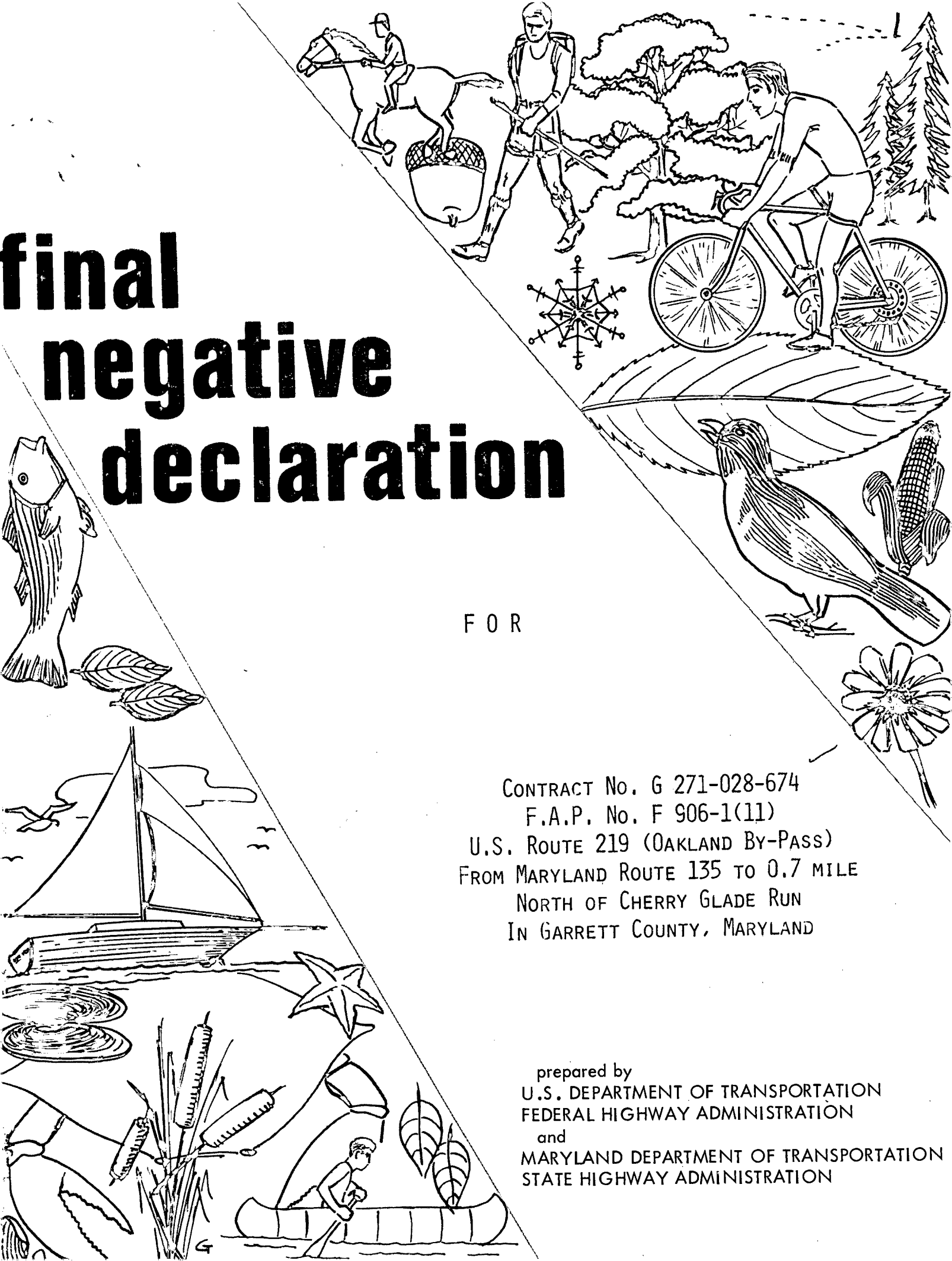

final negative declaration

FOR

CONTRACT No. G 271-028-674
F.A.P. No. F 906-1(11)
U.S. ROUTE 219 (OAKLAND BY-PASS)
FROM MARYLAND ROUTE 135 TO 0.7 MILE
NORTH OF CHERRY GLADE RUN
IN GARRETT COUNTY, MARYLAND

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

REPORT NUMBER: FHWA-MD-NEG-76-07-F

FEDERAL HIGHWAY ADMINISTRATION

REGION III

U.S. Route 219 (Oakland By-Pass)
From Maryland Route 135 to
0.7 mile north of Cherry Glade Run
Garrett County, Maryland

ADMINISTRATIVE ACTION

FINAL

NEGATIVE DECLARATION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

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)

Bernard M. Evans
State Highway Administrator

11 Oct. 77
DATE

by: Frederick Gottemoeller

Frederick Gottemoeller
Director, Office of Planning
and Preliminary Engineering

10/12/77
DATE

by: Emil Elinsky

Emil Elinsky
Division Administrator
Federal Highway Administration

U.S. ROUTE 219 - OAKLAND BY-PASS

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SUMMARY

1. Administrative Action

Federal Highway Administration

( ) Draft (X) Final

( ) Environmental Impact Statement

(X) Negative Declaration

2. The following individuals can be contacted for information concerning the proposed project:

Mr. Edward A. Terry, Jr.
Federal Highway Administration
The Rotunda - Suite 220
711 West 40th Street
Baltimore, Maryland 21211
Phone: (301) 962-4010
Office Hours : 8:00 a.m. to 4:30 p.m.

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

3. Description of Action

The proposed action entails the development of an ultimate four lane divided highway, with partial control of access. The initial construction consists of two twelve foot roadways, two 10 foot shoulders with safety grading on new location from Maryland Route 135 to 0.7 miles north of Cherry Glade Run in Garrett County, Maryland. Figures 1 and 2 deliniate the general vicinity of the project and the immediate project area, respectively.

4. Major Alternatives Considered

In the Draft Negative Declaration four alternative alignments (A, A-1, B and B-2) and the "No-Build" alternative were considered as project alternatives. The upgrading of Maryland Route 219 through the town of Oakland was not developed. It was apparent that this alternative was unacceptable due to its severe impacts on the community.

The "No-Build" Alternative was studied as a basis of comparison for the proposed build alternatives. This alternative would maintain the existing condition of having both local and through traffic passing through the town of Oakland.

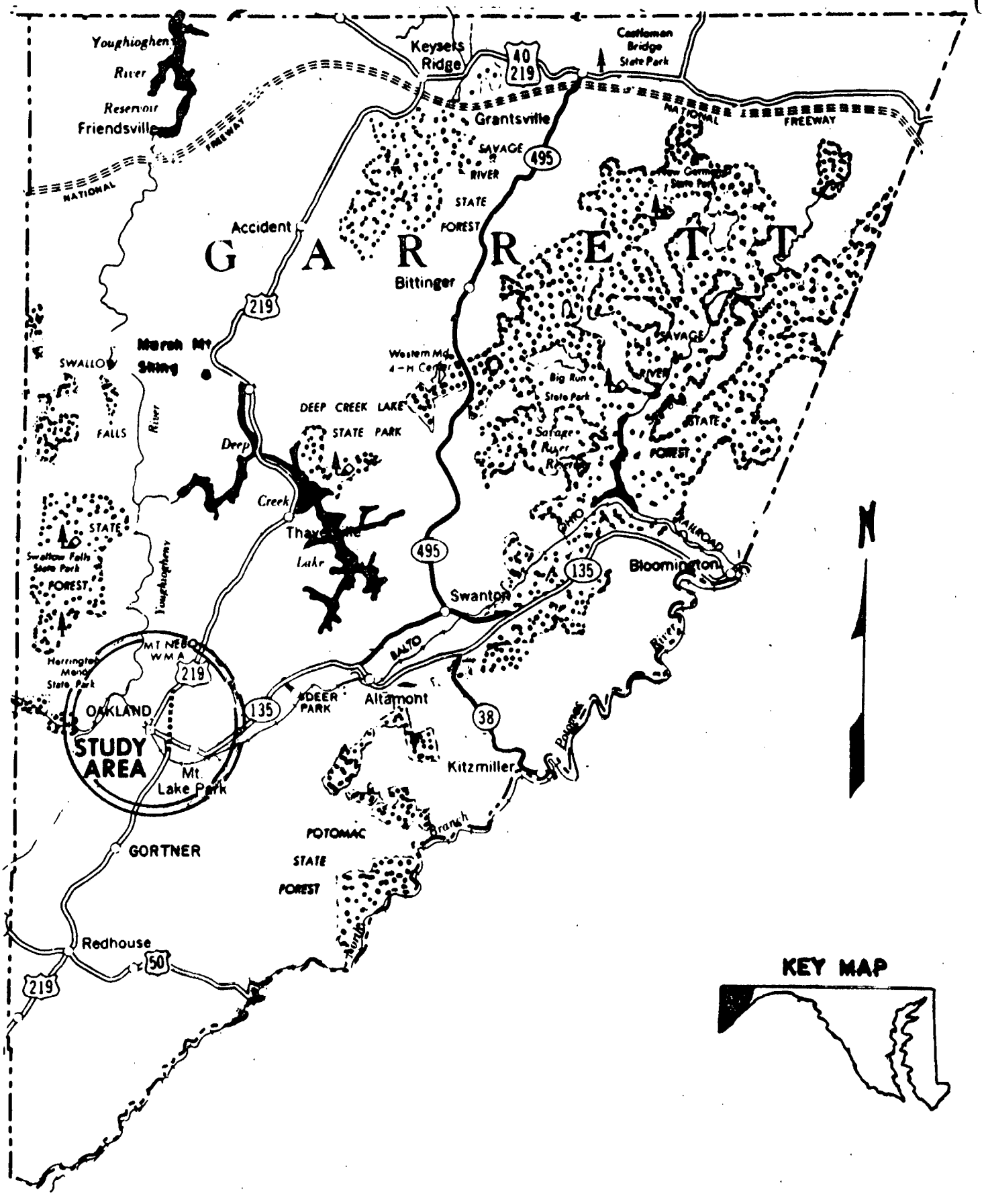

FIGURE 1

VICINITY MAP
SCALE
1" = 2200'

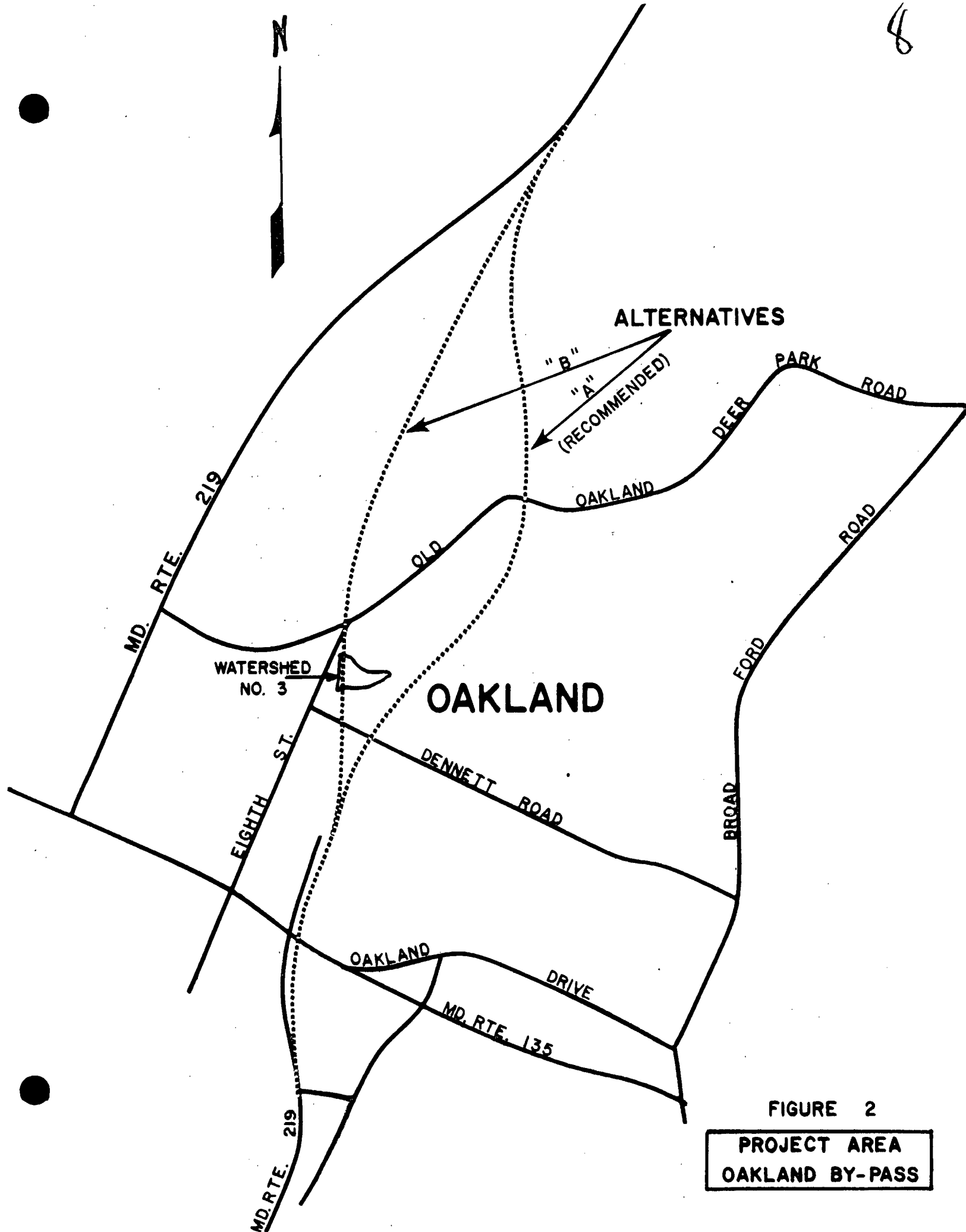

FIGURE 2

PROJECT AREA
OAKLAND BY-PASS

As a result of the environmental analysis performed on each alternative and the comments expressed at the Location Public Hearing held on April 5, 1977, Alternative A has been recommended for Location Approval. Stage construction will be considered and it will be dependent upon the availability of funds at the time of construction scheduling. According to the available traffic data the ultimate facility is anticipated to be needed in the year 1996. Traffic data is shown in Figure 3.

5. Summary of Environmental Impacts

The construction of Alternative A will affect seventeen (17) unimproved properties and require the acquisition of two residences. Fifty-five acres of agricultural land will be acquired, however, no farms will be put out of operation.

A short term decrease in existing water quality of Wilson Run will occur during construction activities.

Five noise sensitive receptors will be impacted. Two of the receptors, both residential, will experience noise levels in excess of the Federal design noise levels.

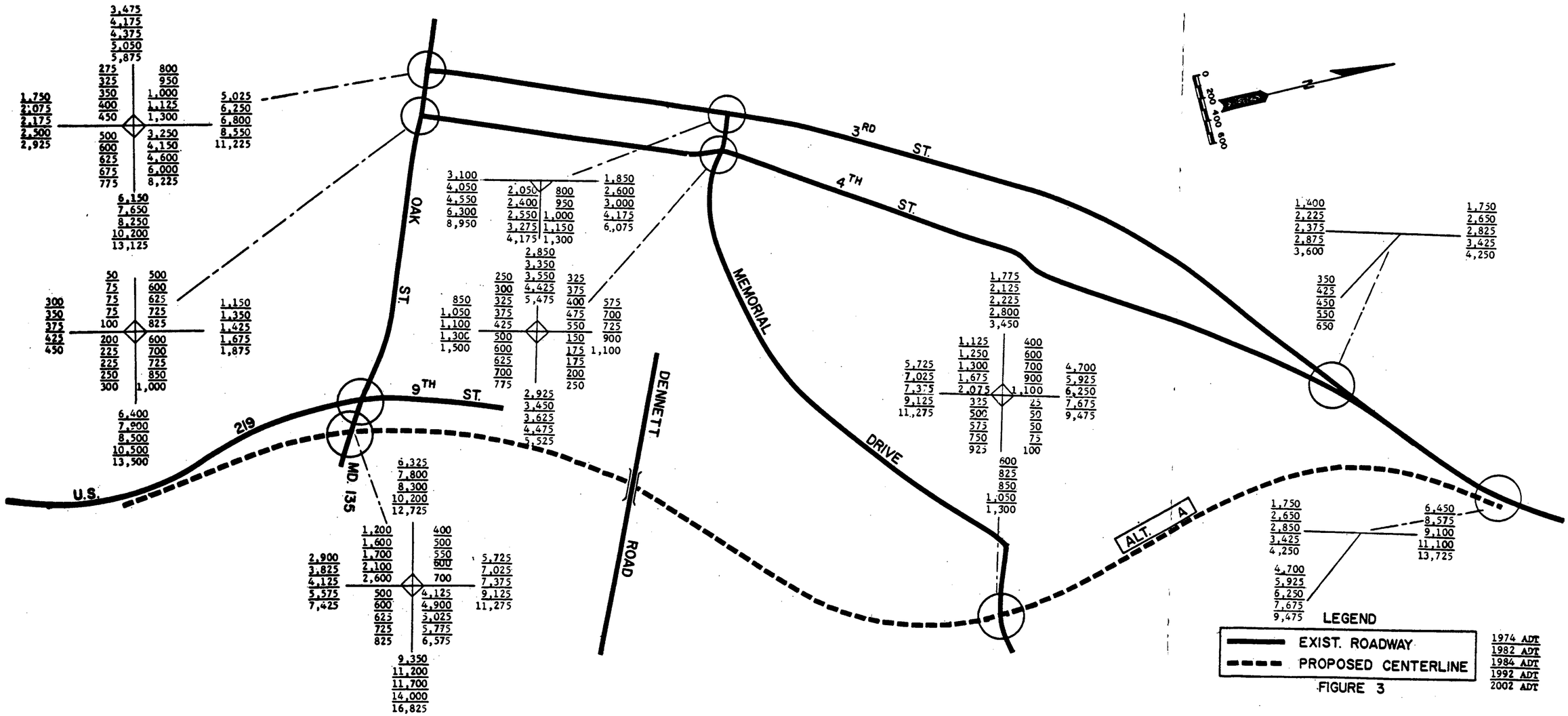
3RD ST.
4TH ST.
OAK ST.
MEMORIAL DRIVE
DENNETT ROAD
9TH ST.
U.S. 219
MD. 135
ALT. 4
0 200 400 600
LEGEND
EXIST. ROADWAY
PROPOSED CENTERLINE
1974 ADT
1982 ADT
1984 ADT
1992 ADT
2002 ADT

FIGURE 3

I. LOCATION AND DESCRIPTION OF PROJECT

A. Existing Roadway

The north/south alignment of U.S. Route 219 links Garrett County with the Pennsylvania Turnpike to the north, and with West Virginia to the south. In the northern section of Garrett County, U.S. Route 219 intersects east/west U.S. Route 40 and the National Freeway. U.S. Route 219 intersects east/west U.S. Route 50 in the southern portion of Garrett County. See figure 1.

Existing U.S. Route 219, approaching Oakland from the south, consists of a 24-foot wide pavement and 12-foot shoulders. This is the most recently improved section of U.S. Route 219. North of Oakland, U.S. Route 219 has at present a 25-foot wide pavement and 10-foot shoulders. Within the city, there is practically no shoulder on either side of Route 219. Property lines and edges of sidewalk define the right-of-way, providing no continuous strip of open land along the edges of the existing roadway. The Oak Street section of Route 219 is 40 feet wide. Along 3rd Street the variation of the width is between 20 to 40 feet and is partially utilized for on-street parking. In Oakland, traffic must travel through the business district.

B. Social Characteristics of the Project Area

The town of Oakland is located in the southwestern quadrant of Garrett County, the second largest county in Maryland. The County's population is predominantly on rural farms with several concentrations in small urban areas, of which Oakland is the largest.

Oakland, is the county seat of Garrett County and serves as the industrial, commercial and governmental center of the County. The commercial and governmental offices in Oakland are located along U.S. Route 219. The business district is surrounded by residential areas. Over the past 10 years, the residential areas have expanded beyond the city limits of Oakland. Mitchell Manor, north of the city limits, and Mountain Lake Park, east of Oakland, are primarily single-unit developments, which typify this residnetial expansion.

Library services in Oakland are provided by the Garrett County Hospital and the main public library. Oakland has the only local police department in Garrett County. Fire protection is provided by the Oakland Fire Department, one of the ten volunteer companies in the county.

The Oakland-Mountain Lake area contains three elementary schools, a middle-high school and Southern High School.

Recreational areas within easy reach of Oakland include Bradford Reservoir northeast of Oakland and Deep Creek Lake, located 8 miles to the north of Oakland on U.S. Route 219. In addition, numerous state forests are within the immediate vicinity of Oakland. The forests and parks of Garrett County are shown in Figure 4.

The Bradford Reservoir has been recently completed and the land area adjoining the lake will contain extensive recreation facilities to provide for fishing, swimming, boating and picnicking. The anticipated use is 100,000 persons per year with summer season peaks of 1000 per day. The tourism business was given much impetus by the creation in 1925, of 4500-acre Deep Creek Lake. This lake provides a full cycle of summer-winter tourist activities and vacation trade.

(1) Economic Characteristics

a) Employment

In 1970, the Garrett County population was 21,476 persons with an estimated 7/77 population of 25,100 and a projected 1980 population of 26,600. The 1970 population of Oakland was 1,786,9.7% less than the 1960 population. This increased to 1899 by 7/75, an increase of 6.3%. This is attributed partially to decentralization. New homes and old and new businesses occupy suburban locations, particularly north along U.S. Route 219 and east along Maryland Route 135.

Oakland's population is expected to modestly increase in the future, reaching 2120 persons by 1990, despite the decline during the last decade.[1] The present and projected population statistics are presented in Table 1. The 1975 figures indicate that 70 of the 24,150 county inhabitants were non-white, or about 0.3% of the population.

Oakland's economic base consist of governmental agencies, retail stores, service business and professional offices. The major industries are a milk products plant, a lumber mill, a medium-size optical plant and tourism associated services. One dairy farm is in the area: Sunny Acres Beef Farm. The June, 1977 labor force in Garrett County was 10,697.

Average annual unemployment rates for Garrett County, Maryland and the U.S. for the years 1974 - 1977 are shown in Table 2. Garrett County has been somewhat higher at most times. The

[1] U.S. Census, 1970.

seasonal nature of the tourism industry accounts for most of these high rates. The rate refers to the percentage of persons unemployed as part of the total work force.

The 1974 per capita income for Oakland, Garrett County, the State of Maryland, and the United States, were $3,665, $2,910, $5,299 and $4,572 respectively.[1]

b) Income

The income level in Garrett County is below the national average. As a result, Garrett County receives economic aid from the Appalachian Regional Commission as established by the amended Appalachian Regional Development Act of 1965. The three Appalachian counties of Maryland, and other states in the Appalachian Region, participate in this program. The purpose of the Act is to assist the region in solving its peculiar economic problems, to promote its economic development, and to establish a framework for joint Federal and State efforts toward providing the basic facilities essential to its sustained growth on a coordinated and concerted regional basis. The program is a Federal-State partnership, and the States are responsible for recommending local and State projects to receive assistance under the Act.

The proposed project will be funded by the Economic Growth Center Development Highway Program (Federal Highway Administration). The purpose of the economic growth center highway program is "... to promote the desirable development of natural resources, to revitalize and diversify the economy of rural areas and small communities".[2]

c) Property Values

The approximate value of land in the project area ranges from $1,000 per acre for farmland to $8,000 per acre for subdivision parcels.

The State and Garrett County property taxes are $0.23 and $2.63 per $100, respectively. The Oakland Municipal tax rate is $1.10 per $100 of assessed value.

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[1] Social and Economic Statistics Administration, Income Branch, Population Division.

[2] From Section 143, Title 23, United States Code

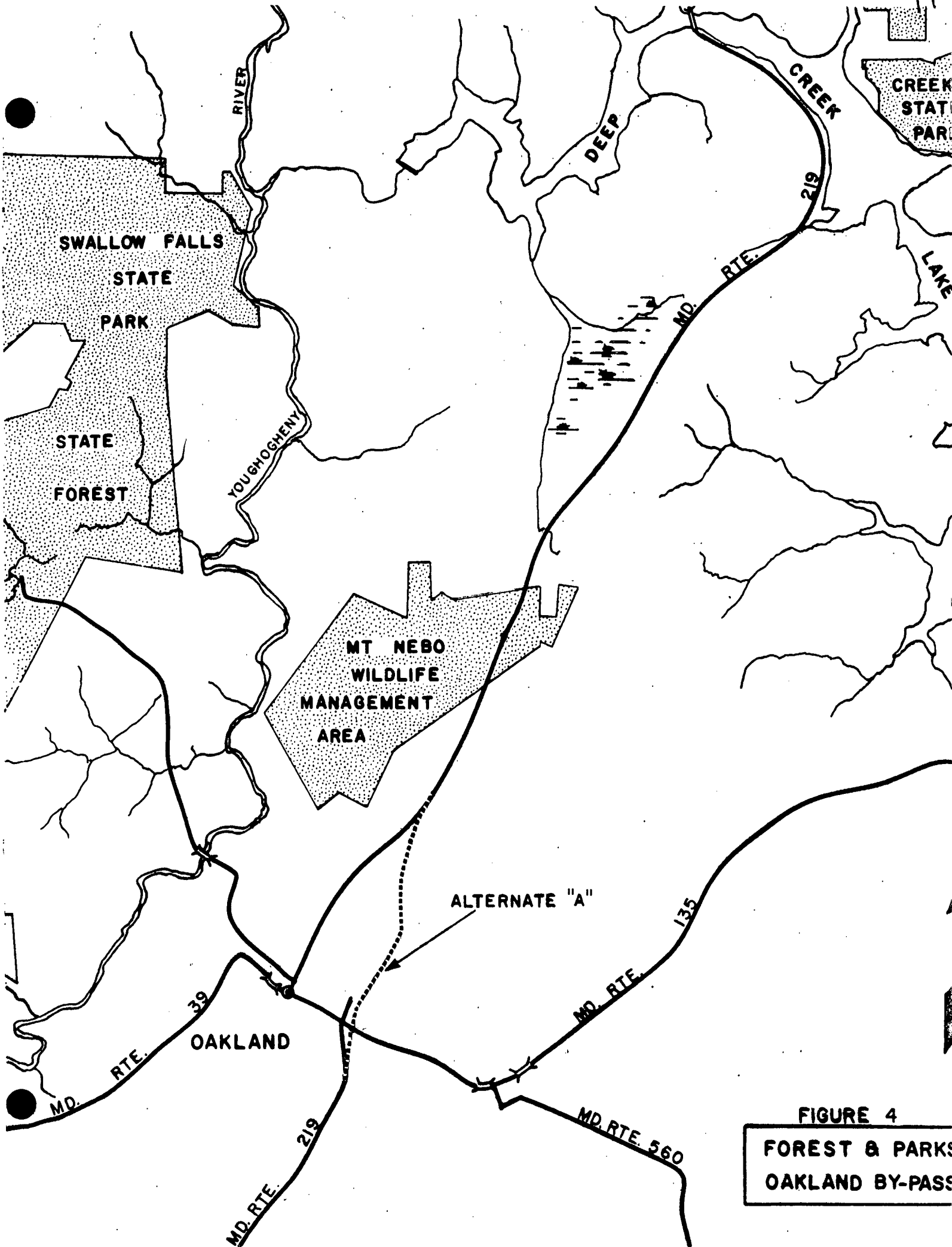

FIGURE 4

FOREST & PARKS
OAKLAND BY-PASS

TABLE 1

PRESENT AND PROJECTED POPULATION STATISTICS

A. Population Changes in Oakland, Garrett County, and Maryland

1950 - 1980

	Oakland		Garrett County		Maryland	
Year	Population	% Change	Population	% Change	Population	% Change
1950	1,640	3.3	21,259	-3.3	2,343,001	28.6
1960	1,977	20.5	20,420	-3.9	3,100,689	32.3
1970	1,786	-9.7	21,476	5.2	3,922,399	26.5
1975	1,899	6.3	24,150	12.5	4,121,610	5.1

There are eight incorporated towns in Garrett County. The July, 1975 populations are: Accident - 256; Deer Park - 313; Friendsville - 593; Grantsville - 559; Kitzmillersville - 410; Loch Lynn Heights - 553; Mountain Lake Park - 1,627; and Oakland - 1,899.

B. Population by Age and Sex - Garrett County - July, 1975

Age	Male No./%	Female No./%	Total No./%
Under 1	170/1.4	170/1.4	340/1.4
1-4	780/6.6	750/6.1	1530/6.3
5-17	3070/26.1	2960/23.9	6030/25.0
18-44	4070/34.6	4450/36.0	8520/35.3
45-64	2490/21.1	2550/20.6	5040/20.9
65+	1200/10.2	1490/12.0	2690/11.1
Total	11780/100.0	12370/100.0	24150/100.0

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TABLE 2

ANNUAL AVERAGE UNEMPLOYMENT RATIOS (%)

1974 - 1977[1]

	1974	1975	1976	January 1977	June 1977
Garrett Co.	7.0	6.3	10.2	16.0	5.3
Maryland	4.7	6.9	6.8	--	5.6
United States	5.6	8.5	7.7	--	7.1

[1]Maryland Department of Human Resources, Office of Program Planning and Evaluation

C. Natural Environmental Characteristics

(1) Meteorology

Table 3 lists temperature and precipitation data for the Oakland area. A short growing season of less than 125 days is characteristic of the area. The prevailing winds in the Oakland area are generally from the northwest.

(2) Geology and Ground Water

Oakland is located at the western edge of the Deer Park Anticline and lies on a narrow strip of the Hampshire and Pocono rock formations. The geological term "anticline" refers to a ridge which was formed long ago, when a flat section of rock was squeezed and buckles upward at the center. The rock strata are composed of red and reddish-brown sandstone, siltstone, and shale. Figure 5 depicts the underlying geological formations. Table 4 gives a description of each type.

Depths to bedrock usually vary from 0 to 4 feet. Many rock outcrops occur and major rock problems may be encountered within the project area. Types of available rock include shale, siltstone, and sandstone, all of which are interbedded.

Depths to seasonably high water tables vary from less than 1 foot in flood plains, depressions, and lower slopes, to more than 20 feet on upper slopes, hilltops, and plateaus. Water tables are highly variable on higher topography.

Ground water is contained in underground storage areas called aquifers. Ground water is the rain that has seeped through the soil and has become stored in the geologic formation below. An aquifer is a permeable underground geological formation through which ground water flows; a recharge area is a place where water enters an aquifer. Although ground water is of secondary importance for most large urban areas in Maryland, in rural areas it is the only available source of potable water.

In folded shales and sandstones of the Oakland region of Garrett County, water is contained under both water table and artesian conditions. The principal recharge areas are the crests and slopes of ridges. Many of the sandstones are porous and yeild well, but the fracturing of denser quartzites and shales can yield enough water for domestic use.

The aquifers are classified as Hydrologic Unit III by the United States Geologic Survey. The aquifers are composed of sandstones and shales of the

TABLE 3

METEOROLOGICAL DATA FOR
OAKLAND AREA[1]

	Normal Month's Temp. (°F)	Avg. Month's Precip.
Jan.	26.8	3.52
Feb.	27.9	3.22
Mar.	35.4	4.33
Apr.	47.3	4.04
May	56.8	4.25
Jun.	64.4	4.23
Jul.	67.6	4.52
Aug.	66.4	3.99
Sep.	60.0	3.14
Oct.	50.2	2.93
Nov.	39.0	3.13
Dec.	28.7	3.54

1 source: U.S. Dept. of Commerce, NOAA, 1973

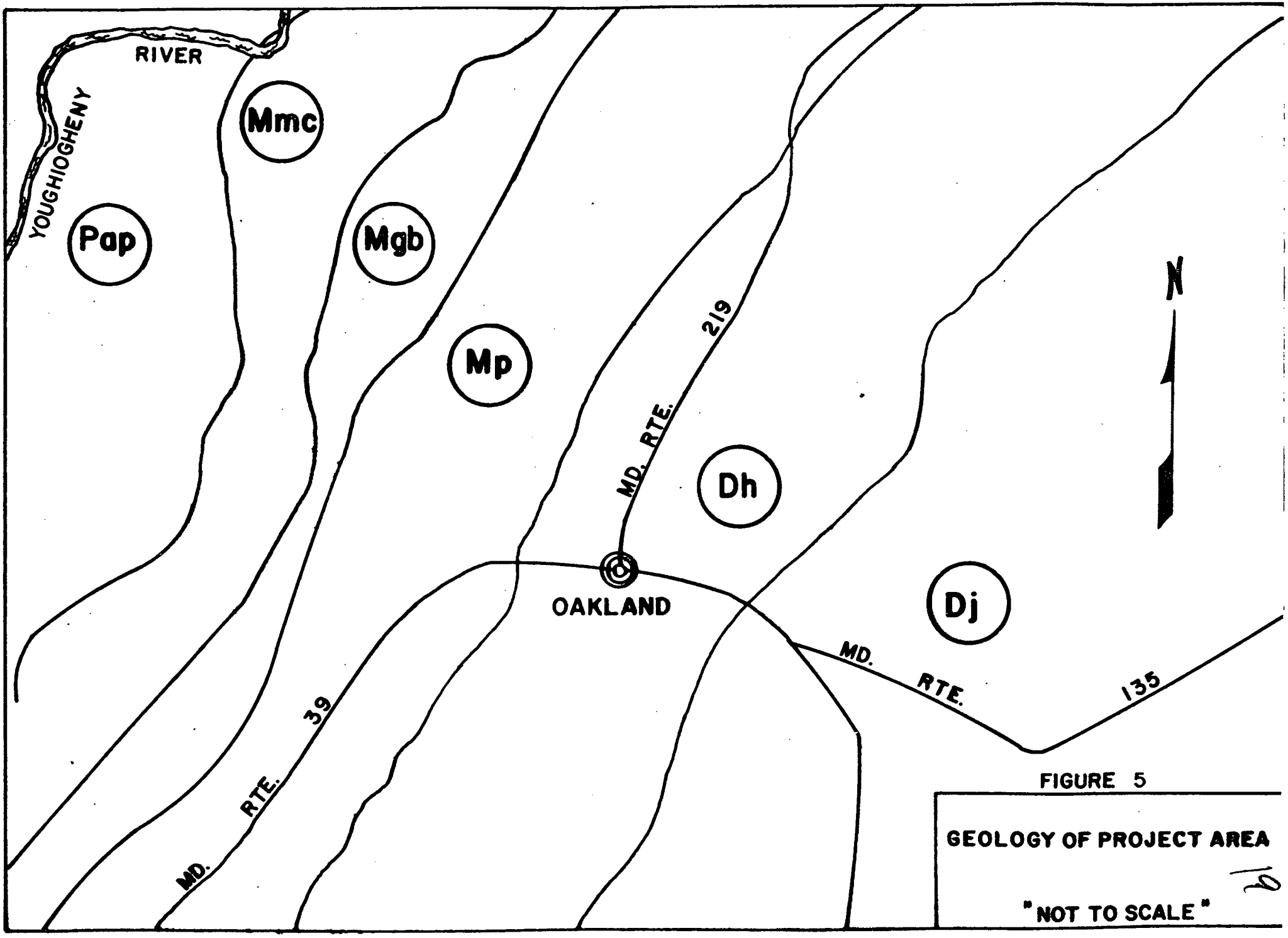


FIGURE 5

GEOLOGY OF PROJECT AREA

"NOT TO SCALE"

TABLE 4

GEOLOGIC FORMATIONS IN PROJECT AREA

Explanation

Pm: Monongahela formation. Includes strata above the base of the Pittsburgh coal bed (P); interbedded claystone, shale, siltstone, sandstone, and coal beds. Present only in Georges Creek and Upper Potomac coal basins. May include some strata of Permian age (Dunkard). Thickness 240 to 270 feet.

Pc: Conemaugh formation. Includes strata between top of Upper Freeport coal bed (UF) and base of Pittsburgh coal bed (P). Predominantly grey and brown claystone, shale, siltstone, and sandstone; part below Barton coal bed (B) characterized by several red beds, calcareous claystone and fossiliferous marine shales. Thickness 825 to 925 feet.

Pap: Allegheny formation - Pottsville formation. Allegheny and Pottsville formations, mapped together as a stratigraphic unit, comprise those beds between top of Mauch Chunk formation and top of Upper Freeport coal bed (UF). Lower part of Pottsville formation consists of medium- to coarse-grained sandstone, commonly conglomeratic at its base; upper Pottsville and Allegheny formations composed of interbedded sandstone, siltstone, claystone, shale, and coal beds. Thickness 300 to 600 feet.

Mmc: Mauch Chunk formation. Brown to greenish-brown, fine-grained, micaceous sandstone, and red and green to greenish-brown shale; sandstone typically thin-bedded (less than 3 inches) and cross-bedded. No fossils observed. Thickness 500 to 700 feet.

Mgb: Greenbrier formation. Calcareous shale and sandstone, and argillaceous and arenaceous limestone. Lower part grey to red, cross-bedded, arenaceous limestone (Loyalhanna member). Upper part calcareous shale and sandstone, typically red, interbedded with greenish-grey to reddish-grey, argillaceous limestone. Marine fossils common above the Loyalhanna member. Thickness 200 to 300 feet.

Mp: Pocono formation. Strongly cross-bedded, platy sandstone with some siltstone and shale; sandstone commonly medium-grained, but may be coarse of conglomeratic; weathered color dominantly grey or brown, but some beds red and reddish-brown. Fragmentary plant fossils observed, Hampshire-Pocono contact gradational. Thickness 700 to 1200 feet.

TABLE 4 (cont')

Dh: Hampshire formation. Interbedded red and reddish-brown (rarely green) sandstone, siltstone, and shale; sandstone and siltstone beds commonly cross-bedded. No fossils observed. Contact with Jennings formation and with Pocono formation gradational. Thickness 1400 to 2000 feet.

Dj: Jennings formation. Interbedded yellowish-grey, brown, and olive-brown shale, siltstone, and sandstone, with a few conglomerate beds; typically evenly-bedded. Marine fossils common, generally preserved as internal and external molds. Contact with Hampshire formation gradational; base not exposed. Estimated thickness 4000 to 5000 feet.

Valley and Ridge and Appalachian Plateau including Monogahela Formation (Fm), Alegany and Pottsville Fms, Hampshire Fm, Jennings Fm, Romney Shale, Wills Creek Shale, Clinton Group and Martinsburg Shale.

Hydrologic Unit III contains the poorest aquifers within the mapped area. The designation, Hydrologic Unit III, refers to those geologic units in which the average yields and specific capacities of wells fall in the lower fifty percent of a list of formations ranked according to their water-yielding characteristics. This unit includes widely differing types of rock which generally have low permeability. The yields of wells in this unit range from less than 1 to 200 gpm. In this unit there is only a two percent chance of getting 50 gpm, or more; that is, only 1 out of 50 wells may be expected to yield 50 gpm, or more. The abbreviation "gpm" means gallons per minute.

(3) Soils and Topography

The project area varies in elevation from approximately 2,370 to 2,540 feet above sea level. The majority of Garrett County is mountainous, and the town of Oakland, is situated on two intersecting valleys.

General characteristics of soils in the area are: (1) Depths of overburden (i.e., regolith or soil) vary from 0.0 to 4.0 feet. Many steep or rolling, or severely eroded areas have little or no soil cover. Rock outcrops are prevalent in these areas. (2) Soil textures in lower slopes are generally silty, with variable amounts of soil and clay, and with numerous fragments of shale and sandstone; soil textures on higher topography (ridges, side slopes) are generally loamy with numerous fragements of shale and sandstone up to 15 inches or more along the longer axis. (3) Soil stability is poor to fair in flood plains and lower slopes; stability is variable on ridges and side slopes. (4) Susceptibility to frost action is high in flood plains and lower slopes; susceptibility is variabile on ridges and side slopes. (5) Seasonally high water table in flood plains and lower slopes suggests a possibility of periodic flooding, depths to water table are variable on ridges and side slopes; however, seasonally high water table does exist and is often exposed or is near the surface. (6) Water erosion hazard is variable; hazard is generally higher on steeper slopes and in drainageways. (7)Drainage is poor to fair in flood plains and depressions; drainage is good to excellent on higher topography. (Geomorphological data supplied by Maryland State Highway Administration, Bureau of Soils and Foundations: Figure 6 and Table 5).

(4) Streams and Wetlands

The entire project area is drained by tributaries of the Little Youghiogheny River. Just to the west of Oakland, this stream joins the main Youghiogheny River, which then flows northward to eventually become part of the Ohio River. Three tributaries of the Little Youghiogheny River fall within the project area: Cherry Glade Run, Wilson Run, and a small un-named stream south of Wilson Run. There will be no stream relocations required in the construction of the project. There are no wetlands located within the project area.

(5) Water Quality

The waters of the Little Youghiogheny River have been polluted for many years by untreated domestic sewage, and, in some cases by industrail wastes from the Oakland area.[1] Dissolved oxygen and bacteriological values failed to meet requirements under Maryland law in this area of the river. The Youghiogheny River has been designated as a scenic river by the State Scenic River Act (Annotated Code of Maryland Article 66c, Sections 761 and 763). Since the river and its tributaries are covered in the act, the Little Youghiogheny River may also be considered a scenic river.

(6) Aquatic Ecology

Wilson Run and Cherry Glade Run were sampled for fishlife using a 275 volt D. C. electroshocker. Results indicate that no substantial fishery exists presently in these streams.

A summary of the results of this collection is given below:

Fish Species

Minnows	Number Collected
Blacknose Dace R. atratulus	7
Creek Chub S. atromaculatus	42
Golden Shiner N. chrysoleucas	2
Suckers	
Hogsucker H. nigracans	1
White Sucker C. commersoni	16

[1] Status of Water Quality and Significant Sources of Wastewater Discharge in Maryland, State of Md. Dept. of Natural Resources, Water Resources Administration and the Dept. of Health and Mental Hygiene, Environmental Health Administration, 1972.

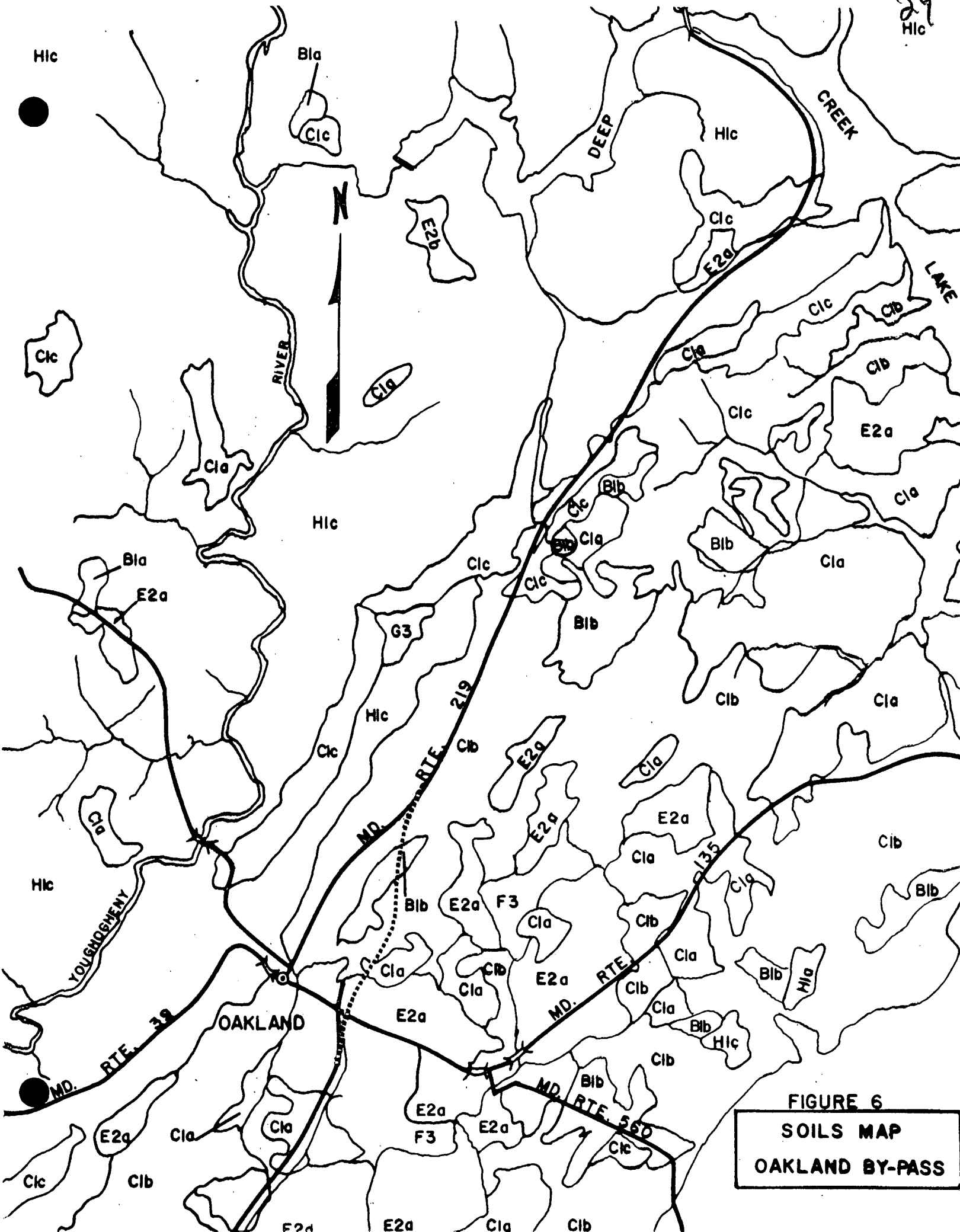


FIGURE 6

SOILS MAP

OAKLAND BY-PASS

TABLE 5

Natural Soil Group	Map Symbol	Composition/ Description	Slope	Erodability	Suitability: Grain & Seed Crop	Pasture Land	Limitation: Septic Field
AbB	E2a	Albrights silt loam	0-8%	-	Fair	Good	Severe
BrA	F3	Binkerton and Andover silt loams	0-3%	-	Poor	Poor	Severe
BrB	F3	Binkerton & Andover silt loams					
CaD2	C1c	Calvin-Gilpin-Ungers channery loams	20-35%	Moderate	Poor	Fair	Severe
CtB	E2a	Cookport channery loam	0-8%	-	Fair	Good	Severe
CtC2	E2b	Cookport channery loam	8-15%	Moderate	Fiar	Good	Severe
ErA	E2a	Ernest silt loam	0-3%	-	Fair	Good	Severe
Erb	E2a	Ernest silt loam	3-8%	-	Fair	Good	Severe
GnB2	C1a	Gilpin channery silt loam	0-10%	Moderate	Fair	Fair	Severe
GnC2	C1b	Gilpin channery silt loam	10-20%	Moderate	Fair	Fair	Severe
Lc	F3	Lickdalesilt loam	-	-	Poor	Poor	Severe
Unb	B1a	Ungers-Gilpin-Calvin channery loams	0-10%		Fair	Fair	Severe

Sunfish

Bluegill L. macrochirus	5
Pumpkinseed L. gibbosus	1

No rare or unusual fish species were observed during this survey.

(7) Terrestrial Ecology

Two small wooded areas are contained in the proposed project area. A field survey of these areas was made in April, 1975. While some large trees were found in these areas, the majority were less than nine inches in diameter, and reflected heavy cutting. On the hillsides, oaks dominate. Scattered maple, white pine, fruit trees, and box elders are common in the lower areas near the streams. A small area (several acres) has been recently planted with conifer seedlings. Most of the project area is pastureland, with a few fields used for crop production. No rare or unique plant or animal life was observed. A complete list of common plant and animal species that could be found in the project area are available at the State Highway Administration.

(8) Rare or Endangered Species to Maryland

One or more of the following species presently classified as endangered in Maryland could be present in the project area. However, none were observed.

a) Hellbender (Cryptobranchus a. alleganiensis). A giant salamander, the hellbender has been collected in the lower Youghiogheny River, but no collection records exist in the immediate vicinity of the project area. Since this species is associated with larger streams and rivers, it is unlikely that it occurs in the small headwater tributaries surrounding the proposed project.

b) Northern coal skink (Eumeces a. anthracinus). The coal skink has been reported as occurring several miles west of the project area. The species preferred habitat consists of steep wooded hillsides and rocky areas near springs and streams. No record of any collection of this specie was found in the immediate project area; however, the specie could be present in the project vicinity.

D. Description of Project

As mentioned previously, four (4) alternative alignments and the No-Build Alternative were considered in the Draft

Negative Declaration. Alternative A was recommended for further study because it had fewer environmental impacts than Alternatives B and B-1 and provides the same circulation advantages as Alternative A-1 at a lower cost. Alternative A also received a favorable response at the Public Hearing held April 5, 1977.

(1) Alternative A (Recommended Alternative)

Alternative A (and all Alternatives) originates along existing U.S. 219, approximately 0.4 miles south of Maryland Route 135. At this point, Alternative A leaves the existing road and follows a course to the east and parallel to existing U.S. Route 219. Initial studies envisioned using the existing section of U.S. Route 219, from 0.4 mile south of Maryland Route 135 to Maryland Route 135 as the southwest quadrant ramp of a proposed diamond interchange. Further analysis of this area showed that if this concept was implemented the ramp, the main roadway, and the entrance to the Oakland Industrial Park all merged at the same point. This would create a severe traffic hazard.

The ramp was restudied to tie into the main roadway north of the existing entrance. This will allow the existing entrance to remain as temporary access to the Industrial Park. When U.S. Route 219 becomes a facility with access limited to state and county roads only, this entrance would be relocated. The new entrance would begin on Maryland Route 826-A (Old U.S. Route 219) approximately 600 feet south of the connection to the existing entrance. It would then proceed to the west, going under U.S. Route 219, and then north to the existing entrance on the west side of U.S. Route 219. As Alternative A moves northward it crosses High Street which will be severed with vehicular access denied, however a facility or traffic control mechanism to accommodate and insure a safe crossing for pedestrians will be investigated. The choice of the appropriate type of pedestrian crossing will be determined during the design of the project. At a point approximately 500 feet south of High Street, Alternative A and B and B-1 separate. Alternative A generally following a farming valley, swings slightly to the east and crosses the Highland Park Dairy Farm. The farm is no longer in operation. It continues across Dennett Road and east of the Little Youghiogheny River Watershed Site 3 Dam and Reservior. Dennett Road will be bridged over the new facility. No alignment change is planned for Dennett Road, but it would be necessary to raise the existing grade by approximately 16 feet in order to accommodate the proposed bridge. This would involve 1200 feet of roadway reconstruction for Dennett Road. At Wilson Run, a double 8 foot by 7 foot box culvert is planned to carry Wilson Run under the proposed highway.

Curving left, Alternative A crosses land supporting the Sunny Acres Beef Fram. Next comes an at-grade intersection with Memorial Drive. No realignment of Memorial Drive will be required and a minimal grade change will suffice. Alternative A then ties back into existing U.S. Route 219, approximately 0.7 miles north of Cherry Glade Run.

The intersection of the proposed project and Memorial Drive has been reviewed by the State Highway Administration and it has been determined that a channelized intersection would adequately serve traffic needs through the 20 year design period. Based upon projected traffic volumes, traffic signalization would not be needed before the year 2002.

The recommended alternative would initially consist of two 12-foot roadways with 10-foot shoulders with safety grading throughout the length of the project. This alternative provides a maximum grade of 4.64 percent and a maximum degree of curvature of 2 degrees 30 minutes. This alternative has a proposed design speed of 60 mph, has an approximate length of 2.31 miles, and will require one at-grade intersection.

The estimated initial cost of Alternative A is $318,000 for Right of Way, which will be sufficient to contain construction of the ultimate facility. The estimated construction cost is $3,836,000. The total estimated initial cost is $4,154,000. The initial construction cost is subject to change pending additional recommendations to be made during the design phase relative to the amount of initial construction needed. (Interchange, pedestrian over-passes, county road overpasses, etc.) The estimated total ultimate cost is $6,722,000.

The detailed horizontal and vertical alignments for Alternative A are shown in Figure 7. A typical section of the proposed improvement is shown in Figure 8.

(2) Alternatives Considered and Not Selected

a) Alternative A-1

With one exception, Alternative A-1 was identical to Alternative A. That exception consists of grade separation, requiring the bridging of Memorial Drive; whereas, Alternative A proposes an at-grade crossing. As mentioned above, it has been determined that based on projected traffic a grade separation is not required. The elimination of the grade crossing would reduce the cost of the proposed project by approximately $1,441,000.

b) Alternative B

This alternative is identical to Alternative A to High Street. At High Street Alternative B separated from A and curved westerly along a ridge line. This alternative continued across the Highland Park Dairy Farm under a proposed bridge at Dennett Road and passed over the drain field of the Little Youghiogheny River Watershed Site 3 Dam and Pool. Continuing northerly Alternative B merges with, and becomes identical to Alternative A at its terminus along existing U.S. 219.

c) Alternative B-1

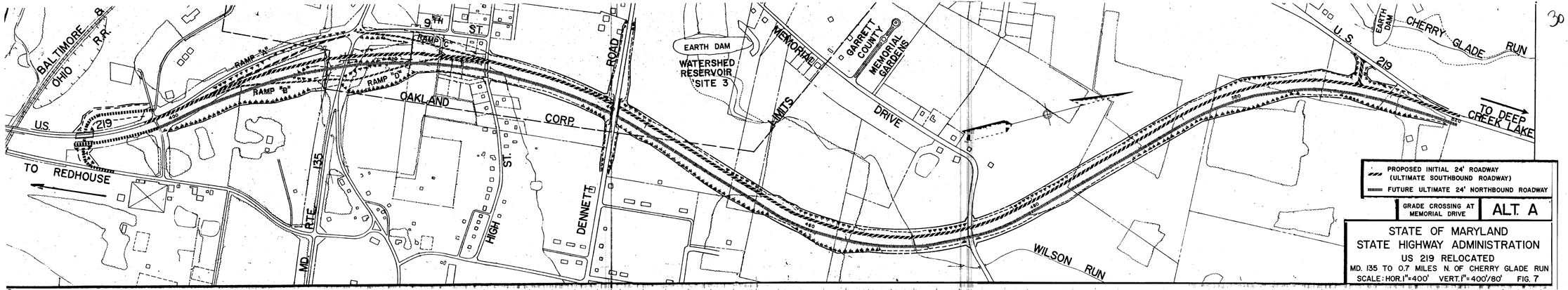
With one exception, Alternative B-1 was identical to Alternative B. That exception consists of a grade separation, requiring the bridging of Memorial Drive; whereas, Alternative B proposed an at-grade crossing.

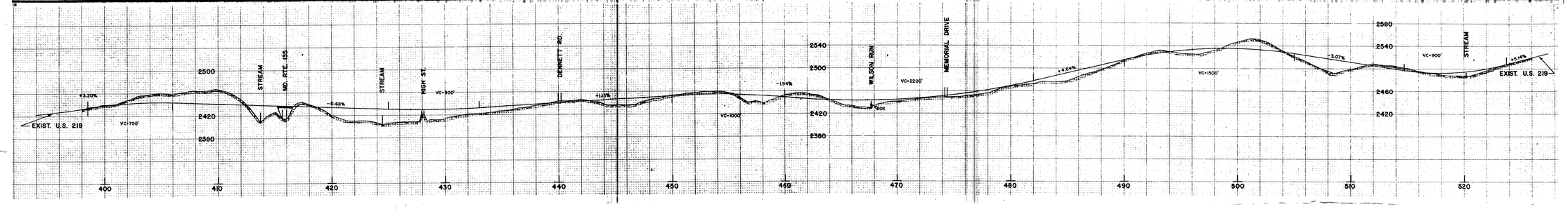
Alternative B and B-1 were not recommended for further study because they would impact approximately six times as many persons as Alternative A, would impact seven noise receptors with five experiencing levels in excess of the Federal Design levels, as compared to five and two for Alternative A. Alternatives B and B-1 would also have a more severe impact on farm operations in the corridor. These alternatives would also require the construction of an approximately 800 foot long bridge across the drain fields of the Little Youghiogheny River Watershed Site No. 3 Dam and Pool. The excavation for the supports of the bridge could have an adverse impact on the drainage system of the dam. The Department of Natural Resources has indicated no fill material should be placed on the drain field. In addition, Alternatives B and B-1 would be twice as expensive to construct for the initial construction and three times more expensive for the ultimate design.

d) No-Build Alternative

A fifth alternative considered was the No-Build, by which traffic would continue to use the existing route through Oakland for both the local and through traffic.

Traffic management type improvements have been instituted within the town and have been unsuccessful in eliminating or alleviating the traffic congestion. Traffic lights have been installed at the major intersections and, because of the high volume of traffic, has resulted


BALTIMORE & OHIO R.R.
US 219
TO REDHOUSE
RAMP "A"
RAMP "B"
RAMP "C"
RAMP "D"
9TH ST
OAKLAND
CORP LIMITS
MD. RTE. 135
HIGH ST.
DENNETT ROAD
EARTH DAM
WATERSHED RESERVOIR SITE 3
MEMORIAL DRIVE
GARRETT COUNTY MEMORIAL GARDENS
WILSON RUN
EARTH DAM
CHERRY GLADE RUN
U.S. 219
TO DEEP CREEK LAKE
PROPOSED INITIAL 24' ROADWAY (ULTIMATE SOUTHBOUND ROADWAY)
FUTURE ULTIMATE 24' NORTHBOUND ROADWAY
GRADE CROSSING AT MEMORIAL DRIVE
ALT. A
STATE OF MARYLAND
STATE HIGHWAY ADMINISTRATION
US 219 RELOCATED
MD. 135 TO 0.7 MILES N. OF CHERRY GLADE RUN
SCALE: HOR. 1"=400' VERT. 1"=400'/80' FIG. 7


EXIST. U.S. 219
+3.20%
VC=750'
STREAM
MD. RTE. 135
-0.68%
STREAM
HIGH ST.
VC=900'
DENNETT RD.
+1.25%
-1.34%
VC=1000'
WILSON RUN
VC=2200'
MEMORIAL DRIVE
+4.44%
VC=1500'
-3.07%
VC=900'
STREAM
+3.14%
EXIST. U.S. 219
2580
2540
2500
2460
2420
2380
400
410
420
430
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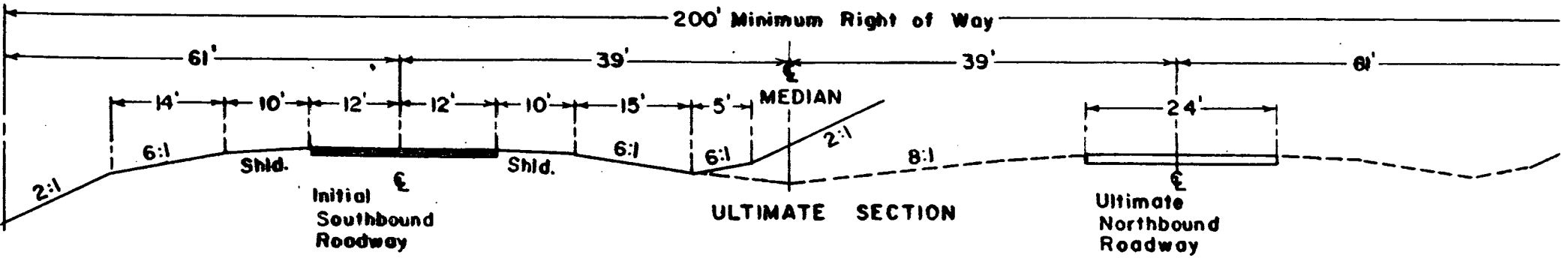
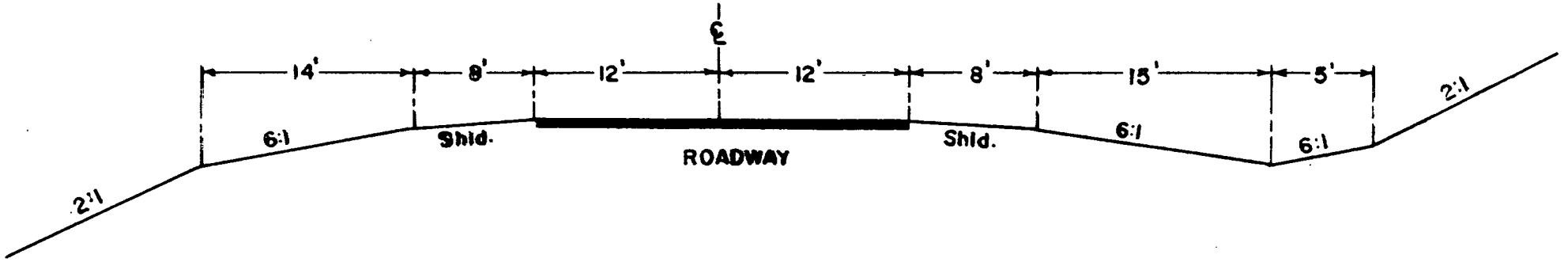


PROPOSED US 219 MAIN LINE



COUNTY ROADS

TYPICAL CROSS SECTIONS

Not To Scale

FIGURE 8

in long back-ups and queuing of traffic. The town has also regulated on-street parking restrictions which still does not provide sufficient lanes to efficiently move both local and through traffic. The existing road is of varying width and is approximately twenty feet wide in some areas. The variabling width makes it impossible to provide an additional lane throughout the town of Oakland even if parking was eliminated on both sides of existing Route 219.

These and other methods of traffic control were not studied extensively because the primary purpose of the project is to remove through traffic from the town of Oakland. The use of existing Route 219, with no improvement, would not be able to handle projected traffic and would result in increased congestion, including increased air pollution and higher noise levels.

II. NEED

A. Project Purpose

The purpose of the project is to relieve traffic congestion in the town of Oakland, to reduce the travel time of through traffic on U.S. Route 219, and to improve the infrastruction of highways deemed essential to the economic growth of Oakland as promulgated by the Appalachian Regional Development Act of 1965.

(1) Deficiencies of the Existing Facility

The Maryland State Highway Administration has Determined that existing U.S. Route 219 in Oakland has reached its capacity (11,075 vehicles per day). Fifty percent of this traffic is through traffic and fifty percent is local. Approximately fourteen percent of the average daily traffic (ADT) is truck traffic. The congested area begins at the signal-controlled intersection of U.S. Roue 219 and Maryland Route 135 (see Figure 2). At this intersection, north-bound traffic must turn left onto Oak Street for approximately one-half mile to a signal-controlled intersection at 3rd Street, where it turns right onto 3rd Street (U.S. Route 219) and continues approximately 0.8 miles (encountering two more signal-controlled intersections) to the city limits. Regulated on-street parking is observed throughout the congested section described above.

Existing U.S. 219 through Oakland is also experiencing a high accident rate. The section of U.S. 219 that will be affected by the proposed relocation experienced 134 accidents. These consisted of : 29 personal injury accidents and 105 property damage accidents, for the years 1973 through 1975. The rate of accident occurrence on a one hundred million vehicle mile basis (rate/100MVM) was 583 accidents. This accident rate presently exceed the statewide average accident rate of 326 accidents/ 100MVM for all similar two lane rural hgihways now under state maintenance.

The traffic on U.S. 219, through Oakland is presently operating at capacity and if no improvements are made to this facility, any future increase in traffic volumes will bring further congestion. As a result of the expected traffic growth, the accident rate will also rise, with a corresponding increase in the accident costs to the motorist.

The proposed highway will be a partially controlled access highway with an expected accident rate of approximately 83 accidents/100MVM of travel based upon experience on existing similar type highways.

It is estimated that traffic will be reduced by approximately 50% on existing U.S. 219 in Oakland, leaving the route primarily for local traffic. This reduction in through traffic will reduce congestion and will also decrease the probability of accident occurrence. The corresponding accident rate should then be expected to decrease to a level approximating the statewide accident rate for all similar two lane, non-divided highways.

The total monetary cost/100MVM of travel to the motorist under the proposed U.S. 219 by-pass is projected lower than the cost of continuing to use the existing highway under a no-build alternate. The new by-pass is expected to generate a cost of $465,900/MVM of travel, while the remaining section through Oakland would decrease to $924,950/MVM of travel, for a total cost of $1,390,500. Since the existing highway is now experiencing a cost of $1,655,400/100MVM of travel, an approximate overall saving of $264,600/100MVM of travel would be realized with the construction of the by-pass.

More important than the monetary savings to be realized by construction of the proposed by-pass is the corresponding anticipated decrease in human misery brought about by the reduction of accidents.

The accident costs, as indicated include present worth of future earnings of those persons killed or permanently disabled, as well as monetary losses resulting from injury and property damage accidents. The unit cost utilized in the above computations were based on actual cost values obtained from three independent accident cost studies conducted in Washington, D. C., Illinois and the California Division of Highways and were updated to 1976 prices.

(2) Planning Basis

The Oakland Comprehensive Development Plan contains the following policy statement: "to retain and strengthen the full variety of activities and opportunities which distinguishes Oakland from other communities in the County; to improve traffic flows and parking arrangements in the Central Business District to provide and continually maintain a safe, efficient street system which both effectively accommodates local traffic circulation and adds to the quality of the residential environmental."

The Circulation Plan, contained in the Comprehensive Development Plan, recognizes the inadequacies of the present traffic plan system and classifies the proposed U.S. Route 219 by-pass as an arterial road. Arterials are defined by the plan as roads which provide for through traffic movements. Alternative A is consistent with the Comprehensive Development Plan.

The County Commissioners, the Mayor and Oakland Town Council have endorsed the concept of a by-pass. The County's Community Action Agency has made application to the Appalachian Regional Commission for a grant to help finance a public transportation system with the goal of improving the accessibility to Oakland.

III. 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 impact upon the quality of the human or natural environment.

The project will not have a significant effect on the ecology, water quality, or air quality of the area. There should be a minimum of social impacts as only two relocations will be required as a result of the construction of the project. There is suitable replacement housing available in the vicinity of Oakland. The project will have no effect on historical resources, nor is it expected to affect any archeological sites. There will be a slight increase in noise in the general area of the project.

Alternative A is consistent with the Comprehensive Plan for the town of Oakland.

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

IV. SOCIAL,ECONOMIC AND ENVIRONMENTAL FACTORS

This section will discuss the impacts that Alternative A will have on the human and natural environment. The impacts discussed are anticipated to occur under the ultimate four lane facility.

A. Social-Economic

The recommended alternative will require the acquisition of two residencies comprised of eight people. One active farm, the Sunny Acres Beef Farm, will be impacted by the project, however, it is expected to remain in operation. There should be no problem in finding replacement housing as there are from eight to ten comparable homes available.

In general the values of the adjacent properties will remain stable, while at the intersections, values may increase. The total annual tax dollar loss is estimated to be $3,960.00. The improved property tax loss is $420.00, and the unimproved tax loss is $3,540.00.

The acquistion of right of way for the project will not divide nor disrupt any established communities nor impact any minority individuals or groups.

(1) Historic Sites

The Maryland Historical Trust found no historic sites in the project area. (see letter in Appendix).

(2) Archeological Sites

A consultant archeologist, approved by the State Archeologist, has performed a preliminary survey of the area and found no existing or potential sites. He does not recommend any further surveys be performed. However, if during the construction of the project, a site is discovered, the appropriate salvage procedure will be employed in accordance with the applicable federal manuals.

A copy of the archeological reconnaissance report is available at the State Highway Administration.

(3) Relocation Assistance

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1. An improved property can be purchased or leased.

2. Dwelling units can be rehabilitated and purchased or leased.

3. New dwelling units can be constructed.

4. State acquired dwellings can be relocated, rehabilitated, and purchased or leased.

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

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

B. Natural Environmental Impact

(1) Geology and Ground Water

Alternative A will have no impact on geological resources of any economic value. It will also have no significant effect on ground water quality or movement.

(2) Soils and Topography

Soils data compiled by the Soil Conservation Service indicates that the majority of soils occurring within the study area are silts and clays and have moderate erosion potentials. These erosion potentials are attributed to the area's topographic variability.

Alternative A does not affect appreciable amounts of land suitable for septic tanks.

(3) Water Quality

The construction of Alternative A will require the crossing of one major stream. A double 8 foot by 7 foot culvert will be required to carry Wilson Run under Alternative A. On September 18, 1973, a meeting was held with the Maryland Department of Natural Resources and it was determined that a box culvert would be acceptable. Information regarding design flow criteria, high water elevation, etc. will become available during the design of the project. There are no stream relocations involved in the project.

The Department of Natural Resources will be closely coordinated with during the construction of the culvert. The standard State Highway Administration sedimentation control procedure will be strictly enforced to minimize any runoff caused by erosion. It will be determined during the design of the project whether a permit will be required for any stream crossings involved.

(4) Terrestrial Ecology

The majority of land in the project corridor has been cleared for agricultural use. The small amount of woodland to be removed should not have a significant impact on the wildlife of the area due to the presence of larger forest in the immediate vicinity of the project. The construction of the project will require the acquisition of approximately 55 acres of agricultural land. The remainder of the land to be acquired is zoned for residential use.

(5) Wetlands

There are no natural wetlands in the project corridor.

(6) Rare and/or Endangered Species

No rare or endangered species have been observed in the project area. No unique habitat will be eliminated by the proposed project.

(7) Air Analysis

The State Highway Administration conducted an Air Quality Analysis of the proposed project in order to assess the impact on air quality adjacent to the roadway (microscale) and the impact on regional air quality (mesoscale). The microscale impact is evaluated by comparing the calculated carbon monoxide concentrations to the State and National Ambient Air Quality Standards; the mesoscale analysis determined the relative pollutant loading imposing by each alternate upon the regional airshed.

Tentative scheduling calls for completion of the new construction in two stages. Initially a two-lane roadway is proposed between Cherry Glade Run and Oak Street with an estimated time of completion of 1982. By 2002, the by-pass will be widened to a four-lane highway.

Thus, two separate configurations of U.S. Route 219 were examined. Existing air quality in the region surrounding U.S. 219 was determined for the section of the existing roadway from Cherry Glade Run to the intersection with Maryland 135. Future air quality was examined for the recommended alternative for ETC (1982) and twenty years later (2002). Predictions of future air quality associated with Alternative A involved the traffic forecast to remain on existing U.S. 219 and by-pass. The versions considered were: (1) a two-lane relocated loop under Alternative A with an ETC of 1982; (2) a four-lane widened version of the Alternative A.

The conclusions drawn from this analysis are as follows:

(a) There are no one-hour violations of the 35ppm carbon monoxide National Ambient Air Quality Standards at any distance from U.S. 219 under existing (1974) conditions. There is an eight-hour violation at the sidewalk location within Oakland: however, there are no eight-hour violations outside of the right of way.

(b) The construction of Alternative A will not cause the violation of any National or Ambient Air Quality Standards. The results of the Microscale analysis are shown in Table 6. The Mesoscale analysis is shown in Table 7.

TABLE 7

MESOSCALE COMPARISON OF ALTERNATES FOR 1974, 1982, AND 2002 (Units of Tons Per Day)

Existing (1974)

CO .933492

THC .115112

NO_x .135444

Year	1982			2002		
Pollutant / Alternate	CO	THC	NO_x	CO	THC	NO_x
A *	.132260	.019862	.047783	.172190	.027332	.071289
B-1 *	.122649	.018419	.053584	.159678	.025346	.066108
Existing 219 (With Build)	.330433	.042177	.074538	.434644	.057853	.102633
A (total)	.462693	.062039	.132321	.606834	.085185	.173922
B-1 (total)	.453082	.060596	.128122	.594322	.083199	.168741
No-Build	.482834	.0615817	.108838	.654016	.084336	.149614

* Does not include the contribution from traffic on the existing roadway.

The technical air analysis is available at the State Highway Administration for review.

Consistency Statement

As the subject project is located in the Cumberland-Keyser Interstate AQCR, two factors must be considered in determining the consistency of the proposed facility with the State Implementation Plan: microscale carbon monoxide impacts and the air quality impact of the construction phase of the project.

The project Air Quality Analysis determined that no violations of State or National Ambient Air Quality Standards for carbon monoxide will occur adjacent to the roadway during the completion and design years. As a result of this conclusion, the project is considered consistent with this aspect of the State Implementation Plan.

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

8. Noise

Traffic noise can be described as undesirable sound generated by vehicles in operation on roadways. The effect of this noise varies with distance from the source, topography, traffic volume, vehicle classification, meteorological conditions, and the characteristics of the transmitting medium. The general categories of effects of noise on opeole are psychological and physiological. Psychological effects are dependent upon the individual, and the quality and intensity of the sound. People who are regularly exposed to loud noises are less sensitive to community noise intrusion of lesser intensity. The physiological effects include sleep prevention and interruption, constriction of veins, and loss of hearing. The severity of these effects is propertional to the amount of exposure to noise. This noise analysis was undertaken to determine probable adverse noise related impacts on the environment.

The results of the noise study are given in terms of statistical measures denoted by one hour L_{10} for various distances from the source. Table 8 indicates the design noise levels for a section of land activities.

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

Table 8

DESIGN NOISE LEVEL/ ACTIVITY RELATIONSHIPS*

Land Use Category	Design Noise Level - L_{10}	Description of Activity Category
A	60dBA (Exterior)	Tracts of lands in which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, or open spaces which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	70dBA (Exterior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, picnic areas, recreation areas, playgrounds, active sports areas, and parks.
C	75dBA	Developed lands, properties or activities not included in categories A and B above.
D	-	For requirements on undeveloped lands see paragraphs 5.a. (5) and (6) of FHPM 773.
E	55dBA	Residences, motels, hotels, public meetings rooms, schools, churches, libraries, hospitals and auditoriums.

* Source; U.S. Department of Transportation FHPM 7-7-3

Five noise sensitive areas have been identified along Alternative A. The following is a description of each area:

(Fig. 11)

(1) Residential area along High Street just west of its intersection with the proposed by-pass.

(2) Farm and residence on Dennett Road just west of the proposal.

(7) Garrett County Memorial Hospital on Memorial Drive.

(8) Residence on Memorial Drive immediately west of its intersection with proposed Alternative A.

(9) Residence east of the proposed relocation alternates south of the connection with existing U.S. Route 219.

Ambient noise levels within these noise sensitive areas range from 55-60 dBA. See Table 9 for measured ambient levels at noise sensitive areas affected by Alternative B.

Traffic Data

The following traffic data has been utilized in the prediction of design year noise levels.

ADT	11,275
Design Hour Volume	8% of ADT
% Trucks of DHV	12%
Auto Speed	50 mph
Truck Speed	50 mph

Predicted Levels

A condition where the increase over existing noise levels will be 5dBA or less is considered a negligible increase, an increase of 6-10dBA, a minor increase, an increase greater than 11-14dBA, a severe increase. Two residential areas will experience severe impacts and one a significant increase with Alternative A. No adverse impact on any educational or religious institution is anticipated.

A commercial establishment located on Memorial Drive will experience a severe increase in ambient noise levels, 22dBA, but the level will not exceed the Federal level for commercial areas of 75dBA.

See Table 9 for a comparison of ambient levels for Alternatives A and B.

The potential for noise control is limited bascially due to costs involved to protect impacted areas. These areas consist of only a few structures and costs outweigh the benefits which would accure. Exceptions to Federal Highway Administration design noise levels will be pursued during the design of the project. Before an exception request is made consideration will be given to lesser measures, such as landscape planting for visual screening.

Construction equipment will cause a temporary increase in noise levels during the construction phases of the project. The extent of this influence upon L_{10} noise levels cannot at present be predicted; however, there will be unavoidable periods of annoyance.

The majoirty of land adjacent to Alternative A is undeveloped. The L_{10} design noise levels at a distance of 100 feet from the proposed highway are projected to be 76dBA, a significant increase from the present level of 55dBA.

To assist local planning officials in their efforts to achieve compatibel land use a copy of the noise impact summary has been sent to the following:

Garrett County Planning Commission
Courthouse
Oakland, Maryland 21550

The technical noise report is available at the State Highway Administration for review.

TABLE 9

COMPARISON OF PREDICTED NOISE LEVELS WITH AMBIENT AND DESIGN GOALS (FHPM 7.7-3)

Alternate A

Sens. Area	Land Use	Ambient L_{10}	Design Yr. L_{10} ( )	Change in L_{10}	Relation to Design Goal	Assessment
1	Residential	55dBA	75dBA	+20	+5	Severe increase in ambient: FHWA design noise level exceeded
2	Residential	60dBA	66dBA	+6	-4	Minor increase in ambient
7	Hospital	56dBA	58dBA	+2	-12	Negligible increase in ambient
8	Residential	52dBA	70dBA	+18	equals	Severe increase in ambient
9	Residential	58dBA	72dBA	+14	+2	Significant increases in ambient; FHWA design noise level exceeded

Alternate B

1	Residential	55dBA	75dBA	+20	+5	Severe increase in ambient;FHWA design noise level exceeded
2	Residential	60dBA	71dBA	+11	+1	Significant increase in ambient;FHWA design noise level exceeded
3	Commercial	52dBA	74dBA	+22	-1	Severe increase in ambient
4	Cemetery	52dBA	78dBA	+26	+3	Severe increase in ambient; FHWA design noise level exceeded
5	Residential	52dBA	78dBA	+26	+8	Severe increase in ambient; FHWA design noise level exceeded
6	Residential	52dBA	76dBA	+24	+6	Severe increase in ambient; FHWA design noise level exceeded
7	Hospital	56dBA	59dBA	+3	-11	Negligible increase in ambient

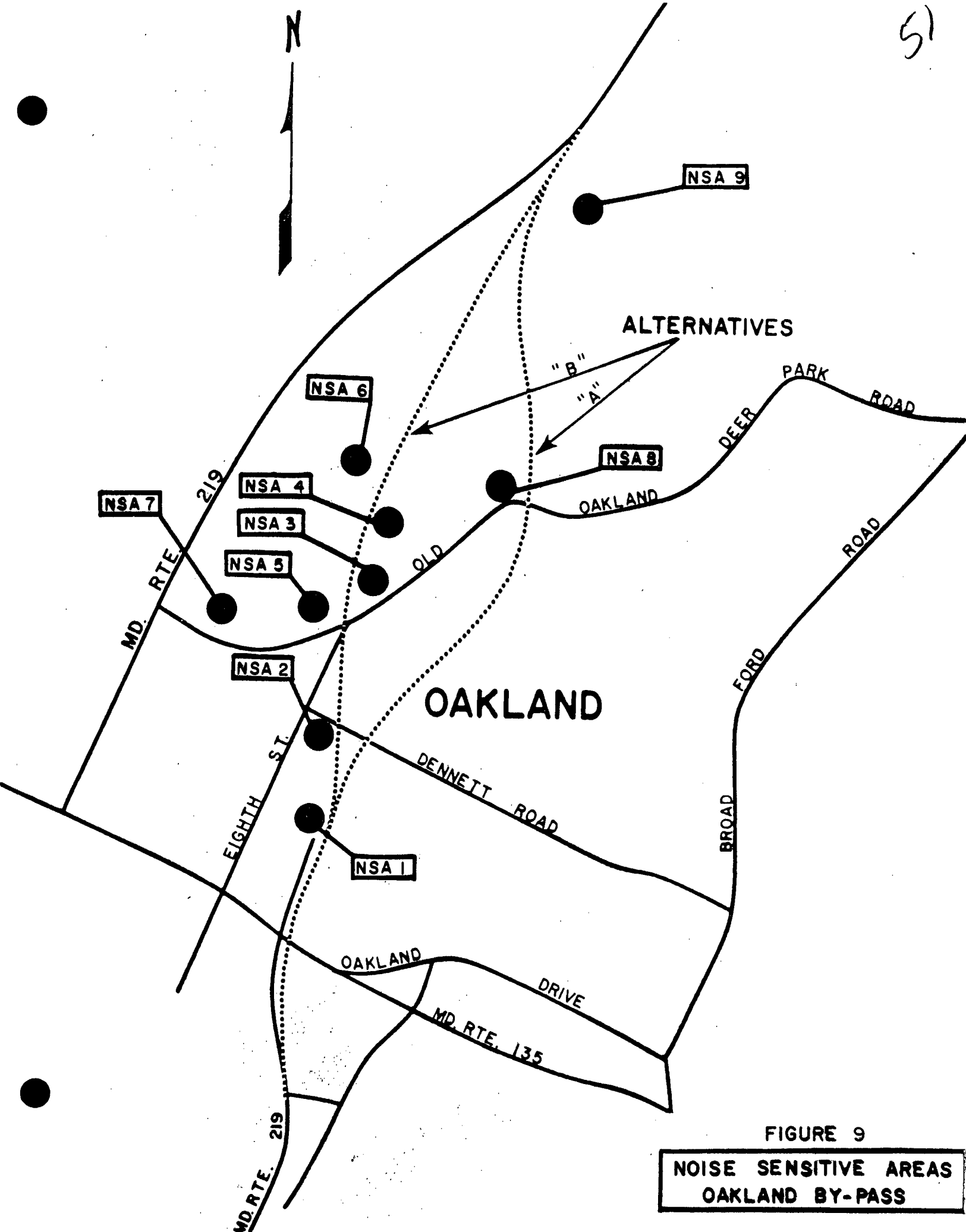


FIGURE 9

NOISE SENSITIVE AREAS
OAKLAND BY-PASS

V. COORDINATION

The original plan for U.S. Route 219 contained in the State Highway Administration's 1954-65 twelve-year program was to enter Oakland from the south via 3rd Street, replacing the structure over the B & O Railroad. This plan would have required through traffic to travel through the City of Oakland and would have left the existing grade crossing of U.S. 219 and the B & O Railroad south of Oakland. By changing the alignment to its present location, this grade crossing was eliminated and a future possibility of through traffic by-passing Oakland was established. This project was completed in 1958, with the northern terminus at the junction with Maryland Route 135.

The current Five Year Highway Construction authorized that preliminary engineering commence during Fiscal Year 1976 on a projection of U.S. 219 by-passing Oakland on the east. The State Highway Administration approved 1971 Fiscal Year Advanced Engineering Funds for the proposal and preliminary engineering in order to proceed to a public hearing to establish the alignment.

The important events in the development of the project are presented chronologically.

March 8, 1972: Notification of the proposed alignment was sent out by the State Highway Administration to various agencies for their comments. Due to the comments received in replies, Alternative A was moved to the east to prevent encroachment on the Youghiogheny Watershed Site No. 3 impoundment area, and a twin box culvert was proposed for crossing Wilson Run.

April 4, 1972: A Project Initiation Meeting was held. The purpose of that meeting was to convey and to update inter-agency information regarding a by-pass of Oakland, and to afford those agencies an opportunity to effectively participate in determining the need for and location of, a Federal Aid Highway. State, County, and Local Agencies were represented.

The Concensus of opinion derived from the participants of that meeting supported the need for the proposed facility and no opposition to the project was voiced. A significant result of the comments made during the meeting was an Easterly shift of Alternative A to avoid encroaching upon the Wilson Run Watershed Site 3 Dam and Reservior. The proposed project, as presented at that meeting, did not yet include the construction of a diamond interchange at U.S. Route 219 and Maryland Route 135.

September 18, 1973: A meeting was held at the Department of Natural Resources. In attendance were representatives of that Department and the State Highway Administration's Bureau of Project Planning.

As a result of that meeting and the follow-up letter of October 13, 1973 from the Chief, Planning and Evaluation, two studies were initiated. One study compared the feasibility of the proposed construction of a box culvert in contrast to a bridge at Wilson Run on Alternative A. The other study was a hydrological survey to assess the impact of Alternative B on the Wilson Run Watershed Site 3. The results of the study indicate that a double 8 foot by 7 foot box culvert would be suitable to carry Wilson Run under Alternative A, and that a 800 foot ± span bridge would be necessary to carry Alternative B over the drainage system of Site 3 Dam and Reservior.

January 17, 1974: In a letter the Honorable DeCorsey E. Bolden of the House of Delegates requested that a facility be built to accommodate and insure a safe crossing for High Street pedestrians, particularly local school children attempting to cross the proposed highway. Our response agreed with the need for such a facility and it is proposed as part of this improvement.

June 18, 1974: A meeting was held in the Garrett County Courthouse to discuss the proposed by-pass. In attendance were both the State Highway Administration and Garrett County representatives. The County voiced concern over the proposed grade connection with Memorial Drive. They felt that this road should also be grade separated from the proposed highway.

August 11, 1975: The Public Information Meeting was held in the Southern Garrett County High School.

April 5, 1977: The Location Public Hearing was held in the Southern Garrett County High School.

PUBLIC HEARING COMMENTS

The Location Public Hearing was held on April 5, 1977 at the Southern Garrett County High School. Four Alternatives, A, A-1, B, B-1, and the No-Build were presented at the public hearing. The substantive comments made at the hearing are summarized below and where applicable a response to the comment is provided. Complete comments are available for review in the Public Hearing Transcript. The transcript is available at the State Highway Administration.

SPEAKER AND COMMENT

Mr. Eugene Flinn - representative of Garrett County Board of Education

Recommended that Alternative A-1 be constructed. Suggested that exit and entrance roads in both the north and south directions be constructed in conjunction with the bridge. Also recommended a pedestrian crossing at the by-pass and High Street be considered.

RESPONSE

As discussed in "Descriptions of Project" the intersection of the by-pass and Memorial Drive has been investigated by the State Highway Administration's Regional Traffic Engineer. It was determined that a grade intersection would not be required and traffic signalization would not be needed before the year 2002. However, a channalized intersection will be provided which will allow north and south access to Memorial Drive.

A pedestrian overpass or traffic control mechanism will be provided at High Street.

VI. CORRESPONDENCE

2-31

RECEIVED

FEB 24 1977

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

HOUSE OF DELEGATES

ANNAPOLIS, MARYLAND 21401

269-3364

DECORSEY E. BOLDEN
DISTRICT 1-A
GARRETT COUNTY
ALLEGANY COUNTY
COMMITTEES:
APPPROPRIATIONS
CAPITAL BUDGET

HOME ADDRESS:
313 SOUTH SECOND STREET
OAKLAND, MARYLAND 21550
334-3328
334-2461

February 18, 1977

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

The By-Pass concept is consistent with the Oakland Comprehensive Development Plan. See Section II A (2)

Dear Mr. Hajzyk:

I wish to take this opportunity to go on record as being opposed to the Oakland By-Pass from Maryland Route 135 to 0.7 miles north of Cherry Glade Run.

While the planning and public meetings aspect of this project have been continuing I have not taken a position up until now because the information available dictates that there is no money available for construction until the middle 1980s.

Construction at this late date will, I firmly believe, not by-pass Oakland, but will dissect the community.

The present plans of either Route "A" or Route "B" require the acquisition of very valuable and fertile farm land. This is contrary to the present posture of the State Legislature to save farm land.

I firmly believe that this By-Pass will not do what is expected in the next two decades and within that time we will be considering plans to by-pass the By-Pass. In my mind a By-Pass similar to Interstate #70 at Hagerstown would be more realistic and for these reasons I am opposed to continued study or acquisition of land.

✓ ACTION	✓ INFO			FILE
✓ CAMPONESCHI	CARTERMAN	HELWIG		JANATA
SCHNEIDER	DOLSEN	HERMAN	✓	KOLLER
HOUST	GRANDY	HORNWELL		WILLIAMSON
KROLAK	HANRAHAN	HOPKINS		
UHL	REMARKS:			

Very truly yours,

DeCorsey E. Bolden

DEB:ld

Copies to: Mr. John D. Bushby
Mr. Francis J. koller, Jr.

Maryland Department of Transportation
State Highway Administration

Harry R. Hughes
Secretary
Bernard M. Evans
Administrator

58

April 18, 1977

RE: G 271-028-676
U.S. Route 219
Oakland By-Pass

Mr. Walter C. De Berry
State Route #1
Oakland, Maryland 21550

Dear Mr. De Berry:

This is in response to your letter to April 7, 1977.

I do not feel that we can give further consideration to your request, regarding development of the By-Pass as an uncontrolled (free) access highway. The purpose of a by-pass is to provide for a maximum separation of the high speed through traffic and the slower local traffic.

Your other choices, the Do-Nothing, and Alternate A will remain under consideration until we can evaluate comments that we are receiving from other citizens. When we meet with the Administrator and decide on which course of action we will pursue further,we will issue a Press Release to notify all citizens.

It is true that our Location Studies show considerable damage to the Pine Tree Windbreak portion of your property along the existing U.S. Route 219, and possible minimal relocation of your existing entrance however, if we decide to proceed with final design of one of the alternates, we can reexamine this area to try and reduce the impact.

Your letter will be retained as part of the Public Hearing input and will be included in the transcript.

Sincerely yours,

Frederick Gottemoeller
Director, Office of Planning
and Preliminary Engineering

FG:mca

cc: Mr. E. T. Camponeschi
Mr. Francis J. Koller

Oakland Ind 4-7-'77 4-11

Mr. Gottemoeller,

Dear Sir:-

Having been unable to attend recent meeting concerning proposed "By pass road", connecting Route 219 N. of South of Oakland, I wish to make a few requests concerning my choice, etc.

First I am sure a large majority of people concerned, would much prefer that the "By-pass" be an extension, "freeway" corresponding to present 219, thus present routes to schools etc. would not be destroyed. If this cannot be done, then my choice is, "do nothing".

Third choice is route A, since B would disrupt many newly built homes, and people of this community have more respect for their citizens than to want that done. However route A does will cause considerable damage

and inconvenience as well as making fields unshapely for farming as well as fencing for pasture, and in my case a valuable windbreak, (pine trees) will be destroyed.

Have started 1/4 acre of pine trees next to original grove, hoping they in time will afford some protection in case main grove would be destroyed, and am very much concerned that they too will be destroyed, since the late aerial photo shows roadway to be built much nearer our dwelling than the previous ~~drawing~~ and I especially request the roadway be kept as far from our home as possible for that and other reasons. Such as noise, pollution, and also be less damaging to property.

Respy:

Evelyn A. DeBerry,

Owner of Property at north end of road.

P.S. Also will want entrance at present location.

In House Correspondence

61

BOARD OF EDUCATION OF GARRETT COUNTY
40 South Fourth Street
P. O. Box 313
Oakland, Maryland 21550

Office of the Superintendent

(Area Code 301)
Telephone: 334-8121

November 4, 1975

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

Dear Mr. Camponeschi:

Thank you for your letter of October 17, 1975 concerning our suggestion for the Oakland By-Pass. Enclosed please find a rough sketch which (1) locates the two new schools (Broad Ford and Southern Middle), and (2) locates the new county road which will connect Broad Ford Road and Memorial Drive.

In response to your three remaining questions, I am afraid that our answers will become increasingly vague. The reason for this is that we are currently in the process of re-designing our bus routes to accommodate the new schools - this work, however, will not be complete until sometime this winter or spring. As a result, we have to estimate that the total number of buses needed to service both schools will be in the range of 25-30. Answers to questions four and five are not possible at this time because of our work yet to be done, as I earlier noted.

Should you want us to forward to your office more specific answers relative to questions three to five we will be happy to do so once our transportation plans are firmed up this coming year. We will await your request should you want this more specific information when it becomes available.

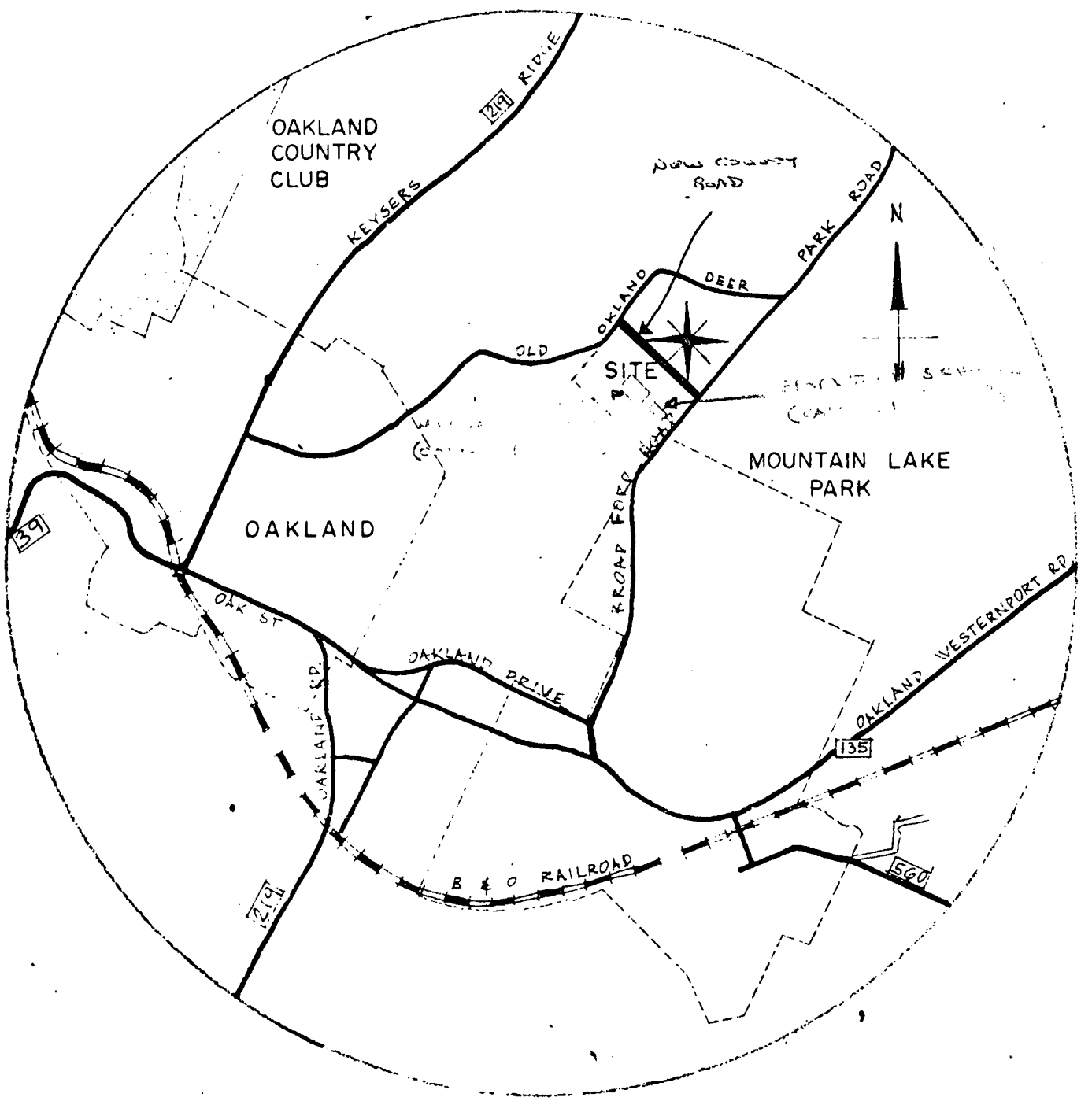
Very respectfully,

Jerome J. Ryscavage
Assistant Superintendent
Administrative Services

JJR:ll

Enclosure

cc: Dr. Buser
Mr. Flinn



LOCATION MAP

Correspondence

Jerome 63

October 17, 1975

RE: Contract No. G 271-028-674
U.S. Route 219 (Oakland By-Pass)
Maryland Route 135 to 0.7 mile
North of Cherry Glade Run

Mr. Jerome J. Ryscavage
Assistant Superintendent
Administrative Services
Garrett County Board of Education
40 South Fourth Street
Oakland, Maryland 21550

Dear Mr. Ryscavage:

We thank you for your comments sent to us on the "Question and/or Recommendation Form" following the Public Information Meeting on this project. Your recommendation to consider exit and entrance roads for Plan A-1 at Memorial Drive may raise some serious design problems. This access would have to be designed as some form of interchange. Since the distance from Maryland Route 135 to Memorial Drive, along Plan A-1, is only 1.1 miles, we may not be able to implement the safety standards regarding the distance required for vehicles to change lanes. This is particularly true with slower moving vehicles such as school buses.

In order for us to give more detailed consideration to your recommendation, could you please furnish us the following information:

1. Site plans of the two schools so that we may show the location on future maps.

2. The location of the new County Road which will provide access to these schools from Memorial Drive to Broad Ford Road.

3. Total number of school buses needed to service these schools.

4. The number of school buses, from both the north and south, that will travel along the existing U.S. Route 219 to Memorial Drive to the schools.

5. The number of school buses that would use the new by-pass if access was provided at Memorial Drive.

If we can be of any further assistance, please contact us at any time.

Very truly yours,

Eugene T. Camponeschi, Chief
Bureau of Project Planning

ETC:FJK:bh
cc: Mr. Robert J. Hajzyk
Mr. John D. Bushby
Mr. Frank Koller
Mr. Donald H. Eckhardt

R E T Y P E D

October 11, 1975

64

RE: Contract No. G 271-028-674
U.S. Route 219 (Oakland By-Pass)
Maryland Route 135 to 0.7 mile
North of Cherry Glade Run

Mr. Jerome J. Ryscavage
Assistant Superintendent
Administrative Services
Garrett County Board of Education
40 South Fourth Street
Oakland, Maryland 21550

Dear Mr. Ryscavage:

We thank you for your comments sent to us on the "Question and/or Recommendation Form" following the Public Information Meeting on this project. Your recommendation to consider exist and entrance roads for Plan A-1 at Memorial Drive may raise some serious design problems. This access would have to be designed as some form of interchange. Since the distance from Maryland Route 135 to Memorial Drive, along Plan A-1, is only 1.1 miles, we may not be able to implement the safety standards regarding the distance required for vehicles to change lanes. This is particularly true with slower moving vehicles such as school buses.

In order for us to give more detailed consideration to your recommendation, would you please furnish us the following information:

1. Site plans of the two schools so that we may show the location on future maps.

2. The location of the new County Road which will provide access to these schools from Memorial Drive to Broad Ford Rd.

3. Total number of school buses needed to service these schools.

4. The number of school buses, from both the north and south, that will travel along the existing U.S. Route 219 to Memorial Drive to the schools.

5. The number of school buses that would use the new by-pass if access was provided at Memorial Drive.

If we can be of any further assistance, please contact us at any time.

Very truly yours,

ETC:FJK:ma

Eugene T. Camponeschi, Chief
Bureau of Project Planning

cc: Mr. Robert J. Hajzyk
Mr. John D. Bushby
Mr. Frank Koller
Mr. Donald H. Eckhardt

Correspondence

65

STATE HIGHWAY ADMINISTRATION

QUESTION AND/OR RECOMMENDATION FORM

U.S. Route 219 - Oakland By-Pass
From Maryland Route 135 to 0.7 Mile North of Cherry Glade Run
Contract No. G271-028-674 F.A.P. No. DPF 906-1 (11)
Public Information Meeting - August 11, 1975

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

NAME Jerome J. Ryscavage, Assistant Superintendent, Administrative Services

ADDRESS Garrett County Board of Education
40 S. Fourth Street, Oakland, Maryland 21550 OK B

COUNTY GARRETT ZIP CODE 21550

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

In studying the proposed alternatives for constructing an Oakland By-Pass for U.S. Route 219 we would like to make the following recommendation. In terms of economy as well as safety, we would recommend the construction of Plan A-1. Mr. Rickert's (Garrett County Planning Commission) comment concerning safety is uppermost in our minds as we consider the impact this by-pass would have on the school transportation patterns in this area.

As an additional recommendation, however, we would request that serious consideration be given to constructing exit and entrance roads in conjunction with the bridge that would go over Memorial Drive. As you may know, two new schools are now under construction on a site which lies between Broad Ford Road and Memorial Drive. In addition, the County Roads Department will be constructing a road (Spring, 1976) across this site which will connect Memorial Drive and Broad Ford Road. This road and Memorial Drive, therefore, will be used by our school buses in transporting the approximately 1400 children to and from the new schools. Access to and from the by-pass thus might eliminate additional mileage which the buses would have to traverse if the by-pass remains closed at Memorial Drive.

Please mail to:

(CONTINUED ON BACK OF THIS PAGE)

Director, Office of Planning
and Preliminary Engineering
State Highway Administration
300 West Preston Street - Room 209
Baltimore, Maryland 21201

RECEIVED AUG 29 1975

DIRECTOR, OFFICE OF PLANNING & PRELIMINARY ENGINEERING

CAMPONERITIS			
DODSON	HELWIG	JANATA	
DORSEY	HOFFMAN	KOLLER	
	HOPKINS	SCHNEIDER	
	HOUST	UHL	
ACTION	INFO	FILE	

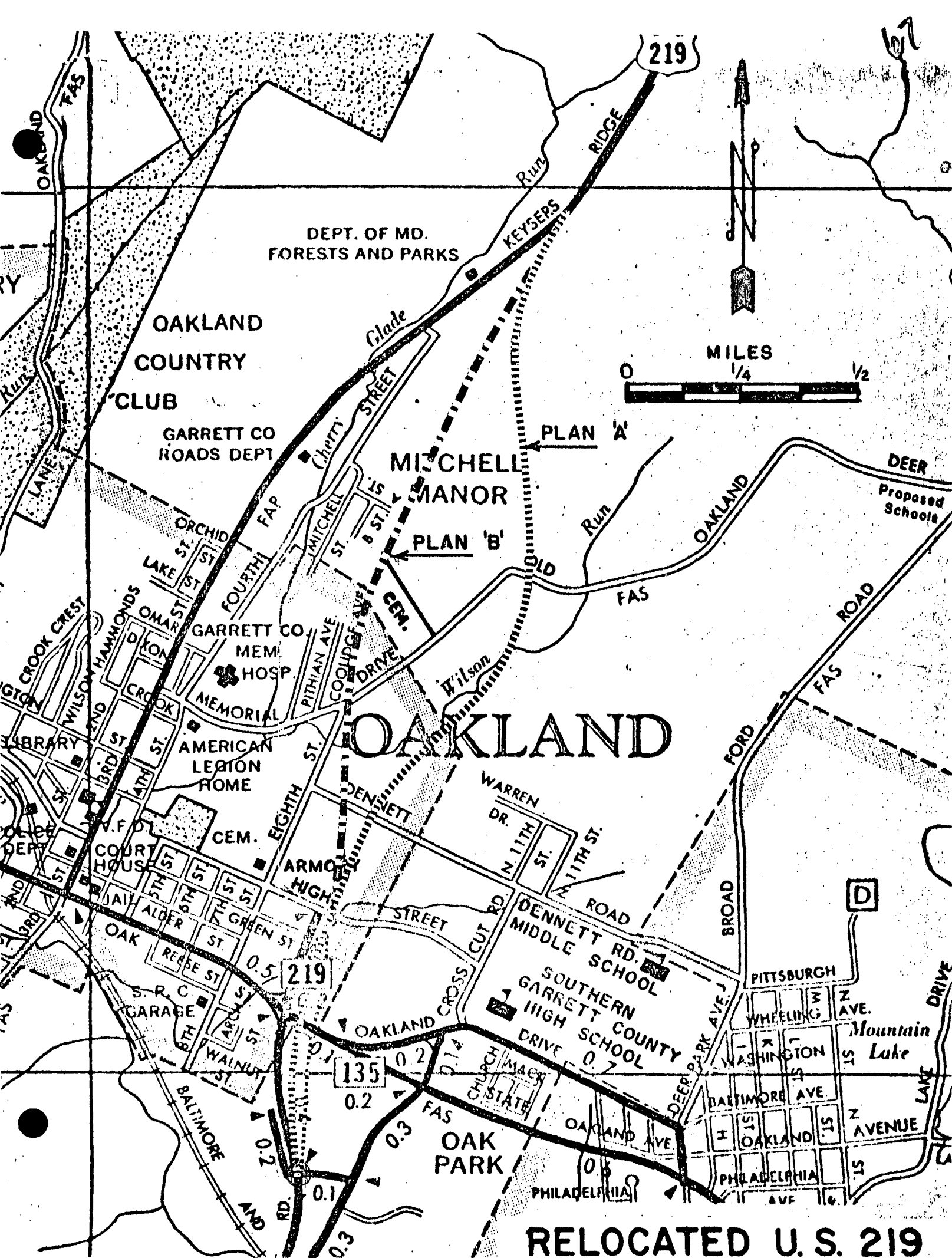
REMARKS:

SHA 61.3-9-35
(5/24/74)

Although not a concern of the Board of Education, access to the by-pass at this point would also provide an improved route to the Broad Ford recreational area, the Garrett County Memorial Hospital, and private residents in this general area which would contribute to lessening the vehicular traffic on the existing roads in the Mt. Lake Park-Oakland area. Should you have any questions on this matter, we would be happy to discuss this matter further with you.

August 27, 1975

Copy to: Town of Oakland
Town of Mt. Lake Park
Garrett County Memorial Hospital
County Commissioners
Garrett County Planning Commission



RELOCATED U.S. 219

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

September 16, 1975

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

RE: Contract No. G 271-038-674
U.S. Rt. 219 (Oakland By-Pass)
Md. Rt. 135 to 0.7 mile
north of Cherry Glade Run
Contract No. G 271-032-676
U.S. Rt. 219 - Bridge over
Deep Creek Lake - Location of
Historical Properties

Dear Mr. Camponeschi:

As requested in your letter of August 15, 1975, regarding the above projects, this letter is to verify Ms. Miller's finding of no known historic or archaeological sites in the vicinity of either project.

Thank you for your continued cooperation.

Sincerely,

John N. Pearce
State Historic
Preservation Officer

JNP:sh
cc: Ms. Nancy Miller
Mr. Ralph Burnett
Mr. Thomas Conlon
Mr. John Moore

ADMINISTRATION
PROJECT PLANNING

✓ CAMPONESCHI			
DODSON	HELWIG	JANATA	
DORSEY	HOFFMAN	KOLLER	
[illegible]	HOPKINS	SCHNEIDER	
EGF	HOUST	UHL	
ACTION	INFO	FILE	

REMARKS:

1975 SEP 23 AM 10 09

GARRETT COUNTY PLANNING COMMISSION
OAKLAND, MARYLAND 21550
Telephone (301) 334-4200

FILE
IN HOUSE
CONSULTANT

69

August 20, 1975

1975 AUG 27 AM 9 17

ADMINISTRATION
PROJECT PLANNING

Mr. Frank J. Koller, Jr.
Project Engineer
Bureau of Project Planning
State Highway Administration
300 West Preston Street
Baltimore, Maryland 21201

Dear Mr. Koller:

At its August 18th meeting the Garrett County Planning Commission unanimously endorsed the attached staff memorandum regarding the U.S. 219 Oakland By-pass, and directed me to submit the memorandum as the Commission's testimony for the record on this project. Please do not hesitate to call if we can be of any assistance to you on this matter of vital concern to Garrett County.

Sincerely yours,

W. Marshall Rickert
Planning Director

WMR:lw
cc: Mr. Paul DeWitt
Mr. Robert J. Hajzyk
Mr. John D. Bushby
Garrett County Commissioners
Oakland Town Council
Oakland Planning Commission
Mt. Lake Park Town Council

GARRETT COUNTY PLANNING COMMISSION

OAKLAND, MARYLAND 21550

Telephone (301) 334-4200

August 19, 1975

TO: Garrett County Planning Commission

FROM: Commission Staff

SUBJECT: U.S. 219 Oakland By-Pass

The State Highway Administration conducted a public meeting on August 11 to describe the alternatives now under consideration for improving U.S. 219 in the Oakland - Mt. Lake Park area. The staff has reviewed the information and statements presented at this meeting, and offers the following comments and recommendations:

1. The concept of an Oakland by-pass is included within the adopted development plans of Oakland, Mt. Lake Park, and Garrett County. The need for the by-pass is based on the very heavy traffic volumes now carried by the Third - Oak Streets Route, together with the anticipated increases in volumes because of recent and planned industrial and commercial development east of Oakland. The present route is at or near its rated traffic capacity.

2. Basically, three alternatives are being considered, including the "do-nothing" decision. The latter would mean that U.S. 219 would continue to follow Third and Oak Streets, creating increasing noise and air pollution, congestion, and delay within Oakland. To the extent that these streets are congested by large numbers of vehicles that do not wish to travel through Oakland, it will be difficult (if not impossible) to implement the goal of revitalizing the Oakland business area by making it more attractive and convenient to use. The "do-nothing" alternative would be inconsistent with the County Plan.

3. A statement read at the meeting re-affirmed the support by the Oakland Town Council and Town Planning Commission for the by-pass concept. It would be very appropriate for the County to do likewise. As a practical matter, projects that have united local support appear to have a much greater likelihood of surviving the cut-backs being necessitated by the SHA's financial constraints.

4. To implement the by-pass concept, SHA is considering two alignments. Plan "B" would extend in almost a straight line from the U.S. 219 - Md. 135 intersection, northward to U.S. 219 near the Knoll Crest Heights subdivision. Plan

"A" would begin and end at the same points, but would pass on the east side of the Wilson Run Flood Control Reservoir. Either plan would require removal of two dwellings at the corner of Ninth and High Streets, but Plan B would destroy twelve additional homes in the Dawson Avenue and Mitchell Manor area. Partly for this reason, Plan B would be more than twice as costly as Plan A.

5. Plan A obviously is superior to Plan B; the latter would be inconsistent with the adopted development plans of Oakland, Mt. Lake Park and Garrett County. The statement read at the meeting by Oakland's representative specifically endorsed Plan A in favor of Plan B.

6. The State also is considering a variation on Plan A (termed A-1), by which the by-pass would bridge Memorial Drive (Old Oakland - Deer Park Road) rather than crossing at-grade. This variation would be a very desirable safety improvement because Memorial Drive will carry a heavy volume of school bus traffic after completion of the new Broadford Middle and Elementary Schools.

7. Under the assumption that the by-pass would intersect Memorial Drive at-grade, the adopted County Plan designates "an area along the north side ... that would be suitable for a small shopping center development" (Page 59, and Map 9). If an overpass is constructed, this aspect of the land use plan should be re-evaluated and probably should be deleted. Alternatively, it may be desirable for the State to consider a partial or full diamond-type interchange at Memorial Drive; This could be desirable for more convenient school bus access to the Braodford site.

8. The question of a grade-separation at Memorial Drive also was raised in the statement by Oakland's representative, who requested that the State reconsider making both the Oak Street and Memorial Drive intersections at-grade, and that an intersection also be maintained at High Street. Oakland also requested that a two-lane rather than four-lane by-pass be considered. In the staff's view, all of these recommendations would be inconsistent with the County Plan in that they would conflict with the by-pass concept by reducing its effective capacity and by creating or perpetuating traffic hazards. Especially at Oak Street, the grade-separation and interchange will be essential not only because of the volumes of through traffic and turning movements but also because the new discount-type department store now under construction (opposite Foodland) will be another major traffic-generator contributing to increased volumes in the area. The High Street connection would be feasible only if the interchange is not constructed; even if feasible, it does not appear desirable because it could produce undesirable through traffic in the residential area of Oakland. Finally, constructing only a two-lane road (and, by implication, not securing full or nearly full control of access from adjoining properties) would merely duplicate the situation that has occurred since Third Street was extended to accommodate the first relocation of 219;

instead of a safe, convenient route for local and through traffic, the by-pass would become merely another local street with all the dangers that arise from mixing heavy traffic volumes with unlimited access and left-turn movements. Failure to anticipate a full four-lane development and to acquire substantial or complete control over access would, in effect, defeat the basic purposes of the by-pass.

9. Although a vehicular connection at High Street would not be feasible (or appropriate), a pedestrian link would be desirable and has been promised. This should be constructed as a ramp overpass (or underpass), without stairs, so that it does not create any barriers for bicycles, baby carriages or handicapped persons.

10. A question was raised during the meeting regarding the access point to the Oakland Industrial Park and its relation to Ramp A of the interchange. This matter should specifically be considered by the State Highway Administration.

SEE SECTION D.(1) FOR ADDITIONAL INFORMATION RELATIVE TO THESE COMMENTS

73

State of Maryland

DEPARTMENT OF HEALTH AND MENTAL HYGIENE
ENVIRONMENTAL HEALTH ADMINISTRATION
201 WEST PRESTON STREET
BALTIMORE 21201
PHONE • 301-383- 3245

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

DONALD H. NOREN
DIRECTOR

Address Replies to P.O. Box 13387
Baltimore, Maryland 21203

August 11, 1975

Mr. Charles Anderson, Chief
Bureau of Landscape Architecture
State Highway Administration
Joppa and Falls Road
Brooklandville, Maryland 21022

Dear Mr. Anderson:

RE: Draft Air Environmental Impact Study for U.S. Route 219

The Bureau of Air Quality and Noise Control has received a copy of the above report for comment. After reviewing it, we find it adequately discusses the potential air quality impact of the proposed project. There are no other points which need to be addressed.

Thank you for this opportunity to offer our comments.

Sincerely yours,

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

WKB:bac

N-11-00

Room 500 74

Maryland Department of Transportation

State Highway Administration

Harry R. Hughes
Secretary

Bernard M. Evans
Administrator

January 25, 1974

Re: Contract No. G 271-28-674
U.S. Route 219-Oakland By-Pass
From Maryland Route 135 to U.S.
Route 219 - 0.68 mile north of
Cherry Glade Run -

The Honorable DeCorsey E. Bolden
House of Delegates
Annapolis, Maryland 21404

Dear Delegate Bolden:

In a recent letter you requested that a pedestrian subway be built at the intersection of High Street and the proposed relocation of U.S. Route 219 in Oakland, Maryland.

We agree that there is a necessity for some type of accommodation to insure a safe pedestrian crossing. There is a distinct probability that such a facility will be built. However, the project has not yet progressed to the design phase, and we have not, at this time, ascertained what specific type of structure will be most appropriate.

Taking into consideration the comments received from early coordination letters, along with a previous informational meeting held at Southern Garrett County High School, the following vehicular access controls are being considered:

(1) Vehicular access to the proposed highway will be allowed at Maryland Route 135, via a planned interchange, and also at a grade crossing at Memorial Drive.

(2) High Street will be severed and no vehicular traffic will be allowed to cross the proposed highway. Provision for safe pedestrian movement is proposed.

(3) Dennett Road traffic will be bridged over the new highway.

A Draft Environmental Impact Statement is presently being compiled; after which, it will be distributed for review and comment. A Location Public Hearing and a Final Environmental Statement will follow. Finally, a designated alignment will be selected and

design engineering will begin. During this phase, the State Highway Administration will be required to hold a Design Public Hearing. Every consideration will be given to the comments received during these procedures.

The safety of both pedestrian and driver is foremost in highway planning and we appreciate your interest. In order to assure you an opportunity to participate in the ultimate disposition of the proposed highway, we will place your name on the project's mailing list. In the meantime, if we can be of further assistance, please let us know.

Very truly yours,

ORIGINAL SIGNED BY
BERNARD M. EVANS

Bernard M. Evans
State Highway Administrator

cc: Mr. Vladimir Wahbe
Mr. John Bushby

76

DeCorsey E. Bolden
GARRETT COUNTY
COMMITTEES:
APPROPRIATIONS
CAPITAL BUDGET

HOUSE OF DELEGATES

ANNAPOLIS, MARYLAND 21404

HOME ADDRESS:
949 HIGH STREET
OAKLAND, MARYLAND 21550

January 17, 1974

Mr. Bernard Evans
State Highway Administrator
300 West Preston
Baltimore, Maryland 21201

Dear Mr. Evans:

The Oakland Bypass, presently in the planning stage, will create a traffic hazard for the students walking or riding to Southern High School from the town of Oakland.

Therefore, I respectfully request that a pedestrian subway be built at the intersection of High Street and Route 219 North.

I am sure that in the interest of the safety of our children, you can appreciate the necessity for the subway being included in the plans.

I look forward to hearing from you on this matter at your earliest convenience.

Sincerely,

DeCorsey E. Bolden

STATE HWY ADM

8 JAN 74 10: 3

CC: Mr. Vladimir Wahbe
Mr. John Bushby

DEB/lh

UNITED STATES DEPARTMENT OF AGRICULTURE

SOIL CONSERVATION SERVICE

4321 Hartwick Rd., Rm. 522, College Park, Maryland 20740

September 24, 1973

Mr. Donald H. Echardt
Area Location Engineer
State Highway Administration
300 West Preston Street
Baltimore, Maryland 21201

Dear Mr. Echardt:

This is the information on the Little Youghiogheny River Watershed at Oakland, Maryland I promised you on Tuesday:

1. *Reservoir Map of Dam No. 2, attached.*
2. *Peak Release rates from Dam No. 3:*
   Principal Spillway - 24 inch RC Pipe - 61 cfs;
   Emergency Spillway - 50 foot Earth Channel 600 cfs, including Freeboard - 4,020 cfs
3. *Peak Release rates from Dam No. 1:*
   Principal Spillway - 30 inch RC Pipe - 106 cfs;
   Emergency Spillway - 65 foot Earth Channel 1,136 cfs including Freeboard - 5,450 cfs

I trust this information is helpful to you and if we can be of further assistance, let us know.

Sincerely,

W. P. WELDON
State Conservation Engineer

Attachment

74

OFFICE OF ECONOMIC
OPPORTUNITY

EXECUTIVE OFFICE OF THE PRESIDENT
WASHINGTON, D.C. 20506

1972 MAY 15 AM 10 09

STATE ROADS COMMISSION
LOCATION AND SURVEY

May 10, 1972

FILE

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

Contract No. G 271-028-674
U. S. Route 219 Relocated
From Md. Route 135 to U. S. 219
0.68 mi. north of Cherry Glade Run

Dear Mr. Thompson:

This is in reply to your letter of March 8, 1972 regarding the documents relating to the above mentioned project.

This office in coordination with our Regional Office, and the affected community action agencies have carefully reviewed this statement. On the basis of information from this review, we have no reason to believe that the proposed action will have an adverse environmental impact on the low income neighborhoods involved. Should we receive any further information we will advise.

We appreciate the opportunity to comment on these documents.

Sincerely,

for Robert H. Finch

Arthur J. Reid, Jr.
Director
Intergovernmental Relations

cc: Mr. Edwin L. Powell, Jr.

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19

HERBERT M. SACHS
DIRECTOR

STATE OF MARYLAND
DEPARTMENT OF WATER RESOURCES
STATE OFFICE BUILDING
ANNAPOLIS, MARYLAND 21401

May 16, 1972

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

FILE

Re: Contract No. G-271-028-674
Relocated U. S. Route 219
(Oakland By-Pass)
From Maryland Route 135 to U. S. 219
0.68 mile north of Cherry Glade Run

Dear Mr. Thompson:

Reference is made to your letter of May 1, 1972 acknowledging the Department's comment and requesting additional information concerning the above referenced project. Enclosed please find a copy of the "as built" plan showing the plan of the dam and the flood water storage area. The Department recommends that all construction should be to the East of the design high water at elevation 2431.0. The proposed structure carrying U. S. Route 219 over Wilson Run should be designed so as not to interfere with the operation of the dam. For more specific design details of the dam contact Mr. William P. Weldon, State Conservation Engineer, Soil Conservation Service, U. S. Department of Agriculture, Room 522, 4321 Hartwick Road, College Park, Maryland 20740.

Further information concerning the tile drainage system below the dam is not available at present, but will be forwarded in the near future. If further information is required, please do not hesitate to call or write Mr. Michael Ports, telephone 267-5823.

Very truly yours,

Robert S. Norton, Jr.

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

RSN:MAP:csc
cc: Mr. William Weldon
Mr. William Nace
Mr. Richard Kerslake

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RMT

LEGEND

Roads
Line
Lines
High Water

GENERAL NOTES

...shall be ... paragraph B-2 (reference paragraph ... specifications). Compaction shall be performed ... of ... equipment will be ... by the engineer.

... shall be paid as a lump sum.

... work area ... to be removed, salvaged, and stock... designated by the engineer ... in accordance with specification ... "Structural ...

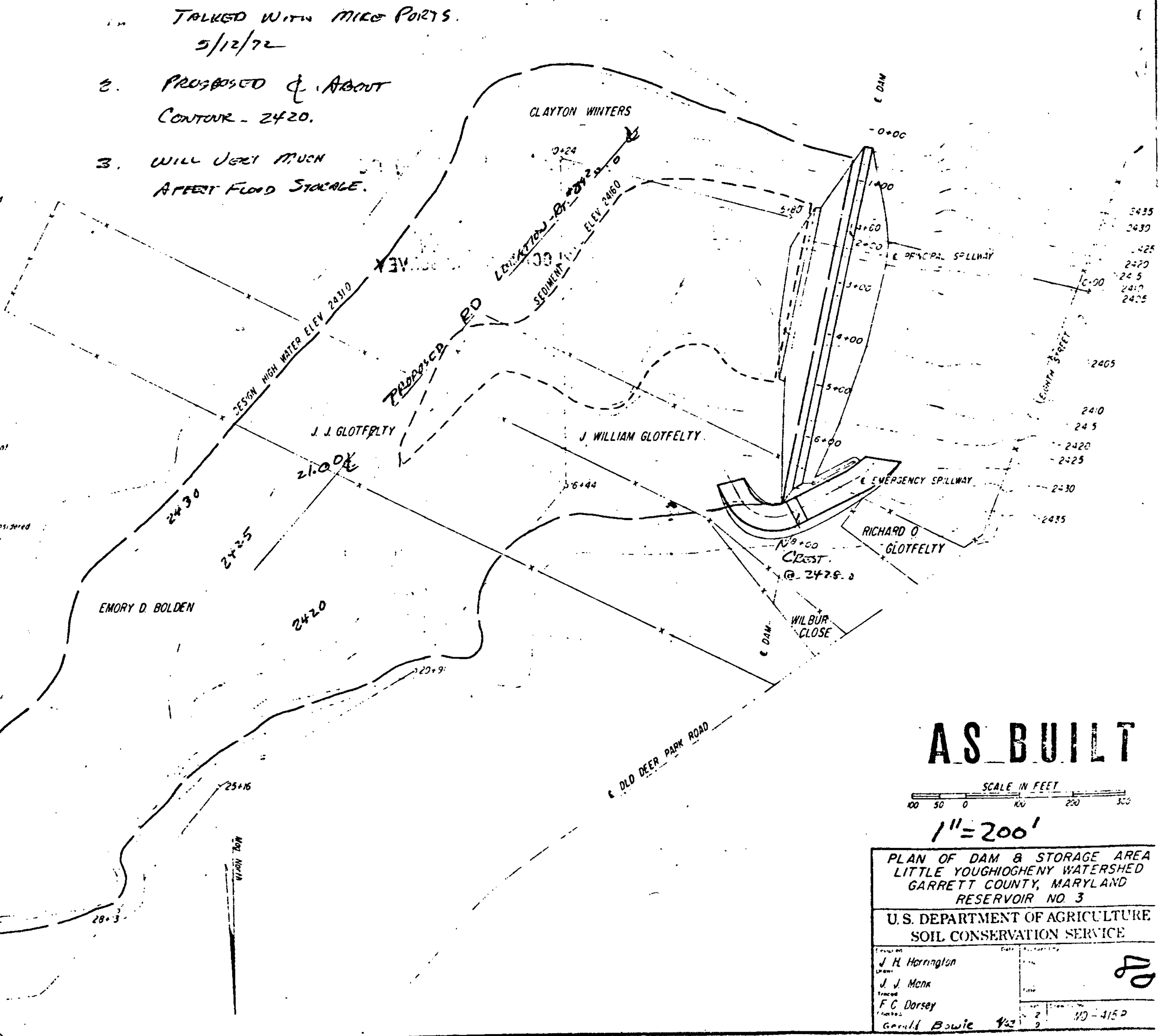
... borrow area ... the tentative ... limits shall be ... the field by the engineer ... Sheet 4

... removed and stockpiled ... the emergency spillway ... the sediment ... by the engineer.

... which are not ... for salvage as topsoil ... but must be moved ... will not be considered ... but shall be considered subsidiary to other ... contract

... to be considered "common" (reference paragraph ... specifications)

... are approximate



AS BUILT

SCALE IN FEET
1" = 200'

PLAN OF DAM & STORAGE AREA
LITTLE YOUGHIOGHENY WATERSHED
GARRETT COUNTY, MARYLAND
RESERVOIR NO. 3

U.S. DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE

Designed: J. H. Harrington
Drawn: J. J. Monk
Traced: F. C. Dorsey
Checked: Gerald Bowie

MD-415-P
80

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

IN REPLY REFER TO:

MAY 8 1972

41

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

FILE

Re: Contract No. G 271-028-674
U.S. Route 219 Relocated from Md. Rt. 135 to U.S. 219 0.68 mile north of Cherry Glade Run

Dear Mr. Thompson:

In response to your March 8, 1972 request, we are offering the following comments on the referenced proposal. The comments are offered as technical assistance for possible use in meeting environmental review requirements.

There is no indication from the review material that any existing park or recreation facility will be impaired by this proposal. It is suggested that referral to local comprehensive plans would be desirable to avoid disrupting any plans for such a facility which might exist.

Since a right-of-way of 200' is necessary to provide for the facility, environmental considerations should be assessed on this basis. This would suggest early attention to noise and visual elements as will be created by the project and which will affect adjacent residential areas. Diminishment of these factor's impacts should be a project goal from the earliest stages.

It is noted that area communities are not over-supplied with park or recreation facilities. Early coordination with local officials to determine the applicability of the Federal Highway Administration's Multiple Use/Joint Development Program (PPM 21-19 and IM 21-2-69) would be appropriate. Decisions from this sector should be based on full knowledge of allowable applications and available funding. One possibility for consideration is a bicycle path or road.

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Emj

As the right-of-way will be acquired some time before the full facility is constructed, non-transportation usage of the excess area during the interim period would appear to be a possibility. We would urge that in the absence locally of other appropriate sites, this area might be of value for recreational use on a temporary basis (i.e., ball fields, playgrounds or playfields).

Thank you for the opportunity to comment on this proposal.

Sincerely yours,

Rolland B. Handley

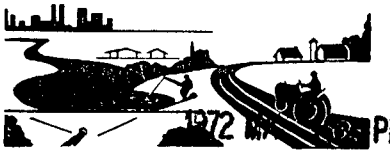
Rolland B. Handley
Regional Director

SEE SECTIONS II.C., II.A ;. AND LETTER DATED AUGUST 20, 1975 FOR ADDITIONAL INFORMATION RELATIVE TO THESE COMMENTS.

43

GARRETT SOIL CONSERVATION DISTRICT

OAKLAND, MARYLAND 21550



JAMES A. McHENRY, Secretary
Post Office Building
Oakland, Maryland 21550

JOHN T. RECKNER, JR.,
District Conservationist
WILLIAM W. NACE, District Manager
U. S. Route 219, North
Oakland, Maryland 21550

STATE ROADS COMMISSION
LOCATION AND SURVEY

May 5, 1972

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

FILE

Re: G-274-028-674
Reloc. U. S. Rte. 219 (Oakland - By Pass) From Md. Rte. 135 to U. S. 219 0.68 mi. north of Cherry Glade Run

Dear Mr. Thompson:

The proposed locations for the U. S. Route 219 Oakland By-Pass have been reviewed by the Garrett Soil Conservation District and the Wilson Run Watershed Association. The District and the Association are local sponsors of the Little Youghiogheny River Watershed Project and join in the following comments:

1. Plan B - The highway at this location would interfere with the operation of the emergency spillway of Little Youghiogheny River Watershed dam No. 3. The waterway and exit channel are covered by easement to the Watershed Association and are essential to the proper operation of the dam.

2. Plan A - Review of the proposed alignment on the topographic map indicates that the highway right-of-way, and probably fill, would encroach upon the floodwater detention pool of the same dam. Design high water for this dam is at elevation 2431.0. The area above the dam to elevation 2431.0 is covered by floodwater storage easement to the Watershed Association. The proposed alignment shows highway centerline at elevation 2420 in this area.

Placement of any fill in the floodwater storage area would seriously interfere with the operation of the dam and would result in increased potential for flood damage in the protected area downstream.

3. It is our opinion that Plan A is the better of the two if it can be altered to eliminate the placement of any fill in the easement area of No. 3 dam.

Very truly yours,

Robert O. Glotfelty

Robert O. Glotfelty, Chairman
Garrett Soil Conservation District

Russell L. Smith

Russell L. Smith, Chairman
Wilson Run Watershed Association

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cc: Robert S. Norton, Jr.
Maryland Department of Water Resources

See Sections I.C. and III. B. 3. for additional information relative to these comments

44

State of Maryland

DEPARTMENT OF HEALTH AND MENTAL HYGIENE

Neil Solomon, M.D., Ph.D., Secretary

ENVIRONMENTAL HEALTH ADMINISTRATION

610 N. HOWARD STREET • BALTIMORE, MARYLAND 21201 • Area Code 301 • 383- 2763

April 26, 1972

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

FILE

Contract No. G-271-028-674

Dear Mr. Thompson:

We have your notification of March 8 that U. S. Route 219 will be relocated in and north of the City of Oakland in Garrett County.

Our only concern is to be certain that the construction work is coordinated with the City of Oakland and the Garrett County Sanitary Commission to be certain that no damage will occur to the water or sewer lines in the area through which the relocated highway traverses.

Very truly yours,

W. McLean Bingley per WB.

W. McLean Bingley, P. E.
Chief, Division of Water and Sewerage

WMcLB:ib

cc: Mr. Edwin L. Powell, Jr.

See Section III for additional information relative to these comments.

STATE ROADS COMMISSION LOCATION AND SURVEY
MD 21201 — 1 AM 10 06

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DeCORSEY E. BOLDEN
GARRETT COUNTY
COMMITTEE:
APPROPRIATIONS

1972 MAY 2 PM 2 54

HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21404

HOME ADDRESS:
949 HIGH STREET
OAKLAND, MARYLAND 21550

STATE ROADS
COMMISSION
LANDSCAPE AND SURVEY

STATE PLANNING
LANDSCAPE & SURVEY
APR 28 1972

April 25, 1972

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

Dear Mr. Powell,

Although a day late and a dollar short I would like to express my support of "Plan A" on Contract No. G 271-028-674 U.S. Route 219 Relocated From Md. Route 135 to U.S. 219, 0.68 mi. north of Cherry Glade Run.

This seems to be the least expensive considering the residences involved.

Very truly yours,

DeCorsey E. Bolden

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MARYLAND
DEPARTMENT OF STATE PLANNING

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

MARVIN MANDEL
GOVERNOR

VLADIMIR A. WAHBE
SECRETARY OF STATE PLANNING

NORMAN HEBDEN
DEPUTY SECRETARY

1972 APR 25 AM 10 10

April 21, 1972

LOCATION AND SURVEY

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

RE: Your letter, dated March 8, 1972
concerning Relocated U. S. Route 219

Dear Mr. Thompson:

The State Clearinghouse has circulated your March 8th letter within the Department of State Planning and to the Department of Natural Resources, the Bureau of Air Quality Control of the Environmental Health Administration, the Department of Economic and Community Development, and the Garrett County Commissioners, with request that they send any comments they may wish to make directly to you.

The Department of State Planning has been advised that Plan A has been endorsed by the governing officials of Garrett County with the provision that consideration be given to modifying the intersections at Dennett Road and High Street which are proposed as "at grade" intersections. Our staff noted that the inclusion of three (3) such intersections within less than two miles of roadway tends to negate the concept of controlled access and suggested that consideration be given to other methods of providing access to the community.

There are other projects programmed for the area in the vicinity of this proposed highway construction and we suggest that your planning for this facility be coordinated with the agencies responsible for the proposed Dennett Road water and sewerage project and the Oakland #1 Elementary and Middle School. It is likely that these projects will result in development along Old Oakland Deer Park Road which will have additional impact on the highway facility.

We also note that the construction of Plan A will probably impact on Wilson Run and the Soil Conservation Service multi-purpose lake located in this vicinity.

We appreciate this opportunity to review your proposed project at this early planning stage and look forward to conducting an A-95 review of the project when your plans reach an appropriate stage for submission of a formal Notification of Intent to apply for a Federal grant.

Sincerely,

Vladimir Wahbe

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HERBERT M. SACHS
DIRECTOR

1972 APR 26 AM 9 34

STATE OF MARYLAND
DEPARTMENT OF WATER RESOURCES
STATE OFFICE BUILDING
ANNAPOLIS, MARYLAND 21401

April 21, 1972

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

FILE

Re: G-274-028-674
Reloc. U. S. Rte. 219 (Oakland By Pass)
From Md. Rte. 135 to U. S. 219
0.68 mi. north of Cherry Glade Run

Dear Mr. Thompson:

The proposed locations of the Oakland By Pass have been reviewed. The Department has the following comments:

1. Plan A - The highway would encroach on the flood pool of the Little Youghiogheny River Watershed Project Site # 3 on Wilson Run. This would decrease the available flood storage capacity and increase the potential of flooding in Oakland.

2. Plan B - The highway would be at most fifty feet from the same structure. This would interfere with the operation of the emergency spillway. When the emergency spillway would be in operation the highway fill would be flooded out.

   The area between the structure and Eighth Street is drained by an extensive tile system. This probably indicates a serious foundation problem should Plan B be implemented.

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3. Site # 3 is an integral part of an extensive flood control system for Oakland. It is absolutely necessary that any alternate plan have no deleterious affect on the efficiency of the flood control structure.

Please advise the Department of the disposition of the proposed project.

Very truly yours,

Robert S. Norton Jr

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

RSN:MAP:csc
cc: Mr. William Nace

SEE SECTIONS D (1) and V FOR
ADDITIONAL INFORMATION RELATIVE TO THESE COMMENTS.

JAMES B. COULTER
SECRETARY

STATE OF MARYLAND
DEPARTMENT OF NATURAL RESOURCES
STATE OFFICE BUILDING
ANNAPOLIS 21401

JOSEPH H. MANNING
DEPUTY SECRETARY

1972 APR 24 AM 10 18

April 21, 1972

LOCATION AND SURVEY

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

FILE

Contract No. G 271-028-674
U.S. Route 219 Relocated from
Md. Route 135 to U.S. 219 0.68
mi. North of Cherry Glade Run

Dear Mr. Thompson:

Your letter of March 8, 1972 - to J. Millard Tawes, former Secretary of the Department of Natural Resources - has been referred to me by Secretary Coulter. You requested general comments on the referenced project.

We have requested and reviewed the 1"=200' drawings for this project. At this time I would like to indicate the following concerns:

(1) Plan B would impinge upon the outlet of the emergency spillway of the flood control impoundment on Wilson Run.

(2) Plan A would impinge upon the floodwater storage pool of the same impoundment.

Either plan would, thus, effect the efficiency/effectiveness of this flood control structure. You will soon receive specific comments from the Department of Water Resources regarding this matter.

Assuming a satisfactory alignment and design can be reached, we offer the suggestion of working with the sponsors of the flood control project to develop access to the impoundment to provide a "rest area" in conjunction with this new highway. This Department would be pleased to advise regarding fishing and other recreation potential at this site.

Sincerely yours,

Anthony F. Abar

Anthony F. Abar, Chief
Planning and Evaluation

AFA/rah

See Sections C(5) and D (1) for additional information relative to these comments.

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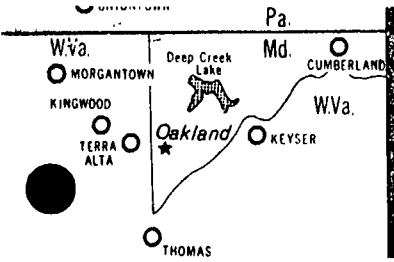

STATION WMSG

OAKLAND, MARYLAND 21550

1050 KC AM
92.1 MC FM

AREA CODE 301
PHONE: 334-3800

April 21, 1972

Mr. Edwin L. Powell, Jr. Chief
State Clearinghouse
Maryland Dept. of State Planning
301 West Preston Street
Baltimore, Md. 21201

Dear Mr. Powell,

First of all, let me say that I am not an engineer, road builder, or environmentalist; therefore, my approach on selection of a route for the U.S. 219 Oakland By-pass is based on practical information gained through questioning knowledgeable men.

In my judgement, proposed Plan "A" seems to be the better of the two routes, provided that an overpass or underpass is built at the Memorial Drive and Dennett Road crossing. It is my understanding that this route would be less costly to build and would be less destructive to the Harvey farm.

Thank you for asking for my comments, though I question my ability to make an intelligent appraisal.

Sincerely yours,

Thomas B. Butscher
Station Manager

TBB/aq

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UNITED STATES DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE - 4321 Hartwick Road
College Park, Maryland 20740

April 20, 1972

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

Dear Mr. Thompson:

This is in response to your letters of March 8, 1972 to this office and to Dr. Byerly, USDA, Washington, D. C. concerning proposed relocation of U. S. Route 219 in and around Oakland, Maryland.

We have both reviewed your written proposal and attended the meeting at Southern High School in Oakland on April 4, 1972. Our comments at this time are:

1. In determining the final relocation, care should be exercised not to conflict with the dam, reservoir and associated discharge spillways for the watershed structures on streams called Wilson Run and Cherry Glade on your map. These structures are components of the Little Youghiogheny River Watershed and were built under funds of P.L. 566.

2. Sediment control will need to be exercised during construction in accordance with the Maryland law. The environmental statements will no doubt provide a plan for this control.

We appreciate the opportunity to review this proposal and trust our comments are helpful. Let us know if there are questions concerning the watershed structures or if we can assist you with the sediment control plan.

Sincerely,

John H. Gibson
Acting State Conservationist

See Sections D (1) and V for additional information relative to these comments.

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MAYOR AND TOWN COUNCIL

CITY HALL
109 SOUTH THIRD STREET
OAKLAND, MARYLAND 21550

92

April 18, 1972

FILE

Re: Contract No. G 271-028-674
U.S. Route 219 Relocated
From Md. Route 135 to U.S. 219
0.68 mi. north of Cherry Glade Run

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

Dear Mr. Thompson:

We have been very much interested in the subject project for the past several years. On several occasions we have requested that it be completed at the earliest possible date.

When proposals were presented at Southern High School on April 4, 1972, we expressed our desire that Plan "A", with an overhead bridge at Dennett Road, be considered in preference to Plan "B".

Very truly yours,

H. D. Swartzentruber

H. D. Swartzentruber,
Mayor

cc: Edwin L. Powell, Jr.
Chief
State Clearing House
Maryland Department of State Planning

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STATE OF MARYLAND
PUBLIC SCHOOL CONSTRUCTION PROGRAM
SUITE 600, INTERNATIONAL TOWER BUILDING
6510 ELKRIDGE LANDING ROAD
LINTHICUM, MARYLAND 21090

MARVIN MANDEL
GOVERNOR

ALFORD R. CAREY, JR.
EXECUTIVE DIRECTOR

DR. JAMES SENSENBAUGH
CHAIRMAN

INTERAGENCY COMMITTEE FOR STATE PUBLIC SCHOOL CONSTRUCTION

April 18, 1972

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

FILE

RE: Contract NO. G 271-028-674
U.S. Route 219 Relocated from
MD. 135 to U.S. 219, 0.68 mi.
North of Cherry Glade Run

Dear Mr. Thompson:

A staff review of the proposed highway realignment in Oakland, Garrett County, as outlined in your basic letter, March 8, 1972, has been completed with the conclusion that no action should be required by the Interagency Committee. No additional school site requirements are envisioned within the area adjacent to the proposed highway nor is it expected to interfere with currently operating facilities.

With kindest regards,

Alford R. Carey, Jr.

Alford R. Carey, Jr.
Executive Director

ARC/WP/jc

CC: Mr. Edwin L. Powell, Jr., Chief
State Clearinghouse
Maryland Department of State Planning
301 West Preston Street
Baltimore, Maryland 21201

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STATE OF MARYLAND

DEPARTMENT OF PUBLIC SAFETY AND CORRECTIONAL SERVICES

SUITE 500 • EXECUTIVE PLAZA ONE • HUNT VALLEY, MARYLAND 21030
(301) 667-1100

94

MARVIN MANDEL
GOVERNOR

1972 APR 19 AM 9 17

LEIGHTON W. DUDLEY
DEPUTY SECRETARY
FOR CORRECTIONAL SERVICES

April 17, 1972

ROBERT J. LALLY
SECRETARY
PUBLIC SAFETY AND
CORRECTIONAL SERVICES

EDWIN R. TULLY
DEPUTY SECRETARY
FOR PUBLIC SAFETY

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

Dear Mr. Thompson:

This is in reply to your letter of March 8 regarding the proposal to relocate U. S. Route 219 from Maryland Route 135 to U. S. 219, north of Cherry Glade Run.

A report from the Maryland State Police concerning this relocation is attached.

Sincerely yours,

Robert J. Lally

SECRETARY

RJL:mel
Enclosure

cc: Mr. Edwin L. Powell, Jr.

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COUNTY COMMISSIONERS OF GARRETT COUNTY

OAKLAND, MARYLAND 21550
PHONE 334-3917

April 5, 1972

FILE

Re: Contract No. G 271-028-674
U. S. Route 219 Relocated
From Md. Route 135 to U. S. 219
0.68 mile North of Cherry Glade Run

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

Dear Mr. Thompson:

After a review of the proposed location of the 219 By-pass at Oakland, we are generally in favor of Plan A.

Dennett Road serves the School located east of the relocated 219. Two new Schools will be located east of Memorial Drive and old Deer Park Road. For safety's sake because of the school buses traveling these streets to the Schools we feel these streets must be bridged. We inject this as our prime consideration for the referred project.

Respectfully
Wayne B. Hamilton
Wayne B. Hamilton, Chairman
County Commissioners of Garrett County

Copy to: Mr. Edwin L. Powell, Jr., Chief
State Clearinghouse
Maryland Department of State Planning
301 West Preston Street
Baltimore, Maryland 21201

See Section D(I) for additional information relative to these comments.

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OF MARYLAND

DEPARTMENT OF
PUBLIC SAFETY AND CORRECTIONAL SERVICES

MARYLAND STATE POLICE

MARVIN MANDEL
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ROBERT J. LALLY
SECRETARY
PUBLIC SAFETY AND
CORRECTIONAL SERVICES

EDWIN R. TULLY
DEPUTY SECRETARY
FOR PUBLIC SAFETY

COLONEL THOMAS S. SMITH
SUPERINTENDENT
MARYLAND STATE POLICE

Barrack "C", Troop "3"
1125 National Highway
LaVale, Maryland 21502

April 5, 1972

TO: 1st. Lieutenant H. L. Basore, Acting Troop Commander, Troop "3", Frederick, Maryland

SUBJECT: Relocation of U. S. Route 219 From Md. Route 135 to U. S. 219, 0.68 Mile North of Cherry Glade Run

1. I personally observed the area in question concerning the proposed relocation plans for U. S. Route 219 in Oakland, Garrett County, Maryland, as indicated on the map in the original correspondence. The observations and comments I am making are made with respect to safety and traffic movement in the area.

2. From my observations and information discussed at the meeting on April 4, 1972, at the Southern High School, it would appear that Plan A is routed through an area of less congestion. However, this plan, as described, calls for three at-grade crossings within a short distance, whereas Plan B calls for two at-grade crossings and one overhead bridge. Either relocation will certainly cause more traffic in this area and at an increased speed limit.

3. There are presently two schools East of the proposed relocations, with plans for two additional schools also to the East. The increased traffic brought about by the new highway and the increased traffic brought about by the schools would dictate that the feasibility of bridging rather than at-grade crossings should be carefully studied. The exposure of the cross traffic brought about by three at-grade crossings within this short distance could present hazards.

4. Planning ahead in these initial stages and eliminating as many at-grade crossings as possible could increase the safety factors in this sector, especially with the anticipated increase in the number of vehicles using the crossing roadways due to school construction.

5. The elimination of the at-grade crossings would preclude the necessity for future installation of traffic lights and, therefore, allow for a smoother flow of traffic.

W. R. Turnbull

W. R. Turnbull, 1st. Lieut.
Commanding Barrack "C"
Maryland State Police

WRT:gjm

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STATE OF MARYLAND
DEPARTMENT OF ECONOMIC AND COMMUNITY DEVELOPMENT

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

LOCAL SURVEY

April 12, 1972

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

FILE

Subject: Contract No. G271-028-674, U. S. Route 219 relocated from Md. Route 135 to U. S. 219, 0.68 miles north of Cherry Glade Run

Dear Mr. Thompson:

Per your request, I have reviewed the material provided on the above subject project.

It is my conclusion that Plan A would be in the best interest of economic development in the area in that it would appear to open up additional development opportunities on land which is more open than that through which the alternate route would be located.

Thank you for keeping us informed of plans such as this. We appreciate the opportunity to provide comments on projects located in the three Appalachian Counties.

Sincerely,

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

DJR/rs

cc: William A. Fate
Col. J. H. Jackson
Edward Heath

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State of Maryland

DEPARTMENT OF HEALTH AND MENTAL HYGIENE

Neil Solomon, M.D., Ph.D., Secretary

ENVIRONMENTAL HEALTH ADMINISTRATION

610 N. HOWARD STREET • BALTIMORE, MARYLAND 21201 • Area Code 301 • 383-

April 10, 1972

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

FILE

SUBJECT: Contract No. G 271-028-674 U.S. Route 219 Relocated from Md. Route 135 to U.S. 219 - 0.68 mi. north of Cherry Glade Run.

Dear Mr. Thompson:

Thank you for this opportunity to make our comments concerning the relocation of U.S. Route 219 in Oakland. It would appear from the diagram that the relocation of this road will divert through traffic from populated areas of Oakland to open space. People living near the present road should, therefore, be exposed to less automotive pollution. However, any benefits gained by the construction of the new portion could be lost if dense development is allowed along the new alignment. If future land use plans for Oakland require the relocated highway to service development, then the environmental changes should be acknowledged as unavoidable in the impact statement.

Sincerely yours,

J. J. Schueneman

Jean J. Schueneman, Director
Bureau of Air Quality Control

JJS:AMD:bac

cc: Edwin L. Powell, Jr.
State Clearinghouse

See Sections II. . for additional information relative to these comments.

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GARRETT COUNTY PLANNING COMMISSION
OAKLAND, MARYLAND 21550

Telephone (301) 334-4200

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1972 APR 10 AM 9 45

COMMISSION
LOCATION AND SURVEY

April 7, 1972

Mr. Roland M. Thompson, Chief
Bureau of Location and Surveys
Md. State Roads Commission
Room 500, Box 717
300 West Preston Street
Baltimore, Maryland 21203

Re: Proposed alignment for State Route 219 bypass of Oakland, Maryland

Dear Mr. Thompson:

I am writing this letter on behalf of the Garrett County Planning Commission who has officially endorsed Alignment Plan A as the best route for the State Route 219 bypass of Oakland, Maryland.

Alignment A is more conducive to encouraging future growth of Oakland in an easternly direction. Since the western limits of Oakland are restricted by topographical conditions, we are very concerned that any bypass of Oakland would not restrict eastward growth.

Alignment A involves less costly property acquisition and disrupts fewer existing residences. According to the State Roads Commission 20 Year Study, Route 219 will become dual to Oakland. Future right-of-way acquisition for the bypass would also be easier for Alignment A. Grade intersections at Alignment A appear to be more appropriately located for future growth of the surrounding area.

Finally, it appears from your meeting and from our studies that Alignment A would be less costly to construct.

In you need any future information regarding environmental impact or planning development along Alignment A, I will be happy to help you.

Sincerely,

W. Marshall Rickert
Asst. Planning and Zoning
Administrator

WMR:dvc

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DEPARTMENT OF ECONOMIC & COMMUNITY DEVELOPMENT

MARVIN MANDEL
GOVERNOR

MARYLAND

EDMOND F. ROVNER
SECRETARY

JOSEPH G. ANASTASI
DEPUTY SECRETARY

APR 10 AM 9 42

LOCATION SURVEY

DIVISION OF ECONOMIC DEVELOPMENT
STATE OFFICE BUILDING
ANNAPOLIS, MARYLAND 21401

WILLIAM A. PATE, DIRECTOR

April 5, 1972

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

Dear Mr. Thompson:

The staff of the Division of Economic Development has reviewed the following project: Contract No. G 271-028-674, U.S. Route 219 relocated from Maryland Route 135 to U.S. 219, 0.68 miles north of Cherry Glade Run.

It is our opinion that Plan A should be adopted since this route would traverse more open area thus permitting the possibility of increased economic development.

The Division of Economic Development appreciates the opportunity to comment on highway projects.

Sincerely,

William A. Pate
Director

WAP:ro'c

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G 271-28

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COMMISSIONERS
EARL E. OPEL, President
WAYNE B. HAMILTON, Vice-President
BERNARD M. GUY, Associate Member

Garrett County Commissioners

Roads Department

OAKLAND, MARYLAND 21550

PAUL W. DeWITT, Adm. Engr.
Oakland, Md.

CLAYTON SMITH, Asst. Engineer
Deer Park, Md.

April 5, 1972

Maryland Department of Transportation
State Highway Administration
Locations Division
300 W. Preston Street
Baltimore, Maryland 21201

RE: U.S. Rt. 219
Oakland By-Pass

Gentlemen:

In regards to the above project and the information hearing held at Southern High School on April 4, 1972 in connection with it, I would like to submit the following comments.

1. I would like to endorse the easterly route as proposed at the hearing, known as Plan "A", for the following reasons:

A. There would be less destruction of developed property than on the more westerly proposed route.
B. The cost of construction would be less than the more westerly route.
C. The Plan "A" route would have more conformity to existing county highway plans.

2. The public schools are all located on the East side of the proposed routes and a considerable amount of school bus traffic is generated on High Street and Dennett Road and more school bus traffic will be generated on Old Deer Park Road when the new elementary school is constructed in 1973, East of the proposed intersection. Consideration for the elimination of traffic hazards for these school buses at these points should be given in the preliminary engineering. I would suggest that a study be made of the feasibility of grade separations at High Street and Dennett Road be made and if this is found to be feasible that intersections with the proposed by-pass be maintained at Md. Rt. 135 and at Old Deer Park Road. These two intersections should be designed for the greatest degree of safety possible in the merging of traffic onto the proposed highway since both of these routes will also be carrying a number of school buses into and across the highway. A traffic light is presently in operation at the intersection with Md. Rt. 135 (Oak Street) and the possibility a traffic light at Old Deer Park Road should be considered. Sight distance should also be given special emphasis at these points due to the extra time involved in a school bus crossing the highway as opposed to passenger car traffic.

Merging lanes should be considered at these intersections for safety of the school bus traffic entering the highway at these points.

3. Present county highway plans anticipate that Old Deer Park Road will be a major county highway sewing the public schools, the recreational facilities at Broad Ford Dam, the Bausch & Lomb plant, the development that is anticipated in that area, and the traffic generated between Oakland and the towns East of Oakland. Therefore, the intersection of the proposed by-pass with the Old Deer Park Road should be consistent with county specifications for a major arterial highway.

Respectfully yours,

Paul W. DeWitt
Administrative Engineer

PWD:gr

LOCATION & SURVEY

See Section D(1) for additional information relative to these comments.

THE ASSISTANT SECRETARY OF COMMERCE
Washington, D.C. 20230

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March 21, 1972

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

Dear Mr. Thompson:

This is to acknowledge receipt of your letter transmitting a document entitled "Draft Environmental Impact Statement for Contract No. G 271-028-674 U.S. Route 219 Relocated from Md. Route 135 to U.S. 219 0.68 mi. north of Cherry Glade Run.

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

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

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

Sincerely,

Sidney R. Galler

Sidney R. Galler
Deputy Assistant Secretary
for Environmental Affairs

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U.S. ENVIRONMENTAL PROTECTION AGENCY
REGION III
6th & Walnut Sts., Philadelphia, Pennsylvania 19106

March 15, 1972

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

Re: U. S. Route 219 Relocated
Contract No. 271-028-674

Dear Mr. Thompson:

We thank you for your letter of March 8, 1972, communicating your Department's intent to file a draft environmental impact statement on the project referenced above.

We are reserving comment on the project until we have received the draft statement which we hope will contain sufficient information for meaningful review.

Advanced notification of the forthcoming impact statement on this project will enable this office to commit the necessary resources for review and timely response.

Thank you for the opportunity to comment.

Sincerely yours,

Robert J. Blanco

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

105

Bureau of Relocation Assistance
Office of Real Estate
300 West Preston Street - Room 402
Baltimore, Maryland 21201

STATE HIGHWAY ADMINISTRATION
OF THE
DEPARTMENT OF TRANSPORTATION
OF MARYLAND

S.H.A. 63.0-DP-1 (10-15-74) Page 1 Preliminary Relocation Studies

Maryland Project: G-271-028-674 Federal Aid Project: F906-1(11)

Termini: U.S. 219 (Oakland By-Pass)

Alternate Number: A General File No. 63948

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

RESIDENTIAL OCCUPANTS AND IMPROVEMENTS AFFECTED

OCCUPANCY STATUS	DWLGS.	DWLG. UNITS	FAM.	IND.	TYPE OF CONSTRUCTION							AGE			ROOMS						BEDROOMS				ESTIMATED VALUE (000's) OR RENT (USE 10%)		
					BRICK	FRAME	COMB.	DET.	SEM. DET.	ROW	MULTI FAM.	0-10 YRS.	11-30 YRS.	31 YRS. UP	3	4	5	6	7	8 up	1	2	3	4 up	$0-$20	$20-$40	$40 -
OWNER OCCUPIED	2	2	2			2							2				1	1				1	1			2	
TENANT OCCUPIED																											
TOTALS	2	2	2			2							2				1	1				1	1			2	

RESIDENTIAL IMPROVEMENTS AVAILABLE

FOR SALE

ASKING PRICE RANGE (000's)	DWLGS.	TYPE OF CONSTRUCTION						AGE			ROOMS						BEDROOMS			
		BRICK	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
$0-20																				
$20-40	9	3	4	2	9						1		1	4		3	1		5	3
$40 -																				
TOTALS	9	3	4	2	9						1		1	4		3	1		5	3

Sources: Local Newspaper and Realtors

FOR RENT

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: _____

BUSINESSES, FARMS, AND NON-PROFIT ORGANIZATIONS AFFECTED

OCCUPANCY STATUS	BUSINESSES					FARMS				NON-PROFIT ORGANIZATIONS			
	RETAIL	COMM.	MFGR.	CHAIN	EMP.	DAIRY	CATTLE	TRUCK	EMP.	REL.	SOC.	INST.	EMP.
OWNER							1						
TENANT													
TOTALS							1						

AVAILABLE REPLACEMENT SITES

TYPE OF SITE	BUSINESS	NON-PROFIT	FARMS
SALE	NA	NA	2
LEASE			0
TOTALS			2

Sources: _____

Remarks: One of the two farms from the original study has gone out of business and has subdivided.

Estimated average family size 4.
Estimated total number persons affected 8.
Estimated total number of minority group members affected 0, number of owner occupant families 2, 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: George C. Krantz (RELOCATION OFFICER)

8/24/77 (DATE)

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Bureau of Relocation Assistance Office of Real Estate 300 West Preston Street - Room 402 Baltimore, Maryland 21201	STATE HIGHWAY ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION OF MARYLAND	S.H.A. 63.0-DP-1 (10-15-74) Page 2 Preliminary Relocation Studies Maryland Project: G-271-028-674 Federal Aid Project: F906-1(11) Termini: U. S. 219 (Oakland By-Pass) Alternate Number: A General File No.: 63948

A narrative statement must be prepared for all preliminary relocation studies. Utilize the outline below and the data on the reverse side to prepare the applicable narrative statement.

I. Community Impact

A. Describe the community affected including type of neighborhood, income levels, land usage, etc.

B. Does the alternate divide or disrupt an established community?

C. What is the effect upon adjacent communities?

D. What is the general effect of business, farm, and non-profit dislocation on the economy of the existing community including employment?

E. Is there any adverse impact on particular groups such as the elderly and handicapped?

F. How will the alternate affect the use of various community facilities and services such as hospitals, libraries, shopping areas, fire stations, police stations, schools, churches, and recreational facilities?

G. To what extent will the alternate produce adverse effect on residential, commercial, and industrial development that is existing or planned?

H. Will there be a significant change in population density or distribution?

I. Will the adjacent property values be altered? Discuss.
i.e. (increased, decreased, zoning, development)

II. Estimated displacement

A. Give an estimate of the number of persons, families, and individuals to be displaced. Discuss their characteristics such as occupancy status, minorities, economic level, age, large families, handicapped, etc.

B. How many and what type of businesses will have to be relocated? How many of these firms may be expected to discontinue?

C. How many and what type of farm operations will be relocated? How many of these may be expected to discontinue operations?

D. How many and what type of non-profit organizations will be affected?

E. Will functional replacement be necessary? If so, discuss any additional displacement that may result.

III. Minority displacement

A. What is the racial character of the area affected, including the appropriate number by race of persons and families (affected means all persons directly displaced or located in areas directly adjoining the road)?

B. What is the social and economic character of the area affected, including levels of income, whether the area is commercial or residential, and the approximate number of minority and non-minority owners of businesses and residences in the area?

C. What is the racial character of the people employed in the area affected by the alternate?

D. Are there any foreseeable problem areas or adverse impacts, such as rehousing difficulties, changes in income capabilities, mobility, or community cohesion?

E. Will a minority area be by-passed or separated from contiguous areas by the alternative and, if so, what affect will this have on the minority community? To what extent will it perpetuate patterns of segregation, if at all?

F. How will the alternate affect the use of various community facilities and services such as hospitals, libraries, shopping areas, fire stations, police installations, schools, churches, parks, and recreation centers by minority groups in the area?

G. To what extent will the alternate produce an adverse effect on residential, commercial, and industrial development that is existing or planned within minority communities?

IV. Relocation Plan

A. State the availability of DS&S housing which is within the financial means of those to be displaced that is normally available in the area. Will the housing be sufficient to meet the needs of those being displaced at the time displacement occurs? If not, describe the actions proposed to remedy the situation including housing of last resort. State the sources of this information.

B. What will be the impact on the neighborhood or communities into which the displaced persons are likely to move?

C. Give a statement of availability of replacement sites for businesses, farms, and non-profit organizations. State sources of this information.

D. Give an analysis of Federal, State, and municipal programs that may affect the supply and demand for housing at the time displacement occurs.

E. State the lead time required to complete relocation on the project. (i.e. from the Initiation of Negotiations to the last person moved)

F. Give a factual analysis showing that relocation can/cannot be resolved satisfactorily, and a statement that relocation can/cannot be accomplished in accordance with the requirements of the Uniform Relocation Assistance and Land Acquisition Policies Act of 1970 (P.L. 91-646).