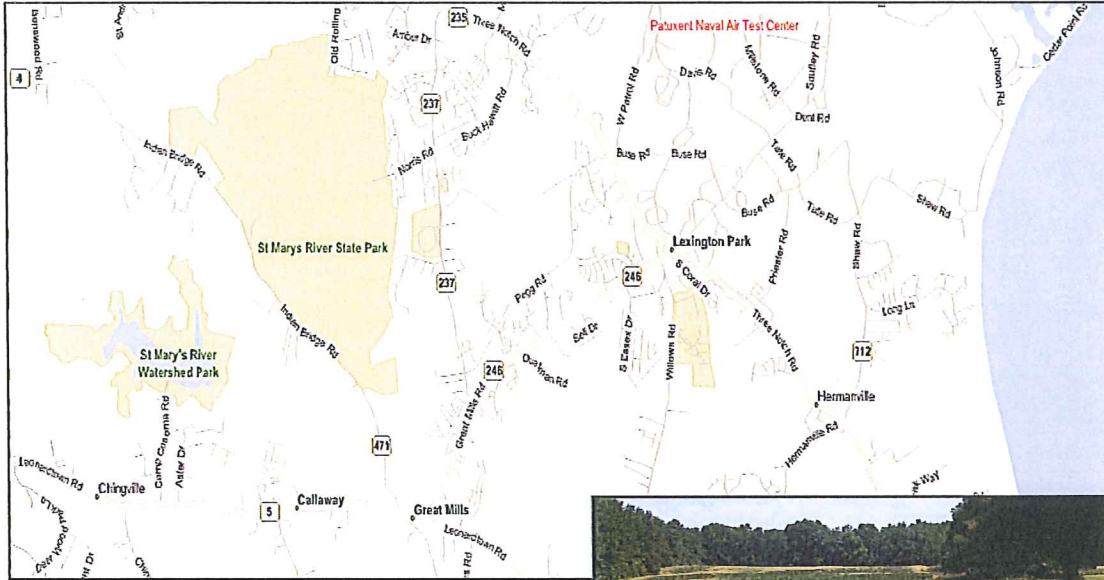


# Pegg Road Extended Project

## Environmental Assessment Form Report

October 2011



St. Mary's County Department of Public Works  
Maryland State Highway Administration



**ENVIRONMENTAL ASSESSMENT FORM REPORT**

Prepared By

**MARYLAND STATE HIGHWAY ADMINISTRATION**

and

**St. Mary's County Department of Public Works and Transportation**

**Proposed Extension of Pegg Road (HW 0601)**

From MD 237 to the Intersection of MD 5/MD 249

St. Mary's County, Maryland

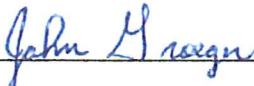
**October 2011**

Submitted Pursuant to the Maryland Environmental Policy Act, Chapter 703 of the 1973 Laws of Maryland; Annotated Code of Maryland, Article 41, Section 301-305 (1975, 1971, Rep1. Vol., 1973 Cum. Supp.)

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**PEGG ROAD EXTENDED ENVIRONMENTAL ASSESSMENT FORM REPORT  
ST. MARY'S COUNTY, MARYLAND**

This Environmental Assessment Form Report (EAFR) was prepared in accordance with the policies of the Maryland Environmental Policy Act (MEPA), dated 1973, effective July 1<sup>st</sup>, 1974, following implementation guidelines established by the Maryland Department of Transportation (MDOT) Order 11.01.06.02.

### I-1 Project Location

Pegg Road Extended is proposed to be located between the existing signalized intersections of Pegg Road/MD 237 and MD 249/MD 5, as shown on Figure I below. This project is included in the St. Mary's County approved Comprehensive Plan, the 2006 Lexington Park Transportation Plan, and the St. Mary's Countywide Transportation Plan, August 2006.

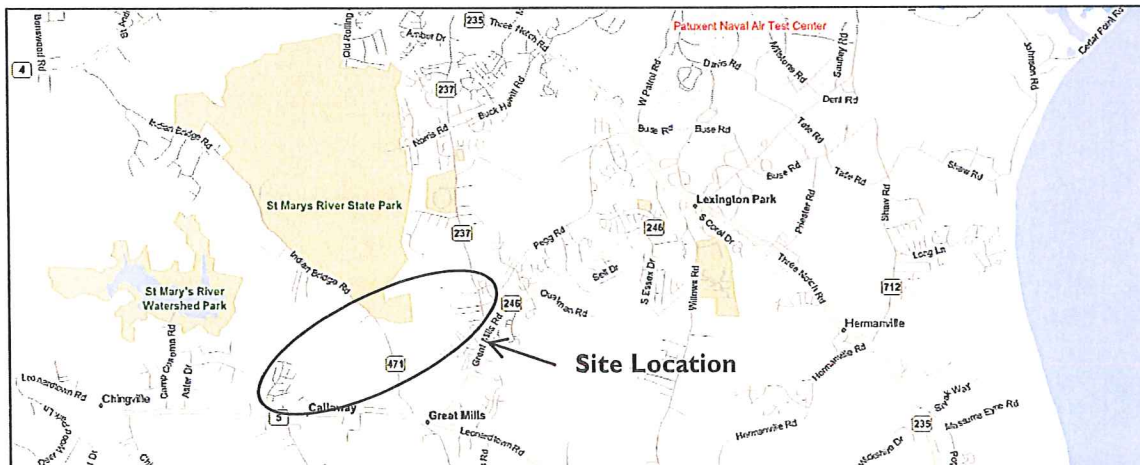


Figure I: Study Area

### I-2 Project Purpose and Need

St. Mary's County has been experiencing a rapid growth in both employment and population for over a decade, especially in the Lexington Park and Leonardtown areas. Traffic congestion and heavy delays are a primary concern along key roadways such as MD 5, MD 237, MD 235, Pegg Road, and others.

The purpose and need of this project is to analyze various proposed alignments for Pegg Road Extended from its existing intersection with MD 237 to the signalized intersection of MD 5/MD 249. The ultimate objective is to:

- Address increasing traffic congestion in the Lexington Park and Great Mills area caused by existing and planned developments.
- Provide more direct access between Lexington Park and Leonardtown.
- Improve the safety of motorists, pedestrians, and bicyclists by reducing overall vehicular congestion and delays in the area.
- Provide an alternate emergency evacuation route in the event of a Calvert Cliffs nuclear emergency, terrorist attack at PaxNAS, or an extreme weather event.
- Provide an alternate route when flooding occurs along MD 5 in Great Mills.

The approved St. Mary's Countywide Transportation Plan indicates that Pegg Road Extended is anticipated to reduce congestion and delays, as well as improve the overall traffic operations on all major roadways in the vicinity of this project.

### **I-3 Existing and Future (No-Build) Traffic Conditions**

The immediate area within the project limits are served by six (6) major roadways: MD 235, MD 237, MD 246, MD 471, MD 5 and Pegg Road, which provide access to various land uses throughout southern St. Mary's County. MD 235 (Three Notch Road) is a six-lane roadway providing access between MD 5 to the north (north of Hollywood) and MD 5 to the south (at Ridge). MD 237 (Chancellors Run Road) is a four-lane roadway providing access between MD 235 to the north and MD 246 to the south. MD 246 (Great Mills Road) is a four-lane roadway providing access between MD 235 to the east and MD 5 to the south. MD 471 (Indian Bridge Road) is a two-lane roadway providing access between MD 4 to the north and MD 5 to the south. MD 5 (Point Lookout Road) is a two-lane roadway providing regional access throughout southern St. Mary's County. Pegg Road is a four-lane roadway providing access between MD 235 and MD 237 (where it currently ends).

To determine the impacts of Pegg Road Extended and conduct a study for the immediate project area, levels of service were determined at each of the key intersections surrounding the project area. The key intersections investigated for this study are as follows:

1. MD 235 at MD 237
2. MD 235 at Pegg Road (existing)
3. MD 235 at MD 246
4. MD 237 at Pegg Road (existing)
5. MD 237 at MD 246
6. MD 5 at MD 246
7. MD 5 at MD 471
8. MD 471 at Pegg Road

#### Existing (2004-2005) Traffic Conditions

The existing traffic volumes at the key intersections were obtained from the HISD TMS website at the key intersections listed above. The peak hour traffic volumes used for the traffic analyses were verified with field observations during the AM and PM peak hours to confirm that they were representative of field conditions throughout the study area. No traffic analyses were conducted during the weekend and were not found to be necessary.

Levels of service were determined at each of the key intersections during the existing traffic conditions (2004-2005) and are shown on Figure 2. The results indicate that while the majority of the key intersections within the vicinity of the site operate at acceptable levels of service, the intersections of Pegg Road/MD 235 and MD 5/MD 471 currently operate at unacceptable levels of service (LOS "F") during the PM peak hour, resulting in delays and congestion along these major routes.

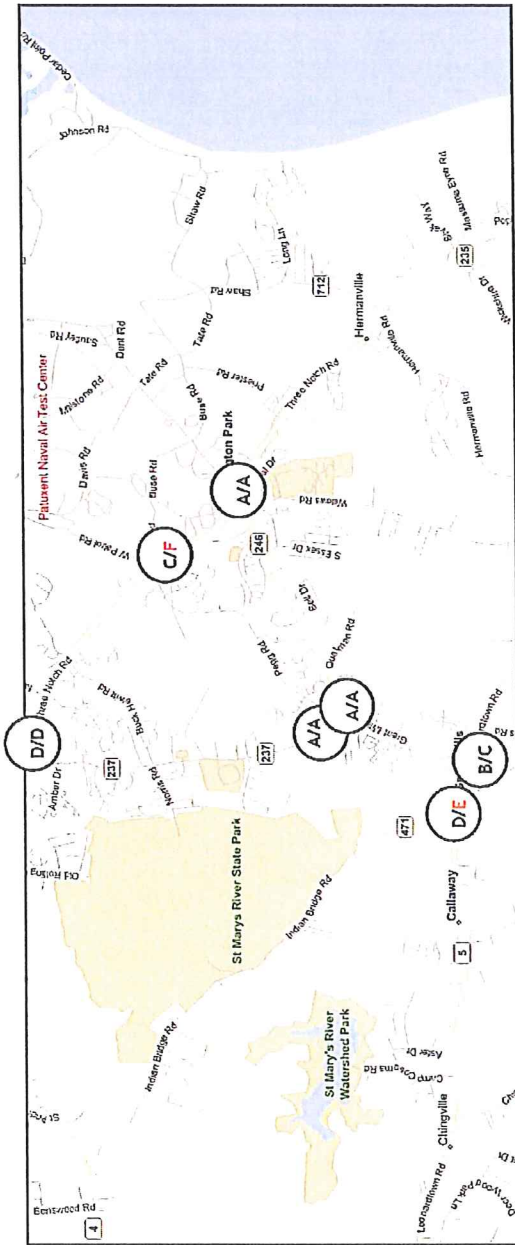
### No-Build Future (2025/2030) Traffic Conditions

As previously noted, due to rapid growth surrounding the Lexington Park and Leonardtown areas, traffic conditions are anticipated to deteriorate as future planned and/or proposed residential, commercial, and military developments are built. The St. Mary's Countywide Transportation Plan forecasted the traffic volumes at the key intersections to the years 2025/2030 and these are also included in Appendix A.

Levels of service were also determined at each of the key intersections during the no-build future conditions (2025/2030) and are shown on Figure 3. The results indicate that the levels of service and delays will be significantly worse during 2025/2030 no-build conditions with major delays expected along Pegg Road, MD 235, MD 237, MD 471, and MD 246 during the AM and/or PM peak hours.



# 2004/2005 EXISTING TRAFFIC CONDITIONS



Critical Lane Volumes by Intersection

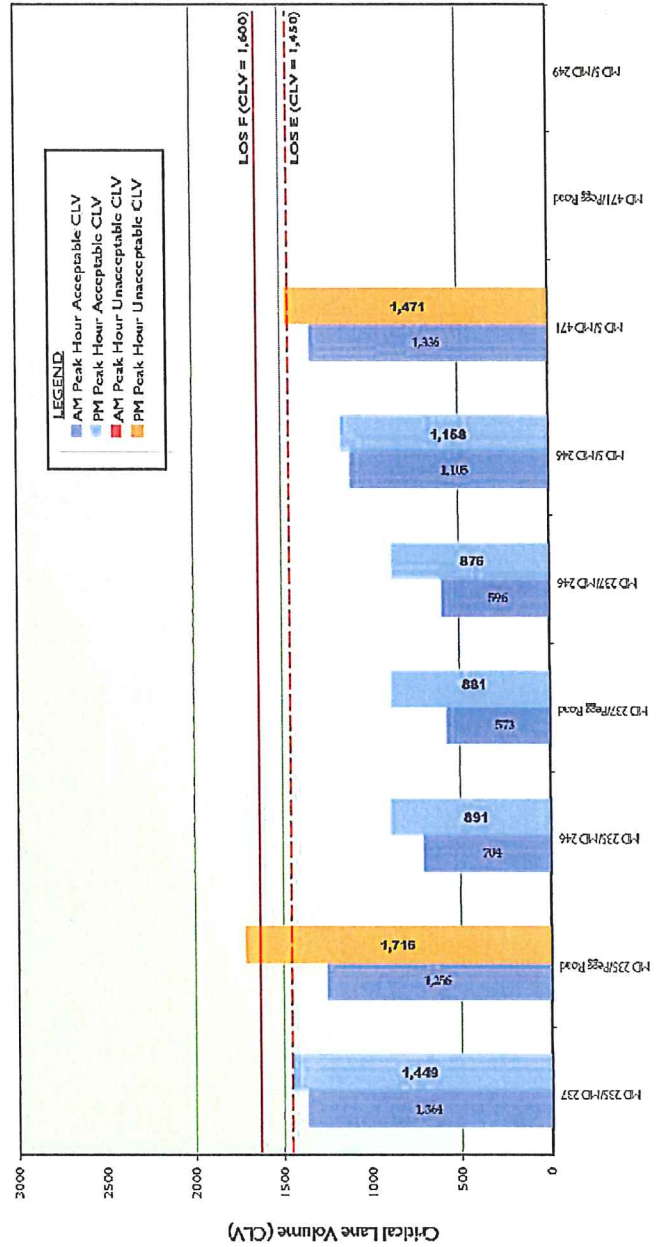
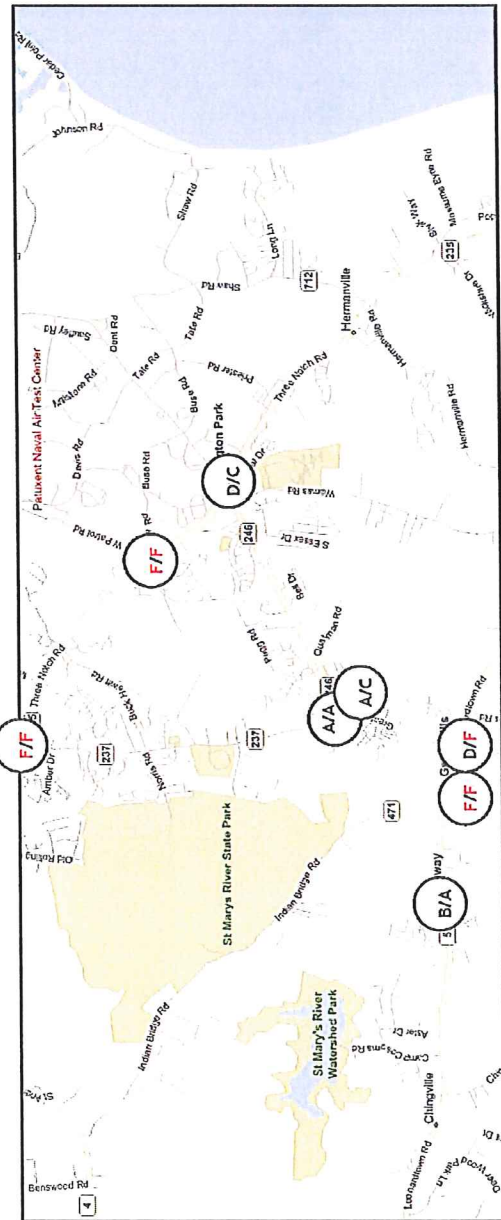


Figure 2: Existing (2004-2005) Traffic Conditions Levels of Service Summary

# 2025 FUTURE NO BUILD TRAFFIC CONDITIONS



Critical Lane Volumes by Intersection

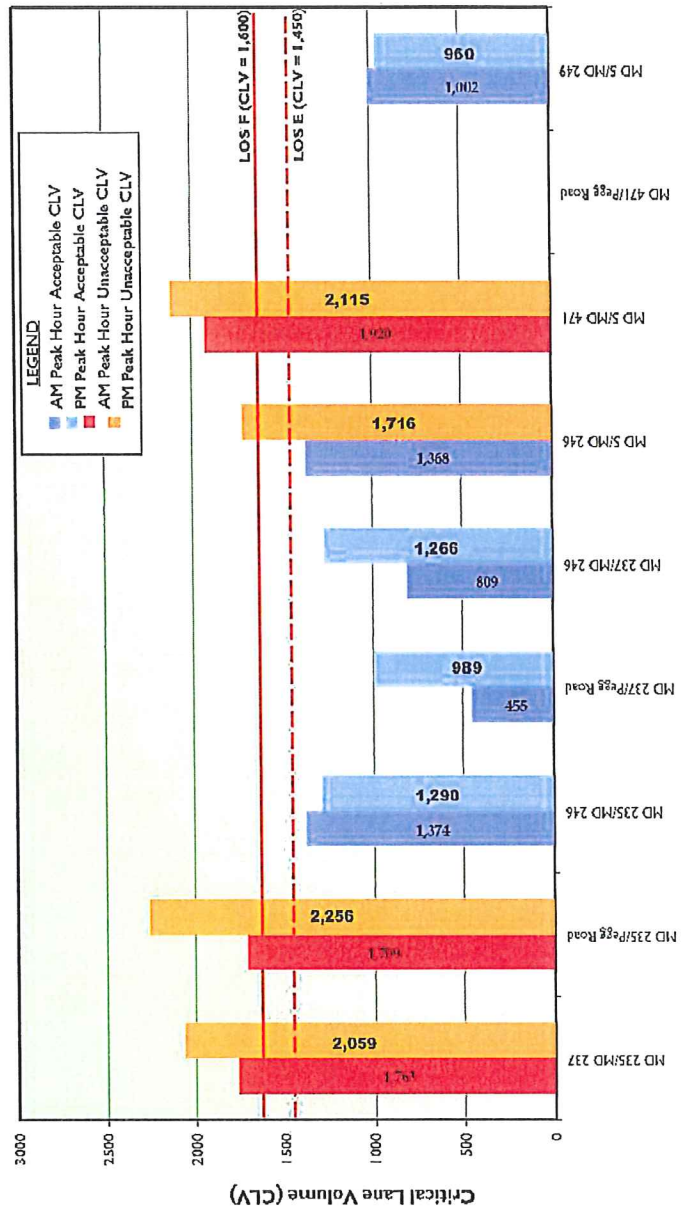


Figure 3: No-Build Future (2025/2030) Traffic Conditions Levels of Service Summary

## SECTION 2

## ALTERNATIVE OPTIONS

### 2-1 No-Build Alternative

With the no-build alternative, no extension of Pegg Road is planned. Other proposed improvements that have recently occurred or are alternatives to the proposed extension of Pegg Road include:

- The widening of MD 237 from Pegg Road to MD 235 from two-lanes to four-lanes throughout the MD 237 corridor, with pedestrian and bicycle facilities. Note that this improvement is planned regardless of whether Pegg Road is extended or not. This widening project is currently being completed and MD 237 is open to all traffic.
- The widening of MD 5 to four-lanes between MD 246 and MD 249 to provide additional vehicular capacity; however, this will cause significant impact to existing residential and commercial developments, as well as cost approximately \$80 million.

The no-build alternative would not address the anticipated future traffic concerns or the purpose/need presented in Section 1 of this report.

### 2-2 Alternative I (Full Build-out)

Alternative I (Full Build-out) would result in an extension of Pegg Road from MD 237 to the intersection of MD 5/MD 479. This alternative would also include a single bridge across St. Mary's River, just west of MD 471, as shown on Figure 4.

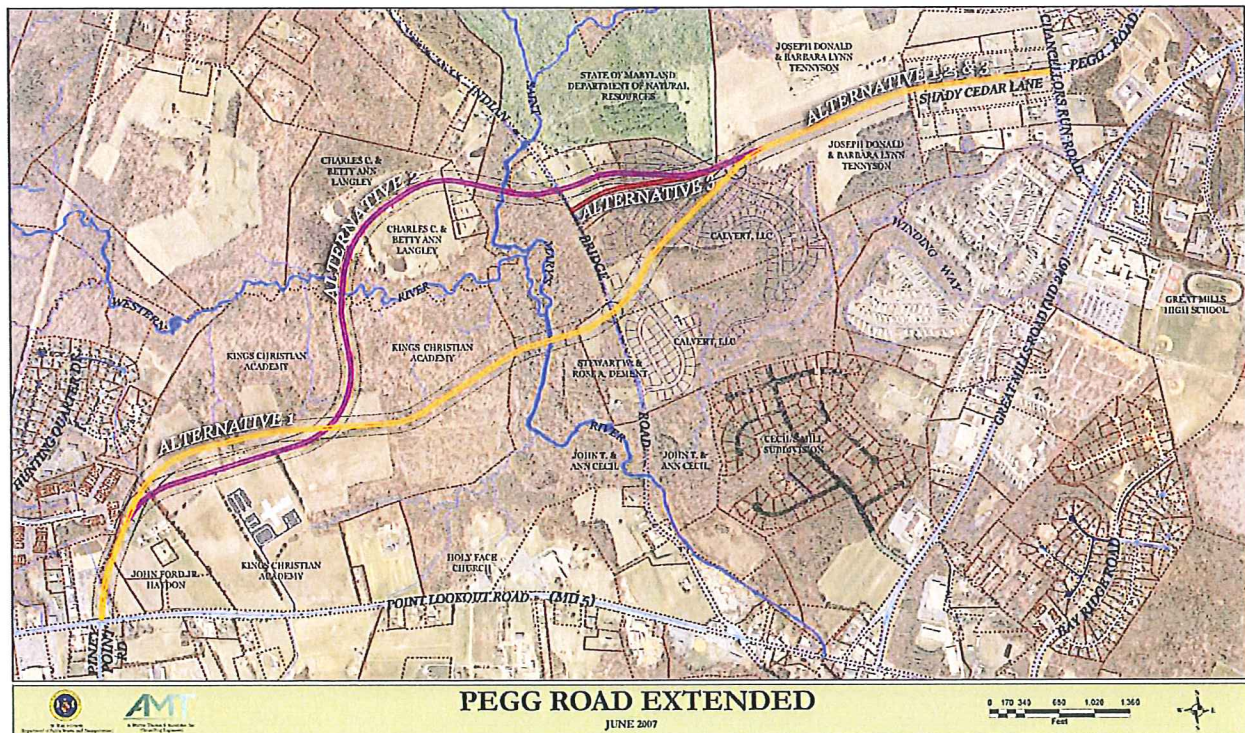


Figure 4: Proposed Alternatives 1, 2, and 3 (June 2007)

The proposed intersection of Pegg Road Extended with MD 237 and MD 5/MD 249 would be signalized with respective turn lanes as necessary. The ultimate roadway typical section as shown on Figure 5 would extend from MD 237 to MD 471.

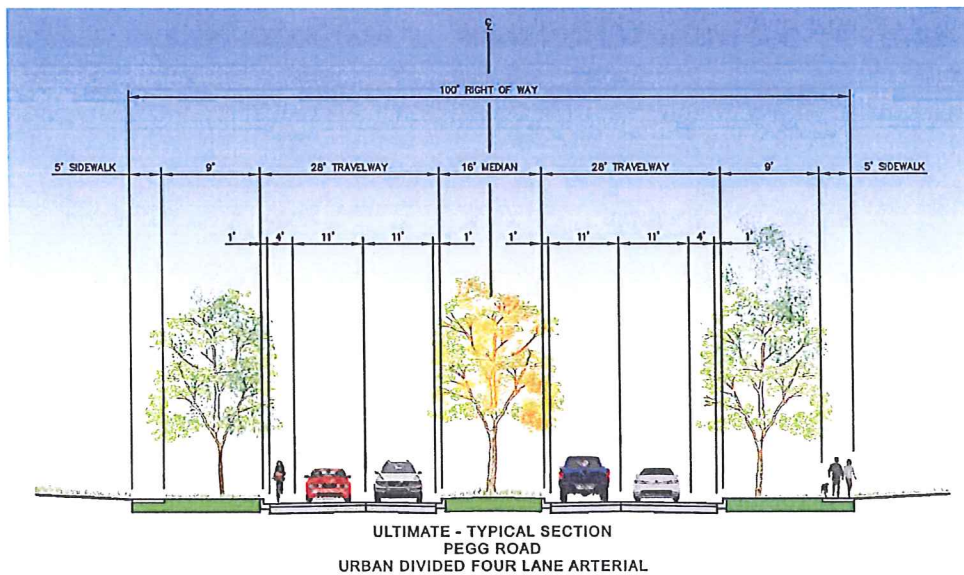


Figure 5: Ultimate Typical Section (MD 237 to MD 471)

The ultimate typical sections would include 11-foot through lanes in each direction with a 16-foot median, as well as a 4-foot bicycle lane and would accommodate pedestrians by providing a 5-foot sidewalk, separated from the roadway with a 9-foot planting strip.

### 2-3 Alternative 2 (Full Build-out)

Similarly to Alternative 1, Alternative 2 (Full Build-out) would result in an extension of Pegg Road from MD 237 to the intersection of MD 5/MD 249, but would include two (2) bridges across St. Mary's River and Western River, as shown on Figure 4. This alternative was not considered any further due to extensive floodplain and wetland impacts, as well as significant costs concerns.

### 2-4 Alternative 3 (Partial Build-out)

Alternative 3 (Partial Build-out) would result in a extension of Pegg Road from MD 237 to MD 471 only, as shown on Figure 4. This alternative was not considered any further since a partial extension would not address the anticipated future traffic concerns or the purpose/need presented in Section I of this report.

### 2-5 "Western End" Design Revisions

Following the review of Alternatives 1, 2, and 3, further modifications were proposed to accommodate existing land uses. One of these modifications was to modify the original location of the western end of Alignment 1 to accommodate the proposed Master Plan for the Kings Christian Academy and avoid significant impacts. Alternative 1 was proposed to be relocated further north, as shown on Figure 6. Extensive coordination took place with Kings Christian

Academy in establishing the selected alignment to maximize the use of Kings Christian Academy's proposed athletic fields. Further coordination will take place to establish a safe location and design for pedestrian crossing across the proposed roadway from the school to the athletic fields.

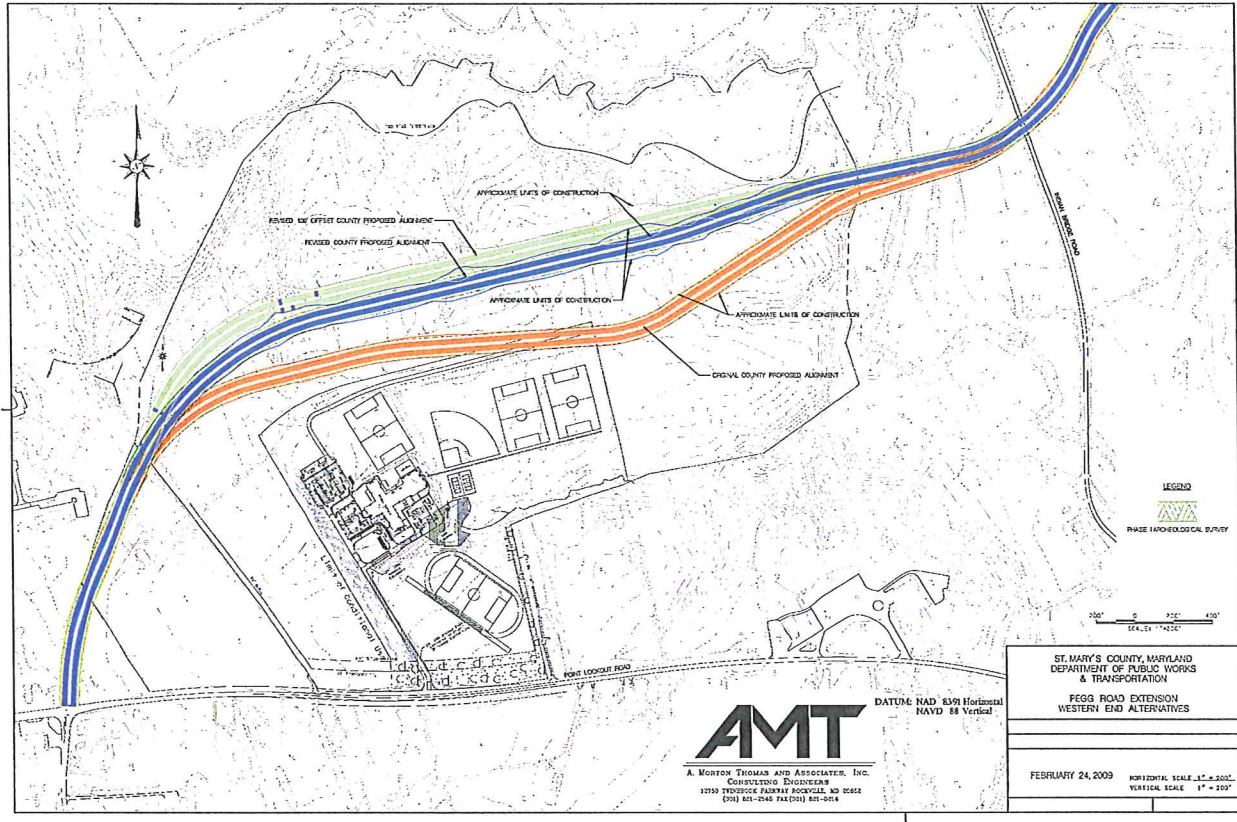


Figure 6: Proposed Western-End Options for Alternative I

Two of the proposed shifts were chosen to be examined further: 1) the revised county proposed alignment (blue) and, 2) the revised 100' offset county proposed alignment (green). After careful consideration of the steep slopes located just north of the revised county proposed alignment, the revised 100' offset option was not considered any further.

## 2-6 "Eastern End" Design Revisions – SEPTEMBER 2008

In September 2008 after the 1<sup>st</sup> Public Informational Meeting and discussions with the affected property owners, further modifications were proposed to the eastern end of Alternative I to accommodate existing residential land uses and minimize the residential impacts. Impacts to particular parcels are unavoidable due to the location of the extension, but the need to minimize the loss of usable land prompted the study of the next three alternative options, which are shown on Figure 7.

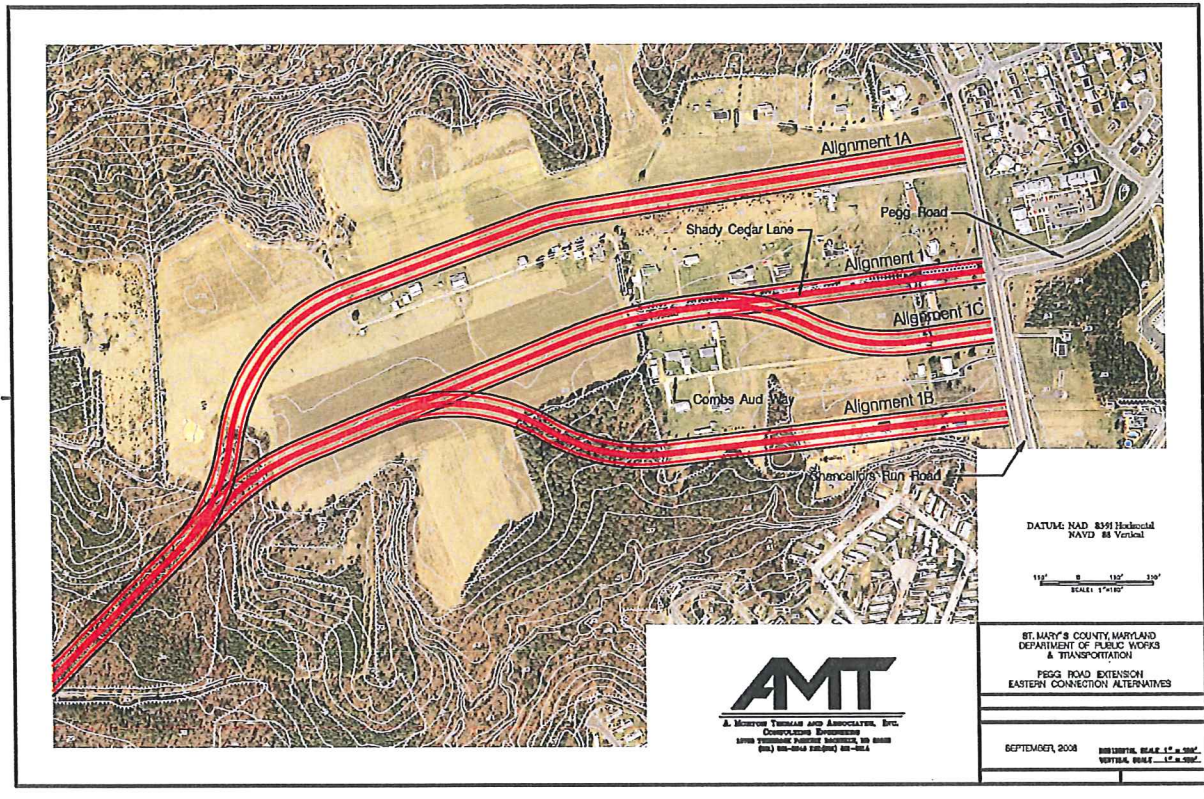


Figure 7: Proposed Eastern-End Options for Alternative I (September 2008)

**a. Alignment 1A (dog-leg to the north)**

As shown on Figure 7, Alignment 1A would shift Pegg Road Extended approximately 490 feet north of the MD 237/Pegg Road intersection. This shift would result in less impact on residential properties, but would not provide any benefit from a traffic-operations standpoint due to excessive spill-back queues (see Section 3 for more details). Therefore, this alignment was not considered any further.

**b. Alignment 1B (dog-leg to the south)**

As shown on Figure 7, Alignment 1B would shift Pegg Road Extended approximately 580 feet south of the MD 237/Pegg Road intersection. This alternative would also result in less impact on residential properties and all traffic queues would be contained within the intersection storage lengths.

**c. Alignment 1C (dog-leg to the south)**

As shown on Figure 7, Alignment 1C would shift Pegg Road Extended approximately 240 feet south of the MD 237/Pegg Road intersection. This alternative would also result in less impact on residential properties, but similarly to Alternative 1A, it would not provide any benefit from a traffic-operations standpoint due to excessive spill-back queues (see Section 3 for more details). Therefore, this alignment was not considered any further.

## 2-7 “Eastern End” Design Revision – FEBRUARY 2009

In February 2009 after more review and analyses of Alignments IA, IB, and IC for Pegg Road Extended, as well as coordination with St. Mary’s County transportation staff, additional modifications were proposed to the eastern end in an attempt to minimize both residential impacts and overall costs of the project.

### a. “New” Alignment IA (intersection shift)

As shown in Figure 8, Alignment IA is now located south of Alternative I and shifts north to connect to the existing MD 237/Pegg Road intersection. The existing intersection would need to be redesigned due to the road shift. This alignment was not considered any further because it is not logical from a design- or traffic-standpoint to connect the existing and proposed roadways at a angle, regardless of the traffic control.

### b. Alignment IB (dog-leg to the south)

Alignment IB remains identical to the previous section (2-6), however, the traffic analyses were conducted based on the 2025/2030 future conditions and determined that this alignment would not provide any benefit from a traffic-operations standpoint due to excessive spill-back queues (see Section 3 for more details).

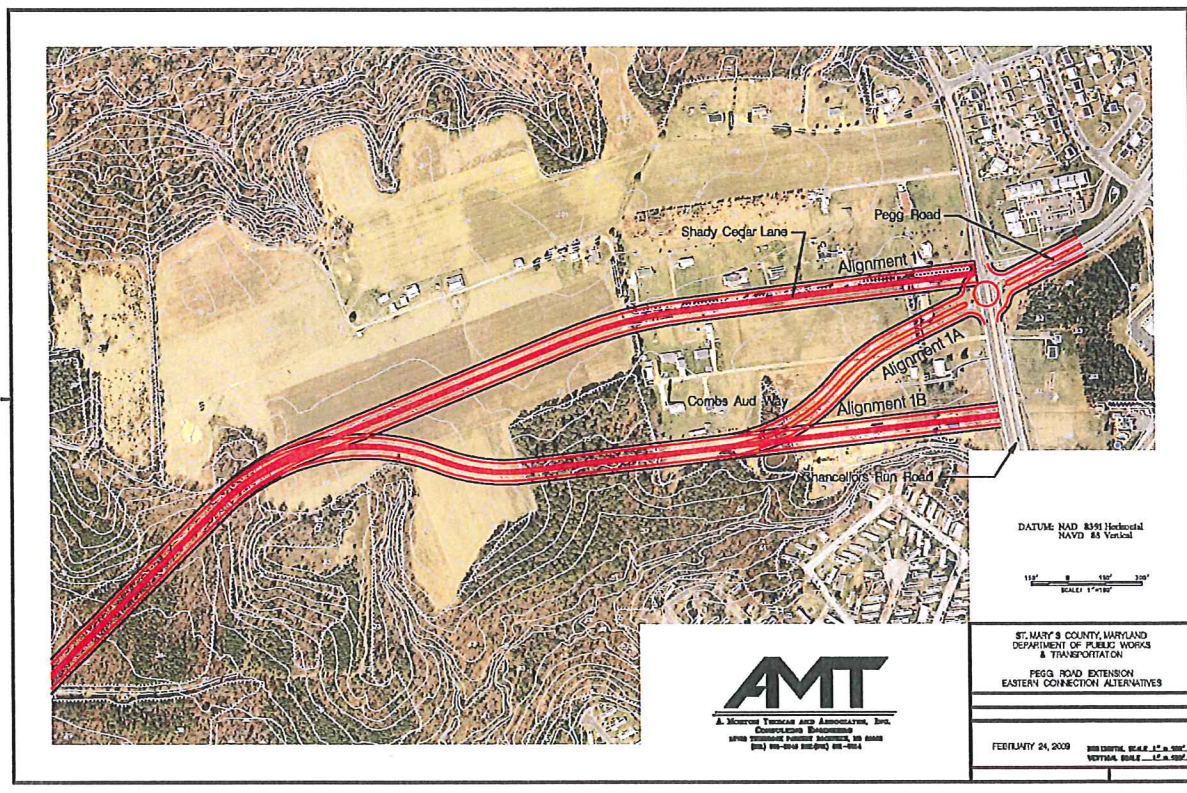


Figure 8: Additional Eastern-End Options for Alternative I (February 2009)

## 2-8 Roundabout Options

The intersection of Pegg Road Extended with MD 237/Pegg Road was originally planned to be a signalized intersection, but further analyses were conducted to determine whether a more efficient intersection design was feasible. The future proposed intersection was studied as a two-lane roundabout, as shown on Figure 9, and was found to operate quite efficiently during future (2025/2030) conditions.

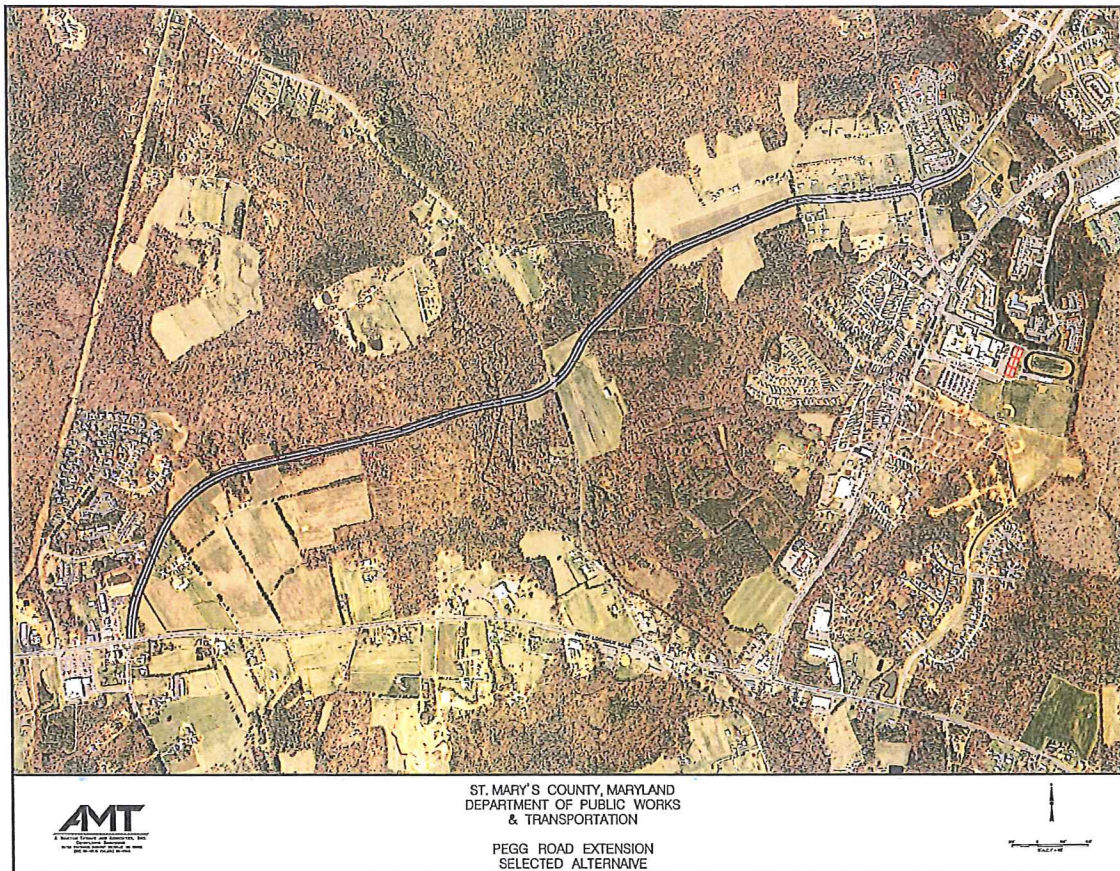


Figure 9: Roundabout Option and Final Selected Alternative

## 2-9 Selected Alternative

After the traffic analyses were conducted on the alternatives described above, Alternative 1 (as shown on Figure 9) with either roundabout or signal control, as well as the revised county proposed alignment (blue) on the western end of the corridor, was selected.

All figures, as well as the plates associated with the selected alternative, are located on full-size pages in Appendix B.

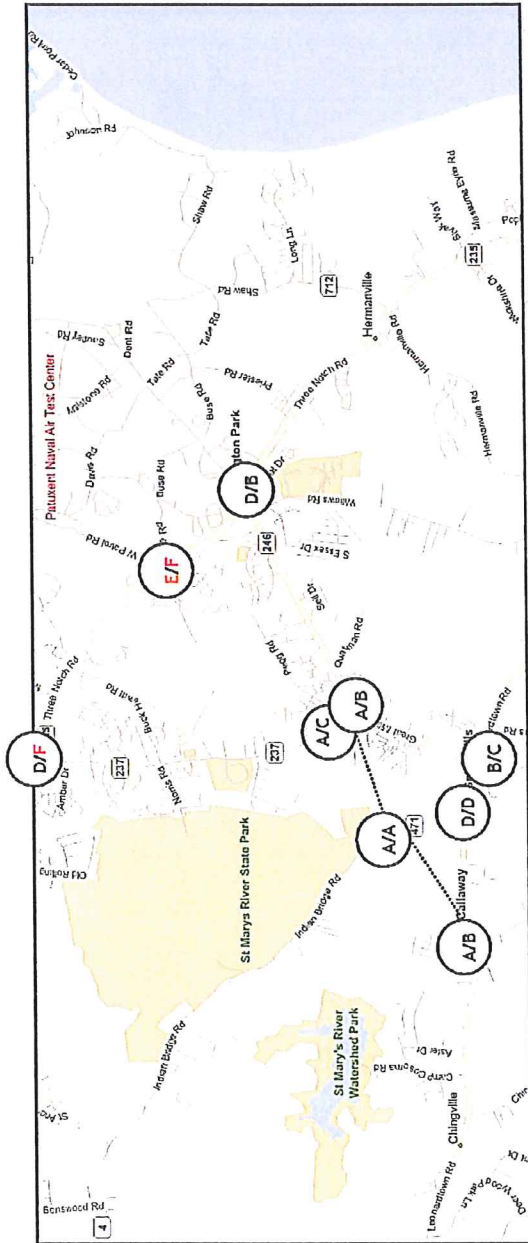


**3-1 Traffic Analyses**

- a) Existing (2004/2005) Conditions  
As discussed in Section I, the levels of service were determined at each of the key intersections during the existing traffic conditions (2004-2005). The results indicate that while the majority of the key intersections within the vicinity of the site operate at acceptable levels of service, the intersections of Pegg Road/MD 235 and MD 5/MD 471 currently operate at unacceptable levels of service (LOS "F") during the PM peak hour, resulting in delays and congestion along these major routes.
- b) Future (2025/2030) No-Build Conditions  
As discussed in Section I, due to rapid growth surrounding the Lexington Park and Leonardtown areas, traffic conditions are anticipated to deteriorate as future planned and/or proposed residential, commercial, and military developments are built. Levels of service were determined at each of the key intersections during the no-build future conditions (2025/2030). The results indicate that the levels of service and delays will be significantly worse during 2025/2030 no-build conditions with major delays expected along Pegg Road, MD 235, MD 237, MD 471, and MD 246 during the AM and/or PM peak hours.
- c) Future (2025/2030) Alternatives 1 and 2 (Full Build-out) Conditions  
The St. Mary's Countywide Transportation Plan forecasted the traffic volumes at the key intersections to the years 2025/2030 for Built conditions and these are also included in Appendix A. To account for the Full Build-out Alternatives 1 and 2, the 2025/2030 traffic forecasts were re-distributed along the existing road network and proposed Pegg Road Extended. Levels of service were then determined at each of the key intersections during the Full Build-out conditions (2025/2030). As shown on Figure 10, the results indicate that the levels of service and delays are anticipated to deteriorate slightly at the intersections of MD 235/MD 237 and MD 235/Pegg Road during the AM and/or PM peak hours. All other intersections are anticipated to continue to operate at acceptable levels of service.
- d) Future (2025/2030) Alternative 3 (Partial Build-out) Conditions  
Similarly to Alternatives 1 and 2, the 2025/2030 traffic forecasts were re-distributed along the existing road network and proposed Pegg Road Extended (up to MD 471 only). Levels of service were then determined at each of the key intersections during the Partial Build-out conditions (2025/2030). As shown on Figure 11, the results indicate that the levels of service and delays are anticipated to deteriorate at the intersections of MD 235/MD 237, MD 235/Pegg Road, and MD 5/MD 471 during the AM and/or PM peak hours. All other intersections are anticipated to continue to operate at acceptable levels of service.

A summary table of the analysis results and all applicable Critical Lane Volume (CLV) sheets for the various alternative options discussed above are contained in Appendix A.

# 2025 FUTURE ALIGNMENT 1 OR 2 BUILD TRAFFIC CONDITIONS



Critical Lane Volumes by Intersection

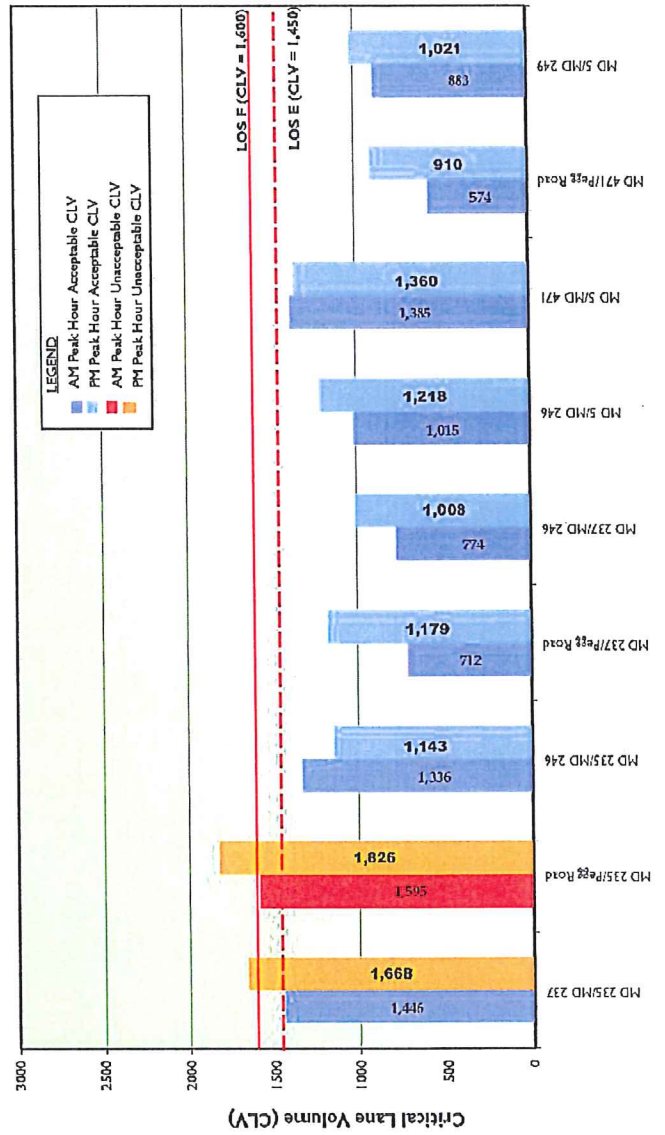
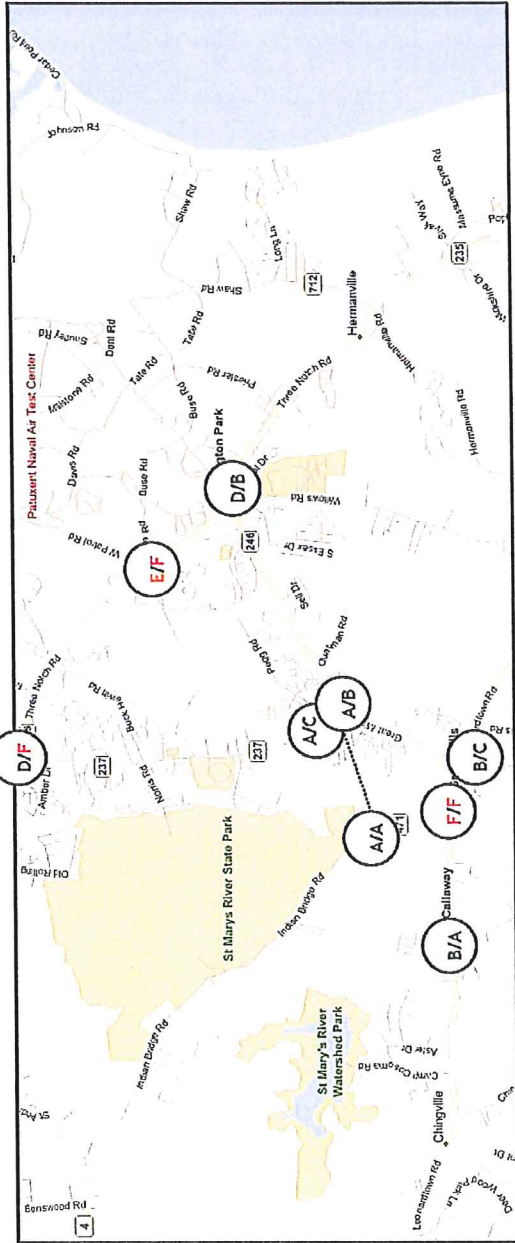


Figure 10: Future (2025/2030) Traffic Conditions Levels of Service Summary (Alternatives 1 and 2)

2025 FUTURE ALIGNMENT 3 PARTIAL BUILD TRAFFIC CONDITIONS



Critical Lane Volumes by Intersection

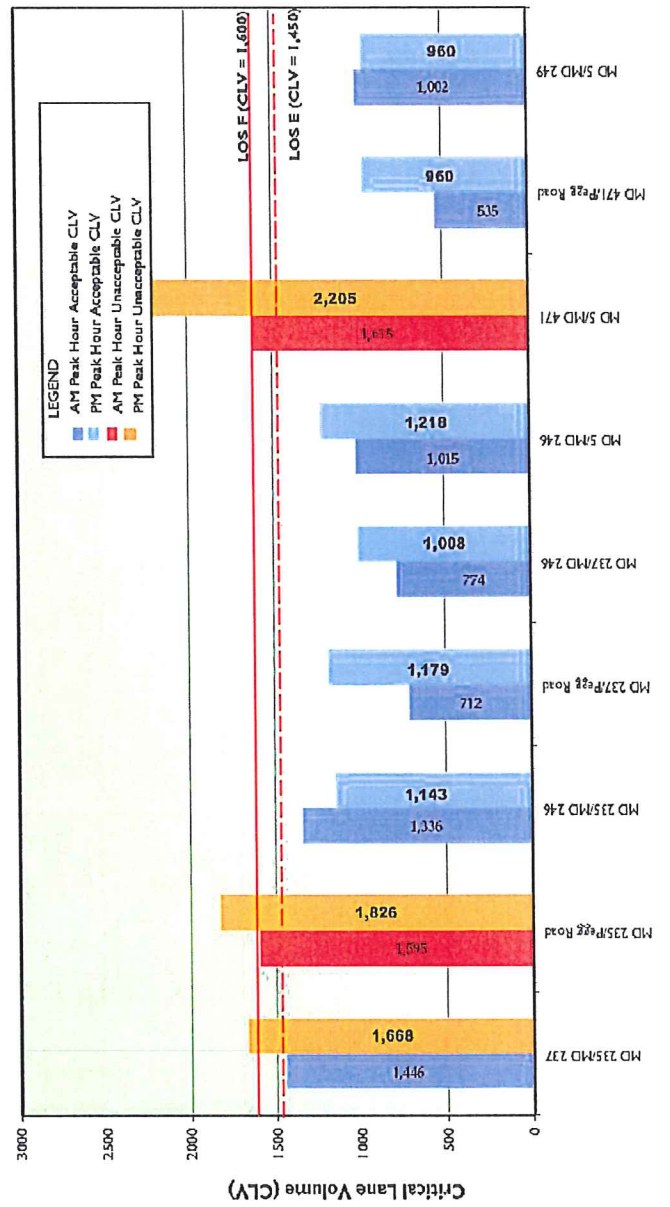


Figure 11: Future (2025/2030) Traffic Conditions Levels of Service Summary (Alternative 3)

e) “Eastern End” Design Revisions

i. *Dog-Leg Intersection Options*

The future intersection of Pegg Road/MD 237/Pegg Road Extended was considered as a dog-legged design option in an attempt to minimize residential impacts at the eastern end of the roadway extension. As discussed in Section 2, the dog-leg design is not recommended at the future intersection due to the anticipated spill-back queues during 2025/2030 conditions. Appendix A contains the complete traffic analyses technical memorandum that was submitted to St. Mary’s County for their review and approval, including analysis summary tables and figures.

ii. *Roundabout Option*

As a final alternative, a double-lane roundabout was considered for the future intersection of Pegg Road/MD 237/Pegg Road Extended and was determined to operate at acceptable levels of service and v/c ratios during both the AM and PM peak hours, provided that a westbound right turn slip lane be constructed. As previously stated, the complete technical memorandum describing the traffic analyses is included in Appendix A.

**3-2 Bicycle/Pedestrian Facilities**

As previously discussed in Section 2 and included on the typical sections for interim and ultimate conditions, pedestrian and bicycle facilities are planned to be provided throughout the length of Pegg Road Extended. This will include pedestrian sidewalks, crosswalk, and pedestrian signal heads where applicable, as well as widened exterior lanes to accommodate bicyclists or separate designated bicycle lanes.

**3-3 Recommendations**

The extensive traffic analyses conducted for this project indicate that traffic conditions will significantly deteriorate over the next 10-15 years; therefore, the no-build alternative is not recommended from a traffic-operations standpoint.

Based on the detailed traffic analyses contained in Appendix A, the most feasible option for Pegg Road Extended from a traffic-operations standpoint was found to be Alternative I with either a signalized intersection or a double-lane roundabout at the future intersection of Pegg Road/MD 237/Pegg Road Extended.

**4-1 Introduction**

The environmental assessment for this project has been addressed in the framework of the Environmental Assessment Form (EAF) required for all Maryland Environmental Policy Act (MEPA) studies. What follows is an EAF "Narrative" derived from primary and secondary sources. Primary sources of information involved site visits and analysis by project personnel. Secondary sources include readily available records and databases. An EAF report is required for this project as this county project is state funded and EAF reports are required for all state funded projects.

This section describes the existing environmental resources and the potential environmental consequences of the proposed action and alternatives. Certain impacts associated with the project are site-specific and are contained entirely within the project boundaries. Other secondary impacts may occur outside of the identified project area.

The narrative includes comments provided in response to the Environmental Assessment Form (EAF), which is included in Appendix C. Numbers in the text refer to the specific sections of the EAF that these comments address.

**4-2 Environmental Assessment Form Narrative****A. Land Use Considerations**

The various alternative options studied were evaluated and compared based on their respective impacts on a number of environmental factors, including: wetlands impacts, floodplain impacts, number of stream crossings, forest impacts, amongst many others. The comparison of all alternative options is shown in Tables 1, 2, and 3. In addition, Figure 12 on the following page summarizes the floodplain, wetland, and slope impacts throughout the vicinity of the project area as described in the sections of the EAF (comments # 1- 6).

Table I: IMPACTS MATRIX SUMMARY (Original Alternatives)

Resource	Alternative 1	Alternative 2	Alternative 3
<b>ENVIRONMENTAL &amp; CULTURAL IMPACTS</b>			
Wetlands (acres)	0.11	0.27	0.02
Threatened or Endangered Species Habitat	Eastern Narrow Mouthed Toad Pink Sundew	Eastern Narrow Mouthed Toad/Flier (fish species)/Pink Sundew/Pale Mannagrass	None
Parks (acres)	0	0.1	0.1
Stream Crossings (No.)	1	2	0
Active Farmland (acres)	24.1	27.5	9.3
Forest (acres)	18.1	17.5	0.6
Historic Sites	1	0	0
Floodplain (acres)	4.5	6.7	0
<b>SOCIAL IMPACTS</b>			
<b>Properties/Resources Affected (No.)</b>			
Residential	11	13	10
Commercial	1	1	0
Agricultural	6	9	5
Federal Lands (Parks)	0	1	1
Community Facilities	0	0	0
Schools	1	1	0
<b>Potential Displacements (No.)</b>			
Residential	0	0	0
Commercial	0	0	0
<b>Acreages Affected</b>			
Residential	3.8	4.6	2.2
Commercial	1.8	1.8	0
Agricultural	24.1	31	17
Federal Lands (Parks)	0	0.1	1.1
Community Facilities	0	0	0
Schools	18.3	14.5	0

Table 2: IMPACTS MATRIX SUMMARY (Modified Alternative 1, Full-Build MD 237 to MD 5)

Resource	Alternative 1 - Eastern End Alignment Options			IC
	IA	IA "Shifted" (w/ Roundabout)	IB	
<b>ENVIRONMENTAL &amp; CULTURAL IMPACTS</b>				
Wetlands (acres)	0.11	0.22	0.52	0.11
Possible Habitat of Threatened or Endangered Species	Eastern Narrow Mouthed Toad Pink Sundew/Pale Mannagrass	Eastern Narrow Mouthed Toad Pink Sundew/Pale Mannagrass	Eastern Narrow Mouthed Toad Pink Sundew/Pale Mannagrass	Eastern Narrow Mouthed Toad Pink Sundew/Pale Mannagrass
Parks (acres)	0	0	0	0
Stream Crossings (No.)	1	1	1	1
Active Farmland (acres)	29	22.4	22.4	24
Forest (acres)	21	22.6	22.6	21
Historic Sites	2	2	2	2
Floodplain (acres)	4.5	4.5	4.5	4.5
<b>SOCIAL IMPACTS</b>				
<b>Property/Resources Affected (No.)</b>				
Residential	0	6	4	6
Commercial	1	1	1	1
Agricultural	6	6	6	6
Federal Lands (Parks)	0	0	0	0
Community Facilities	0	0	0	0
Schools	1	1	1	1
<b>Potential Displacements (No.)</b>				
Residential	0	4	4	0
Commercial	0	0	0	0
<b>Acres Affected</b>				
Residential	0	4.4	3.8	4.4
Commercial	1.8	2.3	1.8	1.8
Agricultural	29	24	24	24
Federal Lands (Parks)	0	0	0	0
Community Facilities	0	0	0	0
Schools	18.8	18.8	18.8	18.8

Table 3: IMPACTS MATRIX SUMMARY (Selected Alternatives)

Resource	Alternative I * (Signalized)	Alternative I (w/ Roundabout)
<b>ENVIRONMENTAL &amp; CULTURAL IMPACTS</b>		
Wetlands (acres)	0.11	0.11
Possible Habitat of Threatened or Endangered Species	Eastern Narrow Mouthed Toad Pink Sundew/Pale Mannagrass	Eastern Narrow Mouthed Toad Pink Sundew/Pale Mannagrass
Parks (acres)	0	0
Stream Crossings (No.)	1	1
Active Farmland (acres)	24	24
Forest (acres)	21	21
Historic Sites	2	2
Floodplain (acres)	4.5	4.5
<b>SOCIAL IMPACTS</b>		
<b>Properties/Resources Affected (No.)</b>		
Residential	11	8
Commercial	1	1
Agricultural	6	6
Federal Lands (Parks)	0	0
Community Facilities	0	0
Schools	1	1
<b>Potential Displacements (No.)</b>		
Residential	1	1
Commercial	0	0
<b>Acres Affected</b>		
Residential	3.8	3.8
Commercial	1.8	2
Agricultural	24	24
Federal Lands (Parks)	0	0
Community Facilities	0	0
Schools	18.8	18.8

\* Original Alignment of Alternative I Selected at "Eastern End" Intersection with Pegg Road



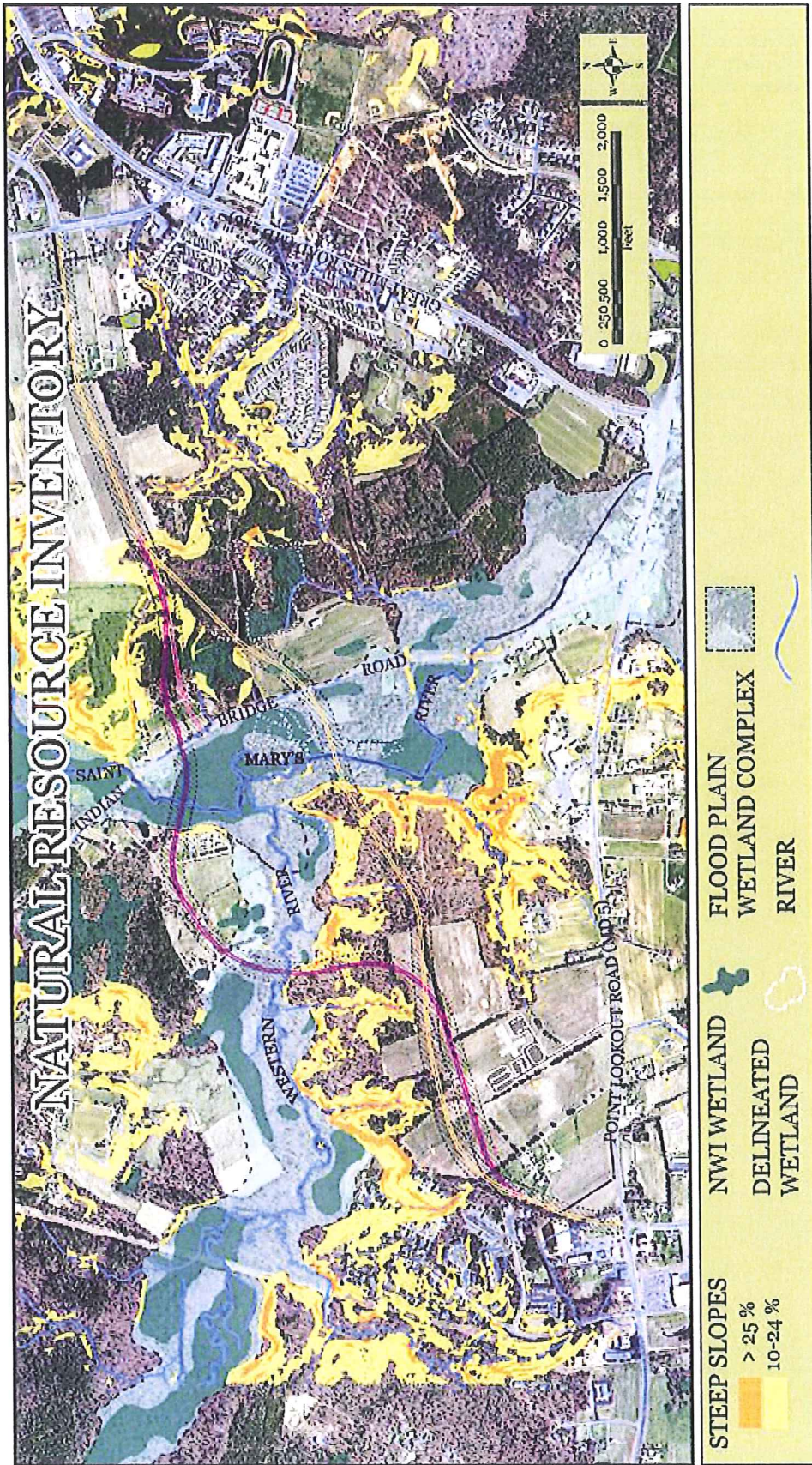


Figure 12: Natural Resources Inventory Summary Map

## Floodplain Impacts

### 1. **Will the action be within the 100 year floodplain?**

Alternatives #1A and #3 terminate at Indian Bridge Road located right at the edge of the 100 year floodplain. Therefore, little or no activity will need to occur within the floodplain for either of these alternatives. Alternative #1 includes a bridge crossing of St. Mary's River, hence, crossing the 100-year floodplain in that area. The bridge span will be built above the 100-year floodplain elevation and the abutments and piers will be located to minimize fill within the floodplain. The beneficial environmental values of the stream and floodplain will not be negatively affected by the construction of Alternative #1. The road crossing will be designed to minimize the impact on the floodplain hydrology. A brief analysis of the 100-yr floodplain was performed using HEC-RAS and GIS data and worse case scenario tail-water conditions. The change in water surface elevation throughout the alignment in the floodplain is less than a tenth of a foot. The respective analyses are located in Appendix D.

### 2. **Will the action require a permit for construction or alteration within the 50 year floodplain?**

Alternative #1 will require a permit for construction activity and alteration within the 50-year floodplain. A bridge crossing at St. Mary's River will be designed to require a very limited amount of fill and is expected to qualify for a Category I Permit under MDSPGP-3. The design will be reviewed and approved by Maryland Department of the Environment (MDE) before a Letter of Authorization is issued. Work will be performed in accordance with MDE Waterway Construction Guidelines and BMPs.

## Wetland Impacts

### 3. **Will the action require a permit for dredging, filling, draining or alteration of a wetland?**

Alternative #1 will impact less than 500 square feet of a small wetland that has been delineated and lies approximately 500 feet east of Indian Bridge Road. Where Alternative #1 crosses the St. Mary's River, the delineated wetlands are confined to limited narrow corridors that are roughly parallel to the river. The road crossing can be designed to avoid any direct impact on these wetlands. Limited amounts of disturbance may occur within wetland buffers. These wetland buffers are not regulated by the Corps of Engineers. They are regulated by the State of Maryland, and, as in the case of the floodplain, the proposed construction qualifies for a Category I Permit under MDSPGP-3. The design will be reviewed and approved by Maryland Department of the Environment (MDE) before a Letter of Authorization is issued.

Alternative #3 would not directly impact any wetlands. It should be noted that it is close to Wetlands of Special State Concern (WSSC) located in the park land on the north side of the alignment, east of Indian Bridge Road. Alternative #2 would also be close to these WSSC wetlands. Alternative #2's wetland impacts associated with two crossings of the St. Mary's River could be limited to wetland buffers, as would be the case with Alternative #1. However, Alternative #2 would go directly through a large Scrub-Shrub wetland located north of the Western Branch of the St. Mary's River. Approximately 1.70 acres of wetlands would be permanently filled. This is one of the reasons that the Alternative #2 alignment was eliminated from further consideration after the first public meeting.

4. **Will the action require a permit for the construction or operation of facilities for solid waste disposal including dredge and excavation spoil?**  
No.

#### Sediment and Erosion Impacts

Maryland Stormwater Guidelines for State and Federal projects require that projects exceeding at set limit of disturbance adhere to the guidelines. For construction projects with over 5,000 square feet of 100 cubic yards of land disturbance, and erosion and sediment control plan and stormwater management plan are required. An erosion and sediment control plan would be submitted to MDE for review and permitting. The Stormwater Management Act of 2007 (Act) requires that the erosion and sediment control plan be developed in the early stages of design and in parallel with the stormwater management plans. Plans meeting regulations will prevent soil erosion from occurring, minimize stormwater runoff and minimize pollutants in non-point discharges. The erosion and sediment control plans developed will follow the design and review procedure outlined in the latest edition of the MDE Standards and Specifications for Soil Erosion and Sediment Control.

5. **Will the action occur on slopes exceeding 15%?**

Development on slopes exceeding 15% will be avoided to the maximum extent practicable. Alternatives #1 and #1A cross a limited area of slopes  $\geq 15\%$  approximately 1/3 mile east of Indian Bridge Road. On the western side of the St. Mary's River, Alternative #1 crosses a small steep area at the toe of the slope abutting the flood plain. The remainder of the alignment has been adjusted to avoid any other steep slopes. Alternative #3 crosses the same limited steep area east of Indian Bridge Road that Alternatives #1 and #1A cross. The total length of alignment that may encounter steep slopes for Alternative #1 is approximately 1/10 of a mile. The more northerly alignment, Alternative #3, is close to and may encounter additional limited areas of slopes  $\geq 15\%$  between Indian Bridge Road and where Alternative #3 joins the Alternative #1 alignment. The total length of alignment that may encounter steep slopes for Alternative #3 is approximately 1/4 of a mile. In the final concept plans, these slopes will be identified clearly and managed by using practices outlined in the MDE Standards and Specifications for Soil Erosion and Sediment Control manual. Practices may include accelerated vegetative slope stabilization, mechanical slope stabilization, diverting runoff around steep slopes and slope benching. Best Management Practices will be utilized to minimize the impacts of grading in those areas.

6. **Will the action require a grading plan or a sediment control permit?**

This project will require both a grading permit and an engineered erosion and sediment control plan that meet requirements set forth in the MDE Standards and Specifications for Soil Erosion and Sediment Control and the Maryland Stormwater Guidelines for State and Federal Projects. The plans will then be reviewed and approved by MDE and permits will be issued. Permit conditions and Best Management Practices will be strictly enforced during construction to reduce potential impacts to water quality.

7. **Will the action require a mining permit for deep or surface mining?**

No.

8. **Will the action require a permit for drilling a gas or oil well?**

No.

9. **Will the action require a permit for airport construction?**

No.

10. **Will the action require for the crossing of the Potomac River by conduits, cables or other like devices?**

No.

Public Land Impacts

11. **Will the action affect the use of a public recreation area, park, forest, wildlife management area, scenic river or wild land?**

Alternatives #2 and #3 would have encroached on St. Mary's Park east of Indian Bridge Road. They were removed from further consideration and will not be impacted with the selected alternative.

12. **Will the action affect the use of any natural or man-made features that are unique to the county, state, or nation?**

No.

Archaeology and Historical Impacts

13. **Will the action affect the use of an archeological or historical site or structure?**

Historic Impacts - The project would not impact any historic resources that have been determined eligible for or listed in the National Register of Historic Places. Two National Register-eligible resources listed in the Maryland Inventory of Historic Places were identified by MHT as being near the project area – including the Callaway Service Station (MIHP# SM-437) and the Bean House ruins (MIHP # SM-182). The service station has been razed and the Bean House is 250 feet north of the project area. However, one farm at 20867 Heather's Lane, including several outbuildings of undetermined age (associated with a 98-year old farmhouse) is partially within the limits of disturbance and requires a determination of eligibility to the National Register of Historic Places. The County has not been able to access the property to complete a Determination of Eligibility due to property owner concerns, but plans to complete the eligibility determination process once access is granted, or once right-of-way is purchased from the property. The County notified MHT of this planned course of action in March 2011 and MHT acknowledged and concurred with this approach on April 20, 2011 (see correspondence in Appendix D).

Archaeological Impacts - Due to the potential for previously unidentified archeological sites and at the request of the Maryland Historic Trust (MHT) (see Appendix D), a Phase I archeological survey was conducted and the resulting report is included in Appendix D. Archival research at the MHT indicates that no known archeological sites are located within the project's area of potential effects. The Phase I Survey (*Phase I Intensive Archaeological Survey of the Pegg Road Extension* - see Appendix B) identified two archeological sites: the Pegg Road site (18ST842) comprising prehistoric and historic artifact scatters, and the Pegg Road prehistoric site (18ST835), a diffuse Late Woodland site. Both sites appear to be limited to a disturbed plow zone and neither merits evaluation for the National Register of Historic Places. MHT concurred that 18ST835 and 18ST842 do not meet the criteria for eligibility in the National Register of Historic

Places given the sites lack of potential to yield important information and loss of integrity.

The project area also crosses multiple privately-owned parcels, and two parcels were not surveyed because property owner permission was not granted to enter either property. When the project moves toward construction, the County will acquire project right of way within each of these parcels. The County will then complete archeological survey and data recovery, coordinated with SHA and the Maryland Historical Trust, prior to the commencement of construction. The County notified MHT of this planned course of action in March 2011 and MHT acknowledged and concurred with this approach on April 20, 2011 (see correspondence in Appendix D).

## **B. Water Use Considerations**

- 14. Will the action require a permit for the change of the course, current, or cross-section of a stream or other body of water?**

No.

- 15. Will the action require the construction, alteration, or removal of a dam, reservoir, or waterway obstruction?**

No.

### Stormwater Impacts

Runoff from the project area flows into a tributary or the main stem of the St. Mary's River. St. Mary's River is a Use I river protected for use as water for contact recreation; for fish, other aquatic life and wildlife. In stream work shall not be conducted in a Use I stream during the period from March 1 to June 15. Maryland Stormwater Guidelines for State and Federal projects require that projects exceeding a set limit of disturbance adhere to the guidelines. For construction projects with over 5,000 square feet of 100 cubic yards of land disturbance, and erosion and sediment control plan and stormwater management plan are required. Projects that disturb over one acre also require compliance with a NDPDES Phase II stormwater permit and filing of Notice of Intent. A stormwater management plan would be submitted to the Maryland Department of Environment for review and permitting. The stormwater management plans would contain supporting computations, drawings and sufficient information to describe the manner, location and type of measures that would be implemented to treat and manage stormwater from the proposed construction.

- 16. Will the action change the overland flow of storm water or reduce the absorption capacity of the ground?**

This project will result in an increase in impervious area and associated runoff. A stormwater management plan will be developed in accordance with the Maryland Stormwater Design Manual. Appropriate Environmental Site Design (ESD) practices will be incorporated to the maximum extent practicable, and all five sizing criteria related to water quality, groundwater recharge, channel protection volume, and flood protection volume will be addressed. The goal of treatment would be to restore the area hydrologically back to woods good condition. The effects of the increased impervious area can be reduced to a minimum by designing the facilities to clean, cool, and disperse the runoff in slow flow areas as near to the original runoff pattern as possible. The facilities will infiltrate runoff into the shallow groundwater system wherever possible. At

times of peak flow, treatments will remove impurities from the runoff. Using the data from the planning stages the Pegg Road site was found to be 70% impervious (total disturbed area is 21.60 acres with 14.5 acres of impervious surface). The minimum ESD volume that will be required to be treated is 2.34 ac-ft. This information yielded the need for approximately 16 ESD facilities within the right-of-way of Pegg Road. Facility types can range from bio-swales, micro-bioretenion, as well as other measures as outlined in the Environmental Site Design Chapter (Chapter 5) of the MDE Stormwater Management Manual. These facilities will also be used to treat channel protection volume and ground water recharge. The respective analyses are included in Appendix D.

**17. Will the action require a permit for the drilling of water well?**

No.

**18. Will the action require a permit for water appropriation?**

No.

**19. Will the action require a permit for the construction and operation of facilities for treatment or distribution of water?**

No.

**20. Will the project require a permit for the construction and operation of facilities for sewage treatment and/or land disposal of liquid waste derivatives?**

No.

**21. Will the action result in any discharge into surface or sub-surface water?**

This project will result in treated stormwater entering both the surface and shallow water tables eventually out-falling to St. Mary's River. The impact to water quality will be managed in accordance with the Maryland Department of Environment Stormwater Design Manual applying Environmental Site Design to the maximum extent practicable as well as by meeting NPDES requirements.

**22. If so, will the discharge affect ambient water quality parameters and/or require a discharge permit?**

The impact to ambient water quality parameters will be minimized in accordance with the Maryland Stormwater Design Manual and applying Environmental Site Design to the maximum extent practicable an NPDES permit will be obtained.

## **C. Air Use Considerations**

### Air Quality Impacts

**23. Will the action result in any discharge into the air?**

The alternatives evaluated are located in the Lexington Park vicinity in St. Mary's County, which are in attainment for all six criteria pollutants. Since the action alternatives are not located within an area designated by EPA as a non-attainment area, a General Conformity Rule applicability analysis is not warranted. There will be minimal amounts of air discharge from construction equipment and activities during the construction phase. Once the road is completed, the amount of vehicular exhaust

customarily associated with roads will be present. However, this road will not lead to any overall increase in air discharges in the project vicinity since it will carry primarily locally generated traffic. The No-build alternative will lead to the same or additional long term discharges as the other alternatives, due to higher levels of congestion.

**24. If so, will the discharge affect ambient air quality parameters or produce a disagreeable odor?**

No.

Noise Impacts

**25. Will the action generate additional noise which differs in character or level from present conditions?**

A qualitative noise analysis was conducted for the state-funded Pegg Road extended project. The purpose of this qualitative noise analysis is to:

- determine if the proposed project will result in noise impacts to nearby residences and communities located within the project area, and
- if noise barriers are feasible and reasonable.

The project Pegg Road extended project will create additional noise in the project area, generated by motor vehicle traffic using the facility. Residential communities affected may include a few single family homes in the vicinity of MD 5 and Pegg Road and a small community at the eastern connection with existing Pegg Road and Chancellors Run Road (MD 237). There is also a planned development (Elizabeth Hills) within the pathway of the new road.

Feasible noise abatement is defined as the engineering and acoustical ability to safely provide effective noise reduction. Noise abatement may not be feasible in areas where driveway access needs to be maintained, where local street access exists, or if pedestrian access would be restricted. Due to the orientation of entrances to nearby houses and the proposed roadway extension, noise walls would not be feasible for the Pegg Road extended project.

A reasonable decision is based upon a combination of social, economic and environmental factors. These factors include the viewpoints of benefited property owners and residents, the number of benefited residences, the proposed acoustical effectiveness of the abatement, and the cost effectiveness of the proposed abatement.

Since noise barriers are not considered feasible for the Pegg Road project, reasonableness criteria are not applicable to this project. However, noise barriers would not be considered reasonable because it would not meet the policy's cost criterion, which is considered either square footage of barrier per benefited residence or the linear frontage of property when determining the cost of a barrier.

Based on the qualitative assessment of noise impacts resulting from the Pegg Road Extended, construction of noise walls are not considered reasonable or feasible. However, other mitigation measures (e.g. berms) will be considered in the design phase of the project.

**26. Will the action preclude future use of related air space?**

No.

**27. Will the action generate any radiological, electrical, magnetic, or light influences?**

No.

## **D. Plants and Animals**

### Rare, Threatened or Endangered Species Impacts

**28. Will the action cause the disturbance, reduction or loss of any rare, unique, or valuable plant or animal?**

The Wildlife and Heritage Service's Natural Heritage has stated that there are no records of federally proposed or listed endangered or threatened species in the project area (see correspondence letter included in Appendix D). Except for the valley of the Western Branch of St. Mary's River, the Maryland Department of Natural Resources (DNR) has indicated that there are no records of rare, threatened or endangered (RTE) plants or animals in the vicinity of the selected alignments. The Alternative #2 alignment would have traversed the valley of the Western Branch, directly affecting the habitat of several RTEs. This potentially significant impact was another reason for eliminating Alternative #2 from further consideration.

The Alternative #1 alignment was shifted to the north in the vicinity of Kings Christian Academy to provide additional space for the Academy's future expansion. The distance that the alignment shifted was limited to prevent it from encroaching upon the steep, north-facing slopes above the valley of the Western Branch. Preservation of this forested slope and stream buffer will be used as a precaution against potential environmental impacts on RTE habitat. During construction there will be strict environmental monitoring in order to identify RTEs or critical habitat that could be affected by the new road. If warranted, appropriate mitigation measures would be developed at that time in coordination with DNR and other regulatory agencies. Therefore, Alternative #1 is expected to have no significant impact on RTEs.

### Habitat Impacts

**29. Will the action result in the significant reduction or loss of any fish or wildlife habitats?**

Within the study area, there is a large area of contiguous forest that provides potential Forest Interior Dwelling Bird (FIDS) habitat. None of the alignments considered can avoid removing a portion of this forest. DNR defines possible FIDS habitat as 1) Riparian



forests at least 50 acres in size with an average total width of at least 300 feet; and 2) Forests at least 50 acres in size with 10 or more acres of "forest interior" habitat (i.e., forest greater than 300 feet from the nearest forest edge).

Existing possible FIDS habitat east of Indian Bridge Road has already been subdivided and would not be preserved with any of the alternatives, including the No Build Alternative. The remainder of the possible FIDS habitat within the study area is west of Indian Bridge Road. There is approximately 232.75 acres of forest between Point Lookout Road (MD 5) to the south and the riparian corridors along the two branches of the St. Mary's River to the north and east that contains potential FIDS habitat. Of this total forest area approximately half, or 116 acres, is within a 300' of the edge of the forest canopy. This is designated as forest "edge" habitat. The remainder, or 116.75 acres, is forest "interior" habitat. The proposed alignment will cause the removal of 9.8 acres of this existing forest area.

Site design guidelines developed by DNR provide strategies to minimize the loss of FIDS habitat, including: concentrating development to the perimeter of the forest (i.e., within 300 feet of the existing forest edge) and to portions of the forest with low quality FIDS habitat, (i.e., areas that are already heavily fragmented, relatively young, exhibit low structural diversity, etc.), maximizing ratio of "interior" to "edge" forest, and maintaining wildlife corridors.

The alignment of Alternative #1 was adjusted to incorporate these guidelines. It minimizes the impact on potential FIDS habitat west of Indian Bridge Road by crossing the narrowest forested riparian section of the St. Mary's River and then going directly through upland forest toward the cleared fields on the Kings Christian Academy property. To allow for future expansion of the Kings Christian Academy, in this area the alignment runs just within the perimeter of the existing forest (edge forest), preserving the higher quality interior forest on the slopes and within the valley of the Western Branch. Context sensitive modifications such as reducing the proposed roadway width in these areas, reforesting cleared areas along road side slopes, and new roadside plantings of native trees and shrubs would further mitigate the impact of the new road.

As a result of these alignment changes the total amount of existing "edge" forest cleared would be 5.8 acres, and 4.0 acres of existing "interior" forest habitat would be cleared. Within the 300' wide corridor on both sides of the new alignment, approximately 25 acres of existing "interior" forest habitat will be converted to "edge" forest habitat. The total amount of "interior" forest habitat retained after completion of the road would be approximately 88 acres, and the total amount of "edge" forest habitat retained would be approximately 135 acres.

The net result would be that, within the study area, a single contiguous block of interior forest would be divided into two smaller blocks of interior forest that remain connected via existing forested riparian corridors. The amount of forest fragmentation would be minimized. The total amount of existing forest removed would be less than 10 acres and the proportion of "edge" forest habitat versus "interior" forest habitat would increase. With the preservation of approximately 223 acres of forest that contains potential FIDS habitat the total environmental impact would not be significant.

**30. Will the action require a permit for the use of pesticides, herbicides, or other biological, chemical, or radiological control agents?**

No.

## **E. Socio-Economic**

Similarly to the Land Use Considerations, the various alternative options studied were evaluated and compared based on their respective impacts on a number of socio-economic factors, including: the number of residential and non-residential impacts. The comparison of all of the alternative options is also included on Tables 1, 2, and 3.

### Social and Economic Impacts

**31. Will the action result in a pre-emption or division of properties or impair their economic use?**

This project crosses several properties. Due to environmental and alignment constraints, several properties will require division of the property. However, it appears that the properties' economic use will not be impaired as a result of the division.

**32. Will the action cause relocation of activities, structures, or result in a change in the population density or distribution?**

This project traverses a neighborhood to the west of MD Route 237 (Chancellor's Run Road). Property acquisition will be required through this area. It appears that approximately three (3) structures will be required to construct the roadway. These structures appear to be outbuildings (shed/garage).

**33. Will the action alter land values?**

Although a minimal negative effect may be incurred where the roadway passes through the existing residential neighborhood, it is expected that the project will result in an overall increase in land values through the project area. Adjacent properties will be afforded improved access to the public roadway network, allowing more intensive development than currently afforded.

### Traffic Impacts

**34. Will the action affect traffic flow and volume?**

Once completed, the proposed project will affect existing and future conditions traffic volumes, as well as existing travel patterns along major roadways (MD 5, MD 235, MD 246, MD 237, and others) by providing an alternate route to access PAX, Leonardtown, Lexington Park, and throughout southern St. Mary's County. However, the anticipated traffic changes will be an improvement as far as levels of service, delays, and queues, compared to the No-Build future conditions as described in Sections 1 and 3. For a complete summary of the traffic analyses, please refer to Appendix A for further details.

During construction of the bridge, special attention will need to be given to the traffic flow along Indian Bridge Road to ensure that construction does not impede the regular traffic patterns during the peak hours, which could result in severe backups elsewhere (such as along MD 5 and other major routes).

35. **Will the action affect the production, extraction, harvest or potential use of a scarce or economically important resource?**  
No.
36. **Will the action require a license to construct a sawmill or other plant for the manufacture of forest products?**  
No.

#### Planning Impacts

37. **Is the action in accord with federal, state, regional, and local comprehensive or functional plans – including zoning?**  
This project is located within the Lexington Park Development District and the Callaway Village Center. The proposed roadway is contained within the adopted Comprehensive Plan, Callaway Village Center Plan, and the Lexington Park Plan. The MD Department of Planning also reviewed this project with regard to its inclusion within a priority funding area. The Department of Planning determined that no additional analysis is required.
38. **Will the action affect the employment opportunities for persons in the area?**  
No.
39. **Will the action affect the ability of the area to attract new sources of tax revenue?**  
No.
40. **Will the action discourage present sources of tax revenue from remaining in the area, or affirmatively encourage them to relocate elsewhere?**  
No.
41. **Will the action affect the ability of the area to attract tourism?**  
No.

#### **F. Other Considerations**

42. **Could the action endanger the public health, safety or welfare?**  
No.
43. **Could the action be eliminated without deleterious affects to the public health, safety, welfare, or to the natural environment?**  
No.
44. **Will the action be of statewide significance?**  
No.
45. **Are there any other plans or actions (federal, state, county, or private) that, in conjunction with the subject action could result in a cumulative or synergistic impact on the public health, safety, welfare, or environment?**  
No.

46. **Will the action require additional power generation of transmission capacity?**

No.

47. **This agency will develop a complete environment effects report on the proposed action.**

Not applicable.

#### **4-3 Cumulative Impact**

Based on the Code of Federal Regulations, Title 40: Protection of Environment, the term "cumulative impact" is defined as: "the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time."

a) Selected Alternative

The implementation of the selected alternative for Pegg Road Extended would have no significant impacts or adverse affects on socioeconomic, environmental, or cultural resources.

Impacts from the construction efforts would be considered as short-term in nature and would attempt to be mitigated as long as the construction activities are in progress. Moderate impacts are expected during construction to wetlands, soils, and plants/animals (wildlife habitats, wildlife, terrestrial and aquatic environments) and they will be managed per the best management practices recommended by the US Army Corps of Engineers, the MD Department of the Environments, the MD Department of Natural Resources, the US Fish and Wildlife Service, amongst any applicable others.

b) No-Build Alternative

The implementation of the no-build alternative would not alleviate future traffic conditions expected within the project area, and would therefore result in additional future traffic delays and congestion, resulting in additional environmental, noise and air quality impacts. The no-build alternative would allow for significant impacts with foreseeable future actions such as the construction of new developments, which would deteriorate traffic conditions even further, therefore creating noise and air quality concerns. In addition, the no-build alternative would not promote growth trends and new potential developments along the corridor, therefore, hindering socio-economic development.

**SECTION 5****COST ESTIMATES**

Table 4 shown below provides a summary of the estimated costs required to implement/construct the various alternatives described in this report:

<b>Alternative Option</b>	<b>Description</b>	<b>Estimated Cost</b>
Alternative 1	Full Build-out	\$44,800,000
Alternative 2	Full Build-out	\$66,310,000
Alternative 3	Partial Build-out	\$11,585,000
Alternative 1 w/ Western End Modifications	Revised western end alignment to accommodate KCA Master Plan	\$45,200,000
Alignment IA	Dog-leg to the north	\$47,008,000
Alignment IB	Dog-leg to the south	\$45,300,000
Alignment IC	Dog-leg to the south	\$46,330,000
"New" Alignment IA	Re-aligned Pegg Road option	\$47,560,000
Roundabout Option	Alternative 1 w/ the 2-lane roundabout option	\$47,460,000

Table 4: Estimated Construction Costs

Cost estimates for Alternatives 1, 2, and 3 were generated based from paving areas, earthworks, structures and their associated percentages for drainage, signage, etc. The estimate for Alternative 1 was used for comparison purposes when determining the costs for the other new alternatives (Alignments IA to IC and the roundabout option).

The approximate cost for the construction of Pegg Road Extended with a roundabout intersection design at the future intersection of MD 237/Pegg Road is estimated to be \$47,460,000. This cost includes construction efforts only – no engineering or right-of-way acquisition costs have been determined at this time.

As part of the planning efforts, a Public Informational Meeting for Pegg Road Extended was held on Thursday, July 26<sup>th</sup>, 2007, in Lexington Park to present the various alternatives, impacts, and preliminary findings of the analyses to the community.

As part of the public meeting process, a number of key pieces of information were prepared and are included in Appendix E. These include the following:

- The public meeting citizen letter from St. Mary's County.
- The public meeting agenda.
- The project informational brochure.
- A map illustrating the preliminary location of Alternatives 1, 2, and 3.
- The PowerPoint presentation for the community presented by project staff members
- A map illustrating the Natural and Cultural Resources Inventories.
- A preliminary impact matrix identifying the social, environmental, and cultural impacts for the various alternatives.
- The existing typical section, as well as the proposed interim and ultimate typical sections along various segments of the future corridor.
- Preliminary traffic analysis results based on 2004/2005 existing conditions, 2025 future no-build conditions, 2025 future Alternative 1 and 2 full build conditions, and 2025 future Alternative 3 partial build conditions.
- A Question/Comment sheet, including an opportunity for the public to be added to a general mailing list to receive future updates regarding the project.

A variety of question and comments were received from the community during the public informational meeting, both in written and verbal form and each was addressed accordingly by the project's staff. The questions and comments are included in summarized form in Appendix E, as well as the response provided to satisfy the comment. As necessary, the comments were taken into consideration during the further refinement of the alternatives and alignments.

A new proposed public meeting is tentatively scheduled for Fall 2011.

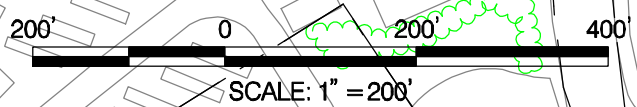
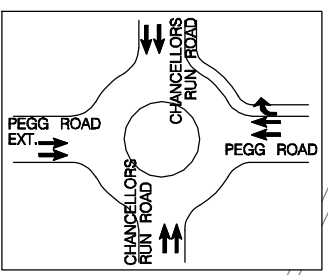
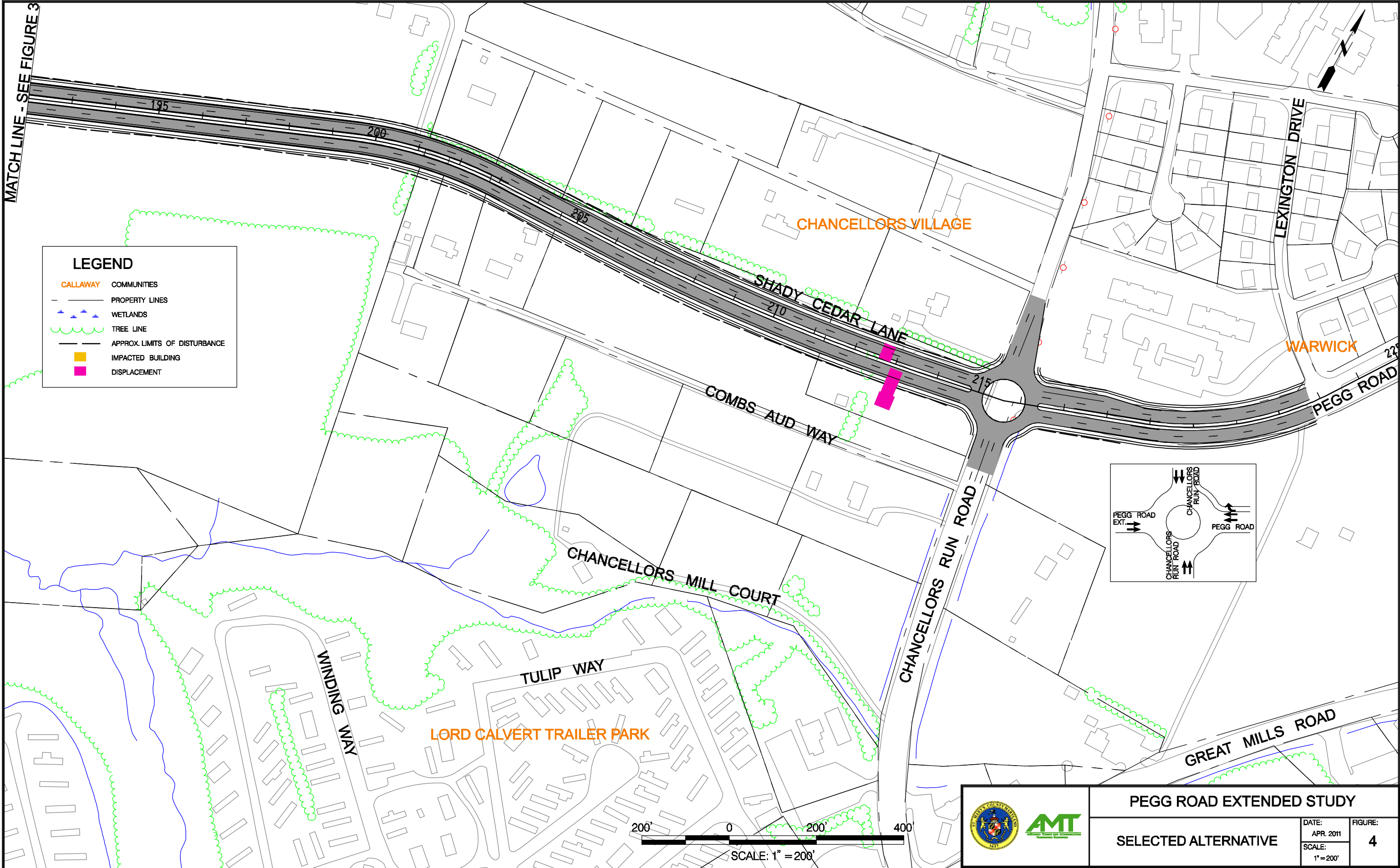
**APPENDIX A**

**TRAFFIC FORECASTS, ANALYSES,  
AND TECHNICAL MEMORANDUMS**

MATCH LINE - SEE FIGURE 3

**LEGEND**

- CALLAWAY COMMUNITIES
- PROPERTY LINES
- WETLANDS
- TREE LINE
- - - APPROX. LIMITS OF DISTURBANCE
- IMPACTED BUILDING
- DISPLACEMENT

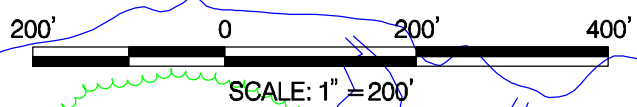
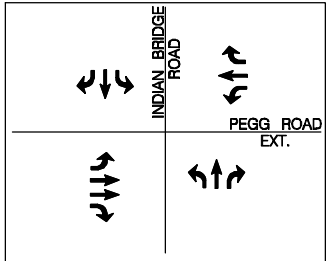
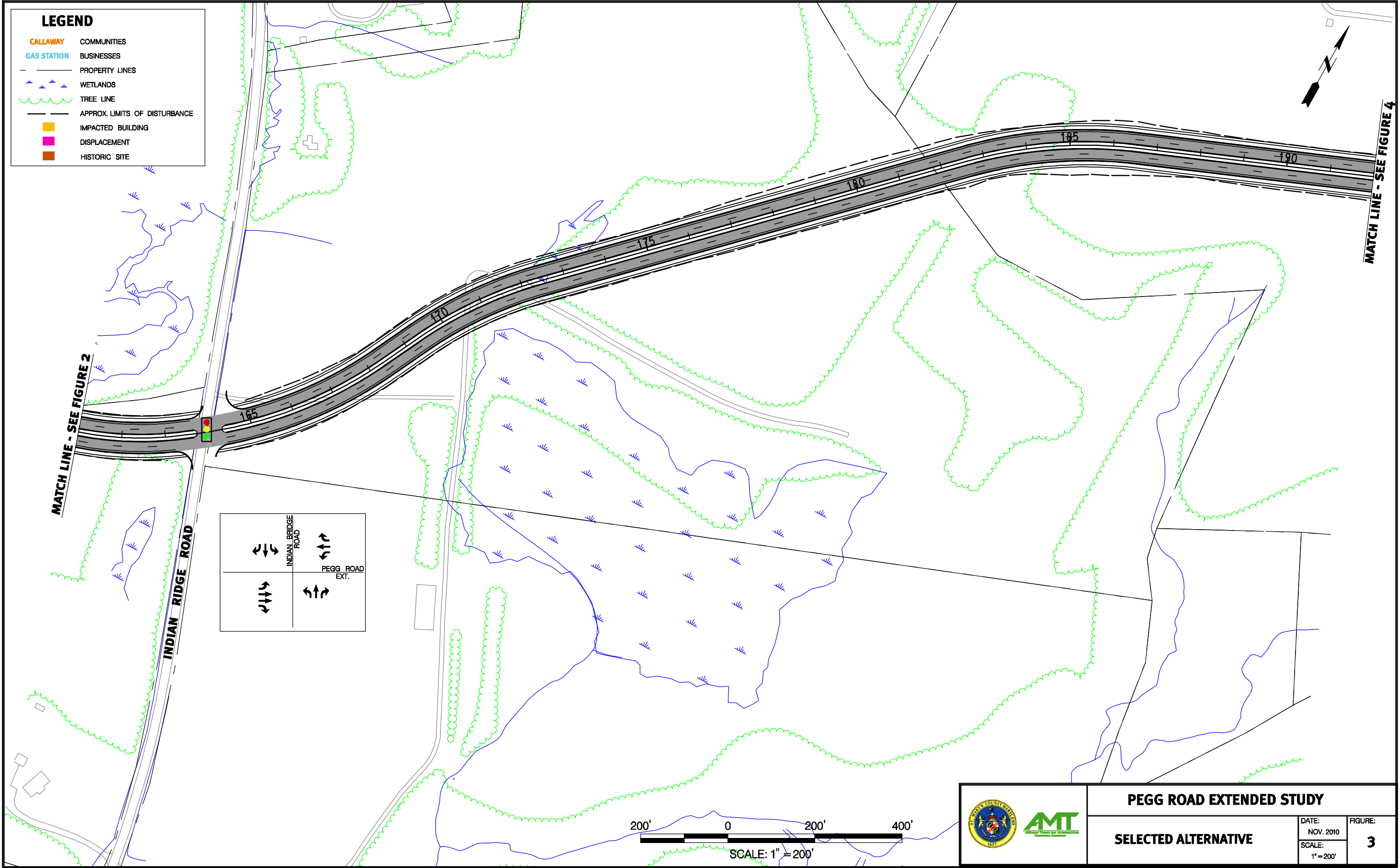


<b>PEGG ROAD EXTENDED STUDY</b>		
<b>SELECTED ALTERNATIVE</b>	DATE: APR. 2011	FIGURE: <b>4</b>
	SCALE: 1" = 200'	

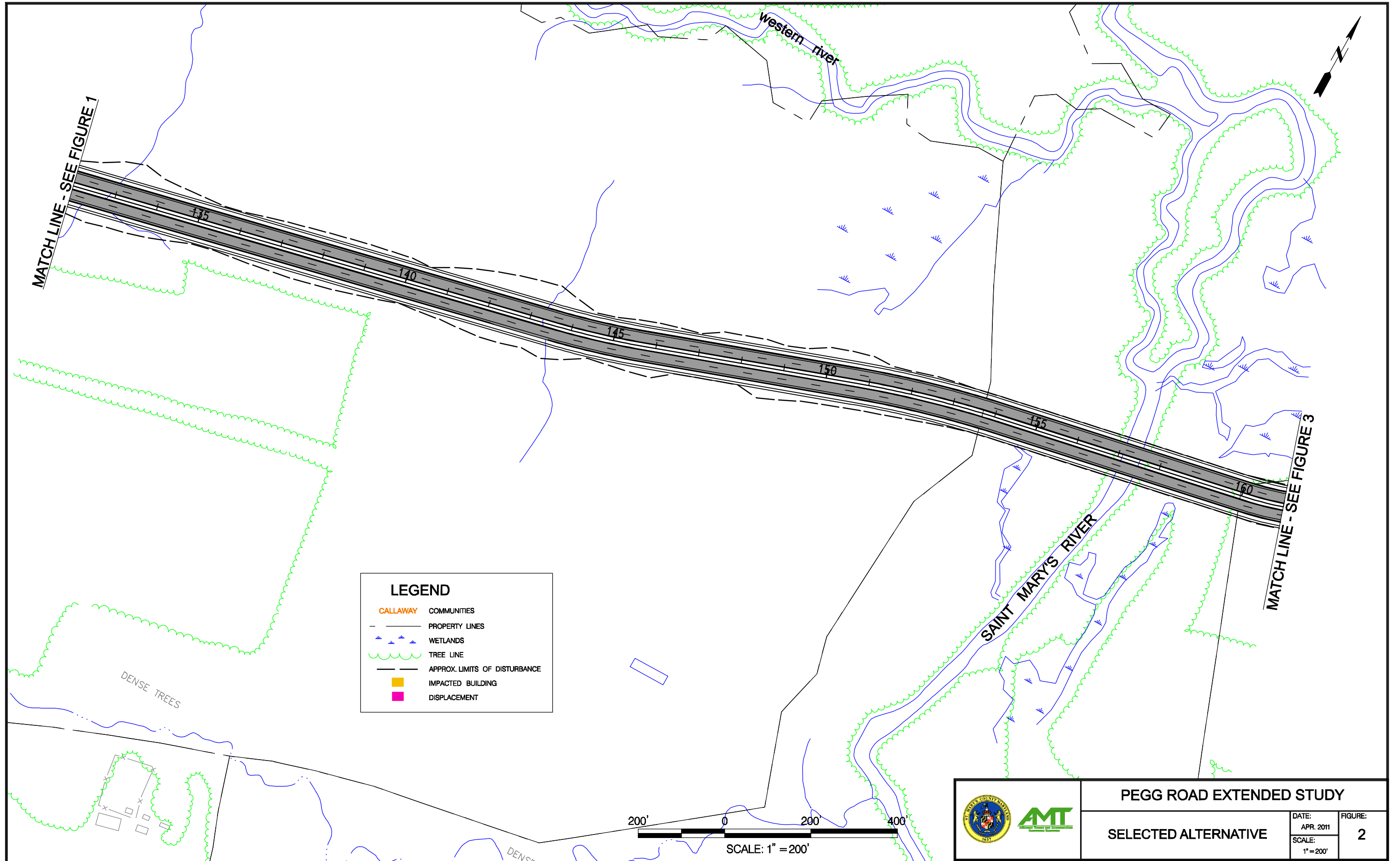


**LEGEND**

- CALLAWAY COMMUNITIES
- GAS STATION BUSINESSES
- PROPERTY LINES
- WETLANDS
- TREE LINE
- APPROX. LIMITS OF DISTURBANCE
- IMPACTED BUILDING
- DISPLACEMENT
- HISTORIC SITE

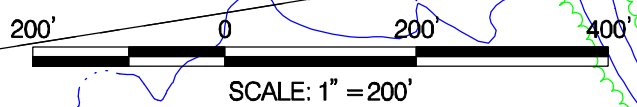


<b>PEGG ROAD EXTENDED STUDY</b>		DATE: NOV. 2010	FIGURE: <b>3</b>
<b>SELECTED ALTERNATIVE</b>		SCALE: 1" = 200'	

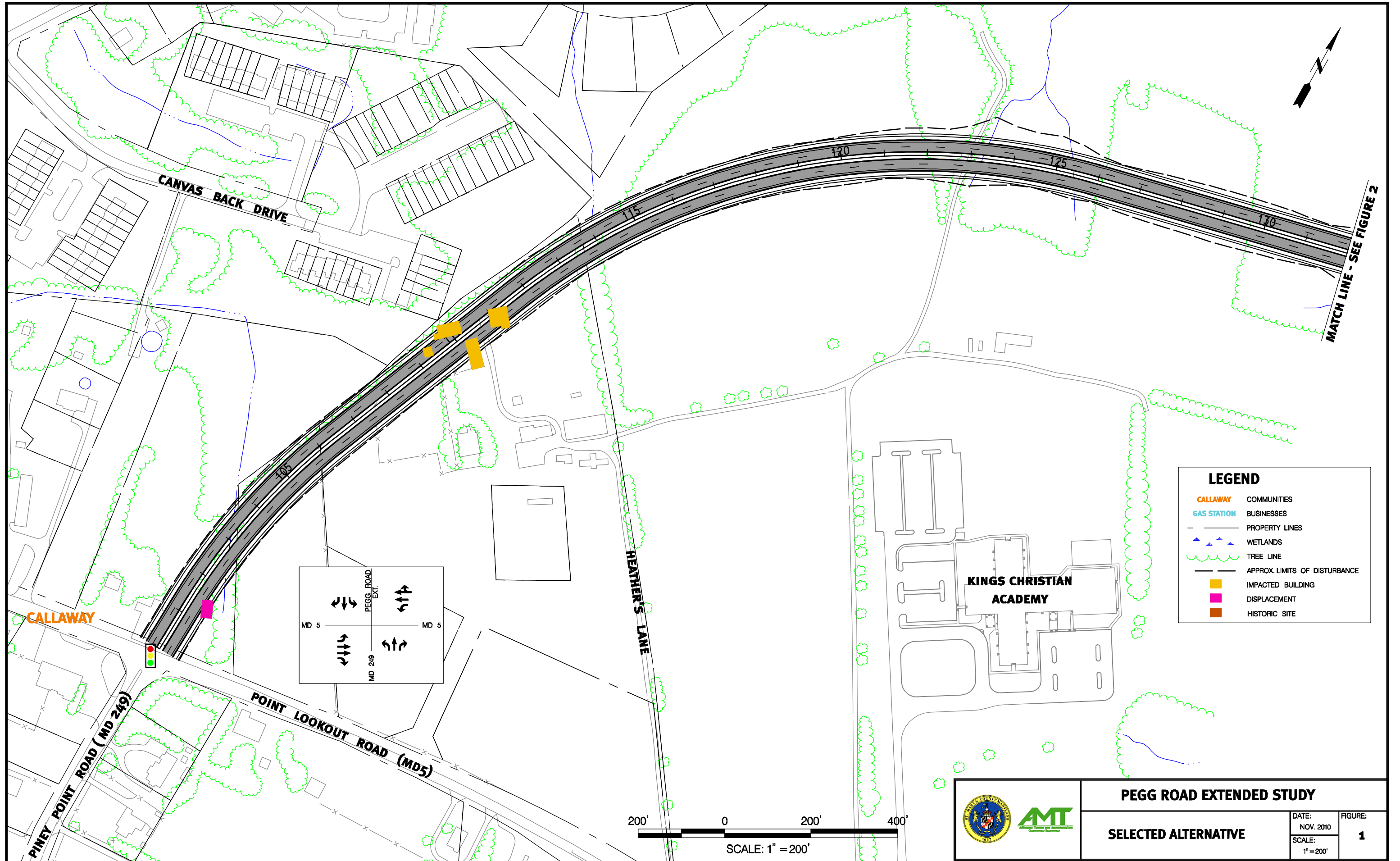


**LEGEND**

- CALLAWAY COMMUNITIES
- PROPERTY LINES
- WETLANDS
- TREE LINE
- APPROX. LIMITS OF DISTURBANCE
- IMPACTED BUILDING
- DISPLACEMENT

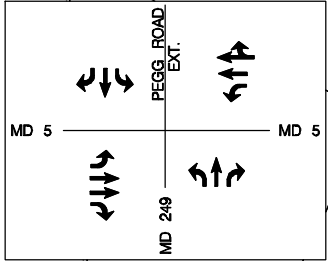


<b>PEGG ROAD EXTENDED STUDY</b>		
<b>SELECTED ALTERNATIVE</b>	DATE:	FIGURE:
	APR. 2011	<b>2</b>
	SCALE:	
	1" = 200'	



**LEGEND**

CALLAWAY	COMMUNITIES
GAS STATION	BUSINESSES
---	PROPERTY LINES
▲▲▲	WETLANDS
~~~~~	TREE LINE
- - - -	APPROX. LIMITS OF DISTURBANCE
■ (Yellow)	IMPACTED BUILDING
■ (Pink)	DISPLACEMENT
■ (Orange)	HISTORIC SITE



<b>PEGG ROAD EXTENDED STUDY</b>		DATE:	FIGURE:
		NOV. 2010	<b>1</b>
<b>SELECTED ALTERNATIVE</b>		SCALE:	
		1" = 200'	