

REPORT NUMBER: FHWA-MD-NEG-76-03-F

REGION III

BEL AIR AVENUE
HIGH SPEED RAILROAD GRADE ELIMINATION

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

3/7/79
Date

by: Hal Kassoff
Hal Kassoff
Director, Office of Planning
and Preliminary Engineering

3/12/79
Date

by: Emil Elinsky
Emil Elinsky
Division Administrator
Federal Highway Administration

LIST OF ILLUSTRATIONS

Following Page No.

PLATE I	- REGIONAL MAP	4
PLATE II	- LOCATION MAP	4
PLATE III	- AREA MAP	4
PLATE IV	- ENVIRONMENTAL VICINITY MAP	4
PLATE V	- LAND USE MAP	11
PLATE VI	- SOILS MAP	11
PLATE VII	- ALTERNATES STUDIED	25
PLATE VIII thru IX	- TYPICAL SECTIONS	29
PLATE X	- INTERSECTION DETAIL	29
PLATE XI	- PLAN - ALTERNATE IV	29
PLATE XII	- PROFILE - ALTERNATE IV	29
PLATE XIII	- PLAN - ALTERNATE V	29
PLATE XIV	- PROFILE - ALTERNATE V	29

TABLE OF CONTENTS

	<u>Page No.</u>
SUMMARY SHEET	i
A. PROJECT DESCRIPTION	
Introduction	1
Project Purpose and Objective	1
Project Development	2
Design Criteria	3
General Benefits to State, Region & Communities	4
Environmental Features	5
Social and Economic Factors	9
Public Facilities and Services	9
Land Use Planning	10
B. BASIS FOR NEGATIVE DECLARATION	12
C. PROBABLE IMPACT ON THE ENVIRONMENT	
Impact on Natural Environment	13
Summary of Consultations with Public and Governmental Agencies	13
Relocation of Individuals & Families Impacts	14
Social and Economic Impacts	15
Air Quality Impacts	16
Noise Impacts	16
Water Quality Impacts	21
Construction Impacts	21
Historical & Archeological Sites Impacts	23
Visual Effect	23
D. ALTERNATIVES	
Alignment Development	24
Comparison of Alternatives	24
Right-of-way Requirements	26
Overpass and Underpass Structures	27
Pedestrian Crossing Facility	27
Description of Selected Alternative	28
Justification of Selected Alternative	29
E. PUBLIC HEARING	30
F. CORRESPONDENCE	

APPENDICES

Appendix

- A. Schematic Diagram - Traffic Volumes
- B. Communities, Public Agencies and Utilities
- C. Inventory of Pertinent Social and Economic Factors for Minor Civil Division (Election District) No. 2, Harford County; Tables 1 through 8.
- D. Letter from Director of Facilities Engineering, Aberdeen Proving Grounds.
- E. Memorandum from Bureau of Relocation Assistance, State Highway Administration.
- F. Letter from Department of Health and Mental Hygiene.
- G. Letter from Water Resources Administration, Department of Natural Resources.
- H. Letter from Maryland Historical Trust.
- I. Letter from Harford County Board of Education.
- J. Roadway Estimate (Form SHA 61.1-781) and Structures Estimate (Form EF-4).
- K. Environmental Assessment Form.

5

SUMMARY SHEET

(1) Federal Highway Administration - Administrative Action

(x) Negative Declaration

() Draft (x) Final

(2) Contact Personnel

The following personnel can be contacted for additional information concerning this project:

Federal Highway Administration

Mr. Edward Terry, Jr., District Engineer
Federal Highway Administration
711 West 40th Street
Suite 220
Baltimore, Maryland 21211

Telephone: 301-962-4010
Office Hours: 7:45 a.m. to 4:15 p.m.

State Highway Administration

Mr. Earle S. Freedman
Assistant Chief Engineer for Bridge Development
Maryland Department of Transportation
State Highway Administration
300 West Preston Street
Baltimore, Maryland 21201

Telephone: 301-383-4303
Office Hours: 8:15 a.m. to 4:15 p.m.

(3) Description of Proposed Action

The proposed action involves the closing of the Amtrak Railroad

6

grade crossing at Bel Air Avenue in Aberdeen, Harford County, and the replacement of the at-grade crossing with a grade-separated structure over the railroad.

All but one of the various alternates studied began at-grade on U.S. Route 40 or Bel Air Avenue, and proceeded easterly over or under the Amtrak railroad to its terminus on Bel Air Avenue or Route 22. One alternate involves the modification of the ramps of the intersection of U.S. Route 40 and the Northern Thruway. The project length varies from 840 to 7995 linear feet.

(4) Summary of Environmental Impacts

The proposed project, due to its limited scope, will not have a significant impact on the quality of the human environment.

The proposed crossing will remove an existing safety hazard and will allow safe, convenient and economical movements for vehicular and pedestrian traffic across the high-speed railroad tracks. In the absence of ecologically sensitive areas, the existing ecosystem is likely to remain unaffected by the proposed improvement. No historic or archaeological sites are known to be within the project area. The visual intrusion of the overpass structure and approach roadways may possibly be considered to detract from the area, but due consideration will be given to the architectural treatment of the bridge and retaining walls so as not to detract from the area. Alternate IV, which consists of the modification of the ramps at the interchange of U.S. Route 40 and the Northern Thruway (MD Route 22), will not appreciably change the aesthetics of the area.

Social and economic effects due to the acquisition of property will be negligible. No commercial or residential buildings will be acquired and therefore no individuals or businesses will be displaced.

(5) Summary of Alternatives

Alternate I

Beginning on the south side of U.S. Route 40 opposite Plater Street and bending left, the alignment proceeds northeasterly, then easterly under the Amtrak rail lines and continues along Aberdeen Proving

Ground Road to Bel Air Avenue. The underpass will be located approximately 800 feet south of the existing crossing. The project extends for a distance of 1860 feet or 0.35 miles.

Alternate II

Beginning at Old Post Road, the alignment proceeds northwesterly along Norman Avenue, curving to the right along the Aberdeen Proving Ground Road, then bending to the left in a northerly direction, beneath the Amtrak rail lines, then bending to the right, parallel with U.S. Route 40 to its terminus with existing Bel Air Avenue approximately 150 feet southeast of U.S. Route 40. The underpass will be located approximately 750 feet south of the existing crossing. The project extends for a distance of 3410 feet or 0.65 miles.

Alternate III

This plan is similar to Alternate II, except that the alignment passes over the Amtrak rail lines instead of beneath it. The overpass will be located approximately 750 feet south of the existing crossing. The project extends for a distance of 3410 feet or 0.65 miles.

Alternate IV

This alternate involves the barricading of the existing Bel Air Avenue crossing and the modification of the ramps at the intersection of U.S. Route 40 and the Northern Thruway (MD Route 22). The structure on Route 22, crossing Route 40, will be widened to accommodate a standby lane. A pedestrian overpass will be included with this alternate in the area of the existing crossing on Bel Air Avenue. The project extends for a distance of 840 feet or 0.16 miles.

Alternate V

Beginning at the intersection of Chesapeake Road and Route 22, the alignment proceeds in a westerly direction through the lands of the Aberdeen Proving Grounds and intersects the Aberdeen Proving Grounds Road approximately 125 feet south of the present Proving Grounds gate. It then proceeds northwesterly along the Aberdeen Proving Grounds Road and curves to the right following the roads present alignment. It then bends to the left in a northerly direction, passes over or under the Amtrak rail lines, and bends to the right, parallel with U.S. Route 40 to its terminus with existing Bel Air Avenue approximately 150 feet southeast of U.S. Route 40. The grade-separated

structure will be located approximately 750 feet south of the existing crossing. The project extends for a distance of 7995 feet or 1.51 miles.

Alternate VI

This plan is similar to Alternate I except that the alignment passes over the Amtrak rail lines instead of beneath it. The overpass will be located approximately 800 feet south of the existing crossing. The project extends for a distance of 1860 feet or 0.35 miles.

No-Build Alternative

A no-build alternative, which includes the elimination of the railroad at-grade crossing at Bel Air Avenue, would deny direct vehicular access to downtown Aberdeen for a section of the community located east of the railroad. Circuitous access for the aforementioned area could be obtained via the MD Route 22 interchange at U. S. Route 40 and Rogers Street; and the MD Route 22 at-grade intersections at Old Post Road and Mt. Royal Avenue.

A no-build plan would have a detrimental impact on pedestrian traffic between the residential area south of the tracks and the business area to the north. For this reason, a pedestrian overpass would be provided in the area of the present crossing.

(6) Selected Alternate

Alternate V, overpass, along with Alternate IV has been selected for the replacement of the Bel Air Avenue grade crossing. Also included will be a pedestrian overpass in the area of the existing at-grade crossing.

Alternate V relocates the crossing by means of an overpass approximately 800 feet south of the existing at-grade crossing and relocates traffic onto a portion of the Aberdeen Proving Ground Road. Alternate IV would provide easier access to the Aberdeen area by modifying the ramps at the intersection of U. S. Route 40 and MD Route 22, thereby providing all the possible turning movements.

A. PROJECT DESCRIPTION

A. PROJECT DESCRIPTION

INTRODUCTION

The purpose of this Final Negative Declaration is to present the environmental effects of the selected alternate developed for the elimination of the high-speed railroad grade crossing at Bel Air Avenue.

Bel Air Avenue, Maryland Route 132, services the center of the Town of Aberdeen in Harford County. Figuratively, Bel Air Avenue acts as the chord through Aberdeen to the arc of MD Route 22 which bypasses the town to the north and east. Bel Air Avenue begins to the northwest at the interchange of MD Route 22 with Interstate Route 95 and terminates once again on Route 22 at the Aberdeen Proving Grounds to the southeast, a total distance of 2.8± miles (See Plate IV). The proposed project will eliminate an existing at-grade crossing of Bel Air Avenue with Amtrak's high-speed train service.

PROJECT PURPOSE AND OBJECTIVE

Section 205 (a), Highway Safety Act of 1970, provides for a demonstration project for the elimination of all public ground-level, rail-highway crossings along the route of Amtrak's "Metroliner" high-speed train service in the northeast corridor between Washington, D. C. and Boston, Massachusetts. One of these, Bel Air Avenue in Aberdeen, Harford County, presently crosses three mainline tracks of the Amtrak Railroad. The United States Congress has made the elimination of this grade crossing mandatory.

Congestion and unsafe conditions are prevalent at the existing crossing and, in order to improve traffic flow and safety, it is proposed to close and replace the present facility. It is further proposed to include in the project a pedestrian overpass for the more than 500 pedestrians per day who cross the railroad tracks on Bel Air Avenue. The project is scheduled to have an "advertise bid" date of November 1979, and a "start of construction" date of February, 1980.

The overall goal in the development of the preliminary engineering study was

11

to determine and evaluate feasible alternative alignments for the proposed relocation, to include a no-build alternative, and to select the best alternate based on engineering, social, economic and environmental considerations, in addition to public input.

PROJECT DEVELOPMENT

The installation of the high-speed train service in the Northeast Corridor prompted the State Highway Administration to examine the exposure to the public of the railroad's operations in Harford County. The types of hazards to the public were defined as falling primarily into three categories:

- (1) Highway grade crossings
- (2) Pedestrian crossings
- (3) Miscellaneous trespassing

Only the highway grade crossings and pedestrian crossings were studied.

Highway Grade Crossing at Bel Air Avenue

An evaluation of highway grade crossings was made in a recent statewide study by the State Highway Administration in which conditions at the crossings were compared on the basis of a "hazard index." The study concluded that the grade crossing at Bel Air Avenue had the highest "hazard index" in the state.

Various accidents have occurred at the intersection in the past few years, one involving a fatality. Discussion to eliminate this crossing has been ongoing for forty years, and now must be implemented due to the passage of the Federal Aid Highway Safety Act of 1970 in which the United States Congress has made the closing mandatory.

In order to eliminate the safety hazard at Bel Air Avenue, the State Highway Administration examined two possibilities. The first solution would call for the closing of Bel Air Avenue and re-routing the traffic over MD Route 22 and U.S. Route 40. The second solution would involve closing the existing grade crossing and the construction of a grade-separated structure and approaches.

Coordination

In the latter part of 1973, the State Highway Administration, in conformance with the Project Notification and Review System (established by the Bureau of Budget Circular A-95 to facilitate the coordination of State, regional, local

planning and development), notified the State Clearinghouse of its intention to submit an application for Federal assistance to perform preliminary engineering studies for this project.

At the request of the State Highway Administration, the State Clearinghouse notified State and County agencies of this project and solicited comments from officials. All responses were favorable and are included in Appendix A of this report.

DESIGN CRITERIA

The geometric design requirements for the relocated crossing are responsive to traffic needs, provide safe efficient service, and are consistent with the existing land use pattern for the urban community. The geometric design standards are in substantial conformity with the 1973 AASHO edition of "A Policy of Design of Urban Highways and Arterial Streets."

The following design criteria will be adhered to:

- Design Speed - 30 miles per hour
- Grades - Max 5.0%; Min 0.5%
- Horizontal Curvature - 350 feet minimum
- Stopping Sight Distance - 200 feet minimum
- Right-of-Way - 50 feet, or as required

Traffic Data

Based on 1976 ADT volumes of 8,400 vehicles on Bel Air Avenue, it is estimated that the ADT for 2001 will be 7,100 for Alternate V, and the traffic on Route 22 would be 21,280 vehicles per day. A schematic diagram is incorporated in Appendix B which shows the present and anticipated traffic volumes for this alternate. Geographic and land use patterns indicate that there will not be any significant increase in generated or development traffic and, based on the projected traffic volumes, a two-lane roadway will be adequate.

Since Alternate V does not approximate the existing Bel Air Avenue alignment, some displacement of north-south traffic on Bel Air Avenue from its original direct route will occur. Traffic flow and circulation, to some extent, will

therefore be affected, but the magnitude of estimated traffic volumes is not expected to cause any special problems. To improve traffic flow, circulation and capacity, it is proposed to provide adequate channelization at the intersection of Maryland Route 22, Chesapeake Road and Relocated Aberdeen Road (See Plate IX).

Typical Sections (See Plates VII and VIII)

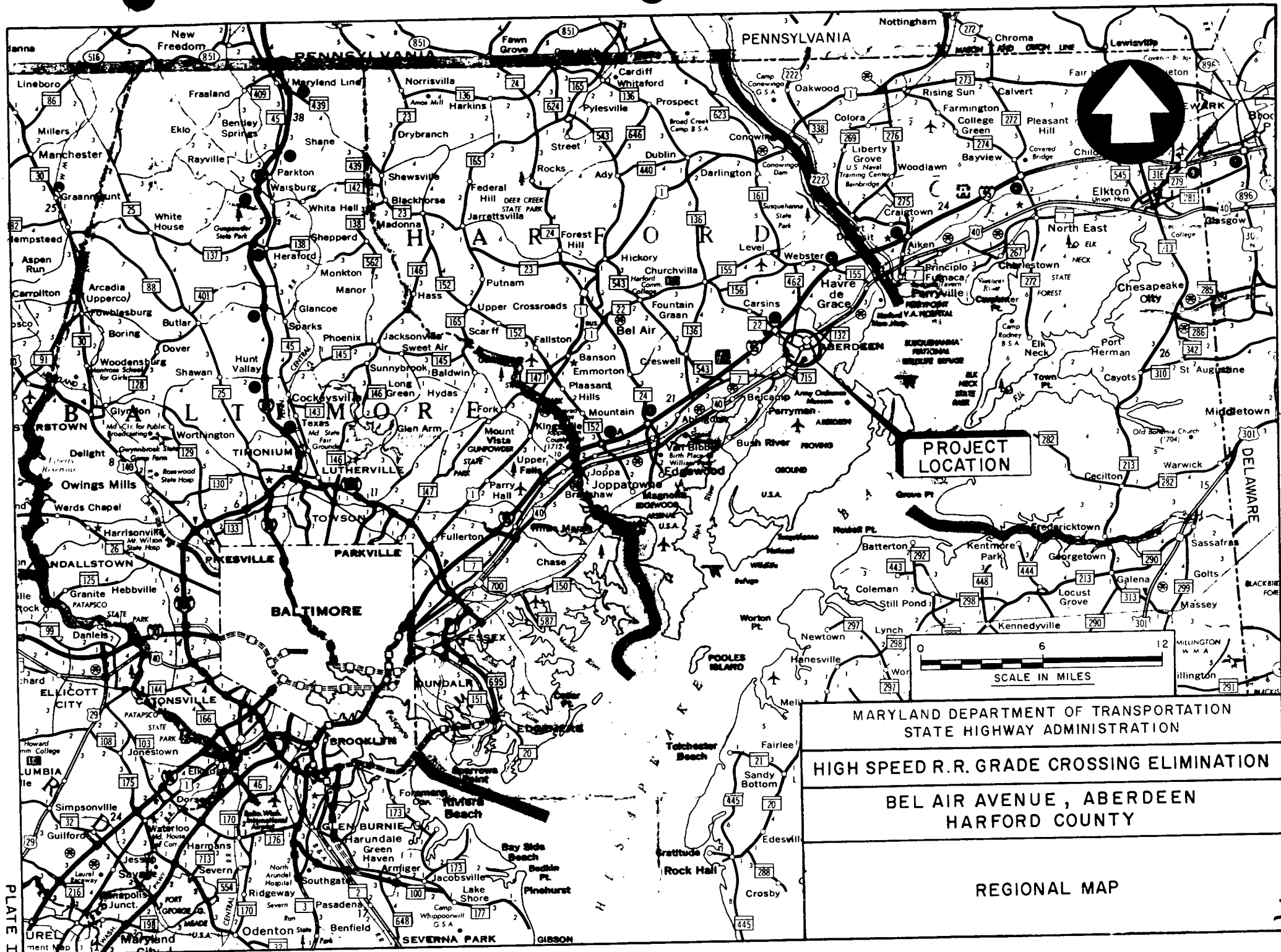
On Alternate V, it is proposed to provide relocated Bel Air Avenue and Aberdeen Road with a 26-foot-wide pavement section, flanked by a curb and a 5-foot sidewalk on one side and a 10-foot-wide shoulder on the other. Relocated Aberdeen Road will be 24-foot-wide with a 10-foot wide shoulder on each side. Retaining walls have been used to retain the high fill. For the purposes of a cost estimate, the roadway section was assumed to consist of 4.5 inches of bituminous concrete surface course and 8 inches of densely graded, stabilized aggregate base course over 6 inches of subbase. The shoulder section was assumed to consist of 6-inches of dense-grade stabilized aggregate base course topped with a double surface treatment.

Guard rail will be provided, where necessary, on high fills.

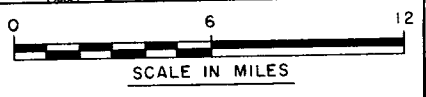
GENERAL BENEFITS TO STATE, REGION AND COMMUNITIES

Transportation is vital to the public and business alike. The development of a transportation system that provides safe, efficient and economical means of travel is a primary goal of state, regional and local agencies. The existing grade crossing at Bel Air Avenue has been identified as a definite safety hazard, particularly with the inception of high-speed train service in the Northeast Corridor. The proposed project will eliminate this dangerous grade crossing and replace it with a grade-separated structure and related approach roadways.

The facility will provide safer and easier access to the downtown Aberdeen Business District for a section of the community located east of the tracks. Access to the Aberdeen Proving Grounds will be improved although direct access now exists via Routes 22 and 715. Access via U. S. Route 40 to the Harford Memorial Hospital in Havre De Grace, four miles east of Aberdeen, will remain unaffected along with the services of the police and fire departments. The transportation of school children in the area will also be unaffected, as indicated in a letter from the Harford County Board of Education and included in Appendix J.



PROJECT LOCATION



MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

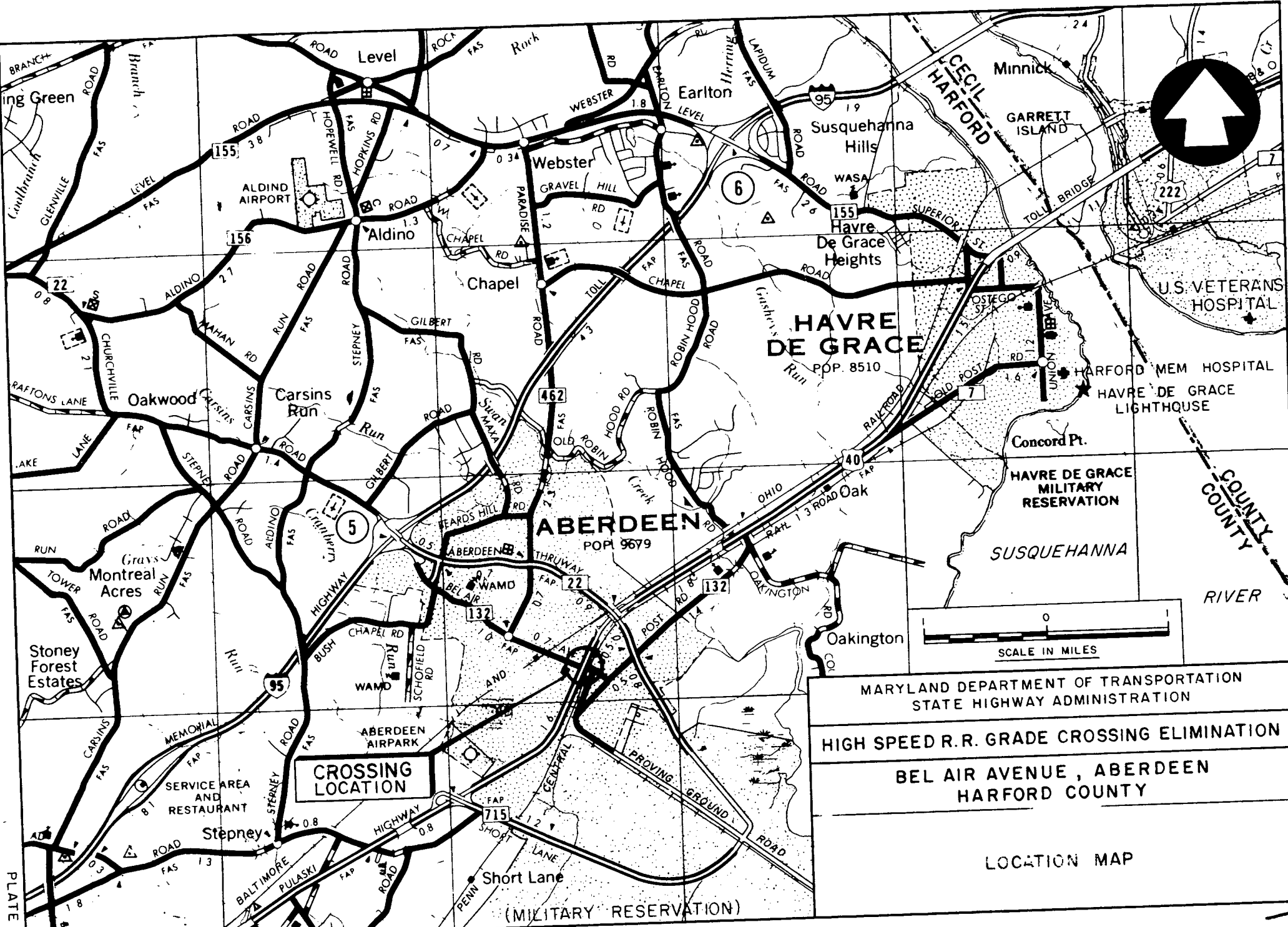
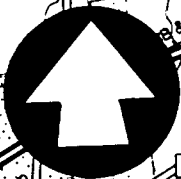
HIGH SPEED R.R. GRADE CROSSING ELIMINATION

BEL AIR AVENUE, ABERDEEN
HARFORD COUNTY

REGIONAL MAP

PLATE I

11

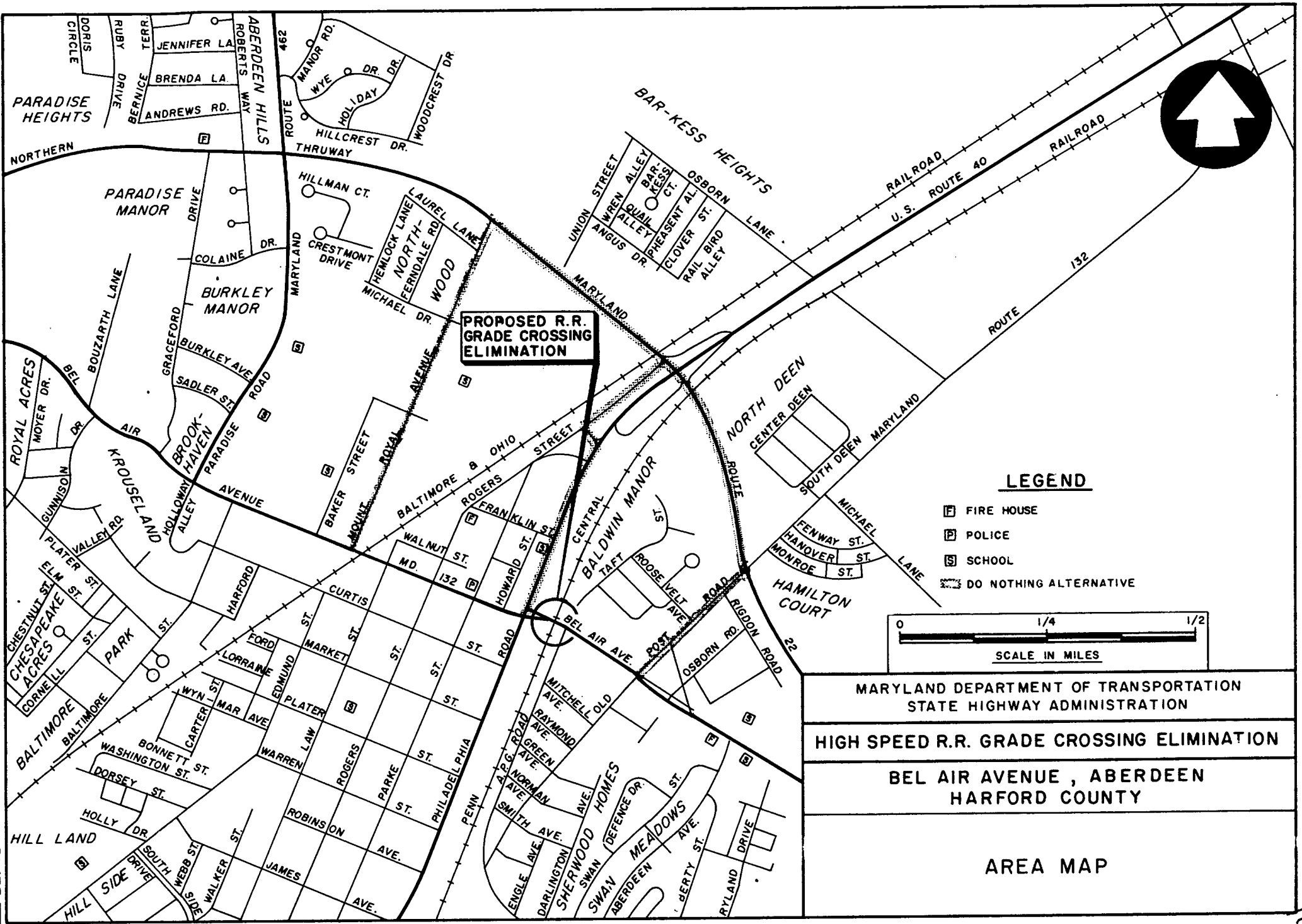


MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

HIGH SPEED R.R. GRADE CROSSING ELIMINATION





BEL AIR AVENUE, ABERDEEN
HARFORD COUNTY

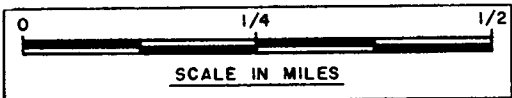
LOCATION MAP



**PROPOSED R.R.
GRADE CROSSING
ELIMINATION**

LEGEND

-  FIRE HOUSE
-  POLICE
-  SCHOOL
-  DO NOTHING ALTERNATIVE

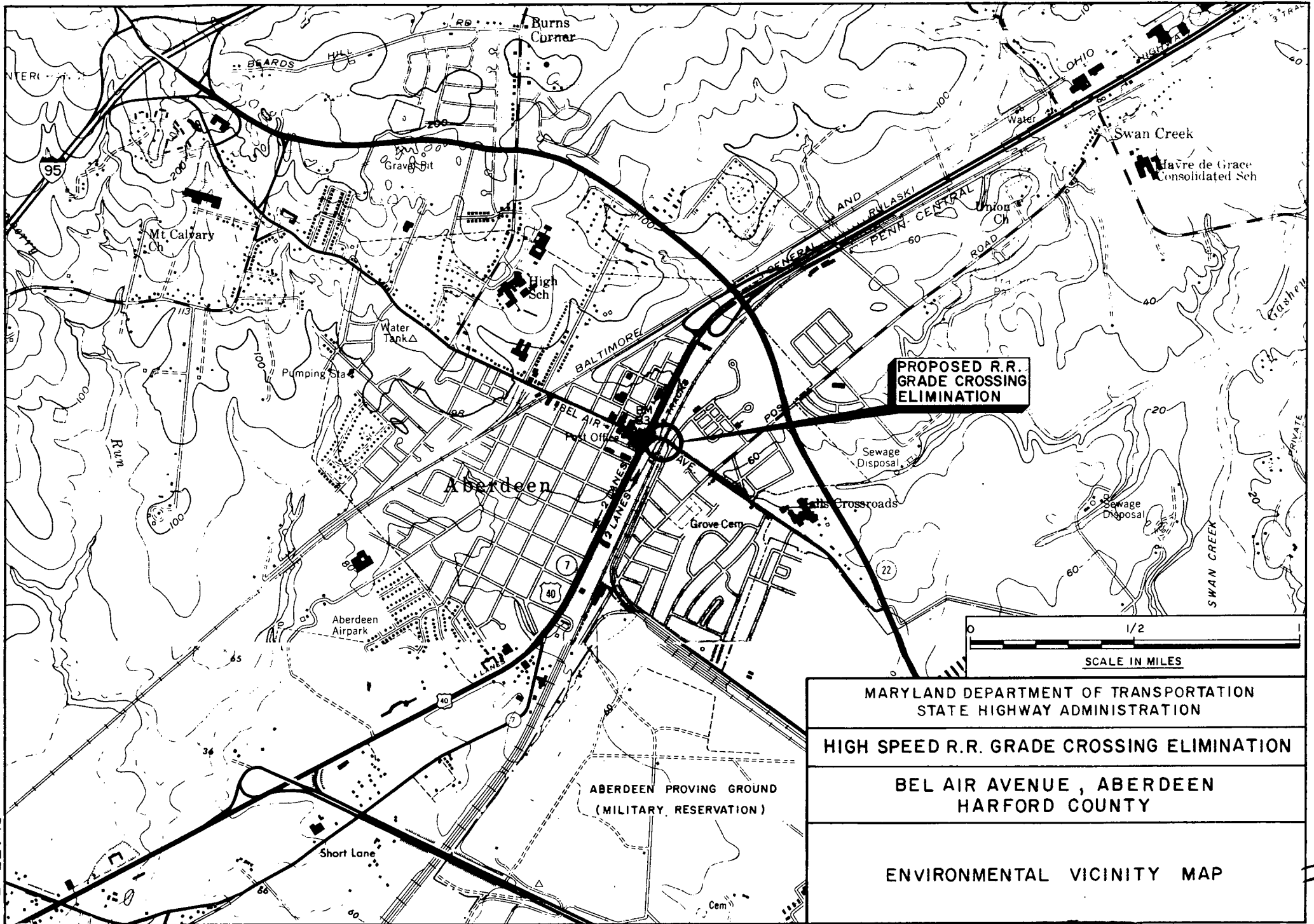


MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

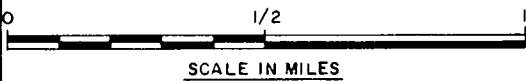
HIGH SPEED R.R. GRADE CROSSING ELIMINATION

**BEL AIR AVENUE , ABERDEEN
HARFORD COUNTY**

AREA MAP



**PROPOSED R.R.
GRADE CROSSING
ELIMINATION**



MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

HIGH SPEED R.R. GRADE CROSSING ELIMINATION

**BEL AIR AVENUE, ABERDEEN
HARFORD COUNTY**

ENVIRONMENTAL VICINITY MAP

ABERDEEN PROVING GROUND
(MILITARY RESERVATION)

PLATE IV

ENVIRONMENTAL FEATURES

Terrain

The project area lies within the physiographic division of the state known as the "Coastal Plain - the Western Shore." The coastal plain portion of this part of Harford County is underlain by a series of southeasterly-dipping, relatively unconsolidated sediment formations of interstratified gravels and sands belonging to the Cretaceous and Quaternary Age. The ground above, which has not been developed or built-up, consists of drained soils, mostly silty sands.

Vegetation

The long, humid, periodically hot summers and mild, moist winters of eastern Maryland, together with a fairly uniform distribution of 40 to 44 inches of annual precipitation, produce a variety of vegetative cover types in the study area. The higher ground areas are covered by coniferous and deciduous woodlands, predominantly stands of oak-hickory species, with lesser stands of other species including pine, tulip, poplar, and maple. The low areas toward the streams have marsh vegetation cover types on somewhat wet ground. Areas cleared of vegetation are extensively used for agriculture and as pastures, while the developed land is covered by residential homes, commercial establishments and roadways.

Listed below are principal tree species which are typical for the general area of the project (per "Forest Vegetation in Maryland," published by the Maryland Department of State Planning).

<u>Common Name</u>	<u>Botanical Name</u>
Ash, Red	Fraxinus Pennsylvanica
Ash, White	Fraxinus Americana
Chestnut	Castanea Dentata
Gum, Black	Nyssa Sylvatica
Gum, Red	Liquidambar Styraciflua
Hickories	Hicoria Rafinesque
Hickory, Shagbark	Hicoria Ovata
Larch	Larix, decidua
Maple, Red	Acer Rubrum
Oak, Black	Quercus Velutina
Oak, Blackjack	Quercus Marilandica
Oak, Chestnut	Quercus Montana
Oak, Post	Quercus Stellata

Common Name

Botanical Name

Oak, Red	Quercus Borealis
Oak, Scarlet	Quercus Coccinea
Oak, White	Quercus Alba
Pine, Loblolly	Pinus Taeda
Pine, Pitch	Pinus Rigida
Pine, Shortleaf	Pinus Echinata
Pine, Virginia	Pinus Virginiana
Poplar, Yellow	Liriodendron Tulipifera

Wildlife

Although there is some native wildlife in the project area, the Maryland Wildlife Administration, Department of Natural Resources, Annapolis, indicated that there are no rare or endangered wildlife species present. Wild waterfowl are found eastward, toward the river banks and marshy flats. With rural and forested areas opening up for human habitation, wildlife has found refuge in more secluded regions, particularly within the protected area of the Aberdeen Proving Ground. Hunting is prohibited in this area.

Aquatic Life

No streams are directly affected by the project. With proper roadway drainage, consideration of high-water elevations, as well as good construction practices, no difficulties should be encountered by aquatic life in Swan Creek or Romney Creek by runoff from the project.

Drainage Conditions

The entire area is drained by tributaries of Swan Creek and Romney Creek which flow into the Chesapeake Bay. No unusual problems are evident within the limits of the project. However, due to the flat topography and built-up condition of the area, it is proposed to provide a closed storm sewer system to collect surface runoff. The topography indicates that the region is relatively flat and low, with an average elevation of about 70 feet above mean sea level.

Geomorphological Conditions

North of Existing Grade Crossing

Topography: The terrain varies from level to moderately sloping. The

JD

entire area is within the Western Shore Division of the Coastal Plain Physiographic Province with elevations ranging from approximately 40 to 100 feet above sea level.

Existing Slopes: Generally, existing slopes are within a range of 0 to 15 percent.

Groundwater Conditions: Depths given are to a seasonally high water table, usually occurring in early spring. Depth varies from 0 to 6 feet throughout the contract area.

Major water problems may be encountered in floodplains of perennial and intermittent streams. Provisions will be incorporated in the design of the project for effective drainage control of surface and subsurface water. Such controls will include, but not be limited to vertical grade adjustments, pipe and shoulder drains, pervious drainage media, spring controls, and well and drainage field adjustments or relocations.

Rock Conditions: Depths to rock are undetermined but are very great within the Coastal Plain Physiographic Province. The unconsolidated sedimentary materials are composed predominantly of gravelly sands and, in many places, considerable organic matter. Power equipment should be sufficient to meet excavation needs.

Soil Conditions: Soil characteristics do not apply for cut and fill land due to prior severe disturbance or alteration by machines. Identification by soil series is not possible.

Soil Textures: Silty sands are predominant throughout the contract area.

Susceptibility to Frost Action: Potential is high throughout the contract area.

Water Erosion Hazard: Potential is moderate throughout the contract area.

Wind Erosion Hazard: Potential is low to moderate throughout the contract area.

Drainage:

Surface - Drainage is fair to very poor throughout the contract area.

Subsurface - Drainage is fair to very poor throughout the contract area.

21

South of Existing Grade Crossing

Topography: The terrain varies from level to moderately sloping. The entire area is within the Western Shore Division of the Coastal Plain Physiographic Province with elevations ranging from approximately 20 to 60 feet above mean sea level.

Existing Slopes: Generally, existing slopes are within a range of 0 to 15 percent.

Groundwater Conditions: Depths given are to a seasonally high water table, usually occurring in early spring. Depth varies 0 to 6 feet throughout the contract area.

Major water problems may be encountered in floodplains of perennial and intermittent streams.

Provisions will be incorporated in the design of the project for effective drainage control of surface and subsurface water. Such controls will include, but not be limited to vertical grade adjustments, pipe and shoulder drains, pervious drainage media, spring controls, and well and drainage field adjustments or relocations.

Rock Conditions: Depths to rock are undetermined but are very great within the Coastal Plain Physiographic Province. The unconsolidated sedimentary materials are composed predominantly of gravelly sands and, in many places, considerable organic matter. Power equipment should be sufficient to meet excavation needs.

Soil Conditions: Soil characteristics do not apply for cut and fill land due to prior severe disturbance or alteration by machines. Identification by soil series is not possible.

Soil Textures: Silty sands are predominant throughout the contract area.

Susceptibility to Frost Action: Potential is high throughout the contract area.

Water Erosion Hazard: Potential is moderate throughout the contract area.

Wind Erosion Hazard: Potential is low to moderate throughout the contract area.

Drainage:

22

Surface - Drainage is good throughout the contract area.

Subsurface - Drainage is good throughout the contract area.

The terrain and its soils should not present any unusual problems for construction and maintenance. With proper roadway and structural foundation design, positive roadway drainage, consideration of high-water elevations, as well as good construction practices, no difficulties should be encountered.

A Soils Map (Plate VI) for the project area is included in this report.

SOCIAL AND ECONOMIC FACTORS

Demographic Conditions

The Aberdeen area is part of the southeastern region of Harford County, designated as Election District No. 2 from information obtained from the Harford County Planning Commission. The population of the district increased by 78.5 percent between 1950 and 1960 and by 18.7 percent between 1960 and 1970. The 1976 population was 30,311, a density of 481 persons per square mile.

An inventory of pertinent social and economic factors for Minor Civil Division (Election District) No. 2 in Harford County, is included in Tables 1 through 8 of Appendix C.

PUBLIC FACILITIES AND SERVICES

Contact through meetings and correspondence with local officials, government agencies, as well as public and private utilities yielded information regarding the character of the study area. To check and confirm these data, the site was inspected on several occasions. A listing of the communities and public agencies, public facilities and services affected by the project is attached as Appendix D.

Because of their important bearing and impact on the proposed project, certain public facilities and services are discussed separately under the following headings:

ABERDEEN PROVING GROUND MILITARY RESERVATION

The easterly extension of Bel Air Avenue terminates near the entrance to the

Aberdeen Proving Ground Military Reservation (See Plate II). Alternate V begins at this point and continues south through the lands of the Aberdeen Proving Grounds and intersects the Proving Grounds Road near the present gate. This alignment will require the relocation of the gate and control building. The agency stated that the alignment is not currently reflected in their present planning, but further analysis may show that it can be made compatible with proposed adjacent land use. (See Appendix E). Alternate IV will have little or no effect on the installation, and none of the alternates will have an adverse impact on the operation of the facilities.

THE MARYLANDER CLUB

The Marylander Club is located on the Aberdeen Proving Grounds Road adjacent to Alternate V. The club, originally known as the Civilian Welfare Recreational Facility, is a military facility used by the Aberdeen Proving Grounds civilian employees.

The recreational area consists of a baseball field, picnic tables, fireplaces, playground, basketball courts, snack bar and club house. Various events are held here during the summer months, such as clambakes, crabbakes etc. The facility supports itself to a certain extent and is also aided by non-appropriated federal funds.

It is intended to widen the Aberdeen Proving Grounds Road on the southerly side, thereby not requiring any lands of the recreational facility. Access to the facility will not be affected since access can be obtained via Ryland Avenue.

LAND USE PLANNING

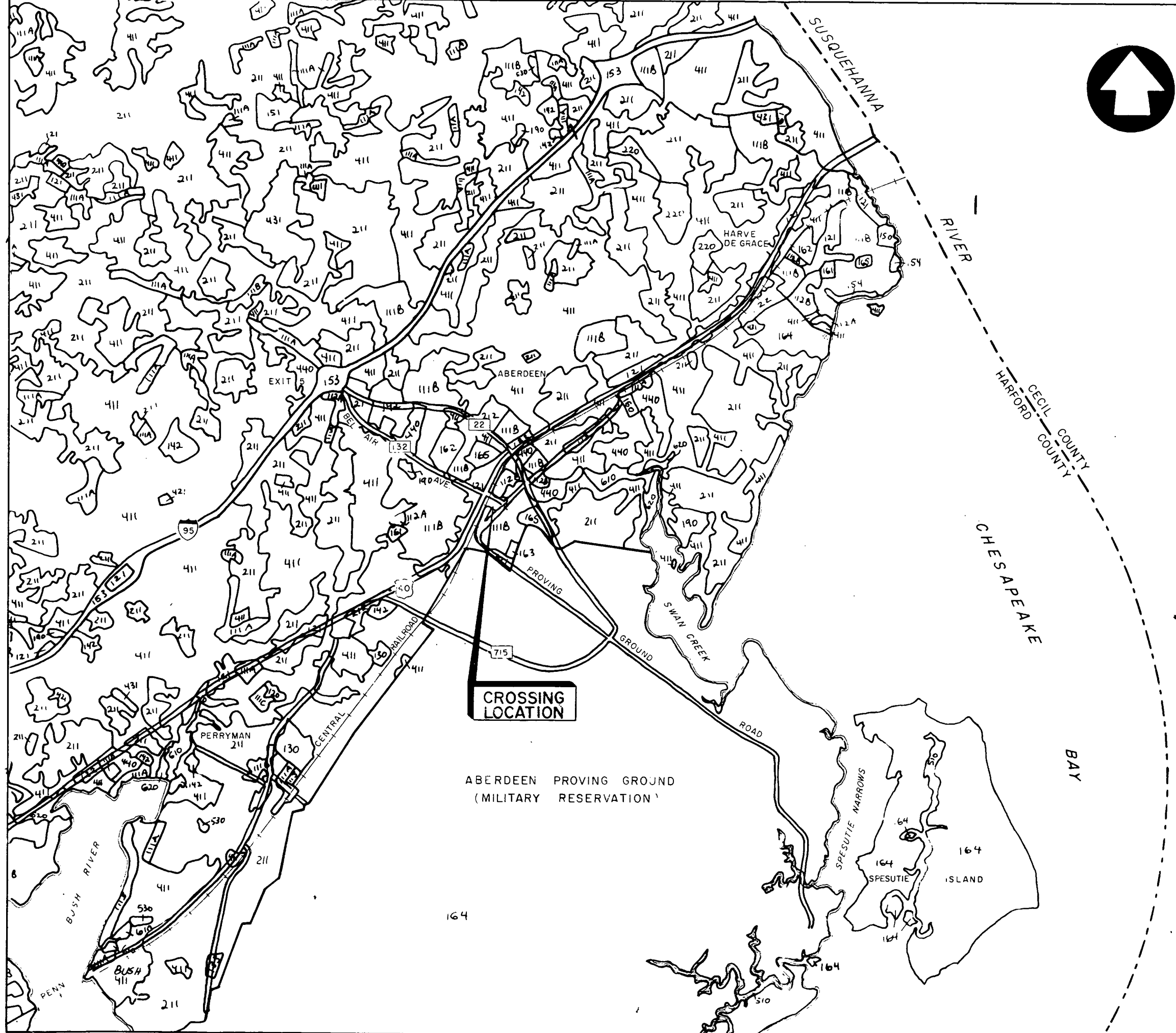
Scope and Status

The planning process for the study area is assigned to the Maryland Department of State Planning and the Harford County Planning and Zoning Commission. The planning for this area is included in the Department of Planning's "State Development Plan," which provides a coordinated program to guide the future development of the entire state. One of the major elements in the State's plan is the "Land Use Plan" which describes the general pattern for the development of land-related facilities and recommends policies for the management of the State's natural resources. In preparing the "Land Use Plan," the Department of Planning has recently compiled a series of statewide land use inventories. A "Land Use Map" for the study area has been prepared using the 1973 Land Use Classification Scheme (See Plate V). The land use

map shows the immediate project area to be predominantly single unit and multi-unit residential of medium to high density, small commercial establishments, and military facilities.

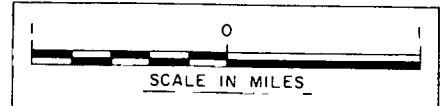
The alignments chosen will not adversely affect the existing land use patterns in the Aberdeen area. Input received from the Aberdeen Proving Grounds indicate that the alignment of Alternate V is not reflected in their present planning but could be made compatible with the proposed adjacent land use.

Existing Bel Air Avenue and MD Route 22 are the main east-west highways in the project area, and the General Pulaski Highway (U. S. Route 40) is the major north-south highway. Bel Air Avenue connects with U. S. Route 22 at the west and terminates at the military reservation at the east.



LEGEND

- 110 - Potential
 - 111A - Single-unit residential, Low SUR Density
 - 111B - Single-unit residential, Medium SUR Density
 - 111C - Single-unit residential, High SUR Density
 - 112 - Multi-unit Residential - Low MUR Density
 - 113 - Multi-unit Residential - High MUR Density
 - 113 - Mobile Home and Trailer Parks
- 120 - Retail and Wholesale Services
 - 121 - Retail sales and services (commercial)
 - 122 - Wholesale and services and light industries
- 130 - Industrial
 - 131 - Heavy Industries - heat processing
 - 132 - Heavy Industries - metal processing
 - 133 - Heavy Industries - chemical processing
- 140 - Extraction
 - 141 - Coal (surface mines)
 - 142 - Other quarries and pits
- 150 - Transportation Communications and Utilities
 - 151 - Airports and associated areas
 - 152 - Railroads, including yards and terminals
 - 153 - Freeways, highways, etc.
 - 154 - Marine terminals
 - 155 - Utilities
- 160 - Educational
 - 161 - Elementary Schools
 - 162 - Secondary Schools
 - 163 - College and University
 - 164 - Military Facilities
 - 165 - Other Institutional
- 170 - Strip and Clustered
- 190 - Open and Other (Urban)
- 210 - Crop and Pasture Land
 - 211 - Crop Land
 - 212 - Pasture Lands
- 220 - Orchards
- 230 - Feeding Operations
- 410 - Deciduous Forest
 - 411 - Upland Deciduous Forest
 - 412 - Lowland Deciduous Forest
- 420 - Evergreen Forest
 - 421 - Upland Evergreen Forest
 - 422 - Lowland Evergreen Forest
- 430 - Mixed Forest
 - 431 - Upland Mixed Forest
 - 432 - Lowland Mixed Forest
- 440 - Upland Brush
- 510 - Rivers
- 530 - Reservoirs
- 540 - Bays and Estuaries
- 600 - Wetlands
 - 610 - Non-Forested Vegetated Wetlands
 - 620 - Non-Vegetated Wetlands
 - 630 - Forested Wetlands
- 720 - Beaches
- 740 - Bare Exposed Rock

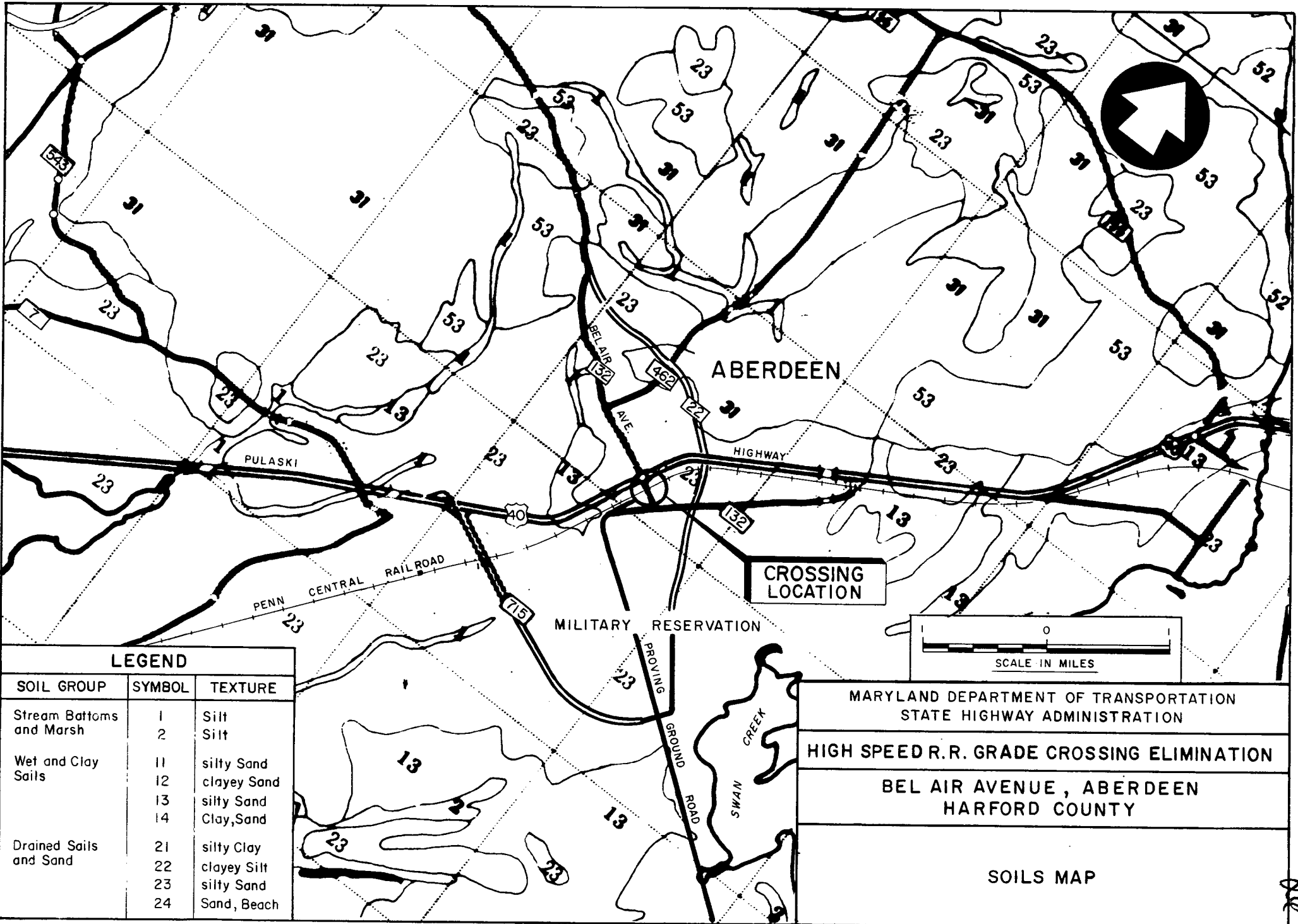


MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

HIGH SPEED R.R. GRADE CROSSING ELIMINATION

BEL AIR AVENUE, ABERDEEN
HARFORD COUNTY

LAND USE MAP



B. BASIS FOR NEGATIVE DECLARATION

28

B. BASIS FOR NEGATIVE DECLARATION

The high-speed railroad grade crossing elimination project at Bel Air Avenue has been classified as a "major" action. A Negative Declaration has been prepared in accordance with the requirements of Federal Aid Highway Program Manual, Transmittal 107, Volume 7, Chapter 7, Section 2, Paragraph 12. Independent studies and consultation with various State agencies have shown that the project, if implemented, will not have a significant impact upon the quality of the human environment.

29

C. PROBABLE IMPACT ON THE ENVIRONMENT

C. PROBABLE IMPACT ON THE ENVIRONMENT

IMPACT ON NATURAL ENVIRONMENT

One of the environmental considerations in the immediate project area is the possible impact of the relocated crossing on the natural and environmental resources. The physical modifications to the present land pattern in this residential and commercial area may be altered to some extent, and to a somewhat lesser extent, indirectly affect the present human community. Without the presence of ecologically sensitive areas, the impact will generally cause no adverse effects on ecological relationships.

Field visits were undertaken on several occasions to gain an understanding of the natural systems functioning within the immediate project area. Of particular interest in the environmental assessment was the natural vegetation - trees and undergrowth, as well as communities and habitats of terrestrial and aquatic life. During these field inspections, the pattern of natural land drainage was also studied in the immediate vicinity of the project site.

There is very little vegetation on the westerly portion of Alternate V, and in the vicinity of Alternate IV since the character of the area is basically residential or commercial. There is some vegetation in the form of crop land on the easterly portion of Alternate V, which is a portion of the lands of the Aberdeen Proving Grounds. There are rows of Larch and Maple trees lining the streets in the residential area in Alternate V which will be affected due to the widening in these areas; however the area will be landscaped upon completion of the project. The presence of fauna in the immediate project area would be generally found in the protected areas of the Aberdeen Proving Grounds. There are no streams in the immediate area of the project; therefore there will be no impact on aquatic life.

SUMMARY OF CONSULTATIONS WITH PUBLIC AND GOVERNMENTAL AGENCIES

Appropriate State agencies were also contacted in order to determine the effect of the proposed action on the natural resources of the project area. The following listing is a summary of comments from these agencies:

1. Water Resources Administration, Department of Natural Resources, Annapolis: In a letter dated March 19, 1975 (Appendix H), this agency indicated that the stream systems within the study area which are affected by the proposed action are not governed by the Natural

Resources Code, Titles 8 and 9. Also, according to the agency, no wetlands within the study area are governed by the Natural Resources Code.

With respect to effective erosion and siltation control measures, the agency indicated that sedimental control provisions will be reviewed during the design phase in accordance with standard administrative procedures.

2. Maryland Wildlife Administration, Department of Natural Resources, Annapolis: According to this agency, there will be no adverse effect on wildlife habitat in the study area, and no known valuable or rare species are likely to be jeopardized by the proposed project.

3. Maryland Forest Service, Department of Natural Resources, Annapolis: The agency indicated that the project will not affect sites under their jurisdiction. The agency will therefore not be involved in the environmental assessment of the proposed grade elimination.

4. Maryland Fisheries Administration, Department of Natural Resources, Annapolis: According to the agency, no fish habitat will be affected in the study area.

RELOCATION OF INDIVIDUALS AND FAMILIES IMPACTS

The community affected by Alternates IV and V is primarily a residential area of low-to-middle income levels. Land use is mixed residential and commercial. No families will be displaced, and no minority groups will be affected (See Appendix F). No businesses, non-profit organizations or farms will be affected and there will be no functional replacement. The following is a statement regarding compliance with the Civil Rights Act of 1974.

"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 or 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,

32

economic, and environmental effects of all highway projects. Alleged discrimination actions should be addressed to the State Highway Administration for investigation."

A summary of the Relocation Assistance Program of the State Highway Administration of Maryland can be found in Appendix G.

SOCIAL AND ECONOMIC IMPACTS

The community of Aberdeen is bisected by the high-speed line of the Amtrak Railroad. Both segments of Aberdeen are connected by the at-grade railroad crossing on Bel Air Avenue. The Aberdeen Proving Grounds is located in the vicinity of the project, but its operation is not affected by the Bel Air Avenue crossing since it has direct access via Maryland Routes 715 and 22. Since no other major employment centers are located in the area, a good portion of the traffic crossing the tracks is generated by local residents. Bus service is not available in the community, therefore residents must rely on automobile transportation for local trips. The State Highway Administration undertook a pedestrian count at Bel Air Avenue, which showed that over 500 pedestrians per day use the tracks. This is mainly due to the fact that there is a predominantly residential area east of the tracks and a predominantly commercial area to the west. As a result of the large number of pedestrians using the crossing, a separate pedestrian overpass has been included in the project in the area of the existing crossing.

The completion of the proposed project will not have any significant effect on access to any facilities or activities in the Aberdeen area. Any increased travel time incurred would probably be offset by the elimination of waiting time encountered by the movement of trains through the grade crossing.

The replacement of the existing at-grade crossing will have little or no impact on local or regional growth. The proposed alignment will require the acquisition of right-of-way in order to satisfy design and safety requirements. The resultant loss of property will have some impact on the area. Land values immediately adjacent to the improvements may possibly be subject to an initial decrease. However, with the elimination of the delays in crossing the tracks resulting from this project, an eventual increase in land values in the general area of the project should make itself felt after the first period of adjustment.

The project will not have an adverse impact on public facilities and services. Access across the tracks will be provided during construction and access to all public roads will be available, thereby allowing social activities, community and educational services to function undisturbed. Furthermore, the proposed improvement will provide fast and direct access for safety equipment, safety personnel and others who may be concerned with the general health and welfare

of the community.

Relocation of public and private utilities, such as sanitary sewers, telephone cables, gas mains, electric lines, etc., will be made with minimal inconvenience to the public. Utilities will be installed at their new or temporary locations prior to curtailing existing services.

AIR QUALITY IMPACTS

To determine the potential air quality impact of the proposed construction, an analysis of worst-case microscale carbon monoxide concentrations was made for each of the seven alternates. This analysis allows comparison of the predicted concentrations adjacent to the roadway to the State and Federal Ambient Air Quality Standards. The maximum predicted total one-hour concentration with any alternate is 17.3 mg/m³, the maximum eight-hour concentration 7.8 mg/m³, both well below the AAQS of 40 mg/m³ and 10 mg/m³.

A mesoscale or regional impact analysis was not conducted as a part of this study due to the very localized nature of the project. However, the low traffic volumes, short length of the project, and the similarity of traffic volumes among alternates would indicate no adverse effect on regional air quality.

The project is located in the Metropolitan Baltimore Intrastate Air Quality Control Region, a non-attainment area for photochemical oxidants and carbon monoxide. Based upon the microscale analysis indicating that there are no violations of the AAQS's and the lack of potential for regional air quality impact, the project is consistent with the State Implementation Plan.

A detailed description of the analysis and the results are available in the technical Air Quality Analysis prepared by the Administration. A letter from the Department of Health and Mental Hygiene, Environmental Health Administration is located in Appendix H.

NOISE IMPACTS

Impacts from traffic noise at sensitive receptors in the project area will be varied in both degree and scope depending on the alternate considered. A summary of the impacts is given below.

<u>Alternate</u>	<u>No. of Noise Sensitive Areas</u>	<u>No. of Violations of Design Noise Levels</u>	<u>Range of Noise Level Increases (or decreases)</u>
I	4	0	-3dBA to -5dBA
II	12	0	-11dBA to +7dBA
III	12	0	-11dBA to +7dBA
IV	0	-	-

<u>Alternate</u>	<u>No. of Noise Sensitive Areas</u>	<u>No. of Violations of Design Noise Levels</u>	<u>Range of Noise Level Increases (or decreases)</u>
V	10	0	-10dBA to +3dBA
VI	4	0	-3dBA to -7dBA
Close	13	0	-10dBA to +3dBA

Two factors, in general, account for the minor or negligible noise impacts; 1) relocation of traffic routes (i. e. road alignments) further away from sensitive receptors, and 2) low projected traffic volumes. No violations of Federal design noise levels will occur with any of the alternates under study. The charts on pages 19 and 20 indicate design year noise level. See Alternate maps for location of noise sensitive areas.

Noise Sensitive Areas
High Speed Railroad Grade Crossing Elimination
Bel Air Avenue (MD 132)
Aberdeen, Maryland

<u>Noise Sensitive Area</u>	<u>Description</u>
1	Aberdeen Village. Three story multi-family brick apartment buildings located south of Bel Air Avenue (MD 132) and east of the Amtrak Railroad, southeast of the existing railroad grade crossing.
2	North side of Mitchell Avenue. Closest dwelling to proposed project alignments is 21 Mitchell Avenue. Single story, single family, frame residences, located south of the existing railroad grade crossing.
3	South side of Mitchell Avenue. Closest dwelling to project alignments is 26 Mitchell Avenue. Single story, single family, frame residences, located south of the existing railroad grade crossing.
4 & 5	North and south sides of Raymond Avenue, respectively. Closest residences to project alignments are 29 and 32 Raymond Avenue, respectively. Single story, single family, frame residences, located south of the existing railroad crossing.
6	Three (3) single family, single story, frame residences located on Green Avenue and Smith Avenue, south of existing railroad crossing.

35

Noise Sensitive
Area

Description

- 7 Several single family, single story, frame residences located along the north side of Aberdeen Proving Ground Road from Old Post Road to Engle Avenue.
- 8 Several single family residences located along north side of Aberdeen Proving Ground Road from Darlington Avenue to east of Swan Street.
- 9 Two (2) single family residences and a playground located along north side of Aberdeen Proving Ground Road from east of Swan Street to Liberty Street.
- 10 Marylander Restaurant and recreational area located along north side of Aberdeen Proving Ground Road.
- 11 Numerous single family residences located along the west side of Old Post Road at the side-street intersections with Smith, Green, Raymond and Mitchell Avenue.
- 12 Several single family residences located along east side of Old Post Road at side-street intersections of Norman and Green Avenues.
- 13 Bible Baptist Church. Brick and frame church located on north side of Mitchell Avenue, west of Old Post Road.
- 14 Two (2) single family, single story, frame residences located east of the intersection of Old Post Road and Grove Street.
- 15 Grove Presbyterian Church. Stone church located on the southeast corner of the intersection of Bel Air Avenue and Old Post Road.
- 16 Aberdeen Village. Numerous two story brick and frame townhouse units located on the southwest corner of the intersection of Old Post Road and Bel Air Avenue.

TABLE V PROJECT NOISE LEVELS

High Speed Railroad Grade Crossing Elimination at
Bel Air Avenue, Aberdeen, Maryland

NOISE SENSITIVE AREA	AMBIENT L ₁₀ LEVEL	DESIGN YEAR L ₁₀ LEVEL						Close Crossing
		ALT. I	ALT. II	ALT. III	ALT. IV.	ALT. V	ALT. VI	
1	64dBA	61dBA	54dBA	54dBA	---	55dBA	61dBA	59dBA
2	65dBA	60dBA	54dBA	54dBA	---	55dBA	60dBA	58dBA
3	63dBA	58dBA	55dBA	55dBA	---	56dBA	58dBA	56dBA
4	63dBA	56dBA	58dBA	58dBA	---	59dBA	56dBA	57dBA
5	61dBA	---	61dBA	61dBA	---	61dBA	---	56dBA
6	59dBA	---	61dBA	61dBA	---	62dBA	---	56dBA
7	58dBA	---	---	---	---	55dBA	---	54dBA
8	58dBA	---	---	---	---	57dBA	---	---
9	55dBA	---	---	---	---	56dBA	---	---
10	51dBA	---	---	---	---	51dBA	---	---
11	57dBA	---	63dBA	63dBA	---	---	---	59dBA
12	56dBA	---	63dBA	63dBA	---	---	---	59dBA
13	57dBA	---	52dBA	52dBA	---	---	---	47dBA
14	58dBA	---	64dBA	64dBA	---	---	---	60dBA
15	67dBA	---	60dBA	60dBA	---	---	---	60dBA

de

38

WATER QUALITY IMPACTS

The immediate project site is considerably developed. There are no streams or well defined drainage basins within the project area. Some erosion and siltation control measures will be required for urban storm water runoff. The Water Resources Administration, Department of Natural Resources, Annapolis, in a letter dated March 19, 1975, (Appendix I) indicated sediment control provisions will be reviewed during the design stage in accordance with standard administrative procedures.

Improvements in storm sewers will result in a more efficient drainage system. The long-range environmental impact of these improvements will be beneficial to the community. As mentioned earlier, sound construction methods will contribute to the control of erosion and siltation during the construction phase of the project.

CONSTRUCTION IMPACTS

The specific impact of the construction of the proposed grade-separated crossing on its environment can be divided into two categories:

- 1. Construction
- 2. Maintenance and Operation of the Facility

1. Construction Phase

This phase of the project is associated with construction activities that result in temporary and unavoidable adverse effects. To mitigate these effects, the State Highway Administration has incorporated in its standard specifications for highway contracts certain clauses relating to the following considerations:

a. Erosion and Sediment Control and Stream Pollution

In order to provide protection from pollution during construction, the Maryland State Highway Administration adopted an Erosion and Sediment Control Program. This program was endorsed by the Maryland Department of Natural Resources on September 3, 1970 (in accordance with Chapter 245 of the Acts of the 1970 Maryland General Assembly).

Every effort was made during the study phase to integrate the highway alignment with the surrounding topography. During this phase, contact

was maintained with the Department of Natural Resources and the Bureau of Soils and Foundations.

During the design phase, items for erosion and sediment control will be included in the construction plans and specifications.

The construction of permanent drainage facilities, permanent ground cover and other contract work, which will contribute to the control of siltation will be accomplished as soon as possible. Initial seeding will be provided for areas which will be subject to exposure for extended periods of time.

Adequate supervision of construction will ensure that the design methods for controlling pollution will be performed in proper sequence and application. The contractor will be prevented from discharging chemicals, fuels, lubricants, raw sewage or other harmful waste into natural or man-made watercourses.

b. Air and Noise Pollution

In order to control air pollution during the construction phase of site clearing, the contractor will be prohibited from the open burning of demolished structures, debris and plant life. Dust caused by grading operations will be controlled with the use of sprayers. Proper precautions will be taken to minimize air and noise pollution from the contractor's construction equipment.

c. Landscaping

In restoring the landscape due consideration will be given to retaining the pastoral character of the area by conserving the natural surroundings with planting of indigenous species of saplings and bushes in an informal pattern. Sites outside the construction limits used for borrow pits or waste areas will be properly graded and landscaped.

d. Maintenance of Traffic

Care will be exercised during the construction of the proposed facility in maintaining access to all adjoining residences and business establishments. Where necessary, proper detours, guards, signing and other safety precautions will be used to ensure the least obstruction and inconvenience to local traffic. The construction of the bridge over the tracks will be coordinated with the Amtrak Railroad so as not to interfere with their operations.

2. Maintenance of Facility

The proper maintenance of a highway facility after construction is an important factor in the consideration of long-term environmental effects. Normal application of ice control chemicals during winter maintenance periods, as well as accidental dumping and improper storage, can result in serious environmental problems. Control of application rates and proper storage methods for de-icing salts will minimize the contamination of surface and subsurface runoff water.

The employment of regular maintenance techniques to avoid soil erosion, dust, and sediment control, as well as utilization of landscaping, will mitigate the adverse environmental effects associated with a highway facility.

HISTORICAL AND ARCHEOLOGICAL SITES IMPACT

In a letter dated February 28, 1975 (Appendix J), the Maryland Historical Trust, Annapolis, indicated that there are no historical or archeological sites within the project area. The unearthing of any archeological or paleontological remains during construction of the proposed action is not anticipated. However, if such remains are uncovered, the contractor will halt construction activities in the area until a determination is made as to their archeological significance.

A Section 4 (f) Statement is not required for this project since the action does not require the acquisition of publicly-owned lands in parks, recreation areas, wildlife refuges or historic sites of national, state or local significance.

VISUAL EFFECT

A grade separation structure is not as aesthetically pleasing as an at-grade roadway; however, as it is the intent of this project to eliminate the railroad grade crossing, due consideration will be given to the architectural treatment of the bridge and retaining walls so as not to detract from the visual quality of the area. Alternate IV, which will consist of the modification of the ramps at the interchange of U. S. 40 and the Northern Thruway (MD Route 22) will not appreciably change the aesthetics of the area. All precautions will be taken to preserve existing trees, and the area will be landscaped in the vicinity of the project.

D. ALTERNATIVES

42

D. ALTERNATIVES

ALIGNMENT DEVELOPMENT

At the inception of the project, numerous alternatives were studied which would involve connecting Bel Air Avenue from north of U. S. Route 40 to south of the Amtrak Railroad. All these plans involved an overpass at U. S. Route 40 in downtown Aberdeen. None of these schemes were pursued further because all resulted in excessive property damage. Still other alternatives were developed south of U. S. Route 40 beginning at grade with U. S. Route 40 or Bel Air Avenue and terminating at various locations on Old Post Road. All of these alternatives involved an overpass at the Amtrak rail lines. These alternates were presented at a public hearing held on July 26, 1976 and were again rejected due to the excessive property damage and disruption to the community.

The officials of the town of Aberdeen suggested an alignment which passed through the Aberdeen Proving Grounds and had a more southerly crossing over the Amtrak rail lines. The Planning Commission also suggested that this alignment be proposed in conjunction with the modification to the Route 22 and Route 40 interchange which would allow for all the possible turning movements. Those alignments were considered and modified to locate the grade crossing in closer proximity to the existing crossing which was warranted following the appraisals of an origin and destination study.

Guidelines for the selection of the various study lines provided for minimized right-of-way acquisition, adequate design features to ensure safety and comfort to vehicular and pedestrian traffic, as well as due consideration of aesthetics. Included among socio-economic considerations were the effects of additional cost and travel time, the effects on residences caused by disruption and displacement, conformance with community goals and aspirations, and the impact on established environmental patterns.

COMPARISON OF ALTERNATIVES

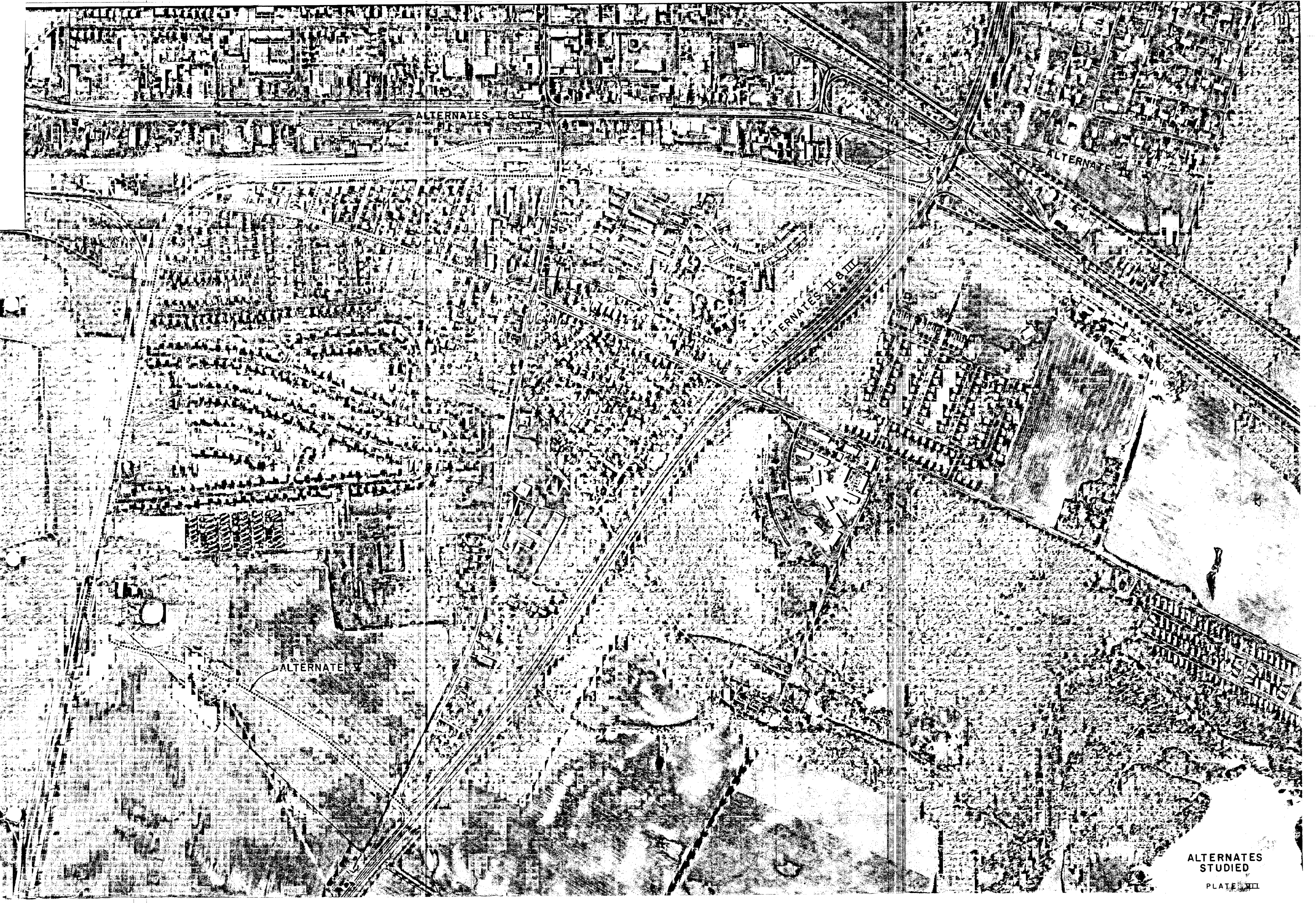
The alternatives selected for presentation were evaluated on the basis of their ability to meet project objectives. Alternates I and VI had identical reverse curve alignments with Alternate I incorporating an underpass and Alternate VI an overpass. This alignment required the acquisition of four (4) commercial buildings and required the installation of a new traffic signal at U. S. Route 40 and Plater Street. Alternate I eliminated much of the parking area near the

commercial buildings east of Route 40, but Alternate VI utilized a viaduct to provide additional space beneath the overpass. Alternates II and III also had identical reverse curve alignments with Alternate II incorporating an underpass and Alternate III an overpass. These alignments did not require the acquisition of any commercial or residential buildings. A portion of Old Post Road would be widened from Norman Avenue to existing Bel Air Avenue. Alternate V would provide for additional turning movements at the intersection of Route 40 and Route 22. There would be no commercial or residential building affected by this alignment. Alternate V considers both an overpass and underpass at the Amtrak railroad. This alignment required the widening of the Proving Ground Road and construction of a new portion of roadway across the Aberdeen Proving Grounds. This alignment would not require the acquisition of any commercial or residential buildings, but it would require the relocation of the gate house of the entrance to the Aberdeen Proving Grounds on the Proving Ground Road. With an increase in traffic, signals would be necessary at Old Post Road intersection (Alternates II and III), and the Route 22 intersection (Alternate V) within 12 - 13 years. Alternates I and VI would result in increased left-turn movements on U. S. Route 40.

The alternative plans were also compared on the basis of construction costs, right-of-way costs, and the displacement of families through acquisition of properties. The following table shows a comparison of project length, construction costs, right-of-way costs, and acquisition:

<u>Alter- nate</u>	<u>Length Ft.</u>	<u>Construction Cost (\$)</u>	<u>R. O. W. Cost (\$)</u>	<u>Total Cost (\$)</u>	<u>Bldgs. to be Acq.</u>	
					<u>Resid.</u>	<u>Comm.</u>
I	1,860	5,324,500*	692,000	6,016,500*	0	4
II	3,410	5,296,200*	342,000	5,638,200*	0	0
III	3,410	3,669,420	342,000	4,011,420	0	0
IV	840	940,800	1,000	941,800	0	0
V overpass	7,995	3,906,220	494,000	4,400,220	0	0
V underpass	7,995	5,485,300*	494,000	5,979,300*	0	0
VI	1,860	3,726,700	692,000	4,418,700	0	4
No-build	-	218,000	-	218,000	0	0

*Does not include annual maintenance and operation cost of pumps (\$2160 per year)



ALTERNATES I & IV

ALTERNATE II

ALTERNATES I & II

ALTERNATE I

RIGHT-OF-WAY REQUIREMENTS

Though the width of right-of-way for the grade-separated crossing will be influenced by traffic requirements, land use, topography, and costs of land acquisition, it will generally be determined by design requirements. Final acquisition, however, will be approached with realistic and mindful analysis of affected properties. With regard to R. O. W. takings, care was exercised in selecting the various alignments so as to minimize acquisition and damage to residential and commercial properties. Relatively steep grades (5%) were used to reduce the impacts of the approach roadways. Retained fill sections are proposed to reduce the roadway width.

The following table indicates the right-of-way zoning and the acquisition area (in acres) required for the alternatives considered:

<u>UNIMPROVED PROPERTY AFFECTED</u>			<u>IMPROVED PROPERTY AFFECTED</u>		
<u>Alternate</u>	<u>Zoning</u>	<u>Acres</u>	<u>Zoning</u>	<u>Units</u>	<u>Total Costs</u>
I	M-2, B-3 & Mil.	2.5	M-2, B-3	4	\$692,000
II	M-2, B-3, R-2 & Mil.	2.4	---	None	342,000
III	M-2, B-3, R-2 & Mil.	2.4	---	None	342,000
*IV	M-1	0.1	---	None	1,000
*V	M-2, B-3 & Mil.	11.3	---	None	494,000
VI	M-2, B-3 & Mil.	2.5	M-2 & B-3	4	692,000
	R-2, R-3	- Residential			
	B-3	- General Business			
	M-1	- Limited Industrial			
	M-2	- Light Industrial			
	Mil.	- Military			

* Selected Alternates

46

OVERPASS AND UNDERPASS STRUCTURES

The overpass and underpass structures considered in the proposed alternates are in accordance with the standards of the Bureau of Bridge Design of the State Highway Administration and conform to the current AASHTO and AREA specifications. The railroad overpass superstructure for Alternate VI was proposed as a multi-span structure with stub abutments, welded plate girder spans and a composite reinforced concrete deck. The superstructure for Alternates III and V was proposed as a single-span structure with full height abutments, welded plate girder spans and a composite reinforced concrete deck. Because this bridge will cross electrified lines of the railroad, it is proposed that the stringers be constructed of weathering steel to eliminate repainting and associated maintenance. The superstructure for Alternates I, II and V was proposed as a single-span structure with full height abutments, multi-girder span and a combined asphalt and aggregate deck. Construction of an underpass would have required the construction of a temporary bridge to carry the railroad over the proposed structure site while the permanent structure is being built beneath it.

The required horizontal and vertical clearances for the railroad overpass and underpass are in accordance with those specified by the Amtrak Railroad. Provision has been made for future track centers of 14 feet, with a minimum lateral clearance of 18'-6" from the centerline of the outer tracks. For the railroad and pedestrian overpass, a minimum vertical clearance of 24'-3" has been set from the top of rail to the underside of the structure. The minimum vertical clearance on the underpass has been set at 16'-9" from the roadway to the underside of the structure.

The modifications to the existing electrification facilities are similar for all the overpass alternatives. Existing structures and transmission wires will be raised to provide the required vertical clearance. The existing catenary will be temporarily lowered to allow for the construction of the new overhead bridge. Subsequently, the catenary will be raised and regraded to provide for proper pantograph contact and current collection. Finally, a bonding and grounding of the existing catenary structures, as well as of the new overhead bridge and barrier will be required.

PEDESTRIAN CROSSING FACILITY

From the inception of the project, local officials have voiced strong opposition at closing the grade crossing as it would hinder pedestrians from shopping in the downtown business district. The State Highway Administration undertook a pedestrian count at Bel Air Avenue which showed that over 500 pedestrians per day use the crossing. A separate facility for pedestrians has been included

47

in all the alternates.

Two alternatives were considered in providing access for pedestrians across the railroad tracks at Bel Air Avenue. The first alternative involved the renovation and modification of the existing railroad pedestrian subway underpass, 200 feet west of the grade crossing. Using flat grades on ramps (preferably 8.33% max.) is recommended to accommodate the physically handicapped and the elderly. This would require the replacement of the steps at both ends of the tunnel with ramp structures. A TV monitoring system would also be required to ensure public safety through the underpass. It is estimated that this modified pedestrian underpass would cost \$275,000.

The second alternative would involve a pedestrian overpass at the Bel Air Avenue crossing. The pedestrian overpass, shown on the plans, has the same configuration for all the alternates. To prevent pedestrians from using the at-grade crossing, it will be necessary to provide fencing on both sides of the structure. The total cost of the pedestrian overpass is estimated at \$218,000. This has been recommended and is included in the construction estimate.

DESCRIPTION OF SELECTED ALTERNATES

The recommended alignment for the proposed grade crossing elimination would be a combination of two alternates, Alternate IV and Alternate V. Alternate IV (See Plates X and XI) involves the barricading of the existing Bel Air Avenue crossing and the modification of the ramps at the intersection of U. S. Route 40 and the Northern Thruway (MD Route 22). It will provide for the widening of the off ramp of Route 22, on the southerly side of Route 40, thus allowing for an additional lane which will be utilized as an on ramp for traffic moving from Route 40 to southbound Route 22. The addition of this lane will eliminate left turn movements for eastbound traffic on Route 40. The modification will also allow northbound traffic on Route 22 to make a left turn onto Ramp D, which is an extension of Rogers Street, and thereby gain access to the Aberdeen area. The structure on Route 22, crossing Route 40, will be widened to accommodate a standby lane to facilitate this movement. Right-of-way acquisition will be limited to a small portion of a commercial property adjacent to the widened ramp. The project extends for a distance of 840 feet or 0.16 miles.

Alternate V (See Plates XII and XIII) begins at the intersection of Chesapeake Road and Route 22, the alignment proceeds in a westerly direction through the lands of the Aberdeen Proving Grounds and intersects the Aberdeen Proving Grounds Road approximately 125 feet south of the present Proving Grounds gate. It then proceeds northwesterly along the Aberdeen Proving Grounds Road and

48

curves to the right following the roads present alignment. It then bends to the left in a northerly direction, passes over the Amtrak rail lines, and bends to the right, parallel with U. S. Route 40 to its terminus with existing Bel Air Avenue approximately 150 feet southeast of U. S. Route 40. This alignment requires the relocation of the gate and gate house on the Aberdeen Proving Grounds Road to a point south of its present location. It also necessitates the dead-ending of Greene Avenue at its intersection with the Aberdeen Proving Ground Road. This plan requires the acquisition of right-of-way across the Aberdeen Proving Grounds for the new section of roadway. It also requires minor acquisition of property along the southerly and westerly side of the Aberdeen Proving Ground Road for the improvements in these areas. The project extends for a distance of 7995 feet or 1.51 miles.

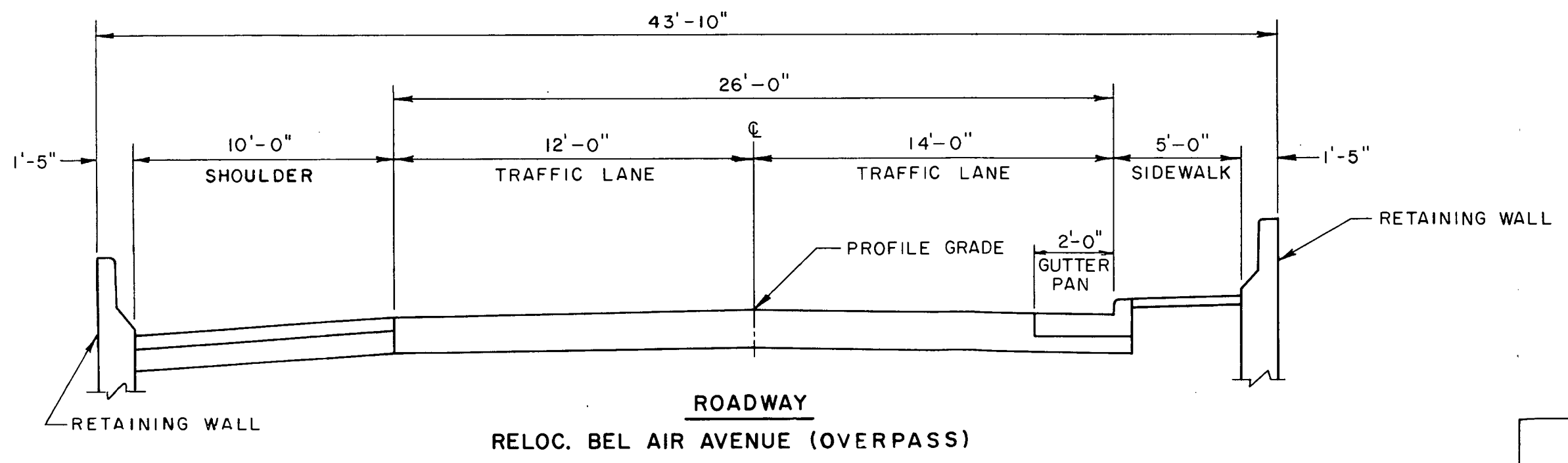
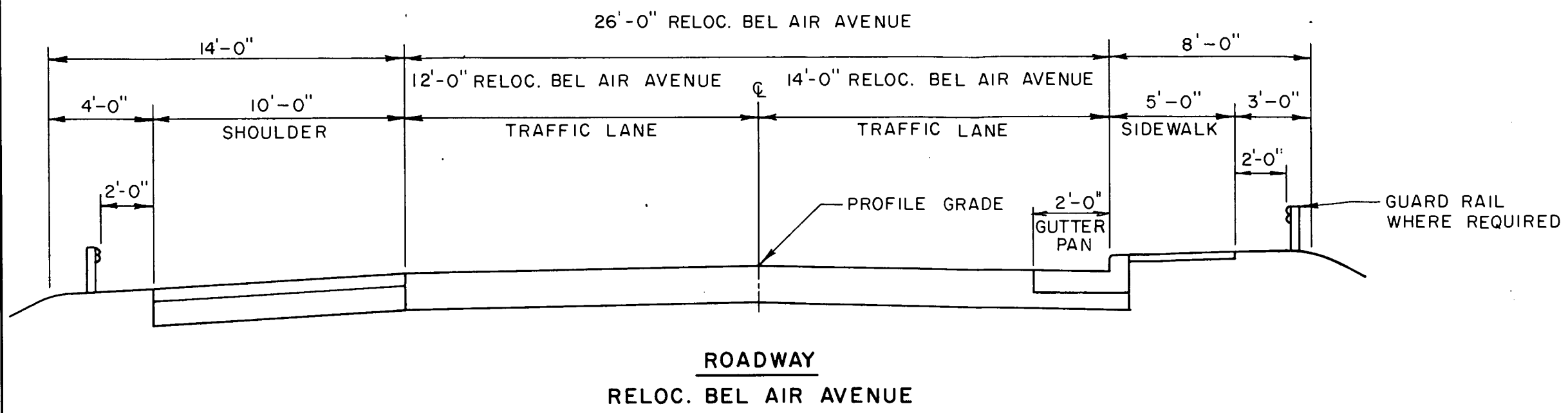
A pedestrian overpass will be included with these alternates in the area of the existing crossing on Bel Air Avenue.

JUSTIFICATION OF SELECTED ALTERNATIVE

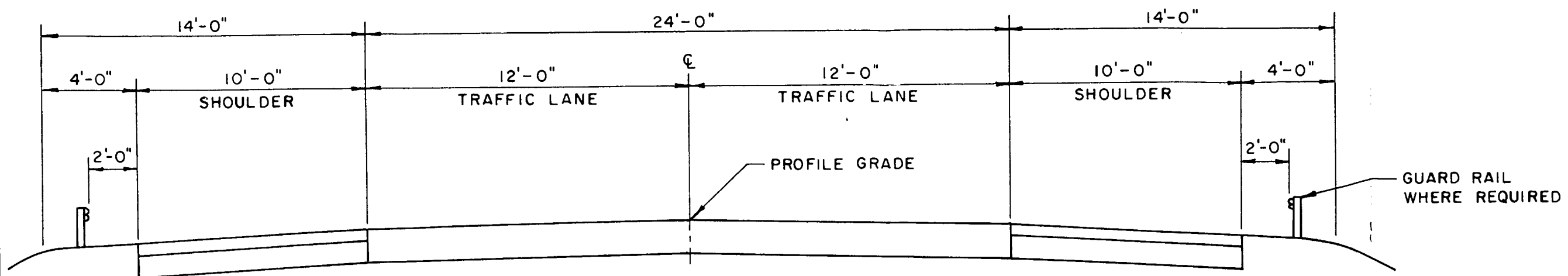
A combination of Alternates IV and V along with a pedestrian overpass at the location of the existing crossing is recommended for the replacement of the Bel Air Avenue grade crossing.

This combination of alternates were endorsed by the officials of the Town of Aberdeen and the Aberdeen Planning Commission. Alternate V was considered least disruptive to the community since it did not require re-routing traffic through the residential area to the east of the tracks, and also utilized the existing signalization at the intersection of U. S. Route 40 and Bel Air Avenue. Alternate IV will provide additional turning movements at the interchange of U. S. Route 40 and MD Route 22, thereby allowing Route 22 to be utilized more fully by local residents as access to and from the Aberdeen area.

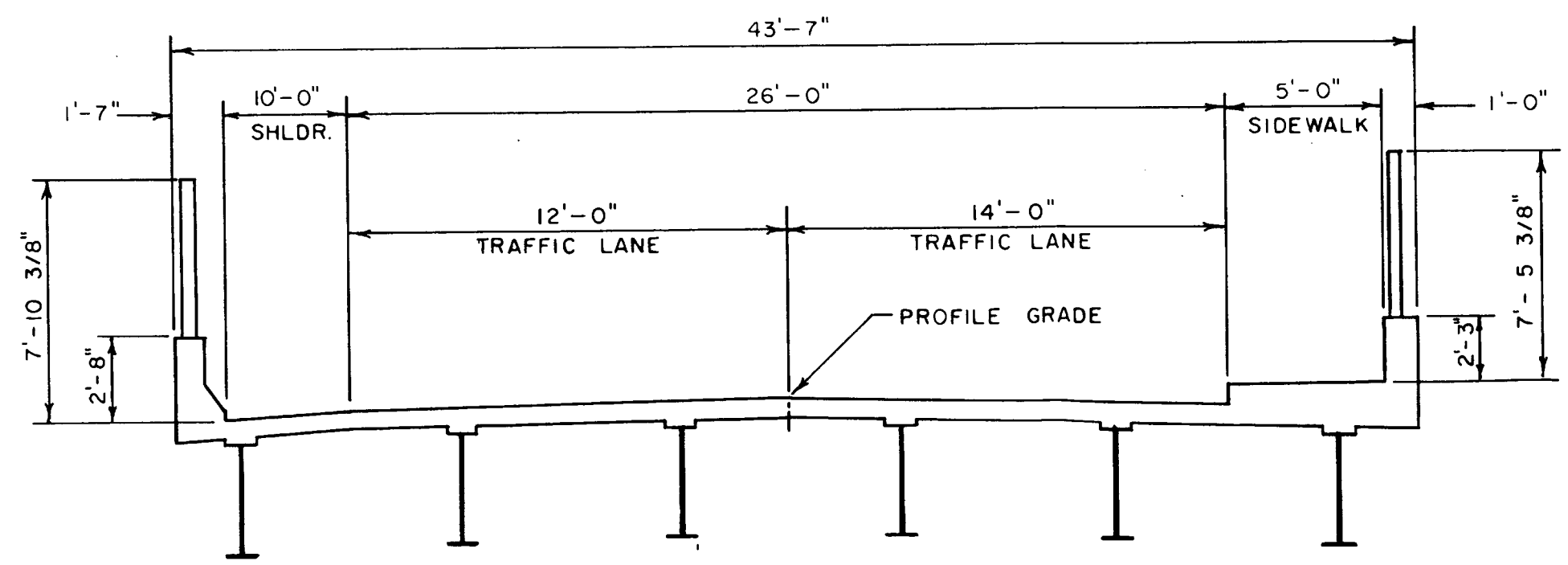
UA



MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION
HIGH SPEED R.R. GRADE CROSSING ELIMINATION
BEL AIR AVENUE, ABERDEEN HARFORD COUNTY
TYPICAL SECTIONS



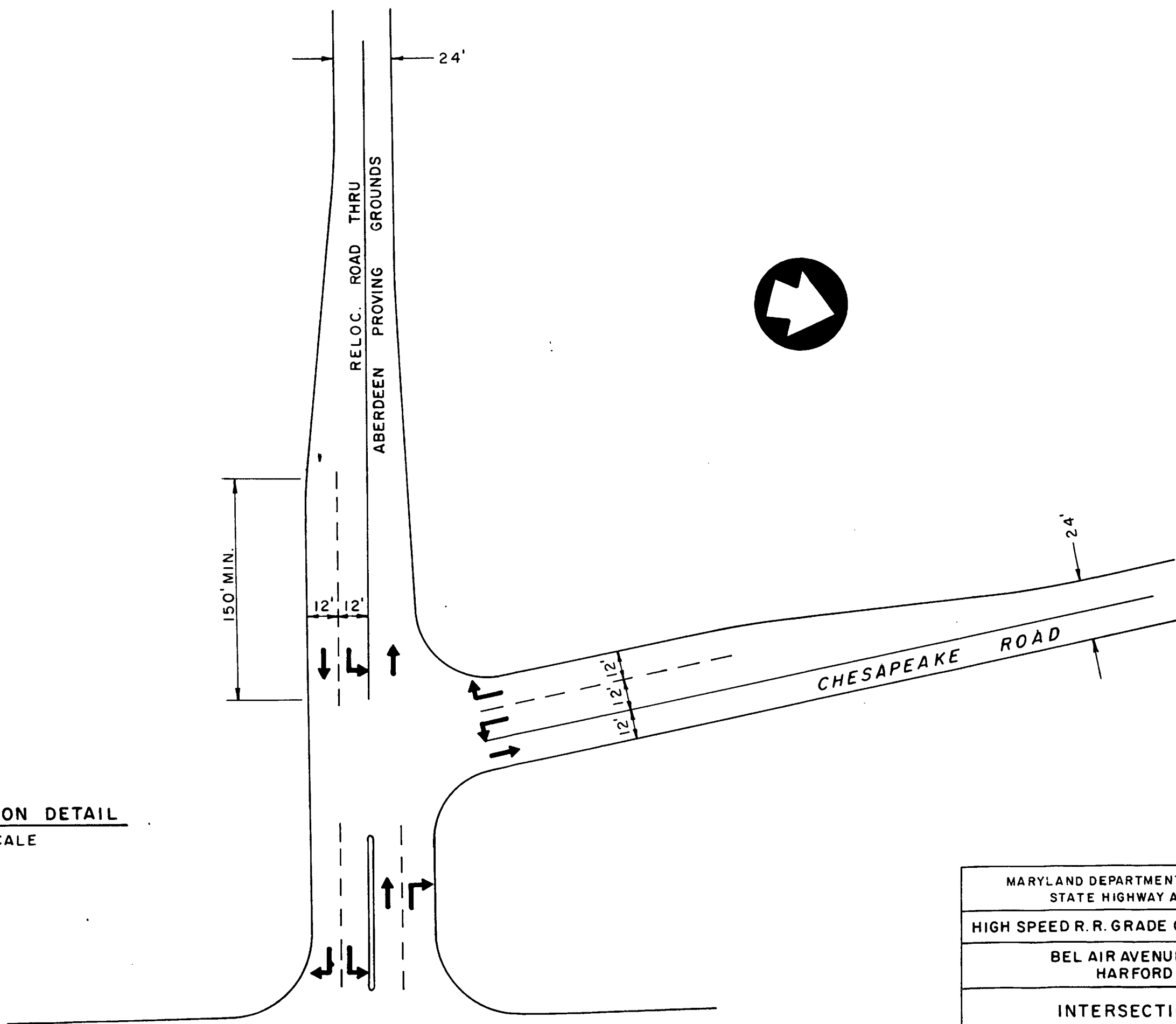
ROADWAY
 RELOCATED ROAD THRU ABERDEEN PROVING GROUNDS



BRIDGE

MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION
 HIGH SPEED R.R. GRADE CROSSING ELIMINATION
 BEL AIR AVENUE, ABERDEEN
 HARFORD COUNTY

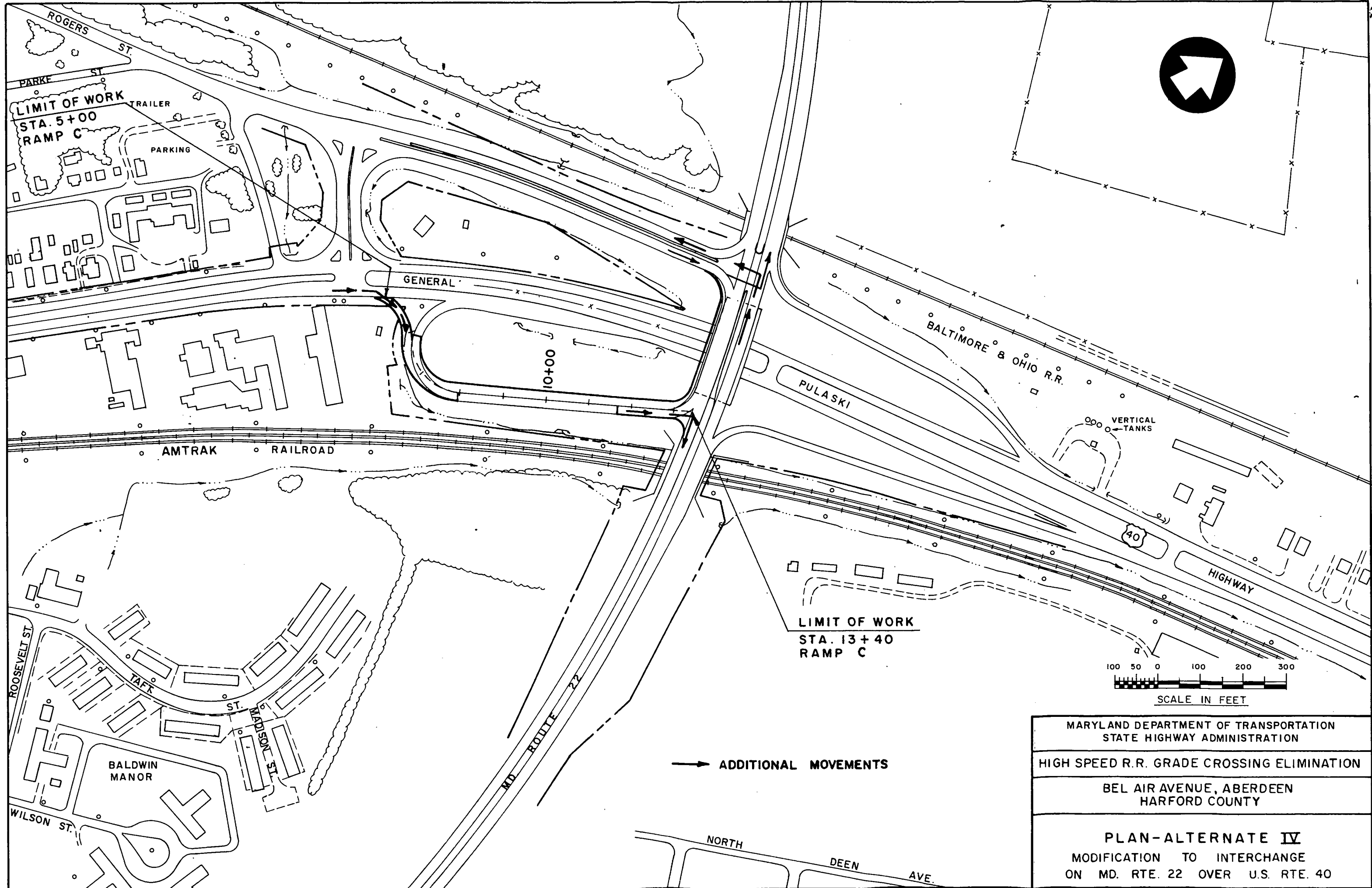
TYPICAL SECTIONS



INTERSECTION DETAIL
NO SCALE

MARYLAND ROUTE 22

MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION
HIGH SPEED R. R. GRADE CROSSING ELIMINATION
BEL AIR AVENUE, ABERDEEN HARFORD COUNTY
INTERSECTION DETAIL

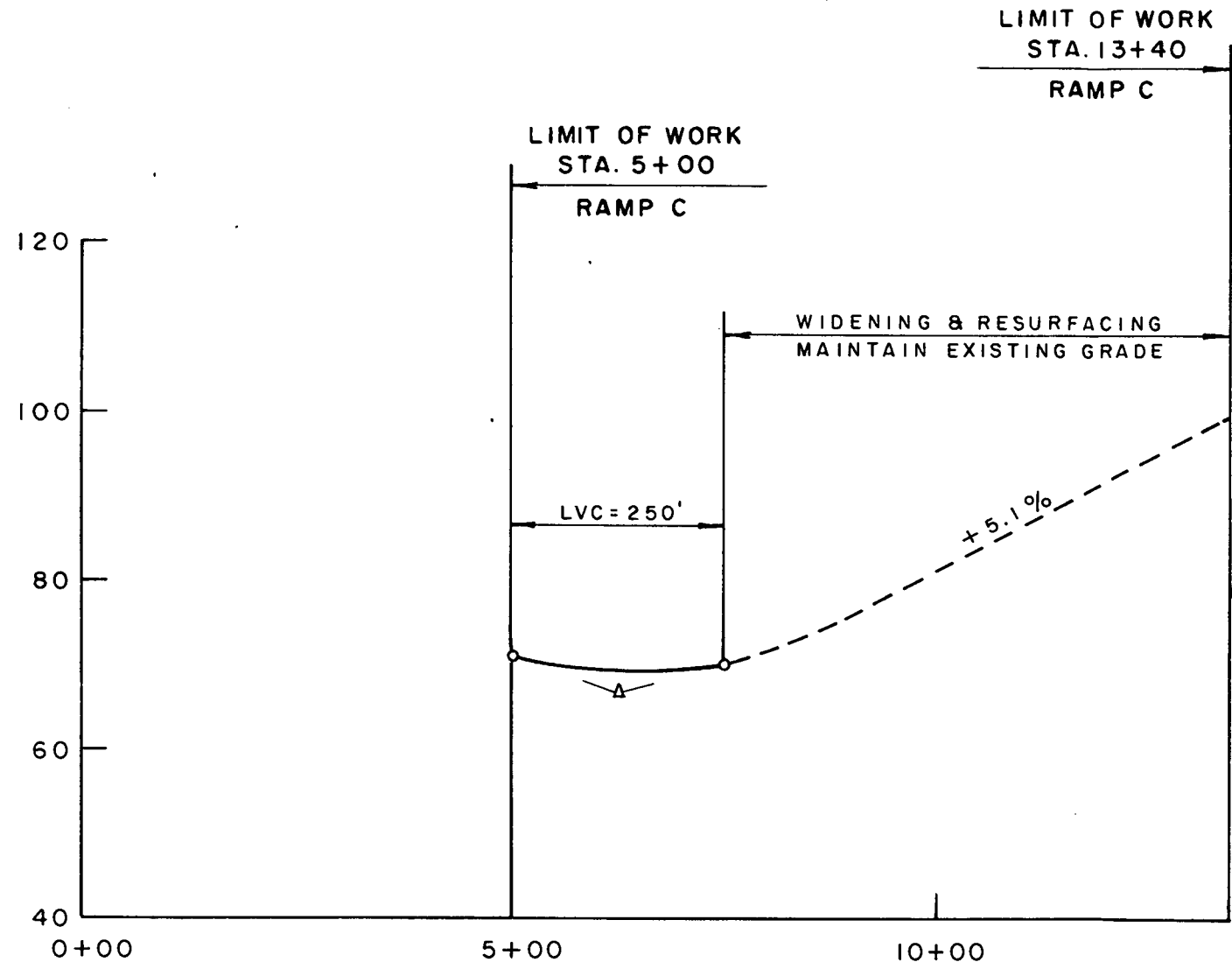


MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

HIGH SPEED R.R. GRADE CROSSING ELIMINATION

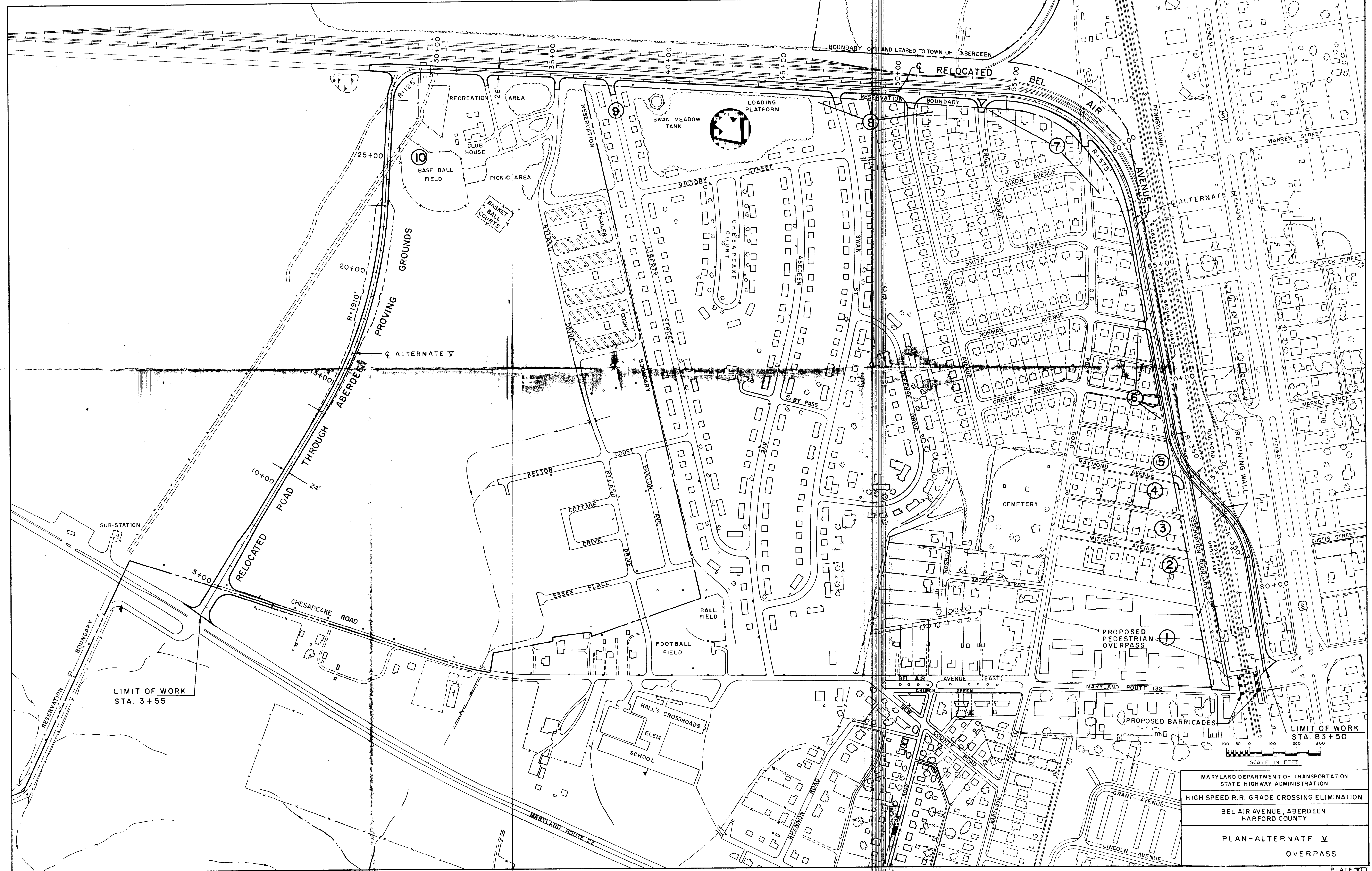
BEL AIR AVENUE, ABERDEEN
HARFORD COUNTY

PLAN-ALTERNATE IV
MODIFICATION TO INTERCHANGE
ON MD. RTE. 22 OVER U.S. RTE. 40



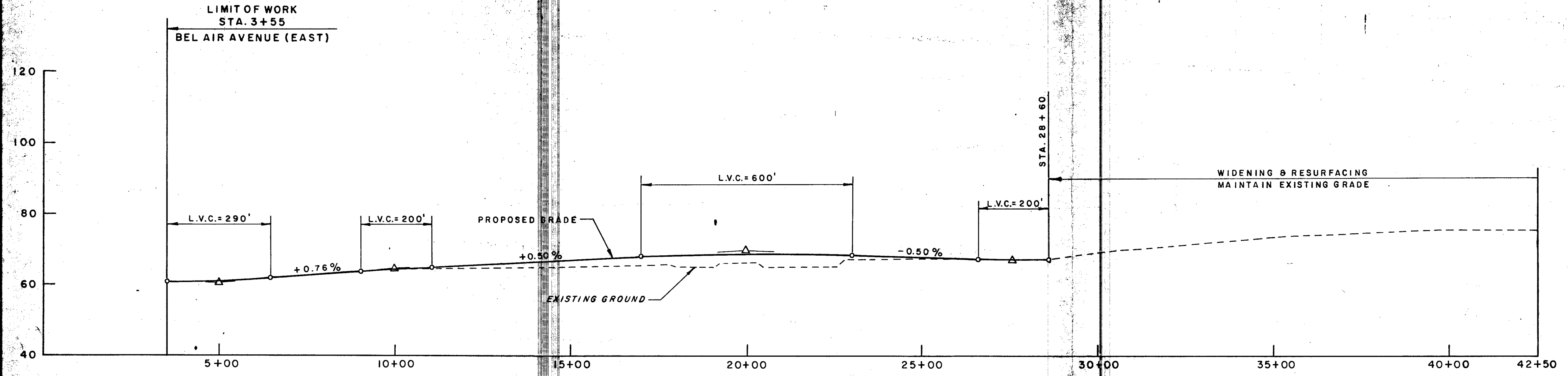
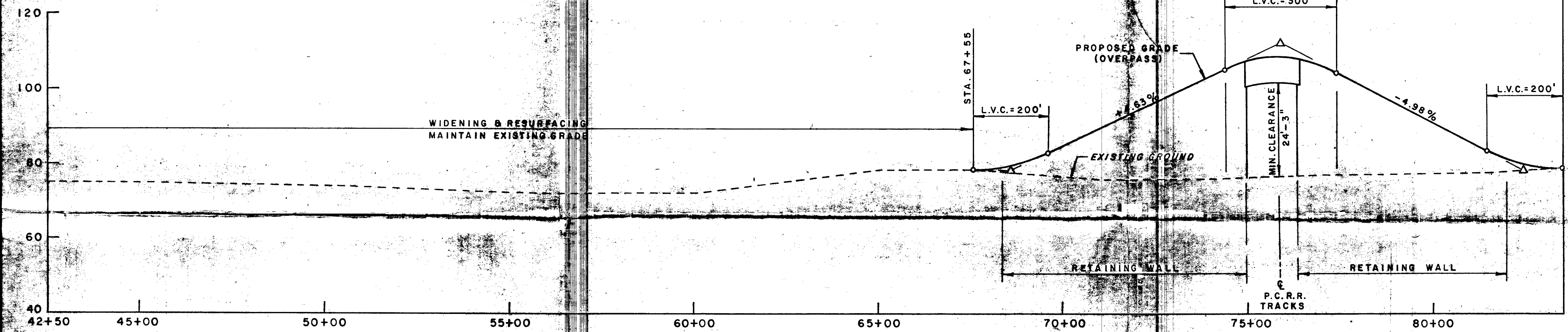
SCALE: VERT. 1" = 20'
 HORIZ. 1" = 200'

MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION
HIGH SPEED R.R. GRADE CROSSING ELIMINATION
BEL AIR AVENUE, ABERDEEN HARFORD COUNTY
PROFILE-ALTERNATE IV RAMP C - WIDENING



MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION
 HIGH SPEED R.R. GRADE CROSSING ELIMINATION
 BEL AIR AVENUE, ABERDEEN
 HARFORD COUNTY
 PLAN-ALTERNATE V
 OVERPASS

LIMIT OF WORK
STA. 83+50
BEL AIR AVENUE
MD. RTE. 132



SCALE: VERT. 1"=20'
HORIZ. 1"=200'

MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION
HIGH SPEED R.R. GRADE CROSSING ELIMINATION
BEL AIR AVENUE, ABERDEEN HARFORD COUNTY
PROFILE - ALTERNATE V OVERPASS

E. PUBLIC HEARING

E. PUBLIC HEARING

Preliminary planning work for the grade crossing elimination was completed and various alignments were presented at a Combined Location and Design Public Hearing held on July 26, 1976, at the Hillsdale Elementary School, 810 Edmund Street, Aberdeen, Harford County, Maryland. The Public Hearing was conducted by the State Highway Administration, Maryland Department of Transportation, in accordance with the Maryland Department of Transportation's Action Plan and pursuant to Article 41 - Section 208E of the Annotated Code of Maryland (1974 Supplement). The following input obtained at the Public Hearing as well as from responses received after the Hearing has been made a part of the official records of the project.

The general public expressed views relating to the social, economic and environmental aspects of the alternative alignments. Local residents were concerned with the impact of the various alternatives on their individual homes as well as the possible disruption of established community patterns.

The officials of the Town of Aberdeen were not thoroughly convinced that the existing grade crossing need be eliminated, but presented with the possibility of having the crossing closed and no improvements made, the officials felt they should try to provide some input into obtaining the least objectionable alignment. One of the alignments they suggested was one which begins near the thruway then moves onto government land and crosses the Old Proving Ground Boulevard in the vicinity of the Marylander Club, then swings around the Aberdeen Well Field and crosses the railroad and Route 7 and terminates with a full interchange on Route 40. The Planning Commission then presented a proposal to provide for a left turning movement into the downtown area at the Rogers Street interchange for traffic moving west on Route 22 and wishing to exit onto Route 40.

In response to the towns suggestions, Alternate V has been added to provide a more southerly route, but it has been modified to intersect the Proving Grounds Road and follows the roads alignment before crossing the railroad and terminating at Bel Air Avenue. Alternate IV has also been added to accommodate the towns' suggestion to modify the Route 22 and Route 40 interchange to provide for two additional turning movements.

A resident suggested that a major road be built on the easterly side of the tracks from the Susquehanna River to the Bush River with connections to the westerly side of the tracks. At Bel Air Avenue this connection could be in the form of an underpass at the existing crossing which would be aesthetically more acceptable than an overpass.

Since the scope of this report is merely the replacement of the grade crossing at Bel Air Avenue, attention was directed to this aspect of the proposal. Alternates I, II and V consider the possibility of an underpass, but not at the location of the existing crossing since it would be impossible to have a connection with Route 40 and still maintain acceptable grades.

A resident also questioned why the reports state that there is no significant impact on the environment. An overpass has to have some environmental impacts as far as aesthetics are concerned.

There would be no significant impact to air pollution, water pollution or sedimentation. An overpass, although considered as a negative impact aesthetically, has the advantage of having a positive impact on the health and welfare of the community because there is no question that the proposed overpass on relocated Bel Air Avenue makes the road much safer, and there is less chance of any loss of life or damage to property.

The Grove Street Presbyterian Church expressed concern over the project since it would affect accessibility to the church and thereby affect the church's growth and stability. The church officials also stated that no state or local officials had directly contacted them with reference to the project. They emphasized their strong support for an underpass rather than an overpass since they feel it would have, in their opinion, "far less negative impact on property values than an overpass".

In response to the Church's area of concern about lack of official contact, the State Highway Administration has offered to set up a meeting with the Church representatives and the Town Commissioners to discuss the project. However, it was also pointed out that the various public meetings and hearings which have been held on this project are the methods normally used to receive input from concerned individuals and groups.

A resident suggested that we consider an alternate which would begin at the intersection of Bel Air Avenue and Route 40 and then continue north and cross the tracks approximately 200 feet north of the existing crossing and then bend south and tie into existing Bel Air Avenue. He claims since a natural bank exists on the Northwest side of the tracks, it would greatly reduce the cost of the project.

An on-site inspection was performed by an engineer from the Maryland

Department of Transportation and the following was noted. A bank does exist on the Northwest side of the tracks, but the height above the tracks is only 5 1/2 feet which would mean the overpass would have to be much higher. The grades encountered on the proposed alignment would be approximately 20% which is excessive, and the horizontal alignment would include a curve whose radius is 100 feet which is far below the requirements for proper design.

As a result of the input received from the initial Public Hearing, several alternates were dropped from further consideration.

Alternate C was retained and considered again both as an overpass (Alternate VI) or as an underpass (Alternate I). The no-build alternate which was identified as Alternate E was retained and under this particular project the "nobuild" consisted of barricading the existing crossing, with only a pedestrian facility being provided.

Alternate F was retained and considered again both as an overpass (Alternate III) or as an underpass (Alternate II).

Two new alternates were added. These were Alternate IV which was the modification to the existing interchange at Maryland 22 and U. S. Route 40 which would provide for two new traffic movements. The other alternate was Alternate V which included the option of an underpass or overpass at the railroad tracks and followed Aberdeen Proving Ground Road to the vicinity of the Proving Grounds gate, at which point the new roadway would proceed through the Aberdeen Proving Grounds property and connect to Maryland Route 22, where it intersects with Chesapeake Road. All of the alternates presented include a pedestrian overpass at Bel Air Avenue and the Amtrak Railroad.

These alternates were presented at a Combined Location and Design Public Hearing held on November 30, 1978, at the Hillsdale Elementary School, 810 Edmund Street, Aberdeen, Harford County, Maryland. This Public Hearing was also conducted by the State Highway Administration, Maryland Department of Transportation, in accordance with the Maryland Department of Transportation's Action Plan and pursuant to Article 41 - Section 208E of the Annotated Code of Maryland (1974 Supplement). The following input obtained at the Public Hearing as well as from responses received after the Hearing, has been made a part of the official records of the project. Several letters following this Public Hearing summary also contain detailed responses to comments expressed during the hearing process.

The majority of input received was again from local residents basically concerned with the impact of the various alignments on their homes, as well as the possible disruption of the community as a whole.

60

The Commissioners of Aberdeen supported the combination of Alternates IV and V (overpass). They felt that either alternate alone would not accomplish the desired results and would merely add to the congestion that already exists on Route 40 in Aberdeen.

Mr. Benjamin Burns spoke on behalf of his mother, Matilda Burns, who lives at 30 Raymond Avenue. He felt that the crossing should be located at the south end of town in the vicinity of Old Philadelphia Road. He also felt an underpass was impractical from a maintenance standpoint, and that Alternates III and V would allow debris to be thrown from the overpass onto the properties below. He stated that if any of the six (6) alternates had to be chosen, he would favor a combination of Alternates IV and VI.

In response to Mr. Burns' statements, a more southerly crossing has been previously studied and rejected due to the findings of an origin and destination study conducted by the state which supported the need for a crossing in the vicinity of existing Bel Air Avenue (See Appendix N). It was also noted that we can prevent objects from falling or being thrown from the overpass by the installation of protective fencing specifically designed for this purpose.

Ms. Barbara Kreamer, a Harford County Councilwoman elect, favored the adoption of a combination of Alternates IV and V (overpass). She suggested that consideration be given to extending the pedestrian overpass over Route 40 to provide safer access to the downtown area.

The possibility of extending the overpass was studied and several alternates were considered. All alternates involved the acquisition of property in the downtown area, and the disruption to the business community did not justify further consideration of this proposal.

Mr. Robert Carn, a representative of the Grove Street Church, indicated that the church was in favor of insuring stabilization and maintenance of the integrity of the neighborhood east of Route 40. They felt the interest in Aberdeen would best be served by adopting the combination of Alternates IV and V (underpass). An underpass would detract less from the neighborhood, would reduce the noise pollution, eliminate the possibility of thrown objects from the overpass, and would not provide walls which could be defaced.

Due consideration would be given to the architectural treatment of the bridge and retaining walls for the overpass, and predicted noise levels are within the acceptable limits for the overpass alignments.

Mr. Joseph Linzmeier noted there is little difference between Alternates III and V, but he felt with Alternate V, some people would attempt to use Norman Avenue as access to the overpass and possibly cause some traffic congestion.

61

Mr. Raymond Warfield, a member of the Board of Commissioners, made a comment pertaining to the intersection at Routes 22 and 40 being a complete interchange with all possible movements. It was noted that all movements would be possible with the widening of Ramp C, and with the installation of signals at Ramp D and Route 22.

F. CORRESPONDENCE

JERRY A. NOLEN
PRESIDENT
RAYMOND H. WARFIELD
WILLIAM B. HAUSE
RONALD KUPFERMAN
THOMAS W. BURNS



HARRY S. WYRE
CLERK AND TREASURER
272-2222

JOHN S. LANDBECK, JR.
ATTORNEY

THE COMMISSIONERS OF ABERDEEN

P. O. BOX 70
ABERDEEN, MARYLAND 21001

27 November 1978

Mr. Harry J. Pistel
District Engineer
State Highway Administration
2323 W. Joppa Road
Brooklandville, Maryland 21022

RE: High-Speed Railroad Grade Crossing
Elimination
Bel Air Avenue, Aberdeen, Maryland

Dear Mr. Pistel:

The Commissioners of Aberdeen hereby officially inform all interested parties, concerning the referenced project, that the Commissioners of Aberdeen support alternate #IV and alternate #V(overpass) as presented at the combined location and design information meeting held on November 16, 1978. The Commissioners on several occasions prior to the November 16, 1978, meeting made known the Towns support for a combination of the two (2) above mentioned alternates as a package. In our opinion the combination of the two (2) alternates is the best solution to provide for the movement of vehicular and pedestrian traffic thru Aberdeen and to provide adequate access and egress to the downtown section of Aberdeen.

The Commissioners and most of the residents of Aberdeen feel that either alternate IV or alternate V(overpass) alone would not accomplish the desired results but probably would add to the congestion that already exists in Rt. 40-Bel Air Avenue Downtown Section of Town. In our discussions and review of the proposed alternate with the Aberdeen Fire Department, Aberdeen Police Department and Aberdeen Public Works Department they all pointed out to the Commissioners the desirability of having alternate IV and alternate V(overpass) constructed in order that the very essential services provided by these departments can be accomplished with the minimal amount of delay in responding to the needs of the residents of the areas of Town that will be affected by the closing of the high speed railroad crossing at E. Bel Air Avenue.

We are looking forward to attending the combined location and design public hearing on November 30, 1978 and ask that this letter be made a part of the official record of this public hearing.

Please contact me or the Director of Public Works at any time if you have any questions or desire additional information.

Very truly yours,

THE COMMISSIONERS OF ABERDEEN

cc: Commissioners of Aberdeen
Planning Commission
Director of Public Works

JERRY A. NOLEN
President



Maryland Department of Transportation

State Highway Administration

Hermann K. Intemann
Secretary

M. S. Caltrider
Administrator

January 2, 1979

Subject: Contract No. H 665-001-482
E.A.P. No. RR 18 (19)
High Speed Railroad Grade
Crossing Elimination at
Bel Air Avenue (Md. 132)
Consultant: Porter and Ripa
Associates, Inc.

Mr. Benjamin Burns
22 Prospect Mill Road
Bel Air, Maryland 21014

Dear Mr. Burns:

In reply to your verbal comments which were made at the Combined Location and Design Public Hearing held on November 30, 1978 for the subject project, please be advised as follows:

Your suggestion that the overpass should be located at the south end of town is somewhat similar to the suggested alignments which the Town Commissioners offered at the July 26, 1976 Combined Location and Design Public Hearing. As a result of these suggestions and at the specific request of the Town's planner, an origin and destination traffic survey was conducted to determine the best location for the replacement structure. Our traffic engineers reviewed this survey and concluded that a structure near Bel Air Avenue would be the best location since it would be closest to the major area of generation and would be the least likely to inconvenience those persons living east of the railroad tracks.

Many counts have been taken to determine the flow of traffic in this area. Besides the Origin & Destination Study, Turning Movement Counts, Classified Counts, and Portable Hoses, counts have been conducted at numerous locations to properly analyze the travel conditions.

Presently, 8400 daily trips are made across the Penn Central Railroad at Bel Air Avenue. Of these trips 14% or 1150 are bound for or coming from the north on U.S. Route 40, 49% or 4100 of these trips are bound for or coming from the south on U.S. Route 40. The remaining 37% or 3150 of these trips are bound for or coming from the west on Maryland Route 132.

A detailed breakdown of the traffic patterns is available for your review if you so desire. However, a simple explanation might serve to answer your concerns. The historic trend, the local growth patterns, the

- 1 -

My telephone number is 383-4303

65
Mr. Benjamin Burns
Page 2
January 2, 1979

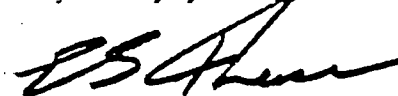
County growth plans, the Statewide growth rates are all considered in our projections. The projections to the year 2001 on this project are some of the lowest growth predictions in the entire state. Less than 1.25% a year increase is less than the statewide average (6% a year). It is also less than the 6.5% a year average of Harford County. The projection of 11,400 trips in the year 2001 seems to be an appropriate projection that would cover the design of this facility for the forecast period. Other growth checks have been made of population figures for the incorporated town of Aberdeen. Aberdeen's population growth is slightly under 2% a year. (Harford County's overall growth is 4% a year). If you noticed on our traffic forecasts, the residential area east of the tracks shows virtually no growth. However, there is a slight increase in trips to and from APG. Attached are several sketches which roughly illustrate the volume of vehicles under several of the alternates. Please feel free to ask any other questions about the traffic patterns that you have concerns about.

To address your concern about the three homes which "could become bombing targets" under the Alternate III alignment, preventative measures can be taken to mitigate this possibility by providing protective fencing which is specifically designed for this purpose.

Your reference to an "earlier meeting when Plan IV was suggested" and it was stated at this meeting that if there was an emergency on the east side of the tracks that emergency vehicles might not be able to respond if there was an accident on the Route 22 bridge which had both lanes blocked, was probably the meeting which was held by the Town Commissioners on October 10, 1977. From perusal of this transcript the statement was made by one of the Town Commissioners and we agree that the chances of this occurring would be very slim.

Your comments and suggestions have been studied and evaluated and I hope we have satisfactorily addressed your concerns. If you have any further questions, please do not hesitate to contact us.

Very truly yours,



Earle S. Freedman
Assistant Chief Engineer
Bridge Development

ESF:NFK:vt

Attachment

cc: Mr. I. C. Hughes



Maryland Department of Transportation

State Highway Administration

Hermann K. Intemann
Secretary

M. S. Caltrider
Administrator

be

January 2, 1979

Subject: Contract No. H 665-001-482
F.A.P. No. RR 18(19)
High Speed Railroad Grade
Crossing Elimination at
Bel Air Avenue (Md. 132)
Consultant: Porter and Ripa
Associates, Inc.

Ms. Barbara Kreamer
701 Beards Hill Road
Aberdeen, Maryland, 21001

Dear Ms. Kreamer:

In reply to your verbal comments and recommendations which were made at the November 30, 1978 Public Hearing for the subject project, please be advised as follows:

Your suggestion to extend the proposed pedestrian overpass over U. S. Rte. 40 has been transmitted to the consultant assigned to this project and three different methods of providing this service have consequently been studied. However, because of property damage, and disruption to the downtown business area, the feasibility of implementing any of the three methods seems impractical. Also, the cost would be approximately triple the cost of the pedestrian overpass which spans only the railroad track.

Since this project is intended to eliminate the grade crossing at the railroad tracks, there are certain limitations which apply. Solutions to problems other than those directly connected to the elimination of the crossing at the railroad are therefore not a part of this "Demonstration Project" and would have to be handled as an entirely different item.

Thank you for your interest in this project and if we can be of further assistance, please do not hesitate to contact us.

Very truly yours,

Earle S. Freedman
Assistant Chief Engineer
Bridge Development

ESF:NFK:vt

cc: Mr. H. J. Pistel
Mr. I. C. Hughes

My telephone number is _____



Maryland Department of Transportation

State Highway Administration

Hermann K. Intemann
Secretary

M. S. Caltrider
Administrator

67

December 26, 1978

Subject: Contract No. H 665-001-482
E.A.P. No. RR 18(19)
High Speed Railroad Grade
Crossing Elimination at
Bel Air Avenue (Md. 132)
Consultant: Porter and Ripa
Associates, Inc.

Mr. Robert Carn
818 Lorine Court
Aberdeen, Maryland 21001

Dear Mr. Carn:

In reply to your verbal comments which were made as a representative from Grove Church at the Combined Location and Design Public Hearing held on November 30, 1978 for the subject project, please be advised as follows:

1. Although an underpass would have a slight advantage from an aesthetic viewpoint, we believe that the many negative aspects of an underpass in other areas such as maintenance problems involving flooding, high construction costs, prolonged construction time, etc., outweigh the importance of aesthetics, especially since the main structure is located in the immediate area of the railroad tracks.
2. There would be no significant increase in noise pollution as a result of overpass construction rather than underpass construction and no violation of Federal design noise levels would occur with any of the alternates which were presented at the November 30th Public Hearing.
3. Preventative measures can be taken to minimize the danger of falling (or thrown) objects from an overpass by the use of fencing specifically designed for this purpose.
4. The defacement of walls of an elevated structure is a possibility and this can occur on the walls of an underpass also.

- 1 -

My telephone number is 383-430

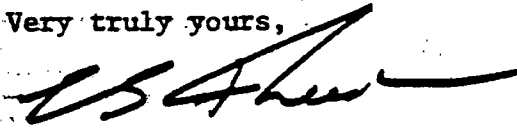
Mr. Robert Carn
Page 2
December 26, 1978

68

although it would only be visible to those using the underpass facility. Preventative measures in this area can be taken by landscaping measures which could counter and/or hide any possible defacement of the walls of an elevated structure.

We appreciate your interest in this project as a representative of Grove Church and hope the above information addresses your areas of concern.

Very truly yours,



Earle S. Freedman
Assistant Chief Engineer -
Bridge Development

ESF:NFK:vt

cc: Mr. I. C. Hughes
Mr. H. J. Pistel



Maryland Department of Transportation

State Highway Administration

Hermann K. Intemann
Secretary

M. S. Caltrider
Administrator

69

January 24, 1979

Subject: Contract No. H 665-001-482
F.A.P. No. RR-18(19)
High Speed Railroad Grade
Crossing Elimination at
Bel Air Ave. (Md. 132)

Consultant: Porter and Ripa
Assoc., Inc.

Mr. Joseph Linzmeier
222 South Park Street
Aberdeen, Maryland 21001

Dear Mr. Linzmeier:

In reply to your verbal comments which were made at the Combined Location and Design Public Hearing held on November 30, 1978, for the subject project, please be advised as follows:

Both Alternate III and Alternate V will result in additional traffic on that portion of Norman Avenue between Aberdeen Proving Ground Road and Old Post Road. Because of its orientation toward East Bel Air Avenue, Alternate III will likely add more traffic to this block of Norman Avenue than Alternate V. As you mentioned in your comments at the Public Hearing, Alternate V is designed to encourage use of Aberdeen Proving Ground Road as access to the Proving Grounds.

Because it offers no significant savings in travel time or distance, it is not expected that Norman Avenue between Old Post Road and Darlington Avenue will receive additional traffic under either of the above mentioned Alternates.

Guide signing will be erected under any of the chosen Alternates in order to provide proper guidance and avoid additional traffic reaching residential streets through confusion, etc. Although not expected, if additional usage occurs on Norman Avenue between Darlington Avenue and Old Post Road, it would most likely come from the North as traffic is led into Norman Avenue from the new overpass. In the event that this unlikely

STATE HIGHWAY ADMINISTRATION

Mr. Joseph Linzmeier

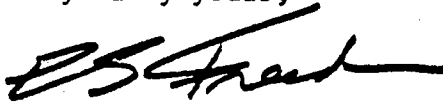
January 24, 1979

Page 2

situation occurs, it could probably be remedied through the designation of Norman Avenue as one-way Northbound or Westbound between Darlington Avenue and Old Post Road.

I hope that the above information satisfactorily addresses your comments and if I can be of further assistance please contact me.

Very truly yours,



Earle S. Freedman
Assistant Chief Engineer
Bridge Development

ESF/NFK/mb

cc: Mr. I. C. Hughes
Mr. H. J. Pistel
Mr. D. A. Wiles

STATE HIGHWAY ADMINISTRATION

QUESTION AND/OR RECOMMENDATION FORM

INFORMATIONAL MEETING
November 16, 1978

LOCATION/DESIGN PUBLIC HEARING
November 30, 1978

Harford County
Contract No. H 665-000-482
Bel Air Ave. (Md. 132)
High Speed Railroad Grade
Crossing Elimination

RECEIVED
DEC 6 1978
BUREAU OF PUBLIC DESIGN

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 Mr. & Mrs U. S. Allegro
ADDRESS 33 Greene Ave
Aberdeen, Md. ZIP CODE 21001
COUNTY Harford

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

1. Alternatives II and III result in considerable traffic increase on small residential streets. A traffic study appears necessary.
2. Alternatives II, III, IV indicate a turning circle which cuts into my property. How much?
3. A plan concurrent with Aberdeen Primary General Road crossing the track and Pulaski Highway at Warren Street disrupts residential areas least. Why isn't this offered as an alternative?

I am currently on the Mailing List.

Add my name to the Mailing List.

Handwritten signature

Handwritten signature

BOX 717
BALTIMORE MD. 21201

PRELIMINARY ENGINEERING
OFFICE OF PLANNING AND

STATE HIGHWAY ADMINISTRATION
Maryland Department of Transportation



[Redacted address lines]

No Postage Stamp Necessary if mailed in the United States. Postage will be paid by:

BUSINESS REPLY MAIL

FIRST CLASS
Permit No. 17715
Baltimore Md.

*From: Mrs. B. S. Hillgrove
33 Greene Ave.
Albany, N.Y. 12201*

From.

Fold

Fold

Fold

Anyone desiring to have their name placed on the mailing list or make comments, please use the form on the reverse side of this page. Fold in half, staple or tape, and send through the U.S. Mail. All postage will be paid by the Highway Administration.



Maryland Department of Transportation

State Highway Administration

Hermann K. Intemann
Secretary

M. S. Caltrider
Administrator

13

December 12, 1978

Subject: Contract No. H 665-001-482
F.A.P. No. RR 18(19)
High Speed Railroad Grade Crossing
Elimination at Bel Air Avenue
(Md. 132)

Consultant: Porter & Ripa Assoc., Inc.

Mr. and Mrs. U.S. Allegro
33 Greene Avenue
Aberdeen, Maryland
21001

Dear Mr. and Mrs. Allegro:

Your comments on the subject project contained in our "Question and/or Recommendation Form" have been received and the following information addresses these comments in the same sequence as you presented on the form.

1. Alternates II and III do result in a traffic increase on residential streets. However, both these plans require improvements to Old Post Road and Norman Avenue, which would enable these streets to handle the increase in traffic.
2. Alternates II, III & V indicate a turning circle which does take a small portion of your property (approximately 410 square feet from the existing 10,250 square feet).
3. Your suggestion for consideration of a plan "concurrent with Aberdeen Proving Ground Road crossing the track and Pulaski Highway at Warren Street" has previously been studied along with many other possible alternates. The reasons for not considering this particular alternate are:
 - a) This alignment does not provide direct access to Pulaski Highway.
 - b) It would also be necessary to continue the structure over the Aberdeen Proving Gound Road near the tracks and Old

My telephone number is (301)383-4303

Mr. and Mrs. U.S. Allegro
Page 2
December 11, 1978


74

Post Road before coming back down to grade again at the intersection of Darlington Avenue and the Aberdeen Proving Ground Road.

- c) This alternate would require the acquisition of several homes.
- d) This alignment is considered "non-directional" which essentially means that it does not provide the best ingress and egress to the area east of the railroad tracks.

I hope the above information satisfies your concerns and if you have any further questions, please contact me at your earliest convenience.

Very truly yours,



Earle S. Freedman
Asst. Chief Engineer
Bridge Development

ESF:NK:b1

cc: Mr. Harry Pistel-
Dist. #4 Engineer

STATE HIGHWAY ADMINISTRATION

75

QUESTION AND/OR RECOMMENDATION FORM

INFORMATIONAL MEETING
November 16, 1978

LOCATION/DESIGN PUBLIC HEARING
November 30, 1978

Harford County
Contract No. H 665-000-482
Bel Air Ave. (Md. 132)
High Speed Railroad Grade
Crossing Elimination

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 LARRY O. PATTERSON
ADDRESS 422 PARADISE ROAD
ABERDEEN, MARYLAND ZIP CODE 21001
COUNTY HARFORD

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

THE MODIFICATION OF THE ROUTE 40/ROUTE 22
INTERCHANGE (ALT. IV PLUS EASTBOUND 40 TO NORTHBOUND
22 MOVEMENT) SHOULD BE INCLUDED IN THIS CONTRACT,
REGARDLESS OF THE TYPE OF STRUCTURE CHOSEN TO REPLACE
THE BEL AIR AVE. CROSSING. THERE IS MERIT TO SPECIFYING IN
THE CONTRACT THAT THE INTERCHANGE MODIFICATION BE
CONSTRUCTED BEFORE THE MAIN STRUCTURE OVER THE RAILROAD,
SINCE THIS WOULD SIGNIFICANTLY REDUCE THE AMOUNT OF
TRAFFIC USING THE BEL AIR AVE. CROSSING.

ALT. VI PROVIDES THE BEST METHOD OF
CROSSING THE RAILROAD.

Larry O. Patterson
Jill M. Patterson

I am currently on the Mailing List.

Add my name to the Mailing List.

97

BALTIMORE MD. 21203
BOX 717

PRELIMINARY ENGINEERING
OFFICE OF PLANNING AND
STATE HIGHWAY ADMINISTRATION
Maryland Department of Transportation



[Redacted]

No Postage Stamp Necessary if mailed in the United States. Postage will be paid by:

[Redacted]
BUSINESS REPLY MAIL
[Redacted]

[Redacted]
FIRST CLASS
Permit No. 17715
Baltimore Md.
[Redacted]

L. PATTERSON
422 PARADISE ED.
ABERDEEN, MD. 21001

From.

Fold

Fold

Fold

Anyone desiring to have their name placed on the mailing list or make comments, please use the form on the reverse side of this page. Fold in half, staple or tape, and send through the U.S. Mail. All postage will be paid by the Highway Administration.

11

STATE HIGHWAY ADMINISTRATION

QUESTION AND/OR RECOMMENDATION FORM

INFORMATIONAL MEETING
November 16, 1978

LOCATION/DESIGN PUBLIC HEARING
November 30, 1978

Harford County
Contract No. H 665-000-482
Bel Air Ave. (Md. 132)
High Speed Railroad Grade
Crossing Elimination

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:

NAME JAMES A. BLACKWELL
ADDRESS 42 MITCHELL AVE.
ABERDEEN, MARYLAND ZIP CODE 21001
COUNTY HARFORD

PLEASE PRINT

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

I RECOMMEND THAT PLAN-ALTERNATE V (OVERPASS) BE ADOPTED.
I FURTHER RECOMMEND THAT THIS PLAN BE AMENDED TO INCLUDE BARRICADES ALONG EACH SIDE OF THE AMTRAK RAILROAD TRACKS WITHIN ABERDEEN TOWN LIMITS. WITH TRAINS REACHING SPEEDS UP TO 120 MPH, A DERAILMENT WOULD RESULT IN CATASTROPHIC COSTS IN LIVES AND PROPERTY DAMAGE. SINCE THE SOLE PURPOSE OF THIS PROJECT APPEARS TO BE FOR THE INTEREST OF PUBLIC SAFETY, CONTAINMENT OF THESE HIGH SPEED TRAINS, IN CASE OF DERAILMENT, COLLISION, ETC., WITHIN THE CONFINES OF THE RAILROAD TRACKS IS A MUST REGARDLESS OF THE PLAN THAT IS FINALLY ADOPTED.

I am currently on the Mailing List.

Add my name to the Mailing List.

82

BALTIMORE MD. 21203

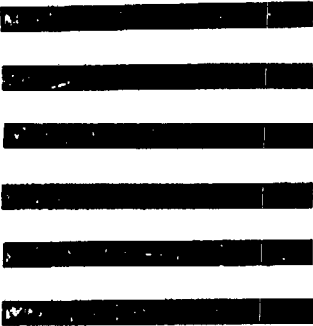
BOX 717

PRELIMINARY ENGINEERING

OFFICE OF PLANNING AND

STATE HIGHWAY ADMINISTRATION

Maryland Department of Transportation



No Postage Stamp Necessary if mailed in the United States. Postage will be paid by:

BUSINESS REPLY MAIL

Baltimore Md.

ALWAYS
FIRST CLASS
Permit No. 17715



PAID

JAMES A. BLACKMELL
42 MITCHELL AVE.
ABERDEEN, MD.
21001

From.

Fold

Fold

Fold

Anyone desiring to have their name placed on the mailing list or make comments, please use the form on the reverse side of this page. Fold in half, staple or tape, and send through the U.S. Mail. All postage will be paid by the Highway Administration.

DIVISION OF
BRIDGE DEVELOPMENT

1978 NOV 21 PM 1:15

RECEIVED



Maryland Department of Transportation

State Highway Administration

Hermann K. Intemann
Secretary
M. S. Caltrider
Administrator

19

January 29, 1979

Subject: Contract No. H 665-001-482
F.A.P. No. RR 18 (19)
High Speed Railroad Grade
Crossing Elimination at
Bel Air Avenue (Md. 132)

Consultant: Porter and Ripa
Associates, Inc.

Mr. James A. Blackwell
42 Mitchell Avenue
Aberdeen, Maryland
21001

Dear Mr. Blackwell:

Your comments contained in our "Question and/or Recommendation Form" on the subject project have been received and the following information addresses your concerns:

Reference is made to your recommendation that the plans for Alternate V (Overpass) include barricades along each side of the railroad tracks within the Aberdeen town limits. As part of the usual design for structures over railroads, a "crash wall" protecting the piers which support the structure is provided on each side of the railroad tracks.

The detailed evaluation of this feature cannot be provided under this project since its purpose is solely to eliminate the grade crossing and prevent train/vehicle accidents. However by copy of your letter and this letter to AMTRAK we are requesting that they provide an answer to your inquiry.

Thank you for your comments and if I can be of further assistance to you, please contact me.

Very truly yours,

Earle S. Freedman
Assistant Chief Engineer-
Bridge Development

ESF:NFK:bl
cc: Mr. H.J. Pistel
Mr. I.C. Hughes
Mr. W.P. Houwen (Amtrak)

My telephone number is 383-4303

10

REC'D

NOV 24 1978



NECIP/WPH/bab
CFN

HIGHWAY DEVELOPMENT

Mr. Irvin C. Hughes
Assistant Chief Engineer
Highway Development
State Highway Administration
201 West Preston Street
Baltimore, MD 21201

Dear Mr. Hughes:

We have been advised of the Combined Location and Design Public Hearing scheduled for Thursday, November 30, 1978 with respect to the High Speed Railroad Grade Crossing Elimination at Bel Air Avenue, Aberdeen, Maryland and the proposed alternate schemes for construction of this project, following is Amtrak's position with regards to same:

It is my understanding that the State Highway Administration will be presenting alternate proposals for Overhead and Undergrade Crossing of Amtrak's Main Line at this location. Amtrak does not recommend construction of an Undergrade crossing. There are several specific reasons for our position in this matter:

1. The construction of an Undergrade crossing will cause considerable interference and potential interruption of train service during such construction. Further, there are no conveniently located crossovers in the immediate vicinity of the proposed construction which assist in minimizing interruption to railroad traffic.
2. The construction of an Undergrade crossing will require construction methods which are both difficult and costly because of the need for a temporary structure to accommodate uninterrupted rail service. Included in such cost is the removal of temporary structures.
3. Because of the temporary construction and Amtrak's inability to interrupt railroad traffic except for very limited periods of time usually between 11:00 P.M. and 5:00 A.M. the construction time for an undergrade crossing will be considerably longer than for construction of an overhead crossing.
4. We understand that an undergrade structure at this location will require permanent installation of pumps in order to handle storm water runoffs. Because of the potential for failure either mechanically or by freezing, we must point out the real possibility of interruption of highway traffic.

Alan Sand

81

This portion of railroad is a part of Amtrak's High Speed Northeast Corridor Rail Operation. Amtrak operates 60 passenger trains daily in each direction at a maximum authorized speed of 110 miles per hour. Further, in 1981 we expect the authorized speeds to be increased to 120 miles per hour. In addition Consolidated Rail Corp. operates approximately 20 freight trains daily in each direction at a maximum authorized speed of 50 miles per hour.

The site of the project is located on a half mile long curve and the railroad serves several industrial sidings as well as the track to Aberdeen Proving Grounds in this same area.

There are two generally acceptable methods of construction an undergrade crossing which can be considered.

First, the construction of a run-around track, which permits construction of the underpass structure with minimal interference of railroad traffic. Upon completion of the underpass structure, tracks would be reinstalled in the original alignment. Because of the speed and density of traffic in the area we would require a run-around track of approximately one mile in length. Approximate cost of such track, not including land, is \$700,000. This cost would include temporary electrification, signalling, etc.

The second acceptable method for underpass construction would be a so called "roll-in" and/or "lift-in" method. In this construction method it is necessary to construct and install temporary traffic carrying bridges for each track, one track at a time to permit construction of the underpass structure. When this has been completed the track would be removed one track at a time and the new track structure rolled-in or lifted-in. The reason that one track at a time must be handled rather than all three tracks simultaneously is that the railroad can not permit total interruption of service on more than one track at a time. The limited amount of time one track can be out of service is between 11:00 P.M. and 5:00 A.M.. The approximate cost of a temporary structure to permit construction of the undergrade crossing by this method is \$550,000.

Neither of the above described methods and costs include any costs related to the actual construction for the grade separation structure itself.

The difficulties described above would be virtually eliminated if an overhead crossing would be constructed. The interference of railroad operation is minimal and primarily during night time hours. The contractor can carry out most construction with out interference of railroad operation. Total construction time would be considerably shortened and cost reduced in proportion. We estimate the approximate cost for railroad forces for the construction of an overhead structure at \$180,000 which includes flagmen, electric clearance men, electric traction and communication and signal adjustments.

Mr. I. C. Hughes
Page Three

82

As you are well aware, Amtrak offers complete cooperation in this and all other projects in the State of Maryland. We are most anxious that this construction be started and completed as quickly as possible, since as stated above we will be increasing the speed through this area in the future. Our objections to an undergrade crossing are based on extensive experience with this type of construction.

If there are any further questions please advise.

Very truly yours,



W. P. Houwen, P.E.
Director of Engineering-NECIP

43

March 11, 1978

Dept of Transportation Secretary

Mr: Herman K. Intermann

Please have a competent engineer of your department make on site evaluation of this sketch, I am not an engineer but feel it worthy of consideration, know before hand will necessitate cutting Federal red tape.

There has been talk, of overhead bridge in town for fifty years and numerous plans submitted of douthfull value. The sketch if feasable could be built for 1/3 cost of prior plans and greatly promote the traffic flow in aberdeen and benefit the Stae of Maryland.

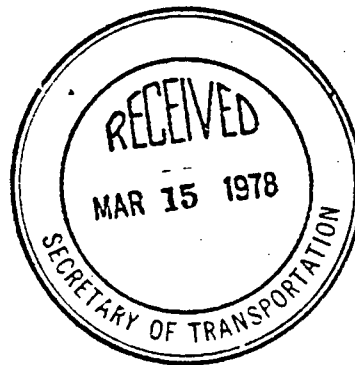
Surely specifications of a secondary road could be modified from a super six lane highway. Would suggest the entire bridge and ramps be built on reenforced concrete piling similar to bridge at Elkton, over the tracks.

There is nothing gained for an engineer to sit in his office and declare a tan foot natural bank does not exist on Northwest side of tracks, have a look see.

Sincerely Yours

John C. Mitchell
John C. Mitchell

139 Mt. Royal ave
Aberdeen Md. 21001



Plan XYZ for Bridging I.C. Tracks.

TO: Town Commissioners of Aberdeen

Disadvantages-

- 1- S.R.C. will say its unworkable. It will work with certain modifications, declaring project a secondary bypass not subject to super highway specifications. The engineers designing L.A. interchanges convince there is nothing impossible.

Advantages -

- 1- two thirds cheaper than prior plans.
- 2- 10' natural embankment on N.W. side of tracks 200' from crossing, reducing necessary grade.
- 3- Follow traffic pattern in town for past 100 years.
- 4- Leave intact route 40 intersection
- 5- One lane N.W. off ramp leading into three lanes.
- 6- Necessitate the removal of 1 rental property 33 E. Bel Air Ave with a slice off rear end 29 E. Bel Air Ave.
- 7- Requiring only stop sign on East Bel Air Ave at proposed intersection and small island dividing entrance to N.W. ramp.
- 8- Bridge and ramp to be built on reinforced concrete piling, similar to one at Elkton, Md. over tracks.
- 9- Have considered necessary 30' above railroad rails in constructing the bridge.
- 10- 10' natural embankment on N.W. side should reduce the ramp grade one third.

Please evaluate this and if it has merit forward to State Roads Commission.

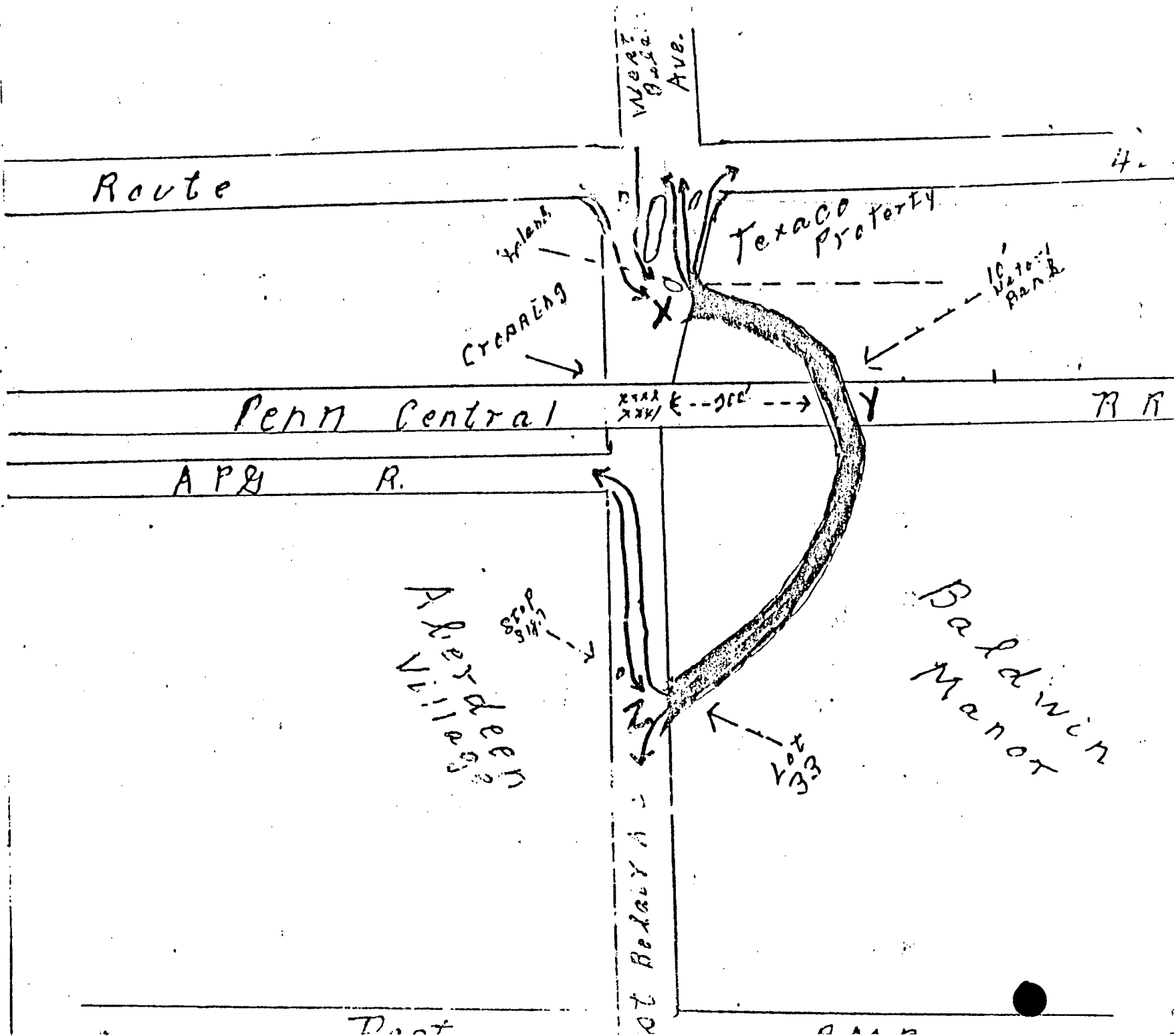
RECEIVED

JAN 31 78

COMMISSIONERS OF ABERDEEN

Per _____

57





Maryland Department of Transportation

Office of the Secretary

Blair Lee III
Acting Governor
Hermann K. Intemann
Secretary

Be

APR 3 1978

Subject: Grade Crossing Elimination at
Bel Air Ave. and Antrak Railroad

Mr. John C. Mitchell
139 Mt. Royal Avenue
Aberdeen, Maryland 21001

RECEIVED

APR 3 1978

BUREAU OF BRIDGE DESIGN

Dear Mr. Mitchell:

In response to your March 11, 1978 correspondence to me on the subject project, please be advised that your request for an on-site evaluation of your suggestion for the location of the structure over the railroad as shown on your sketch, has been made on March 22, 1976. The following is the engineer's report following the on-site inspection.

A natural bank does exist on the Northwest side of the tracks and although it is ten foot high from the toe of its slope to the top of the bank, it is only five and one half feet above the railroad tracks which is the controlling feature for underclearance needs.

Unfortunately, one of the most prohibitive aspects of your plan is the excessive grade, approximately 20%, which would be required to get from Bel Air Ave. near the gas station on the Northwest side of the tracks to the structure over the tracks, the maximum allowable grade being only from 6% to 8%.

Also, the radius for the curve on the approach roadway alignment as shown on your plan would provide only a 100 foot radius which is far below the requirements for proper design.

In addition to the design aspects mentioned above, your alignment would necessitate the taking of three residential buildings, four garages and would result in the reduction in the size of the lots of several other properties.

Your interest in this project is commendable and I hope you will attend the Informational Meeting and Public Hearing for this project, which are tentatively scheduled for July of this year.

bcc: Mr. I.C. Hughes
Mr. E. S. Freedman ✓
Mr. H. J. Pistel
Mr. M. S. Caltrider

Sincerely,

/S/ HERMANN.K. INTEMANN

Hermann K. Intemann
Secretary

HKI:do

87

February 22, 1978

Subject: Contract No. H 665-001-482
F.A.P. No. RR 18(19)
High Speed Railrodd Grade Crossing
Elimination of Belair Ave.
Consultant: Porter & Ripa Assoc.

The Commissioners of Aberdeen
P.O. Box 70
Aberdeen, Maryland 21001

Attention: Mr. Thomas C. Wagman
Director of Public Works

Gentlemen:

We have received copies of correspondence to you dated January 29, 1978 from Grove Presbyterian Church and an undated, unsigned letter referring to a "Plan XYZ" on the subject project from our District Engineer, Mr. Harry Pistel.

In response to the Church's area of concern that "no state or local official has contacted us", we will be glad to meet with representatives of both the Presbyterian Church and the Bible Baptist Church to discuss this project.

Since the correspondence was addressed to the Town Commissioners, we suggest that you arrange and attend along with State Highway Administration personnel, any meetings which you believe will satisfy the Church's concern.

However, we do wish to point out that the several public hearings and meetings which have been held on this project are the methods which are normally used to receive input from concerned individuals or groups. We believe we have shown concern and this is emphasized by our participation in the meeting which the Town Commissioners held and in the forthcoming Informational Meeting and Combined Location and Design Hearing, which will be held this Spring on the subject project.

In reference to the unsigned letter, if a plan showing the alignment of "XYZ" is available, we would appreciate your sending us a copy.

Please inform this office at your earliest convenience of your decision on this matter.

NK
ESP:NK:do
cc: Mr. I. C. Hughes
Mr. E. J. Pistel

Very truly yours,

[Signature]
Earle S. Freedman, Chief
Bureau of Bridge Design

2/23/78

WILLIAM B. HAUSE
PRESIDENT

JOHN S. LANDBECK, JR

JERRY A. NOLEN

KENT F. STEWART

RAYMOND H. WARFIELD



48
HARRY S. WYRE
CLERK AND TREASURER
272-2222

J. HARLAN LIVEZEY
ATTORNEY

THE COMMISSIONERS OF ABERDEEN

P. O. BOX 70
ABERDEEN, MARYLAND 21001

2 February 1978

Mr. Harry J. Pistel
State Highway Administration
2323 W. Joppa Road
Brooklandville, Maryland 21022

Dear Mr. Pistel:

Enclosed for your consideration are two communications recently received concerning the proposed Amtrak Grade Elimination at East Bel Air Avenue in the Town of Aberdeen. One dated January 29, 1978 from the Grove Presbyterian Church, the other not dated or signed.

Very truly yours,

THE COMMISSIONERS OF ABERDEEN

THOMAS C. WAGMAN
Director of Public Works

Encl.

TCW/sna

RECEIVED
DISTRICT 4

FEB 8 1978

STATE HIGHWAY ADMINISTRATION

Grove Presbyterian Church

Eugene S. Soud, D. Min.

Pastor

50 East Bel Air Avenue

Aberdeen, Maryland 21001

89

CHURCH OFFICE
272-0896

January 29, 1978

Commissioners of Aberdeen
P.O. Box 70
Aberdeen, Maryland 21001

Dear Friends,

As you know from the recent town meeting regarding the closure of the railroad crossing on East Bel Air Avenue, Grove Church is very interested in this matter.

Our interest stems from four areas of concern:

1. The impact on property values of our friends and neighbors
2. The long-range impact on the whole town
3. The long-range impact on our congregation as a church
4. The process of consultation with those affected.

The Officers of Grove Church feel that you are supporting the most practical and helpful route. For this we commend you warmly. We had feared a much more limited access than that proposed.

The Officers of Grove Church reaffirm our previous request that you support the construction of an underpass rather than an overpass. Some of us have visited sites of underpasses and overpasses in nearby communities. We conclude that underpasses definitely have far less negative impact on property values than overpasses. Since such decline tends to spread, we feel that the Town of Aberdeen could eventually lose all or a significant portion of property tax revenues from east of the crossing. What appears to be more economical now, could cost the Town much more over the long haul. All residential property owners east of the crossing, moreover, will be hurt, especially those closest to the proposed overpass.

In reviewing the impact statement of the State Highway Administration, we take exception to its claim that there will be no significant impact on the churches east of the crossing. That may be true for the First Baptist Church. For the Bible Baptist Church and our church, however, the statement is indefensible. All church planners list accessibility as one of the prime factors in a church's growth, stability, or decline. Bible Baptist and Grove Churches will both lose accessibility by means of the proposed route.

90

In our case, people coming to church via East Bel Air Avenue will no longer be able to come straight across; they will have to go "out-of-their-way" to get here and, if new to the area, will experience more difficulty in finding us. Such factors tend to have a slow but sure effect on a church's viability in a given location.

The Route 22 overpass coincides with a period of time when fewer newcomers have found their way to Grove. There is almost certainly a relationship to visibility, accessibility, and traffic patterns. We do not want to hold back progress; but we do expect awareness, concern, and sensitivity on the part of all responsible for developing and approving these proposals.

An apparent lack of such sensitivity is our final area of concern. Frankly it bothers us that no state or local official has contacted us. We have had to secure all information on our own initiative. Pastor Brown of the Bible Baptist Church says the same lack of contact is evident to them. From many comments at the town meeting, it appears that there has been little effort to consult with residents of the area. We certainly hope the Town Commissioners did not intend these oversights and will act as soon as practical to improve its communication with the residents and churches concerned.

Before closing we wish to emphasize again our strong support of an underpass on the proposed route.

Sincerely,

Eugene S. Soud
Eugene S. Soud, Pastor
Wayne Adkins
Wayne Adkins, President
Board of Trustees
Betty Monroe
Betty Monroe
Ministry of Planning

RECEIVED

FEB 1 78

COMMISSIONER OF ABERDEEN

Per _____



Maryland Department of Transportation

State Highway Administration

91
Hermann K. Intemann
Secretary
Bernard M. Evans
Administrator

NOV 29 1977

Subject: High Speed Railroad
Grade Crossing Elimination
at Bel Air Avenue

The Honorable Robert E. Bauman
Member of Congress
House of Representatives
118 Cannon Building
Washington, D.C. 20515

Dear Congressman Bauman:

Your letter to me dated November 10, 1977 requested information on the project located in Aberdeen formally known as the "High Speed Railroad Grade Crossing Elimination at Bel Air Avenue".

The State Highway Administration has attempted for many years to close this dangerous crossing, but has met with consistent opposition. The Highway Safety Act of 1970 has ruled that this crossing and all similar crossings along the Amtrak Railroad's Northeast Corridor be closed to traffic. Federal funds have been provided to construct replacement facilities to provide grade separated safe crossings of the railroad tracks at these locations.

Recently, the Town of Aberdeen held a public meeting and presented several alternate alignments as a replacement proposal to the closure of Bel Air Avenue. The State Highway Administration has been working with the Town Commissioners in a coordinated attempt to provide the best possible solution to provide a crossing which would be the "least objectionable" to those affected by this project's construction.

The ramp which you questioned in your letter pertains to retaining walls necessary to contain the approach roadways to the structure over the railroad.

Since these walls could reduce the noise caused by train traffic and screen out part of the view of the railroad tracks, their construction at this particular location would not seem to be as objectionable as might

The Honorable Robert E. Bauman (Cont'd)
Page 2

be assumed. Effective landscaping could be provided to provide a more aesthetically acceptable aspect in this area.

When the State Highway Administration holds its Public Hearing this spring, these details can be discussed and hopefully, for the safety of all users of this crossing, an acceptable solution will result in the elimination of this very dangerous crossing.

I will be glad to respond to any further questions you might have on this subject.

Very truly yours,

BY
Bernard M. Evans
State Highway Administrator

ROBERT E. BAUMAN
DISTRICT OF COLUMBIA, MARYLAND

93
COMMITTEE ON MERCHANT
MARINE AND FISHERIES

COMMITTEE ON INTERIOR
AND INSULAR AFFAIRS

Congress of the United States
House of Representatives
Washington, D.C. 20515

November 10, 1977

Mr. Bernard M. Evans
Administrator
State Highway Administration
P.O. box 717
Baltimore, MD 21203

Dear Mr. Evans:

It is my understanding the State is looking into the possibility of constructing a ramp across Bel Air Avenue in Aberdeen to accomodate the high speed Amtrak train. I have received correspondence from a property owner in Aberdeen who is greatly concerned about the effect this ramp will have on her property.

I would appreciate your apprising me of the status of this proposal and any comments you would care to make regarding the ramp.

Your assistance in this matter is very much appreciated.

Faithfully yours,



ROBERT E. BAUMAN
Member of Congress

REB:li
STATE HWY ADX

14 NOV 77 3:41

94

November 8, 1976

Subject: Contract No. H 665-000-478
F.A.P. No. RR18(19)
High Speed AMTRAK Railroad
Grade Crossing Elimination
of Bel Air Ave. (Md. 132)
Consultant: Porter and Ripa Assoc.

Mr. Bruce Gordon
Director of Grade Crossing Projects-AMTRAK
955 L'Enfant Plaza S.W.
Washington, D.C. 20024

Dear Mr. Gordon:

A request was recently received from AMTRAK to inform you of the general situation at the subject project. This action was necessitated by Mr. John J. Marley, a constituent of Senator J. Glenn Beall, Jr.

Enclosed for your information is a copy of the Draft Negative Declaration which shows the several possible alignments for this project. Also enclosed is a copy of an additional alignment which was presented at the Public Hearing as Alternate 'F'.

As a result of the Public Hearing which was held on July 26, 1976, several additional alignments have been suggested by the Town of Aberdeen officials and local residents. These suggestions will be considered and if they have merit will be considered for inclusion at another Public Hearing which is tentatively scheduled for next summer.

We hope the enclosed information will aid you in your reply to Mr. Marley and we would appreciate receiving copies of any correspondence from your office which pertains to this project.

Very truly yours,

ES Freedman 11/9/76

Earle S. Freedman, Chief
Bureau of Bridge Design

njk
ESP:NFK:sam
cc: Mr. I. C. Hughes
Mr. H. Pistel

1

October 26, 1976

Subject: Contract No. H 665-000-478
F.A.P. No. RR 18 (19)
High Speed Railroad Grade
Crossing Elimination of
Bel Air Ave. (Md. 132)
Consultant: Porter & Ripa Assoc.

Mr. J. A. Dixon
46 Raymond Avenue
Aberdeen, Maryland 21001

Dear Mr. Dixon,

We have received your request to be informed of the progress being made on the subject project and the following information explains the latest developments.

An "Origin and Destination" survey was taken on September 22, 1976 to determine basically where the travelling public was coming from and what destination they intended to reach. This information has been processed through our computers and currently this output is being analyzed to determine the most feasible location for a structure to replace the closure of the Bel Air Avenue crossing at the railroad tracks.

The Town of Aberdeen officials will be informed of our findings and our Consultant will make additional feasibility studies to present at a Public Hearing, which is tentatively scheduled for the summer of next year.

We hope this information is satisfactory and if you have any further questions please do not hesitate to contact us.

Very truly yours,

ES Friedman 10/26/76
Earle S. Friedman, Chief
Bureau of Bridge Design

NK
ESP:NK:bl

cc: Mr. I.C. Hughes



MARVIN MANDEL
GOVERNOR

MARYLAND
DEPARTMENT OF STATE PLANNING

301 WEST PRESTON STREET
BALTIMORE, MARYLAND 21201
TELEPHONE: 301-263-2481

PLANNING

VLADIMIR A. WAHBE
SECRETARY OF STATE PLANNING

October 20, 1976

Mr. Robert J. Hajzyk
Director, Office of Planning
and Preliminary Engineering
Department of Transportation, SHA
300 West Preston Street
Baltimore, Maryland 21203

cc: Northam B. Friese
F. J. Gottemoeller
David Herring
Hal Kassoiff
Larry J. Saben
Jerry L. White
Anthony W. Brajevic
John T. Neukam
Eugene T. Camponesc
William F. Lins, Jr
Earle S. Freedman
Robert Schleigh

SUBJECT: PROJECT NOTIFICATION AND REVIEW

Applicant: State Highway Administration

Project: Federal Aid Program - High Speed Rail Demonstration

Funds: FHWA \$3,094,000 State \$381,000

State Clearinghouse Control Number: 77-09-284

State Clearinghouse Contact: Warren D. Hodges (383-2467)

Dear Mr. Hajzyk:

The State Clearinghouse has reviewed the above project. In accordance with the procedure established by the Office of Management and Budget Circular A-95, the State Clearinghouse received comments from the following: The Department of Economic and Community Development, The Environmental Health Administration, The Department of Natural Resources, and our staff advised that the project is not inconsistent with plans, programs, or objectives.

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.

In consonance with OMB Circular A-95, a copy of this letter must be included with 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 Clearinghouse for updating of the comments. If you have any questions, please contact the State Clearinghouse member named above.

Sincerely,

Vladimir Wahbe
Vladimir Wahbe

cc: Lowell Frederick
Donald Noren
Henry Silbermann
R. K. Barnes
Carl Richards

11-187



Maryland Department of Transportation

State Highway Administration

91
Harry R. Hughes
Secretary
Bernard M. Evans
Administrator

OCT 11 1976

RECEIVED
OCT 11 1976

Mr. John C. Mitchell
139 Mt. Royal Avenue
Aberdeen, Maryland 21001

Subject: Contract H-665-000-478
Md. Rte. 132, ~~Bel Air Avenue~~
High Speed Railroad Grade
Crossing Elimination of the
AMTRAK System

SUBREVIEW OF BRIDGE DESIGN

Dear Mr. Mitchell:

Thank you for your letter of September 25 submitting a suggested alignment for the proposed overpass eliminating the at-grade crossing of Bel Air Avenue at the AMTRAK Railroad System. Your scheme has been reviewed by the Division of Design for feasibility.

There are several design items of which I am quite sure the general public is not aware. This criteria includes maximum allowable gradients of the highway, turning radii for the highway, and vertical clearance beneath the proposed highway bridge. Due to the electrified overhead wires for the AMTRAK system, it is necessary that the underside of the bridge be no closer than 24-1/2' above the rails of the track system. Allowing for a depth of the bridge structure results in a 30' distance from top of rail to roadway surface.

Our review of your proposed scheme in following the alignment as suggested in your letter results in a 13% approach grade between U.S. Rte. 40 and the railroad. Such a grade far exceeds the design criteria and would be unacceptable not only to this office but also to the Federal Highway Administration. Our feasibility studies indicate that if an alignment were established on the west side of the railroad, it would require a distance of approximately 500' north of Bel Air Avenue before the required elevation could be attained by the highway for a proper crossing of the railroad system. This alignment on the easterly side of the railroad would pass just north of the intersection of Grant Avenue and Taft Street, and require acquisition of five to seven of the apartment buildings in that vicinity. There would also be a necessity of acquiring at

Nancy: 10/13/76

For your use.

E. S. Freedman

Mr. John C. Mitchell

Page 2

least one of the homes on Bel Air Avenue on the east side of the railroad track in order for the alignment to tie back into Bel Air Avenue. Once again, such a scheme would not be acceptable to the State Highway Administration.

We appreciate your interest in offering suggestions to the State Highway Administration which would result in minimal property damage and disruption of private homes in selecting a replacement of the elimination of the at-grade railroad crossing.

You may rest assured that our Engineers have and will continue to look for alignments which will achieve your end results.

Very truly yours,

ORIGINAL SIGNED BY

BERNARD M. EVANS

Bernard M. Evans

State Highway Administrator

cc: Mr. Allen W. Tate
Mr. Irvin C. Hughes
Mr. Earle S. Freedman
Mr. William F. Lins, Jr.



Maryland Department of Transportation

Office of the Secretary

Bel Air Ave
M
Marvin Mandel
Governor
Harry R. Hughes
Secretary

October 1, 1976

RECEIVED

OCT 1 1976

BUREAU OF BRIDGE DESIGN

Honorable George B. Adams, Jr.
House of Delegates
Annapolis, Maryland 21404

Subject: High-Speed Railroad Grade
Elimination
Bel Air Avenue in Aberdeen

Dear Delegate Adams:

Thank you for your letter of September 13 including a copy of a letter which was sent to State Highway Administration District Engineer Harry J. Pistel, concerning the subject project. There are several comments which are pertinent to this project which I feel are appropriate at this time.

The State Highway Administration is currently preparing a vehicular origin and destination study of the existing grade crossing of Bel Air Avenue at the AMTRAK High Speed Railroad System. This study will document not only where vehicles are going, but where they came from. At the completion of this study, the information should be extremely helpful in determining the location of a replacement facility.

It was recognized some time ago by the State Highway Administration that there was a great deal of pedestrian traffic using the at-grade crossing. A pedestrian traffic count was made which included the number of senior citizens. Based upon this study, the Federal Highway Administration has agreed to a pedestrian grade separation crossing of the AMTRAK System. At a previous meeting with the Town Council, it was determined that a pedestrian overpass was more desirable than a pedestrian underpass. Regardless of the highway location, the pedestrian facility is to be placed at the location of the existing crossing of Bel Air Avenue.

The Design Division of the State Highway Administration has informed me that a vehicular underpass was considered in the early studies of facilities to replace the at-grade crossing. The railroad tracks are too close to U.S. Route 40 to provide acceptable gradients for a vehicular underpass. The cost of an underpass is estimated to be in excess of \$10,000,000. The cost of maintenance of traffic of the high-speed trains alone is in excess of \$1,000,000. Proper drainage of an underpass is also difficult to obtain. For the above reasons, the underpass scheme was not considered a feasible alternative by the State Highway Administration engineers.

Honorable George B. Adams, Jr.

October 1, 1976

Page 2

The State Highway Administration has correspondence from the AMTRAK management stating that high-speed trains now cross the Susquehanna River at 70 mph; cross Bush River at 105 mph; are traveling over landfills at generally 105 mph; and decrease speeds to approximately 80 mph for the existing at-grade crossings. The Federal Railway Administration is planning to make improvements to the railroad structures, as well as the track bedding system which will permit these trains to travel in excess of 125 mph. Plans are also underway to continuously fence in the entire right of way of the AMTRAK high speed system. Although this Federal program will be monitored carefully by my office in representation of the State's interest, the speed limits will remain entirely under Federal control.

The State Highway Administration will shortly be in touch with the Town Council of Aberdeen concerning alternate proposals presented by the Town Council at the July 26 combined public hearing. In accordance with procedures emanating from the public hearing, the Town Council will formally submit to the State Highway Administration a scheme or schemes which they feel are appropriate and acceptable at the Town of Aberdeen. This information will be used at a future public hearing in determining the appropriate facility to replace the at-grade railroad crossing.

Thank you for your interest in this project. Your testimony at the forthcoming public hearing will be beneficial in the final determination of replacement facilities.

Sincerely,

/s/ HARRY R. HUGHES

Harry R. Hughes
Secretary

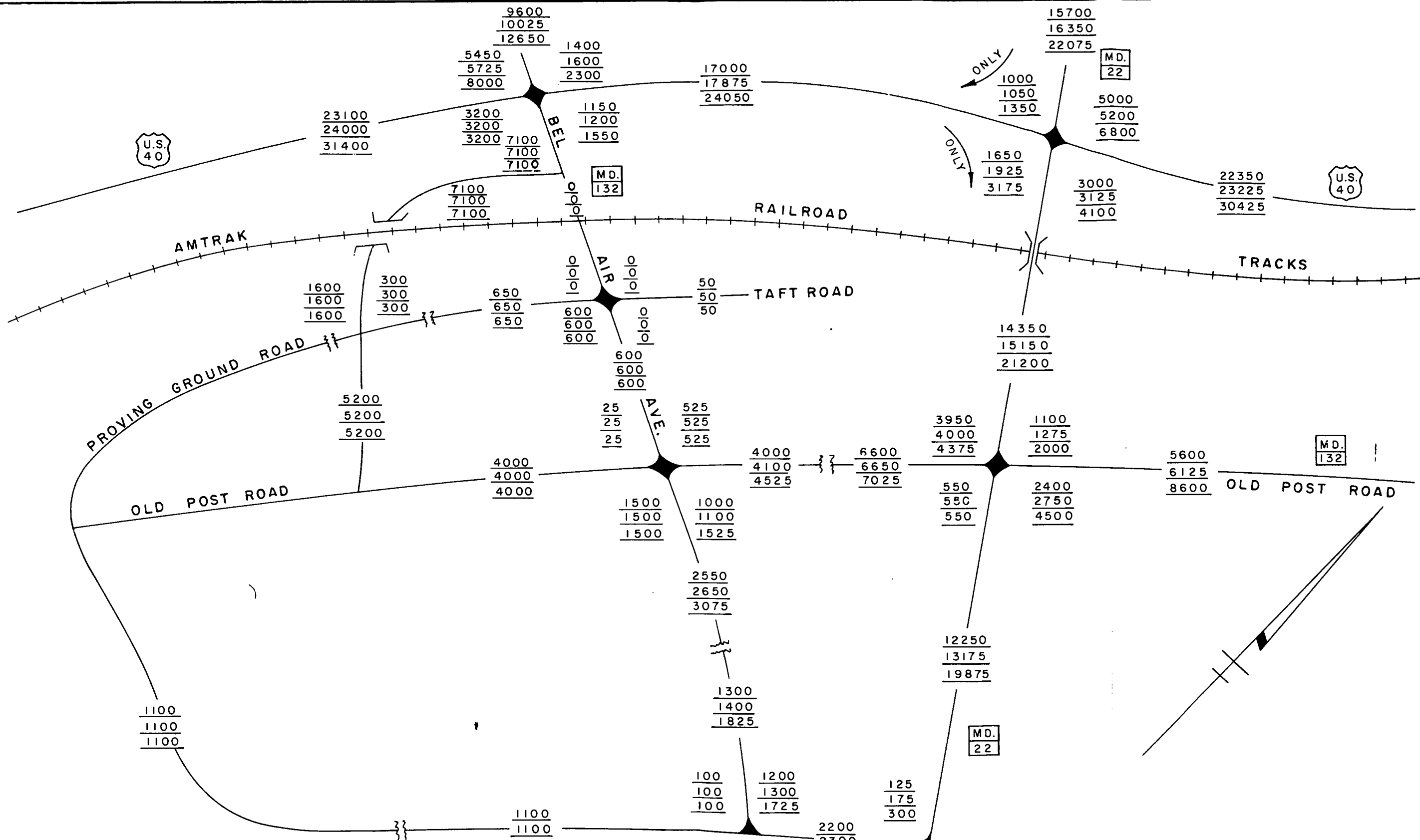
uRa/a

cc: Mr. Bernard M. Evans

bcc: Mr. Hugh G. Downs
Mr. Irvin C. Hughes
Mr. Karla S. Freedman ✓
Mr. Harry Pistal

101

APPENDIX



1976 ADT
 1981 ADT
 2001 ADT

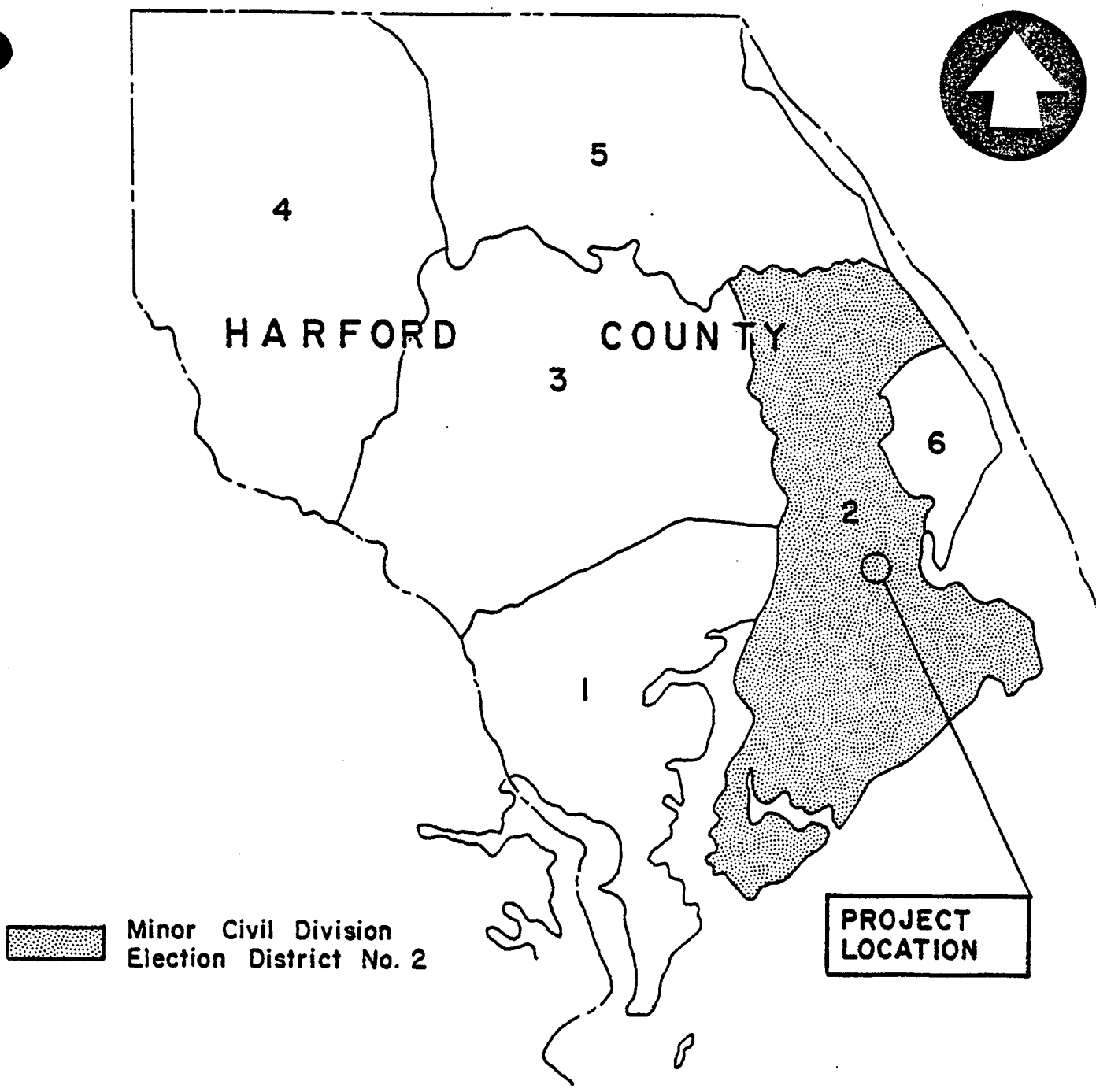
NOT TO SCALE

SCHMATIC DIAGRAM
TRAFFIC VOLUMES
ALTERNATE V

APPENDIX B

COMMUNITIES, PUBLIC AGENCIES AND UTILITIES

- 1. County Harford
- 2. County Seat Bel Air
- 3. Community Aberdeen
- 4. Schools Hall's Crossroads Elementary School
Hillsdale Elementary School
Bakerfield Elementary School
Aberdeen Middle School
Aberdeen Senior High School
- 5. Fire District Aberdeen Volunteer Fire Department
- 6. Recreation Area Marylander Club
- 7. Railroads Main Line - Amtrak Railroad
Track of Aberdeen Proving Grounds
Military Reservation
- 8. Utilities Baltimore Electric and Gas Company
Chesapeake and Potomac Telephone Company
- 9. Mass Transit No local bus service
Amtrak Railroad Passenger service
- 10. Religious Institutions Grace United Methodist Church
St. Joan of Arc Catholic Church
St. Paul's Lutheran Church
Grove Street Presbyterian Church
Bible Baptist Church
First Baptist Church of Aberdeen
Aberdeen Bible Mission
Church of Christ
Union Methodist Church
- 11. Regional Hospital Harford Memorial Hospital, Havre de Grace
- 12. Police Aberdeen Police Department
- 13. Federal Agencies Aberdeen Proving Grounds Military Reservation
Edgewood Arsenal



APPENDIX C

INVENTORY OF PERTINENT SOCIAL AND ECONOMIC FACTORS

105

APPENDIX C

INVENTORY OF PERTINENT SOCIAL AND ECONOMIC FACTORS
FOR MINOR CIVIL DIVISION (ELECTION DISTRICT) No. 2
HARFORD COUNTY

DISTRICT NO. 2

<u>Year</u>	<u>Population*</u>
1930	6,959
1940	6,828
1950	13,021
1960	23,236
1970	27,591
1976	30,311
Percent Change 1950-1960	78.5
Percent Change 1960-1970	18.7
Percent Change 1970-1976	9.9
Population Density (Persons per Square Mile)	481

* Harford County Planning and Zoning Commission

APPENDIX C

106

AGE COMPOSITION AND MOBILITY CHARACTERISTICS*
TOTAL POPULATION

Total Population

Male:

Under 6 years	1,746
6-15 years	3,080
16-24 years	4,789
25-44 years	3,978
45-64 years	2,243
65 and over	443

Median age 22.0

Female:

Under 6 years	1,548
6-15 years	2,977
16-24 years	2,316
25-44 years	3,643
45-64 years	2,076
65 and over	611

Median age 24.0

Percent Distribution

Male:

Under 6 years	10.7
6-15 years	
16-24 years	29.4
25-44 years	24.4
45-64 years	13.8
65 and over	2.7

Female:

Under 6 years	11.8
6-15 years	22.6
16-24 years	17.6
25-44 years	27.7
45-64 years	15.8
65 and over	4.6

Residence in 1965

Same House	9,049
Different House in Maryland	6,000
% Same County	85.9
Different State	8,298
Abroad	1,932
Moved, not Reported	1,522

*Maryland Department of State Planning - "Maryland 1970 Social Indicator Series Volume II: Age and Mobility Characteristics.

107

APPENDIX C
AGE COMPOSITION AND MOBILITY CHARACTERISTICS*
WHITE POPULATION

White Population

Male:

Under 6 years	1,402
6-15 years	2,543
16-24 years	4,298
25-44 years	3,322
45-64 years	2,008
65 and over	382

Median age 22.1

Female:

Under 6 years	1,268
6-15 years	2,418
16-24 years	1,956
25-44 years	2,991
45-64 years	1,892
65 and over	531

Median age 24.5

Percent Distribution

Male:

Under 6 years	10.0
6-15 years	18.2
16-24 years	30.8
25-44 years	23.8
45-64 years	14.4
65 and over	2.7

Female:

Under 6 years	11.5
6-15 years	21.9
16-24 years	17.7
25-44 years	27.1
45-64 years	17.1
65 and over	4.8

Residence in 1965

Same House	7,867
Different House in Maryland	4,980
% Same County	85.1
Different State	7,233
Abroad	1,625
Moved, not Reported	1,070

* Maryland Department of State Planning - "Maryland 1970 Social Indicator Series Volume II: "Age and Mobility Characteristics".

104

APPENDIX C
AGE COMPOSITION AND MOBILITY CHARACTERISTICS*
NON-WHITE POPULATION

Non-White Population

Male:

Under 6 years	344
6-15 years	537
16-24 years	491
25-44 years	656
45-64 years	235
65 and over	61

Median age 21.5

Female:

Under 6 years	280
6-15 years	559
16-24 years	360
25-44 years	652
45-64 years	184
65 and over	80

Median age 21.2

Percent Distribution

Male:

Under 6 years	14.8
6-15 years	23.1
16-24 years	21.1
25-44 years	28.2
45-64 years	10.1
65 and over	2.6

Female:

Under 6 years	13.2
6-15 years	26.4
16-24 years	17.0
25-44 years	30.8
45-64 years	8.7
65 and over	3.8

Residence in 1965

Same House	1,182
Different House in Maryland	1,020
% Same County	90.0
Different State	1,065
Abroad	307
Moved, not Reported	452

* Maryland Department of State Planning - "Maryland 1970 Social Indicator Series Volume II: Age and Mobility Characteristics".

109

APPENDIX C
LABOR FORCE AND EMPLOYMENT CHARACTERISTICS*

TOTAL POPULATION

Total Labor Force

Male	10,277
Female	3,403

Participation Rate

Male:	
% 16-64 in L. F.	92.3
% 16-24 in L. F.	89.4
% 25-44 in L. F.	98.0
% 45-64 in L. F.	88.4
Female:	
% 16-64 in L. F.	41.2
% 16-24 in L. F.	38.6
% 25-44 in L. F.	40.1
% 45-64 in L. F.	45.9

Occupation of Employed Persons

Male:	
Total	4,764
% Prof., Tech., etc.	21.5
% Managers & Admin. except Farm	10.5
% Clerical and Sales	11.4
% Craftsmen, Foremen & Kindred workers	19.4
% Operatives	14.5
% Laborers except Farm	6.3
% Farm Workers	2.4
% Service Workers	8.5
Female:	
Total	3,013
% Prof., Tech., etc.	15.6
% Managers & Admin. except Farm	3.0
% Clerical and Sales	43.3
% Craftsmen, Foremen & Kindred workers	1.2
% Operatives	10.4
% Laborers except Farm	.8
% Farm Workers	.4
% Service Workers	17.9

* Maryland Department of State Planning - Maryland 1970 Social Indicator Series Volume IV: "Labor Force and Employment Characteristics".

110

APPENDIX C
EDUCATIONAL CHARACTERISTICS*
TOTAL POPULATION

School Enrollment (Persons 3-34 years)

Nursery	93
Kindergarten	731
Elementary	4,953
High School	1,881
College	671

School Enrollment Rates (% of Pop. Enrolled)

% 3-4 years old	12.6
% 5-13 years old	94.5
% 14-17 years old	86.6
% 18-21 years old	14.2
% 22-34 years old	7.2

Educational Attainment (25 years and over)

Males:

Median Education	12.3
% 8 or less	22.0
% 9-11	17.9
% 12	30.9
% over 12	29.1
% 1-3 years	10.1
% 4 years	9.0
% 5 years or more	10.0

Females:

Median Education	12.2
% 8 or less	21.4
% 9-11	22.0
% 12	36.6
% over 12	20.0
% 1-3 years	10.9
% 4 years	7.6
% 5 years or more	1.5

Vocational Training
(Pop. 16-64 with less than 15 years of school)

% with Vocational Training	
Males	44.0
Females	25.9

*Maryland Department of State Planning - Maryland 1970 Social Indicator Series Volume I: "Educational Characteristics".

APPENDIX C
INCOME CHARACTERISTICS*
TOTAL POPULATION

<u>Number of</u>	
Families	6,756
Unrelated Persons	4,827
Average Family Size	3.6
 <u>Family Income Source</u>	
% Wage and Salary	94.3
Self-Employed	626
% Farm	2.3
% Non-farm	7.0
% Social Security or Railroad Retirement	10.1
% Public Asst. /Welfare	2.0
% Other Income	36.7
 <u>Income of Families</u>	
% Under \$ 4,000	9.2
% Over \$10,000	46.7
% Over \$15,000	19.6
 <u>Median Income</u>	
Families	9,493
Unrelated Persons	2,956
 <u>Poverty Status</u>	
<u>Below Poverty Level</u>	
Families:	
Number	453
% of Total	6.7
% with Children under 18	82.8
Unrelated Persons:	
Number	371
% of Total	30.4
 <u>Ratio of Family Income to the Poverty Level</u>	
% Less than .50	2.2
% .50 - .99	4.4
% 1.00 - 1.49	10.8
% 1.50 - 1.99	13.2
% 2.00 - or more	69.3

* Maryland Department of State Planning - "Maryland 1970 Social Indicator Series Volume III: Income Characteristics".

112

APPENDIX C

FAMILY INCOME DISTRIBUTION, 1969*

Under \$2,000	224
\$2,000 to \$2,999	131
\$3,000 to \$3,999	264
\$4,000 to \$4,999	329
\$5,000 to \$9,999	2,653
\$10,000 to \$14,999	1,833
\$15,000 to \$24,999	1,077
\$25,000 and over	245
Median Family Income	9,493

* Maryland Department of State Planning - "Maryland Family Income Characteristics 1970 Census".



DEPARTMENT OF THE ARMY
U S ARMY ABERDEEN PROVING GROUND
ABERDEEN PROVING GROUND, MARYLAND 21005

STEAP-PE-E

Maryland Department of Transportation
State Highway Administration
ATTN: Chief, Bureau of Bridge Design
P. O. Box 717
300 West Preston Street
Baltimore, Maryland 21203

24 May 1977
RECEIVED
MAY 24 1977
BUREAU OF BRIDGE DESIGN

Gentlemen:

Reference is made to your letter May 5, subject: "Contract No. H 665-000-478 F.A.P. No. RR 18 (19) High Speed Railroad Grade Crossing Elimination at Bel Air Ave. (Md. 132)".

We have reviewed the drawing attached to the referenced letter depicting an alignment proposal offered by the Town Commissioners of Aberdeen and believe the following observations to be pertinent:

- a. Despite the connection between Maryland Route ²²24 and Aberdeen Road provided under this plan, it would appear that a substantial number of vehicles would still use streets in the residential area adjoining Aberdeen Road to obtain access to the new crossing structure.
- b. If the proposal were implemented, it would be necessary for that portion of Aberdeen Road between Bel Air Avenue and the entrance to Aberdeen Proving Ground to be conveyed to the State. There would appear to be no barrier to such a conveyance.
- c. Implementation of this plan would require relocation of our present fence and control buildings at the Aberdeen Road entrance into the reservation. This relocation would require funding from the crossing elimination project.
- d. We would desire access from the new connector road to our property on either side of this road.



STEAP-PE-E

24 May 1977

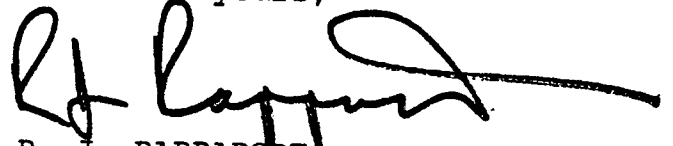
Maryland Department of Transportation

e. There are Government-owned water and sewer lines which would be crossed by the proposed connector roads; necessary rights-of-way for these utilities would be required within the right-of-way or easement provided the State for the new roadway.

Although this proposal is not reflected in our present planning, further analysis may show that it can be made compatible with proposed adjacent land uses.

If additional consideration is to be given this proposal, we would wish to discuss the matter further.

Sincerely yours,



R. J. RAPPAPORT
Colonel, CE
Director of Facilities Engineering



Maryland Department of Transportation

State Highway Administration

APPENDIX E

115

Hermann K. Intemann
Secretary
M. S. Caltrider
Administrator

September 21, 1978

MEMORANDUM

TO: Mr. George L. Hester
Relocation Assistance Officer

FROM: Raymond A. Saffron
Relocation Assistance Officer

SUBJECT: Contract No. H 665-001-482
F.A.P. No. RR 18 (19)
High Speed Railroad Grade Crossing
Elimination at Bel Air Avenue (Md. Rte. 132)
Gen. File: 69325

In answer to your telephone request for information on the revised alternates (II, IV, V and VI) of the above captioned project, please be advised that as a result of the revising of the alternates, there will be no relocation assistance involved on this project, with the exception of an estimated \$10,000.00 moving cost which applies to a warehouse on Alternate VI which is apparently being used to store some boxed material.

I do not have copies of the letter of request from the consultant or copies of the plans covering the revised alternates; however, this information is available in the Right of Way District 4 file if needed.

I am enclosing a copy of the Right of Way Cost Estimate for the new alternate with a \$10,000.00 moving cost estimate on Alternate IV circled.

Raymond A. Saffron

RAS/ehg
Encl.

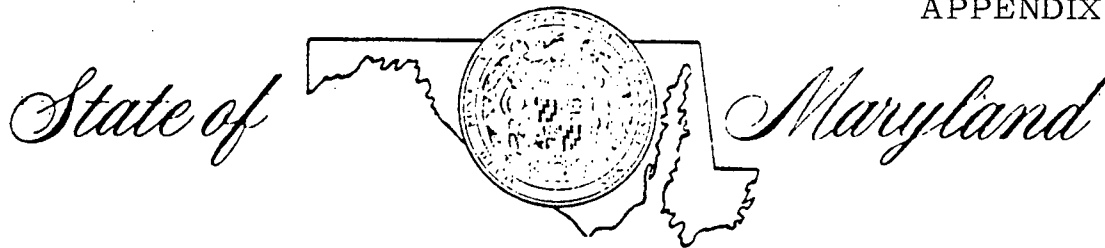
cc: Stephen E. Maged



SEP 22 1978

FINIX
BUREAU OF RELOCATION ASSISTANCE
OFFICE OF REAL ESTATE

My telephone number is _____



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

November 9, 1978

Mr. Charles R. Anderson, Chief
 Bureau of Landscape Architecture
 Joppa and Falls Roads
 Brooklandville, Maryland 21022

Dear Mr. Anderson:

RE: Contract H 665-001-482
 F.A.P. No. RR 18(19)
 Bel Air Avenue High Speed
 Railroad Grade Crossing
 Elimination

We have reviewed the Air Quality Analysis prepared for the above subject project and have found that it is consistent with the Programs' plans and objectives.

Thank you for the opportunity to review this analysis.

Sincerely yours,

William K. Bonta
 William K. Bonta, Chief
 Division of Program Planning & Analysis
 Air Quality Programs

WKB:bac

RECEIVED

C. R. ANDERSON



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

March 19, 1975

Mr. Saul Smith, Project Engineer
Porter and Ripa Associates, Inc.
200 Madison Avenue
Morristown, N.J. 07960

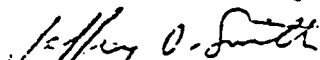
SUBJ: High Speed Railroad Grade Eliminations
Ebenezer Road, Chase, Baltimore County
Contract No. B175-478, State Clearinghouse Control No. 72-3-121
Patapsco Avenue, Chesaco Park, Baltimore County
Contract No. B176-478, State Clearinghouse Control No. 72-3-118
Bel Air Avenue, Aberdeen, Harford County
Contract No. H665-478, State Clearinghouse Control No. 73-8-504
Michaelsville-Chelsea Roads, Perryman, Harford County
Contract No. H610-478, State Clearinghouse Control No. 72-3-122

Dear Mr. Smith:

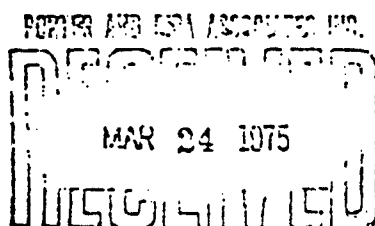
We have reviewed the 200'-scale plans for the above referenced projects and find no wetland or stream systems within the study areas which would be governed by the Natural Resources Code, Title 8 and 9.

However, sediment control provisions will be reviewed in the design phase in accordance with standard administrative procedures. If you have any questions, please advise.

Very truly yours,


Jeffrey O. Smith

JOS:klm
cc: Mrs. Nancy Knipple, SHA



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

February 28, 1975

Mr. Saul Smith
 Project Engineer
 Porter and Ripa Associates, Inc.
 200 Madison Avenue
 Morristown, New Jersey 07960

RE: High Speed Railroad Grade Elimination
 Michaelsville-Chelsea Roads, Perryman, Harford County
 Bel Air Avenue, Aberdeen, Harford County
 Ebenezer Road, Chase, Baltimore County

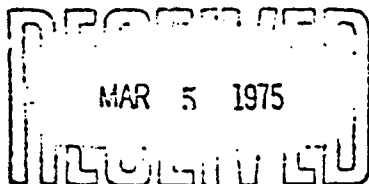
Dear Mr. Smith:

Thank you for your letter of February 18, 1975, inquiring about historic or archaeological sites which may be in the area of the railroad grade eliminations stated above. The Maryland inventory indicates that there are none in the region covered by your maps of the Bel Air Avenue and Ebenezer Road grade eliminations.

However, the inventory does indicate two buildings of historical importance which have been circled in red on your map of Michaelsville-Chelsea Roads, Perryman, Harford County. These are: Spesutia Church (HA-249) and Spesutia Vestry (HA-250). Spesutia Church is one of the three parishes established by the Church of England in Maryland by order of William and Mary in 1688. The present church is the fourth building placed on the same foundation and built from the original brick fired in Harford County. The brick, one-story vestry is of one room, two bays by one, and was built in 1766.

I hope that this will provide you with the information you need. Please contact us again if you require more.

PORTER AND RIPA ASSOCIATES, INC.



Sincerely,

George J. Andreve

George J. Andreve
 Assistant Architectural
 Historian

GJA:sh
 Encls.: maps

Historical and Cultural Administration
Department of Economic and Community Development

BOARD OF EDUCATION OF HARFORD COUNTY

45 EAST GORDON STREET
BEL AIR, MARYLAND 21014
301-838-7300

May 15, 1974

W. MILES HANNA, President, Whiteford
CHARLES F. NEALY, Vice President, Aberdeen
MRS. HERMAN P. GAY, Aberdeen
GEORGE R. LITCHFIELD, Edgewood
MRS. E. HENRY RICHARDSON, Havre de Grace
THOMAS SNODGRASS, Street
BENJAMIN P. TOBIN, Bel Air

APPENDIX I

119

A. A. ROBERTY
Superintendent of Schools

ALDEN H. HALSEY
Assistant Superintendent
for Instruction

EARL J. LIGHTCAP, JR.
Assistant Superintendent
for Administration

Mr. Howard H. Bowers, Chief
Bureau of Bridge Design
Maryland Department of Transportation
P. O. Box 717
300 West Preston Street
Baltimore, Maryland 21203

Dear Mr. Bowers:

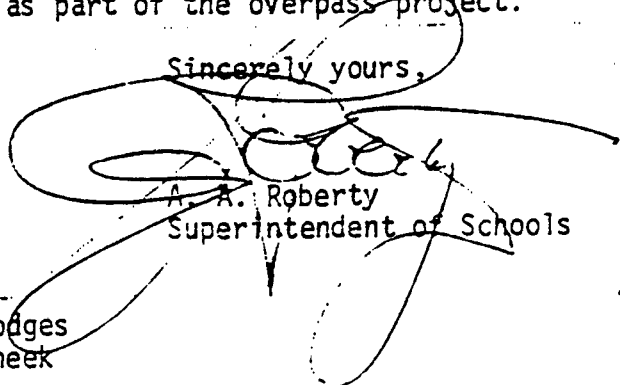
Reference is made to your letter of May 2, 1974, regarding the contemplated elimination of the high speed railroad grade crossing located at State Route 132.

Our pupil transportation department stopped using the Penn Central grade level crossing at State Route 132 when Route 22, which overpassed Route 40 and both railroad tracks, was completed. The closing of that crossing and the construction of another overpass would have little, if any, impact upon that phase of our operation.

As you well know, there have been many pedestrian and vehicular fatalities at that crossing over the years. The construction of the proposed overpass and the closing of the existing grade level crossing should certainly result in increased safety for the people who must move about in that area.

I respectfully suggest that you seriously consider the inclusion of a pedestrian walkway as part of the overpass project.

Sincerely yours,


A. A. Roberty
Superintendent of Schools

AAR/dd

cc: Mr. Warren D. Hodges
Mr. Howard R. Cheek

RECEIVED

MAY 20 1974

DEPT. OF TRANSPORTATION

✓



126

State Highway Administration

ROADWAY ESTIMATE

Harford COUNTY CONTRACT NO. H 665-482

ROUTE Bel Air Avenue DESCRIPTION Alternate IV

TYPE IMPROVEMENT Elimination of Railroad Grade Crossing

LENGTH 840 LF (Ramp C)

TYPICAL SECTION 2 - 18' lanes with curbing and 10 ft. shoulder (Ramp C)

PREPARED BY S.J.S. Checked by: W.R.S. DATE 9/15/78

ESTIMATED COST

Table with 3 columns: Category, Description, and Cost. Includes categories like Preliminary, Grading, Drainage, Paving, and Shoulder.

ROADWAY CONSTRUCTION COST 395,440

CONTINGENCIES (10%) 39,360

ALLOWANCE FOR SMALL CONTRACT

TOTAL ROADWAY CONSTRUCTION COST 434,800

STRUCTURE COST and Pedestrian Overpass 506,000

INTERCHANGE COST

NET CONSTRUCTION 940,800

STRUCTURES ESTIMATE

Baltimore COUNTY CONTRACT NO. H 665-482
 DATE 9/13/78 ROUTE Bel Air Avenue
 DESCRIPTION Alternate IV

PREPARED BY S.J.S. CHECKED BY W.R.S.

ESTIMATED COST

Structure:
 Dual _____ Single X

Location Bel Air Avenue - Aberdeen

Type Single-span

Note: For dimensions and clearances see next page

Area 2880 S. Ft. x \$ 100.00 /S. Ft. \$288,000
 Area _____ S. Ft. x \$ _____ /S. Ft. _____

Maint. of Traffic. _____
 Removal of Existing Structure. _____
 Miscellaneous. _____

Remarks: _____

Culverts \$ _____
 Others . Pedestrian Overpass \$ 218,000

CONSTRUCTION COST. \$

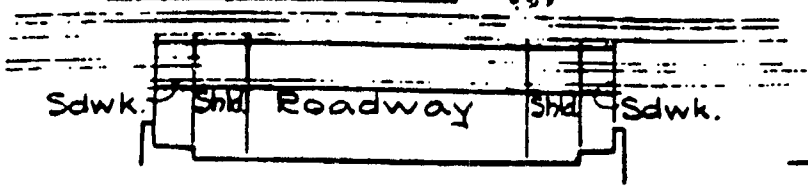
CONTINGENCIES. \$ _____

STRUCTURE COST. TOTAL \$ 506,000

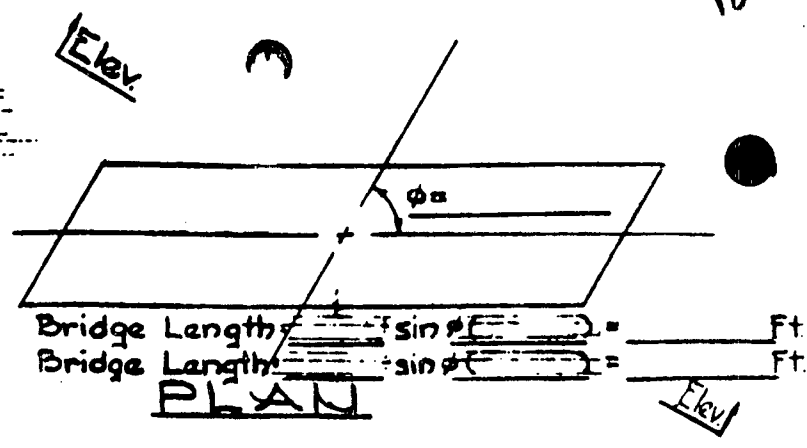
ENGINEERING OVERHEAD, ETC. % \$ _____

TOTAL COST

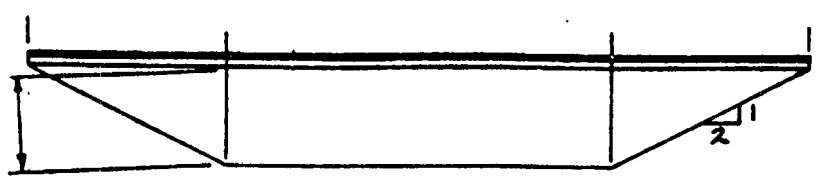
BRIDGES



Bridge Width = _____ Ft.
 Bridge Width = _____ Ft.
TYPICAL SECTION



Bridge Length = _____ Ft.
 Bridge Length = _____ Ft.
PLAN

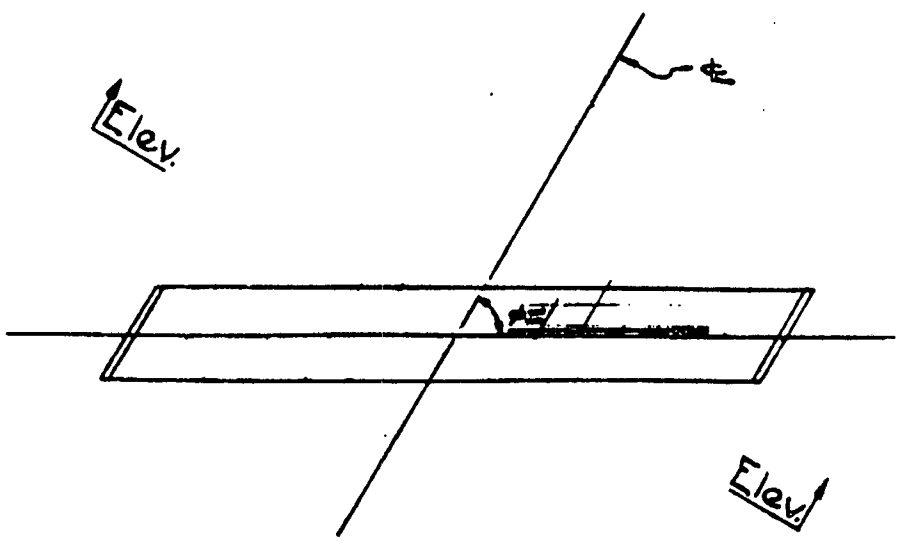


ELEVATION

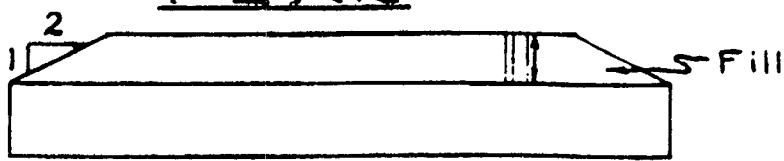
BOX CULVERTS

Area = _____ x _____ = _____ S.F.
 Area = _____ x _____ = _____ S.F.
 Total = _____ S.F.

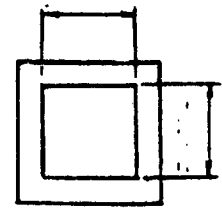
Length = _____ + sin ϕ = _____ Ft. Width = _____ Ft. Area = $W \times L$ = _____ S.F.



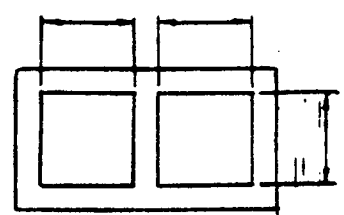
PLAN



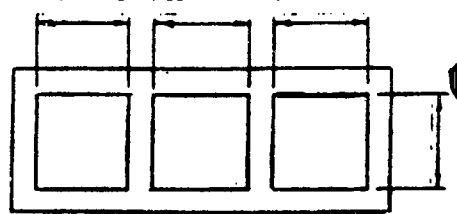
ELEVATION



1 CELL



2 CELL



3 CELL

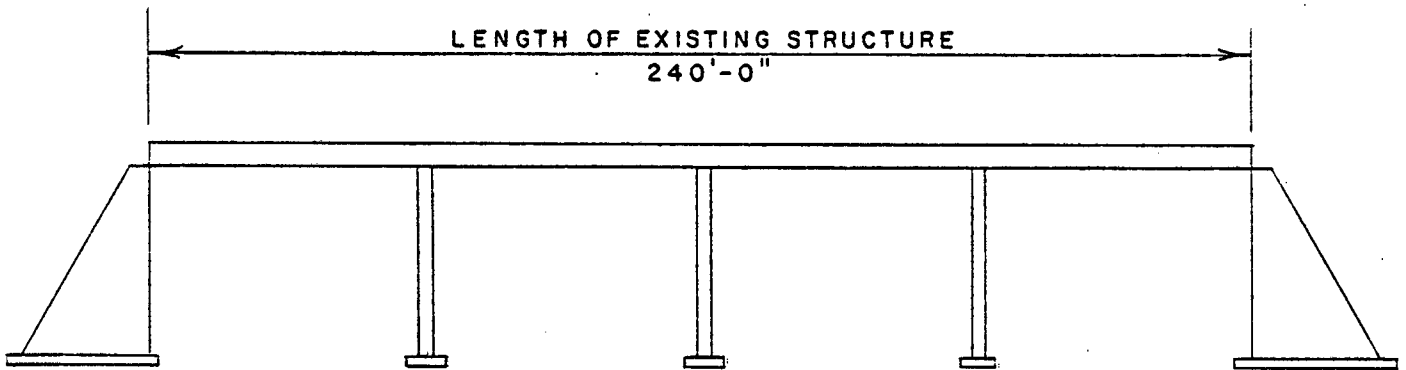
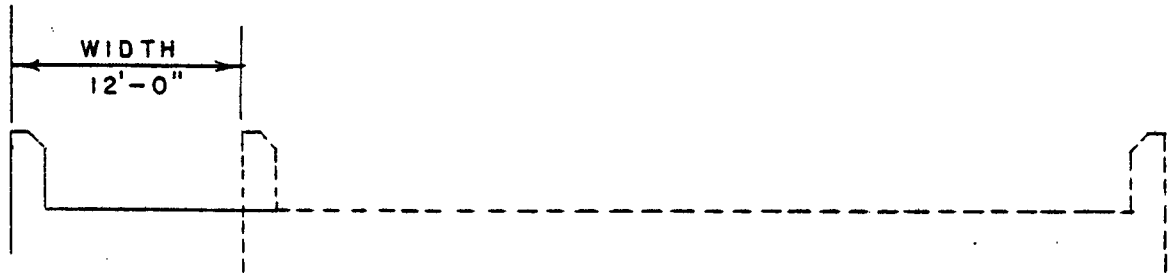
APPENDIX J
BRIDGE WIDENING

Sheet 3 of 6

123

Bel Air Avenue

Alternate IV



$$\text{Area} = 240 \times 12 = 2880 \text{ S.F.}$$



124

State Highway Administration

ROADWAY ESTIMATE

Harford COUNTY CONTRACT NO. H 665-482

ROUTE Bel Air Avenue DESCRIPTION Alternate V (Overpass)

TYPE IMPROVEMENT Elimination of Railroad Grade Crossing

LENGTH 7995 LF

TYPICAL SECTION 26 ft. pavement w/5' sidewalk and 10 ft. shoulder

PREPARED BY S.J.S. checked by: W.R.S. DATE 9/15/78

ESTIMATED COST

Category 1 - Preliminary		\$ 75,000
Category 2 - Grading		\$ 251,000
Class 1 600 cy @ \$6/cy =	\$ 3,600	
Borrow 43,000 cy @ \$5/cy =	215,000	
Other =		
Category 3 - Drainage		\$ 40,600
Category 5 - Paving	Rigid Flexible	\$ 201,950
Surface Course 5180 ton @ \$15/ton =	\$ 77,700	
Base Course 14,650 sy @ \$7/sy =	102,550	
Subbase 10,850 sy @ \$2/sy =	21,700	
Paving Section		
Category 6 - Shoulder		\$ 186,936
Double Surface Treatment 12,030 sy @ \$0.70/sy =	\$ 8,421	
Base Course 12,030 sy @ \$2.50/sy =	30,075	
Curb & Gutter 5350 LF @ \$13/LF =	69,550	
Other, sidewalk 5350 sy @ \$8/LF =	42,800	
Subbase 12,030 sy @ \$3/sy =	36,090	
Category 7 - Landscaping (Erosion & Sediment Control)		\$ 8,000
Category 8 - Utilities		\$ 20,000
Signing & Marking		7,000
Miscellaneous - Guard House Relocation		10,000
ROADWAY CONSTRUCTION COST		800,486
CONTINGENCIES (10%)		80,114
ALLOWANCE FOR SMALL CONTRACT		

TOTAL ROADWAY CONSTRUCTION COST		880,600
STRUCTURE COST	Retaining Walls & Pedestrian Overpass	2,685,620
INTERCHANGE COST	Modification of Electrification facilities	340,000
NET CONSTRUCTION		3,906,220

STRUCTURES ESTIMATE

Baltimore COUNTY CONTRACT NO. H 665-482
 DATE 9/13/78 ROUTE Bel Air Avenue
 DESCRIPTION Alternate V (Overpass)

PREPARED BY S.J.S. CHECKED BY W.R.S.

ESTIMATED COST

Structure:
 Dual _____ Single X

Location Bel Air Avenue - Aberdeen

Type Single-span

Note: For dimensions and clearances see next page

Area 6027 S. Ft. x \$ _____ /S. Ft. \$ 361,620
 Area _____ S. Ft. x \$ _____ /S. Ft. _____

Maint. of Traffic. _____
 Removal of Existing Structure. _____
 Miscellaneous. Retaining walls (2450' long) 1,766,000
 Modification of Electrification facilities 340,000

Remarks: _____

Culverts \$ _____
 Others Pedestrian Overpass \$ 218,000

CONSTRUCTION COST. \$

CONTINGENCIES. \$ _____

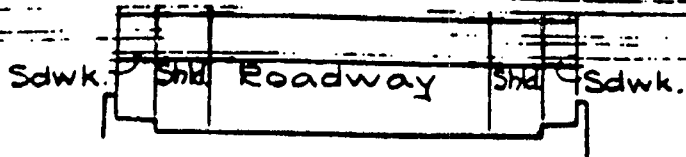
STRUCTURE COST. TOTAL \$ 2,685,620

ENGINEERING OVERHEAD, ETC. % \$ _____

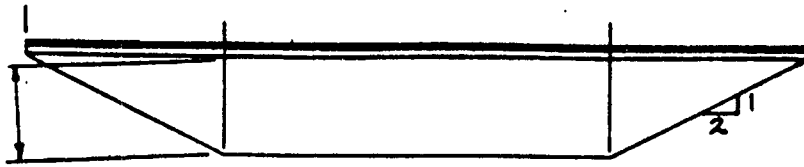
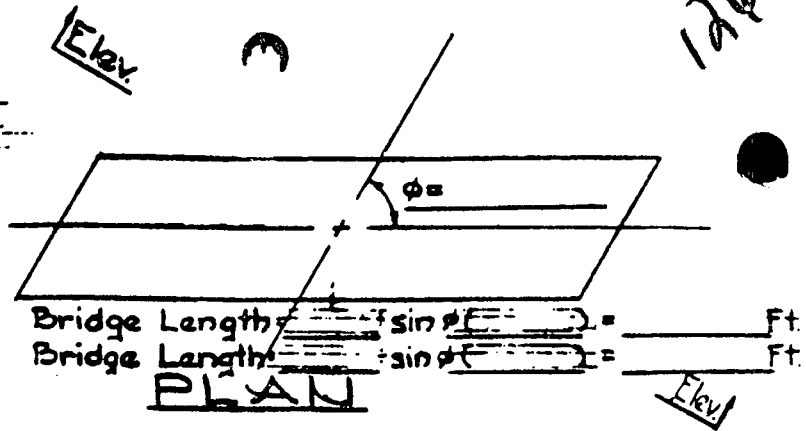
TOTAL COST

BRIDGES

12/6



Bridge Width _____ Ft.
 Bridge Width _____ Ft.
TYPICAL SECTION

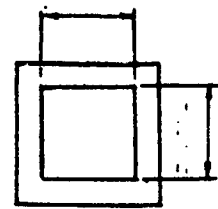
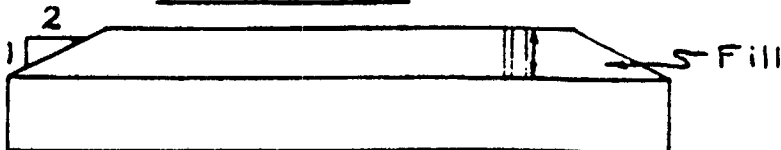
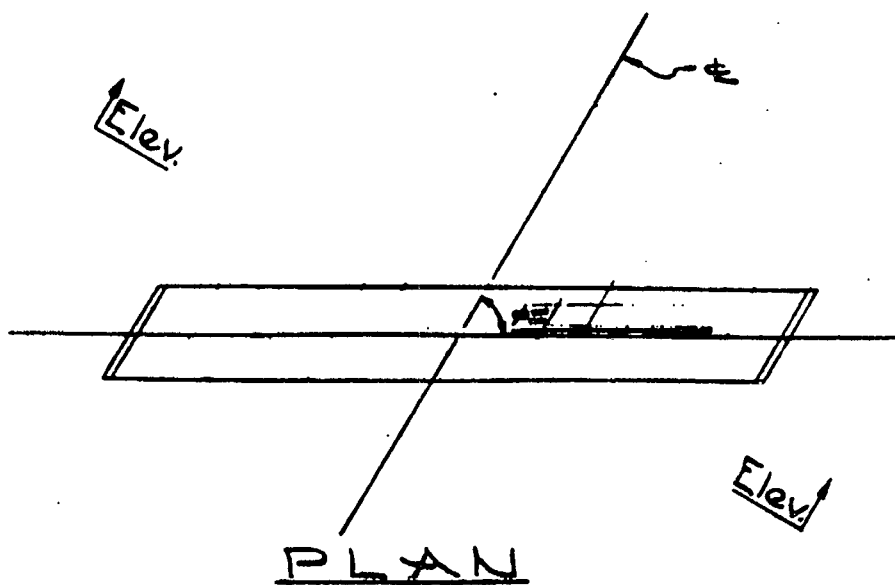


ELEVATION

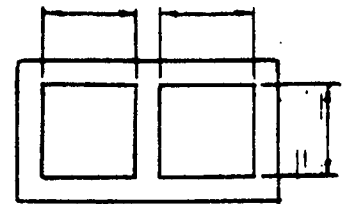
BOX CULVERTS

Area = _____ x _____ = _____ S.F.
 Area = _____ x _____ = _____ S.F.
 Total = _____ S.F.

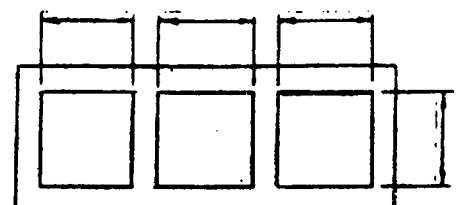
Length = _____ + sin ϕ E = _____ Ft. Width = _____ Ft. Area = W x L = _____ S.F.



1 CELL



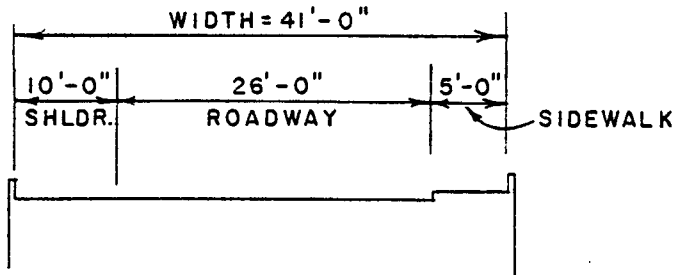
2 CELL



3 CELL

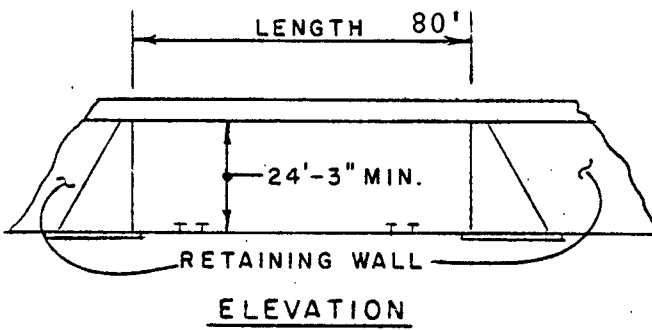
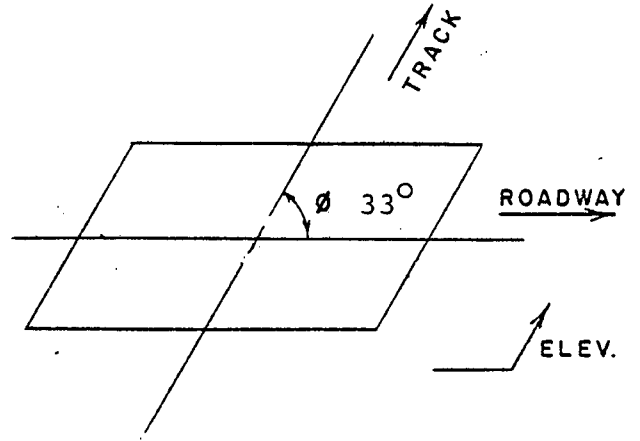
127

OVERPASS



Bel Air Avenue

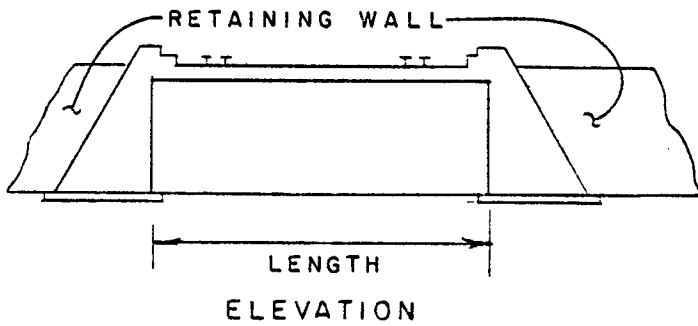
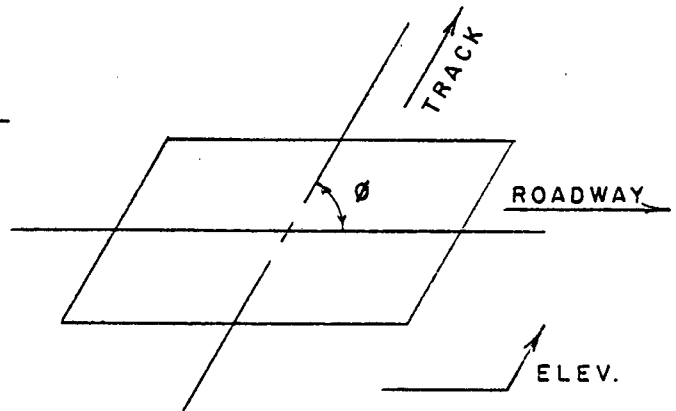
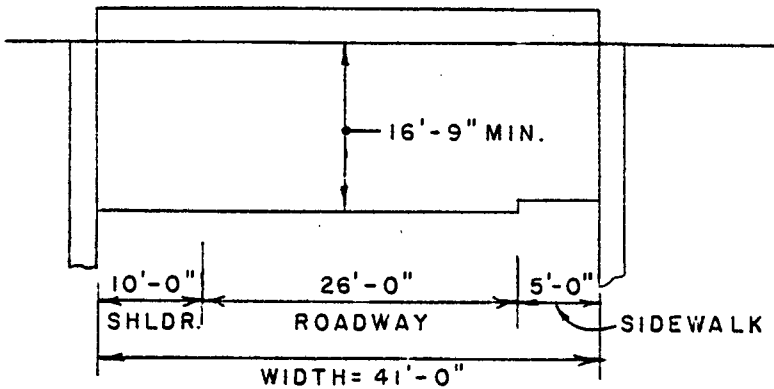
Alternate V



$$\text{Length } (80') \div \sin \theta (.5446) = \underline{147} \text{ feet}$$

$$\text{Area} = \underline{147} \times \underline{41} = \underline{6027} \text{ S.F.}$$

UNDERPASS



ASSESSMENT OF SIGNIFICANT ENVIRONMENTAL EFFECTS

86/1

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>See Page Number</u>
A. Land Use Considerations			
1. Will the action be within the 100 year flood plain?	___	<u>X</u>	<u>6-23</u>
2. Will the action require a permit for construction or alteration within the 50 year flood plain?	___	<u>X</u>	<u>21</u>
3. Will the action require a permit for dredging, filling, draining or alteration of a wetland?	___	<u>X</u>	<u>21</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>	<u>---</u>
5. Will the action occur on slopes exceeding 15%?	___	<u>X</u>	<u>---</u>
6. Will the action require a grading plan or a sediment control permit?	<u>X</u>	___	<u>21</u>
7. Will the action require a mining permit for deep or surface mining?	___	<u>X</u>	<u>---</u>
8. Will the action require a permit for drilling a gas or oil well?	___	<u>X</u>	<u>---</u>
9. Will the action require a permit for airport construction?	___	<u>X</u>	<u>---</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>	<u>---</u>

128

	<u>Yes</u>	<u>No</u>	<u>See Page Number</u>
11. Will the action affect the use of a public recreation area, park, forest, wildlife management area, scenic river or wildland?	___	<u>X</u>	<u>9-13</u>
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>	<u>9-25</u>
13. Will the action affect the use of an archaeological or historical site or structure?	___	<u>X</u>	<u>25</u>
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>	<u>23</u>
15. Will the action require the construction, alteration or removal of a dam, reservoir or waterway obstruction?	___	<u>X</u>	<u>---</u>
16. Will the action change the over-land flow of storm water or reduce the absorption capacity of the ground?	<u>X</u>	___	<u>23</u>
17. Will the action require a permit for the drilling of a water well?	___	<u>X</u>	<u>---</u>
18. Will the action require a permit for water appropriation?	___	<u>X</u>	<u>---</u>
19. Will the action require a permit for the construction and operation of facilities for treatment or distribution of water?	___	<u>X</u>	<u>---</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>	<u>---</u>
21. Will the action result in any discharge into surface or sub-surface water?	___	<u>X</u>	<u>23</u>

	<u>Yes</u>	<u>No</u>	<u>See Page Number</u>
22. If so, will the discharge affect ambient water quality parameters and/or require a discharge permit?	<u> </u>	<u> X </u>	<u> 23 </u>
C. Air Use Considerations			
23. Will the action result in any discharge into the air?	<u> X </u>	<u> </u>	<u> 16 </u>
24. If so, will the discharge affect ambient air quality parameters or produce a disagreeable odor?	<u> </u>	<u> X </u>	<u> 16 </u>
25. Will the action generate additional noise which differs in character or level from present conditions?	<u> </u>	<u> X </u>	<u> 16 </u>
26. Will the action preclude future use of related air space?	<u> </u>	<u> X </u>	<u> --- </u>
27. Will the action generate any radiological, electrical, magnetic, or light influences?	<u> </u>	<u> X </u>	<u> --- </u>
D. Plants and Animals			
28. Will the action cause the disturbance, reduction or loss of any rare, unique or valuable plant or animal?	<u> </u>	<u> X </u>	<u> 5 </u>
29. Will the action result in the significant reduction or loss of any fish or wildlife habitats?	<u> </u>	<u> X </u>	<u> 6 </u>
30. Will the action require a permit for the use of pesticides, herbicides or other biological, chemical or radiological control agents?	<u> </u>	<u> X </u>	<u> --- </u>
E. Socio-Economic			
31. Will the action result in a pre-emption or division of properties or impair their economic use?	<u> X </u>	<u> </u>	<u> 15 </u>

131

	<u>Yes</u>	<u>No</u>	<u>See Page Number</u>
32. Will the action cause relocation of activities, structures or result in a change in the population density or distribution?	<u> </u>	<u> X </u>	<u> 15 </u>
33. Will the action alter land values?	<u> X </u>	<u> </u>	<u> 28 </u>
34. Will the action affect traffic flow and volume?	<u> X </u>	<u> </u>	<u> 3 </u>
35. Will the action affect the production, extraction, harvest or potential use of a scarce or economically important resource?	<u> </u>	<u> X </u>	<u> --- </u>
36. Will the action require a license to construct a sawmill or other plant for the manufacture of forest products?	<u> </u>	<u> X </u>	<u> --- </u>
37. Is the action in accord with federal, state, regional and local comprehensive or functional plans--including zoning?	<u> X </u>	<u> </u>	<u> 1 </u>
38. Will the action affect the employment opportunities for persons in the area?	<u> </u>	<u> X </u>	<u> 15 </u>
39. Will the action affect the ability of the area to attract new sources of tax revenue?	<u> </u>	<u> X </u>	<u> 15 </u>
40. Will the action discourage present sources of tax revenue from remaining in the area, or affirmatively encourage them to relocate elsewhere?	<u> </u>	<u> X </u>	<u> 15 </u>
41. Will the action affect the ability of the area to attract tourism?	<u> </u>	<u> X </u>	<u> --- </u>
F. Other Considerations			
42. Could the action endanger the public health, safety or welfare?	<u> </u>	<u> X </u>	<u> 1 </u>
43. Could the action be eliminated without deleterious effects to the public health, safety, welfare or the natural environment?	<u> </u>	<u> X </u>	<u> 1 </u>

	<u>Yes</u>	<u>No</u>	<u>See Page Number</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>	---

G. Conclusion

47. This agency will develop a complete environmental effects report on the proposed action.	---	<u>X</u>	(See Note Below)
--	-----	----------	------------------

NOTE:

The Federal Highway Administration has designated Bel Air Avenue a "major action" project, requiring a Negative Declaration with Air and Noise Studies. Therefore, the Environmental Effects Report (EER) need not be developed on the proposed action.