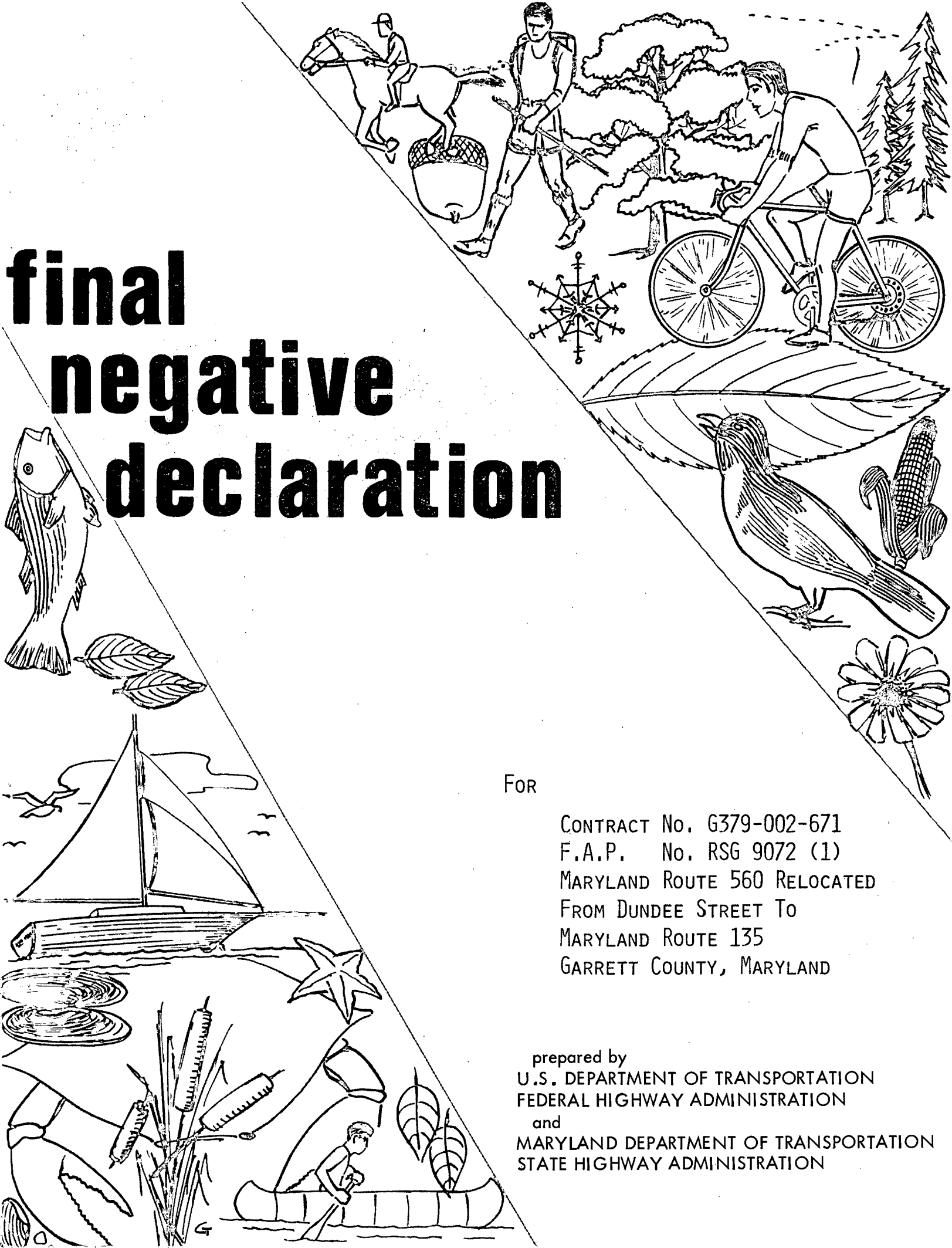


# final negative declaration



FOR

CONTRACT No. G379-002-671  
F.A.P. No. RSG 9072 (1)  
MARYLAND ROUTE 560 RELOCATED  
FROM DUNDEE STREET TO  
MARYLAND ROUTE 135  
GARRETT COUNTY, MARYLAND

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

REPORT NO.: FHWA-MD-NEG-78-08-F

REGION III

MARYLAND ROUTE 560 RELOCATED  
FROM DUNDEE STREET TO  
MARYLAND ROUTE 135

ADMINISTRATIVE ACTION

FINAL

NEGATIVE DECLARATION

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

AND

STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION

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

M. S. Caltrider  
State Highway Administrator

5/2/79  
Date by: Hal Kassoff  
Hal Kassoff  
Director, Office of Planning  
and Preliminary Engineering

5/3/79  
Date by: Emil Elinsky  
Emil Elinsky  
Division Administrator  
Federal Highway Administration

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SUMMARY

- (1) Check appropriate box(es).

Federal Highway Administration

Administrative Action Environmental Statement

( ) Draft (X) Final

( ) Section 4(f) Involvement Attached

(x) Negative Declaration

- (2) Individuals who can be contacted for additional information concerning the proposed project and this document:

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

Mr. Edward Terry, Jr.  
Federal Highway Administration  
The Rotunda - Suite 220  
711 West 40th Street  
Baltimore, Maryland 21211  
Phone: (301) 962-4010  
Office Hours: 7:45 a.m. to 4:15 p.m.

- (3) Description of Action

The proposed project involves the relocation of Maryland Route 560 in the vicinity of Loch Lynn Heights, Garrett County, Maryland, and the provision of a grade separation with the Baltimore and Ohio Railroad. The section of the existing route proposed to be relocated extends between Dundee Street and Maryland Route 135, via Third Avenue and Paull Street (a distance of approximately 0.40 miles). Maryland Route 560 is classified as a Major Collector Highway (Function VI) according to the Maryland Functional Classification System.

(4) Summary of Environmental Effects

The following is an overall summary of the environmental effects of the selected alternate, Alternate D-1.

The relocation of the proposed highway will separate through-traffic from local traffic in Loch Lynn Heights and will eliminate the single at-grade railroad crossing that presently exists.

The proposed project will have some construction-related short-term impacts in the area, such as noise, dust, and siltation associated with removal of top soil. Mitigating measures to minimize these impacts are discussed in the text of this Negative Declaration.

There will be an impact on small mammals and stream wildlife found in the project study area; however, adjacent areas are available as suitable habitats for those animals displaced.

The construction of Alternate D-1 will result in increases in noise levels. Federal design levels will be exceeded at one site for Alternate D-1 as compared to seven sites for the No-Build Alternate.

The impact on air quality will not be significant. Based on projected carbon monoxide concentrations into the future, state and national ambient air quality standards will not be exceeded. The project will not result in a long-term impact on water quality. The highway embankment will encroach on the 100-year flood plain of the Little Youghiogheny River with little, if any, adverse effects. No wetlands or fragile ecosystems will be affected by the project. No publicly-owned parks or wildlife refuges will be affected by the project. No historically significant property will be required. Therefore, there is no project involvement with 4(f) lands.

The project will have an impact on land use, since 16 acres of wooded, residential, and commercial land will be required. The project is not expected to result in significant changes in land use in the vicinity of the project over time, but one dwelling unit will be displaced. There is adequate, decent, safe, and sanitary available housing within reasonable distance of the project study area.

//

A summary of the impact of this project, in accordance with the Maryland Environmental Policy Act of 1974, is included in Appendix A of this report, and relevant correspondence concerning comments on this project is included in Appendix B.

(5) Major Alternatives Considered

The recommended alignment for this project is Alternate D-1. Ten other alternates (A, B, C, D, E, E-2, F, F-1, K, and No-Build) were originally considered but based on preliminary studies these alternates were eliminated from further consideration. From the southern terminus at Garrett Road, Alternate D-1 swing north over the B&O Railroad and the Little Youghiogheny River to connect with Maryland Route 135. Alternate D-1 consists of one 24-foot roadway, paved shoulders, and safety grading. An alignment map for Alternate D-1 is presented in Figure IV-1 on page IV-3 .

I. DESCRIPTION OF THE PROPOSED ACTION AND SOCIAL, ECONOMIC, AND ENVIRONMENTAL CONTEXT

This chapter describes the proposed highway project and its surroundings, and presents basic traffic data and other data which will be utilized in evaluating the environmental, economic, and social impacts of the proposed project.

1. PROJECT DESCRIPTION

Figure I-1 on the following page illustrates the general location of the study area; Figure I-2 on page I-3 illustrates the study area itself. The study area (approximately 0.7 square miles in area) is bounded on the north by Maryland Route 135 and the Little Youghiogheny River and flood plain. The study area is also bounded on the west by Allegany Drive in Mountain Lake Park, on the south by the town limits of Loch Lynn Heights, and on the east by the intersection of Garrett Road and existing Maryland Route 560. The Baltimore and Ohio Railroad runs through the study area and lies along the boundary between Loch Lynn Heights and Mountain Lake Park to the northwest.

2. MAJOR PROJECT DESIGN FEATURES

The selected alignment has been designed in accordance with the minimum standards referred to and recommended in "A Policy on Geometric Design of Urban Highways and Arterial Streets" by the American Association of State Highway and Transportation Officials, and the Federal Highway Administration's memoranda relative to highway safety have been utilized in the development of the selected alignment (Alternate D-1).

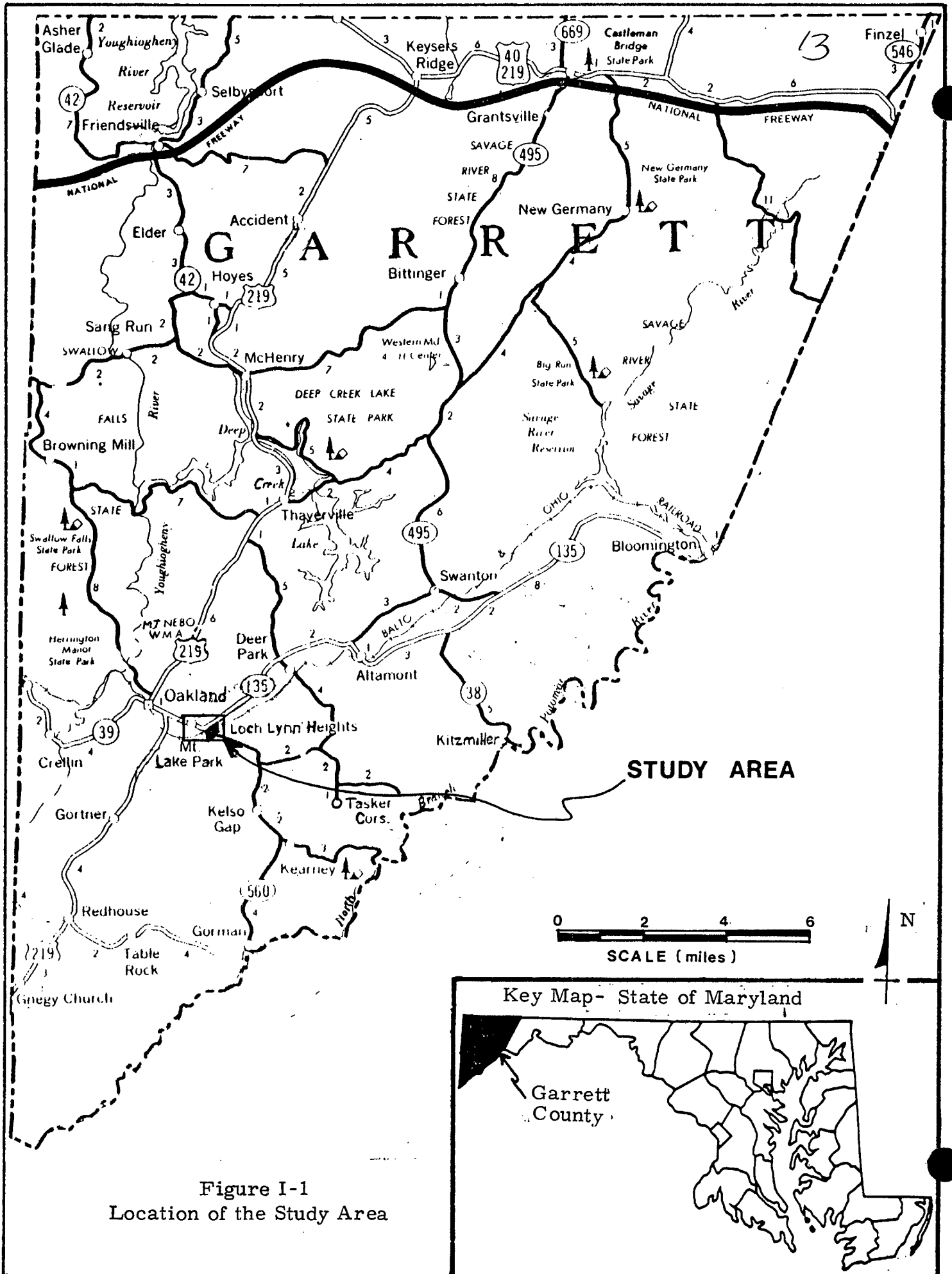
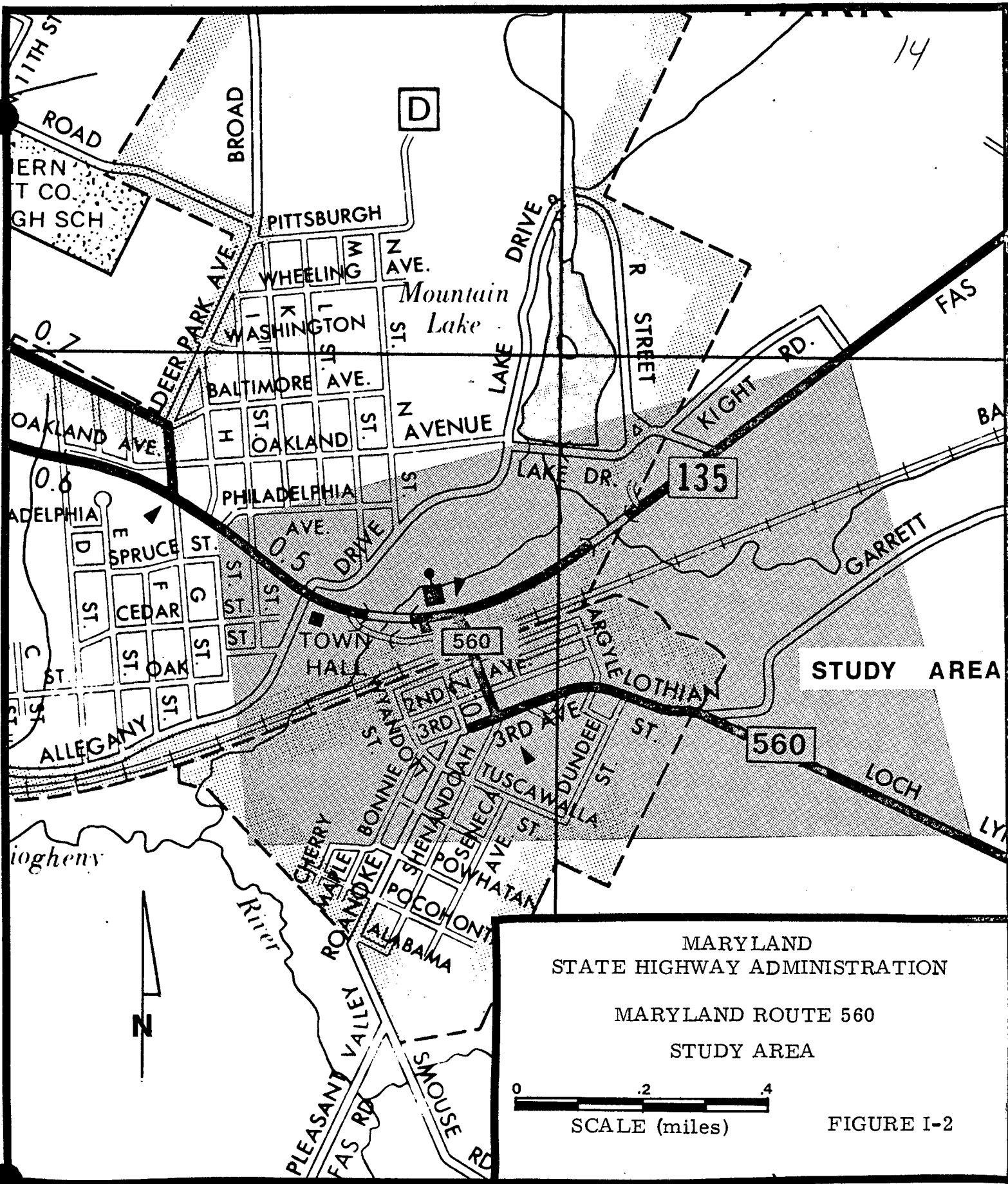


Figure I-1  
Location of the Study Area



MARYLAND  
 STATE HIGHWAY ADMINISTRATION  
 MARYLAND ROUTE 560  
 STUDY AREA

0 .2 .4  
 SCALE (miles)

FIGURE I-2

Information obtained from the various state and local agencies and from the public during the Project Initiation Meeting, the Alternates Public Meeting, and the Location Public Hearing, was used in connection with the design considerations listed in the following sections to develop the selected alignment.

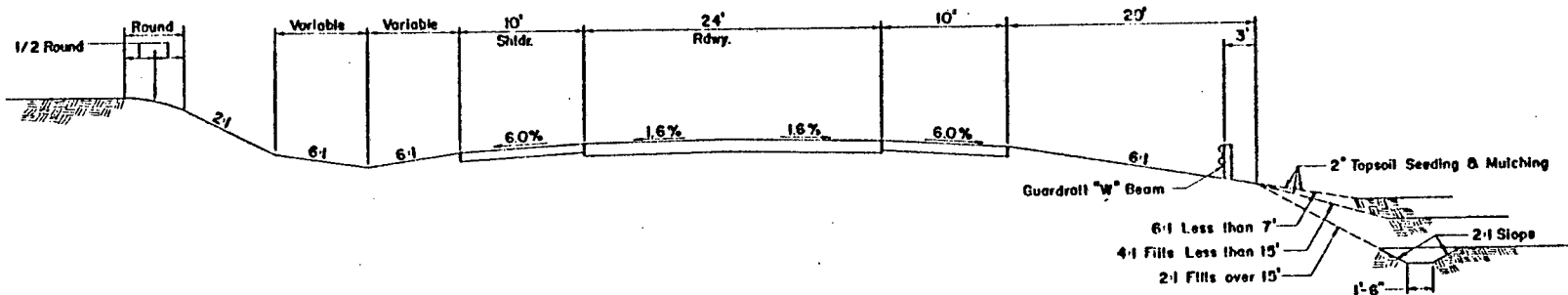
Geometrics for Alternate D-1 were established using a design speed of 60 miles per hour. Alternate D-1 consists of one 24-foot roadway with 10-foot shoulders and safety grading. Typical sections for this alternate are illustrated in Figure I-3 on page I-5.

Alternate D-1 will require a bridge scheme for crossing the Baltimore and Ohio Railroad and the Little Youghiogheny River and flood plain. The scheme includes a structure that spans the river, the railroad, and a portion of the flood plain; the highway embankment will encroach onto the established 100-year flood plain with little, if any, adverse effects. The estimated length of the proposed structure is 413 feet. The estimated length of the highway embankment that will encroach on the flood plain is 250 feet\*. A Section 404 permit will be required from the Corps of Engineers for the construction of this scheme.

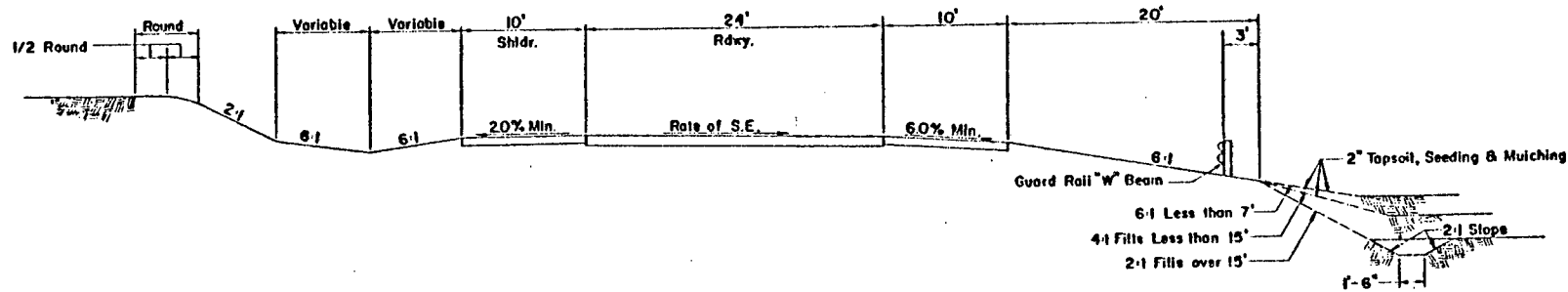
Alternate D-1 will have full control of access. Alternate D-1 has a minimum established grade greater than 0.7 percent and maximum established grade of 5.75 percent. The maximum degree of curvature utilized for Alternate D-1 is 5 degrees 00 minutes. Connections will be made with existing Maryland Route 560, Lothian, Garrett Road, and Maryland Route 135.

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\* These dimensions are for the purpose of determining cost estimates and environmental impacts, and are subject to change during the final design phase. The size of the structure and proposed flood plain encroachment will be reviewed and subject to approval by the Maryland Water Resources Administration and the U.S. Corps of Engineers.



TYPICAL NORMAL SECTION



TYPICAL SUPERELEVATED SECTION

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

MARYLAND  
STATE HIGHWAY ADMINISTRATION

MARYLAND ROUTE 560

LINE 'D1'  
TYPICAL SECTIONS

FIGURE 1-2

10



3. BASIC TRAFFIC DATA

The existing roadway is expected to reach capacity (7,500 vehicles per day) in the year 1998. The increased usage of the at-grade railroad crossing on Paul Street under a no-build assumption is also expected to raise the probability of accidents. The table, which is presented below, illustrates the average daily traffic for 1974, and projections for 1982 and 2000 that can be expected with and without the relocation of Maryland Route 560.

TABLE I-1  
Average Daily Traffic (ADT): Maryland Route 560

<u>Facility Type</u>	<u>Year</u>	<u>ADT on Paul Street</u>	<u>ADT on Md. Rt. 560 Relocated (Alt. D-1)</u>	<u>ADT East of Loch Lynn Heights on Existing Md. Rt. 560</u>
Improve-ment	1982	---	5,225	3,050
Improve-ment	2000	---	8,250	4,850
No Im-provement	1974	3,450	---	2,200
No Im-provement	1982	4,850	---	3,050
No Im-provement	2000	7,700	---	4,850

Source: Maryland State Highway Administration

4. EXISTING HIGHWAYS

The only major highway within 10 miles of the study area is U.S. Route 219, which serves Pennsylvania and West Virginia and is the principal north-south artery of Garrett County. U.S. Route 219 passes near the study area about one mile west of Loch Lynn Heights. The only State highways within the study area are Maryland Route 135 and existing Route 560. Both are classified as Major Collector Highways (Function VI) according to the Maryland Functional Classification System and serve intra-county and inter-community travel including some transient traffic.

Maryland Route 135 is a two-lane roadway which approaches Loch Lynn Heights from the northwest through Mountain Lake Park, passes along the B&O Railroad tracks, north of Loch Lynn Heights, and continues northeast to Deer Park. Existing Maryland Route 560 approaches Loch Lynn Heights from the southeast, and Paull Street and terminates at the intersection at Paull Street and Maryland Route 135. The at-grade railroad crossing immediately south of this intersection interferes with traffic movement through the intersection and creates a significant traffic safety hazard, which has been a topic of public concern in the past.

The highway network described is the major transportation facility for the area serving the local residents and industries. The only other notable modes of transportation are daily freight service provided by the C&O/B&O Railroad and daily air service provided to the region by Morgantown Muncial Airport (about 40 mile from Loch Lynn Heights), Cumberland Airport (55 miles), and Garrett County Airport (14 miles).

5. NEED FOR THE PROPOSED PROJECT

Presently, the only access route between Loch Lynn Heights and all points north is via Paull Street (existing Maryland Route 560) and the stop sign controlled intersection of Paull Street and Maryland Route 135. Two-hundred forty (240) feet south of this intersection is an at-grade multiple-track railroad crossing. Queuing of northbound vehicles often extends back to the railroad crossing. This railroad crossing was the scene of a fatal school bus-train collision in the early 1960's.

During the years 1971, 1972, and 1973, the rate of accidents for the portions of Maryland Routes 135 and 560 in the study area exceeded the state average for all similar type rural highways under state maintenance by 32 percent; 432.86 accidents per 100 million vehicle miles traveled (VMT) as compared to 320.50 accidents per 100 million VMT\*. The motor vehicle accident cost for this accident rate has been estimated at \$1,700,372 per 100 million vehicle miles of travel for the motorist now using Maryland Routes 560 and 135. Available figures show that with the completion of an ultimate four-lane divided highway\*\* the accident rate in the study area can be expected to improve by as much as 74 percent, to 187.52 accidents per million VMT. This decrease of 236.34 accidents per 100 million VMT would result in an estimated net savings to the motorist of \$959,851. The reduction in accidents for the two-lane alternate selected in this report will not be as great as for a four-lane design, but is expected to effect a significant improvement in the study area accident rate and associated costs.

\* Source: State Highway Administration

\*\* Estimates available only for an ultimate four-lane design. Projections do not indicate that traffic will be sufficient to warrant the construction of a second 24-foot roadway before the year 2000. The construction of a second 24-foot roadway will take place when warranted by increased traffic in the project area.

The accident costs included in this report include the present worth of future earnings of persons killed or permanently disabled, as well as monetary losses resulting from injury and property damage estimates. The unit costs utilized in the above computations were based on actual cost values obtained from three independent accident cost studies conducted in Washington, D.C., Illinois, and California and were updated to 1973 prices.

In addition to eliminating the inadequate at-grade railroad crossing, the proposed improvement will separate vehicles traveling through town from vehicles circulating within the town which will help the total street and highway network operate more efficiently and safely as well as improve pedestrian safety.

This project has been included in various state programs since 1964. The project's listing in the two most recent documents is as follows:

- 1979-1998 Needs Study  
Line 10 - Garrett County, Secondary Critical, Maryland Route 560 Relocated, Maryland Route 560 at Dundee Street to Maryland Route 135, two-lane construction (includes B&O Railroad bridge).
- 1979-1983 Consolidated Transportation Program  
Line 3 - Garrett County, Maryland Route 560 Relocated, Maryland Route 560 at Dundee Street to Maryland Route 135, two-lane construction (includes B&O Railroad bridge).

Even though this project has been listed in previous state construction programs and is currently listed in the Consolidated Transportation Program, design (project engineering), right-of-way acquisition and construction activity is projected beyond the program period (i. e., after 1983).

6. HISTORY AND CURRENT STATUS OF THE PROPOSED PROJECT

Preliminary engineering studies for this project began late in the year 1973. The proposed project is being developed in the following three phases: Phase I—Administrative Preliminaries, Phase II—Project Planning Activities, and Phase III—Design and Construction of the Recommendations Developed in Phase II. The project is presently in Phase II (Project Planning Activities). A project initiation meeting was held on July 17, 1974, to acquaint interested citizens in Loch Lynn Heights area with the project. An alternatives public meeting was held on October 10, 1977, to inform interested citizens and local governmental agencies with the work that had been done on this project to that time. The feasible alternate relocation alignments and the advantages and disadvantages of each from an engineering and environmental viewpoint were presented at the meeting. The Location Public Hearing was held on August 3, 1978.

7. NATURAL AND CULTURAL FEATURES

7.1 General Description

The study area for the proposed highway construction project, located in Garrett County, is approximately 0.7 square mile in area and includes most of the incorporated town of Loch Lynn Heights, some unincorporated privately-owned land east of town, plus portions of the town of Mountain Lake Park, to the northwest of town.

These two towns and Oakland, two miles to the northwest, are situated on the Little Youghiogheny River which is a tributary of the Youghiogheny River. The Youghiogheny River and its tributaries is a Wild and Scenic River of Maryland, as classified by the Federal Wild and Scenic Rivers Act\* of 1970. However, the Little Youghiogheny River is not part of the Scenic Corridor of the river and is not subject to the Maryland Department of Natural Resources regulations regarding development and construction within the Scenic Corridor.

There are presently no publicly owned parks or wildlife or waterfowl refuges of national, state or local significance located within the study area. However, an application is being prepared by Garrett County to secure about 25 acres of public recreation and open space land for picnicking, playground, and ballfield facilities near the western periphery of Loch Lynn Heights. The land is presently privately owned. Privately owned tennis courts that are open to the public are located near the intersection of Allegany Drive and Maryland Route 135 in Mountain Lake Park. The remaining areas of concern include forested privately-owned land to the east of Loch Lynn Heights.

The natural features and ecosystems in the study area which may be impacted by the construction of the proposed highway are described in the following sections.

7.2 Geology and Soils

The study area lies within the Allegheny Plateau Division of the Appalachian Physiographic Province. The underlying geologic formations in this area of the Allegheny Division differ markedly from the rest of Maryland. The substructure of the study area

---

\* Wild and Scenic Rivers Act, U.S.C. § 1271, et. seq.

includes several thousand feet of folded consolidated sedimentary rock of the Jennings Formation (Paleozoic era). The strata are primarily made up of shales, coals, and sandstones. The surface is strongly dissected, with relief at a maximum. In places, the valley walls are nearly vertical and stream gradients are steep with rocky beds.

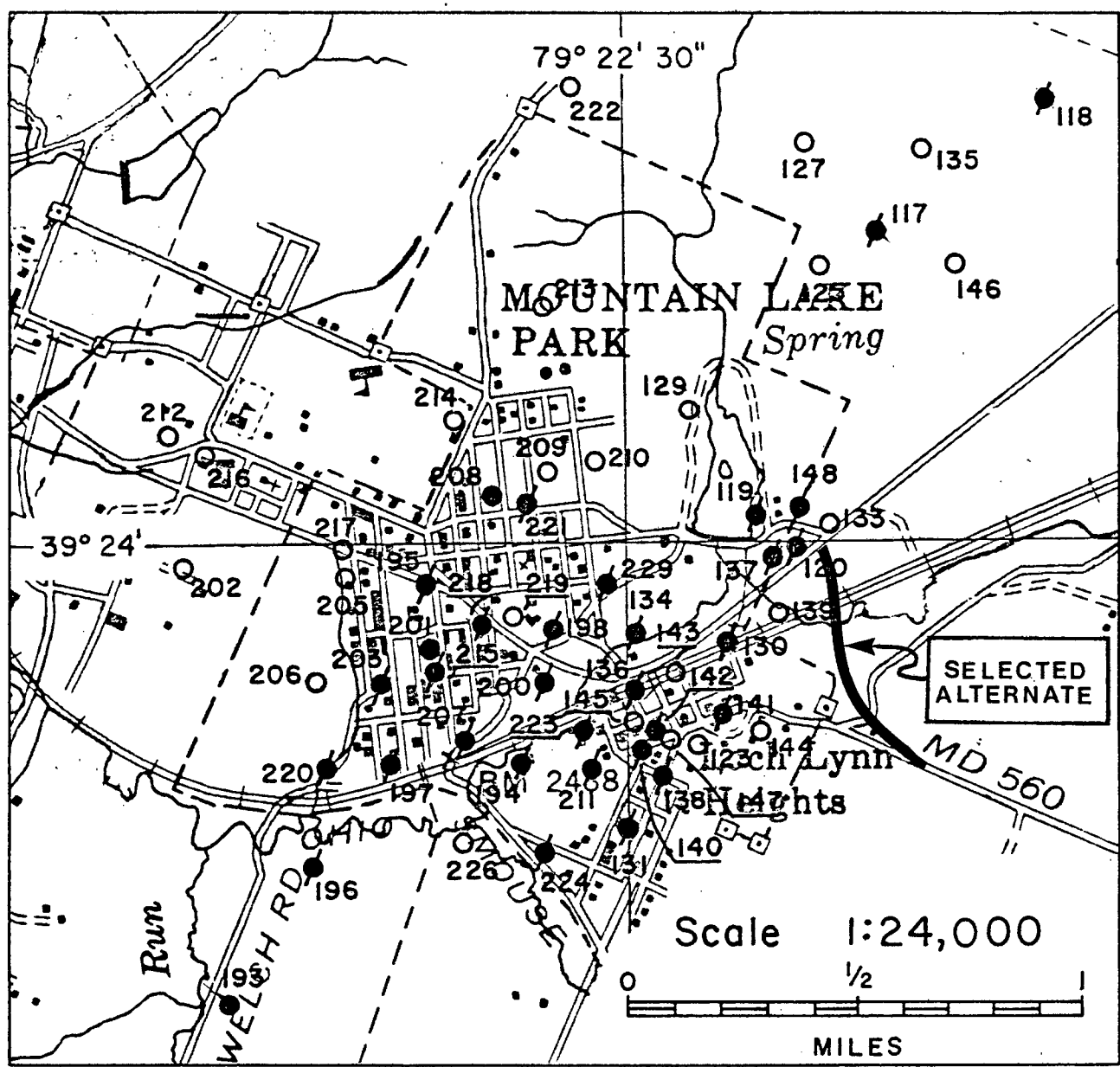
Hydrologic conditions in the study area also differ from the rest of the state. In the Appalachian Province water is contained under both water-table and artesian conditions, and the principle recharge areas are the crests and slopes of ridges. Many of the sandstones are porous and yield well; areas with denser sub-structures (e.g., shales) can usually yield enough water for domestic use. In the project study area, 90 percent of the wells can be expected to yield up to 25 gallons per minute (gpm).

The chief natural resources of the county are 175,000 acres of farmland (including 20,000 acres of prime farmland\*), 290,000 acres of commercial forests, and significant amounts of coal, stone, natural gas, sand, gravel, and peat. Of these resources, less than 100 acres of farmland and forest (including 20 acres of prime farmland\*) lie within the study area.

The project study area lies within the Mountain Lake Park natural gas field which includes over 50 abandoned natural gas wells and dry holes that have been sealed according to individual plugging schemes. Presently, only three producing wells remain in the field but none lie within the study area. A map showing estimated well locations has been compiled by the Maryland Geological Survey from drilling permit sketches (prior to actual drilling), and is presented as Figure I-4 on the following page. Most of the wells in the area were drilled during the period 1951-

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\* U.S. Department of Agriculture, Soil Conservation Service, Prime Farmlands of Garrett and Allegany Counties, April 1978.



- Gas well - producer
- Gas or oil test - dry hole
- Abandoned well
- 329 Reference number

FIGURE I-4

Approximate Location of Natural Gas Wells

SOURCE: Maryland Geological Survey



1953 and were plugged prior to the enactment of drilling codes in the state of Maryland in 1956 and 1964.\* Therefore, only limited data are available that describes the precise locations or plugging characteristics of these wells.

No known coal deposits exist in the study area. No other major mineral resources are known to be formed within the project study area.

Specific geomorphological conditions within the subject project area are as follows:

- Topography. Varies from nearly level to steeply sloping. Surface elevations above sea level range from approximately 2,387-2,511 feet.
- Ground Water Conditions. Depths to seasonably high water table (usually occurring in the early spring) are the following:
  - Alternate D-1: (1) flood plain areas: 0.0 feet  
(2) upland areas: 0.5-4.0 feet or more.
- Rock Conditions. Depths to rock generally vary from one to six feet or more. Types of available rock include sandstone, shale, and siltstone. In areas of massive sandstone, blasting may be required for significant excavations in addition to power equipment.
- Soil Conditions. The soils within the contract area are mainly of the Calvin-Gilpin association\*\* and are gently sloping to steep, moderately deep, and well drained soils, formed over acid, red to gray shale and sandstone.

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\* State of Maryland, Annotated Code (1967), Title 6, Article 66C, Subsection 677; also, Department of Natural Resources, Rules and Regulations (1964), Section 08.06.06.03, "Abandonment of Wells," and Section 08.06.06.04, "Procedures for Sealing and Plugging Wells."

\*\* Soil Survey of Garrett County, Maryland, U.S. Department of Agriculture Soil Conservation Service, August 1974.

- Soil Textures: flood plain areas are predominately silt loams. In upland areas, silt loams, channery loams, and very stony loams are dominant.
- Soil Stability: in flood plain and many upland areas conditions are poor to fair. In upland drains and flats conditions are poor. In mountainous upland areas conditions are fair to good.
- Susceptibility to Frost Action: high throughout contract area, except upland areas with very stony loamy soils and channery silt loams.
- Water Erosion Hazard: moderate to high throughout the study area.
- Wind Erosion Hazard: low to moderate throughout the study area.
- Drainage: for Alternate D-1, drainage conditions are poor in flood plain areas and poor to good in upland areas.

### 7.3 Climatology

Garrett County generally records on a yearly basis the coldest temperatures, the most precipitation, and the heaviest snowfall of all Maryland's counties. Rapidly varying topography is an important factor contributing to large differences in temperature and precipitation over the county. In the study area, temperatures are generally warmer and the precipitation less than in other areas of the county.

Prevailing winds are from the west to northwest except during the warm half of the year when they become more southerly. The average annual wind speed is about nine miles per hour but wind may reach 50 to 60 miles per hour or even higher during summer thunderstorms or intense winter storms.

#### 7.4 Vegetation

The terrestrial ecosystem of the study area has undergone stress in recent years due to development in and around Loch Lynn Heights. Land clearing and subsequent changes in vegetation cover and land uses has, in some places, eliminated or altered wildlife habitats and reduced the wildlife population. The limited number of wildlife species in the project area are all dependent upon or are tolerant of human activities.

Within the study area there is a significant variation in the types of vegetation that are present. For the purpose of this assessment, the major areas of concern lie to the east and west of the existing developed areas of Loch Lynn Heights. Vegetation within the developed areas of the town is not abundant but does contribute to the edge effect exhibited in the study area.

East of Loch Lynn Heights, the elevation within the study area ranges from about 2,530 feet on the hill north of Lothian Road, to 2,398 feet in the valley along the Little Youghioghney River, between Garrett Road and the B&O Railroad tracks. The general area has already been significantly impacted by timber cutting on the hill and by clearing for pasture in the valley.

The hill area has recently been selectively cut and only a relatively few moderately sized trees remain. The larger trees on the hillside are northern red oak, chestnut oak, white oak, and some Virginia pine along the hill top. There is scrubby undergrowth present comprised of smaller oaks, briar bushes, some ferns, and in areas dense growth of hawthorn bushes. This association prevails on the hill top and hill side, while along the base of the

hill red and sugar maples along with black locust, black cherry, and such low-land oaks as pin oak become the dominant vegetation cover. These trees are densely present in this area and also have a rather dense understory of briars and hawthorn bushes. An old roadbed follows the lower portion of the hill and is becoming overgrown with small trees and brush.

The valley area along the Little Youghiogheny River has been mostly cleared for use as a pasture. Most of the remaining vegetation is located along the river, but some is scattered around the field. The more prevalent, though young, vegetation species in these areas include the pin cherry, speckled alder, hazel alder, red maple, sugar maple, along with some briars and multiflora roses. Scattered around the field away from the riverbanks are such species as pin oak, pin cherry, and many crab apple and apple trees along with dense growths of hawthorn bushes. Also present in these field areas are such herbaceous species as briars, black berries, multiflora roses, meadow grasses, and sage grasses. These same types of vegetation are also present in small scattered areas on the other side of the railroad tracks and south of Maryland Route 135. In addition, the banks of the Little Youghiogheny River in this area are being severely abused by the dumping of cans, bottles, discarded appliances, and scrap metal.

West of Loch Lynn Heights, the elevation varies from 2,414 feet at the Bonnie Boulevard and Wyandott Street intersection to 2,386 feet in flats in Mountain Lake Park. The railroad tracks and the Little Youghiogheny River bisect this area. An abandoned field area with very few trees lies on the southern side of the railroad tracks, and a field area with a small amount of grass

and a few trees along the Little Youghiogheny River lies north of the railroad tracks. Since these two areas are already so highly impacted and altered from previous clearing, there is not a very diverse or abundant vegetation association found there. The predominant, woody vegetation present in these two areas is along the Little Youghiogheny River and includes such species as speckled alder, hazel alder, pin cherry, willows, red maple, and sugar maple. The rest of the field areas are vegetated by such herbaceous species as blackberries, briars, meadow grasses, sage grasses, and cockleburs.

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

7.5 Wildlife

The population of wildlife species in the upland areas, especially the large undivided forested tracts around Loch Lynn Heights, are fairly high. Of the species present in these upland areas, the gray squirrel, quail, hawks, owls, red and gray fox, wild turkey, ruffed grouse, woodcock, and a large variety of passerine birds are common. Other species which require rather large territorial ranges, such as the white-tailed deer, are also able to maintain a rather sizable population in these areas.

Riverbank areas, or riparian communities probably support the most abundant and diverse wildlife populations in this part of the county although there are good populations of upland wildlife in the large tracts of upland uncleared forest. Populations of such species as raccoon, muskrat, river otter, opossum, and many species of reptiles and amphibians are commonly supported by

these riparian areas. Many of the upland species, such as the rabbit, fox, squirrel, and woodcock, also probably have moderately large populations along with the typical riverbottom species in these areas. In addition, these riverbank areas are probably also frequented by such higher food chain species as skunks, owls, and hawks.

The hill area just east of Loch Lynn Heights is considered to be an upland vegetation type area that would support such wildlife species as quail, the eastern gray squirrel, cottontail rabbit, smaller mammals such as mice, voles, and shrews, along with a variety of passerine birds (songbirds). In addition, there may be an occasional visit to this area from such higher food chain species as hawks, owls, foxes, or skunks from surrounding upland areas. The frequency of any of these species visiting this area though is probably very low due to the adjacent houses, highways and related noise, and the moderately cleared state of this area.

Wildlife species present in the field areas east and west of Loch Lynn Heights are essentially the same. Since these broken field and recovering woodlot areas are adjacent to the Little Youghiogheny River, they provide good habitat areas for such wildlife species as the cottontail rabbit, mourning dove, quail, woodchuck, and such smaller mammals as field mice and moles. In addition, along the riverbank areas of the fields such species as the muskrat, opossum, or raccoon might occasionally be found. All of these species generally do well in an agricultural/woodlot/recovering field environment. There might also be some higher food chain species such as hawks, foxes, or skunks to visit these areas for food sources.

There are no rare or endangered wildlife species living in the project area.

7.6 Air Quality

The project study area is located in the Cumberland-Keyser Interstate Air Quality Control Region. For the five pollutants included in the National Ambient Air Quality Standards the following priorities\* have been assigned.

- Particulate Matter: Priority I
- Sulfur Oxides: Priority I
- Nitrogen Dioxide: Priority III
- Carbon Monoxide: Priority III
- Photochemical Oxidants: Priority III.

For the purposes of the analysis required for this assessment, the Maryland State Highway Administration recommends assuming five parts per million (ppm) for a maximum one-hour carbon monoxide background concentration, and two ppm for a maximum eight-hour background concentration for all analysis years.

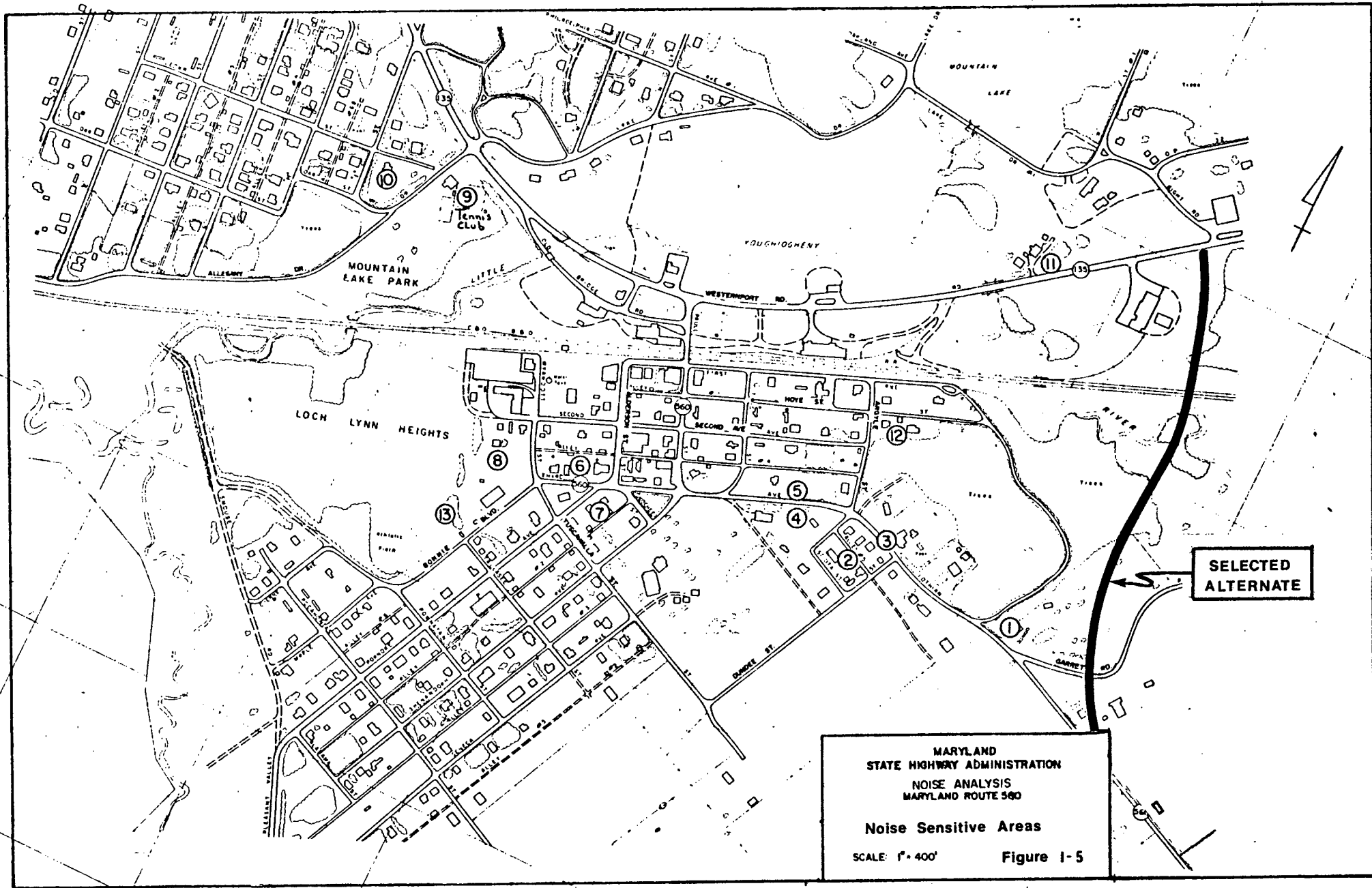
A complete discussion of the ambient and expected air quality levels appears in Chapter III, Section 5, of this document.

7.7 Ambient Noise Levels

Thirteen noise sensitive areas have been identified in connection with the proposed improvement of Maryland Route 560. The following is a description of each area. Figure I-5 on the following page indicates the general location of each.

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\* Beginning with Priority I, air quality conditions are defined in order from worst to best conditions.



SELECTED ALTERNATE

MARYLAND  
STATE HIGHWAY ADMINISTRATION  
NOISE ANALYSIS  
MARYLAND ROUTE 580  
  
Noise Sensitive Areas  
SCALE: 1" = 400' Figure I-5



1. Garrett Road—One single family residence at the intersection of Garrett Road and existing Maryland Route 560. Noise level was recorded in the front yard 55 feet from the existing highway. The existing noise environment is dominated by traffic noise from Maryland Route 560.
2. Dundee Street—Six single family residences on the south side of Maryland Route 560 near Dundee Street. All residences are approximately 30 feet from the existing highway. Traffic noise dominates the ambient noise environment.
3. Argyle Street—Four single family residences opposite NSA 2 on existing Maryland Route 560. All structures are from 25 to 50 feet off the highway. The ambient noise environment is dominated by traffic noise from existing Maryland Route 560.
4. Maryland Route 560—Two single family residences on south side of Maryland Route 560 between Lewis Street and Argyle Street. Noise measurement recorded in front yard 45 feet from the edge of the roadway. Traffic noise dominates the ambient noise environment.
5. Maryland Route 560—Two single family residences opposite NSA 4 from Paull Street to Argyle Street. Both are 75 feet from the edge of the roadway and experience traffic noise as the dominate noise.
6. Loch Lynn United Brethren Church—Church, four residences and furniture warehouse on north side of Third Avenue between Wyandott Street and Paull Street. Noise measurement recorded in churchyard 40 feet from the edge of the road. Traffic noise dominates the existing noise environment.
7. Third Avenue—One single family residence and one multi-family structure on south side of Third Avenue between Wyandott Street and Shenandoah Avenue. Both are 80 feet from the roadway and experience traffic noise as the dominate noise source.

8. Second Avenue—Four single family residences on the south side of Second Avenue west of Wyandott Street. Little or no traffic noise is experienced, so the existing noise environment is dominated by natural noises (e.g., birds, insects, wind).
9. Mountain Lake Park Tennis Club—Clubhouse and tennis courts on Allegany Drive 150 feet from Maryland Route 135. Existing noise environment is dominated by traffic noise from Maryland Route 135.
10. "I" Street—Three single family residences located on cut slope on Allegany Drive opposite the tennis club. Traffic noise from Maryland Route 135 dominates noise experienced here.
11. Maryland Route 135—Two residences on Maryland Route 135 900 feet west of the intersection with Kight Road. The existing noise environment is dominated by traffic noise from Maryland Route 135.
12. Hoye Street—Two residences on the south side of Hoye Street near Argyle Street. Traffic noise dominates the existing noise environment, however, most of this noise is from Maryland Route 135.
13. Mountain Lake Park—Park consisting of mostly wooded land and one athletic field. Little traffic noise is experienced. Natural noises (e.g., birds, insects, wind) and noise associated with athletic fields comprise the existing noise environment.

Measurements of existing noise levels were measured in October 1975 and the results of the survey are shown in the following table. The majority of the noise sensitive areas presently experience traffic noise to the degree that ambient levels are controlled by this noise.

TABLE I-2  
Ambient Noise Level

<u>Noise Sensitive Area</u>	<u>Time of Measurement</u>	<u>L<sub>10</sub> Level</u>
1	7:15 a.m.	59dBA
2	6:05 a.m.	61dBA
3	6:05 a.m.	61dBA
4	6:00 a.m.	62dBA
5	6:00 a.m.	62dBA
6	4:00 p.m.	60dBA
7	4:00 p.m.	60dBA
8	4:00 p.m.	43dBA
9	7:00 a.m.	63dBA
10	7:00 a.m.	63dBA
11	6:00 a.m.	71dBA
12	7:00 a.m.	55dBA
13	4:00 p.m.	43dBA

One area, Number 11, currently experiences L<sub>10</sub> noise levels in excess of the Federal Design Noise Level of 70dBA. On-site observations did not indicate a discernable peak volume. By the nature of the area (rural) the majority of the daily traffic occurs between the hours of 6 a.m. and 9 p.m. with slightly more traffic during the 6-8 a.m. period. Measurements were taken with a Bruell and Kjaer Precision Sound Level Meter and recorded on a Nagra Stereo Tape Recorder.

A complete discussion of noise impacts appears in Chapter III, Section 8, of this document.

7.8 Water Quality

The study area (less than one square mile in area) lies in the center of the Little Youghiogheny River Watershed which occupies an area of approximately 40 square miles.

The rapid runoff and the low soil permeabilities within Garrett County considerably inhibit the 36 to 42 inches of annual rainfall from recharging the ground water aquifers. Although the surface

of Garrett County, characterized by rolling highlands covered with an impervious soil mantle, limits recharging, it does favor the construction of surface water storage facilities.

(1) Surface Waters

The Little Youghiogheny River flows southwest through Loch Lynn Heights, then northwest for about three and one-half miles through Oakland to the Youghiogheny River. It is fed by several smaller streams and Mountain Lake, which lies just north of the study area. The Youghiogheny River flows north into Pennsylvania to its confluence with the Monongahela River and is the major river in the county. The Scenic Corridor of the Youghiogheny River, which is a federally protected area, begins approximately three miles downstream from the mouth of the Little Youghiogheny. In addition, the Potomac North Branch flows along the Maryland-West Virginia border, south of the study area.

Approximately 14.4 square miles of the Little Youghiogheny River Watershed area are controlled by six floodwater retarding structures. Three of the reservoirs are located north of Oakland while the other three are within four miles of Loch Lynn Heights. Broadford Reservoir, located one mile north of Loch Lynn Heights, is the largest of the six reservoirs and is the water supply for Mountain Lake Park, Loch Lynn Heights, and Oakland.

The most recent water quality data for surface water in or near the project study area was collected for the Little Youghiogheny River in 1968 by the Maryland Water Resources

Administration\*. According to the Maryland Classification of State Waters, the Youghiogheny River and its tributaries, including the Little Youghiogheny River, are classified as Class III waters, which require Class I safeguards, "Protected for use on water contact recreation, for fish, other aquatic life and wildlife," plus additional safeguards, "Protected as natural trout waters." The Maryland Receiving Water Quality Standards for dissolved oxygen (DO), temperature, acidity or alkalinity (pH), turbidity, and fecal coliform for Maryland Class III surface waters are presented with available water quality data for the Little Youghiogheny River in the vicinity of the project study area in Table I-3 on page I-27. Annual maximum stream discharge data collected at a partial record gage station is also presented for 1974. The data collection points are illustrated in Figure I-6 on page I-28. No data is available for Mountain Lake or its outlet to the Little Youghiogheny.

The data shows that the Little Youghiogheny River had high fecal coliform concentrations which greatly exceeded the Maryland Standard during 1968, which indicates the presence of sewage pollution. This is also confirmed for years prior to 1968 in a Maryland Geological Survey report, Chemical Quality of Reconnaissance of Water of Maryland Streams (1966). However, sewage from Mountain Lake Park and Loch Lynn Heights which was discharged to the Little Youghiogheny River during 1968 is now being treated in a lagoon on Trout Run, south of Loch Lynn Heights. Based on this information, it is anticipated that the present coliform as well as BOD and suspended solids concentrations are improved.

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\* The closest water quality sampling station on the Little Youghiogheny River that is currently in operation is located about 6 miles northwest of the project at the site of an old footbridge 0.4 miles above the mouth of the river. Data for 1977 at that station indicate that fecal coliform standards were exceeded on all three sampling dates and that dissolved oxygen standards were exceeded on two of six sampling dates.

1-27

Indice	Dissolved Oxygen	Temperature	pH	Fecal Coliform	Turbidity			
Data presented	Minimum (mg/l)	Maximum (° F)	Minimum, (maximum)	Maximum (mpn/100 ml)	(JHU)			
Standard	Not less than 5.0 mg/l, minimum daily not less than 6.0 mg/l, except for natural occurrences	No significant thermal changes, and may not exceed 68° F beyond specified distances from discharge, except for natural occurrences	Not less than 6.5, not greater than 8.5, except for natural occurrences	Density less than a log mean of 200/100ml	May not exceed level detrimental to aquatic life; less than 50 JHU monthly average, and less than 150 JTU.			
Station	Location	Number of Tests	Date					
1	0.2 mile east Norris Welch Rd., above Trout Run	7	July-Aug. 1968	4.4	73 Exceeds standard	7.2 - 7.6	230,000 Exceeds standard	-----
2	Maryland Route 135 crossing, below Mountain Lake	7	July-Aug. 1968	5.9	70 Exceeds standard	7.1 - 7.6	93,000 Exceeds standard	-----
3	At Maryland Route 135 Bridge	13	Sept. 1966- Oct. 1968	6.8	67	7.2 - 8.1	93,000 Exceeds standard	-----
4	0.7 mile upstream from mouth, 1.6 miles southwest of Deer Park	1	Nov. 1974	Annual maximum flow for gage height of 4.89 feet is 28 cfs.				

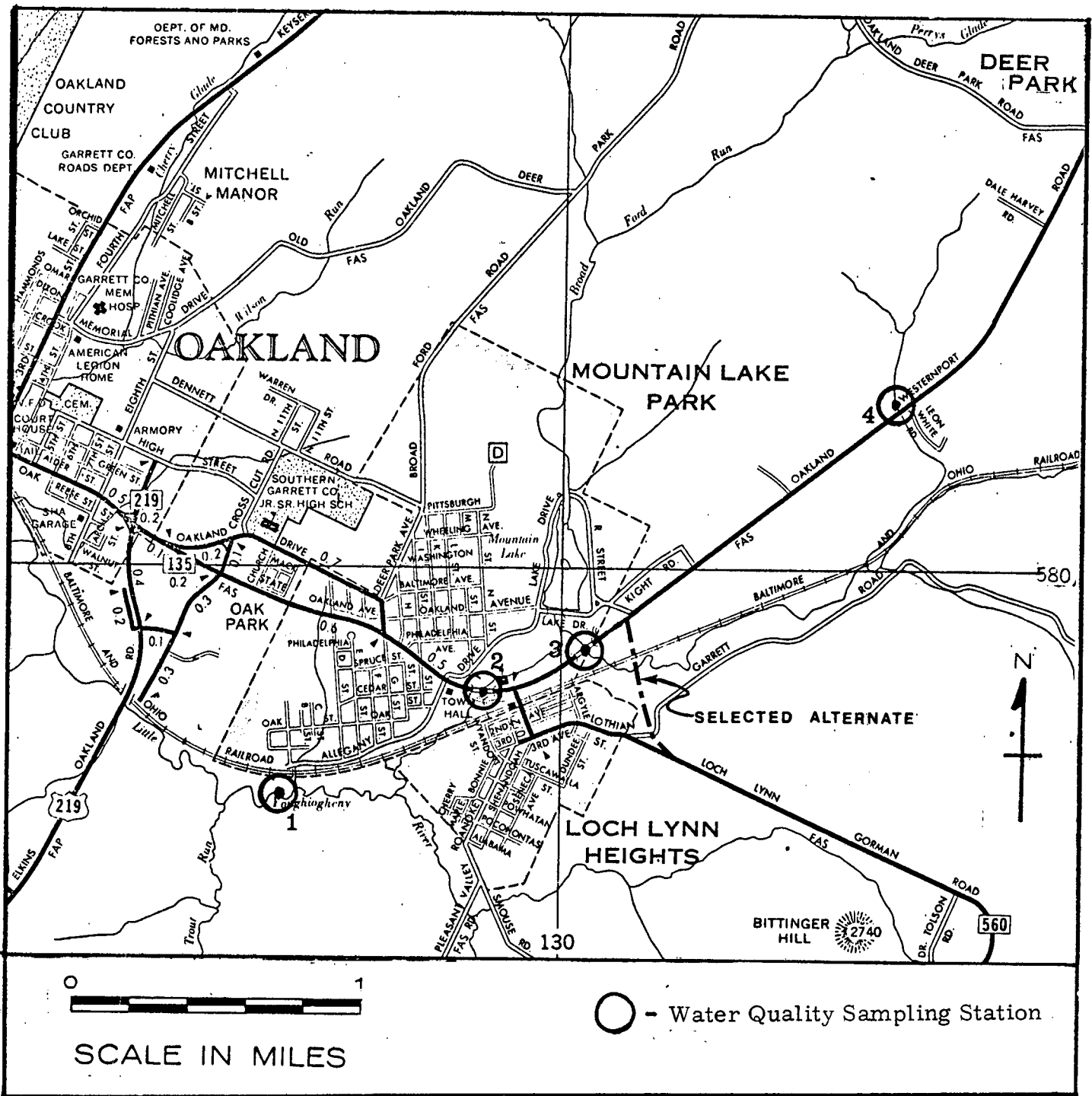
SOURCE: Maryland Water Resources Administration

Maryland Receiving  
Water Quality  
Standards and Water  
Quality Data for the  
Little Youghiogheny  
River Near the  
Project Study Area

TABLE I-3

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FIGURE I-6  
Water Quality Sampling Stations



The data in Table I-3 also shows that ambient water temperature of the Little Youghiogheny River exceeded the standard at two stations during 1968; however, it is anticipated that these temperatures occurred naturally during the summer months of July and August, when the samples were taken.

(2) Ground Waters

Existing ground water supplies within Garrett County appear to be adequate for domestic, farm and small municipal use. However, the present well and spring yields indicate ground water supplies are inadequate for industrial and most future municipal needs. The aquifer which supplies ground water for the project study area is designated as Hydrologic Unit III by the U.S. Geological Survey and the Maryland Geological Survey in Ground Water Aquifers and Mineral Commodities of Maryland (1969). Hydrologic Unit III contains the poorest aquifers within the western area of the state. It includes those geological units in which the average yields and specific capacities of wells fall in the lower 50 percent of a list of formations ranked according to their water yielding characteristics.

The yields of wells in this unit range from less than one to 200 gpm. In this unit there is only a two percent chance of getting 50 gpm or more.

The towns of Mountain Lake Park and Loch Lynn Heights are supplied with drinking water from two public water system wells and three springs located southeast of Loch Lynn Heights, out of the project study area. The quality of the water is reportedly good, with a low mineral content and a neutral



pH. Bacteriological tests have been satisfactory. The only treatment the water receives is chlorination.

8. POPULATION

Changes in population between 1960 and 1970 for the state of Maryland, Garrett County and areas with Garrett County are shown below in Table I-4. These population numbers illustrate that Garrett County grew at a slower rate (5.2 percent) than did the state of Maryland (26.5 percent) for this time period.

TABLE I-4

Population Trends 1960 - 1970

<u>Jurisdiction</u>	<u>1970</u>	<u>1960</u>	<u>Percent Change</u>
Maryland	3,922,399	3,100,689	26.5
Garrett County	21,476	20,420	5.2
Mountain Lake Park Election District	2,302	2,132	8.0
East Oakland Election District	1,813	1,558	16.4
West Oakland Election District	3,443	3,235	6.4
Mountain Lake Park Loch Lynn Heights	1,263 507	975 476	29.5 6.5

SOURCE: U.S. Bureau of the Census, U.S. Census of Population: 1970, NUMBER OF INHABITANTS, Final Report PC(1)-A22.

The Mountain Lake Park Election District includes the town of Loch Lynn Heights, most of the town of Mountain Lake Park and a small portion of Deer Park. In 1970, the three election districts of Mountain Lake Park, East Oakland, and West Oakland had over one-third of the population of Garrett County and all of the three election districts experienced higher rates of population growth than did Garrett County overall between 1960 and 1970. Since 1940, the population growth in the

towns of Mountain Lake Park and Loch Lynn Heights has consistently exceeded the overall rate of growth for Garrett County. It is expected that the population of Garrett County will grow five percent between 1970 and 1980 with higher rates of growth experienced for the area in and around the towns of Loch Lynn Heights, Mountain Lake Park and Oakland which is one of the fastest growing areas in Garrett County and which represents the largest concentration of population in the county.

In spite of the percentage growth in this area, the area is basically categorized as a rural area as the total number of people in the area are relatively small compared with urban and suburban areas.

Social and economic characteristics of the population are presented below in Table I-5. No further breakdown is available for the study area.

TABLE I-5

Social and Economic Characteristics of the Population

	<u>Maryland</u>	<u>Garrett County</u>
Total Population	3,922,399	21,476
Land Area (square miles)	9,891	659
Population per square mile	396.6	32.6
Percent of Population (non-white)	18.5%	.3%
Median Age (years)	27.1	29.2
Percent 65 years and older	7.6%	11.5%
Non-worker worker ratio	1.35	2.07
Percent Unemployed	3.2	7.7
Median Income (dollars)	\$11,063	\$6,023
Families with income less than poverty level	7.7%	22.2%

SOURCE: U.S. Bureau of the Census, U.S. Census of Population: 1970, GENERAL SOCIAL AND ECONOMIC CHARACTERISTICS, Final Report PC(1) C22 Maryland.

Garrett County is the second largest county in terms of land area in Maryland (Frederick County is the largest), and has the lowest population density (32.6 persons per square mile) of any county reflecting the rural

character of the county. The population of the county is predominantly white with the age distribution skewed to the older age groups. The median income for the county is lower than the state wide median income figures. It is expected that the characteristics of the population in and around the relocation alignments correspond approximately to the county wide characteristics.

9. ECONOMIC FACTORS

The leading employment sectors of the Garrett County economy are manufacturing, wholesale and retail trade and service industries, and agriculture. Forestry and coal mining in the eastern part of the county are also important to the economy. Table I-6 below, shows the employment and percentage share of the various sectors of the economy. The combined work force of Mountain Lake Park, Loch Lynn Heights, and Oakland is expected to dominate. Although not shown as a separate sector of the economy in the table, the recreation sector associated with recreational visitation and usage of the state parks and lakes of Garrett County has become increasingly important to the county's economy.

TABLE I-6  
Employment by Sector of the Economy

	<u># of Employees</u>	<u>% of Total</u>
Agriculture, Forestry & Fisheries	589	9.2
Mining	381	5.9
Construction	658	10.3
Manufacturing	1,296	20.2
Transportation & Communication	410	6.4
Services	1,000	15.6
Wholesale & Retail Trade	1,142	17.8
Finance Insurance & Real Estate	178	2.8
Government	758	11.8
	<u>6,412</u>	<u>100.0</u>

SOURCE: U.S. Bureau of the Census, Census of the Population: 1970, GENERAL SOCIAL AND ECONOMIC CHARACTERISTICS, Final Report PC(1) C22 Maryland.

Between 1970 and 1977 the number of jobs available in Garrett County increased at a rate slightly higher than for the State of Maryland as a whole. Presently, the county has 0.5 percent of the available jobs in the state in comparison with 0.4 percent in 1970. County unemployment has decreased from 7.7 percent to 4.5 percent over the same period while the state unemployment rate increased from 3.2 percent to 5.3 percent. The current labor force in Garrett County is 10,692 persons.

In the immediate vicinity of the Maryland Route 560 relocation project, economic activity is limited mainly to commercial retail outlets in the towns of Loch Lynn Heights and Mountain Lake Park, although there are several small lumber processing firms in Mountain Lake Park. In addition, two industrial sites totalling 389 acres are in use north of Maryland Route 135, approximately one mile east of Mountain Lake Park. The largest number of employment opportunities in the area are located in Oakland, to the west of the proposed highway project. The major manufacturing employers in Oakland are shown below in Table I-7.

TABLE I-7

Major Manufacturing Employers in Oakland, Maryland

<u>Employer</u>	<u>Product</u>	<u>Employment</u>
Bausch & Lomb, Inc.	Ophthalmic lenses	340
Glotfelty Enterprises, Inc.	Retreading tires	25
Integrated Business Methods	Data Processing	51
Silver Knob Sand Co.	Concrete blocks	26
Sterling Processing Co.	Processing poultry	152
Wood Products, Inc.	Building lumber	70

SOURCE: Community Economic Inventory, Garrett County, Maryland Maryland Department of Economic and Community Development, June, 1975.

There has been recent development of deep mined coal activity (south of the project study area) along the southside of Backbone Mountain in the Gorman area which could provide a boost to the local economy.

The Garrett County Development Corporation is considering two sites for future industrial sites in proximity to the subject project. The two sites, 180 acres in size, are located west of U.S. Route 219, south of Oakland. The Comprehensive Development Plan for Loch Lynn Heights has designated an area to the west of Wyandott Street and north of Second Street as an employment center. In addition, the development of the Broadford Reservoir in Mountain Lake Park for recreation usages such as swimming, boating, and fishing, is expected to generate 100,000 person visits per year with summer season peaks of 1,000 person visits per day which will provide a seasonal stimulus to the local economy\*.

10. PUBLIC FACILITIES AND SERVICES

The Garrett County Sanitary Commission operates the joint water supply system for Loch Lynn Heights and Mountain Lake Park. The major source for the water supply is a series of springs located approximately 1.3 miles southeast of Loch Lynn Heights. Future water needs for the communities will be met by the existing source, allocations from Broadford Reservoir, and possibly from Wonderly Dam on the Youghiogheny River south of Loch Lynn Heights. Sewerage from the Loch Lynn Heights area is treated at a lagoon of approximately 0.6 million gallons a day located at Trout Run south of Mountain Lake Park. The effluent from the lagoon is discharged into Trout Run and the Little Youghiogheny River.

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\* Comprehensive Development Plan, Mountain Lake Park, Garrett County, Maryland, August 1973.

Educational facilities in the area include Loch Lynn Heights Elementary School located along Roanoke Avenue in the southwestern portion of Loch Lynn Heights and Southern High School in Oakland. In 1976, an elementary and a middle school opened in the Broadford Road area in the vicinity of the Broadford Reservoir.

Recreational facilities in the immediate project vicinity include the following: a recreational area on the school lot which contains play equipment and picnic tables; a ball field on privately-owned land to the west of Bonnie Boulevard; and privately-owned tennis courts (open to the public) and clubhouse (which is also used as a town meeting hall) to the southeast of the intersection of Allegany Drive and Maryland Route 135. Garrett County is presently applying to secure approximately 25 acres of privately-owned land west of Bonnie Boulevard for a public open space and recreational area. The Comprehensive Development Plan for Mountain Lake Park recommends developing the area in the vicinity of the tennis court for sport activities. The aforementioned Broadford Reservoir, in the northern part of Mountain Lake Park, provides an area for water related recreation. Within a short driving distance from the project area there are numerous recreational and open space areas such as the Deep Creek Lake State Park.

Fire protection services for the area are provided by fire companies in Oakland and Deer Park. Medical facilities for the area are centered in Oakland which has seven doctors and five dentists and the Garrett County Hospital. Public safety services are available from the Maryland State Police and the Garrett County Sheriff's Office, both in Oakland.

## II. LAND USE PLANNING

Prominent land use features in the project study area are the residential and commercial development in the town of Loch Lynn Heights, the Baltimore and Ohio Railroad tracks (which form the cooperate boundary between the towns of Loch Lynn Heights and Mountain Lake Park) and the scattered commercial development along Maryland Route 135. In 1973, it was estimated that there are 125 single family dwellings, 32 mobile homes, and three multi-family structures in the town of Loch Lynn Heights with limited commercial development along First and Second Avenues, west of Argyle Street\*.

The areas to the east and west of the developed portion of Loch Lynn Heights are mostly undeveloped with some farm activity in evidence. Most of the development in this part of Garrett County, except for the town of Loch Lynn Heights, has occurred to the north of the Baltimore and Ohio tracks. Existing land use for the project area is shown in Figure II-1 on page II-3.

The towns of Loch Lynn Heights and Mountain Lake Park, as well as Garrett County, each have development plans and have or are in the process of developing zoning ordinances. Figure II-2 on page II-4 shows the development plans for the town of Loch Lynn Heights and the town of Mountain Lake Park. The Youghiogheny River Southern Section of the Garrett County Development Plan includes both of these plans.

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\* Comprehensive Development Plan, Loch Lynn Heights, Garrett County, 1973.

An approximate alignment of the Maryland Route 560 relocation project which passes northeast of Lothian Street toward Maryland Route 135 is shown in the Loch Lynn Heights Development Plan (see Figure II-2 on page II-4). The development plan for Mountain Lake Park designates Maryland Route 560 as a collector but does not discuss the proposed relocation of the route. In the transportation planning section of the development plan for Garrett County prepared in 1974, there is the following discussion of Maryland Route 560:

"The existing condition of the paving and shoulders along Maryland Route 560 renders it very inadequate. The serious problem will be remedied by a base-widening and resurfacing program, similar to the program being applied to Maryland Route 495 ... A separate project involving Maryland Route 560 is the elimination of the railroad grade crossing at the town of Loch Lynn Heights. This will be accomplished by relocating Maryland Route 560 onto an overpass, probably beginning from the high ground in the vicinity of Dundee Street and crossing east of the town to Maryland Route 135 in the vicinity of the Little Youghiogheny River."

Alternate D-1 is in conformance with both the Loch Lynn Heights and Garrett County development plans both of which discuss the potential relocation of Maryland Route 560 to the east of Loch Lynn Heights. A copy of the resolution passed by the Garrett County Planning Commission is presented in Appendix B.



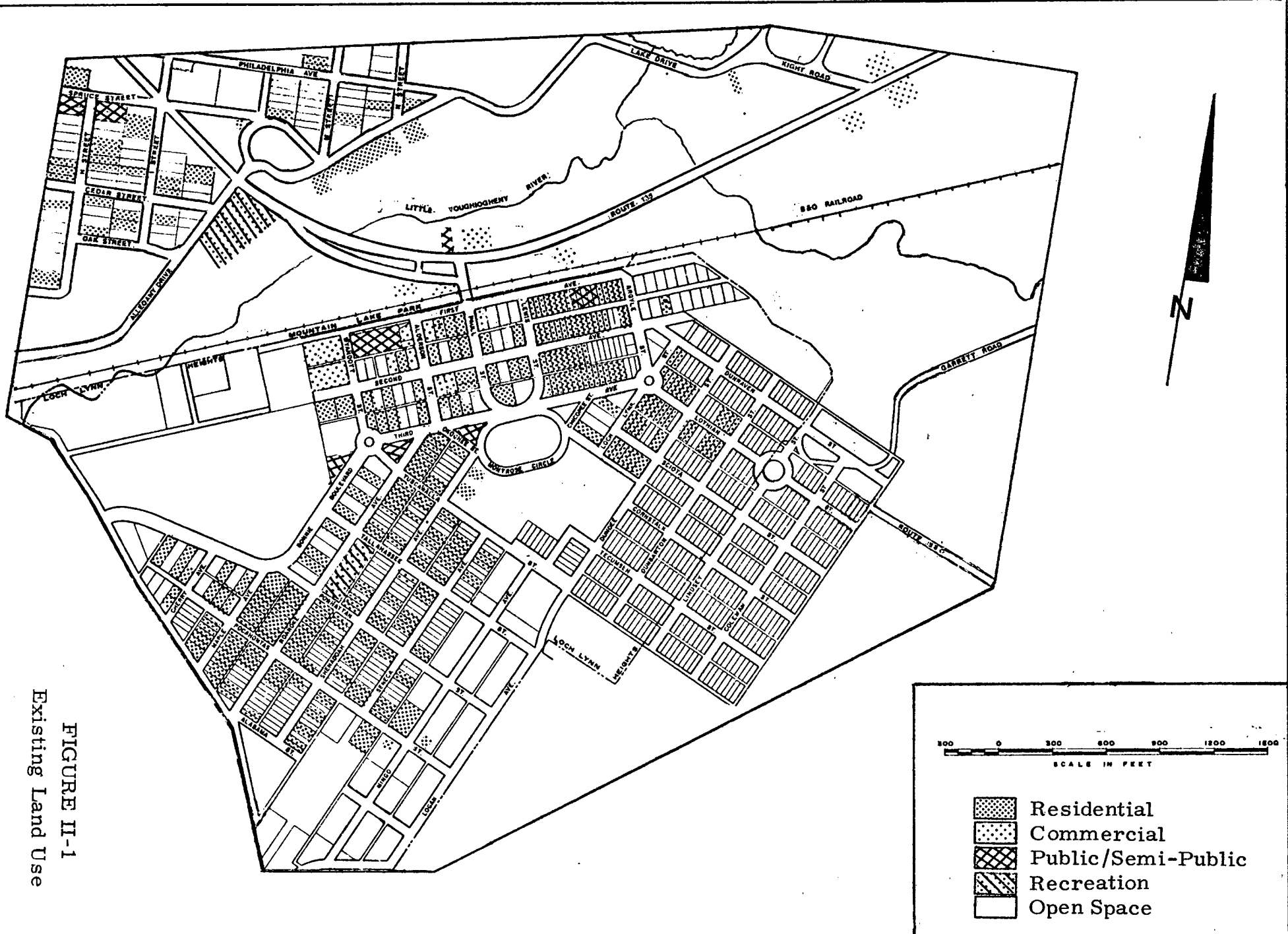
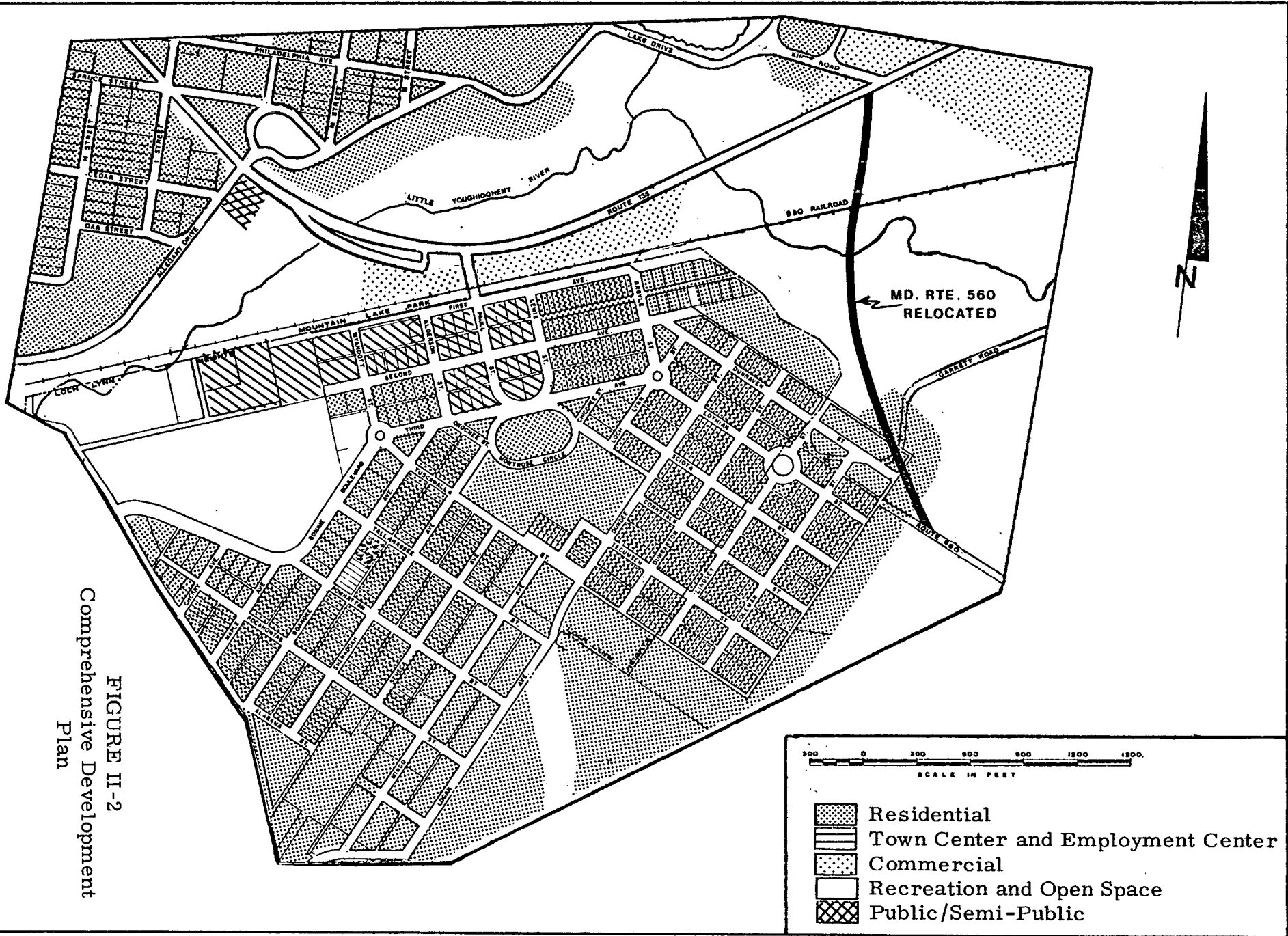


FIGURE II-1  
Existing Land Use

II-3

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FIGURE II-2  
Comprehensive Development  
Plan



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### III. PROBABLE IMPACT OF RECOMMENDED ALTERNATE

This chapter describes the basis for a negative declaration and summarizes the environmental, economic, and social impacts of the selected highway relocation alignment (Alternate D-1).

#### 1. BASIS FOR NEGATIVE DECLARATION

Based upon a review of project studies and coordination, the Maryland State Highway Administration and the Federal Highway Administration made a determination that the relocation of Maryland Route 560 from Dundee Street to Maryland Route 135 would not significantly affect the quality of the human environment. Therefore, in accordance with Volume 7, Chapter 7, Section 2, Paragraph 12 of the Federal Aid Highway Program Manual, the project qualifies for the preparation and submission of a Negative Declaration.

The proposed project will not adversely impact any historic properties that are listed on or are eligible for inclusion on the National Register of Historic Places. Alternate D-1 would not require the taking of any historic building or property or result in negative proximity impacts.

Although the project will require the relocation of one family, no unusual or complex relocation problems are anticipated. No minority groups will be affected by the project.

The project will not result in a significant increase in traffic congestion. With the use of Alternate D-1, conditions in the town of Loch Lynn Heights would improve as some of the through traffic presently using Maryland Route 560 would be diverted to the relocated roadway east of Loch Lynn Heights. In addition, the elimination of an at-grade railroad crossing could be expected to reduce traffic congestion.

The project will not result in any significant adverse impacts upon the natural and scenic features of the study area. Although cut and fill activities will alter local topographic and flood plain conditions, the degree of impact to the environment is not considered to be serious. Moreover, the location of the project near existing railroad and roadway corridors, residential areas, and commercial establishments will not detract significantly from the aesthetic nature of the area.

The project will not have any significant adverse effects upon the ecosystem of the study area. Alternate D-1 will require 15.55 acres of right-of-way. However, much of the area has previously experienced a reduction in the total acreage of wildlife habitat due to recent changes in land use. While there will be some loss of vegetation and displacement of wildlife, suitable habitats and vegetation are available in adjacent fields. Finally, no rare or endangered vegetation or wildlife species or habitats are present in the study area.

The project will not have a significant adverse impact on air or water quality or on ambient noise levels for adjoining areas. Alternate D-1 will require a crossing of the Little Youghiogeny River. Potential adverse effects due to runoff and siltation during construction will be intermittent and minimized through the use of proper control measures. Analysis of available air quality data indicates that applicable State and National

Ambient Air Quality Standards will not be violated. Alternate D-1 will result in one violation of the federal design noise levels. Alternate D-1 would have less adverse impact than the "No-Build" Alternate, and would, if constructed, result in a positive impact at areas along the existing route through a reduction in ambient levels.

The project will not affect any surface or groundwater bodies that serve as public water supplies. The Little Youghiogheny is not a source of public water, and all existing and projected locations of public water supplies for Loch Lynn Heights and Mountain Lake Park are located outside of the study area.

2. NATURAL, ECOLOGICAL, AND SCENIC RESOURCES IMPACT

Construction of Alternate D-1 will have an effect on the suitability of the existing terrain and soils to sustain vegetation and wildlife as they presently exist. Some naturally vegetated areas will be within the right-of-way of the selected alignment, and natural features will also affect the suitability of the area for highway construction.

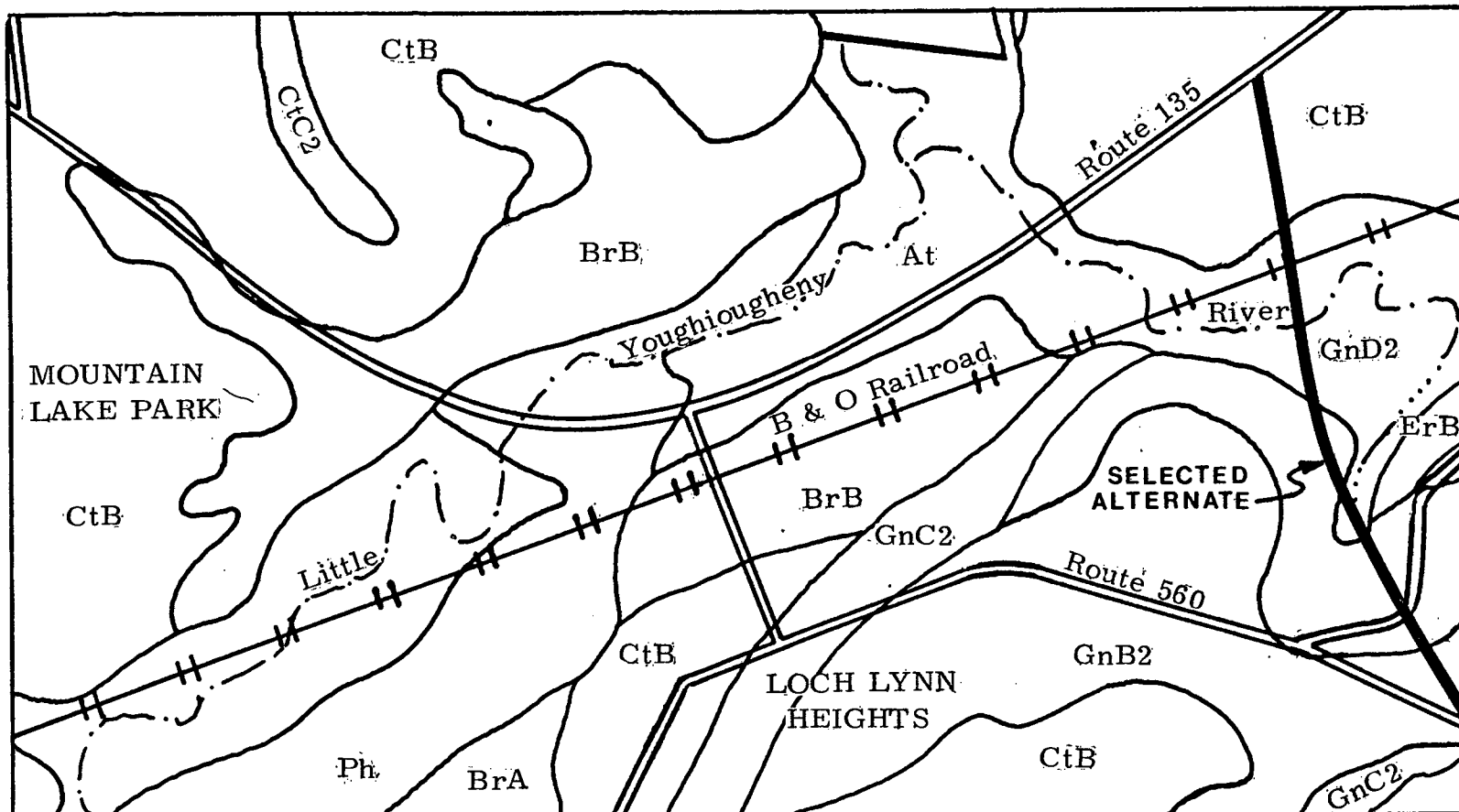
Much of the land considered for the selected alternate has been previously effected by clearing for pastures, residences, and railroad right-of-way. However, the hillside area to be used for Alternate D-1 still retains trees, undergrowth, and supports wildlife populations which would be displaced by construction. The selected alternative would require a stream crossing and would affect, to a certain extent, the riparian communities found there.

The suitability of soil type in projection for wildlife habitat was used to evaluate the effect of the relocation alternatives on wildlife habitat. The location of the soil types are shown in Figure III-1 on the following page. Table III-1 on page III-6 presents a summary of the right-of-way acreage that Alternate D-1 requires from various habitat types. Actual right-of-way requirements of wildlife habitat will be lower as Table III-1 assumes that all acreage is in its natural state. In fact, residential development, clearing for agriculture roadways and railroads has reduced the amount of acreage of wildlife habitat in its natural condition.

Alternate D-1 would go through the vegetated hill area to the east of Loch Lynn Heights. If this alignment were constructed, there would be a loss of food and cover sources to the limited small wildlife population present there. There are adjacent areas for the wildlife species such as the gray squirrel or the quail to move into to live. Squirrels would have to cross adjacent fields to get to larger and more heavily wooded areas. Any quail that would move from these areas could move into the field areas nearby without causing overcrowding because their dispersed population from the hillside area is expected to be small.

No endangered species have been identified or are felt to be common in the project areas. Since the remaining vegetation in areas affected by Alternate D-1 is rather sparse and wildlife species present in the area are small in number, it is expected that this relocation alignment will not cause any significant ecological impacts to the area.

FIGURE III-1  
Soil Types



At - Atkins silt loam (Atkins Series)  
 BrA - Brinkerton and Andover silt loams, 0 to 3 percent slopes (Brinkerton Series)  
 BrB - Brinkerton and Andover silt loams, 3 to 8 percent slopes (Brinkerton Series)  
 CtB - Cookport Channery loam, 0 to 8 percent slopes (Cookport Series)  
 ErB - Ernest silt loam, 3 to 8 percent slopes (Ernest Series)

GnB2 - Gilpin Channery silt loam, 0 to 10 percent slopes, moderately eroded (Gilpin Series)  
 GnC2 - Gilpin Channery silt loam, 10 to 20 percent slopes, moderately eroded (Gilpin Series)  
 GnD2 - Gilpin Channery silt loam, 20 to 35 percent slopes, moderately eroded (Gilpin Series)  
 Ph - Philo silt loam (Philo Series)

Soil Types	Acreage Required by Alternate D-1 (15.6)	Suitability for Wildlife Habitat	Suitability for Types of Wildlife
Atkins Silt Loam (At)	3.0	Well suited for grasses, legumes, wild herbaceous upland plants, hardwood woody plants	Good for open land wildlife
Brinkerton and Andover Silt Loams 3 to 8 percent Slope (BrB)	---	Suited for grasses, legumes, wild herbaceous upland plants, hardwood woody plants	Fair for woodland wildlife
Cookpart Channery Loam (CtB), Ernest Silt Loam (ErB), Philo Silt Loam (Ph)	2.8	Well suited for grasses, legumes, wild herbaceous plants, hardwood woody plants	Good for openland and woodland wild- life
Gilpin Channery Loam (GnB <sub>2</sub> , GnC <sub>2</sub> , GnD <sub>2</sub> )	9.8	Suited for grasses, legumes, wild herbaceous upland plants, hardwood woody plants, coniferous woody plants	Fair for openland and woodland wild- life

SOURCE: Soil Survey of Garrett County, U. S. Soil Conservation Service in cooperation with Maryland Agricultural Experiment Station, August 1974

Wildlife Habitat and Kinds of Wildlife Based on Soil Suitability

TABLE III-1



Regarding effects to other natural features, Alternate D-1 will require cut and fill activities that would alter topographical and soils conditions within the proposed right-of-way east of Loch Lynn Heights. Effects include increased runoff and the potential for erosion during construction and operation of the proposed facility. However, with proper control measures these effects can be minimized.

Impacts to the natural features of the Little Youghiogheny River and flood plain are not expected to be severe. Little or no effect on the stream bed is expected. The areas prone to flooding along the Little Youghiogheny River will be very slightly increased upstream from the proposed highway crossings for those designs requiring fill in the existing 100-year flood prone area. This effect is discussed in greater detail in Section 6 of this chapter.

Construction of the proposed facility is not expected to adversely effect any mineral or other natural geological or hydrological formation, nor, is the scenic nature of the landscape expected to significantly deteriorate due to the existence of nearby roadways, railroad tracks, residences, and small commercial developments.

3. SOCIAL IMPACTS

Social effects of highways can be categorized into proximity effects, effects that occur as a result of changes in accessibility for individuals or groups of individuals to employment, shopping or service centers, and effects associated with relocation of families. Alternate D-1 would have minimal proximity effects and relocation impacts as this alternate would be located to the east of residential developments in Loch Lynn Heights and pass through predominantly undeveloped areas. Benefits of removing

through traffic from the local streets of Loch Lynn Heights would be realized with this alternate. With Alternate D-1, motorists traveling north on Maryland Route 560 would have improved access to the east via a more direct connection with Maryland Route 135, and to a lesser extent, access to the west-using Maryland Route 135 would be improved.

The selected alternate would provide a means of access from Maryland Route 560 to Maryland Route 135 without the necessity for an at-grade crossing of the Baltimore and Ohio Railroad, and this would benefit the motoring public by reducing the hazard potential of at-grade railroad crossings. The "No-Build" Alternate would not provide an alternative to an at-grade crossing of the railroad. In addition, all of the through traffic on Maryland Route 560 would continue to pass close to residential areas in Loch Lynn Heights with the "No-Build" Alternative.

The relocation effect of the selected alternate is summarized below in Table III-2.

TABLE III-2  
Relocation Impact of Selected Alternate

<u>Alternate</u>	<u>Dwelling Units Affected</u>	<u>Estimated Number of Individuals Impacted</u>
D-1	1	4

Alternate D-1 would require the relocation of one dwelling unit affecting four persons.

There are no minorities, elderly or handicapped individuals being relocated by the project. No unusual or complex problems are foreseen with this project. All displaced persons will be relocated in decent, safe, and sanitary housing within their financial means prior to construction of the project. A summary of the relocation assistance program of the Maryland State Highway Administration is included in Appendix C.

4. ECONOMIC IMPACT

Given the relatively small tax base loss (less than 1 percent), the selected alternate will not have a significant effect on state and county tax base (see Table III-3 below).

TABLE III-3

Effects on Tax Base of Selected Alternate

<u>Alternate</u>	<u>State and County Tax Base Loss</u>
D-1	\$300

Alternate D-1 will divert some through traffic from existing Maryland Route 560 that passes through Loch Lynn Heights to the new roadway. There may be some effect on the few retail outlets along existing Maryland Route 560 due to reduced patronage of those businesses. Alternate D-1, which passes to the west of Loch Lynn Heights, could be expected to have a more adverse effect on these businesses. Alternate D-1 will also traverse a farming operation.

The project does not pass through lands that are presently planned for commercial or industrial land usage, such as planned industrial parks which are to the east and west of the project area. A beneficial effect of the selected alternate will be to improve access for persons in the Oakland, Mountain Lake Park, and Loch Lynn Heights areas seeking employment at the coal mining operations on Backbone Mountain to the south of Loch Lynn Heights.

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

5. AIR QUALITY IMPACT

The following summarizes the detailed air quality analysis prepared for this project as a supplement to this negative declaration. As discussed on page I-20, this project is located in the Cumberland-Keyser Interstate Air Quality Control Region (AQCR).

5.1 Near Field Carbon Monoxide Analysis

To estimate the air quality impact for the subject project, projections of one-hour and eight-hour concentrations of carbon monoxide were made for the project completion date (1982) and for approximately 20 years after the project completion date (2000) using the computer model HIWAY. Projections of one-hour concentrations and eight-hour concentrations were made for Alternate D-1 and the "No-Build" Alternate for 1982 and 2000. In addition, estimates were made of the background concentration not attributable to the completion of the subject project or to the existing highway into the future. The results of the subject project projections are presented in Table III-4 on the following page. All of the projections are based on worst case assumptions where data for any variable are not available; e. g., a wind speed of one meter/second is used for all one-hour concentrations. The location of the sensitive receptor sites (Sites 1 and 2) that may be impacted by the proposed project is shown in Figure III-2 on page III-13. \*

Given the low concentrations of carbon monoxide expected along each alternate, only one site at the edge of the right-of-way was chosen for analysis for each alternate. The relatively higher concentration for the "No-Build" Alternate reflects the lower average running speed on this facility, higher traffic volumes, and a much narrower right-of-way compared to the Alternate D-1. The relatively higher traffic volumes on Alternate D-1 are not enough to offset this factor. The drop-off from 1982 to 2000 reflects lower emission rates as a result of all vehicles having emission controls.

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\* Site 1 is located at the edge of the right-of-way of Alternate D-1 at the proposed intersection of Alternate D-1 and Maryland Route 135. Site 2 is located at the edge of the right-of-way of existing Maryland Route 560 (Paull Street) at the intersection of existing Maryland Route 560 and Second Avenue. Site 1 is a business and Site 2 is a residence.

The estimated background concentration of carbon monoxide for 1982 and 2000 are as follows:

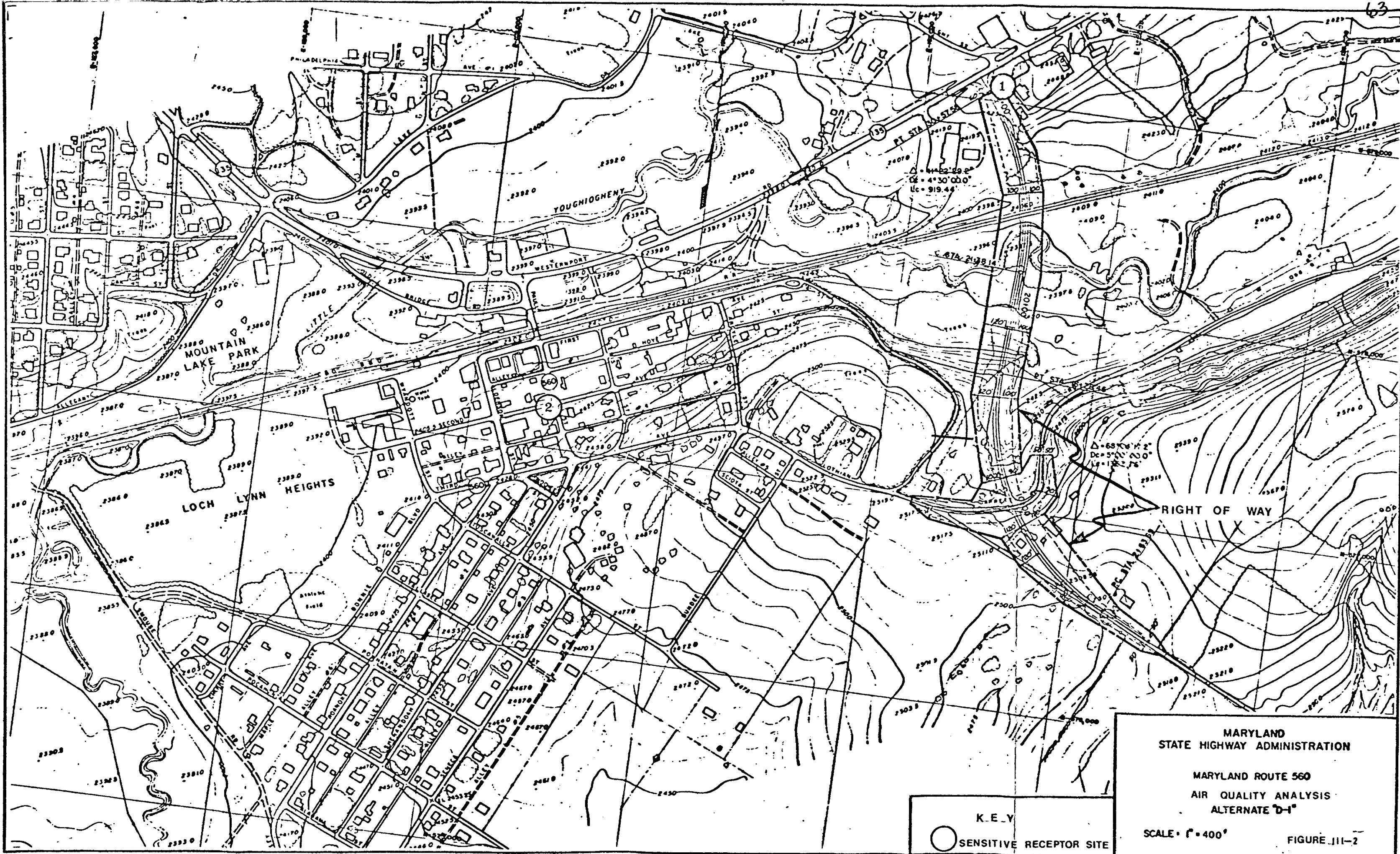
	<u>One-Hour (ppm)</u>	<u>Eight-Hour (ppm)</u>
1982	5.0	2.0
2000	5.0	2.0

A comparison of the values in Table III-4 with national one-hour standard of 35 ppm and national eight-hour standard of nine ppm shows that neither standard will be violated in 1982 or 2000 with either Alternate D-1 or the "No-Build Alternate."

TABLE III-4

Total CO Concentrations at Receptor Sites Along the Proposed Facility and Along the "No-Build Alternate"  
(Expressed in ppm)

<u>Year</u>	<u>Time Period</u>	
	<u>One Hour</u>	<u>Eight Hour</u>
<u>1982</u>		
Alternate D-1 (Site 1)	7.1 ppm	3.1 ppm
"No-Build" (Site 2)	8.1 ppm	3.9 ppm
<u>2000</u>		
Alternate D-1 (Site 1)	6.1 ppm	2.7 ppm
"No-Build" (Site 2)	6.5 ppm	2.9 ppm



**K.E.V.**  
 ○ SENSITIVE RECEPTOR SITE

**MARYLAND STATE HIGHWAY ADMINISTRATION**  
 MARYLAND ROUTE 560  
 AIR QUALITY ANALYSIS  
 ALTERNATE "D-1"  
 SCALE: 1" = 400'  
 FIGURE III-2

5.2 Burden Analysis

A pollutant burden analysis was made using the following formulation:

$$\text{Pollutant Burden} = \text{Average Daily Traffic} \times \text{Roadway Length} \times 365 \text{ days/year} \times \text{Emission Factor.}$$

The results of the burden analysis for carbon monoxide, hydrocarbons, and nitrogen oxides is shown in Table III-5.

TABLE III-5

Pollutant Burden (Tons/Year)

<u>Year/ Alternate</u>	<u>Carbon Monoxide</u>	<u>Hydrocarbons</u>	<u>Nitrogen Oxides</u>
<u>1982</u>			
Alternate D-1	19.8	2.5	4.7
"No-Build"	20.8	2.3	2.3
<u>2000</u>			
Alternate D-1	10.7	1.0	4.2
"No-Build"	9.9	1.1	1.9

As the analysis indicates, Alternate D-1 will generate nitrogen oxides and total hydrocarbon burdens greater than the "No-Build" Alternate for 1982 and will generate carbon monoxide and nitrogen oxides burdens greater than the "No-Build" Alternate for 2000. Alternate D-1 will generate carbon monoxide burdens less than the "No-Build" Alternate for 1982 and will generate hydrocarbons burden less than the "No-Build" Alternate for 2000.



The carbon monoxide, hydrocarbons, and nitrogen oxides loadings were less in 2000 for each of the alternates since the emission reductions, due to the FMVCP, more than compensate for the increased traffic.

The project is consistent with the State Implementation Plan.

The consistency of the project in relation to construction activities was addressed through consultation with the Maryland Bureau of Air Quality and Noise Control. The State Highway Administration has established Specifications for Materials, Highways, Bridges, and Incidental Structures which specify procedures to be followed by contractors involved in state work. The Maryland Bureau of Air Quality and Noise Control has reviewed these specifications and has found them consistent with the Regulations Governing the Control of Air Pollution in the State of Maryland.

The technical air analysis was submitted to the Maryland Bureau of Air Quality and Noise Control for their review and comment. They concurred with the procedures used in the analysis and agreed that carbon monoxide levels would be well below National Ambient Air Quality Standards for all alternatives. See the Letter in Appendix B, dated January 24, 1977, from that agency.

6. WATER QUALITY IMPACT, STREAM MODIFICATION IMPACTS AND FLOOD HAZARD EVALUATION

The Little Youghiogeny River is the principal water body of concern in the project study area, and Alternate D-1 includes construction of a bridge over this stream. The recommended bridge scheme has

been designed for crossing the B&O Railroad, the Little Youghiogheny River, and a portion of the 100-year flood plain area. This scheme has been reviewed by the State Water Resources Administration (see Appendix B(2); this scheme is designated as Scheme 2 in the referenced letter).

The estimated length of the proposed structure is 413 feet. The estimated length of the highway embankment that will encroach on the flood plain is 250 feet. \* Scheme I would have spanned the entire flood plain. It was eliminated because of the high cost.

The construction of this bridge scheme will have little, if any, effect on the upstream hydrology and ecology of the river. The embankment that will fill in a portion of the 100-year flood plain will not fall into a hydraulic control section of the subject river reach. The structure will be sized so as not to increase the existing 100-year storm backwater surface elevation more than a few tenths of a foot. No residences will be threatened due to the slight increase in surface elevation. The 100-year flood plain line is shown in Exhibit IV-1 on page IV-3.

The effects on stream water quality are not expected to be significant. During the construction phase of the project, some siltation can be expected to result from the erection of structures over the flood plain area. Turbidity and suspended solids concentrations in stream water will be increased temporarily. During operation of the proposed project, highway runoff may include the deposit of road salts, oils, and roadside herbicides into the water of the Little Youghiogheny River. Those effects are expected to be intermittent, occurring mainly during and after heavy precipitation. The flood plain is not expected to be significantly effected using this type of bridge scheme. Temporary water pollution control

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\* These dimensions are for the purpose of determining cost estimates and environmental impacts, and are subject to change during the final design phase. The size of the structure and proposed flood plain encroachment will be reviewed and subject to approval by the Maryland Water Resources Administration and the U.S. Corps of Engineers during the final design phase.

measures to minimize construction-related siltation will be employed. Permanent control measures will consist of revegetation of all exposed soil areas and runoff measures approved by the State Highway Administration, the Soil Conservation Service, and the State Water Resources Administration. Both Section 404 permit from the Corps of Engineers and a waterway construction permit from the State Water Resources Administration will be required for this bridge scheme.

#### 7. LAND USE IMPACTS

The direct effect of right-of-way taking on existing land use are shown below in Table III-6.

TABLE III-6

Land Use Impacts

Existing Land Use Required for Right-of-Way

<u>Alternate</u>	<u>Residential/ Commercial Acres</u>	<u>Rural Undeveloped Acres (Uncleared)</u>	<u>Total Acres</u>
D-1	3	13 ( 6)*	16

\* None of this land is prime farmland.

Except for a farm operation along Alternate D-1 and commercial development at the intersection of Alternate D-1 and Maryland Route 135, the land required for the selected alternate is presently undeveloped. A little less than 50 percent of the right-of-way required for Alternate D-1 is forested, with a large portion of the forested areas located within the right-of-way of the connection from Garrett Road to Argyle Street.

No commercial or residential development is expected along the selected alignment except for possible commercial development in the vicinity of the intersection of Maryland Route 135 with Alternate D-1, where nearby commercial development has already taken place. No change in land values is expected if the project is constructed.

8. NOISE IMPACT

The following summarizes the detailed noise impact analysis prepared for this project as a supplement to this negative declaration. The complete report is available for inspection at the State Highway Administration.

8.1 Background

Determination of impact is a function of the relationship of predicted noise levels with established design noise levels and with ambient noise in a particular area. The applicable design noise levels are the Federal Highway Administration's design noise level/activity relationship contained in the Federal Highway Program Manual (FHPM) 7.7.3 as shown in Table III-7 on the following page.

Where ambient levels are increased by more than 10dBA it is desirable to investigate potential for noise control to minimize increases. An important component of the process must relate the size of the impacted area, i. e., number of structures impacted, visual aspects of control, type of activity at the impacted area and economic feasibility of control.

TABLE III-7  
Design Noise Level/Activity Relationships

<u>Design Noise Level</u>	<u>Activity Category</u>
L <sub>10</sub> 60dBA (exterior)	Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. For example, such areas could include amphitheatres, particular parks or portions of parks, or open space which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
L <sub>10</sub> 70dBA (exterior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, picnic areas, recreation areas, playgrounds, active sports area, and parks.
L <sub>10</sub> 75dBA (exterior)	Developed lands, properties or activities not included in above categories.
unlimited	Undeveloped lands.
L <sub>10</sub> 55dBA (interior)	Public meeting rooms, schools, churches, libraries, hospitals, and other such public buildings.

In order to make an assessment of impact resulting from increases of ambient levels, the following categories have been established.

<u>Increase</u>	<u>Assessment</u>
Decrease over Ambient	Positive
0-5 dBA	Negligible
6-10 dBA	Minor
11-15 dBA	Significant
Over 15 dBA	Severe.

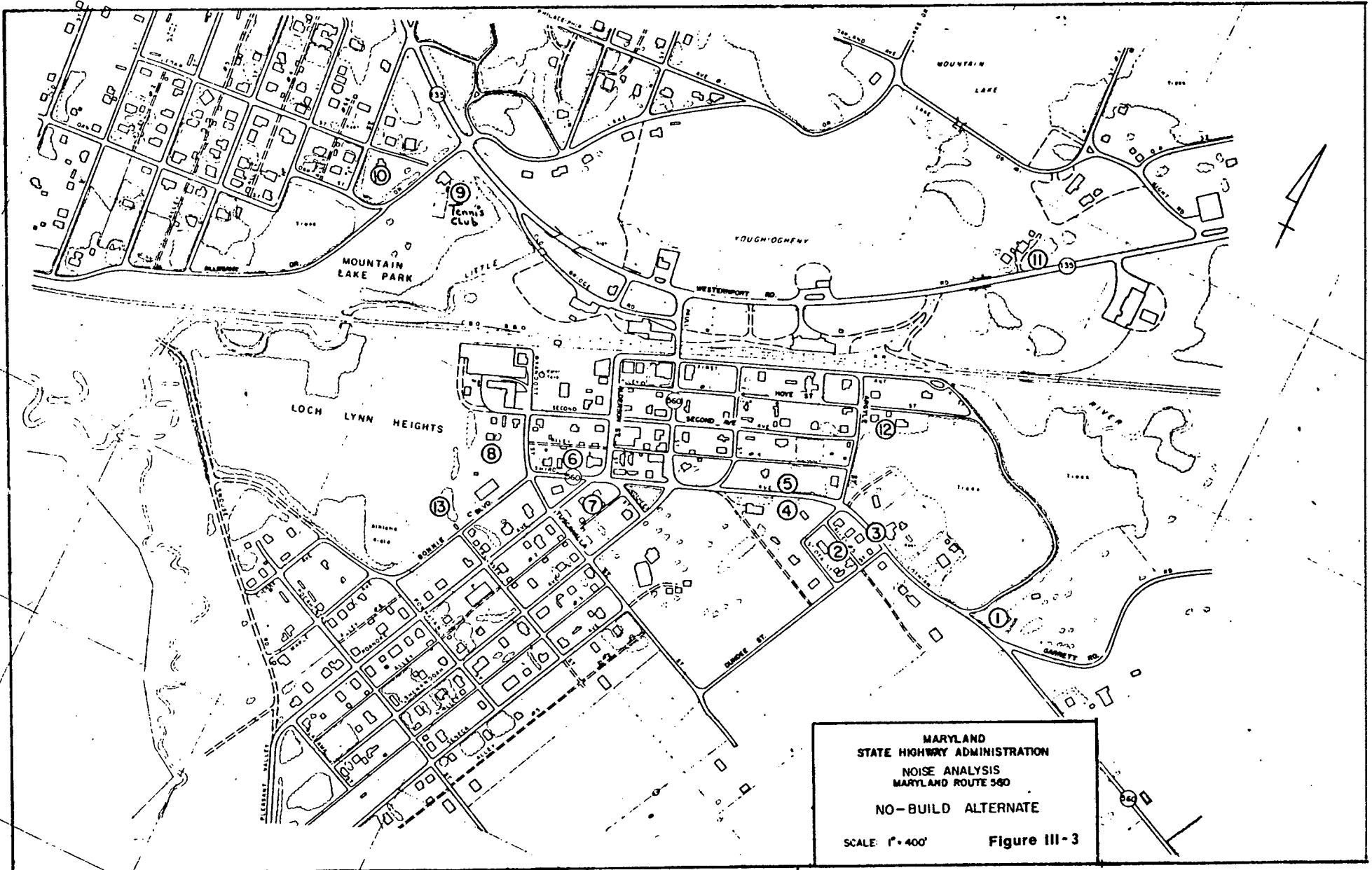
The discussion which follows relates the predicted design year L<sub>10</sub> noise levels with the two impact criteria for each alternate. A description of the noise sensitive areas have already been presented on pages I-22 through I-23. The location of these noise sensitive areas relative to Alternate D-1 and the "No-Build" Alternate is presented in Figures III-3 and III-4 on pages III-21 and III-22.

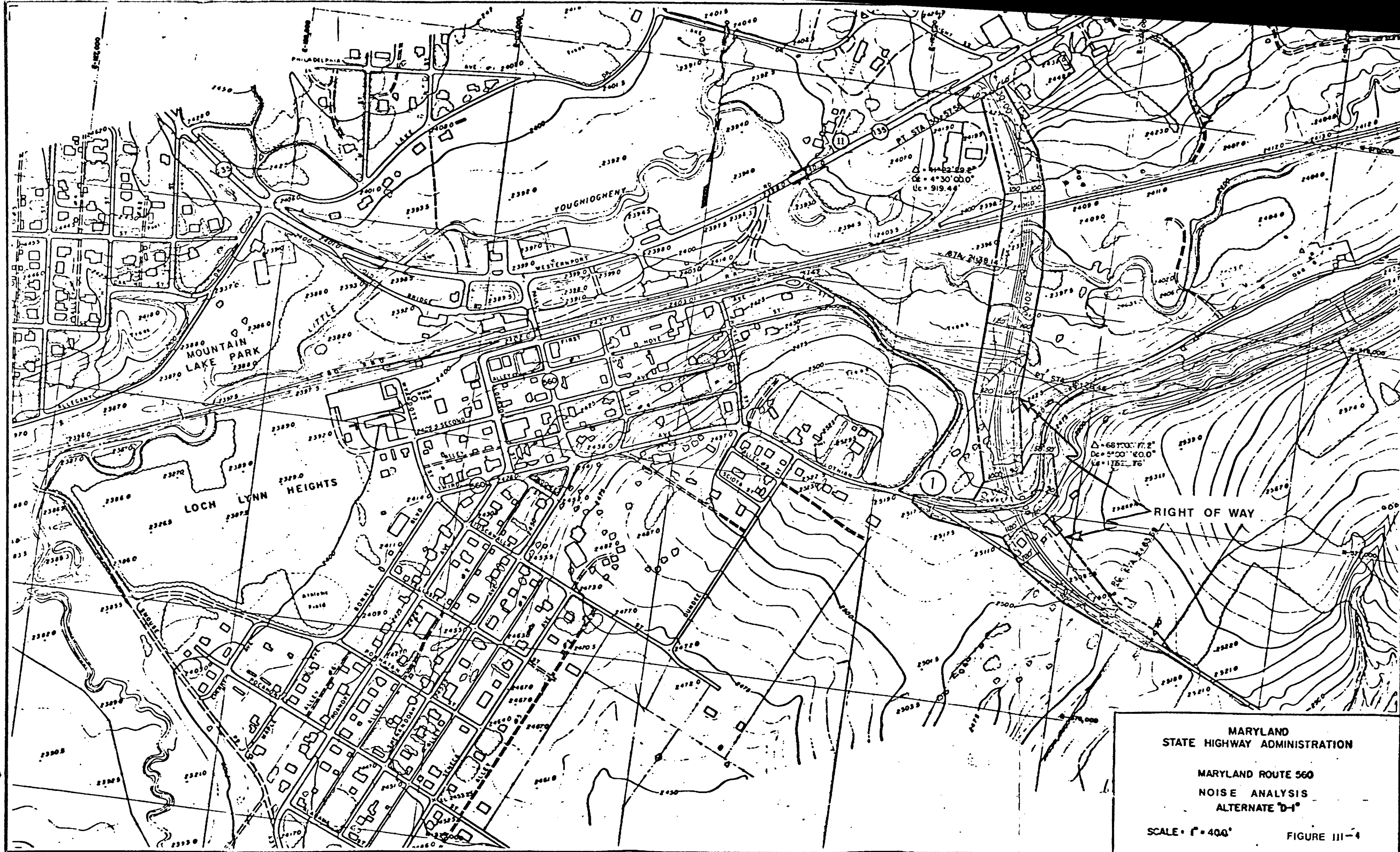
8.2 "No-Build" Alternate

Based upon anticipated increases in traffic volumes, there will be substantial increases in ambient noise levels between now and the year 2000. Two areas will experience severe increases in ambient levels, three significant increases, five minor increases and three negligible increases. Table III-8 on page III-23 presents an assessment of the existing and future conditions.

8.3 Alternate D-1

The impact of Alternate D-1 is shown in Table III-9 on page III-24. Alternate D-1 would have less adverse impact upon noise sensitive areas than the "No-Build" Alternate. One area will be impacted by Alternate D-1. This area will experience a significant increase in ambient levels and will also have a violation of the federal design noise level. Noise control measures are not feasible at this area due to the fact that it is practically surrounded by roads and to control the noise it would be necessary to construct a barrier approximately 1,000 feet in length at an estimated cost of \$50-75,000. This area is an individual structure and the cost





MARYLAND  
STATE HIGHWAY ADMINISTRATION

MARYLAND ROUTE 560  
NOISE ANALYSIS  
ALTERNATE D-1

SCALE • 1" = 400'      FIGURE III-4



# ALTERNATE NO-BUILD

COMPARISON OF PREDICTED NOISE LEVELS WITH AMBIENT AND DESIGN GOALS (FHPM 7.7.3)

NOISE SENS. AREA	LAND USE	AMBIENT L <sub>10</sub>	DESIGN YR. L <sub>10</sub> (2000)	CHANGE IN L <sub>10</sub>	RELATION TO DESIGN GOAL	ASSESSMENT
1:15 a.m. 1	Residential	59dBA	69dBA	+10	-1	Minor increase in ambient
2:05 a.m. 2	Residential	61dBA	76dBA	+15	+6	Severe increase in ambient; FHWA design level exceeded
3:05 a.m. 3	Residential	61dBA	78dBA	+17	+8	Severe increase in ambient; FHWA design level exceeded
4	Residential	62dBA	75dBA	+13	+5	Significant increase in ambient; FHWA design level exceeded
5	Residential	62dBA	73dBA	+11	+3	Significant increase in ambient; FHWA design level exceeded
6:00 p.m. 6	Residential & Religious	IN 47dBA OUT 60dBA	70dBA	+10	Equal	Minor increase in ambient
7:00 p.m. 7	Residential	60dBA	70dBA	+10	Equal	Minor increase in ambient
8:00 p.m. 8	Residential	43dBA	47dBA	+4	-23	Negligible increase in ambient
9:00 a.m. 9	Recreational	63dBA	74dBA	+11	+4	Significant increase in ambient; FHWA design level exceeded
10:00 a.m. 10	Residential	63dBA	72dBA	+9	+2	Minor increase in ambient; FHWA design level exceeded
11:00 a.m. 11	Residential	71dBA	74dBA	+3	+4	Negligible increase in ambient; FHWA design level exceeded
12:00 a.m. 12	Residential	55dBA	58dBA	+3	-12	Negligible increase in ambient
13:00 p.m. 13	Recreational	43dBA	49dBA	+6	-21	Minor increase in ambient

III-23

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### ALTERNATE D-1

COMPARISON OF PREDICTED NOISE LEVELS WITH AMBIENT AND DESIGN GOALS (FHPM 7.7.3)

NOISE SENS. AREA	LAND USE	AMBIENT L <sub>10</sub>	DESIGN YR. L <sub>10</sub> (2000)	CHANGE IN L <sub>10</sub>	RELATION TO DESIGN GOAL	ASSESSMENT
1	Residential	59dBA	71dBA	+12	+1	Significant increase in ambient; FHWA design level exceeded
11	Residential	71dBA	68dBA	- 3	-2	Positive impact

III-24

of control would exceed potential benefits derived. An advantage of this alternate is that if constructed it would reduce the volume of traffic through Loch Lynn Heights, particularly heavy duty trucks. This would succeed in reducing ambient noise levels at those noise sensitive areas along the existing route. A 3 to 5 dBA decrease can be anticipated to occur upon the completion of Alternate D-1.

8.4 Impact on Undeveloped Lands

Alternate D-1 traverses areas of land presently undeveloped. Construction of Alternate D-1 could facilitate the development of this land. Design year L<sub>10</sub> noise levels anticipated in these areas as follows:

<u>Distance from Highway (Near Edge)</u>	<u>L<sub>10</sub></u>
100'	61dBA
200'	58dBA
400'	53dBA

The Maryland State Highway Administration does not plan any noise control measures at these areas. Control of land development would better facilitate a more compatible situation.

9. CONSTRUCTION IMPACTS

Construction related impacts will occur along the northern and southern termini of Alternate D-1. Residences and businesses in these areas will experience construction noise, dust, fumes, and possible traffic re-routings during construction of the highway. In addition, Alternate D-1 will require the removal of top soil. These impacts

are short-term in nature and are common to highway construction projects. Standard procedures are required of contractors to mitigate the above impacts, and these procedures are written into all State Highway Administration Construction Contracts.

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

- Bulldozers and Earthmovers
- Graders
- Front-end Loaders
- Dump and Other Heavy Trucks
- Compressors.

It is probable that construction activity will not occur after 5:00 p.m. or before 7:00 a.m. on weekdays, and will likely be limited to weekdays only. Therefore, the critical time during which evening outdoor recreation and nocturnal rest periods occur, construction noise will not be present. Limiting construction activity to non-critical time periods will minimize noise impact on surrounding areas. Maintenance of construction equipment should be regular and thorough to minimize noise emissions because of inefficiently tuned engines, poorly lubricated moving parts, poor or ineffective muffling systems, etc.

Alternate D-1 is located within the Mountain Lake Park natural gas field. There are no known abandoned gas wells within the right-of-way limits of Alternate D-1. However, any interference with abandoned wells might result in natural gas leakage, which is both a safety and health hazard. A map on page I-13 illustrates the general locations of these wells as estimated by the Maryland Geological Survey, in Deep Wells of Maryland, Basic Data Report No. 5 (1970). The estimates of location are based on drilling application sketch maps submitted prior to the time of drilling, and there is presently no visible evidence of the location of these wells, as they are plugged below the ground surface. A special provision will be placed in the specifications of the construction contract for the project to specifically locate any abandoned wells within the construction limits and to replug any wells that are disturbed by the project.

#### 10. ARCHEOLOGICAL RESOURCES EFFECT

On November 17, 1976, staff members of the Division of Archeology, Maryland Geological Survey, conducted a preliminary archeological reconnaissance of the area to be affected by the proposed alignments of Maryland Route 560 near Loch Lynn Heights. No archeological sites were discovered during the reconnaissance. The reconnaissance indicated that the overall archeological potential of the study area is low. No further archeological work was recommended.

11. HISTORICAL RESOURCES IMPACT

Six historic sites have been identified within the study area. Although none of these sites are listed on the National Register of Historic Places, the Maryland State Historic Preservation Officer believes that three may meet the criteria for eligibility to the National Register. The location of these six sites is shown in Figure III-5 on the following page.

Three sites located in Loch Lynn Heights are as follows:

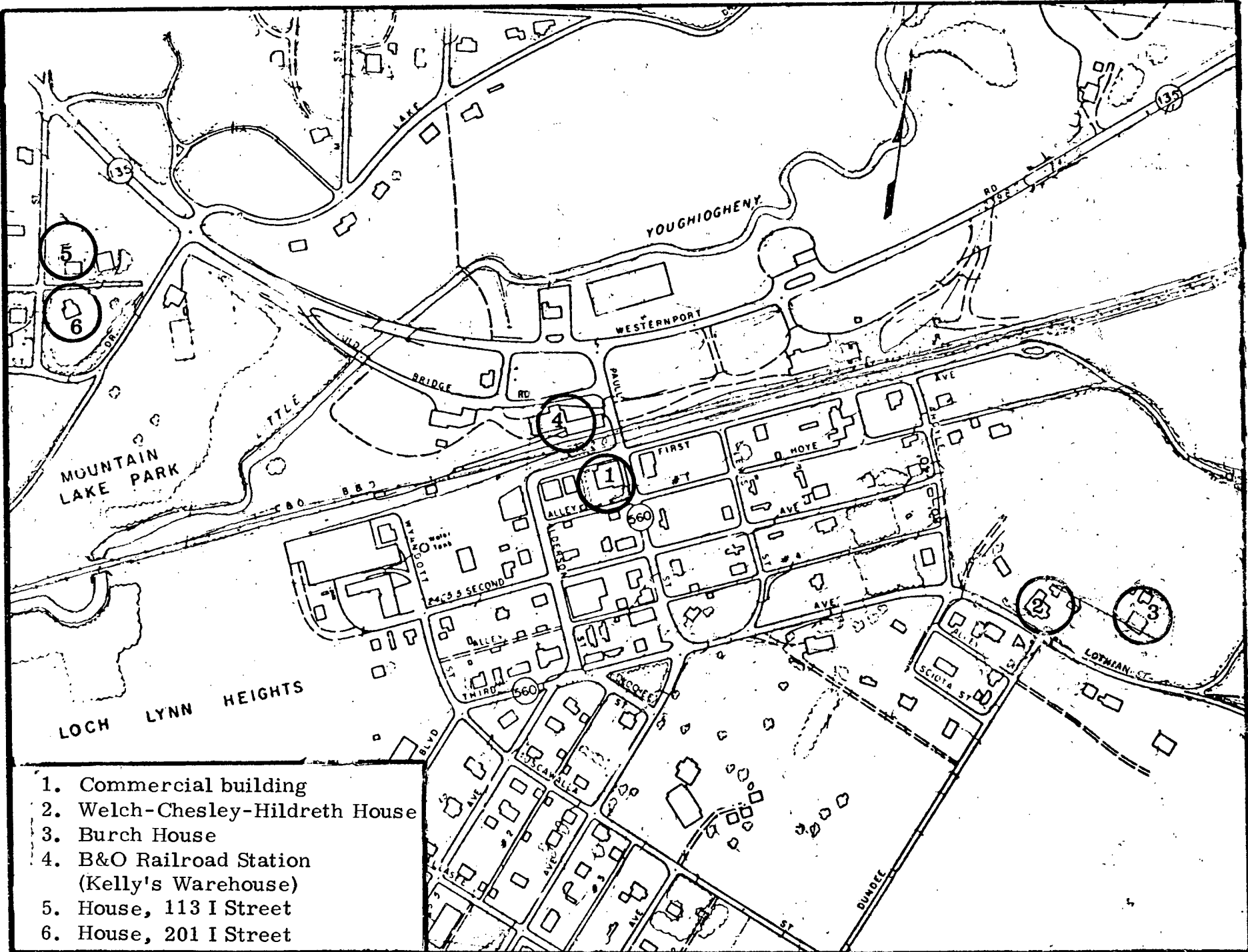
- #1 — Commercial block building, 2 West First Street - representative of early twentieth century style.
- #2 — Welch-Chesley-Hildreth House, 212 Lothian Street - shingle style home of the early twentieth century (probable National Register site).
- #3 — Burch House, 314 Lothian Street - bungaloid style home of the early twentieth century.

Three sites located in Mountain Lake Park are as follows:

- #4 — B&O Railroad Station (now Kelly's Warehouse), intersection of Paull Street and railroad - east Lakian style railroad station built in 1880's.
- #5 — House, 113 I Street - Nineteenth century house retaining much of its original character\* (probable National Register site).
- #6 — House, 201 I Street - Nineteenth century house retaining much of its original character\*(probable National Register site).

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\* Sites 5 and 6 are both part of a proposed Mountain Lake Park historical district (see Appendix B(7)). The total district consists of nine historical sites. However, only two of these sites are within the study area for Maryland Route 560. This improvement does not effect the potential historic district.



- 1. Commercial building
- 2. Welch-Chesley-Hildreth House
- 3. Burch House
- 4. B&O Railroad Station  
(Kelly's Warehouse)
- 5. House, 113 I Street
- 6. House, 201 I Street

Figure III-5  
Historical Sites  
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None of the above historic sites would be adversely impacted by the selected alternate. Alternate D-1 would not require the taking of any historic building or property. Moreover, Alternate D-1 would reduce noise levels at Sites 1, 2, 3, and 4 by removing through traffic from existing Maryland Route 560 which passes in proximity to these four sites.



IV. ALTERNATIVES

It should be noted for comparison purposes that the selected alternate alignment described (Alternate D-1) represents a complete roadway facility from the origin just southeast of Loch Lynn Heights to the terminal connection at Maryland Route 135. Various alignments were studied in the preliminary stage of this project. Of the original alternate alignments considered, eight (Alternates A, B, C, E, E-2, F, F-1, and K) were eliminated due to high estimated construction costs and/or the potential impacts on residences, a school, and potential historic sites. Alternates D and D-1 were evaluated in detail in the Draft Negative Declaration. Alternate D-1 was selected rather than Alternate D because the projected traffic in the design year was not high enough to justify a four-lane facility. A comparison of the selected alternate and the no-build alternate is presented in Table IV-1 on page IV-5. The remainder of this chapter presents a description of Alternate D-1 (selected alternate), the "No-Build" Alternate, and Alternate D.

1. ALTERNATE D-1 (SELECTED ALTERNATE)

Alternate D-1 begins at a point approximately 1,200 feet south of the Garrett Road connection to existing Maryland Route 560. From this point, Alternate D-1 curves to the right and proceeds in a northerly direction. Upon reaching the Little Youghiogheny River, Alternate D-1 curves to the left and crosses the Chesapeake and Ohio, Baltimore and Ohio Railroad tracks approximately 750 feet east of the existing railroad bridge. The alignment terminates with a connection to existing Maryland Route 135. Alternate D-1 also has an at-grade connection with Garrett Road. The bridge scheme has a structure approximately 413 feet long spanning the Little Youghiogheny River and the railroad.\* The highway

\* This dimension is for the purpose of determining cost estimates and environmental impacts, and is subject to change during the final design phase.

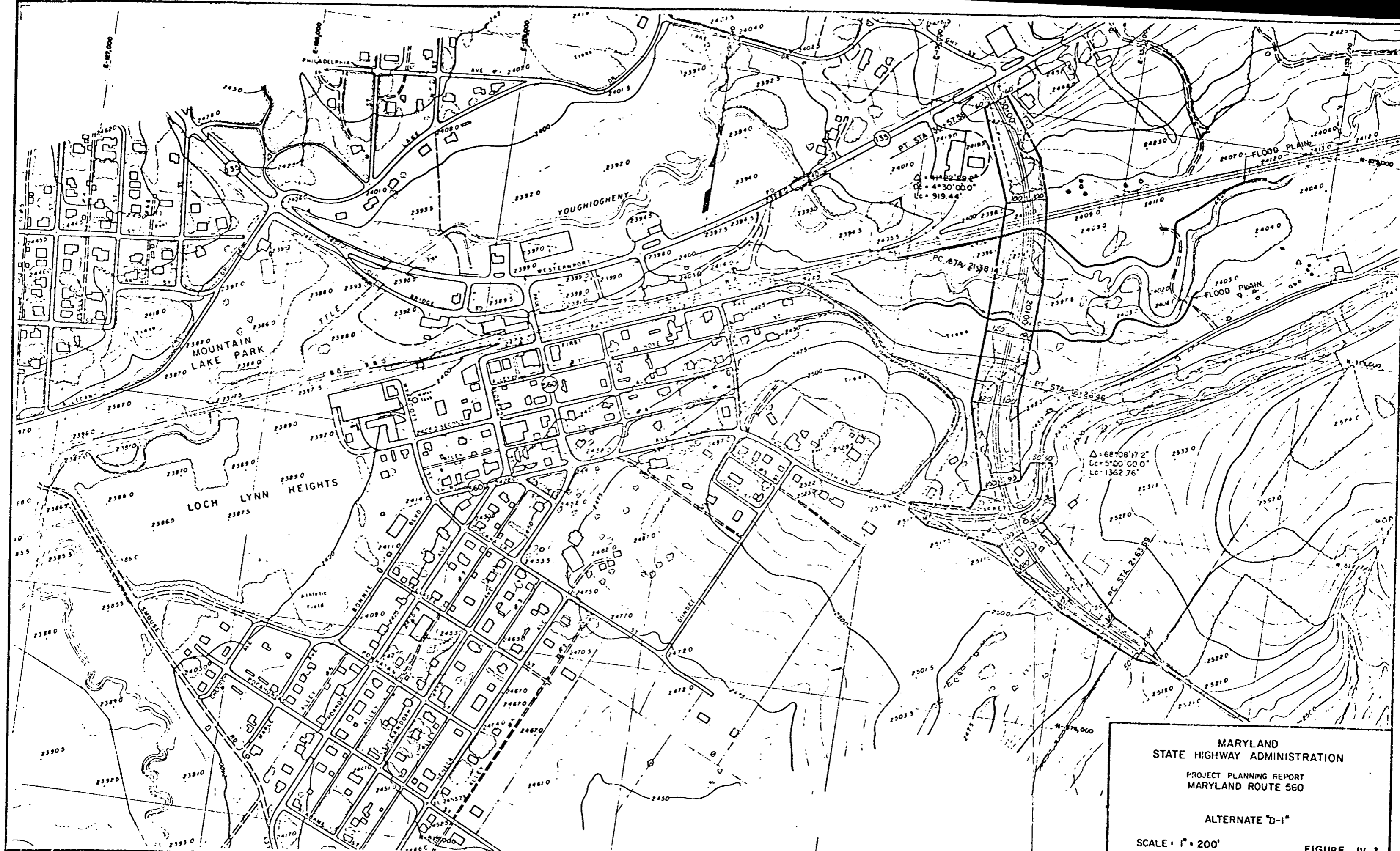
embankment will encroach onto the established 100-year flood plain with little, if any, adverse effects. The alignment for Alternate D-1 is shown in Figure IV-1 on page IV- 3 .

Alternate D-1 consists of one 24-foot roadway. Ten-foot paved shoulders and safety grading have been used throughout the length of Alternate D-1. This alternate has a maximum grade of 5.75 percent and a maximum degree of curve of 5 degrees. Alternate D-1 is 0.60 miles long, has two at-grade intersections, and a design speed of 60 mph. Alternate D-1 will affect one (1) lot with improvements and eight (8) unimproved lots. The estimated right-of-way cost for Alternate D-1 is \$188,000.

The estimated construction costs for Alternate D-1 are \$1,699,000. The total costs for Alternate D-1 (including right-of-way costs) are estimated at \$1,887,000.

The advantages of Alternate D-1 include the following:

- Is in conformance with comprehensive development plan.
- Provides a more direct route for connecting Maryland Route 560 to Maryland Route 135 and potential industrial sites to the east of Loch Lynn Heights.
- No maintenance of traffic necessary except at tie-in points.
- Less potential for adverse impact from highway generated noise.
- No potential recreational land, historical sites or religious institutions will be affected.
- Less community disruption during and after construction.



MARYLAND  
STATE HIGHWAY ADMINISTRATION  
PROJECT PLANNING REPORT  
MARYLAND ROUTE 560  
ALTERNATE "D-1"  
SCALE: 1" = 200'  
FIGURE IV-1

- Horizontal and vertical alignments will be provided in accordance with AASHTO recommendations.
- Diverts through traffic from the main part of town.

The disadvantages of this alternate include the following:

- Maintenance of dual facilities.
- Potential limited disruption to small wildlife habitats.
- Affects one (1) improved property.

2. "NO-BUILD" ALTERNATE

The "No-Build" Alternate would allow the existing roadway to remain as presently aligned. The at-grade railroad crossing would not be eliminated. Advantages of the "No-Build" Alternate include the following:

- No taking of land or other property from residences, farm, recreational, or commercial entities.
- No displacing of families.
- No impacts upon the environment would be effected by construction or operation of an improved facility.

The disadvantages of the "No-Build" Alternate include the following:

- Residents would be denied the benefits of a safer transportation route, including better vertical and horizontal alignments, elimination of a single at-grade railroad crossing, and a resultant improved accident rate.
- Existing roadways through town are projected to reach capacity by the year 1998, resulting in increased congestion.
- Noise levels in residential and other noise-sensitive areas will increase as traffic levels increase.
- Increased access to proposed industrial sites near Loch Lynn Heights would not be provided.

TABLE IV-11

Comparison of Selected Alternate and "No-Build" Alternate

	ALTERNATES	
	D-1	"No-Build"
<u>DESIGN</u>		
Design speed	60	25
Length (miles)	.60	.40
Maximum degree of curvature	5°	13°30'
Maximum percent grade	5.75	10.50
At-grade intersection	2	12
<u>IMPACT</u>		
Dwelling units displaced	1	0
Business displaced	0	0
Impact on park land/recreation	No	No
Stream crossing	Yes	No
Impact on historical sites	No	No
Noise level impact (sites exceeding design levels)	1	7
Air quality impact (sites exceeding standards)	0	0
Acres of required right-of-way:		
Total (Zoned and unzoned)	15.55	0
Commercial	1.00	0
Recreational	0	0
Residential	2.00	0
Agricultural/Woodland (Unzoned)	12.55	0
<u>COST (\$1,000)</u>		
Estimated Construction Cost	1,699	0
Estimated Right-of-Way Cost	188	0
Estimated Total Cost	1,887	0

SOURCE: Messer Associates, Inc.

3. ALTERNATE D (REJECTED ALTERNATE)

Alternate D begins at a point approximately 1,200 feet south of the Garrett Road connection to existing Maryland Route 560. From this point, Alternate D curves to the right and proceeds in a northerly direction. Upon reaching the Little Youghiogheny River, Alternate D curves to the left and crosses the Chesapeake and Ohio, Baltimore and Ohio Railroad tracks approximately 750 feet east of the existing railroad bridge. The alignment terminates with a connection to existing Maryland Route 135. Alternate D also has an at-grade connection with Garrett Road.

Alternate D consists of two 24-foot roadways separated by a 16-foot raised median. Ten-foot paved shoulders and safety grading have been used throughout the length of Alternate D. This alternate has a maximum grade of 5.75 percent and a maximum degree of curve of 5 degrees. Alternate D is 0.60 miles long, has two at-grade intersections, and a design speed of 60 mph.

V. CONCURRING STATEMENTS AND SUMMARY  
OF COORDINATION

Various federal, state, and local agencies were asked to review and comment upon the proposed project. The following is a list of those agencies who responded. Copies of their letters appear in Appendix B, on pages B(1) through B(14).

- Mr. Charles C. Bender  
Chairman  
Garrett County Planning Commission  
Oakland, Maryland 21550
- Mr. Michael A. Ports  
Chief, Watershed Permits Section  
State of Maryland Department of Natural Resources  
Water Resources Administration  
Tawes State Office Building  
Annapolis, Maryland 21401
- Mr. John M. Pearce  
State Historic Preservation Officer  
The Maryland Historical Trust  
21 State Circle  
Annapolis, Maryland 21401
- Mr. James M. O'Neill  
Director, Parks and Recreation Committee  
Garrett County Planning Commission  
Oakland, Maryland 21550
- Mr. William K. Bonta, Chief  
Division of Program Planning and Analysis  
Bureau of Air Quality Control  
Department of Health and Mental Hygiene  
Environmental Health Administration  
201 West Preston Street  
Baltimore, Maryland 21203

SV

- Mr. George J. Andreve  
Architectural Historian  
The Maryland Historical Trust  
21 State Circle  
Annapolis, Maryland 21401
- Ms. Nancy Miller  
Historian  
The Maryland Historical Trust  
21 State Circle  
Annapolis, Maryland 21401
- Mr. Vladimir Wahbe  
Secretary of State Planning  
Maryland Department of State Planning  
301 West Preston Street  
Baltimore, Maryland 21201
- Mr. Anthony A. Aber  
Chief, Planning and Evaluation  
State of Maryland Department of Natural Resources  
Tawes State Office Building  
Annapolis, Maryland 21401
- Mr. Thomas D. Jones  
Assistant Director  
Garrett County Development Corporation  
202 Alder Street  
Oakland, Maryland 21550

A Location Public Hearing for the proposed project was held at 7:30 P.M. on Thursday, August 3, 1978, at Southern High School, Oakland, Maryland. Three alternates (Alternate D, Alternate D-1, and the "No-Build" Alternate) were presented for discussion at the hearing. There were four speakers at the hearing; their comments are summarized below, and responses to their comments are also presented. Complete comments are available for review in the Public Hearing Transcript.



- Comment Number 1: One area resident recommended that Alternate D-1 be constructed. That person also suggested that a truck pull lane be considered for that alternate and also suggested connecting First Street to Alternate D-1.

Response: Alternate D-1 is the selected alternate. The addition of a truck pull lane to Alternate D-1 will be considered in the detailed engineering design phase of this project. The feasibility of connecting First Street to Alternate D-1 was examined; it was determined that such a connection would not be feasible due to poor vertical alignment and due to poor horizontal and vertical sight distance because of the close proximity of the proposed connection to the recommended bridge over the Little Youghiogeny River and the Baltimore and Ohio Railroad.
- Comment Number 2: County Commissioner Wayne Hamilton stated that the Garrett County Commissioners supported the project conceptually and would endorse a specific alternate in the design stage.

Response: Alternate D-1 is the selected alternate.
- Comment Number 3: Mr. Tim Dugan, Director of the Office of Planning and Zoning, read for the record a letter from Mr. George C. Edwards, Chairman of the Garrett County Commissioners, endorsing the project as being essential, urging the State to proceed as soon as possible, and stating that the Commissioners would rely on the State to recommend the most feasible alternate (a copy of this letter appears in Appendix B on page B(15)).

Response: Alternate D-1 is the selected alternate.
- Comment Number 4: One area resident stated that he was opposed to Alternate D, that he may be opposed to Alternate D-1, and that he would give Alternate D-1 further consideration.

Response: Alternate D-1 is the selected alternate.

In addition to the speakers at the hearing, one letter was received subsequent to the hearing. This comment and the response to it is presented below.

- Comment Number 5: Mr. Thomas D. Jones, Executive Director of the Garrett County Development Corporation, wrote to inform the State of a proposed coal loading facility to be built in the Garrett Road area near Alternate D-1 and the need for adequate road access from that proposed facility to Maryland Route 560.  
Response: Alternate D-1 is the selected alternate. Alternate D-1 provides for a connection to Garrett Road, thereby providing adequate road access for the proposed coal loading facility.

APPENDIX A  
THE ENVIRONMENTAL ASSESSMENT FORM:  
A REQUIREMENT OF THE  
MARYLAND ENVIRONMENTAL POLICY ACT OF 1974

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.

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.

	<u>Yes</u>	<u>No</u>	<u>Comments Attached</u>
<b>A. Land Use Considerations</b>			
1. Will the action be within the 100 year flood plain?	<u>x</u>	_____	_____
2. Will the action require a permit for construction or alteration within the 50 year flood plain?	<u>x</u>	_____	See page III-15
3. Will the action require a permit for dredging, filling, draining or alteration of a wetland?	_____	<u>x</u>	_____
4. Will the action require a permit for the construction or operation of facilities for solid waste disposal including dredge and excavation spoil?	_____	<u>x</u>	_____
5. Will the action occur on slopes exceeding 15%?	<u>x</u>	_____	_____
6. Will the action require a grading plan or a sediment control permit?	<u>x</u>	_____	_____
7. Will the action require a mining permit for deep or surface mining?	_____	<u>x</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>x</u>	_____
10. Will the action require a permit for the crossing of the Potomac River by conduits, cables or other like devices?	_____	<u>x</u>	_____

Yes	No	Comments Attached
-----	----	-------------------

- |     |                                                                                                                               |          |          |                        |
|-----|-------------------------------------------------------------------------------------------------------------------------------|----------|----------|------------------------|
| 11. | Will the action affect the use of a public recreation area, park, forest, wildlife management area, scenic river or wildland? | <u>x</u> | ___      | See <u>page</u> I-11   |
| 12. | Will the action affect the use of any natural or man-made features that are unique to the county, state or nation?            | ___      | <u>x</u> | ___                    |
| 13. | Will the action affect the use of an archaeological or historical site or structure?                                          | ___      | <u>x</u> | See <u>page</u> III-28 |

#### 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?                              | <u>x</u> | ___      | See <u>page</u> III-15 |
| 15. | Will the action require the construction, alteration or removal of a dam, reservoir or waterway obstruction?                                              | ___      | <u>x</u> | ___                    |
| 16. | Will the action change the over-land flow of storm water or reduce the absorption capacity of the ground?                                                 | <u>x</u> | ___      | See <u>page</u> III-15 |
| 17. | Will the action require a permit for the drilling of a water well?                                                                                        | ___      | <u>x</u> | ___                    |
| 18. | Will the action require a permit for water appropriation?                                                                                                 | ___      | <u>x</u> | ___                    |
| 19. | Will the action require a permit for the construction and operation of facilities for treatment or distribution of water?                                 | ___      | <u>x</u> | ___                    |
| 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? | ___      | <u>x</u> | ___                    |
| 21. | Will the action result in any discharge into surface or sub-surface water?                                                                                | <u>x</u> | ___      | See <u>page</u> III-15 |

APPENDIX A(3)

	<u>Yes</u>	<u>No</u>	<u>Comment Attached</u>
22. If so, will the discharge affect ambient water quality parameters and/or require a discharge permit?	___	<u>x</u>	___
<b>C. Air Use Considerations</b>			
23. Will the action result in any discharge into the air?	<u>x</u>	___	See page III-10
24. If so, will the discharge affect ambient air quality parameters or produce a disagreeable odor?	<u>x</u>	___	See page III-10
25. Will the action generate additional noise which differs in character or level from present conditions?	<u>x</u>	___	See page III-18
26. Will the action preclude future use of related air space?	___	<u>x</u>	___
27. Will the action generate any radiological, electrical, magnetic, or light influences?	___	<u>x</u>	___
<b>D. Plants and Animals</b>			
28. Will the action cause the disturbance, reduction or loss of any rare, unique or valuable plant or animal?	___	<u>x</u>	___
29. Will the action result in the significant reduction or loss of any fish or wildlife habitats?	___	<u>x</u>	___
30. Will the action require a permit for the use of pesticides, herbicides or other biological, chemical or radiological control agents?	___	<u>x</u>	___
<b>E. Socio-Economic</b>			
31. Will the action result in a pre-emption or division of properties or impair their economic use?	<u>x</u>	___	See page III-7

	<u>Yes</u>	<u>No</u>	<u>Comments Attached</u>
32. Will the action cause relocation of activities, structures or result in a change in the population density or distribution?	<u>x</u>	_____	See <u>page III-8</u>
33. Will the action alter land values?	<u>x</u>	_____	See <u>page III-17</u>
34. Will the action affect traffic flow and volume?	<u>x</u>	_____	See <u>page I-6</u>
35. Will the action affect the production, extraction, harvest or potential use of a scarce or economically important resource?	_____	<u>x</u>	_____
36. Will the action require a license to construct a sawmill or other plant for the manufacture of forest products?	_____	<u>x</u>	_____
37. Is the action in accord with federal, state, regional and local comprehensive or functional plans--including zoning?	<u>x</u>	_____	See <u>page II-2</u>
38. Will the action affect the employment opportunities for persons in the area?	_____	<u>x</u>	_____
39. Will the action affect the ability of the area to attract new sources of tax revenue?	_____	<u>x</u>	_____
40. Will the action discourage present sources of tax revenue from remaining in the area, or affirmatively encourage them to relocate elsewhere?	_____	<u>x</u>	_____
41. Will the action affect the ability of the area to attract tourism?	_____	<u>x</u>	_____
F. Other Considerations			
42. Could the action endanger the public health, safety or welfare?	<u>x</u>	_____	See <u>page III-27</u>
43. Could the action be eliminated without deleterious effects to the public health, safety, welfare or the natural environment?	_____	<u>x</u>	_____

	<u>Yes</u>	<u>No</u>	<u>Comments Attached</u>
44. Will the action be of statewide significance?	_____	<u>  x  </u>	_____
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?	_____	<u>  x  </u>	_____
46. Will the action require additional power generation or transmission capacity?	_____	<u>  x  </u>	_____
<b>G. Conclusion</b>			
17. This agency will develop a complete environmental effects report on the proposed action.	<u>  x  </u>	_____	See <u>below</u>

This agency is currently preparing a Negative Declaration which will adequately address all information contained in an Environmental Effects Report (EER). Because of the overlap between federal law and state law, it would be inefficient to duplicate the effort involved in preparing a separate state EER. Therefore, as in accordance with the Maryland Environmental Policy Act Guidelines, one report, the Negative Declaration, will be developed covering the requirements under both laws.



APPENDIX B  
CORRESPONDENCE

GARRETT COUNTY PLANNING COMMISSION

APPENDIX B(1)

98

OAKLAND, MARYLAND 21550

(301) 334-4200

Resolution Number 10

REGARDING THE RELOCATION OF MD ROUTE 560 AT LOCH LYNN HEIGHTS

WHEREAS the Garrett County Planning Commission has examined the various alternate alignments being proposed by the State Highway Administration for the highway-improvement and grade-crossing-elimination project at the Town of Loch Lynn Heights; and

WHEREAS the proposed Alternates "F" and "F-1" are completely incompatible with the adopted Development Plan for Garrett County; and

WHEREAS the proposed Alternate "D" appears to be superior to Alternate "K" because of the greater traffic safety inherent in its more-level approach to the Md. 135 intersection; and


WHEREAS the "No-build" Alternate is unacceptable because it would not remove the hazardous grade-crossing and would not prepare the highway for the anticipated traffic increases associated with the resurgence of the coal-mining industry;

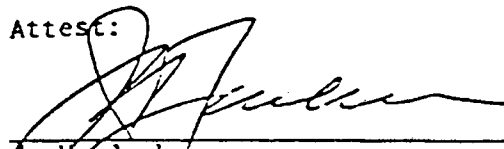
NOW, THEREFORE, BE IT RESOLVED that the Garrett County Planning Commission fully supports the prompt construction of relocated Md. 560 along the alignment shown as Alternate "D"; and

BE IT FURTHER RESOLVED that the proposed connecting road extending westward from Alternate "D" to Second Avenue at Argyle Street should not be constructed unless explicitly requested by the Town of Loch Lynn Heights; and

BE IT FURTHER RESOLVED that a copy of the Resolution shall be submitted as the Commission's testimony at the Public Hearing on this project, and that copies shall also be sent to the Mayor and Council of the Town of Loch Lynn Heights and to Garrett County's representatives in the Maryland General Assembly.

DULY ADOPTED by voted of the Garrett County Planning Commission this 21<sup>st</sup> day of October 1977.

  
\_\_\_\_\_  
Charles C. Bender  
Chairman

Attest:  
  
\_\_\_\_\_  
J. H. Jackson  
Secretary



STATE OF MARYLAND  
DEPARTMENT OF NATURAL RESOURCES  
WATER RESOURCES ADMINISTRATION  
TAWES STATE OFFICE BUILDING  
ANNAPOLIS, MARYLAND 21401

September 19, 1977

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

Re: Contract No. G 379-002-671 - Maryland Route  
560 from existing Maryland Route 560 to  
to Maryland Route 135

Dear Mr. Camponeschi:

We offer the following comments on the Draft Negative Declaration  
for the above-referenced project:

1. Throughout the Declaration, the statement is made that the project area is not within the Scenic Rivers System (at least pages I-13, I-24, III-2 and Appendix EAF, question #11). To be accurate, the Youghiogheny River and its tributaries are included in the State Scenic and Wild Rivers Program. The project area, however, is not in the Scenic Corridor as promulgated by regulation pursuant to the Natural Resources Article. If necessary, Mr. H. William Kramer, Jr., Director of Land Planning Services of the Capital Programs Administration (301) 269-3656 may be contacted for clarification.
2. Question 15 of the EAF concerning alteration of waterway obstructions was answered in the affirmative. Comments or reference to the appropriate page of discussion should be added since this is unclear.

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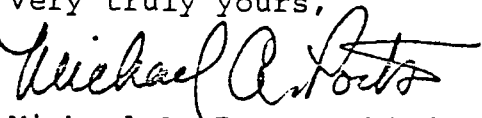
Mr. Eugene T. Camponeschi

September 19, 1977

- 3. Page III-21 and EAF Question 2: re-evaluation of floodplain by HUD; it appears any scheme other than 1 for the various Alternates will also require a waterway construction permit from this Administration.
- 4. Page V-1: erosion control; approval by the Water Resources Administration is also required.
- 5. Of the 10 crossing schemes analyzed by the Negative Declaration, we would not discourage application for the required waterway construction permit for the following which are listed in order of preference:
  - a. Alternate D - scheme 1
  - b. Alternate K - scheme 1
  - c. Alternate D - scheme 2
  - d. Alternate K - scheme 2
  - e. Alternate F - scheme 1
  - f. Alternate F-1 - scheme 1

We are assuming that the floodplain limits shown on Figures IV are based upon the almost published HUD studies and/or PL 566 Watershed Program. Regardless, these flow rates and stage elevations should be used in the ensuing design phase.

Thank you for the opportunity to comment.

Very truly yours,  
  
 Michael A. Ports, Chief  
 Watershed Permits Section

MAP:cfj



## The Maryland Historical Trust

Shaw House, 21 State Circle, Annapolis, Maryland 21401  
301: 267-1212 or 301: 267-1438

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

March 3, 1977

Re.: Maryland Route 560 Relocated  
Contract No. G 379-002-671

Dear Mr. Camponeschi:

Thank you for your letter of January 18, 1977, regarding the relocation of Maryland Route 560 in Garrett County. Of the properties mentioned in your letter, I believe the following would be eligible for the National Register:

1. 212 Lothian Street, Loch Lynn Heights (G-IV-003)
2. 113 I Street
3. 201 I Street

I believe that there will be no adverse effect on any of these properties since no property will be taken from the lots of the I Street houses. I understand that a triangular portion tapering from 0 to a maximum of 10 feet will be taken from 212 Lothian Street.

Sincerely Yours,

John N. Pearce  
State Historic Preservation  
Officer

JNP:GJA:bjn

cc: Ralph Burnett, Esq.

NOTE: Alternate D-1 does not require any property from 212 Lothian Street. Two alternates under earlier investigation, Alternates F and F-1, would have required some property.

GARRETT COUNTY PLANNING COMMISSION

OAKLAND, MARYLAND 21550

Telephone (301) 334-4200

February 10, 1977

Mr. Alex McLaughlin  
c/o Messer Associates  
8555 16th Street  
Silver Spring, Maryland 20910

RE: Edward R. O'Donnell tract, Parcel 8, Map 85A

Dear Mr. McLaughlin

The above noted parcel has been intensely used as a softball-multi-purpose field by the residents of Loch Lynn for more than 10 years. This tract of land, while privately owned, is cited within the Loch Lynn Heights Comprehensive Development Plan as a highly desirable site for the Loch Lynn Community Park. The Town has been actively pursuing the purchase of this land with the financial assistance of Maryland's Program Open Space, however, Mr. O'Donnell is yet unable to relinquish ownership.

While viewed by the Town and the County Parks and Recreation Committee as one of the most promising potential park sites, this project has not reached the site plan stage and the exact type of activities this site could support has not yet been determined.

If I may be of further help, please feel free to call.

Cordially,



James M. O'Neill  
Director, Parks and Recreation Committee

JMO:rmw

NOTE: Alternate D-1 does not require any property from this tract of land (the location of this tract is described on page I-35). Two alternates under earlier investigation, Alternates F and F-1, would have required some property.

State of



Maryland  
APPENDIX B(6)

103

DEPARTMENT OF HEALTH AND MENTAL HYGIENE  
ENVIRONMENTAL HEALTH ADMINISTRATION

P.O. BOX 13387

201 WEST PRESTON STREET  
BALTIMORE, MARYLAND 21203  
PHONE • 301-383-3245

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

DONALD H. NOREN  
DIRECTOR

January 24, 1977

Mr. Andy Brooks  
State Highway Administration  
Bureau of Landscape Architecture  
Joppa and Falls Roads  
Brooklandville, Maryland 21022

Dear Mr. Brooks:

The Bureau of Air Quality and Noise Control has reviewed the Draft Air Analysis for the relocation of Md. Route 560 in the vicinity of Loch Lynn Heights, Garrett County, Maryland. The section of the existing route proposed to be relocated extends between Dundee Street and Maryland Route 135, along Third Avenue and Paul Street, a distance of approximately 0.40 miles.

We agree with the results of the analysis that all alternatives would result in carbon monoxide levels well below the standards.

Sincerely,

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

WB:sez  
**RECEIVED**

JAN 31 1977

C. R. ANDERSON

1094.1 164

APPENDIX B(7)



The Maryland Historical Trust

Sbaw House, 21 State Circle, Annapolis, Maryland 21401  
301: 267-1212 or 301: 267-1438

August 6, 1976

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

_____	CAMPONESCHI	_____	CATHERMAN	_____	HOPKINS
_____	HOOVER	_____	BRIDLEY	_____	HUTZLER
X _____	MULLAY	_____	GRANDY	_____	JANATA
_____	SCHNEIDER	_____	RELVIG	_____	KOLLER
_____	UHL	_____	HOFFMAN	_____	WILLIAMSON
_____	ACTION	_____	INFO	_____	FILE
REMARKS:					

Re: Contract No. 379-002-671  
Maryland Route 560  
Dundee Street to Maryland  
Route 135, Garrett County.

Dear Mr. Camponeschi:

I am responding to your letter of June 29, 1976, regarding historic properties in Mountain Lake Park which is adjacent to this project. Recently I obtained the attached map from Mr. Lounsbury at Messrs Associates. It shows nine additional historic properties near Alternate F which are not listed in the Trust's survey records for Garrett County.

After having the opportunity to see these buildings, I feel that those numbered 1 to 8 are eligible for the National Register especially as part of a Mountain Lake Park historic district, between Maryland Route 135 and the railroad tracks. Most of Mountain Lake Park was built during the nineteenth century as a resort community. The buildings are well maintained and retain a great deal of their original character. I do not know at the present time whether building # 9 has a historical connection to the rest, perhaps as a hotel. However, I do not feel that it would be affected by any of the proposed alternates.

Alternates D or K will not affect historic properties. I believe that one of these should be selected. Alternate F would reroute additional traffic near the Mountain Lake Park community and, in addition, require a significant amount of right-of-way to be taken from or near two historic houses (1 and 8). None of the other buildings would receive impact from any of the proposed alternates (D, F or K). I hope that you will not find it necessary to disturb the area north of Allegany Drive (between that street and Maryland Route 135).



Mr. Eugene T. Camponeschi  
(Continued)  
August 6, 1976

Thank you for the opportunity to comment again on this project and your consideration of Mountain Lake Park when a route is selected.

Sincerely,

*George T. Andreve*

George Andreve  
Architectural Historian

GJA/pm

*Maryland Historical Trust**2525 Riva Road Annapolis Maryland 21401**(301) 267-5087*

May 15, 1974

MAY 17 AM 9 37

PROJECT PLANNING

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

Re: Contract No. G 379-002-671  
 Maryland Route 560 - From  
 Dundee Street to Maryland  
 Route 135

Dear Mr. Camponeschi:

Our office has received a response from our historical sites coordinator in Garrett County. The project area includes all of Loch Lynn Heights, a nineteenth century town, which retains an ambience representing a way of life in Garrett County. Four buildings of particular merit: the Mountain Lake Park Railroad Station (just north of the Study Area), a structure on the southwest corner of First Avenue and Paul Street, the home of William H. Welsch on the east side of Lothian Road south of the intersection of Third Avenue, and that building's immediate neighbor to the southeast.

We would appreciate being kept informed as the project develops.

Sincerely,



Nancy Miller  
 Historian

NM:so

CC: Ronald Andrews

COPIES  
 PROJECT MANAGER  
 EASTERN REGION  
 WESTERN REGION  
 EUGENE T. CAMPONESCHI

*Historical and Cultural Administration*  
*Department of Economic and Community Development*



MARVIN MANDEL  
GOVERNOR

MARYLAND  
DEPARTMENT OF STATE PLANNING

301 WEST PRESTON STREET  
BALTIMORE, MARYLAND 21201  
TELEPHONE: 301-383-2451

VLAUDIMIR A. WAHBE  
SECRETARY OF STATE PLANNING  
EDWIN L. POWELL, JR.  
DEPUTY SECRETARY

March 5, 1974

RECEIVED

MAR 7 1974

DIRECTOR, OFFICE OF  
PLANNING & PRELIMINARY ENGINEERING

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

SUBJECT: PROJECT NOTIFICATION AND REVIEW

Applicant: State Highway Administration

Project: Garrett County - Md. Rt. 560 Relocated from  
Md. 560 at Dundee Street to Md. 135 including  
Structure over the B & O Railroad

Funds: Federal-\$49,450; State-\$10,200; B & O Railroad-\$1,350

State Clearinghouse Control Number: 74-1-768

State Clearinghouse Contact: Warren D. Hodges (382-2467)

Dear Mr. Hajzyk:

The State Clearinghouse has reviewed the above project. 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:

Department of Economic and Community Development: expressed no interest in the project.

Department of Natural Resources: has no objection to this preliminary engineering study, but urges that during the study cognizance will need to be taken of the Little Youghiogheny River which is located within the study area. The Department also noted that since the stream is part of the Scenic Rivers System, in all planning for the use and development of water and related land resources, full consideration and evaluation of the River as a scenic resource should be given before specific plans for use or development are approved.

Mr. Thomas Jones, Assistant Director of the Garrett County Development Corporation, stated that recent development of commercial enterprise

Mr. Robert J. Hajzyk  
Page Two  
March 5, 1974

~~in the area may impact on the overpass and that the State Highway Administration has indicated its intent to meet with the County concerning this possibility. The County has no objection to the preliminary engineering as long as the necessary coordination is effected.~~

Department of Health and Mental Hygiene, Division of Air Quality Control: verbally requested that a portion of the preliminary engineering funds be used to prepare an Environmental Impact Statement which would show that the proposal is consistent with Federal Environmental Protection Agency Transportation Regulations.

As a result of the review, it has been determined that the proposed project is not inconsistent with State plans, programs, and objectives as of this date.

A copy of this letter must be attached to your formal application. The comments contained herein are valid for a period of two years from the date of this letter. If application for funding is not submitted within this period of time, the project must be resubmitted to the State Clearinghouse for updating of the comments. If you have any questions, please contact the State Clearinghouse member named above.

Sincerely,

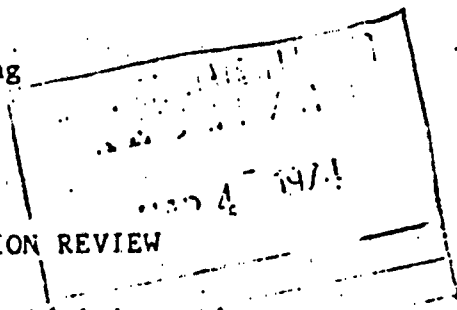
*Vladimir Wahbe*  
Vladimir Wahbe

Encl.

cc: Mr. George Ferreri  
Mr. Leonard Elenowitz  
Mr. Paul McKee  
Mr. Thomas Jones  
Miss Gail Moran  
MR. JERRY L. WHITE  
MR. CALVIN W. REESE  
MR. EUGENE T. CAMPONESCHI ✓  
MR. PAUL M. HEID  
MR. HENRY BERGER  
MR. DAVID HERRING

Date: February 28, 1974

Maryland Department of State Planning  
State Office Building  
301 West Preston Street  
Baltimore, Maryland 21201



SUBJECT: PROJECT SUMMARY NOTIFICATION REVIEW

Applicant: State Highway Administration

Project: Garrett County - Md. Rt. 560 Relocated from Md. 560 at Dundee St.  
to Md. 135 including structure over the B&O Railroad - P.E.  
State Clearinghouse Control Number: 7401-768

CHECK ONE

- 1. This agency does not have an interest in the above project. \_\_\_\_\_
- 2. The above project is consistent with this agency's plans or objectives and we recommend approval of the project. \_\_\_\_\_
- 3. This agency has further interest in and/or questions concerning the above project and wishes to confer with the applicant. \_\_\_\_\_  
Our interest or questions are shown on enclosed attachment.
- 4. This agency does not believe a conference is necessary, but wishes to make favorable or qualifying comments shown on enclosed attachment. XXY

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Signature [Handwritten Signature]  
Title Chief, Planning and Evaluation  
Agency Dept. of Natural Resources

JAMES B. COULTER  
SECRETARYJOSEPH H. MANNING  
DEPUTY SECRETARYSTATE OF MARYLAND  
DEPARTMENT OF NATURAL RESOURCES  
TAWES STATE OFFICE BUILDING  
ANNAPOLIS 21401

February 28, 1974

## COMMENTS OF THE DEPARTMENT OF NATURAL RESOURCES ON PROJECT 74-1-768

P.E.-Md. Rt. 560 Relocated from Md. 560 at Dundee St. to Md. 135  
including structure over the B&O Railroad - Garrett County

The Department of Natural Resources has no objection to this Preliminary Engineering Study but urges that during the study cognizance will need to be taken of the Little Youghiogheny River that falls within the study area. Any involvement in the flood plain of the Little Youghiogheny River will need to be reviewed and approved by the General Permits Section of the Water Resources Administration.

Attention must also be directed to the fact that this stream is a part of the Scenic Rivers System and as a consequence, "...In all planning for the use and development of water and related land resources, including the construction of improvements, diversions, roadways, crossings, channelization, locks, canals or other uses which change the character of a river or waterway, or destroy its scenic value, full consideration and evaluation of the river as a scenic resource shall be given before specific plans for use or development are approved." [Natural Resources Article, Section 763(b)]

NOTE: The State Highway Administration will coordinate with the Department of Natural Resources as requested in this letter.

Date:

SEARCHED
SERIALIZED
JAN 24 1974
JAN 24
INDEXED
FILED

Maryland Department of State Planning  
 State Office Building  
 301 West Preston Street  
 Baltimore, Maryland 21201

SUBJECT: PROJECT SUMMARY NOTIFICATION REVIEW

Applicant: State Highway Administration

<sup>PE</sup>  
 Project: Garrett County - Md. Rt. 560 Relocated from Md. 560 at Dundee St.  
 to Md. 135 including structure over the B&O Railroad  
 State Clearinghouse Control Number: 7401-768

CHECK ONE

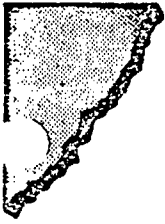
1. This agency does not have an interest in the above project. \_\_\_\_\_
2. The above project is consistent with this agency's plans or objectives and we recommend approval of the project. \_\_\_\_\_
3. This agency has further interest in and/or questions concerning the above project and wishes to confer with the applicant.       ✓        
Our interest or questions are shown on enclosed attachment.
4. This agency does not believe a conference is necessary, but wishes to make favorable or qualifying comments shown on enclosed attachment. \_\_\_\_\_

*1/25/75. Call Mr. Jones. He stated that recent development of commercial enterprises in the area may impact on the over pass and that the applicant has indicated their intent to meet with the County concerning this possibility. The County has no objection to clearing the P.E. as long as the necessary coordination is effected.*

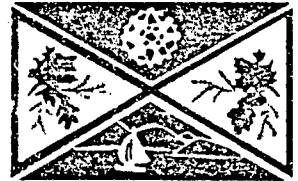
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Signature Thomas D. Jones  
 Title Assistant Director  
 Agency Garrett Co. Development Corp.  
202 Alder Street  
Oakland, Md. 21530

Thomas D. Jones  
 Assistant Director  
 Garrett County Development Corp.  
 202 Alder Street  
 Oakland, Maryland 21550



# Garrett County Commissioners



P. O. Box 72

Oakland, Maryland

(301) 334-3917

George C. Edwards

Wayne B. Hamilton, Chairman

Don S. Bender

August 1, 1978

Mr. M. Slade Caltrider, Administrator  
State Highway Administration  
300 West Preston Street  
P.O. Box 717  
Baltimore, Maryland 21203

Dear Mr. Caltrider:

I am unable to attend the public hearing scheduled for August 3, 1978 at Southern High School concerning the relocation of Maryland 560 and the improvement of its intersection with Route 135. I would appreciate it very much if you could read this statement into the record.

I believe that this project is one of the most essential relocations project the State Highway Administration is studying in Garrett County and must proceed as soon as possible. As you well know, the existing intersection and grade crossing of the B & O Railroad is extremely hazardous and was the scene of a tragic accident in the not so distant past. This new alignment would eliminate both the grade crossing and hazardous intersection with Route 135 to the benefit of all our citizens who travel this route.

I believe that this proposed alignment is feasible and logical in this proposed location and engineering and construction should proceed on whichever design standard for lane width that you determine is desirable.

Thank you for submitting this statement on my behalf.

Sincerely,

Handwritten signature of George C. Edwards in cursive.

George C. Edwards  
Chairman



STATE HIGHWAY ADMINISTRATION

113

QUESTION AND/OR RECOMMENDATION FORM

Contract No. G 379-002-671  
Maryland Route 560  
From Garrett Road to Maryland Route 135  
Location Public Hearing  
Thursday, August 3, 1978

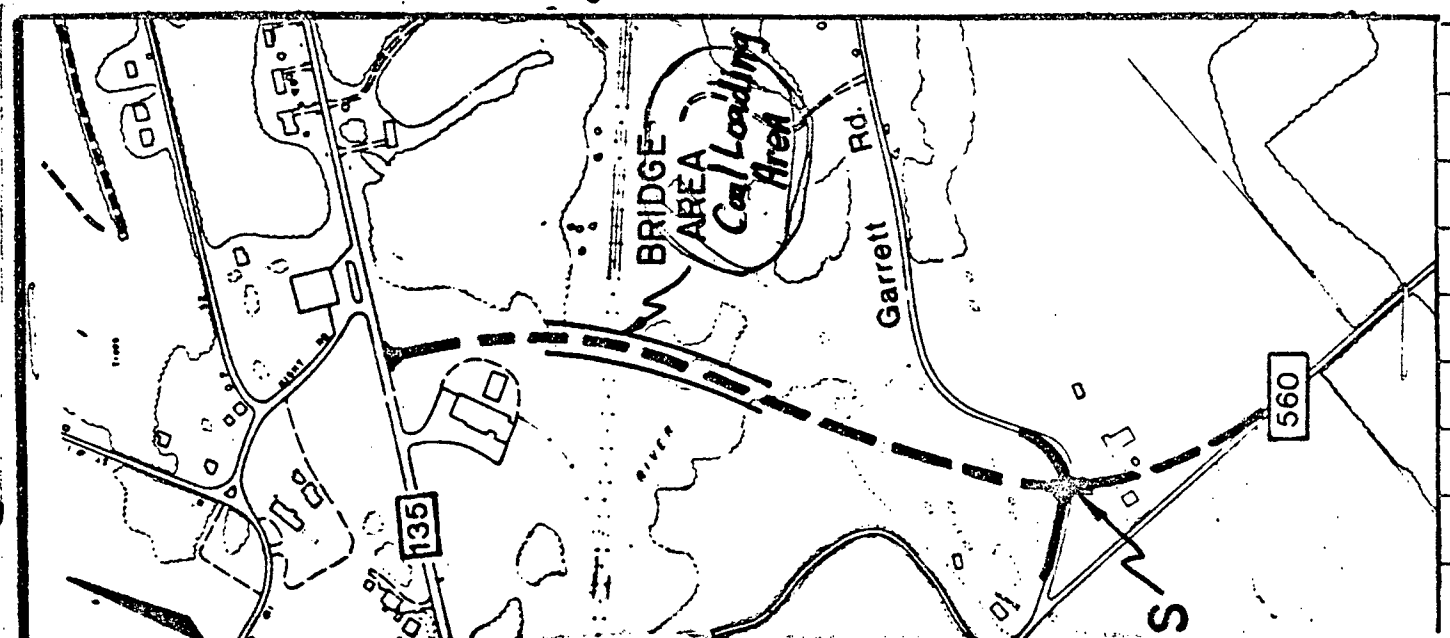
In order to provide a method by which comments or inquiries of an involved or individual nature can be answered satisfactorily, please submit the following information:

PLEASE PRINT

NAME Thomas D. Jones, Executive Director  
ADDRESS Garrett County Development Corp.  
323 Oak Street Oakland, Md. ZIP CODE 21550  
COUNTY Garrett County

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

*I wish to bring to your attention plans for the development of a major coal loading facility onto the B+O Railroad, (see enclosed clipping). The alignment should not adversely affect these plans. The major concern of the developers is that a very adequate road access onto 560 be given to heavy truck traffic entering and exiting the Garrett Road*



APPENDIX C  
SUMMARY OF THE RELOCATION ASSISTANCE PROGRAM  
OF THE STATE HIGHWAY ADMINISTRATION OF MARYLAND

"SUMMARY OF THE RELOCATION ASSISTANCE PROGRAM OF THE  
STATE HIGHWAY ADMINISTRATION OF MARYLAND"

All State Highway Administration projects must comply with the provisions of the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970" (Public Law 91-646) and/or the Annotated Code of Maryland, Article 21, Sections 12-201 thru 12-209. The Maryland Department of Transportation, State Highway Administration, Bureau of Relocation Assistance, administers the Relocation Assistance Program in the State of Maryland.

The provisions of the Federal and State Law require the State Highway Administration to provide payments and services to persons displaced by a public project. The payments that are provided include replacement housing payments and/or moving costs. The maximum limits of the replacement housing payments are \$15,000 for owner-occupants and \$4,000 for tenant-occupants. 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. Actual moving costs for residences include actual moving costs up to 50 miles or a schedule moving cost payment, including a dislocation allowance, up to \$500.

The moving cost payments to businesses are broken down into several categories, which include actual moving expenses and payments "in lieu of" actual moving expenses. The owner of a displaced business is entitled to receive a payment for actual reasonable moving and related expenses in moving his business, or personal property; actual direct losses of tangible personal property; and actual reasonable expenses for searching for a replacement site.

The actual reasonable moving expenses may be paid for a move by a commercial mover or for a self-move. Generally, payments for the actual reasonable moving expenses are limited

to a 50 mile radius. In both cases, the expenses must be supported by receipted bills. An inventory of the items to be moved must be prepared, and estimates of the cost may be obtained. The owner may be paid an amount equal to the low bid or estimate. In some circumstances, the State may negotiate an amount not to exceed the lower of the two bids. The allowable expenses of a self-move may include amounts paid for equipment hired, the cost of using the business's vehicles or equipment, wages paid to persons who physically participate in the move, and the cost of the actual supervision of the move.

When personal property of a displaced business is of low value and high bulk, and the estimated cost of moving would be disproportionate in relation to the value, the State may negotiate for an amount not to exceed the difference between the cost of replacement and the amount that could be realized from the sale of the personal property.

In addition to the actual moving expenses mentioned above, the displaced business is entitled to receive a payment for the actual direct losses of tangible personal property that the business is entitled to relocate but elects not to move. These payments may only be made after an effort by the owner to sell the personal property involved. The costs of the sale are also reimbursable moving expenses. If the business is to be reestablished, and personal property is not moved but is replaced at the new location, the payment would be the lesser of the replacement costs minus the net proceeds of the sale or the estimated cost of moving the item. If the business is being discontinued or the item is not to be replaced in the reestablished business, the payment will be the lesser of the difference between the value of the item for continued use in place and the net proceeds of the sale or the estimated cost of moving the item.

If no offer is received for the personal property and the property is abandoned, the owner is entitled to receive the lesser of the value for continued use of the item in place or the estimated cost of moving the item and the reasonable expenses of the sale. When personal property is abandoned without an effort by the owner to dispose of the property by sale, the owner will not be entitled to moving expenses, or losses for the item involved.

The owner of a displaced business may be reimbursed for the actual reasonable expenses in searching for a replacement business up to \$500. All expenses must be supported by receipted bills. Time spent in the actual search may be reimbursed on an hourly basis, but such rate may not exceed \$10 per hour.

In lieu of the payments described above, the State may determine that the owner of a displaced business is eligible to receive a payment equal to the average annual net earnings of the business. Such payment shall not be less than \$2,500 nor more than \$10,000. In order to be entitled to this payment, the State must determine that the business cannot be relocated without a substantial loss of its existing patronage, the business is not part of a commercial enterprise having at least one other establishment in the same or similar business that is not being acquired, and the business contributes materially to the income of a displaced owner.

Considerations in the State's determination of loss of existing patronage are the type of business conducted by the displaced business and the nature of the clientele. The relative importance of the present and proposed locations to the displaced business, and the availability of suitable replacement sites are also factors.

In order to determine the amount of the "in lieu of" moving expenses payment, the average annual net earnings of the business is considered to be one-half of the net earnings before taxes, during the two taxable years immediately preceding the taxable year in which the business is relocated. If the two taxable years are not representative, the State, with approval of the Federal Highway Administration, may use another two-year period that would be more representative. Average annual net earnings include any compensation paid by the business to the owner, his spouse, or his dependents during the period. Should a business be in operation less than two years, but for twelve consecutive months during the two taxable years prior to the taxable year in which it is required to relocate, the owner of the business is eligible to receive the "in lieu of" payment. In all cases, the owner of the business must provide information to support its net earnings, such as income tax returns, for the tax years in question.

For displaced farms and non-profit organizations, actual reasonable moving costs generally up to 50 miles, actual direct losses of tangible personal property, and searching costs are paid. The "in lieu of" actual moving cost payments provide that the State may determine that a displaced farm may be paid a minimum of \$2,500 to a maximum of \$10,000 based upon the net income of the farm, provided that the farm has been discontinued or relocated. In some cases, payments "in lieu of" actual moving costs may be made to farm operations that are affected by a partial acquisition. A non-profit organization is eligible to receive "in lieu of" actual moving cost payments, in the amount of \$2,500.

A more detailed explanation of the benefits and payments available to displaced persons, businesses, farms, and non-profit organizations is available in Relocation Brochures that will be distributed at the public hearings for this project and will also be given to displaced persons individually in the future.

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