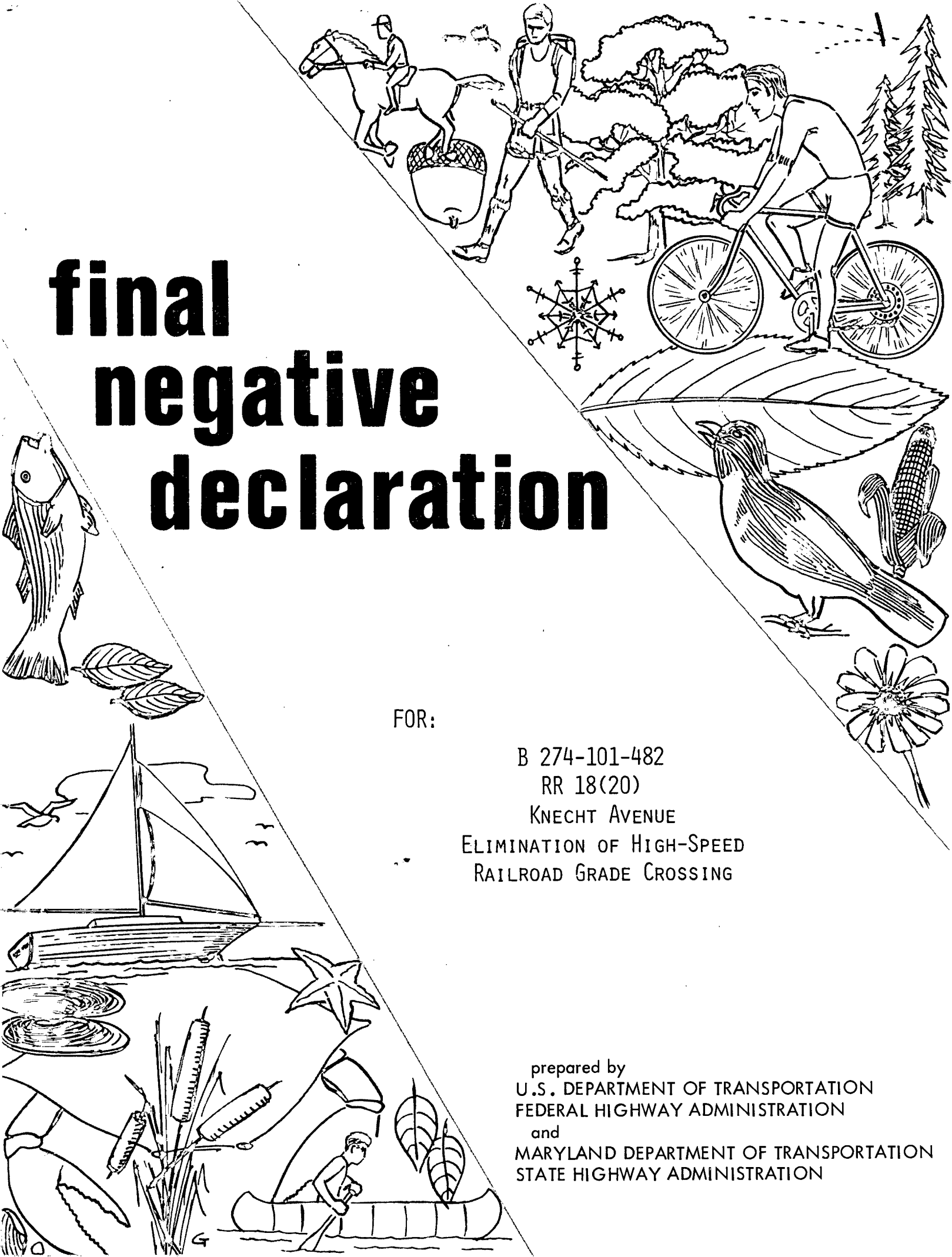


# final negative declaration



FOR:

B 274-101-482  
RR 18(20)  
KNECHT AVENUE  
ELIMINATION OF HIGH-SPEED  
RAILROAD GRADE CROSSING

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

REPORT NUMBER: FHWA-MD-NEG-79-05-F

REGION III

KNECHT AVENUE/AMTRAK  
ELIMINATION OF HIGH-SPEED  
RAILROAD GRADE CROSSING

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

6/17/80  
DATE

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

6/30/80  
DATE


by:   
Emil Elinsky  
Division Administrator  
Federal Highway  
Administration

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SUMMARY

1. Administrative Action

Federal Highway Administration

- ( ) Draft (X) Final
- (X) Negative Declaration
- ( ) 4(f) Involvement

2. The following individuals should be contacted if additional information concerning the proposed project is desired:

|                          |                           |
|--------------------------|---------------------------|
| Mr. Edward A. Terry, Jr. | Mr. Eugene T. Camponeschi |
| FHWA                     | SHA                       |
| The Rotunda-Suite 220    | 300 West Preston Street   |
| 711 West 40th Street     | Baltimore, Md. 21201      |
| Baltimore, Md. 21211     | Phone:(301)383-4327       |
| Phone:(301)962-4021      | Office Hours:8:15 a.m. to |
| Office Hours: 7:45 a.m.  | 4:15 p.m.                 |
| to 4:15 p.m.             |                           |

3. Description of Proposed Action

The proposed project involves the elimination of the high-speed railroad at-grade crossing at Knecht Avenue in Southern Baltimore County. The Federal-Aid Highway Safety Act of 1970 initiated the grade crossing elimination program which is to eliminate all public ground-level railroad/highway crossings along the Northeast Corridor Route. Congress has set the completion date for this program for February 4, 1981. Four alternatives and a No-Build Alternate were studied. Alternate 2-A has been selected.

4. Summary of Environmental Impacts for Selected Alternate

- a. Alternate 2A would require acquisition of 2 businesses and 3 dwellings.
- b. Several entrances on Parker Avenue would be removed and/or relocated by Alternate 2-A.
- c. Alternate 2-A would result in a reduction in response time for emergency vehicles needing to cross the railroad tracks.

5. Summary of Alternates Studied

Alternate 1 and 1-A proposed improvements along Parker Avenue to go under the Amtrak railroad. Alternate 1 proposed temporary runaround tracks to maintain train traffic. Alternate 1-A proposed construction with the tracks in place and the use of temporary piers and abutments to be

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followed by permanent ones. One or two tracks could have been constructed at a time.

Alternate 3A proposed an industrial boulevard from Benson Avenue to Washington Boulevard utilizing the existing underpass of I-95. This alternate included a pedestrian overpass near the existing at-grade crossing.

With the No-Build Alternate, no improvements would have been made to the existing network of roads except normal maintenance. A pedestrian overpass, as in Alternate 2-A and 3-A would also have been constructed.

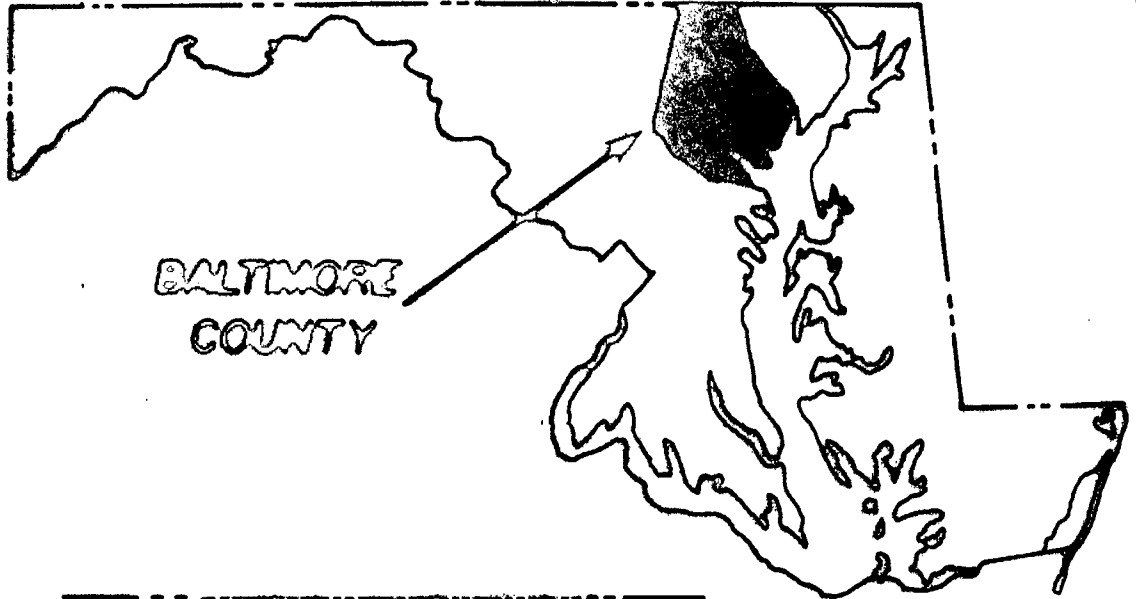
All of these Alternates were discussed in the Draft Negative Declaration which was completed in July of 1979. Reasons these Alternates were dropped and 2-A was selected, are discussed on page 21 .

#### 6. Selected Alternate 2-A

Alternate 2A follows the same basic alignment as Alternate 1 and 1-A, however, with an overpass of the railroad. The overpass splits into 2 ramps, one curving north and one curving south with both tying into Southwestern Boulevard. A pedestrian overpass would be constructed independent of the two ramps.

# MARYLAND

6

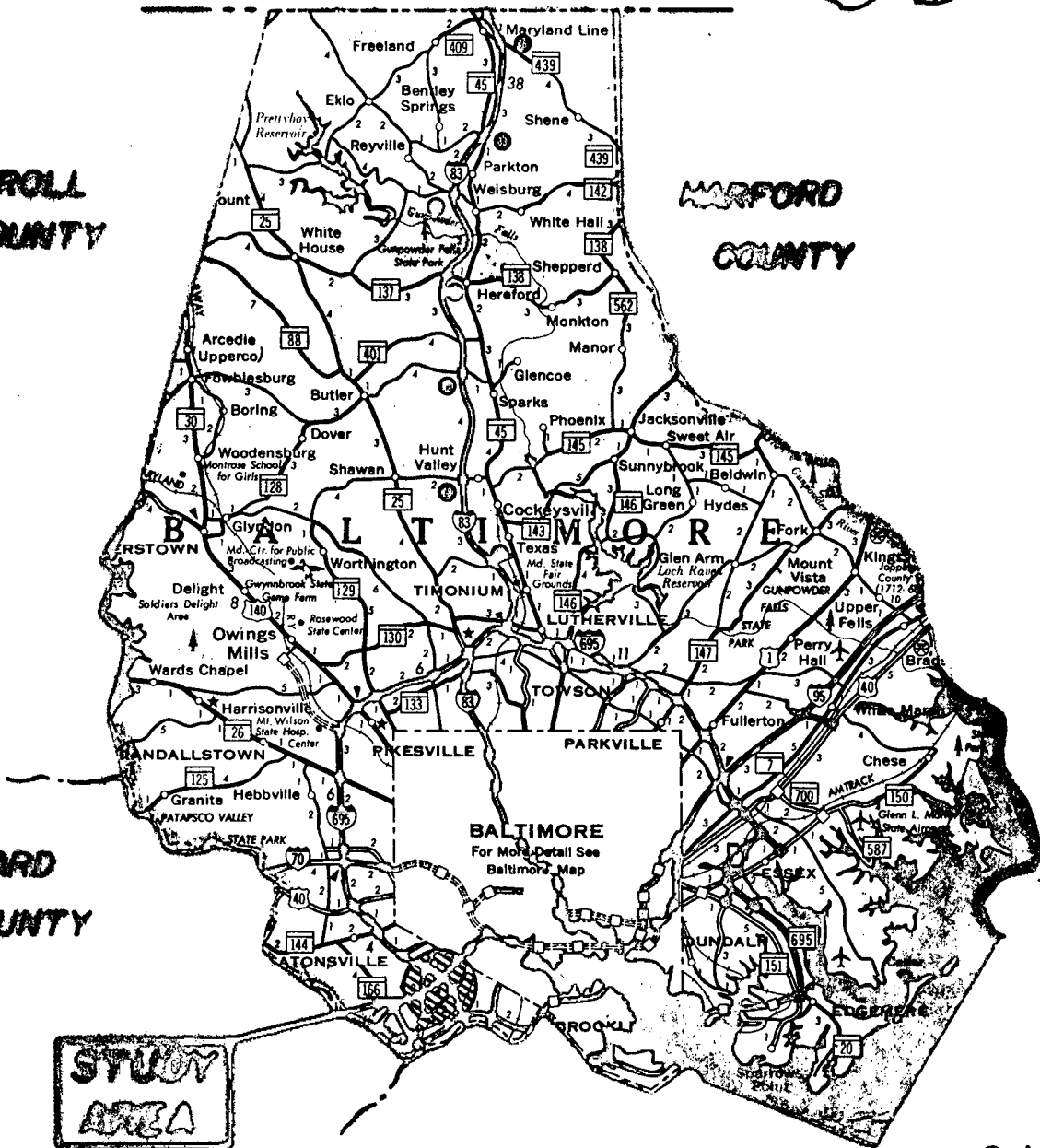


## BALTIMORE COUNTY

## CARROLL COUNTY

## MARFORD COUNTY

## HOWARD COUNTY



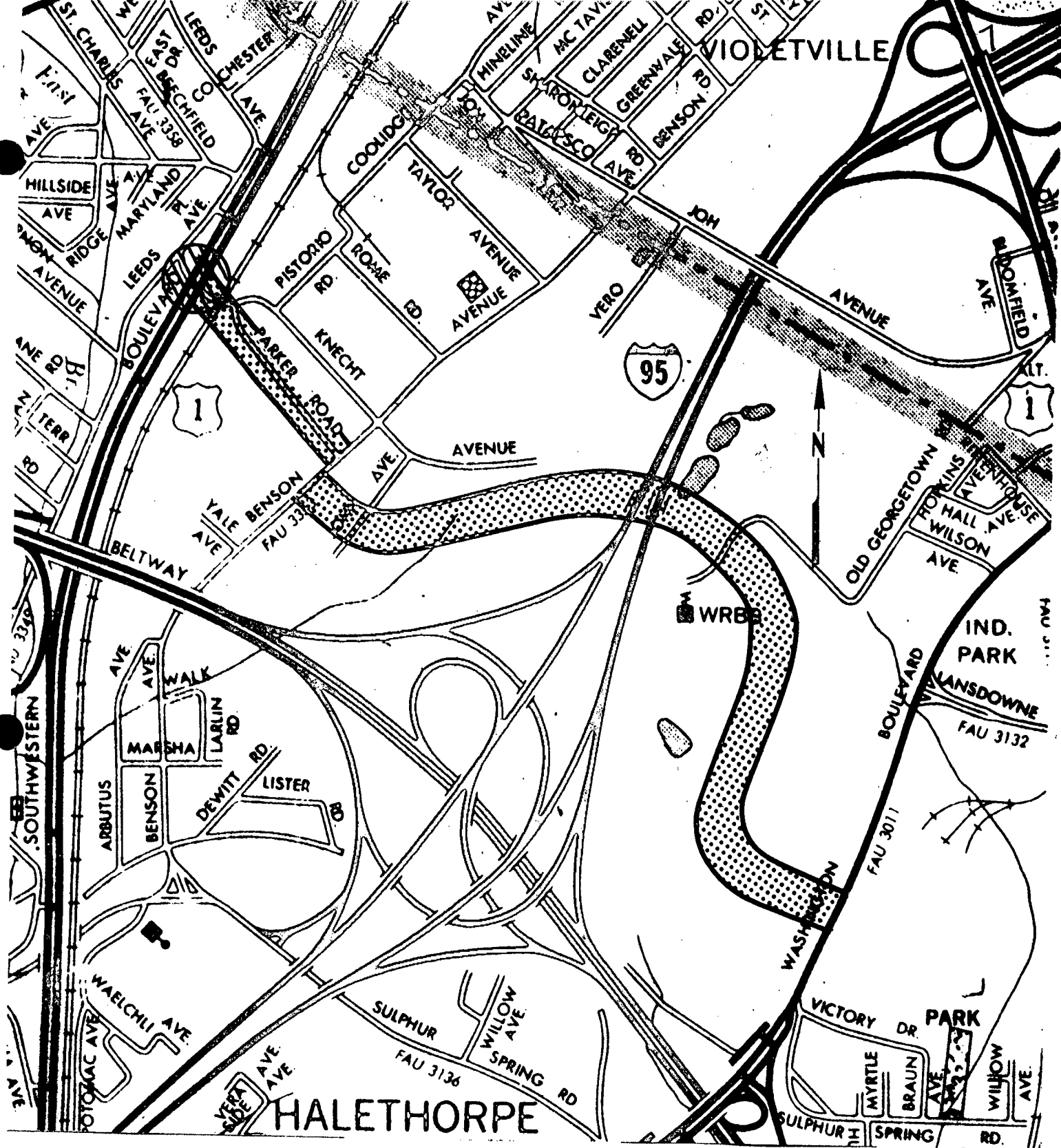
**STUDY AREA**



**SCALE**

## LOCATION MAP

FIG. 1



SCALE: 1" = 1000'

 EXISTING GRADE CROSSING

# STUDY AREA MAP

4

## II. LOCATION AND DESCRIPTION OF PROJECT

### A. Location

#### 1. General

The proposed project is located in southern Baltimore County. The study area encompasses approximately four square miles included in both southwest Baltimore City and Baltimore County. The existing at-grade railroad crossing is located approximately 2000 feet south of the city line and just east of Southwestern Boulevard. See Figures 1 and 2.

#### 2. Socio-Economic

The Knecht Avenue railroad crossing is in an industrial area with light manufacturing and trucking firms. This industrial area is surrounded by several residential neighborhoods which include Arbutus, Halethorpe, Maiden Choice, Lansdowne, and Violetville, of which Arbutus and Violetville are the closest to the existing crossing. Also a tract of industrially zoned vacant land is located east of the existing railroad crossing.

The four census tract area in Baltimore County had a population of 15,164 in 1970. This declined to 14,181 by 1978, representing a 6.4% decrease. Additionally, the Regional Planning Council's Southwestern Regional Planning District (containing the pertinent census tracts) declined in population by 4%. Even though a population decrease is apparent, a certain residential stability is indicated by the percentage of owner occupied houses. The average percentage of owner occupied houses in the study area is 66.8% which compares favorably with the figure for the state with 55% and for Baltimore County with 68%. Over 90% of the residents have lived in the study area for more than 5 years, emphasizing neighborhood stability. The median income for the study area was \$10,860, slightly below that of the county and the state of \$12,081 and \$11,063 respectively.

The study area is serviced by two police stations, the Southwest District Police Station in Baltimore City and the Wilkens Station for Baltimore County. There are three Fire Stations in or near the study area; Violetville, Arbutus, and Lansdowne Volunteer Fire Departments. It is the position of the Baltimore County Fire Department that the grade crossing should not be closed unless a suitable overpass or underpass facility is constructed. Currently, depending on the type of emergency being responded to, the Crossing may be used. That decision is a judgement of the unit responding to the call and the location from where they are at the time of the call. Both the Fire Department and the Police Department have been forced to wait for the



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at-grade crossing to clear during emergency calls. The estimated loss of time for a second unit to respond via an alternate route is 4-7 minutes.

There are twelve schools in or serving the study area of which six are of direct concern. The three county schools are Maiden Choice Elementary School, Arbutus Jr. High School, and Lansdowne Senior High School. There are also three parochial schools in the area: Cardinal Gibbons High School, Archbishop Keough High School, and Our Lady of Victory Elementary School. None of the bus companies serving any of the six schools use the railroad crossing. Several churches are also present in or very close to the study area.

St. Agnes Hospital, at Caton and Wilkens Avenues is the closest hospital to the study area. Ambulance service applies the same judgement decisions as the Police and Fire Department.

Currently, Mass Transit Administration (MTA) Bus #3 uses Leeds Avenue while MTA Bus #22 uses Benson Avenue. There are no connecting links in the area between the two buses. People which depend on MTA Bus #3 who work in the industrial area must cross the tracks to get to and from work.

### Land Use

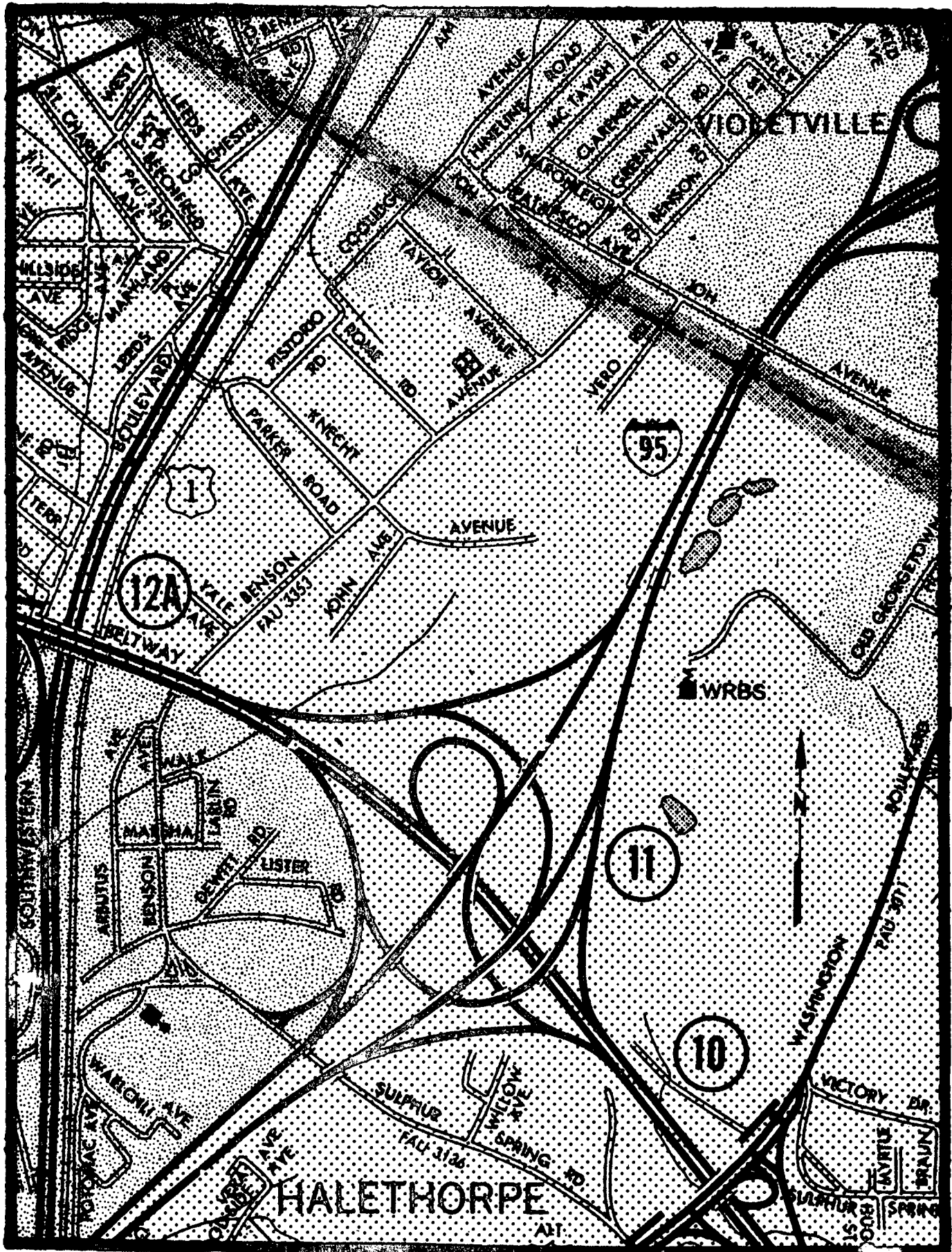
Proposed land use for most of the study area is industrial as stated in the Baltimore County Master Plan and the General Development Plan of the Regional Planning Council, 1977 (See figure 3). Presently, the area between Benson Avenue and Washington Boulevard is either industrial or vacant with several residential uses, one west of I-95 and three east of I-95. Several residences front on Benson Avenue southwest of the Knecht Avenue/Benson Avenue intersection. The vacant land within the study area is mentioned in the Master Plan as an area suitable for industrial development. The Baltimore County Master Plan categorizes this area as prime industrial land for its proposed land use because of the proximity to many transportation modes. The Master Plan includes construction of an industrial access road which would facilitate the area's development.

The land between Benson Avenue and Washington Boulevard is zoned Light Industrial and Manufacturing and is surrounded by an inner ring of low density residential areas and an outer ring of Medium Density Residential land. There have been no attempts to change current zoning.

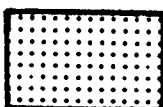
### 3. Natural

#### Vegetation

The property between the I-95 underpass and U.S. Route 1 is primarily vacant. A substantial amount of this property



INDUSTRIAL



RESIDENTIAL



# PROPOSED LAND USE

11

is used for storage of wrecked automobiles, therefore, the natural aspects of the open space has been severely altered. This vacant land provides the only vegetative communities in the study area. Discontinuous patches of vegetation occur as lawns or building grounds in other areas under study. Grass dominates these areas, in association with some herbs, ornamental shrubs and trees. Fences, parking areas and roads separate these plots.

Several small farm fields or gardens exist near the I-95 underpass. This area is neither prime nor unique farmland. No endangered plant species or unique habitat lie within the study area.

### Wildlife

The infringement of people and industrial development has left the project area with only minor wildlife value. Common animals include rabbit, gray squirrel, field mice and other small rodents. Numerous songbird species also inhabit the area. There are no known rare or endangered species in the project area.

### Water Resources

No defined surface water bodies exist in the study area. A small stream parallels the railroad tracks in a man made culvert. There are no wetlands or floodplains that will be impacted by the proposed project.

### Historic and Archeological Resources

One historic site has been identified in the project area and has been determined not to be eligible for the National Register of Historic Sites. The project will have no effect on this site. (See letter in Appendix B). No known archeological sites exist in the project area.

## B. Description of Project

### 1. Type of Project

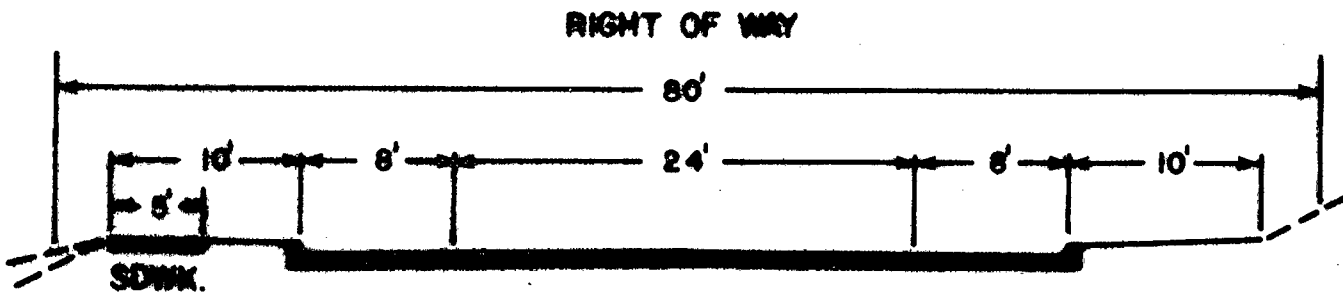
The Knecht Avenue high-speed railroad grade elimination appears in the 1979-1984 Consolidated Transportation Program of the Maryland Department of Transportation as a special project. The project is recognized in the Regional Planning Council Transportation Improvement Program.

The project has been developed in accordance with the process described in Chapter V of the Maryland Action Plan. The Action Plan for Highway Project Development describes an interdisciplinary approach. This study process assures that consideration of all factors, engineering, the beneficial/adverse socio-economic and natural environmental impacts, are addressed and documented.

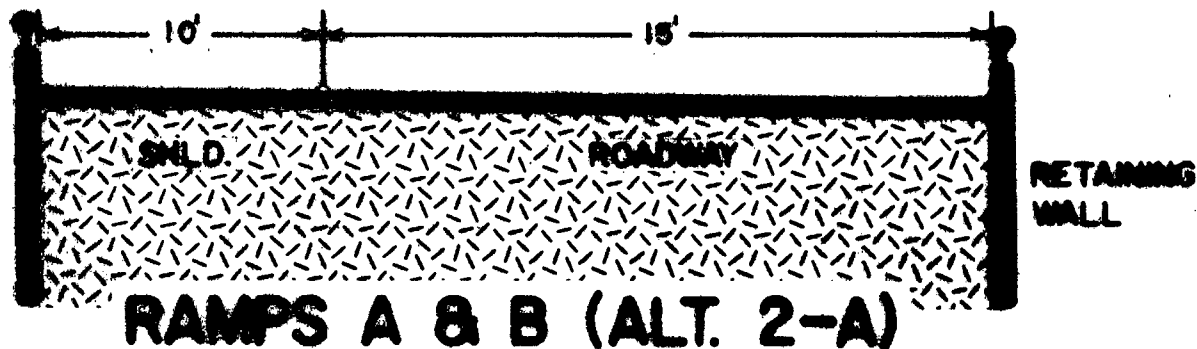
# PROPOSED TYPICAL SECTIONS

12

## KNECHT AVE.



### ALT. 2-A



### RAMPS A & B (ALT. 2-A)



### RAMPS A & B (ALT. 2-A)

### BRIDGE

**NOTE:** THE DIMENSIONS SHOWN ARE FOR THE PURPOSE OF DETERMINING COST ESTIMATES AND ENVIRONMENTAL IMPACTS, AND ARE SUBJECT TO CHANGE DURING THE FINAL DESIGN PHASE

13

Design criteria was furnished by the AASHTO publication- "A Policy on the Design of Urban Highways and Arterial Streets -1973". "Desirable" values were used for all design elements.

Knecht Avenue consists of bituminous concrete and is twenty two (22) feet in width and is in fair to good condition with no shoulders. Parker Avenue parallels Knecht Avenue approximately 250' apart. Parker Avenue consists of bituminous concrete and is in good condition. This road is 30' in width and has curb and gutter on both sides and a 5' sidewalk on the west side only. The curb and gutter and sidewalk stop at the parking lot entrance to the General Electric Building. Approximately 100' from this point Parker Avenue and Knecht Avenue come together and cross the Amtrak Railroad tying into Southwestern Boulevard. A traffic light is located where Parker Avenue and Knecht Avenue meet, and at the intersection of Knecht Avenue and Southwestern Boulevard. Knecht Avenue then crosses Southwestern Boulevard and dead ends at Leeds Avenue. This section of road is twenty-four feet in width with no shoulders.

The proposed typical section for Alternate 2A will consist of a 2-lane urban section which will have curb and gutters with sufficient grading beyond the curb to provide for sidewalks. (See figure 4). The structure would consist of two (2) 12 foot lanes with eighth foot shoulders, curb and gutters and one (1) or two (2) 5 foot sidewalks for approximately one-half the project then the proposed roadway splits into two (2) one-way ramps. The proposed typical section for the ramps will consist of one (1) roadway with a curb and gutter on one side and shoulder on the other side (See figure 4).

The proposed right of way for Alternate 2-A will be approximately 80'. A design speed of 50 mph was utilized in the development of the selected alternate, both horizontally and vertically.

## 2. Traffic Data

The existing travel patterns at Knecht Avenue show 3,800 trips using Knecht Avenue east of U.S. Route 1. Of the 3,800 trips, 26% or 1,000 trips are to or from the north on U.S. Route 1. Of the 3,800 trips, 13% or 500 are to or from the south on U.S. Route 1. The remaining 61% or 2,300 are to or from the area west of U.S. Route 1. The percentage of average daily truck traffic consists of 4.9% for gasoline powered and 6.5% for diesels. The design hour volume of all trucks (diesel and gasoline) is 4%. The 2,300 trips are broken down as follows:

# TRAFFIC VOLUMES ALT. 2-A (RECOMMENDED)

14

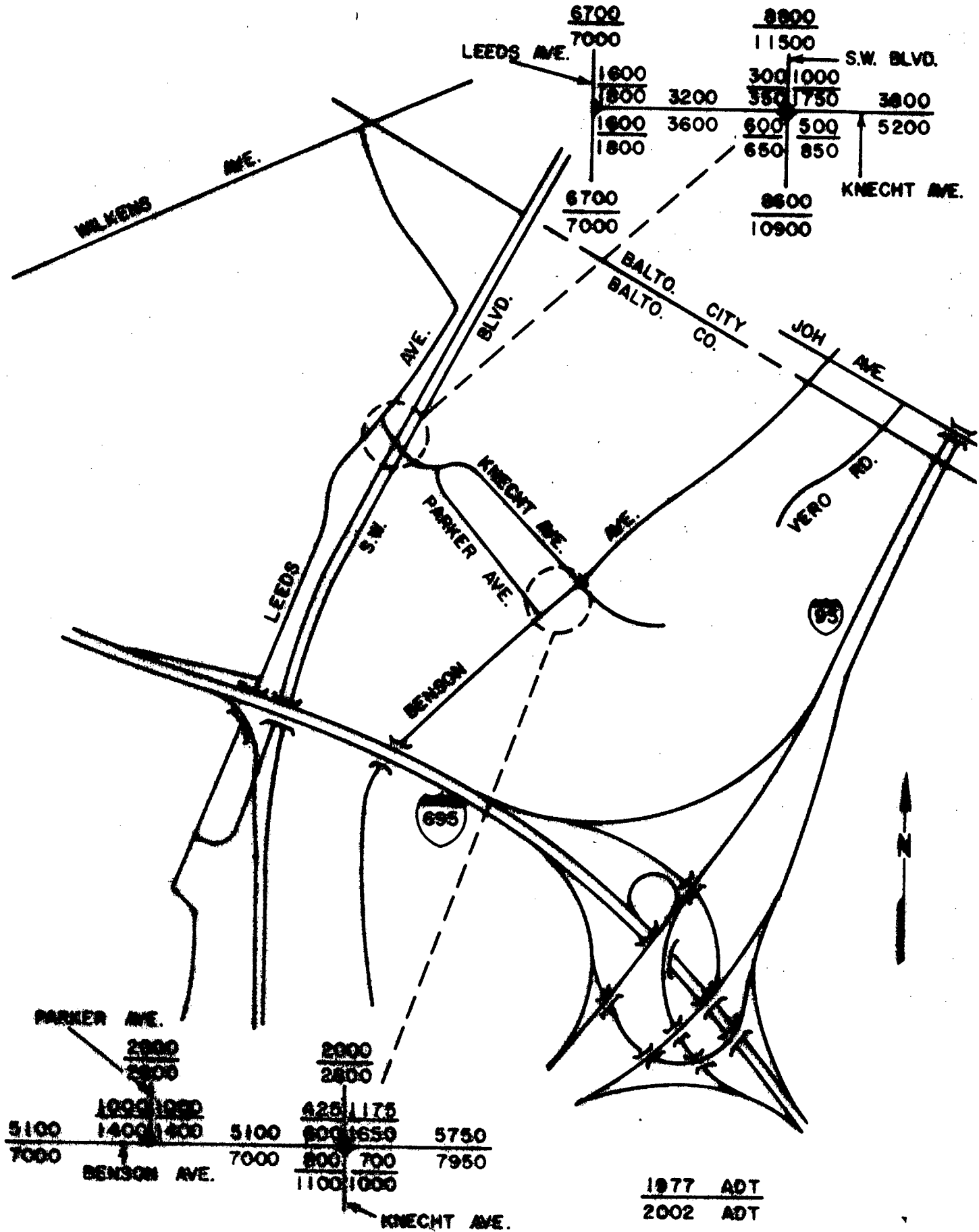
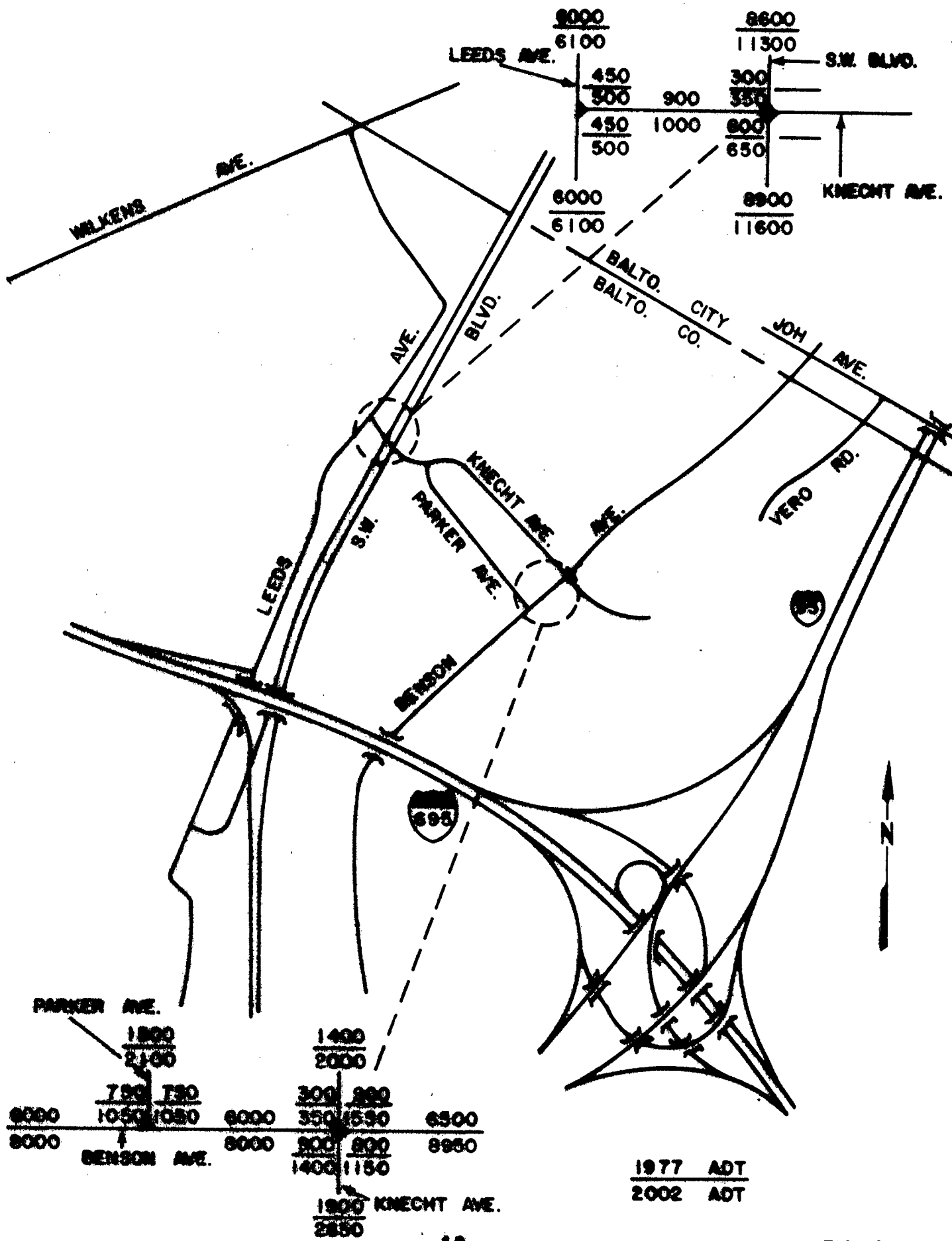


FIG. 5

# TRAFFIC VOLUMES

15

## NO BUILD



16

45% or 1,050 trips are shopping type of trips from the Violetville area and from the Morrell Park area to the Arbutus Plaza Area. 30% or 700 trips are through trips destined for areas beyond Washington Boulevard. 25% or 500 trips are destined for the industrial area between Southwestern Boulevard and Washington Boulevard.

The future traffic (2002 ADT, 5,200 trips) which is a 37% increase over the next 25 years would disperse generally along the same adjacent roads and also would not in themselves cause any significant change in level of service. The inconvenience associated with permanently closing the crossing, which has been in existence for many years would result in an adverse impact to the local residences.

The existing crossing of the Amtrak Rapid Rail System with Knecht Avenue has experienced 10 accidents from November, 1973 to July, 1977, 2 of which were fatal. This accident rate can be expected to increase as more vehicles and trains use the crossing. Traffic volumes for Alternate 2-A and the no-build are shown in Figures 5 and 6.

### 3. Description of Alternates Studied

Due to the existing horizontal alignment of Knecht Avenue near the Washington Aluminum Company, the proposed improvements (Alternates 1 and 1-A) were along Parker Avenue. Moving these improvements to Parker Avenue created a more free flowing horizontal alignment with less property damage. The reasons for not selecting the following alternates are discussed in the Need Section.

#### Alternates 1 & 1-A

The improvements along Parker Avenue (From Benson Avenue to the existing at-grade crossing) were necessary to obtain the grade separation at the Amtrak Railroad and Knecht Avenue. The horizontal and vertical alignments for Alternates 1 and 1-A both went under the railroad. These alignments are the same with one exception, the way the underpass structure at the Amtrak railroad would be built.

Alternates 1 and 1-A started at Benson Avenue near Misty Harbor Ltd. and traveled in a northwesterly direction (Figure 7). Both alternates centered along Parker Avenue were tangent until they reached the railroad tracks (Amtrak) where the proposed improvements made a gradual curve to the left tying into the east side of Southwestern Boulevard.

The proposed vertical alignments for Alternates 1 and 1-A followed the existing road profile for approximately 800'. From that point, the profile left the existing ground with a crest vertical curve and proceeded down a grade transitioning into a sag vertical curve going under the Amtrak railroad, with a vertical clearance of 16.5'. The



17  
proposed roadway then curved upward tying into the existing grade on Southwestern Boulevard.

The existing entrance into Barton Cotton Company, approximately 925' from Benson Avenue, was to be replaced by a new entrance due to grade changes. The first entrance into the General Electric Company approximately 1275' from Benson Avenue was to be removed permanently and the second entrance approximately 1340' from Benson Avenue to be replaced. Knecht Avenue was to be closed to through traffic into Parker Avenue. The existing Knecht Avenue was to be extended over Parker Avenue into the General Electric Company parking lot becoming their only entrance.

To construct Alternate 1, a temporary runaround track would have been built to maintain the train traffic on the Amtrak railroad. Approximately one mile of track would have to be relocated.

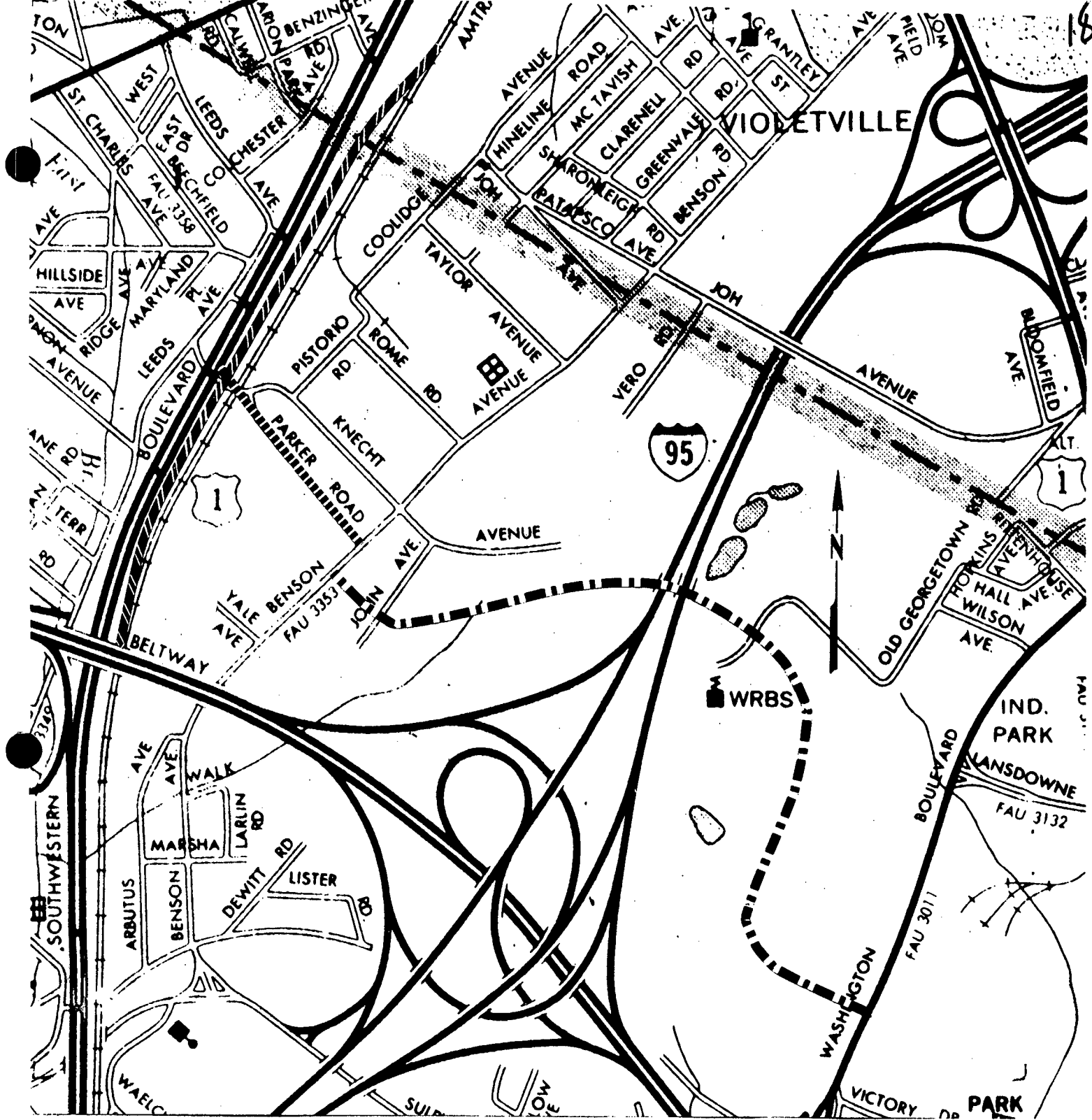
Alternate 1-A could have been built with the tracks in place. Temporary piers and abutments would have been built first to support the existing track. Permanent piers and abutments would then be constructed. The bridge deck and tracks would have been constructed and then moved in place. One or two tracks could be constructed at a time depending on the area.

#### Alternate 3-A

This alternate started approximately 300' south of Parker Avenue on the east side of Benson Avenue. From this point, the proposed improvement was tangent until curving to the left behind the T-Com. Company building. (Figure 7).

The improvement became tangent again running behind a vacant building curving to the right under the existing structure on I-95. This structure was built when I-95 was constructed in anticipation of an improvement from Benson Avenue to Washington Boulevard. The roadway curved to the right with a compound curve heading south between I-95 and Washington Boulevard. The improvement became tangent again then curving to the left before tying into Washington Boulevard (near the Interstate Tire Company). A traffic light may have been needed at this location.

Preliminary study alternates depicted Alternate 3A tying into Washington Boulevard at the Landsdowne Boulevard signalized intersection. Due to the adverse citizen response at the March 29, 1978 Public Information Meeting, the alternate was revised to tie into Washington Boulevard approximately 1700' (1/3 of a mile) south of Landsdowne Boulevard. This alignment also complied with portions of the developmental road system as shown in the Baltimore County Comprehensive Plan, 1977. For these reasons Alternate 3A did not tie into the existing intersection of Washington Boulevard and Landsdowne Boulevard.



SCALE: 1" = 1000'  
 ALT'S STUDIED

● ALT. 1 & 1-A  
 RUNAROUND TRACK  
 ALT. 3-A



This alternate included the closing of the at-grade crossing and construction of a new road from Benson Avenue to Washington Boulevard. Also included with this Alternate was a pedestrian crossing at Parker/Knecht Avenue and the Amtrak Railroad.

No-Build Alternate

With the No-Build Alternate, the existing at-grade high speed railroad crossing of Amtrak with Knecht Avenue would be closed permanently on the specified date of February 4, 1981. All traffic in this area would have to use existing roads to get from one side of the railroad tracks to the other. No improvements would be made to the existing network of roads except normal maintenance as scheduled. This alternate would include a pedestrian overpass at the existing crossing. A comparison of the alternates is shown in Figure 9.

The No-Build Alternate was dropped because of citizen comments requesting some type of traffic movement at the existing crossing. A summary of the citizens comments is as follows:

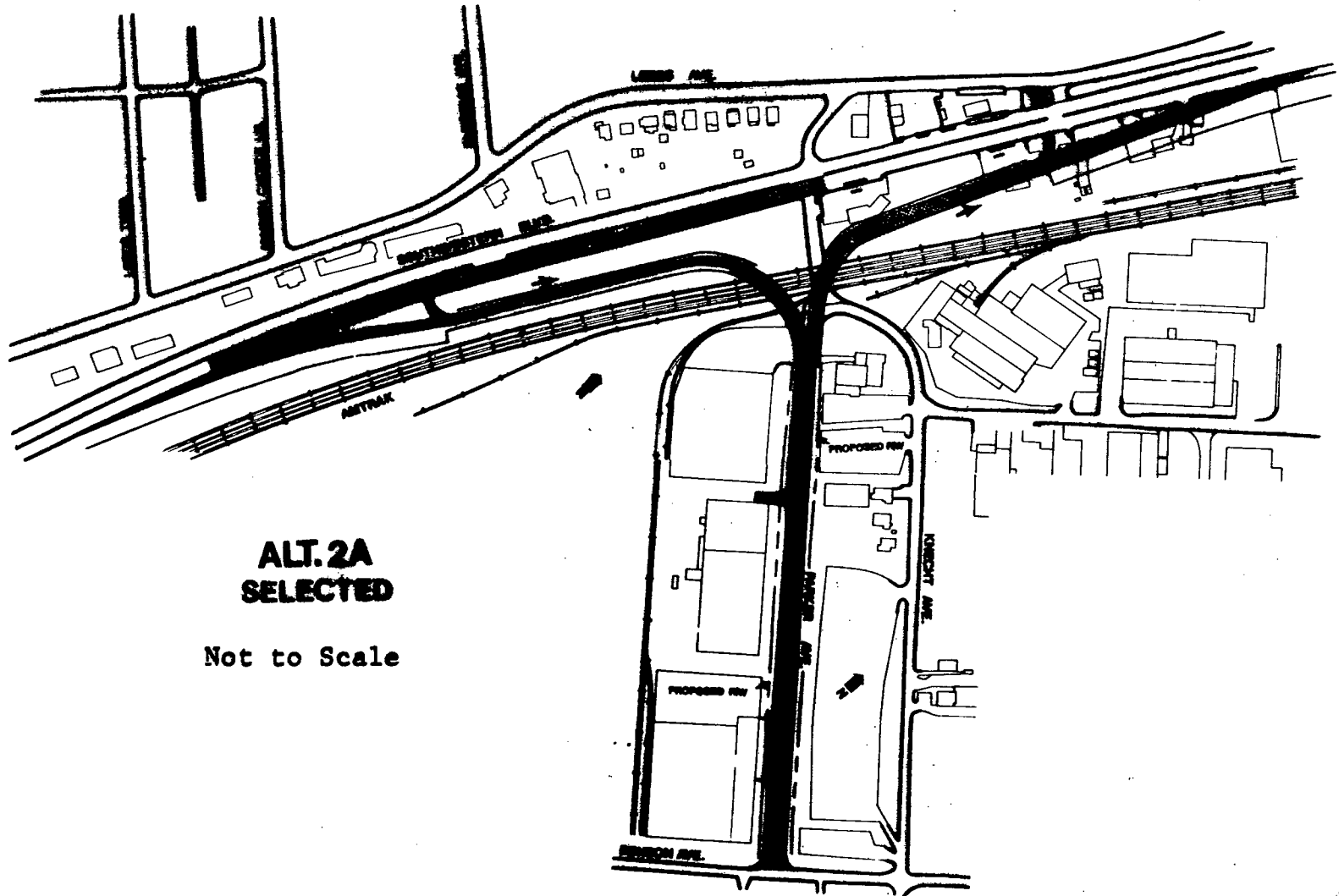
| In favor of--     | Alt. 1-A or 2-A | Alt. 3-A                      | No-Build | Misc. |
|-------------------|-----------------|-------------------------------|----------|-------|
| Citizens          | 20              | 10                            | 9        | 32    |
| Businesses        | 7               | 2                             |          | 1     |
| Elected Officials | 1               |                               | 2        | 1     |
| Community Assoc.  | 5               |                               |          |       |
| Baltimore City    | *               | *(Favors any build alternate) |          |       |
| Baltimore County  | 2-A             |                               |          |       |

In addition to the above tables, 13 comments were received expressing opposition to Alternate 3-A and the No-Build. Miscellaneous comments favored no specific alternate, but expressed opposition to any alternate that would increase traffic in their area. As stated above, the existing crossing will be closed to all pedestrian and vehicular traffic on February 4, 1981, thereby eliminating any traffic movement.

Alternate 2-A (Selected Alternate)

This improvement is located along Parker Avenue from Benson Avenue to the existing at-grade crossing. This alignment goes over the railroad.

Alternate 2-A starts at Benson Avenue near Misty Harbor Ltd. and travels in a northwesterly direction (figure 8) similar to Alternates 1 and 1-A. This alternate is also centered along existing Parker Avenue. The proposed improvement is tangent to Benson Avenue for approximately 1,250' then splits into two (2) ramps, Ramp "A" for northbound traffic onto Southwestern Boulevard and Ramp "B" for the returning traffic from Southwestern Boulevard.



**ALT. 2A  
SELECTED**

Not to Scale

dc

21

Ramp "A" curves to the right, crossing over the Amtrak railroad. This ramp becomes tangent again behind the Exxon Service Station at Knecht Avenue and Southwestern Boulevard. From this point the ramp travels for approximately 1020' tying into the northbound lanes of Southwestern Boulevard. An acceleration storage lane will be provided. A left turn movement will be provided for traffic desiring to go south on Southwestern Boulevard to Leeds Avenue.

Ramp "B" starts approximately 290' north of the intersection of I-695 and Southwestern Boulevard. Ramp "B" curves slightly to the right and then curves to the left. From the end of this curve the ramp improvement is straight for approximately 470' and then curves to the right crossing over Amtrak Railroad tying into Ramp "A" and Parker Avenue. Approximately 1000' from the beginning of Ramp "B" a left turn movement will be provided for traffic heading south on Southwestern. The existing median on Southwestern Boulevard through this area will have to be removed and widened to provide left turn storage lanes. A traffic light may be required.

The existing entrance into Barton Cotton Company, will be replaced due to the grade change. The entrances into the General Electric Company parking lot will be modified, with one removed permanently. Knecht Avenue will be closed to through traffic into Parker Avenue. The existing Knecht Avenue will be extended under Ramp "A" providing the General Electric Company their only entrance.

Approximately 350' of retaining walls will have to be built on Parker Avenue. At the end of this retaining wall, Ramp "A" and Ramp "B" split and both are built on structure. Approximately 550' of retaining walls will be needed on Ramp "A" and 750' will be needed on Ramp "B". These retaining walls will be constructed on both sides of the improvement.

This alternate also provides for pedestrian traffic over the railroad tracks. Final Design will decide whether a sidewalk can be added to one of the ramps or a separate pedestrian overpass structure would be required. If a separate structure is necessary, it will be provided within the immediate study area for the Alternate 2A overpass and not further up or down tracks.

Because a replacement structure at the existing Knecht Avenue/Amtrak Railroad tracks was preferred and there would be no significant adverse social, economic or natural environmental effects to the total area, Alternate 2-A is the selected alternate for location approval, final design and ultimate construction.

# COMPARSION OF ALTERNATES

| ALTERNATES              | LENGTH     | IMPROVEMENTS AFFECTED |      | ACREAGE |      | COST ESTIMATES |            | COST COMPARISON |
|-------------------------|------------|-----------------------|------|---------|------|----------------|------------|-----------------|
|                         |            | RES. DWLG.            | BUS. | RES.    | BUS. | R/W            | CONSTR.    |                 |
| 1                       | .32 MILES  | 0                     | 3    | 0       | 5.0  | 6,582,220      | 17,496,250 | ● 24,078,470    |
| 1-A                     | .32 MILES  | 0                     | 0    | 0       | .69  | 421,760        | 13,876,165 | ●● 14,297,925   |
| <b>2-A<br/>SELECTED</b> | 1.25 MILES | 3                     | 2    | 0       | 5.5  | 2,870,725      | 8,499,945  | 11,370,670      |
| 3-A                     | 1.25 MILES | 0                     | 0    | 0       | 20.0 | 2,359,500      | 6,968,945  | 9,328,445       |
| NO-BUILD                | 0          | 0                     | 0    | 0       | 0    | 0              | 258,145    | 258,145         |

● UNDERPASS STRUCTURE BUILT WITH RUNAROUND TRACKS

●● UNDERPASS STRUCTURE BUILT IN PLACE

- 10 -

ll

FIG. 9

III. Need

As a significant part of a larger federal program, the high-speed grade crossing elimination program in Maryland has been given top priority. The Federal-Aid Highway Safety Act of 1970 initiated the grade crossing elimination program which is to eliminate all public ground-level railroad/highway grade crossings along the Northeast Corridor Route. The objectives of this federal program are to achieve a maximum of safety in crossing protection and to assure the success of the high-speed rail demonstration project that is currently taking place on the Northeast Corridor from Washington, D. C. to Boston, Massachusetts. Congress has set the completion date for the entire improvement program for February 4, 1981.

The increased speeds of the trains is expected to reach 120 mph. The replacement structure of the at-grade crossings is essential to obtain satisfactory safety standards. With the Knecht Avenue crossing being one of the most hazardous crossings in Maryland, it is essential that some action be taken to eliminate the existing hazards.

The Secretary of the Maryland Department of Transportation has the authority to approve a grade closing. If progress is being made toward the installation of a grade-separated structure, the Secretary could extend the closing deadline date of February 4, 1981 temporarily. However, if definite progress is not taken, there will be no alternative but to close the crossing permanently on February 4, 1981.

Citizen input from the May 5, 1977 Public Initiation Meeting, the March 29, 1978 Public Information Meeting and the August 30, 1979 Public Hearing supported some type of improvement prior to the February 4, 1981 closing of the crossing. A summary of these comments is presented on Page 16. Each community referenced in the Socio -Economic section of this report was represented at the meetings. The controversy stems from an historic Baltimore County proposal of the extension of Landsdowne Boulevard to Wilkens Avenue. That proposal is no longer under consideration.

This document has been prepared to evaluate the impact of a high-speed railroad grade elimination at Knecht Avenue. The alternates provide methods for the industrial park traffic to obtain their destinations without going through the different residential streets. This is the primary goal of the neighborhoods in the area. Alternate 2-A would achieve this goal by placing truck traffic on Southwestern Boulevard.

A public hearing was held August 30, 1979 and over 1/2 of the citizens were in favor of some type of structure replacement at Knecht Avenue and the Railroad tracks. Since that time, Baltimore County has strongly endorsed Alternate 2-A. Baltimore City favors any build alternate which would

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maintain a crossing at Knecht Avenue. (See Appendix B). Additional correspondence with Baltimore County Fire Department, showed their position that the grade crossing should not be closed to the fire companies in the area unless a suitable overpass or underpass facility is constructed. (See Appendix B).

As stated in Section II, currently the decision whether or not to use the existing crossing is a judgement of the emergency unit responding to the call. If the crossing is permanently closed (No-Build Alternate), a 4 -7 minute delay in response time would result. The Violetville Fire Department's main responsibility is the industrial area east of the tracks, however, if a grade separated structure is built, Baltimore County Fire Department expressed a desire to extend that area of responsibility to include a part of the west side of Southwestern Boulevard.

Alternate 1-A was dropped from further consideration due to excessive cost for traffic service, excess drainage network (2500' of pipe) for roadway low point in the underpass, and amtrack opposition to an underpass alternate.

Alternate 3-A was dropped due to strong citizen opposition (Arbutus, Violetville and Landsdowne Community Association) and the fact that the existing traffic network using the at-grade crossing would be disrupted. The major citizen concern was to provide a safe crossing where the existing hazardous crossing is located and Alternate 3-A would not provide this function.



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#### IV. Basis for Negative Declaration

Based on the environmental studies completed for the project, it has been determined that the project will not have a significant effect upon the quality of the human environment.

The project will not have any adverse effect on the ecology, water quality, air or noise quality. There are no rare or endangered species in the area. No historic or archeological sites will be impacted by the proposed project. The project would not have any significant impact on the social-economic features of the area. There is no impact to any floodplains or wetlands by the proposed project. There would be no disruption or isolation of local communities.

In view of the lack of significant environment effects and in accordance with the Federal-Aid Highway Program Manual, Volume 7, Chapter 7, Section 2, Paragraph 12, the project qualifies for submission as a Negative Declaration.

V. Social, Economic, and Environmental Factors

A. Socio-Economic Considerations

Alternates 1A, 3A, and the No-Build required no acquisition of any improvements in the area. Alternate 1 required the acquisition of an auto-parts store, a service station, a three-story brick plant and a shed. These acquisitions were all a result of the runaround tracks. The selected Alternate 2A will require two service stations, two 2 story frame dwellings, and one 2 story stone dwelling. The estimated value of the residences to be displaced is over \$40,000 for each improvement. There is sufficient available housing in the area for relocation purposes. There are no established minority communities within the study area. The relocation study also concluded that five (5) available sites in the area exist for the relocation of the two service stations. A summary of the relocation assistance program is enclosed in Appendix C.

Selected Alternate 2A will have no adverse impact on any schools, churches, hospitals, police or fire service. Access for these organizations either now avoid the Knecht Avenue crossing or have alternate routes available to them. Construction of the overpass will reduce the response time for emergency vehicles. School buses which now always avoid the crossing would use the overpass resulting in less time and gas spent by the current circuitous route. The crossing should remain open during construction, so that emergency vehicles may use it. There are no parks located in the project area.

The selected alternate is consistent with the land use and transportation plans for the area. The selected alternate will have no effect on land values or economy of the area. It should be noted that there is a definite convenience associated with selected Alternate 2-A as compared to the No-Build. This project addresses the unique situation of maintaining access across the tracks. If the No-Build Alternate were selected, the existing crossing would be closed to all vehicular traffic next year. As mentioned in the traffic section on page 10, 45% or 1,050 trips per day crossing the existing tracks are shopping type. Depending on the exact location of the origin of these trips, the additional mileage which would result from the No-Build Alternate is 2 to 3 miles. This results in 2-3,000 additional miles being traveled at an estimated additional gasoline consumption of 114 to 171 gallons per day using 17.5 miles per gallon as the average. Also, multiple routes available would place additional traffic in the Violetville Community which is the basis of their strong opposition to the No-Build Alternate. Independent of the money lost in gasoline consumption and additional time required if the crossing is closed, the inconvenience associated with a circuitous route would affect the local social atmosphere of the area's residence. Also, the

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inconvenience to the vehicle user could result in choosing alternate shopping areas, thereby having an adverse effect on local businesses.

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

#### B. Historic and Archeological Resources

One historic site, a farm house located at the eastern extreme of Knecht Avenue near the I-95 underpass, is located in the project area. The site is of Maryland Historic Inventory quality. This project would not impact the site.

#### C. Air Quality

A microscale analysis was prepared to compare the Build Alternates which appear to have the most severe impact, from an air quality viewpoint, and the No-Build Alternate for the Knecht Avenue High Speed Railroad Grade Crossing Elimination. The Build Alternates studies were 1, 1A and 2A. There were no sensitive receptors along Alternate 3A within 75 feet of the roadway. The worst case analysis used the EPA HIWAY Line Source Model to calculate carbon monoxide concentrations for two cross-sections located on Knecht Avenue between Southwestern Boulevard and Leeds Avenue and on Parker Avenue. The microscale analysis determined that no violations of the one or eight-hour carbon monoxide Ambient Air Quality Standards will occur in 1985 or 2005 for any of the alternates studied. The results shown in Tables 1 through 5 show that the Build Alternates studied generated greater carbon monoxide concentrations for each location and study year.

Background carbon monoxide concentrations are based on NDIR monitoring conducted by Anne Arundel County at the Linthicum sampling station, located approximately three miles southeast of the project area. The maximum one and eight-hour monitored concentrations were roll-back adjusted

to the 1985 and 2005 study years as shown on the table below:

TABLE 1  
BACKGROUND CARBON MONOXIDE mg/m<sup>3</sup>

| year      | one-hour | eight-hour |
|-----------|----------|------------|
| 1976      | 11.0     | 9.0        |
| 1985      | 6.3      | 5.1        |
| 2005      | 4.7      | 3.9        |
| Standards | 40.0     | 10.0       |

The project Air Quality Analysis assessed the micro-scale carbon monoxide impact of the facility. This analysis determined that no violation of State or Federal Ambient Air Quality Standards for carbon monoxide will occur adjacent to the project during the completion and design years.

The air quality consistency of this project on a regional level is assumed in the following ways:

- A. The National Memorandum of Understanding between U.S. Department of Transportation and Environmental Protection Agency dated June 14, 1978 formally integrates the transportation and air quality planning processes for transportation projects receiving federal aid highway funds. This Agreement recognizes that the "reduction of air pollution is an important national goal, and must be among the highest priorities of the transportation planning process in areas not meeting primary Air Quality Standards". This process provides for extensive input from the public, local and State transportation, and air quality agencies. In addition, the procedures call for the joint administration of the air quality aspects of the urban transportation planning process between U.S. Department of Transportation and Environmental Protection Agency. This includes joint review of the following documents and activities to ensure that air quality considerations are adequately addressed:

1. The Transportation Plan for the urban area,
2. The Transportation Improvement Program which identifies projects for implementation,
3. The State Implementation Plan. Transportation Control Plan for addressing attainment with Air Quality Standards,
4. The review process which "certifies" that adequate transportation and air quality planning is being conducted in the urbanized areas.

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TABLE 2  
 Total Carbon Monoxide Concentrations (mg/m<sup>3</sup>)  
 Along Knecht Avenue between Southwestern Boulevard  
 and Leeds Avenue  
 No-Build Alternate

| Receptor Number | Distance From Edge of Road (feet) | 1985     |            | 2000     |            |
|-----------------|-----------------------------------|----------|------------|----------|------------|
|                 |                                   | One-Hour | Eight-Hour | One-Hour | Eight-Hour |
| 1               | 15 R.O.W.                         | 6.9      | 5.3        | 5.4      | 4.1        |
| 2               | 25                                | 6.8      | 5.3        | 5.3      | 4.1        |
| 3               | 35                                | 6.7      | 5.2        | 5.3      | 4.1        |
| 4               | 40                                | 6.7      | 5.2        | 5.2      | 4.1        |
| 5               | 65                                | 6.6      | 5.2        | 5.1      | 4.0        |
| 6               | 115                               | 6.5      | 5.2        | 5.0      | 4.0        |

TABLE 3  
 Total Carbon Monoxide Concentrations (mg/m<sup>3</sup>)  
 Along Knecht Avenue between Southwestern Boulevard  
 and Leeds Avenue  
 Alternates 1-1A and 2A (Selected)

| Receptor Number | Distance From Edge of Road (feet) | 1985     |            | 2000     |            |
|-----------------|-----------------------------------|----------|------------|----------|------------|
|                 |                                   | One-Hour | Eight-Hour | One-Hour | Eight-Hour |
| 1               | 20 I.O.W.                         | 8.6      | 5.8        | 5.9      | 4.3        |
| 2               | 30                                | 8.4      | 5.8        | 5.7      | 4.2        |
| 3               | 40                                | 8.2      | 5.7        | 5.7      | 4.2        |
| 4               | 45                                | 8.1      | 5.7        | 5.6      | 4.2        |
| 5               | 70                                | 7.8      | 5.6        | 5.4      | 4.1        |
| 6               | 120                               | 7.2      | 5.4        | 5.2      | 4.1        |

TABLE 4  
 Total Carbon Monoxide Concentrations (mg/m<sup>3</sup>)  
 Along Parker Avenue  
 No-Build Alternate

| Receptor Number | Distance From Edge of Road (feet) | 1985     |            | 2005     |            |
|-----------------|-----------------------------------|----------|------------|----------|------------|
|                 |                                   | One-Hour | Eight-Hour | One-Hour | Eight-Hour |
| 1               | 15 R.O.W.                         | 7.3      | 5.4        | 5.0      | 4.0        |
| 2               | 25                                | 7.2      | 5.4        | 5.0      | 4.0        |
| 3               | 35                                | 7.1      | 5.3        | 5.0      | 4.0        |
| 4               | 40                                | 7.1      | 5.3        | 5.0      | 4.0        |
| 5               | 65                                | 6.9      | 5.3        | 4.9      | 4.0        |
| 6               | 115                               | 6.7      | 5.2        | 4.8      | 3.9        |

TABLE 5  
 Total Carbon Monoxide Concentrations (mg/m<sup>3</sup>)  
 Along Parker Avenue  
 Alternates 1-1A and 2A (Selected)

| Receptor Number | Distance From Edge of Road (feet) | 1985     |            | 2005     |            |
|-----------------|-----------------------------------|----------|------------|----------|------------|
|                 |                                   | One-Hour | Eight-Hour | One-Hour | Eight-Hour |
| 1               | 20 R.O.W.                         | 9.3      | 6.0        | 6.4      | 4.4        |
| 2               | 30                                | 9.0      | 5.9        | 6.2      | 4.4        |
| 3               | 40                                | 8.8      | 5.9        | 6.1      | 4.3        |
| 4               | 45                                | 8.6      | 5.8        | 6.0      | 4.3        |
| 5               | 70                                | 8.2      | 5.7        | 5.8      | 4.2        |
| 6               | 120                               | 7.5      | 5.5        | 5.4      | 4.1        |

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- B. Through the urban transportation planning requirement of Title 23, United States Code, Section 134, as implemented by the RPC forum, the same state and local agencies responsible for planning transportation projects in the urbanized area are also responsible--from a transportation control plan perspective--for assuring attainment of Air Quality Standards.
- C. Therefore, Knecht Avenue is included in the regional transportation plan and Transportation Improvement Program for the urbanized area and is programmed for Federal-Aid Highway funding. Thus it is subjected to this federal review and project development process. Therefore, the regional consistency of the project is addressed prior to undertaking the final project planning studies presented in this environmental document.

Since regional pollutants such as hydrocarbons and oxides of nitrogen, precursors of photo-chemical oxidants (smog) are addressed through this regional planning process only carbon monoxide emissions, a more localized pollutant, are being addressed quantitatively in this analysis (environmental document).

Based on this analysis of microscale, regional and construction air quality and coordination with the U.S. Environmental Protection Agency and the Maryland Bureau of Air Quality, we find the project consistent with the State Implementation Plan.

The analysis performed did not assume an inspection/maintenance program for all in-use vehicles. It is reasonable to forecast that if the air analysis was redone utilizing the inspection/maintenance program the air quality levels would be less than shown in the preceding tables. Inspection/maintenance will become State law in July, 1982. The inspection/maintenance program will become voluntary in July, 1981.

D. Noise Quality Impacts

An ambient noise survey was conducted on January 9, 16, and 17, 1979 to assess existing noise levels in the study area. Table 6 indicates the noise levels measured. These levels may vary from day to day, but are indicative of general conditions in the study area and are intended as one basis to assess the impact of proposed alternates.

Noise levels measured were L<sub>10</sub> levels. L<sub>10</sub> represents the noise level exceeded for ten percent of the measurement period, in this case ten minutes. Ambient noise levels are representative of peak hour levels.

TABLE 6 - PROJECT NOISE LEVELS  
Knecht Avenue Railroad Crossing

| NSA   | DESCRIPTION     | AMBIENT L <sub>10</sub> |                 | DESIGN L <sub>10</sub> |                     |                     |                     |                     |
|---|-----------------|-------------------------|-----------------|------------------------|---------------------|---------------------|---------------------|---------------------|
|   |                 | TIME                    | L <sub>10</sub> | ALTERNATE 1            | ALTERNATE 1A        | ALTERNATE 2A        | ALTERNATE 3A        | No-Build            |
| 1   | Residential     | 10:30                   | 66dBA           | 70dBA <sup>+</sup>     | 70dBA <sup>+</sup>  | 70dBA <sup>+</sup>  | 70dBA <sup>+</sup>  | 70dBA <sup>+</sup>  |
|   |                 | a.m.                    |                 |                        |                     |                     |                     |                     |
| 2   | American Legion | 10:50                   | 66dBA           | 71dBA <sup>**</sup>    | 71dBA <sup>**</sup> | 71dBA <sup>*+</sup> | 71dBA <sup>*+</sup> | 71dBA <sup>**</sup> |
|   |                 | a.m.                    |                 |                        |                     |                     |                     |                     |
| 3   | Residential     | 1:50                    | 56dBA           | 56dBA                  | 56dBA               | 56dBA               | 56dBA <sup>+</sup>  | 47dBA               |
|   |                 | p.m.                    |                 |                        |                     |                     |                     |                     |
| 4   | Residential     | 10:45                   | 65dBA           |                        |                     |                     | 64dBA               | 62dBA               |
|   |                 | p.m.                    |                 |                        |                     |                     |                     |                     |
| 5   | Residential     | 2:30                    | 60dBA           |                        |                     |                     | 60dBA               |                     |
|   |                 | p.m.                    |                 |                        |                     |                     |                     |                     |
| 6   | Residential     | 3:10                    | 60dBA           |                        |                     |                     | 71dBA <sup>*+</sup> |                     |
|   |                 | p.m.                    |                 |                        |                     |                     |                     |                     |
| 7   | Residential     | 11:20                   | 47dBA           |                        |                     |                     | 53dBA               |                     |
|   |                 | a.m.                    |                 |                        |                     |                     |                     |                     |
|   |                 |                         |                 |                        |                     |                     |                     |                     |
|   |                 |                         |                 |                        |                     |                     |                     |                     |
|   |                 |                         |                 |                        |                     |                     |                     |                     |
|   |                 |                         |                 |                        |                     |                     |                     |                     |
|   |                 |                         |                 |                        |                     |                     |                     |                     |
| *Design noise level violation.  |                 |                         |                 |                        |                     |                     |                     |                     |
| +Design levels controlled by traffic noise generators other than Knecht Avenue. |                 |                         |                 |                        |                     |                     |                     |                     |

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Noise levels near the existing crossing are controlled by traffic noise from Leeds Avenue and Southwestern Boulevard. Knecht Avenue traffic is only a minor contributor to these levels. The other receptors experience traffic noise from Interstate 95 or Interstate 695.

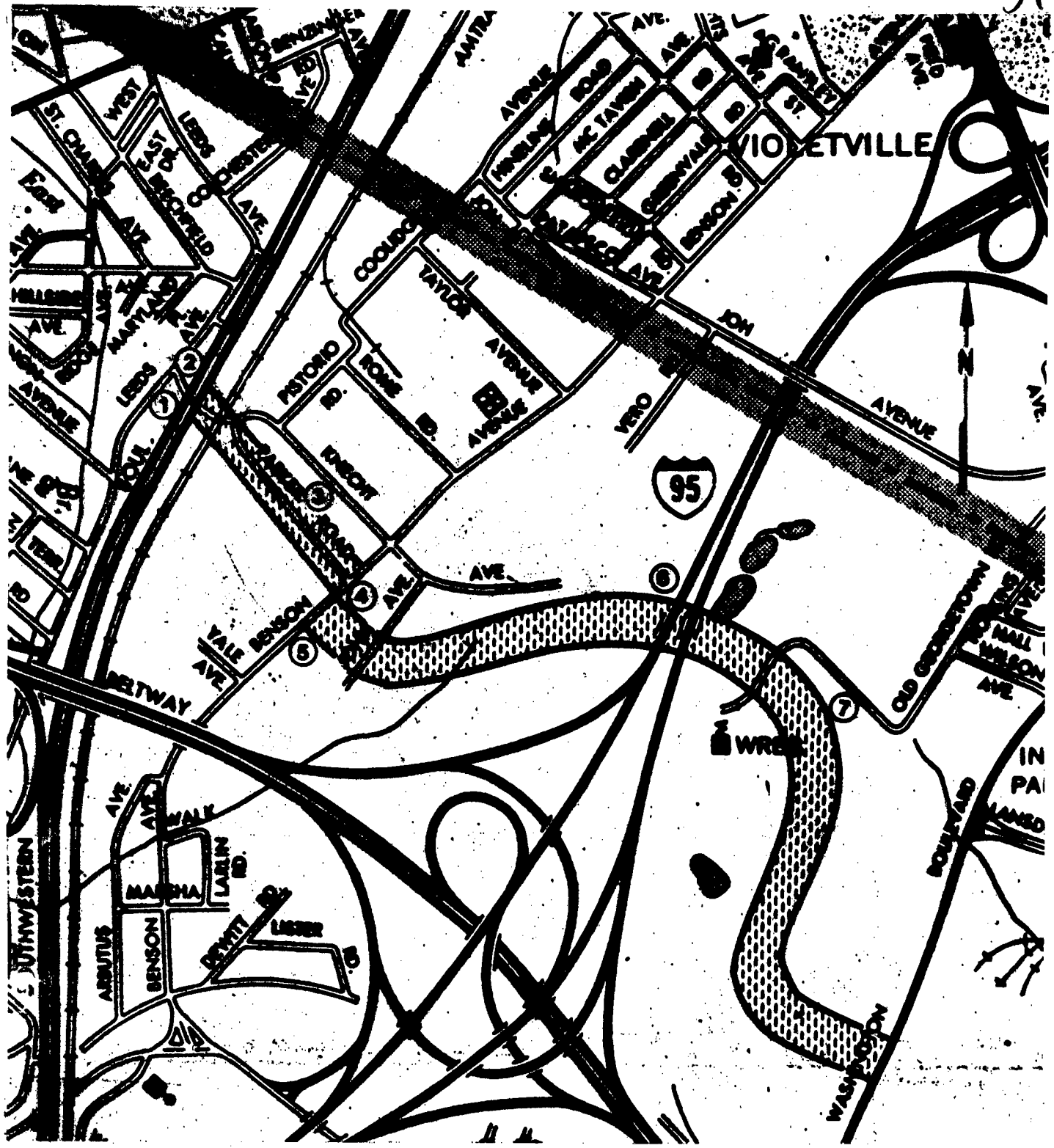
A major contributor to noise levels in the portion of the study area between Southwestern Boulevard and Interstate 95 is rail traffic. Measurements of peak noise levels from train traffic were made at a distance of fifty feet from the track centerline. Peak metroliner levels range 89-91dBA when the train whistle is not in use and from 102-104dBA when the whistle is used. One freight train was measured at 80dBA with no whistle noise.

Seven (7) noise sensitive areas have been identified in the study area. All are Category B activities. The following is a description of each area.

| NOISE SENSITIVE AREA | DESCRIPTION   | ALTERNATE AFFECTING |
|----------------------|---|---------------------|
| 1                    | One and One-half block residence on Leeds Avenue northwest of existing Knecht Avenue.                             | 1,1A                |
| 2                    | Arbutus American Legion located northeast of existing Knecht Avenue at Leeds Avenue.                              | 1,1A                |
| 3                    | Two 1-1/2 story frame residences on existing Knecht Avenue approximately 800 feet southeast of Southwestern Blvd. | 1,1A,2A             |
| 4&5                  | Residential area on Benson Avenue north of I-695  | 3A                  |
| 6                    | One residence on existing Knecht Avenue west of I-95  | 3A                  |
| 7                    | One residence on Sulphur Spring Road east of I-95.  | 3A                  |

Figure 10 shows the location of each noise sensitive area.

Implementation of the No-Build Alternate would result in a decrease in L10 noise levels at two receptors. The design noise levels would be exceeded at one site. This is due to traffic noise generated from Southwestern Boulevard. Alternate 2-A would have no adverse noise impact.



SCALE: 1"=1000'

### NOISE SENSITIVE RECEPTORS

 SEVEN NUMBERED SITES

FIG. 10

Table 6 indicates the relationship of ambient and design noise levels for each alternate. Noise abatement measures were considered. None are planned because design noise levels anticipated result from sources other than the proposed project. A copy of the noise quality analysis is available for review at the State Highway Administration.

E. Natural Environment

Due to the residential and industrial developmental characteristics and lack of natural environmental features in the area, this project will not have any impacts on the natural environment. This would include no impacts to water quality, floodplains, wetlands, rare or endangered species or wildlife in the area.

APPENDIX A

ENVIRONMENTAL ASSESSMENT FORM

The Environmental Assessment Form, which is included on the following pages, was developed in response to the requirements of the Maryland Environmental Policy Act of 1974. This report is to be prepared for all state actions and registered with the Maryland State Clearinghouse through the Maryland Department of Transportation. The form provides a rather comprehensive summary of the areas of environmental concern.

ASSESSMENT OF SIGNIFICANT ENVIRONMENTAL EFFECTS

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The following questions should be answered by placing a check in the appropriate column(s). If desirable, the "comments attached" column can be checked by itself or in combination with an answer of "yes" or "no" to provide additional information or to overcome an affirmative presumption.

In answering the questions, the significant beneficial and adverse, short and long term effects of the proposed action, on-site and off-site during construction and operation should be considered.

All questions should be answered as if the agency is subject to the same requirements as a private person requesting a license or permit from the State or Federal Government.

|   | <u>Yes</u> | <u>No</u> | <u>Comments Attached</u> |
|---|------------|-----------|--------------------------|
| A. Land Use Considerations  |            |           |                          |
| 1. Will the action be within the 100 year flood plain?  | _____      | <u>X</u>  | _____                    |
| 2. Will the action require a permit for construction or alteration within the 50 year flood plain?  | _____      | <u>X</u>  | _____                    |
| 3. Will the action require a permit for dredging, filling, draining or alteration of a wetland?   | _____      | <u>X</u>  | _____                    |
| 4. Will the action require a permit for the construction or operation of facilities for solid waste disposal including dredge and excavation spoil? | _____      | <u>X</u>  | _____                    |
| 5. Will the action occur on slopes exceeding 15%?   | <u>X</u>   | _____     | _____                    |
| 6. Will the action require a grading plan or a sediment control permit?   | <u>X</u>   | _____     | _____                    |
| 7. Will the action require a mining permit for deep or surface mining?  | _____      | <u>X</u>  | _____                    |
| 8. Will the action require a permit for drilling a gas or oil well?   | _____      | <u>X</u>  | _____                    |
| 9. Will the action require a permit for airport construction?   | _____      | <u>X</u>  | _____                    |
| 10. Will the action require a permit for the crossing of the Potomac River by conduits, cables or other like devices?                               | _____      | <u>X</u>  | _____                    |

|   | <u>Yes</u> | <u>No</u> | <u>Comments Attached</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>  | —                        |
| 12. Will the action affect the use of any natural or man-made features that are unique to the county, state or nation?  | —          | <u>X</u>  | —                        |
| 13. Will the action affect the use of an archaeological or historical site or structure?  | —          | <u>X</u>  | —                        |
| <b>B. Water Use Considerations</b>  |            |           |                          |
| 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>  | —                        |
| 15. Will the action require the construction, alteration or removal of a dam, reservoir or waterway obstruction?  | —          | <u>X</u>  | —                        |
| 16. Will the action change the over-land flow of storm water or reduce the absorption capacity of the ground?   | <u>X</u>   | —         | —                        |
| 17. Will the action require a permit for the drilling of a water well?  | —          | <u>X</u>  | —                        |
| 18. Will the action require a permit for water appropriation?   | —          | <u>X</u>  | —                        |
| 19. Will the action require a permit for the construction and operation of facilities for treatment or distribution of water?                                 | —          | <u>X</u>  | —                        |
| 20. Will the project require a permit for the construction and operation of facilities for sewage treatment and/or land disposal of liquid waste derivatives? | —          | <u>X</u>  | —                        |
| 21. Will the action result in any discharge into surface or sub-surface water?  | <u>X</u>   | —         | —                        |

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

|  | <u>Yes</u>    | <u>No</u>     | <u>Comments Attached</u> |
|--|---------------|---------------|--------------------------|
| 32. Will the action cause relocation of activities, structures or result in a change in the population density or distribution?                  | <u>X</u>      | <u>      </u> | <u>      </u>            |
| 33. Will the action alter land values?   | <u>      </u> | <u>X</u>      | <u>      </u>            |
| 34. Will the action affect traffic flow and volume?  | <u>      </u> | <u>X</u>      | <u>      </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>      </u>            |
| 38. Will the action affect the employment opportunities for persons in the area?   | <u>      </u> | <u>X</u>      | <u>      </u>            |
| 39. Will the action affect the ability of the area to attract new sources of tax revenue?  | <u>      </u> | <u>X</u>      | <u>      </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>      </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>      </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>      </u>            |



|  | <u>Yes</u> | <u>No</u> | <u>Comments Attached</u> |
|--|------------|-----------|--------------------------|
| 44. Will the action be of statewide significance?  | ___        | <u>X</u>  | ___                      |
| 45. Are there any other plans or actions (federal, state, county or private) that, in conjunction with the subject action could result in a cumulative or synergistic impact on the public health, safety, welfare or environment? | ___        | <u>X</u>  | ___                      |
| 46. Will the action require additional power generation or transmission capacity?  | ___        | <u>X</u>  | ___                      |
| G. Conclusion  |            |           |                          |
| 47. This agency will develop a complete environmental effects report on the proposed action.   | ___        | <u>X</u>  | ___                      |

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APPENDIX B



| ACTION                              | DATE | SUSSENER | FILE       |
|-------------------------------------|------|----------|------------|
| <input checked="" type="checkbox"/> |      | Howe     | Hopkins    |
| <input type="checkbox"/>            |      |          | Jarata     |
| <input type="checkbox"/>            |      |          | Kohler     |
| <input type="checkbox"/>            |      | Peabody  | Williamson |
| <input type="checkbox"/>            |      |          | Honeywell  |

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*Ballard*

Maryland Historical Trust

APR 11 1978

April 7, 1978

STATE HIGHWAY  
ADMINISTRATION  
PROJECT PLANNING

Mr. Eugene T. Camponeschi  
Bureau of Project Planning  
State Highway Administration  
300 West Preston Street  
Baltimore, Md.

RE: Knecht Ave.  
B274-101-482  
RR-18 (20)

Dear Mr. Camponeschi:

After reviewing the proposed alignment of the above mentioned project I have determined that within the project limits there remains one historic site, the farm house at the present eastern extreme of Knecht Ave. This site is of Maryland Historic Inventory quality, and the extent of its associated property is minimal, an arbitrary one acre parcel (to include the barn) with its southernmost boundary at the northern edge of the culvert which passes under I-95 at that point.

While there are no sites of National Register quality within the proposed limits of the project, it is the opinion of this office that the site in question deserves consideration in the formulation of landscape plans.

Sincerely yours,

*John N. Pearce*  
John N. Pearce  
State Historic  
Preservation

JNP:JDH:mms

cc: Ms. Ballard: Mr. Edwards: Mr. Hnedak

Response: Only Alternate 3-A would have had an impact to this site. Alternate 2-A is the selected alternate which is more than 1/2 mile from the site, therefore, no landscaping plans will be applicable.

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August 4, 1977

RE: Knecht Avenue Amtrak  
Railroad Crossing  
Train Traffic Statistics  
Contract No. B 274-101-478

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

Dear Mr. Camponeschi:

Referring to your letter dated July 19, above subject.

Per your request, below is information indicating number of Trains which pass over Knecht Avenue Crossing daily at present and yearly since 1970.

Daily Average

| Year | Passenger | Freight | Total Trains | Monthly Average | Annual Average |
|------|-----------|---------|--------------|-----------------|----------------|
| 1970 | 47        | 28      | 75           | 300             | 3600           |
| 1971 | 50        | 32      | 82           | 328             | 3936           |
| 1972 | 58        | 30      | 88           | 352             | 4224           |
| 1973 | 62        | 30      | 92           | 368             | 4416           |
| 1974 | 68        | 32      | 100          | 400             | 4800           |
| 1975 | 65        | 29      | 94           | 376             | 4512           |
| 1976 | 62        | 33      | 95           | 380             | 4560           |
| 1977 | 68        | 31      | 99           | 396             | 4752           |

Concerning requested information on accident statistics for the same period, attached is a report which was obtained from the Conrail and Amtrak Police Department files for the period 1973 through the present date.

We are advised that there are no records available in the Conrail Police Department at all concerning this crossing prior to 1973.

Very truly yours,

*[Signature]*  
J. L. Sharp  
Division Superintendent

| DATE      | TYPE OF ACCIDENT                          | DAMAGE | TYPE OF DAMAGE   | INJURY          | FATALITY |
|-----------|---|--------|--|-----------------|----------|
| 27 Nov 73 | Auto ran off crossing, fouling the tracks | NONE   | Not Applicable   | NONE            | NONE     |
| 15 Apr 74 | Train/Truck                               | Yes    | Truck sustained damage; no damage sustained by train     | NONE            | NONE     |
| 24 Jan 76 | Train WPB-4/Auto                          | Yes    | Auto sustained damage; minimal damage sustained by train | Yes/auto driver | NONE     |
| 4 Apr 76  | Metro 118/Trespasser{male}                | NONE   | Not Applicable   | Yes*            | *Yes     |
| 25 Oct 76 | Auto/Crossing Gate {hit and run}          | Yes    | Crossing Gate damaged/repared by C & S Dept.             | NONE            | NONE     |
| 9 Nov 76  | Train 169/Pedestrian                      | NONE   | Not Applicable   | Yes*            | *Yes     |
| 22 Feb 77 | Auto/Crossing Gate {hit and run}          | Yes    | Crossing Gate damaged/repared by C & S Dept.             | NONE            | NONE     |
| 13 Mar 77 | Auto/Crossing Gate {hit and run}          | Yes    | Crossing Gate damaged/repared by C & S Dept.             | NONE            | NONE     |
| 21 Apr 77 | Auto/Crossing Gate {hit and run}          | Yes    | Crossing Gate damaged/repared by C & S Dept.             | NONE            | NONE     |
| 25 Apr 77 | Auto/Crossing Gate {hit and run}          | Yes    | Crossing Gate damaged/repared by C & S Dept.             | NONE            | NONE     |

TOTAL NUMBER OF ACCIDENTS IN 1973 - 1  
 TOTAL NUMBER OF ACCIDENTS IN 1974 - 1  
 TOTAL NUMBER OF ACCIDENTS IN 1975 - 0  
 TOTAL NUMBER OF ACCIDENTS IN 1976 - 4  
 TOTAL NUMBER OF ACCIDENTS IN 1977 - 4 {to date}

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Amtrak



570 JUL 10 PM 3 45

July 5, 1978

File E-51-101.5

PROJECT PLANNING

Mr. Francis J. Koller, Jr.  
Project Manager  
MD DOT  
P.O.B. 717  
300 W. Preston Street  
Baltimore, MD 21203

Reference: MP 101.5 Knecht Avenue  
Grade Crossing Elimination Project

Dear Mr. Koller:

In reply to your letter dated May 23, 1978 regarding an alternate scheme to construct an underpass for the subject project we offer the following:

1. It is possible to construct an underpass without having to construct a by-pass track. We are enclosing a brief description of the construction procedure that has been used in the past. The description is condensed; however we can supply you with a detailed, non-laymen type description if you so desire. Also enclosed are sketches to assist in following the procedure.
2. It would be necessary to keep all four tracks in continued operation. Generally, tracks can be taken out of service at night and sometimes during weekends.
3. The construction cost for the temporary structure could be figured about \$150,000 per track. We see on the photogrammetry, there are six (6) tracks that must be carried on a temporary structure. Including some figure for the railroad's work incidental to installation of the temporary structure, we could figure roughly \$1,000,000. The permanent structure could be figured roughly at \$100/S.F.

Francis J. Koller, Jr.  
July 5, 1978  
Page Two

4. Amtrak would prefer an overhead highway bridge. There would be less interruption not having to build a temporary structure to carry the railroad.

5. We do not have any work presently scheduled for rehabilitation of the tracks in this area. If we should have any reason to temporarily close this crossing, we will advise you sufficiently in advance of the closing.

If you have any further questions, please do not hesitate to call this office (215) 597-4687.

Very truly yours,



W. P. Houwen, P.E.  
Assistant Chief Engineer  
Design and Construction - NEC

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TEMPORARY RAILROAD UNDERPASS

It is possible to construct a temporary railroad underpass and maintain railroad traffic with minimal interruption. The following is a brief sequence of the operations to construct the bridge.

1. Construct temporary piers and abutments beneath the tracks. This is accomplished using steel bearing piles with cap beams. Some of the work must be done during evening hours in that track must be removed to excavate to place the steel beams. This operation is done, one or two tracks at a time depending on the area.
2. Remove one track, excavate to place temporary pier caps and temporary bridge sections and replace track to continue service. This operation is done one or two tracks at a time depending on the location and during evening hours.
3. Excavate beneath temporary structure to construct new abutments and wingwalls as required.
4. During the above operations, all sections of the permanent structure are being constructed adjacent to the temporary bridge.
5. Remove the temporary structure, place a section of the permanent bridge on the new abutment, place ballast ties and rails and open track for service. This operation is done one or two tracks at a time depending on the location and during evening hours.
6. Remove all remaining temporary supports, etc. and finish remaining work with normal construction procedures.





BALTIMORE COUNTY  
FIRE DEPARTMENT  
TOWSON, MARYLAND 21204  
825-7310

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PAUL H. REINCKE  
CHIEF

March 11, 1980

Eugene T. Camponeschi, Chief  
Bureau of Project Planning  
Maryland Department of Transportation  
P.O. Box 717  
300 West Preston Street  
Baltimore, Maryland 21203

Dear Mr. Camponeschi:

In response to your request for information regarding the impact of closing the Knecht Avenue grade crossing, it has been determined that any modification of this crossing would primarily affect the Violetville and Arbutus Volunteer Fire Companies. The attached memo, from our Battalion Chief for that area, provides specific responses to your questions. It is our position that this grade crossing should not be closed to these fire companies unless a suitable overpass or underpass facility is constructed.

Thank you for the opportunity to comment on this matter. If you have any further questions, please contact us.

Sincerely,

Paul H. Reincke, Chief  
BALTIMORE COUNTY FIRE DEPARTMENT

R/h  
cc: file  
Enclosure

SMITHSONIAN INSTITUTION

GEORGETOWN UNIVERSITY

BALTIMORE COUNTY FIRE DEPARTMENT

DEPARTMENT CORRESPONDENCE

TO: Deputy Chief R. Hisker \_\_\_\_\_ DATE: March 5, 1980 \_\_\_\_\_  
FROM: Batt. Chief J. Edward Crooks \_\_\_\_\_  
SUBJECT: Knecht Ave. Crossing \_\_\_\_\_

Dear Sir:

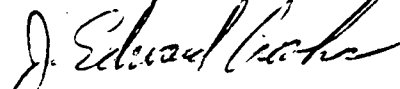
The Knecht Ave Crossing was used in 1978 & 1979 as follows:

- 1. Violetville Vol. Approx. 299 times or 30% of their calls
- 2. Arbutus Vol. Approx. 45 times or 4% of their calls

The crossing would be used more if it was an overpass or underpass. This would eliminate the possibility of being delayed by the train.

The time saved by an overpass or underpass would vary according to, weather the gates had just closed or not, traffic conditions, time of day etc.

Respectfully Submitted,



Batt. Chief J. Edward Crooks

CITY OF BALTIMORE

WILLIAM DONALD SCHAEFER, Mayor



PLANNING COMMISSION  
DEPARTMENT OF PLANNING

LARRY REICH, Director

8th Floor, 222 East Saratoga Street, Baltimore, Maryland 21202

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July 2, 1979

Mr. Francis J. Koller  
Project Manager  
State Highway Administration  
Bureau of Project Planning  
300 West Preston Street  
Baltimore, Maryland 21201

STATE HIGHWAY  
ADMINISTRATION  
BUREAU OF  
PROJECT PLANNING

1979 JUL 9 PM 2 54

Dear Mr. Koller:

RE: The Knecht Avenue Railroad Crossing

It has now been well over a year since the most recent meeting regarding the closing of the Knecht Avenue Railroad crossing. At that time, it appeared that we were waiting for a position on this project from the Baltimore County Executive. I assume that the new Executive has been contacted and that there is now no reason why you cannot make a decision concerning this issue.

The position of the Baltimore City Planning Department remains unchanged: A permanent closure of the rail crossing without an appropriate alternative access route would have an adverse impact upon the existing Violetville street system. We strongly urge that a decision to construct an appropriate access facility be made soon, or that a "trial closure" be planned so that the impacts of a permanent closure can be accurately gauged.

Sincerely,

Larry Reich  
Director

wes

Bernard L. Berkowitz, Physical Development Coordinator, Mayor's Office  
William Irgens, Transportation Coordinator, Baltimore County Office of  
Planning and Zoning



America's Best  
**BALTIMORE**  
All-America City · 76-77



BALTIMORE COUNTY  
EXECUTIVE OFFICE  
TOWSON, MARYLAND 21204  
(301)494-2450

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DONALD P. HUTCHINSON  
COUNTY EXECUTIVE

December 13, 1979

Mr. M. Slade Caltrider  
State Highway Administrator  
300 West Preston Street  
Post Office Box 717  
Baltimore, Maryland 21203

Dear Mr. Caltrider:

Knecht Avenue Railroad  
Grade Crossing Elimination

The Public Hearing held on August 30, 1979 on the various alternatives for elimination of the present Knecht Avenue grade crossing of the high speed Penn Central rail line produced a strong statement from the City of Baltimore. This statement reiterated the City's position that to close the present grade crossing to traffic and not provide alternatives would be detrimental and contribute to traffic congestion on the existing street patterns adjacent to the City line.

We have carefully reviewed the hearing record and studied the various alternatives posed. As a result of this review, I do not recommend that the present grade crossing be closed on a trial basis for six to eight weeks to determine the effect of a no-build alternative. From Baltimore County's view, no purpose would be served by a temporary closing as some permanent grade separation structure would be required at this location.

With regard to the alternative recommending the use of a tunnel, such alternative is not acceptable from the standpoint of the possibility of flooding from the adjacent Herbert Run, as well as the high construction cost. The community has been concerned about the flooding problems in the area, and therefore, those who voiced the desire for the tunnel alternative should be advised of the possibility of flooding.

In summary, after weighing the public testimony for each of the alternatives and considering the technical advantages and disadvantages, we strongly endorse Alternative 2-A.

My personal hope is that we can move forward as expeditiously as possible for the elimination of the grade crossing.

STATE HWY ADM

19 DEC 10: 23

DPH/SEC/mz

Sincerely,

Donald P. Hutchinson  
County Executive

APPENDIX C

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

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

The provisions of the Federal and State Law require the State Highway Administration to provide payments and services to persons displaced by a public project. The payments that are provided for include replacement housing payments and/or moving costs. The maximum limits of the replacement housing payments are \$15,000 for owner-occupants and \$4,000 for tenant-occupants. In addition, but within the above limits, certain payments may be made for increased mortgage interest costs and/or incidental expenses. In order to receive these payments, the displaced person must occupy decent, safe, and sanitary replacement housing. In addition to the replacement housing payments described above, there are also moving cost payments to persons, businesses, farms, and non-profit organizations. Actual moving costs for displaced residences include actual moving costs up to 50 miles or a schedule moving cost payment up to \$500.

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

The actual reasonable moving expenses may be paid for a move by a commercial mover or for a self-move. Generally, payments for the actual reasonable moving expenses are limited to a 50 mile radius. In both cases, the expenses must be supported by receipted bills. An inventory of the items to be moved must be prepared, and two estimates of the cost must be obtained. The owner may be paid the amount equal to the low bid or estimate. In some circumstances, the State may negotiate an amount not to exceed the lower of the two bids. The allowable expenses of a self-move may

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include amounts paid for equipment hired, the cost of using the business's vehicles or equipment, wages paid to persons who physically participate in the move, and the cost of the actual supervision of the move.

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

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

If no offer is received for the personal property, the owner is entitled to receive the reasonable expenses of the sale and the estimated cost of moving the item. In this case, the business should arrange to have the personal property removed from the premises.

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

In lieu of the payments described above, the owner of a displaced business is eligible to receive a payment equal to the average annual net earnings of the business. Such payment shall not be less than \$2,500 nor more than \$10,000. In order to be entitled to this payment, the State must determine that the business cannot be relocated without a substantial loss of its

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existing patronage, the business is not part of a commercial enterprise having at least one other establishment in the same or similar business that is not being acquired, and the business contributes materially to the income of a displaced owner.

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

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

For displaced farms and non-profit organizations, actual reasonable moving costs generally up to 50 miles, actual direct losses of tangible personal property, and searching costs are paid. The "in lieu of" actual moving cost payments provide that a displaced farm may be paid a minimum of \$2,500 to a maximum of \$10,000 based upon the net income of the farm, provided that the farm cannot be established in the area or cannot operate as an economic unit. A non-profit organization is eligible to receive "in lieu of" actual moving cost payments, in the amount of \$2,500.

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



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

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

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

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

Indicate which of the following applies to the information below: Draft Environmental Impact Statement \_\_\_\_\_ Conceptual Stage Study \_\_\_\_\_ Final Environmental Impact Statement  Acquisition Stage Study \_\_\_\_\_

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RESIDENTIAL OCCUPANTS AND IMPROVEMENTS AVAILABLE

| OCCUPANCY STATUS | DWLGS. | DWLG. UNITS | FAM. | IND. | TYPE OF CONSTRUCTION |       |       |      |           |     | AGE        |           |            |            | ROOMS |   |   |      | ESTIMATED VALUE (000's) OR RENT (PSE 10%) |   |   |      |          |           |        |   |  |  |
|------------------|--------|-------------|------|------|----------------------|-------|-------|------|-----------|-----|------------|-----------|------------|------------|-------|---|---|------|---|---|---|------|----------|-----------|--------|---|--|--|
|                  |        |             |      |      | RICK                 | FRAME | COMB. | DET. | SEM. DET. | ROW | MULTI FAM. | 0-10 YRS. | 11-30 YRS. | 31 YRS. UP | 3     | 4 | 5 | 6 up | 1   | 2 | 3 | 4 up | \$0-\$30 | \$30-\$60 | \$60 - |   |  |  |
| OWNER OCCUPIED   | 3      |             | 3    | 9    | 2                    | 1     |       | 3    |           |     |            |           |            | 3          |       |   |   |      | 3   |   |   |      |          |           |        | 3 |  |  |
| TENANT OCCUPIED  |        |             |      |      |                      |       |       |      |           |     |            |           |            |            |       |   |   |      |   |   |   |      |          |           |        |   |  |  |
| TOTALS           | 3      |             | 3    | 9    | 2                    | 1     |       | 3    |           |     |            |           |            | 3          |       |   |   |      | 3   |   |   |      |          |           |        | 3 |  |  |

RESIDENTIAL IMPROVEMENTS AVAILABLE

| ASKING PRICE RANGE (000's) | DWLGS. | TYPE OF CONSTRUCTION |       |       |      |           |     | AGE       |            |            | ROOMS |   |   |   |   |      | BEDROOMS |   |   |      |  |  |  |  |  |   |   |  |
|----------------------------|--------|----------------------|-------|-------|------|-----------|-----|-----------|------------|------------|-------|---|---|---|---|------|----------|---|---|------|--|--|--|--|--|---|---|--|
|                            |        | RICK                 | FRAME | COMB. | DET. | SEM. DET. | ROW | 0-10 YRS. | 11-30 YRS. | 31 YRS. UP | 3     | 4 | 5 | 6 | 7 | 8 up | 1        | 2 | 3 | 4 up |  |  |  |  |  |   |   |  |
| \$0-30                     |        |                      |       |       |      |           |     |           |            |            |       |   |   |   |   |      |          |   |   |      |  |  |  |  |  |   |   |  |
| \$30-60                    | 6      | 2                    | 4     |       | 6    |           |     |           |            | 6          |       |   |   |   |   |      |          |   |   |      |  |  |  |  |  | 5 | 1 |  |
| \$60 -                     |        |                      |       |       |      |           |     |           |            |            |       |   |   |   |   |      |          |   |   |      |  |  |  |  |  |   |   |  |
| TOTALS                     | 6      | 2                    | 4     |       | 6    |           |     |           |            | 6          |       |   |   |   |   |      |          |   |   |      |  |  |  |  |  | 5 | 1 |  |

| BDR. | MONTHLY RENT |                |                |                |                |            | APT. | HOMES | TOTALS |
|------|--------------|----------------|----------------|----------------|----------------|------------|------|-------|--------|
|      | 0 to \$100   | \$100 to \$150 | \$150 to \$200 | \$200 to \$250 | \$250 to \$300 | \$300 & UP |      |       |        |
| 1    |              |                |                |                |                |            |      |       |        |
| 2    |              |                |                |                |                |            |      |       |        |
| 3    |              |                |                |                |                |            |      |       |        |
| 4 up |              |                |                |                |                |            |      |       |        |

Sources: Multiple List, Sun Papers, News American

Sources: Multiple List, Sun Papers, News American

BUSINESSES, FARMS, AND NON-PROFIT ORGANIZATIONS AFFECTED

| OCCUPANCY STATUS | BUSINESSES |       |      |       |      | FARMS |        |       |      | NON-PROFIT ORGANIZATIONS |      |       |      |
|------------------|------------|-------|------|-------|------|-------|--------|-------|------|--------------------------|------|-------|------|
|                  | RETAIL     | COMM. | MFG. | CHAIN | EMP. | DAIRY | CATTIE | TRUCK | EMP. | RFL.                     | SOC. | INST. | EMP. |
| OWNER            |            |       |      | 3     | 15   |       |        |       |      |                          |      |       |      |
| TENANT           |            |       |      |       |      |       |        |       |      |                          |      |       |      |
| TOTALS           |            |       |      | 3     | 15   |       |        |       |      |                          |      |       |      |

AVAILABLE REFINEMENT SITES

| TYPE OF SITE | BUSINESS | NON-PROFIT | FARMS |
|--------------|----------|------------|-------|
| SALE         | 5        |            |       |
| LEASE        |          |            |       |
| TOTALS       | 5        |            |       |

Sources: \_\_\_\_\_

Remarks: \_\_\_\_\_

Estimated average family size 3  
Estimated total number persons affected 9  
Estimated number of minority group members affected 0, number of owner occupant families 0, number of tenant occupant families 0, and number of individuals 0

Estimated number of minority owned or operated businesses 0  
Estimated number of minority employees 0  
Estimated number of minority owned or operated farms 0  
Estimated number of minority employees 0  
Estimated number of minority non-profit organizations 0  
Estimated number of minority employees 0

Signature: \_\_\_\_\_