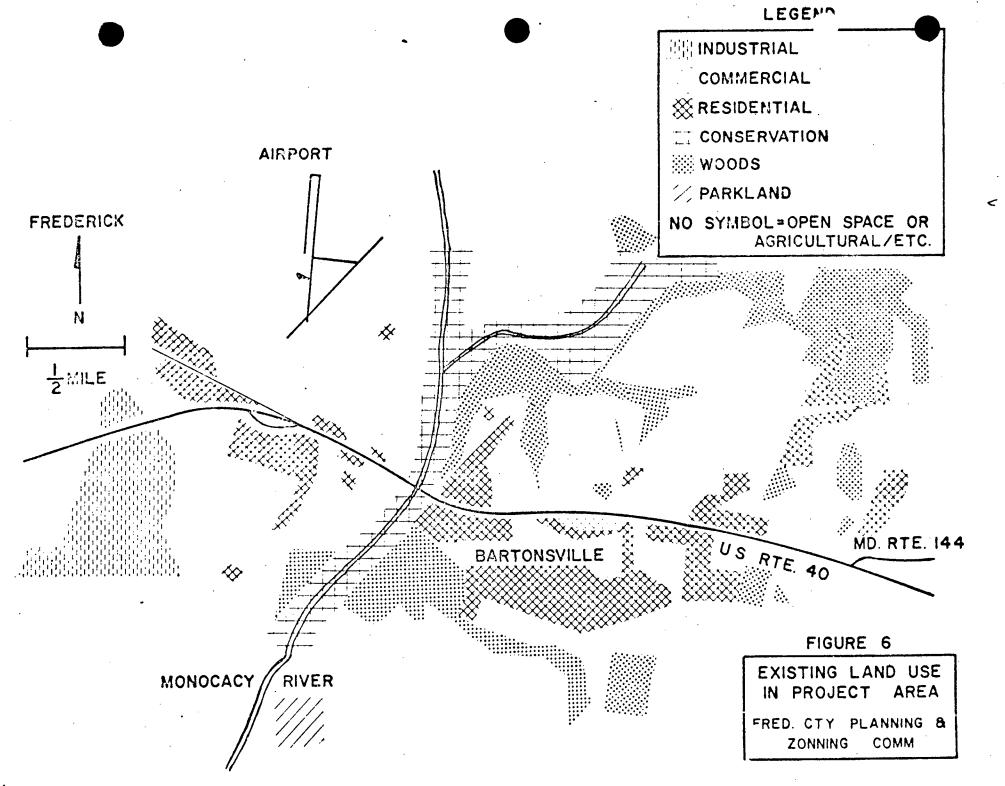
II. SOCIAL, ECONOMIC AND ENVIRONMENTAL CONTEXT OF PROJECTA. Social Characteristics of Project Area

The 1967 land use survey of Frederick County showed that 59,508 acres or 14.3 percent of the County's total 664 square miles have been developed. The remainder of the land is primarily agricultural and forest. The present land use is shown in Figure 6.

The area of the proposed alignment for I-70 is southeast of the City of Frederick. The area east of the Monocacy River is predominantly agricultural and forest with low density residential units concentrated in the Clearview, Pine Cliff and Bartonsville areas. The region west of the river is characterized by mixed residential and industrial developments associated with the City of Frederick. The area immediately adjacent to the Monocacy River is a designated perpetual conservation district.

The largest concentration of population in the study area is in the community of Bartonsville, located just south of the Old National Pike (Maryland Route 144) near the Monocacy River crossing. The houses in the town are typically small, modest units and are occupied by a great many senior citizens. The west end of town, the oldest part, is an established black community. The general area has changed greatly during the past ten years. Many of the old houses have been extensively improved and a considerable amount of new construction has occurred adjacent to the older area.

The area immediately adjacent to U.S. Route 40 is occupied by single family residential units concentrated in the communities of Tulip Hill, Pine Cliff, and Bartonsville, and separated by farmland. Several commercial, service oriented businesses, and churches are



located in the project area adjacent to U. S. Route 40.

B. Economic Characteristics of Project Area

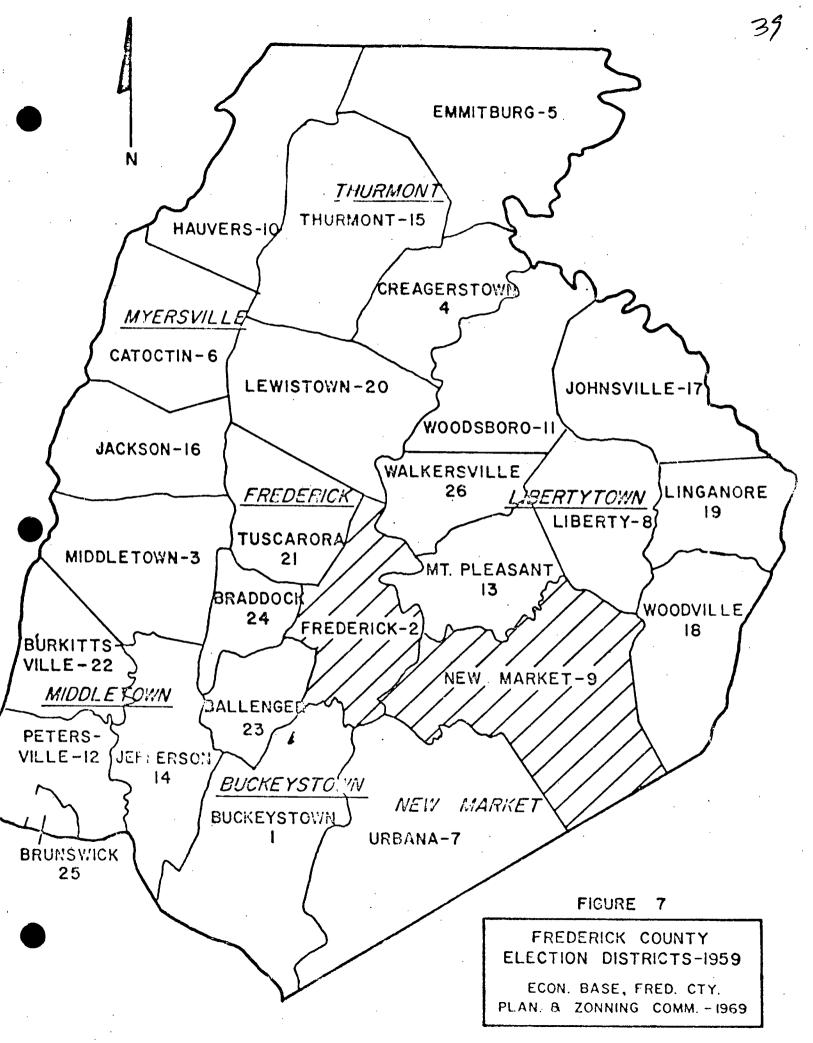
1. Employment

The estimated 1970 population of Frederick County was 91,600. Election Districts 2 and 9 (see Figure 7), in which the project is located, constitute 34 percent and 5 percent of the County total, respectively.

These districts will accommodate an estimated 39 percent of the projected 1990 population (237,000). Frederick and New Market population regions will continue the lead in population growth rate for the entire county. The 1967, commercial and residential densities of the New Market region were 3.2 and 3.0 per acre, respectively. Unlike the Frederick population region, a continuous increase in economic activity is anticipated for the New Market area.

The proximity of the study area to Baltimore, Washington, and Frederick will contribute to increased urbanization and decreased agriculturalization with the resultant changes in employment patterns. In 1970, an estimated 22.6 percent of the Frederick County labor force worked outside the county. The most significant occupational decrease over the past 30 years has been in Agriculture. The percentage of the labor force involved in agriculture dropped from 23 percent in 1940, to 9.8 percent in 1967 (see Table 1). However, the dairy industry still dominates all agricultural activities and continues to prosper, primarily because of the increasing demand for its products in the metropolitan areas of Baltimore and Washington, D.C.

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Occupational Characteristics of

Frederick County (1967)¹

Industry Type	Source of Employment (%))
Agriculture	9.8	
Mining	0.6	
Construction	7.1	
Manufacturing	20.6	
Transportation, Communication and other public utilities		
Commercial	19.1	
Finance, Insurance, Real Esta	ate 3.1	
Business, Personal Service	6.1	
Professional	10.4	
Government	14.2	
Miscellaneous	2.6	

¹Economic Base, A Background Study, Frederick County, Maryland.

Marcou, O'Leary and Associates. Frederick County Planning and Zoning Commission, February, 1969.

A projection of the 1960 labor force as presented in Table 2 indicates that the percentage of jobs in the agricultural area will continue to decrease from the 1960 level of 12.2 percent to 3.8 percent in 1990. A breakdown of the 1970 Frederick County labor force, by occupation, is given in Table 3.

2. Income

The income levels of the persons affected by the proposed project range from upper middle to the lower income of Frederick County. In 1960 and 1970 the median incomes for Frederick County as reported in the U.S. Census were \$5,026 and \$9,550, respectively. C. Land Use Planning

Future land use changes are governed by the General Plan of Frederick County. The proposed alignments are compatible with this plan. The present zoning as revised in January, 1975 is shown in Figure 8. The General Plan Map for the year 2000 identifies the Monocacy River and its shore line as a conservation area. This area is to be protected from all but very low density development. The Monocacy River Conservation Area is intended to protect the County water supply from excess siltation, to maintain uniform flows, and reduce flood hazards by controlling runoff from drainage areas.

One small park site, Monocacy Pine Cliff Park, lies within the study area. The park is approximately 1/2 mile south of U.S. Route 40 on the banks of the Monocacy River. Access to the park is provided by Reichs Ford Road south of Frederick. This park is intended to retain its identity as a small facility for local residents with no direct access to the proposed interstate.

The General Plan calls for medium density development from

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TABLE 2

By Industry: 1960, 1990 (projected)¹

Industry Type	Distribu	tion (%)
Agriculture Mining, Forestry and Fisheries Construction Manufacturing Transportation Communications & Public Utilities Wholesale Trade Retail Trade Retail Trade Real Estate, Finance & Insurance Services (including public schools) Public Administration Not Reported Total	12.2 0.6 9.3 19.6 7.8 2.2 13.5 2.1 19.3 11.8 1.6 100.0	$3.8 \\ 1.3 \\ 10.1 \\ 25.9 \\ 5.1 \\ 2.2 \\ 13.3 \\ 3.9 \\ 20.8 \\ 13.3 \\ \\ \approx 100.0$

Note: Total County labor force: 1960 = 24,1731000 = 56 800

1960 = 24,173 1990 = 56,800 (projected)

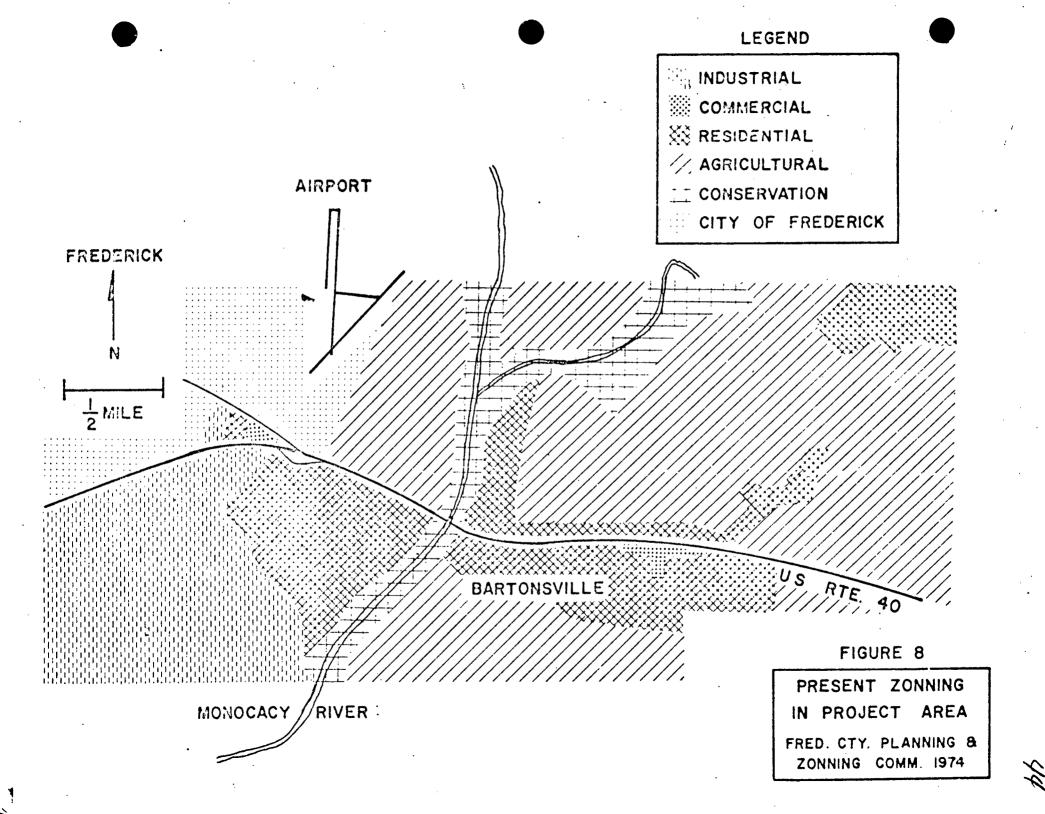
¹Economic Base, A Background Study. Frederick County, Maryland. Marcou, O'Leary and Associates, Frederick County Planning and Zoning Commission, February 1969.

TABLE 3

Frederick County Labor Force and Employment Characteristics: 1970¹

Occupation	Male	Female
Total	21738	12494
% prof, tech,	14.5	12.8
<pre>% managers & admin. (non-farm)</pre>	9.6	. 3.5
% clerical & sales	10.5	36.8
% craftsmen, foreman	24.0	2.3
% operatives	14.9	18.0
% laborers (non-farm)	7.5	0.8
% farm workers	8.0	0.8
<pre>% service workers</pre>	6.0	19.8

¹Labor Force and Employment Characteristics, Maryland Department of State Planning, 1970.



New Market, west to the area of Bartonsville, and low density development from that point west to Frederick.

Future land use plans within the immediate study area include a proposed Planned Unit Development (PUD) encompassing 270 acres, approximately 1/2 mile north of U. S. Route 40 in the area of Shull Lane and Quinn Orchard Road.

D. Natural Environmental Characteristics of Project Area

1. Meteorology

The mean temperature for Frederick County is $54^{\circ}F$. The coldest months are January and February when the temperature averages $30^{\circ}F$. July is the hottest month with a mean temperature of $74^{\circ}F$. Prevailing winds are from the northwest having the greatest frequency in late winter and early spring.

The average annual precipitation in the project area is 40 inches. Flooding may occur in the late winter or early spring due to a combination of heavy rain and melting snow. Flooding may also result from summer storms. Hydraulic design of transverse drainage structures for interstate highways in Maryland is based on a storm whose intensity and duration should occur on the average of once every fifty years. Hurricanes affect Frederick County about once every six years. The average snowfall is 24 inches per year in the project area but may fluctuate considerably from year to year.

2. Geology and Ground Water

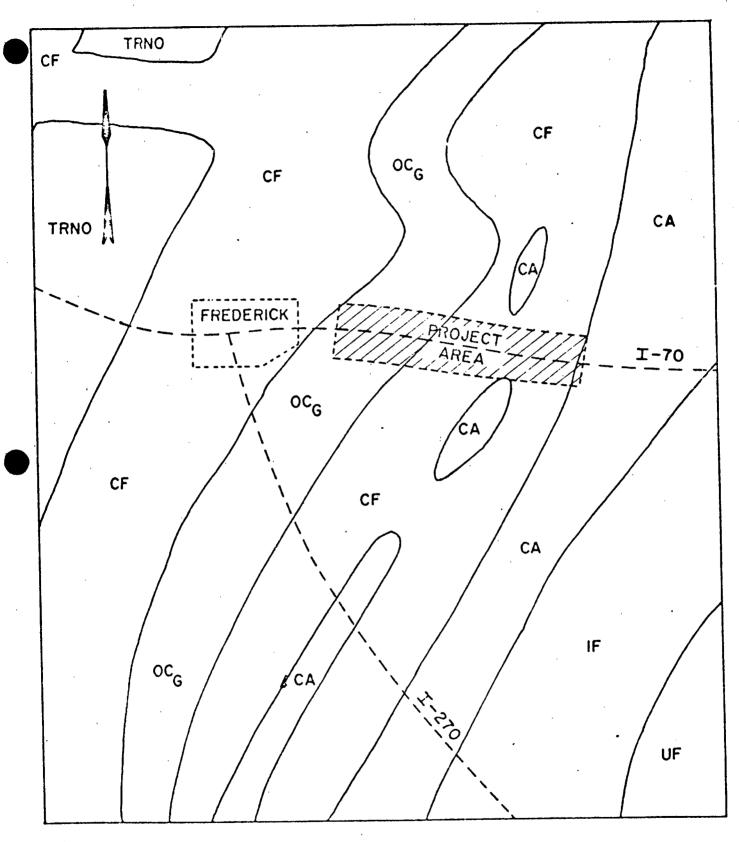
The project area is within the Frederick Valley Region of the

western division of the Maryland Piedmont Province. A large scale geologic map of the project area is shown in Figure 9. A map showing the specific geology of the study area has been formulated using data from the Maryland Geological Survey, and is shown in Figure 10.

With only a few exceptions, limestone is the major rock type in the project area west of the Monocacy River. The limestones in this locality are of two distinct types: Frederick, and Grove (the more valuable commercial limestone due to its purity). Grove limestone (the more pure type) is presently being surface mined in the western portion of the study area and is used locally for a variety of purposes.

In general, east of the Monocacy River a number of metamorphic and igneous rock types are found including: quartzitic slate, gneiss, granite gneiss, soft micaceous muscovitic schist, harder micaceous and chloritic schist, granitized schist, and diabase. The Loudoun Formation of quartz and granitic conglomerate dominates the eastern portion of the project area.

Depth to bedrock varies from zero to twenty feet over most of the project area. Depths to seasonally high water table range from zero to six feet in the flood plains of the Monocacy River and Long Branch Creek and in depressions and foot slopes, to more than twenty feet on hilltops, plateaus, and upper slopes. A number of homes in the study area are presently using shallow wells as their source of drinking water. Springs are located in the vicinity of Quinn Orchard Road and Shull Lane.



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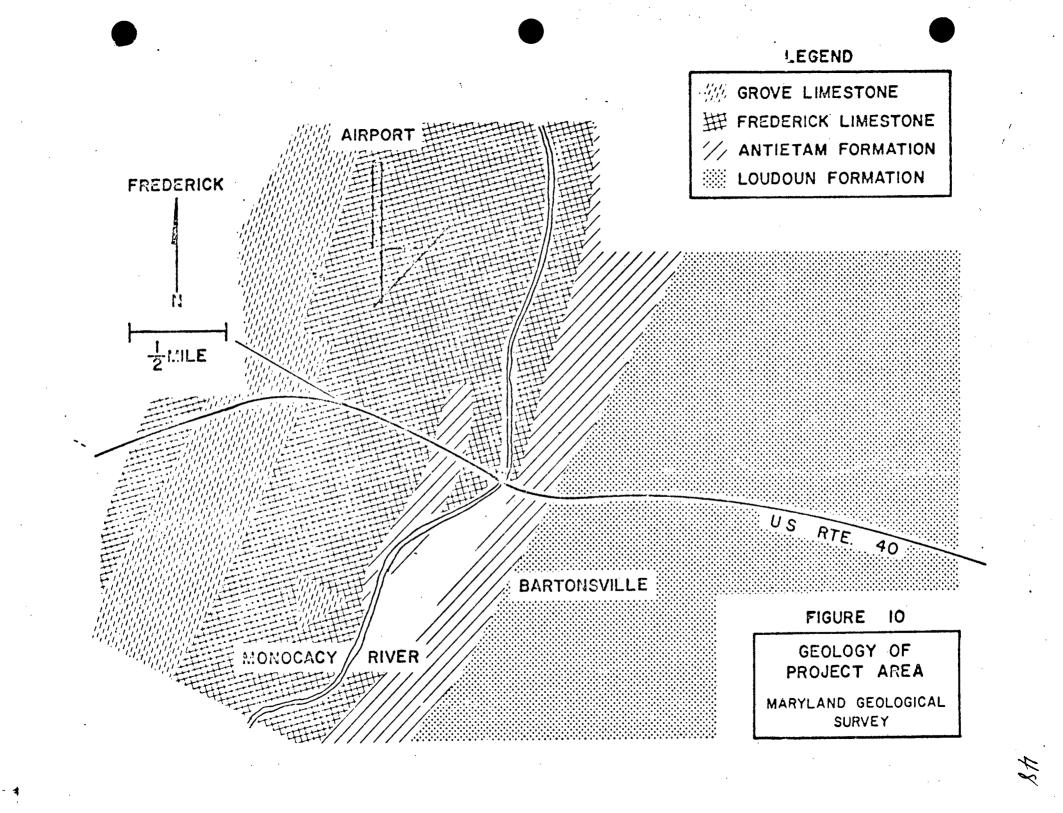
CF :	FREDERICK LIMESTONE
oc _o	GROVE LIMESTONE

ANTIETAM FORMATION IJAMSVILLE FORMATION TRNO: NEW OXFORD FORMATION URBANA FORMATION UF:

FIGURE 9

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GEOLOGY OF PROJECT AREA



3. Soils

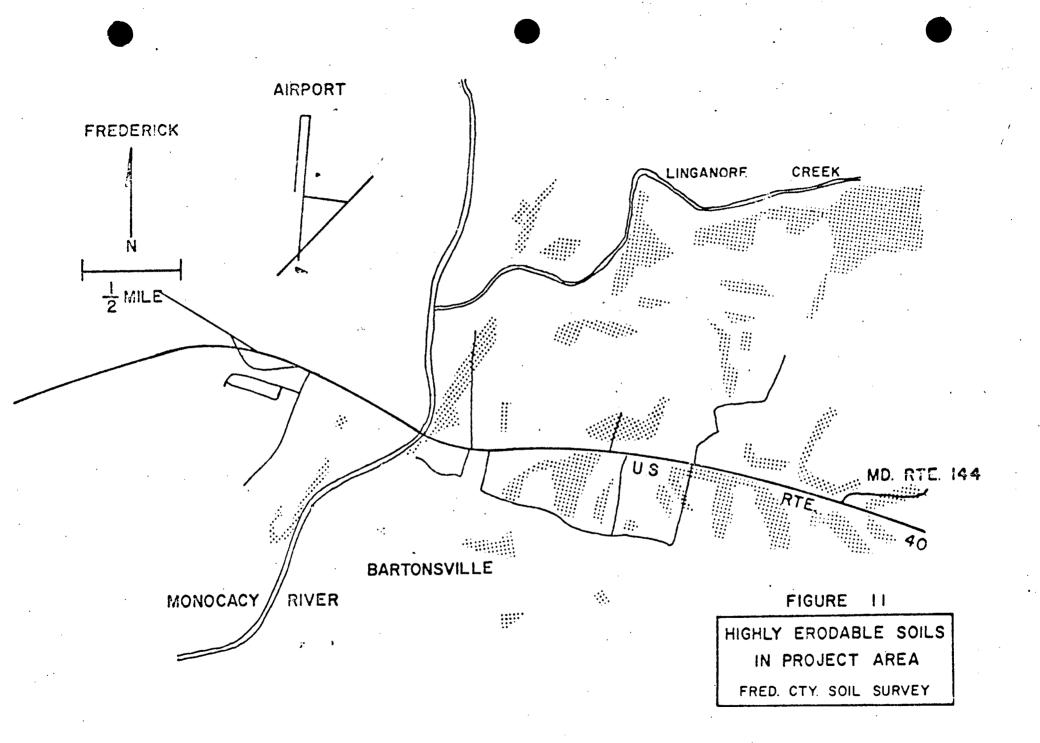
The majority of soils contained in the project area have developed from a weathering process of the underlying rocks. Soils and soil characteristics vary considerably due to the differences in parent material and slope. The Soil Survey of Frederick County¹ characterizes certain soils in the project area as having an extremely high erosion potential. These soils have been indicated in Figure 11. The Soil Conservation Service concludes that these soils are not suitable for cultivation or pasture, and recommend reforestation.

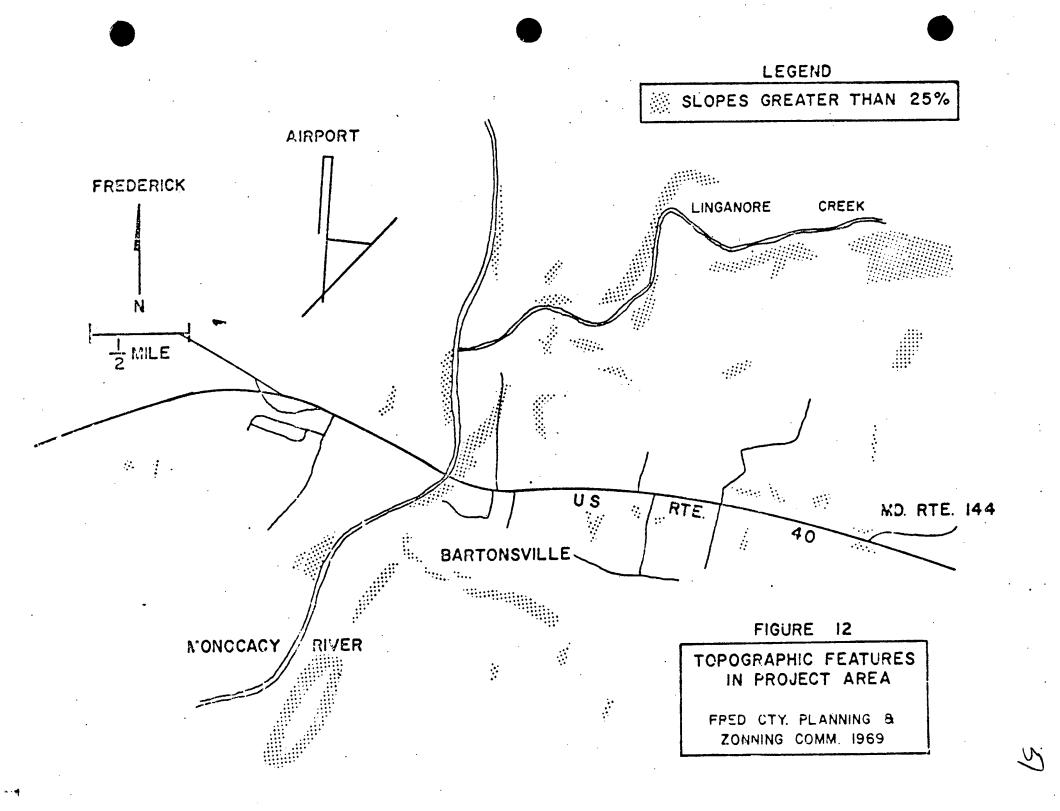
4. Topography and Stream Drainage

The topography in Frederick County is extremely variable, ranging from an elevation as low as 200 feet above sea level in the wide and flat river valleys to an altitude of nearly 2,000 feet in the mountains. In the area of the proposed alignment, the elevation at Ijamsville Road is near 400 feet falling to 300 feet near the Monocacy River. West of the river, in the Monocacy River valley, the elevation ranges from 200-300 feet.

Ground slopes steeper than 15% are uncommon in the project area. Surface elevations vary from 230-490 feet above sea level. The land surface is characterized by gently rolling terrain and moderate flowing streams with rock outcrops present in some areas. Figure 12 delineates slopes greater than 25 percent. Without special techniques for soil conservation, such slopes can erode rapidly if disturbed by construction.

Soil Survey, Frederick County, Maryland, Soil Conservation Service,
 U.S. Department of Agriculture, 1960, 144 pp.





Headwaters of Frederick Valley streams are located in the gently rolling upper Triassic region of Frederick County and average a 3.86 foot drop per mile through this area. The streams then flow into the low level area of the valley proper. Water flows through the valley in a shallow, slow, and widely meandering fashion, dropping an average of 2.32 feet in elevation per mile.

The Monocacy River is the major drainage outlet of Frederick County. It is normally slow flowing in a wide shallow river bed with an average drop of 2.8 feet per mile. Plan A, Plan B and Plan B-1 alignments cross the Monocacy River just east of the City of Frederick. At this point, the Monocacy River has a wide floodplain.

Long Branch and Linganore Creek are two small streams that also will be impacted by all but the "Do Nothing" alternative. Long Branch Creek flows parallel to the present westbound roadway of U.S. Route 40. A mile long portion of this stream was relocated during the original construction of U.S. Route 40. Linganore Creek is a tributary of the Monocacy River and Long Branch is a tributary of Linganore Creek.

5. Water Quality

Water quality is severely degraded in the five mile reach of the Monocacy River below the City of Frederick (which includes the project area). The high bacterial count and periodically low dissolved oxygen concentration indicate that the Monocacy River in this area is not suitable for water contact recreation, and will not support desirable aquatic life¹. Table 4 summarizes

State of Maryland, Department of Water Resources and the Department of Health and Mental Hygiene, <u>Report on the Status of Water Ovality</u> <u>and Significant Sources of Wastewater Dischartes in Maryland</u>, 1970 135 pp.

TABLE 4

Water Quality in Project Area Linganore Creek and Monocacy River*

Station No. 7 Station Location Lingencre Greek, U.S.G.S. Gazing Station at the end of Quinn Rd.

		Tesp.	•0	Sol	ijs - p	p= ``	Turb.	D.O.	8.3.D	Color	Colifera	E.coli	Cond.	CL-	NO.	80 L
	PH	Air	Hater	S.S.	· J.S.	1. 3.	J.C.U	ppm.	ppa.	ppo.	NPN/100s1.	MPN/100m1.	u nhos	ppm.	ppa:	25.
Y	0 0	10 0	11.0	8	80	· 88	5	12.9	2.4	.8	4,300	9.1	123	5.9	1.2	
arch 21 April 18	9.8 8.1		13.0	13	124	142		11.6	2.2	7	430	93	144	4.3	1.0	Į
Kay 23	9.4		22.5	24	12	36	5.3	9.5	3.7	11	9,300	2,300	155	3.1	1.2	{
June 20	7.6		25.0	68	102	170	27	8.5	1.9	25	21,000	15,000	150	5.3	1.6	1
July 18	9.0		28.0	12	60	72	7.4	9.7	2.8	12	1,500	23	170 .	7.5	0.6	
hug. 22	9.0		26.5	8	120	128	16	8.8	ა.9	15	15,000	2,300	195	3.2	-1.0	ł
Sept. 19	7.5		18.0	4	48	52	12	9.8	2.3	15	43,000	4,300	165	3.5	1.2	
Oct. 17	7.7	12.5	13.0	4	80	84		10.4	2.0	15	23,000	150	155	6.2	0.5	
Yov. 21	9.1	8.0	3.5	4	90	94		14.0	2.7	7	95,000	160	145	3.6	1.2	
Dec. 20	7.7	2.0	1.0	12	124	136	3.0	12.7	3.1	25	23,000	4,300	162	5.0	1.6	[
										l						

Station No. 8 Station Location Monocacy River, just above mouth of Linganore Creek

Date 1965	pri	Tero.	•C	5011 نورن	15 - pp 2,3,	=. 1.5.	Turb. J.C:U		5.0.). pp1.	Color ::pm.	Colifurm MPH/100±1.	- <u>E.coll</u> XPX/100m1.	ond. س mhos	CL" ppm.	NC 3 pp=.	РО эр=.
March 22 April 19 May 24 Mune 21 July 18 Aug. 22 Bept. 19 Dec. 17 Nov. 21 Dec. 20		20.0	11.5 11.5 20.2 26.4 28.0 27.0 18.0 13.0	4 16 4 16 8 4 4 8 9 16	129 144 124 160 164 244 140 148 166 180	132 100 128 176 172 248 144 156 175 196	7 5 13 9.5 14 14 4.0 2.0 3.0	8.4 7.0 8.6 10.8	6.6 3.9 9.0 6.3 7.4 5.0 3.9 5.1 4.5	15 20 15 35 9 20 15 15 15 35	460,000 93,000 240,000 460,000 43,000 29,000 460,000 240,000 240,000 460,000 240,000	23,000 4,300 23,000 43,000 4,300 29,000 9,100 43,000 93,000 4,300	220 185 218 280 340 385 275 285 270 225	9.2 7.5 5.0 8.8 18.0 15.8 8.0 6.2 8.8 10.0	1.2 0.6 0.5 1.0 0.3 0.3 2.0 0.5 1.2 2.4	0.82 0.7 1.9 0.11 1.19 0.73 0.25

* Maryland Department of Natural Resources, 1966.

water quality measurements of Monocacy River water made by the Maryland Water Resources Administration¹. The water does not meet the Class C standards promulgated by this agency in regards to coliform bacteria. The classification criteria of the Maryland Department of Natural Resources are listed in Table 5. The primary causes of this stream degradation include the City of Frederick sewage treatment plant, City of Frederick storm sewer drainage, and industrial waste.

Linganore Creek water quality (see Table 4) indicates that this stream is relatively undegraded. This water is presently used as part of the City of Frederick's water supply.

No water quality data is available for Long Branch Creek. However, the variety of aquatic life found in the stream indicates relatively undegraded water quality.

6. Aquatic Ecology

Long Branch Creek fish populations were surveyed on December 1, and December 6, 1974, at two locations near Bartonsville in Frederick County, as indicated in Figure 13.

The following species were collected and identified during the study:

Species	Number of Specimens
Blacknose Dace Rhinichthys atratulus	2
Creek Chub Semotilus atromaculatus	6
Stoneroller Compostoma ancontium	2
Bluntnose Minnow Pimouhales notatus	68
Spottail Shiner Notropis hudsonius	14

DeRose, C. R., The Monocacy River, Physical. Chemical, and Bacteriological Water Quality, Report No. 1, Maryland Department of Water Resources, Division of Water Quality Investigations, 1966, 108 pp.

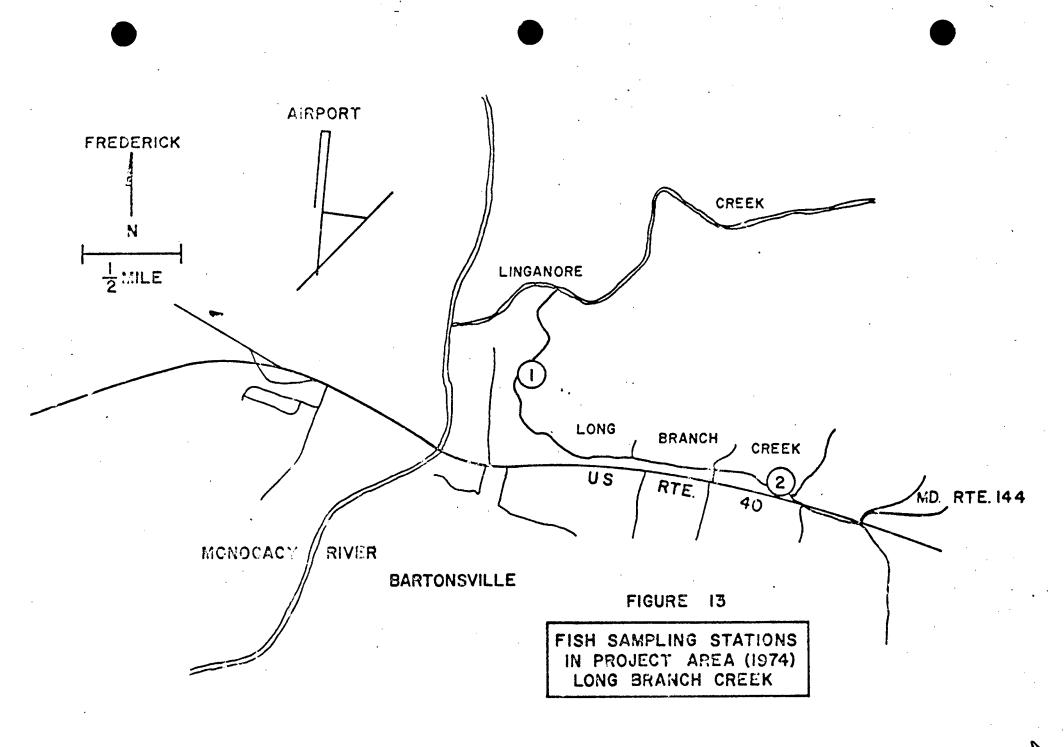
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TABLE 5

CRITERIA POR THE CLASSIFICATION OF MARYLAND STREAMS DEPARTMENT OF WATER RESOURCES-STATE OF MARYLAND

DETERITATIONS		CLASS AA Excellent source of watar supply; ex-	Good course of water	Serve as source of water supply with complete and sum- iliary treatment,	Uzstisfactory source of eals supply: up- suitable of fich ball tat and reproational vetor.	
		collost fish habi- tat, recreational and industrial	supply; good fish habitat, recreation- al and industrial vator.	poor fish tubitat, recruitional and industrial vator.		
FALE Coning (S, abol)	Period Covercd	vater.	yater.			
est produtio number Coli- form Dactoria por 160 ml	Average any month	Not over 1CO	Not over 2,000	Not over 10,000	Over 10,000	
		Not less that 7.5	Not loss that 6.0	Not loss than 4.0	Loop then 4.0	
scolves oxygan p.p.D	Average any conth	Not less then 6.5	Not loss then 5.0	Not less then 3.0	Loss then 3.0	
(0)	Winisus ony day			Fut over 6.0	Cupe 6.0	
-Day 3.0.D. at 20"C.p.p.m	Average say conth	Not over 0.75	Not over 2.5	het over 7.0	Cver 7.0	
(0)	Likizua any day	Not over 1.0		Between 2.8-5.8	Less then 3.8 or	
:(دړ)	Average any month	ó.2-3.4	5.8-9.0	or 5.0-10.5	cvur 10.5	
نامتانده ۲۰۵۰۲۰۰۰ (م)	Jaxizur	Not over 1.0	Not over 1.0	Not over 1.0	Cver 1.0	
(ö ₂)		Not over 50	liot over 250	Not over 500	0ven 500	
Crijes p.; B.	haxiana eny day				Cyer 25	
(Ch)		Neno	Not over 5.0	Not over 25		
		Not over U.3	list over 1.0	Not ever 15	CVET 15	
(Ce)	had kan int			Not over 150	Cv0: 150	
	Laxinun	Not over 20	Not over 75	NOT HAR TAN		
(0 ₆)	Lexieus	hot over 10 ex- cept as result heavy rain	Not over 250 ex- cept as result heavy rain	·		
Lustrich or Dozestio		No deposits present	No Ceposits present	Slight to scder- ste localized.	L'elerato to heavy -gonoral	
(0,3) har Conditions			oils, fors, or from min polics or debris, except it amounts of taste and o maily present.		Toxic substances, 9 or tars present frequently; tasts and oder producing substances often present.	

HOLDE ins above suituria ware officially adopted by the Water Pollution Control Commission on 18 February 1949.



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Species

Number of Specimens

Silverjaw Minnow Ericymba buccata	6
White Sucker Catostomus commersoni	5
Yellow Bullhead Catfish Ictalurus natlis	4
Rock Bass Ambloplites rupestris	1
Fantail Darter Etheostoma flabellare	1

Collections were made using a 375 volt D. C. electroshocker and ten foot seine net for a distance of approximately 300 feet. A special attempt was made to sample a wide variety of habitats, including riffles, deep pools, and undercut streambanks. The stream width varied from two feet to six feet and the depth varied from several inches to four feet. Aquatic plants were scarce.

No species of fish presently considered rare or depleted in Maryland was collected, or has been recorded in this stream. In addition, it is not presently stocked with game fish. The Monocacy River, however, does contain fish species considered endangered in Maryland, such as the comely shiner, pearl dace, and the roseyside dace.

7. Terrestrial Ecology

Most of the project area is composed of farmland and pasture. These areas contain few native plants species. The woodlands in the project area consist of cutover forests from which most of the saleable timber has been removed. The tree communities are typical of eastern hardwood, deciduous forests. Small woodlots and unused farmland are common in the project area.

The following tree species were observed in the project area:

49

river birch	sycamore
elm	hickory
chestnut oak	beech
red oak	sourgum
ash	map1e

In a cool moist, wooded ravine in the approximate location of Plan B's crossing of Long Branch stream, several species of fern were observed, including Ebony Spleenworth, <u>Asplemium platyneuron</u>, and Christmas fern.

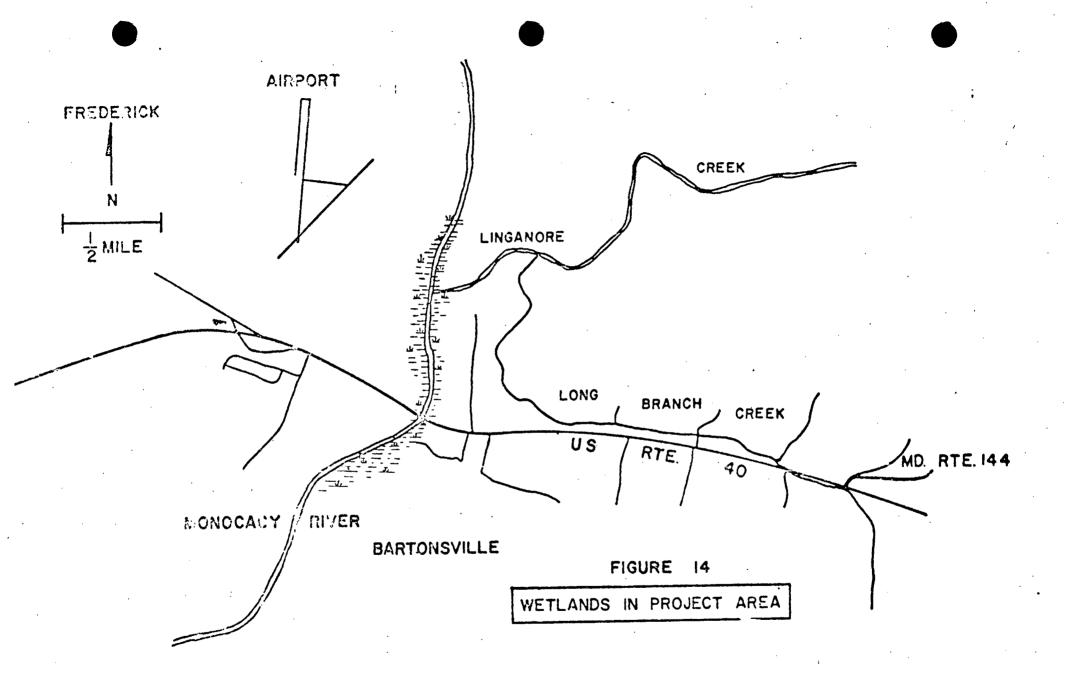
Deer, raccoon and squirrel tracks were observed in the project area. No game trails were observed. Kingfishers and cardinals were common birds seen during the site investigation. The cutover forests in the project area support a diverse population of native plants and animals, however no rare or unique, native species were observed.

8. Wetlands

The proposed alternate will not cross large areas of marshlands; however, the flood plain of the Monocacy River and several of the farm ponds should be considered wetland areas. These areas are indicated in Figure 14.

The floodplain bottomland of the Monocacy River can be considered a Type 1 Wetland¹. The area contains a high water table and supports aquatic vegetation. In addition, several farm ponds (see Figure 14) consist of inland open freshwater, Type 5, Wetland¹. These ponds

¹ U. S. Department of Interior, Fish and Wildlife Service recommended Wetland Classification System, Circ. #39.



provide refuge for migrating waterfowl and support populations of emergent fringe wetland vegetation.

E. Historical Sites

Two primary sites of historical interest in the project area include:

(1) private residence on the northside of the Old National Pike, just west of what was the "Jug Bridge" over the Monoeacy River. This may be an old toll house;

(2) a stone monument on an island between the Old National Pike (Patrick Street) and U. S. Route 40 just east of the Frederick, Maryland City line. This may be a monument locating the defunct "Jug Bridge".

F. Archaeological Sites

On October 14, 1975, personnel of the Division of Archeology, Maryland Geological Survey, conducted a preliminary archeological survey of the area to be affected by proposed reconstruction of Interstate 70 from east of Ijamsville Road to East Patrick Street, in Frederick County. The survey area was traversed by car, and the open land within it was examined from different viewpoints. Possible site locations discovered in this manner were then inspected on foot. Areas that could not be seen from existing roads were visited on foot if topographical maps indicated that the terrain was suitable for archeological sites. Also, small test holes were dug in promising locations.

Six sites had been previously recorded between 1905 and 1961 in the general survey area. Two additional sites were discovered and recorded during the 1975 survey. All site locations are on file at

the Division of Archeology, Maryland Geological Survey. Of the six early sites the largest is 18FR19, which dates to the Archaic and Early Woodland periods (ca. 800-300 BC).

The other five smaller sites are designated as 18FR41, 18FR51, 18FR55, and 18TR64. One of these sites, 18FR42, has been largely destroyed by the construction of the Pinecliff housing development.

Two previously unreported sites were discovered during the 1975 survey:

18FR135 (Long Branch): This site occupies a stand of trees in a pasture on a knoll overlooking a small stream. The location was used as a garbage dump during the late nineteenth and/or early twentieth centuries: broken bottles, crockery, etc., are scattered on the surface.

The southern end of the site bears a very light scatter of stone chipping debris. Evidently the knoll was occasionally used in prehistoric times as a workshop for the manufacture of stone tools. The raw material was white quartz, undoubtedly derived from cobbles in the stream bed. All pieces were found on the surface. Several small test pits were unproductive. <u>18FR136 (Linganore East)</u>: This is a cornfield of several acres and bearing a very light scatter of broken modern creckery and china. One prehistoric object, a small, crude biface of rhyolite, was found near the southwest corner of the field.

Although survey conditions were good (recent rains had freshly exposed the surface between the rows of corn), no other prehistoric items were visible on the surface. Likewise, several small test pits yielded nothing.

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III. PROBABLE IMPACT OR PROPOSED ALTERNATE

A. Social and Economic Impact

1. Relocation Study

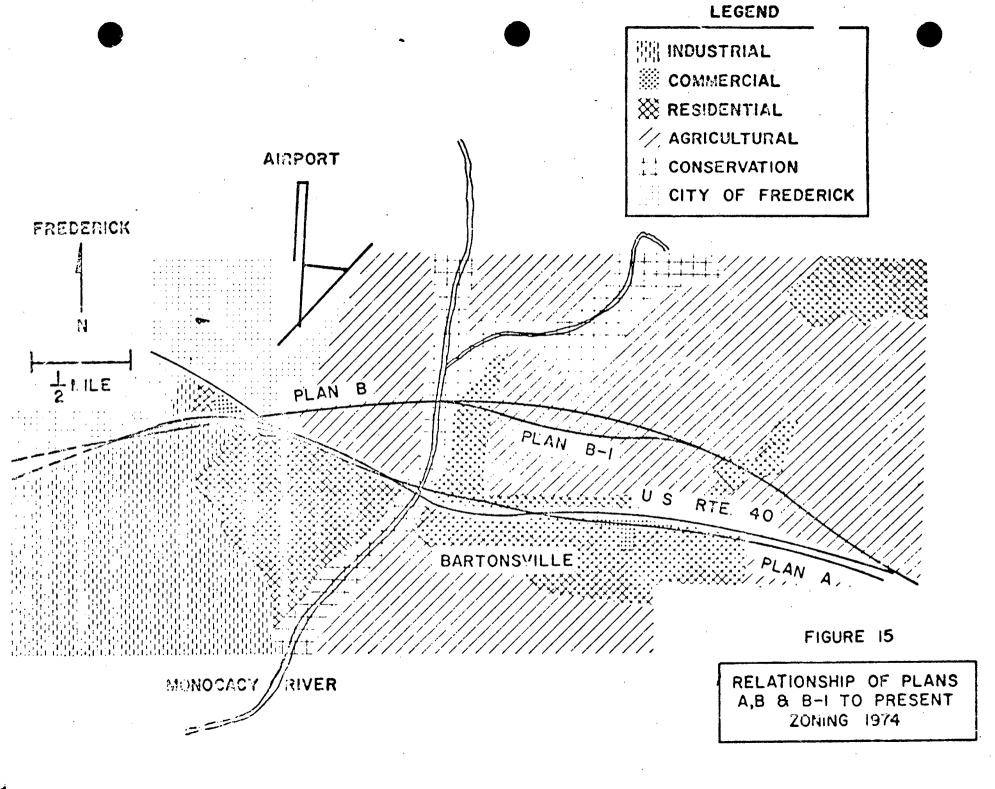
Plan A.

The Bartonsville community that would have been affected by this alternate is rural residential, and agricultural. The income levels range from upper middle income to the lower income levels of Frederick County. The majority of the families are in a lowermiddle income group. The land usage is residential and agricultural (see Figures 15 and 16).

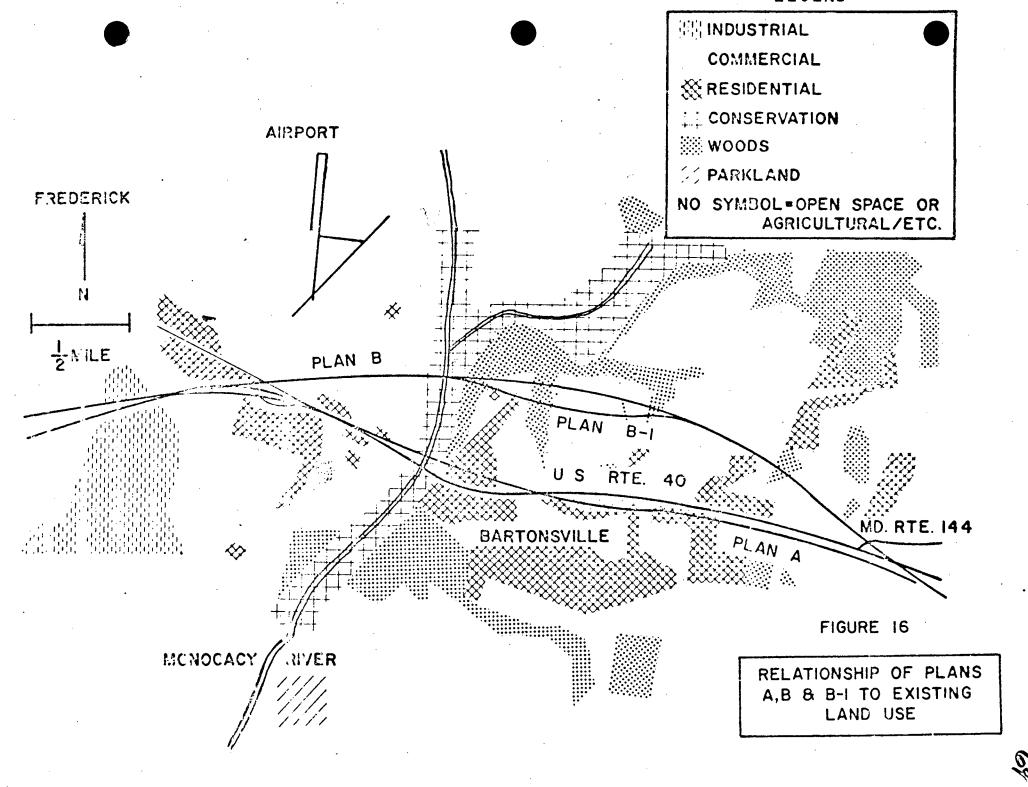
The improvement of Bartonsville Road would have caused considerable disruption to the existing residential community of Bartonsville. A maximum of 120 persons in 30 families, 25 of which are owner-occupants and five of which are tenant-occupants, would have been affected by the 80 foot alternative improvement to Bartonsville Road. A minimum of 100 persons in 25 families, including 20 owner-occupants and five tenant-occupants, would have been affected by the 60 foot alternative improvement to Bartonsville Road. A total of six minority families, consisting of 24 people, would have been affected by either of these improvements to Bartonsville Road.

The racial character is caucasian; however, the Bartonsville community is integrated. Six of the families, who would have been displaced, were members of a minority group, and these, these were tenant-occupants. The families were in the low and lower middle income brackets. No minority businesses or farms would have been affected.

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The people employed in the area were not members of a minority group. Rehousing the families in this area would have been difficult, due to the lack of available replacement housing that is within the financial means of these families.

No communities in the area would have been separated by Plan A. Plan A would not have had an impact on minority group usage of community facilities or services with the exception of the church relocation. The anticipated adverse effects upon residential, commercial, and industrial development in the minority community would have been minimal.

Three businesses would have been displaced, including a small antique shop, a kennel, and a general merchandise store. Of these three businesses, one probably would have discontinued operation. A nonsectarian church on Bartonsville Road would have been acquired. There was no need for functional replacement on this alternative The resulting effect on the local economy, including employment would have been negligible.

Plan A would have changed the access of the small communities along existing U. S. Route 40 to community facilities and services such as fire equipment. The alternate would not have had any adverse effects on existing residential, corrected, and industrial development. Plan A would not have caused any significant changes in population density or distribution. Property values would have increased due to improved access to the undeveloped area.

At the time of the study, there were approximately thirteen single family dwellings for sale in the area of the project.

The majority of these dwellings were priced over \$40,000. Most of the housing would have been beyond the financial means of those who would have been displaced. There were no rental units available in the area. The Frederick County Multiple Listing Service was utilized to provide this information. Also, the amount of housing that is normally available would have been insufficient for those displaced by the project if either one of the improvements to Bartonsville Road had been considered.

At the time of the study, one business property was for sale in the immediate area. The relocation of the business world have not been a problem since two of the businesses were considered to be family oriented and operating from the home. Federal, State, and County programs that may affect the supply and demand for housing were not anticipated. A minimum of two years would have been required to complete relocation, due to the lack of available housing and the expectation of "housing as a last resort." The relocation assistance would only have been resolved satisfactorily in accordance with the "Uniform Relocation Assistance and Land Acquisition Policies Act of 1970, "Public Law 91-646, if "housing as a last resort" had been required.

Plans B and B-1.

The area of the project is rural residential, agricultrual, and middle income. The alternates do not divide or disrupt established communities, and no adverse effects are anticipated on adjacent communities. No businesses are displaced but two 58

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farms are affected. Employment is not affected. There is no known effect on existing development or on population density and distribution. Property values will increase due to the improved access to undeveloped areas. The alignments, with respect to zoning and land use, are shown in Figures 15 and 16.

Nine families, 36 persons, are required to relocate. Eight families are owner-occupants and the remaining family is a tenant-occupant. There is no known effect on members of a minority group. All of the families are in the middle income bracket. One of the displaced farms will possibly discontinue operations. There are no non-profit organizations affected, and no need for functional replacement is known.

At the time of the study, there were thirteen single family dwellings for sale, the majority being in the \$40,000 category. This is considered normal for the area. There were no rental units avilable in the area. No serious difficulty in rehousing those persons who will be displaced is anticipated. The Frederick County Multiple Listing Service was utilized to provide this information. Because the displaced persons are in the middle income brackets, no problems are foreseen in relocating them into available housing. Two farms may be affected. One of these is expected to discontinue and the other is expected to relocate. There are no known Federal, State, or County programs that will affect the supply of housing needed for this project. Approximately eighteen months will be required to complete the relocation. Relocation will be accomplished in accordance with the requirements of the "Uniform Relocation 9

Assistance and Land Acquisition Policies Act of 1970," Public Law 91-646. Benefits and payments will be administered by the Office of Real Estate District 7 Office, in Frederick, Maryland. All those to be relocated will be treated in a timely, orderly, and humane manner.

"Do Nothing"

All properties along U. S. Route 40 would have been adversely affected by increased congestion and the difficulty of access. Travel time would increase, both for local and commuter traffic. Noise and air pollution would increase and in general, the area would not be conducive to further development. The relationships of Plan A, Plan B, and Plan B-1 alignments to present zoning and existing land use are shown in Figures 15 and 16, respectively.

2. Summary of the Relocation Assistance Program

All State Highway Administration projects must comply with the provisions of the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970" (P.L. 91-646) and/or the Annotated Code of Maryland, Article 21, Section 12-206. The 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 for include replacement housing payments and/or moving costs. The maximum limits of the replacement housing payments are \$15,000 for owner-occupants and \$4,000 for tenant-occupants. In addition, but within the above limits, certain payments may be made for increased

mortgage interest costs and/or incidental expenses. In order to receive these payments, the displaced person must occupy decent, safe, and sanitary replacement housing. In addition to the replacement housing payments described above, there are also moving cost payments to persons, businesses, farms, and non-profit organizations.

The moving cost payments are broken down into several categories which include actual moving costs and "in lieu of" actual moving cost. Actual moving costs for displaced residences could include actual moving costs up to 50 miles or a schedule moving cost payment up to \$500. For displaced businesses, farms, and non-profit organizations, actual moving costs will be paid up to 50 miles. Payments for searching costs for a replacement site are also included. The "in lieu of" actual moving cost payments provide that a displaced business or farm may be paid a minimum of \$2,500 to a maximum of \$10,000, based upon the net income of the business or farm, provided that the business or farm cannot be established in the area or cannot be re-established without a substantial loss of existing patronage. A non-profit organization is eligible to receive "in lieu of" actual moving cost payments, but the maximum payment is \$2,500. In all cases where "in lieu of" payments are made, the State must determine that the displaced business, farm, or non-profit organization is entitled to this payment.

A more detailed explanation of the benefits and payments available to displaced persons, businesses, farms, and non-profit organizations is available in brochures distributed at the public hearings for this project and given to displaced persons.

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

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

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

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

housing within their financial means or that such housing is in place and has been made available to the displaced person.

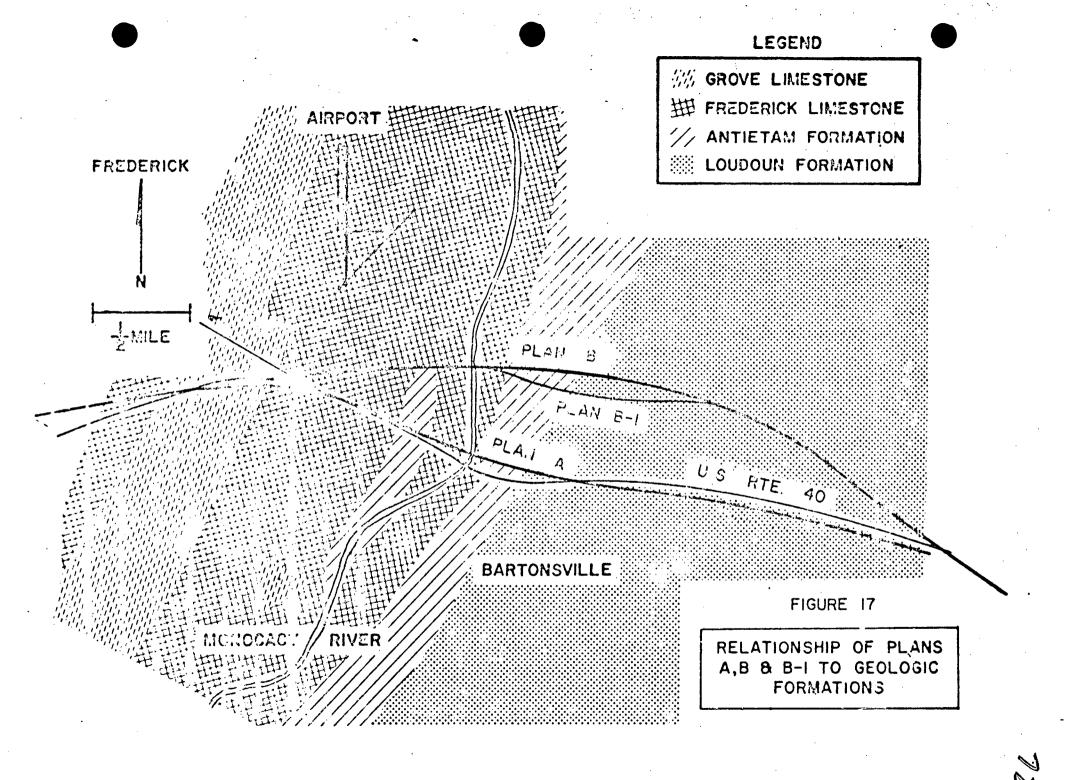
B. Natural Environmental Impact

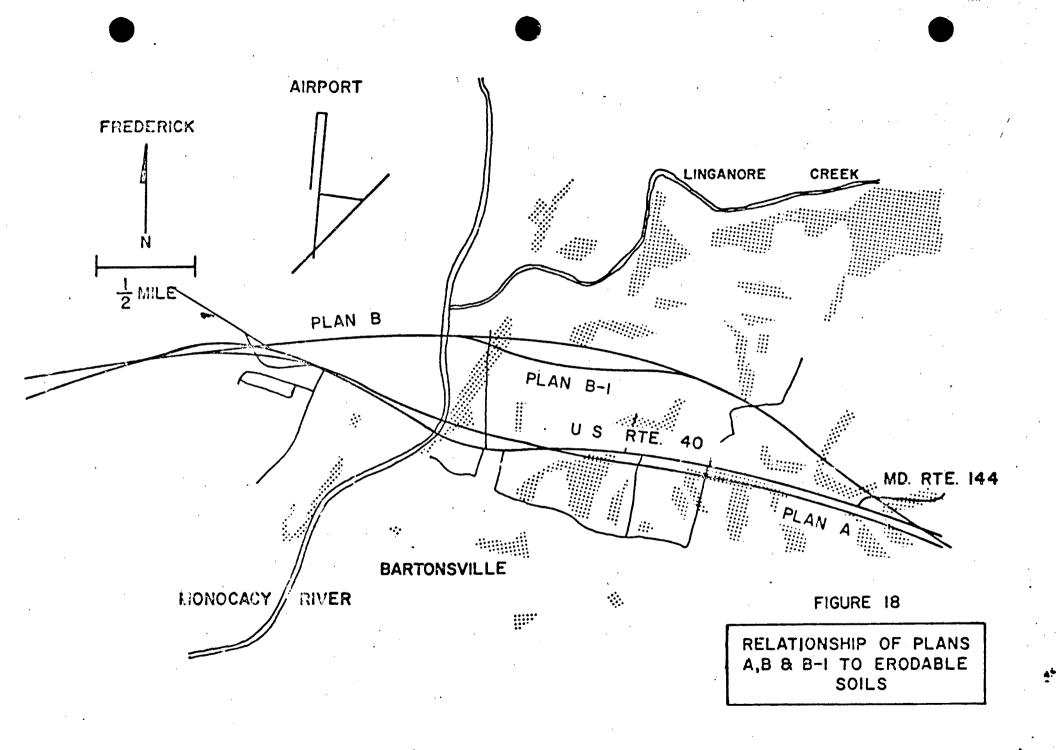
1. Geology and Ground Water

The relationship of Plan A, Plan B, and Plan B-1 alignments to geologic formations are shown in Figure 17. The major mineral resource affected by all but the "Do Nothing" plan is the Grove Limestone, located near the western end of the project area. At present this material is being mined in the area, however large quantities still remain north and south of the project area. The limited covering of this resource by highway construction will have little impact on future mining. An abandoned slate quarry located along Linganore Creek is not impacted by any plan. Shallow bedrock and rock out-crops will be a factor in construction. Ground water levels in local wells may fluctuate during construction will be maintained.

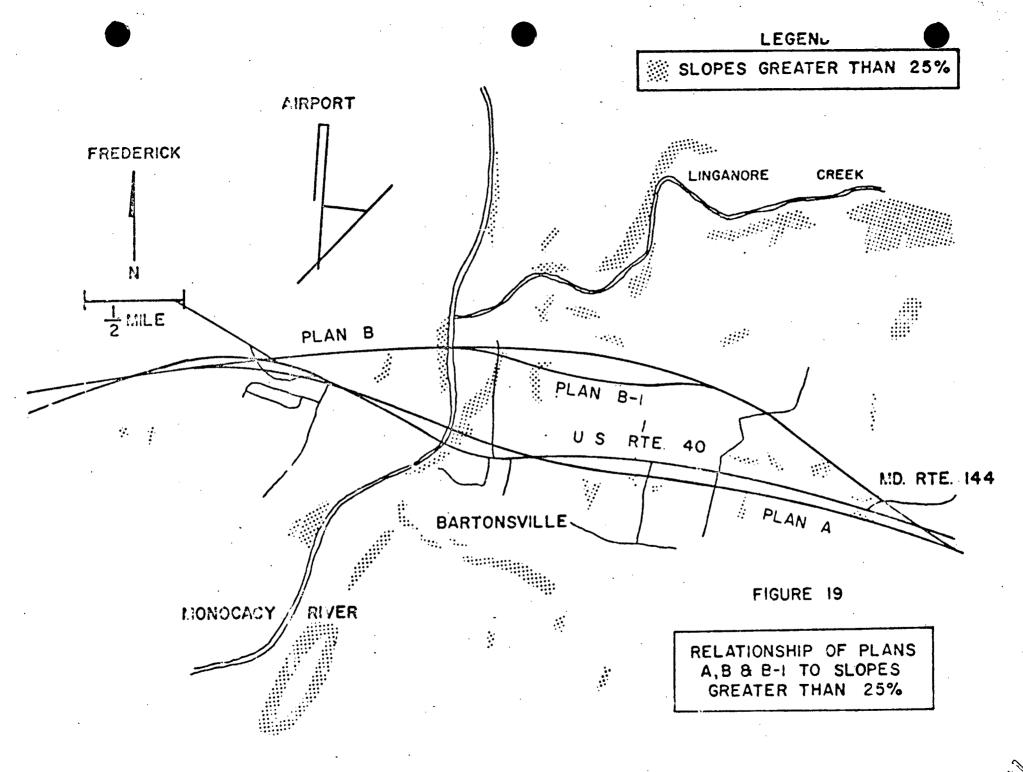
2. Soils and Topography

The relationships of Plan A, Plan B, and Plan B-1 to areas with highly erodable soils and areas containing relatively steep slopes are shown in Figures 18 and 19, respectively. Plan A would have encountered considerably more erodable soils on steep slopes than Plan B, or Plan B-1. Without special techniques for soil stabilization such areas will erode rapidly if disturbed by construction. In the "Do Nothing" alternative, these soils would have continued to erode unless reforested, as the soils are too erodable even for





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grassland and pasture¹. Most of this area is presently in grassland.

3. Water Quality

The Frederick County Water Resource Inventory indicates no conflict between Plans A, B and B-1 and existing or proposed watershed conservation and/or impounding operations. Construction of new bridge structures can be accomplished with minimal sedimentation damage. The flood plain cross-section is not restricted by the structures.

Plan A (not recommended)

Plan A would have adversely affected the water quality of Long Branch Creek and the Monocacy River. A short term negative impact on water quality would have occurred from increased sediment loads during highway construction, and the rechannelization of Long Branch Creek. A Department of Natural Resources permit would have been required for this rechannelization. As vegetation re-established itself, the erosion would have decreased. The rechannelized portion of Long Branch Creek would have paralleled U. S. Route 40 for approximately one mile. During the original construction of U. S. Route 40, a one mile section of Long Branch Creek was relocated north of its former streambed. The aquatic communities have since recovered. Plan A required that the Creek in this same general area be relocated a second time, which would have required a second recovery period (two year minimum). The streambed composition would have made sediment control extremely difficult during the construction period.

Soil Survey - Frederick County, U. S. Soil Conservation Service, Department of Agriculture, September 1960, p144. Pollutants in storm drainage and accidental spills of hazardous materials on highways can have an adverse impact on the organisms in receiving streams. With Plan A, storm drainage and associated street surface contaminents from the highway would have discharged into Long Branch Creek and ultimately into the Monocacy River. At present, there are no effluent guidelines regarding highway runoff.

Most of the aquatic organisms including plants and animals would have required a minimum of two years to re-establish themselves. Algae and the seeds of larger plants would have been carried into the rechanneled region from the undisturbed upstream sections. Insect larvae, which constitute most of the invertebrate animal life would have been replaced as the mature insects deposited eggs in the new section. In addition insect larvae and other animal life, including fish, would have been carried by the stream flow, or would have migrated into the new section.

Plans B and B-1 (Plan B recommended)

Plan B will have the same adverse impact on water quality from short term erosion and long term storm-water drainage as described for Plan A. However, Long Branch Creek will not be rechanneled. In addition, under Plan: B storm drainage will continue from existing U. S. Route 40. Plan B-1 would have had similar impacts.

"Do Nothing" (not recommended)

The "Do Nothing" alternative would have had little additional - impact on water quality.

4. Aquatic Ecology

Plan A (not recommended)

Plan A would have had a major short term impact on the aquatic

ecology of Long Branch Creek and a minor short term impact on the Monocacy River. The proposed rechannelization of approximately one mile of Long Branch Creek would have eliminated the existing bottom dwelling organisms and aquatic plant communities in this section. However, similar communities would have re-established themselves, as indicated by the Creek's recovery from a previous rechannelization provided a physically similar environment was reconstructed. A minimum of two years would have been required to re-introduce (naturally) most of the present aquatic plant and animal species.

Sediment load increases during Plan A rechannelization would have had a short term negative impact on fish communities in the Creek. The re-suspended organic and inert sediments would have increased the oxygen demand, interfered with feeding, and reproduction.

The bridge construction over the Monocacy River would have had a minor negative aquatic impact due to the temporary increases in sediment loads during construction.

Water quality analysis data on the Monocacy Rivér (see Table 4) indicates severely degraded water quality at the proposed Plan A bridge crossing. The long term impact of these bridges on aquatic organisms would have been minimal.

Plans B and B-1 (Plan B recommended)

Plan B will have a minor short term negative impact due to construction, caused primarily by increased sediment loads in a number of small tributaries of Long Branch Creek, Linganore Creek and ultimately in the Monocacy River. Bridges will be constructed over Long Branch Creek, but no rechannelization of this stream is required.

Plan B-1 would have had similar impacts.

"Do Nothing" (not recommended)

The "Do Nothing" alternative would have had little or no additional impact on the aquatic ecology of the area.

5. Terrestrial Ecology

The long term impact on the plant and animal communities in the proposed highway area will vary, depending upon the ultimate land use, e.g., parks, open space, residential, commercial or industrial development. This change in land use will occur as the City of Frederick continues to expand and the project area continues to become urbanized.

Plan A (not recommended)

Plan A would have had a minor impact on the terrestrial ecology in the immediate vicinity of the proposed roadway. Plant life in the area is typical of that found in unused farmland. Since Plan A would have followed the existing highway, terrestrial modifications would have been minimal resulting in little additional pressure on surrounding plant and animal communities. Because of the increased number of lanes a small increase in the number of vehicle killed animals would have occurred.

Plans B and B-1 (Plan B recommended)

Plan B will have a negative impact on the terrestrial ecology. Existing woods and plant communities in the right-of-way will be cleared, but only within construction limits where grade changes are accomplished. Woodland will remain to accomodate displaced animal life. The Plan B bridging of the Monocacy River will allow use of farmland adjacent to the structures. The open area beneath the structures will provide for wildlife movements throughout the \checkmark Monocacy River Conservation District. The existing natural vegetation in this area serves as a nesting place and food source for a variety of small birds and mammals. Plan B-1 impacts would have been similar.

Animals which cannot adjust to the increased noise pollution, severing of territories, and destruction of existing natural vegetation are expected to vacate the project area.

"Do Nothing" (not recommended)

The "Do Nothing" alternative would have little additional impact on the present terrestrial ecology.

6. Wetlands

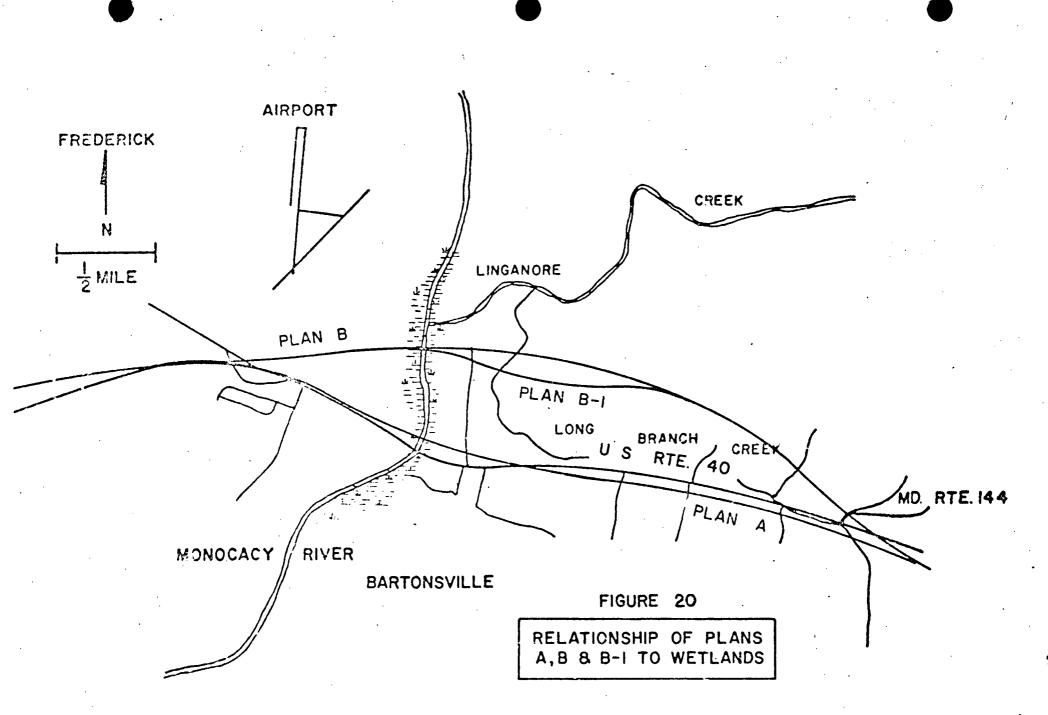
The project area in the vicinity of the proposed crossing of the Monocacy River contains a wide, frequently flooded lowland.

The structures in Plan B do not restrict the floodplain of the Monocacy River. Plan A and Plan B-1 would not have restricted the Monocacy River floodplain. All structures, therefore will have little or no effect on the seasonally flooded bottomland below.

In Plans B, and B-1, at least one farm pond is removed. Plan A would have necessitated removing one pond to accommodate a future interchange. The approximate route of the plans with respect to the wetland areas is shown in Figure 20.

7. Noise

Traffic noise can be described as undesirable sound generated by vehicles in operation on roadways. The effect of this noise varies with distance from the source, topography, traffic volume, vehicle classification, meteorological conditions and the characteristics of the transmitting medium. The general categories of effects of



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noise on people are psychological and physiological. Psychological effects are dependent upon the individual, and the quality and intensity of the sound. People who are regularly exposed to loud noises are less sensitive to community noise intrusion of lesser intensity. The physiological effects include sleep prevention and interruption, constriction of arteries, and loss of hearing. The severity of these effects is proportional to the amount of exposure to noise. This noise analysis was undertaken to determine probable adverse noise related impacts on the environment.

The results of the noise study are given in terms of statistical measures denoted by one hour L_{10} for various distances from the source. Table 6 indicates the noise standards for a selection of land uses. The detailed study is available at SHA in Baltimore.

The flow of traffic on highways has been classified (see Highway Capacity Manual) into various service levels, labeled A through F. Traffic flowing at level of service A is light and free flowing, with the driver having great flexibility of changing speeds and lanes. Level of service F represents congested conditions combined with undesirably sluggish traffic. The noise investigation is based upon level of service C which denotes a condition where traffic is travelling near the speed limit, with some restriction on the freedom to change speed and/or lane.

Plan A (not recommended)

Three residences and a church were identified as noise receivers on this plan (Figure 21: 1A, 2A, 3A, 4A). Receivers 2A, 3A, and 4A would have experienced slight increases (2-3 dBA) above the ambient level. Site 1A would have had a significant noise reduction, 16 dBA,

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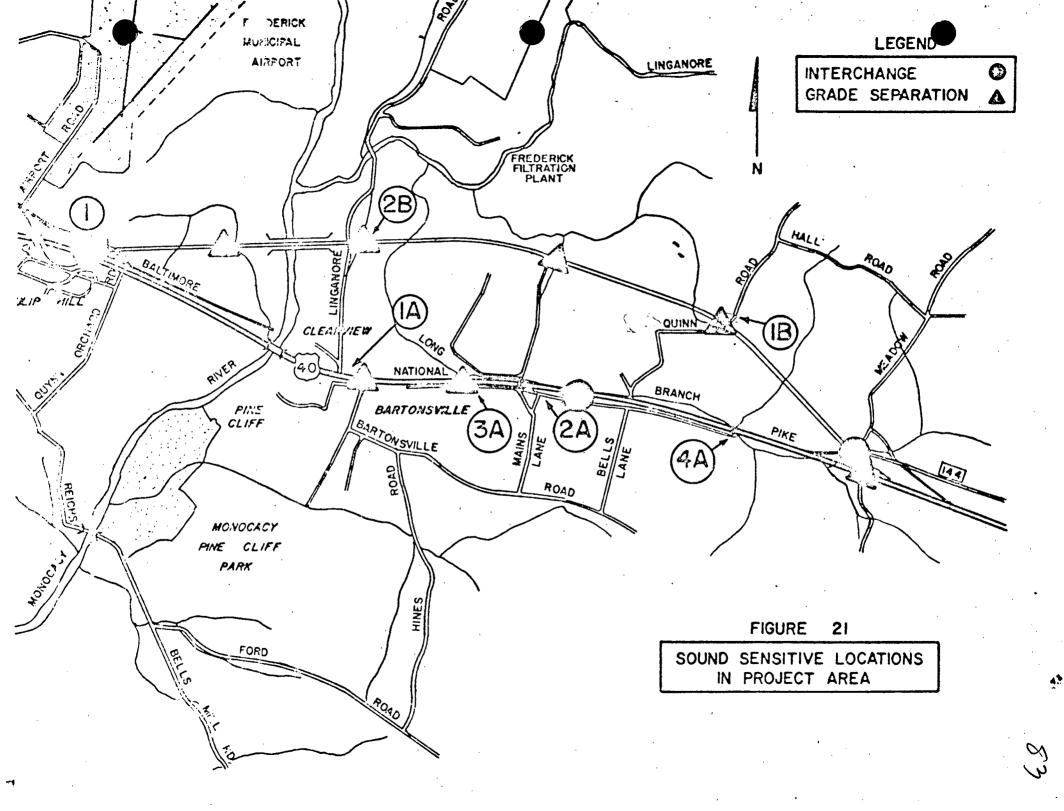
Table 6.

Design Noise Level/Land Use Relationships*

Land Use Category	Design Noise Level - L	Description of Land Use Category
A	60dBA (Exterior)	Tracts of lands in which serenity and quiet are of extraordinary significance and serve an important public need, and where the pre- servation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, or open spaces which are dedi- cated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
В	70dBA (Exterior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, picnic areas, recreation areas, playgrounds, active sports areas, and parks.
С	75dBA (Exterior)	Developed lands, properties or activities not included in categories A and B above,
D		For requirements on undeveloped lands see paragraphs 5.a.(5) and (6) of PPM 90-2.
E	55dBA	Residences, motels, hotels, public meetings rooms, schools, churches, libraries, hospitals and auditoriums.

* Source: U. S. Department of Transportation PPM 90-2

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due to its location above a road cut section. A summary of the noise impact on the above receivers is presented in Table 7. The ambient noise level at all four points is already above the 70 dBA, upper limit for residential areas.

Plans B and B-1 (Plan B recommended)

Residential receivers 1B and 2B, Figure 21, will experience a considerable increase (9 dBA) above the ambient noise level. Even though this increase is substantial, the new level will be well below the design noise limit of 70 dBA for residences (see Table 6). Plan B-1 would have caused similar impacts.

Plan B will require the use of heavy-duty construction machinery. The remote location of Plan B will result in a low noise impact during construction.

"Do Nothing" (not recommended)

As previously stated, an increase in traffic volume is accompanied by higher noise levels. Thus, the ambient noise level, which already exceeds the 70 dBA upper limit for residential areas (1A, 2A, 3A, 4A) would have increased.

To facilitate comprehensive planning, copies of this document will be sent to Federal and State agencies, including local planning and zoning offices.

8. Air Quality Analysis

Three configurations of this section of I-70 were modeled: (1) the existing 4-lane roadway between Ijamsville Road and East Patrick Street known as the "Do-Nothing" plan, (2) a 6-lane buildon configuration (Plan A), that adds two lanes to the existing roadway and includes a proposed Frederick Beltway intersection, and

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(3) and 4-lane relocated roadway which passes to the north of the existing highway, identified as Plan B.

The following comments and assumptions pertain to procedures undertaken in this study:

(1) The EPA's HIWAY model, version 74250, has been used for all predictive modeling on this project.

(2) Plans and profiles for the proposed construction were provided by the Bureau of Project Planning of the State Highway Administration. These plans provided the basis for information regarding specific alignments.

(3) Typical cross sections were constructed from the horizontal alignment plans for the existing and build alternates.

(4) Traffic data for the existing facility and traffic projections for both the no-build and build alternates in future years were provided by the Traffic Planning Section of the State Highway Administration. Note that under the no-build condition, the existing fourlane roadway is projected to reach a level of service E capacity in 1985, with an ADT of 42,600 vehicles, and remain at that volume in all later years. Construction of alternate Plan B will result in an increase in traffic volume permitting a higher level of service for the 20 year period examined. The traffic for the year 2000 was derived by plotting the traffic vs. year for the years provided (1974, 1978, 1980 and 1998), and extrapolating the straight line to obtain the ADT for the year 2000.

(5) Traffic speeds were provided by the Maryland State Highway Administration. A speed of 40 mph was used for peak hour volumes in both directions (peak hour traffic indicates 60% westbound and 40%

Table 7

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Ambient and Predicted Noise Levels

Locations Shown in Figure 21

Location	1972 ¹ °L Ambient L ₁ 0	1992 <u>Design Year L₁₀ ley</u>	Remarks
1A	79dBA 76	63dBA 60	Residential Area, anticipated reduction due to cut condition
2A	77dba 74	80dBA 77	Residential Area
3A	77dBA אר	80dBA 77	Residential Area
4 A	81dBA 70	83dBA 80	Residential Area
1B	44dBA 41	53dBA 50	Residential Area
2B	44dBA 식·	53dBA 50	Residential Area

eastbound) for all alternates and years studied. The off-peak hour traffic was presumed to travel at a speed of 50 mph for all alternates and years considered, and was split equally between westbound and eastbound lanes. Ramp speeds, in the case of the interchange, were forecast to be identical to the appropriate mainline speed.

(6) The comparison of the build and no-build alternates does not include any speed differential that might occur. The use of no-build speeds for the build alternate analysis is conservative and tends to produce very conservative estimates of worst case conditions.

(7) Peak hour truck volumes for use in all predictions were calculated on the basis of 7% of the peak hour volume for the alternate and time period involved. Off peak hour truck percentages for all micro and mesoscale predictions were assumed to be 15% of the hourly volume. In all cases, the percent diesel vs. gasoline heavy duty vehicles was derived from the percent of ADT of each type of heavy duty vehicle. Based upon the total average daily heavy duty vehicle traffic, 83% are diesel powered while 17% are gasoline powered. These values were derived by computing the ratio of the percent ADT - diesels to the percent ADT of all heavy duty vehicles, and the percent ADT - gasoline HDV to the total percent HDV, respectively. The 83% diesel - 17% gasoline factors were assumed for every hour of the day.

(8) All predictions were made for receptors on one side of the highway. Due to an assumed symmetry (which occurs over the 8-hour period when traffic is equally divided over the roadway), exactly the same results would be produced by using a wind from the northeast with a cross section on the southern side of the highway. Therefore, for the eight-hour averages, the values obtained for the cross sections are

valid on both sides of the highway with an appropriate wind direction. The one-hour levels will be slightly lower on the southern side due to the directional distribution of peak hour traffic.

(9) The peak hour predictions were made using 60% of the hourly traffic volume concentrated in the westbound lane, and the remaining 40% traveling eastbound. In the case of a 4 or 6-lane configuration, the westbound and eastbound traffic was divided equally between the two or three westbound and eastbound lanes, respectively.

(10) Light duty vehicle emission factors were computed for Frederick County using $BAQC^1$ procedures. Heavy duty vehicle emission factors for both gasoline and diesel vehicles were obtained from $AP-42^2$.

(11) The eight-hour predictions used an eight-hour averaged emission rate derived from the emission factors and traffic during the 8-hour period.

(12) The 8-hour period from 1 PM to 8 PM was modeled using a wind speed cf 1 meter per second and two stability classes. E stability was used from 1 PM until 4 PM, and F stability was used from 5 PM to 8 PM. The eight-hour period extending from 1 PM to 8 PM contains 54.8% of the ADT, and represents the 8-hour period with the largest percentage of ADT each day. In the case where E and F stabilities were used, two predictions for the respective 4-hour periods were made and the results averaged together to obtain the full 8-hour average.

(13) Three wind angles $(5^{\circ}, 10^{\circ}, 15^{\circ})$ relative to the roadway

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Maryland Bureau of Air Quality Control

² Compilation of Air Pollutant Emission Factors, Second Edition, U.S. Environmental Protection Agency, Office of Air and Water Programs, Office of Air Quality Planning and Standards, Research Triangle Park, North Carolina, September 1973.

were used. These wind angles produced the largest concentration at specific distances from the road edge. For example, a 5° wind angle may produce the maximum concentration from 0 to 200 feet from road edge. At distances of 200 to 700 feet, a 10° angle may produce the maximum concentration. Finally, at distances of 700 to 1000 feet from road edge a 15° wind angle produces the largest concentration. The distances given above are only examples and may vary with road width, road length, and stability.

(14) No roadway or receptor elevations were included, nor were any terrain features such as hills, woods, lakes, or large buildings. The roadway and receptors were considered to be at the same level with the terrain features. Cut features of the build alternates were accounted for in the predictive process using the cut capability of HIWAY, with the top of the cut located at ground level.

(15) The "Do-Nothing" or no-build alignment of the future (1980 and and 2000) was modeled using the existing roadway alignment and traffic appropriate to the year being studied.

(16) Plan B (ETC 1980) has been modeled as a 4-lane highway with a median and a total width of 100 feet. The profile indicates that Plan B is mostly at-grade with some fills and essentially four cuts. The fill or elevated sections were modeled as at-grade roadways since HIWAY cannot be applied to elevated roadways while maintaining its predictive accuracy. The four cut sections were modeled as cuts using the cut section option of HIWAY.

(17) Plan A, was modeled as a six-lane at-grade roadway - a widened version of the existing configuration.

(18) An interchange between I-70 and the proposed Frederick

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Thursday

Beltway was modeled with the Plan A alternate. Only the four other ramps of the cloverleaf were modeled as per instructions from the SHA. The interchange is assumed to have an ETC of 1980. In addition, the interchange and changes in traffic due to the interchange, were not included with the Plan B or the "Do-Nothing" alternate.

(19) In lieu of on-site monitoring, background levels were provided by the State Highway Administration through consultation with the Maryland Bureau of Air Quality Control. Their estimates suggest that background concentrations will not exceed 5 ppm for a one-hour averaging period and 2 ppm for an eight-hour averaging period due to land usage in the area and traffic on existing streets and raodways.

The following conclusions are evident based upon this study:

(1) Existing air quality in the region adjacent to Interstate 70 between Ijamsville Road and East Patrick Street does not exceed the 35 ppm one-hour standard under worst case conditions. A violation of the eight-hour standard (9 ppm) is indicated near the road edge, well within the right-of-way. There are no violations outside of the right-of-way; thus, there is no severe impact upon sensitive receptors present in the area.

(2) The future air quality surrounding each of the alternates will not exceed either the one or eight-hour standards at any distance from the road edge. A microscale comparison between alternates may be made for each year:

(a) 1980 - The "Do-Nothing" alternate would have resulted in the largest overall microscale carbon monoxide levels for both one and eighthour periods. The Plan A alternate would have ranked second to the "Do-Nothing", except in the location surrounding the interchange

where the conservative interchange contribution of 1 ppm at all distances yields concentrations that equal those of the "Do-Nothing" alternate. However, the interchange could be constructed with any alternate, and a valid comparison of the alternates alone must neglect this intersection. In this case, the Plan A alternate would have ranked lower than the "Do-Nothing". The Plan B alternate will result in the lowest microscale levels due to the traffic split.

(b) 2000 - Plan A would have produced the largest microscale carbon monoxide concentrations for both one and eight-hour periods. This alternate would have had the greatest volume of traffic flowing over a single alignment, which would have produced the largest concentrations. The "Do-Nothing" alternate would have ranked second, due to the limited volume of traffic in years after 1985 when level of service E capacity would have been reached. The Plan B alternate, due to the traffic split, follows closely behind the "Do-Nothing" alternate (due to comparable traffic volumes) and ranks third.

The year 2000 levels are generally reduced from those in year 1980 due to the decrease in emission factors; however, the reduction is small because the decrease in emission factors is offset by a large increase in traffic, except under no-build conditions where traffic remains constant after 1985.

(3) Table 8 presents a mesoscale comparison of alternates in 1980 and 2000 for carbon monoxide, total hydrocarbons, and nitrogen oxides. In addition, Figure 22 presents a burden vs. alternate graph for all alternates. The largest loadings would have resulted from the Plan A alternate due to the inclusion of the beltway interchange. The Plan B alternate ranks second due to the longer length offered and the

TABLE 8

Mesoscale Comparison of Alternates for 1974, 1980 and 2000

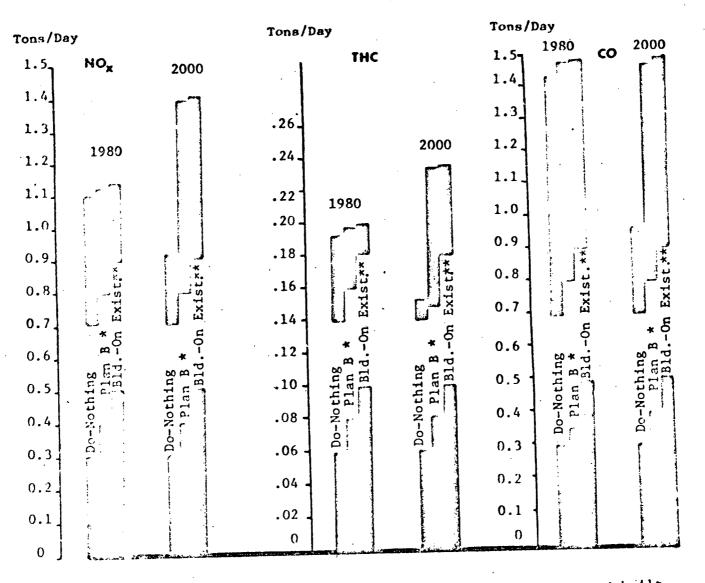
(Units Are Tons Per Day)

Existing	(1974)
co	2.679
THC	.353
NOx	1.182

Year		1980			200	0
Pollutant	со	THC	NOX	со	THC	NOX
Alternate						
Plan B*	1.484	.198	1.123	1.475	.233	1.388
Build-On**	1.489	.198	1.127	1.491	.235	1.403
Do-Nothing	1.444	.192	1.092	.962	.152	.905

* Includes the existing roadway under build conditions.

** Includes Frederick Beltway contribution.



MESOSCALE BURDEN COMPARISON

* includes contribution from traffic on existing roadway with Plan B built.

** Includes contribution from Frederick Beltway Intersection.

FIGURE 22

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contribution of the existing roadway traffic and length. The "Do-Nothing" alternate would have had the lowest pollutant loadings in both years, and especially in 2000 when traffic would have been limited.

(4) The use of no-build speeds for build traffic has produced conservative estimates of micro and mesoscale pollution levels. Faster speeds will result in lower carbon monoxide concentrations (both micro and mesoscale) and total hydrocarbon levels. However, high nitrogen oxide levels would result from faster speeds.

(5) Table 9 presents an overall comparison of alternates for both micro and mesoscale pollution levels, and summarizes the information contained in paragraphs 2 and 3 of this section.

(6) Note that significant reductions in the mesoscale loadings are anticipated in future years due to lower emission factors. All loadings in future years are less than existing loadings with the exception of nitrogen oxide loadings for Plan B and Plan A alternates in the year 2000. This increase would have resulted from the large increase in traffic volume in 2000 which would have offset the emission factor decrease.

C. Historical Impact

The Maryland Historical Trust, has stated that the proposed project will have no adverse impact on known historic sites in the project area. A copy of this letter is included in the Appendix (Item 85).

D. Archaeological Impact

Only one of the sites of archaeological significance as reported in section II.9 is directly threatened by the proposed I-70. Plan B (and Plan B-1) will destroy Linganore East, (site #18FR136). However

TABLE 9

Comparison of Alternates

Alternate	Do-N	othing	Pla	an B	Buil	d-On
Pollutant	1980	2000	1980	2000	1980	2000
Microscale CO	3	2	1	1	2	3
Mesoscale CO	1	1	2	2	3	3
Mesoscale THC	1	1.	2	2	3	• 3
Mesoscale ^{NO} x	1	1	2	2	3	3

Key: 1 = Lowest Level 2 = Middle Level 3 = Highest Level

this site is of minor cultural significance. It does not contain any concentrated deposits of prehistoric objects. Despite good survey conditions, only one artifact was found. If any others are present, they are few in number and widely scattered, and the site is unlikely to attract further archaeological attention.

Any or all of the sites could be indirectly affected by the proposed work. Site 18FR42 has already been largely destroyed by a housing development. Further housing or industrial construction near I-70 could threaten other sites in the survey area. However, this potential impact cannot be assessed at present.

The U. S. Department of Transportation Policy and Procedure Memorandum 20-7 discusses procedures to be followed for archaeological and paleontological salvage. Their policies and procedures will be adhered to by the Maryland State Highway Administration.

IV. DISCUSSION OF ALTERNATIVES

A. Physical Description

The proposed alternative alignments are described in detail " in Section I. Plan B is the recommended alternative. Plan A, Plan B-1 and the "Do-Nothing" plan are not recommended.

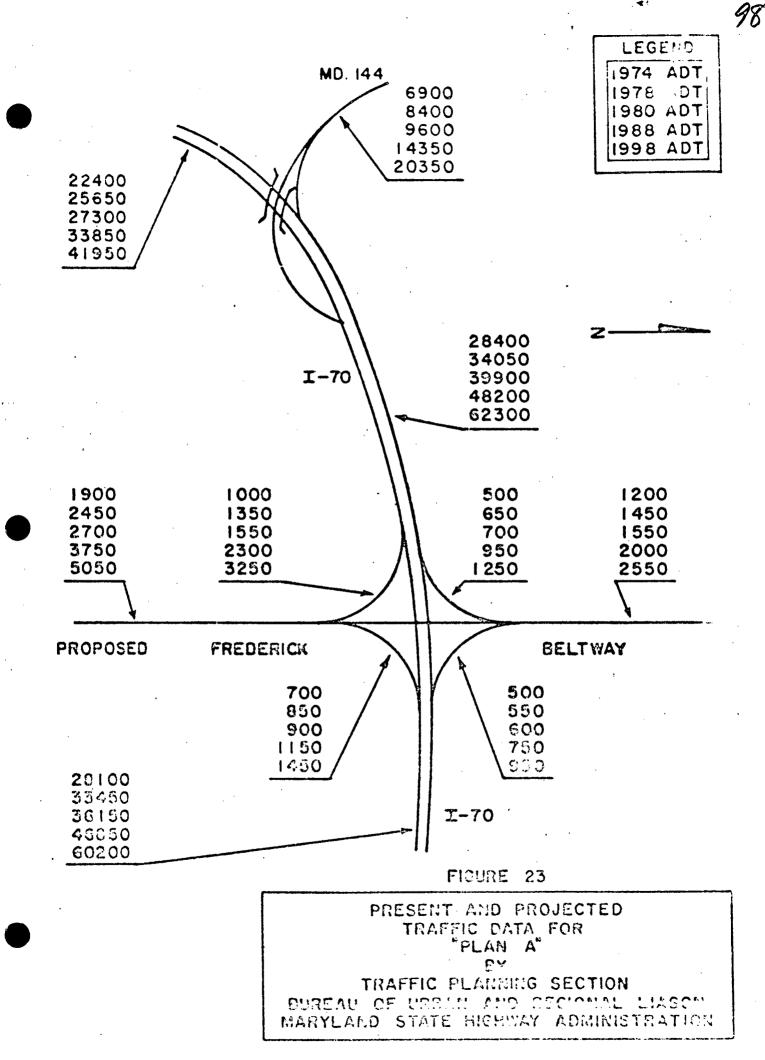
B. Traffic and Accidents

The projected traffic volumes for Plan A, Plan B, Plan B-1 and "Do-Nothing" are indicated on Figures 23, 24, and 25. With the "Do-Nothing" alternative, U. S. Route 40 would have retained its present geometric design, which would have been functionally obsolete by 1985. The interstate standards incorporated into the geometric design of alternate Plan B will accommodate, safely and efficiently, the projected increase in traffic volume.

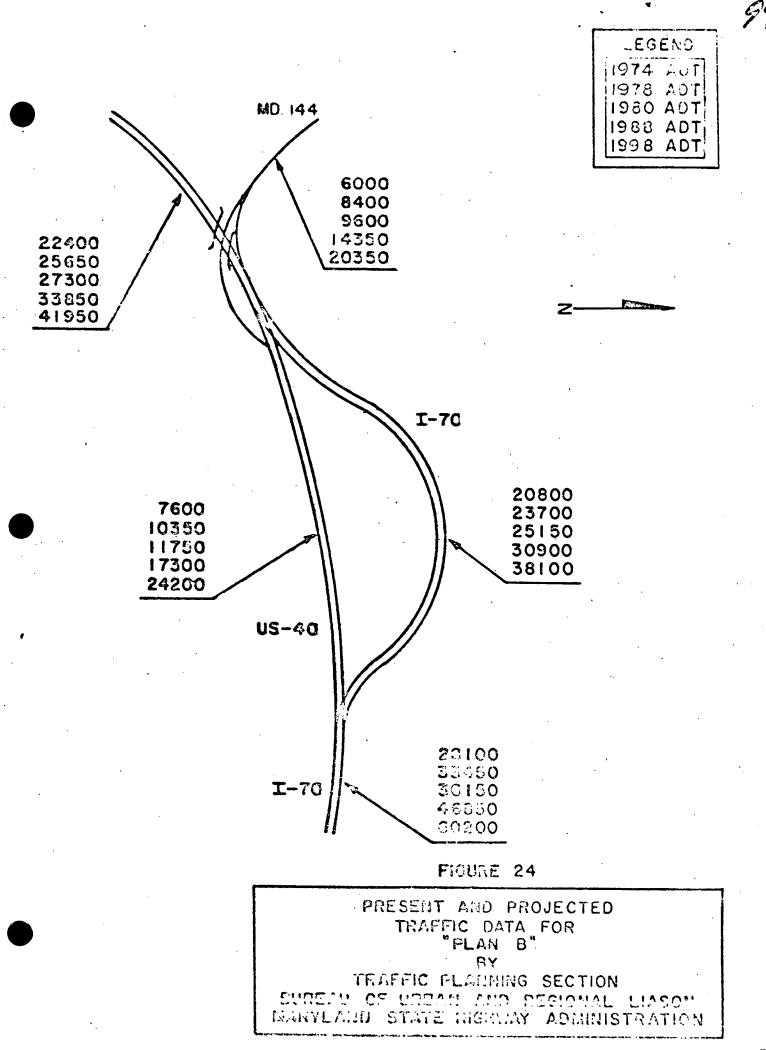
The design data for Plans A, B and B-1 are as follows:

Design Hourly Flow Volume (DHV)	12% of Average Daily Traffic (ADT)
Directional Distribution	60% ADT
Truck Percent of ADT	15%
Truck Percent of AHV	7%

Accident Statistics shown in Table 10 relate the number of accidents to associated costs expected over a twenty year period. The accident figures for the "Do-Nothing" alternative are based upon records for 1970 and extrapolated to provide 1990 traffic estimates. The accident figures for Plans A, B and B-1 were determined from actual data on similar type highways in Maryland for the year 1970, and extrapolated to provide 1990 traffic estimates. The report is available at the State Highway Administration in Baltimore.



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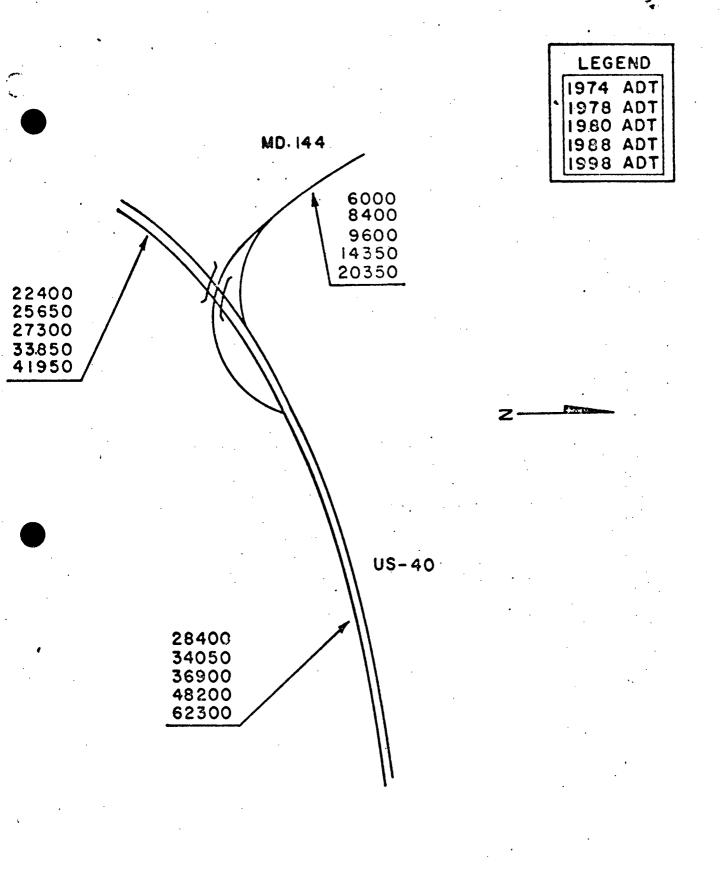


FIGURE 25

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PRESENT AND PROJECTED TRAFFIC DATA FOR "DO-NOTHING" ALTERNATIVE BY TRAFFIC PLANNING SECTION BUREAU OF UNDAN AND REGIONAL LIASON MARYLAND STATE HIGHWAY ADMINISTRATION Twenty Year Accident and Cost Estimates (1970-1990)

For Plan A, Plan B, Plan B-1, and "Do-Nothing" Alternatives¹

Plan A				
Fatal Accidents	29	2	31	\$2,960,000
Number Killed	37	2	39 ·	
Injury Accidents	642	46	688	2,063,000
Number Injured	1,104	73	1,177	
Property Damage Accidents	1,064	74	1,138	1,138,000
TOTAL ACCIDENTS	1,735	122	1,857	6,161,000
Plans B and B-1:	I-70 (Relocated)	<u>U.S.40</u>	Both Routes	Accident <u>Cost</u>
Fatal Accidents	21	11	32	3,040,000
Number Killed	27	24	51	
Injury Accidents	454	218	672	
Number Injured	781	436	1,217	2,016,000
Property Damage Accide	ents 735	300	1;053	1,053,000
TOTAL ACCIDENTS	1,228	529	1,757	6,109,000
Do-Nothing:	U.S. Route 40	Ac	cident Cost	

Fatal Accidents	36	\$3,420,000
Number Killed	80	
Injury Accidents	749	·
Number Injured	1,497	2,247,000
Property Damage Accidents	1,032	1,032,000
TOTAL ACCIDENTS	1,817	6,699,000

¹Maryland Highway Research Board. Available at SHA in Baltimore.

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In all cases, the accident cost by severity was based upon a study conducted by the Highway Research Board using data collected in Washington, D. C., Illinois and California. These costs include the present worth and future income of persons killed or permanently disabled, as well as average costs of property damage adjusted upward to include unreported accidents.

The number of accidents and associated costs for Plan A would have been 22 accidents and \$364,000 more than for Plan B and Plan B-1 during the 20 year period. Figures for Plan A compared to figures for the "Do-Nothing" alternative, show 82 fewer accidents at a saving of \$954,000 to the motorist over the same twenty year period. The projections used in this analysis are based upon actual accident and cost figures determined by recent studies, and any changes that may occur in either of these categories over the next twenty years could affect these comparisons.

C. Traffic Operation

1. Plan A (not recommended)

Plan A would have included the adding of two lanes to the Bartonsville section of U. S. Route 40, the upgrading of this route to interstate standards, and the improving of some local service roads (see Figure 4).

The projected through-traffic volumes (Figure 23) for I-70 would have been adequately accomodated, up to 1998. However, this accommodation would have been achieved at the expense of local accessibility within the Bartonsville area. The existing at-grade intersections along H. S. Route 40 facilitate connection between the

all at-grade intersections and would have substituted two interchanges: one at Bartonsville Road and the other located just east of Reichs Ford Road.

The limited access feature of Plan A would have made adequate provisions for military traffic. In addition the maintenance and upgrading of local service roads would not have significantly reduced the road service between Bartonsville and the central business district.

The continued growth of the study area, will result in an increase in traffic volume on local service roads. Planned urban development in that region will, out of necessity, include schools. The geometric standards of Plan A would have eliminated all at-grade crossings, thereby decreasing the accident potential in school bus operations between areas north and south of the proposed I-70.

Plan A would have required a revamping of present bus routing to adapt to the new service road system. The new routes would not have resulted in adverse traffic conditions or safety hazards. The riding quality would have improved on those county roads upgraded under Plan A.

In terms of long term energy consumption, Plan A would have eliminated congestion created by local and through traffic. "Stop and go" conditions would have been reduced, and motorists would have experienced shorter delays, reduced fuel consumption, and safer operation.

2. Plans B and B-1: (Plan B recommended)

Plans B increases local and regional accessibility. In addition to providing local residents access to the interstate highway system, Plan B maintains the present local traffic pattern to which the residents are accustomed.

Plan B has no significant advantage over Plan A in the areas of national defense and fuel savings. Plan B does not alter the present pattern of school bus operation, nor does it present any new problems in the planning of safe routing of emergency vehicles.

By the avoidance of areas of relatively high development, Plan B provides an opportunity for local authorities to plan the growth of Bartonsville proper, where a residential pattern is already in existence.

The various categories of national or local emergencies cannot be anticipated. However, facilities should allow unimpeded access to vulnerable population centers. Depending on the severity of any major emergency, the need for assigning priority to military traffic and rescue operations may be critical. Plan B-1 impacts would have been similar to those of Plan B.

3. "Do-Nothing" (not recommended)

Currently U. S. Route 40 is operating under capacity, and can adequately accommodate present local and through traffic volumes. These volumes are expected to increase as the level of economic activity increases in Frederick County and adjacent areas. In addition, increases in tourism and interstate commerce are expected to occur.

Traffic volumes in 1974 were 28,400 ADT (Average Daily Traffic Volume). In 1978, traffic volumes on the improved new highway are predicted to be 34,050 vehicles per day. The predicted 1988 ADT is 48,200 vehicles. Using an average gas consumption of 14 miles/gallon, 1974 gas use would be 7708 gallons/day for the 3.8 mile improvement. In 1978, after construction of the new highway and increase in predicted traffic volumes, gas consumption would be 9242 gallons/day

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for the 3.8 mile improvement¹. In 1990, predicted gas consumption would be up to 13,082 gallons/day. As traffic density increases beyond the stage of maximum volume, headway and speed decrease. Greater volumes of fuel consumption, high concentrations of exhaust particulates and gases, and longer travel time delays accompany the increased traffic density. This type of functional decay would have occurred over the Frederick section of U. S. Route 40 by 1985, at which time the carrying capacity of this section would have been reached. As a consequence, local traffic would have experienced increased delays; school buses would have encountered more hazardous conditions; emergency service vehicles would have decreased as a result of the number of man-hours wasted in traffic congestion.

If existing U. S. Route 40 were the only route, and were designated for through emergency or military traffic, the congestion created by military or emergency traffic and local traffic could have disastrous consequences. The Bartonsville section of U. S. Route 40 appears unable to accommodate additional service demands which may accompany national emergency operations.

D. Costs

The cost breakdown for Plan A, Plan B and Plan B-1 in 1975 dollars is:

Scientific American, The Fuel Consumption of Autos, January 1975.

Cost Item	Plan A	Plan B	Plan B-1
Engineering and Over Head	\$2,735,270	\$3,588,414	\$3,620,791
Construction	\$12,739,610	\$16,573,436	\$16,863,959
Right-of-Way	4,719,735	\$1,699,650	\$1,699,650
Total	\$20,194,615	\$21,861,500	\$22,184,400

E. Summary of Impact

1. Comparison Chart

The social, economic, natural and traffic impacts associated with each alternative (Plan A, Plan B, Plan B-1 and "Do-Nothing") are summarized in Table 11 located at the end of this Section.

2. Advantages and Disadvantages

- a. Plan A (Advantages)
 - would have minimized additional ecological impact compared to Plans B and B-1
 - would have provided an effective segregation of local and through traffic.
 - would have had a shorter length and lower cost than
 Plans B and B-1.
- b. Plan A (Disadvantages)
 - would have required acquisition of substantial marginal right-of-way.
 - 2. would have affected 25-30 families and 3 businesses.
 - would have necessitated lowering the present U. S.
 Route 40 grade line near Bartonsville Road as much as 18 feet to eliminate the present accident hazard.

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- would have required adjusting 2500 feet of vertical grade east of the Monocacy River to lower the U.S. Route 40 grade line as described above (#3).
- 5. would have maintained the 4.5 percent vertical grade on the proposed Monocacy River bridge which would have been a safety hazard during freezing weather.
- would have required constructing one-half mile of new roadway west of the Monocacy River to accommodate the proposed bridge.
- 7. would have necessitated constructing a 3 to 10 foot high retaining wall extending 2100 feet east from Bell Lane to protect a church and a private property from encroachment.
- would have required rechannelizing approximately 5100 feet of Long Branch Creek.

would have required improving local service roads.
 would have caused congestion during construction.

c. Plan B (Advantages)

- affects 9 families compared to 25-30 affected by Plan A.
- 2. provides greater design flexibility:
 - achieves a 1.5 percent vertical grade on the proposed Monocacy River bridge.

b. provides for a 74 foot median.

c. requires no rechannelizing or construction of retaining walls.

d. allows use of a hillside to act as a sound barrier.

 provides ten-twelve foot roadways for improved traffic mobility (including U. S. Route 40).

4. improves local and through traffic flow.

5. minimizes congestion during construction.

- d. Plan B (Disadvantages)
 - disrupts environmental stability in an area presently devoid of such highway associated impacts.

2. has a higher cost than Plan A.

e. Plan B-1 (Advantages)

- 1. would have had advantages similar to those of Plan B.
- f. Plan B-1 (Disadvantages)
 - would have amplified noise and air pollution problems
 by its proximity to U. S. Route 40 and Bartonsville.
 - would have divided a property with development potential to a greater extent than does Plan B.

3. would have been the most expensive.

g. "Do-Nothing" (Advantages)

would have minimized relocation and ecological impacts.
 "Do-Nothing" (Disadvantages).

- would have contradicted Federal, State and County planning objectives.
- would have necessitated initial and continuing costly spot repairs.
- 3. would have increased congestion and traffic hazards.

F. Summary

h.

Other combinations of interlocking alignments and interchange schematics have been studied within the project area. Most have been

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discarded for various economic, social or environmental reasons.

The declared policy of the State Highway Administration is to research and incorporate pollution control measures into the design of all highway projects. These measures will be used in the construction of Plan B to minimize impact.

Table 11

Relative Impacts of Plans A, B, B-1 and "Do-Nothing"

Paramete	rs	Plan A	Plans B, B-1	"Do-Nothing"
Socia1		•		
	Relocation	2	· 1	0
•	Minorities	1	0	. 0
	Recreation	0	0	0
	Education	0	0	• 0
	Historical Sites	0	0	0
•	Archaeological Sites	0	1	0
Economic				
	Businesses	2	1	0
	Property values	+	+	1
	Agriculture	1	1	0
Natural	· · · ·	· · ·		
	Air quality	3 ·	2	1
	Noise	2	. 3	1
	Water Quality	3	2	1
	Aquatic ecology	3	· 2	. 1
	Terrestrial ecology	2	3	· 1
Traffic				
	Through traffic (overall)	+	+	1
	National defense	+	+	1
·	Local accessibility	1.	· +	0
	School bus safety	+	1	2
	Energy consumption	+	+	1

Notes: 1) Ranked in increasing order of negative impact, hence "1" implies the least negative impact and "3" the most.

2) In case of similar impact the same rank applies to all.

3) A "+" indicates a positive impact.

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V. PROBABLE ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED

Unlike adverse environmental effects which can be minimized or eliminated, this section concerns the effects of impacts which cannot be reduced or avoided.

A. Relocation

Right-of-way acquisition is an unavoidable adverse impact. Plan A would have affected 25-30 families totalling 100-120 persons, and Plans B and B-1 affect nine families totalling 36 persons. In addition, three businesses would have been affected under Plan A. Relocation assistance will be provided for those families affected as required under guidelines established by the Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970.

B. Aesthetics

Freeways for the most part do not favorably lend themselves to the overall appearance of the abutting environs. Plan A would have maximized the disturbance on human life, while Plans B or B-1 will disturb the serenity of an area presently devoid of urban influence. C. Air Quality

At present there are no air quality violations. The projected air quality surrounding each of the alternates will not exceed the one or eight hour standards at any distance from the road edge. D. Noise

Traffic noise is more objectionable to rural residents due to the inherent low background noise levels. Construction of highways on hilltop areas can increase the distance noise is carried throughout the Frederick valley overlook. Truck noise could be objectionable to many present residents far from the existing highway.

E. Sedimentation

During the past several years, the safety provisions of highway design specifications, such as widened recovery zones and flatter slopes, have required ever increasing land areas to be stripped of vegetation during construction. These stipulations, increase the probability that certain amounts of erosion and sedimentation will occur.

F. Construction

Other adverse impacts which can be minimized are those associated with construction. These consist of air and noise pollution, and borrow pit reclamation. VI. STEPS TAKEN TO MINIMIZE UNAVOIDABLE ENVIRONMENTAL IMPACT A. Relocation

A major unavoidable adverse effect will be the need to acquire additional right-of-way thereby necessitating the relocation of some local residents. Steps taken to minimize this adverse impact are:

1. Establishment of a Right-of-Way

The establishment of a right-of-way which minimizes the impact on homes, businesses, historic sites and major property improvements.

2. Payment of fair market compensation

Payment of fair market compensation will be made to affected property owners, for entire parcels or for residual land. Those affected are also reimbursed for costs incurred in moving. In lieu of payment of the actual moving expenses, an owner of a discontinued or relocated business or farm operation may be eligible to receive a payment equal to the average annual net earnings of the business, except that such payment shall not be less than \$2,500 nor more than \$10,000. Displaced individuals and family home owners may be eligible for replacement housing payments for like-value houses. Those persons relocated are assured safe and sanitary housing, and reimbursement for interest rate differentials and costs incurred incident to the purchase of a replacement dwelling. These payments will not exceed \$15,000. Tenants are also eligible for relocation benefits up to \$4,000. The relocation assistance program is described in Section III.

3. Displaced Persons

Displaced persons will receive assistance from a specially assigned representative of the State Highway Right-of-Way Division.

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B. Aesthetics

A highway can be made more compatible with its surroundings. One method of accomplishing this is to landscape the area between the roadway and the right-of-way limits. Also, an aesthetic architectural treatment of structures and interchanges will improve compatibility.

C. Air Quality

The initial clearing and grubbing within the right-of-way will be controlled by contract provisions prohibiting contractors from burning materials: The State Highway Administration construction specifications have been approved by the Maryland Bureau of Air Quality and Noise Control.

D. Noise

Noise pollution will be minimized by use, wherever feasible, of protective landscape buffers such as trees or walls.

E. Sedimentation

Erosion Control - A temporary control schedule and method of operation will be worked out and approved by the State Highway Engineer prior to construction operations. The contractor will be required to control run-off by means of earth berms, slope drains, and portable flumes. Where necessary, energy dissipators, rip rap, sediment traps and basins will be incorporated at earliest time possible to minimize pollution. Items in the contract specifications restrict pollution by requiring final clean-up on completion of project, careful handling and storage of material, controlled or no burning of debris, seeding embankments and cuts to insure stability, trimming of borrow pits after use, protection of adjacent properties during dredging or hydraulic fill activities, replacement of salvage

topsoil, etc. These temporary and permanent control measures will do much to reduce highway oriented pollution such as siltation and sedimentation. The control measures will be effective in protecting streams. Detailed standards and specifications are stated in the State Highway Administration's "Book of Standards - Highway and Incidental Structures," Hydraulic Criteria for Design of Highways" and "Specifications for Materials, Highway, Bridges and Incidental Structures." In addition, the Administration's "Erosion and Sediment Control Program" issued August, 1970, has been adopted and approved by the Maryland Department of Natural Resources. A copy of this document is available at the State Highway Administration in Baltimore.

Continuing liaison will be maintained with the Maryland Department of Natural Resources concerning the location and design of structures which affect water courses.

F. Construction

A temporary adverse effect will be caused by activities connected with the construction phase of the project. To reduce these undesirable impacts, certain standard specifications are written into all State Highway Administration construction contracts. These specifications define standard operating procedures to minimize environmental impacts. The contractor has the responsibility to adhere to these specifications in all instances involving any of his operations.

Chapter 245 of the Acts of the 1970 Maryland General Assembly requires construction contractors to obtain permits and approval from the appropriate public agencies for work such as borrow pits and waste area operations performed outside of construction limits.

The permits are predicated on treatment during, and after completion of the grading.

In most instances, fencing will be included in a separate contract to be installed after completion of the highway. The contractor is required to conduct the work in a manner so as to cause the least practicable obstruction to traffic. This would include providing access to abutting businesses and residents. Barricades, warning signals, flagmen and detours are to be used as added safety precautions. Construction activities and storage of material will be restricted to within the actual right-of-way limits. If dust conditions occur, they will be watered down or treated with discrete amounts of calcium chloride. Liability insurance is required against possible personal injuries and property damages. In addition, contractors are directly responsible for compliance with local, State and Federal Laws applying to any aspect of project construction.

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VII. RELATIONSHIP BETWEEN LOCAL SHORT TERM USES OF THE ENVIRONMENT VERSUS LONG TERM PRODUCTIVITY

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Highway improvements have inherent adverse short term impacts during the construction period. Traffic detours, congestion, landscape damage, noise and construction activity will undoubtedly inconvenience area residents. The State Highway Administration will make every effort to minimize these inconveniences.

One of the immediate short term impacts will be the removal from the tax roles of taxable property. Long range effects, however, of interstate highway construction on tax revenues have proved to be generally favorable. Expanded revenues will be generated as suburban developments grow along I-70.

Local community traffic movements would have been notably altered under Plan A. All at-grade intersections and turning movements at median openings presently allowed on U. S. Route 40 would have been eliminated. Local traffic would have been relegated to the proposed frontage road system. Some portions of the existing county road system would have been incorporated into the service road network.

Plan B leaves existing U. S. Route 40 virtually intact. The present at-grade crossing at U. S. Route 40 and Quinn Orchard Road, however, will be barricaded. Traffic in the Tulip Hill section will be re-directed to the proposed two-way Patrick Street Bridge over I-70. The short term adjustments required by Plan B will be more than compensated for by improved safety and access to other urban areas.

VIII. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

Plan B passes through approximately eight acres of hardwood trees (oak, hichory, beech). Some of the timber removed may be processed into building material. Plan B-1 would have had a similar impact.

IX. RECOMMENDATION AND DISPOSITION OF PROBLEMS

The Maryland State Highway Administration, to meet its responsibility relative to a decision making policy, has actively sought the participation of all agencies and individuals known to be interested in, or affected by, the proposed highway improvement.

A. Early Coordination

Early coordination consisted of advising concerned Federal, State, and County agencies, public officials and public advisory groups of its proposed highway improvement plan.

Tentative plans for the future alignment and interchange locations of I-70 were discussed with public agencies as early as May, 1968. These early communications are outlined in Section I.D. Two concepts evolved as the most reasonable alternatives for locating the proposed highway. A comprehensive description of these basic plans, known as Plans A and B, was distributed December 22, 1971, to over 27 public agencies, associations and elected officials for review and comment. Responses to this correspondence are contained in Subsection F at the end of this section.

Of the 27 concerned offices that were contacted, responses were received from 20. An analysis of these responses indicated that 3 agencies favored Plan A, 3 favored Plan B, and the remainder deferred an opinion pending further developments.

B. Comments on Draft Environmental Statement

The Draft Environmental Statement for the project was issued for review by public agencies and citizens on May 23, 1972. The agency distribution roster is included in the Summary Section of the Final Environmental Statement. Citizens were afforded opportunity

to review the statement at the State Highway Administration office, 4 Locust Street, Frederick, Maryland.

Of the twelve separate item responses, two favored Plan A, two favored Plan B and the remainder offered commentary and suggestions on both Plans. The responses were given every consideration during the evaluation process. Copies of this correspondence are included in the Appendix.

C. Public Hearing

Opportunity for citizen participation in the disposition of the proposed project was afforded through an informational hearing on June 29, 1972, and an official Corridor Public Hearing on July 6, 1972. Both hearings were held in the East Frederick Elementary School, Frederick, Maryland. A transcript describing the proceedings of the official hearing is on file at the headquarters office of the State Highway Administration.

Maps, drawings, the Draft Environmental Statement and other pertinent items were made available for public inspection and copying on June 6, 1972, at the State Highway Administration.Office, 4 Locust Street, Frederick, Maryland. This material will continue to be available for public scrutiny at either the local or Baltimore office by appointment. The conduct of the above actions was carried out in accordance with Federal Aid Highway Program Manuals, Volume 7, Chapter 7, Sections 2, 5 and 6, and was certified and approved by that agency on August 21, 1972.

Of the fifteen citizens who submitted testimony at the official public hearing, five spoke in favor of Plan A, three for Plan B and six raised questions concerning various design features. A

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statement by one non-resident condemns all new roads and the highway administration. Three of the speakers have supplemented their remarks with written statements. These briefs, resulting from the hearing, are included in the Appendix. Public opinion was also assessed through question/recommendation forms made available at the meeting. Thirty of the forms received favored Plan B and four favored Plan A.

Also included are three separate petitions. Two petitions, favoring Plan B, contained 113 signatures from homeowners in the Tulip Hill area (Item 82), and 13 signatures from members of the Bartonsville Jackson United Methodist Church (Item 83). A third petition (Item 84), consisting of 240 names, favored Plan A. At least 38 names appearing on this petition do not reside within the project's immediate proximity. Correspondence and petitions are available for public scrutiny by appointment at the Maryland State Highway Administration office and are in the Appendix.

One of the many speakers at the official public hearing was Mr. Edwin E. Wells, a local citizen residing in the Jug Bridge Hill area. His supplemental statement (Item 29), included herein, adheres closely to his public hearing address. Much of this narrative is echoed elsewhere in the Environmental Statement, however, it does contain some interesting background information on the neighborhood affected by the project. His comments concerning the relocation characteristics of major portions of the Federal Interstate Highway System pointedly demonstrate that Plan B is not a radical aberation from the norm, but is indeed dictated by the very nature of the proposed project.

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Mr. Robert T. Murphy of Montgomery County spoke in opposition to Plan B. His primary concerns involved an affected proposed Planned Unit Development to be known as Long Branch Estates of which he is owner/developer. A brief, covering the major points of this oral testimony, has been submitted and included in the Appendix (Item 30).

Phase application for the Planned Unit Development (PUD), Long Branch Estates, has been under arbitration since as early as 1965. One reason for this situation is that existing U. S. Route 40 from Ijamsville Road to the Monocacy River was planned and constructed as a controlled arterial highway, and right-of-way was acquired accordingly under the policies in existence at that time. This was done to improve highway safety in this highly diversified area. Today the right-of-way into the Murphy property does not meet the necessary subdivision access criteria as promulgated by the Frederick County Planning and Zoning office. The proposed subdivision is composed of approximately 270 acres of land located adjacent to and west of a proposed interchange shown on Plan A. The planned traffic movements in the proposed PUD were predicated on the State Highway Administration constructing a non-controlled service road on the north side of, and parallel to U. S. Route 40, or proposed I-70 (Plan A).

Consideration has been given to Mr. Murphy's statement and pertiment SHA comments are presented later in this Section.

D. State Highway Administration Final Evaluation and Decision

As a result of the Draft Environmental Statement and Public Hearings, several new construction provisions have been advocated. These additions have necessitated updating the costs quoted at the Hearing and in the Draft Environmental Statement. These revised

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figures are presented in Section IV-D.

Based on the environmental impact evaluation presented in this report, including comments by various governmental agencies, private companies, and individuals, the State Highway Administration in its responsibility relative to the alignment disposition of the proposed project, has recommended the adoption of Plan B.

E. State Highway Administration Responses

1. Early Coordination and Comment on Draft E.I.S.

The SHA responses directed to all correspondence from any one agency or group are placed together. The items referred to are included in the Appendix.

a. FEDERAL AGENCIES

U. S. Department of Agriculture

Item 2: No comments required.

Item 3: No comments required.

Item 18: Steps taken to minimize the adverse effects of erosion and sedimentation are discussed in Section VI-E, F.

U. S. Department of Commerce

Item 1: This agency declined to comment, citing their interpretation of Federal Environmental Guidelines requiring that Environmental Statements be prepared by the lead agency. In the case of a highway project, this would be the Federal Highway Administration. A paramount objective, however, of the National Environmental Policy Act is that early environmental consideration be made by the operating agency responsible for initiating, planning, designing and constructing a highway project. For highway sections financed with Federal funds, the State Highway Administration would normally be the appropriate

agency to initiate the environmental evaluation of a project in close consultation with the Federal Highway Administration. This position has been recognized by the August 9, 1975 amendment to Section 102 (2) of the National Environmental Policy Act of 1969.

U. S. Department of Health, Education, and Welfare

Item 6: No Comments Required.

Item 20: No Comments Required.

U. S. Department of Interior

Item 4: No Comments Required.

Item 4a: Impact on national and cultural features is discussed in Section III. The State Highway Administration supposes that the highway should be constructed in such a manner as to decrease or minimize impact on the community. The future of Monocacy Pine Cliff Park as a local facility is discussed in Section II-C.

Mr. Handley's July 21, 1972, letter contains one sentence suggesting that County or State officials consider multiple use or joint development along Fouche Branch if Plan B is chosen. This is exactly what is proposed, and full cooperation is planned. The State Highway Administration has made initial contact with the Maryland Department of Natural Resources concerning this matter and with Plan B approved, further coordination will be extended with appropriate County-State officials prior to and during highway location and design. In order for the State Highway Administration to participate to the fullest extent, maximum right-of-way will be obtained to offset added park acquisition that may have to be funded by the County or State. Condemnation beyond the maximum allowable taking for highway purposes is not permitted by the State Highway Administration. However, if

excess land occurs that could be utilized for park purposes, retention will be recommended and Federal participation will be requested. Participation in the design and construction of joint development facilities within the right-of-way will also be done to the fullest extent permitted by the Federal Highway Administration. 125

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Item 5: Historic sites are discussed in Section II-E. Item 8: Refer to comment on U. S. Department of Interior, Item 4a.

Item 19: No comments required.

Item 19a: The exact right-of-way needs for the Plan B alternate cannot be accurately determined until completion of design engineering. Computations, however, based on the geometrics of Plans A and B indicate that the required acreages will be approximately equal. The illusion that Plan A requires less acreage because of the utilization of existing right-of-way along U. S. Route 40 is misleading for the following reasons.

a. Plan A requires an elaborate system of new frontage roads, necessitating new right-of-way acquisition.

b. Plan A includes a cloverleaf type interchange between Mains and Bell Lanes requiring considerably more right-of-way than the two directional interchanges featured in Plan B.

c. Plan A requires land for outside third lanes along portions of the existing U. S. Route 40 right-of-way.

One point that is disputed is that while noise and air impact exists along U. S. Route 40, the people living here, as can be attested from letters and public hearing comments, are not acclimated to it. Sedimentation impact is discussed in Sections III-B.2, and V-E, F.

Park land development is discussed under comments to the U.S. Department of Interior, Item 4a.

U. S. Environmental Protection Agency, Region III

Item 7: No comments required

Item 21: Air quality impact is discussed in Sections III-B.8 and V-C.

Water quality and water quality impact are discussed in Sections II-D.5 and III-B.3.

The State Highway Administration has considered three structure options in crossing Long Branch Creek on Plan B. A decision has been made in favor of the bridge concept.

The ambiguity of open space definition has precluded firm Federal-State-County commitments at this time. The question arises as to what type is needed; i.e., preservation, public enjoyment, suburban growth oriented or highway oriented. This should be properly resolved after the location and design of the proposed highway is clarified. No further land use commitments other than those in answer to U. S. Department of Interior, Item 4a, will be made at this time.

U. S. Office of Economic Opportunity (OEO)

Item 9: The revised assessment of relocation requirements for Plans A and B are discussed in Section III-A. The numbers cited by OEO are in error. The unavoidable adverse impacts are discussed in Section V-A, B.

b. STATE AGENCIES

Maryland Department of Economic and Community Development

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Item 10: No comments required.

Item 24: Traffic accessibility is discussed in Section IV-C.2.

Maryland Department of Health and Mental Hygiene

Item 14: The agency's submission was informative and responsible. Their suggested input, Items 1 through 6, and others have been incorporated into the Final Environmental Statement. The No-Trade-Off Noise paragraph is well taken, however, this impact, as summarized in Section III-B.7 tends to absolve Plan B of excessive noise impact.

Item 27: Refer to Section III-B.8 for air quality impact assessment. Both Plans A and B will by-pass Frederick compared to the old method of routing through traffic via the central business district; as is the case with existing U. S. Route 40.

Maryland Department of Public Safety and Correctional Services

Item 26: No comments required.

Maryland Department of State Planning

Item 13: No comments required.

Item 11a: The early opinion of the State Planning and Clearinghouse Review favoring Plan A was modified after issuance of the Draft Environmental Statement. A Clearinghouse Review of this document tended to reverse or qualify the original position. This is verified by the Department of State Planning's Draft Environmental Statement Review Summary of August 29, 1972 (Item 22A). Baseline data and impact assessments on water quality and aquatic and terrestrial ecology are discussed in Section II-D.5, II-D.6, II-D.7 and III-B.3, III-B.4, III-B.5, respectively. Land use planning is discussed in Section II-C.

Item 13b: No comments required.

Item 22: No comments required.

Item 22a: In response to the State Clearinghouse Staff Review, appropriate statements are offered as follows for each pertinent comment. Responses from other agencies responding to Clearinghouse liaison will be answered in agency turn.

The Association of American Highway Officials considers the design of drainage structures using storm frequencies greater than 50 years to be economically unrealistic.

The description of alternatives including vertical and horizontal alignments is provided in Section I-C.

Existing and projected traffic and accident data are presented in Sections I-B.2 and IV-B, IV-C.

Environmental impact is discussed in Sections III and IV.

Projected economic impact is discussed in Section III-A.

Maryland Department of Water Resources

Item 11: No comments required.

Item 11a: Supplemental information was provided to the Maryland Department of Water Resources by a State Highway Administration letter of January 10,1972, and an on-site project tour with highway officials on February 23, 1972. As a result, the Department of Water Resources endorsed Plan B with conditional qualifications as noted in follow-up letter of March 1, 1972.

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In any case, there will be no restriction to the Monocacy River flood plain by either plan. The State Highway Administration is recommending that the bridge option across Long Branch Creek be adopted. A feasibility study will be made regarding scenic overlooks and/or rest area potentials in the area extending from Long Branch Creek to Linganore Road. This can only begin after final disposition of the project is settled.

Maryland Historical Trust

Item 82: Bases for historical and archaeological impact assessment are reported in Section III.C and D.

Maryland State Roads Commission

Item 5a: Impact on historical sites is discussed in Section III-C.

c. COUNTY AGENCIES

Frederick County Board of Education

Item 17: A discussion of the impact on traffic flow, including school bus routing is included in Section IV-C.

Item 23: See comments to Item 17 above.

Frederick County Chamber of Commerce

Item 16: No comment required.

Item 25: The State Highway Administration's decision to utilize the bridge concept across Long Branch Creek, and the recommendation to construct an initial six lanes of interstate highway on Plan B will make this plan the most expensive.

A cost comparison is essential to the decision-making process. However, dollar cost is only one of the decision variables requiring consideration in this Environmental Impact Statement.

Plan A cannot be constructed within the present right-of-way without severely compromising interstate standards. Obviously then, the implementation of Plan A with its marginal right-of-way take has the greatest impact on the existing community. For a more detailed analysis of impact refer to Sections III and IV.

Frederick County Planning and Zoning Commission

Item 15: Revised estimates of costs, relocation requirements, and impact on local traffic are discussed in Sections IV-D, III-A, and IV-C, respectively.

Frederick County Roads Board

Item 12: Plan A and B alignments and access road design are discussed in Section I-C.

d. PRIVATE INDIVIDUALS AND CORPORATIONS

Environmental Statement by L. J. Brosius

Item 28. Correspondent Brosius, in addition to residing in the Pine Cliff area, is also the principal of a corporation presently engaged in the development of large land holdings to the east and north of the proposed interstate highway. In this capacity, he has been vitally interested in the proposed highway and in particular the disposition of the interchanges. His knowledgeable background and local insight are appreciated; however, some of his criticisms of the Draft Environmental Statement are unfounded.

Along with other opponents of Plan B, he has attempted to discredit the comparative cost of the alternates. A case in point in his grossly over-estimated bridge construction cost of eighty dollars (80.00) per square foot as opposed to the twenty-six dollare (\$26.00) per square foot used by the State Highway Admini1.30

stration. The Administration's estimates were made in a fair and unbiased manner based on unit prices of similar projects in the area.

The inherent difficulties involved with the upgrading of U. S. Route 40 to interstate standards negate illusory cost savings of Plan A over Plan B. The impression that reconstruction can be somehow accomplished within present right-of-way is simply not realistic. The reason for the supplementary right-of-way allowance for Plan A and not for Plan B is a combination of the need to provide immediate local traffic service roads and the conditional likelihood that a north-south highway facility will be needed in the near future. Local service on Plan B will be accommodated via the respective interchanges at both ends of the relocation, and utilization of U. S. Route 40.

Flexibility is also provided for an interchange contingency when the need arises. Other land saving design options mentioned on pages 6 and 7 of the Brosius correspondence all have been previously explored, and determined to be unsuitable. This includes the double deck bridge concept mentioned in Mr. Brosius' public hearing discourse. A structure of this type was investigated early in the location studies but proved to be over three times as expensive as any of the other bridge designs.

As there has been overwhelming support for six lanes of initial construction on Plan B, the State Highway Administration agrees with his page 2 suggestion that this be done. Also, a bridge option across Long Blanch Creek is now recommended. These added costs are included in revised Plan B estimates (Section IV-D). The cost of Plan A has also been revised to reflect the County's request to

improve certain contiguous local roads.

Estimated right-of-way cost for both plans are predicated on facts presented from the same schematics appearing in the Environmental Statement. The Land Use Map (Figure 6) shows that most of the land involved is presently zoned agricultural. Long Branch Estates, mentioned on page 3 of the Brosius testimony, has restricted access right-of-way, which does not meet Frederick County Planning and Zoning requirements. The State Highway Administration cannot be responsible for sums of money private individuals extend for activities such as the sewer and water studies needed to get the land rezoned. If right-of-way acquisitions start within a reasonable length of time, the State Highway Administration is of the opinion that the estimates, based on present day conditions, will be close to the herein quoted right-of-way estimates.

The Ridgeville rest area, mentioned on page 4 of the Brosius correspondence, will be a partial facility serving I-70 travelers from the eastbound lane only. Another rest area located fifteen miles farther east in Howard County will be the rest area for westbound I-70 traffic. A desirable criteria used in spacing rest area facilities is based on driver fatigue involving thirty minutes driving time. This is not a firm guideline, however, and more often than not the selected locations depend on site availability. That means that if during the course of right-of-way acquisition, a parcel is acquired because of severance or damage, the unused land will be then considered for open space utilization. This could mean any use, from a stationary vista consisting of only off highway parking for observation, to a complete park facility. In view of

growing citizen popularity for development of open space, and in consideration of the available natural amenities associated with Plan B, every effort will be made in this direction.

Part of Mr. Brosius' Public Hearing testimony concerned indecision in the selection of the interchange locations. Such facilities have been shifted to numerous positions during preliminary engineering during the exploratory phase of the study.

Environmental Statement by R. T. Murphy

Item 30: <u>Section I, Page 1</u>: - No proposed alternatives had as yet, been approved by Federal authorities.

Item 30: <u>Footnote 1, Page 3</u>: - Mr. H. D. Korrell of the Federal Highway Administration was in attendance at the unofficial and official public hearings of June 29, 1972, and July 6, 1972. He was formally introduced from the floor on both occasions.

Item 30: <u>Footnote 2, Page 3:</u> - Petitions objecting to Plan A signed by 126 residents, have been submitted. Letters have been received, the majority in opposition to Plan A.

The Maryland Department of Transportation has the responsibility to provide the citizens of Maryland with efficient and safe transportation facilities to support the social and economic aspirations of the State and its communities. A safe, efficient State primary and secondary road network is the responsibility of the State Highway Administration. Within the Administration, socio-economic and environmental analyses are initiated at the earliest stage of systems planning, and carried through to the project completion. The analyses are conducted under the guidelines established by the U. S. Department of Transportation's Federal Aid Highway Program Manuals which set down

specific procedures to be used.

The purpose of the Draft Environmental Impact Statement is to assure that careful attention is given to the evaluation of environmental issues to ensure that adverse effects are avoided or minimized wherever possible, and that environmental quality is restored or enhanced to the fullest extent practicable.

The Draft Environmental Impact Statement is circulated for review and comment to Federal, State, and local agencies with jurisdiction by law and special expertise with respect to any environmental impact involved. In addition, the Draft Environmental Impact Statement allows the concerned agencies and public to give meaningful consideration and make comments on all environmental issues.

Based on the evaluation in the Draft Environmental Impact Statement, the review comments received as a result of the circulation, and the responses from the public hearing, the Department of Transportation makes its recommendation of the alternative which minimizes the harm to the human environment. The Final Environmental Impact Statement, incorporating the review comments and any changes in the statement as a result of those comments, is forwarded to the Federal Highway Administration for final approval and adoption.

The process indicated above delineates the detailed environmental impact analysis required for the project and assures that the analysis is reviewed by many agencies with diverse concerns. Thus, there is a process which goes beyond the scope of the Highway Administration, that minimizes the chance of choosing a more

dangerous, less adequate, longer, more costly and more environmentally damaging road. This process includes an evaluation of the alternative of upgrading an existing highway.

Item 30: Footnote 4, Page 6: - Direct access for the Murphy tract was denied because the rights of all abutting owners to access into U.S. Route 40 are subject to controlled arterial highway provisions imposed by public authority. This means that preference is given to through traffic by limiting access connections to selected public roads, and by prohibiting indiscriminate crossings at-grade or direct private driveway entrances.

As a result of several inquiries during 1965 by the Murphy interest, information was forwarded by the State Highway Administration outlining a very preliminary engineering study relative to the upgrading of U.S. Route 40 to interstate standards. A topographical map delineating a proposed service road was attached to this transmittal. The plans were stamped "tentative and subject to revision." In no way did it constitute a commitment on the part of what was then the State Roads Commission.

Item 30: <u>Section III, Page 9</u>: -The small group of vocal citizens consisted of thirty local residents. In actuality, they were an appointed delegation representing a much larger citizen group who had met previously on January 23, 1971. The meeting was held to discuss their opposition to converting U.S. Route 40 to interstate standards.

Item 30: <u>Section III, Page 10</u>: - The Federal Highway Administration originally objected to the relocation concept on the grounds that it would cause delay. They were also unaware

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of the mounting local opposition to the reconversion of U. S. Route 40, Plan A, concept.

Item 30: <u>Section III, Page 11</u>: - The State Highway Administration Policy is to advise those individuals requesting copies of environmental Statements that they are available at the State Highway Administration Office, Federal Highway Administration Regional and Division Office and public libraries. Copies are forwarded upon request at free of change.

Item 30: <u>Section IV, Page 12</u>: - The State Highway Administration cost estimates are based on unbiased evaluation of engineering principles involving the various components needed to successfully construct the project, regardless of what plan is adopted. Since the public hearing, certain contingency input has required that the cost be revised. The new cost estimates are included in Section IV-D.

Item 30: <u>Section IV, Page 13</u>: - Bridge costs of \$26 per square foot, based on similar projects in the area, were used to compute actual bridge estimates.

Item 30: <u>Section IV, Page 14</u>: - Indications are that if the North-South Highway becomes a reality, the Plan A interchange would have reverted to a freeway facility. In this event, some type of tandem interchange would have to have been considered for local access.

Item 30: <u>Section IV, Page 15</u>: - Right-of-way costs are discussed in Section IV-D.

Item 30: <u>Section IV, Page 16</u>: - An extensive service road system would have been needed for Plan A.

Item 30: Section V: - The severe impact of Plan A on

Long Branch Creek must be considered.

Item 30: <u>Section VI</u>: - The accident statistics presented in Section IV-B of the Environmental Statement are for the expressway type facilities.

Item 30: <u>Section VII</u>: - The Council on Environmental Quality, the Department of Transportation, and the Federal Highway Administration have interpreted the National Environmental Policy Act to allow the State Highway Department to prepare the environmental impact statements, in close consultation with the Federal Highway Administration. This position has been recognized by the August 9, 1975 amendment to Section 102 (2) of the National Environmental Policy Act of 1969.

The intent of the National Environmental Policy Act is to assure that the operating agency considers environmental impact at the earliest possible time in the plannning process. The State Highway Administration in coordination with Federal Highway Administration initiates a review of environmental factors related to possible routes often before initial requests for federal funding have been submitted on projects where subsequent federal participation is anticipated.

Item 30: <u>Section VII, Page 23</u>: - The alternative proposed by Mr. Louis Brosius (Item 28) had been investigated by the State Highway Administration and found to be unacceptable.

Item 30: <u>Section VII</u>: - The location determination of any interstate highway is dependent upon adequacy of design features, including fitness or acceptability to the surrounding

community, topography, culture and environment.

Implementation of these criteria does not assure that the best alternative will be the most economical. However, economic factors are always a principle determinant in the development of route locations.

Item 30: <u>Section IX:</u> - Mr. Murphy alludes to the following letters from state agencies contained in the draft statement concerning environmental damage as caused by alternate Plan B.

1. State of Maryland, Department of Health and Mental Hygiene - January 19, 1972 (Item 14). "Plan B would most probably have the greatest effect from an air pollution standpoint during construction," (par. #2). While it is acknowledged that implementation of Plan B would generate more pollutants from construction activities due to the construction of a greater number of lanes, this amount would not be significantly greater than the construction of two additional lanes under Plan A.

Air pollution does not confine itself to a narrow corridor around a highway, but rather is subject to meteorological conditions including wind and temperature. The two proposed alternative routes are less than a mile apart, suggesting that there would be little difference in the degredation of air quality between the two. Air pollution impact is discussed in Section III-B.8. Also, the initial clearing and grubbing necessitated within the right-of-way will be controlled by contract provisions prohibiting contractors from burning combustible materials. "Plan B would allow for the introduction of high noise levels in territory which is not presently under environmental insult from highways," (par. #4). While this is true, the noise impact is only one of many considerations which must be taken

into account when considering a highway alignment. Under Plan B in the vicinity of each noise sensitive area, the L_{10} noise levels will be well below the design standard of 70 dbA (refer to Section III.B-7).

2. State of Maryland Department of State Planning - January 21, 1972 (Item 13A). "...it has been noted that its (Plan B) selection would require a complete re-examination of the Land Use Plan for the area between the two highways (Plan B and existing Route 40)," (Par. #2). The land involved is changing from agricultural to urban. The General Plan for the year 2000 indicates that the concerned area is designated for low and medium density development.

Mr. Murphy's reference to the Department of Interior refer to it's letter of February 4, 1972, to Mr. Roland M. Thompson, Chief, Bureau of Location and Surveys, State Highway Administration. Mr. Murphy has accurately quoted the opening sentence of the letter's third paragraph. However, he fails to note the preceding paragraph which states in part, "in no way should our comment be construed as a complete endorsement of one alternative over the other, since, obviously there is not sufficient information on hand to form such a judgment."

In response to Mr. Murphy's statement concerning a narrow island of prime land, Mr. Edwin E. Wells' supplemental statement (Item 29) makes an accurate assessment of this practice. He states, "It would appear that the best designed interstate highways have done this in the case of every interstate road in the nearby vicinity in the attempt to be reasonably close to the existing old through highways, and yet not eliminate existing settlements, villages, and communities."

The position of the State Highway Administration is to minimize

this type of land carving, but this is not possible in all cases.

Mr. Murphy also claims that implementation of Plan B would sever the the PUD and destroy the approved use of the property for low-density residential dwellings.

Mr. Murphy's proposed PUD, Long Branch Estates, has received only conceptual approval and has not received all the necessary approvals. While it is acknowledged that Plan B will split the proposed PUD, it will not completely destroy the potential for the land to be developed for low density residential dwellings, as well as the scenic and recreational areas that Mr. Murphy described. Access to the land would still be retained by Linganore Road, Shull Lane, and Quinn Orchard Road.

Mr. Murphy's refernce to the highway running through a 10 acre elementary school site is in error. In a letter dated March 16, 1972 from James P. Masood, Supervisor of Transportation for the Board of Education of Frederick County, to Mr. Thompson, Chief, Bureau of Location and Surveys, State Highway Administration, Mr. Masood outlines the tentative future school construction plans for the area concerned. The future school site in question is in the area of Long Branch Creek, south of Plan B and north of the present U. S. Route 40. The proposed school, to be completed in September, 1977, is located in the proposed Long Branch PUD. This location required the taking of a minimum of property of the school site. The roadway itself will be depressed in the area of the proposed school so as to reduce noise levels.

The primary reason for Mr. Murphy's strong opposition to Plan B appears to be the severence and lack of access for his proposed

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sub-division, Long Branch Estates.

Plan A would not have severed the property and would have provided access by the utilization of a service/frontage road that would have been constructed with public funds.

At the Public Hearing, Mr. Murphy stated that the State Highway Administration more than a decade ago laid out a corridor for proposed I-70 clearly identified with present U. S. Route 40 from Baltimore to Frederick. The State Highway Administration takes this opportunity to make it clear that the first 13 miles from Baltimore to Pine Orchard were constructed entirely on a new location with certain sections creating the same narrow land island effect. It can be claimed that these 13 miles are in the same I-70 corridor. The narrow island situation is found throughout the interstate highway system.

Sub-division proponents are active on either side of the Murphy tract. As all these properties would be adversely affected by Plan B, two of the owners, Mr. Rovert M. Keats, President of Investors and Developers Service Inc. of Chevy Chase, Maryland (Item 31), and Mr. Morris Kanfer, President of Metro-Land and Growth Investments, Inc. of Washignton, D. C. (Item 32), have closely aligned themselves with Mr. Murphy in opposition to Plan B. All of their properties are presently farm land tracts to the north of U. S. Route 40. None have the proper access requirements to become residential developments. Plan B will require concessions and expenditures by these developers to properly qualify their land as bonified property for planned unit developments.

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e. OTHER CORRESPONDENCE

Items 33 through 81: - These items are posture statements which for the most part are self-explanatory. In general, the problems and objections raised in these items have been discussed in the Environmental Statement. Thirty-four of these items favor Plan B, eight favor Plan A, two are neutral, and three are against both of the preferred plans. Many of these people nave also documented their views with various elected officials and government agencies.

APPENDIX



THE ASSISTAN

Washington, D.C. 20230

COMME

December 28, 1971

JUN'

Mr. Roland M. Thompson, Chief Bureau of Location & Surveys State Highway Administration 300 West Preston Street Baltimore, Maryland 21201

Dear Mr. Thompson:

This is to acknowledge receipt of your letter transmitting a document entitled "Draft Environmental Impact Statement for Contract No. F 605-000-772 Interstate Route 70-N Ijamsville Road to West of Monocacy River.

The National Environmental Policy Act, as implemented by the Council on Environmental Quality, requires each Federal agency contemplating a major action which may have a significant impact on the environment to prepare a draft environmental impact statement.

Full participation by the Federal "lead agency" in the preparation and/or review of each draft environmental impact statement prior to its release is essential to conform with the spirit and letter of the Act as required by the CEQ guidelines published in the Federal Register on April 23, 1971 (Vol. 36, No. 79). Therefore, it is the policy of this Department to refrain from commenting under the Act on any document, regardless of how titled, unless the lead agency has either prepared or reviewed and officially released the document as a Draft Environmental Impact Statement.

For this reason, we offer no comments on the report which you sent us. Undoubtedly, your comments will be most helpful to the lead agency in its preparation of the required draft environmental impact statement, which it will send to us for review and comment.

Sincorely,

R. Jolli, Sidney R Galler

Deputy Assistant Secretary for Environmental Affairs

UNITED STATES DEPARTMENT OF AGRICULTURE

for

SOIL CONTERVATION SERVICE.

Washington, D. C. 20250

DEC 2 9 1971

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ITEM 2

Mr. Roland M. Thompson, Chief Bureau of Location & Surveys State Highway Administration 300 West Preston Street Baltimore, Md. 21201

Dear Mr. Thompson:

Subject: Contract No. F 605-000-772 Interstate Route 70-N Ijumsville Road to West of Monocaby River

Your letter of December 22, 1971, to Dr. T. C. Byerly, Office of the Secretary of Agriculture, respecting the above subject has been referred to the Soil Conservation Service state office for handling,

We are asking Mr. J. H. Gibson, Acting State Conservationist, Soil Conservation Service, 4321 Hartwick Road, College Park, Maryland 20740, to send you SCS comments and suggestions. He and his local staff people are in a better position to do so than would be the case at the National level.

Sincerely,

Kenneth E. Grant Administrator

cc:

J. H. Gibson, Acting State Conservationist SCS, College Park, Md.

W. B. Davey, SCS, Wash. D C.

lon

UNITED STATES DEPARTMENT OF AGRICULTURE

SOIL CONSERVATION SERVICE - 4321 Hartwick Rd., Rm. 522

College Park, Maryland 20740

January 10, 1972

ITEM 3

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Roland M. Thompson, Chief Bureau of Location & Surveys State Highway Administration 300 West Preston Street Baltimore, Maryland 21201

> Re: Contract No. 605-000-772 Interstate Route 70-N Ijamsville Road to West of Monocacy River

Dear Mr. Thompson:

Your letter dated December 22, 1971 addressed to Dr. T. C. Byerly, Office of the Secretary, Department of Agriculture, Washington, D.C. concerning comments on the location on the above mentioned highway has been referred to this office. The location of neither of the alternative routes involves no projects that the Soil Conservation Service foresees in the future and we have no comments concerning the relative advisability of selecting one alternative over the other.

Thank you for the opportunity of reviewing the proposal.

Sincerely,

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John H. Gibson Acting State Conservationist

cc: Kenneth E. Grant, Administrator, SCS G. Paul Edwards, D.C., Frederick, Md.





United States Department of the Interior

OFFICE OF THE SECRETARY WASHINGTON, D.C. 20240

ER-541

December 3(, 1971

Dear Mr. Thompson:

This is in regard to your letter of December 22, 1971, D requesting the Department of the Interior's review and comments on proposed location alternatives for Interstat, 70-N in Frederick County, Maryland.

Interior Department agencies which may be concerned with the locations proposed have been asked to respond directly t your office in providing comments. Because of the holid y period and the backlog of work at field-level offices wh re most such proposals are reviewed, it is likely that some of these agencies will not be able to offer comment by the date you indicated. We trust, however, that those desiring to comment will be able to respond by mid-February 1972.

Sincerely yours,

Q. Sullivan for

Bruce Blanchard, Direct r Environmental Project R view

ITEM 4

Mr. Roland M. Thompson Chief, Bureau of Location and Surveys State Highway Administration P. O. Box 717 Baltimore, Maryland 21203

UNITED STATES DEPARTMENT OF THE INTERIOR

BUREAU OF OUTDOOR RECREATION

FEDERAL BUILDING 1421 CHERRY GEREET FHEADEEPHIA, FENNSYEVANIA 19102

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FEB 4 1972

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ITEM 4A

Mr. Roland M. Thompson, Chief Bureau of Location and Surveys State Highway Administration 300 West Preston Street Baltimore, Maryland 21201

Dear Mr. Thompsoni

7Q,

In response to your letter dated December 22, 1971 to the Department of the Interior, this agency has reviewed the two alternative locations proposed for that segment of I-70N southeast of Frederick, Maryland (ljamsville Road to west of Monocacy River), and our comments are as follow.

Your one and one-half page letter, together with the map illustrating Scheme B, comprise our total source of reference, so of necessity our remarks must be general in scope, and are offered in the nature of technical assistance. In no way should our comments be construed as a complete endorsement of one alternative over the other, since obviously there is not sufficient information on hand to form such a judgment.

It appears to us that the reconstruction of U.S. Route 40 to three travel lanes in each direction is preferable to construction of a new interstate highway north of the present U.S. Route 40. We believe that the negative effects on the environment, including soil erosion and subsequent siltation of the Monocacy and feeder streams, and also the loss of valuable crop land, forest land, and wildlife habitat will be extensive in the event that Scheme B is pursued. The rechannelization of Long Branch will be necessary if the former alternative is selected, and this will involve the loss of certain natural values, but on balance we believe that reconstruction will result in less overall degradation of the environment.

We note, in addition, the existence of a public recreation area, i.e., Monocacy Pine Cliff Park, about a half mile south of U.U. 40. We urge the State Highway Commission to consider the possibility of joint development, perhaps access from the proposed Interstate, and also the acquisition of lands in excess of highway needs. The latter is in accordance with FHWA's FFM 21-19 and IM 21-2-69, and has been used successfully by the Interstate Division for Baltimore City to add to the recreation base in that municipality.

We appreciate the opportunity to comment, and trust that you find these comments to be of some usefulness.

Sincerely yours,

lond TAX

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ITEM 4A

Rolland B. Handley Regional Director

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United States Department of the Interior

NATIONAL PARK SERVICE NORTHEAST REGION 143 BOUTH THIRD STREET PHILADELPHIA, PA. 19106

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ITEM 5

APPLY REFER TO:

D30 NER(CP)

-Sah 20 1972 -

Chief Bureau of Location and Surveys State Highway Administration Baltimore, Maryland 21201

Dear Sir:

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We have reviewed the two proposed alternatives for location of Interstate 70-N, Ijamsville Road to West of Monocacy River, Frederick County, Maryland.

As far as we can determine, the proposals will not adversely affect any existing or proposed units of the National Park System or other programs of the National Park Service.

To insure that the project will not affect any historical or archeological resources, it is recommended that you check the National Register of Historic Places and also consult with your State Liaison Officer for Historic Preservation. The information gained from these two sources should then be incorporated in your forthcoming environmental statement.

Sincerely yours

Bruce J. Miller Assistant Director Cooperative Programs



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STATE ROADS COMMISSION 300 WEST PRESTON STREET

STATE OF MARYLA

BALTIMORE, MD. 11201

WOODPORD, JR.

CHOINFCOING DRIVELOPMEN

ITEM 5AV

HUGH G. DOWIIS

OUTE E. MACARL

PERATIONA

TY CHIEF PHAINERS

(MAILING ADDRESS P. O. HOE 717, BALLI - GORE, ND - \$1203)

March 15, 1971

RE: Contract #F 605 - 772 Upgrading U.S. Reate 40 To Interstate Standards From East of Ijamsville Hoad to I-705

suryland Historical Trust rlando Ridout, IV, Director r Liaison Officer for Maryland Box #1704 folis, Maryland 21404

Mr. Ridout:

This office is presently conducting highway studies on U.S. Route 40, from Eville to I-705 in Frederick County. Our intent is to upgrade and convert section of roadway to Interstate Route 70.

The ultimate improvement may be influenced somewhat by confliction with two while historical sites. In particular, we refer to the following locations:

- A private residence on the north side of the Old National Pike, just west of what was the "Jug Bridge" over the Monocacy River. It has been brought to our attention this may be an old toll house.
- (2) A stone monument on land residue between the Old National Pike (Patrick Street) and U.S. Noute 40 just east of City Line of Frederick, Maryland. This may have been a monument formerly located on the defunct "Jug Bridge".

The enclosed vicinity map may be of use in identifying the exact locals. Fuld appreciate your help in establishing if these are registered historical is and if so, of what significance.

Thank you for your interest and please advise if we can be of assistance.

Very tenly yours. Calleuch What

Roland M. Thempson, Chief (/ Bureau of Location & Surveys

WD:be Munent Mr. Hugh G. Downs Mr. William F. Lins



DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE REGION III 401 NORTH BROAD STREET PHILADELPHIA, PENNSYLVANIA 19108

January 26, 1972

OFFICE OF THE REGIONAL DIRECTOR

58

MAILINI ADDRESS: P.O. 603 12900 PHILADELPHIA, PENNSYLVANIA 19106

TENE

Mr. Roland M. Thompson Chief, Bureau of Location & Surveys State Highway Administration 300 West Preston Street Baltimore, Maryland 21201

Dear Mr. Thompson:

This is to advise you that the Regional Director of the Department of Health, Education and Welfare, Region III has no comment to make on the environmental impact of the following project which was sent to him for review.

> Contract No. F605-000-772 Interstate Route 70-N Ijamsville Road to West of Monocacy River

Thomas Edward Jon Guss

Assistant Régional Director for Planning and Evaluation

cc: Robert D. Lanza HEW, Washington, D.C.



U.S. ENVIRONMENTAL PROTECTION AGENCY REGION III

LOCATE

January 27, 1972

Mr. Roland M. Thompson Chief, Bureau of Location Surveys State Highway Administration 300 West Freston Streat Baltimore, Maryland 21201

Re: Contract No. F 605-000-772 Interstate Route 70-N Ijamsville Road to West of Monocacy River

Dear Mr. Thompson:

6)

In response to your December 22, 1971 request, reference above, we have no specific comments to present at this time. However, we offer the following general comments for your consideration.

We will assume that any significant environmental impact produced by this project will be identified during the feasibility investigations stage, and that these effects will be heavily weighed early in the decision-making process.

When the environmental impact statement is prepared for this project, the total and <u>cumulative</u> effects of this highway on the surrounding area should be considered and evaluated, including the City of Frederick. In this light, you may wish to assess the impact of future I-70N and other adjacent highway construction plans in one overview statement rather than using the piecemeal approach usually taken by most State Highway Agencies. Your attention is invited to paragraph 6. <u>Procedures</u> of PPM 90-1, which supports our opinion. Our staff is available to assist in this regard.

We appreciate the opportunity to comment.

Sincerely yours,

J. Sland

Robert J. Blanco, P. E. Environmental Impact Section



UNITED STATES DEPARTMENT OF THE INTERIOR BUREAU OF OUTDOOR RECREATION FEDERAL BUILDING 1421 CHERRY STREET PHILADELPHIA. PENNSYLVANIA 19102

LOCATION

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Y REFER TO:

Roland M. Thompson, Chief eau of Location and Surveys ite Highway Administration West Preston Street itimore, Maryland 21201

Hr Mr. Thompson:

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response to your letter dated December 22, 1971 to the Departet of the Interior, this agency has reviewed the two alternative sations proposed for that segment of I-70N southeast of Frederick, evaluated (Ijamsville Road to west of Monocacy River), and our comments as follow.

At one and one-half page letter, together with the map illustrating The B, comprise our total source of reference, so of necessity At remarks must be general in scope, and are offered in the nature technical assistance. In no way should our comments be construed At complete endorsement of one alternative over the other, since the other, since the other is not sufficient information on hand to form such additional to form such the definition of the other is not sufficient information on the other is nother is not sufficient info

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¹ Die, in addition, the existence of a public recreation area, i.e., ^{3rdcacy} Pine Cliff Park, about a half mile south of U.S. 40. We ¹⁴ the State Highway Commission to consider the possibility of int development, perhaps access from the proposed Interstate, and so the acquisition of lands in excess of highway needs. The ster is in accordance with FHNA's PPM 21-19 and IM 21-2-69, and s been used successfully by the Interstate Division for Baltimore sy to add to the recreation base in that municipality.

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appreciate the opportunity to comment, and trust that you find = -

Sincerely yours,

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ITEM 8

Rolland B. Handley Regional Director

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EXECUTIVE OFFICE OF THE PRESIDENT WASHINGTON, D.C. 20505

Re: Contract No. F 605-C00-772 Interstate Route 70-N Ijamsville Road to West of Monocacy River

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OFFICE OF ECONOMIC OPPERIMENTY

7FFP 1972

Mr. Roland M. Thompson, Chief Bureau of Location and Surveys State Highway Administration 300 West Freston Street Baltimore, Maryland 21201

Dear Mr. Thompson:

Phillip Sanchez, Director of Office of Economic Opportunity, has asked me to respond to your letter of December 22, 1971, regarding the documents relating to the above mentioned project.

The Office of General Counsel, our Regional Office, and the affected community action agencies have carefully reviewed these documents.

The community action agency states that Plan "A" would most effect low and moderate income families. It is estimated that between forty and fifty homes would be razed, the majority of which are now occupied by those of limited financial means.

Plan "B" would have a minimal effect on these families. We would therefore urge serious consideration for implementation of Plan "B", unless adequate provision for property appraisal, compensation and satisfactory comparable relocation housing is assured.

We appreciate the opportunity to comment on these documents.

Sincerely,

Arthur J. Reid, Jr. Director Intergovermental Relations

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STATE OF MARYLAND DEPARTMENT OF ECONOMIC AND COMMUNITY DEVELOPMENT

WERTERN MARYLAND REGIONAL DEVELOPMENT OFFICE 100 W. WASHINGTON STREET, HAGERSTOWN, MARYLAND 21740 TELEPHONE - 731-2222

December 27, 1971

Mr. Roland M. Thompson, Chief Bureau of Location & Surveys State Highway Administration 300 West Preston Street Baltimore, Md. 21201

Subject: Contract No. F605-000-772, Interstate Route 70-N

Dear Mr. Thompson:

Your letter and maps of December 22, 1971 have been reviewed by this office and we have found that since we primarily cover the three westernmest counties we have no particular interest in commenting on this project.

I am, therefore, forwarding your material to Mr. William Braun, Chief, Federal & Field Liaison Office, Div. of Economic Development, Annapolis, in the event staff there may want to provide some imput.

Sincerely.

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Daniol S. J. Rohrer, Jr. V Chief, Western Maryland Regional Development Office

DUR/rs

cc: William B. Braun

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HEADEAT M. S DETECTOR

STATE OF MARYLAND DEPARTMENT OF WATER RESOURCES

STATE OFFICE BUILDING ANNAPOLIS, MARYLAND 21401 /EY

December 29, 1971

Mr. Roland M. Thompson, Chief Bureau of Location & Surveys State Highway Administration 300 West Preston Street Baltimore, Maryland 21201

> Re: Contract No. F 605-000-772 Interstate Route 70-N Ijamsville Road to West of Monocacy River

Dear Mr. Thompson:

The above location studies have been reviewed by this Department. We would, however, like to know what bridge work would be required in upgrading the bridge over the Monocacy River to interstate standards as proposed in Scheme A. Also, how many stream crossings would be necessary in Scheme B in addition to the structure over the Monocacy River.

Thank you for the opportunity to comment on this project. We are looking forward to attending the public hearing.

Very truly yours,

Michael A. Ports

MAP:jk

HERBERT M. SACHS Director

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ITEM 11A-



STATE OF MARYLAND DEPARTMENT OF WATER RESOURCES

STATE OFFICE BUILDING ANNAPOLIS, MARYLAND 21401

March 1, 1972

Mr. Roland M. Thompson, Chief Bureau of Location and Surveys State Highway Administration 300 West Preston Street Baltimore, Maryland 21201

> Re: Contract No. F-605-772 Interstate Route 70N Ijamsville Rd. to west of the Monocacy River

Dear Mr. Thompson:

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SIEGEL MAN SCHILPP I GREEN J. McLEOD MERSON

> As a result of a meeting between Mr. Michael Ports of this office and Mr. Charles Anderson, Chief of Landscape Bureau, this Department has further comments concerning the above referenced project. It is recommended that Scheme "B" be adopted if the following changes can be made:

- The twin 14' x 10' box culvert over Long Branch approximately 0.5 miles east of the Monocacy River should be eliminated and a bridge should be substituted.
- 2. The entire floodplain of the Monocacy River should be spanned by the proposed bridge. No piers should be placed in the river itself.

If the above conditions can be met, the Department would Prefer Scheme "B". It is further suggested that consideration be given to the possibility of a scenic overlook between Long Branch and Linganore Road as well as a seperation of the east bound and West bound roadways over Long Branch. If the natural forested drea is left in tact, it will provide a beautiful setting for the overlook. It may be possible for the Department of Natural Resources to cooperate in the purchase of the Long Branch Valley to ensure that the area remains scenic.

ECKHANPT

Mr. Roland M. Thompson March 1, 1972 Page 2

If you have any questions, please contact Mr. Michael Ports (telephone 267-5823).

Very truly yours,

Robert S. Viertin, h.

Robert S. Norton, Jr., Chief Surface Water Management

> :

> > ITEM 11A

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RSN:MP:csc cc: Mr. Louis Phipps Mr. Fred Eskew Mr. A. F. Abar

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WILLIAM S. P COUNTY ENGINE (301) 663-8300

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ITEM 12

REDERICK COUNTY ROADS BOARD

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WINCHESTER HALL, FREDERICK, MARYLAND 21701

January 5, 1972

Mr. Roland M. Thompson, Chief Bureau of Location & Surveys State Highway Administration 300 West Preston Street Baltimore, Maryland 21201

Dear Mr. Thompson:

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This letter is in reference to your letter dated December 22, 1971 in reference to Contract No. 1 605-000-772, Interstate Route 70-N, <u>Ijamsville Road to West</u> of Monocacy River. I have reviewed your letter and the accompanying Schemes A and B and have made the following observations.

Scheme A - I request that the relocated sections of Meadow Road and Ijamsville Foad be built according to County Specifications and that their final alignment be approved by the County.

If Scheme A is the scheme which is finally decided upon, the following questions are raised by the County Engineer.

1. If Bartonsville Road, Mains Lane, and Bells Lane become service roads will the be improved by the State Highway Administration at no cost to the County? It is Tuestionable whether these roads could in their present condition adequately serve as service roads.

2. Scheme A shows a service road connecting Quinn Orchard Road with existing Reic Ford Road and paralleling Dover Street within Tulip Hill Subdivision. I would becommend moving this proposed service road to the south approximately 300' so the a letter connection can be made. I have enclosed a sketch which shows the proposalignment of New Reichs Ford Road and how the proposed service road can be built : Ponjunction with the proposed Reichs Ford Road. If this proposed service road is inved further south I feel that traffic could be kept away from Tulip Hill Subdivited thus elimiate and reduce traffic within this residential area. It is also being that existing Reichs Ford Road from the City Line to the beginning of the is construction of Reichs Ford Road can be relocated in a better location to provide better alignment with the proposed service road and the enterchange 1 fear the M.J. Grove Line Plant. Mr. Roland Thompson January 5, 1972 Page 2

Scheme B - I request that the relocated sections of Quinn Road, Meadow Road, Linganore Road and Ijamoville Road be built to County Specifications and their final alignment be approved by the County.

I thank you for the opportunity to review these schemes and I would be happy to meet with you at your convenience to discuss these schemes in more detail if you so desire.

Sincerely, William S. Fout

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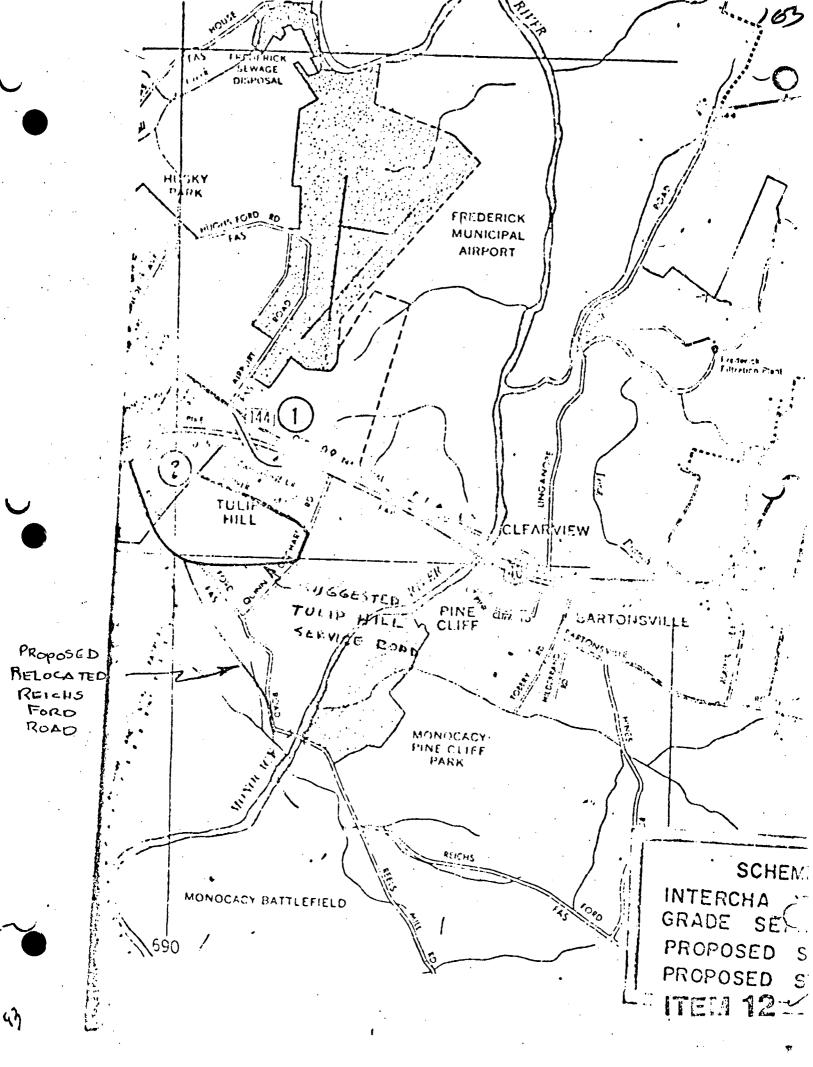
County Engineer

WSF:1b

Enc.

cc: Board of County Commissioners
Mr. Walter E. Woodford, Jr.
Mr. Hugh C. Downs
Mr. William F. Lins, Jr.
Mr. Philip R. Miller
Mr. Thomas G. Mohler

Mr. H. Thomas Summers



MARYLAND

DEPARTMENT OF STATE PLANNING

OVERHOR

301 WEST PRESTON STREET BALTIMORE, MARYLAND 21201 TELEPHONE 301-383-2481

VLADIMIR A. WAHBE IECRETARY OF STATE PLANNING NORMAN HEDDEN DEPUTY SECRETARY

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January 10, 1972

Mr. Roland M. Thompson Chief, Bureau of Location and Surveys State Highway Administration 300 West Preston Street Baltimore, Maryland 21201

RE: Contract No. F 605-000-772

Dear Mr. Thompson:

In accordance with your January 3, 1972 telephone request that the State Clearinghouse circulate your December 22, 1971 letter on the above project in advance of the determination of State Highway Administration procedures for handling the various types of reviews of proposed projects, we have requested (copies attached) the Department of Natural Resources, Department of Health and Mental Hygiene's Division of Air Quality Control, and Frederick County Planning and Zoning Commission to submit their comments directly to your bureau. We are also circulating your letter within the Department of State Planning, and will provide you any comments developed by that review.

Because of the lapse of time since receipt of your letter. all replies may not be available by your recuested response date of January 21, 1972.

Sincerely, - aller Edwin L. Powell, Jr.

Chief, State Clearinghouse

ELP:ss Att. CC: Northam B. Friese



MARYLAND

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DEPARTMENT OF STATE PLANNING

RVIN MANDEL

301 WEST PRESTON STREET BALTIMORE, MARYLAND 21201 TELEPHONE 301-383-2451 VLADIMIR A. WAHDE SECRETARY OF STATE PLANNING NORMAN HESDEN

ITEM 13AV

January 21, 1972

Mr. Roland M. Thompson, Chief Bureau of Location and Surveys State Highway Administration 300 West Preston Street Baltimore, haryland 21202

Dear Mr. Thompson:

In response to your request that I circulate your December 22, 1971 letter concerning Interstate Route 70N from I jamsville Road to west of the Konocacy River, I have received comments from within the Department of State Planning. I have also received a copy of the January 18, 1972 letter from Mr. Edward F. Holter, of the Frederick County Planning and Zoning Commission, to you. I have not received any information from the Department of Natural Resources or the Division of Air Quality Control, in the Environmental Health Administration, in response to my request that they forward their comments directly to you.

The comments from within the Department of State Planning tend to favor upgrading the existing highway alignment (Plan A). Concerning the northern alternative (Plan B), it has been noted that its selection would require a complete re-examination of the Land Use Plan for the area between the two highways. The recently adopted Comprehensive Development Plan for Fredarick County recommends low and modernte density residential development, and a new-elementary school in the area through which alternative B would pass. Physical or water and sever constraints must be examined in terms of their impact on development in the corridor. The impact on the Monocacy watershed Would also require study.

l trust that this information will be of benefit to you and appreciate Your cooperation with the State Clearinghouse.

Sincorely, in L. Pouell, J

Chief, State Clearinghouse

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Cot Edward F. Hollter Jean J. Schueneman Antheny Abar Northam B. Friese

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MARYLAND

DEPARTMENT OF STATE PLANNING

W. TA MANUEL

JOI WEST PREBTON STREET BALTIMORE MARYLAND 21201 TELEPHONE: 801-889-849:

February 29, 1972

VLADIHIR A. WANBE GECRETARY OF STATE PLANNING NORELAN <u>NEEDEN</u> DEPUTY ENCENTARY

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Fr. David H. Wisher, Administrator State Fighway Administration 300 Cost Providen Street Baltimore, Haryland 21201

> RE: State Clearinghouse Project Humber 72-2-76 1-701 Leonic Overlook Contract / F-605-96-772

Dear Fr. Fisher:

The State Clearinghouse has received the notification of intent to apply for Federal aid for the above project. The review of this project has now been initiated and you may expect a reply from us by Earch 29, 1970. If you have any questions concerning this review, please contact Fr. Allen Files (383-2471) of this Clearinghouse.

We are interested in your project and will make every effort to ensure prompt action. Thank you for your cooperation with the Clearinghouse program.

Sincoroly, areily dre Chief, State Clearingheuse

".P:ss

ce: Wortham 3. Friese

olter E. Woodford Sch G. Downs SB. Friese Stry White Sand Thompson

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alon State of Haryland

DEPARTMENT OF HEALTH AND MENTAL HYGIENE Neil Solomon, M.D., Ph.D., Secretary

ENVIRONMENTAL HEALTH ADMINISTRATION 610 N. HOWARD STREET . BALTIMORE, MARYLAND 21201 . Area Code 301

Jammary 19, 1972

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TEM 12U

Colument. Thompson, Chief eau of Location and Surveys re Highway Administration . Los 717 timere, Faryland 21201

a: Fr. Thompson:

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r have received your letter requesting review of the highway location studies r I-70N in Frederic! County and appreciate this opportunity to make our compants.

s to choosing between the two alternatives, Flan a would most probably have restart affect from an is pollution standpoint during construction. The restary land clearing and disposal of trees and brush would be more extensive Would therefore contribute more pollution.

comparison of We long-term effect of the two alternatives is more difficult should involve diffusion modelling. In the appende of modelling capability, "in the energlities could be made. Plan 4 would mean more traffic on the existing "in the concentrations of pollutants along the road. Flan 3 would split "reffic onto two roads so that the land in the immediate vicinity of existing to should experience lower concentrations that in Plan 4. However, pollutants along the is now relatively clean.
Are is a turde-off to be made when air quality is considered and the decimate of ficult.

The reise is concerned, however, there is no trade-off. First would allow an introduction of at a noise levels in territory which is not presently under the induct from a hwars. The increase in traffic atom the single road inter, togeter, should not significantly increase noise above present levels.

the anvironmental appart attrament should also include the following specific

Roland M. Ghompson

danuary 19, 1972

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b) presentant meteorolo ical conditions. -

we bose dats information will prove useful to you in preparing the unvironmental and statement and testimony for could near area. These contact this agency if a further help is needed.

Cincerely yours, w? ren

. & Jean J. Schueneman, Mirector Fureau of Mir Suality Control

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stale Clearinghouse

Israel: ilner, bra Regional Office Frederich County Realth Department

KEON

FREDERICK COUNTY PLANNING AND ZONING COMMISSION

WINCHESTER HALL

FREDERICK, MARYLAND 21701

Lawrence W. Johnson Director 301-663-8300 Er

January 18, 1972

r. Roland M. Thompson, Chief Jureau of Location and Surveys State Highway Administration 100 West Preston Street Jultimore, Maryland 21201

> RE: State Clearinghouse Project Number 298 Widening Highway I-70N in Frederick County

lear Mr. Thompson:

The Frederick County Planning Commission meeting in public sessions on January 13th and January 18th have reviewed the project for upgrading U.S. 40 to Interstate foute 70% from Ijamsville Road to west of the Monocacy River. The Commission feels that based on the information submitted, Scheme B, would appear to merit consideration.

•e would also like to repeat the same requests that we have made in all of our ther reviews of this project, that more information be submitted so as to make solid judgement. For example: we have not received estimates of costs, we have not received indications of what would be the difference in terms of homes removed nor the way in which individual properties were effected. We also do not now how the interchanges are to be designed so as to see how traffic movements -lll be handled.

"e know that this information is available and would request that it be sent to s.

GEORGE & SPEER

incerely elle,

EDWARD F. HOLTER Chairman

-D:LWJ:sjc

¹⁰ Edwin L. Powell, Jr. Chief, State Clearinghouse

> EDWARD F HOLTER, Chairman ERNEST W AUSHLEMAN, Sacratary

DANIEL E WIGHT. Vice Chairman

LAWRENCE A DORSEY, Ex-officio

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RTER NO. 1 2 of COMMERCE of Eig ED STATES *

Chamber of Commerce of Frederics Courses

FRI DERICK, MARYLAND 21701 + PHONE (301) 452-4364

THE A CHEWEY

January 25, 1972

Roland M. Thompson, Chief Eureau of Location and Surveys State Highway Administration 300 V. Preston Street Baltimore, Md. 21201 Re: Contract No. F 605-000-772 Interstate Route 70-3 Ijamoville AJ. to Wost of Monocacy Edvor

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Dear Mr. Thompson:

Several of our members have considered the request which you made to Mr. Freeman by your letter of December 22. Nest of them do not feel that they have enough information at this point to give you a very detailed answer.

However, we do not want you to think that the Chamber of Conmerco has no interest in this project because we do. As of new, we seem to feel that if we had to choose between plans A and B, we would probably prefer B; but some of the moments so sure that there may not be a better alternative than either one.

At any rate, we should like to be kept informed of further developments and particularly of the date of the hearing.

We are also interested in the plans for US 15 in the area of Catectin Furnace. Our chief concern here is that the furnace and its historical area be preserved.

We would appreciate it if you would include this office in Your further communications on either project.

Sincerely,

The lactor densing

Richard D. Hammond Exec. Vice Provident

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es Pla, lash

BOARD OF EDUCATION OF FREDERICK COUNTY ANNEX

ROUTE 1, BOX 16A FREDERICK, MARYLAND 21701

March 16, 1972

land M. Thompson, Chief of Location & Surveys Righway Administration of Preston Street ore, Maryland 21201

> Re: Contract No. F 605-000-772 Interstate Route 70-N Ijamsville Road to West of Monocacy River

†sir:

Tentative future school construction plans indicate a school in the vicinity stonsville in the area bounded by Bartonsville Road, Mains Lane and US Route The proposed completion date for the school is September, 1975.

ilso, future school construction plans indicate a school in the area of Long Creek, south of proposed Scheme B 70-N and north of the present US Route 40. Toposed completion date for the school is September, 1977. The school will ated in the Long Branch PUD.

Climits in the proposed schools, we are interested in knowing the effect

. . . .

We shall appreciate continued contact with your department concerning changes Route 40 to Interstate 70-N.

Yours truly,

me Phicon

JAMES P. MASOOD, SUPERVISOR OF TRANSPORTATION

ELKINAID 1

T. Gilbert U. Newby, Director f Logistical Services TELEPHONE (301) - 662-4181

ITEM 17

UNITED STATES DEPARTMENT OF AGRICULTURE

SOIL CONSERVATION SERVICE - 4321 Hartwick Rd., Rm. 522

College Park, Maryland 20740

Mr. Roland M. Thompson, Chief Bureau of Locations and Surveys State Highway Administration 300 West Preston Street Baltimore, Maryland 21201 July 26, 1972

Dear Mr. Thompson:

This is in response to your communication of June 5, 1972 to this office and Dr. T. C. Byerly, U.S.D.A. Washington, D.C., requesting review and comments on a draft, "Environmental Impact Statement for Contract No. F 605-000-772." We regret that our comments below are late but offer them never-the-less.

Our primary concern is with those portions of the statement dealing with erosion and stream channel modifications. The proposed steps to minimize the unavoidable effects in Section VII appear adequate. However, we believe it would strengthen the report to give more attention to the adverse effects of erosion and sedimentation resulting from construction operations in Section III.

We were pleased to see recognition given to the behavior of different soils types and trust your agency will evail itself to the Frederick County Cooperative Soil Survey as appropriate.

Let us know if we can assist you with this proposal in anyway and we trust our comments, though late, are helpful.

Sincerely,

Michael Metters

GRAHAM T. MUNKITTRICK ' State Conservationist

cc: Dr. T. C. Egerly Kenneth E. Grant, Administrator

> COPIES MAREA ENGINEER LUCATION SURVEY



ITEM 18



United States Department of the Interior

OFFICE OF THE SECRETARY WASHINGTON, D.C. 20240

ER 72/373

JUI 7 0 1972

Dear Nr. Woodford:

This is in regard to your letter of June 5, 1972, requesting the Department of the Interior's review and comment on a draft environmental statement for Interstate Route 70N, Ijameville Road to west of Monocacy River [Contract No. F 605-000-772], Frederick County, Maryland.

This is to inform you that the Department will have commants on the draft environmental statement but will be unable to reply by the date you requested as we have just received your submittal of duplicate copies to satisfy our intradepartmental distribution needs. Our comments should be available around the end of August 1972.

Sincerely yours.

(BEG STORE BEERDURUNCE) B

Bruce Blanchard, Director Environmental Project Review

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COPIES MAREA ENGINEER MONTON MEY

Mr. Walter E. Woodford, Jr. Chief Engineer State Highway Administration P. O. Box 717 Baltimore, Maryland 21203

cc: Mr. R. Thompson V Mr. Friese



UNITED STATES DEPARTMENT OF THE INTERIOR OFFICE OF THE SECRETARY NORTHEAST REGION JOHN F. KENNEDY FEDERAL BUILDING ROOM 2003 J & K BOSTON, MASSACHUSETTE 02203

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Mr. Roland M. Thompson, Chief Bureau of Location and Surveys State Highway Administration 300 West Preston Street Baltimore, Maryland 21201

Dear Mr. Thompson:

Pursuant to your letter dated June 5, 1972, the Department of the Interior has reviewed the draft Environmental Impact Statement prepared for that portion of I-70N from Ijamsville Road to West of Monocacy River; in Frederick County, Maryland. We are pleased to offer the following comments.

Our overall impression is that the environmental impact resulting from each alternative has been adequately explored. Plan A - which is essentially the upgrading of existing Route 40 to interstate standards - would require the rechannelization of approximately 5100 feet of Long Branch Stream, the taking of 20 residences and two businesses, and the need for 161 acres for added right-of-way. Plan B, which is essentially new construction on undeveloped land, would require the acquisition of nine improvements, together with 161 acres for right-of-way. It is unclear to us why Plan A requires the same acreage as a highway being constructed in entirely new location, especially since it appears that so much of Route 40 will be utilized if Plan A is adopted. We submit that the final statement should explain the reasons why this is so.

As the environmental statement is now written, one gains the impression that the air pollution problem, as well as the noise problem, sum to certain unknown values which remain quantitatively unaffected regardless of which plan is ultimately adopted. It appears that the choice to be made is simply one of location; should these undesirable impacts be introduced into an area where they are now minimal, which would be the case with Plan B, or should they remain in that locale where people have been acclimated to them. The resulting impasse can, we believe, be solved by further exploring in the final statement what natural values will be lost - and their extent - as a result of rechanneling Lorg Branch Stream. Another step should be a realistic appraisal of potential park and recreation development, by county or by state officials, along Fouche Branch under the multiple-use, joint-development concept.

Finally, we note that in comparing estimated fatalities and injuries between Plan A and Plan B, the latter included those anticipated for both I-70N and U.S. 40. It appears that other impacts, particularly air and water pollution, as well as anticipated increased noise levels, should, under Plan B, be totaled for I-70N and U.S. 40, and compared to those corresponding values anticipated under Plan A.

We appreciate the opportunity to review this draft statement.

Sincerely yours.

Mark Abelson Regional Coordinator

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DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE REGION HI 401 NONTH BROAD STRELT PHILADELPHIA, PENNSY LVANIA 19108

July 27, 1972

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DECENTER

CLIEF ENCINEER

Hr. Walter E. Woodford, Jr. Chief Engineer State Highway Administration 300 West Preston Street Baltimore, Maryland 21201

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OFFICE OF THE REGIONAL DIRECTOR

P.O. BUX 12200 PHILADELPHIA, PENNSYLVANIA 18108

AUG :: 1972

DEPUTY CHIEF ENGR. 5. DEVELOPMENT

Dear Hr. Woodford:

This is to advise you that we have reviewed your draft Environmental Impact Statement on Contract No. F 605-000-772 Interstate Route 70N, and concur with the Environmental Statement.

Thank you for the opportunity to comment on this statement.

Sincerely yours, My M llcKenna Regional Environmental Coordinator i ALC: 골 15 C

cc: Hr. Robert Lanza

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8/7/72 Messrs. Thompson and Lins - For your information.

II. G. Downs

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JUL 14 1972

U.S. ENVIRONMENTAL PROTECTION AGENCY

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Ghief Engineer

July 10, 1972

Mr. Walter E. Woodford, Jr. Chief Engineer State Highway Administration 300 West Preston Street Baltimore, Maryland 21201

> Re: Contract No. F 605-000-772, Interstate Route 70-N, Ljamoville Road to West of Monocacy River, Frederick County, Maryland

Dear Mr. Woodford:

We have completed our review of the draft environmental impact statement for the above-referenced project and offer our comments for your consideration in preparing the final impact statement. Our comments will be organized in three parts: air, water, and land use. We have no suggested additions or corrections to the account of the project's impact on noise levels at sites along the proposed alignments.

Air

The draft statement notes on page 27 that loss CO is emitted per vehicle mile travelled on expressways than on facilities such as the arterial street, local street, and central business area noted in the table at the bottom of the same page. The final statement should also explain that although the proposed expressway will reduce emissions of CO per vehicle mile, it may generate enough new trips to make its contribution to local levels of CO substitutially larger than what could have been expected from the existing facility if there were no new contraction. (The draft impact statement projects ADFs for the new expression at nearly three times the present APTs along Route 40, although it does not indicate what physican of this increase is attributed to the increased efficiency and capacity offered by the project.)

The statement should also note that emissions of NO_X per vehicle mile increase with vehicle speed. An attempt to indicate the magnitude of this increase might be made using a table similar to that offered for CO.

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Water

We note a seeming inaccuracy in the statement's declaration (p. 7) that "(w)ater quality standards, adopted by the Maryland Department of Water Resources, reveal that the river below the Frederick County Filtration Plant is unsatisfactory for water supply, fish habitation and/or recreational water." Water Quality Standards issued April, 1969, classify the Monocacy as a Giass B Stream and specify among its uses municipal water supply and water contact recreation. Presumably the "standards" referred to are in fact quality levels that currently exist along the stream.

We note also in the statement's discussion of alternatives under Plan B, the costs of a bridge and viaduet across Long Branch Stream are compared to the expense of an alternate box culvert construction (p. 37). In its discussion of the impact of crossing Long Branch under Plan B, however, the statement makes no mention of a box culvert but considers the relative merits of a bridge and a viaduet only (pp. 23-24). If a culvert is under serious consideration, it should be mentioned at this point with some indication of its desireability from an environmental standpoint.

Land Use

On page 24, the statement details the attributes of the scenery along proposed Plan B. In light of the added impetus to suburban growth that will be generated by the new section, we recommend that the final impact statement spell out a commitment on the part of responsible State and Federal highway officials, in the event Plan B is selected, to enter into negotiations with Maryland's Department of Natural Resources and local bodies that have power to zone and acquire land for open space purposes. Such negotiations would aim at preservation of the stream valley of the Linganore Creek tributary mentioned on page 24 and help develop land use controls that will insure development consistent with the scenic amenities which are described in the draft statement. If such steps are not taken, the aesthetic benefits which are cited by the draft statement as part of the strong case for Plan B over Plan A would be negated at least in part by Plan B's very implementation.

Thank you for the opportunity to review this impact statement. We would like a copy of the final impact statement for our files.

Sincerely yours,

- Robert - J Blances

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Robert J. Blanco, P.E. Acting Chief Environmental Impact Statement Branch

7 1972 JUL

Mr. Walter E. Woodford, Jr.

State Highway Administration 300 West Preston Street

Baltimore, Maryland 21201



CHIEF ENGINEER MARYLAND

DEPARTMENT OF STATE PLANNING

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301 WEST PREDTON STREET VLADIMIR A. WAHON BALTIMORE MARYLAND 2121072 JUL 12 PM 2 QAARTAN TELEPHONE: 301-383-2451

DEPUTY SECRETARY

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BOVERNOR

STALF ROADS CONTRESION July 6, LASAZION AND SURVEY

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JUL 10 1972

DEPUTY CHIEF ENGR. DEVELOPMENT,

Re: State Clearinghouse Project No. 72-6-233, Contract # F 605-000 772 Interstate Route 70-N Ijamsville Rd to West of Monocacy River Frederick County

Dear Mr. Woodford:

Chief Engineer

The State Clearinghouse is reviewing the referenced . In accordance with the procedures project established by the Federal Office of Management and Budget Circular A-95, we forwarded copies of this _ proposel to interested State and regional agencies for their comments and recommendations. As of this date, we have not received a reply from Frederick Co. & Denk Unturnal Resources and will therefore need an extension of time to complete our review.

We are interested in this project and will provide you with the final results of the State Clearinghouse review as soon as possible. Thank you for your cooperation.

Sincerely. Man Greit Edwin L. Powell, Jr.

Chief, State Clearinghouse

7/11/72 Mr. R. M. Thompson: For your information.

Mr. W. F. Lins, Jr.:

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cc: Anthony Abar Lawrenco Johnson

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H. G. Downs

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Nr. Walter E. Wood Chief Engineer State Highway Admi 300 West Preston S	nistration	AUG 30 1972		
Baltimore, Marylan		CHIEF ENGINEED		
SUBJECT: MATRON	DENTAL INPACT STATEMENT	REVIEW	VEY 5	

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Project: I 70 N - Ijamsville Road to West of Monocacy River Contract # F 605-000-772

State Clearinghouse Control Number: 72-6-233

State Clearinghouse Contact: Edwin L. Powell, Jr. (383-2467)

Dear Mr. Woodford:

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

Frederick County Planning Commission: recommended the adoption of Plan "B' and made specific objections to Plan "B-1". The Commission strongly recommended that an intersection be considered for location between Shull's Lane and Quinn Rd.

Department of Public Safety and Correctional Services: noted the need for the project and specified an endorsement of Flan "B".

Department of Natural Resources: noted strong interest in the project and recommended that bridges or vinduets be constructed at crossings of watercourses and flood plains to minimize the environmental impacts of the high may.

Department of Health and Health Hygiene: the Bureau of Air Quality Control indicated general approval of the statement, but noted specific changes that should be made in the section on air pollutions

Our staff reviewed the statement and found it to be a comprehensive presentation of the environmental impacts of the proposed facility. Of particular interest is the acknowledgement of the constraints to the highway location imposed by the proximity of Frederick and adjacent urbanization. Our staff noted the following areas which should be addressed in the environmental statement by detailed comparison of the two alternative alignments: the relative environmental damage; the potential for stimulating urban development; construction couts; and the variance in the number of proposed traffic lanes. tionally, our staff commented on othor aspects of the statement as follows:

- Provision is made in both alternatives for an interchange with a proposed Frederick beltway. Statements relative to the beltway should be kept very tentative since it appears that this concept needs additional study particularly in relation to further multiple crossings of the Monocaey River.

- The rechannelization of Long Branch Stream under Plan A provides an opportunity for visual enhancement of the roadway although there will be some short term adverse effects. Past efforts of this nature contribute to the visual qualities of U.S. Noute 40 at present.

- The statement relative to limestone resources (page 6) should be clarified.

- In view of the recent flooding experience, particularly in the Frederick area, the design criterin for transverse drainage structures (page 8) may need to be reconsidered with a view to using the Standard Project Flood Criteria as a basis for structure design, as opposed to the 50 year storm criteria.

- The discussion of additional traffic being placed on rural roads as the result of Plan A construction should include consideration of provisions that will be made for joint development of these roads if Plan A is used.

- The traffic and accident data (pages 19-20) is very good, but the same traffic projections are shown for each alternative. In the instance of the "do nothing" scheme, given the peak and directional splits shown, it is not believed that the present road could earry such volumes.

- The comment (page 20) relative to Maryland's share of the trucking market should be factually supported. Also requiring support is the statement (page 21) concerning the regaining of tax revenues lost by right-of-way acquisition.

We hope that these comments will assist you in the preparation of your final statement and lock forward to continued cooperation with your agency in the Clearinghouse review of the complete project presentation.

Sincerely,

1 - caliler Vladimir Wahbe

Enclosures

cc: Edward F. Holter Laurence Johnson Edward Heath Colonel Lally Anthony Abar Jean Schueneman Charles Pixton

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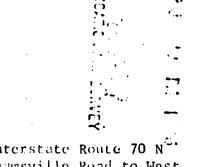
BOARD OF EDUCATION OF FREDERICK COUNTY

. 115 EAST CHURCH STREET

FREDERICK, MARYLAND 21701

DHN L. CARNOCHAN, JR. SUPERINTENDENT OF SCHOOLS July 14, 1972

Mr. Reland M. Thompson, Chief Bureau of Location and Surveys State Highway Administration 300 West Preston Street Baltimore, Maryland 21201



Re: Interstate Route 70 N²⁰ Ijansville Road to West of Monocacy River Frederick County, Maryland

Dear Sir:

The Supervisor of Transportation, Board of Education of Frederick County reviewed the draft copy "Environmental Impact Statement" on the above referenced project.

Our primary concern deals with safe routing of school buses via access roads on either side of the I 70 N corridor. It appears that adequate access roads will be provided in association with either plan A or plan B.

We are particularly interested in the prospect of having interstate standards imposed along the proposed I 70 N routes. The present atgrade crossings and median strip crossings are especially hazardous where, by necessity, school bus drivers must negotiate such crossings. Either plan A or plan B would eliminate these hazardous intersections.

Again we would emphasize the need for adequate access roads along the proposed I 70 N routes. The access roads should permit school bus routing without causing the addition of undue bus turn-around maneuvers.

Yours truly,

hn L. Garnochan, Jr. perintendent of Schools

JLC: JPM: bp

cd: Mr. George C. Mydrs

301 - 662-9200

Marvin Mandel Governor

Mandel Department of Economic and Community RECEIVED Development

July 19, 1972

Edmond F. Rovner

Secretary

William A. Pate

Division Director

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CHIEF ENGINEER

JUL 21 1972

Mr. Walter E. Woodford, Jr. Chief Engineer State Highway Administration 300 West Preston Street Baltimore, Maryland 21201

Dear Mr. Woodford:

The staff of the Division of Economic Development have reviewed the draft "Environmental Impact Statement" on Contract No. F 605-000-772 (Interstate Route 70N -Ijamsville Road to West of Monocacy River).

The only clear cut opinion derived from discussions on this project is to the effect that Plan A or Plan B will provide a beneficial impact in terms of economic development, and the staff finds no grounds for a protest in the event that either plan is selected.

There is some inclination by the staff to favor Plan B due to the expectation that it may have a favorable effect on development by improving accessibility to an interstate highway for more people than would Plan A.

We appreciate the necessity to evaluate a project such as this from many points of view, and we stand ready to assist you in our area of expertise.

> Sincerely, Nobert M. Sparks Deputy Director

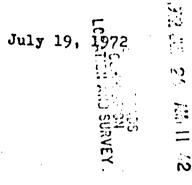
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CC- 1.3. R. Thomason V

Division Of Economic Development Tel: 301-267-5501 2525 Riva Road, Annapolis, Md. 21401 CHAMBER OF COMMERCE JUL 21 1972

of the united states * cuter engineers * * * * * Chamber of Commerce of Frederick County

FREDERICK, MARYLAND 21701 . PHONE (301) 662-4164



Hr. Walter Woodford, Jr., Chief Engineer State Highway Administration 300 West Preston Street Baltimore, Maryland

Re:

: Contract No. F 605-000-772 Interstate Route 70N Ijamsville Road to West of Monocacy River, Frederick County, Maryland

Dear Mr. Woodford;

A number of our members including two different Committees have studied this report and have attempted to formulate a position. Some of them attended the June 29b information meeting and the July 6b hearing.

After much discussion the consensus of opinion is:

- We do not feel that sufficient and complete comparative cost figures are available in the study to allow a firm choice between Plans A and B. For example the study does not say what the final determination will be on the crossing at Long Branch. There is a tremendous difference between the cost of the culvert and the viaduct.
- 2. We generally favor the plan which is least costly and which affects the least number of people.

The first of these considerations would seem to favor Plan A and we believe that the second consideration would also favor Plan A, if some adjustments could be made to more nearly use essentially only the present right-of-way.

Very truly yours, March 1980 Rechard of Hermon Startin Y Richard D. Hammond, Executive Vice President EDH/jo cc: E. J. Daugherty; L. J. Brosius J. W. Freeman; C. Schroor ITFE Dr. Robert Sparka 1. R. Enorman Plean proper my for my trepotent

BTATE OF MARYLAND



DEPARTMENT OF PUBLIC SAFETY AND. CORRECTIONAL BERVICES

EXECUTIVE PLAZA ONE . HUNT VALLEY, MARYLAND 500 £1010 (301) 667-1100

ARVIN MANDEL GOVERNOR

LEIGHTON W. DUDLEY DEPUTY SECRETARY FOR CORRECTIONAL SERVICES

ROBERT J. LALLY SECRETARY PUBLIC SAFETY ANDICAL

July 10, 1972

EDWIN R. TULLY DEPUTY SECRETARY FOR PUBLIC SAFETY

Mr. Roland M. Thompson Chief, Bureau of Location & Surveys State Highway Administration 300 West Preston Street Baltimore, Maryland 21201

Dear Mr. Thompson:

This is in response to your June 5, 1972 letter regarding Contract No. F 605-000-772; Interstate Route 70N, Ijamsville Road to West of Monocacy River, Frederick County, Maryland.

We have reviewed the draft copy on referred project and the Maryland State Police agree that the implementation of Interstate Route 70N through the Eastern part of Frederick County is sorely needed. We lean toward Plan B since it seems to suggest a smaller loss of tax revenue, less disruptions of the ecology, and less displacement of persons and businesses. More significant to our department is that for the most part, the construction would cause the least disruption of traffic. Under Plan B, the existing U. S. Route 40 would become a local dual highway, able to take care of traffic from an area of the county presently under intensive development. This local traffic could move without interfering with the through traffic on Interstate 70N.

I hope these comments are helpful.

Sincerely yours, SECRETARY

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DEPARTMENT OF HEALTH AND MENTAL HYGIENE

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ENVIRONMENTAL HEALTH ADMINISTRATION

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June 23, 1972

THRONGE . r. Howard M. Chaney, Pirator

1 r. doland B. Chompson, Chief Surgau of Location and Surveys Loute Highway Administration [80 Locat Instein Street Saltimore, Earyland 21201

State

tear Fr. "inospecn:

This was a good 'nvironmental impact Statement from an air quality standpoint. However, have in dow charification meeded. First of all, shace, h it may be informed from a latence relationships for uncontrolled vehicles that caroor monophies and hydrocarbon emissions decrease with increasing speed, nitroren oxides seturily increase. Undied data on new controlled cars show even nore steicher; differences. The relation emissions enough very likely with speed. Carbon monophies and then rise sharply as speed contentions to increase to 30 makes per hour and their rise sharply as speed contentions to increase to 70 miles per heur. ditrogen or is a still increase with treater speeds. Although these results are based on a very small sample, they do indicate that controlled vehicles studies on a sterily state exission basis present an entirely different picture of automotive pollution. From these data, it would appear that high speeds are not necessarily desirable to help pollutants at a minimum.

mother question written from the statement on page 27, "... (Flam E) will by-pass the city of preserves where air and noise pollutades are already high". The H dues not really by-pass to only of preserves any more than Plan A. The lection of case he where dimension is or erely by mostly residential and a result of the ... I have to have be vely populated and barre is very little pellation product.

as an polision a office of the should include out impact Statement should be objected to be appendix.

JJS: Willibae

cc: Dr. Holomon

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Jenn J. Schueneman, Director Imreau of air quality Control

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July 14, 1972

LINGANORE

Mr. Thomas Hicks Assistant Chief Engineer Traffic Safety Division Maryland State Highway Administration Box 717 Baltimore, Maryland 21202

> Re: Draft Environmental Statement, Administrative Action for Contract #F605-000-772

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Dear Mr. Hicks:

At the public hearing held on the above question at East Frederick Elementary School on Thursday night, July 6, 1972, I was one of the speakers opposing Plan B and B-1 as presented in the above study. The purpose of this letter is to get to you and to amplify some of those thoughts expressed at that meeting on paper.

First, let me make it perfectly clear that I have no property that would be involved in any taking for any of the proposed routes in this contract, but I would personally benefit from the construction of Route B or B-1. Hive in the Pincehiff area adjoining the property of Dr. Bill Thomas. Plan B or B-1 would have the advantage for me of moving the noise of traffic away from my property, while Plan A would bring it closer. Plan B also would advantage

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me by not requiring me to change my travel patterns and habits in getting to and from my home. I am speaking as an interested property owner and tax-payer who, like everyone else, feels that public funds, in too many instances, are unnecessarily wasted at a great expense to the general tax-payer. We as tax-payers cannot on one hand complain about the waste and spending of tax funds and then, on the other hand, ask for the wasted expenditure of funds in our area because it would benefit a specific few.

I do not pretend to represent any group, though it was evident at the public hearing that there were many in attendance who strongly supported Plan A and opposed Plan B, even though, in several instances, Plan B would specifically benefit those individuals.

In reading the report I was very disappointed in government to find that what was issued and represented as a fair comparison of two alternate proposals was, in fact, a very warped report, making many misleading comparisons and keeping out many pertinent facts. Cost comparisons were in no way true comparisons.

Plan A costs in this proposal are based on the completion of six lanes in initial construction. Plan B costs are based on the construction f only four lanes initially with provision of the right-ofway for six lanes. At the present time six lanes are being constructed from the area of Ijamsville Road east to Baltimore. It is obvious that if six lanes are required now from Baltimore to Ijamsville Road, those same six lanes are required on into Frederick. For a true cost comparison, therefore, a total of six lanes in Plan A should match a total of six lanes in Plan B.

In both Plan A and Plan B the connections from Tulip Hill into the terminus of East Patrick Street are nearly identical. Yet, in Plan A an additional road is shown along the southern boundary of Tulip Hill connecting to East South Street. There is no greater need for that connection to South Street in Plan A than in Plan B. If cost comparisons, therefore, are to be made on an equal basis, that extension to the south of Tulip Hill either should be shown on both Plans A and B, or should be removed from Plan A. There is nothing about Plan A and the access for the people in that area that necessitates the South Street connection.

ITEM 28

Plan A provides all of the right-of-way and much of the construction for a full interchange in the area of Main's Lane and Bell's Lane to provide for a future north-south expressway. Plan B, on the other hand, shows nothing but a small green dot for the possible future location of an interchange for the north-south beltway. If a genuine comparison is to be made, then the right-of-way cost should be included in the Plan B estimate since it is included in the Plan A estimate. I understand that there would be a need for a cross-over bridge to get to the service road, but all of the right-of-way for a future interchange need not be acquired at this time, nor would the service road have to be built as shown in Plan A at that point. If it is desirable to acquire the right-of-way for Plan A, then it certainly also would be desirable to do so for Plan B. If, on the other hand, the State Roads engineers and designers feel there is little likelihood that a north-south freeway will be built in the forseeable future and therefore did not provide for the right-of-way on the Plan B design, then the right-of-way should not be provided on Plan A. Either way you look at it, either there are wasted funds in the estimate on Plan A if more right-of-way is being required than is needed, or the ultimate cost on Plan B is being improperly reduced in the estimate.

-3-

The Environmental Statement indicates that all right-of-ways for Plan B estimates are based on agricultural zoning. As was pointed out in the public hearing Thursday night, this is totally misleading, since the State Roads Commission has exhibits in their office that have been discussed on many occassions with a PUD known as "Long Branch Estates." This PUD has been in the engineering and planning stages with full knowledge and concentration with the State Roads Commission. It has been fully approved by the Frederick County Planning and Zoning Commission, and the developer has been required to pay the County a substantial sum of money for the sewer and water study as a first means of getting the necessary sewer and water so that construction could begin on the development of the area. Therefore it is totally misleading to say that all of the right-of-way estimates are based on agricultural zoning. The right-of-way costs for Plan B and B-1, therefore, would be extremely high in this area, since the owner obviously can not only establish substantial value for that land but also could establish substantial damage since

Mr. Thomas Hicks

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all of his engineering, design, and efforts for the last many years would be completely wasted time and expense. He would have to completely re-plan the entire property since the proposed B plan would divide the property into two separate sections with the one to the north having a much more difficult access.

Concerning that piece of property the Environmental Statement goes on to say that it has an added advantage since it has pretly scenery and that there should be a joint effort on the part of the State and County to develop that area as a park. For the same reasons as listed above, that would be highly impractical since the land would be difficult and expensive to acquire at a price that the County or the State would be willing to pay for parkland. The Environmental Statement comments on the added beauty of the area of Plan B over that of Plan A to the motoring public. The public travelling on a highway with design standards of a seventy mile-per-hour speed limit does not have a great deal of time to enjoy the scenery. In addition, this area is of such a short duration that it hardly seems worth considering. It certainly is not an area that would be developed as a rest stop, since the State is now developing rest stops in the area of Ridgeville, a distance of about ten miles to the east. with another rest stop already in existance on the east side of South Mountain, a distance of about twelve or fifteen miles from this property. I do not know what the standards are on the spacing of rest stops, but this would seem to indicate too many rest stops in that distance.

The Environmental Statement also states that taxes paid to the County would not be affected and would, in fact, possibly be increased because of the increased value of the land on either side of the expreasway. I do not think this is a misleading statement, but I certainly cannot agree with the statement and think it is in error. On the contrary, the land on either side will not be increased in value, but rather will be decreased because of the dividing of the large tract of land into two seperate segments. Land divided into smaller tracts is always more difficult to plan to its highest and best use. In addition, getting a high tax base for this area into the County system would be delayed, since the man now has his plans completed that could be converted into a high tax base promptly, whereby with the adoption of Plan B it would take several more years to re-plan and get that same tax base established.

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I am enclosing a photocopy of an article from the Frederick Post of July 5, 1972, in which I have encircled a statement by the Planning and Zoning Commission concerning the Long Branch Estates development which further substantiates my position. If that PUD, for example, approved four units to the acre, if the right-of-way taking would require forty acres, and if the value of the land is \$1500/living unit, that would result in a cost of a minimum \$240,000 for that one right-of-way. To that would have to be added some substantial figure for the lost time of the owner in realizing revenue from the development of his land since all planning time and expense will have been lost. It is obvious that the right-of-way estimates given for Plan B are substantially in error.

-5-

After making the statement in the study that there is very little diference in the cost estimates as arrived at by the State, the State recommended Plan B. I might point out that there seems to be a reservation in the State's mind as to what will be required across the stream of Long Branch and, in their own statement, they indicate that if a viaduet would be required here the estimates given by the State would have to have another two million dollars. This one item alone, based even on the State's own study, places too high an extra cost on Plan B over Plan A.

By the State's own estimates based on an inquiry made by one of the other opponents to the State, Plan B will require 247,000 square feet of bridge construction. Plan A will require only 80,000 square feet of bridge construction. This results in 167,000 more square feet of bridge construction in Plan B than in Plan A. At an estimated cost of eighty dollars per square foot for such bridge construction, that means that Plan B will cost in bridge costs alone \$13,360,000 more than Plan A. When you take this figure and consider the added right-of-way cost that is not reflected in the Plan B study; when you consider the added land that would be required for the full interchange that was not considered in Plan B; when you add the two million dollars for the viaduet that in Plan B will probably be required in Long Branch, it becomes pretty obvious that Plan B would cost many millions of dollars more than Plan A. All of these adjustments would be necessary in order to come to a reasonable comparison between the two plans.

In addition to the cost factor, there are other considerations. Plan B is contrary to all the best practices in land use and planning, for it will create a relatively small island of land between two major highways. In land use practices it has been generally accepted that it is unwise to plan dual highways in a roughly parallel alignment closer than one mile apart. To do otherwise creates land use problems and much added expense for proper access to the land between the highways.

-8-

I realize that the Frederick County Planning Commission several months ago endorsed Plan B. However, I might point out that this was done with very little consideration and after only one presentation by the proponents of Plan B, without the benefits of comments from people who might be opposed to Plan B. I wonder if that same group would take the same position after careful consideration of all the facts.

I fully understand Mr. Rosenstock's support of Plan B, as well as Dr. Bill Thomas' and sympathize with their position. I also understand Mr. Edwin Wells' support of Plan B. However, in this particular instance, it should be remebered that Mr. Wells bought his property and built his home very recently, being fully aware prior to the purchase of his lot that the State planned to upgrade US 40 to interstate standards and that there was some risk, and a good chance for right-of-way taking in that area.

I think the position Dr. Bill Thomas is in is most unfortunate. I also feel that, with the proper planning and with good creative thought being directed toward the problem, the State could design for the upgrading of US 40 to interstate standards in a manner to work within the boundaries of the right-of-way as it now exists, except for that area required for an appropriate interchange.

Since the State on its Plan B did not show any right-of-way taking for a future interchange for a north-south expressway, there is a great deal of reservation in their own mind as to the probability of such a north-south expressway's being built. It is my own view that such a highway will be more than twenty years in the future and, therefore, it is questionable whether it can be properly planned for now.

I would like to suggest, to reduce land taking, that a diamond-type exchange, which requires considerably less land, be planned for

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and built at this time. This requires considerably less right-of-way and construction expense and would handle the needs for the foreseeable future. I would also like to suggest that the State, in utilizing Plan A, move the Monocacy River Bridge to a location between the two present bridges, in lieu of one proposed immediately adjacent to and south of the present east-bound bridge. I further suggest that the roadway in the area of Jug Bridge Hill be built to urban section rather than a rural section to enable the State to work within the present right-of-way and therefore not disturb the property of Dr. Bill Thomas. I would suggest that the present Md. 144 in the area of Pearl Bargain House be extended westward and connect to the present intersection of Bartonsville Road and US 40. Finally, I would suggest that, since it is the State's plan to lower the roadway at the top of Jug Bridge Hill, a bridge be constructed on curving alignment for Linganore Road, with the elevation of the present Linganore Road to connect to Bartonsville Road. This again would reduce the right-of-way taking from Mr. Benjamin Rosenstock.

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The Environmental Study seemed to put a great emphasis on the necessity of re-channeling the stream of Long Branch. It is my view that much of Long Branch would not have to be disturbed if Md 144 on the north side of US 40 would be extended from its present intersection near Ijamsville Road in a westerly direction, keeping the roadway just to the north of Long Branch and with some slight realignment of the road bed of US 40 from Quinn Road to about 500 feet east of Pearl Bargain House. The existing right-ofway in that area beginning at Quinn Road is 300 - 400 feet wide at the present time, with a good deal of the right-of-way space on the south side not being utilized. I realize that some of the suggestions I am making would add to the cost, but also some of the suggestions would result in reductions in cost. While the end result may be somewhat higher cost than that estimated in the proposal made for Plan A, it would still be substantially lower than the proposed Plan B and would reduce the taking and damage to a number of people, as well as create a better use of the land.

After the Environmental Study was completed and presented, Mr. Rodney Thompson visited Eaglehead and toured the property. In your considerations of your finalizing of the plan for upgrading 70N, I am sure Mr. Thompson and others are now aware of the status of Lake Linganore at Eaglehead and will plan for the traffic movements

that have been and are being created by this very substantial development. Eaglehead consists of approximately 4000 acres and ultimately will provide for 4800 single family residences and 4800 high density residences (25,000 + people). At the present time we have sold and deeded approximately 1300 properties. We have two lakes completed and in use, with the third dam completed but the lake not yet flooded. Our fourth and major dam, which will create a 204 acre lake, is 85% completed, waiting only for a period of approximately ten days without rain to divert the water from Linganore Creek through the diversion pipe to complete the earth fill across the stream bed itself. We have an eighteen hole golf course that is completed and under play, with the club house for that course to be completed and put into use about August 1. Our sewer and water system in the first section is in operation; our olympic size swimming pool, bath house, sauna house, and cabanas are completed and in use. Six tennis courts will be put into use by the tenth of August. We have twenty-five miles of roads at various stages, ranging from grading complete to three miles of finished paving and with fifteen miles of base course in. In addition to these items mentioned, work is going forward on other amenities of the project.

I hope the State will see fit to reconsider their plans for Plan A and work within existing right-of-ways except for the interchange to reduce the damage to property owners and change the proposed full interchange to a diamond type interchange.

Sincercly,

LINGANORE CORPORATION

Brosius

Vic -president

LJB:cb

Enclosure

cc: John Derr, President, Frederick County Commissioners James L. Bryan, Clerk, Frederick County Commissioners Lawrence A. Dorsey, Frederick County Commissioners Donald Lewis, Frederick County Commissioners

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Edward F. H. Her, Chairman, Frederick County Planning and Zoning ce. Ernest W. Ausherman, Frederick County Planning and Zoning Joseph C. Free, Frederick County Planning and Zoning Commission Richard L. Grossmekle, Frederick County Planning and Zoning-George A. Speer, Frederick County Plauning and Zoning Continission Damel E. Wight, Frederick County Planning and Zoning Commission Lawrence W. Johnson, Planning Director, Frederick County Lawrence E. Nelson, Planning Associate, Frederick County Richard Hammond, Executive Secretary, Frederick Chamber of Commerce Edward Daugherty, President, Frederick Chamber of Commerce James Freeman, New Industry Committee, Frederick Chamber of Commerce, Art Reilly, Transportation Committee, Frederick Chamber of Commerce William Fout, Frederick County Engineer State Senator Edward P. Thomas, Jr. State Senator Chalves H. Smelser State Delegate Julien P. Delphey State Delegate Wallace E. Hutton State Delegate C. Clifton Virts J. Glenn Beall, United States Senate Charles McC. Mathias, United States Senate Goodloe Byron, House of Representatives Manuel Weinberg, Esquire Robert Murphy

BEFORE THE DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION STATE OF MARYLAND

PUBLIC CORRIDOR HEARING PURSUANT TO 23 U.S.C. 128 ON CONTRACT NO. F605-000-772 INTERSTATE ROUTE 70-N Ijamsville Road to West of Monocacy River Frederick County, Maryland

SUPPLEMENTAL STATEMENT OF EDWIN E. WELLS

This memorandum is filed as a supplement to the statement in opposition of Plan A and in support of Plan B made at the public hearing continued in Frederick, Maryland on the evening of July 6, 1972 regarding the proposed location of that portion of 1-70N in the project hereinafter discussed.

I. Background

At the public information hearing and the similar public corridor hearing pursuant to 23 U.S.C. Section 128 on Contract No. F605-000-772 for the creation of Interstate Route 70-N from U.S. Route 40, between the old Haugh's Blacksmith Shop Road that leads from former Route 40 to Ijamsville, now known as the Ijamsville Road, and the proposed interconnection with present dual C.S. Route 40 at or near the overpass bridge leading from East Patrick Street Extended its traffic into U.S. Route 40, it became apparent that the proponents of Plan A and Plan B had developed into a contest between the established residents of Tulip Hill, south of U.S. Route 40 and west of the Monocacy River, as well as the residents of Pine-

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cliff and Bartonsville-Pearl, east of the river and south of present U. S. Route 40, and land developers on the north of U. S. Route 40 consisting of Mr. Murphy, of Washington, D. C., and associates, who now own or control the old Kent farm which includes the former Flautt farm and the Scheel farm, and Mr. Keats, of Montgomery County, Maryland, and associates, who control the Lundgren farms except the mansion house and the curtilage of some six acres. Both of these development groups have applied to the Planning and Zoning Commission of Frederick County for planned unit developments, which are still in an embryonic stage.

Before the construction of U. S. Route 40 as a dual four-lane highway, the Kent farm had a sixteen foot way through the meadow, leading into old U. S. 40. This was condemned in connection with the construction of the aforesaid road. The Flautt, Fouche, and Scheel farms had a private road twenty feet wide leading into old U. S. 40. In order to furnish the Kent farm with access to dualized Route 40, they constructed a service road from the private road serving the other three farms and rebuilt the bridge after obtaining a right-of-way to U. S. Route 40. It has only been within the last several months that Mr. Murphy and associates have been able to obtain sufficient land in the meadow between their land and present U. S. Route 40 that they might meet the requirements of the Frederick County Planning and Zoning Commission of a fifty foot entrance to a public road.

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At these hearings, testimony was likewise presented by Messrs. William and Louis Brosius, the former developers of Pinecliff and presently developing Eaglehead at Lake Linganore, a P.U. D., extending over 4,000 acres of land. Mr. William Brosius resides in Bethesda, Montgomery County, Maryland, and Mr. Louis Brosius resides presently at Pinecliff.

Old U. S. Route 40 in the early 1940s was developed into a limited access, dual, four-lane highway mostly on a new right-ofway. At that time the unused portions thereof were designated as Maryland Route 144. In the building of the present U. S. Route 40 only a small portion of Long Branch, draining a large area from Ijamsville to Linganore Creek, was disturbed. However, ecologic-ally speaking, this small disturbance caused the loss of all of the then existing minnows, crayfish, muskrats, and frogs that inhabited this stream from the point where U. S. 40 crosses the same to its juncture with Linganore Creek. This damage was not healed by nature for from five to eight years.

Maryland Route 144 (old U. S. Route 40) breaks at present U. S. 40 less than 1,000 feet west of Ijamsville Road and then continues on the south side of U. S. Route 40 some several hundred feet west thereof and runs through the north side of Pearl and part of Bartonsville, interchanging with the original Baltimore Road by way of Bell's and Main's Lanes on the south side of the last mentioned portion of Route 144, and at its eastern extremity is situated two historical white congregations.

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Bartonsville is a unique community, in that through the foresight of a Mr. Miller, after 1840, his farm was divided into fourand five-acre parcels which he sold to freed slaves, who established their modest homes; most of which are being occupied by the fourth and fifth generations of the first settlers. This village grew on the north and south side of the old Baltimore Road that formerly, at the southwestern side of Bartonsville, ran to a ferry over the Monocacy River, and then proceeded to then Fredericktown until the building of the Jug Bridge and the creation of the tollpikes leading west. This village did not have the usual history of our modern situations where the blacks became later residents of the same, but here the whites joined the blacks and have lived peaceably and harmoniously together. In Bartonsville are two churches whose congregations are black and draw not only from the village and countryside, but also from residents of Frederick.

II. Background of I-70N

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Let us take a moment to review the construction of interstate routes in other states. For instance, Interstate 81, at least through the greater part of Virginia, is on a new right-of-way although parallel to and interconnected at traffic intersections with old U. S. 11: this is likewise true in Maryland and Pennsylvania. In fact, Interstate 70 at its beginning at the Baltimore Beltway is not built on old Route 40's roadbed but is a half-mile approximately to the north thereof. This is a six-lane highway that merges into a four-lane

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highway also built on a new right-of-way that will presently merge into a six-lane highway, being upgraded U. S. Route 40, through the rural portions of Howard, Carroll, and Frederick Counties. This portion, from the juncture with present I-70N and U. S. 40, originally was designed to end at or about the Mussetter Road but for practical purposes had been continued a mile or so to the west which would be an excellent location on the top of a hill east of Hjamsville Road, for an interchange and the beginning of Plan B as a road without grades through existing dairy farms at the expense of dislocating, at the maximum, nine homeowners.

The present geometrics of the western portion of this project will be much improved with its-juncture with four-lane U. S. Route 40 than now exists. It is also to be noted that I-70S was not built on the old Georgetown Pike, which is new known as Maryland Route 355, but was constructed on a virgin right-of-way and was one of the best-planned roads in the United States. Likewise, I-70W was not built on reconstructed U. S. Route 40, but on a new right-of-way all the way to the Pennsylvania Turnpike to Indianapolis, Indiana, and even on through Missouri, is not constructed on old U. S. Route 40 or U. S. Route 50 except for a few rural sections.

It is also interesting to observe that interstate 95 from the Delaware state line to the city of Washington, D. C. and then south, is practically all constructed on new right-of-ways and not on the existing roads within the several states. When U. S. Route 40 was constructed in the early 1940s, the land north thereof, in the four

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miles under construction, was being farmed. On the south side from the crossing of Long Branch to the Monocacy River was occupied by the village of Bartonsville-Pearl. West of the river was open farm land to the Quynn Orchard Road and then following the southerly side of the interstate highway was the development of Tulip Hill.

The opposition to Plan B, as has been stated before, is the prospective developers of two P.U.D.s.

III. Cost of These Plans

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The proponents of Plan B are confident that the State Highway Administration has honestly estimated the cost of these two Plans.

The estimated cost of a half-million dollars of "B" over "A" Plans cannot be equated with the injury to long established communities, particularly the one occupied by our black citizens, as well as the ecology.

The reconstruction of Long Branch in Plan A will wreck the present ecology for many years to come. The construction of Plan B will create, of course like any road construction, noise and dust during the construction period, but will create a far safer highway than Plan A since it will practically run from the Ijamsville Road to join with present four-lane U. S. Route 40 on much safer geometries. It is to be remembered that at least four deaths have been caused in the sharp curve of U. S. 40 from the Grove intersection to Quynn Orchard Road solely due to the geometric plan causing motorists to collide with the abutments of the bridge leading from East Patrick Street Extended to U. S. 40 East.

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Think of the disturbance of the four congregations serving Bartonsville and the adjoining countryside by being caused to travel over extended Route 144, a proposed twenty-four feet of road metal on an eighty foot right-of-way. Project, if you will, the local traffic over the five years after the completion of Plan Λ, on this reconstructed Route 144 serving approximately 3,000 additional Twillings on the Lundgren-Kent-Scheel and perhaps the Fouche farms, including Pinecliff, Linganore Road, and Bartonsville. IV. Costs

In considering the differences in the cost of Plans A and B, there should also be considered Plan A will require at least the taking of nineteen homes and two places of small business against the nine homes required by Plan B. These nineteen residences do <u>NOT</u> include the damage that will be necessitated by upgrading the lanes and the main road through Bartonsville to carry the increased traffic pattern through that black village.

Since Plan B will be constructed through farm land recently acquired at a cost of from several hundred to \$1200 per acre as against the tightly built homesites with their respective landscapes being owned by the more affluent or less affluent, who are affected by Plan A, thus creating a tax loss to the State of Maryland and the County of Frederick estimated by the State to be 70% less by using Plan B over Plan A.

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V. Highway Safety

It would stand to reason that Plan B, with its presently to be built four lanes carrying only interstate traffic would be far safer than Plan A, carrying a mixture of interstate and intrastate traffic; the latter consisting of residents of Frederick, who work in Baltimore and its environs and the people who work in Frederick and commute to their homes situated off of present Route 40 between that city and Mt. Airy.

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Likewise, from the safety standpoint, Plan B proposes a highway running along or near the tops of existing hills, with bridges that add to its cost, but allows a road on an even level contra-distinguished to Plan A with its present turns and greater changes in elevations.

The fact that motor vehicles will not have to drive up and down hills on Plan B should cause the emission of less pollutents than the up and down contours of Plan A.

The close proximity of Route 144 to Plan A's I-70N is bound to cause more distraction of the traffic on Plan A, particularly on the westbound lanes, than would ever occur by the homes built below the hills on which Plan B is designed.

We must remember that the previous toll road, the used portions being now designated Maryland Route 144, from Baltimore to Frederick, was abandoned in the construction of U. S. Route 40 dualized except for that portion from the Ijamsville Road to Frederick. Therefore, Plan A is attempting to take the route used by the old toll

road to the Jug Bridge over the Monocacy River as its location for modern 1-70N. It should also be kept in mind that instead of the opposition theory that Plan B will only presently contain four lanes that with the use of present U. S. Route 40, you will have eight lanes serving not only the interstate traific but also the intrastate traffic originating in growing Frederick and presently estimated in the environmental study as consisting of 25% of the existing traffic. Will not Plan A be inadequate within five years after the development of the present paper P.U.D.s?

Were Plan A constructed, and during construction, the present 20,500 vehicle daily traffic cannot certainly be funneled in the twenty-four foot service road or Maryland Route 144 with safety. There is an estimated 10,000 more in the next five years with the development of the Murphy and Keats properties.

VI. Environmental Damage

The great damage to Long Branch has been previously alluded to. Likewise, there has been mentioned that Plan B, because of its construction along the tops of hills will divert the pollutents to each side of the hill rather than concentrating them in the Long Branch valley, which would be done by Plan A. There is also to be considered that construction of Plan B through open farm land with its attendant dust and noise will only affect fifteen to twenty homes while such construction along Plan A including the cutting of Jug Bridge Hill cast eighteen feet will cause great damage to the many inhabitants of Pinceliff and Bartonsville. It is to be recognized, however,

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that the lowering of the roadbed on the Lundgren farm will inconvenience approximately six or seven dwellings. The building of a third bridge near the two existing bridges on present Route 40 will only compound the flooding of the Monocacy valley that was witnessed in the recent Hurricane Agnes episode. If the additional bridging as planned in "B" through viaducts with adequate spacing for the passing of not only the water but the debris carried by it, there will be far less probability of flooding.

The opposition to Plan B comments on "the creation of a narrow island of prime land squeezed between the two highways and only about one-half mile in depth at its widest point constitutes a violation of every sound principle of land-use development recognized by all authorities". However, as previously indicated, it would appear that the best-designed interstate highways have done this in the case of every interstate road in the nearby vicinity in the attempt to be reasonably close to the existing old through highways, and yet to not eliminate existing settlements, villages, and communities.

If Plan B is used, it is conceded that part of its 300 foot right-of-way will be through both paper P.U.D.s. This would seem to be less of an environmental shock than the six lanes of proposed Plan A and the two-way service road by way of Route 144 that, as explained above, must be dualized to afford ingress and egress when these two paper developments are finally developed over the next five years would be to the old established Bartonsville community, including Pearl, Pinecliff, and Tulip Hill.

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The Department of Health of the State of Maryland, the Maryland Department of State Planning, and the Department of Interior do have letters on file that would give comfort to the supporters of Plan A as being in support of Plan A, but a purusal of these letters in their entirety indicates that in each of these letters, its writer qualifies his tentative opinion with equally as comforting remarks to the supporters of Plan B.

VII. Conclusion

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It is the conclusion of this writer than Plan A would disturb and destroy the homes, the tranquility, and possibly the fortunes, of already established Frederick County people and taxpayers, black and white, as contrasted with Plan B which would disturb largely people who may or may not later be a part of Frederick or Frederick County.

The detailed opinions of the unbiased experts of the State of Maryland Department of Transportation State Highway Administration, and whose function it is to study such matters in an objective way, as indicated in the Draft Environmental Statement, certainly have more validity as to cost, as well as to the distinctions between the two Plans, than the unstudied opinions of biased laymen. The Draft Environmental Statement would tend to prefer Plan B over Plan A, and with this, the writer concurs.

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DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION STATE OF MARYLAND

PUBLIC CONRIDOR HEARING PURSUANT TO 23 U.S.C. §128 ON CONTRACT NO. F605-000-772 INTERSTATE ROUTE 70-N

Ijamsville Road to West of Monacacy River Frederick County, Maryland

> SUPPLEMENTAL STATEMENT OF . ROBERT T. MURPHY

> > Robert T. Murphy 7315 Lynnhurst Street Chevy Chase, Montgomery County, Maryland 20015

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BEFORE THE DEPARTMENT OF TRANSPORTATION STATE HIGHVAY ADMINISTRATION STATE OF MARYLAND 208

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PUBLIC CORRIDOR HEARING PURSUANT TO 23 U.S.S. §128 ON

CONTRACT NO. F605-000-772 INTERSTATE ROUTE 70-N Ijamsville Road to West of Monocacy River Frederick County, Maryland

> SUPPLEMENTAL STATEMENT OF ROBERT T. MURPHY

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I. INTRODUCTION

This statement deals with two alternative proposals advanced by the Maryland State Highway Administration for the construction of a portion of Interstate 70N in a 4-mile area lying just east of the present city limits of the City of Frederick, Maryland.

The first proposal, called Plan A, would upgrade existing U.S. Route 40 to a 6-lane, non-access highway, with suitable overpasses, service roads and an interchange. It is compatible with the construction design and highway geometrics both to the east and west of it, since I-70N from Baltimore to Frederick is generally constructed along the existing roadbed of U.S. Route 40. It was the only tentatively approved plan of state and federal authorities for many years. Its projected costs are estimated to be approximately \$15 million.

The second proposal, called Plan B (cr B-1), would depart from the existing roadied of U.S. Route

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40 east of Ijamsville Road (where it is now being upgraded to interstate 6-land standards), would run on a sweeping arc through property lying north of U.S. Route 40 and, as a 4-lane road, would not be compatible with the 6-lane portions of I-70N both to the east and west thereof. Its "costs" have been grossly underestimated at \$15.5 or \$15.6 million. Its true effective costs, however, can be reasonably estimated at \$30+ million or double those ascribed to Plan A. It is conceded that it is a longer, less safe road than Plan A and that it will not be adequate to meet the anticipated volumes of traffic for the 20-year period following the date of its approval, as required by the Federal-Aid Highways Act (23 U.S.C. §109) unless two more lanes are constructed at a later, indefinite date.

This brief is filed as a supplement to the statement in opposition to Plan B (including Plan B-1) made at the public hearing conducted at Frederick on the

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evening of July 6, 1972, regarding the proposed location of that portion of I-70N embraced in the above project. 1/The project covers about four miles of roadway and is located in the immediate vicinity of the city limits of the City of Frederick, Maryland. Its western portion is practically contiguous with those present limits.

The purpose of this opposition is not only to prevent the ruinous and destructive consequences inflicted upon the 1,286 unit 'Longbranch Estates" Planned Unit Development upon the 270-acre Murphy tract which would be severed by Plan B (including the destruction of a 10-acre elementary school site) but also to prevent a grave and costly mistake on the part of responsible State highway officials to the detriment of the majority of people living in the area.2/ Indeed, to recommend Plan B

1/ The regulations of the Federal Highway Administration provide that "...it is desirable that the division engineer or his representative attend a public hearing as an observer. At a hearing, he may properly explain procedural and technical matters." <u>Palicy and Procedure Memorandum</u> 20-8, §8(d)(9); 23 C.F.R. App. A (1972). Not a single Federal Highway official was in attendance.
2/ Petitions objecting to Plan B. (or Plan B-1) have been signed by more than 150 residents of the affected area and filed with the State Highway administration on the evening of July 6, 1972. The silent majority thus seeks recognition and consideration.

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would constitute such an arbitrary and capricious act as to shock the conscience of reviewing authorities in executive, legislative and judicial branches of the Federal Government.

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II. QUESTION PRESENTED

Is it the policy of the Federal Highway Administration to build a more dangerous, less adequate, longer, more costly and more environmentally damaging road when the upgrading of an existing highway is feasible, suitable and practicable within the policy and standards of the Federal-Aid Highways Act?³/

3/ 23 U.S.C. §101 et seq.

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III. BRIEF HISTORY AND BACKGROUND OF I-70N

In accordance with the 1956 Federal-Aid Highways Act, a corridor closely identified with U.S. Route 40 (a 4-lane highway) running form Baltimore west to Frederick was designated by the Maryland State Roads authorities to become part of I-70N. This was done more than a decade ago. - Importantly, proposed I-70N was completely identified with U.S. Route 40 in the area under question here. The proposal was to upgrade the existing 4 lanes of Route 40 to 6-lane interstate standards, eliminating existing grade separations and providing service roads and overpasses for local traffic. This is precisely what is being done now, both east and west of the 4-mile area covered in this project. These firm plans for so upgrading Route 40 in this area have been widely known and understood by local residents for many years.4/

4/ As long ago as November 1965, access to Route 40 for Longbranch Estates was denied and the exact lines of the proposed service read as it affected that property were officially given on a topographical map which was furnished to the State Highway Administration. Renewed requests for access have been denied by State Officials on the grounds that U.S. Route 40 would become I-70N (non-access) and that the service road would afford access. The planned suburban unit development on the property was specifically engineered on this basis and was so approved by the Frederick County Planning and Zoning Commission. The necessary right-of-way on Longbranch Estates has been official at no cost to the government.

As the schematic plans evolved, they were the subject of consultations between State highway officials and various public representatives so that there was no mystery as to the upgrading of U.S. Route 40. The proposal was placed in a critical category in 1968 with authorization to begin preliminary engineering shortly thereafter.

From what we are able to glean from that which the State Highway Administration voluntarily chooses to disclose to date, a conference on May 13, 1968, among Frederick County Commissioners, County Planners and State Highway engineers resulted in agreement that the interchange for this portion of I-70N would be located in the vicinity of Linganore-Bartonsville roads.5/

By September, 1968, preliminary engineering studies were completed and presented to Frederick County Commissioners and a public hearing was scheduled. This

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^{5/} The location of this interchange has been the subject of behind-closed-doors power plays by influential local citizens so that its constant shifting has led to long and costly delays. The impact of the interchange is more dramatic upon homes and businesses than any other phase of Plan A.

hearing was held in November, 1968, at Mount Airy, Maryland --- some distance removed from the project area -- at which time it was disclosed that the interchange was to be shifted about 3 miles east to Ijamsville Road. The moving spirit behind the relocation of the interchange is not revealed.

About one year later (December 16, 1969), we were advised that during a meeting with County Commissioners and other local officials, the State Highway engineers were requested to shift the interchange to a third location -- The Mains Lane area -- at the behest of the Planning and Zoning Director. This led to a further meeting in January, 1970, between highway engineers and county officials, at which time it was determined that further studies would have to be undertaken.

At a meeting on December 16, 1970, the State Highway Administration's plans for upgrading U.S. Route 40 with the interchange at Mains Lane, overpasses at Ijamsville Road and Bartonsville Road, and a new bridge across the Monacacy River, were tentatively approved by

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the County Commission, The Planning and Zoning Commission and the Federal Highway Administration officials. At long last the programmed project was ready to move ahead on the basis of what is now termed Plan A -- the longheld plan which the State Highway engineers had proposed to the federal government years before this and which was widely known to all in the community.

Within weeks, however, a small group of vocal citizens, at a meeting with the County Commission on January 25, 1971, requested the Commission to prevail upon the State Highway Administration to relocate the entire project by swinging it off its existing roadbed of Ijamsville Road and projecting it on a north/northwest arc, through the scenic land north of U.S. Route 40 and back on the existing highway west of the Monocacy River near the East Patrick Street bridge. 6/ The Commission

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^{6/} The <u>Frederick Post</u>, January 26, 1971, referred to this proposal as the "Ganley Plan" presumably because a local realtor, Paul R. Ganley, made the presentation to the County Commission on the basis of his drawings or sketches. It is commonly referred to as such by many of the local residents. It is now under serious consideration herein as Plan B (or B-1), recommended as an alternate to the long-held plan to upgrade existing U.S. Route 40 (Plan A) which had already received tentative approval of all concerned.

was persuaded to make the request to the State Highway Administration that this radical departure form the mormal highway corridor be studied.

We are advised that:

"Federal Highway officials initially objected to the relocation concept, but in view of the Administration's Policy and Prodedure Memorandums 20-8 and 90-1, inferring feasible alternates be held accountable, the new studies were initiated." (emphasis added)7/

We are not advised, as yet, of the basis for this initial federal objection. However, it is plain that the "Ganley Plan" (now recommended by the State Highway Administration as alternate Plan B or B-1) called for such a sweeping and radical departure from the tentatively agreed proposal of many years to upgrade existing U.S. Route 40 as to constitute a complete variance with the corridor geometrics both east and west of the area in question and would demand further lengthy and expensive studies.

On or about June 1, 1972, the public was advised for the first time that Plans A and B would be the subject

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7/ See Draft Environmental Statement, p. 13.

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of a public hearing on July 6, 1972, and that maps, drawings and other information would be available to them prior to such hearing. No facilities for photocopying public information were supplied. No informa--tion on how copies of the Draft Environmental Statement could be obtained was given prior to the July 6th public hearing.

It was further stated that a "public information hearing" would be held in June. The full spectrum of Plan B and its implications thus was first publicly disclosed only a few weeks ago. Since that time, examination of Plan B indicates that the State Highway Administration has grossly understated its true, effective costs and heavily slanted its Draft Environmental Statement against Plan A. Word of this has only recently been circulated and already this has aroused the indignation and protest of more than 150 residents of the area. In essence, Plan B would require the construction of a longer, less safe, shockingly more expensive, less adequate, more damaging road than Plan A. Yet it has been presented as a feasible, suitable and practicable alternate -- and the only alternate -- to Plan A.

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The true, effective costs of Plan B have not been presented to the public. Rather, it would seem that a studied effort has been made to disregard them.

It is only as a result of citizen inquiry and lay study during the past few weeks that it has been revealed that the true costs would probably be about double the estimate of \$15.6 million which the State Highway Administration has widely circulated to the public, the press, the Federal Highway Administration, and various other agencies and officials of the state and federal government. This has led many to say that the costs of Plan B are "about the same" as Plan A or that they are "only slightly more" than the \$15 million Plan A costs. By Nothing could be further from the truth.

Bridging Costs

A few minutes prior to the public hearing on July 6, 1972, the comparative figures for bridges on both

8/ The Division Engineer of the Federal Highway Administration in a July 12, 1972, letter to Mr. Murphy indicated that he too has been led to believe that the costs of Plans A and B are apout equal.

plans were given Mr. Murphy pursuant to a request made a week prior thereto at the "public information" hearing. No information on bridging costs was presented or made available at that hearing. They are as follows:

> Plan A - 87,700 square feet of bridges Plan B - 231,100 9/ square feet of bridges

Thus, Plan B would require some 143,400 square feet more of bridgin than Plan A, a differential of some 263%. Using the cost fugure of \$80.00 per square foot for construction costs (a figure employed by Mr. Louis Brosius on the record of the hearing of July 6, 1972), the cost difference for bridging alone is almost \$11.5 million! But even using a unrealistically low figure of \$50.00 a square foot, bridge costs alone on Plan B would exceed the total cost of construction estimated for it in the Draft Environmental Statement. $\frac{10}{}$

- 9/ This does not include an alternate 12,100 square foot bridge for Plan B-1.
- 10/ \$50 X 231,100 (sq.ft.) = \$11,550,000. The Draft Statement estimates that total construction costs for Plan B are \$11,495,000. The remainder of the \$15.5 million estimate is for right-of-way and engineering expense. (Draft Statement, p. 37).

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Interchange Costs

An interchange is included on Plan A. It is excluded on Plan B. However, Plan B seeks to conceal such a patent discrepancy by showing several sites which are called "Future Contingency Interchanges." No reason is advanced for this strange omission. If one is needed on Plan A at a point to accomodate a future planned county beltway, it is obvious that one is likewise required on Plan B. The costs for land acquisition and construction • running into the millions is thus completely excluded from the cost estimates of Plan B.

Additional Two Lanes of Highway

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Plan B is only a 4-lane highway and present cost estimates are based on this unusual fact. It is conceded that I-70N calls for a 6-lane highway. It is being constructed on that basis both to the east and west of the project area here involved. Only this 4-mile section is being relegated to four lanes. Why? Obviously, to minimize the present cost. Plan A fulfills the 6-lane requirement. We are entitled to have the true costs of these additional two lanes included in the present estimate if any comparison of the two Plans is to be made on a common sense basis. Informed lay judgment, based on contracts recently awarded on nearby portions of I-70N, estimates that these excluded costs would range from \$5 to \$7 million. Inflation in future years, of course, would increase this considerably.

Underestimated Right-of-way Costs

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The estimated cost of \$1,133,000.00 for rightof-way on Plan B is grossly underestimated. The severance damage on the Long Branch PUD, for example, is not clearly acknowledged and can scarcely be included in the above figure. The taking of some nine or more homes and several complete farms, plus the expensive completely new property required for a 300-foot right-of-way running some four miles with its consequent adverse impact on land values, will require the expenditure of sums substantially in excess of the figure now allotted for it. In this regard, it is important to note the existing Comprehensive Land Use Plan for the County provides for the utilization of property in this area for low-density housing. This fact is not considered in the Draft Statement.

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Maintenance and Other Costs

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Plan B would require not only continued maintenance costs for a relocated I-70N, but also for the existing U.S. Route 40 in this project area. These costs are constant and continuing. Additionally, extra bridging means extra maintenance. Section 109(a) of the Federal-Aid Highways Act states that the Secretary of Transportation may not approve state plans and specifications which fail to provide for "safety, durability and <u>economy of</u> <u>maintenance.</u>"

In addition, a service road between Reichs Ford Road and Quinn Orchard Road is included in the costs of Plan A and excluded in Plan B. If it is needed on one, it is required on the other since the needs of this area are the same under either proposal. Again, the true costs of Plan B are deliberately minimized.

> V. PLAN B WOULD VIOLATE THE POLICY AND STANDARDS OF THE FEDERAL-AID HIGHWAYS ACT. (23 U.S.C.\$101 et seq.)

Section 101 of the Federal-Aid Highways Act provides in pertinent part that it is the intent of Congress

that "insofar as possible existing highways located on an interstate road shall be used to the extent that such use is practicable suitable and feasible....."

What are the public interest factors which would justify a complete disregard of this national policy as contemplated by the radical departure from the existing U.S. Route 40 contemplated by Plan B? There simply are none.

Section 109 of the Act provides that standards approved by the Secretary of Transportation for each construction project "shall be adequate to enable such project to accommodate the types and volumes of traffic anticipated for such project for a <u>20-year period</u> commencing on the date of approval by the Secretaryof the plansfor actual construction of such project."

Plan B, as a 4-lane highway, would be obsolete as soon as it was completed. Six lanes are being provided everywhere else along the corridor of I-70N. The State report stresses that a 4-lane U.S. Route 40 has insufficient traffic capacity to meet federal interstate

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standards (Draft Environmental Study, p. 38). Yet the same report seeks to suggest that a 4-lane Plan B highway would comply with federal requirements. The inconsistency of these two conflicting propositions is so apparent as to warrant no further comment.

Section 138 of the Act states, in pertinent part, that: "It is hereby declared to be the national policy that special efforts should be made to preserve the natural beauty of the countryside and ..." The purpose of this Section is not only to preserve parks, recreation areas, historic sites, etc., but also to prevent the environmental waste and damage resulting from drastic departures from existing highways such as is the case with Plan B. If there are compelling public interest reasons for doing so and if there are no feasible alternatives available, then, of course, the scenic beauty of the countryside must be relinguished. That, however, is not the case here, since Plan A is clearly feasible, practicable and suitable.

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VI. HIGHWAY SAFETY IS LESSENED UNDER PLAN B

It is highly important to note that the accident projections outlined in the Draft Environmental Study (pages 14-20) clearly indicate that Plan A is superior to Plan B. It will be observed that the retention of U.S. Route 40 in its present state as a so-called service road with its numerous grade separations, plus those that will have to be added in the future, compounds an already hazardous highway safety problem for this area.

Highway safety is a factor which cannot be minimized in any road-planning program. Its importance to the federal interstate system, however, is particularly significant. The one Congressional mandate in the Federal-Aid Highways Act which specifically restricts the discretion of the Secretary is that which forbids approval of any plan which, <u>inter alia</u>, compromises safety. (23 U.S.C. §109(a)).

Recently the Secretary of Transportation, John A. Volpe, has stated that the prime goal of his administration is to achieve substantial improvements in highway

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safety and to curtail the mounting toll of highway accidents. In the present circumstances, therefore, it is inconceivable that Plan A can be rejected by responsible highway officials.

VII. REVIEW PROCEDURES REQUIRE AVAILABILITY OF A FEDERAL ENVIRONMENTAL STUDY

Section 102(2)(c) of the National Environmental Policy Act of 1969 (NEPA) 42 U.S.C. §4332(2)(c) requires all federal agencies to issue a "detailed statement" on the environmental impact of all "major federal actions significantly affecting the quality of the human environment..." ¹¹/ This section is an essential "action-forcing" provision. It is a mandate to consider environmental values at every stage of the federal agency process. The primary and non-delegable responsibility for fulfilling that function in this case lies with the United States Department of Transportation. <u>Calvert Cliffs Coordinating</u> <u>Committee, Inc. v. United States Atomic Energy Commission</u>, 449 F. 2d 1109,1119 (D.C. Cir. 1971).

11/ There is no doubt that a Federal-Aid Highway Project in the \$15 million+ category is a "major federal action", <u>Named Individual Members of San Antonio</u> <u>Conservation Society v. Texas Highway Department</u>, 446 F. 2d 1013 at 1024-1025 (5th Cir., 1971).

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Up to now, the only such statement available to the public is the draft prepared by the Maryland State Highway Administration. This statement is heavily oriented in favor of Plan B and is deficient in many respects. It is respectfully submitted that the State Highway Administration is an applicant for federal funds to construct this project and consequently its statement may be influenced by that fact. Its study cannot be regarded as compliance with NEPA and the seeming abdication of the federal agency in this regard deprives the public of an informed participation in the public hearing process.

Obviously the lay public is in no position to bring to bear the necessary resources and technical expertise to provide an effective analysis of environmental factors. This is the function of the federal agency. It cannot be delegated to other persons and certainly not to interested applicants for federal funds. <u>GreeneCounty Planning Board</u> <u>v. Federal Power Commission</u>, 455 F. 2d 412 (2nd Cir. 1972).

Section 102 of NEPA explicitly requires the federal agency's own detailed statement "to accompany the proposal

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through the existing agency review process." Here, however, we are now in the midst of a review process and no such federal independent study is available to us.

It would appear reasonable that if the responsible federal highway authorities were actually to view the site of this project, to study the affected area and to conduct its own independent appraisal of environmental factors and cost factors, the destructive consequences of Plan B would be readily apparent. Conceivably, we would not now be at this stage of the decisional process where the "Ganley Plan" is being heavily supported and proposed as a suitable alternative to Plan A.

The danger is that the federal againty, in abdicating its responsibility to local parties, can create an almost inflexible situation. The early preparation of a federal environmental statement would not only accelerate the construction of the best road for the lowest cost, but it would insure that the public interest in environment, safety, and other important considerations would be properly protected. Thus in the recent case of <u>Arlington Coalition</u> v. <u>Volpe</u>, 3 E.R.C. 1995 (4th Cir. 1972), the court specifically

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stressed the need for such compliance with the spirit as well as the letter of the NEPA. As that court noted, once the highway planning process has reached latter stages, flexibility in selecting alternative plans has, to a large extent, been lost.

For example, in the instant case, a thoughtful alternative proposal was advanced by Mr. Louis Brosius at the July 6, 1972, public hearing. This alternative would work within the existing Route 40 right-of-way, utilizing the 50-foot median strip for the added lanes, relocating the new bridge across the Monocacy so as to avoid impact on residential dwellings, utilizing a diamondshaped interchange instead of the wide circular one proposed, etc.

This feasible alternative was not even discussed in the environmental study prepared by the State Highway Administration. Yet by the time this matter is reviewed by the Federal Highway officials in Baltimore and Washington, there will be extreme pressure to get the job done and to avoid a loss of time through more studies.

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These recent federal court cases all underscored the need for responsible federal officials to comply with the plan provisions of the NEPA. The duty is squarely placed upon the federal agency to make the requisite studies. It is respectfully submitted that a study prepared by the state officials cannot be substituted for it.

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At hearings conducted before the Senate Public Works Committee on August 25, 1970, F. C. Turner, Federal Highway Administrator, indicated that his agency would delegate this precise responsibility to regional federal highway administrators with highly controversial projects continuing to be forwarded for review by FHWA Headquarters in Washington. Senator Muskie, however, expressed reservations about the possibility that federal regional administrators will rely to heavily upon state highway departments for the detailed environmental analysis required by NEPA.

It is recognized that there is a high degree of delegation to state governments which characterizes federal-

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aid highway development. However, the cases cited above as well as the plain language of the Act, clearly require the responsible federal officials to do the job.

VIII. THE BEST ROAD AT THE LOWEST COST IS PLAN A

The fundamental objective of government, both state and federal, is to build the best road at the lowest cost. From the foregoing review, it is clear that Plan A meets this test.

At the public information hearing held in June, Mr. Roland Thompson of the Maryland State Highway Administration, stated that the relative cost of Plan B as compared to Plan A was a matter of indifference to the state authorities, since 90% of the funds would be furnished by the federal government. We cannot believe that such an attitude is consistent with either law or policy which governs the Federal-Aid Highways program.

It should be emphasized that the states have no inchoate right to funds apportioned to them prior to the actual approval of a project by the Secretary of Transportation.

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42 Op. Atty. Gen. Feb. 25, 1967. The view expressed by Mr. Thompson would eliminate every incentive for good management and the practice of common sense economy which is incumbent upon the executive branch of government.

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Indeed, it is clear that there is no mandate requiring that funds made available for any government program must be fully expended. This principle has received statutory recognition in the Anti-Deficiency Act, 31 U.S.C. §665(c). In any event, such a philosophy is inconsistent with every known principle of government management and fiscal responsibility.

IX. ENVIRONMENTAL DAMAGE

The environmental damage which would result from the adoption of Plan B is substantially greater than that resulting from Plan A. This fact is recognized in at least three comments from responsible government agencies contained in the Letter File relating to this project. They were not alluded to in the Draft Environmental Statement.

Thus the Department of Health of the State of Maryland has asserted that Plan B would have the greater adverse effect on air pollution, particularly during the construction phase. With two construction phases necessary under Plan B, this environmental damage would thereby be compounded.

The Department of Health likewise pointed out that Plan A is the more desirable alternative from a noise standpoint.

The Maryland Department of State Planning has stated that the comments from within that department favor the upgrading of the existing highway alignment --Plan A. They point out that the selection of Plan B would run counter to the comprehensive development plan of Frederick County which calls for the dedication of this property to low-density housing development. It suggests that its selection would require a complete reexamination of the land-use plan for that narrow island of property which would be created between the two highways.

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This approach is proper and specifically required by Section 102(2) of NEPA which states that environmental statements must weigh short-term uses of the environment against long-term productivity.

The Department of Interior asserts that the negative effects on the State of Maryland will be extensive in the event Plan B is pursued. They affirmatively state: "It appears to us that the reconstruction of U.S. Route 40 to three travel lanes in each direction is preferable to construction of a new interstate highway of the present U.S. Route 40."

The creation of a narrow island of prime land squeezed between the two highways and only about one-half mile in depth at its widest point, constitutes a violation of every sound principle of land-use development recognized by all authorities.

Likewise the severance of the PUD, Long Branch Estates, would completely destroy the approved use of this property for low-density residential dwellings and the

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scenic park and recreational areas set aside therein. Importantly, the highway would run directly through a 10-acre site set aside for an elementary school. These factors which have been completely disregarded or lightly cast aside in the Draft Environmental Statement.

X. CONCLUSION

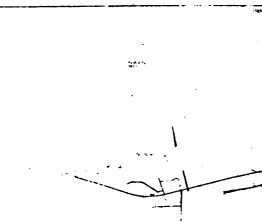
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It is respectfully submitted that Plan B --the "Ganley Plan" -- is ill-conceived, excessively costly and injurious to the area. It must be rejected. Its adoption would constitute an arbitrary and capricious judgment on the part of governmental authorities.

Plan A, on the other hand, is the shorter, safer, less costly and less damaging road. There are no compelling public interest reasons to abandon this longapproved proposal. 738

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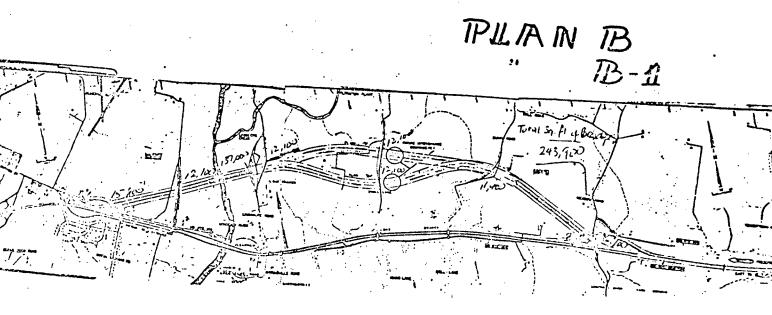
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INVESTORS AND DEVELOPERS SERVICES, INC.

IBERT M. KEATS, PRESIDENT

SUITE TOTO 5530 WEDDHON AVENUE

CHEVY DIAGE MARAMA 20015

October 18, 1972

Mr. Thomas Mohter State Roads Commission Office 4 Locust Street Frederick, Maryland 21701

RE: Route 70 N

Dear Mr. Mohler:

As you know, 1 am a property owner auxious for you to resolve the final location of Route 70% where it crosses the Monocacy River. I again unge you to alcondon all alternative plans including the Gapley Plan and succeed with dispatch to develop Route 70 N along the original course - over the existing Route 40 Right of Way.

L do not know what 1 could add to the report of Mr. Murphy other than that I hope in your right of way acquisition of my property you considered my ultimate residential density if you were not going through my property. (i.e. Any setthement could not be at farm prices, but would probably have to be based on an overall density of 12 - 15 units per acre plus compensation for the tremendous blight you would wrought on this proposed Planned Unit Development.³ If you would like a copy of my comprehensive plan, 1 will be happy to furnish you with same, although a copy has been available to you through the County since spring.

Please let me hear from you as to when you think a decision might be reached.

Thank you very much.

Sincerety.

INVESTORS AND DEVELOPERS SERVICES, INC.

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Robert M. Kents President

RMK: Is

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INVESTORS AND DEVELOPERS' SERVICES, INC.

JBERT M. KEATS, PREDIDENT

SUITE 1610 5530 WISCONSIN AVENUE CHEVY CHASE, MARYLAND 20015 PHNE: 301-652-5032

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December 6, 1972

Maryland Department of Transportation State Highway Administration 300 West Preston Street P.O. Box 717 Baltimore; Maryland 21203

RE:

Interstate 70N Ca East of Ijamsville Road to West of Monocacy River

Gentlemen:

I wrote a letter to Mr. Mohler dated October 18, 1972, which he forwarded to you on October 20, 1972. I am awaiting your reply. What is the current status of the alternate Routes of 70N?

Sincerely,

INVESTORS, AND DEVELOPERS SERVICES, INC.

Rober^t M. Keats President

Enclosure RMK:1s

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DECS 1972 PLANNI C

METRO-LAND AND GROWTH INVESTMENTS. INC.

BIS FIFTEENTH STREET, N.W.

Jul : 17, 197.

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Ar. Thomas ducks Noting Deputy Chick Engine r-Flamming and Soferty State Hiddway Administrate m 300 Work Preston Street

Bultimore, Maryland 21201

Re: Corridor Public Hearing, July 6, 1972 Contract No, F 605-000-772 Interstate Roate 70-4 Tjansville Roat to west of Monocacy River Frederick, Marchand

Dear Mr. Hicks:

Metro-Land and Growth Investments, Inc. is the owner of 73.21 acres of land in Erederick County, Hardband, in the area under consideration at the above-mentioned public hearing. This statement is solution in support of Panez, which was presented at that hearens, and in opposition to Plan 3.

The probable of this corporation is in the inacdiate vicinity of the much larger track owned by solart T. Murphy. Mr. Murphy see forth in some dethil all the hearing the reasons why the adoption of Plan B or its alternake, stan B-1, would be contrary to the public interest in that they are longer, more costly, less safe and more detrivental to the environment. We concur in his criticizes of Plan B and B-1 and endorse his prerentation in support of Plan A.

In particular we would espect on grave concern that the Redevil fight. I must contain, the feast formal address invalued an usin matter, some of the weight monital improgrammet in formation when we have the formal HPT(C) on the National Environmental Using of the The The The USC: nec. (320(C). We premise could be not the the Distribution of Plant, have, in the only firshell press of the terms of estimated in the State distance were the the terms of environmental State distance of the terms of gravity understated in the Longarish of the State press of the gravity understated in the State distance of the State .

In this connection we set recipally to the casual

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Mr. Thomas Hicks July 17, 1972 Page Pro

reference in the Recent world believened of the solution in the second moon development, below as work Branch Enteror, on the furthly productly which was appropriate the further county planning and honing Communication deveral years have our property, peing in the indefate vicinity, would be available for some compatible use.

The plan for Long Bunch Malaton calls for 1,236 ewelling units normander of park areas. The lo-acre school side includes in that obta adjoins and overhook on area of the standing secole beatt (see Draft Environmental Statesont, of a 2) already formated for park mathematical Statesont. The isolescent of this planed under foreits with provice 1,2% however the normal growth of the Pressnauk population. In this operation and in dependitions to cove, thousands of Frederick Court's residents would be affected the planetope of Maving in a cord title cavironact with the respective of the advisor of mount opproach with the respective of the mount of the planetope of mount of the cavironact with the respective of the planetope of mount convergences.

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Mr. Thomas Hicks July 17, 1972 Page Three

The declaration of policy of the National Environmental Policy act of 1969 requires in Dar. that the Federal Highway Administration, as the federal acceev here involved, shall (42 U.S.C. sec. 4331) "* * * improve and coordinate Federal plans, functions, orograms, and resources to the end that the Nation may -

(1) fulfill the responsibilities of each generation as trustee of the environment for succeeding generations;

(2) assure for all Americans safe, healthful, productive, and esthetically and culturally pleasing surroundings;

 (3) attain the widest range of beneficial uses of the environment without degradation, risk to health or safety, or other undesirable and unintended consequences;

(1) * * * embiliars, wherever possible, on environment which supports diversity and variety of individual choice;

(5) achieve a balance between population and resource use y which will percent high standards of living and a wide sharing of life's amenities;

(6) * * *"

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To the light of a conservation the future use of the rawe lood under bland class, so submit that the projected tanfors to Frederich County of a could of fail ac publicitant under

Mr. Thomas Hickn July 17, 1972 Pare Four

the respective plane (Plan A, \$1,,000.00; Plan 5, \$1,100.00; oraft invironmental Statement, some 10) is unrealistic and misleading. The addition of 1,286 (welling omders to the tax base of the County through the development of the Marpay PUD would be possible under Plan A, and the increased for revenues would more them offset the losser because other lands were removed from the tax rolls. Such an increase will never be possible under Plan B.

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In unging the acoption of sian a we do not overlook the valid concern of those property owners in the Bartonaville area about the impact of glan A on their house. He feel sure, nowever, that once plan A is adopted, the engineers will be able in their detailed plane to minimize the impact of the changes in that area, in this will move of the suggestions are by Tr. Low Bronius at the maximum.

Congress we sirected the protection of the quality of our environment in order that all American acy have a better black in which to the contrast over the men of acres of land as a the atking section or be thered of housans of people of this and successing accession, and achieves a belance between population and venource are which will percife a high standard of living and a wide coording of life's emericies. We subuit that share between which all percifes. We subuit that share between which all percifes and subuct that share between black of the second between between between and a wide coording of life's emericies. We subuit that which only then A, in consistent with one national environ-

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FREDERICK, MARYLAND 21701 • PHONE (301) 662-4164

CHER ENGINEER of Commerce of Trederick County

Mr. Walter Woodford, Jr., Chief Engineer State Highway Administration 300 West Preston Street Baltimore, Maryland

* CHEF ENGINEER

Re:

Contract No. F 605-000-772 Interstate Route 70N Ijamsville Road to West of Monocacy River, Frederick County, Maryland

July 19, 1972

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Dear Mr. Woodford;

UNAMBER OF COMMENCE of the UNITED STATES

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A number of our members including two different Committees have studied this report and have attempted to formulate a position. Some of them attended the June 29th information meeting and the July 6th hearing.

After much discussion the consensus of opinion is:

- We do not feel that sufficient and complete com-1. parative cost figures are available in the study to allow a firm choice between Plans A and B. For example the study does not say what the final determination will be on the crossing at Long Branch. There is a tremendous difference between the cost of the culvert and the viaduct.
- We generally favor the plan which is least cost-2. ly and which affects the least number of people.

The first of these considerations would seem to favor Plan A and we believe that the second consideration would also favor Flan A, if some adjustments could be made to more nearly use essentially only the present right-of-way.

Very truly yours, COPIES Rechard as Hermon AREA ENGINEER __LCCATION Richard D. Hammond, SURVEY Executive Vice President EDH/js TTEM 33 E. J. Daugherty; L. J. Brosius cc: J. W. Freeman; C. Schroer Dr. Robert Sparks Mr. Robert Sparks segue app for my todato

INFORMATIONAL PUBLIC HEARING 6/22/72.

OBLISTION AND/OR RECOMMENDATION FORM 1972 JUL Contract No. F 005 000-772 Interstate Route 70-N Ijamsville Road to west of Monocacy R ŝ Frederick County, Haryland In order to provide a method by which t] Huor.cs complicated or controversial questions STR be answered, please fill in the following Sufor- O mation: ખ ADDRESS ST ROM FREDENICIS, MA COUNTY PREPERCIA STAP CODE STAFT Short statement concerning question or other inquiry. I QUESTION DRICE ESTIMATES OF PLAN A VERSAS PLAN PLAN BI PLAN A WITH 6 LAR'S, PLAN BER BI WITH 4 LANS WHY INTERCHANGE PLAN A, MODIE PLAN BOR BY, WHEN COUT NELPED ALME A 1 per Pui mone on two SEPANATE HIGHWAYS TO AFFECT CHIFT OF COUNTRY SIDC. F. CARSTRON TRESERT INFOGUNCE CF TRAFTIC AN JUTIME NAME OF FLOR ST AT I JAMEVING READ AND SHE MEDILES READ FNTERSLETTER. CONTRACT DECOURSE Plense Maria acc.

Mr. Theman Hick Acting report Crief Engineer-Planning and Safety State Product Administration Study . Freedon Street Baltsmore, Macyland 21204

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LSF-35 [7/12/21]

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State Bielway Addinistration 300 West Proction Stated Baltimore, Congland 21201

Attention: Monto Fieks, Deputy Coder of Ungineering

Dour Sirs:

I am a muldeal for at is bodomick Courty. I am approximately 2 Course of last. W property will be derived by Man "B". I wont to vigorously process against this Flam.

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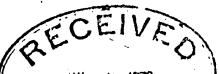
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State Highway administration RECEIP 300 West Preston Street JUL 16 1972 Baltimore, Margland 21201 Attention : Thomas Hicks, Deputy Cherry Provinces for Planning and Saping Dear Sira : & am a resident former in Fredericke County. I own appropriately 175 acres of land in the area where Plan B' seems to be "pushed" by State and local officials. I want to vigoraly protect against this Plan. How can you justify spinding \$ 5 or 20 million more for such a road instead of using Plan A? Very truly yours, Hany W. J. Fouche Route 6 Induick, Md. 2/101 217



PUBLIC HEARING 7/6/72

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.IUL 12: 1972

FIC SAFETY STION AND/OR RECOMMENDATION FORM Interstate Route 70-N Ijamsville Road to west of Monocacy Riv Frederick, Maryland

In order to provide a method by which the more we complicated or controversial questions and be answered, please fill in the following infor-

NAME Raymond J. Reilly

ADDRESS Maryhill, Route 6

COUNTY Frederick ZIP CODE 21701

Short statement concerning question or other inquiry.

Ecology is not for the birds, it is for people and their relation to

their environment.

Plan A disrupts this relationship by adding new eastbound lanes

through people's homes and affecting the balance of environment for many

more.

Plan B disrupts the relationship by increasing the cost of the project

(when 6 lanes and Frederick Beltway Interchange are included), and by

increased taxation reducing one's ability to maintain one's personal ecology

or balance.

Mr. Lou Brosius' Plan - Six lane urban interstate in the existing rightof-way, deepened cut at Linganore Road to reduce the grade (and noise level), double deck bridge for local and west bound lanes, simplified diamond interchange and service roads and service road from State 144 to Bartonsville Road to parallel the interstate on the south side - this fulfills the function while Disease Mail To:

Please Mail To:

Mr. Thomas Hicks Acting Deputy Chief Engineer-Planning and Safety State Highway Administration 300 West Preston Street Baltimore, Maryland 21201

LSF-35 [7/12/71]

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enhancing the ecology.

Please give it full consideration - it will work.

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572 CEIV **PUBLIC HEARING 7/6/72** S MU 12 MM QUESTION AND/OR RECOMMENDATION FORMER 3 'Contract No. F 605-000-772 SUR FN Interstate Route 70-N ic safety jamsville Road to west of Monocacy REver N Frederick, Maryland \mathbf{c} In order to provide a method by which the more complicated or controversial guestions can be answered, please fill in the following information: NAME Q ADDRESS COUNTY TA ! ZIP CODE 2 0 Short statement concerning question or other nquiry. 11LE. ma 1020 s 1 . . . 110 1.01 Macionsail 1. CN 2 2110 121 X1 I Della Car makery n Ing D Oxen and Dland 11 Please Mail To: to do Mr. Thomas Hicks Acting Deputy Chief Engineer-Planning and Safety

State Highway Administration 300 West Preston Street

Baltimore, Maryland 21201

LSF-35 [7/12/71]

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INFORMATIONAL PUBLIC BEARING 6/22/72.

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Constant No. 1 606-660-772

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Transville Port to we cot Hence acy River

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33 NAME Wayne E. Dava NOURISS REPAG Quinn Frank Z N COUNT ! Freelenick IP COPI: 21707

Short guatement concerning question or other biguity.

Jum for plan B, opposed to plan B. I would like to recommend upgrading the existing RT 40.

Please and For

tree Human Hicla Address Reputy Correct Encroneer-Planning and Safety Address Premary advantage contact Add West Preston Screen Screen Bottimore, Maryland 21204

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INFORMATIONAL PUBLIC HEARING 6/22/72

OUESTION AND/OR RECOMMENDATION FORM CEIL 2161 Contract No. F 605-000-772 Ē Interstate Route 70-N JUL 11 1972 I jams ville Road to west of Monocacy River 3 h Frederick County, Maryland In seler to provide a method by which the more In grider to provide a method of antions scan be answered, please fill in the following infor- N mation: NAME ADDRESS ZIP CODE 2170 COUNTY 71 Short statement concerning question or other inquiry. lan lavor of IMI The's en en done Lenin Please Mail To:

Mr. Thomas Hicks Acting Deputy Chief Engineer-Planning and Safety State Highway Administration 300 West Preston Street Baltimore, Maryland 21201

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LSF-35 [7/12/71]

256 1972 JUL INFORMATIONAL PUBLIC HEARING 6/22 22 QUESTION AND/OR RECOMMENDATION FOR AND AND 25 Contract No. F 605-000-772 Interstate Route 70-N ljamsville Road to west of Monocacy 2 Frederick County, Maryland N In order to provide a method by which the more complicated or controversial questions can be answored, please fill in the following information: NAMI Mildred 711 Darres ADDRESS Rt # 6 COUNTY Frederice 21P CODE 21701 Short statement concerning question or other inquiry. Lame in favor of Plan A Ciford to Plan B whole country sea Froma would like cent the had been done continued y wedening th morel just l'enefet more residents the area on

Mr. Thomas Hicks Acting Deputy Chief Engineer-Planning and Safety State Highway Administration 300 West Preston Street Baltimore, Maryland 21201

ITEMO O

LSF-35 [7/12/71]

Marvin Mandel Governor

Department of Economic and Community Development

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JUL 21 1972

July 19, 1972

CHIEF ENGINEER

Mr. Walter E. Woodford, Jr. Chief Engineer State Highway Administration 300 West Preston Street Baltimore, Maryland 21201

Dear Mr. Woodford:

The staff of the Division of Economic Development have reviewed the draft "Environmental Impact Statement" on Contract No. F 605-000-772 (Interstate Route 70N -Ijamsville Road to West of Monocacy River).

The only clear cut opinion derived from discussions on this project is to the effect that Plan A or Plan B will provide a beneficial impact in terms of economic development, and the staff finds no grounds for a protest in the event that either plan is selected.

There is some inclination by the staff to favor Plan B due to the expectation that it may have a favorable effect on development by improving accessibility to an interstate highway for more people than would Plan A.

We appreciate the necessity to evaluate a project such as this from many points of view, and we stand ready to assist you in our area of expertise.

> Sincercly, State & Control Robert M. Sparks Deputy Director

RMS:ro'c

· CC - 1.1. R. Thomason

Division Of Economic Development Tel: 301-267-5501-2525 Riva Road, Annapolis, Md. 21401 ITEM 4 1

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JUL 24 1972

DEPUTY CHIEF ENGR. DEVELOPMENT

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Edmond F. Rovne Secritary William A. Pate

Division Director

1972 PUBLIC HEARING 7/6/72 ٢ RESTION AND/OR RECOMMENDATION FORM 23 Contract No. F 605-000-772 JUL 19 1972 Interstate Route 70-N Ijams ille Road to west of Monocacy Rive 긛 Frederick, Maryland N In order to provide a method by which the more 8 complicated or controversial questions can be answered, please fill in the following information: NAME At purchy A. Fogle. ADDRESS A. D. 6 Box 285 COUNTY Frederick Ind ZIP CODE 2/201 Short statement concerning question or other inquiry. Leav, Manie Leveniation Also. Le Aque 2 Ctilne (170- 9) 52 21 . Helzer. . track Ale. 111x e-los Que, ulle-1.12 Esc 1. E 60 Theat lime Gad - luct et hom I there is the way only a 12 fine BIN, 3

Please Mail To: Mr. Thomas Hicks Acting Deputy Chief Engineer-Planning and Safety State Highway Administration 300 West Presion Screet Baltimore, Maryland 21201

LSF-35 [7/12/71]

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not enough more in the evole to buy it unlien & cannot 259 Refly the cent on the of government is making up this non laws I are making abidity them the government has been O unfair to the American perfle I we act like Serdion that have been pressed off the land, A won't even fight back. We shind (ble mony now for Lactor, whit about all the follation, come inviget will for but who can ????? Eur brys showed not have went our sear, they should have stayed time & freger for us, the own land, property I people, since their mony to the for the flow death, about take from an poor place now the reih, den't take firm ang une, we have services to hard all an some Yourse Truly Just for a home. Direthy CA. Fogle S Please reread your Early America History This is my rights to after speak sut fully. С J

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RE INFORMATIONAL PUBLIC HFARING 6/22/72 M_{II} *!*•; 1972 QUESTION AND/OR RECOMMENDATION FORM Contract No. F 605-000-772 Interstate Route 70-N TY DIVISION ljamsville Road to west of Monocacy Raver Frederick County, Maryland In order to provide a method by which more complicated or controversial questions be answered, please fill in the following For-문 mation: NAME 6 1. Maril ADDRESS 0 ZIP CODE COUNTY-Jzc neek. Short statement concerning question or other inquiry. osto . Tarret ken Vics 7.1 T. Case is K. 10-21tr al car

Mr. Thomas Hicks Acting Deputy Chief Engineer-Planning and Safety State Highway Administration 300 West Preston Street Baltimore, Maryland 21201

LSF-35 [7/12/71]

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PUBLIC HEARING 7/6/72

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Contract No. F 605-000-772 Interstate Route 70-N Ijamsville Road to west of Monocacy River Frederick, Maryland

Mr. Roland M. Thompson, Chief Bureau of Location and Surveys State Highway Administration 300 West Preston Street Baltimore, Maryland 21201

Dear Sir:

I, Edwin E. Wells, Route 6, Box P-1A, Jug Bridge Hill, Frederick, Maryland 21701, request permission to speak at this July 6, 1972 public hearing in opposition to Plan A and in support of Plan B. I will speak on behalf of myself and those other persons in the Tulip Hill, Pinecliff, Jug Bridge Hill, and Bartonsville Road areas who signed petitions opposing Plan A and which petitions were presented to the State Highway Administration some time ago.

Respectfully submitted,

ITEM 4

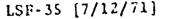
Laren Edwin E. Wells

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PUBLIC HEARING 7/6/72 28 QUESTION AND/OR RECOMMENDATION FORM 8 Contract No. F 605-000-772 Interstate Route 70-N 2 sville Road to west of Monocacy Rive Frederick, Maryland N WILL Sigin order to provide a method by which the more G complicated or controversial questions can be Fred, please fill in the following infor-SAFETY D marion: NAME Mr. + Mrs. Russell. Ce. Dykes 24.3 ADDRESS # COUNTY Jnederick ZIP CODE 21 Short statement concerning question or other inquiry. 840 A 0. 1/24 021 21 34 0 11.12 vn. Please Mail Tó:

Mr. Thomas Hicks Acting Deputy Chief Engineer-Planning and Safety State Highway Administration 300 West Preston Street Baltimore, Maryland 21201



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$f_{1} = f_{1} = f_{1$	
Interstate Route 70-N	
Ijamsville Road to west of Monocacy Rivers	
Frederick, Maryland	
In order to provide a method by which the more complicated or controversial cuestions can be answered, please fill in the following infor- mation:	
NAME MANUEL T. PADILLA	
ADDRESS Route 6 - Pinecliff	
COUNTY_FrederickZIP CODE	

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Short statement concerning question or other inquiry.

I live in Pinecliff and will obviously be affected by the final decision on the proposed road changes from Ijamsville Road to West of the Monocacy. Getting into and out of Pinecliff will be more difficult and time consuming for me if Plan A is implemented. During the course of a years time, it will add considerable mileage to my cars and add to the amount of time getting into town (Frederick) or going to Baltimore. The close proximity of the road to my home will also greatly increase noise pollution. Plan A will greatly increase traffic in front of East Frederick Elementary School, thereby increasing the danger to the children that attend this school. I have two children there.

I also feel that the true cost in terms of money and human misery have not been shown, I am certain, though not by design. If Plan A is implemented, someone would have to improve and widen Bartonsville Road. How much will this (Continued on attached)

Please Mail To:

Mr. Thomas Hicks Acting Deputy Chief Engineer-Planning and Safety State Highway Administration 300 West Preston Street Baltimore, Maryland 21201 ITEM A 9

LSF-35 [7/12/71]

TRAFFIC S

cost? Who will pay for it? The County? This will probably be a County project. How many families will be displaced? Ano will relocate them and also pay for the relocation? Because, if this is a county project, these people will not be eligible for relocation assistance by the State or Federal Government. The people that live on Bartonsville Road are predominantly black, also some whites, and most of them are of small financial means. It would be a gross injustice to them to tear up these homes, when a road could be built where there are no homes, or very few, affected as Plan B proposes. Also, these people on Bartonsville Road would have a very difficult problem in firding adequate housing in the Frederick City area because of limited financial resources and because they are black. That is where the human misery would come, where you cannot place a dollar and cents figure. The opponents of Plan B are only concerned about the amount of money they would not make if their proposed residential development does not come into being.

26J

I have lived in Pinecliff for six years. I consider the people on Bartonsville Road as excellent to outstanding people. They live and let live, even though we do not visit with each other, I consider them, as do the people of Pinecliff, to be good neighbors.

It would be tragic to disrupt these people, when there is land available on which people do not live with very few exceptions.

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ITEM 4 9

1972 PUBLIC HEARING 7/6/72 25 QUESTION AND/OR RECOMMENDATION FORM AM" H Contract No. F 605-000-772 Interstate Route 70-N Ijamsville Road to west of Monocacy River ភ Frederick, Maryland In order to provide a method by which the more complicated or controversial questions can be answered, please fill in the following information: NAME Tinel ADDRESS Dailmonder ZIP CODE COUNTY Short statement concerning question or other inquiry. . .

Mr. Thomas Hicks Acting Deputy Chief Engineer-Planning and Safety State Highway Administration 300 West Preston Street Baltimore, Maryland 21201

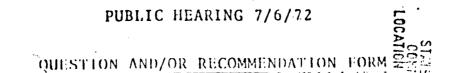
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269 PUBLIC HEARING 7/6/72 ELECTION AND/OR RECOMMENDATION FORM Contract No. F 605-000-772 Interstate Route 70-N Ijamsville Road to west of Monocacy Rive Frederick, Maryland Ţ. In order to provide a method by which the indre Na complicated or controversial questions can be 5 answered, please fill in the following ifformation: MRs. John H. Boucher NAME Maist and ADDRESS R 21701 COUNTY_Frederick ZIP CODE Short statement concerning question or other inquiry. heartedly whale favor of and enderseam 70-N. Interstate. b Ja. lan like US anky 40) not hurac Richs halo a aat 20 econe he a would allo Varino Al.n 10-2-61 1110261 Duck2-1

Mr. Thomas Hicks Acting Deputy Chief Engineer-Planning and Safety State Highway Administration 300 West Preston Street Baltimore, Maryland 21201

LSF-35 [7/12/71]

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Contract No. F-605-000-772 Interstate Route 70-N Ijamsville Road to west of Monocacy Rivers Frederick, Maryland

In order to provide a method by which the more w complicated or controversial questions can be answered, please fill in the following information:

Cite Fillen NAME ((., ADDRESS

COUNTY And Courter _ ZIP CODE

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Short statement concerning question or other inquiry.

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Please Mail To:

Mr. Thomas Hicks Acting Deputy Chief Engineer-Planning and Safety State Highway Administration 300 West Preston Street Baltimore, Maryland 21201

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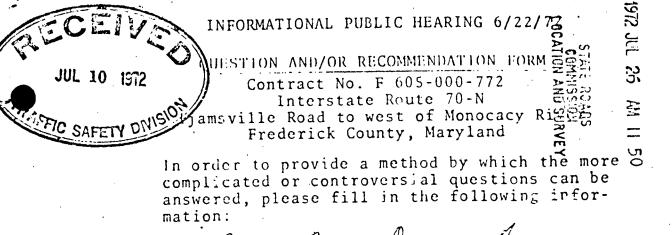
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PUBLIC HEARING 7/6/72 1972 QUESTION AND/OR RECOMMENDATION FORM Contract No. F 605-000-772 25 Interstate Route 70-N Ijamsville Road to west of Monocacy Rive AM Frederick, Maryland ----In order to provide a method by which the more S complicated or controversial questions can be answered, please fill in the following information: NAME ADDRESS , 1-2mix ZIP CODE 10 COUNTY Bartin Short statement concerning question or other inquiry. Please Mail To:

Mr. Thomas Hicks Acting Deputy Chief Engineer-Planning and Safety State Highway Administration 300 West Preston Street Baltimore, Maryland 21201 ITEMS 3

LSF-35 [7/12/71]



NAME Mus This Dreame Furner ADDRESS Rt 6 -Pinecill COUNTY Frederiche ZIP CODE 21701

Short statement concerning question or other inquiry.

<u>Se our eddress indicates, up obviously have a vary personal</u> and strong interest in the location of 170N. We are already confronted with the problem of severe noise pollution. In ware weather, when our windows are open, the noise is so intense that we often connot slam. And Plan A would get two more leaves of traffic much closer to up then the present cars are. That is our first reason for strongly objecting to slam 4.

necand income is that Plan A concentrates all the present and future traffic is one location, thereby increasing not only the noise factor but also the hozerds. We believe it is not only safer but also loss noisy to disperse the traffic, especially since it will truffic off an interstate nighter better. -+----121-11for third adjection to Plan A is the mond and choos it will creating trying to reporte 25,000 cars daily while the highway will be unter construction. We obtain the that as a very hazer lous situation. mie than the Him A proposition of Himping for AGER He i diana sp. Ane ipapite of succe who have plant for developing land. morth of Hickmay 4%, in fast that those who are already settled and Please Mail To: (over)

> Mr. Thomas Hicks Acting Deputy Chief Engineer-Planning and Safety State Highway Administration 300 West Preston Street Baltimore, Maryland 21201

LSF-35 [7/12/71]

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have built hname deserve more consideration than prospective developers.

Finally, we believe Frederick simply needs two hiddways instead of one, expectally blace the relation deek for brilding a new hiddway is an close to the relation deepth of improving so ald one. It makes work some used to get the technology for the raise of one powell an eight traffic have we in the deed of dix.

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PUBLIC HEARING 7/6//2

QUESTION AND/OR RECOMMENDATION FORM	. 26
Contract No. F 605-000-772 Interstate Route 70-N	AM I
jamsville Road to west of Monocacy River Frederick, Maryland	5

In order to provide a method by which the more complicated or controversial questions can be answered, please fill in the following information:

NA:4E 60 ADDRESS ZIP CODE 97 COUNTY -

Short statement concerning question or other inquiry.

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Please Mail To:

Mr. Thomas Hicks Acting Deputy Chief Engineer-Planning and Safety State Highway Administration 300 West Preston Street Baltimore, Maryland 21201

LSF-35 [7/12/71]

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PUBLIC HEARING 7/6/72 OUESTION AND/OR RECOMMENDATION FORM 21EI Contract No. F 605-000-772 Ľ Interstate Route 70-N Ijamsville Road to west of Monocacy River 3 Frederick, Maryland In order to provide a method by which the ≷ complicated or controversial questions care answered, please fill in the following infor-Я mation: 1) Werdon NAME BN266 ADDRESS ZIP CODE 21701 COUNTY the derich Short statement concerning question or other inquiry. 0 Please Mail To:

Mr. Thomas Hicks Acting Deputy Chief Engineer-Planning and Safety State Highway Administration 300 West Preston Street Baltimore, Maryland 21201 ITEM 56

LSF-35 [7/12/71]

PUBLIC HEARING 7/6/72

QUESTION AND/OR RECOMMENDATION FORM Contract No. F 605-000-772 Interstate Route 70-N Ijamsville Road to west of Monocacy Riv Frederick, Maryland 2 In order to provide a method by which the aore complicated or controversial questions Sbe answered, please fill in the following N mation: NAME MR & MRS CHARLES R. BROOKS (Bartonsville) RFD # 6 ADDRESS COUNTY Frederick ZIP CODE 21701 Short statement concerning question or other inquiry. A lot of the homes on Bartonsville Road are owned by retired and low income people. To put these homes closer to the road would be quite disturbing as well as being hazardous to the children. One man had to move his property when the dual was putin, would now be moved closer to the widening of Bartonsville Road-this man is now retired. The plan that would widen the Bartonsville Road would disturb more families than other palns that you may have. In order to build , the county made me build approximately 70 feet from Bartonsville road, and would not let me build on the old homesite which was at Least fifteen feet more from bartonsville read. The widening of Bartonsville Foad will put my home closer to the road. For this reason I am in favor of plan 11 B 11 Please Mail To: Mr. Thomas Hicks Acting Deputy Chief Engineer-Planning and Safety

Acting Deputy Chief Engineer-Planning and Safet State Highway Administration 300 West Preston Street Baltimore, Maryland 21201

LSF-35 [7/12/71]

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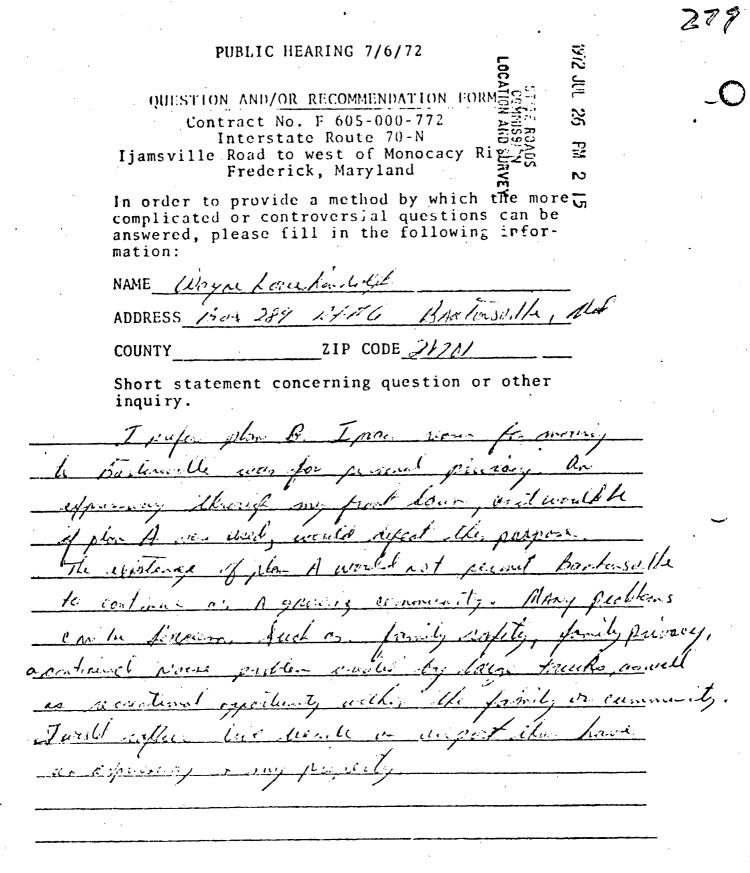
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INFORMATIONAL PUBLIC HEARING 6/22/72 1972 Z QUESTION AND/OR RECOMMENDATION FORM Contract No. F 605-000-772 R Interstate Route 70-N ville Road to west of Monocacy R 33 Frederick County, Maryland N In order to provide a method by which the more controversial questions can be JUL 19 73 5 wered, please fill in the following information: TKENNE NAME YErderick, Md ADDRESS ZIP CODE 21201 COUNTY REFERICA Short statement concerning question or other inquiry. Interect of remeny "mAle 11-54 10000 1 They are ist Sinerille zion. 125 1 cm Please Mail To: See Reverse Mr. Thomas Hicks Acting Deputy Chief Engineer-Planning and Safety State Highway Administration 300 West Preston Street Baltimore, Maryland 21201

LSF-35 [7/12/71]

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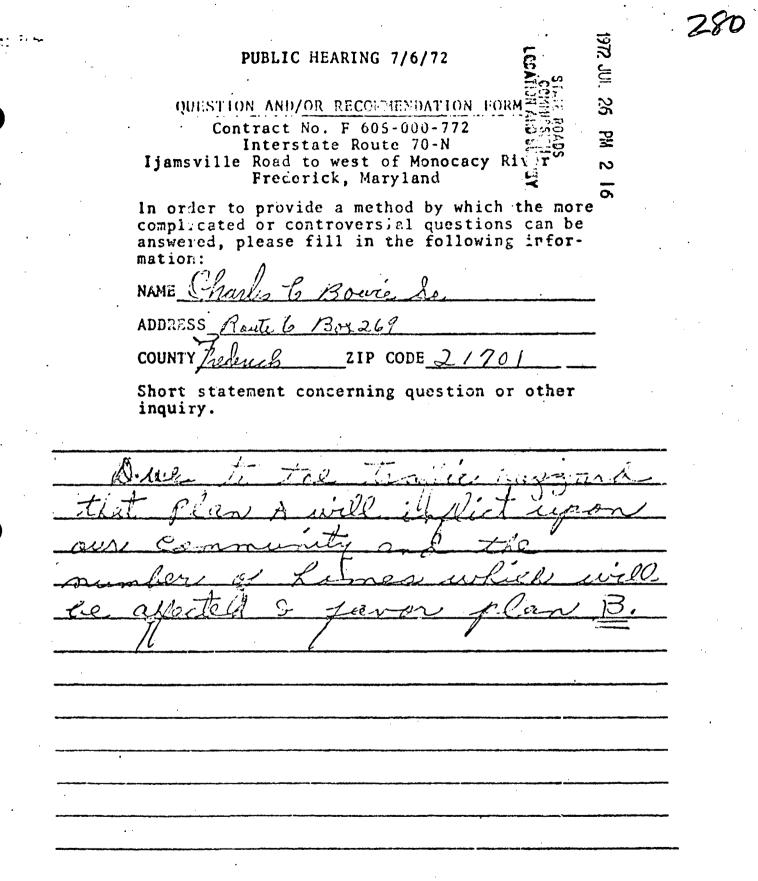
278 Mrs Minsie Al Kinnedig R\$ 10 Boy 33 Frederick md 21701 I believe That Plan B location of I-TON is the pest and most praction location for the following reasons! 1. Consideration should be given more for the displacement of appropriately 22 homes and businesses now by plan A than for the theoretical desplacement of a proposed urban development of people., who at this temi, may never even have heard of that development, much less invested time, money and hard work into establishing homes in the path of Plan B. 2. He question of depressed land values in The island which would be created between kyrsting , \$40 and proposed Flan Bis not too impressive. There are many areas both workly and in The Washington metropolition and where homes are built immediately adjacent to existing high speed highways. That land does not lose it's value buil to my way of Thenting, increases 190 value by it convenience The march had



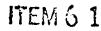
Mr. Thomas Hicks Acting Deputy Chief Engineer-Planning and Safety State Highway Administration 300 West Preston Street Baltimore, Maryland 21201

LSF-35 [7/12/71]

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Mr. Thomas Hicks Acting Deputy Chief Engineer-Planning and Safety State Highway Administration 300 West Preston Street Ealtimore, Maryland 21201



LSF-35 [7/12/71]

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PUBLIC HEARING 7/6/72 ON AND/OR RECOMMENDATION FORM-22 Contract No. F 605-000-772 JUL 19 1972 5 Interstate Route 70-N le Road to west of Monocacy Rise N Ilams Frederick, Maryland FETY D In order to provide a method by which more complicated or controversial questions can be N answered, please fill in the following-kinfor **Un** mation: ROBERT G. SHERMAN NAME Mp. MRS. ADDRESS PINELL IFF ZIP CODE 21701 COUNTY FREDERICK Short statement concerning question or other inquiry. 01 ula The 40 Please Mail To:

Mr. Thomas Hicks Acting Deputy Chief Engineer-Planning and Safety State Highway Administration 300 West Preston Street Baltimore, Laryland 21201

LSF-35 [7/12/71]

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PUBLIC HEARING 7/6/72

1972 ٢ 26 QUESTION AND/OR RECOMMENDATION FORM Contract No. F 605-000-772 R Interstate Route 70-N Ijamsville Road to west of Monocacy Riv. N Frederick, Maryland In order to provide a method by which the more on complicated or controversial questions can be . answered, please fill in the following information: NAME (UIC AL PR Locale 2 ADDRESS REPARE Fide de Car Tal COUNTY Bur Langue (ic ZIP CODE 201 Short statement concerning question or other inquiry. 7 P contrap.

Please Mail To:

Mr. Thomas Hicks Acting Deputy Chief Engineer-Planning and Safery State Highway Administration 300 West Preston Street Baltimore, Maryland 21201

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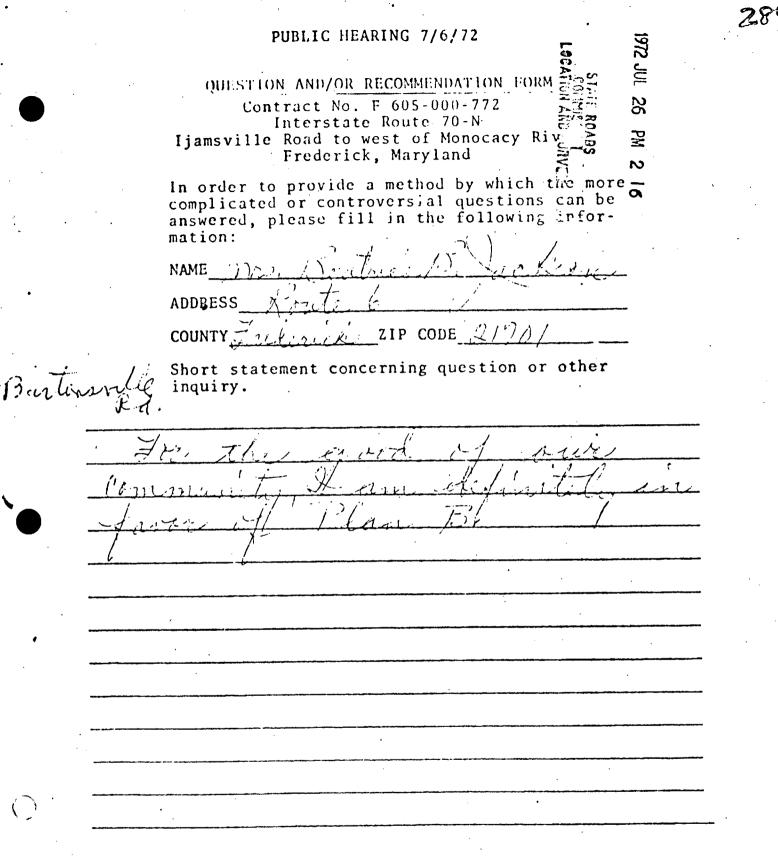
283 INFORMATIONAL PUBLIC HEARING 6/22/72 . 22.69 QUESTION AND/OR RECOMMENDATION FORM Š Contract No. F 605-000-772 Interstate Route 70-N 3 Ijamsville Road to west of Monocacy R Frederick County, Maryland 2 In order to provide a method by which the moren complicated or controversial questions can be answered, please fill in the following infor- On mation: Richard Y. NAME ADDRESS -ZIP' CODE COUNTY -Short statement concerning question or other inquiry. Please Mail To: Mr. Thomas Hicks Acting Deputy Chief Engineer-Planning and Safety

Acting Deputy Chief Engineer-Planning and Sa State Highway Administration 300 West Preston Street Baltimore, Maryland 21201

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LSF-35 [7/12/71]

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Mr. Thomas Hicks Acting Deputy Chief Engineer-Planning and Safety State Highway Administration 300 West Preston Street Baltimore, Maryland 21201

LSF-35 [7/12/71]

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PUBLIC HEARING 7/6/72

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QUESTION AND/OR RECOMMENDATION FORM Contract No. F 605-000-772 Interstate Route 70-N Ijamsville Road to west of Monocacy Riv r Frederick, Maryland

In order to provide a method by which the more complicated or controversial questions can be answered, please fill in the following information:

NAME Wm, B. Hull, Jr. ADDRESS RH.

COUNTY Frederick ZIP CODE 21701

Short statement concerning question or other inquiry.

From the position as a resident on Bartonsville Road, Plan B has many advantages over Plan A. The three major advantages are as follows; 1. The upgrading of Bartonsville Road by the State will not be needed j 2. There will be no need to Shorten the front yards of existing home to allow for the increased traffic; and last. The use of Pouleto will allow the general Orea between Frederick and Fjansville Road to develop's with an adequet Service pood.

Please Mail To:

Mr. Thomas Hicks Acting Deputy Chief Engineer-Planning and Safety State Highway Administration 300 West Preston Street Baltimore, Maryland 21201

LSF-35 [7/12/71]

286 1972 JUL PUBLIC HEARING 7/6/72 QUESTION AND/OR RECOMMENDATION FORM 25 Contract No. F 605-000-772 Interstate Route 70-N PM Ijamsville Road to west of Monocacy Riv N Frederick, Maryland In order to provide a method by which the more • complicated or controversial questions can be answered, please fill in the following information: NAME May Marcalet R Thick ADDRESS Baston will Ke RIAG Fridack put COUNTY Fre derick ZIP CODE 21701 Short statement concerning question or other inquiry. V reland plan (B) Nor lan-Please Mail To: Mr. Thomas Hicks Acting Deputy Chief Engineer-Planning and Safety State Highway Administration 300 West Preston Street Baltimore, Maryland 21201

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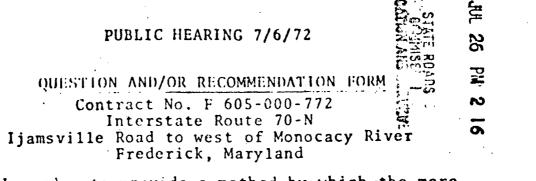
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PUBLIC HEARING 7/6/72 QUESTION AND/OR RECOMMENDATION FORM Contract No. F 605-000-772 Interstate Route 70-N Ijamsville Road to west of Monocacy Rivé 3 Frederick, Maryland 5 In order to provide a method by which the more complicated or controversial questions can be answered, please fill in the following information: Catherin NAME MAD. ADDRESS ZIP CODE 2 /7// COUNTY , Short statement concerning question or other inquiry. Please Mail To: Mr. Thomas Hicks Acting Deputy Chief Engineer-Planning and Safety State Highway Administration 300 West Preston Street Baltimore, Maryland 21201

LSF-35 [7/12/71]

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In order to provide a method by which the more complicated or controversial questions can be answerei, please fill in the following information:

Sinal etter Burde NAMEY ADDRESS 21P CODE 2170/ COUNTY Pratonsici

Short statement concerning question or other inquiry.

Plan

Please Mail To:

Mr. Thomas Hicks Acting Deputy Chief Engineer-Planning and Safety State Highway Administration 300 West Preston Street Baltimore, Maryland 21201

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LSF-35 [7/12/71]

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8 2 QUESTION AND/OR RECOMMENDATION FORM N Contract No. F 605-000-772 Interstate Route 70-N

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Ijamsville Road to west of Monocacy River Frederick, Maryland

In order to provide a method by which the more complicated or controversial questions can be answered, please fill in the following information:

NAME Singer Ray-Conte # 6 Bon 267 ADDRESS / COUNTY Frederick ZIP CODE 21201

Short statement concerning question or other inquiry.

aler Plan B.

Please Mail To:

Mr. Thomas Hicks Acting Deputy Chief Engineer-Planning and Safety State Highway Administration 300 West Preston Street Baltimore, Maryland 21201

ITEM 70

LSF-35 [7/12/71]

290 PUBLIC HEARING 7/6/72 1972 JUL QUESTION AND/OR RECOMMENDATION FORM 25 Contract No. F 605-000-772 Interstate Route 70-N Ijamsville Road to west of Monocacy Riv PM Frederick, Maryland N In order to provide a method by which the more $\overline{\alpha}$ complicated or controversial questions can be answered, please fill in the following information: NAME Van G ADDRESS # 6 Curturs erick ZIP CODE 21701 COUNTY ' Short statement concerning question or other inquiry. 201 or 7

Please Mail To:

Mr. Thomas Hicks Acting Deputy Chief Engineer-Planning and Safety State Highway Administration 300 West Preston Street Baltimore, Maryland 21201

ITEM 7 1

LSF-35 [7/12/71]

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23 OUESTION AND/OR RECOMMENDATION FORM Contract No. F 605-000-772 Z Interstate Route 70-N Ijamsville Road to west of Monocacy Riv N Frederick, Maryland CA. In order to provide a method by which the more complicated or controversial questions can be answered, please fill in the following information: NAME HLICE -REDIK MD. 172 **ADDRESS** ふもれ ZIP CODE 2010] COUNTY RED'K . Short statement concerning question or other inquiry. ï N/AY

Please Mail To:

Mr. Thomas Hicks Acting Deputy Chief Engineer-Planning and Safety State Highway Administration 300 West Preston Street Baltimore, Maryland 21201

LSF-35 [7/12/71]

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ITEM 7 2

1972 JUL 26 QUESTION AND/OR RECOMMENDATION FORM Contract No. F 605-000-772 Interstate Route 70-N liamsville Road to west of Monocacy Rive Frederick, Maryland PH In order to provide a method by which the ore N complicated or controversial questions cin be answered, please fill in the following irformation: NAME Mr. + Mrs. William Now;e ADDRESS Kuite 776 Bartonsville Koac COUNTY + rederick ZIP CODE 21701 Short statement concerning question or other inquiry. because we nlan К P a Also Seive better oeoole. actorsville area Please Mail To: Mr. Thomas Hicks

Mr. Inomas Hicks Acting Deputy Chief Engineer-Planning and Safety State Highway Administration 300 West Preston Street Baltimore, Maryland 21201

LSF-35 [7/12/71]

PUBLIC HEARING 7/6/72 1972 ک QUESTION AND/OR RECOMMENDATION FORM Contract No. F 605-000-772 25 Interstate Route 70-N Ijamsville Road to west of Monocacy Rive Frederick, Maryland _ In order to provide a method by which the more complicated or controversial questions can be J answered, please fill in the following information: NAME (MAN) fuence or to 1. Kit ADDRESS .--LIP CODE 2170 COUNTY Sticle Cher Short statement concerning question or other inquiry. Lin a1.45.1 t Please Mail To: Mr. Thomas Hicks Acting Deputy Chief Engineer-Planning and Safety State Highway Administration

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LSF-35 [7/12/71]

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300 West Preston Street Baltimore, Maryland 21201

QUESTION AND/OR RECOMMENDATION FORM Contract No. F 605-000-772 Interstate Route 70-N Ijamsville Road to west of Monocacy Rives Frederick, Maryland 1972

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In order to provide a method by which the more complicated or controversial questions can be answered, please fill in the following information:

NAME <u>(ichard 5. eyer</u> ADDRESS <u>linealiff, Boute 6, Frederick, Faryla</u>nd COUNTY Frederick <u>ZIP CODE</u> 21701

Short statement concerning question or other inquiry.

On July 6, 1 attended the public hearing conducted by the States Read Correlation at East Frederick Elementary School. I was shocked by the fact that although 80-00% of the people present were home owners in the area affected by Plan A. all but one of the meakers were non-residents of this area. Frase non-residents were prederinately lowyers who represented various business interests and form lands that could be affected by Flan B. One. in particular went to great lengths to use for environmental studies of the area affected by ilen 1.

as a position in the mon affected by flam A. I ask that constitution is liven to sy invinement. By fimilies with more than the constitutions of Consideration should

Please Mail To:

Mr. Thomas Hicks Acting Deputy Chief Engineer-Planning and Safety State Highway Administration 300 West Preston Street Baltimore, Maryland 21201

LSF-35 [//12/71]

QUESTION AND/OR RECOMMENDATION FORM Contract No. F 605-000-772 Interstate Route 70-N Ijamsville Road to west of Monocacy River Frederick, Maryland

In order to provide a method by which the more complicated or controversial questions can be answered, please fill in the following information:

NAME	Richard L. Fever	
ADDRESS	Linchliff, Route 6, Wrederick, Md.	
COUNTY	ZIP CODE	

Short statement concerning question or other inquiry.

Will be uproofed should Flan A be adopted.

One of the lowgers corrected about the detriment to a

future housing levelopment that would be affected by flan B.

Here again, it seems that we are putting the potential future

business interacts of a non-resident alors of those people

resently living in the Jug wridge Hill area.

The State Roads Commission, the elected officials of <u>Prevented</u> County and the State of Maryland MUST consider the <u>official entries in roads instabula of the Jac Pridre Mill-</u> <u>Pertonarithes</u> 75111 Augus.

Please Mail To:

Mr. Thomas Hicks Acting Deputy Chief Engineer-Planning and Safety State Highway Administration 300 West Preston Street Baltimore, Maryland 21201

TTEM 7 5

LSF-35 [7/12/71]

Mr. & Mrs. W. C. Ambrose "rma Le. Rt. u Quinn Rd. Frederick Md.

21701

Mr. Thomas Hicks Asst. Chief Engr. Traffic Planning State Hwy. Adm. P.O. Box 717 300 West Preston Street Baltimore, Maryland 21201

Dear Sir:

For what it is worth, take plan B, or Bl DO NOT TAKE PLAN A, if you will look on the map you will see , it comes right through my pond. And it will cost a hell of a lot of money to replace a pond that size. Besides I have live stock on my place I need all of the water we have.

Lets face the facts the shortiest distant between two points is a stright line, look on the plans and you can see.

-Weliner (Mintura site

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J.

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Thank you,

Wilmer C. Ambrose Sr. Rt. 6 Quinn Road Frederick, Maryland 21701



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297 Mr. Roht J Trajzyk Q Auf, Ensure of Highway Mauning Stete - Nighnay administration 300 10. Pariston St. OCT 2 1372 CHIEF, DECOUDED OF PLAINING & PROCEEDIMMING Baltimore Maryland 21201 Ver Mr. Hajyy 4. As the owner of a farm situate 21's me cast of Jug. Bridge on the worth side if U.S. Ho, Trich to protest the adeption of Plan A for this attelch of road Mat only well a large member of no nughton loss their homes (a real tragely for those glumbed mans who will such it real difficult to relocate in our light howing market - swirel of my black privads are qually upset) but those I as left dong Route 1414 will be considerably inconvenienced Fire trucks includences and surgely visitors well have difficulty reaching our places In my more case, The farmer of my place, who haves east of us will find it nearly impossible to neave his machinery in and out of our field's because of the grades must Louis nonte la our place. r/~177

2. Tuder , have A many will for their drines, the rest will be It we are isolated pocket. It all secon very Arus trating We are not in favor of this Kind of progress. Why not Plan B on the it will cost a feur mire dellars and several realistate leurlopers will have te give up som if there prefits? We think profile une more important the dollars Chars very truly Abarbile Amith Tit 6 Anerrich No 21701 1972 OCT 4

14 Okul Makel PUBLIC HEARING 7/6/72 QUESTION AND/OR RECOMMENDATION FORM Contract No. F 605-000-772 Interstate Route 70-N miljansville Road to west of Monocacy River OCT 15 1972 Frederick, Maryland In order to provide a method by which the more PHILIP R. MILLER In order to provide a method of united control of MILLER complicated or controversial questions can be CHIEF BUREAU OF answered, please fill in the following infor-SPECIAL SERVICES mation: William > NAME ADDRESS 007 PLANNING ZIP CODE 2 170 CGUNTY derect Short statement concerning question or other inquiry. expect a 1.000 2 lecter. æ ord 703 with nange Teen Time. pelienter do arm 1. ant and. 2e. nole 217.20 Pirv. Ē Please Mail To: Mr. Thomas Hicks Acting Deputy Chief Engineer-Planning and Safety State Highway Acministration 300 West Preston Street COFIES Baltimore, Maryland 21201 KEUTER LARE HENSINEER _LOCKHODS LSF-35 [7/12/71] JURVEY ŶŦ、 2.59

LAND DEVELOPMENT ASSOCIATES inc.

RIVERDALE, MARYLAND 20840 6811 KENILWORTH AVENUE

SUITE 600 301/277-1105

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N.

COPIES AREA ENGINEER

LOCATION-

September 7, 1972

Mr. Roland Thompson, Chief Bureau of Location & Surveys Room 500, 301 W. Preston Street Baltimore, Maryland 21201

Dear Mr. Thompson:

Let me take this opportunity to thank you for the time that you spent with Tom Munz and myself in discussing the routing of 1-70 in the Frederick area on Tuesday. We appreciated your comments on the various plans as they affected our property and your insight into the problems in that area.

It is always nice to discuss a particular situation with a person like yourself who is familiar with the area and is thoroughly experienced with the project. Once again, thank you and we look forward to the possibility of working with you in the future.

Sincerely,

Land Development Associates of Baltimore, Inc.

MULLES

C. Dennis Webster, President

CD'V:mrs

501

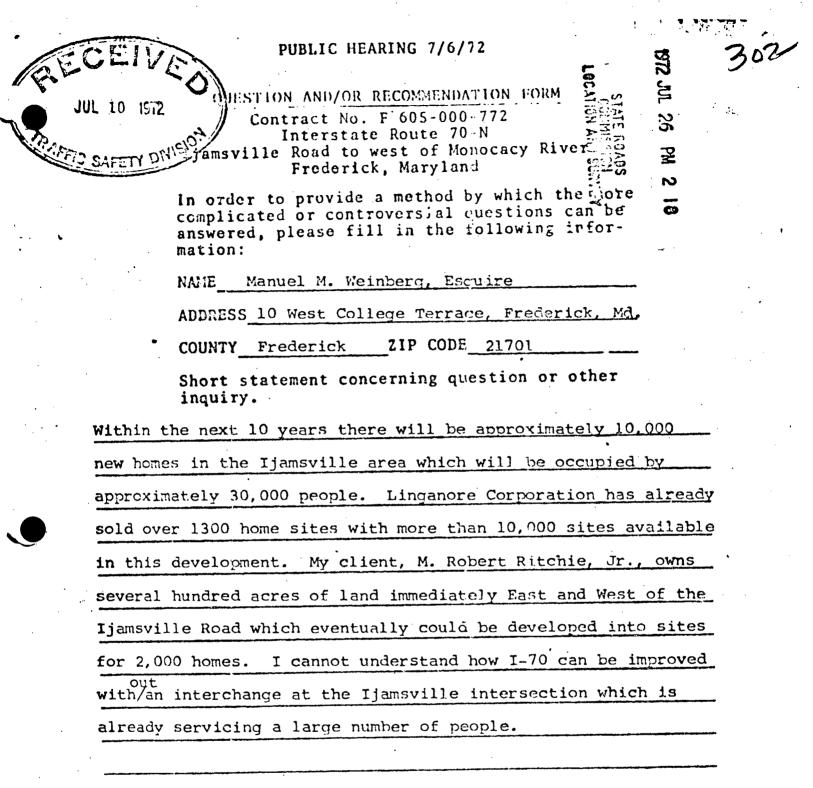
1972 QUESTION AND/OR RECOMMENDATION FORE Contract No. F 605-000-772 3 Interstate Route 70-N Ijamsville Road to west of Monocacy Ri PH Frederick, Maryland In order to provide a method by which fie more? complicated or controversial questions can be 👼 answered, please fill in the following information: NAMES ADDRESS ZIP CODE COUNTY Short statement concerning question or other inquiry. $\boldsymbol{\zeta}$ Sec. Sec. C. 30 64

Please Hail To:

Mr. Thomas Hicks Acting Deputy Chief Engineer-Planning and Safety State Highway Administration 300 West Preston Street Baltimore, Maryland 21201

LCF-35 [7/12/71]

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Please Mail To:

Mr. Thomas Hicks Acting Deputy Chief Engineer-Planning and Safety State Highway Administration 300 West Preston Street Baltimore, Maryland 21201

LSP-35 [7/12/71]

262

FT.10.1

REFERENCE: Upgrading Rt 40 to interstate standards

TO:

State Highway Administration

County Commissioners of Frederick County, Maryland

Gentlemen:

The undersigned, being homeowners in Tulip Hill area, request approval of Scheme B; and further request that the proposed cloverleaf shown on the westerly end be moved just cast of the limits of the City of Frederick.

Gerstelli S Cramer 6 7 Kormul i Deave D'hujna if Sherry & This and Manatia Sauceka, Monard Stelly Vicuntian 2005 Honough and A Prossnickle Lillie V & aunthu Com Energia ing Rematain Allen il, Bames Alexand Stratery d'é malicio, Lease Charlatte De Tames une I Can cheelly lend A support of a comlan D'annes Calin Frances Maine Carconthry

Jue, a Main all & main Canoel C. Selly Filkens Gelin III Ttadip no Rell Thomas E. Chark Elorence l', Clark Howard 7 Willie alece & Wallace. Howard m Welty Baroline H. W. Elt Luope Helland / Elius & master Danke.)arin ad

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Reference: Upgrading Rt 40 to interstate standards

TO:

State Highway Administration

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(mebl) annak ry M. Oden Dent P. Wood a. Ward Merrell a. Crance, Je Lelie M. Cnane

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REFERENCE: Upgrading Rt 40 to interstate standards

TO:

State Highway Administration

County Commissioners of Frederick County, Maryland

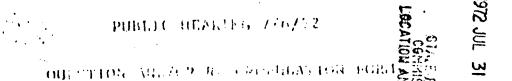
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Mary C. Bisir Fund & Kulter Bin 11. Beser. Paluin 9 Fre one. 711. Interest David R. Rokerto - curic Kay F. Mala ertica C Sanner-Elmo T. Marallo mond le sarmer . acolier 1 M. Nilton Virgten Vacobers (Bruch O. Rannaking Effic & Romstung 2 inter 72SC 11 pertir C foring W. Kaker. Pully J. Neak ancy Lee Likev. AMaly?) Ll a muline Fazel Minzo manleya W. Masver Elver of Mure & Hamilton 1. L. M. 1. 27. Dano Hamilto Sacali him for the states 10mynille Lluon-'r achela Walter E. Lilia Hander Reduce S. Suchasse 1.16 culance Schon une Detto inomai NEN 8 2



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LSF-35 [7/12/11]

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AE THE UNDERSIGNED PROTEST THE USE BY 308 THE STATE OF FLAN B. OR PLAN B. I AS SHOWN • ON STATE MAP NO. 606-00 A 170N. Floyd & Bouncan Juderick mid Rd 10# Ouni E Bowran Futures Mid & #10 05-121 Spamerille, md. Dyonnille, md, Ballioni U. Kape Vermon Snowber I Jame wille, mol. Jane Rosa I jamouelle, Ind. Vevian cl. Raz) Roger Delanter Golda Delanter I formarile Md. Spansville Md. Harryahalt meadow ma Trances about Meadon Rd. Fred. md. Mary m. Pyler meadored Rd Frederick and. wayne pylo meadow Rd Fred. md. meadine Rol Frederick mid. "harles R. Pyles Meadow Oid Sudered Fill, S. el Co Summus Mader Rid. Frederich The. Catherine E. Summers 1. The Ellesbur Rd. Fredired Md. Pir Amo John Willow W To reduch Day. Go contin diet. W. C. Mill meadow Rd Freelerick mark ich Trederick grover C de somwell Aston man 7.60 . .

309 " · PAGE NO. 2 R.J.D. # 6 Fredorick 711d. William R Gronwell 0 IT & D. # 6 Andrick Dal. Ren H. Cummit R7, D6 R. J. D. 6 Forederick mid. Nordrow 10 Frot. I row M. Froy. Flow E. Dain Freduend Zad RFD. L R. L. D. 44 malilud m. Baves Fuderick , md. Judith a Skarda. RFD#6 Frederick Md. Edward C Skanda FREDErich Und RDHG Frederick " RR10 Mamie & Main RR 10 Rogil I main Murray og Ritho RR 10 Arederick of de Multin and Nite Air in the Nor & Mult I. Pisto Federico Md Eleanor & Alar With 16 Eligante Un 6. Lundogren R. F. DIO Eusercehel Lundogren IIII 10 Freelenck Md. Frederick, Ind Feel kicker 11 R6 10 Prenewie ve Jumm Frederich, md. Johnny Jimm ABAUNS ON A NOTIVIS (ABOLINE C Felandine Sover HISS & 6 Incl. R.d. 2 min 21 11 6 Louis & Himes SEII W Fred. Md (R.1.14 6 Triber M. Numes Anna Main Waine Shitz Rt # 6 Fred mid IVEMO4 nt if h

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311 Train A. Godlin RED#10 Freelick Mich. S Drederick, MO FFD+10 Aloria de Sodlilles RFD#10 Bette J. Kuch Fredericz, Ind. RFD #10 Trederich, Md .. Richard T. Krek & R.F. D. IFro Frederick, Md. Konald & Syempar REPIIO Juli Md. RED #10 Midlewill, Mcf 21701 Siman Alerthit Frederick, Mid, 21701 R.A # 10 Flance Champers Frederick Md Route 6 Robert E. Damuth Frederick, md. Route 6 Douis B. Damuth Frederick, Md Rte #6 Coherty. milles frederick, and Thelma L. Malla Bite. + 6 manassas, Va. Hale U. Jimm Mamasas Ja Jonny L Timm Rt10 Frederich Md. Wayne E Bouman -prederick, Md. Sandra & Bauman RE10 Bale D) Jalan 121 10 Frederich, Maryland Robert - Murphy Route le Frederick Mary had COUNTRY COUNTRY HOUSENELINGS SOVERTIMES CT. IC II IN Z NOT ZIA AT. IC Thong W J. Fouches . J. Walling Manufilling Frederich, ind • Carol 7. Sparten Frederick, Mid: C Rt 10 Octavia M. Baye Fuckerk, ruli Church Median Martico

WAGE S 312 2- I have P7106 Judence mail 18 4.7.6 - / color my 4 21701 Pose r. Shull RIDAG Gradual nel. 1.1. Maan NAD 16 Medericle light Ciers S Strice, Ruille Caluer, Ind nin L. Smith Route 6 Deedereck and dith I fame that Runte Greduich Sad. te u Hamillo Route 6 Falderick 11/0 hn E. Boue gun Road Feel mil erna E Bore 12 11 Roman R-6 Frederick and. ullan fBuolianan & RATE-Freeden K-M. 21901 Helin Houses At. 6 Frederick Mid Mins Hein Coliman Reite 6 Trolich DA Justonte for Herte Grante 6. 1. Marion Low 1. To Land and Growing Investments, here - Owner of properties by Calcin & Chart North 1903 on and mean Shull Road By Gill L. Drogoching 1918 Rowlert 6, Frederick Md. Bill, Analla Service Mr. Mr. 2014 6 Fred Prog. C. Noles & Marthe M. Mr. Mr. 2014 6 Fred Prog. C. 20, Uninon Diston The contract port of the second REL GA

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Baltemore city, and. FRUINNER City May Balto, Ind. A/A Co. BALLO, MES Baltemine City md. Elleventh City Mid. Ellicatt city, md. Baltimere, Md. Lendowne, M.S. Balto. M. 21229 Lake Alice med. Doso Asumulel Co. Paito, Md. 21827 Catsonvill, Mal. 21929 Ballimi 23 mil Ballout 2= 11/2. Ball 2125 21230 Pallinne 1015 10 1 11 11 2 10 ZIGI Serriciale Pilac 21061 A.A.Co. Ellicott City 2129 Ellicott City met 21043 Petterelle And zoros TIENOA

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Mrs Sharme Ly Lubrell, Laures, IND. a forfaire, Beltemine . Med. ". fouer Frence georges County R.J. Harry Q.A. Co. GLEN BURNIE Pile - Kandouce, Md. Maney & Minusch Balte Co. Belle Ind 21227 In to Merie Shaffler P.G. Cry., College PARK, Md. Simp. bo TChyricl I downed Er. Columbia Med. in Littervoul, 3495 Walker Dr., Ellisott ag, md. Heise, 8320 Avanoke ave, Jakoma Park, Md. R.D. 76 Fred. Md, Bernard E, Eader 21701 Rtr. 6, Oat Ceres, Frederick, Md. 21701 Educh & Eader

LOCATION AND SURVEY COMMISSION COMMISSION

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ITEMO 2

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STZ JUL 7 AN 11 35 STAFE ROADS CONFISSION LOCATION AND SURVEY

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ITEM G D

FAUE NU. 1 WE THE UNDER SIGNED PROTEST THE USE 316 BY THE STATE OF FLAN B. OR PLAN B. I AS SHOWN ON STATE MAP NO. FLOS-00 A 170N Constant Complete June 4 Mound & Connetedie jo Braslians Facturel a Smith Damate. H. Winpigler Frank .T. Murphy Charle & Baker Raymond & Hurgett Jally a Baker Finlip & Vauffork Boy vo St. Frances & Van Hork Quimn Rd. Mar R Harrett Nulia G. Cramer Mis, Deorge W. Ruthrind Juny a Sroff Emmarch ff. frace w Ward Patricia a Word Johnnie E. Emmitte Harry Chustaum Burbara Emmett Homas & Deamaker Smele E Sig Norothy Joy E sam Eaure George Field Wilma Field Thomas Religiop Ken Cherry CA EI MENSS. 2710

UNDERSTONED PROTEST THE USE BY 317 NC FLAN B. OR FLAN B. THE STATE OF I AS SHOWN UNISTATE F605-00 A 170N. albert Michel Baltime City Md Toppeaces Harford Co. md. AA-Co. md Frank Bova M. Zanayna H. Howard Ce. Eugene Dames Balto. Co: Balts, City Paul Brigg Waryan A Preland Howard Co. Kighy Petru Batto - Co. mildud Dellingen Balter Cety Kity From Batto City Al Gregulinus - Hereld Hanson MD. Olin Walouch. Balto County Julen Wheele - Balto City andrey Venson Batto City Haugh Jumel - Belto Co! Wonald Sambert Balto Co I Bown Balto, mid James & Cavin AA. Comd. Margurel Unacar AA. Co. M.d. Melin KALINE A.A.COMD ITEM 8 4

ASSESSMENT OF SIGNIFICANT ENVIRONMENTAL EFFECTS

The following questions should be answered by placing a check in the appropriate column(s). If desirable, the "comments attached" column can be checked by itself or in combination with an answer of "yes" or "no" to provide additional information or to overcome an affirmative presumption.

38

In answering the questions, the significant beneficial and adverse, short and long term effects of the proposed action, on-site and off-site during construction and operation should be considered.

All questions should be answered as if the agency is subject to the same requirements as a private person requesting a license or permit from the State or Federal Government.

		•	Yes	No	*Comments Attached
Α.	Lar	nd Use Considerations			necached
	1.	Will the action be within the 100 year flood plain?	<u> </u>		
	2.	Will the action require a permit for construction or alteration within the 50 year flood plain?	<u> </u>		
	3.	Will the action require a permit for dredging, filling, draining or alteration of a wetland?	<u> </u>	و و منه ماند کرد.	-
	1.	Will the action require a permit for the construction or operation			
		of facilities for solid waste disposal including dredge and excavation spoil?			
	5.	Will the action occur on slopes exceeding 15%?	<u> </u>		
	6.	Will the action require a grading plan or a sediment control permit?	<u> </u>		
	7.	Will the action require a mining permit for deep or surface mining?		<u> </u>	
	8.	Will the action require a permit for drilling a gas or oil well?		<u>x</u>	
	9.	Will the action require a permit for airport construction?		<u> </u>	
		Will the action require a permit for the crossing of the Potomac River by conduits, cables or other like devices?		.	·
•					

*See appropriate section of the Environmental Impact Statement for further information on each question.

Yes No Attached Will the action affect the use 11. of a public recreation area, park, forest, wildlife management area, X scenic river or wildland? 12. Will the action affect the use of any natural or man-made features that are unique to the county, X state or nation? 13. Will the action affect the use of an archaeological or historical site or structure? X Water Use Consideration: Β. Will the action require a permit 14. for the change of the course, current, or cross-section of a stream or other body of water? X 15. Will the action require the construction, alteration or removal of a dam, reservoir or waterway obstruction? X 16. Will the action change the overland flow of storm water or reduce the absorption capacity of X the ground? . . 17. Will the action require a permit for the drilling of a water well? X 18. Will the action require a permit X for water appropriation? 19. Will the action require a permit for the construction and operation of facilities for treatment distribution of water? or X 20. Will the project require a permit for the construction and operation of facilities for sewage treatment and/or land disposal of liquid X waste derivatives? 21. Will the action result in any discharge into surface or sub-X surface water?

- 22. If so, will the discharge affect ambient water quality parameters and/or require a discharge permit?
- C. Air Use Considerations
 - 23. Will the action result in any discharge into the air?
 - 24. If so, will the discharge affect ambient air quality parameters or produce a disagreeable odor?
 - 25. Will the action generate additional noise which differs in character or level from present conditions?
 - 26. Will the action preclude future use of related air space?
 - 27. Will the action generate any radiological, electrical, magnetic, or light influences?
- D. Plants and Animals
 - 28. Will the action cause the disturbance, reduction or loss of any rare, unique or valuable plant or animal?
 - 29. Will the action result in the significant reduction or loss of any fish or wildlife habitats?
 - 30. Will the action require a permit for the use of pesticides, herbicides or other biological, chemical or radiological control agents?

E. Socio-Economic

31. Will the action result in a preemption or division of properties or impair their economic use? Yes No

X

X

X

X

X

Χ.

X

X

Comments

Attached

			Yes	No	Comments Attached
	32.	Will the action cause relocation of activities, structures or result in a change in the popula-			32
		tion density or distribution?	<u> </u>		
	33.	Will the action alter land values?	<u>x</u>		· • • • • • • • • • • • • • • • • • • •
	34.	Will the action affect traffic flow and volume?	<u> </u>		
	35.	Will the action affect the pro- duction, extraction, harvest or potential use of a scarce or economically important resource?		X	
	36.	Will the action require a license to construct a sawmill or other plant for the manufacture of forest products?		X	
	37.	Is the action in accord with federal, state, regional and local comprehensive or functional plansincluding zoning?			
	38.	Will the action affect the employ- ment opportunities for persons in the area?	X		
	39.	Will the action affect the ability of the area to attract new sources of tax revenue?	X		
	40.	Will the action discourage present sources of tax revenue from remain- ing in the area, or affirmatively encourage them to relocate else- where?		X	
	41.	Will the action affect the ability of the area to attract tourism?	X		
F.	Othe	r Consideration:	•		
	42.	Could the action endanger the pub- lic health, safety or welfare?		X	
	43.	Could the action be eliminated without idleterious effects to the public health, safety, welfare or the natural environment?		x	

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