

Bob Cond Arde

1

REPORT NUMBER: FHWA-MD-EIS-73-01-F

FINAL ENVIRONMENTAL STATEMENT

RELOCATED U.S. ROUTE 140 (NORTHWEST EXPRESSWAY)
BALTIMORE CITY LINE TO REISTERSTOWN
and
PHASE 1 RAPID TRANSIT
BALTIMORE CITY LINE TO OWINGS MILLS
IN BALTIMORE COUNTY, MARYLAND

prepared by
U S DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
URBAN MASS TRANSPORTATION ADMINISTRATION
and
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
MASS TRANSIT ADMINISTRATION

Volume I of II

RELOCATED U. S. ROUTE 140 (NORTHWEST EXPRESSWAY)

Baltimore City Line to Reisterstown
and

PHASE I RAPID TRANSIT

Baltimore City Line to Owings Mills
in

BALTIMORE COUNTY, MARYLAND

*
* *
*

- ADMINISTRATIVE ACTION -

3678.0.470.

FINAL

ENVIRONMENTAL IMPACT STATEMENT
SECTION 4(f) STATEMENT

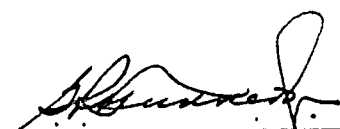
*
* *
*

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Urban Mass Transportation Administration
and

MARYLAND DEPARTMENT OF TRANSPORTATION
State Highway Administration
Mass Transit Administration

Submitted pursuant to 42 U.S.C. 4332(2)(c), 23 U.S.C. 128(a),
49 U.S.C. 1653(f) and 16 U.S.C. 470(f)

1/27/77
Date

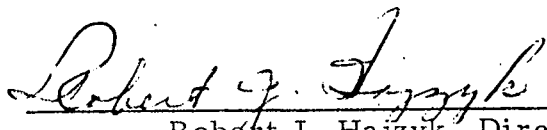


FOR W. H. White, Regional Administrator
Federal Highway Administration

Bernard M. Evans, Administrator
State Highway Administration

BY:

March 16, 1976
Date



Robert J. Hajzyk, Director
Office of Planning & Preliminary Engineering

- SUMMARY SHEET -

3

1. Federal Highway Administration
Administrative Action Environmental Statement

() Draft (x) Final
(x) Section 4(f) Statement attached

2. For further information concerning this project contact:

Mr. Frederick Gottemoeller
Maryland State Highway Administration
300 West Preston Street
Baltimore, Maryland 21201
Area Code: (301)-383-6222
Office Hours: 8:30 a.m. to 4:30 p.m.

Mr. Emil Elinsky
Federal Highway Administration
The Rotunda Building - Suite 220
711 West 40th Street
Baltimore, Maryland 21211
Area Code: (301)-962-4440
Office Hours: 8:00 a.m. to 4:30 p.m.

3. Description of Action:

The proposed improvements are located in Baltimore County, Maryland, and consist of the construction of a multi-lane divided highway on new location for both Relocated U. S. Route 140 (Northwest Expressway) and Relocated Maryland Route 30 (Reisterstown Bypass). Also included is a 2-track rapid transit line jointly developed with the highway from the Baltimore City Line to Owings Mills, a distance of approximately 6.1 miles. The project begins at Wabash Avenue in Baltimore City and terminates at U. S. Route 140 and Maryland Route 30, north of Reisterstown, a total length of approximately 12.0 miles.

4. Summary of Environmental Impact:

A safe, bi-modal efficient transportation system will result from the proposed project, with increased social and economic opportunities. The displacement of residents, land requirements from historic sites, and decreased air quality appear to be the major adverse environmental effects. The effects on the potential stream valley park along Gwynns Falls and from increased noise levels adjacent to the project are minimal. Relocation assistance services and payments, noise barriers and the implementation plan to improve air quality will minimize these impacts. Mitigation measures approved by the Advisory Council on Historic Preservation have been developed to reduce the impacts on historic sites.

4

5. Alternatives Considered:

Alternate 1 proposes the construction of the Phase I Rapid Transit jointly with Relocated U. S. Route 140 and Relocated Maryland Route 30 on new location. The project is located generally southwest of Reisterstown Road and north of I-695 follows Gwynns Falls on the west side of the Western Maryland Railway.

Alternate 2 proposes the construction of the Phase I Rapid Transit jointly with Relocated U. S. Route 140 and Relocated Maryland Route 30 on new location. Alternate 2 is identical to Alternate 1, except between I-695 and Painters Mill Road, where the project crosses to the east side of the Western Maryland Railway.

Alternate 3 proposes only the reconstruction of existing U. S. Route 140 (Reisterstown Road).

Alternate 4 is the "Do-Nothing" alternative.

A number of additional modified alternates were studied as a result of comments received at the Public Hearing and to avoid or minimize adverse impacts at historic sites.

6. Entities from which Comments have been Requested:

Distribution List
Draft Environmental Statement (FHWA-MD-EIS-73-01-D)
(See following pages iii thru vi)

Distribution List
Supplement to Draft Environmental Statement -
Section 4(f) Statement (FHWA-MD-EIS-73-01-DS)
(See following pages vii thru xi)

7. Date that the Draft Statements were mailed to CEQ:

Draft Environmental Statement - Mailed to CEQ on February 26, 1973

Supplement to Draft Environmental Statement -
Section 4(f) Statement - Mailed to CEQ on October 10, 1975

DISTRIBUTION LIST

DRAFT ENVIRONMENTAL STATEMENT (FHWA-MD-EIS-73-01-D)

Federal Agencies

* Mr. Theodore R. Robb
Regional Administrator
Department of Housing & Urban Development
Curtis Building
Sixth & Walnut Streets
Philadelphia, Pennsylvania 19106
Attn: Mr. William Kaplan,
Assistant Regional Administrator

Dr. T. C. Byerly
Office of the Secretary
Department of Agriculture
Washington, D. C. 20250

Dr. Sidney R. Galler
Deputy Assistant
Secretary for Environmental Affairs
U. S. Department of Commerce
14th & Constitution Avenue
Room 3876
Washington, D. C. 20230

* Department of Health, Education & Welfare
Assistant Secretary for Health & Science Affairs
HEW - North Building
Washington, D. C. 20202

* Assistant Secretary - Program Policy
Attn: Director, Environmental Project Review
Department of the Interior
Washington, D. C. 20240

U. S. Department of the Interior
Regional Director
Bureau of Outdoor Recreation
Federal Building
1421 Cherry Street
Philadelphia, Pennsylvania 19102

Federal Agencies

* Environmental Protection Agency
Mr. Charles Fabrikant
Director of Impact Statements Office
1626 K Street, N. W.
Washington, D. C. 20460

Office of Economic Opportunity
Mr. Frank Carlucci, Director
1200 - 19th Street, N. W.
Washington, D. C. 20506

* Mr. John H. Gibson
Acting State Conservationist
Soil Conservation Service, USDA
Room 522
4321 Hartwick Road
College Park, Maryland 20740

* Mr. Frank C. Herringer, Administrator
Urban Mass Transportation Administration
Department of Transportation
Washington, D. C. 20590

* Col. J. B. Newman
Executive Director of Civil Works
Office of the Chief of Engineers
Department of the Army - Corps of Engineers
Washington, D. C. 20314

State Agencies

- * Mr. Warren D. Hodges, Chief
State Clearinghouse
Department of State Planning
301 West Preston Street
Baltimore, Maryland 21201
- * Mr. Robert N. Young, Executive Director
Baltimore Regional Planning Council
St. Paul & Monument Streets
Baltimore, Maryland 21202
- Mr. James P. Slicher, Secretary
Department of Budget and Fiscal Planning
301 West Preston Street
Baltimore, Maryland 21201
- Mr. George R. Lewis, Secretary
Department of General Services
301 West Preston Street
Baltimore, Maryland 21201
- * Mr. Edmond F. Rovner, Secretary
Department of Economic and Community Dev.
State Office Building
Annapolis, Maryland 21404
- Mr. Orlando Ridout, Director
Maryland Historical Trust
94 College Avenue
Annapolis, Maryland 21404
- Mr. William A. Pate, Director
Division of Economic Development
State Office Building
Annapolis, Maryland 21401
- * Dr. James A. Sensenbaugh, Director
State Department of Education
301 West Preston Street
Baltimore, Maryland 21201
- * Mr. James B. Coulter, Secretary
Department of Natural Resources
Tawes State Office Building
Taylor Avenue
Annapolis, Maryland 21401
- Mr. Ralph A. Bitely, Administrator
Wildlife Administration
Tawes State Office Building
Taylor Avenue
Annapolis, Maryland 21401
- Mr. Robert M. Rubelmann, Administrator
Fisheries Administration
Tawes State Office Building
Taylor Avenue
Annapolis, Maryland 21401

State Agencies

- Mr. Herbert M. Sachs, Administrator
Water Resources Administration
Tawes State Office Building
Taylor Avenue
Annapolis, Maryland 21401
- Mr. William A. Parr, Director
Maryland Park Service
Tawes State Office Building
Taylor Avenue
Annapolis, Maryland 21401
- Mr. Adna R. Bond, Director
Maryland Forest Service
Tawes State Office Building
Taylor Avenue
Annapolis, Maryland 21401
- * Dr. Kenneth Weaver, Director
Maryland Geological Survey
Latrobe Hall
Johns Hopkins University
Baltimore, Maryland 21218
- Mr. Vladimir Wahbe, Secretary
Department of State Planning
State Office Building
Baltimore, Maryland 21201
- * Colonel Robert J. Lally, Secretary
Department of Public Safety and
Correctional Services
Suite 500
Executive Plaza One
Hunt Valley, Maryland 21031
- Mr. Harry R. Hughes, Secretary
Department of Transportation
Friendship International Airport
P. O. Box 8755
Baltimore, Maryland 21240
- Mr. Clyde E. Pyers, Director
Division of Systems Planning and Dev
Department of Transportation
Friendship International Airport
P. O. Box 8755
Baltimore, Maryland 21240

State Agencies

Dr. Neil Solomon, Secretary
Department of Health and Mental Hygiene
301 West Preston Street
Baltimore, Maryland 21201

Mr. Howard E. Chaney, Director
Environmental Health Administration
Department of Health and Mental Hygiene
610 North Howard Street
Baltimore, Maryland 21201

* Mr. George P. Ferreri, Acting Director
Bureau of Air Quality Control
Environmental Health Administration
610 North Howard Street
Baltimore, Maryland 21201

* Mr. W. McLean Bingley, Chief
Division of Water and Sewerage
Environmental Health Administration
610 North Howard Street
Baltimore, Maryland 21201

* Mr. Charles M. Kenealy, Chief
Division of Solid Waste Control
Environmental Health Administration
610 North Howard Street
Baltimore, Maryland 21201

Mr. Arnold C. Hawkins, Executive Secretary
State Soil Conservation Committee
University of Maryland
1103A H. J. Patterson Hall
College Park, Maryland 20742

Local Agencies

Mr. Albert B. Kaltenbach, Director
Department of Public Works
County Office Building
Towson, Maryland 21204

* Mr. William D. Fromm, Director
Office of Planning and Zoning
Room 301
Jefferson Building
Towson, Maryland 21204

Mr. William J. Tierney, Director
Department of Recreation and Parks
301 Washington Avenue
Towson, Maryland 21204

Mr. Eugene J. Clifford, Traffic Engineer
Department of Traffic Engineering
Jefferson Building
Towson, Maryland 21204

Mr. Frederick L. Dewberry
County Development Coordinator
County Office Building
Towson, Maryland 21204

Mr. Joshua R. Wheeler, Superintendent
Baltimore County Board of Education
Greenwood
6901 North Charles Street
Towson, Maryland 21204

* Dr. F. Pierce Linaweaver, Director
Department of Public Works
City of Baltimore
300 Municipal Building
Baltimore, Maryland 21202

Mr. Larry Reich
Director of Planning
City of Baltimore
8th Floor
Saratoga Municipal Building
Baltimore, Maryland 21202

The Valleys Planning Council, Inc.
c/o Mr. W. C. McDonnell, Director of Plan
212 Washington Avenue
Towson, Maryland 21204

Mr. Wilson Herrera, President
Baltimore County Historical Society, Inc.
Agriculture Building
Cockeysville, Maryland 21030

Local Elected Officials

The Honorable Dale Anderson
Baltimore County Executive
County Office Building
Towson, Maryland 21204

The Honorable Harry J. Bartenfelder
Chairman - Baltimore County Council
3215 Putty Hill Avenue
Baltimore, Maryland 21234

The Honorable Howard J. Needle
Delegate - Baltimore County
1321 Harden Lane
Baltimore, Maryland 21208

The Honorable William Donald Schaeffer
Mayor, City of Baltimore
City Hall
Baltimore, Maryland 21202

Interested Parties:

The Sudbrook Club
c/o Mrs. Joan Brauer, President
906 Adana Road
Pikesville, Maryland 21208

Winand Area Community Association
c/o Mr. Howard M. Heneson, Chairman
8241 Scotts Level Road
Pikesville, Maryland 21208

* Pine Ridge Association
c/o Mrs. Joan Millison, Chairman
1322 Church Hill Drive
Pikesville, Maryland 21208

Northwest Baltimore Corporation
c/o Ms. Margaret Pollard, Executive Dir.
5111 Park Heights Avenue
Baltimore, Maryland 21215

9

DISTRIBUTION LIST

SUPPLEMENT TO
DRAFT ENVIRONMENTAL STATEMENT
SECTION 4(f) STATEMENT
(FHWA-MD-EIS-73-01-DS)

Federal Agencies

Regional Administrator
Dept. of Housing & Urban
Development
Curtis Building
Sixth & Walnut Streets
Philadelphia, Pa. 19106
Attn: Mr. William Kaplan
Asst. Regional
Administrator

Office of the Secretary
Department of Agriculture
Washington, D.C. 20250

Deputy Assistant
Secretary for Environmental
Affairs
U.S. Dept. of Commerce
14th & Constitution Ave.
Room 3876
Washington, D.C. 20230

Dept. of Health, Education &
Welfare
Asst. Secretary for Health
& Science Affairs
HEW - North Building
Washington, D.C. 20202

Office of Economic Oppor-
tunity, Director
1200 - 19th Street, N.W.
Washington, D.C. 20506

State Conservationist
Soil Conservation Service,
USDA
Room 522
4321 Hartwick Road
College Park, Md. 20740

Federal Agencies

Dept. of Energy, Director
Environmental Impact State-
ments
Office of Environmental
Programs
Federal Energy Administration
New Post Office Bldg.
12th and Pa. Ave. N.W.
Washington, D.C.

Asst. Secretary - Program
Policy
U.S. Dept. of the Interior
Washington, D.C. 20240
Attn: Director, Environmental
Project Review

U.S. Dept. of the Interior
Regional Director
Bureau of Outdoor Recreation
Federal Building
1421 Cherry Street
Philadelphia, Pa. 19102

Environmental Protection Agency -
Environmental Impact Statement
Coordinator
Curtis Bldg. - 6th Floor
Sixth & Walnut Streets
Philadelphia, Pa. 19106

Executive Director of
Civil Works
Office of the Chief
Engineer
Department of the Army
Corps of Engineers
Washington, D.C. 20314

State Agencies

Mr. Warren D. Hodges, Chief
State Clearinghouse
Department of State Planning
301 West Preston Street
Baltimore, Md. 21201

Mr. Robert N. Young,
Executive Director
Baltimore Regional Planning
Council
St. Paul & Monument Sts.
Baltimore, Md. 21202

Mr. John Pierce, Director
Maryland Historical Trust
94 College Ave.
Annapolis, Maryland 21404

Mr. Herbert M. Sachs
Administrator
Water Resources Administration
Tawes State Office Building
Taylor Avenue
Annapolis, Maryland 21401

Mr. George P. Ferreri, Director
Bureau of Air Quality Control
Environmental Health Administration
610 N. Howard Street
Baltimore, Maryland 21201

State Agencies

Mr. Harry R. Hughes
Secretary
Department of Transportation
Friendship International
Airport
P.O. Box 8755
Baltimore, Maryland 21240

Mr. Clyde E. Pyers, Director
Div. of Systems Planning &
Development
Department of Transportation
Friendship International Airport
P.O. Box 8755
Baltimore, Maryland 21240

Mr. Ray Bartlett
Public Affairs
Department of Transportation
Friendship International Airport
P.O. Box 8755
Baltimore, Maryland 21240

Ms. Betty Biliske, Coordinator
Metropolitan Clearinghouse
Regional Planning Council
701 St. Paul Street
Baltimore, Maryland 21202

Local Agencies

Mr. Albert B. Kaltenbach
Director
Department of Public Works
County Office Building
Towson, Maryland 21204

Mr. William D. Fromm
Director
Office of Planning & Zoning
Room 301
Jefferson Building
Towson, Maryland 21204

Mr. William J. Tierney
Director
Dept. of Recreation & Parks
301 Washington Avenue
Towson, Maryland 21204

Mr. Steve Collins, Director
Dept. of Traffic Engineering
Jefferson Building
Towson, Maryland 21204

Local Elected Officials

The Honorable Ted Venetoulis
Baltimore County Executive
County Office Building
Towson, Maryland 21204

The Honorable Gary Huddles
Chairman
Baltimore County Council
3215 Putty Hill Avenue
Baltimore, Maryland 21234

Local Elected Officials

County Development Coordi-
nator
County Office Building
Towson, Maryland 21204

Dr. F. Pierce Linaweaver
Director
Department of Public Works
City of Baltimore
300 Municipal Building
Baltimore, Maryland 21202

Mr. Larry Reich
Director of Planning
City of Baltimore
8th Floor
Saratoga Municipal Bldg.
Baltimore, Maryland 21202

Mr. Wilson Hererra, President
Baltimore County Historical
Society, Inc.
Agriculture Building
Cockeysville, Maryland 21030

The Honorable Howard J. Needle
Delegate - Baltimore County
1321 Harden Lane
Baltimore, Maryland 21208

The Honorable William Donald
Schaeffer
Mayor, City of Baltimore
City Hall
Baltimore, Maryland 21202

Interested Parties:

Mr. Robert J. Soracoe, President
Civic Imp. Assn.-Rockdale, Inc.
7913 Subot Road
Baltimore, Maryland 21207

Mr. J. Mayer Willen, President
Com. Adv. on Planning & Dev. for
Greater Pikesville
3410 Old Post Drive
Baltimore, Maryland 21208

Mr. George F. David, III, President
Com. Assn.-Hilltop
2110 Meadowview Drive
Baltimore, Maryland 21207

Mr. George Rea, President
Com. Assn.-Villa Nova Club
7004 Lancaster Road
Baltimore, Maryland 21207

Mr. Myron J. Ashman, President
Com. Assn.-Winand Area
4618 Talman Road
Baltimore, Maryland 21208

Mr. David W. Kornblatt, President
Imp. Assn.-The Dumbarton-Inc.
25 S. Charles Street
Baltimore, Maryland 21201

Mr. George Evans, President
Imp. Assn.-Lochearn
3608 Oak Avenue
Baltimore, Maryland 21207

Mrs. Edward L. Zimmerman, President
Imp. Assn.-Old Court Estates, Inc.
8112 Streamwood Drive
Baltimore, Maryland 21208

Mr. Henry Schupple, President
Com. Assn.-Country Club Estates-
of Reisterstown
41 Greenview Avenue
Owings Mills, Maryland 21117

Mr. Walter A. Frey, III, President
Com. Assn.-Glyndon
Kemp Road
Glyndon, Maryland 21071

Interested Parties

Mr. Eugene C. Van Dyke, President
Com. Assn.-Westbury-of Reisterstown, Inc.
29 Garaway Road
Reisterstown, Maryland 21136

Mrs. Norman Polonsky, Chairman
League of Women Voters-Owings
Mills Unit
8232 Streamwood Drive
Baltimore, Maryland 21208

Mr. David Bedingfield, President
Historic Glyndon, Inc.
10 Waugh Avenue
Glyndon, Maryland 21071

Miss Ellen M. Cronhardt, President
Imp. Assn.-Chestnut Ridge, Inc.
11414 Greemspring Avenue
Lutherville, Maryland 21093

Mr. James T. Smith, Jr., President
Jaycees-Reisterstown
107 Chestnut Hill Lane west
Reisterstown, Maryland 21136

Dr. James W. Poultney, President
Soldiers Delight Conservation, Inc.
P.O. Box 31
Garrison, Maryland 21055

Mr. Richard Webster, President
Optimist Club-Reisterstown/
Owings Mills
112 Chargeur Road
Reisterstown, Maryland 21136

Mrs. Margaret Warman, President
Optimist Club-Reisterstown/
Owings Mills
427 Highmeadow Road
Reisterstown, Maryland 21136

Mr. J. Paul Bright, Jr., Esquire
Board of Trustees
McDonogh School
Ober Grimes & Shriver
Suite 1600
Maryland National Bank Building
Baltimore, Maryland 21202

Interested Parties

Mr. Jerome D. Goldberg, President
Optimist Club of Pikesville
4534 Maryknoll Road
Pikesville, Maryland 21208

Mr. Theodore R. Lawson, President
Reisterstown Junior Chamber of Commerce
235 Tidyman Road
Reisterstown, Maryland 21136

Mr. George W. Randall, President
Optimist Club of Reisterstown-
Owings Mills
313 Walgrove Rd.
Reisterstown, Maryland 21136

Mr. Gustav Berle, President
Pikesville Chamber of Commerce
1401 Reisterstown Road
Pikesville, Maryland 21208

Director, Northwest Balto. Corp.
5111 Park Heights Avenue
Baltimore, Maryland 21215

Mrs. E. E. Kafka, President
Smyrna Civic Assn.
1309 Idylwood Road
Baltimore, Maryland 21208

Mrs. P. H. Mahoney
Chairman, League of Women Voters
229 Sacred Heart Lane
Reisterstown, Maryland 21136

Mr. Anthony W. Buechner
Campfield Improvement Assoc.
3807 Southern Cross Drive
Baltimore, Maryland 21207

Mr. Victor Fiorino, President
Silver Creek Community Assoc.
836 Cliffedge Road
Baltimore, Maryland 21208

Mr. Chester Cohen, President
Liberty Road Community Council
7407 Brompton Road
Baltimore, Maryland 21207

Mr. Martin J. Smith
Reisterstown-Owings Mills-
Glyndon Coordinating Council, Inc.
11 Walstan Avenue
Reisterstown, Maryland 21136

Interested Parties

Tom & Linda Powell (Mr. & Mrs. Thomas
Sudbrook Club Inc. Powell)
607 Farmhurst Road
Baltimore, Maryland 21208

Mr. Gerald B. Altman, Jr.
Pikesville Colonial Village
4220 Lowell Drive
Baltimore, Maryland 21208

Mr. W. C. McDonnell
Director of Planning
The Valley Planning Council, Inc.
212 Washington Avenue
Towson, Maryland 21204

Mr. Thrago H. Allen
Apartment 402
4700 Connecticut Ave., N.W.
Washington, D.C. 20008

Mr. John Lewis Dowell, III
Sudbrook Club
1018 Kingston Road
Baltimore, Maryland 21208

Mrs. Howard Goldberg, Chairman
League of Women Voters-
Randallstown Unit
4122 Raleigh Road
Baltimore, Maryland 21208

- TABLE OF CONTENTS -

	<u>Page</u>
Signature Sheet	-
Summary Sheet	i
Table of Contents	xii
Introduction	xvi

VOLUME I

- FINAL ENVIRONMENTAL STATEMENT -

A. <u>PROJECT DESCRIPTION AND AREA PROFILE:</u>	A- 1
1. History of Project and Current Status	A- 1
2. General Description and Need for the Project	A- 5
3. Transportation Service in the Corridor	A- 9
4. Inventory of Social and Economic Conditions	A-14
5. Public Facilities and Services	A-17
6. Description of Existing Natural Environment	A-20
7. <u>Project Recommendation</u>	A-27
B. <u>RELATIONSHIP TO LAND USE PLANNING:</u>	B- 1
C. <u>PROBABLE IMPACT ON ENVIRONMENT:</u>	C- 1
1. Regional and Community Growth (Population & Employment)	C- 1
2. Transportation Effectiveness	C- 5
3. Accident Statistics - Safety	C-12
4. Public Facilities and Services	C-13
5. Community Cohesion	C-14
6. Displacement of People, Businesses and Farms	C-15
7. Aesthetics and Multiple Use of Space	C-30
8. General Ecology and Conservation	C-31
9. Solid Waste Disposal and Borrow Area	C-34
10. Water Quality	C-35
11. Noise Impact	C-37
12. Air Quality	C-58

15

- TABLE OF CONTENTS -
(Continued)

	<u>Page</u>
<u>VOLUME I</u> (Continued)	
D. <u>ALTERNATIVES:</u>	D- 1
1. Introduction	D- 1
2. Public Hearing Proposals	D- 1
Alternate 1	D- 1
Alternate 2	D- 6
Alternate 3	D- 8
Alternate 4	D-12
3. Proposals Considered Subsequent to Public Hearing - Baltimore City Line to Baltimore Beltway	D-16
Alternate 5 Alignment Study	D-16
Alternate A Alignment Study	D-21
Alternate B Alignment Study	D-24
Alternate 8 Study	D-27
Alternate 7 Study	D-31
Alternate 9 Study	D-36
Alternate 9A Study	D-40
McDonogh-Owings Mills Area	
Alternate 2A Study	D-45
Alternate 2B Study	D-46
Alternate 2C Study	D-51
Reisterstown Area	
Alternate 6 Study	D-55
Alternate 6A Study	D-59
E. <u>UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECTS:</u>	E- 1
F. <u>RELATIONSHIP BETWEEN SHORT-TERM USE OF ENVIRONMENT AND LONG-TERM PRODUCTIVITY:</u>	F- 1
G. <u>IRREVERSIBLE/IRRETRIEVABLE COMMITMENT OF RESOURCES:</u>	G- 1
H. <u>IMPACT ON PROPERTIES AND SITES OF HISTORIC AND CULTURAL SIGNIFICANCE:</u>	H-1

- TABLE OF CONTENTS -
(Continued)

	<u>Page</u>
<u>VOLUME I</u> (Continued)	
I. <u>COMMENTS RECEIVED ON DRAFT ENVIRONMENTAL STATEMENT:</u>	I-1
J. <u>COMMENTS RECEIVED AT THE CORRIDOR LOCATION PUBLIC HEARING:</u>	J-1
K. <u>COMMENTS RECEIVED ON SUPPLEMENT TO DRAFT ENVIRONMENTAL STATEMENT:</u>	K-1
L. <u>COORDINATION:</u>	L-1

LIST OF ATTACHMENTS (See below)

LIST OF DRAWINGS (See Page xv)

VOLUME II

SECTION 4(f) STATEMENT

(Contains a separate Table of Contents)

* LIST OF ATTACHMENTS *

<u>No.</u>	<u>Description</u>	<u>Follows</u>
1	Technical Service Report 9, prepared by Regional Planning Council	Section L.
2	Environmental Assessment Form	Att. No. 1
3	Summary of Public Information Meetings held in December of 1974	Att. No. 2

- TABLE OF CONTENTS -
(Continued)

VOLUME I

* LIST OF DRAWINGS *

<u>Drawing No.</u>	<u>Description</u>	<u>Follows Page</u>
1	Vicinity Map	A-2
2	Phase I Plan - Rapid Transit System	A-5
3	Typical Sections - Highway/Rapid Transit Facility . .	A-35
3a	Recommended Alt. - Sudbrook Park Historic District	A-36
3b	Typical Section thru Sudbrook Park Historic District	A-36
	Plan-Recommended Alternate	A-40
4a	Baltimore City Line to Sudbrook Park	
4b	Sudbrook Park to Baltimore Beltway	
4c	Baltimore Beltway to McDonogh School	
4d	McDonogh School to Owings Mills	
4e	Owings Mills to Church Lane	
4f	Church Lane to Glyndon Drive	
4g	Glyndon Drive to Reisterstown	
	Profile-Recommended Alternate	Dwg. No. 4g
5a	Baltimore City Line to Gwynnvale Park	
5b	Gwynnvale Park to McDonogh Road	
5c	McDonogh Road to Owings Mills	
5d	Owings Mills to Delight Road	
5e	Delight Road to Glyndon Drive	
5f	Glyndon Drive to Reisterstown	
6	Baltimore County's Long-Range Transportation Plan .	B-4
7	Existing Land Use Map	B-4
8	Proposed Land Use Map	B-4
9	Location Map-Public Hearing Alternatives & Subs. Studies	D-1
10	Plan - Alternate 5 Alignment Study	D-16
11	Plan - Alternate A Alignment Study	D-21
12	Plan - Alternate B Alignment Study	D-24
13	Plan - Alternate 8 Study	D-28
14	Plan - Alternate 7 Study	D-31
15	Plan - Alternate 9 Study	D-36
16	Plan - Alternate 9A Study	D-40
17	Plan - Alternate 2A Study	D-45
18	Plan - Alternate 2B Study	D-46
19	Plan - Alternate 2C Study	D-51
20	Plan - Alternate 6 Study	D-55
21	Plan - Alternate 6A Study	D-59
22	Historic Sites Adjacent to Project Alternates	H-1
23	Location Plan - Recommended Alternate	H-1
24	Gwynns Falls Drainage Area and Land Use Map . . .	J-4
25	Gwynns Falls Floodplain Limits at Beltway	J-6

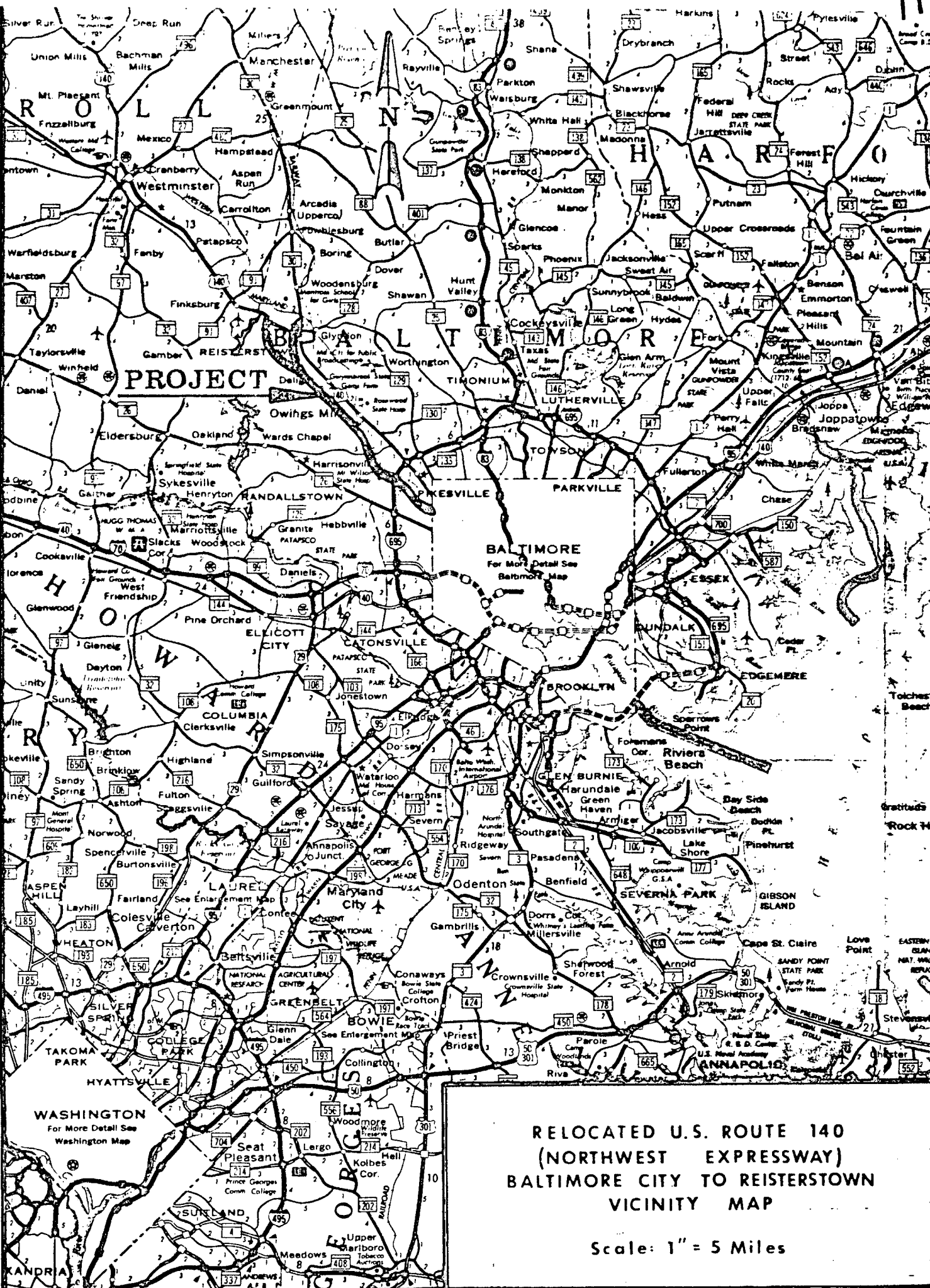
INTRODUCTION:

The following report presents a Final Environmental Impact Statement/Section 4(f) Statement for the proposed Combined Northwest Expressway/Rapid Transit Project in Baltimore County, Maryland. The Study has been prepared in compliance with Section 102 (2)(c) of the National Environmental Policy Act of 1969; Section 4(f) of the Department of Transportation Act of 1966; Section 106 of the National Historic Preservation Act of 1966; and in accordance with guidelines and regulations of Volume 7, Chapter 7, Section 2 of the Federal-Aid Highway Program Manual. The original Draft Environmental Impact Statement (FHWA-MD-EIS-73-01-D) was made available for comment in February of 1973, and a Corridor Public Hearing was held in April of 1973.

Two months later, on June 19, the Sudbrook Park Historic District was placed on the National Register of Historic Places. Subsequent revisions in the "Procedures for the Protection of Historic and Cultural Properties" were established by the Advisory Council on Historic Preservation and published in the Federal Register on January 25, 1974. These revised procedures are applicable, therefore, to historic properties that are currently included in or eligible for inclusion in the National Register. As a result of several historical surveys and other research in 1974 and early 1975, a total of 133 sites of historical, architectural and cultural value have been identified within the general project corridor. A supplementary draft Section 4(f) Statement (FHWA-MD-EIS-73-01-DS) was circulated in October, 1975 in order to comply with the revised procedures for the protection of historic and cultural properties.

Alternate studies were made in relation to historic sites, both inside and outside of the Baltimore Beltway, in addition to a number of other studies resulting from issues raised at the Corridor Public Hearing in April, 1973. All of these studies were presented for review at the Public Information Meetings held in December of 1974.

Traffic studies, projections and analyses originally developed for studies presented at the Public Hearing in 1973 and included in the Draft Environmental Statement have been superseded by the traffic data developed with the Baltimore Regional Environment Impact Study (BREIS) in 1974, and refined for use in the Northwest Corridor. The updated traffic data resulting from the BREIS study, as included in this Final Statement, has been utilized in a re-evaluation of both the noise impact and effect on air quality resulting from the project. This updated traffic data was included in the Supplemental Draft Statement circulated in October, 1975, where it was used to determine the impact on historic sites located in the vicinity of the project.



**RELOCATED U.S. ROUTE 140
(NORTHWEST EXPRESSWAY)
BALTIMORE CITY TO REISTERSTOWN
VICINITY MAP**

Scale: 1" = 5 Miles

A. PROJECT DESCRIPTION AND AREA PROFILE:

1. History of Project and Current Status -

The extension of Wabash Avenue from Baltimore City to Reisterstown generally following the Gwynns Falls Valley to bypass communities along Reisterstown Road (U. S. Route 140) was conceived by the Baltimore County Planning Commission, and was initially suggested to the State Highway Administration (then State Roads Commission) by the Department of Public Works of Baltimore County in a letter dated June 16, 1948.

The Northwest Expressway (extension of Wabash Avenue) was recognized in the 12-year road construction and reconstruction program, dated October 27, 1952, of the then State Roads Commission for the fiscal years 1954 to 1965. The location was originally approved by the State Roads Commission and Federal Highway Administration (then Bureau of Public Roads) in 1960. Ground surveys, construction plans and right-of-way plats, were also completed in 1960. Funding problems, the tentative joint development with rapid transit, and the proposed new safety standards for highways, all contributed to delay the project during the 1960's. By January, 1976, right-of-way for the project was acquired on the basis of these plans to the following extent:

- Baltimore City Line to Baltimore Beltway - approximately 85%
- Baltimore Beltway to Painters Mill Road - approximately 5%
- Painters Mill Road to U. S. Route 140 - approximately 16%
- Relocated Route 30, Berrymans Lane to North of Butler Road - approximately 27%

Two highway bridges spanning the Northwest Expressway were built during construction of the Baltimore Beltway in 1962 (Interstate Route 695 and Relocated Old Court Road).

The Northwest Rapid Transit Line was originally recommended in 1965 in a federally funded study "Baltimore Area Mass Transportation Plan". A later study, completed in 1968, also federally funded, known as the MD T9-1 Project recommended that the Northwest Rapid Transit Line be located in the median of the proposed Northwest Expressway.

The adoption of new safety standards, and the joint development of the highway with rapid transit, required the redesign of the highway portion of the project for the most part within the previously acquired rights-of-way. The general alignment of the revised Northwest Expressway project on new location, as developed in 1971 and 1972, is in conformance with the

21

General Development Plan of the Baltimore Regional Planning Council, and is essentially that appearing on the 1980 Guideplan for Baltimore County, published 1972, which is being used by the County along with the Northwest Sector Plan as a basis for planning and zoning; and the proposed Comprehensive Plan for Baltimore County, April 10, 1975. Drawing No. 1 is a vicinity map showing the general location of the proposed transportation corridor.

Since the project has been reviewed by the State Clearinghouse and developed through coordination with County staffs and accepted by local elected officials whose advice has been solicited during participation in annual reviews of the continuing five-year State Highway Improvement Program, it is believed that it is consistent with local, regional and state plans. The coordination process has been completed as required at that time by Policy and Procedure Memoranda 20-8 and 90-1. A coordination letter with attached map was circulated March 29, 1972 to 134 agencies, groups and officials resulting in receipt of 33 replies.

On February 21, 1973, the U. S. Department of Transportation, through the Federal Highway Administration as the lead agency, and the Urban Mass Transportation Administration and the Maryland Department of Transportation, issued a Draft Environmental Statement (Report No. FHWA-MD-EIS-73-01-D) concerning the Combined Northwest Expressway/Rapid Transit Project to 13 federal agencies, 25 state agencies and 18 local agencies, elected officials and community groups. Interested parties were requested to review the Draft Statement and submit written comments. The Statement presented four alternatives, two alignments for U. S. Route 140 (Northwest Expressway) on new location, the reconstruction of existing U.S. Route 140 (Rcisterstown Road), and the "Do-Nothing" alternative. The probable impacts of this project on the environment were assessed, and proposals for minimizing unavoidable adverse effects were presented.

Subsequent to the distribution of the Draft Environmental Statement, the Maryland State Highway Administration and Mass Transit Administration conducted two Public Informational Meetings designed to provide the public with information on the proposed Expressway/Transit Project and the Corridor Location Hearings. The Public Informational Meetings were held on March 21, 1973 at Sudbrook Junior High School, and on March 29, 1973 at the Franklin Senior High School. Maps, drawings and the Draft Environmental Statement were available for public inspection.

The Corridor Location Public Hearing was conducted by the State Highway Administration and Mass Transit Administration of the Maryland Department of Transportation for the Northwest Expressway from Patterson Avenue in Baltimore City to the Baltimore Beltway, and a portion of the Phase I Rapid Transit on April 4th and 5th, 1973 at the Sudbrook Junior High School in Pikesville, Maryland. A separate Corridor Location Public Hearing

22

for the section of the Northwest Expressway from the Baltimore Beltway to Reisterstown, and a portion of the Phase I Rapid Transit, was held at the Franklin Senior High School in Reisterstown, Maryland on April 11th and 12th, 1973. These hearings afforded all interested parties an opportunity to present their views orally, or in writing, relative to the need for and location of transportation facilities, including highways and rapid transit modes, in the Northwest Transportation Corridor in Baltimore County, Maryland as it pertains to U. S. Route 140 (Reisterstown Road) and the Northwest Expressway, and a portion of Phase I of the Baltimore Region Rapid Transit System. Informational materials available at each public hearing included maps of the proposed alternate highway routes, data about rapid transit stations located within the median and proposed parking areas, the Draft Environmental Statement, and data on the Relocation Assistance Program. The public hearing testimony was carefully reviewed and, as a result of various comments and suggestions concerning specific aspects of the project, further studies were undertaken.

In response to the coordination letter of March, 1972, the Maryland Historical Trust submitted to the State Highway Administration a "Report of Historic Sites Along Alternate Corridors Proposed for Relocated U. S. Route 140 (Northwest Expressway), Baltimore County, Maryland", dated February, 1973. This report revealed the following information:

- a. The National Register of Historic Places has been consulted, as required by Section 106 of the National Historic Preservation Act of 1966. No buildings or sites are presently listed on the National Register along the above-mentioned Northwest Expressway Corridor.
- b. Sudbrook Park has considerable historical interest and has been brought to the attention of the Governor's Consulting Committee for inclusion in the National Register of Historic Places.
- c. Many sites of historical significance are located in the Northwest Expressway Corridor, particularly along Reisterstown Road.

Part I of this report was handed to the State Highway Administration at an Informational Meeting held on March 21, 1973, and Part II at the Corridor Public Hearing held on April 4th and 5th, 1973.

23

On June 19, 1973, the Sudbrook Park Historic District was placed on the National Register of Historic Places. On January 25, 1974, subsequent revisions in the procedures for the protection of historic properties, as established by the Advisory Council on Historic Preservation, were published in the Federal Register. Consideration previously given to historic sites listed on the National Register of Historic Places was broadened to cover all historic sites eligible for inclusion in the National Register. Accordingly, a Supplemental Draft Section 4(f) Statement (Report No. FHWA-MD-EIS-73-01-DS) was prepared as a supplement to the Draft Environmental Impact Statement and circulated in October, 1975, as required by Section 4(f) of the Department of Transportation Act of 1966; Section 106 of the National Historic Preservation Act of 1966 and Executive Order 11593. The Statement identifies properties located within the area of the undertakings potential environmental impact that are included in or eligible for inclusion in the National Register; documents alternatives studied to avoid the use of Section 4(f) lands; and describes the studies and planning that has been utilized to minimize the adverse effect on Historic Sites. The Final Section 4(f) Statement has been included as Volume II of this Final Environmental Impact Statement. The additional studies and evaluations developed as a result of comments made at the Public Hearings held in April of 1973 were presented at two Public Information Meetings held at the Franklin Senior High School on December 2, 1974 and at the Sudbrook Junior High School on December 5, 1974. The presentation included alignment studies to remove or minimize adverse effects on the Sudbrook Park Historic District and other studies in the vicinity of McDonogh Road, Owings Mills and Reisters-town.

Inflation and the reduction in the amount of gas tax funds available for highways have caused the entire Northwest Expressway project to be delayed until the 1980's. The current Primary Highway Program (1976-1980) makes funds available in F. Y. 1976 for planning and engineering. Projected revenues indicate that right-of-way and construction funds could be programmed in 1979 and 1980. It is estimated that the entire project will be constructed and be available to the traveling public sometime after 1985.

24

2. General Description and Need for the Project -

- General Description -

The highway portion of the project is part of the State Primary System, as designated in the Maryland Department of Transportation Consolidated Transportation Program. The proposed improvements are located in Baltimore County, Maryland, and consist of the construction of Relocated U. S. Route 140 (Northwest Expressway) and Relocated Maryland Route 30 (Reisterstown Bypass). The proposed project begins at the western boundary line of Baltimore City, and extends generally parallel to and west of Reisterstown Road to the Westminster Pike (U. S. Route 140) northwest of Reisterstown, Maryland, a distance of approximately 12.0 miles. Relocated Maryland Route 30 begins at the proposed Relocated U. S. Route 140, in the vicinity of Reisterstown, and terminates at the Hanover Pike (Maryland Route 30) north of Butler Road, a distance of approximately 1.0 mile.

Joint highway-transit development of the transportation corridor has been proposed by combining a segment of the Northwest Line of the Mass Transit Administration's rapid transit facility with the highway. The Northwest Rapid Transit Line is part of MTA's adopted Phase I Plan, and extends from Charles Center at Baltimore and Light Streets in downtown Baltimore City, to Owings Mills in Baltimore County, a distance of approximately 14 miles. The rapid transit portion of this project begins at the western boundary line of Baltimore City, where it is located between Wabash Avenue and the Western Maryland Railway, and extends northwesterly in the vicinity of the railroad for a distance of approximately 6.0 miles to its proposed terminus in Owings Mills. Wherever feasible, the transit lane is located in the median of the Expressway. Station sites, with park and ride facilities, are proposed at Milford Mill Road, Old Court Road, McDonogh Road and Painters Mill Road. Federal funds in the amount of \$573,000,000 for the design, construction and land acquisition of an 8.5 mile portion within Baltimore City of the Phase I System, identified as Section A, were approved on October 31, 1972 by the Urban Mass Transportation Administration.

The total Phase I Plan, as originally proposed, consisted of approximately 28 miles and 21 stations of double-track line serving the Northwest and South Corridors of the region. (See Drawing No. 2.) The South Line, extending into Anne Arundel County, was removed from the Phase I Plan on October 30, 1975 by the Maryland Department of Transportation. A re-analysis of this line in the Phase II Study will reconsider the mode, alignment and need for rapid transit in the south segment of the Baltimore Metropolitan Area.

Relocated U. S. Route 140 and Relocated Maryland Route 30 are proposed as Expressways (Freeway by American Association of State Highway Transportation Officials definition), with complete control of access and geometric and safety features based upon a

Baltimore County

OWINGS MILLS

McDONOGH RD.
(proposed)

OLD COURT RD.

MILFORD MILL RD.

REISTERSTOWN PLAZA

ROGERS AVE.

COLD SPRING LA.

MONDAWMIN

NORTH AVE.

LAURENS STREET

BOLTON HILL

LEXINGTON MARKET

CHARLES CENTER

INNER HARBOR

LEADERSHALL

CHERRY HILL

BELLE GROVE

FORT MEADE RD.

FRIENDSHIP AIRPORT

GLEN BURNIE

MARLEY

Howard County

Anne Arundel County



LEGEND

- ▬▬▬▬▬ GRADE
- AERIAL
- SUBWAY
- STATION

Baltimore Region
Rapid Transit System
PHASE 1

**NORTHWEST TRANSIT LINE IN
NORTHWEST TRANSPORTATION
CORRIDOR**

STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION
MASS TRANSIT
ADMINISTRATION
1818 Washington Boulevard, Baltimore, Maryland 21220
NOVEMBER, 1972

26

design speed of 70 miles per hour. The improvements are proposed as basic six-lane dual highways, consisting of a 36-foot roadway and 10-foot paved shoulder in each direction, separated by a variable width median. The typical right-of-way width would be 300 feet.

The project is wholly within the 1990 defined urban area as determined by the 1970-1990 Federal Functional Classification and Needs Study and within the recommended Baltimore Urban Area Boundary authorized under Section 105 of the Federal-Aid Highway Act of 1973.

The project recommendation, including the basis for selection of the alternates, is described in detail in Section A-7, page A-27, of this Final Environmental Statement.

- Need for the Project -

The purpose of this project is to provide safe, reliable and convenient bi-modal transportation to the many thousands of residents living in the northwestern part of the Baltimore region, and to substantially relieve very severe peak-hour traffic tie-ups on Reisterstown Road and other principal arterials. Present and future development in the northwest corridor of Baltimore County is dependent on this facility to safely accommodate the resulting travel desires. The proposed alignment has been coordinated with local governments to accommodate road and transit users, as well as local, commercial and industrial interests. By offering the potential for joint development with the Northwest Rapid Transit Line, the project will provide an efficient and high-capacity transportation system, connecting the central metropolitan area of Baltimore City to Northwest Baltimore County and to Carroll County.

Existing Reisterstown Road (U. S. Route 140), built originally as a toll road in the early 1800's, generally follows a ridge line from the Baltimore City Line at Pikesville to Reisterstown. North of Pikesville, a bridge carries Reisterstown Road over the Baltimore Beltway (Interstate 695), with a diamond interchange at this location. Another bridge, having restricted side clearances, carries the mainline tracks of the Western Maryland Railway Company over Reisterstown Road at Owings Mills. The grade and site distance on Reisterstown Road, approaching the Railroad underpass from the south, are undesirable. At Reisterstown, the road divides with the left fork, U. S. Route 140 (Westminster Pike), extending northwesterly to Westminster and beyond; with the right fork, Maryland Route 30 (Hanover Pike), extends northerly to Hanover, Pennsylvania.

The existing roadway consists of four 10-foot travel lanes with minimal shoulders and turning lanes at major intersections. The pavement has been widened to 5 lanes at the following locations in order to provide left-turn lanes: Old Court Road to Baltimore Beltway; McDonogh Road intersection; Maryland Route 130 to Owings Mills Fire House; Tollgate Road

27

intersection; Virginia Avenue to Franklin Senior High School and south of Berrymans Lane to south of Stocksedale Avenue. The pavement is, for the most part, substandard in capacity, cross-section, alignment and gradient. The existing route can be described as hazardous with culvert headwalls, trees, utility poles and drainage ditches located within a few feet of the traveled roadway. A total of 24 traffic signals are in operation, many at locations with limited sight distance. The existing road is generally contained in a 66-foot uncontrolled right-of-way, together with overhead and underground utility services such as gas mains, electric power, telephone, water mains, sanitary sewers and storm drains. Extensive residential and commercial development has resulted in numerous entrances along the facility. Posted speed limits are 25 to 40 miles per hour.

The Mass Transit Administration provides local and express bus service on its routes 5, 7 and 47, respectively; on Reisterstown Road from Baltimore City to Pikesville, Owings Mills, Reisterstown and Glyndon. Because of excessively long travel times caused by traffic congestion, bus ridership to the Owings Mills, Reisterstown, and Glyndon areas is extremely low and averages less than 1,000 passengers per weekday. The rush hour travel time from Glyndon to downtown Baltimore is 85 minutes on local buses and 63 minutes on express buses. The entire corridor from Baltimore City to Reisterstown is vehicle-oriented. School students are transported by bus, and the majority of residents commute to work and shopping areas by private passenger car. Except for certain properties fronting on the Western Maryland Railway Company right-of-way, the commercial and industrial development is serviced by truck. The Western Maryland Railway is a freight line and its major operation is hauling coal from Western Maryland to Port Covington in Baltimore City, and iron ore from Port Covington to the west. Passenger service is not provided.

Reisterstown Road is the only arterial road serving the northwest corridor and, at the present time, is unsafe as a modern traffic facility. Poor sight distances and lack of left-turn lanes, coupled with the parking and marginal friction in the area of the many businesses located along Reisterstown Road, create unfavorable conditions for highway safety, as indicated in the following statistics.

During the years of 1973 and 1974, the study section of U.S. 140 experienced 826.20 (Rate) accidents on a 100 million vehicle miles of travel basis (Acc/100MVM). This experience (rate) is far above the statewide average of 536.27 accidents/100 MVM of travel for all similar design highways now under state maintenance. If no improvements are made on the subject roadway, we can expect in addition to the normal traffic growth, an increase in vehicular conflicts which are normally associated with congestions on highways of this design. The accidents will undoubtedly continue to increase with a corresponding increase in motor vehicle accident cost that exceeds the present cost of approximately \$1,930,919.46/100 MVM of travel for the motorist now using U.S. 140.

28

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

The average daily traffic volumes on the existing road in 1973 are as follows:

Baltimore City Line to Old Court Rd.	24, 800 ADT
Old Court Rd. to Baltimore Beltway	30, 000 ADT
Baltimore Beltway to Md. Rte. 130	42, 000 ADT
Md. Rte. 130 to Reisterstown	25, 000 ADT

The heavy peak-hour volumes consistently overload the existing road, causing unsatisfactory operating conditions at many locations. Any type of friction or interruption, such as a vehicle breakdown, accident, bad weather or a malfunctioning traffic signal, results in a breakdown of traffic operations with unstable flow, low operating speeds and queues of vehicles backing up at the restriction. Existing Reisterstown Road operates at a Level 'F' Service during peak hours, generally in the vicinity of the Baltimore Beltway. Level 'F' Service represents forced flow or stop and go driving conditions.

The Baltimore Beltway (Interstate Route 695) is a 6 and 8-lane circumferential expressway extending around the City of Baltimore, and is located an average of 7 miles from the Central Business District. The Beltway is the most significant highway in the Baltimore region, acting as a distribution route for traffic approaching the City from all directions, and as a principal arterial route for the employment and population centers located in clusters around the City. Traffic volumes range from 60, 000 to 110, 000 vehicles per day with operating conditions approaching capacity during peak hours at a number of locations. Traffic signals on Reisterstown Road at the Beltway ramp termini cause daily backups onto the Beltway proper during peak hour periods. Reconstruction of this interchange has been recommended by the State Highway Administration over the years to remedy this unsafe condition; however, the improvement was delayed because of the anticipated relief to be provided by the proposed construction of Relocated U. S. Route 140 (Northwest Expressway). Work on the reconstruction of this interchange was initiated in April of 1975 and is scheduled for completion by the summer of 1976.

Traffic volumes on existing Reisterstown Road should continue to increase with construction of residential and commercial development. Additional traffic signals would be required, causing delays to the motorists and, as the traffic volumes increase, operating speeds would be reduced, and stoppages would occur at more frequent intervals and for longer periods of time. If the rapid transit facility is not built, public transportation in the northwest corridor would have to be a continuation of the present inadequate bus service, which would be totally unable to meet future transportation needs because of excessively long travel times caused by buses having to operate on traffic-clogged streets.

29

Population growth and commercial development in the Northwest Corridor have been anticipated, projected and planned in both Baltimore County's "1980 Guideplan", adopted in 1972 by the Baltimore County Planning Board, and in the General Development Plan for the Baltimore Region, prepared and adopted in December, 1972 by the Regional Planning Council. The Baltimore County Planning Board adopted a "Comprehensive Plan" on October 13, 1975, for the purpose of anticipating and projecting growth and development, as well as accommodating existing development in Baltimore County. The Northwest Corridor is one of the planned growth areas indicated in the County's Guideplan because of the current availability of water service, and the proposed Gwynns Falls sanitary sewer system reinforcement which is scheduled to be constructed and in operation from the Baltimore City Line to Reisterstown by 1978. The travel desires resulting from this growth have been projected for the indicated design year as follows:

Rapid Transit - 48,500 total patrons per day (1990)
Northwest Expressway - Average daily traffic of 28,000 to 85,000 vehicles (1995)
Reisterstown Road - Average daily traffic of 20,000 to 40,000 vehicles (1995)

The Northwest Corridor is completely dependent on highways for all necessary life functions of the people in that area. Work, food, clothing, schools, health services and recreation are available in a reasonable manner only through the use of automobiles and buses and a safe, efficient highway system. All three proposals, Northwest Expressway; Rapid Transit Facility; and some improvement to existing Reisterstown Road, are needed to meet the current and future transportation requirements. The improvement to most of the arterial roads crossing the corridor, particularly those providing access to the Combined Northwest/Rapid Transit Facility (see page C-10, this Volume), are also needed to serve existing and projected growth.

3. Transportation Service in the Corridor -

Transportation is a public service necessary for the development of commerce and human activities and is the responsibility of the State and County Governments. Expansion of the regions economic base will depend to a large degree on the ability of the transportation system to move people to their homes and places of employment, and to move freight between terminals and their markets. In addition to economic reasons, the availability of services such as medical care, education and recreation are equally important. The total transportation plan should make safe, rapid and convenient travel possible for all people in the Baltimore Region. Transportation service in the Northwest Corridor includes two major systems; highways and public transportation.

- Highway System -

Existing Reisterstown Road (U. S. Route 140), built originally as a toll road in the early 1800's, is the only arterial highway in the corridor connecting Baltimore with Westminster, Hanover and Gettysburg. In the section between Baltimore and Reisterstown, the roadway consists of four 10-foot travel lanes with minimal shoulders, additional turning lanes at major intersections, and is generally contained in a 66-foot uncontrolled right-of-way.

North of Pikesville, a bridge carries Reisterstown Road over the Baltimore Beltway (Interstate 695), with a diamond interchange at this location. Another bridge, having restricted side clearances, carries the mainline tracks of the Western Maryland Railway Company over Reisterstown Road at Owings Mills. The grade and sight distance on Reisterstown Road, approaching the Railroad underpass from the south, are undesirable. At Reisterstown, the road divides with the left fork, U. S. Route 140 (Westminster Pike), extending northwesterly to Westminster and beyond; while the right fork, Maryland Route 30 (Hanover Pike), extends northerly to Hanover, Pennsylvania. The road is, for the most part, substandard in capacity, cross-section, alignment and gradient. The existing route can be described as hazardous with culvert headwalls, trees, utility poles and drainage ditches located within a few feet of the traveled roadway. A total of 24 traffic signals are in operation, many at locations with limited sight distance. Extensive residential and commercial development has resulted in numerous entrances along the facility. Posted speed limits are 25 to 40 miles per hour. The current State Secondary Highway Program (1976-1980) indicates that construction funds could be available in 1978 for resurfacing existing Reisterstown Road from the Baltimore Beltway to Chartley Boulevard.

Average daily traffic volumes (ADT) on existing Reisterstown Road during 1973 are as follows:

Baltimore City Line to Old Court Rd.	24,800 ADT
Old Court Rd. to Baltimore Beltway	30,000 ADT
Baltimore Beltway to Md. Rte. 130	42,000 ADT
Md. Rte. 130 to Reisterstown	25,000 ADT

The heavy peak-hour volumes consistently overload the existing road causing unsatisfactory operating conditions at many locations. Any type of friction or interruption, such as a vehicle breakdown, accident, bad weather or a malfunctioning traffic signal, results in a breakdown of traffic operations with unstable flow, low operating speeds and queues of vehicles backing up at the restriction. Existing Reisterstown Road operates at a level 'F' service during peak hours, generally in the vicinity of the Baltimore Beltway. Reisterstown Road is the only arterial road serving the

northwest corridor and, at the present time, is unsafe as a modern traffic facility. Poor sight distances and lack of left-turn lanes, coupled with the parking and marginal friction in the area of the many businesses located along Reisterstown Road, create unfavorable conditions for highway safety.

Existing State and County roads intersecting the corridor are listed below with average daily traffic volumes (ADT) during 1971:

<u>Road</u>	<u>Type</u>	<u>ADT</u> <u>(1971)</u>
Milford Mill Road	2-lane County arterial	8,950
Sudbrook Road	2-lane County road	3,900
Old Court Road	2- & 4-lane County arterial	8,800
Baltimore Beltway	6-lane Interstate Route	63,700
Mount Wilson Lane	2-lane State road	1,750
McDonogh Road	2-lane County arterial	2,950
Painters Mill Road	2- & 4-lane County arterial	6,390 *
Dolfield Road	2- & 4-lane County road	1,070 *
Pleasant Hill Road	2-lane County road	NA
Church Lane	2-lane County road	NA
Cherry Hill Road	2- & 4-lane County road	1,580 *
Nicodemus Road	2-lane County arterial	NA
Berrymans Lane	2-lane County road	3,500
Stocksdale Avenue	2-lane County road	NA
Cockeys Mill Road	2- & 4-lane County road	1,650 *
Gores Mill Road	2-lane County road	NA
Westminster Pike	2- & 4-lane State road	11,000
Hanover Pike	2- & 4-lane State road	11,000
Butler Road	2-lane State road	8,200
	* ADT (1970)	
	NA ADT Not Available	

The Baltimore Beltway (Interstate Route 695) is a 6 and 8-lane circumferential expressway extending around the City of Baltimore, and is located an average of 7 miles from the Central Business District. The Beltway is the most significant highway in the Baltimore region, acting as a distribution route for traffic approaching the City from all directions, and as a principal arterial route for the employment and population centers located in clusters around the City. Traffic volumes ranges from 60,000 to 110,000 vehicles per day with operating conditions approaching capacity during peak hours at a number of locations. Traffic signals on Reisterstown Road at the Beltway ramp termini cause daily backups onto the Beltway proper during peak hour periods. Reconstruction of this interchange has been recommended by the State Highway Administration over the years to remedy this unsafe condition; however, the improvement was delayed because of the anticipated relief to be provided by the proposed construction of Relocated

32

U. S. Route 140 (Northwest Expressway). Work on the reconstruction of this interchange was initiated in April of 1975, and is scheduled for completion by the summer of 1976.

Local and regional plans of the State Primary System and the State Highway Administration's Twenty-Year Highway Needs Study propose the extension of U. S. Route 29 as a freeway from Howard County to Relocated U. S. Route 140 (Northwest Expressway) in the vicinity of Pleasant Hill Road. Because this extension is contemplated in the distant future, no consideration has been given the interchange at this time; however, future planning and engineering studies will determine the capability for this connection.

The widening of the Baltimore Beltway (I-695) to 8 lanes, from the Anne Arundel County Line to I-83, is included in the Twenty-Year Needs Study.

Baltimore County contemplates the following county highway improvements in the northwest corridor:

Milford Mill Road - Wilder Drive to Cloudyfold Drive

Tentatively programmed for construction as a 44-foot street.

Cherry Hill Road - Reisterstown Road (U. S. Route 140) to the Proposed Relocated U.S. Route 140

Plans are complete as an urban divided highway (38-foot roadways, 16-foot median, 120-foot right-of-way). To be constructed concurrently with the proposed Relocation of U. S. Route 140.

Glyndon Drive - West of the Proposed Relocated U. S. Route 140 to Nicodemus Road

To be constructed in conjunction with residential development as a 48-foot street.

33

- Public Transportation System -

The backbone of public transportation requirements in the Northwest Transportation Corridor is the proposed rail rapid transit "Northwest Line", which is part of the Mass Transit Administration's adopted Phase I Plan. The total Phase I Plan, as now proposed, consists of approximately 14 miles of double-track line and 12 stations serving the Northwest and South corridors of the region. Federal funds for the design, construction, and land acquisition of an 8.5 mile portion within Baltimore City of the Phase I System, identified as Section A, was approved on October 31, 1972 by the Urban Mass Transportation Administration.

The Northwest Line will extend from Charles Center, in downtown Baltimore City, to Owings Mills in Baltimore County. Proposed station sites in Baltimore County are located at Milford Mill Road, Old Court Road, and a terminal station in Owings Mills. Current construction schedules indicate that rapid transit service will be available in the corridor in the early 1980's.

- Local Bus Service in Northwest Corridor -

The Mass Transit Administration provides local and express bus service on its routes 5, 7 and 47, respectively; on Reisterstown Road from Baltimore City to Pikesville, Owings Mills, Reisterstown and Glyndon. Because of excessively long travel times caused by traffic congestion, bus ridership to the Owings Mills, Reisterstown and Glyndon areas is extremely low and averages less than 1,000 passengers per weekday. The rush hour travel time from Glyndon to downtown Baltimore is 85 minutes on local buses, and 63 minutes on express buses.

- Thru Bus Service to Northwest Corridor -

B&B Bus Lines operate between Baltimore and Gettysburg, Hampstead, etc., with local service on both U. S. Route 140 (Reisterstown Road and Westminster Pike) and Maryland Route 30 (Hanover Pike). Bus doors are closed between Baltimore City and Glyndon because the Mass Transit Administration operates buses in this area.

Clyde Charter Bus Service, Inc. operates between Baltimore City and Gettysburg using U. S. Route 140 from the Baltimore Beltway northerly.

- Taxicab Service in Northwest Corridor -

Near Baltimore City - All city-based cabs.
Pikesville area - Pikesville Taxicab Service.
Baltimore City to Reisterstown - Glyndon area - Valley Cab, Inc.

- Railroad Service in Northwest Corridor -

The Western Maryland Railway is a freight line and its major operation is hauling coal from Western Maryland to Port Covington in Baltimore City, and iron ore from Port Covington to the west. Passenger service is not provided.

4. Inventory of Social and Economic Conditions -

The data contained in this section was obtained from two sources: (1) "Maryland Population 1930-1970 By Election Districts, Cities and Towns", publication No. 171, dated August 1971, by the Maryland Department of State Planning, and (2) "A Comprehensive Plan for Baltimore County", a preliminary draft dated April 10, 1975 by the Baltimore County Office of Planning and Zoning.

Baltimore County's population increased between 1960-1970 at approximately the same rate as did the State of Maryland, and almost twice the rate of the United States. While the U. S. population increased about 13.3%, the State of Maryland's population increased about 26.5% (from 3.1 million people to 3.9), and Baltimore County's population increased from 492,428 to 621,077, or about 26.1%.

From 1950 to 1960, net in-migration amounted to 152,054 and played a major role in Baltimore County's population. During these 10 years, the excess of births over deaths accounted for 32 percent of population growth, while net in-migration was responsible for 68 percent of growth. Between 1960 and 1970, net in-migration declined to 63,367, half that of the previous decade, and accounted for approximately 50 percent of the total population growth. Analysis reveals that this trend of dwindling net in-migration should continue throughout the current decade.

The other component of population change experiencing radical transformation is the fertility rate. Baltimore County's birth rate has decreased over the past twenty years, paralleling a similar trend State and Nationwide. Total fertility rates for the State, the only available breakdown, ranged from 3.69 in 1960 to 1.75 in 1972, indicating that indigenous population growth presently is less than the replacement rate. As a result of the simultaneously decreasing levels of net in-migration and natural increase, the rate of population growth in Baltimore County should continue to subside.

35

The 1970 Census figures for Baltimore County show that 26.1 percent of the people were less than 14 years old; 12.5 percent were 14 to 20 years old; 50.2 percent were 20 to 59 years old; and 11.2 percent were over 60. 3.2 percent of the population was black. Median family income in 1970 was \$12,081. per year - slightly more than \$3,960. per capita. Of the County's 162,375 families, only 5,610 (3.5%) had an income below the poverty level, as classified by the Bureau of the Census. Nine out of every ten citizens lived in the eleven town-planning areas of the urban-suburban belt surrounding Baltimore City.

The proposed Northwest Expressway is situated in the 3rd and 4th Election Districts in Baltimore County. Election Districts used in this Statement are synonymous to the minor civil divisions, as defined by the Bureau of Census, and do not conform to current election boundaries. The 3rd District, which borders on Baltimore City to the southeast, includes the greater part of the Pikesville community. The 3rd District had a population of 38,305 in 1970, and a density of 1526.1 persons per square mile. The 4th District, which borders on Carroll County and includes Owings Mills and Reisterstown, had a population of 30,691 in 1970, and a density of 499.0 persons per square mile. District 4 had the second highest growth rate in the County during the 1960's. Significant population centers in the vicinity of the project are Pikesville, with a population of 25,395 in 1970, and Owings Mills-Reisterstown, with a population of 21,397 in 1970.

- Economic Conditions -

Baltimore County is one of the fastest growing and most prosperous counties in the United States and is centrally located in the east coast megalopolis, which extends from Boston, Massachusetts to Richmond, Virginia. This area contains one-third of the total population of the United States. The County lies at the hub of the Baltimore Metropolitan Area, which is the eleventh largest in the nation. The dynamic economic growth of Baltimore County is a result of its strategic marketing location, being central to one of the largest consumer markets in the world; and its strategic transportation location, being situated on an excellent network of highways with available air, rail and port facilities.

Baltimore County is a diversified industrial center with employment distributed fairly evenly throughout most sections of the County. The economy has progressed from predominantly heavy manufacturing to the pre-eminence of retail, wholesale and selected services industries. In 1950, manufacturing industries employed 49 percent of the County's total labor force and the service sector employed 50 percent. By 1970, 33 percent was engaged in manufacturing, while 66 percent were in the service sector.

Although the growth in goods manufacturing has been slight, significant gains have been made in retail and wholesale trade and in selected services. The number of retail trade establishments grew from 2,006 in 1958 to 3,416 in 1967, increasing by 70 percent. Sales volume expanded by 155 percent from \$326 million to \$830 million. Cash receipts from services rendered rose from \$37 million in 1958 to \$92 million in 1967, an increase of 149 percent. The number of wholesale trade establishments increased from 146 in 1958 to 441 in 1967, a 200 percent rise. During the same period, revenue from wholesale sales rose from \$105 million to \$897 million, a 754 percent increase, moving this industry into second place, behind manufacturing, in contribution to the County's economy.

The County produced a cash value of \$13.5 million in farm products in 1967. Forty percent of the revenue is derived from all crops, 27 percent from dairy products, 10 percent from poultry products and 23 percent from livestock products. Agriculture is one of Baltimore County's basic industries and an essential part of the economic base, since many industries are agriculture-related.

The changes in Baltimore County's economy have been reflected by changes in the occupation of the labor force. Employment in some industries declined such as mining, quarrying and durable goods manufacturing. Moderate increases in employment were made in finance, real estate, transportation, construction and in the non-durable goods manufacturing sector. Considerable employment increases were made in the service industries and the wholesale and retail trade sector. Approximately one-half of the residents of the County are employed in other political jurisdictions, such as Baltimore City, Howard County or Harford County.

During the sixties, the employed labor force increased 41 percent, from 183,700 to 259,400, almost double the 26 percent growth in population. This was precipitated by a substantial influx of women and young persons into the labor market. The seventies will duplicate this trend toward a rate of increase of the labor force that exceeds the rate of population growth.

The growth in the number of employed women is one factor contributing to the rise in median family income from \$7,098 in 1960 to \$12,081 in 1970, an increase of 70 percent. However, there was a simultaneous escalation in the consumer price index for the Baltimore SMSA, using 1967 on the base year, from 89.1 in 1960 to 117 in 1970, so that real wages in terms of families' purchasing power gained by 31 percent in the County.

The family income distribution curve reveals that in 1970, 7 percent or 11,744 earned more than \$25,000; 24 percent or 39,798 earned between \$25,000 and \$15,000; 34 percent or 54,939 earned between \$15,000 and \$10,000; 34 percent or 55,894 earned less than \$10,000; and 8 percent or 12,967 earned less than \$5,000.

While most heavy industry is concentrated on the river necks near the tidewaters of the Chesapeake Bay, light industrial activities are located throughout the County, particularly along railroads and new highways. There are over 20,000 acres zoned for industrial use, of which 8,000 acres are currently available for industrial development.

The Owings Mills Industrial Park (181 acres) is located at Owings Mills, east of the proposed Expressway, and the 25-acre Milford Industrial Park is located in Pikesville, south of Milford Mill Road. Five other industrially-zoned sites are situated along the Western Maryland Railway between Owings Mills and Reisterstown. Major shopping centers are located at Patterson Avenue in Baltimore City, in Pikesville, at Cherry Hill Road, and in Reisterstown. Strip commercial development is almost continuous along Reisterstown Road between these centers. See land use map - Drawing No. 7.

The 1975-1976 real property tax rate for Baltimore County is \$3.11 per \$100.00 of assessed value at 50% assessment, plus a State rate of \$0.21 per \$100.00 of assessed value.

5. Public Facilities and Services -

- Educational, Medical and Other Facilities -

The educational system in Baltimore County consists of 108 elementary, 24 junior (middle) high, 17 senior high, one junior-senior high, one vocational center and 7 special education schools. Total enrollment of the school system as of September, 1974, was 126,337 students; 63,002 in elementary, 31,492 in junior and 31,158 in senior high schools. This represents a decrease of 1,873 students from the enrollment of the 1973 school year. Public and private schools located in the Northwest Corridor are as follows:

- Bedford Elementary School - Kahn Drive
- Sudbrook Junior High School - Bedford Road
- Ner Israel Rabbinical College - Mt. Wilson Lane
- McDonogh School - McDonogh Road
- Garrison Forest School - Garrison Forest Road
- Owings Mills Elementary School - Ritters Lane
- Cedarmere Elementary School - Nicodemus Road
- Franklin Senior High School - Cherry Hill Road
- Hannah More Academy - Academy Lane
- Franklin Elementary School - Cockeys Mill Road
- Franklin Junior High School - Cockeys Mill Road

There are four general hospitals located in Baltimore County - Baltimore County General in Randallstown, Franklin Square in Essex, Greater Baltimore Medical Center and St. Joseph's Hospital both in the Towson area. A total of 1254 beds are available with these facilities.

Public health services in Baltimore County are administered through regional, community and neighborhood centers. The public health center, located in Towson, primarily houses administrative functions. Sixteen auxiliary health centers provide outpatient and clinical service on a local level throughout the County. Baltimore County maintains five comprehensive community mental health centers, providing outpatient service as well as inpatient services, partial hospitalization, emergency service, consultation and education.

Public health facilities in the Northwest Corridor are, the Mt. Wilson State Hospital, an inpatient facility treating tuberculosis and respiratory disease, and auxiliary public health centers at 1111 Reisterstown Road in Pikesville and 22 Main Street in Reisterstown.

There are thirty-four post offices in Baltimore County. Post office facilities in the City of Baltimore also serve some areas in Baltimore County. The U. S. Postal Service has branch offices in Pikesville (21208), Garrison (21055), Owings Mills (21117), Reisterstown (21136) and Glyndon (21071), all within the Northwest Corridor.

Libraries in the vicinity of the project are the Pikesville Branch, 1111 Reisterstown Road and the Reisterstown Branch on Cockeys Mill Road.

- Emergency Facilities and Services -

The Baltimore County Police Department operates out of 10 district stations, with the main headquarters located in Towson. The Department is composed of 1,069 police personnel and 360 civilians. In addition to the patrol divisions, the Department contains a traffic bureau, investigative bureau, jail and civil defense bureaus, crime lab division and an education and training division.

Police protection is maintained in the Corridor, with a County Station (Garrison District) at Reisterstown Road and Kenmar Avenue, and the Maryland State Police Headquarters at Reisterstown Road and Sudbrook Lane.

Baltimore County's Fire Department has a staff of 713 personnel, of whom 419 are firefighters. The Department operates 81 pieces of equipment out of nineteen fire stations located throughout the County. The headquarters housing the administrative services are located in Towson. In addition to the firefighting division and administration, the Fire Department maintains a fire inspection division, arson division, school of instruction, repair shop, and communications and ambulance divisions.

In the vicinity of the Northwest Corridor, there are six fire stations, three of which provide ambulance service located as follows:

- Pikesville Station, 1212 Reisterstown Road
- Pikesville V.F.C.Inc. Sudbrook Lane (near Reisterstown Road), ambulance service
- Garrison Station, 15 Kenmar Avenue
- Owings Mills V.F.C., 10401 Reisterstown Road, ambulance service
- Reisterstown V.F.D.Inc., 108 Main Street, Reisterstown, ambulance service
- Glyndon V.F.D.Inc., 17 Butler Road, Glyndon

Ambulance service for the entire county is controlled and dispatched by the central alarm located in Fire Department Headquarters, York Road and Bosley Avenue.

- Public Utility Services -

Natural gas and electricity is supplied to Baltimore County by the Baltimore Gas and Electric Company. The electric generating capacity of the Company's system is almost 3,400,000 kilowatts, and the Company's supply of natural gas is furnished through transcontinental pipeline connections supplemented by its own liquified natural gas plant and by underground storage of liquid propane.

Telephone service is available to the entire County through the Chesapeake and Potomac Telephone Company of Maryland.

Treated water is supplied to most of the urban areas of Baltimore County by Baltimore City, including all of the developed areas along Reisterstown Road.

Sanitary sewerage from most of the developed areas in Baltimore County is discharged into the Baltimore City System. Treatment is provided at the Patapsco Treatment Plant at Wagner's Point or the Back River Treatment Plant located in Baltimore County. A major sewer line follows Gwynns Falls north to Glyndon and provides service throughout the Northwest Corridor.

6. Description of Existing Natural Environment -

- General Ecology -

Baltimore City Line to the Baltimore Beltway

This is a well-settled, established neighborhood, typical of those directly adjoining the City Limits of a Metropolitan Area. It encompasses sectors of the following subdivisions:

- | | |
|-------------------|---------------|
| Brighton | Williamsburg |
| Campfield Gardens | Sudbrook Park |
| Mellinee | Scotts Hill |
| Howardsville | Gwynnvale |

The general area is defined as Pikesville. Between the City Line and Milford Mill Road, the homes are generally of post World War II vintage with a medium density. The area is aesthetically attractive with such amenities as an abundance of mature trees and a well-established ecological balance. Between Milford Mill Road and the Baltimore Beltway, the homes are somewhat newer and the density is somewhat greater. Within the area are two neighborhood playgrounds (Sudbrook Park and Gwynnvale Park). There is a scattered band of light industry adjacent to the railroad and Reisterstown Road.

Baltimore Beltway to Painters Mill Road

The surroundings in this section change from the above section as there is an abrupt drop in population and the corridor follows along the Gwynns Falls Valley containing a viable ecological inventory. There is a series of large land tracts devoted to such institutions as Mt. Wilson State Hospital, Ner Israel Rabbinical College, Woodholme Country Club and McDonogh School. This is generally open space, containing a wooded floodplain for almost its entire length. The McDonogh School area includes a posted reserve which contains, in varying number, game such as pheasant, rabbit, opossum, raccoon, squirrel, and deer. There is also a pond with geese and ducks. In addition, there is a significant quantity of undeveloped wooded acreage.

Painters Mill Road to Berrymans Lane

The area alters somewhat in this section in that east of the proposed corridor there are new suburban developments which are expanding in size and number. New apartment complexes are being built and there is a continuing trend in the development of new industrial areas

41

serviced mainly by Reisterstown Road. There are several existing subdivisions including Tollgate, Belltown, Cedarmere and Hathaway. The western section of the corridor is primarily undeveloped with pastures, agricultural acreage and some heavily wooded area. The Pikesville Sportsmen's Club also lies in this section.

Berrymans Lane to Reisterstown

On the west, the area contains grazing land and undeveloped land in a wooded, rolling landscape. The greatest farming activity occurs in this area of the corridor. On the east is Reisterstown and the usual development of a suburban community.

- Geomorphological Conditions -

The following description of the geomorphological properties of the area traversed by this project was prepared by the State Highway Administration Bureau of Soils and Foundations.

Baltimore City Line to the Baltimore Beltway

- I. Topography: Varies from nearly level to steeply sloping. Area is within Piedmont Plateau Physiographic Province. Surface elevations above sea level vary from approximately 390-470 feet.
- II. Slopes: Generally within a range of 0%-25%.
- III. Ground Water Conditions: Depths to seasonally high water table vary from less than 4.0 feet in depressions, floodplains, and footslopes, to greater than 20 feet on upper slopes, hilltops, and plateaus. Major water problems may be encountered during construction in stream bottoms.
- IV. Rock Conditions: Depths to rock vary from 4-12 feet. Types of available rock include: diabase, diorite, mica schist, and granodiorite. Ripping should be sufficient to handle most rock encountered during construction.
- V. Soil Conditions: Depths of overburden (soil) vary from 4-12 feet. General characteristics of soils in area: (1) moderate erosion hazard;

(2) poor stability in floodplains and depressions; fair to good stability on upper slopes, hilltops, plateaus; (3) high susceptibility to frost action in floodplains and depressions; low susceptibility to frost action on higher topography; (4) seasonally high groundwater table in floodplains and depressions; perennially deep water table on higher topography; (5) soil textures vary from silty to clayey.

Baltimore Beltway to Painters Mill Road

- I. Topography: Varies from nearly level to steeply sloping. Area is within Piedmont Plateau Physiographic Province. Surface elevations above sea level vary from approximately 390-500 feet.
- II. Slopes: Generally within a range of 0%-30%.
- III. Ground Water Conditions: Depths to seasonally high water table vary from less than 4.0 feet in depressions, floodplains, and footslopes, to greater than 20 feet on upper slopes, hilltops, and plateaus. Major water problems may be encountered during construction in stream bottoms.
- IV. Rock Conditions: Depths to rock vary from 4-20 feet. Types of available rock include: diabase, diorite, granodiorite, granite gneiss, and three types of schists: (1) soft, micaceous, muscovitic schist; (2) harder micaceous and chloritic schist; (3) granitized schist. Ripping should be sufficient to handle any rock encountered during construction.
- V. Soil Conditions: Depths of overburden (soil) vary from 4-20 feet. General characteristics of soils in area: (1) moderate to high erosion hazard; (2) poor stability in floodplains and depressions; fair to good stability on upper slopes, hilltops, plateaus; (3) high susceptibility to frost action in floodplains and depressions; low to moderate susceptibility to frost action on higher topography (4) seasonally high groundwater table in floodplains and depressions; perennially deep water table on higher topography; (5) soil textures vary from silty to clayey.

Painters Mill Road to Reisterstown

- 43-
- I. Topography: Varies from nearly level to steeply sloping. Area is within uplands of Piedmont Plateau Physiographic Province. Surface elevations above sea level vary from approximately 460-730 feet.
 - II. Slopes: Generally within a range of 0%-30%.
 - III. Ground Water Conditions: Depths to seasonally high water table vary from less than 4.0 feet in depressions, floodplains, and footslopes, to greater than 20 feet on upper slopes, hilltops, and plateaus. Major water problems may be encountered during construction in stream bottoms.
 - IV. Rock Conditions: Depths to rock vary from 4-20 feet. Types of available rock include: granite gneiss and three types of schists: (1) soft, micaceous, muscovitic schist; (2) harder micaceous and chloritic schist; (3) granitized schist. Ripping should be sufficient to handle any rock encountered during construction.
 - V. Soil Conditions: Depths of overburden (soil) vary from 4 to 20 feet. General characteristics of soils in area: (1) moderate to high erosion hazard; (2) poor stability in floodplains and depressions; fair to good stability on upper slopes, hilltops, plateaus; (3) high susceptibility to frost action in floodplains and depressions; moderate susceptibility to frost action on higher topography; (4) seasonally high groundwater table in floodplains and depressions; perennially deep water table on higher topography; (5) soil textures are generally silty.

44

- Water Quality -

The average annual precipitation in the project area is 43.05 inches per year.

The primary interest in regards to water quality within the scope of this study is the Gwynns Falls which travels through a section of the area under consideration and closely parallels the proposed corridor from Old Court Road to a point beyond Painters Mill Road. Within the study area this normally moderate stream has a profile sloping between .07% and 0.8%, with few riffles or pools and ranges from 10 feet to 40 feet wide, with a six to twelve inch depth during the normal flow period. The water is not potable and, therefore, is not used for human consumption. The majority of residents and businesses depend on water supplied through Baltimore City's water system.

The waters of the State have been classified into the following four categories, based on their intended usage:

- Class I - Water Contact Recreation and Aquatic Life
- Class II - Shellfish Harvesting
- Class III - Natural Trout Waters
- Class IV - Recreational Trout Waters

The Gwynns Falls, through the project study area, has been classified by the Maryland Water Resources Administration as Class I waters. Accordingly, the following water quality standards apply to this stream:

Dissolved Oxygen Standard: The Dissolved Oxygen concentration must not be less than 4 mg/l at any time, with a minimum daily average of not less than 5 mg/l.

Temperature Standard: Temperature elevations above natural must be limited to 5° F, and the temperature must not exceed 90° F, outside of the designated mixing zone.

pH Standard: Normal pH values must not be less than 6.5 nor greater than 8.5, except where - and to the extent that - pH values outside this range occur naturally.

Turbidity Standard: Turbidity in the receiving water resulting from any discharge shall not exceed 50 Jackson Turbidity Units (JTU) as a monthly average, nor exceed 150 JTU at any time.

Bacteriological Standard: There shall be no sources of pollution as determined by a sanitary survey, and the fecal coliform content of these waters shall not exceed a log mean of 200/100 ml.

Examination of water quality data, supplied by the Maryland Department of Water Resources, establishes that the water quality of Gwynns Falls from Owings Mills to the Baltimore Beltway is of reasonable good quality, as related to pollution content and established water quality.

The streamlife includes the following species in varying number as of 1970-71:

- | | |
|-----------------------|-----------------|
| Small-mouth Bass | Hogsucker |
| Large-mouth Bass | White Sucker |
| Rock Bass | Sunfish |
| Attractive Minnows | Cutlips Minnow |
| Stoneroller Minnow | Common Shiner |
| Swallow Tail Shiner | Satinfin Shiner |
| Creek Chub | Longnose Dace |
| Central Johnny Darter | Mad Tom |
| Carp | |

as well as a supporting ecological system.

Samples reviewed were taken from three locations within the study area, as indicated on the map designated as Drawing No. 9, which follows page D-1 in this Final Environmental Statement.

- Station 1, bridge on Bond Avenue near Reisterstown
- Station 4, bridge on McDonogh Road near Garrison
- Station 5, bridge on Milford Mill Road near Pikesville

46

Some evidence of pollutant discharges in the headwaters of Gwynns Falls is indicated by concentrations of dissolved solids, Bio-chemical Oxygen Demand (B.O.D.) and coliform levels found at Station 1 near Reisterstown. These can be attributed to a combination of septic overflow, local livestock and development activities. However, this condition is adjusted by the time the water reaches Station 4. Any small traces of nitrate is the result of agricultural activity.

In the area near Station 4, B.O.D. values range from 2.0 to 4.0 mg/l, whereas the natural stream B.O.D. range is 1 to 2 mg/l; coliform concentrations range from 750 to 43,000 per 100 ml, whereas coliform standards for swimming facilities range from 1000 to 2000 per 100 ml; and dissolved oxygen levels range from 80% to 150% of oxygen saturation. During the months of April and May, 1971, coliform concentrations actually approached those levels amenable to water contact recreation activities. Concentration of nitrogen and phosphorus forms are low, but could be sufficient to support the growth of periphyten and aquatic weeds.

Water quality in the stream deteriorates markedly as it travels through the populated areas downstream of the Baltimore Beltway and south of Station 5. Increases are found in B.O.D., coliforms, nitrogen and phosphorus.

There is evidence of the growth of photosynthetic form by the super-saturated levels of dissolved oxygen in the Owings Mills to Baltimore Beltway area. This situation could be aggravated by a significant influx of silt as this abets the potential growth of rooted aquatic plants. Such excessive growth can cause severe fluctuations of the dissolved oxygen which, in turn, affect stream biota and cause fish to depart for more stable conditions. Existing levels of nitrogen and phosphorus could support such growth. The stream morphology, however, indicates a significant capacity of reaeration. This, coupled with the fact that parts of the stream are shaded, which acts to minimize growth, could generate the reversal of a growth process. Current conditions indicate that dissolved oxygen levels are sufficient to support an aquatic life system as evidenced by the fish population.

This site was visited in June, 1972, shortly after the passing of Tropical Storm Agnes. At that time, Gwynns Falls contained a high silt load with additional material in significant amounts being provided by the construction sites in the industrial park adjoining the stream near Owings Mills at Dolfield Road. Damage due to the storm and subsequent flooding included, within this study area, erosive action, destruction of several foundations, embankment failure and collapse of the Western Maryland Railway

47

Bridge, the partial collapse of the Reisterstown Road Bridge, the collapse of a bridge on Mount Wilson Lane, and widespread flooding in the floodplain. The Brittany Apartments adjacent to the Beltway Interchange and Gwynn-vale Park were inundated to varying degrees.

Stream banks in the area from Mt. Wilson Hospital to Painters Mill Road are fairly steep and devoid of vegetation, making them susceptible to erosive action. It appears that the soils in the floodplain were readily erodible and that the stream banks were somewhat unstable. Therefore, any major construction activity, including highway projects in the immediate vicinity of Gwynns Falls, could produce sheet erosion and siltration as well as bank erosion where the proposed project crosses the stream.

There is located within the study area and near the proposed alignment a unique water supply for the McDonogh School. Approximately 50,000 gallons of potable water per day are required. The system consists of four or five springs, approved by the Health Department. This water travels by gravity flow to a central cistern. The water is then pumped by power generated from a water wheel to the School, where it is stored in a fifty-thousand gallon elevated tank until needed.

- Noise Levels and Air Quality -

Existing ambient noise levels and air quality are discussed in Sections C-11 and C-12, respectively, of this Final Environmental Statement.

7. Project Recommendation -

- Recommended Alternate and Basis for Selection -

The following information has been reviewed in completing the evaluation of the Combined Northwest Expressway/Rapid Transit Project.

- a. Written comments received during the coordination process - March 29, 1972.
- b. The Draft Environmental Statement (FHWA-MD-EIS-73-01-D) for the combined project from the Baltimore City Line to Reisterstown.
- c. Written comments received by the State Highway Administration regarding the Draft Environmental Statement.

- d. Input received at the Public Information Meetings that were held on March 21, 1973 at Sudbrook Junior High School, and on March 29, 1973 at the Franklin Senior High School.
- e. The transcript for the Corridor Location Public Hearing that was held for the section of the combined project from Patterson Avenue in Baltimore City to the Baltimore Beltway on April 4th and 5th, 1973 at the Sudbrook Junior High School.
- f. The transcript for a separate Corridor Location Public Hearing for the section of the Northwest Expressway from the Baltimore Beltway to Reisterstown and a portion of the Phase I Rapid Transit held on April 11th and 12th, 1973 at the Franklin Senior High School in Reisterstown, Maryland.
- g. Input received at the Public Information Meetings that were held on December 2, 1974 at the Franklin Senior High School and on December 5, 1974 at the Sudbrook Junior High School. These meetings were held to present to the public the additional studies and evaluations developed as a result of comments made at the public hearings held in April, 1973 and studies made to remove or mitigate adverse effects on historic sites located in the corridor.
- h. The Supplement to the Draft Environmental Statement/ Section 4(f) Statement (FHWA-MD-EIS-73-01-DS). This supplement included the identification of sites of historic interest in the corridor, the effects of the proposed alternatives on these historic sites, and the planning proposed to mitigate any adverse impacts.
- i. Written comments received by the State Highway Administration regarding the Supplemental Section 4(f) Statement.
- j. The informational data available to the public at the Informational Sessions and the Public Hearing:
 - 1) Maps showing the proposed alternate highway routes.
 - 2) Data on rapid transit stations and parking areas.

- 49
- 3) Relocation Assistance Data.
 - 4) Informational Brochure.
 - k. The Regional Planning Council's - General Development Plan.
 1. The Baltimore Area Mass Transportation Plan.
 - m. Baltimore County's - 1980 Guideplan (June 15, 1972).
 - n. Baltimore County's - Comprehensive Plan for Baltimore County (Preliminary Draft of April 10, 1975).
 - o. Maryland Department of Transportation Planning Data:
 - 1) 20-Year Highway Needs Study (1975-1994).
 - 2) State Primary Highway Improvement Program (1976-1980).
 - 3) Consolidated Transportation Program (1976-1980).
 - p. Air Quality Report for the Northwest Transportation Corridor.

As a result of the review of the above information developed in conjunction with the proposed project and the evaluation of its social, economic, environmental, historical and cultural effects, the following conclusions were reached:

- a. The proposed Northwest Expressway/Phase I Rapid Transit Project is in accord with State plans, programs and objectives and is consistent with the Baltimore Region's General Development Plan. It is also in conformance with the 1980 Guideplan, Baltimore County's plan for future development of the community and the preliminary draft of the Comprehensive Plan for Baltimore County.
- b. The construction of the project would provide safe, reliable and convenient bimodal transportation to the northwestern part of the Baltimore region. The Northwest Expressway would provide substantial relief to traffic tie-ups on existing Reisterstown Road and other arterials in the corridor. By offering joint development with the Rapid Transit Line, the project would provide a high-capacity transportation system connecting the central metropolitan area of Baltimore City to northwest Baltimore County and to Carroll County. The improvement of Reisterstown Road is needed in addition to the proposed Northwest Expressway

and Phase I Rapid Transit Line to meet the transportation requirements in the corridor.

- c. Present and future development in the Northwest Corridor of Baltimore County is dependent on this facility to safely accommodate the resulting travel desires. The Northwest Corridor is one of the planned growth areas indicated in the County's 1980 Guideplan because of the current availability of water service, the proposed Gwynns Falls sanitary sewer system reinforcement, which is scheduled to be in operation by 1978. The improved accessibility offered by the proposed Northwest Expressway/Rapid Transit Project is also necessary for these County plans to materialize.
- d. Alternate studies made subsequent to the Public Hearing have resulted in the development of several feasible alternates to avoid or minimize the effects of the project on historic sites in the corridor.
- e. Judging by public hearing testimony of several community spokesmen in the area from the Baltimore City Line to the Baltimore Beltway, there was opposition to the Expressway portion of the combined project south of the Beltway at the Corridor Public Hearing. Support for the Northwest Expressway was indicated north of the Beltway, and most comments received were favorable to the Rapid Transit proposal. Considerable public opposition was expressed at the Public Hearing to the planned interchange and rapid transit station at McDonogh Road.
- f. In addition to providing better accessibility to employment areas in the corridor, the project supports commercial and industrial development with increased employment opportunities.
- g. The construction of the project will also improve access for national defense, reduce the travel time of emergency vehicles and reduce the transportation users' costs.
- h. Conclusions regarding Air Quality are included in Section C-12 of this Volume.

In view of the above conclusions, the following project recommendations are proposed: (See Drawings No. 4a through 4g.)

- a. The Northwest Expressway be constructed from the Baltimore Beltway to Reisterstown. The section of the Expressway south of the Beltway to the Baltimore City Line has been eliminated from this project in order to minimize the adverse effects of the project on the Sudbrook Park Historic District, and to reduce impacts on adjacent communities and parks. This would also reduce the impact on the Gwynns Falls floodplain and achieve a cost savings.
- b. The Rapid Transit Line be constructed from the Baltimore City Line to the Owings Mills area. The transit alignment has been located immediately adjacent to the Western Maryland Railway through the Sudbrook Park Historic District in order to minimize the effects of this facility on the historic site. South of the Beltway, the rapid transit tracks are located in the right-of-way previously obtained or reserved for highway use. North of the Baltimore Beltway, the rapid transit tracks are located in the median of the proposed Northwest Expressway.

The selection of the recommended alternative has been complicated by the intricate nature of the project and the large number of alternatives developed with varying alignments and design features or for the consideration of historical preservation. For this reason, the project has been divided into the following segments for a more specific description of the recommended alternate.

Baltimore City Line to Mount Wilson Lane

Within these limits, Alternates 1, 2, 5, A, B, 7, 8, 9 and 9A were developed for consideration. Alternate 9 is recommended from the Baltimore City Line to Greenwood Road, and Alternate 7 from Greenwood Road to Mount Wilson Lane. Alternate 9 proposes the construction of the Rapid Transit Facility generally along the west side of the Western Maryland Railway, from the Baltimore City Line to Sudbrook Road, with a transit station and parking lot located south of Relocated Milford Mill Road, which overpasses the rapid transit line and railroad and connects into Reisterstown Road at Slade Avenue. Alternate 7 proposes the construction

of the Rapid Transit Facility generally along the alignment originally proposed for the combined facility from Greenwood Road to the Beltway, and includes a transit station and parking lot located on the north side of Old Court Road. Alternate 9 is modified as it passes through the Sudbrook Park Historic District so that the alignment will be as close as possible to the railroad. Retaining walls are proposed to minimize right-of-way requirements, and new bridge structures will be constructed over the transit tracks and railroad tracks at existing Sudbrook Road and over the transit tracks at Greenwood Road in lieu of a cut and cover tunnel. A directional interchange at the Baltimore Beltway is proposed as the southern terminal of the Northwest Expressway, and at this location the rapid transit tracks enter the median of the Expressway. North of the Beltway, the proposed Expressway and Rapid Transit Line would continue northerly as a combined facility to Mount Wilson Lane.

The selection of Alternates 7 and 9 was based on the following reasoning:

- a. The adverse effects of the project on the Sudbrook Park Historic District have been minimized by the elimination of the Expressway portion of the project south of the Baltimore Beltway. A taking is still required for which a Section 4(f) Statement has been prepared. See Volume II.
- b. Most of the communities in this area expressed strong opposition at the Public Hearing to the construction of any highways south of the Baltimore Beltway.
- c. The adverse impact in the Gwynns Falls floodplain south of Old Court Road has been reduced by the removal of the proposed Expressway and by an adjustment in the alignment of the Rapid Transit Facility.
- d. Impacts on Sudbrook Park and Gwynnvale Park are also reduced.
- e. Elimination of the Expressway in this area results in a savings of \$31.5 million, which is now a significant factor because of the current lack of funds for all projects in Maryland's consolidated transportation program.

53 -

Mount Wilson Lane to Pleasant Hill Road

In this section of the project, Alternates 1, 2, 2A, 2B and 2C were developed for consideration. Alternate 2C is recommended and proposes an alignment for the combined facility on the east side of the Western Maryland Railway from Mt. Wilson Lane to north of McDonogh Road. At this point, the project crosses to the west side of the railroad and passes to the west of the Owings Mills Industrial Park. The Rapid Transit Facility terminates on the north side of Painters Mill Road, with a transit station and parking areas on both sides of the Northwest Expressway. Direct access is provided from the Expressway to the rapid transit parking areas at this location. A semi-directional interchange is proposed at Relocated Dolfeld Road, which extends from the proposed Red Run Boulevard easterly to an interchange with existing Reisterstown Road. Relocated Dolfeld Road, with the two interchanges noted above, will provide a direct connection for the exchange of traffic between Reisterstown Road and the proposed Northwest Expressway.

The selection of Alternate 2C was made on the basis of the following rationale:

- a. During the A95 review process and other phases of project development, a number of State and County agencies commented on the planning of the highway in order to protect the Gwynns Falls stream valley and to minimize any effects that might be adverse regarding future park development. Alternate 2C was selected because the alignment has the least impact on Gwynns Falls, removing approximately 9000 feet of expressway and transit completely away from the stream valley.
- b. The alignment avoids taking any land from the McDonogh Railroad Station and McDonogh School Historic District, both of which are eligible to be placed on the National Register of Historic Places. It does require the relocation of the Owings Mills Railroad Station (New) which is also eligible for the National Register. This historic site is discussed in the Section 4(f) Statement, see Volume II.
- c. The interchange and rapid transit station are both located in the commercial and industrial Owings Mills area, which will tend to encourage future development and help to protect the residential and institutional areas around McDonogh Road. Alternate 2C also provides for the separation of Expressway and rapid transit traffic approaching the combined facility in the Owings Mills area.

Pleasant Hill Road to Berrymans Lane

Within this section of the project, only one alignment and design was developed for the proposed Northwest Expressway. This section of Expressway was labeled as both Alternate 1 and Alternate 2; however, for the purpose of this Statement, Alternate 2 has been designated as the selected alternate and is located approximately 4,000 feet west of existing Reisterstown Road, with a full cloverleaf interchange proposed at Relocated Cherry Hill Road.

Berrymans Lane to Reisterstown

For the northern end of the project, Alternates 1, 2, 6 and 6A were developed for consideration. Alternate 6 is the selected alternate and consists of the proposed Northwest Expressway generally following the alignment originally proposed for Relocated Maryland Route 30 from Berrymans Lane to a wye interchange south of Westminster Pike. The wye interchange separates the Northwest Expressway which ties into Westminster Pike, and Relocated Maryland Route 30 which connects to existing Hanover Pike. Also included is a westerly extension of Glyndon Drive, with a partial interchange at the Northwest Expressway, and the westerly extension of Butler Road with a diamond interchange at Relocated Maryland Route 30.

Alternate 6 was selected as the recommended alternate because it requires considerably less land acquisition than Public Hearing Alternate 2, and provides the needed interchange facilities as the Glyndon Drive Extension and Butler Road Extension to adequately serve the Reisterstown community. The Extension of Glyndon Drive does require some land in the Reisterstown Historic District, which is eligible to be placed on the National Register. A Section 4(f) Statement has been prepared for this historic site. See Volume II.

53

- Major Design Features - Recommended Alternate -

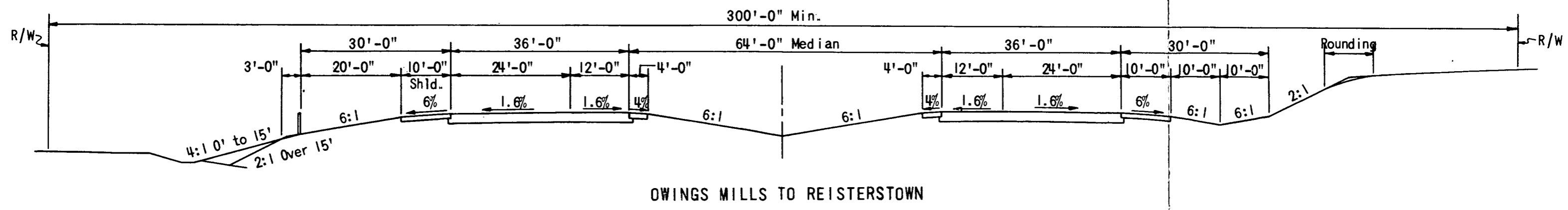
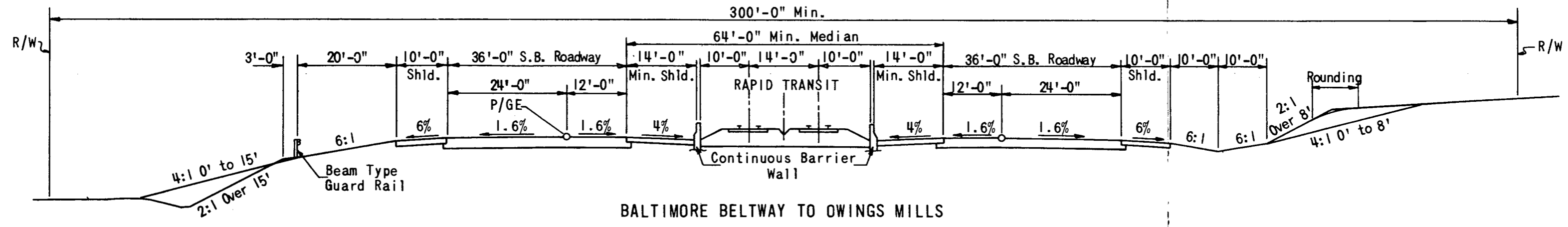
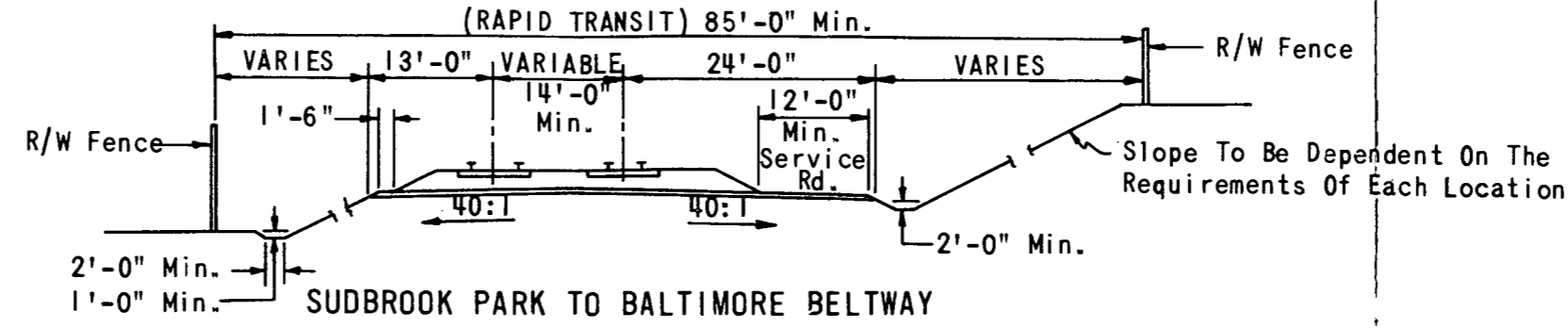
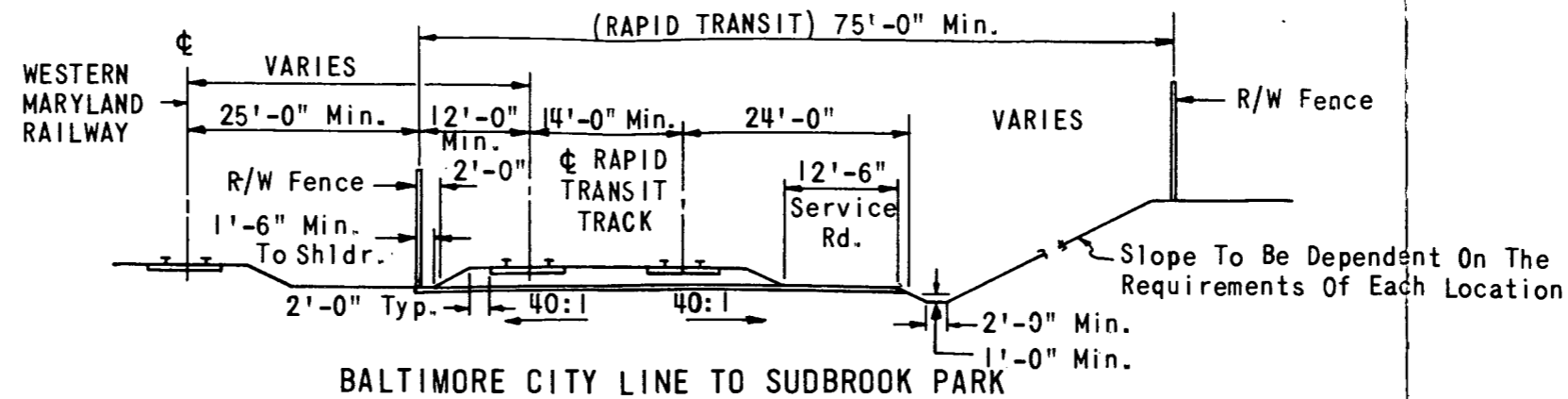
The Northwest Expressway is proposed as an Expressway (Freeway by A. A. S. H. T. O. definition), with full control of access. The roadway geometry and safety features will be based upon a design speed of 70 miles per hour, although the posted speed will be lower. The maximum horizontal curvature is $3^{\circ}00'$, and the maximum vertical gradient is 3%.

The proposed highway construction will consist of dual 36-foot roadways, separated by a median varying from a minimum of 64 feet to 80 feet or greater at rapid transit station sites. Between and beyond transit stations, the median will be 64 feet in width. The tracks of the Rapid Transit Facility in the median will be separated from the Expressway roadways by 12 to 14 foot paved median shoulders and reinforced concrete safety barrier walls. North of the rapid transit terminal at Painters Mill Road, the 64-foot median will be graded with flat 6:1 slopes and will provide a safety recovery area of 30 feet for each roadway, thereby minimizing the potential for vehicular head-on collision. Extension of the rapid transit line in the median of the Expressway beyond Painters Mill Road is physically possible should the need arise sometime in the future. Paved shoulders, 4-feet in width, will also be constructed along the median edge of each roadway pavement. Outer shoulders for the entire length will be paved for a 10-foot width, with an additional 20 feet beyond the outer shoulders graded with flat 6:1 slopes to provide a safety recovery area. The provision of 30-foot safety recovery areas along both sides of each roadway conforms to nationally recognized criteria to minimize accidents and injuries when a vehicle strays from the travelway. The proposed Expressway will be fenced through built-up areas, and lighting will be provided at designated interchanges, rapid transit stations and parking lots. A minimum right-of-way width of 300 feet is planned north of the Baltimore Beltway. South of the Beltway, the right-of-way width for rapid transit by itself varies from 58 feet to 150 feet.

Bridge structures with pedestrian walkways as required are proposed to carry existing streets either over or under the Expressway or rapid transit and at all major stream crossings. The bridges over Gwynns Falls would be lengthened where feasible so that 200 feet of undisturbed land would remain on both sides of the stream for future park development. The typical sections for the Combined Northwest Expressway/Rapid Transit Facility are shown graphically on Drawing No. 3. Also shown on this drawing is a section of the Rapid Transit by itself south of the Beltway, and of the Expressway itself north of Painters Mill Road.

SEE DRAWING NO. 3b FOR
TYPICAL SECTION THRU
SUBBROOK PARK HISTORIC
DISTRICT.

56



Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
MASS TRANSIT ADMINISTRATION

NORTHWEST TRANSPORTATION CORRIDOR
Relocated U.S. Route 140 Phase I Rapid Transit System
Baltimore City Line to Reisterstown

RUMMEL, KLEPPER & KAHL CONSULTING ENGINEERS
BALTIMORE, MARYLAND

NO.	DESCRIPTION	BY	DATE

**TYPICAL SECTIONS
HIGHWAY/RAPID TRANSIT
FACILITY**

SCALE: 1" = 20'-0"

DRAWING NO.
3

DATE

- Detailed Project Description - Recommended Alternate -

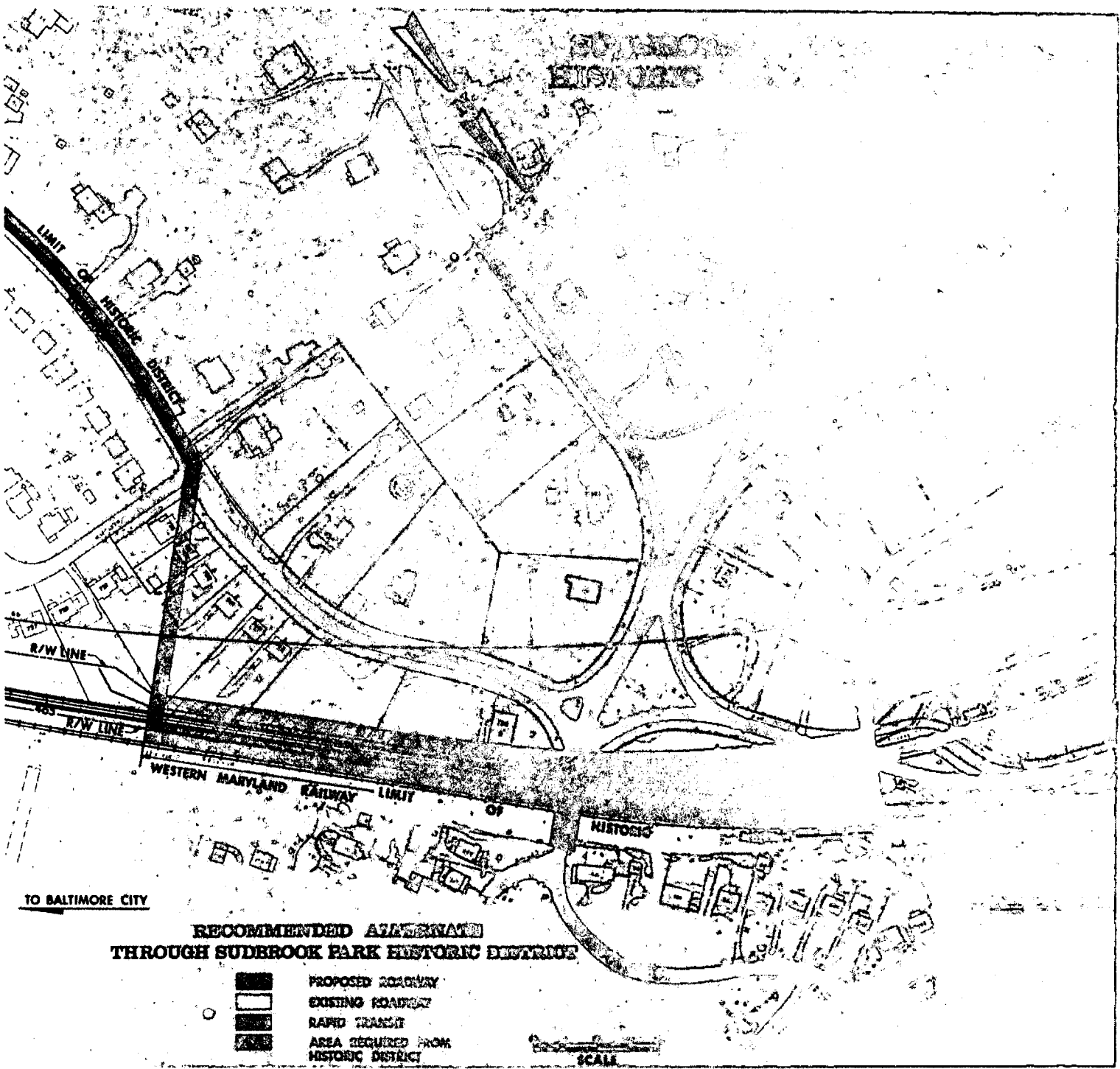
A series of drawings showing the plan and profile of the recommended alternate is included in this Final Statement after the detailed written description.

The project begins at the Baltimore City Line as an extension of the proposed Phase I Rapid Transit Facility. The two tracks of the Rapid Transit Facility cross into Baltimore County approximately 50 feet west of the Western Maryland Railway, and continue parallel to the railroad tracks to Sudbrook Road, except in the vicinity of Milford Mill Road, where the transit line separates from the railroad to provide space for a parking lot at the proposed Milford Mill Station site. The Milford Mill Station platform is located 700 feet south of Relocated Milford Mill Road, with parking areas situated on both sides of the station platform between Rockland Avenue and the Western Maryland Railway. Local access to the west parking lot is proposed from Relocated Milford Mill Road and to the east parking lot via existing Milford Mill Road. In addition to parking for 800 cars, a special area adjacent to the Station would be reserved for bus parking, for the discharge of kiss-n-ride passengers, and for bicycle stalls.

South of Milford Mill Road, the station cuts off access to the homes on Howard Avenue and Mellinee Avenue. Access will be provided to the homes not taken by the project by extending Cedar Avenue westerly to Walnut Avenue, a distance of approximately 500 feet.

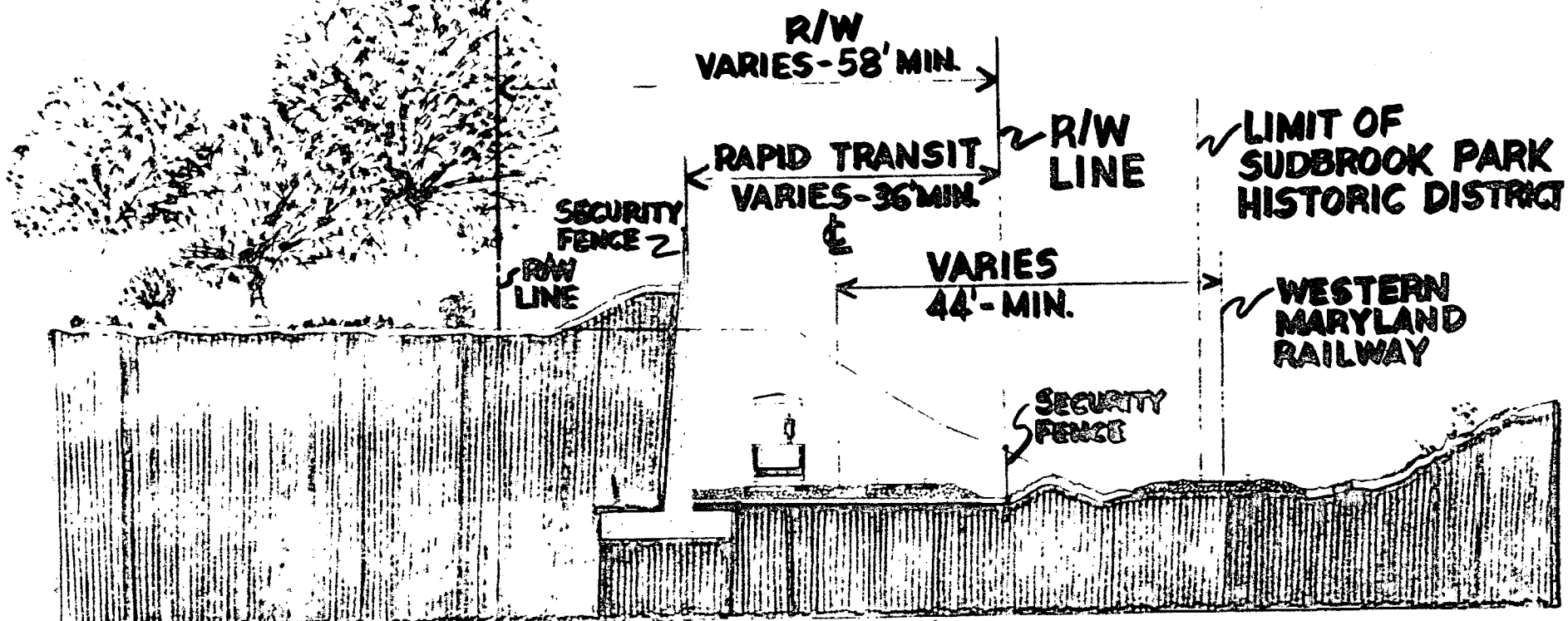
The relocation proposed for Milford Mill Road begins at Woodside Road, crosses over the proposed Rapid Transit Line and Western Maryland Railway and, curving to the north, connects to Reisterstown Road at Slade Avenue. A connection from Relocated Milford Mill Road to existing Milford Mill Road is also proposed in the vicinity of Deerfield Road. Relocated Milford Mill Road would be constructed as a 50-foot curbed street, with widenings for left-turns in the vicinity of the Rapid Transit parking lots. The intersection at Reisterstown Road will also be improved.

The transit alignment passes through the northeast edge of the Sudbrook Park Historic District, as close as possible to the Western Maryland Railroad tracks. (See Drawings No. 3a and 3b.) Retaining walls are also proposed in order to further minimize right of way requirements. The Sudbrook Road Bridge will be replaced with a new structure over the Western Maryland Railway and the proposed Rapid Transit Facility. North of Sudbrook Road, the rapid transit alignment curves to the west away from the railroad, underpasses Greenwood Road, and follows the original Expressway alignment as proposed at the Public Hearing. After crossing over Gwynns Falls and under the existing structures at Old Court Road and the Baltimore Beltway, the rapid transit tracks enter the median of the proposed Northwest Expressway and remain in the median to the northern terminus



Maryland Department of Transportation STATE HIGHWAY ADMINISTRATION MASS TRANSIT ADMINISTRATION	NORTHWEST TRANSPORTATION CORRIDOR Relocated U.S. Route 140 Phase I Rapid Transit System Baltimore City Line to Reisterstown RUMMEL, KLEPPER & KAHL • ENGINEERS	<table border="1"> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>																					PROJECT NO. 70-100-100-100 DRAWING NO. 70-100-100-100 SHEET NO. 70-100-100-100

SUDBROOK PARK



SCALE : 1" = 5'

TYPICAL SECTION THROUGH THE SUDBROOK PARK HISTORIC DISTRICT

Maryland Department of Transportation STATE HIGHWAY ADMINISTRATION MASS TRANSIT ADMINISTRATION	NORTHWEST TRANSPORTATION CORRIDOR Relocated U.S. R.R. #140 Phase I Rapid Transit System Baltimore City Line to Reisterstown			NORTHWEST EXPRESSWAY & RAPID TRANSIT PROPOSAL TO MINIMIZE EFFECT ON SUDBROOK PARK HISTORIC DISTRICT	
	RUMMEL, KLEPPER & KAHL • CONSULTING ENGINEERS 801 WEST WYOMING			SCALE - AS SHOWN	

60

at Owings Mills. The Old Court station platform is proposed to be located north of the existing Old Court Road Bridge. The parking lot for the Old Court Road station would be located at ground level on the east side of Gwynns Falls and north of Old Court Road. Vehicular access to the parking lot is via Old Court Road which would be widened for a left turn lane. A pedestrian bridge over Gwynns Falls would connect the parking lot with the station platform.

The Old Court station would provide parking for 550 cars, as well as special discharge areas for kiss-n-ride passengers and buses. Bicycle stalls will also be provided.

The southern terminus of the Northwest Expressway would be a directional interchange with the Baltimore Beltway. The Beltway interchange is located west of the Western Maryland Railway within the right-of-way previously purchased by the State Highway Administration, and is the same location proposed for this interchange at the Public Hearing. Directional ramps are provided to permit southbound traffic on the proposed Northwest Expressway to turn in either direction on the Beltway and for the return movements. North of the Baltimore Beltway, the proposed Expressway would continue northerly as a dual highway, with rapid transit in the median. The alignment curves to the north, crossing over Gwynns Falls and over the Western Maryland Railway approximately 1200 feet south of Mount Wilson Lane. Paralleling the east side of the railroad, the project passes through the undeveloped southwest corner of the Woodholme Country Club, and overpasses Mount Wilson Lane and underpasses McDonogh Road, with no access facilities provided at either road.

The combined project passes to the west of the Lyon Acres subdivision, and 5000 feet north of McDonogh Road the alignment curves to the west to recross the Western Maryland Railway. West of the railroad, the project passes to the east of the McDonogh Historic District and west of the Painters Mill Music Fair and the Owings Mills Industrial Park, crossing Gwynns Falls and existing Painters Mill Road on a viaduct approximately 2000 feet west of the railroad. Continuing in a northwesterly direction, the Expressway interchanges with Relocated Dolfield Road and, passing to the west of the Tollgate subdivision, underpasses Pleasant Hill Road 200 feet west of Tollgate Road. In the Owings Mills area, the centerline has been located to provide the necessary space for the increased parking requirements at the terminal rapid transit station near Painters Mill Road, and for the semi-directional roadway interchange at Dolfield Road. Relocated Dolfield Road would be constructed generally to the south of the existing road from the proposed Red Run Boulevard, west of the Northwest Expressway, easterly through the interchange area to the Gwynns Falls crossing of existing Dolfield Road. Relocated Dolfield Road would continue easterly from Gwynns Falls on new location to underpass the Western Maryland Railway and Reisterstown Road and terminate at a future connection to Bonita Avenue. The dual highway proposed for Relocated Dolfield Road

6e1

consists of two 24-foot roadways separated by a 16-foot median. Dolfield Road would be terminated with cul-de-sacs on both sides of the Northwest Expressway. South Dolfield Road would be terminated with cul-de-sacs on both sides of Relocated Dolfield Road, and Ritters' Lane would be extended to connect with Relocated Dolfield Road. The interchange at Relocated Dolfield Road has been designed to accommodate all turning movements at the Northwest Expressway, with directional ramps for traffic turning south on the Expressway toward Baltimore from Dolfield Road and for the returning northbound movements. The interchange at Relocated Dolfield Road and Reisterstown Road proposes turning ramps, which will permit traffic from the north or south on Reisterstown Road to turn toward the west on Relocated Dolfield Road. Relocated Dolfield Road, with the two interchanges described above, will provide a direct connection for the exchange of traffic between Reisterstown Road and the proposed Northwest Expressway.

Red Run Boulevard is a new 24-foot street proposed as part of this alternate and is located approximately 3000 feet southeast of the Northwest Expressway. Red Run Boulevard begins at Painters Mill Road, proceeds northwesterly generally parallel to the proposed Expressway and terminates at Dolfield Road.

The Owings Mills Rapid Transit Station is proposed to be located in the median of the Expressway 700 feet north of existing Painters Mill Road. The rapid transit tracks in the median of the Expressway terminate approximately 1300 feet north of the station platform. A parking lot is situated on both sides of the Expressway adjacent to the station site, with two pedestrian bridges to connect the east and west parking lots to the station platform. The parking lot on the west side would have direct access from the Expressway via a southbound off-ramp. Northbound return from the parking lot would be provided by a road-crossing under the Expressway adjacent to Painters Mill Road. Vehicles would use the parking lot on the east side of the project in order to gain access to a northbound on-ramp leading to the Expressway. The parking lot on the east side of the Expressway would accommodate locally-oriented vehicles from Reisterstown Road with access from Painters Mill Road. Painters Mill Road would be rebuilt above the floodplain as a 24-foot street under this proposal from South Dolfield Road to the transit parking lot. The parking lot on the west side of the Expressway would accommodate locally-oriented vehicles from the Liberty Road area via Painters Mill Road, or via the proposed Red Run Boulevard and a future access road leading to the parking lot. The actual location of the access road, which is not part of this project will depend on development patterns in the proposed Sector Center, which is a high-density residential and commercial development.

In addition to parking for 3800 cars at the Owings Mills Station, a special area adjacent to the station would be reserved for bus parking, for the discharge of kiss-n-ride passengers and for bicycle stalls.

62

Relocated U. S. Route 140 (Northwest Expressway) continues in a northwesterly direction from Pleasant Hill Road and overpasses Church Lane 1500 feet west of Delight Road. A service road on the west side of the Expressway, connecting to Church Lane, provides access to the Pikesville Sportsmen Club.

A full cloverleaf interchange is proposed at Relocated Cherry Hill Road in the vicinity of Nicodemus Road. Relocated Cherry Hill Road would be constructed as a 4-lane dual highway with a 16 foot median from Tarragon Road westerly to its intersection with Church Lane, a distance of 1.0 mile, and Nicodemus Road would be relocated around the interchange and be connected to Cherry Hill Road on both the north and south side of the interchange.

The Expressway proceeds in a northwesterly direction from Cherry Hill Road, paralleling the Westminster and Baltimore Electrical Transmission Line, and underpasses Berrymans Lane 2300 feet west of Reisterstown Road. The project then underpasses Glyndon Drive (existing Stocksdale Avenue) 2300 feet west of Reisterstown Road, where an interchange is planned to provide access and service to the Reisterstown area.

Glyndon Drive would be constructed with two 24-foot roadways, separated by a 16-foot median through the interchange area and connect to Reisterstown Road as a 50-foot curbed street. Existing Stocksdale Avenue would be closed by the proposed construction of Glyndon Drive and a tee-turnaround provided at the terminus.

North of the Glyndon Drive Interchange, the Northwest Expressway underpasses a 2 lane relocation of Cockeys Mill Road and parallels the Gas & Electric Company transmission line through the proposed directional interchange with Relocated Maryland Route 30. Chatsworth Road would be terminated at the Northwest Expressway with cul-de-sacs as required. North of the Route 30 Interchange the Expressway swings to the west, crosses under the transmission line and ties into Westminster Pike approximately 1000 feet east of Nob Hill Park Road, with full control of access ending just north of the proposed interchange with Relocated Maryland Route 30. Vehicles on Westminster Pike, traveling away from Reisterstown, would continue on the existing road and connect to the Expressway just west of the electrical transmission line. Southeasterly traffic on Westminster Pike, with a destination in Reisterstown proper, would use a left-turn lane and proposed road, which bridges over the northbound lane of the Expressway and connects to Westminster Pike in the vicinity of the Gas & Electric Company's power line at a common grade intersection with the proposed extension of Butler Road. The Butler Road Extension from the Hanover Road to the Westminster Pike is proposed as a dual highway with two 24-foot roadways, separated by a 16-foot median.

Relocated Maryland Route 30 diverges from Relocated U. S. Route 140 (Northwest Expressway) via a directional interchange 1500 feet south of Westminster Pike and, bearing toward the north, underpasses

63

Westminster Pike 1500 feet west of Hanover Road. Relocated Maryland Route 30 would terminate as a controlled access freeway under this proposal at the extension of Butler Road. Connecting ramps to Butler Road Extended are proposed as part of a diamond interchange planned at this location to provide access to the northern part of Reisterstown. A temporary road from the Butler Road ramps to existing Hanover Road (Maryland Route 30) would provide a direct connection for Hanover Road traffic to the northern terminus of the proposed Relocated Maryland Route 30. The future extension of Relocated Maryland Route 30 northerly to the proposed Piedmont Highway near Arcadia, Maryland is planned for some time after 1995.

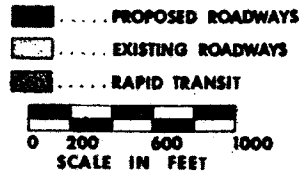
Access to Relocated U. S. Route 140 (Northwest Expressway) is proposed by interchanges at the Baltimore Beltway, Relocated Dolfield Road, Relocated Cherry Hill Road, Extension of Glyndon Drive and the Extension of Butler Road. Rapid transit stations are proposed at Milford Mill Road, Old Court Road, and Painters Mill Road, with direct access from the expressway to Owings Mills Station at Painters Mill Road.

The estimated costs of the transportation system, described as the recommended alternate, are as follows. The costs are based on 1974 prices.

Highway Construction	10.6 mi.	\$68,427,000.
Rapid Transit Construction	6.1 mi.	46,837,000.
Right-of-Way Costs		<u>35,211,840.</u>
<u>Total Project Cost</u>		\$150,475,840.

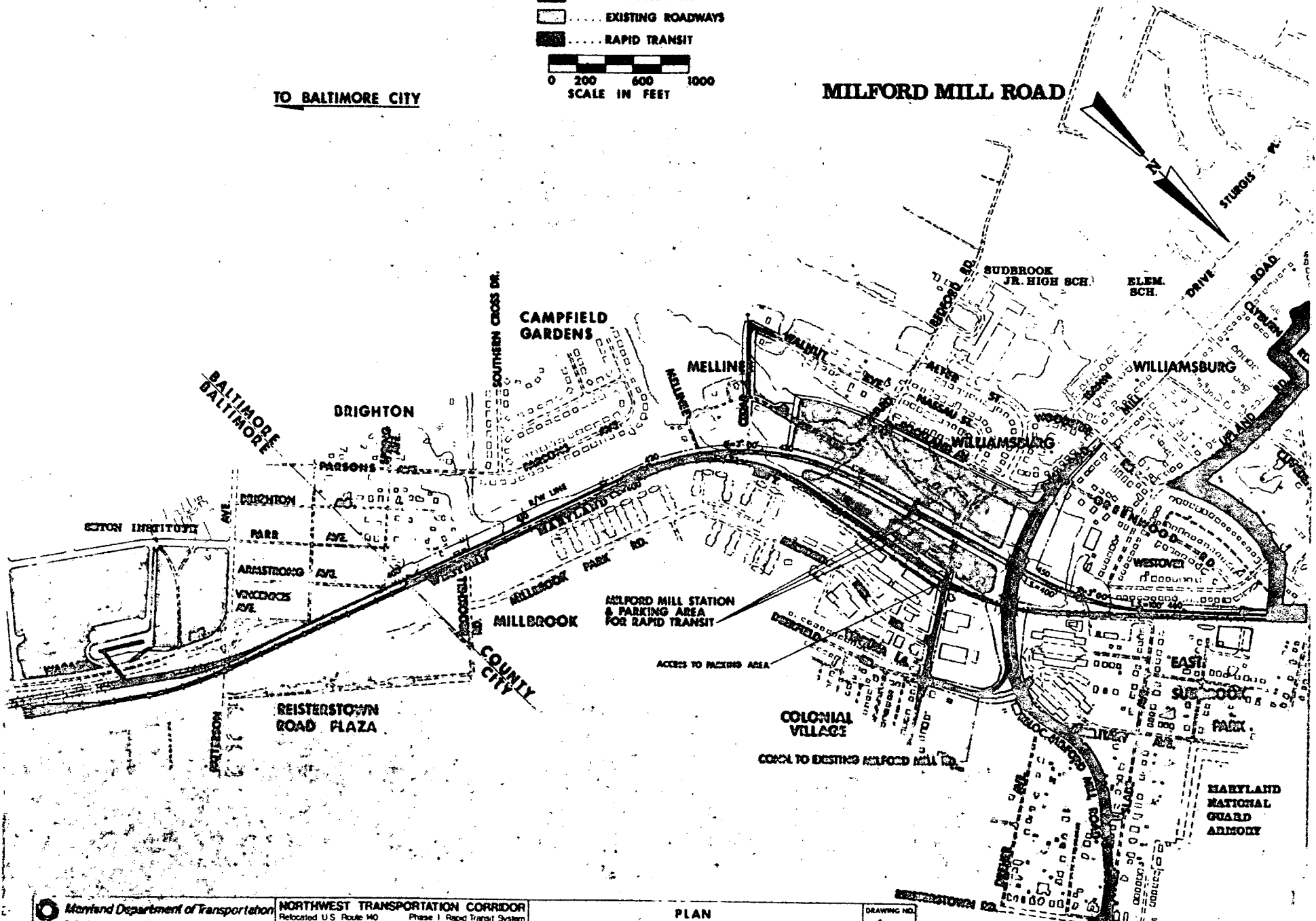
In summary, the recommended alternate will result in definite transportation and economic benefits to the community as a whole, with unavoidable displacement of approximately 132 persons, 29 residences and 18 businesses. The recommended alternate would impact 3 historic sites from the Baltimore City Line to Reisterstown, all of which are on or eligible to be placed on the National Register of Historic Places. The Section 4(f) Statement for these historic sites is included in Volume II.

NORTHWEST EXPRESSWAY



TO BALTIMORE CITY

MILFORD MILL ROAD

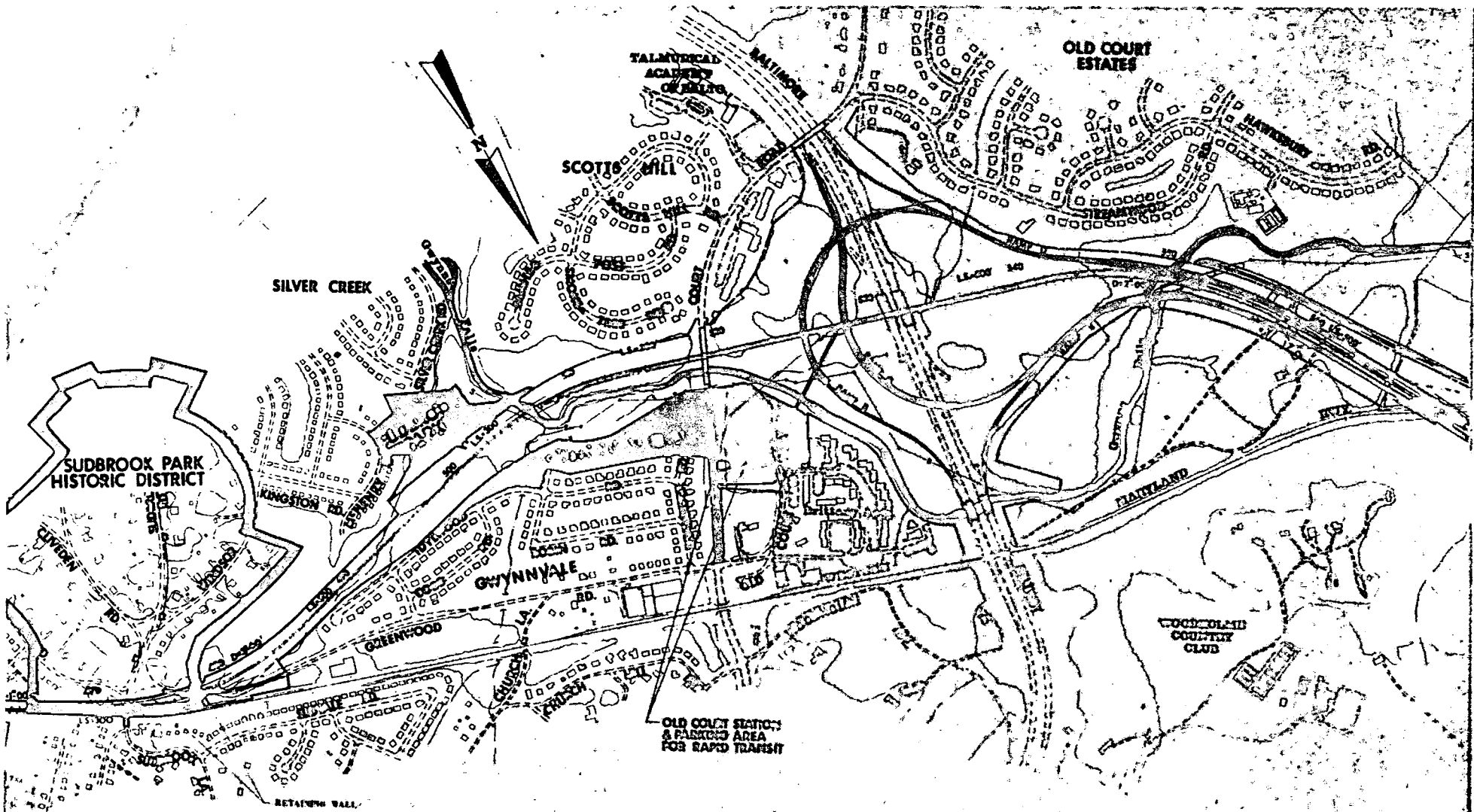


Maryland Department of Transportation STATE HIGHWAY ADMINISTRATION MASS TRANSIT ADMINISTRATION	NORTHWEST TRANSPORTATION CORRIDOR Relocated U.S. Route 40 Phase I Rapid Transit System Baltimore City Line to Reisterstown	
	RUMMEL, KLEPPER & KAHL • ENGINEERS AND ARCHITECTS	

PLAN
 RECOMMENDED ALTERNATE
 BALTIMORE CITY LINE TO SUDBROOK PARK

DRAWING NO.
4a
 SCALE AS SHOWN




12




NORTHWEST EXPRESSWAY

BALTIMORE BELTWAY INTERCHANGE

LAND
VAL
RY

-  PROPOSED ROADWAYS
-  EXISTING ROADWAYS
-  RAPID TRANSIT



 Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
MASS TRANSIT ADMINISTRATION

NORTHWEST TRANSPORTATION CORRIDOR
Relocated U.S. Route 40 Phase 1 Rapid Transit System
Baltimore City Line to Ploverstown
RUMMEL, KLEPPER & KAHL

PLAN
RECOMMENDED ALTERNATE
SUDBROOK PARK TO BALTIMORE BELTWAY

PLAN NO.
4b
SCALE AS
SHOWN

15



UNCLASSIFIED
DATE 12/15/2011 BY 60322 UCBAW/STW

106

NORTHWEST EXPRESSWAY

- PROPOSED ROADWAYS
- EXISTING ROADWAYS
- RAPID TRANSIT



DOLFIELD ROAD INTERCHANGE

TO REISTERTOWN

PAINTERS MILL ROAD

MCDONOUGH SCHOOL HISTORIC DISTRICT

LIMIT OF HISTORIC DISTRICT

STONING MILLS RIVER PARK

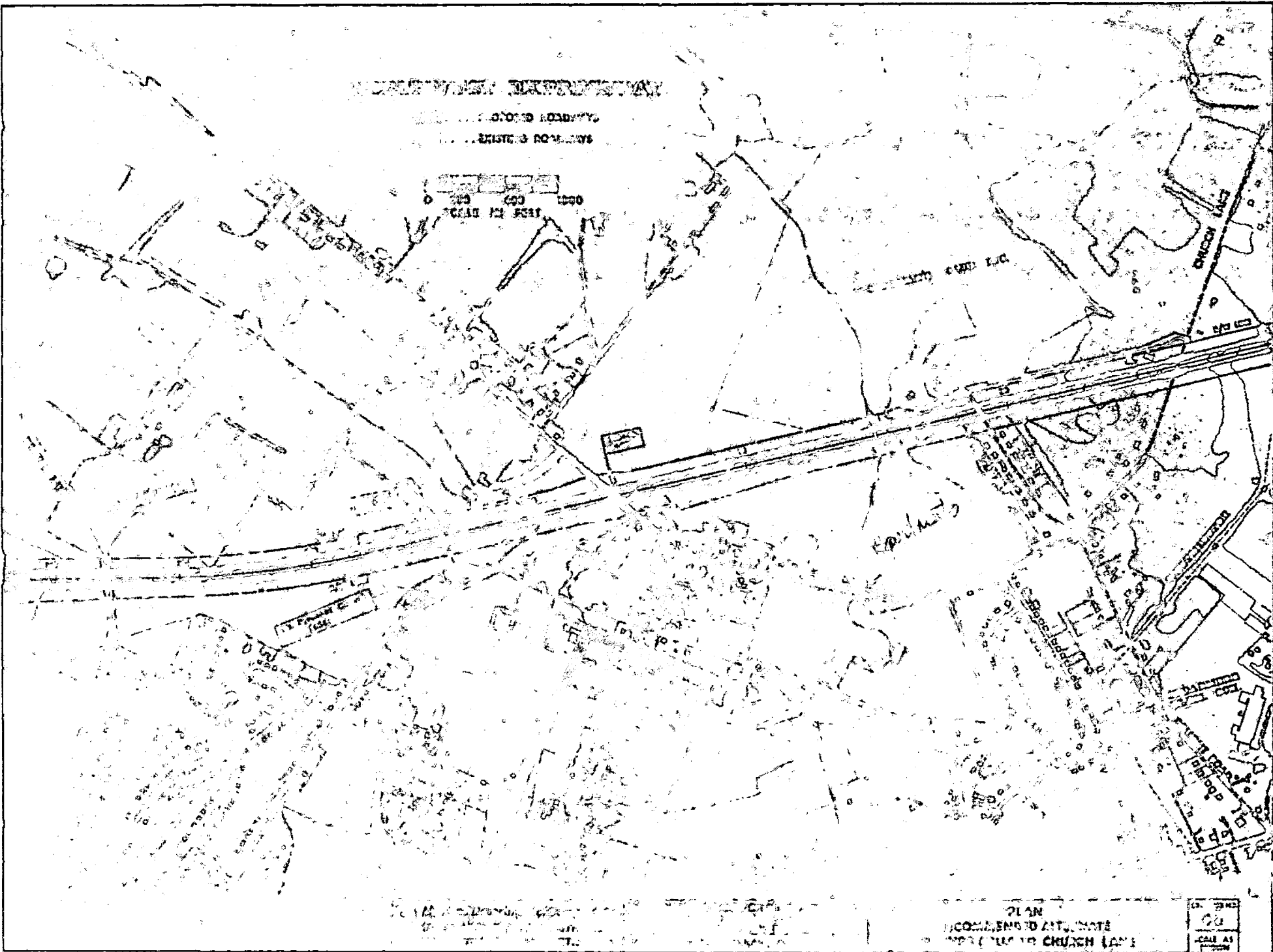
STONING MILLS INDUSTRIAL PARK

Massachusetts Department of Transportation
STATE HIGHWAY ADMINISTRATION
MASS TRANSIT ADMINISTRATION

NORTHWEST TRANSPORTATION CORRIDOR
Proposed U.S. Route 125
Commonwealth City Line to Northampton
PLANNED, KLEPPER & KAHL

PLAN
RECOMMENDED ALTERNATE
MCDONOUGH SCHOOL TO STONING MILLS

17



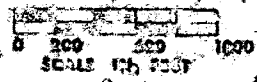
108

CHESTERFIELD
WATERGATE ANGLES

SEAL PARK
CREMATORIUM

WATERGATE ANGLES

WATERGATE ANGLES
WATERGATE ANGLES

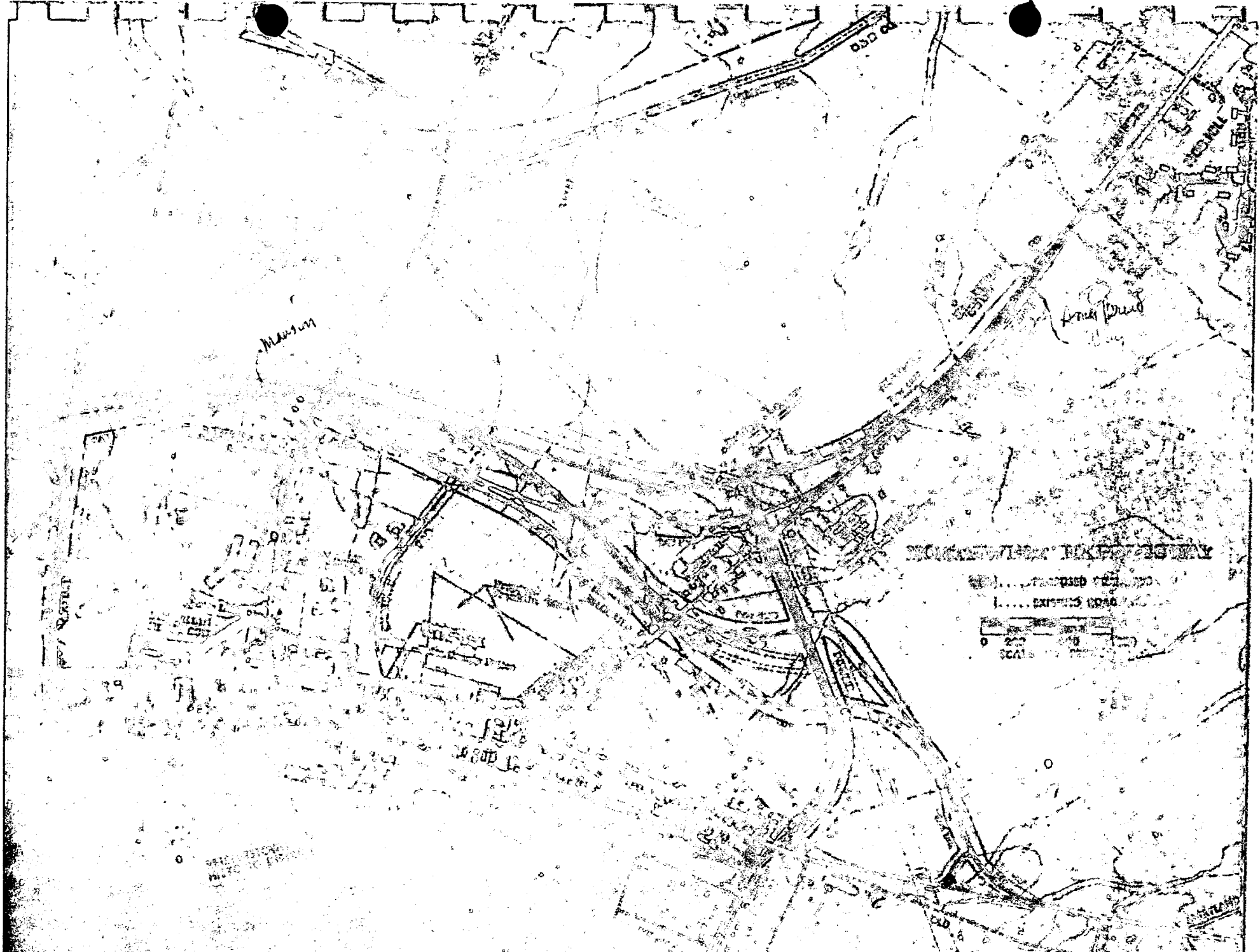


WATERGATE ANGLES

Entrance

WATERGATE ANGLES

WATERGATE ANGLES



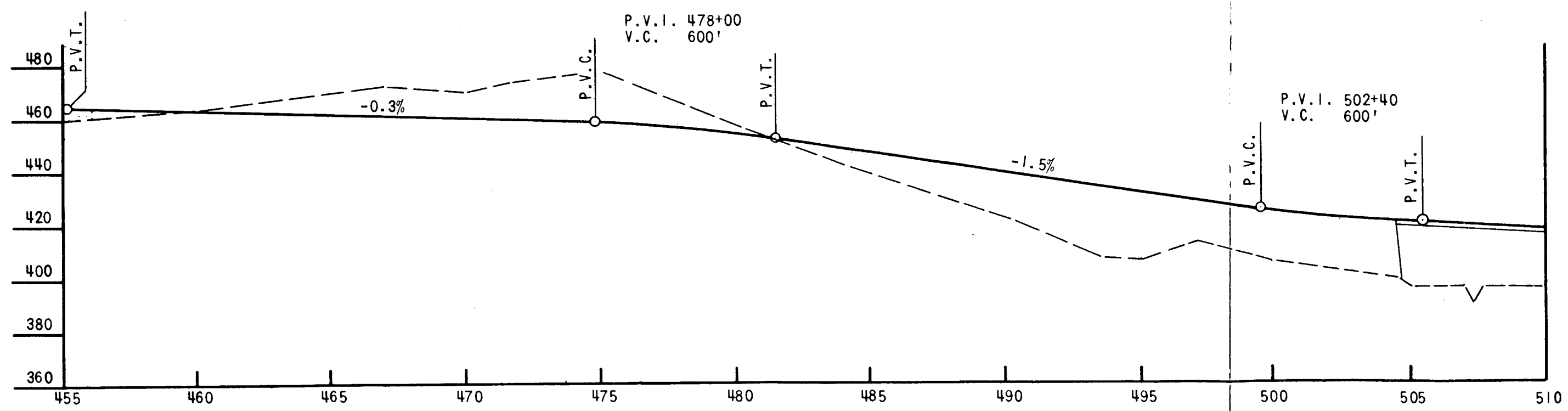
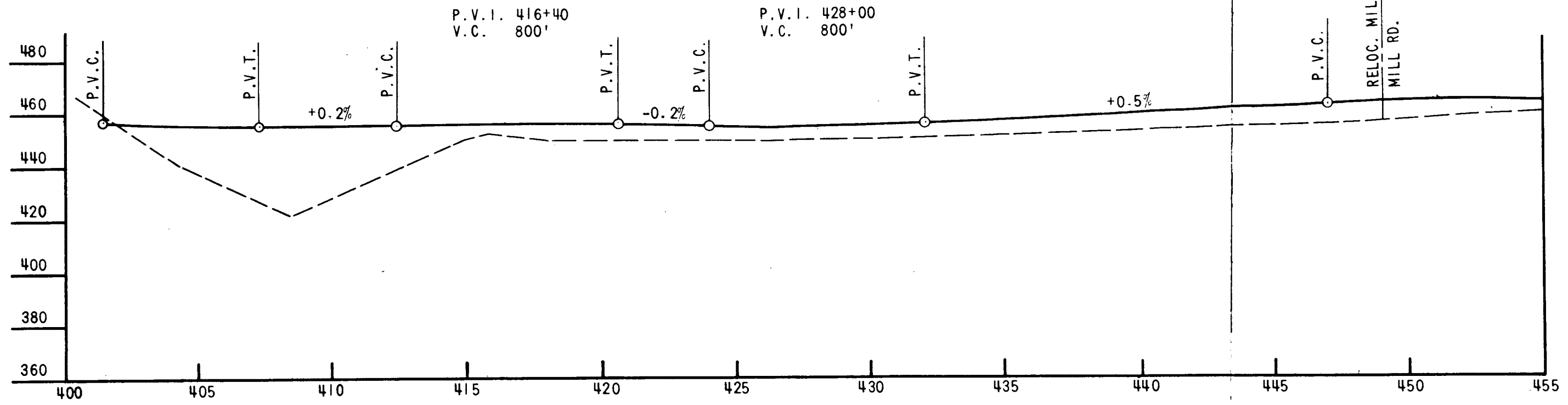
Mass. Dept. of Transportation
 STATE HIGHWAY ADMINISTRATION
 MASS. TRANSIT ADMINISTRATION

PLAN
 RECOMMENDED ALTERNATE
 GLYNDON DRIVE TO INTERSTATE 70

SCALE AS SHOWN

7D

71

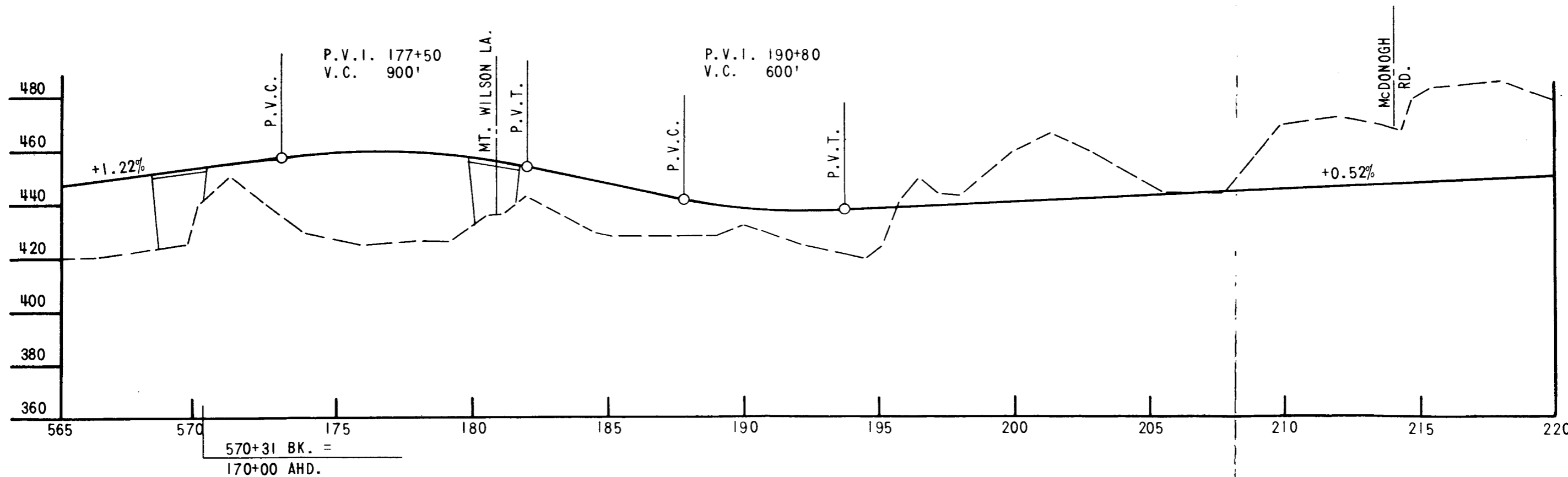
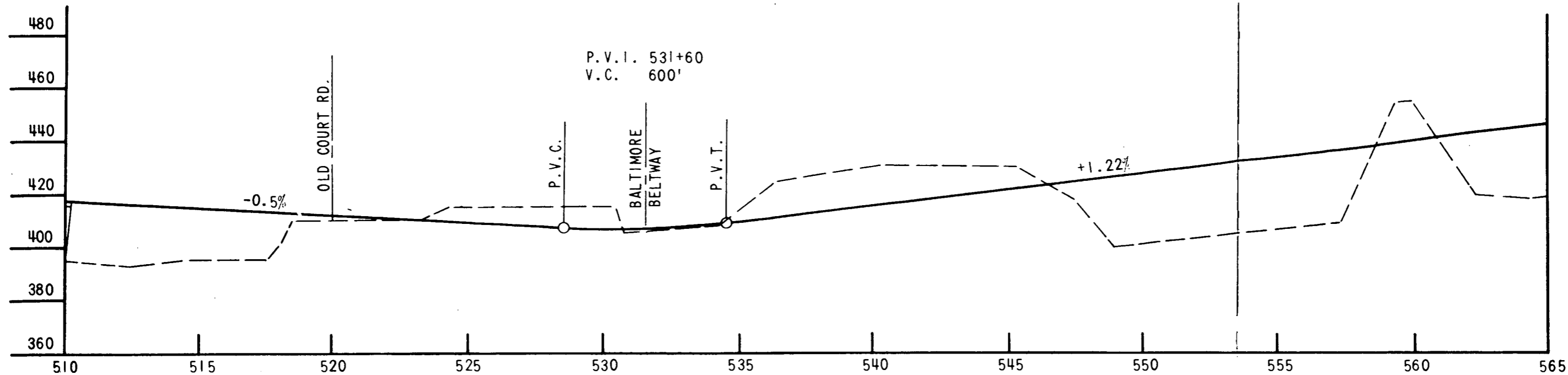



Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
MASS TRANSIT ADMINISTRATION

NORTHWEST TRANSPORTATION CORRIDOR
 Relocated U.S. Route 140 Phase I Rapid Transit System
 Baltimore City Line to Reisterstown
RUMMEL, KLEPPER & KAHL CONSULTING ENGINEERS
 BALTIMORE, MARYLAND

PROFILE
RECOMMENDED ALTERNATE
BALTIMORE CITY LINE TO GWYNNVALE PARK

DRAWING NO.
5a
 SCALE AS SHOWN

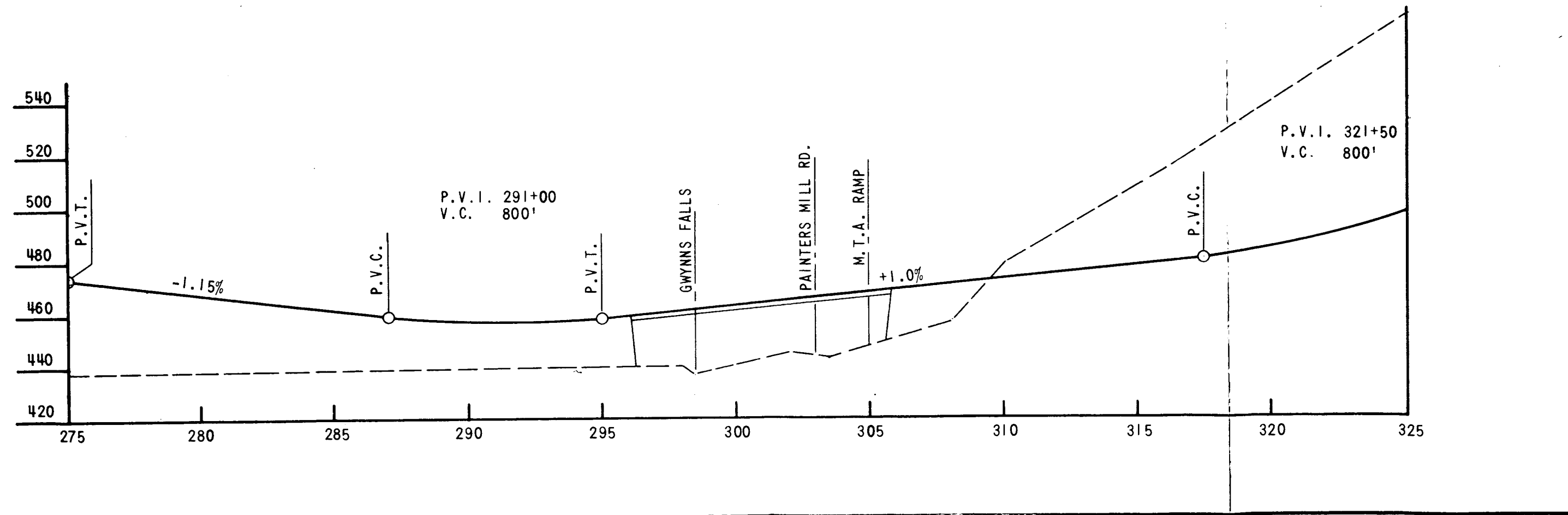
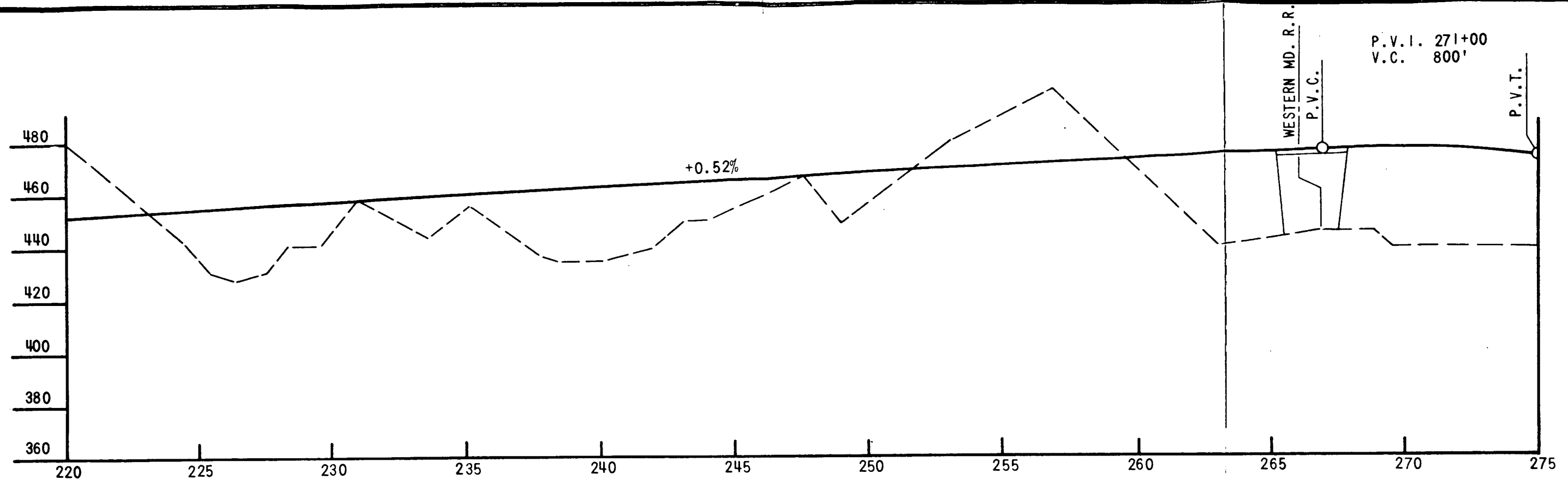




Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
MASS TRANSIT ADMINISTRATION

NORTHWEST TRANSPORTATION CORRIDOR
 Relocated US Route 140 Phase I Rapid Transit System
 Baltimore City Line to Reisterstown
RUMMEL, KLEPPER & KAHL • CONSULTING ENGINEERS
4200 W. BELTWAY AVE. BALTIMORE, MD 21207

PROFILE
RECOMMENDED ALTERNATE
GWYNNVALE PARK TO MCDONOGH ROAD

DRAWING NO.
5 b
 SCALE AS
 SHOWN



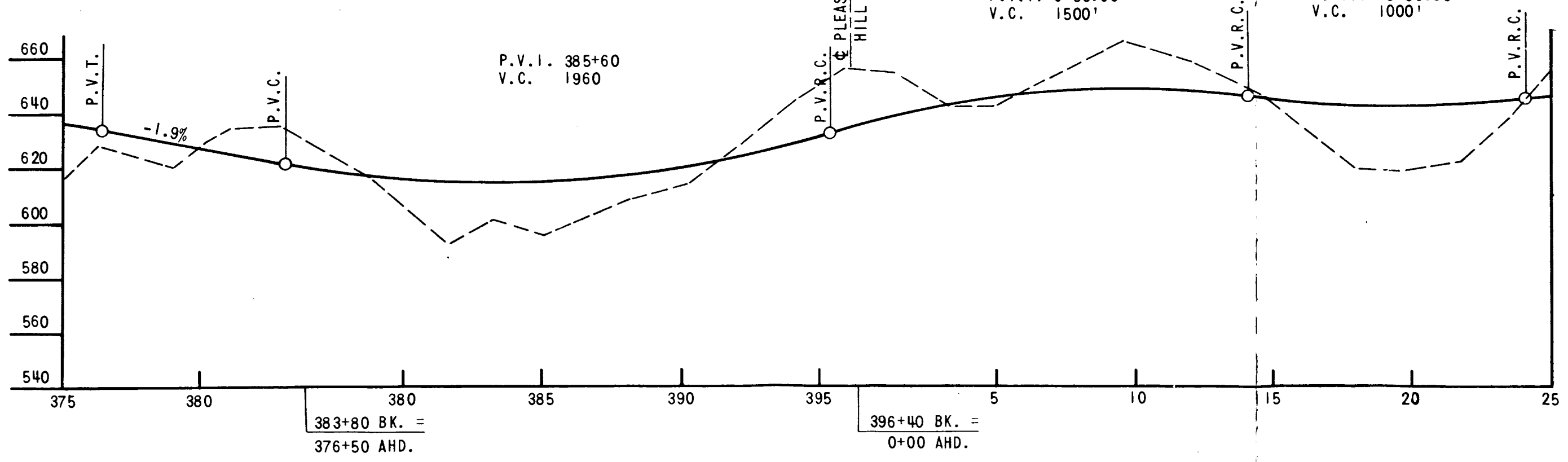
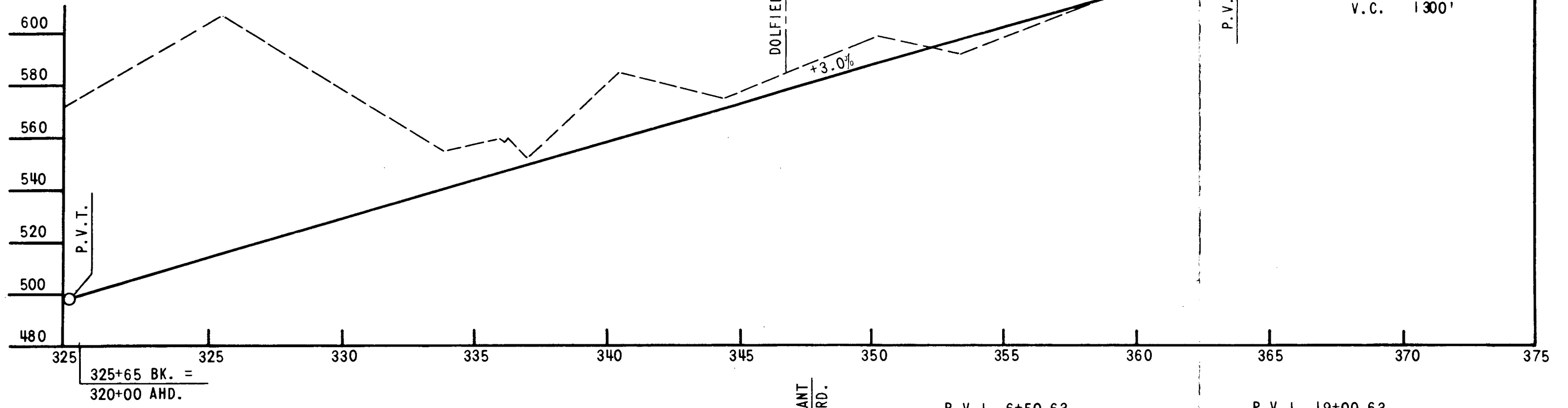

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
MASS TRANSIT ADMINISTRATION


NORTHWEST TRANSPORTATION CORRIDOR
 Relocated US Route 140 Phase I Rapid Transit System
 Baltimore City Line to Reisterstown
RUMMEL, KLEPPER & KAHL

CONSULTING ENGINEERS
 BALTIMORE, MARYLAND

PROFILE
RECOMMENDED ALTERNATE
MCDONOUGH ROAD TO OWINGS MILLS

DRAWING NO.
5c
 SCALE AS SHOWN

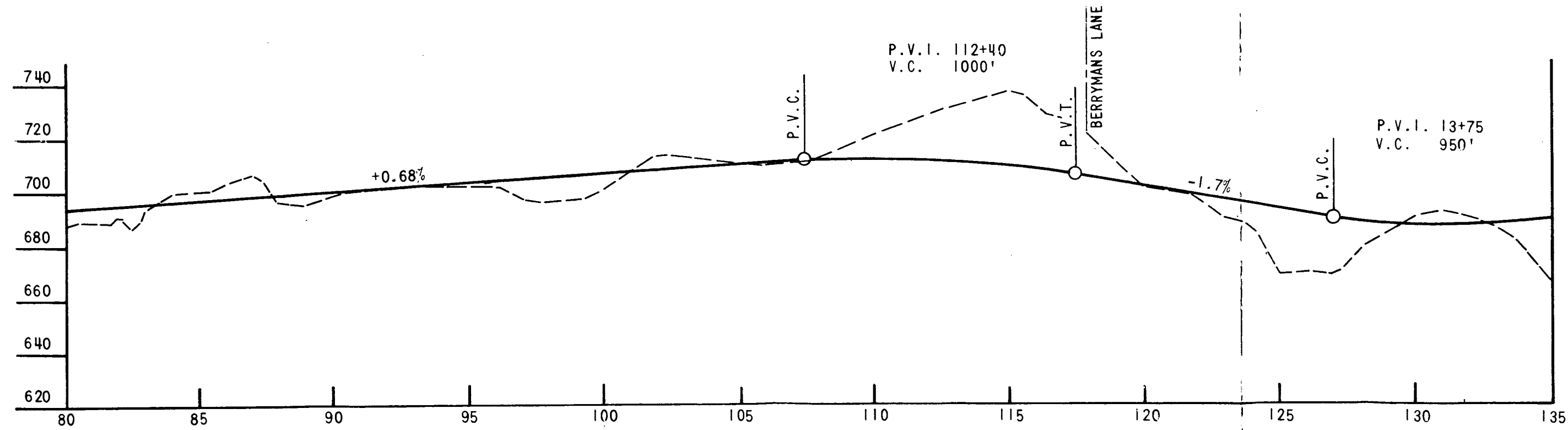
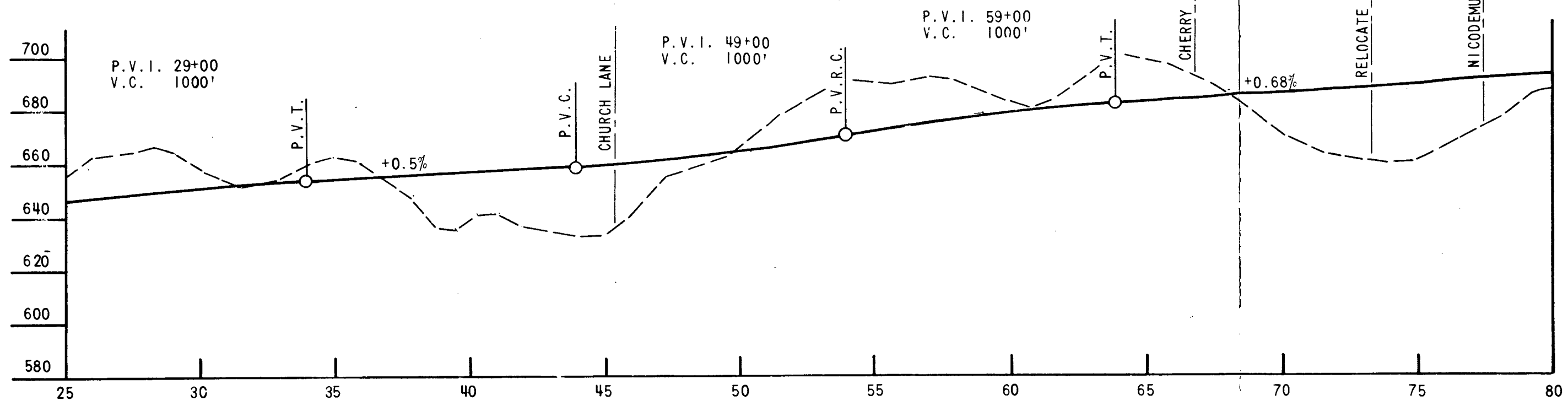



 **Maryland Department of Transportation**
STATE HIGHWAY ADMINISTRATION
MASS TRANSIT ADMINISTRATION

NORTHWEST TRANSPORTATION CORRIDOR
 Relocated U.S. Route 140 Phase I Rapid Transit System
 Baltimore City Line to Reisterstown
RUMMEL, KLEPPER & KAHL CONSULTING ENGINEERS
 BALTIMORE, MARYLAND

PROFILE
RECOMMENDED ALTERNATE
OWINGS MILLS TO DELIGHT ROAD

DRAWING NO.
5d
SCALE AS SHOWN

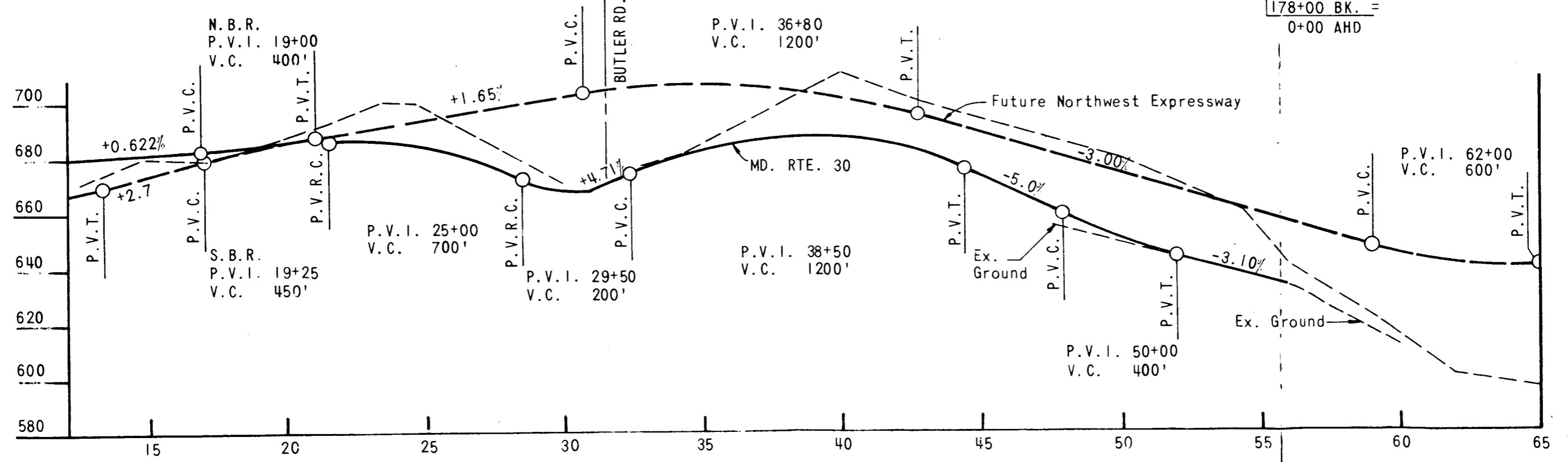
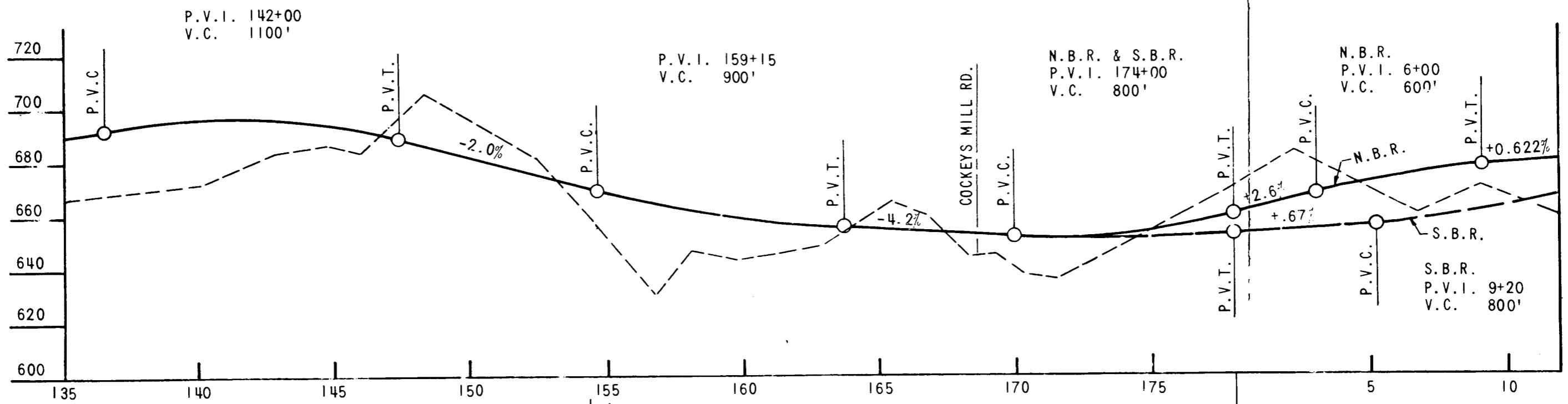




Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
MASS TRANSIT ADMINISTRATION

NORTHWEST TRANSPORTATION CORRIDOR
 Relocated U S Route 140 Phase I Rapid Transit System
 Baltimore City Line to Reisterstown
RUMMEL, KLEPPER & KAHL • CONSULTING ENGINEERS
 BALTIMORE, MARYLAND

PROFILE
RECOMMENDED ALTERNATE
DELIGHT ROAD TO GLYNDON DRIVE

DRAWING NO.
5e
 SCALE AS SHOWN



 **Maryland Department of Transportation**
STATE HIGHWAY ADMINISTRATION
MASS TRANSIT ADMINISTRATION

NORTHWEST TRANSPORTATION CORRIDOR
 Relocated U.S. Route 140 Phase I Rapid Transit System
 Baltimore City Line to Reisterstown
RUMMEL, KLEPPER & KAHL CONSULTING ENGINEERS
 BALTIMORE, MARYLAND

PROFILE
RECOMMENDED ALTERNATE
GLYNDON DRIVE TO REISTERSTOWN

DRAWING NO.
5 f
SCALE AS SHOWN

-1

B. RELATIONSHIP TO LAND USE PLANNING:

The 1980 Guideplan for Baltimore County, Maryland, adopted on June 15, 1972, is the official master plan for the County and was presented "as a culmination of the County's planning efforts to date". The preliminary "Comprehensive Plan for Baltimore County", dated April 10, 1975, was prepared by the Baltimore County Office of Planning and Zoning. The following is an excerpt from the Preliminary Comprehensive Plan, citing the purpose of the Plan, and listing a summary of major recommendations made in the Plan.

"The plan has been prepared with the general purpose of guiding and accomplishing a coordinated, adjusted and harmonious development of the County and its environs which will, in accordance with present and future needs, best promote health, safety, morals, order, convenience, prosperity and general welfare, as well as efficiency and economy in the process of development and the maintenance of property values previously established.

"This comprehensive plan tempers and synthesizes many policies resulting from projects begun before the Guideplan was adopted in 1972. Among these projects (in addition to the Guideplan itself) were the eight area plans approved in the 1956-66 decade; the 1966 recreation and open-space plan; the central Towson planning project begun in the mid 60's; the Phase I rail rapid transit studies of the 60's; establishing the north-western and southwestern legs of the future transit system; a series of "sector" plans drafted in the 1967-72 period; the comprehensive sewer and water plans of 1970-73; the 1971 Countywide zoning map; the 1971-74 and 1973-76 overall program designs for planning activities in the County; and the annual capital-program studies.

"Among the more recent efforts serving as a basis for this plan are a natural-resources inventory; the housing studies of the County's Interagency Planning Group; the Phase II transit study, and numerous additional ongoing studies under the aegis of the Maryland Department of Transportation; a plan for trails, proposed by an ad hoc citizens' committee; the solid-waste-management plan prepared in cooperation with the Regional Planning Council; detailed plans for four stream-valley parks; and studies of historic areas and landmarks.

"The Preliminary Comprehensive Plan will become the subject of formal public hearings to be held in a number of County locations. Further review and revision by the Planning Board will follow the Public Hearings, and the Planning Board will

then give its final approval to the plan, forwarding it to the County Council. The County Council may then hold its own public hearings on the plan, make revisions it deems necessary, and adopt the plan as part of a bill. Such a bill will be forwarded to the County Executive for enactment into law.

Summary of Major Recommendations:

1. Reaffirm the location of the Urban-Rural Demarcation Line to separate rural from urban land, with urban development to take place only within this line.
2. Encourage development only in areas served by adequate public and commercial facilities, discourage "leapfrogging" and encourage infilling. Study County development controls and formulate a comprehensive development code. Update mobile home, office and commercial zoning regulations.
3. Enact the proposed resource conservation zones to protect our natural resources.
4. Enact the proposed State Agricultural Land Preservation Bill, incorporating the revisions recommended by the Office of Planning and Zoning to bring the legislation into line with existing legal procedures and the traditional responsibilities and prerogatives of local government bodies.
5. Institute assessment and taxation policies that would encourage the preservation of rural areas. Establish a study commission with citizen membership and technical advisors to examine tax policy. Land assessments for taxation purposes should be used to direct land use patterns and guide development.
6. Revise Public Works policy so that the extension of public facilities may direct rather than follow development, and enact the proposed adequate public facilities legislation. No public funds should be used for non-agricultural development in agricultural districts.

- 79
7. Institute policies to provide for a system of scenic easements by reserving open space, and establish a linear park system. Make funds available for completion and publication of the "Natural Resources Inventory" and a Comprehensive Plan for Open Space and Recreation. Designate "critical areas of State concern". Fund the acquisition of a stream valley park system.
 8. Institute policies to control subdivisions in areas unsuited for development through legal and economic sanctions against such subdivisions.
 9. Locate areas reserved for future urban development in vacant land of slight natural-resource value and in proximity to already developed areas.
 10. Set up a task force of citizens and County officials to study and develop a plan of action for waterfront area problems.
 11. Enact the proposed historic-preservation bill.
 12. Enact pending State legislation to make plans for State roads subject to approval by locally elected officials. Make more resources available to County transportation planning, and develop a plan for future energy/gasoline shortages.
 13. Establish a substantial, ongoing community design program.
 14. An accelerated open space acquisition program which will require Baltimore County funds.
 15. An active program to discourage use of the automobile and encourage the following transportation modes: Pedestrian, bicycle, bus, carpooling, dial-a-ride and rail.
 16. Adoption of comprehensive plans in a way which will require that the plan related aspects of the zoning maps, sewer and water plan, proposed development staging map, capital program and budget and all other County programs are to be in conformance with the comprehensive plan objectives. This document is proposed as the first Baltimore County Comprehensive Plan."

Both the 1980 Guideplan and the Long-Range Transportation Plan (See Drawing No. 6) of the Preliminary Comprehensive Plan for Baltimore County, dated April 10, 1975, have included the Northwest Expressway from the Baltimore City Line to Reisterstown and the Phase I Rapid Transit from the City Line to Owings Mills as an essential part of the planning for the Northwest Sector of Baltimore County. This takes into consideration the Comprehensive Plan policies concerning conservation, urban growth and land use, public services including transportation, development control and fiscal concerns.

Northwest Corridor Land Use -

Existing and proposed land use in the project corridor, including a brief summary of the significant man-made features and their relationship to Relocated U. S. Route 140 (Northwest Expressway) is described below. Impacts on these existing land uses are discussed in Sections C and D of this volume. Refer to Section H, this volume, and to Volume II (Section 4(f) Statement) for impacts on historic sites. The following maps supplement the written description:

Existing Land Use Map (Drawing No. 7)

This map was developed from Baltimore County's "1975 Existing Generalized Land Use Map", prepared by the County Office of Planning and Zoning.

Proposed Land Use Map (Drawing No. 8)

This map was reproduced from Baltimore County's "Comprehensive Plan", adopted in 1975 by the Planning Board.

- Baltimore City Line to Baltimore Beltway -

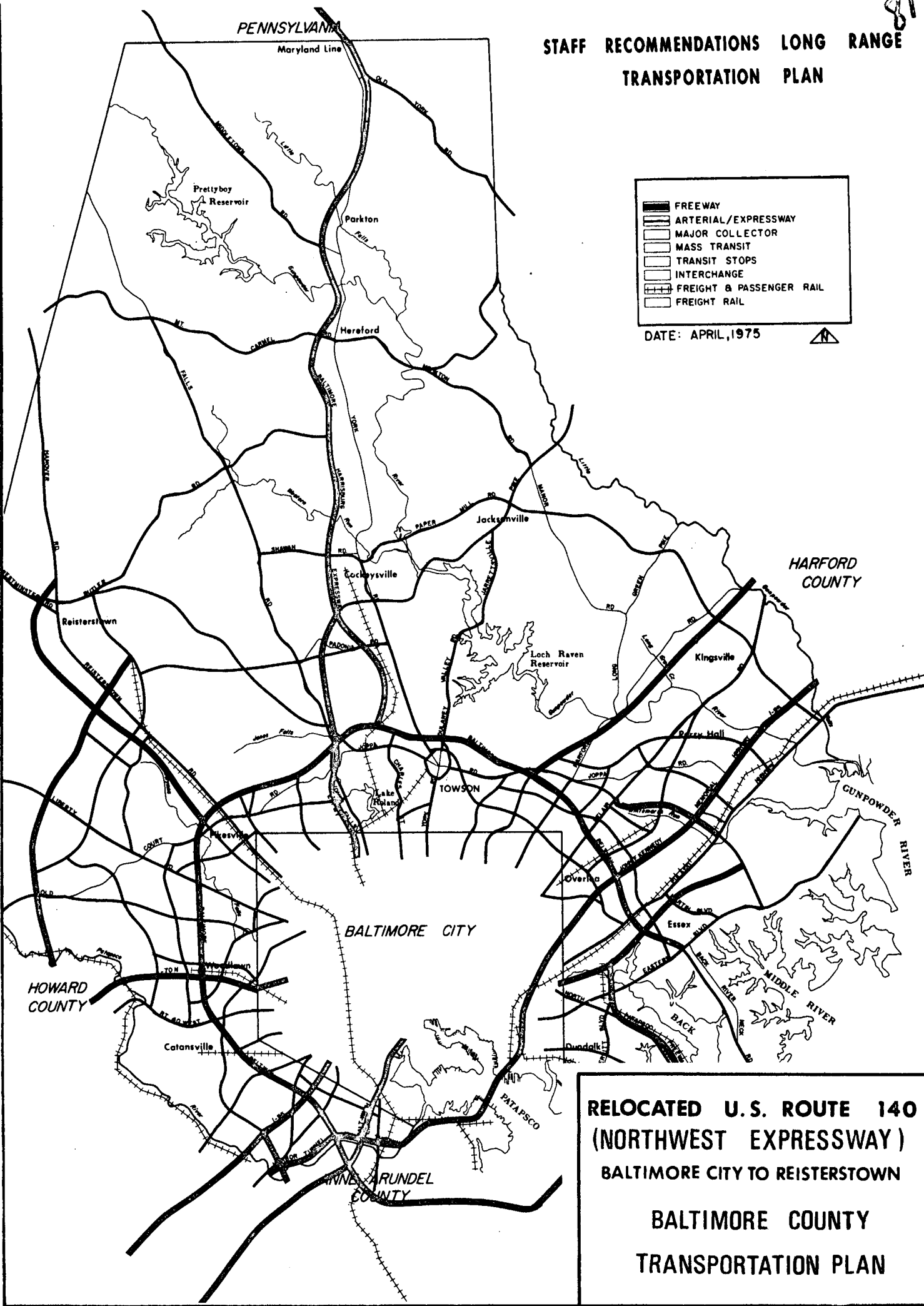
This area is almost completely developed with medium density residential housing. Commercial interests are scattered along existing Reisterstown Road and along Milford Mill Road adjacent to the Western Maryland Railway. The Suburban Golf Club of Baltimore County, the Maryland State Police Headquarters, and the Druid Ridge Cemetery are situated on the east side of Reisterstown Road. A Maryland National Guard Armory is located on the west side of Reisterstown Road. The Bedford Elementary and Sudbrook Junior High Schools are located in the Williamsburg subdivision, west of the proposed Expressway.

At the approximate halfway position of this portion of the corridor and abutting the western boundary of the Western Maryland Railway right-of-way, is the unique local community of 207+ acres known as Sudbrook Park. This development, which from its beginning until February 17, 1957 enjoyed railroad passenger service, was one of Baltimore's first planned

STAFF RECOMMENDATIONS LONG RANGE TRANSPORTATION PLAN

	FREEWAY
	ARTERIAL/EXPRESSWAY
	MAJOR COLLECTOR
	MASS TRANSIT
	TRANSIT STOPS
	INTERCHANGE
	FREIGHT & PASSENGER RAIL
	FREIGHT RAIL

DATE: APRIL, 1975

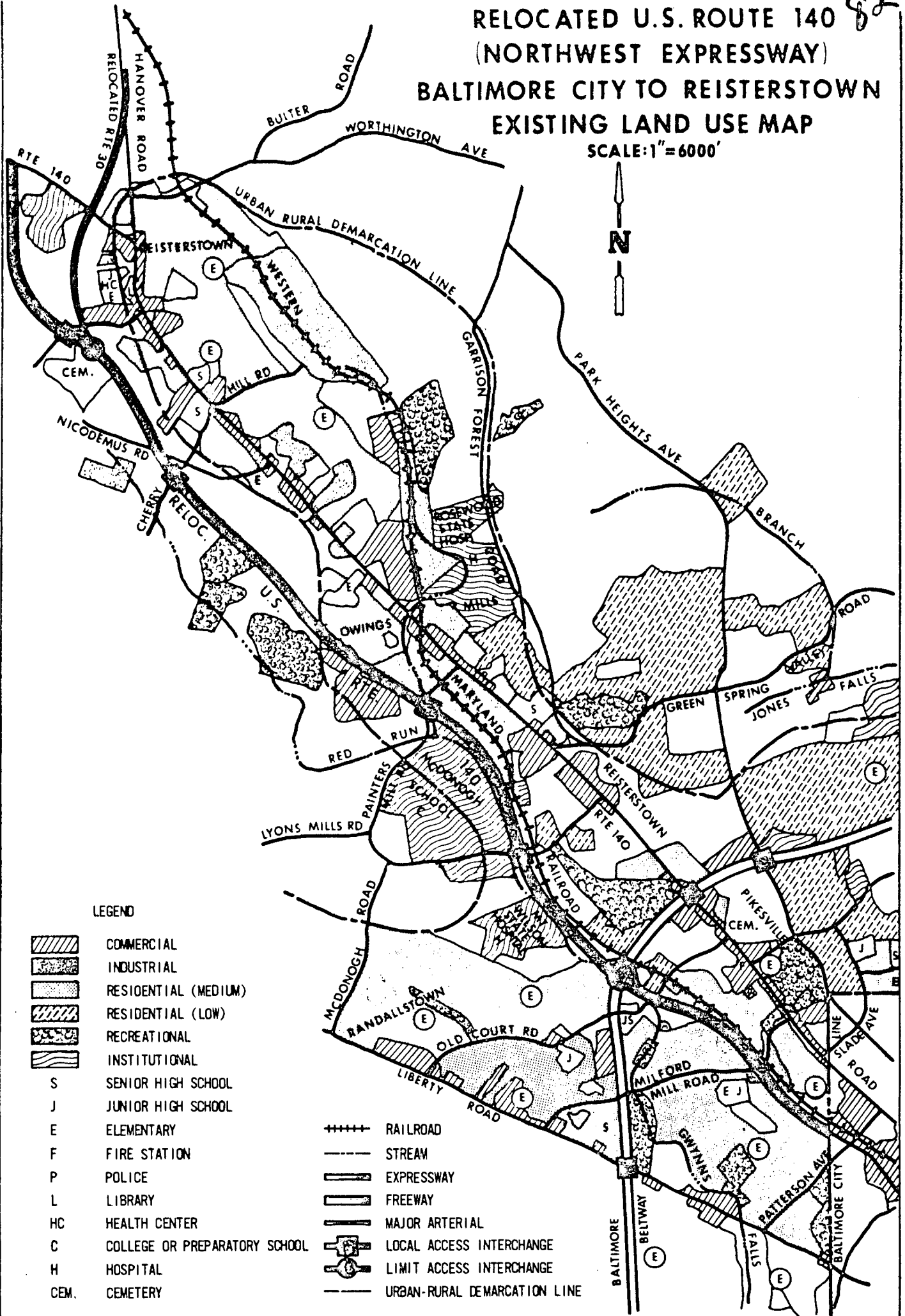


**RELOCATED U.S. ROUTE 140
(NORTHWEST EXPRESSWAY)
BALTIMORE CITY TO REISTERSTOWN**

**BALTIMORE COUNTY
TRANSPORTATION PLAN**

RELOCATED U.S. ROUTE 140 82
 (NORTHWEST EXPRESSWAY)
 BALTIMORE CITY TO REISTERSTOWN
 EXISTING LAND USE MAP

SCALE: 1" = 6000'



LEGEND

- | | | | |
|------|-------------------------------|--|------------------------------|
| | COMMERCIAL | | RAILROAD |
| | INDUSTRIAL | | STREAM |
| | RESIDENTIAL (MEDIUM) | | EXPRESSWAY |
| | RESIDENTIAL (LOW) | | FREEWAY |
| | RECREATIONAL | | MAJOR ARTERIAL |
| | INSTITUTIONAL | | LOCAL ACCESS INTERCHANGE |
| S | SENIOR HIGH SCHOOL | | LIMIT ACCESS INTERCHANGE |
| J | JUNIOR HIGH SCHOOL | | URBAN-RURAL DEMARCATION LINE |
| E | ELEMENTARY | | |
| F | FIRE STATION | | |
| P | POLICE | | |
| L | LIBRARY | | |
| HC | HEALTH CENTER | | |
| C | COLLEGE OR PREPARATORY SCHOOL | | |
| H | HOSPITAL | | |
| CEM. | CEMETERY | | |

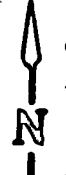
LAND USE

HIGH DENSITY RESIDENTIAL	TOWN CENTER
MEDIUM DENSITY RESIDENTIAL	COMMUNITY CENTER
LOW DENSITY URBAN RES.	NEIGHBORHOOD CENTER
RURAL RESIDENTIAL	RURAL CENTER
FUTURE URBAN RESIDENTIAL	GENERAL COMMERCIAL
URBAN RURAL DEMARCATION LINE	INDUSTRIAL
ELEMENTARY SCHOOL	PUBLIC
MIDDLE/JUNIOR SCHOOL	INSTITUTIONAL
SENIOR HIGH SCHOOL	AGRICULTURE
VOCATIONAL SCHOOL	WATERSHED PROTECTION
COLLEGE	EASEMENT
POLICE	
FIRE	
HOSPITAL	
LIBRARY	

CIRCULATION

FREEWAY	TRANSIT STOPS
ARTERIAL/EXPRESSWAY	INTERCHANGE
MAJOR COLLECTOR	FREIGHT & PASSENGER RAIL
MASS TRANSIT	FREIGHT RAIL

SCALE: 1" = 5400'



RELOCATED U.S. ROUTE 140
REISTERSTOWN ROAD
(BALTIMORE BELTWAY)

**RELOCATED U.S. ROUTE 140
(NORTHWEST EXPRESSWAY)
BALTIMORE CITY TO REISTERSTOWN
PROPOSED LAND USE MAP**

suburban communities and was designed as a summer resort circa 1889 by the architectural firm of Frederiek Law Olmstead, who is best known for his design of Central Park in New York City. The original 76-acre portion of this area has a charming atmosphere characteristic of an affluent late 19th Century suburb, wherein large distinctive homes occupy maturely landscaped 1.5 acre lots. Since World War II less pretentious homes have surrounded the older section.

Two public playgrounds are owned and maintained by Baltimore County's Department of Reereation and Parks, and are situated on the north and south side, respectively, of the proposed Expressway right-of-way between Sudbrook Road and Old Court Road, as shown on Drawing No. 4b. Gwynnvale Park is located in the Gwynnvale subdivision with access from Shamrock Lane and Gwynnvale Road. Approximately 6 acres have been improved with one ball diamond, a multi-purpose court, water fountain and picnic areas. Sudbrook Park is located in the Sudbrook subdivision with access from McHenry Street and Silver Creek Road. It is a nicely landscaped 6-acre playground with one ball diamond, a multi-purpose court, a small pond, water fountain, picnic area and a tot-lot with swings, see-saws, several jungle-gyms and a sandbox. The proposed project does not require land from either playground, as right-of-way for the Northwest Expressway was acquired 10-years prior to their construction. No parkland from either Sudbrook Park or Gwynnvale Park would be required to construct the presently planned design. Appropriate noise abatement techniques will be employed to assure that the predicted noise levels resulting from the project will not exceed the design criteria.

- Baltimore Beltway to Owings Mills -

The existing land use in this area consists of scattered residential development of low to medium density, strip commercial areas along Reisterstown Road, institutional development, and industrial sites between the Western Maryland Railway and Reisterstown Road in the Owings Mills area. The proposed land use adds additional residential development in the vicinity of McDonogh Road and north of Painters Mill Road. The Northwest Sector Center, as planned by Baltimore County, is a high-density residential and commercial development located north of Painters Mill Road and west of the proposed Northwest Expressway. Reservation for the proposed Expressway through this area is recognized in land planning and has been maintained up to the present time.

Between the Western Maryland Railway and Reisterstown Road is the Woodholme Country Club, a privately-owned 18-hole golf course, and the Ner Israel Rabbinical College. The Mount Wilson State Hospital is a 550-bed facility, owned and operated by the State of Maryland, Department of Health and Mental Hygiene. The Hospital grounds, consisting of approximately 210 acres, are located west of the Western Maryland Railway.

The McDonogh School, a historic property comprising approximately 750 to 800 acres, is located between McDonogh Road and Painters Mill Road on the west side of the Western Maryland Railway. It is a private school, having approximately 900 boarding and day students, with classes through the 12th grade. It has horseback riding with bridle trails through the property, in addition to the normal athletic fields and courts. A major portion of the school property is utilized for agricultural and dairying activities. The portion of the school property located south of McDonogh Road has been posted as a wildlife refuge and is registered with the Maryland Ornithological Society. The School's private water supply system, which is fed by springs, is situated in the Gwynns Falls floodplain on the northern edge of the School property adjacent to the Western Maryland Railway. East of Reisterstown Road is the Green Spring Valley Hunt Club, the Garrison Forest School for Girls and the Rosewood State Hospital.

In the vicinity of Painters Mill Road and north to Dolfield Road, a 181-acre Owings Mills Industrial Park is being developed west of existing Reisterstown Road. Space has been reserved for the proposed Expressway, and buildings in the Industrial Park should not be affected.

Typical commercial-industrial enterprises in this area include the Western Auto Warehouse, Maryland Cup Company, Malco Plastics, Baltimore Spice Company, Scotts Corporation, Baltimore Broadcasting, Bendix Field Engineering Corporation, automobile dealerships, restaurants, electric companies, plumbing and heating companies, etc.

Baltimore County has tentative plans for the development of a stream valley park along the bed of Gwynns Falls from the Baltimore City Line adjacent to Leakin Park to Owings Mills and from that point along the bed of Red Run to the area of the proposed Soldiers Delight State Park. The recreational trail system in Baltimore County, as proposed by the Baltimore Area Trails Council, also follows the Gwynns Falls and Red Run stream valleys in the Northwest Corridor.

The Gwynns Falls Interceptor Sewer is located along the stream for its entire length from the Baltimore City Line to Reisterstown and ranges in size from 8 inches in the Glyndon area to 42 inches in the vicinity of the Baltimore Beltway. The interceptor is intermittently overloaded in certain locations and studies have been made by Baltimore County to determine the reason for these surcharges. The latest study recommends enlargement or relief facilities and a construction schedule to accommodate the residential increases and commercial growth anticipated in the Northwest Corridor. The proposed supplementary sewers range in sizes from 18 inches in the Glyndon area to 60 inches at the Baltimore City Line.

94

Within these limits, land development has been essentially confined to the corridor along Reisterstown Road and consists of high, medium and low density residential housing with strip commercial areas along the existing road. Proposed development west of Reisterstown Road will be residential in nature, with planned community centers serving the needs of the area.

North of Pleasant Hill Road, the proposed Expressway passes through the privately-owned Pikesville Sportsmen Club, Inc. from which right-of-way was acquired in 1957.

The Franklin Senior High School and an apartment complex are located on the north side of Cherry Hill Road between the proposed Expressway and Reisterstown Road.

The Baltimore Hebrew Cemetery, consisting of 74.29 acres, is located on the north side of Berrymans Lane 2500 feet west of Reisterstown Road. The proposed Expressway passes through the cemetery property and requires approximately 0.24 acres for highway purposes. There are no burials in the area where right-of-way is required for the project.

Soldiers Delight is proposed as a 2000 acre natural environment area and is located approximately 4000 feet west of Relocated U. S. Route 140 (Northwest Expressway) between Pleasant Hill Road and Church Lane. Soldiers Delight is scheduled for development as a recreational area by the Maryland Department of Forests and Parks and is not affected by the project.

A large and complex Northwest Electric Sub-station, owned by the Baltimore Gas & Electric Company, is located on the south side of Cockeys Mill Road. The sub-station is situated west of the proposed Relocated U. S. Route 140 and will not be affected by this project.

Reisterstown Road, between Owings Mills and Reisterstown, has been extensively built up with residential, commercial and industrial development, including churches, apartments and shopping centers. Owings Mills Elementary School, Franklin Junior and Senior High Schools and the Hannah More Academy front on the existing road. The U. S. Postal Service has branch offices in Garrison (21055), Owings Mills (21117), and Reisterstown (21136).

C. PROBABLE IMPACT ON ENVIRONMENT:

In accordance with the project notification and review system established under the Intergovernmental Cooperation Act of 1968 and Bureau of Budget Circular A-95, the State Clearinghouse has reviewed the project and has determined that it is in accord with State plans, programs and objectives. It is also in conformance with the General Development Plan of the Baltimore Regional Planning Council, the 1980 Guideplan, Baltimore County's plan for future development of the community, and the Comprehensive Plan for Baltimore County, adopted October 13, 1975.

The coordination process with appropriate local, state and federal agencies has resulted in the recognition of valuable natural areas and the identification of agency and public concerns, all of which has helped to establish the significant environmental consequences of this project. A coordination letter with attached map was circulated March 29, 1972 to 134 agencies, groups and officials resulting in receipt of 33 replies.

The Draft Environmental Statement (Report No. FHWA-MD-EIS-73-01-D) was issued on February 21, 1973, and the Corridor Location Public Hearing was conducted on April 4, 5, 11 and 12, 1973. A Supplement to the Draft Environmental Statement concerning Section 4(f) Historic Sites (Report No. FHWA-MD-EIS-73-01-DS) was circulated in October, 1975. In addition, public information meetings were held, prior to the public hearing, on March 21 and 29, 1973 and again on December 2 and 5, 1974 to acquaint the public with additional studies and evaluations developed subsequent to the public hearing. All comments received having a significant bearing on the environment or relating to the project location and design have been considered in the preliminary studies and in evaluating the environmental impact of the improvement.

1. Regional and Community Growth (Population and Employment) -

Transportation improvements of the magnitude of the proposed Northwest Expressway and Northwest Line of the Phase I Rapid Transit System will not only encourage development in the immediate vicinity of the project, but will influence growth patterns in the surrounding area for many years in the future. Areas that may be affected by the proposed project are the Liberty Road corridor to the west, the Park Heights-Green Spring Avenue corridor to the east, the Carroll County area north and west of Reisterstown, and the northwest section of Baltimore City along Wabash Avenue.

The Reisterstown Road-Northwest Expressway corridor has a projected growth rate of more than twice that estimated for the Liberty Road corridor based on Regional Planning Council population projections. It should be pointed out, however, that even with the rapid growth in the Northwest Corridor, the population density in 1990 will only be 65% of the density in

98

the Liberty Road corridor. These statistics indicate that the Liberty Road corridor without an expressway or rapid transit will experience a severe strain on transportation and other public facilities and services. The completion of the proposed Northwest Expressway and Phase I Rapid Transit should have a beneficial affect on the Liberty Road area with respect to transportation services. Vehicles with origins west of Randallstown, who now utilize Liberty Road to go north on the Baltimore Beltway, would be attracted to the Northwest Expressway for these trips via the interchange in the Owings Mills area. Rapid transit would have an even greater effect, attracting patrons via feeder roads and buses for the entire length of the Liberty Road corridor to the proposed rapid transit stations.

The Park Heights-Greenspring Avenue corridor, located to the east of Reisterstown Road, passes through the Greenspring Valley and Worthington Valley. Both of these valleys have low density zoning classifications with large estates and open space and will probably remain in that category. A spirit of "no growth" is spreading in this country, and this is one of the locations where the residents are actively promoting the status quo. Assuming that the low density and rural atmosphere will prevail in this area, the Northwest Expressway should have very little effect on the corridor, even though it is within the sphere of influence of the proposed Expressway and Rapid Transit. Residents in this corridor will have the advantages of these improved transportation facilities; however, any pressure generated for increased growth can be controlled by proper planning and zoning at the County level.

The Carroll County area, north and west of Reisterstown, should not be significantly affected by the proposed Expressway. However, one of the factors necessary for the growth of any area (adequate transportation) would be provided by the project for those Carroll County residents who wish to travel to Baltimore. Using the 1970 census as a source, approximately 6000 residents of Carroll County work in Baltimore County or Baltimore City, of which 30% are located in the Liberty Road corridor and the remaining 70% in the Reisterstown Road corridor. Assuming these sane percentages would apply in the future, better than two-thirds of all Carroll County residents working in the Baltimore area would receive the benefits of the improved transportation service offered by the proposed Northwest Expressway and Rapid Transit projects.

The northwest section of Baltimore City would also be impacted by the proposed transportation facility. Because the area has already been densely developed, very little population growth has been projected for the northwest section of Baltimore City. The impact on this area would be primarily in the form of increased rapid transit service with no improvement to highway facilities. The overloaded peak hour traffic conditions at the present time on Reisterstown Road and Liberty Road would be further aggravated by future increases in traffic, resulting from growth along Liberty Road

89

and Reisterstown Road, which have destinations in Baltimore City. The proposed Phase I Rapid Transit System follows along the Western Maryland Railway and Wabash Avenue and provides an excellent alternate travel mode for residents with destinations in the Central Business District. The rapid transit is consistent with MDOT policy to encourage peak-hour travel by transit.

A thorough study and analysis of the secondary impacts of the project regarding urban development and growth patterns in the Northwest Corridor of Baltimore County resulting from the proposed Northwest Expressway and Northwest Line of the Phase I Rapid Transit System was also conducted by the Regional Planning Council and their entire report, "Technical Service Report 9", has been included in this Final Statement as Attachment No. 1. The findings and conclusions reached in this report are included here for the convenience of the reader.

"In summary, it has been found that the Northwest Corridor in Baltimore County has experienced extremely high growth over the last fifteen years (about 20% per year increase in population) despite deteriorating traffic conditions and decreasing accessibility levels. This growth rate is expected to be severely curtailed by the building moratorium imposed by the State Department of Health and Mental Hygiene in response to the overloading of the sewer trunk line serving the corridor. With the lifting of the moratorium, expected in 1979, it is anticipated that growth in the corridor will return to about the same rate experienced over the past fifteen years. This would be consistent with activity projections previously made by the Regional Planning Council.

"It is plausible that increases in accessibility levels provided to the Northwest Corridor could result in corridor growth rates which are even higher than the high growth rates experienced over the past fifteen years. Potentially, the construction of the Northwest Freeway and the Northwest Line of the Phase I Rapid Transit System could bring about such an increase in accessibility. However, travel analyses indicate that, at best, construction of these facilities would allow system capacity to just keep up with increases in traffic resulting from corridor growth. In fact, some deterioration in the level of peak highway service is projected near the Beltway. In other words, overall accessibility will be neither improved nor decreased if expected growth occurs and the Northwest Freeway is constructed. Accessibility will decline if growth occurs without the Northwest Freeway.

20

"It should be emphasized that these preliminary conclusions apply to the overall growth likely in the corridor. It is recognized that development patterns within the corridor could be influenced by the location of specific access and terminal facilities. Local development plans, zoning, and other local factors, could also have a significant effect on shaping local development patterns.

"Another concern of this analysis is the effect of decisions to either delay or not build major transportation facilities in the corridor. It is clear from travel analyses conducted by the 3-C Process that travel conditions would continue to worsen through time should this happen. Although sophisticated techniques are not available at this time to fully assess the growth implications of this possibility, past experience in the corridor indicates that corridor growth would continue at a high rate. The question, how high will future growth rates be, cannot be answered until a new growth forecasting technique is available, although one likely result of a "no-build" decision would no doubt be more scattering of development within the corridor."

Baltimore County's "1980 Guideplan" recommends the development of selected, easy-to-service areas of land in several locations adjacent to present development for new population growth in the County. These areas, coupled with the vacant land inside the 1972 Urban-Rural Demarcation Line, offer a total land area more than sufficient to house the anticipated population expansion in the next decade. This provides a comfortable margin for growth while allowing Baltimore County time to evaluate other potentials and patterns for outlying rural portions of the County likely to become urban in the years beyond 1980. One of the planned growth areas indicated in the Guideplan is the Sector Center which is located at Painters Mill Road on the west side of the proposed Relocation of U. S. Route 140. The proposed Relocation of U. S. Route 140 will provide fast, safe and efficient vehicular transportation to this growth area with access provided at Dolfield Road. Mass transportation in the form of rapid transit in the median of the Expressway supplemented by feeder buses will also provide service to the area with a station site located at Painters Mill Road. The project dovetails both in location and timing with County plans and goals for the development of the Northwest Sector Center.

The social and economic opportunities for employment, religion, education, recreation, health and safety are expected to be enhanced in the Northwest Sector of Baltimore County as a direct result of the accessibility offered by the project. Baltimore County's economy is firmly based on

diversified primary industries and a wide range of service industries. Employment growth will be reflected in the significant increase in service and distribution industries, the continued growth of industrial output and the necessary services required at all levels of government. The vitality of the corridor can readily be assessed by the forecasts shown in the following table:

	<u>- Regional Planning Districts -</u>	
	<u>Pikesville</u>	<u>Reisterstown</u>
	<u>Lochearn</u>	<u>Owings Mills</u>
	<u>Randallstown</u>	<u>Fowblesburg</u>
Number of Employees		
Current Estimate (1970)	13,273	5,853
Future Projection (1990)	29,400	16,900
Industrial & Commercial Zoning		
Developed Acreage (1970)	1,147	443
Undeveloped Acreage (1970)	385	810
Population		
Current Census (1970)	92,882	29,756
Future Projection (1990)	138,000	60,000

The total population of Baltimore County was 621,077 in 1970, a 26.1% increase since 1960. The total estimated population in the County, as projected by the Baltimore Regional Planning Council, is 739,000 in 1980 and 862,000 in 1990.

Property values will generally increase in the vicinity of a modern and efficient transportation system with significant increases possible in areas adjacent to interchanges and rapid transit stations. These increases in property values and the acceleration of residential and commercial development will broaden the County's tax base throughout the corridor. The initial loss of assessable land and buildings required by the project right-of-way will be replaced by the inevitable increase in property development adjacent to the proposed improvement.

2. Transportation Effectiveness -

The entire Northwest Corridor from Baltimore City to Reisterstown is vehicle-oriented. School students are transported by bus and the majority of residents commute to work and shopping areas by private passenger car. Except for certain properties fronting on the Western Maryland Railway Company right-of-way, the commercial and industrial development is serviced by truck.

22

The quality of transportation offered by the project as a Combined Expressway/Rapid Transit System is superior to that which could be developed by separate facilities. The Northwest Expressway and Rapid Transit System are both required for a balanced transportation system in the Northwest Corridor and are in conformance with the General Development Plan for the Baltimore Region prepared by the Regional Planning Council and with the Comprehensive Plan for Baltimore County. Access ramps have been incorporated into the expressway design leading directly to specific transit parking areas in order to encourage the usage of this mode of travel and, in return, heavy transit patronage would alleviate peak-hour highway operations. Other advantages to the bi-modal transportation system as presently planned are in a letter dated May 16, 1972 from the Mass Transit Administration to the State Highway Administration in response to the coordination process. Part of this letter is quoted below to show how each mode complements the other -

"The location of rapid transit in the median has many significant advantages to the general traveling public in the Northwest Corridor:

- use of common right-of-way to reduce the total highway/transit land requirements,
- efficiency in the design and construction process,
- joint use of access arterials and interchanges to promote easy mode transfer,
- structuring of development potential with both highway and transit accessibility,
- use of transit in the highway median to protect peak-hour highway operations."

The population density in the vicinity of the project reduces in proportion to the distance from Baltimore City. In the area between Baltimore City and Owings Mills, most of the residents have individual homes built on separate lots with some apartment developments built in quiet residential areas. North of Owings Mills, a good percentage of open land remains with individual homes and apartments located along existing Reisterstown Road. Comparatively speaking, the residents are spread out with privacy, a prime concern. The entire lifestyle of these citizens has been oriented around the automobile, on which they are almost completely dependent for transportation to work, for shopping and for recreation. The Expressway and Rapid Transit were planned with interchanges and station sites at major crossroads along the route to provide convenient access for residents in the corridor. Rapid transit planning has recognized the low density in the area and

93

automobile dependency of prospective transit riders by providing large parking areas at the station sites for kiss-n-ride and park-n-ride patrons. It has been estimated that approximately 48,500 patrons will ultimately be using the Rapid Transit Facility by 1990. Transit patronage in the County is, to a great extent, dependent on the Expressway and feeder roads to station sites. System analyses made by the Maryland Department of Transportation show that transit patronage would not increase if the Expressway System was not built in the Baltimore Region.

- Traffic Simulation -

In general, traffic was simulated by computer methods utilizing planning and policy information supplied by regional and local agencies. The information included socio-economic factors, land use patterns, utility expansion, highways, transit, and general operating plans and policies. The area covered by the traffic simulation study included Baltimore City, as well as Anne Arundel, Baltimore, Carroll, Howard, and Harford Counties. The assumptions and techniques used in the traffic simulation are too complex to be fully described in this Final Environmental Statement; however, a complete, non-technical outline of the regional traffic simulation and impact analysis is available in the Baltimore Regional Environmental Impact Study (BREIS) Technical Memorandum No. 2, "Travel Simulation and Impacts." This Study is on file at the State Highway Administration.

Traffic data originally developed for studies presented at the Public Hearing in 1973 and included in the Draft Environmental Statement have been superceded by the traffic volumes developed for the BREIS Study in 1974, and refined for use in the Northwest Corridor. Simulated traffic volumes for the Northwest Expressway and intersecting roads for the 1995 design year, Average Daily Traffic, are shown in the table on page C-8, and are typical of those in the computer output data.

North of the Baltimore Beltway, the proposed six-lane expressway has a capacity of 90,000 vehicles per day, assuming a Level 'D' Service, a volume which is not expected to be reached until after 1995. Levels of Service, as used throughout this Environmental Statement, are defined on page C-8 $\frac{1}{2}$. Based on the projected traffic volumes in the 1995 design year, the proposed Northwest Expressway would operate at the following Levels of Service:

<u>Expressway Section</u>	<u>Level of Service</u>	<u>No. of Lanes</u>
Baltimore Beltway to Painters Mill Road	D	6
Painters Mill Road to Reisterstown	A	6

The additional vehicular and rapid transit trips made available by the project will encourage the implementation of the Sector Center at Painters Mill Road as well as other development proposed in the "1980 Guideplan". The project, designed as a modern, controlled access Expressway, should divert many trips from Reisterstown Road, and provide a needed supplement in the corridor for national defense and during emergencies resulting

PROJECTED AVERAGE DAILY TRAFFIC VOLUMES

DESIGN YEAR 1995

<u>Relocated U.S. Route 140 (Northwest Expressway)</u>	<u>Alternate 2 Public Hearing Proposal</u>	<u>Recommended Alternate</u>	<u>"Do-Nothing" Alternate</u>
Baltimore City Line To Milford Mill Road	27,800	*	*
Milford Mill Road To Baltimore Beltway	29,200	*	*
Baltimore Beltway To McDonogh Road	85,500	*	*
McDonogh Road To Painters Mill Road	77,350	*	*
Baltimore Beltway To Painters Mill Road	*	85,500	*
Painters Mill Road To Cherry Hill Road	40,800	40,800	*
Cherry Hill Road To Relocated Md. Route 30	27,800	*	*
Cherry Hill Road To Glyndon Drive	*	27,800	*
Relocated Md. Route 30 To Glyndon Drive	11,600	*	*
Glyndon Drive To Westminster Pike	12,775	*	*
Glyndon Drive To Relocated Md. Route 30	*	26,500	*
Relocated Md. Route 30 To Westminster Pike	*	10,300	*
<u>Relocated Maryland Route 30</u>			
Relocated U.S. Route 140 To Glyndon Drive	16,200	*	*
Glyndon Drive To Hanover Pike	13,725	*	*
Relocated U.S. Route 140 To Hanover Pike	*	16,200	*
<u>Reisterstown Road</u>			
Baltimore City Line To Old Court Road	25,000	35,000	32,000
Old Court Road To Baltimore Beltway	30,000	42,150	40,000
Baltimore Beltway To Md. Route 130	40,000	40,000	53,000
Md. Route 130 To Painters Mill Road	30,000	30,000	34,000
Painters Mill Road To Cherry Hill Road	20,000	20,000	34,000
Cherry Hill Road To Md. Route 30	30,000	30,000	34,000
<u>Intersecting Roads</u>			
Milford Mill Road - East Of Northwest Exp.	26,200	-	+ 16,000
West Of Northwest Exp.	18,000	-	
Baltimore Beltway - East Of Northwest Exp.	123,500	131,100	+132,900
West Of Northwest Exp.	139,100	144,800	
McDonogh Road - East Of Northwest Exp.	4,800	-	+ 8,000
West Of Northwest Exp.	11,350	-	
Painters Mill Road- East Of Northwest Exp.	34,400	17,350	+ 14,000
West Of Northwest Exp.	21,550	15,000	
Reloc. Dolfield Rd.- East Of Northwest Exp.	-	17,350	+ 8,000
West Of Northwest Exp.	-	15,000	
Cherry Hill Road - East Of Northwest Exp.	13,900	13,900	+ 6,000
West Of Northwest Exp.	1,900	1,900	
Glyndon Drive - East Of Northwest Exp.	3,389	3,389	+ 800
West Of Northwest Exp.	2,400	2,400	

* Does Not Apply

+ West of Reisterstown Road

25

- Levels of Service -

Level of Service is a measure of the traffic conditions under which a roadway operates as it accommodates various traffic volumes. Influencing factors include speed, travel time, traffic interruptions, maneuvering freedom, safety, driving comfort, economy and, of course, the volume of traffic.

For interrupted flow conditions, such as major highways and arterials with traffic signals, Levels of Service are ranked from A to F (best to worst) as follows:

Level 'A': free flow, no delay at traffic signals.

Level 'B': occasional delays at traffic signals.

Level 'C': increasing volumes, moderate delays at traffic signals.

Level 'D': lower speeds, increasing volumes, frequent delays at traffic signals.

Level 'E': low speeds, high volumes, signal backups almost to previous signal.

Level 'F': forced traffic flow, successive backups between signals.

For expressways and freeways with uninterrupted flow conditions, the following Levels of Service apply:

Level 'A': free traffic flow, low volumes, high speeds.

Level 'B': stable traffic flow, some speed restrictions.

Level 'C': stable flow, increasing traffic volumes.

Level 'D': approaching unstable flow, heavy traffic volumes, decreasing speeds.

Level 'E': low speeds, high traffic volumes, approaching roadway capacity, temporary delays.

Level 'F': forced traffic flow at low speeds, low volumes and high densities, frequent delays.

from natural causes. The recent Tropical Storm Agnes ripped through Maryland on June 22, 1972, causing death and destruction of property in a five-state area. Bridges on Reisterstown Road and the Western Maryland Railway over Gwynns Falls in the Owings Mills area were destroyed by the subsequent flooding, resulting in the stoppage of transportation. The need for the Northwest Expressway during this disaster was obvious. Civil Defense Headquarters for the entire State of Maryland, and Headquarters for the Maryland State Police are located in Pikesville at Reisterstown and Sudbrook Roads. The project will provide a direct modern expressway connection from these headquarter agencies to the network of Interstate and Defense Highways throughout Maryland. With a diversion of traffic to the proposed expressway, the communities along Reisterstown Road would benefit by an increase in the level of service on the existing road, thereby providing safer, easier and more pleasant access to businesses, schools and churches. Traffic in 1995 would be reduced by approximately 25% from that predicted for Reisterstown Road without the Northwest Expressway. It should be noted, however, that the approaches to the Reisterstown Road-Baltimore Beltway Interchange would not operate at a satisfactory level of service until three lanes are provided for each approach roadway.

The termini of Relocated U. S. Route 140 (Northwest Expressway) consist of the Baltimore Beltway, the Westminster Pike (U. S. Route 140) northwest of Reisterstown and the Hanover Pike (Maryland Route 30) north of Reisterstown. Hanover Pike is a two-lane highway, with good alignment and sight distance, and without improvement would operate at Level 'E' Service in the design year. The reconstruction of this road to a 6-lane freeway on new location is included in the critical section of the 1975-1994 Twenty-Year Highway Needs Study. Westminster Pike is a 4-lane highway, without control of access. It is capable of accommodating projected traffic at Level 'A' Service in the design year. The State Highway Administration has included the reconstruction of this highway to a 4-lane divided highway in the non-critical section of the Twenty-Year Highway Needs Study. The Baltimore Beltway in the vicinity of the proposed Northwest Expressway is a 6-lane freeway with an ADT of 73,000 in 1973 and projected traffic increases would eventually exceed its capacity. The State Highway Administration has foreseen this possibility and has included the widening of the Baltimore Beltway to 8 lanes as part of the critical mileage in the 1975-1994 Twenty-Year Highway Needs Study. Assuming that the Beltway will have been widened to 8 lanes by 1995, it would be operating at a Level 'E' Service, with a predicted average ADT of 145,000.

With the decision to terminate the project at the Beltway, traffic on the Northwest Expressway with destinations in Baltimore City would be required to turn onto the Beltway and utilize existing arterials into the City. The affects on the corridor road system and suggested proposals to minimizing these affects are discussed on page D-33 and J-13 in this Final Statement.

An analysis of the adequacy of County highways leading to the proposed Rapid Transit station sites and Expressway Interchanges has been included as follows:

Traffic data for these approach roads has been developed based on the traffic predictions made for the Baltimore Region Environmental Impact Study (BREIS). Using the 1995 design year traffic data, the number of lanes required for each approach road to the proposed project has been determined as follows. Also noted is the existing road condition and the improvements proposed as part of this project or programmed for future improvement.

Milford Mill Road - Rapid Transit Station

Reisterstown Road Approach - 4 lanes required in 1995.

Reisterstown Road at Slade Avenue to Expressway - no existing road. A new 4-lane road is proposed as part of this project, including an improvement to Reisterstown Road at Slade Avenue.

Liberty Road Approach - 4 lanes required in 1995.

Liberty Road to Washington Avenue - Existing 4-lane road - no improvements are required.

Washington Avenue to Expressway - Existing 2-lane road - no improvement proposed with this project.

Old Court Road - Rapid Transit Station

Reisterstown Road Approach - 4 lanes required in 1995.

Reisterstown Road to Western Maryland Railway - Existing 4-lane road. No improvements are required.

Western Maryland Railway to Station - Existing 2-lane road. Left turn lanes proposed at entrance to station as part of this project.

Liberty Road Approach - 4 lanes required in 1995.

Liberty Road to Transit Station - Existing 2 and 4-lane road. No improvements proposed with this project.

Baltimore Beltway (I-695) - Expressway Interchange

Reisterstown and Liberty Road Approaches - 8 lanes proposed in 1995. Existing 6-lane freeway - no improvements proposed with this project. Widening to 8 lanes is included in the critical mileage of the MDOT 1975-1994 Twenty-Year Highway Needs Study. The Beltway would operate at Level 'E' Service in 1995 with 8 lanes.

28

Painters Mill Road - Rapid Transit Station

Reisterstown Road Approach - 4 lanes required in 1995.

Reisterstown Road to South Dolfield Road - Existing 4-lane road. No improvements are required.

South Dolfield Road to Transit Station - Existing 2-lane road will be reconstructed above the flood elevation as part of this project.

Liberty Road Approach - 4 lanes required in 1995.

Liberty Road to Transit Station - Existing 2-lane road. No improvements proposed with this project. A future road is planned to connect with Brenbrook Road, which is part of the proposed county arterial road system in western Baltimore County.

Relocated Dolfield Road - Expressway Interchange

Reisterstown Road Approach - 4 lanes required in 1995.

Reisterstown Road to Expressway - No existing road. A new 4-lane divided highway is proposed as part of this project.

Liberty Road Approach - 4 lanes required in 1995.

Proposed Red Run Boulevard to Expressway - No existing road. A new 4-lane divided highway is proposed as part of this project.

Liberty Road to Red Run Boulevard - No existing road. A future road is planned to connect with Pleasant Hill Road, which is part of the proposed arterial road system in western Baltimore County.

Relocated Cherry Hill Road - Expressway Interchange

Reisterstown Road Approach - 4 lanes required in 1995.

Reisterstown Road to Expressway - Existing 2-lane road. The County is planning a new 4-lane road, which could be constructed concurrently with this project.

Note: Relocated Cherry Hill Road connects to the existing 2-lane Church Lane west of the Expressway. No arterial approach road is planned or required by 1995.

93

Glyndon Drive Extension - Expressway Interchange

Reisterstown Road Approach - 4 lanes required in 1995.

Reisterstown Road to Expressway - No existing road. A new 4-lane road is proposed as part of this project.

Note: A future extension of Relocated Glyndon Drive will connect to Nicodemus Road, west of the project.

Butler Road Extension - Interchange with Relocated Maryland Route 30

From Westminster Pike to Hanover Road - 4 lanes required in 1995. A new 4-lane divided highway is proposed as part of this project through the interchange with Relocated Maryland Route 30.

- Maintenance of Traffic During Construction -

Traffic on existing Reisterstown Road will not be affected by the construction of the project on new location. Vehicular and pedestrian traffic on County and State roads intersecting the project will be continuously maintained by the construction of temporary roadways, the use of existing roads to detour traffic around a construction site, and by utilizing existing roads, where a relocation is proposed. Interruptions to utility services during the construction period will be kept to a minimum by exercising care and protection for facilities not directly affected by the project, and by the construction of relocations where necessary.

3. Accident Statistics - Safety -

During the years of 1973 and 1974, the study section of existing U.S. 140 experienced 826.20 (Rate) accidents on a 100 million vehicles miles of travel basis (Acc/100 MVM). This experience (rate) is far above the state-wide average of 536.27 accidents/100 MVM of travel for all similar design highways now under state maintenance. If no improvements are made on the subject roadway, we can expect in addition to the normal traffic growth, an increase in vehicular conflictions which are normally associated with congestions on highways of this design. The accidents will undoubtedly continue to increase with a corresponding increase in motor vehicle accident cost that exceeds the present cost of approximately \$1,930,919.46/100 MVM of travel for the motorist now using U.S. 140.

According to our studies, the proposed six-lane, divided highway should experience 139.62 accidents/100 MVM of travel which is a reduction of 686.58 accidents/100 MVM of travel. The accident cost to the motorist by construction of this alternate is estimated at \$241,489.12/100 MVM of travel. This safer type highway will bring an anticipated saving of approximately \$1,689,430.34/100 MVM of travel for the motorist now using U.S. Route 140.

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

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

4. Public Facilities and Services -

The majority of schools located in the corridor (see page A-17) are situated adjacent to existing Reisterstown Road. Other schools, located west of Reisterstown Road, are not close to the recommended alignment of the project, and no adverse impacts are anticipated. The emphasis on continuing education in the County is evidenced by three growing, fully-accredited community colleges in Catonsville, Essex and Dundalk. The County's "1980 Guideplan" recommends that a proposed fourth community college be located in the northwest section of the County.

Public utility services, such as water lines, sanitary sewers, gas lines and electrical and telephone service, will not be affected by the project. Where the proposed construction is in conflict with a utility, the necessary relocations will be made in order to maintain service. Care will be exercised during the construction period to protect other utilities that are not directly affected by the project.

Public services requiring the use of fire equipment, police protection and other emergency vehicles will be improved by the proposed project. A safer highway will be available to these emergency vehicles, with the added benefit of reduced travel time.

Potential for major recreation facilities in the area include the Soldiers Delight State Park located west of the project between Pleasant Hill

21
Road and Church Lane, which is not affected by the project, and the stream valley along the bed of Gwynns Falls from the Baltimore City Line adjacent to Leakin Park to Owings Mills. In order to preserve the natural setting through the area from the Baltimore Beltway to Painters Mill Road, the alignment has been adjusted to avoid the stream, where practicable, and structures are proposed at all stream crossings so that it will not be necessary to relocate the natural channel of Gwynns Falls. The impact on the Gwynns Falls valley and the water quality from north of the Baltimore Beltway to Painters Mill Road is significantly minimized with the recommended alternate, which locates the Expressway on the east side of the Western Maryland Railway.

5. Community Cohesion -

The existing character of neighborhoods in urban and suburban areas is generally established by actions of the local government such as zoning regulations, permitted and planned land usage and available public services. In the Northwest Corridor, neighborhoods and land uses have been further defined by the natural barrier of Gwynns Falls and the man-made barrier of the Western Maryland Railway Company right-of-way and the Westminster and Baltimore Electric Transmission Line.

Between the Baltimore City Line and the Baltimore Beltway, the proposed extension of the rapid transit system passes through the edge of, or close to, the established subdivisions of Brighton, Campfield Gardens, Mellinee, Howardsville, Williamsburg, Sudbrook Park, Scotts Hill and Gwynnvale, all a part of the community generally defined as Pikesville. The project does not penetrate or further divide these subdivisions, but parallels the Western Maryland Railway Company right-of-way and Gwynns Falls. All reasonable measures will be taken to lessen the harmful effects of the project on these communities. Fencing will be erected to protect the children and animals in the area. Additional safety features, resulting from the project, include the elimination of the existing public railroad grade crossing by the Relocation of Milford Mill Road, and the modernization of the existing narrow and dangerous bridge over the railroad at Sudbrook Road.

The presence of a rapid transit line adjacent to a residential area may result in an adverse visual impact on homes immediately adjacent to the transit line. The elevation of the project is approximately the same as the Western Maryland Railway through the entire area, which is relatively lower than the adjacent communities to the west, and is actually in a depressed section in the vicinity of Sudbrook Park. The low elevation and properly designed landscaping should soften the visual impact. The residential nature and stability of Pikesville should not change as a result of the project; however, improved transit service should generally increase the desirability of the neighborhoods.

North of the Baltimore Beltway, the project passes east of Old Court Estates and Belle Farm Estates, and then west of the established communities near Reisterstown Road known as Lyon Acres, Tollgate, Belltown, Cedarmere, Hathaway and Reisterstown. Right-of-way for the project occupies either undeveloped or institutional land. From the Baltimore Beltway to Painters Mill Road, the project parallels the Western Maryland Railway Company right-of-way, and north of Church Lane it parallels the Westminster and Baltimore Electric Transmission Line. Other than providing safe and more convenient transportation within Baltimore County to either Baltimore City or Western Maryland and Pennsylvania, the project should have no significant affect on the character or stability of these neighborhoods. All reasonable measures will be taken to lessen any affect of the project on these established communities.

6. Displacement of People, Businesses and Farms -

The following information was provided by the Maryland State Highway Administration, Bureau of Relocation Assistance for the recommended alternate.

"The area affected by the proposed NWX is generally middle to high income residential and commercial property. The remaining land use is light manufacturing, agricultural, and institutional. The communities along the proposed alignment will not be bisected by the project, although some areas such as that in the vicinity of Cherry Hill and Nicodemus Roads will be disrupted. The community adjacent to U.S. Rte. 140 will be severely impacted by the project. Other adjacent communities, such as the business community in the Owings Mill area will be impacted by the connecting roadways. There will not be a long term effect on the economy of any of these communities, however, employment will not be disrupted as the majority of the firms displaced are expected to relocate in the area.

"There will not be any adverse impact to particular groups such as the elderly or handicapped. However, the Foxleigh Development Center will have to be relocated causing a temporary disturbance to the occupants during the relocation. Hospitals, libraries, shopping areas and other community facilities will not be impacted. A Baltimore County public parking lot on Slade Avenue will be acquired, but functional replacement will be utilized in this instance.

103

"Residential, commercial and industrial development should be enhanced by the project, although some existing uses in each category will be acquired, but no adverse effects are anticipated. There will not be a significant change in population density or distribution by the project, but eventually development will increase population in the corridor. Property values will most probably increase in the area beyond I-695, while generally remaining stable inside the Beltway.

"Approximately 132 persons in 30 families and 3 additional individuals other than families will be displaced. It is estimated that 17 of these families are owner-occupants of single family dwellings and 13 families are tenant-occupants of individual dwelling units. These families are generally middle income, although some upper income families are included. There will be no displacement of members of a minority group and no unusual problems are anticipated with regard to elderly or handicapped individuals.

"Eighteen (18) businesses of various types will be displaced. Most of these are retail or commercial establishments and approximately 3 are expected to discontinue their operations. Three (3) farms may have to be relocated or it is possible that they may discontinue operations. There are 2 non-profit organizations that will be required to relocate. One is the Foxlegh Development Center mentioned above, while the other is the Baltimore County public parking lot on Slade Avenue. Functional replacement may be necessary for this parking lot.

"At the time of this study, the housing market in this part of Baltimore County remains stable with respect to our previous surveys. In August, 1975, approximately 70 homes were available, and in May of 1974, there were approximately 100 homes. The variance in these two cases is seasonal, and the housing market remains substantially the same as indicated by our August 1975 study. No re-housing difficulties are anticipated at the time displacement occurs, and no unusual impact to the neighborhoods into which the displacees are likely to go is foreseen.

"Our current study indicates that approximately 12 business properties were available for sale and/or lease in the general vicinity of the project. Our source of information is the Zelma B. Ensor Real Estate Organization, multiple list and personal observation. The availability

of farms in the NWX Corridor is non-existent, however, farms are available in northern Baltimore County. It is not likely that the farms affected will continue operations in the same area.

"There are no known Federal, State or County projects anticipated that will effect the supply and demand for housing at the time displacement is likely to occur. Lead time will vary from twelve months to two years, depending upon the segment of the project.

"The persons to be relocated by the project will be treated in a timely, orderly and humane manner, as required by the "Uniform Relocation Assistance and Land Acquisition Act of 1970" (P. L. 91-646). The service will be provided by the personnel of the Office of Real Estate, District 4, Brooklandville, Maryland."

The following is a copy of the "Preliminary Relocation Study", as prepared by the Bureau of Relocation Assistance in December, 1975, and a "Summary of the Relocation Assistance Program of the State Highway Administration of Maryland".

Section ①

Bureau of Relocation Assistance Office of Real Estate 500 West Preston Street - Room 602 Baltimore, Maryland 21201	STATE HIGHWAY ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION OF MARYLAND	S.H.A. 69-0-0-1 (3-15-74) Page 1 Preliminary Relocation Studies Maryland Project: <u>B-698-1-471</u> Federal Aid Project: <u>N/A</u> Termin: <u>NWX = City Line to Reisterstown</u> Sta. <u>400+31 to 190+00</u> Alternate Number: <u>9</u> General File No. <u>-</u>
Indicate which of the following applies to the information below: Draft Environmental Impact Statement _____ Conceptual Stage Study _____ Final Environmental Impact Statement _____ Acquisition Stage Study _____		

RESIDENTIAL OCCUPANTS AND IMPROVEMENTS AFFECTED

OCCUPANCY STATUS	DWGS.	BLDG. UNITS	FAM.	IND.	TYPE OF CONSTRUCTION							AGE			ROOMS					BETHROOMS				ESTIMATED VALUE (000's) OR RENT (PER 100')			
					BRICK	FRAME	COMB.	DET.	SYM. 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		
TOTALS	2	2	2			2								2			1		1					1	1		

RESIDENTIAL IMPROVEMENTS AVAILABLE

ACRES	BLDG.	TYPE OF CONSTRUCTION							AGE			ROOMS					BETHROOMS				APR.	HOUSES	TOTALS			
		BRICK	FRAME	COMB.	DET.	SYM. DET.	ROW	0-10 YRS.	11-30 YRS.	31 YRS. UP	3	4	5	6	7	8 up	1	2	3	4 up						
8000	8		7	1	8				5	3			1	4	3			7	1							
2000	20		11	9	20			6	12	2			1	16	3				18	2						
300 -	41	31	10		41			5	30	6				31	10				13	28						
TOTALS	69	31	28	10	69			11	47	11			2	51	16			7	32	30						

Sources: _____

BUSINESSES, FARMS, AND NON-PROFIT ORGANIZATIONS AFFECTED

OCCUPANCY STATUS	BUSINESSES					FARMS				NON-PROFIT ORGANIZATIONS			
	RETAIL	COMM.	IND.	CHAIN	EMP.	DAIRY	CATTLE	TRUCK	EMP.	RYL.	SOC.	INST.	EMP.
OWNER	1	1			5						1		
TENANT						1	1						
TOTALS	1	1			5	1	1				1		

AVAILABLE REPLACEMENT SITES

TYPE OF SITE	BUSINESS	NON-PROFIT	FARMS
LEASE	6		
TOTALS	12		

Balto. County Multiple List 4 August

Sources: _____

Remarks: Zelma B. Ensor Realty Co.

Estimated average family size _____ 8 _____
 Estimated total number persons affected _____ 0 _____
 Estimated total number of minority group members affected _____
 number of owner occupant families _____, number of tenant occupant families _____, and
 number of individuals _____

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

Signature: _____ (RELOCATION OFFICER) _____ (DATE)

Gilpin Bus. Co. -Pikesville Lur. Co.-Balto County Parking Lot-Slade Ave.-S.H.A. Property not included

C-18

105

STATE HIGHWAY ADMINISTRATION
OF THE
DEPARTMENT OF TRANSPORTATION
OF MARYLAND

S.H.A. 63.0-DF-1 (10-15-74) Page 2
Preliminary Relocation Studies
Maryland Project: _____
Federal Aid Project: _____
Terminal: _____
Alternate Numbers: _____
General File No.: _____

SECTION ①

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 alterna?
- 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 effect 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 DWS 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. 91-66).

Section (2)

Bureau of Relocation Assistanos 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. 69-0-0P-1 (10-15-74) Page 1 Preliminary Relocation Studies Maryland Project: B-698-1-471 Federal Aid Project: N/A Terminal: NWX-City Line to Reisterstown Sta. 190+00 to 396+40 Alternates Number: 2C General File No.
---	---	--

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

RESIDENTIAL OCCUPANTS AND IMPROVEMENTS AFFECTED

OCCUPANCY STATUS	DWLOS.	INVL. UNITS	FAM.	IND.	TYPE OF CONSTRUCTION							AGE				ROOMS				BEDROOMS				ESTIMATED VALUE (000's) OR RENT (USE 10%)			
					BRICK	FRAME	COND.	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	4	4	4			4									4								4		3	1	
TENANT OCCUPIED	4	7	7			3	1								4									2	2	4	
TOTALS	8	11	11			7	1								8									6	2	7	1

RESIDENTIAL IMPROVEMENTS AVAILABLE

APPROX. VALUE (\$000's)	DAYS	TYPE OF CONSTRUCTION							AGE				ROOMS				BEDROOMS				MONTHLY RENT			APT.	BONUS	TOTAL			
		BRICK	FRAME	COND.	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 to \$100	\$100 to \$150	\$150 to \$200				\$200 to \$250	\$250 to \$300	\$300 & UP
\$0-20	8		7	1	8				5	3			1	4	3					7	1						19	2	21
\$20-50	20		11	9	20		6	12	2			1	16	3							18	2					12		12
\$50 -	41	31	10		41		5	30	6				31	10											5		5		5
TOTALS	69	31	28	10	69		11	47	11			2	51	16							7	32	30						

Sources: _____ Sources: _____

BUSINESSES, FARMS, AND NON-PROFIT ORGANIZATIONS AFFECTED

OCCUPANCY STATUS	BUSINESSES					FARMS				NON-PROFIT ORGANIZATIONS			
	RETAIL	COMM.	MFR.	CHAM.	EMP.	DAIRY	CATTLE	TRUCK	EMP.	RFL.	SOC.	INST.	EXP.
OWNER	1	1			2								1
TENANT	3	6			40	1	1						
TOTALS	4	7			42	1	1						1

AVAILABLE REPLACEMENT SITES

TYPE OF SITE	BUSINESSES	NON-PROFIT	FARMS
SALE	6		
LEASE	6		
TOTALS	12		

Balto. County Multiple List 4 August 1

Sources: _____

Remarks: Zelma B. Ensor Realty Co.

Estimated average family size 4
 Estimated total number persons affected 44
 Estimated total number of minority group members affected 0, number of owner occupant families 0, number of tenant occupant families 0, and number of individuals _____

Estimated number of minority owned or operated businesses 0
 Estimated number of minority employees 5
 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 _____

Signature: _____ (RELOCATION OFFICER)
 _____ (DATE)

STATE HIGHWAY ADMINISTRATION
OF THE
DEPARTMENT OF TRANSPORTATION
OF MARYLAND

S.H.A. 63.0-DF-1 (10-15-74) Page 2
Preliminary Relocation Studies
Maryland Project: _____
Federal Aid Project: _____
Termini: _____
Alternate Number: _____
General File No.: _____

SECTION 2

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 affect upon adjacent communities?
- D. What is the general effect of business, farms, 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 effect 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 RMA 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 an estimate of availability of replacement sites for businesses, farms, and non-profit organizations. State sources of this information.
- D. Give an estimate 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).

1. American Oil Co.
2. Baltimore Adhesive Co.
3. Nicholas Androzzi & Son
4. Hillen Hurwitz
5. Office Bldg. - Now Leasing
6. Tetra Sales, Inc.
7. Foxleigh Development Center
8. W.M.R.R. Sta., Owings Mills
9. Tenant-tilt contractor
10. Rwy Express Agency
11. American Gift Shop
12. Kimmeil Tire Co.
13. Pizza Hut
14. Vacant building -formerly occupied by U.S. Post Office

CHERRY HILL ROAD INTERCHANGE

SECTION 3

Bureau of Relocation Assistance Office of Real Estate 300 West Preston Street - Room 102 Baltimore, Maryland 21201	STATE HIGHWAY ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION OF MARYLAND	S.H.A. 63.0-OP-1 B - 698-1-478 ¹ Preliminary Relocation Studies Maryland Projects: <u>N/A</u> Federal AID Projects: <u>N/A</u> Termin: <u>NWX-City Line to Reisterstown</u> Sta. 396+40 to Sta. 100+00
	Indicate which of the following applies to the information below: Draft Environmental Impact Statement _____ Conceptual Stage Study _____ Final Environmental Impact Statement <input checked="" type="checkbox"/> Acquisition Stage Study _____	Alternate Numbers: _____ General File No. _____

RESIDENTIAL OCCUPANTS AND IMPROVEMENTS AFFECTED

OCCUPANCY STATUS	BLDG.	FMLS. UNITS	FAM.	IND.	TYPE OF CONSTRUCTION							AGE			ROOMS					BEDROOMS				ESTIMATED VALUE (000's) OR RENT (US\$ 10K)						
					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-\$50	\$50			
OWNER OCCUPIED	11	11	11	3	2	6	3	11					3	3	5			1	6				4		1	6	4	1	3	7
RENTAL OCCUPIED	1	2	2		1			1			1				1			2							2					
TOTALS	12	13	13	3	3	6	3	12			1		3	3	6			3	6			4		3	6	4	3	3	7	

FOR SALE

RESIDENTIAL IMPROVEMENTS AVAILABLE

ASBESTOS PRICE RANGE (000's)	BLDG.	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	8		7	1	8				5	3			1	4	3			7	1										
\$20-50	20		11	9	20			6	12	2			1	16	3				18	2									
\$50 -	41	31	10		41			5	30	6				31	10				13	28									
TOTALS	69	31	28	10	69			11	47	11			2	51	16			7	32	30									

FOR RENT

HR.	MONTHLY RENT						APT.	ROOMS	TC
	0 to \$100	\$100 to \$150	\$150 to \$200	\$200 to \$250	\$250 to \$300	\$300 & UP			
1				21			19	2	2
2			12				12		1
3					5		5		
4 up									

Sources:

Sources:

BUSINESSES, FARMS, AND NON-PROFIT ORGANIZATIONS AFFECTED

OCCUPANCY STATUS	BUSINESSES					FARMS				NON-PROFIT ORGANIZATIONS			
	RETAIL	COMM.	M.F.B.	CHRN	EMP.	DAIRY	CATTIE	TRUCK	EMP.	RFL.	SOC.	INST.	EMP.
OWNER								2	0				
TENANT													
TOTALS								2	0				

AVAILABLE REPLACEMENT SITES

TYPE OF SITE	BUSINESSES	NON-PROFIT	FARMS
SALT	6		
LEASE	6		
TOTALS	12		

Sources: Balto. County Multiple List 4 August

Remarks: Zelma B. Ensor Realty Co.

Estimated average family size 4
 Estimated total number persons affected 55
 Estimated total number of minority group members affected 0, number of owner occupant families _____, number of tenant occupant families _____, and number of individuals 0.

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

Signature: _____

(RELOCATION OFFICER)

(DATE)

* Four Chimneys Truck Farm & Farm on Cherry Hill Rd. - SHA Property not included

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-DF-1 (10-15-74) Page 2
Preliminary Relocation Studies
Maryland Project: _____
Federal Aid Project: _____
Terminis: _____
Alternate Number: _____
General File No.: _____

SECTION ③

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 affect upon adjacent communities?
- D. What is the general affect of business, farms, 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 effect 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 DCAS 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. 91-416).

Section 4

Bureau of Relocation Assistance Office of Real Estate 300 West Preston Street - Room 102 Baltimore, Maryland 21201	STATE HIGHWAY ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION OF MARYLAND	S.H.A. 63.0-2P-1 (10-15-74) Page 1 Preliminary Relocation Studies Maryland Project: <u>B-698-1-471</u> Federal Aid Project: <u>N/A</u> Termini: <u>N WX-City Line to Reisterstown</u> Sta. <u>100+00 to Reisterstown</u> Alternate Number: <u>6</u> General File No. <u>-</u>
Indicate which of the following applies to the information below: Draft Environmental Impact Statement _____ Conceptual Stage Study _____ Final Environmental Impact Statement _____ Acquisition Stage Study _____		

RESIDENTIAL OCCUPANTS AND IMPROVEMENTS AFFECTED

OCCUPANCY STATUS	UNITS	FAM.	IND.	TYPE OF CONSTRUCTION								AGE				ROOMS				BETHROOMS				ESTIMATED VALUE (000's) OR RENT (DSE 100)						
				BRICK	FRAME	CONC.	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	3	3			3		3							1	2			1	1	1				1	1	1			2	1
TENANT OCCUPIED	4	4			1	3		4							4			1	3								1	3		
TOTALS	7	7			1	6		7						1	6			2	4	1				2	4	1	2	4	1	

RESIDENTIAL IMPROVEMENTS AVAILABLE

LISTED PRICE RANGE (000's)	UNITS	TYPE OF CONSTRUCTION								AGE			ROOMS				BETHROOMS				
		BRICK	FRAME	CONC.	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	8		7	1	8				5	3			1	4	3			7	1		
\$20-40	20		11	9	20				6	12	2		1	16	3				18	2	
\$40 -	41	31	10		41				5	30	6			31	10				13	28	
TOTALS	69	31	28	10	69				11	47	11		2	51	16			7	32	30	

BR.	MONTHLY RENT						APT.	ROOMS	TOTALS
	0 to \$100	\$100 to \$150	\$150 to \$200	\$200 to \$250	\$250 to \$300	\$300 & UP			
1				21			19	2	21
2			12				12		12
3					5		5		5
4 up									

Sources:

Sources:

BUSINESSES, FARMS, AND NON-PROFIT ORGANIZATIONS AFFECTED

OCCUPANCY STATUS	BUSINESSES					FARMS				NON-PROFIT ORGANIZATIONS			
	RETAIL	COMM.	MPR.	CHAIN	EMP.	DAIRY	CATTIE	TRUCK	EMP.	REL.	SOC.	INST.	EMP.
OWNER	3				3								
TENANT	1				1								
TOTALS	4				4								

AVAILABLE REPLACEMENT SITES

TYPE OF SITE	BUSINESS	NON-PROFIT	FARMS
SALE	6		
LEASE	6		
TOTALS	12		

Sources: Balto. County Multiple List 4 August 197

Remarks:

Zelma B. Ensor Realty Co.

Estimated average family size 4
 Estimated total number persons affected 0-28
 Estimated total number of minority group members affected 0
 Estimated number of owner occupant families 0, number of owner occupant families 0, and number of individuals 0, number of tenant occupant families 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: _____

(RELOCATION OFFICER)

(DATE)

See Reverse for Businesses

SHA Property not included

100

STATE HIGHWAY ADMINISTRATION
OF THE
DEPARTMENT OF TRANSPORTATION
OF MARYLAND

S.H.A. 63.0-EP-1 (10-15-74) Page 2
Preliminary Relocation Studies
Maryland Project: _____
Federal Aid Project: _____
Termini: _____
Alternate Number: _____
General File No.: _____

SECTION 4

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, farms, and non-profit relocation 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 effect 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 ECSS 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 committee 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. 91-416).

1. Truck Repair
2. Retail Furniture
3. Lawn Ornament
4. Antique Shop

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

All State Highway Administration projects must comply with the provisions of the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970" (P.L. 91-646) and/or the Annotated Code of Maryland, Article 21, Section 12-201 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 for include replacement housing payments and/or moving costs. The maximum limits of the replacement housing payments are \$15,000 for owner-occupants and \$4,000 for tenant-occupants. In addition, but within the above limits, certain payments may be made for increased mortgage interest costs and/or incidental expenses. In order to receive these payments, the displaced person must occupy decent, safe, and sanitary replacement housing. In addition to the replacement housing payments described above, there are also moving cost payments to persons, businesses, farms, and non-profit organizations. Actual moving costs for displaced residences include actual moving costs up to 50 miles or a schedule moving cost payment up to \$500.

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

The actual reasonable moving expenses may be paid for a move by a commercial mover or for a self-move. Generally, payments for the actual reasonable moving expenses are limited to a 50 mile radius. In both cases, the expenses must be supported by receipted bills. An inventory of the items to be moved must be prepared, and two estimates of the cost must be obtained. The owner may be paid 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 re-established, and personal property is not moved but is replaced at the new location, the payment would be the lesser of the replacement costs minus the net proceeds of the sale or the estimated cost of moving the item. If the business is being discontinued or the item is not to be replaced in the re-established business, the payment will be the lesser of the difference between the depreciated value of the item in place and the net proceeds of the sale or the estimated cost of moving the item.

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

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

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

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

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

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

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

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

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

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

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

7. Aesthetics and Multiple Use of Space -

- Aesthetics -

The major portion of the corridor is planned for residential and commercial development along with the necessary support systems, such as utility and power lines, streets, etc. The construction of the proposed Rapid Transit/Expressway System will result in the conversion of the right-of-way area from a natural to a man-made landscape.

From the Baltimore City Line to the Baltimore Beltway, the project passes through a suburban setting of moderate density and would be seen as a typical modern Rapid Transit Facility. North of the Baltimore Beltway to Dolfield Road, there is institutional development, some low-density housing, the undeveloped valley of Gwynns Falls and industry at Painters Mill Road. The project passes through undeveloped land or farming operations north of Dolfield Road, except at intersecting roads where there are some existing residences.

Where the natural landscape adjacent to the right-of-way will be converted to housing or commercial uses, the impact on the terrain due to the proposed improvement is not significant. However, there will be adverse visual impact on the surrounding landscape where the highway or rapid transit is adjacent to an established neighborhood. Aesthetic design and appropriate landscaping would be incorporated into the project to minimize any adverse visual impact. Earth formation and plant materials would be planned in relation to the total environment. Consideration would be given to their use for specific purposes, such as glare reduction, roadway delineation, and as visual screens where existing homes and other establishments are in close proximity. All construction areas would be seeded or sodded as required. Landscaping with bushes and trees would be compatible with the natural ecology and existing growth.

- Multiple Use of Space -

The multiple use of space has been incorporated in this project by the proposed joint development of rapid transit and the Expressway within the same transportation corridor and right-of-way. The rapid transit tracks and station platforms are located in the median of the Expressway from the Baltimore Beltway to Owings Mills.

Adjustments to the roadway alignment and bridge modifications are proposed to accommodate the proposed stream valley park and trail system along Gwynns Falls in accordance with the recommendations of several agencies, including Baltimore County Department of Recreation and Parks and the Baltimore Regional Planning Council. Strong emphasis was placed on the value of Gwynns Falls as a potential linear park in the comments made during the State Clearinghouse review, and these comments will be reflected in the project plans.

118

Other multiple uses of space would consist of joint planning and development of sections of the Gwynns Falls Interceptor, the extension of a large water main from Wabash Avenue and other utility crossings.

8. General Ecology and Conservation -

The principal natural resources of Baltimore County are agriculture, timber and mineral deposits. Farm land occupies approximately 133,000 acres or 30% of Baltimore County's total land area. Major farm products include field crops, vegetables, fruits, livestock, poultry and dairy products. Baltimore County contains approximately 159,000 acres of commercial forest land, or 36% of the total land area. The most common type of trees indigenous to this area are oak, pine, poplar, gum, maple, beech, hickory, ash, elm and locust. Baltimore County is first among the State's 22 mineral producing counties in terms of value with stone being the leading mineral produced. Principal minerals are limestone, basalt, quartzite, serpentine, sand, gravel and clay.

The construction of the proposed Northwest Expressway/Rapid Transit project would effect the natural resources of Baltimore County to the following extent:

Wooded Areas - Approximately 175 acres would be required for the construction of the project.

Farm Land - Approximately 215 acres of fields or pasture land would be required for the construction of the project.

The impact on plant life resulting from the project will be temporary and relatively minor in nature. During the construction phase, virtually all plant life within the proposed right-of-way will be removed including all shrubs and grasses and the majority of trees. After the construction has been completed, the areas not required for paving, shoulders and rapid transit facilities will be seeded or sodded with additional landscaping to include shrubs and trees of various types to fit in with the locale and terrain.

Wildlife in the corridor consists primarily of birds and small animals such as rabbit, opossum, raccoon and squirrel with an occasional deer in the undeveloped areas west of the project. All wildlife in the vicinity of the proposed construction will be disturbed and those within the right-of-way will have to vacate their nests, etc. and move to another area. The number of animals affected should not be significant as the alignment is located fairly close to developed areas with more than 50% of the required right-of-way located in cultivated fields or pasture lands. None of the plant or wildlife species identified in the corridor are classified as rare or endangered.

Gwynns Falls Stream Valley

During the Regional and State Clearinghouse Reviews, a number of County, City and State agencies noted the desirability of maintaining the natural stream valley of Gwynns Falls as one of the most scenic and valuable natural resources of Baltimore County. The proposed Northwest Expressway Project is situated within the Gwynns Falls Valley, which is largely undeveloped at the present time from the vicinity of the Baltimore Beltway to Painters Mill Road.

Within this area, the major portion of the stream valley, including Red Run and Horsehead Branch, passes through privately-owned property, and approximately 2300 feet of Gwynns Falls flows through the Mount Wilson State Hospital property, which is owned by the State of Maryland. At the present time, none of this property is owned by Baltimore County. South of the Baltimore Beltway, Baltimore County has developed two playgrounds in the vicinity of Gwynns Falls as described in Section B of this Statement. North of Painters Mill Road, Gwynns Falls passes through a developed industrial area and is not suitable for park development; therefore, Baltimore County has planned for the continuity of the proposed stream valley park northerly along the Red Run Valley. Both the Red Run Stream Valley Park and Horsehead Branch Stream Valley Park have the same status and classification as the Gwynns Falls Stream Valley Park; i. e., there is no current public ownership of the land; however, all of the streams have been recommended by the County Department of Recreation and Parks and the Office of Planning and Zoning to be studied as possible future stream valley parks. None of the proposed stream valley parks can be classified as "4(f) land" at this time. The two playgrounds developed and operated by Baltimore County would qualify as "4(f) land"; however, the project does not require the use of any land from either of these areas.

A Master Plan for a stream valley park has been developed by the Office of Planning and Zoning for the Gwynns Falls stream from the Baltimore City Line to the Baltimore Beltway. The plan identifies areas adjacent to the stream that have significant stands of trees; areas along the stream valley currently oriented toward recreation such as publicly-owned land, recreation areas and drainage and utility reservations; and privately-owned undeveloped land in the immediate vicinity of the stream valley. The plan also identifies areas recommended for acquisition and includes a schematic plan of potential recreation uses, with the focal point on a pedestrian path system. The Gwynns Falls Stream Valley Park Master Plan was approved by the Baltimore County Planning Board on October 19, 1972 and by the Department of Recreation and Parks on October 11, 1972, which is responsible for programming, budgeting and acquiring the necessary land to implement the Master Plan.

123

The primary usage for the proposed future stream valley parks would be for recreation and conservation. Potential recreational uses are hiking and bicycle trails, nature study areas, picnic areas, horseback riding, ballfields and playgrounds. Conservation would be accomplished by the retention of open spaces in a natural setting and also provide protection for floodplains, steep slopes, forests, wetlands and geological features. The linear feature of this park system would offer the greatest exposure of recreational opportunities along these beautiful stream valleys to the largest segment of the population. The pedestrian path system would provide access at an infinite number of locations along the stream. The Baltimore Area Trails Council has drawn up a plan for a 400 mile network of hiking, bicycling and horseback trails for the Baltimore City and Baltimore County areas, among which is an existing trail along Gwynns Falls from Leakin Park in Baltimore City to Red Run near Painters Mill Road in Baltimore County, and a proposed trail that has been established as feasible along Red Run.

Adverse impacts of the highway proposal on the potential recreational value of the Gwynns Falls stream valley and the implementation of the park proposal would be visual and acoustical in nature. Proposals to minimize these adverse impacts are the result of much correspondence and many conferences during the A-95 review and the coordination process. A number of State and County agencies, including the Maryland Department of Natural Resources, represented by the Water Resources Administration and the Fisheries Administration, the Baltimore County Department of Planning, Baltimore County Department of Recreation & Parks and the Regional Planning Council, coordinated in the planning of the highway with the Maryland State Highway Administration in order to protect the Gwynns Falls stream valley and to minimize any effects that might be adverse regarding future park potential and development. Planning has also been coordinated with the Baltimore Area Trails Council to make sure that none of the highway/transit proposals would interrupt the continuity of trails in this corridor.

In order to preserve the natural setting of Gwynns Falls as much as possible, and to reduce adverse noise and water pollution to a minimum, the State Highway Administration has recommended a project alignment east of the Western Maryland Railway which moves approximately 9000 feet of the Expressway completely away from the stream valley. In addition, the alignment of the project has been adjusted so that the Expressway grading is as much as 200 feet from the stream bed with an absolute minimum of 50 feet. Proposed structures over Gwynns Falls have been tentatively lengthened, where feasible, so that 200 feet of undisturbed land would remain on both sides of the stream for future park development. The incorporation of the above measures will make it possible to construct the proposed Expressway through the stream valley without relocation of the natural channel of Gwynns Falls and, at the same time, provide for future trails and recreational facilities that may be developed. The State Highway Administration will coordinate all stream relocations and crossings with the Fish and Wildlife Service during the development of the preliminary design plans.

The fill necessary to place the highway above flood stage is subject to erosion during the construction period, creating at least temporary water quality problems if not carefully controlled. Sediment and erosion control measures described on page C-36, this Volume, are applicable to the Gwynns Falls valley, as well as the remainder of the project. Exposed construction slopes will be planted with temporary or permanent seeding as soon as prudent, and construction operations in the vicinity of the stream bed will be controlled to prevent destruction of the channel, its banks and adjoining areas. Extensive landscaping with plantings native to the area will be planned to help blend the completed project into the existing landscape and to soften the visual effect of placing a man-made object into natural surroundings. Because the stream is still attractive and remains as a possible park site, every effort will be made to keep siltation, erosion, floodplain encroachment and the resulting problems to a minimum. Refer to page J-4 in this volume for a discussion of the effects of the project on the floodplain and methods of controlling the runoff. If every precaution is observed to protect the water quality and floodplain of Gwynns Falls during the design and construction of this project, the resulting impact will be temporary in nature, and the stream should return to a balanced ecology in a short time. However, the care taken with this project does not insure against future private construction or possible discharges by industrial or residential sewerage systems.

The Maryland State Highway Administration is fully cognizant of the value and irreplaceable beauty of these natural streams and has utilized every program and planning opportunity to minimize adverse environmental effects and to promote the implementation of the stream valley park plan.

9. Solid Waste Disposal and Borrow Area -

The majority of waste materials resulting from a highway construction project can generally be attributed to two items: the removal of buildings and clearing and grubbing operations. Building removal results in waste materials such as wood, glass, piping, plaster, metal duets, appliances, etc., and clearing operations create materials such as brush, trees and stumps.

The removal and disposal of these waste materials can be confined within the construction limits for large Expressway projects as proposed with the Combined Northwest Expressway/Rapid Transit Project. Small limbs and brush would be shredded and stockpiled for future use as mulch material. Other miscellaneous materials, including lumber, glass, piping, appliances and stumps could be deposited and buried in designated non-bearing fills, such as the interior of interchange ramps, when specified in the construction contract. Where on-site areas are not available, the current construction specifications of the State Highway Administration require the Contractor to make all necessary arrangements for obtaining suitable borrow pits and disposal areas.

127

In accordance with the provisions and requirements of Chapter 245 of the Acts of 1970 for the State of Maryland, it is also necessary for the Contractor to obtain permits and/or approvals from the appropriate County agency for any off-site work, which includes off-site borrow pits, waste areas, and the treatment of these during and after the completion of the project. The County agency will refer the plan for such areas to the Soil Conservation District for review and approval of the erosion and sediment control provisions. A copy of the permits and/or approvals must be furnished to the Engineer prior to starting any work covering the said permits and/or approvals. Under the provisions of the Contractor's Erosion and Sediment Control permits and/or approvals for work outside the right-of-way, temporary pollution control shall be inspected by the Commission's Project Engineer. Any deviation from or non-compliance with the provisions of the permits and/or approvals shall be reported to the appropriate agency to enforce compliance. The erosion control features installed by the Contractor shall be acceptably maintained by the Contractor for the duration of the contract.

10. Water Quality -

The major impact on water quality resulting from the proposed joint highway-transit facility is that of sediment deposited in streams. Sediment resulting from soil erosion is a significant problem during construction, unless proper control measures are taken, but decreases to a non-significant impact once cover becomes established. Consideration must also be given to storage and equipment maintenance areas during construction to prevent the potential discharge of contaminants to natural waters. Painting, salting operations and spills from transportation accidents during the operational phase may result in water pollution, unless proper precautions are taken.

The soil associations in the study area are characterized as being moderately to highly susceptible to erosion so that gross sediment yields for uncontrolled construction activities could be as high as 200 tons/acre/yr. This impact results from uncontrolled construction activities and is usually restricted to the period before reseeding and the growth of new vegetation. Long-term effects, if proper controls are not instituted during construction, include over-siltation of stream beds with subsequent aquatic growth that is stimulated by the nutrient enrichment. However, erosion control measures will be required on the project so actual yields should be quite low in virtually all instances. The currently used methods of control of both erosion and other potential pollutants would reduce the potential impact of these pollutants.

In relation to this project, the section of the corridor that extends from the Baltimore Beltway to Owings Mills offers the greatest possibility of causing significant degradation to Gwynns Falls, a valuable natural

123
resource. Construction will occur close to the stream in certain areas, reducing the opportunity for trapping eroded materials enroute to the stream channel. In addition, bank erosion could occur, particularly in relation to culverts and bridge crossings. Steps will be taken to avoid this situation with on-site controls. The effects of sheet erosion are dependent on such factors as rainfall intensity and duration, the extent of the exposed construction area, seasonal influences and the proximity to natural drainage channels.

The impact of the proposed project on the remaining surface waters must be considered negligible since the streams are quite small and proper erosion control measures will be required by the State Highway Administration and Baltimore County during construction. Although some sediment undoubtedly will reach the streams at times, no serious impact on water quality is anticipated.

- Sediment and Erosion Controls -

The Maryland State Highway Administration has worked closely with the Maryland Water Resources Administration and the U. S. Department of Agriculture, Soil Conservation Service over the past several years to establish guidelines and procedures for the prevention of erosion and sedimentation, as well as material spillage into channels. The adopted standards and specifications, as stated in the "Sediment and Erosion Control Program" adopted September 3, 1970, set forth the procedures and controls over construction measures to be used on all highway contracts, in accordance with Federal Highway Administration requirements. The adopted standards and construction measures to be used are effective and have been proven successful on other highway projects in the State. It is intended that the successfully functioning highway control measures will be applied to all rapid transit construction, whether included in the project or independently implemented.

Among the most effective measures utilized to prevent erosion during construction are -

- a. The proper staging of construction activities to permanently stabilize ditches at the top of cuts and at the foot of slopes prior to excavation and formation of embankments;
- b. The amount of land cleared and left barren at any time will be limited, and slopes will be seeded or sodded, or otherwise stabilized as soon as practicable;
- c. The well-timed placement of sediment traps, temporary slope drains and other control measures, etc.;

- 124 -
- d. Sediment basins may be appropriate at certain stream crossings.

Bridges, drainage culverts, ditches, channel changes, sediment traps, level spreaders and protective linings will be carefully located and designed so as to cause minimum disruption to waterways and to reflect concern for preservation of aquatic life. The locations and details concerning drainage structures and appurtenances will be contained on the contract plans and are reviewed during the staff level technical reviews at prescribed intervals of 30% and 90% plan completion.

The State Highway Administration is required by state law to submit a sediment control plan and make application for Waterway Construction Permits from the Water Resources Administration for all stream crossings involved in the project. No work can begin on any individual contract until said permits have been obtained and detailed schedules and methods of operations known as an "Erosion and Sediment Control Plan" have been developed by the Contractor and approved by the State Highway Administration. Also, Contractors are required, by Chapter 245 of the Acts of 1970, to obtain permits from the appropriate County agency in cooperation with the local soil conservation district for any off-site work, including borrow pits, waste areas, etc.

The State Highway Administration, the Water Resources Administration and the Federal Highway Administration exercise authority over the carrying out of these measures, both in the review of plans during design and by inspection during construction, thus assuring minimum adverse impact from erosion and sedimentation during construction. Subsequent to construction, the State has regular maintenance programs to keep the roadway, drainage systems and landscaping in proper condition. These normal and regular maintenance procedures effectively control any erosion that may occur during the operational phase of the project.

11. Noise Impact -

- General Characteristics of Community Noise -

The "ambient" noise is the "background" noise that is developed by all of the natural and man-made noises within a given area. For the purposes of highway noise studies, ambient noise measurements are taken in order to establish a base for the existing noise conditions. This information provides a reference for comparison of the changes that are anticipated with the proposed highway facility. The difference in noise levels, before and after the completion of the proposed project, provides an indication of the impact of the noise within the project area.

The ambient noise measurements for this project were measured with a sound level meter and are reported in units of decibels weighted on the "A" scale (dBA). The "A" weighing scale is used because it provides a system which approximates the manner in which the human ear rates sounds. On this scale, an increase of 10 dBA is approximately equivalent to a doubling of the apparent loudness of the noise. Examples of the decibel range of common sounds are shown on page C-38 $\frac{1}{2}$, this Volume.

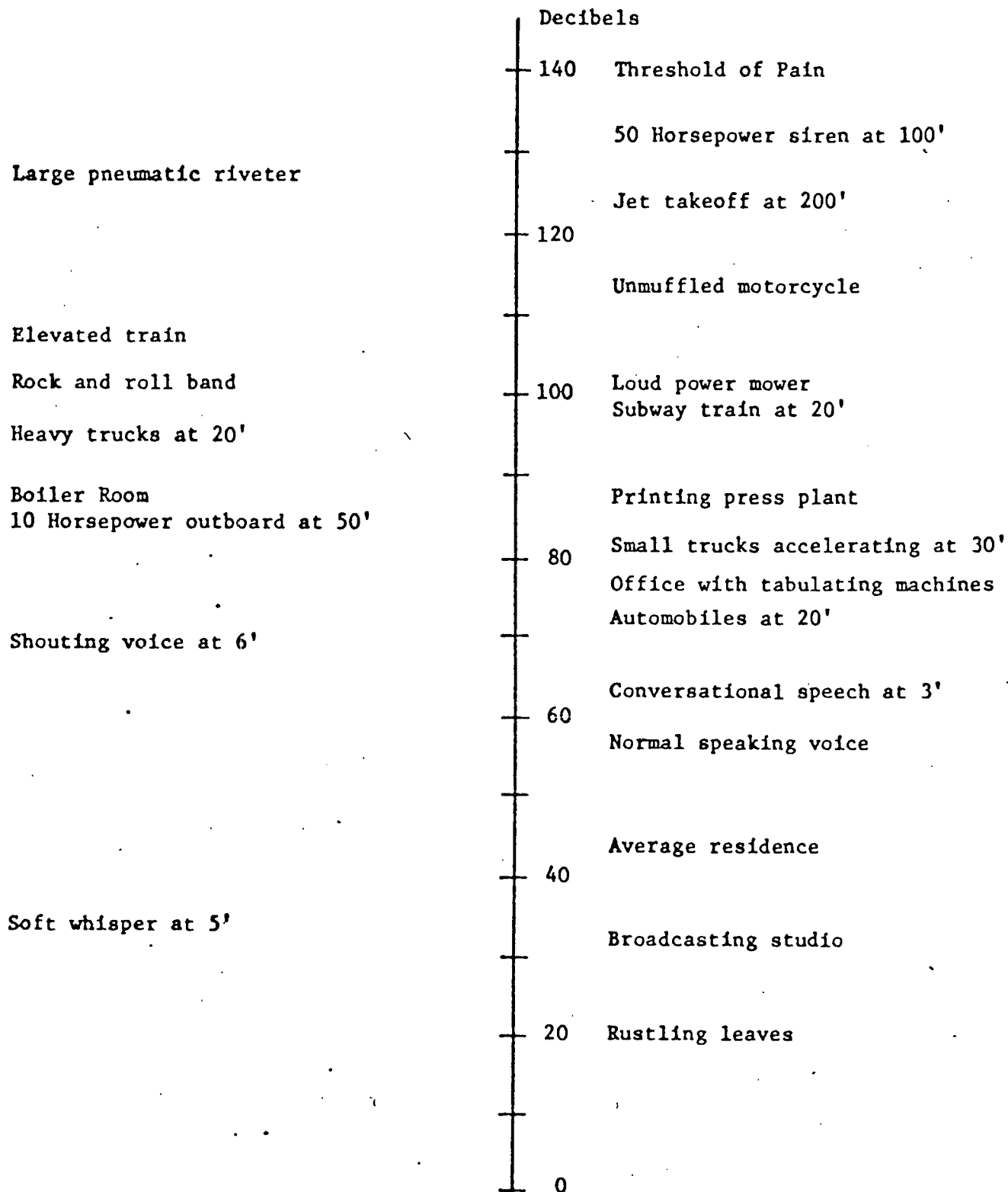
Both the fluctuation of the noise level and the maximum noise levels are important in assessing potential noise impact. Noise fluctuation may be described by determining those levels exceeded a certain percentage of the time. For a specified time period, the L₉₀ (or the noise level exceeded 90% of the time) is generally considered as background. The L₅₀ level represents the median noise levels. The L₁₀ (or the level exceeded 10% of the time) is generally indicative of the higher noise levels occurring over the given time period. The L₁₀ levels are those used as reference by the Federal Highway Administration.

Noise impacts are judged with reference to two criteria. First, noise levels projected for the planned project must not exceed the relevant federal, state or local standards or regulations. The second measure of impact recognized is the change in noise level above the existing ambient, which results from a new project. Both types of impact have been investigated for the Northwest Expressway.

- Noise Regulations -

The standards which stipulate specific noise levels applicable to the highway are contained in the Federal Highway Administration's Federal-Aid Highway Program Manual, Volume 7, Chapter 7, Section 3 (FHPM 7-7-3). This document presents maximum noise levels for various types of land uses. (See page C-39 for a summary of these design noise levels.) The existing developed land uses in the areas adjacent to the planned expressway are a mixture of moderate density residential neighborhoods, institutional, and commercial sites. Because of the existing character of areas adjacent to the planned roadway, the applicable FHPM 7-7-3 land use category is "B", for which the maximum (L₁₀) exterior noise level is 70 dBA. In those cases where abutting properties are commercial or industrial, the appropriate category is "C" (75 dBA).

126



Decibel Range of Common Sounds, Measured at the Source or the Indicated Distance

DESIGN NOISE LEVELS AND LAND USE RELATIONSHIP

Land Use Category	Design Noise Level - L ₁₀	Description of Land Use Category
A	60 dBA (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	70 dBA (Exterior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, picnic areas, recreation areas, playgrounds, active sports areas, and parks.
C	75 DBA (Exterior)	Developed lands, properties or activities not included in categories A and B above.
D	---	For requirements on undeveloped lands, see FHPM 7-7-3.
E	55 dBA (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

128

- Changes to Existing Noise Levels -

If a highway causes an increase to the existing ambient noise level, even though the projected overall noise levels are within the statutory maximum levels, an intrusion or impact in residential communities, schools, parks, and other sensitive receptors will be perceived.

The change in noise level due to the new roadway would create an impact on people, which would be related to the extent of the increase. However, the degree of impact is difficult to assess, due to the highly subjective character of people's reaction to changes in noise. Empirical studies have shown that people in an urban environment can begin to distinguish changes in noise level of approximately 5 dBA. Thus, changes in noise levels less than this amount may be considered insignificant. For changes above 5 dBA, it is difficult to quantify impact extent except to state that the greater the noise level change, the greater will be the impact. An arbitrary judgement currently being used in highway noise impact analysis associates noise increases of 5-15 dB with "some impact". Noise level increases of more than 15 dB are generally considered severe.

- Existing Noise Levels -

In order to determine the noise characteristics existing in the proposed Northwest Corridor, measurement samples of A-weighted noise levels were made at several locations on or near the route proposed for the Northwest Expressway. The measurements were conducted on July 6 and 7, 1972 and ambient levels were ascertained. A Bruel and Kjaer sound level meter with a 1" microphone and windscreen to a Teac tape recorder was utilized. These noise levels are shown below, and represent L₁₀ and L₅₀ values. L₅₀ is a statistical noise level that is exceeded 50% of the time in a given time period, and L₁₀ is the level that is exceeded 10% of the time.

Ambient noise levels at the following locations are listed below. The locations of each monitored site is also shown on Drawing No. 9.

	<u>L₅₀</u>	<u>L₁₀</u>
Milford Mill Rd. at Greenwood Road	67 dBA	72 dBA
Cliveden Rd. East at Cliveden Rd. West	47	57
Streamwood Drive at Maryknoll Road	56	65
Mt. Wilson Hospital, $\frac{1}{4}$ mi. south of Railroad	40	47
West side of Field Rd. near McDonogh Road	40	47
Cherry Hill Road at Nicodemus Road	47	58
Reisterstown Road at Seven Mile Lane	70	77

Although Relocated Maryland Route 30 was not monitored, acoustical conditions are reasonably similar to those at the monitoring station on Nicodemus Road.

129

- Predicted Noise Levels -

In order to assess the contribution of the proposed Northwest Expressway to existing corridor noise, the L₅₀ and L₁₀ noise levels have been predicted using 1995 traffic volumes developed for the BREIS Study. The traffic characteristics used to predict noise levels are the design hourly truck volume and the auto volume (adjusted for truck traffic) obtained from the lesser of the design hour volume or the maximum volume, which can be handled under traffic Level of Service 'C' conditions. For automobiles, Level of Service 'C' is considered to be the combination of speed and volume which creates the worst noise condition. Noise levels were established using an updated program of the highway noise prediction model in NCHRP Report 117, "Highway Noise - A Design Guide for Highway Engineers". Although this computer program has the capability to model various combinations of design options, such as pavement elevations, surface types, grades and barriers, the generalized computations on page C-42 have been limited to computing noise levels adjacent to the project based on 1995 traffic volumes only. These noise projections for various sections of the Northwest Expressway at distances of 100 feet and 500 feet from the near lane in 1995, are compared in the table on page C-42 to the L₁₀ design noise level established for various land uses.

- Discussion of Noise Abatement Measures -

The Federal Highway Administration FHPM 7-7-3 outlines the requirements for noise abatement in areas where predicted noise levels exceed the established guidelines. The regulation instructs highway agencies to take "measures that are prudent and feasible to assure that the location and design of highways are compatible with existing land use", with respect to noise.

The regulation goes on to list abatement measures that may be incorporated into a project and included in the project cost. These measures are:

- The acquisition of property for providing buffer zones or for the installation of noise abatement barriers or devices.
- The installation of noise barriers or devices.
- In some cases, "soundproofing" of public or non-profit institutional structures, such as schools, churches, libraries or auditoriums.

The noise analysis indicates that large amounts of property would be required to create a buffer zone, and it is felt that the social cost of

130

- ACOUSTICS COMPARISON CHART -

Northwest Expressway
 Baltimore Beltway to Reisterstown
 (Recommended Alternate)

<u>Highway Segment</u>	Projected (1995) dBA Level - Peak Hour 100' from Near Lane		Projected (1995) dBA Level - Peak Hour 500' from Near Lane		FHWA FHPM 7-7-3 L ₁₀ Design Noise Level
	<u>L₁₀*</u>	<u>L₅₀*</u>	<u>L₁₀*</u>	<u>L₅₀*</u>	
Baltimore Beltway to McDonogh Road	79	73	67	64	70 dBA
McDonogh Road to Painters Mill Road	79	73	67	64	70 dBA
Painters Mill Road to Cherry Hill Road	76	69	64	60	70 dBA
Cherry Hill Road to Reisterstown	75	67	62	58	70 dBA
Relocated Maryland Route 30	71	62	58	53	70 dBA

* No adjustment for pavement elevations, surface types, grades or barriers.

such a solution would far outweigh any possible benefits. The other two abatement measures would be applied along the proposed expressway whenever they are considered "prudent and feasible". Various methods of reducing noise include the following.

Earth mounds and fences or walls of various types can be used as noise reducing barriers. Earth mounds would require side slopes and, therefore, more right-of-way than a wall-type barrier. Additional reductions in noise levels will result from the presence of existing buildings. A row of residences, for instance, acts as a shield for the buildings behind them. A drop of 5 dBA can be expected for each row of buildings up to a maximum of 10 dBA. Projected noise levels will generally be lower in areas where the proposed roadway is below the existing ground. The effectiveness of a cut as a shielding device against noise is proportional to the depth. Distance also serves a function in noise reduction. Strong possibility exists that issuance of revised FHPM 7-7-3 will permit consideration of various other abatement approaches.

The regulation also makes allowance for the granting of exceptions to the design noise levels where it would be impractical to apply noise abatement measures. The condition could occur where abatement measures are not feasible or effective due to the physical conditions, or where abatement measures would conflict with other important values such as aesthetic quality, ecological conditions, highway safety or air quality.

- Abatement of Construction Noise -

Since this project is located within the Piedmont Plateau, rock excavation is likely to occur. Subsurface exploration has determined that most rock can be excavated by ripping equipment; however, there remains limited potential for additional construction noise from rock drilling machinery and blasting. Limitations on working hours will be placed on construction operations in residential areas and, where feasible, noise barriers will be built as one of the first items of construction. Noise levels during construction will be in compliance with the provisions of the Occupational Safety and Health Act of 1970. All construction noise abatement measures developed prior to construction will be adhered to.

- Abatement of Rapid Transit Noise -

The Mass Transit Administration will design the Phase I Rapid Transit to conform to HUD Noise Assessment Guideline, August, 1971, and has retained the firm of Wilson, Ihrig and Associates as consultants in the field of acoustics. This firm is to provide consulting engineering services for the control of noise and vibrations on the Phase I Rapid Transit. According to Wilson, there are a number of design features which will reduce noise and vibration levels. The Mass Transit Administration will follow these recommendations which will be included in the specification of construction contracts. Design features which are being considered for the vehicles and way structures (subway, on-grade and aerial), include the following:

- 132
- Continuous welded rail and resilient rail fastenings
 - Concrete or composite steel - concrete girders for aerial structures
 - Sound absorption materials in tunnels and stations
 - Lightweight trucks with minimized unsprung weight
 - Resilient chassis mountings and wheels
 - Low noise, non-skid, dynamic braking systems
 - Periodic use of wheel and rail grinders to maintain the wheels and rails in a smooth condition
 - Noise limits in the specifications for the vehicle propulsion systems and auxiliary equipment

- Discussion of Detailed Noise Impacts -

An indication of the possibility of an adverse noise impact on sensitive sites adjacent to the project can be determined by noting the distance of the site from the project roadway. The table on page C-42 indicates that north of the Baltimore Beltway the predicted L₁₀ noise level at sensitive sites greater than 500' from the near lane would be less than the design noise level required by FHPM 7-7-3, and no adverse noise impact is anticipated. The possibility of adverse noise impact exists where an existing site is located less than 500' from the project. For these existing sites, a more detailed noise analysis has been computed, taking into consideration other factors such as the actual distance to the near lane, pavement elevations, surface types, grades and natural barriers, in addition to 1995 traffic volumes. Listed with each site is the predicted outside L₁₀ noise level, the FHWA design standard for that land use, and the ambient (existing) L₁₀ noise level made by on-site measurements. A comparison of these noise levels has been made to determine if there is an adverse impact. Where a noise sensitive site is not located in the vicinity of the point where ambient noise samples were actually measured, the average existing ambient noise level for the corridor (L₁₀ = 58 dBA) was used for comparison, or one of the measured L₁₀ noise levels was used, if a similarity of areas was assumed. The method suggested for the mitigation of an adverse impact, or where an exception to the noise level standards will be required, is also indicated.

The noise impact on existing developed land use and at various noise sensitive sites in the vicinity of the project, from the Baltimore Beltway to Reisterstown, are discussed below. In areas where the highway and rapid transit are combined, the highway noise is predominant. The planned Jersey barrier adjacent to the transit line would tend to minimize transit noise. Following this is a discussion of noise sensitive sites in the vicinity of rapid transit from the Baltimore City Line to the Baltimore Beltway.

Noise Sensitive Sites
Baltimore Beltway to Reisterstown

Streamwood Road (Old Court Estates)

The predicted L10 exterior noise level was computed at three locations at the rear of the houses east of Streamwood Road approximately 90' to 220' west of the Southbound Northwest Expressway.

1995 Peak Hour (Predicted)	=	79.0 dBA @ 90'
1995 Peak Hour (Predicted)	=	72.7 dBA @ 140'
1995 Peak Hour (Predicted)	=	72.2 dBA @ 220'
FHWA Design Standard	=	70.0 dBA
Existing Ambient Noise Level	=	65.0 dBA

The lowest computed exterior noise level is 72.2 dBA. This is 2.2 dBA greater than the FHWA design standard and exceeds the existing noise level by 7.2 dBA, which would indicate some noise impact. A noise barrier will be required from Old Court Road north to the Cwynns Falls between the proposed roadway and the houses east of Streamwood Road to achieve the FHWA design levels.

Brittany Apartments (East of Gwynns Falls)

The predicted noise level was computed at two locations, one at the southern and one at the northern limit of the Apartments, approximately 240' and 330' east of Ramp B in the Northwest Expressway - Beltway Interchange.

1995 Peak Hour (Predicted)	=	68.7 dBA @ 240'
1995 Peak Hour (Predicted)	=	64.7 dBA @ 330'
FHWA Design Standard	=	70.0 dBA
Existing Ambient Noise Level (Estimated)	=	65.0 dBA

The computed exterior noise levels range from 0 dBA to 3.7 dBA greater than the existing level and from 1.3 dBA to 5.3 dBA below the FHWA design standard. A noise barrier is not justified in this area.

134

Pikesville North Apartments

The predicted L10 exterior noise level was computed at two locations in the rear of the apartments south of the Beltway and north of Old Court Road, approximately 300' and 370' south of proposed Ramps B and G in the Northwest Expressway-Beltway Interchange.

1995 Peak Hour (Predicted)	=	65.9 dBA @ 300'
1995 Peak Hour (Predicted)	=	61.4 dBA @ 370'
FHWA Design Standard	=	70.0 dBA
Existing Ambient Noise Level (Estimated)	=	65.0 dBA

Computed exterior noise levels are from 3.6 dBA below to 0.9 dBA above the existing noise level and at both locations are below the FHWA design standard. A noise barrier is not justified at this location.

Lyon Acres (McDonogh Road)

The predicted L10 exterior noise level was computed at the rear of the houses in Lyon Acres and at the houses south of McDonogh Road. These houses range from 225' to 390' east of the proposed expressway.

1995 Peak Hour (Predicted)	=	59.7 dBA @ 390'
1995 Peak Hour (Predicted)	=	67.5 dBA @ 225'
FHWA Design Standard	=	70.0 dBA
Existing Ambient Noise Level	=	47.0 dBA

The computed exterior noise levels range from 12.7 dBA to 20.5 dBA greater than the existing noise level and 2.5 dBA to 10.3 dBA below the FHWA design standard. The significant increase in the predicted noise level over the existing noise indicates the need for consideration of a noise barrier in this area.

Gwynns Mill Court (Owings Mills Industrial Park)

The predicted L10 exterior noise level was computed at the rear of the commercial building west of Gwynns Mill Court, approximately 45' south of proposed Relocated Dolfield Road.

1995 Peak Hour (Predicted)	=	74.9 dBA
FHWA Design Standard	=	75.0 dBA
Existing Ambient Noise Level (Estimated)	=	58.0 dBA

The computed exterior noise level just meets the FHWA design standard for this type of land use but is 16.9 dBA greater than the existing noise level indicating a significant noise increase. Since the one building affected by the project is commercial in nature and the only exterior activity is parking, no noise abatement measures appear justified because of the limited human use in the area.

Private Houses - North of Dolfield Road and West of Ritters Lane

The predicted L₁₀ exterior noise level was computed at the front of the 3 homes north and west of the Existing Dolfield Road-Ritters Lane intersection.

1995 Peak Hour (Predicted)	=	67.2 dBA
FHWA Design Standard	=	70.0 dBA
Existing Ambient Noise Level (Estimated)	=	58.0 dBA

The computed exterior noise level is 9.2 dBA greater than the existing level and 2.8 dBA below the FHWA design standard. With this relatively small increase in existing noise levels, a noise barrier would not be justified.

Painters Mills Apartments - North of Dolfield Road

The predicted L₁₀ exterior noise level was computed at the southern and northern most apartment buildings located approximately 340' to 670' east of Ramp A in the Northwest Expressway-Relocated Dolfield Road Interchange.

1995 Peak Hour (Predicted)	=	62.2 dBA @ 340'
1995 Peak Hour (Predicted)	=	56.5 dBA @ 670'
FHWA Design Standard	=	70.0 dBA
Existing Ambient Noise Level (Estimated)	=	58.0 dBA

The computed exterior noise levels are less than the FHWA design standard and vary from no increase to 4.2 dBA greater than the existing level. Noise barriers are not justified through this area.

Private House - North of Dolfield Road

The predicted L₁₀ exterior noise level was computed at the house, approximately 110' east of the Northwest Expressway.

134

1995 Peak Hour (Predicted)	=	76.9 dBA
FHWA Design Standard	=	70.0 dBA
Existing Ambient Noise Level (Estimated)	=	47.0 dBA

The computed exterior noise level is 29.9 dBA greater than the existing level and 6.9 dBA above the FHWA design standard. This high noise impact would indicate noise barriers should be studied. However, since this is the only house in the area, an exception to the use of a noise barrier would be requested at this location, based on its very limited cost effectiveness.

Tollgate Residential Development

The predicted L₁₀ exterior noise level was computed at the rear of the houses at the end of Murgate Road approximately 250' east of the Northwest Expressway.

1995 Peak Hour (Predicted)	=	64.5 dBA
FHWA Design Standard	=	70.0 dBA
Existing Ambient Noise Level (Estimated)	=	47.0 dBA

The computed exterior noise level is 17.5 dBA greater than the existing and 5.5 dBA below the FHWA design standard. The large increase in noise levels over the existing level indicates a noise barrier may be further studied to determine its cost effectiveness.

Private House - South of Pleasant Hill Road

The predicted L₁₀ exterior noise level was computed at the rear of the house approximately 210' west of the Northwest Expressway.

1995 Peak Hour (Predicted)	=	69.0 dBA
FHWA Design Standard	=	70.0 dBA
Existing Ambient Noise Level (Estimated)	=	47.0 dBA

The computed exterior noise level is 22.0 dBA greater than the existing and 1.0 dBA below the FHWA design standard. The large increase in noise levels over the existing level indicates noise barriers should be studied. However, since this is the only house in the area, there would be minimal cost effectiveness.

Tollgate and Church Lane Intersection

The predicted L₁₀ exterior noise level was computed at the rear of the house west of Church Lane and approximately 100' east of the Northwest Expressway.

1995 Peak Hour (Predicted)	=	77.6 dBA
FHWA Design Standard	=	70.0 dBA
Existing Ambient Noise Level (Estimated)	=	58.0 dBA

The computed exterior noise level is 19.6 dBA greater than the existing level and 7.6 dBA above the FHWA design standard. The large increase over the FHWA design standard indicates a noise barrier should be studied for this area to achieve the FHWA design noise levels.

Pikesville Sportsman's Club, Inc.

The predicted L₁₀ exterior noise level was computed at the front of the building approximately 135' west of the Northwest Expressway.

1995 Peak Hour (Predicted)	=	73.6 dBA
FHWA Design Standard	=	70.0 dBA
Existing Ambient Noise Level (Estimated)	=	47.0 dBA

The computed noise level is 26.6 dBA above existing and 3.6 dBA above the standard. The large increase in existing noise levels indicates noise barriers should be studied. However, since this is the only building in the area, an exception will be requested to the FHWA design levels based on its limited cost effectiveness.

Triplets Delight

✓ The predicted L₁₀ exterior noise level was computed at the houses at the end of Delight Road approximately 120' east of the Expressway.

1995 Peak Hour (Predicted)	=	73.7 dBA
FHWA Design Standard	=	70.0 dBA
Existing Ambient Noise Level (Estimated)	=	47.0 dBA

The computed exterior noise level is 3.7 dBA greater than the FHWA design standard and 26.7 dBA greater than the existing levels. The large increase in noise levels indicates a noise barrier is justified and should be studied to achieve the FHWA design noise levels.

Existing Cherry Hill Road

The predicted L₁₀ exterior noise level was computed in front of the houses south of existing Cherry Hill Road and east of Nicodemus Road. These houses range from 150' to 220' southeast of Ramp C in the Northwest Expressway-Cherry Hill Interchange.

1995 Peak Hour (Predicted)	=	66.2 dBA @ 150'
FHWA Design Standard	=	70.0 dBA
Existing Ambient Noise Level (Estimated)	=	58.0 dBA

The computed exterior noise level is 8.2 dBA greater than the existing level and 3.8 dBA below the FHWA Design Standard. The minor increase in existing noise level indicates a barrier is not justified for this area.

Cherry Hill Road and Tarragon Road

The predicted L₁₀ exterior noise level was computed in front of the buildings north of Relocated Cherry Hill Road and west of existing Tarragon Road.

1995 Peak Hour (Predicted)	=	66.1 dBA
FHWA Design Standard	=	70.0 dBA
Existing Ambient Noise Level (Estimated)	=	58.0 dBA

The computed exterior noise level is 8.1 dBA greater than the existing level and 3.9 dBA below the FHWA Design Standard. A noise barrier is not justified for the small increase in existing noise level.

Private House - North of Cockeys Mill Road

The predicted L₁₀ exterior noise level was computed in the rear of the house 140' east of the proposed Northwest Expressway.

1995 Peak Hour (Predicted)	=	69.7 dBA
FHWA Design Standard	=	70.0 dBA
Existing Ambient Noise Level (Estimated)	=	58.0 dBA

The computed exterior noise level is 11.7 dBA greater than the existing level and 0.3 dBA below the FHWA design standard. The increase in existing noise level is below the FHWA design standard for this land use, and a noise barrier cannot be justified because of the limited cost effectiveness.

Private Houses on Westminster Pike

The predicted L₁₀ exterior noise levels were computed at the two houses north and south of Westminster Pike and approximately 145' and 240' east of the Proposed Connection to Maryland Route 30.

1995 Peak Hour (Predicted)	=	71.3 dBA @ 145'
1995 Peak Hour (Predicted)	=	64.0 dBA @ 240'
FHWA Design Standard	=	70.0 dBA
Existing Ambient Noise Level (Estimated)	=	64.0 dBA

The computed exterior noise levels range from 0 dBA to 7.3 dBA greater than the existing level and 1.3 dBA above FHWA design standard for residential areas. Since only one house is affected by the noise increase, an exception will be requested to the FHWA design levels based on the limited cost effectiveness.

Westminster Pike at Proposed Butler Road Extension

The predicted L₁₀ exterior noise levels were computed at the two houses east and west of Westminster Pike, approximately 100' to 150' south of Proposed Butler Road Extension.

1995 Peak Hour (Predicted)	=	68.7 dBA @ 100'
1995 Peak Hour (Predicted)	=	64.7 dBA @ 150'
FHWA Design Standard	=	70.0 dBA
Existing Ambient Noise Level (Estimated)	=	64.0 dBA

The computed exterior noise levels range from 0.7 dBA to 4.7 dBA greater than the existing level and 1.3 dBA to 5.3 dBA below the FHWA design standard. A noise barrier is not justified at this location.

Further study and refinement of the noise analysis during the design phase of the project is necessary to determine precise impacts and cost effectiveness of barriers, as well as other potential abatement measures.

140

Rapid Transit Noise Levels
Baltimore City Line to Baltimore Beltway

Between the Baltimore City Line and the Baltimore Beltway, the rapid transit system will be a two-track system constructed on the surface with passenger stations at Milford Mill and Old Court Roads.

Train schedules in this portion of the rapid transit system in the early years of operation are projected to be as follows:

Twenty-hour, seven-day week operation between the hours of 5:00 A.M. and 1:00 A.M.

Six car trains at four minute headways during the peak periods 6:30 - 8:30 A.M. and 4:30 - 6:30 P.M. Monday thru Friday.

Two car trains at eight to ten minute headways during non-peak periods and on weekends.

As patronage increases, the system will have the capacity to allow the operation of six car rapid transit trains at two minute headways.

The design criteria for airborne community noise from above-ground rapid transit train operations for various categories of communities is 70 dBA for quiet residential and 75 dBA for average urban residential communities.

Existing noise levels were measured by the State Highway Administration on January 15, 1976 at the corner of Westover Road and Greenwood Road, approximately 200 feet west of the railroad, in order to ascertain the ambient levels through the community during the passage of a Western Maryland freight train. The L_{10} noise levels reached 93 dBA during passage of the engine and 83 dBA for the remainder of the train.

The topography of the area between the City Line and the Beltway is such that the maximum noise level produced by a six car rapid transit train, traveling at the maximum allowable speed, will not exceed the established design criteria at any residence, assuming the use of noise abatement techniques. The duration of the maximum noise levels will be for several seconds only, with lesser noise levels being encountered as the trains approach and leave the area.

Appropriate noise abatement techniques will be employed to assure that the predicted noise levels will not exceed the design criteria.

The following noise criteria, as adopted by the MTA, was recommended by the acoustical consultant in a report entitled "Noise and Vibration Criteria and Recommendations", February, 1974.

TABLE A-2 CRITERIA FOR MAXIMUM NOISE AND VIBRATION LEVELS

142

<u>A. Vehicle Interior Noise Levels [Empty Car]</u>	<u>Criterion</u>
In open [ties and ballast] at maximum speed	68 dBA
In open [concrete trackbed] at maximum speed	72 dBA
In tunnels at maximum speed	78 dBA
All auxiliaries operating, car stationary	65 dBA
One auxiliary system operating, car stationary	60 dBA
Door operation	65 dBA
<u>B. Vehicle Vibration</u>	<u>Criterion</u>
[1] Maximum vibration on all car interior surfaces, seats, stanchions and handles:	
Displacement, peak to peak	0.10 in
Acceleration, zero to peak	0.01 g below 20 Hz
Velocity, zero to peak	0.03 in/sec above 20 Hz
[2] Maximum peak-to-peak displacement anywhere on a detached traction motor resiliently supported on rubber pads providing static deflection of at least 0.25"	.0015 in
<u>C. Vehicle Exterior Noise Levels</u>	<u>Criterion</u>
Car stationary, all auxiliaries operating	60 dBA @ 50 ft
Car stationary, each auxiliary system operating individually	65 dBA @ 15 ft
Two car train at 70 mph on ballast and tie track	84 dBA @ 50 ft
Propulsion system, car on jacks with wheels spinning at 70 mph	87 dBA @ 15 ft

[Criteria levels must be reduced by 3 dBA if pure tones are present in the noise.]

D. Underground Stations

	<u>Criterion</u>
On Platform, trains entering and leaving	80 dBA
On Platform, trains passing through	85 dBA
On Platform, trains stationary	65 dBA
On Platform or in Mezzanine Areas - with only the station ventilation system and other auxiliaries operating	55 dBA
In Station Attendants' Booths - noise due to ventilation system and booth equipment	45 dBA
Maximum reverberation time at 500 Hz in train room or Platform area and in Mezzanine area	1.1 to 1.4 secs

E. Above-Ground Stations

	<u>Criterion</u>
On Platform, trains entering and leaving - ballast and tie trackbed concrete trackbed	70 dBA
	75 dBA
On open Platform, noise from traffic on nearby streets or highways	70 dBA L ₅₀
	75 dBA L ₁₀
On open Platform, noise from stationary sources	60 dBA
Enclosed areas - ventilation system and other sources	55 dBA
Station Attendants' booths	45 dBA
Maximum reverberation time at 500 Hz in enclosed areas	1.1 to 1.4 secs

144

F. Airborne Community Noise from Above-Ground Train Operations for Various Categories of Communities

<u>Community Area Category</u>	<u>Passby Noise Criterion</u>
I Quiet Residential	70 dBA
II Average Urban Residential	75 dBA
III Semi-Residential/Commercial	80 dBA
IV Commercial	85 dBA
V Industrial and Highway Corridor	85-90 dBA

These criteria should be applied at 50 ft from track centerline or at the setback line of the nearest buildings or occupied area, as appropriate.

G. Ground-borne Noise

[1] Various Types of Rooms or Buildings Located Near the Subway Structure

<u>Type of Building or Room</u>	<u>Ground-borne Passby Noise Criterion</u>
Auditoriums and Concert Halls	25 dBA
Churches and Theaters	30 dBA
Music Rooms and TV Studios	30 dBA
Hospital Sleeping Rooms	35 dBA
Courtsrooms	35 dBA
Schools	35 dBA
University Buildings	35 to 40 dBA
Offices	35 to 40 dBA
Commercial Buildings	45 to 50 dBA

[2] Various Types of Sleeping Areas

	<u>Area Category</u>	<u>Type of Building</u>	<u>Noise Criterion</u>
I	Quiet Residential	Private Residences	25 to 30 dBA
		Apartments	30 to 35 dBA
II	Average Residential	Private Residences	30 to 35 dBA
		Apartments	35 to 40 dBA
		Hotels	40 to 45 dBA
III	Semi-Residential	Private Residences	35 to 40 dBA
		Apartments	40 to 45 dBA
		Hotels	40 to 45 dBA

H. Transit System Ancillary Facilities

<u>Community Area Category</u>		<u>Criteria</u>	
		<u>Transient</u>	<u>Continuous</u>
I	Quiet Residential	45 dBA	40 dBA
II	Average Urban Residential	50 dBA	45 dBA
III	Semi-Residential/Commercial	55 dBA	50 dBA
IV	Commercial	60 dBA	55 dBA
V	Industrial and Highway Corridor	65 dBA	60 dBA

These criteria should be applied at 30 ft from the shaft outlet or other ancillary facility or should be applied at the setback line of the nearest building or occupied area, whichever is appropriate. Transient criteria apply to short time duration events such as train passby noise transmitted from a vent shaft opening. Continuous criteria apply noises such as fans, cooling towers or other long duration noises except electric transformer hum. The criteria for transformer noise or hum should be 5 dBA less than given in the Table.

12. Air Quality

146

- INDEX OF FIGURES -

<u>Figure No.</u>		<u>Follows Page</u>
1	Alternative 9A: 1980 Adverse 8-Hr. CO Impact	C-75
2	Alternative 9A: 1995 Adverse 8-Hr. CO Impact	C-75
3	Alternative 2A: 1980 Adverse 8-Hr. CO Impact	C-75
4	Alternative 2A: 1995 Adverse 8-Hr. CO Impact	C-75
5	No-Build Alt. : 1980 Adverse 8-Hr. CO Impact	C-75
6	Alts. 9A & 9B : 1980 Adverse 8-Hr. CO Impact	C-75
7	Alts. 9A & 9B : 1995 Adverse 8-Hr. CO Impact	C-75
8	Alternative 2A: 1980 Adverse 8-Hr. CO Impact	C-75
9	Reisterstown Rd. : Baltimore City Line to Old Court Road: Area of total CO in excess of 8-Hr. Standard	C-75
10	Emission Burden (Tons/Year)	C-75
11	Northwest Line with Feeder Bus Service Area	C-82
12	Providence Road Park and Ride	C-83
13	Multi-Passenger Priority Entry Concept	C-83
14	I-695/Reisterstown Road Interchange Ramps Closed to Reduce Congestion	C-84

Index of Letter Comments Received
on Air Quality Analysis
for Northwest Expressway in
Baltimore County, Maryland
(ERT Document P-2056, Feb. 1976),
and Responses Thereto

<u>Agency</u>	<u>Date of Letter</u>
Maryland Bureau of Air Quality and Noise Control	3/15/76
U. S. Environmental Protection Agency	3/19/76

147

1. AIR QUALITY SUMMARY

Technical assessments have been performed for each of four alternative plans:

Alternative 2A - Proposed Northwest Expressway¹

This alternative consists of the construction of a multi-lane expressway from the Baltimore City line to Reisterstown. The freeway, consists of three traffic lanes in each direction separated by a variable width median. The facility includes six interchanges with major arteries along its route, several viaduct sections over Gwynns Falls, and a cut-and-cover tunnel in the Sudbrook Park Historic District

Alternative 9A and 9B - Proposed Northwest Expressway¹

These two alternatives are identical to Alternative 2A north of the Baltimore Beltway. Under Alternative 9A, the section of the proposed expressway from Milford Mill Road to the Baltimore Beltway is eliminated. Under Alternative 9B, all proposed expressway construction south of the Baltimore Beltway is eliminated.

Alternative 4 - No Build¹

This alternative consists of a lack of action altogether. In the no build alternative, existing U.S. 140 (Reisterstown Road) is called upon to support the anticipated traffic growth in the study corridor.

To analyze pollutant concentrations in the near field of the roadway, several cases were chosen to be explicitly modeled, by taking into account those locations with highest traffic volumes, greatest congestion, closest proximity to sensitive receptors and poor dispersion geometry (i.e., depressed sections, building obstruction to wind flow). The following cases depicted in Figure 3 were analyzed for each alternative:

- a) microscale carbon monoxide (CO) impact immediately adjacent to each main-line segment of the proposed expressway and Reisterstown Road

¹ See page C-60¹/₂ for relationship to Location Studies.

- 148
- b) microscale CO impact associated with the interchange of the Northwest Expressway and the Baltimore Beltway and the proposed Old Court Road Rapid Transit parking facility
 - c) microscale CO impact associated with the signalized Reisterstown Road/Baltimore Beltway interchange
 - d) microscale CO impact associated with the signalized Wabash Avenue/Paterson Avenue intersection and the Reisterstown Plaza transit parking facility, at the terminus of the proposed Northwest Expressway under Alternatives 2A and 9A.
 - e) carbon monoxide concentrations within the proposed tunnel for the Northwest Expressway Alternative 2A through the Sudbrook Park Historic District
 - f) the emission in tons per year of CO, HC and NOx for the entire mainline segment of both Reisterstown Road and the Northwest Expressway from the Baltimore City line to Reisterstown
 - g) microscale impact in the vicinity of the complex interchange at the north end of the project including the proposed expressway, relocated MD Route 30, Butler Road, Westminster Pike, Hanover Pike and Glyndon Drive
 - h) microscale impact at the entrance to the proposed tunnel at the Sudbrook Park Historic District.

Air pollutant assessments for each alternative have been made for 1980 - the earliest anticipated date in which the proposed expressway would be fully operational, and for 1995 - the approximate design year for the facility. In addition, 1973 was also considered as the existing case for the No-Build Alternative.

149

Relationship of Alternatives Assessed in the Air Quality Analysis
to the
Alternates Developed for Location Approval, as described in
Section D of this Final Environmental Statement

Alternate 2A (Air Quality Analysis)

	<u>Alternate</u>
Baltimore City Line to Mount Wilson Lane	8
Mount Wilson Lane to Pleasant Hill Road	2B or 2C
Pleasant Hill Road to Berrymans Lane	2
Berrymans Lane to Reisterstown	6

Alternate 9A (Air Quality Analysis)

Baltimore City Line to Greenwood Road	9A
Greenwood Road to Mount Wilson Lane	7
Mount Wilson Lane to Pleasant Hill Road	2B or 2C
Pleasant Hill Road to Berrymans Lane	2
Berrymans Lane to Reisterstown Road	6

Alternate 9B (Air Quality Analysis)

Baltimore City Line to Greenwood Road	9
Greenwood Road to Mount Wilson Lane	7
Mount Wilson Lane to Pleasant Hill Road	2B or 2C
Pleasant Hill Road to Berrymans Lane	2
Berrymans Lane to Reisterstown Road	6

Alternate 4 (Air Quality Analysis)

Same as Alternate 4 developed for Location Approval

The air quality impacts of the proposed Northwest Expressway and Reisterstown Road have been assessed in two ways. First, carbon monoxide (CO) concentrations associated with the two facilities have been modeled to determine microscale impact attributable to major interchanges and roadway sections where preliminary considerations indicate worst-case potential. In addition, the emission burdens for carbon monoxide (CO), non-methane hydrocarbons (NMHC), and nitrogen oxides (NO_x), associated with each alternative have been calculated for comparison purposes.

Objectives of the Study

The specific objectives of the study were:

- 1) to obtain the maximum background concentrations of carbon monoxide within the study corridor which occurred in 1973, and the projections of these levels to 1980 and 1995
- 2) to determine, through highway diffusion modeling, CO concentrations generated by the traffic on the facilities studied
- 3) to calculate the emissions burden on a project-scale for each alternative. The pollutant burden was calculated in tons per year of CO, HC, and NO_x.

The air pollution levels calculated in each analysis case have been assessed in terms of consistency with the attainment and maintenance of the National Ambient Air Quality Standards.

The discussions and findings cited in the following paragraphs are generalized conclusions based on a detailed technical study. The methods, tools, findings, and input materials used in this study are fully and technically documented in the Air Analysis Technical Report. This report is available at the Maryland State Highway Administration, 300 West Preston Street, Baltimore, Maryland, during normal working hours, 8:30 a.m. - 4:30 p.m.

151

For the reader interested in technical detail, these sections of the Air Analysis document are recommended. Discussions include:

- Diffusion Meteorology & Stability Statistics
- Description of (Computer) Dispersion Models
- National Ambient Air Quality Standards
- National Vehicular Emissions Standards
- Study Approach
- Analysis & Projection of Background Levels of Pollutants
- 1980 & 1995 Facility-Related Air Quality
- Ambient Air Quality Levels
- Federal Motor Vehicle Control Program (FMVCP) and Transportation Control Plans

The text is supplemented by a set of figures which includes sets of isopleths (contours) depicting air pollution concentrations for carbon monoxide and averaging times which have been analyzed.

2. ANALYSIS TECHNIQUES

Air Quality Standards

The four alternatives have been examined in terms of compliance with the National Ambient Air Quality Standard for carbon monoxide, and compared in terms of emission burdens for carbon monoxide, non-methane hydrocarbons and nitrogen oxides. The National Ambient Air Quality Standards have been established for six pollutants. These are: total suspended particulates (TSP), sulfur dioxide (SO₂), carbon monoxide (CO), non-methane hydrocarbons (NMHC), nitrogen dioxide (NO₂), and oxidants.

Vehicular traffic on highways is a significant source of CO, NMHC, and nitrogen oxides (NO_x); and as a result, can be directly responsible for high ambient concentrations of CO, NMHC, and NO₂ and indirectly responsible for high concentrations of photochemical oxidants that result from the photochemical interaction of NO_x and NMHC.

The air quality standards for these pollutants are shown in Table 1. The standards specify different exposure periods for each pollutant. Health effects studies have indicated that short-term exposure to high concentrations of CO have definite effects on the human body; hence, the CO standards for one-hour and eight-hour periods were established. Conversely, long-term exposures to NO₂ have been associated with adverse health effects, while short-term acute exposures have not. The standard for NMHC* is not based on its direct effect on health, but rather on its contribution to the formation, through photochemical reactions, of photochemical oxidants which are known to adversely affect health and chemically attack vegetation. It has been found that in some cases, smog produced during the daylight hours is related to the amount of NMHC released to the atmosphere

*Actual NMHC and NO₂ concentrations were not modeled.

153

during the time period of 6 to 9 a.m. Hence, the standard specifies a time period between 6 and 9 a.m. when hydrocarbon emissions (See Table 1) are most significant in the photochemical smog formation process.

TABLE 1
NATIONAL AMBIENT AIR QUALITY STANDARDS
(Protective of Human Health)

Carbon Monoxide	40 mg/m ³	35 ppm	(1-hour average)*
	10 mg/m ³	9 ppm	(8-hour average)*
Non-Methane Hydrocarbons	160 ug/m ³	0.24 ppm	(6-9 a.m. average)*
Nitrogen Dioxide	100 ug/m ³	0.05 ppm	(annual average)
Oxidants	160 ug/m ³	0.08 ppm	(1-hour average)*

*Not to be exceeded more than once each year

The procedure used in the preliminary analysis for determining emission source strengths for freely flowing vehicles includes the following considerations:

- 1. An emission factor (g/veh mi) for each combination of pollutant, model year, and vehicle type. Vehicle types are light duty, including autos and trucks under 6,000 pounds gross vehicle weight; medium duty gasoline, including gasoline vehicles between 6,000 lbs. and 10,000 lbs. gross vehicle weight; heavy duty gasoline, including gasoline vehicles larger than 10,000 pounds gross vehicle weight; and all deisel vehicles, regardless of model year.

The emission factors used to determine heavy duty vehicle and diesel emissions per vehicle mile in this study are those determined by EPA and contained in the second edition of AP-42, Compilation of Air Pollutant Emission Factors, April, 1973, as amended on August 15, 1973, and by Kircher and Armstrong (October, 1973). Light duty factors were those suggested by the Maryland Bureau of Air Quality Control in their Technical Memorandum entitled, Method for Estimating Light Duty Vehicle Emission on a Sub-Regional Basis (July, 1974)

- 2. Deterioration factors for each combination of pollutant, vehicle type, and model year. These factors reflect the fact that engine emissions will increase and emission control efficiencies will decrease with the age of the vehicle. This factor varies with vehicle age.
- 3. The vehicle mix. This consists of a percentage breakdown of the total vehicle population, both by model year and by vehicle type.
- 4. Speed adjustment factors. These were applied by each pollutant, vehicle type, and traffic speed modeled.

- 155
5. TCP reduction factors. These reflect emission reductions to certain vehicle types and model years based on the implementation of the Transportation Control Plan for the Metropolitan Baltimore Intrastate Region. The specific reductions used are those contained in the Technical Support Document for the plan, EPA Region III, March 1974.

The procedure used in the revised analysis for determining freely flowing vehicle emission strengths was taken from Preliminary Edition of Supplement 5 to Compilation of Air Pollutant Emission Factors (AP-42), which supercedes all previous EPA emission information for motor vehicles. It includes the following considerations:

1. An emission factor (g/veh-mile) for each pollutant is used for each model year and for each vehicle type. Vehicle types are:
 - a. light-duty gasoline vehicles (passenger cars)
 - b. light-duty gasoline trucks (trucks with gross vehicle weight (GVW) less than or equal to 8,500 pounds)
 - c. light-duty diesel vehicles (diesel passenger cars)
 - d. heavy-duty gasoline vehicles (gasoline vehicles with GVW greater than 8,500 pounds)
 - e. heavy-duty diesel vehicles (diesel vehicles with GVW greater than 6,000 pounds)
 - f. motorcycles.

Emission factors were obtained from emission tables given in AP-42, Supplement Number 5. A single emission factor (with the exception of NO_x) is used for all heavy duty diesel vehicles, regardless of model year.

- 2. Deterioration factors are included for each pollutant for each vehicle type and for each model year. These factors reflect the fact that engine emissions will increase and emission control efficiencies will decrease with the age of the vehicle.
- 3. A vehicle mix (a percentage breakdown of the total vehicle population, both by model year and vehicle type) that is characteristic of the region under study is needed. The vehicle type breakdown was taken from the previous analysis. The model year distribution was taken from the previous analysis for light-duty, gas vehicles, and from the national averages presented in AP-42 Supplement 5 for all other vehicle types.
- 4. Speed correction factors, when applicable, are considered for each pollutant and vehicle type. For CO and HC, this adjustment factor varies inversely with speed, whereas for nitrogen oxides it varies directly with speed.
- 5. Proportional vehicle use by model year and vehicle type - This data is used to weight the population percentages in order to accurately represent typically occurring vehicle mixes.
- 6. Temperature correction factors by model year and vehicle type - These factors reflect the effect of ambient temperature on vehicular emissions. In general, a lower temperature (20°F minimum) results in higher pollutant emissions.
- 7. Hot/cold vehicle operating mode correction factors by model year and vehicle type- The factors reflect the effect of vehicle operating mode on emissions. Three modes are considered;
 - a) hot stabilized
 - b) cold start (first 505 seconds of vehicle operation following a four-hour engine off period)
 - c) hot start (first 505 seconds of vehicle operation following a one-hour engine off period)

8. Effect of the Baltimore Intrastate Transportation Control Plan - Although this was considered in the preliminary analysis, it was eliminated from consideration in the revised analysis since the United States Court of Appeals has since rescinded (September 9, 1975) a number of the promulgated regulations including inspection/maintenance and retrofit programs which specifically affect exhaust emissions.

3. BACKGROUND AIR QUALITY

The aggregate of sources other than the roadway under consideration contribute to air pollution in its immediate environ. The concentrations due to these sources are commonly referred to as "background" and must be added to the model calculations of facility-related air quality in order to accurately assess the total ambient air quality levels within the project area.

Based on recommendations of the Maryland Bureau of Air Quality and Noise Control (MBAQNC) and the Environmental Protection Agency, two monitoring stations within the project corridor were chosen as sources for the base year (1973) data. The Baltimore City Monitor at Calvert and 22nd Street was chosen by MBAQNC as representative of the portion of the study area inside the Beltway. The data from the Garrison station was corrected in order to delete the localized contribution of Reisterstown Road which is approximately 100 meters from the monitor. These results were then assumed to be representative of a portion of the study area outside the Beltway. The 1973 one-hour and eight-hour maximum levels at these stations were taken from the MBAQNC 1973 Yearly Data Report, and projected to the years 1980 and 1995.

4. THE AIR QUALITY IMPACT

159

By summing the highway facility related dispersion model calculations with the appropriate background values, total air pollutant concentrations are obtained. The significance of these total values determines the air quality impact of the build versus the no-build alternatives.

The three build alternatives introduce an additional traffic corridor from Baltimore to Reisterstown in the form of a multi-lane expressway. Each alternative parallels the existing Reisterstown Road which runs approximately one-half to one mile north of the proposed expressway.

Microscale Carbon Monoxide Impact

Carbon monoxide concentrations were modeled at each of several locations along both roadways. The cases were selected to represent those areas which present potential problem areas for carbon monoxide, such as areas of sensitive receptors, interchanges, signalized intersections, highest volumes and lowest speeds, and depressed tunnel sections. The selected cases on Reisterstown Road were modeled for 1973 (base year), 1980, and 1995. The proposed Northwest Expressway was modeled for 1980 and 1995. Peak-hour and eight-hour averages of CO were calculated assuming adverse meteorology with peak traffic.

Of the cases modeled, five presented potential air quality impacts:

1) Wabash Avenue/Patterson Avenue Intersection

Under Build Alternatives 2A and 9A only, this intersection will service traffic to and from the south terminus of the proposed expressway. In addition, the proposed Reisterstown Plaza rapid transit parking facility will be located in the south quadrant of this intersection. The heavy traffic volumes and resulting congestion at this intersection can be expected to produce eight-hour averages of carbon monoxide (CO) concentrations in excess of the 10 mg/m^3 National Ambient Air Quality Standard,

160

when added to the maximum background concentrations of CO. No adverse CO impact is expected under either the No-Build Alternative or Alternative 9B.

In the worst case situation, with peak eight-hour traffic volumes (10 AM-3 PM), during the most adverse meteorology (which is possible 32 hours per year between 10 AM and 3 PM) the eight-hour standard could be exceeded in the following adjacent areas for the respective build alternatives:

Alternative 9A, 1980

The standard could be exceeded in the area immediately adjacent to the north corner of the intersection out to approximately 100 feet as shown in Figure 1.

Alternative 9A, 1995

The same area is affected as in 1980. However, the extent of the impact is reduced as shown in Figure 2.

Alternative 2A, 1980

Under this alternative the affected areas are in the north, east and west corners of the interchange as shown in Figure 3.

Alternative 2A, 1995

Only the north corner of the intersection is affected as shown in Figure 4.

2) Reisterstown Road/Baltimore Beltway Interchange

This interchange services traffic on Reisterstown Road and the Baltimore Beltway. The mainline movements on Reisterstown Road and the ramps onto and off of the beltway are signalized. For both the No-Build Alternative and Build Alternatives 9A and 9B, this interchange serves as a necessary point of traverse for through traffic from Baltimore City to Reisterstown in the

161

northwest corridor. The queueing caused by the signals limits the number of vehicles passing through the interchange which could contribute to the CO concentrations in the immediate area. However, the contributions from idling vehicles in some cases are significant enough to produce CO concentrations in excess of the eight-hour standard, when added to the maximum background CO. No adverse impact is expected under Alternative 2A. In the worst-case situation the following areas are affected for the respective alternatives:

No-Build Alternative, 1980

The eight-hour National Ambient Air Quality Standard of 10 mg/m^3 could be exceeded in the areas immediately adjacent to the roadways, extending out to approximately 300 feet as shown in Figure 5.

Build Alternatives 9A and 9B, 1980

The eight-hour standard could be exceeded in approximately the same areas as those corresponding to the No-Build Alternative, but to a slightly lesser extent as shown in Figure 6.

Build Alternatives 9A and 9B, 1995

The affected area in this case is small as shown in Figure 7.

3) Northwest Expressway/Baltimore Beltway Interchange

Under Alternative 2A only, the impact of peak eight-hour emissions from traffic on the interchange and in the Old Court Station parking area combined with adverse meteorology, could, in 1980, produce CO concentrations in excess of the 10 mg/m^3 standard when added to maximum eight-hour background CO. The affected area is adjacent to the proposed parking area as shown in Figure 8. No adverse impact is expected under either Alternatives 9A, 9B, or No-Build.

162

4) Reisterstown Road from the Baltimore City Line to Old Court Road

This section of Reisterstown Road is bordered on both sides by residential and business dwellings which form significant obstructions to the wind flow over the roadway. This factor reduces the dilution effect of the wind, causing slight build-up of pollutant concentrations upwind of the buildings.

Under the No-Build Alternative only, traffic volumes in 1980 are high enough to produce CO concentrations in excess of the 10 mg/m^3 standard during the peak eight-hour period with adverse meteorology, when added to the maximum eight-hour background CO. The affected area, extends approximately 12 meters horizontally from the edge of the roadway and two meters vertically, as shown in Figure 9. None of the build alternatives adversely affects this section.

5) Concentrations of carbon monoxide within the proposed tunnel (Alternative 2A) will be controlled through ventilation in order to meet the FHWA standard of 125 ppm, with the exposure time of users being limited to 60 minutes. Preliminary considerations, employing the new emission factors, indicate that under worst case conditions, with the tunnel filled with idling vehicles, a minimum of 204,000 CFM of fresh air would be required to sufficiently ventilate the tunnel.

4.2 Emissions Burden Comparison

As a means of comparing the alternatives, emission burdens in tons/year of carbon monoxide (CO), hydrocarbons (HC), and nitrogen oxides (NO_x) were calculated on a project scale for each alternative. The no-build alternative considers the emissions attributable to Reisterstown Road in 1980 and 1995 without construction of the Northwest Expressway. The build alternatives consider emissions burdens in 1980 and 1995 for both Reisterstown Road and the Northwest Expressway. Table 2 summarizes the results of the analysis. The emissions burdens are graphically displayed in Figure 10.

TABLE 2

EMISSIONS BURDENS FOR BUILD/NO-BUILD ALTERNATIVES

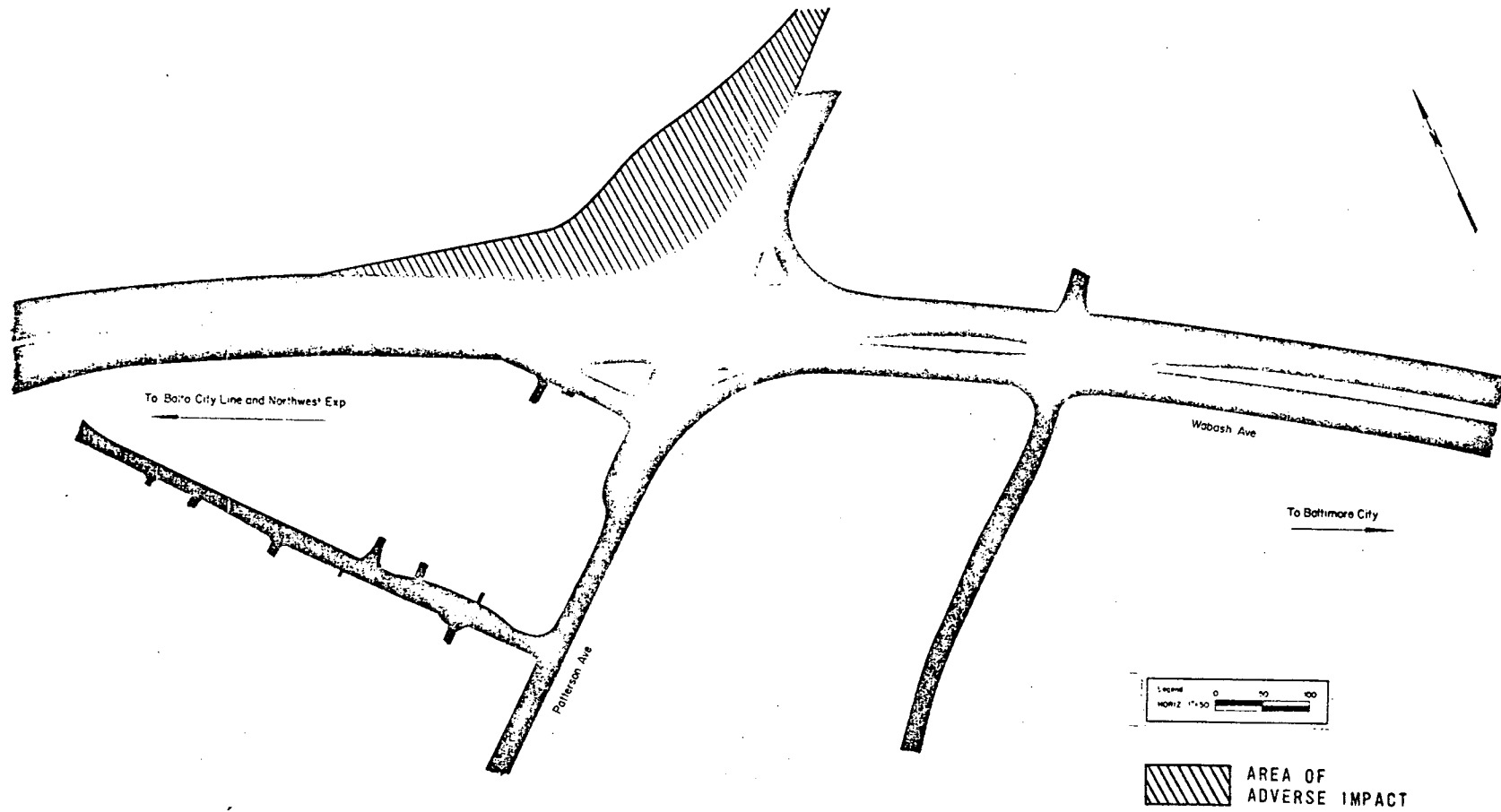
<u>Year</u>	<u>Alternative</u>	<u>Pollutant</u>	<u>Project Emissions Burden (Tons/Year)</u>
1980	No-Build	CO	2,385
		HC	529
		NO _x	664
	Build-2A	CO	2,300
		HC	665
		NO _x	1,086
	Build-9A	CO	2,305
		HC	646
		NO _x	1,013
	Build-9B	CO	2,292
		HC	643
		NO _x	1,008
1995	No-Build	CO	2,146
		HC	260
		NO _x	448
	Build-2A	CO	2,260
		HC	418
		NO _x	1,031
	Build-9A	CO	2,515
		HC	416
		NO _x	974
	Build-9B	CO	2,503
		HC	414
		NO _x	970

164

Based on the results shown in the table, the following comparisons can be made. In 1980, the CO burden for the three build alternatives is lower than that for the no-build alternative. In all other cases, the pollutant burdens for the build alternatives are higher than the no-build.

As can be seen in Figure 10, the CO burden in tons per year for each alternative is relatively close. Since these burdens only represent emissions from the two roadways, a comparison of the regional burdens due to each alternative would be very sensitive to their concurrent affect on vehicular travel for other arterials in the study corridor.

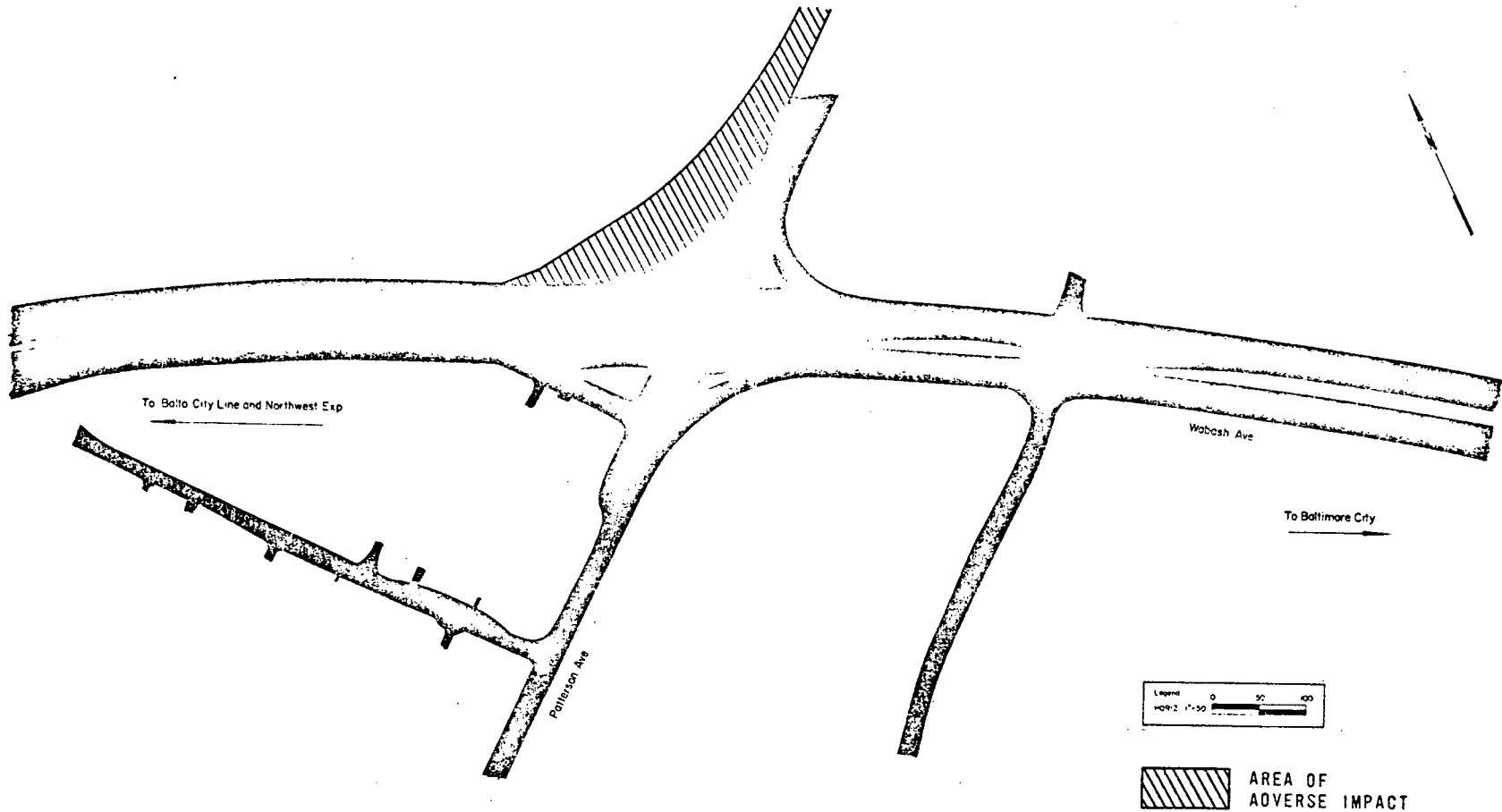
As precursors of photochemical smog, the relative regional burdens of NO_x and HC are significant. These burdens are nearly the same for each of the build alternatives, which show significant increases over the No-Build Alternative. In 1980, this increase is approximately 24 percent for hydrocarbons (HC) and 56 percent for oxides of nitrogen (NO_x). In 1995, it becomes 60 percent for HC and 120 percent for NO_x . All of the alternatives show a decrease in project-related burdens of NO_x and HC from 1980 to 1995.



WABASH-PATTERSON INTERSECTION (ALTERNATIVE 9A)
 1980 ADVERSE 8-HR. CO IMPACT

FIGURE 1

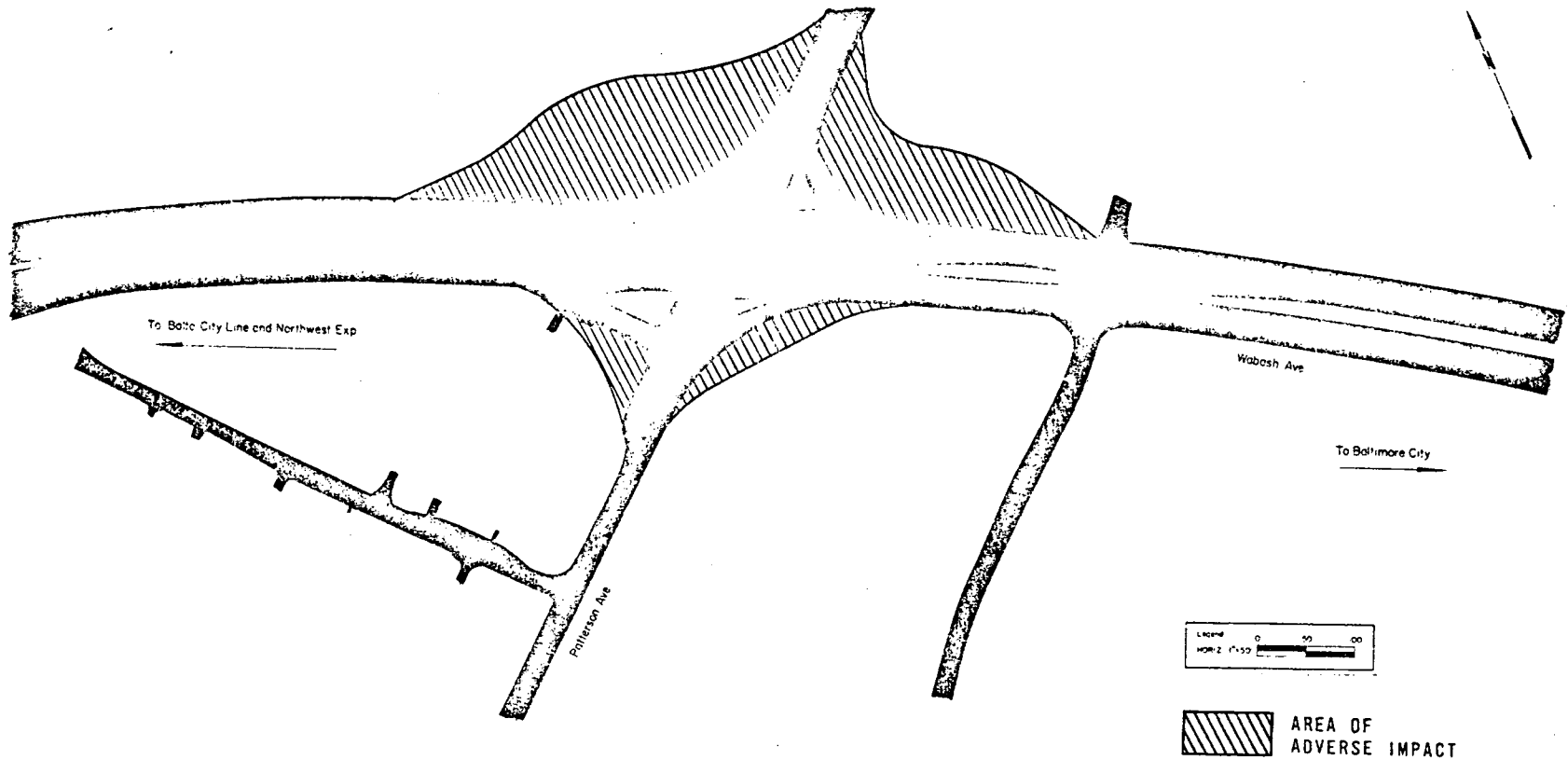
105



WABASH-PATTERSON INTERSECTION (ALTERNATIVE 9A)
 1995 ADVERSE 8-HR. CO IMPACT

FIGURE 2

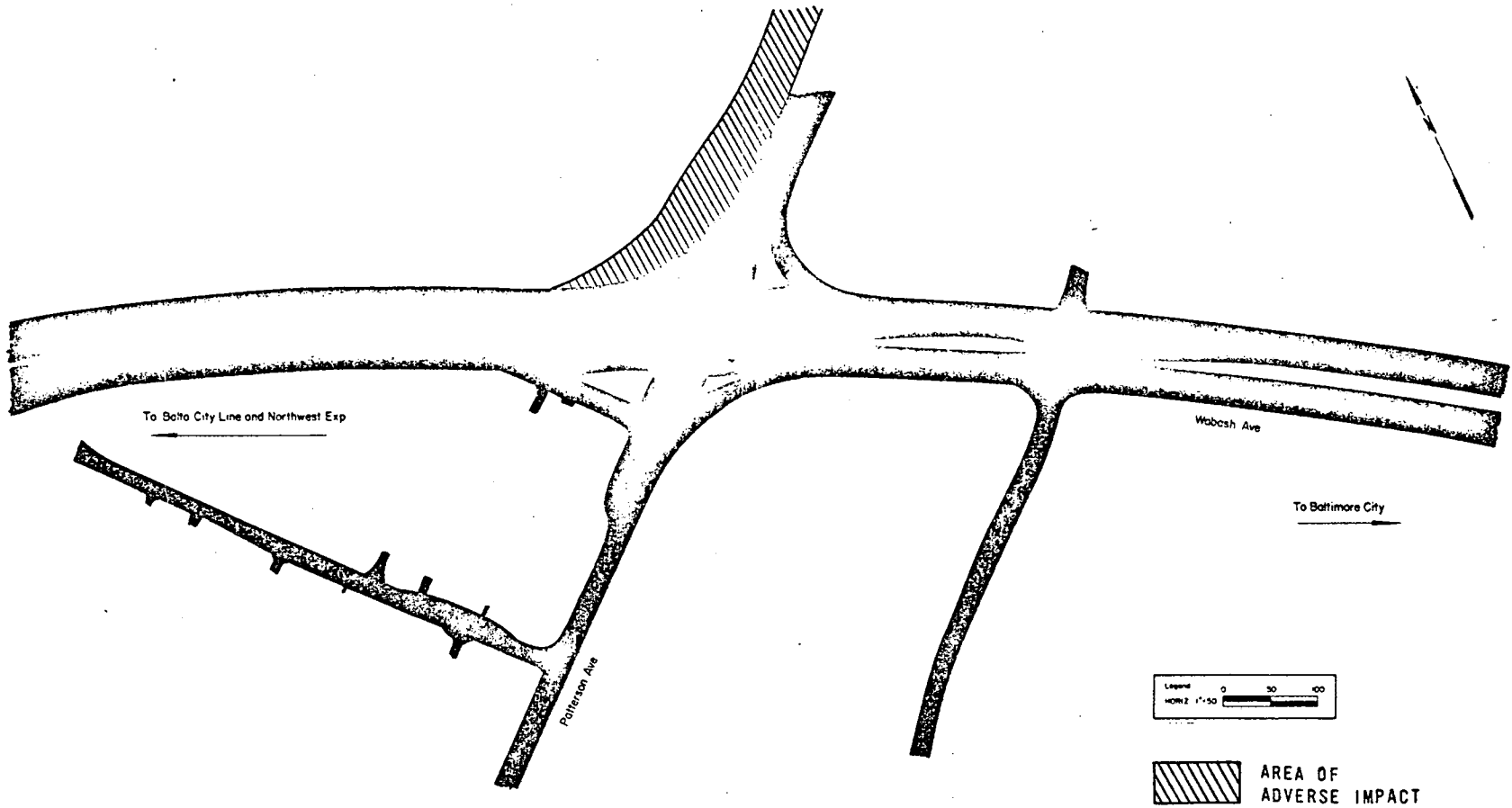
Wab



WABASH-PATTERSON INTERSECTION (ALTERNATIVE 2A)
 1980 ADVERSE 8-HR. CO IMPACT

FIGURE 3

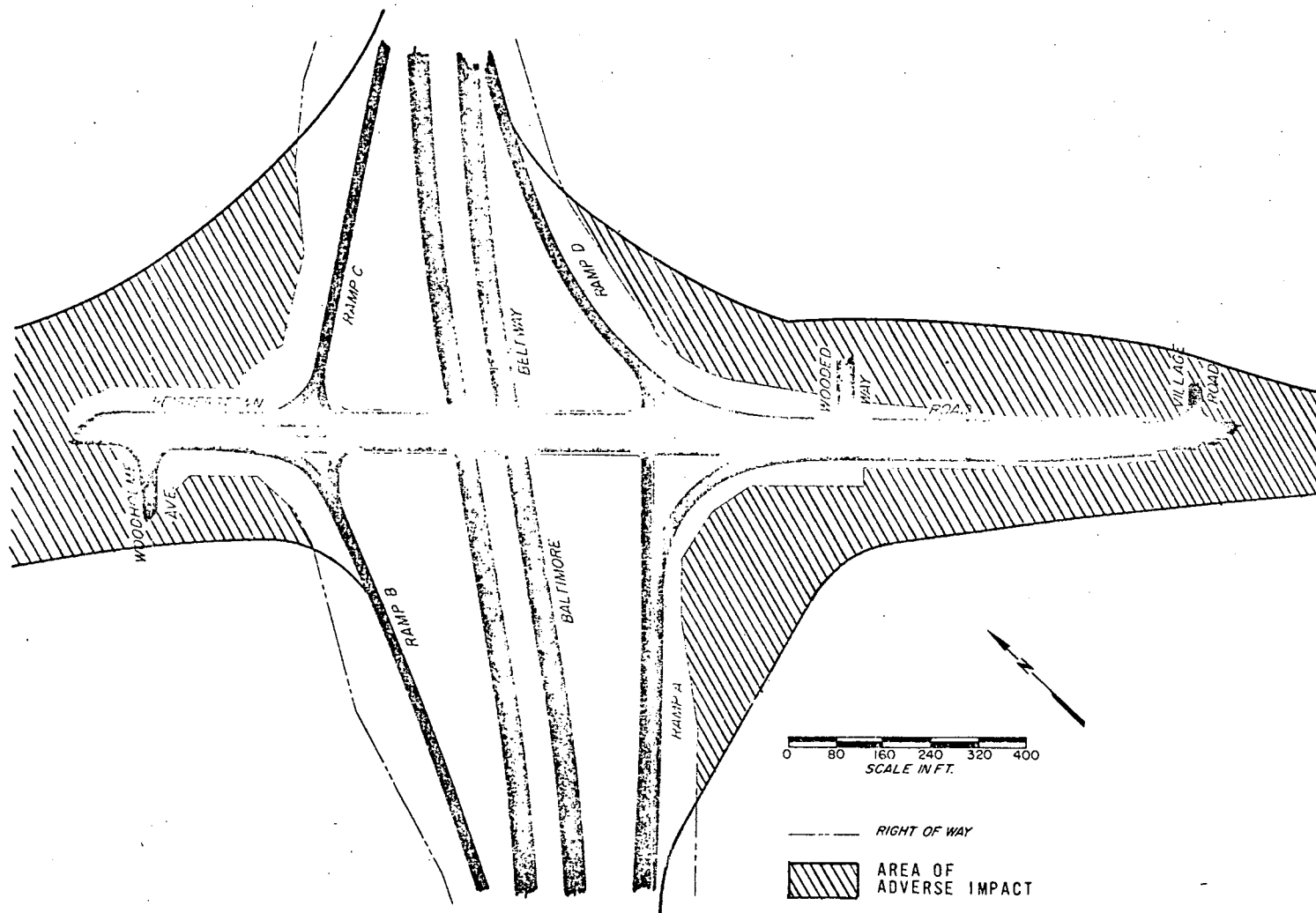
147



WABASH-PATTERSON INTERSECTION (ALTERNATIVE 2A)
 1995 ADVERSE 8-HR. CO IMPACT

FIGURE 4

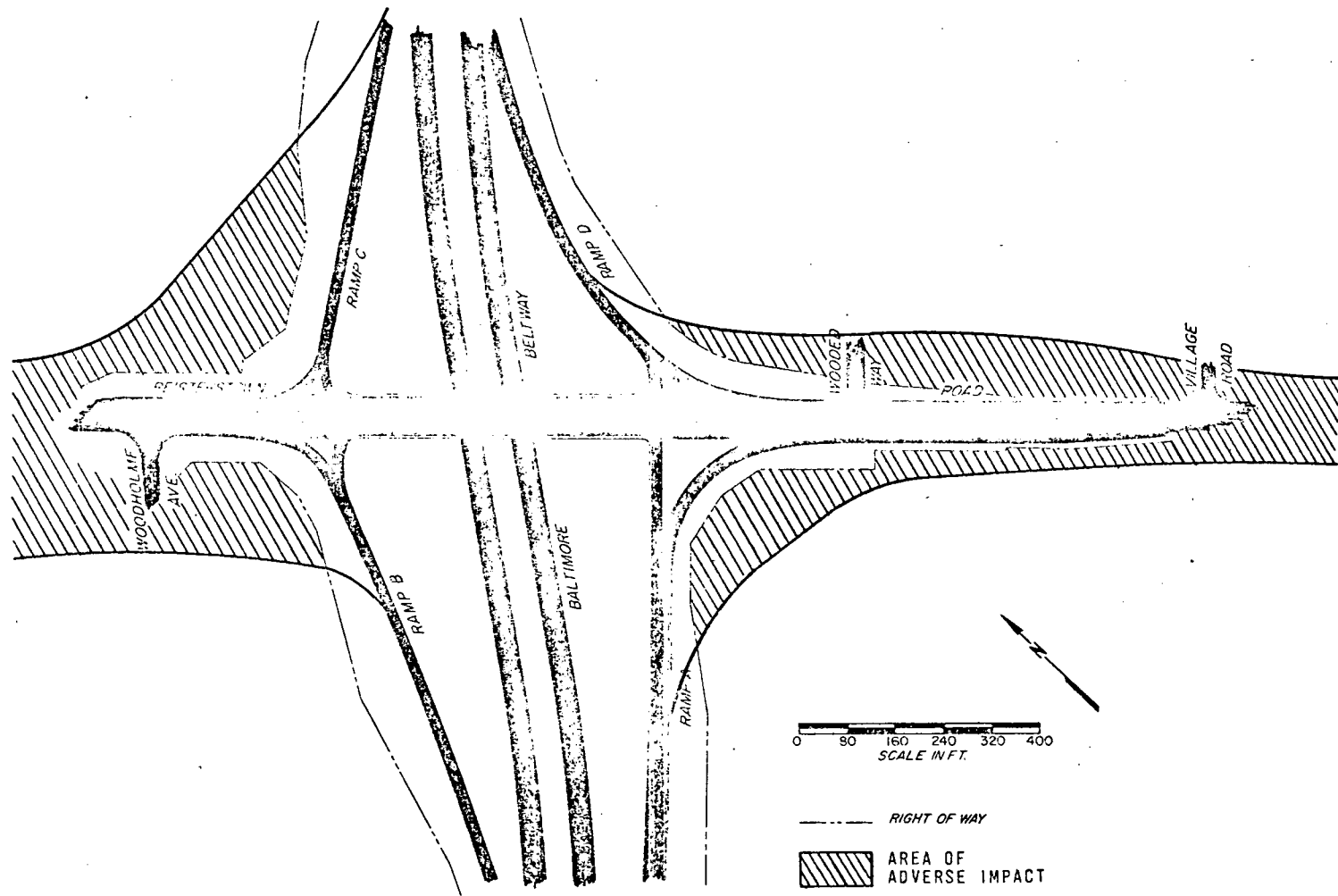
1/28



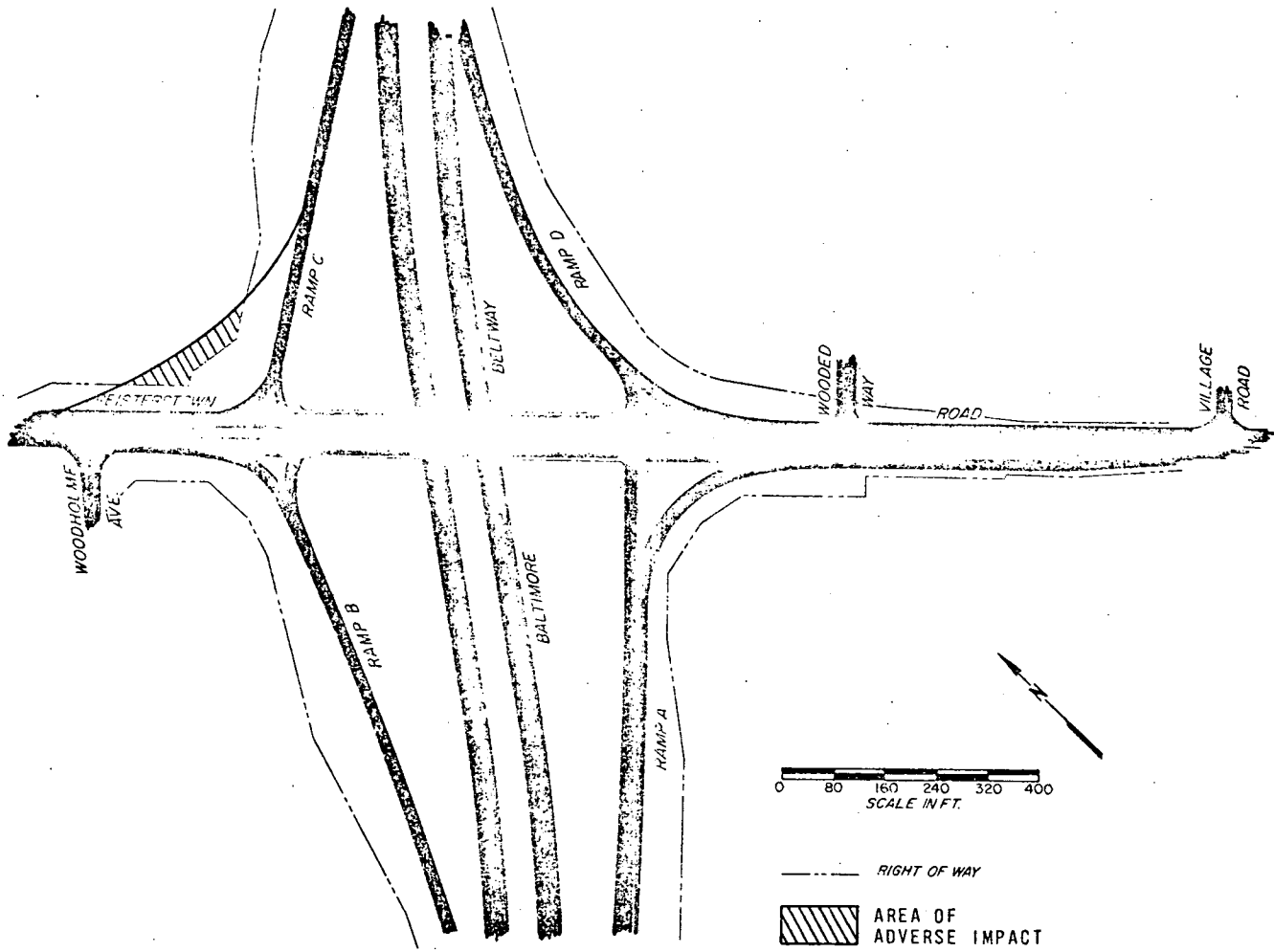
REISTERSTOWN ROAD - BALTIMORE BELTWAY INTERCHANGE (NO-BUILD ALTERNATIVE)
 1980 ADVERSE 8-HR. CO IMPACT

FIGURE 5

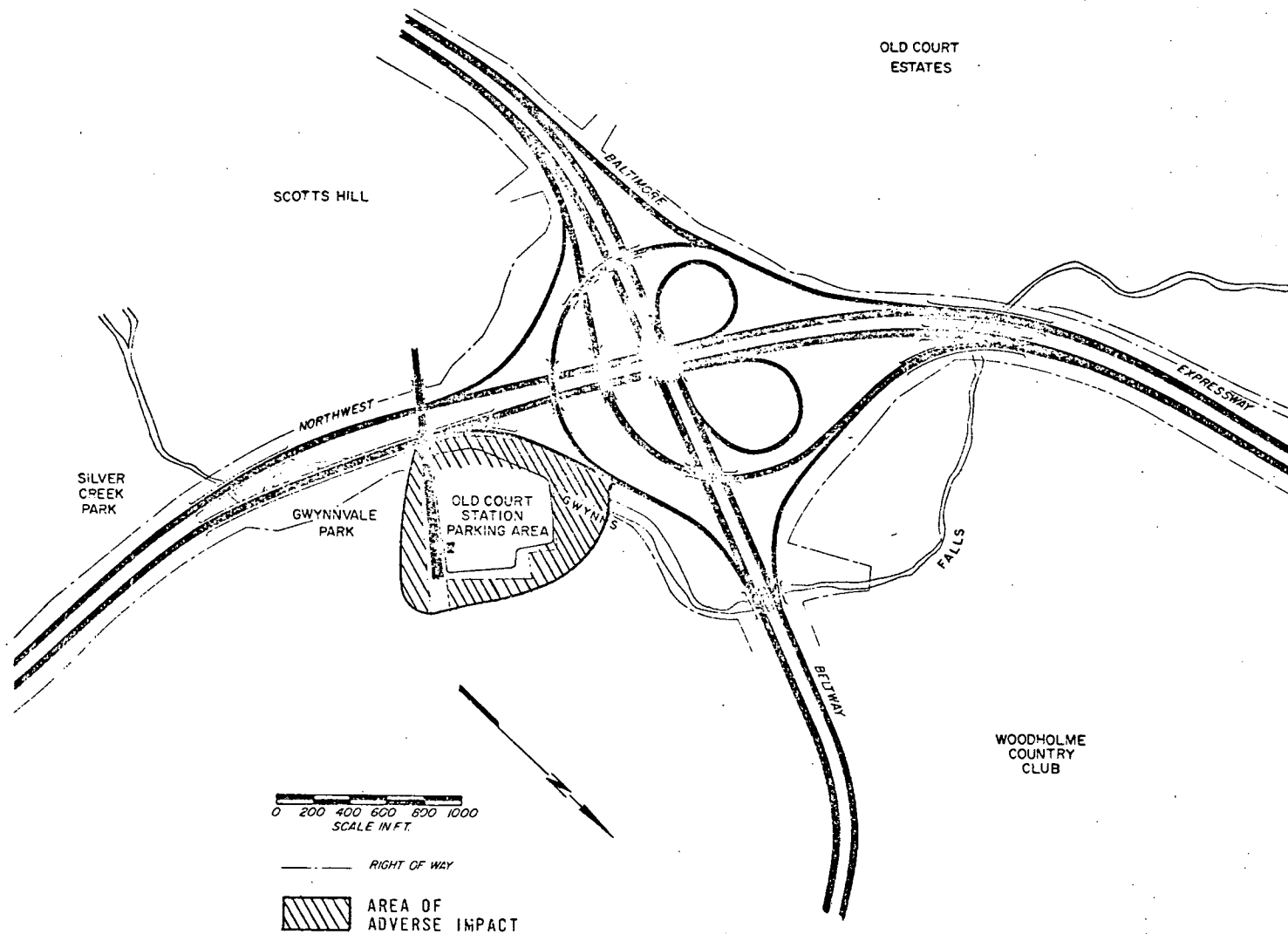
1669



REISTERSTOWN ROAD - BALTIMORE BELTWAY INTERCHANGE (ALTERNATIVE 9A & 9B)
 1980 ADVERSE 8-HR. CO IMPACT



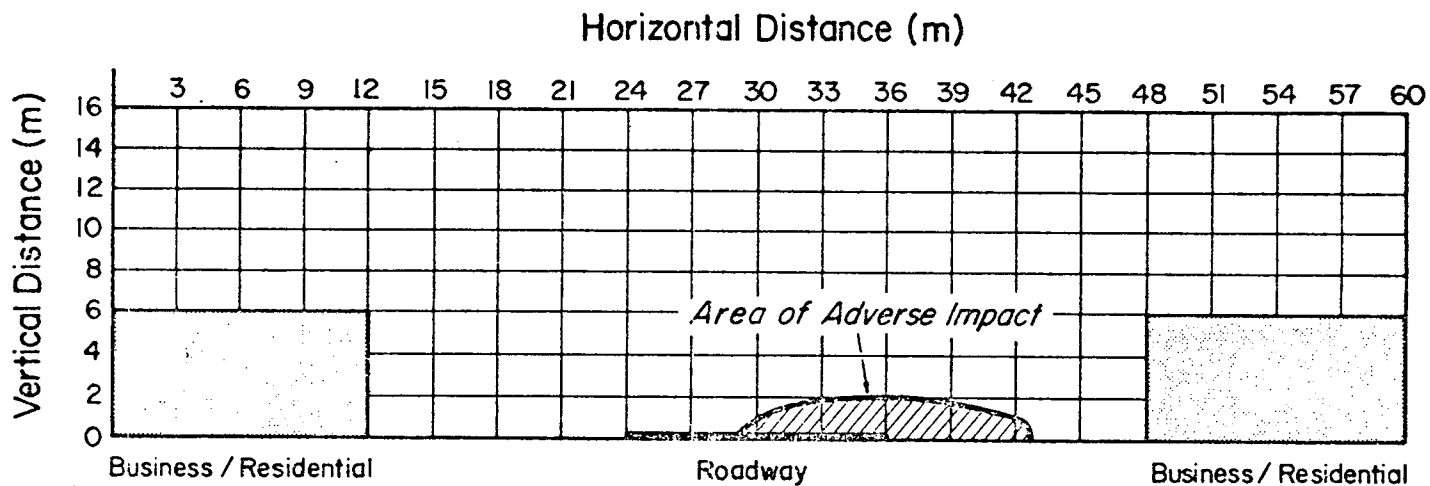
REISTERSTOWN ROAD - BALTIMORE BELTWAY INTERCHANGE (ALTERNATIVE 9A & 9B)
1995 ADVERSE 8-HR. CO IMPACT



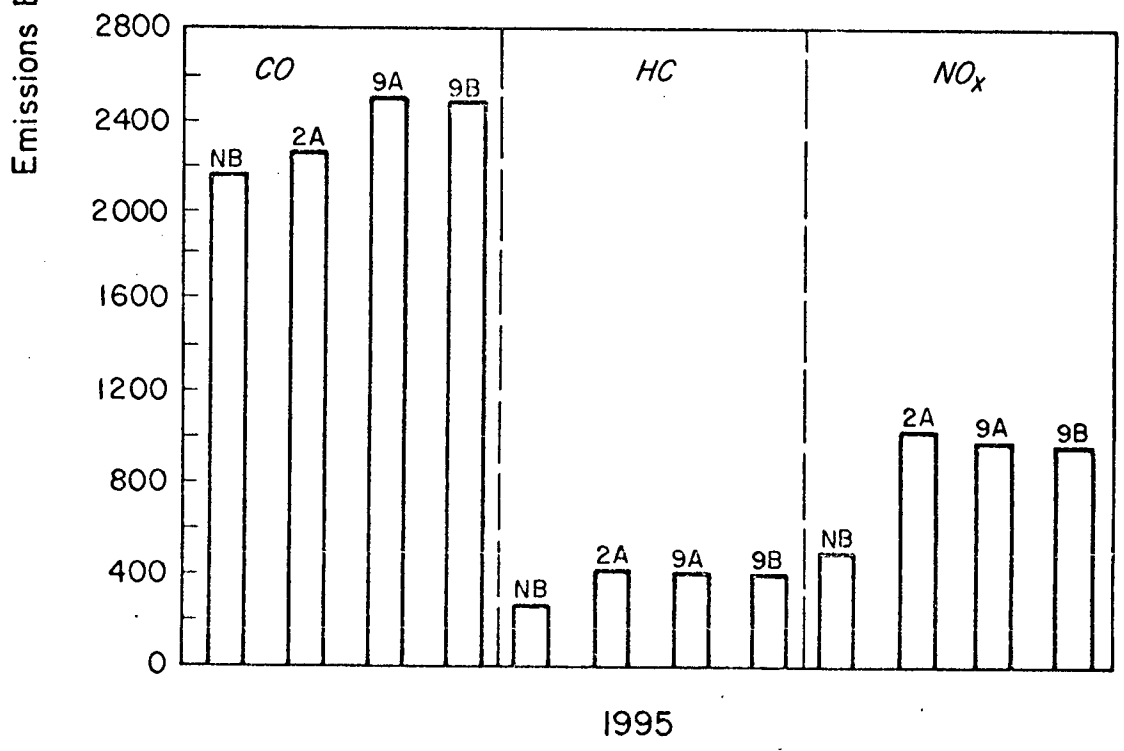
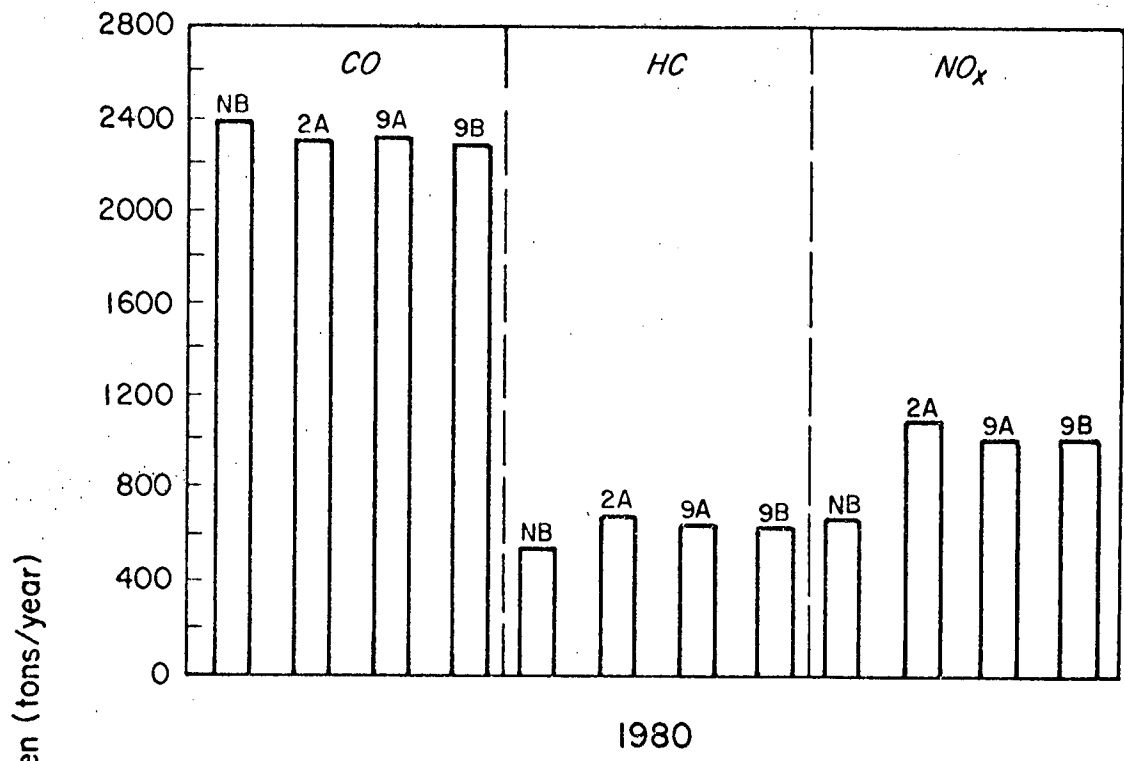
NORTHWEST EXPRESSWAY - BALTIMORE BELTWAY INTERCHANGE (ALTERNATIVE 2A)
 1980 ADVERSE 8 HR. CO IMPACT

FIGURE 8

172



Reisterstown Road: Baltimore City Line to Old Court Road 1980:
 Area of Total CO in Excess of 8-Hour Standard



Emission Burden (Tons/Year) Alternatives No-Build (NB), 2A, 9A, 9B

5. CONCLUSIONS

The analysis results presented in the preceding sections are based on currently promulgated regulations concerning vehicular emissions. This presently involves only the Federal Motor Vehicle Control Program (FMVCP), which requires final emission standards to be achieved in 1978. The recently rescinded Transportation Control Plan (TCP) for the Baltimore region was not considered in the analysis.

Conclusions Based on Non-implementation of the Baltimore TCP

As a result of the detailed air quality assessments, it is reasonable to derive the following general conclusions with respect to the project.

- 1) Localized CO concentrations created by the Wabash Avenue/Patterson Avenue intersection and the adjacent Reisterstown Plaza Rapid Transit Station parking facility will exceed the National Ambient Air Quality Standard for eight-hour averages of CO. This will only occur under Build Alternatives 2A and 9A. The area of adverse effect upon sensitive receptors will extend a maximum of approximately 100 feet from the intersection.
- 2) Localized CO concentrations created by the Reisterstown Road/Baltimore Beltway interchange will exceed the eight-hour standard under Build Alternatives 9A, 9B, and the No-Build Alternative. The extent of the areas affected in 1980 is greatest with the No-Build Alternative. In 1995, only Alternatives 9A and 9B exceed the standard, and only in a minute area.

- 176
- 3) Localized CO concentrations created by the Northwest Expressway/Baltimore Beltway interchange and Old Court Station parking area, under Alternative 2A, will exceed the eight-hour standard in 1980 within a small area surrounding the parking area. Concentrations will decrease to below the standards by 1995.
 - 4) Localized CO concentrations created by Reisterstown Road between the Baltimore City line and Old Court Road, under the No-Build Alternative only, will exceed the eight-hour standard within approximately 40 feet of the roadway in 1980. Concentrations will fall below the standard by 1995.
 - 5) The construction of the Northwest Expressway serves to lessen the impact in the vicinity of Reisterstown Road by accommodating traffic that would otherwise lead to breakdown conditions (volume exceeding capacity) on Reisterstown Road. This situation would yield higher vehicle emissions in sensitive areas.
 - 6) The construction of the Northwest Expressway under each alternative burdens its immediate corridor with pollutant emissions which are not offset by the corresponding decrease in pollutant burden in the Reisterstown Road Corridor. It has not been determined whether or not any reduction of pollutant burden on other arterials in the Northwest Corridor is achieved with the construction of the Northwest Expressway.

In terms of the air quality impact, Alternative 9B should be considered the most favorable if the following two qualifications can be met:

- 1) The design of mitigation measures to alleviate the adverse microscale CO impact in the vicinity of the Reisterstown Road/Baltimore Beltway Interchange. The most stringent

177

measures would be required in the earliest years since it has been shown that facility-related CO concentrations will decrease by 1995.

- 2) The demonstration that this alternative reduces the pollutant burden from other arterials within the Northwest Corridor enough to compensate for the increase in the project-related burdens.

Effect of the Baltimore TCP

The potential reductions in vehicular exhaust emissions contained in the proposed TCP would serve to decrease the predicted air quality levels presented in this analysis.

A significant reduction of approximately 37 percent in 1980 and 23 percent in 1995 is possible should proposed controls remain in effect to those years. These reductions are based on calculations performed using outdated emission factors and are subject to further review. However, in the context within which they are presented, these reductions would effectively negate any future contravention of the standards presented in this analysis.

In summary, based on currently promulgated regulations, each alternative, including No-Build, results in violations of the ambient air quality standards for Carbon Monoxide. Considering the relative impact of the four alternatives, Alternative 9B poses the least extent of adverse CO impact, this being limited to the Reisterstown Road/Baltimore Beltway Interchange.

6. VMT REDUCTION MEASURES PROPOSED IN
RELATION TO THE OPERATION OF THE
NORTHWEST EXPRESSWAY

Sound transportation planning requires that full consideration be given to measures which will encourage the use of multi-occupancy vehicles further reducing congestion and vehicle miles traveled (VMT). The Maryland State Highway and Mass Transit Administrations propose the following VMT reduction measures. Further study will be required to determine the degree of implementation of these measures.

The proposed expressway will be built along with a rapid rail system connecting the Northwest Corridor with center city Baltimore. The rapid transit line by itself, without the expressway, would not satisfy the transportation needs of the corridor.

The Northwest Expressway between the Beltway and Reisterstown is an essential ingredient in making the rapid transit line a workable element in providing a comprehensive and balanced transportation system for the Northwest Corridor of Baltimore County. The expressway will complement rather than compete with the rapid transit facility. Hence, building only the rapid transit line and deleting the highway not only would not solve the transportation problems in this area, but also would render the rapid transit line less functional. The reasons are as follows:

1. The rapid transit line will serve trips which are radial in nature, and provide superior transportation between communities in the Northwest Corridor and points in Baltimore City, principally Metro Center. These trips cannot be made as effectively by automobile driving on the Northwest Expressway.

2. By contrast, the Northwest Expressway will serve trips principally circumferential in nature with the Beltway serving as the main distributor. The trips utilizing the Northwest Expressway represent vehicle trips taken off existing U.S. Route 140, serving to reduce congestion on this route. These trips would not be made by rapid transit, because this facility will not adequately provide service to these diverse areas.

3. The Northwest Expressway will provide direct access to the Owings Mills transit terminal by way of special access ramps. This is an extremely important element of the joint project, since the terminal station will have parking facilities for 3,800 cars and will be one of the most important stations on the entire rapid transit system. Without the expressway, primary access to the station would have to be via existing Reisterstown Road and Painters Mill Road, both of which would have inadequate capacity during peak hours to handle such a large volume of traffic. This could seriously jeopardize potential use of the rapid transit line.

The proposed rapid rail transit line, in itself, is the single most significant contribution to a VMT reduction in the corridor. Traffic projections indicate a total demand of 105,620 vehicles per day in the corridor. It is estimated that by the year 1990, use of the rapid rail line will result in a ridership which would reduce average daily traffic volumes by 12,120¹ vehicles. This represents a daily VMT reduction of 227,880² miles per day. This reduction in VMT is based upon the Northwest Expressway being constructed from the Baltimore City line to Reisterstown. Elimination of the segment of the expressway between the Baltimore City line and the Baltimore Beltway (Interstate 695) would divert an additional 400-600 vehicles per day to transit use which translates to a further VMT reduction of 4,500-8,000 miles per day or a total VMT reduction of 232,380-234,680 vehicle miles per day.

¹ "Reduction in Automobile Use Due to Transit Service Improvements in the Northwest Transportation Corridor," Maryland Mass Transit Administration, January 8, 1976.

² *ibid*

180

Patronage of the rapid transit facility represents a reduction of conventional vehicular traffic along the Northwest Corridor of the region and into the central business district of Baltimore City.

FEEDER BUS SYSTEM

An extensive feeder bus system is being developed for implementation by the Mass Transit Administration to serve the rapid rail line and act as an incentive to further transit use. The success of the Rapid Transit will depend on the effectiveness of the various modal passenger delivery systems. The attractiveness of the Rapid Transit will in large part be affected by the attractiveness of the modal delivery systems themselves.

One of the delivery modes will be the feeder bus. It will be considered as a sub-system whose function will be defined as a part of the general system. Furthermore, the feeder system will be designed to maximize the objectives of the Rapid Transit System.

While the feeder bus system is primarily concerned with providing a local means of access to the Phase I Rapid Transit from suburban communities and urban communities, equally important will be the impact that the Phase I Rapid Transit will have on the remainder of the bus transit service network. The displacement of the bus transit network in the northwest corridor by the rapid transit will be evaluated closely in order to assure that local mobility, especially in the radial direction, is maintained along U.S. Route 140. In addition, the attenuating effect that the rapid transit will have on the existing crosstown bus network and the remainder of the transit network will be examined. Obviously, the crosstown bus network will be realigned in the vicinity of the rapid transit line to also act as a feeder. This will require the crosstown lines in the northwest corridor to act as combination feeder/crosstown lines depending on the proximity of the area to the rapid transit alignment.

Preliminary studies identified the general area where feeder bus service will most likely be provided. The attached map delineates these areas. In the Northwest Corridor, this may mean establishment of new routes as well as short turning of existing line haul routes. The importance of the feeder bus network to the success of rapid transit will be the subject of an in-depth study. The design of the feeder bus network and operational success of that network will depend not only on proper design and scheduling network but also on proper administrative, logistic and operational support facilities. This future study, conducted under the Baltimore Region Unified Transportation Planning Program, will address all problems in a manner patterned to ascertain appropriate capital and operational requirements. (See Figure 11.)

EXPRESS BUS SYSTEM

The feasibility of establishing an express bus network to serve employment centers along the Baltimore Beltway (I-695) will be studied. Traffic studies indicate that of the total vehicular volume traveling south on the Northwest Expressway, one-third desires to continue into Baltimore City, one-third east on Interstate 695 and one-third west on Interstate 695. An express bus terminal facility could be established in conjunction with the Owings Mills Transit Terminal, providing parking for bus patrons. The feeder bus network could serve the express bus terminal as well as the rapid transit terminal.

An express bus system would not be in competition with the rapid rail line, as it would be designed to serve circumferential trips along the Baltimore Beltway (Interstate 695) not accommodated by the rapid rail system. It is estimated that by 1990 this type system could reduce VMT by 4,500-8,000³ miles per day.

³ ibid

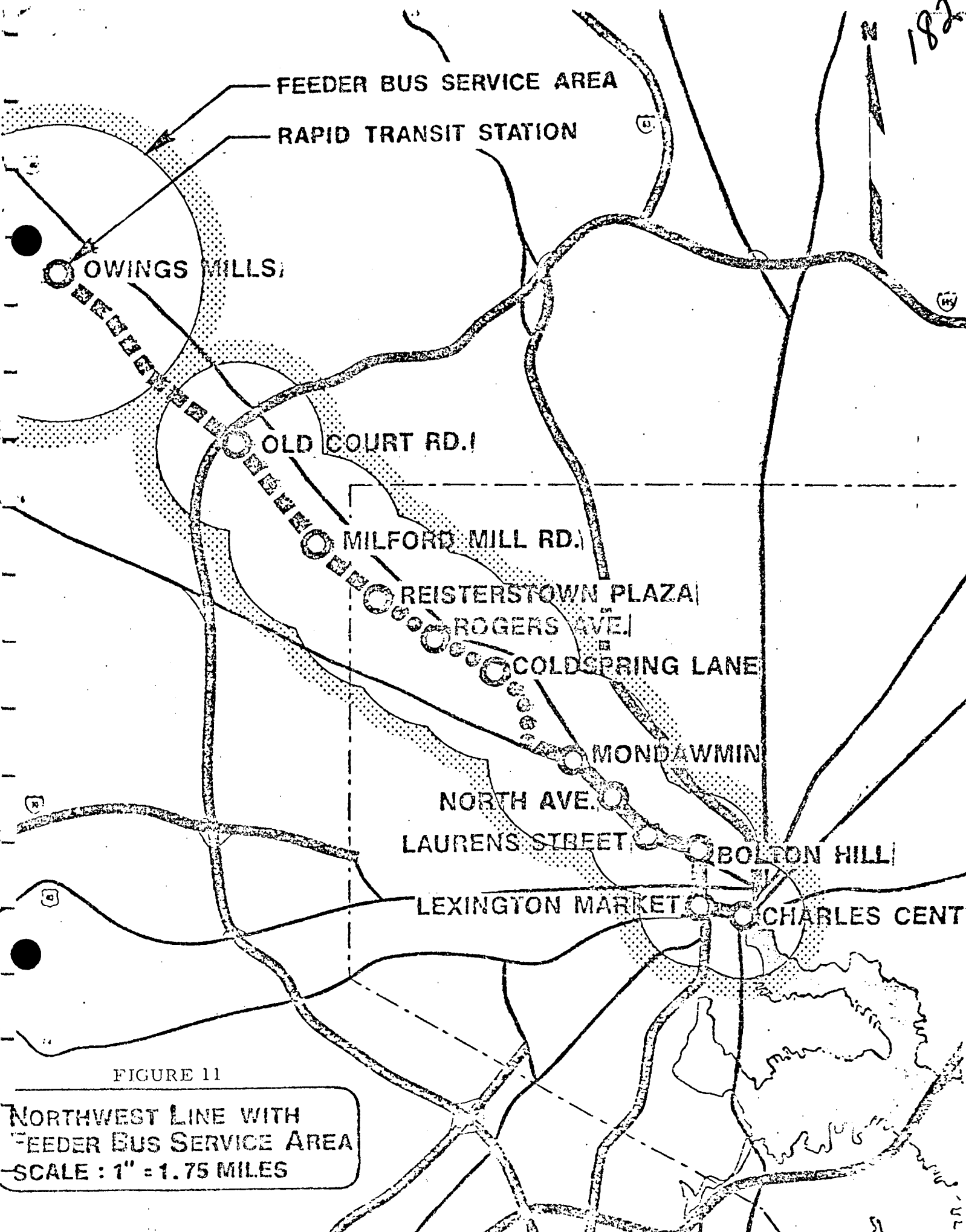


FIGURE 11

NORTHWEST LINE WITH
 FEEDER BUS SERVICE AREA
 SCALE : 1" = 1.75 MILES

CARPPOOLING

Carpooling will be encouraged in several ways. Park and Ride facilities similar to the one under construction at Interstate 695 and Providence Road (see Figure 12), can be established in the corridor to serve both Reisterstown Road (U.S. Route 140) and Liberty Road (Maryland Route 26). Such facilities could serve both carpool and express bus users. The potential for development of Park and Ride exists at several existing retail shopping centers within the corridor, with large parking areas normally subject to minor use during the daytime hours. Potential development of this type of facility in the vicinity of the Northwest Expressway's norther terminus also will be studied, as will a separate similar facility at the southern terminus of the Northwest Expressway just south of the interchange with Interstate 695. This would be considered as a separate project since it has not been presented previously and would have to respond to environmental impact analysis not presented as a part of the Northwest Expressway.

Further encouragement to use multi-occupancy vehicles will be accomplished by providing preferential treatment to buses and carpoolers using the Northwest Expressway. Entrance ramps to the expressway would be structured to allow these vehicles to have the first priority of entry to the facility (see Figure 13). The concept of exclusive lanes for multi-occupancy vehicles on the expressway has been considered and rejected. However, since the expressway will end at the Beltway, a feasibly insurmountable problem in continuing these exclusive bus lanes along the Beltway would develop.

2	NO
---	----

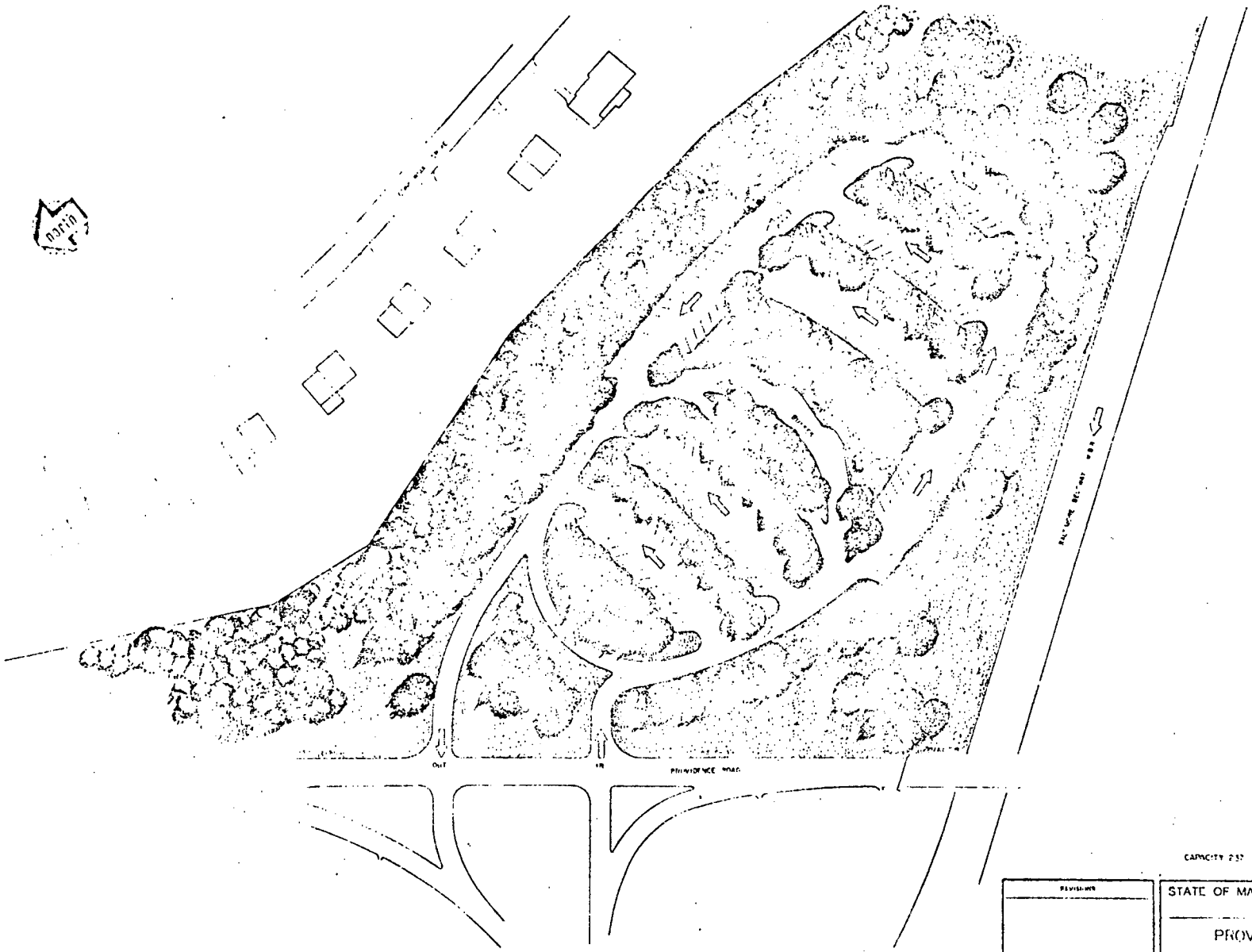


FIGURE 12

CAPACITY 237

REVISIONS	STATE OF MARYLAND - STATE HIGHWAY ADMINISTRATION
	BUREAU OF LAND-CITY ADMINISTRATION
	PROVIDENCE ROAD PARK AND RIDE
	DATE: _____
	BY: _____
	CHECKED: _____
	APPROVED: _____

188

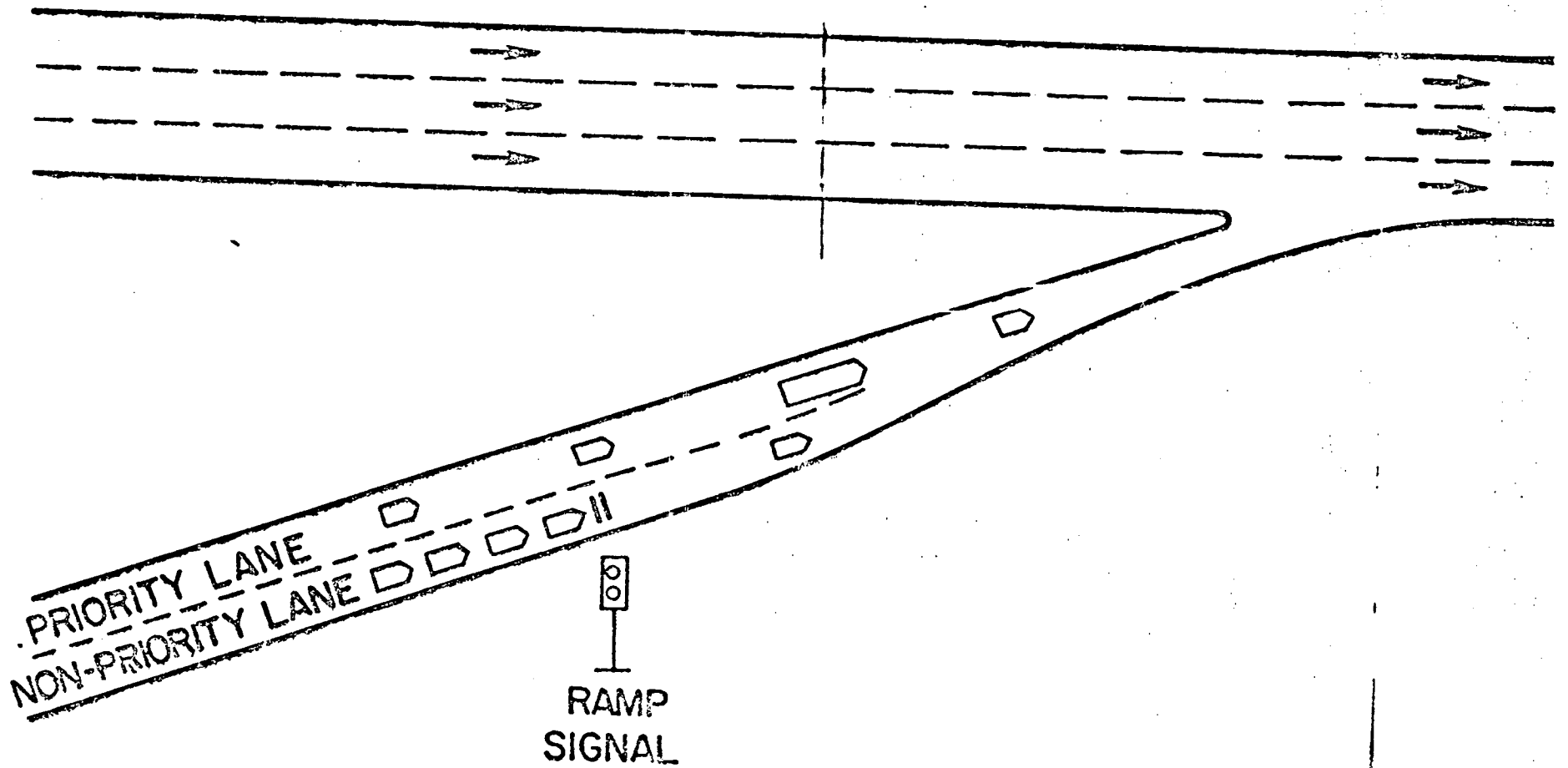


FIGURE 13 - Multi-Passenger Priority Entry Concept.

186

PREFERENTIAL PARKING AT TRANSIT TERMINAL

In order to stimulate a reduction in the volume of automobile traffic in the Northwest Corridor, inducements toward transit ridership in the Northwest Corridor should be maximized. Therefore, serious consideration will be given to provide preferential parking for carpools at the Owings Mills terminal. This concept would be developed in the form of a special parking area designated for carpools. This area would be located adjacent to the bus loading area of the transit station and be free of parking charges. Provision of such preferential parking space and means to enforce its exclusive nature will require a special study, which will be conducted by the Mass Transit Administration.

Such a concept could permit suburbanites to eliminate the need for a second car, provide free access to the transit station by eliminating parking charges, and place the transit patron within close proximity to the transit station entrance.

An additional measure that will be considered involves the Interstate 695/Reisterstown Road interchange. This area experiences carbon monoxide concentrations which exceed the 8-hour National Ambient Air Quality Standard. Construction of the Northwest Expressway will result in a marked improvement over the no-build alternate impact. In the event that a problem situation exists after completion of the Northwest Expressway, consideration will be given to the closing of certain ramp movements during critical hours, an effort to reduce congestion caused by cross traffic movements and increase the vehicular speeds on Reisterstown Road through the interchange. An increase in speed would decrease carbon monoxide emissions and benefit the situation. Alternate routes for those vehicles denied use of the ramps would be available upon completion of the Northwest Expressway. The ramp movements involved are the movement from eastbound I-695 to northbound Reisterstown Road and from southbound Reisterstown Road to eastbound I-695 (see Figure 14).

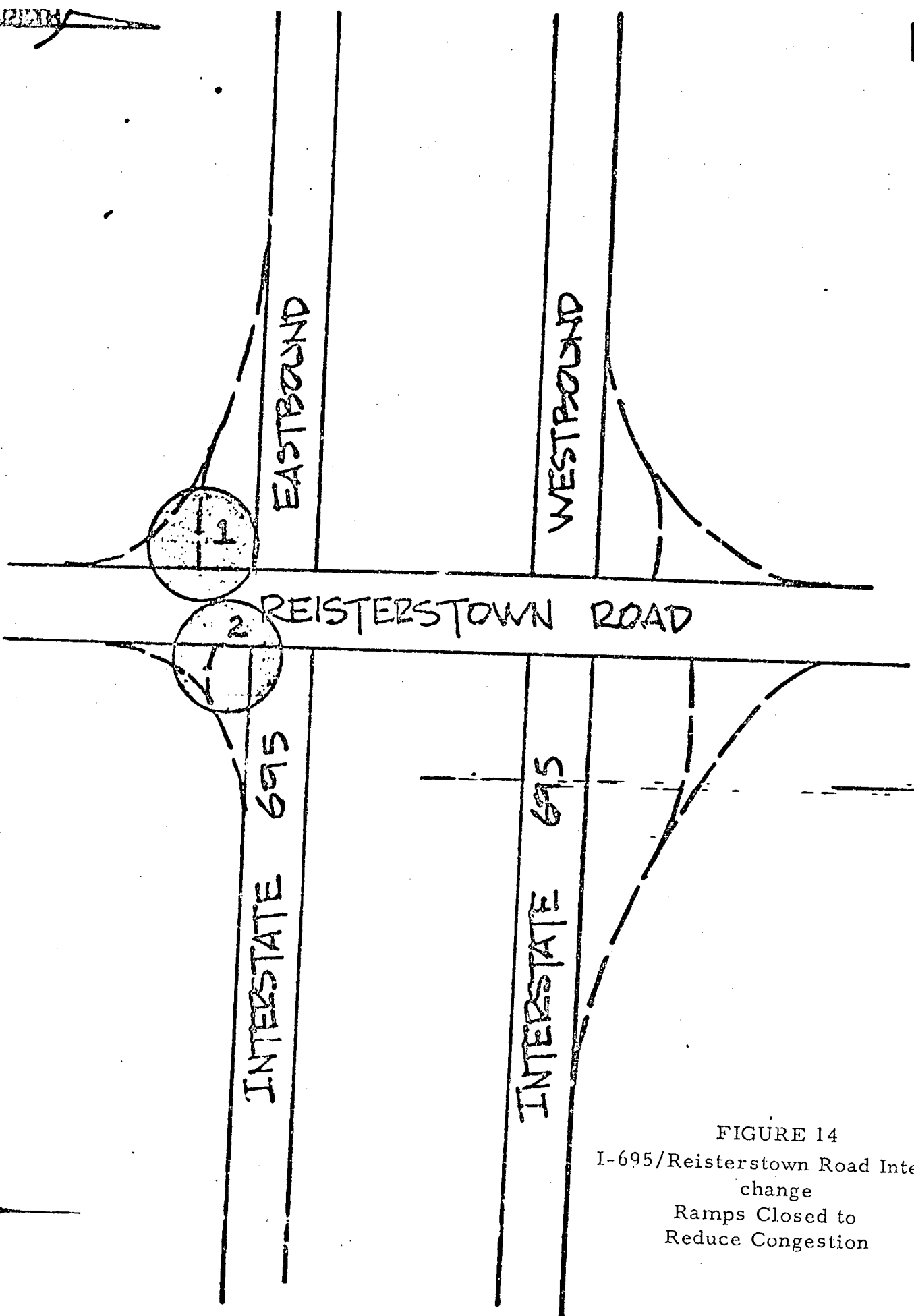


FIGURE 14
I-695/Reisterstown Road Inter-
change
Ramps Closed to
Reduce Congestion

The entire VMT reduction package will be promoted through an extensive public relations program. This is essential if the public is to be made aware of the existence of the various measures designed to encourage use of multi-occupancy vehicles.

CONSISTENCY OF VMT REDUCTION PROPOSAL WITH TCP

The consistency of the Northwest Transportation Corridor Project with the Maryland State Implementation Plan and the Transportation Control Plan for the Baltimore Interstate AQCR (TCP) must be evaluated in order to ascertain if any aspects of the project are contradictory to the objectives of those plans. While the recent decision of the United States Court of Appeals for the Fourth District has rescinded a number of the TCP regulations including retrofit, inspection/maintenance, and bikeways, it is reasonable to assume that measures will be enacted in the near future to replace a portion of these rescinded. It is also reasonable to assume that a major part of any new plan will be the reduction of VMT in the Baltimore Metropolitan area. With these assumptions in mind, two aspects of the proposed facility were studied; the VMT reduction measures which are inherent in the proposed project and the identification of any characteristics of the project which may prevent the application of any TCP measure which may be implemented in the future.

The Northwest Corridor project is unique in that a number of VMT reduction measures are an integral part of the project. The most significant of these measures is the rapid-rail line which will extend into the Baltimore CBD. It is estimated that approximately 227,000 vehicle miles traveled per day in 1990 will be eliminated by the rapid-rail line⁴.

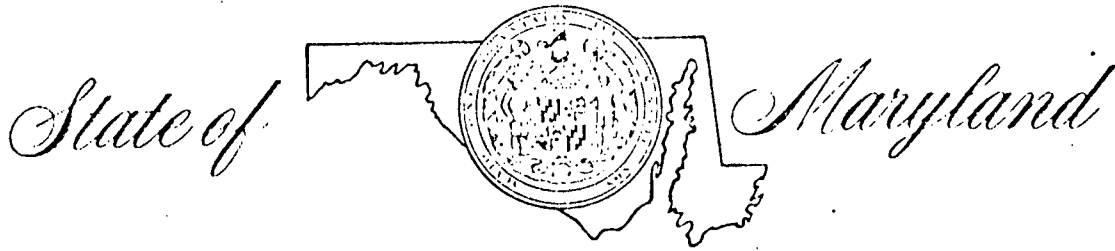
Also, as the highway portion of the project (Northwest Expressway) will not extend into the CBD, the total corridor project will tend to encourage trips with CBD destinations to utilize the rapid rail system rather than increase VMT in the downtown area by the increased use of private automobiles.

⁴ ibid

189

Supplemental VMT reduction measures have been proposed for use in the corridor to complement the effect of the rapid rail system. These measures include preferential treatment of high-occupancy vehicles, park and ride lots to serve carpools, buses and rail transit, a feeder bus system to serve the rapid rail terminals and an express bus system which will serve circumferential (I-695) trips which originate in the Northwest Corridor.

In conclusion, since significant VMT reduction will occur in the corridor as a result of the rapid rail system in conjunction with additional VMT measures which have been proposed, it is felt that the subject project is indeed consistent with the objectives of Transportation Control Plan. Furthermore, there is no intent to preclude the application of other VMT reduction measures which might be promulgated in the future.



DEPARTMENT OF HEALTH AND MENTAL HYGIENE
ENVIRONMENTAL HEALTH ADMINISTRATION
201 WEST PRESTON STREET
BALTIMORE 21201
PHONE • 301-383-2779

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

DONALD H. NOREN
DIRECTOR

March 15, 1976

Mr. Robert J. Hajzyk, Director
Office of Planning and Preliminary Engineering
Maryland Department of Transportation
State Highway Administration
P.O. Box 717
300 West Preston Street
Baltimore, Maryland 21203

Dear Mr. Hajzyk:

RE: Air Quality Analysis for Northwest
Expressway - Baltimore City Line
to U.S. 140

The Bureau of Air Quality and Noise Control has completed its review of the Air Quality Analysis for the Northwest Expressway and we have the following comments.

This revised analysis is exceptionally thorough with respect to documentation of the input data, methodology and results. The projections of traffic volumes and speeds have been recalculated to make them more realistic and several versions of the highway are now being considered but it is basically the same project which has been contemplated for over 20 years.

The analysis indicates that the 8-hour ambient air quality standard for carbon monoxide will be exceeded at a number of locations in the corridor including the Wabash Avenue - Patterson Avenue intersection and the interchanges of I-695 with Reisterstown Road and the Northwest Expressway. The reason for these high levels is the extremely large volume of traffic and low average speed at the intersections. The construction of the expressway does not alleviate this condition to any great extent and actually creates more problem areas along its right-of-way.

The expressway cannot even be expected to solve the traffic problems of the corridor. In order for the traffic volumes east and west of the Northwest Expressway on I-695 to be reasonable, the consultant had to assume the addition of one more lane in each direction. These lanes are not currently funded and the State does not possess the necessary right-of-way. Even before it is built, the Northwest Expressway is necessitating more highway construction. There is also a high

Mr. Robert J. Hajzyk

191

likelihood that existing Reisterstown Road will be widened whether or not the Expressway is built. By the State Highway Administration's own estimates (which are usually conservative) the transportation problem will continue to worsen. The Northwest Expressway will reach capacity and then, what will be done? Will the answer be yet another highway?

Baltimore has a severe photochemical oxidant problem. In response to this problem, the EPA promulgated a Transportation Control Plan which was aimed at reducing motor vehicle pollutant emissions. Although several of the specific measures of the Plan were invalidated by the Courts, the basic premise still applies--vehicle miles travelled in the region must be reduced. The consultant addresses this issue on page 51 of the report. He points to the plans for rapid transit and the proposed VMT reduction measures to demonstrate consistency with the Plan. These attempts to incorporate transit are commendable but the existence of the high speed highway facility in the corridor will probably counteract the transit incentives. Although it is insisted that the transit and the highway will serve different needs, I still believe they will be competing. The express buses will not have exclusive lanes on the expressway and will experience the same delays as cars. The only advantage which is proposed is a priority lane system on the approach ramps to I-695. The buses will then merge with traffic on I-695 where, again, exclusive lanes will not be provided. The time saving attributable to the priority ramp lane will most likely not shorten the trip enough to be very effective in motivating people to change modes.

A stronger case can be made for the non-competitiveness of the Northwest Expressway and the rapid transit. The rapid rail is designed to carry CBD-oriented trips while the expressway (especially if it is not constructed south of the Beltway) will serve those with circumferential destinations. I don't find this a very convincing argument. Most people currently living in the Reisterstown Road corridor who make the trip downtown follow the Reisterstown Road, I-695, Jones Falls Expressway Route. If the expressway is constructed, they will simply substitute it for the Reisterstown Road portion of the trip. They can, thus, shorten their time spent commuting without utilizing the transit. Optimum use of the transit system requires the existence of disincentives to driving cars individually. The construction of a brand new parallel expressway is not the way to accomplish this.

Perhaps more significant than any of these factors in increasing VMT will be the tremendous boost to development which the Northwest Expressway will provide. This project will encourage development along Route 140 between Reisterstown and Westminster and also along Route 30 to Hampstead. This increased sprawl type of growth will only exacerbate Baltimore's existing air pollution and transportation problems. Since the average result of the building of this expressway will be to increase VMT in the corridor and also on I-695, the Bureau must conclude that it is inconsistent with the goal of Baltimore's TCP which is VMT reduction. The air pollution mitigation measures, such as the express bus system, may reduce the rate of growth but they will do little to effect an absolute reduction.

192

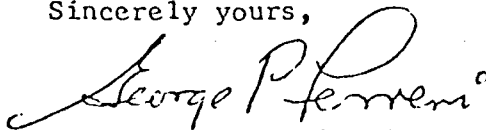
Page 3
Mr. Robert J. Hajzyk

In addition to our disagreement with the substantive contents of the consultant's discussion of consistency, the Bureau also takes issue with the fact that the consultant even made such a determination. The responsibility, under Federal Highway Administration regulations, for determining consistency of a highway project with the State air quality implementation plan rests with the Regional Federal Highway Administrator. The Administrator's decision is to be based on the final EIS and the comments of the cognizant air pollution agency. It is, therefore, highly inappropriate for the consultant to be including his own consistency statement in the final EIS.

Since the Northwest Corridor Transportation Study was first made available for public comment, people in the area have been asking that only the transit portion of the project be implemented. The answer from the State Highway Administration has been that transit and highway are irrevocably bound to each other. One cannot be implemented without the other. This approach has effectively eliminated any real choice. The people who live there must either face continued overcrowding of Reisterstown Road or accept a full-blown expressway/transit proposal. There was nothing in between. The rigidity of the State Highway Administration position has resulted in repeated delays and countless studies to justify a road which will no longer serve the need for which it was designed. Twenty years have passed and we are now faced with air pollution problems, an energy crisis and inflation. Expressways are no longer considered the paramount answer to transportation needs. We have the opportunity in this corridor to see what an organized transit approach can accomplish. We should not let 20 year old commitments to a highway destroy that opportunity.

It is the Bureau's recommendations that the highway portion of the project be deleted north as well as south of the Beltway and that effort be concentrated on developing an organized transit system, including buses and rapid transit, in the corridor.

Sincerely yours,



George P. Ferreri, Director
Bureau of Air Quality and Noise Control

GPF:AMD:dac

cc: Mr. Sam Little, EPA Region III
Mr. George Bonina, EPA Region III

193

Response to Comments Received From
Maryland Bureau of Air Quality and Noise Control
Concerning Air Quality Analysis of Northwest Expressway

- 1. Comment: Concerning predicted violations of the eight-hour carbon monoxide AAQS.

Response: The violations of the AAQS are predicted to occur in the vicinity of:

- a) The Northwest Expressway/I-695 Interchange
- b) The Wabash/Patterson Interchange if Alternate 2A is selected and
- c) In the vicinity of the Reisterstown Road/I-695 Interchange in all "Build" and "No Build" Alternates.

As Alternate 2A is no longer being considered for construction, the violations predicted for this option are of no significance. As the violations at Reisterstown Road will occur regardless of the Alternative selected, they should be interpreted with that fact in mind.

- 2. Comment: The construction of the Northwest Expressway will necessitate the expansion of I-695 and existing Reisterstown Road.

Response: The expansion of I-695 and Reisterstown Road is not a part of this project and is not being considered at this time. If these projects are felt appropriate at a future time, an analysis of all environmental impacts attributable to the expansion will be required.

- 3. Comment: The Northwest Expressway will be in direct competition with the proposed transit system.

Response: Refer to Maryland Mass Transit Administration Document Reduction in Automobile Use Due to Transit Service Improvements in the Northwest Transportation Corridor, January 8, 1976 for information concerning VMT reductions projected to occur due to the Transit System.

- 4. Comment: The proposed Northwest Expressway will increase regional VMT and encourage "sprawl type" development.

Response: The traffic data presented in the Air Analysis support the contention that the proposed facility will increase corridor VMT. This increase is due to projected growth of the Baltimore area and the accompanying growth in trip demand. The rapid

194

transit system is intended to serve the radial portion of this demand; at present motor vehicle transportation is the most acceptable means of serving circumferential demand. It is hoped that the construction of the Northwest Expressway will prevent further deterioration of the Reisterstown Road corridor and that the Regional land use planning mechanism will serve to insure that the development which will occur in the Northwest Transportation Corridor is acceptable to its population.



195

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
6TH AND WALNUT STREETS
PHILADELPHIA, PENNSYLVANIA 19106

March 19, 1976

RECEIVED

MAR 22 1976

Mr. Robert J. Hajzyk
Director, Office of Planning
and Preliminary Engineering
Maryland Department of Transportation
State Highway Administration
P. O. Box 717
300 West Preston Street
Baltimore, Maryland 21203

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Re: Northwest Transportation Corridor; Baltimore County, Maryland

Dear Mr. Hajzyk:

We have reviewed the Air Quality Analysis for the above proposed project and have classified it as LO-1 in EPA's reference category used to report the disposition of our reviews on draft Environmental Impact Statements. This code indicates that EPA does not have objections to these alternatives presented with the minimization of air quality impacts and that we believe that the information contained in the analysis is generally adequate for our review requirements.

We wish to commend the development and presentation of these alternatives which incorporate highway and public transit elements as a combined facility to provide for radial travel demand in the corridor. Although we have concerns about certain details of their planning and design, we believe that the integration of modes with a transfer point at the Beltway (encouraging use of public transit for the inbound portion of travel to central Baltimore) represents a major advance in project-level planning and administrative coordination to meet both transportation and air quality needs. The amount of automobile traffic diverted from downtown destinations should result in a proportional reduction of downtown traffic congestion as well as a reduction in vehicle miles of travel with corresponding improvements in microscale and regional air quality. While these alternatives seem highly appropriate approaches to meeting transportation needs within the specific corridor under study we would note that the basic concept might be equally appropriate in other radial corridors in either Baltimore or other metropolitan areas.

Our specific concerns about possible air quality impacts relate to both localized conditions adjacent to the point of modal transfer and to more general questions about project phasing and relationship with other transportation facilities.

Comment

First, the termination of the highway element at the Beltway and parking facilities for transit riders may result in maximum microscale impacts adjacent to these areas of highway interchange and modal transfer. Ongoing development of detailed design and planning should be assessed in terms of microscale impacts and where hot spots occur mitigating measures should be considered.

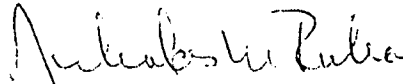
Comment

Second, we believe the viability of the project in providing microscale and regional air quality improvements depends upon the combined operation of both highway and transit modes. If the highway segment is opened independent of the transit mode the inbound travelers might increase vehicle miles of travel in driving the distances around the beltway necessary to find other radial highways leading downtown. While it has been assured in discussions between our staffs that the highway element will not be opened until the transit portion is completed, the final statement should define this assurance by describing the basic phasing of the Northwest Transportation Corridor as an entire system.

Third, in considering the long-range planning implications of constructing the Northwest Transportation Corridor facility and the possible addition of similar facilities in other radial corridors, it can be seen that the potential for congestion (and subsequent localized air quality impacts) may occur along the circumferential highway facilities rather than in the urban core, as is currently experienced with radial highways leading to city centers. To some extent this condition is evidenced in the high carbon monoxide levels projected for the Reisterstown Road - Beltway interchange which are aggravated to some degree by the indirect traffic impacts of the proposed project. While this specific "hot spot" condition might be mitigated by dividing the highway facilities at the interchange to diffuse the emission density, we mention the condition more as a general concern to be considered if future facilities similar to the Northwest Transportation Corridor are to be proposed.

We hope this review will assist you in the preparation of the final Environmental Impact Statement. We would appreciate the receipt of five copies of the final statement at such time as it is filed with the Council on Environmental Quality. At that time we will conduct a review of all areas of physical environmental impact for which we have review responsibility. If you have further questions or if we can be of assistance in further development of this innovative project you may wish to contact Mr. Sam Little of my staff directly at 215-597-7093.

Sincerely yours,



Nicholas M. Ruha
Chief

EIS and Wetlands Review Section

cc: Mr. G. Gotfeld, MTA
Mr. R. Bergeron, FHWA

RECEIVED

MAR 29 1976

RUMMEL, STEPPER & KANE

Response to Comments Received from
United States Environmental Protection Agency
Concerning Air Quality Analysis of Northwest Expressway

Comment No. 1:

The major transfer for persons arriving by car to the rapid transit from the Northwest Expressway will take place at the Owings Mills terminal and not at the Beltway, thus mitigating localized air pollution at the Beltway-Northwest Expressway Interchange.

Comment No. 2:

It is the intent to proceed with the construction of the rapid transit segment ahead of or concurrently with the highway portion of the project. The precise phasing for both the rapid transit and highway will depend upon the availability of Federal funds from the Urban Mass Transportation Administration and the Federal Highway Administration, and matching State funds. The rapid transit segment between Reisterstown Plaza Station near the Baltimore City Line and Owings Mills is a part of the adopted Phase I Plan and, therefore, has very high priority.

D. ALTERNATIVES:

1. Introduction -

Four alternatives were described in the Draft Environmental Statement and were presented at the Public Hearings in April, 1973. Alternates 1 and 2 proposed that the project be constructed as a joint highway-rapid transit system on new location, approximately three-quarters of a mile west of existing U. S. Route 140 (Reisterstown Road). Alternate 3 proposed the widening and reconstruction of existing Reisterstown Road (U. S. Route 140) from Baltimore City to Reisterstown, and Alternate 4 is the "Do-Nothing" alternative. Drawing No. 9 is a map of the corridor showing the location of these alternates, along with proposed grade separations, interchanges and rapid transit stations.

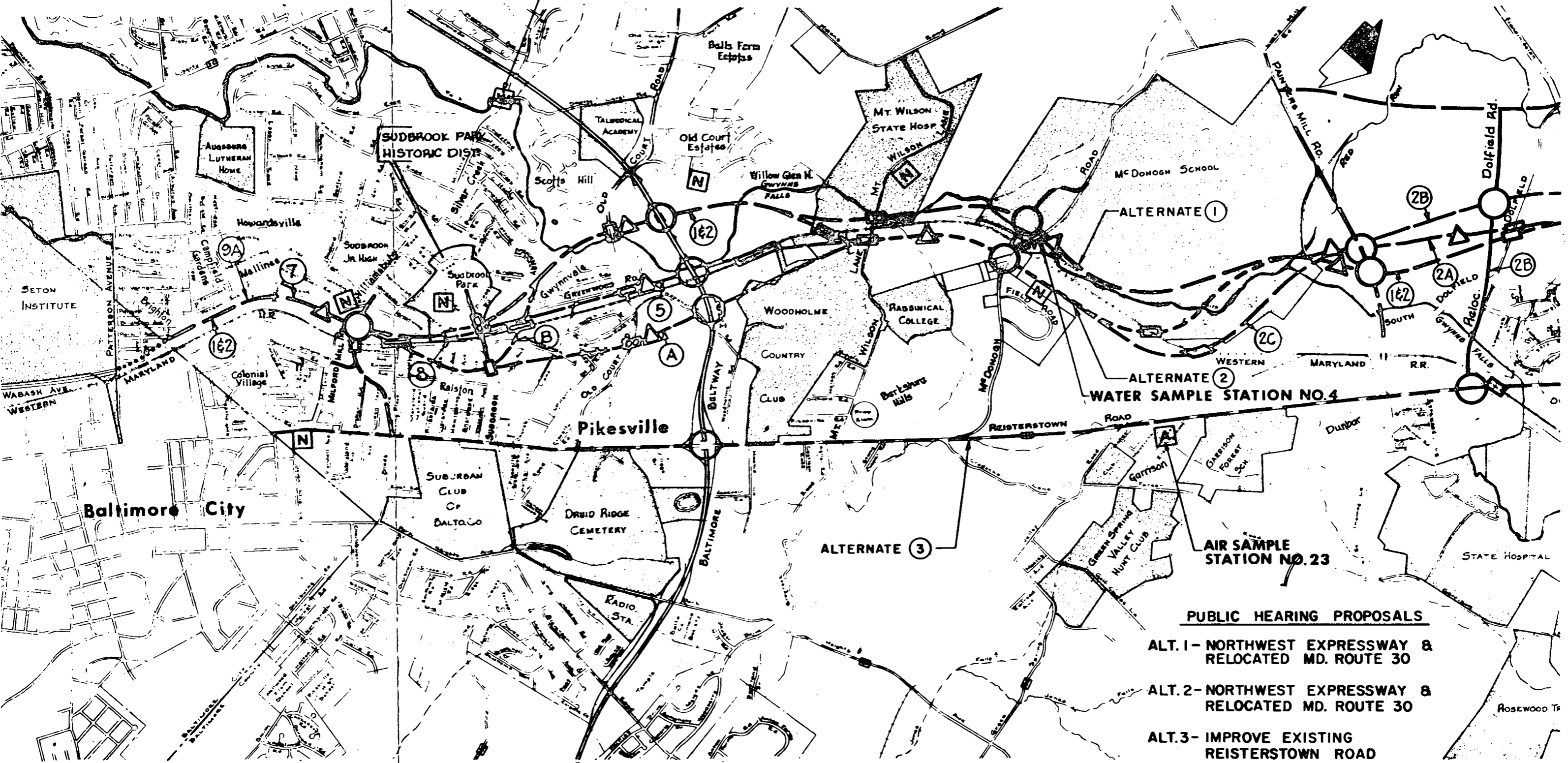
As a result of comments made on the Draft Environmental Statement and testimony received at the Public Hearings in April, 1973, additional studies have been made to evaluate the comments. Alternate studies were made inside of the Baltimore Beltway (Alternate 5); in the vicinity of McDonogh Road and Owings Mills (Alternates 2A and 2B); and in the Reisterstown area (Alternate 6). Proposals and studies relating to or affecting historic sites were also made in conjunction with the Sudbrook Park Historic District, the McDonogh School Historic District, and the Reisterstown Historic District. Proposals studied to determine if these were feasible and prudent alternatives to the use of historic lands included Alternates A and B in the Sudbrook Park area, Alternate 2C at the McDonogh School, and Alternate 6A in Reisterstown. Alternates 7, 8, 9 and 9A were studies made to minimize the adverse effects of the project on the Sudbrook Park Historic District, and to reduce impacts on adjacent communities and parks. This would also reduce the impact on the Gwynns Falls floodplain and achieve a cost savings. These additional studies made subsequent to the Public Hearing are also shown on Drawing No. 9.

2. Public Hearing Proposals -

- Alternate 1 -

Relocated U. S. Route 140 (Northwest Expressway) was proposed as a six-lane dual highway, with full control of access, consisting of 36' roadways in each direction, separated by a median varying from 16 feet at the western boundary of Baltimore City to 80 feet or greater at rapid transit station sites. Between and beyond transit stations, the median will generally be 64 feet in width. The tracks of the Rapid Transit Facility in the median will be separated from the Expressway roadways by 12 to 14 foot paved median shoulders and reinforced concrete safety barrier walls. North of the rapid transit terminal at Painters Mill Road, the 64-foot median will be graded with flat 6:1 slopes and will provide a safety recovery area of 30 feet for each roadway, thereby minimizing the potential for

WATER SAMPLE STATION NO. 5

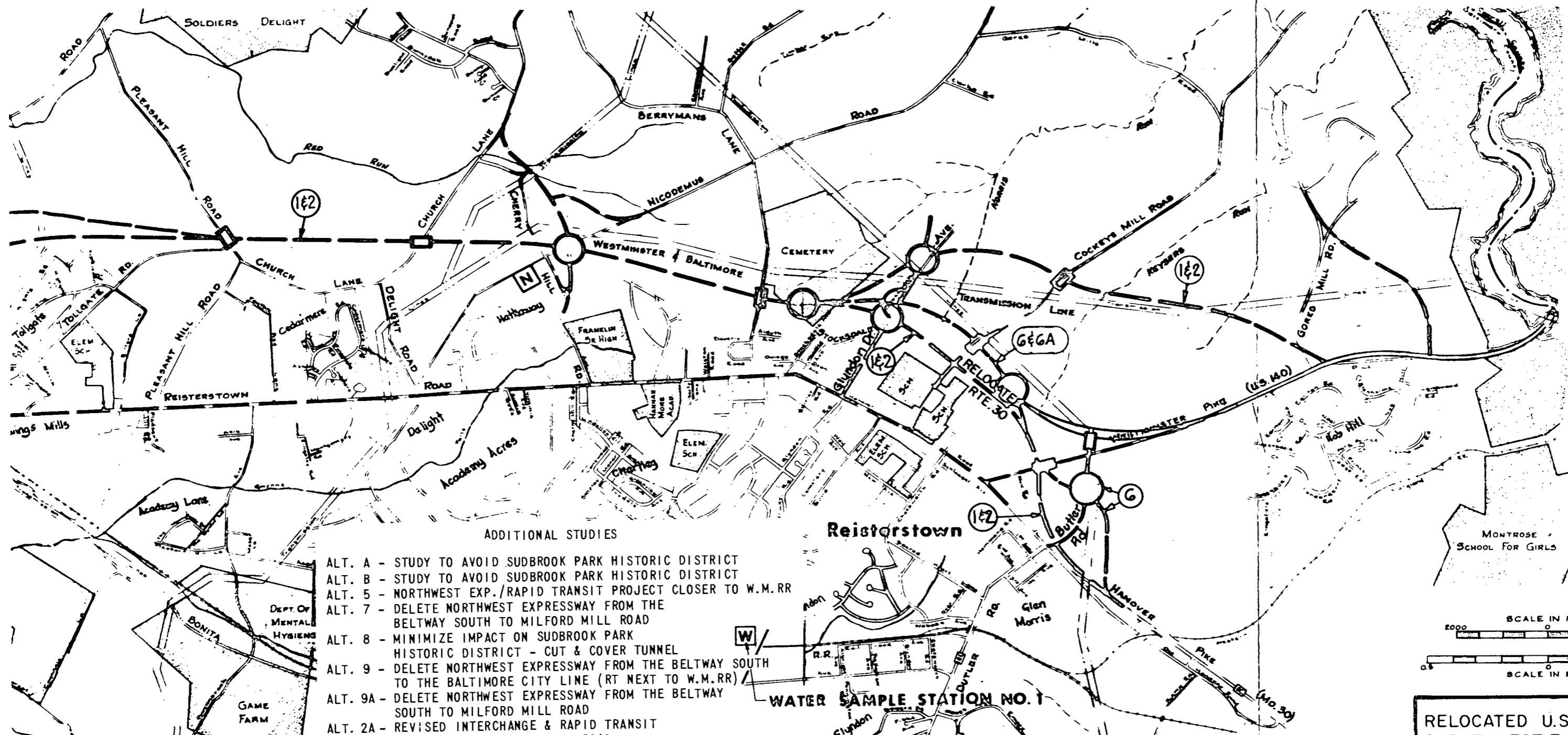


WATER SAMPLE STATION NO. 4

AIR SAMPLE STATION NO. 23

PUBLIC HEARING PROPOSALS

- ALT. 1- NORTHWEST EXPRESSWAY 8
RELOCATED MD. ROUTE 30
- ALT. 2- NORTHWEST EXPRESSWAY 8
RELOCATED MD. ROUTE 30
- ALT. 3- IMPROVE EXISTING
REISTERSTOWN ROAD
- ALT. 4- "DO-NOTHING"

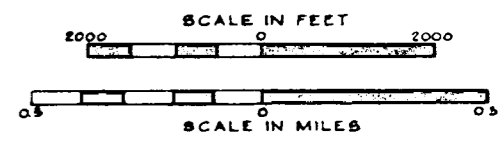


- ADDITIONAL STUDIES**
- ALT. A - STUDY TO AVOID SUDBROOK PARK HISTORIC DISTRICT
 - ALT. B - STUDY TO AVOID SUDBROOK PARK HISTORIC DISTRICT
 - ALT. 5 - NORTHWEST EXP./RAPID TRANSIT PROJECT CLOSER TO W.M. RR
 - ALT. 7 - DELETE NORTHWEST EXPRESSWAY FROM THE BELTWAY SOUTH TO MILFORD MILL ROAD
 - ALT. 8 - MINIMIZE IMPACT ON SUDBROOK PARK HISTORIC DISTRICT - CUT & COVER TUNNEL
 - ALT. 9 - DELETE NORTHWEST EXPRESSWAY FROM THE BELTWAY SOUTH TO THE BALTIMORE CITY LINE (RT NEXT TO W.M. RR)
 - ALT. 9A - DELETE NORTHWEST EXPRESSWAY FROM THE BELTWAY SOUTH TO MILFORD MILL ROAD
 - ALT. 2A - REVISED INTERCHANGE & RAPID TRANSIT STATION AT PAINTERS MILL ROAD
 - ALT. 2B - REVISED RAPID TRANSIT STATION & NEW INTERCHANGE AT DOLFIELD ROAD
 - ALT. 2C - STUDY TO AVOID MCDONOUGH SCHOOL HISTORIC DISTRICT NWX/RT FACILITIES SAME AS ALT. 2B
 - ALT. 6 - REVISED NORTHWEST EXPRESSWAY & RELOCATED MD. ROUTE 30 CONNECTIONS AT REISTERSTOWN
 - ALT. 6A - STUDY TO AVOID REISTERSTOWN HISTORIC DISTRICT

WATER SAMPLE STATION NO. 1

- LEGEND**
- A AIR SAMPLE STATION
 - W WATER SAMPLE STATION
 - N NOISE SAMPLE STATION

- LEGEND**
- GRADE SEPARATION
 - INTERCHANGE
 - RAPID TRANSIT STATION



**RELOCATED U.S. ROUTE 140
(NORTHWEST EXPRESSWAY)
BALTIMORE CITY TO REISTERSTOWN**

LOCATION MAP

**PUBLIC HEARING ALTERNATES
AND SUBSEQUENT STUDIES**

vehicular head-on collision. Extension of the rapid transit line in the median of the Expressway, beyond Painters Mill Road, is physically possible, should the need arise sometime in the future. Paved shoulders 4-feet in width will also be constructed along the median edge of each roadway pavement. Outer shoulders will be paved for a 10-foot width, with an additional 20 feet beyond the outer shoulders graded with flat 6:1 slopes to provide a safety recovery area. The provision of 30-foot safety recovery areas along both sides of each roadway conforms to nationally recognized criteria to minimize accidents and injuries when a vehicle strays from the travelway. The proposed Expressway will be fenced through built-up areas, and lighting will be provided at specified interchanges, rapid transit stations and parking lots. Geometry and safety features will be based on a design speed of 70 miles per hour. The typical right-of-way width would be 300 feet, with a minimum width of 200 feet.

The project also includes a 0.2 mile section of Wabash Avenue within Baltimore City from the western city boundary line south to Patterson Avenue. The improvement within these limits consists of dual 36-foot urban roadways curbed on both sides and separated by a raised 16-foot median. There is no control of access within Baltimore City.

The typical section for Relocated Route 30 (Reisterstown Bypass) is similar to that of the Northwest Expressway, except that the median width is reduced to 40 feet. At-grade intersections are permitted at intervals of not less than 2000 feet, and will probably be signal-controlled. A 60 mile per hour design speed will control the horizontal and vertical alignment as well as other geometric features. The minimum right-of-way width would be 200 feet.

The project begins at Patterson Avenue within Baltimore City as an extension of existing Wabash Avenue as a divided urban street, and is located adjacent to the tracks of the Western Maryland Railway Company. Relocated U. S. Route 140 (Northwest Expressway) begins at the Baltimore City Line as an extension of Wabash Avenue. Just north of the City Line, the proposed Northwest Rapid Transit Line crosses under the northbound roadway into the median of the highway. The Combined Highway/Rapid Transit Facility continues northerly along the west side of the Western Maryland Railway to Sudbrook Road, and then under the existing bridges at Old Court Road and the Baltimore Beltway. Relocated Milford Mill Road would pass over the proposed Expressway and swing to the north, where it would connect to Reisterstown Road at Slade Avenue. Sudbrook Road is proposed to be relocated to the north and also overpass the proposed Expressway. Interchanges are proposed at Relocated Milford Mill Road and at the Baltimore Beltway.

203

A proposed rapid transit station platform is located in the Expressway median, 500 feet south of Relocated Milford Mill Road. Direct access to the transit station parking lot is proposed via a southbound off-ramp from the Expressway. Northbound return to the Expressway is also proposed. Local access to the station parking lot is proposed from Relocated Milford Mill Road via Rockland Avenue, west of the Expressway, and via existing Milford Mill Road, east of the Expressway. In addition to parking for 800 cars, a special area adjacent to the station would be reserved for bus parking, for the discharge of kiss-n-ride passengers and for bicycle stalls. The Old Court Road rapid transit station platform is proposed to be located in the widened median of the Expressway under the existing Old Court Road Bridge. The parking lot for the Old Court Road Station would be located at ground level on the east side of the Expressway and north of Old Court Road, and would provide parking for 550 cars as well as special discharge areas for kiss-n-ride passengers and buses. Bicycle stalls will also be provided. Vehicular access to the parking lot is via Old Court Road, and a pedestrian bridge over Gwynns Falls and the northbound roadway of the Expressway would connect the parking lot with the station platform.

Proceeding north from the Baltimore Beltway, the project continues on the west side of the Western Maryland Railway along the Gwynns Falls stream valley to Owings Mills.

Where the project right-of-way conflicts with Gwynns Falls, viaduct structures are proposed rather than relocation of the stream. As recommended by the Baltimore County Department of Recreation and Parks, and supported by the Maryland Water Resources Administration, the proposed structures over Gwynns Falls have been tentatively lengthened where feasible so that 200 feet of undisturbed land would remain on both sides of the stream for future park development.

A diamond interchange is proposed at Relocated McDonogh Road, which has been located south of the existing road. In this area, a rapid transit station is proposed in the median of the Expressway, approximately 1000 feet north of Relocated McDonogh Road. The 3800-car parking lot for the McDonogh Station would be located on the west side of the Expressway and north of Relocated McDonogh Road. In addition to spaces for cars, the parking lot has a special area reserved for bus parking, the discharge of kiss-n-ride passengers, and for bicycle stalls. Direct access to the transit station parking lot would be provided via a southbound off-ramp from the Expressway along with the northbound return. Local access is planned via Relocated McDonogh Road.

Painters Mill Road is planned to be relocated on the northwest side of the existing road, beginning at its intersection with South Dolfield Road on the north, and terminating at the intersection with Meadow Road on the south. The interchange at Relocated Painters Mill Road tentatively

consists of four diamond ramps and one inner loop in the southwest quadrant. The Owings Mills rapid transit station platform is proposed to be located in the median of the Expressway, 800 feet southeast of Relocated Painters Mill Road. Parking for 800 cars is planned west of the Expressway adjacent to the station site, with access from Painters Mill Road. The parking lot would have a special discharge area for kiss-n-ride passengers and bicycle stalls. The rapid transit tracks in the median of the Expressway would terminate approximately 900 feet north of the Owings Mills Station.

Relocated U. S. Route 140 (Northwest Expressway) continues in a northwesterly direction from Painters Mill Road, interchanges with Cherry Hill Road and the extension of Glyndon Drive, and terminates at a tie-in to existing Westminster Pike (U. S. Route 140) 300 feet northwest of Gores Mill Road. Gores Mill Road is planned to be relocated to the west side of the Expressway in the vicinity of the diamond interchange, which is proposed at U. S. Route 140 (Westminster Pike).

An interchange is proposed at Relocated Cherry Hill Road in the vicinity of Nicodemus Road. The diamond interchange would also have inner loops in the northwest and northeast quadrants. Relocated Cherry Hill Road would be constructed from Tarragon Road westerly to its intersection with Church Lane, a distance of 1.0 mile, and Nicodemus Road would be relocated around the interchange and be connected to Relocated Cherry Hill Road.

Relocated Maryland Route 30 diverges from Relocated U. S. Route 140 (Northwest Expressway) via a directional interchange 1200 feet north of Berrymans Lane and, bearing toward the north, underpasses Glyndon Drive 2300 feet west of Reisterstown Road. Glyndon Drive is proposed to be extended from Relocated U. S. Route 140 to Reisterstown Road, with a split interchange planned at Relocated Maryland Route 30 and Relocated U. S. Route 140. Existing Stocksdales Avenue would be closed by the proposed construction of Glyndon Drive, and a tee-turnaround provided at the terminus. Relocated Maryland Route 30 continues in a northerly direction across the Westminster Pike and ties into existing Maryland Route 30 (Hanover Pike) 1000 feet north of Butler Road. At-grade intersections are planned at Relocated Cockeys Mill Road, Westminster Pike and the extension of Butler Road.

Access to Relocated U. S. Route 140 (Northwest Expressway) is proposed by interchanges at Milford Mill Road, Baltimore Beltway, McDonogh Road, Painters Mill Road, Cherry Hill Road, Relocated Maryland Route 30, Glyndon Drive and Westminster Pike. Rapid transit stations are proposed at Milford Mill Road, Old Court Road, McDonogh Road and Painters Mill Road, with direct access from the Expressway to the Milford Mill and McDonogh Stations.

205

The estimated costs of the transportation system, described as Alternate 1, are as follows. The costs are based on 1974 prices.

	<u>Highway</u> (14.2 miles)	<u>Rapid Transit</u> (5.5 miles)	<u>Total</u>
Highway Construction . . .	\$ 74,578,000.	\$ -	\$ 74,578,000.
Rapid Transit Construction	-	45,352,000.	45,352,000.
Right-of-Way Costs . . .	23,848,000.	4,453,500.	28,301,500.
Engineering, Administration & Overhead . . .	<u>21,777,000.</u>	<u>12,699,000.</u>	<u>34,476,000.</u>
<u>Total Project Cost</u> =	\$120,203,000.	\$62,504,500.	\$182,707,500.

The road user cost for the project would be relatively the same for all alternates under consideration.

In summary, Alternate 1 will result in definite transportation, social and economic benefits to the community as a whole, with unavoidable displacement of approximately 285 persons, 52 residences and 5 businesses, and some detrimental effects on existing communities and the natural environment in the Gwynns Falls Valley. Alternate 1 would directly conflict with 12 historic sites from the Baltimore City Line to Reisterstown, as shown in the Draft Section 4(f) Statement (FHWA-MD-EIS-73-01-DS).

Decision - Alternate 1

Alternate 1 has been dropped from consideration because of the extremely adverse effects the project would have on the Gwynns Falls stream and proposed stream valley park from the Sudbrook Park to Painters Mill Road. The direct effect on a number of historic sites was also a factor in this decision.

206

- Alternate 2 -

The improvements proposed for Alternate 2 are identical to Alternate 1, except in the area between the Baltimore Beltway and Painters Mill Road, where the project would be located to the east of, and parallel to, the Western Maryland Railway.

North of the Baltimore Beltway Interchange, the alignment curves to the north and crosses over the Western Maryland Railway, approximately 1200 feet south of Mount Wilson Lane. Paralleling the east side of the Railway, the project passes through the undeveloped southwest corner of the Woodholme Country Club and crosses over existing Mount Wilson Lane (Maryland Route 400) and under Relocated McDonogh Road. Thirty-five hundred feet north of McDonogh Road, the alignment swings to the west to re-cross the Western Maryland Railway and rejoins Alternate 1, just south of Painters Mill Road. A diamond interchange on the east side of the railroad is proposed at Relocated McDonogh Road, which has been located south of the existing road.

A rapid transit station platform is proposed to be located in the median approximately midway between Mount Wilson Lane and McDonogh Road, with a parking lot for 3800 cars situated on both sides of the Expressway adjacent to the station site. The parking lot on the west side would have direct access from the Expressway via a southbound off-ramp. Northbound return to the Expressway from this parking lot would be provided by a road crossing under the Expressway adjacent to Mount Wilson Lane and, paralleling the parking lot on the east side of the Expressway, would connect to the northbound on-ramp of the McDonogh Road Interchange. The parking lot on the east side of the proposed Expressway would accommodate locally-oriented vehicles, with a special area reserved for bus parking, for the discharge of kiss-n-ride passengers, and for bicycle stalls. Local access roads to this lot are planned at both Mount Wilson Lane and McDonogh Road.

Alternate 2 would also have an Expressway classification (Freeway by A. A. S. H. T. O. definition), conform to regional and state plans, have the same major design features, and provide the same excellent transportation service as Alternate 1. The impact on the Gwynns Falls Valley, the proposed trail system and water quality from north of the Baltimore Beltway to Painters Mill Road is minimized with this alignment (Alternate 2), as compared to Alternate 1.

207

The estimated costs of the roadway and rapid transit system included under Alternate 2 are as follows. The costs are based on 1974 prices.

	<u>Highway</u> (14.3 miles)	<u>Rapid Transit</u> (5.5 miles)	<u>Total</u>
Highway Construction . . .	\$ 69,993,000.	\$ -	\$ 69,993,000.
Rapid Transit Construction	-	43,466,000.	43,466,000.
Right-of-Way Costs . . .	23,840,000.	5,243,500.	29,083,500.
Engineering, Administration & Overhead . . .	<u>20,439,000.</u>	<u>12,171,000.</u>	<u>32,610,000.</u>
<u>Total Project Cost</u> =	\$114,272,000.	\$60,880,500.	\$175,152,500.

The road user cost for the project would be relatively the same for all alternates under consideration.

Summarizing, the adverse environmental affect on the Gwynns Falls Stream Valley has been minimized with Alternate 2. Approximately 290 persons, 53 residences and 5 businesses would be displaced. Other economic and social features, such as better accessibility to employment and residential areas in the corridor, reduced travel time, reduced transportation costs, reduced accident rates, multiple use of space and improved access for National Defense are similar to Alternate 1. Alternate 2 would directly conflict with 9 historic sites from the Baltimore City Line to Reisters-town, as shown in the Draft Section 4(f) Statement (FHWA-MD-EIS-73-01-DS).

Decision - Alternate 2

Alternate 2 has many desirable features including the reduction of adverse effects on the Gwynns Falls Valley; however, considerable objection was voiced at the Public Hearing on the inclusion of the McDonogh Rapid Transit Station and Interchange. The alignment also directly impacts 9 historic sites, 4 of which are either on or eligible for the National Register and, for these reasons, Alternate 2 has been dropped from further consideration. Other studies developed subsequent to the Public Hearing eliminated the McDonogh Rapid Transit Station and Interchange, and proved to be prudent and feasible alternates to either avoid or mitigate the impact on historic sites and, therefore, were considered more desirable than Alternate 2. Alternate 2 was the most feasible plan developed for presentation at the Public Hearing and, for this reason, various sections of Alternate 2 have been used as a basis of comparison for alternate studies developed subsequent to the Public Hearing. These comparisons are included with the discussion of the various alternate studies.

- Alternate 3 -

Alternate 3 consists of the widening and reconstruction of existing Reisterstown Road (U. S. Route 140) from the Baltimore City Line to Reisterstown, a distance of approximately 11.6 miles. Relocated U. S. Route 140 (Northwest Expressway) would not be constructed under the alternate; however, the Rapid Transit Facility would be constructed somewhere in the corridor. The reconstruction of Reisterstown Road (Alternate 3) does not, by itself, conform to local, regional and state planning for the corridor.

The improvement would consist of dual 36-foot urban roadways, curbed on both sides, and separated by a raised 16-foot median constructed within a nominal right-of-way width of 110 feet. Control for horizontal and vertical alignment, as well as other geometric features, is based on a 50-mile per hour design speed. There would be no control of access, except for the policy and standards established by the State Highway Administration for the design and construction of residential and commercial entrances. Crossovers would be provided at all intersecting roads, and generally at intervals of not less than 750 feet. Left-turn lanes in the median are planned for safety and the increased efficiency and capacity obtained at intersections. Widening would be required on both sides of Reisterstown Road for virtually its entire length, except in certain areas where the widening could be confined to one side or the other in order to minimize property damage. Development through the Pikesville, Owings Mills and Reisterstown areas is almost continuous. Strip zoning, permitted along this road, has created a hodge-podge of miscellaneous businesses ranging from high-rise office buildings, motels and attractive stores, to shopping centers, gas stations, restaurants and miscellaneous service shops. These businesses are interspersed among older, private residences, apartment complexes and modern housing communities.

Rapid transit would not be combined with the proposed improvement to Reisterstown Road because of right-of-way restrictions, number of intersecting streets, and lack of space for station and parking sites. Without the Expressway, the entire concept of rapid transit outside of Baltimore City would have to be restudied since the advantages of joint use of

209

right-of-way and efficiency in the design and construction process would be lost. The Northwest Expressway is essential to the success of the Rapid Transit Line because of the access it will provide to major park-n-ride facilities at three of the four rapid transit stations - Milford Mill, McDonogh and Owings Mills.

Land development in the corridor will continue to rise with consequent increases in traffic volumes. Projected traffic for Reisterstown Road in 1995, assuming the expressway is not constructed, is as follows:

Baltimore City Line to Old Court Road	- 32,000 ADT
Old Court Road to Baltimore Beltway	- 40,000 ADT
Baltimore Beltway to Maryland Route 130	- 53,000 ADT
Maryland Route 130 to Maryland Route 30	- 34,000 ADT

The adoption and construction of Alternate 3 would not preclude the need for additional highway and/or transit capacity in the Northwest Corridor which has been indicated in local, regional and state planning proposals for many years. Petitions for denser zoning reclassifications may be deferred or denied, yet the natural terrain will be steadily replaced by presently proposed land uses (See Drawing No. 8). As development occurs, even at a somewhat slackened pace, utility services would continue to be provided to support the new social environment. Baltimore County's proposed reinforcement of the Gwynns Falls sanitary interceptor and the Flood Control Study, prepared by the County, will both increase the pressure for denser zoning reclassifications. Housing and apartment developments, shopping centers and new businesses along Reisterstown Road will appear in areas of existing commercial zoning and the proposed Sector Center in the Owings Mills area. Anticipation of improved accessibility in the Northwest Corridor over the past 20 years has encouraged the development of this area and investors who have purchased land and obtained the desired zoning will continue to build on the assumption that some type of improved road system must be provided for the relief of Reisterstown Road. Although such a highway may not be built to the same capacity or design standards as Alternates 1 and 2, it could nevertheless gradually appear with utilities to support existing and proposed development and to offer some relief to the overcrowded Reisterstown Road.

Maintenance of traffic is a major problem with Alternate 3, and the inconvenience should last during the entire construction period, estimated to be 5 to 6 years. Businesses that are dependent on the motorist will suffer severe reductions in revenue due to traffic restrictions and

difficulties of maintaining convenient access during construction. Other than the sanitary interceptor along Gwynns Falls, most major distribution utilities servicing the corridor are located within or along the right-of-way of existing Reisterstown Road. This includes water and gas mains, sanitary sewers, power and telephone lines, both overhead and underground. The maintenance of utility services during the construction of Alternate 3 would be much more difficult and costly than with either Alternates 1 or 2. Detour roads are not practical for maintenance of traffic, so all utility relocations will have to be made at the same time traffic is being maintained and the roadway is being reconstructed.

All public facilities and buildings located along Reisterstown Road would be adversely affected during the construction phase of Alternate 3. Traffic would be maintained during construction, but at a reduced capacity, and this would increase the travel time of fire equipment and other emergency vehicles. The public buildings that would actually be removed by this alternate include the Pikesville Memorial Library, located at Sudbrook Lane, U. S. Post Office in Garrison (21055), and the Volunteer Fire Company in Reisterstown opposite Chatsworth Avenue. It would be necessary to relocate or rebuild these facilities before the road could be constructed through these areas. Approximately 103 buildings and sites having historic significance have been identified along Reisterstown Road. The location and description of these historic sites are included in the Draft Section 4(f) Statement (FHWA-MD-EIS-73-01-DS).

The major impact of this alternate is the fact that the majority of the present development fronting on existing Reisterstown Road will be adversely affected to some degree either by loss of frontage or complete removal of the residence or building by highway construction. To implement this alternate, an approximate total of 183 improved properties would be required. Of this total, 91 are estimated to be owner-occupied, 43 are estimated to be tenant-occupied, 27 are businesses and 22 are non-profit organizations. It is estimated that 135 families comprised of 700 persons and approximately 125 individuals (other than families) would be relocated along with the above businesses and non-profit organizations. Such a program is not impossible, but it would take three to four years to accomplish since the housing market in this area usually offers 60 to 70 dwellings for sale or rent at any given time.

A project of this magnitude through a stable, settled commercial and residential community will have severe economic and environmental repercussions stretching over the acquisition and construction periods which together may be as long as seven years and result in the temporary unemployment of approximately 300 persons.

The following estimated cost of the road improvements included under Alternate 3 are based on 1974 prices. The cost of providing rapid

211

transit in a separate right-of-way would require a complete restudy and is not included in the following estimate.

	<u>Estimated Cost</u>
Roadway Construction	\$11,381,000.
Right-of-Way	80,000,000.
Engineering, Administration & Overhead	<u>3,187,000.</u>
 <u>Total Roadway Cost</u>	 \$94,568,000.

In summary, widening Reisterstown Road (Alternate 3) is a proposal that would increase its safety and capacity, provide better accessibility to employment areas and reduce travel time for emergency vehicles. This improvement, by itself, would only provide temporary relief; it would not provide the transportation facility necessary to accommodate the anticipated traffic load resulting from residential and commercial growth anticipated by Baltimore County for this corridor. Extremely heavy traffic with related inconveniences and the loss of both shopping facilities and revenues will have a significant impact on area socio-economic factors. The major impact of this alternate is the necessity to relocate approximately 825 persons and to acquire approximately 183 residences and businesses along the existing road, with frontage damage to the remaining properties. Approximately 60 of the 103 historic sites identified along Reisterstown Road are directly impacted by the construction proposed with Alternate 3, and the remainder could be adversely affected by the loss of front yards, trees, and privacy.

Decision - Alternate 3

The tremendously adverse impact Alternate 3 would have on socio-economic factors and the historic sites along Reisterstown Road is the major reason for not recommending this alternate for adoption. A scaled-down improvement (e.g. 5 lanes mostly within existing right-of-way) would be desirable to improve the safety and capacity of existing Reisterstown Road, in addition to the recommended Northwest Expressway on new location.

212

- Alternate 4 -

Alternate 4 is the "Do-Nothing" alternate. This means that there would be no improvement made to existing Reisterstown Road, and the concept of an Expressway and rapid transit in the corridor would be abandoned. As with Alternate 3, most of the manpower and dollars expended over the past years would be wasted. The concept of building nothing does not conform to local, regional and state planning for this corridor.

Existing Reisterstown Road, as seen today, is a four-lane non-divided highway, with curbs and sidewalks in developed areas and minimal shoulders in undeveloped areas. The existing development along the road is the same as described for Alternate 3, with a large number of businesses of all types and sizes interspersed with private homes and apartments. Reisterstown Road is the only arterial road serving the northwest corridor at the present time, and the average daily traffic volumes on the existing road in 1973 were as follows:

Baltimore City Line to Old Court Road	-	24, 800 ADT
Old Court Road to Baltimore Beltway	-	30, 000 ADT
Baltimore Beltway to Maryland Route 130	-	42, 000 ADT
Maryland Route 130 to Reisterstown	-	25, 000 ADT

Heavy peak-hour volumes consistently overload the existing road, causing unsatisfactory operating conditions at many locations. Any type of friction, or interruption, such as a vehicle breakdown, accident, bad weather or a malfunctioning traffic signal, results in a breakdown of traffic operations with unstable flow, low operating speeds and queues of vehicles backing up at the restriction. Reisterstown Road operates at a substandard level of service during peak hours, generally in the vicinity of the Baltimore Beltway. Improvement of the Reisterstown Road-Beltway Interchange has been authorized, and the reconstruction of this interchange was initiated in April of 1975.

As stated before in the "Need for the Project" on page A-6, population growth and commercial development in the Northwest Corridor have been anticipated and projected in both Baltimore County's "1980 Guideplan" adopted in 1972 by the Baltimore County Planning Board and in the General Development Plan for the Baltimore Region, prepared and adopted in December, 1972 by the Regional Planning Council. The Northwest Corridor is one of the planned growth areas indicated in the County's Guideplan because of the current availability of water service, the proposed Gwynns Falls sanitary sewer system reinforcement which is scheduled to be constructed and in operation from the Baltimore City Line to Reisterstown by 1978 and the improved accessibility offered by the proposed Northwest Expressway/Rapid Transit project. If Alternate 4 is selected, and the Northwest Expressway and Rapid Transit project are not constructed, land

213

development would continue in the corridor at a slower pace. Projected traffic for Reisterstown Road in 1995, assuming the project is not constructed, is as follows:

Baltimore City Line to Old Court Road	-	32,000 ADT
Old Court Road to Baltimore Beltway	-	40,000 ADT
Baltimore Beltway to Maryland Route 130	-	53,000 ADT
Maryland Route 130 to Maryland Route 30	-	34,000 ADT

The need for additional highway and transit capacity in the Northwest Corridor has been indicated in local, regional and state planning proposals for many years. Even though petitions for denser zoning reclassification may be deferred or denied, the natural terrain will be steadily replaced by presently zoned land uses. The estimated construction of residential and commercial development, even in the absence of the proposed Expressway and rapid transit, would result in a patchwork widening within the restricted right-of-way. Additional traffic signals would be required, causing more delays to the motorists and, as traffic volumes increase, operating speeds would be reduced and stoppages would occur at more frequent intervals and for longer periods of time. If the rapid transit is not built, public transportation in the Northwest Corridor would have to be a continuation of the present inadequate bus service. This service would be totally unable to meet future transportation needs, because of excessively long travel times caused by buses having to operate on traffic clogged streets, both now and in the future. The "Do-Nothing" alternate leaves the entire Northwest Corridor with inadequate transportation facilities.

Existing U. S. Route 140 (Reisterstown Road) with no improvement (Alternate 4), is a four-lane non-divided highway, with average daily traffic volumes ranging from 25,000 to 42,000 in 1973. Traffic volumes of this nature, coupled with the parking and marginal friction in the vicinity of the many and varied businesses located along this route, create unfavorable conditions for highway safety as indicated in the following statistics.

During the years of 1973 and 1974, the study section of U. S. 140 experienced 826.20 (Rate) accidents on a 100 million vehicle miles of travel basis (Acc/100MVM). This experience (rate) is far above the state-wide average of 536.27 accidents/100 MVM of travel for all similar design highways now under state maintenance. If no improvements are made on the subject roadway, we can expect, in addition to the normal traffic growth, an increase in vehicular conflicts which are normally associated with congestions on highways of this design. The accidents will undoubtedly continue to increase with a corresponding increase in motor vehicle accident cost that exceeds the present cost of approximately \$1,930,919.46/100 MVM of travel for the motorist now using U.S. 140.

According to our studies, the proposed six-lane, divided highway should experience 139.62 accidents/100 MVM of travel which is a reduction of 686.58 accidents/100 MVM of travel. The accident cost to the motorist by construction of this alternate is estimated at \$241,489.12/100 MVM of travel. This safer type highway will bring an anticipated saving of approximately \$1,689,430.34/100 MVM of travel for the motorist now using U.S. 140.

After the existing highway has reached capacity, the inadequate access will inhibit the planned residential and commercial growth in the corridor with the resultant adverse effect on the County tax base and employment opportunities. To do nothing will accelerate the deterioration of the present dangerous and choked traffic condition and contribute toward a downward trend in the quality and value of properties in the neighborhood. It will not require the dislocation of any people, businesses or residences.

Public utilities located in the existing right-of-way will not be affected by this alternate; however, fire equipment, police protection, and other emergency services would be adversely affected by an increase in travel time.

Alternate 4 will have no physical impact on any public park or recreation land; historic site; fish, waterfowl or wildlife refuge or other lands falling within the intent of Section 138 of 23 U.S.C.

If no construction is completed, there can be no impact on physical environmental factors, such as water quality, or the loss of open space due to new transportation facilities. Conditions on Reisterstown Road relating to air quality and acoustics will deteriorate with increased traffic and lower speeds. Noise levels in the area would continue to rise as a result of increased development and the subsequent increase in population and its activities, but not significantly.

In summary, Alternate 4, designated as the "Do-Nothing" alternate, would leave the entire Northwest Corridor of Baltimore County with inadequate transportation facilities. Traffic would continue to increase with adverse effects on planned residential and commercial growth, the County tax base, employment opportunities and adjacent historic sites. There would be no adverse impact on parks, recreation areas or other physical environmental factors such as water quality, wildlife or loss of open space due to new transportation facilities.

Decision - Alternate 4

Alternate 4 was not recommended for adoption by the Md. Dept. of Transportation primarily because doing nothing does not meet the transportation requirements in the Northwest Corridor. Other factors contributing to this decision include the adverse effect on growth, the tax base, employment opportunities and safety.

215

Transit Alternatives

The location of the Northwest Rapid Transit Line between the Baltimore City Line and the proposed terminal in Owings Mills was decided only after thorough planning and preliminary engineering during the past eight years. The transit line in the Northwest Transportation Corridor is an extension of the Northwest Line beyond Section A, for which federal funds were approved by the Urban Mass Transportation Administration on October 31, 1972. Final design is in an advanced stage on Section A, and major construction is anticipated to begin in the Spring of 1976.

The alternatives to the proposed Rapid Transit Plan are:

- 1) Transportation by bus on Northwest Expressway, including exclusive bus lanes.
- 2) Commuter railroad.
- 3) Provide no additional public transportation.

Transportation by Bus on Northwest Expressway,
including Exclusive Bus Lanes

While express buses operating on the Northwest Expressway would provide a relatively high-speed service, when buses reach the Beltway (I-695), they would have to travel from the Beltway for the remainder of the trip to downtown Baltimore on congested city streets. Thus, the total travel time for buses to points within Baltimore City would be substantially greater than for the proposed rapid transit service. This would make transit service much less attractive, and encourage more people to drive into the City, thus increasing traffic congestion in the Northwest Corridor of the Region. Also, the capacity of buses is much lower than rapid transit, and would require a larger number of vehicles to handle the same number of passengers, which would increase transit operating costs.

However, express buses will be considered for operation on the Northwest Expressway to serve major employment centers in the vicinity of the Beltway, which cannot be serviced by the proposed rapid transit extension.

216

Commuter Railroad

Commuter railroad service could technically be provided to service the Northwest Corridor via the route of the Western Maryland Railway, which parallels the proposed Northwest Transportation Corridor project.

The existing Western Maryland Railway is used for heavy freight traffic, and is single track for most of its length in the project area. It would not be possible to provide frequent commuter service without costly major reconstruction of the railroad, including trackage for exclusive commuter service. In addition, downtown distribution would be a special problem, because the existing Pennsylvania Station is located outside the business, shopping and governmental districts. Thus, the transfer of passengers to shuttle buses or the construction of a costly downtown distribution subway would be necessary.

Railroad operating practices are substantially higher than rapid transit, which would significantly increase the operating deficit of the MTA.

Finally, it must be emphasized that the Northwest Rapid Transit Line is a federally-approved project as far as the Baltimore City Line, and it would be far more practical to extend this line rather than to have an alternative rail mode serving the outer portion of this same corridor.

Provide no Additional Public Transportation

As in other major metropolitan areas, the problem of mobility in the Baltimore region is reaching a serious crisis. Congestion on major thoroughfares, as the Jones Falls Expressway and Reisterstown Road, are intolerable at times. The existing bus system, while providing adequate service under available conditions, is not sufficiently attractive to encourage large numbers of people to use mass transit rather than rely on their cars for commuting into the City.

If the rapid transit is not built, public transportation will have to be a continuation of bus service, which is totally inadequate to meet future transportation needs, because of excessively long travel times caused by buses having to operate on traffic-clogged streets.

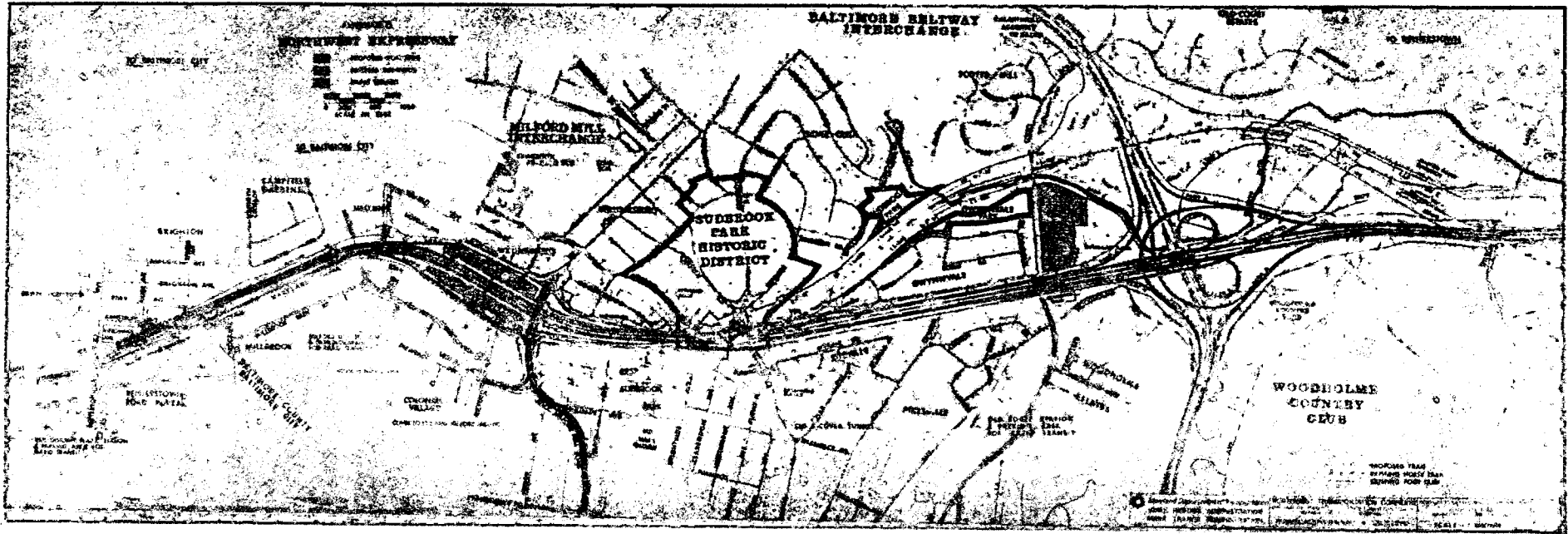
3. Proposals Considered Subsequent to Public Hearing - Baltimore City Line to Baltimore Beltway -

- Alternate 5 Alignment Study -

In response to comments made at the Public Hearing, Alternate 5 was developed to hold the project alignment close to the Western Maryland Railway from Sudbrook Road north to Mount Wilson Lane. The location proposed for Alternate 5, as shown on Drawing No. 10, is identical to that presented at the Public Hearing (Alternates 1 and 2) from the Baltimore City Line north to Sudbrook Road. Northerly from Sudbrook Road, the Expressway with rapid transit in the median is located between Greenwood Road and the west side of the Western Maryland Railway. North of the Baltimore Beltway (I-695), the Railroad alignment curves to the west, and the project crosses under the tracks to the east side and rejoins Alternate 2, as proposed at the Public Hearing, in the vicinity of Mount Wilson Lane (Maryland Route 400). A cut and cover tunnel is proposed at Sudbrook Road and bridge structures at Relocated Milford Mill Road, Old Court Road, directional ramps at the Beltway Interchange, the Baltimore Beltway, Western Maryland Railway and Mount Wilson Lane. All other streets intersected by the project would either be terminated with a cul-de-sac or interconnected with other streets in the area by a system of service roads. A diamond type interchange is proposed at Relocated Milford Mill Road, and a semi-directional interchange at the Baltimore Beltway. Rapid transit stations are located on the south side of Relocated Milford Mill Road and on the north side of Old Court Road.

The grade of Alternate 5 generally follows the existing ground line at an elevation approximately 5 feet lower than the railroad from the City Line to Relocated Milford Mill Road, which crosses over the project. Through the Sudbrook Park area, the proposed grade is at the same elevation as the railroad crossing under existing Sudbrook Road in a cut section approximately 22 feet below the existing ground. The proposed grade is either level with the existing ground, or in a fill section through the Gwynnvale community with the roadways approximately 10 feet below the railroad. North of Gwynnvale, the grade rises to cross over Old Court Road and the Baltimore Beltway, and then descends to cross under the Western Maryland Railway. The Railroad will be rebuilt at a higher elevation to provide the necessary clearance for this crossing. On the east side of the Railroad in the vicinity of the Woodholme Country Club, the grade passes through a deep cut before rising to cross over Mount Wilson Lane.

The Northwest Expressway project, as proposed in this study (Alternate 5), would have an Expressway classification, conform to regional and state plans, have the same major design features, and provide the same transportation service as the Public Hearing proposal.



PLAN - ALTERNATE 5 ALIGNMENT STUDY

DRAWING NO. 10

218

219

The estimated costs of the roadway and rapid transit system included under Alternate 5 from the Baltimore City Line to Mount Wilson Lane, are listed below along with comparative costs for Alternate 2, as developed for the Public Hearing. These costs are based on 1974 prices.

	<u>Alternate 5</u> (3.4 miles)	<u>Alternate 2</u> (3.6 miles)
Highway Construction (1)	\$ 63,747,000.	\$25,700,000.
Rapid Transit Construction	28,514,000.	29,303,000.
Right-of-Way Costs	<u>24,129,000.</u>	<u>7,231,000.</u>
<u>Total Comparative Costs . . .</u>	<u>\$116,390,000.</u>	<u>\$62,234,000.</u>

(1) Based on semi-directional interchange at Baltimore Beltway.

The road user cost would be relatively the same for both Alternate 5 and Alternate 2.

The project centerline passes along the eastern side of the Gwynnvale subdivision instead of along the west side and will require the acquisition of the commercial development along Greenwood Road, as well as half of the Brittany Apartment Complex. The project has been shifted approximately 1200 feet farther away from the Old Court Estates subdivision, but now passes through the western edge of the Woodholme Country Club affecting one of the 18 holes in their golf course and a practice area. The estimated number of homes and people affected by Alternate 5 along the Railroad from the Baltimore City Line to Mount Wilson Lane are listed below, along with the comparable effect of the Alternate 2 alignment proposed at the Public Hearing.

	<u>Alternate 5</u>	<u>Alternate 2</u>
Improved Properties Affected	90	78
Homes previously Acquired by SHA	46	50
Homes to be Acquired	31	23
Businesses to be Acquired	13	5
Apartment Units to be Acquired	210	0
Families to be Replaced	191	20
People to be Displaced	948-970	100-125

North of Sudbrook Road to Mount Wilson Lane, the location proposed with Alternate 5 was not previously considered, and all improved properties affected by this proposal will have to be acquired; whereas, the major portion of the right-of-way for Alternate 2 was previously acquired by the State as undeveloped land.

220

A recent survey of available replacement housing in this area of Baltimore County indicated that there were approximately 100 single-family dwellings for sale, at any given time, that are within the financial means of those to be relocated. In addition, approximately 55 rental units were available in the immediate vicinity, should any of these families desire to rent. This information was gathered in August, 1975, the time of this study. Relocation assistance could be accomplished for Alternate 5; however, due to the large number of families to be relocated, it is estimated that a lead time up to two years would be required for this purpose. There are no Federal, State or County projects anticipated in the area that would utilize the same housing market. All persons to be relocated will be provided with the benefits of the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970". The small number of businesses which would be displaced are expected to relocate in the same general area, with little or no effect on employment. Replacement sites in the same general area will be available for these firms to relocate. Generally, property values adjacent to Alternate 5 are expected to remain stable. No farm operations will be affected nor will there be any effect upon members of a minority group.

The effect on the tax base for each alternate may be compared in the following table, which gives the direct annual tax loss for highway and rapid transit purposes from the Baltimore City Line to Mount Wilson Lane.

	<u>Alternate 5</u>	<u>Alternate 2</u>
Unimproved Property	\$ 94,295.	\$47,825.
Improved Property	<u>120,735.</u>	<u>25,886.</u>
<u>Total</u>	\$215,030.	\$73,711.

With the project located adjacent to the Western Maryland Railway, construction in the Gwynns Falls floodplain would be similar to that required with the Public Hearing alignment, except that no construction is contemplated south of Old Court Road. North of Old Court Road, a parking area is proposed on the east side of Gwynns Falls for the transit station and interchange ramps with the Baltimore Beltway would be located in the floodplain, both north and south of the Beltway proper. Structures would be built at all locations where it is necessary to cross the existing Gwynns Falls channel in order to preserve the continuity of the proposed stream valley park and the existing trail system in this area. Noise impacts and the need for noise barriers would shift with the change in project location, reducing the effects on some areas and increasing the effects on others. Noise barriers would now be required to protect the east side of the Gwynnvale subdivision along Greenwood Road, and also to reduce noise levels in the remaining portion of the Brittany Apartments. Noise barriers would no longer be required to

reduce noise levels along McHenry Road in Sudbrook Park and along Streamwood Road in Old Court Estates. Alternate 5 is in direct conflict with one historic site (Sudbrook Park Historic District), as shown in the Draft Section 4(f) Statement (FHWA-MD-EIS-73-01-DS).

The effects of the Alternate 5 study, which proposes that the project be located adjacent to the Western Maryland Railway north of Sudbrook Road, are summarized and compared to Alternate 2 as follows:

- a. The transportation facilities and service provided by Alternate 5 are the same as Alternate 2 proposed at the Public Hearing.
- b. The cost of Alternate 5 is approximately \$54.2 million more than Alternate 2.
- c. The effect on the Sudbrook Park Historic District is essentially the same as Alternate 8. (See Volume I, page D-30).
- d. Eight additional homes must be acquired with Alternate 5.
- e. 210 apartment units must be acquired with Alternate 5, whereas Alternate 2 requires 0 apartments.
- f. 850 additional people will be displaced with Alternate 5.
- g. Eight additional businesses must be acquired with Alternate 5.
- h. Alternate 5 adversely affects the Woodholme Country Club.
- i. Construction is still required in the Gwynns Falls floodplain with Alternate 5 on the north side of Old Court Road and at the Beltway Interchange.
- j. The effect on Regional Air Quality is not changed.
- k. Alternate 5 proposes that the project be constructed adjacent to the Western Maryland Railway, which decreases predicted noise

222

levels in some communities, and increases noise levels in others. Noise levels would be decreased on Windsor Road and McHenry Road in Sudbrook Park, on Idylwood Road in Gwynnvale, and along Streamwood Road in Old Court Estates. Conversely, noise levels would be increased on Cobb Road, Robin Road and Greenwood Road in the northern part of Gwynnvale, on the remaining portion of the Brittany Apartments and on adjacent areas of the Woodholme Country Club.

1. The realignment and detour of the Western Maryland Railway tracks, as required by Alternate 5, will cause delays in service during the construction period.

Decision - Alternate 5

Based on the results of this study, Alternate 5 would cause a tremendously adverse social impact by requiring the relocation of approximately 190 families, with the displacement of almost 1000 people. The adverse social effect, coupled with other adverse effects noted in the above summary, are the principal reasons for dropping Alternate 5 from further consideration.

223

- Studies to Avoid the Sudbrook Park Historic District -

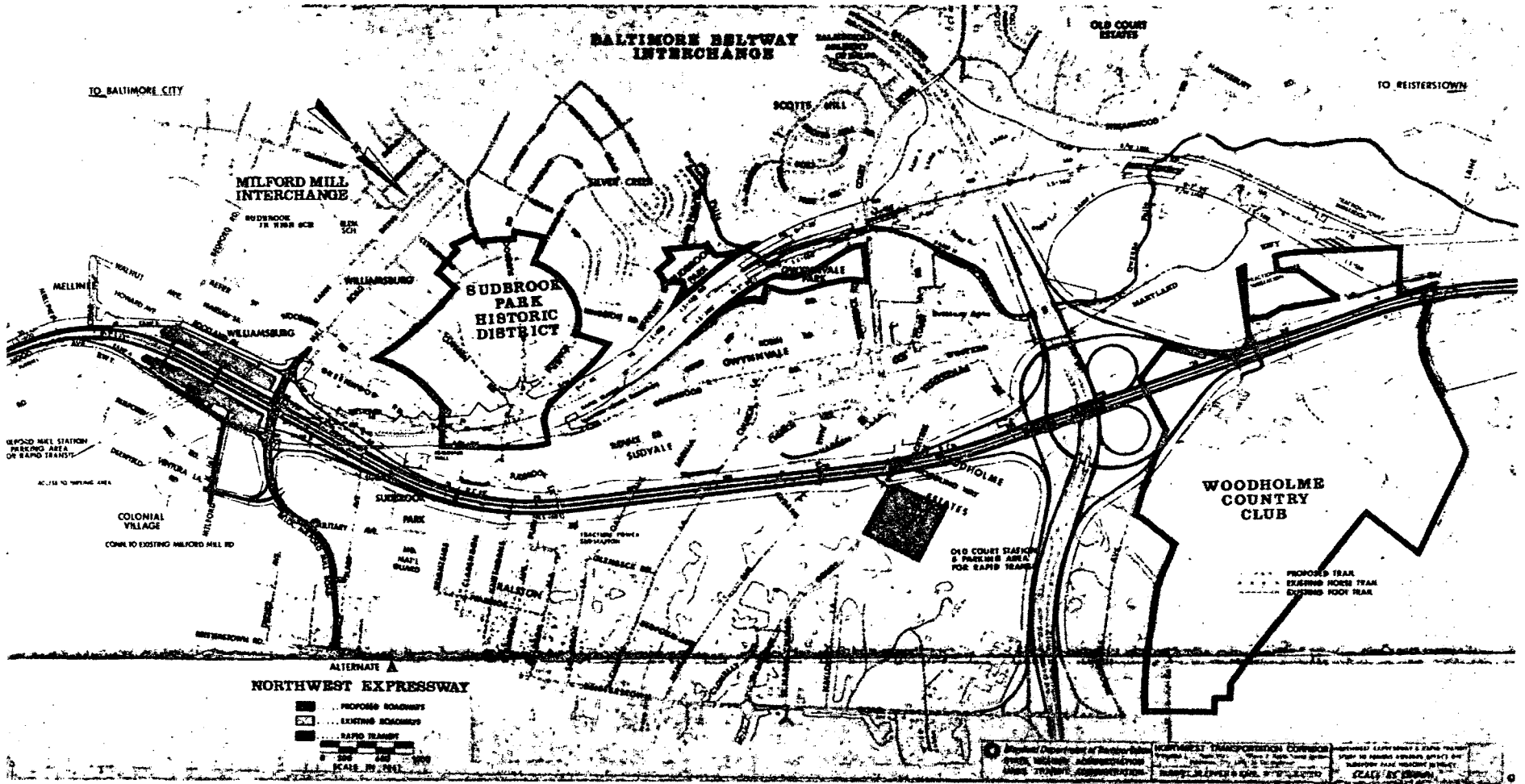
Sudbrook Park was made a Historic District and placed on the National Register of Historic Places in June, 1973. This required a study to determine if there is any feasible and prudent location for the project to avoid the Sudbrook Park Historic District and resulted in the development of Alternate A and Alternate B. A review of the existing land use in the vicinity of Sudbrook Park shows intensive residential development on both sides of the Historic District from the Baltimore City Line to the Baltimore Beltway. This can be seen very graphically on the location map, which is included as Drawing No. 9 in this Statement. In considering various alignments to ascertain if there is any feasible and prudent location to avoid the Sudbrook Park Historic District on the east or west side, it is evident that a location east of the Historic District and the Western Maryland Railway is far less damaging in the number of homes that would be removed and families displaced. Studies to minimize the adverse effects on Sudbrook Park begin on page D-27 in this Volume.

- Alternate A Alignment Study -

The location proposed for Alternate A, as shown on Drawing No. 11, is identical to that presented for Alternates 1 and 2 at the Public Hearing from the Baltimore City Line to the north side of Relocated Milford Mill Road, where the alignment crosses under the tracks to the east side of the Western Maryland Railway. Northerly from this crossing, the alignment generally parallels the Railway approximately 600 to 1000 feet east of the tracks, and rejoins Alternate 2 as proposed at the Public Hearing north of the Baltimore Beltway (I-695) in the vicinity of Mount Wilson Lane (Maryland Route 400). Structures would be provided to underpass Sudbrook Road, to cross over Old Court Road and the Baltimore Beltway. All other streets intersected by the project would either be terminated with a cul-de-sac or interconnected with other streets in the area by a system of service roads. The semi-directional interchange proposed with the Baltimore Beltway (I-695) is situated approximately 3000 feet south of the existing Reisters-town Road-Beltway Interchange. This substandard interchange spacing will require the redesign and reconstruction of a portion of the existing interchange.

The grade of Alternate A is in a depressed section from the point where it crosses to the east side of the Western Maryland Railway, north of Relocated Milford Mill Road, and remains depressed for the entire length northerly to Mount Wilson Lane. The roadway and rapid transit facilities would be constructed on an average of 20 to 25 feet below the elevation of the existing ground.

Alternate A would have an Expressway classification (Freeway by A. A. S. H. T. O. definition), conform to regional and state plans, have the same major design features, and provide the same excellent transportation service as the Public Hearing proposals.



PLAN-ALTERNATE A ALIGNMENT STUDY

224

225

The estimated costs of the roadway and rapid transit system included under Alternate A from the Baltimore City Line to Mount Wilson Lane are listed below, along with comparative costs for Alternate 2 through Sudbrook Park, as developed for the Public Hearing. These costs are based on 1974 prices.

	<u>Alternate A</u> (3.5 miles)	<u>Alternate 2</u> (3.6 miles)
Highway Construction (1)	\$36,828,000.	\$25,700,000.
Rapid Transit Construction	25,989,000.	29,303,000.
Right-of-Way Costs	<u>21,670,000.</u>	<u>7,231,000.</u>
<u>Total Comparative Costs . . .</u>	\$84,487,000.	\$62,234,000.

(1) Based on semi-directional interchange at Baltimore Beltway.

The road user cost is relatively the same for Alternate A and Alternate 2.

In order to avoid the Historic District, Alternate A has been located on the east side of the Western Maryland Railway, where the alignment passes through and divides the following established neighborhoods:

- East Sudbrook Park - North of Slade Avenue
- Ralston - South of Sudbrook Lane
- Sudvale - North of Sudbrook Lane
- Church Hill - North of Church Lane
- Woodholme Estates - North of Old Court Road

The alignment also passes through the private Woodholme Country Club and would affect 3 of the 18 holes in their golf course. Because the proposed alignment for Alternate A is situated in a heavily developed residential area, a large number of residences would have to be acquired and the occupants displaced. The estimated number of homes and people affected by Alternate A, from the Baltimore City Line to Mount Wilson Lane, are listed below, along with the comparable effect of the Alternate 2 alignment through the Historic District.

	<u>Alternate A</u>	<u>Alternate 2</u>
Improved Properties Affected	193	78
Homes previously Acquired by SHA	46	50
Homes to be Acquired	141	23
Businesses to be Acquired	6	5
Families to be Relocated	142	20
People to be Displaced	710-735	100-125

226

The same housing market and the same relocation assistance policies are available for those to be relocated as noted under Alternate 5. The businesses which would be displaced by Alternate A are expected to relocate in the same general area with a temporary effect on employment. Replacement sites in the same general area will be available for these firms to relocate. Generally, property values adjacent to the project are expected to remain stable. No farm operations will be affected, nor will there be any effect upon members of a minority group.

The effect on the tax base for each alternate may be compared in the following table, which gives the direct annual tax loss for highway and rapid transit purposes from the Baltimore City Line to Mount Wilson Lane.

	<u>Alternate A</u>	<u>Alternate 2</u>
Unimproved Property	\$. 51,340.	\$47,825.
Improved Property	<u>129,540.</u>	<u>25,886.</u>
<u>Total</u>	\$180,880.	\$73,711.

Alternate A removes all construction out of the Gwynns Falls Stream Valley in the vicinity of the Baltimore Beltway, thereby minimizing the impacts on the proposed stream valley park, the trail system and water quality in this area. The depressed gradient proposed for Alternate A, coupled with the alignment change, would remove all adverse effects of increased noise levels and remove all visual objections to the highway/rapid transit proposal through the Sudbrook Park Historic District. Alternate A does not directly conflict with any historic sites.

Summarized below are the major adverse effects on other neighborhoods as a result of Alternate A, which shifts the project alignment to the east side of the Western Maryland Railway:

- Division of the East Sudbrook Park Community
- Division of the Ralston Community
- Division of the Sudvale Community
- Division of the Church Hill Community
- Division of the Woodholme Estates Community
- Division of the Woodholme Country Club
- 118 Additional Homes to be Acquired
- 610 Additional People to be Displaced
- Increased Noise in other Communities
- Visual Intrusion on other Communities

Decision - Alternate A

Based on the results of this study, Alternate A is not considered a feasible and prudent alternative to the use of land from the Sudbrook Park Historic District because of the adverse social impacts including major disruption and division of a number of communities, and the large number of people that would be displaced and have to be relocated.

227

- Alternate B Alignment Study -

A second alternate alignment on the east side of the Western Maryland Railway (designated as Alternate B) was studied to avoid the Sudbrook Park Historic District and, at the same time, attempt to minimize the division of so many neighborhoods and the displacement of so many people. Alternate B, as shown on Drawing No. 12, is also identical to that presented for Alternates 1 and 2 at the Public Hearing from the Baltimore City Line to the north side of Relocated Milford Mill Road, where the alignment crosses under the tracks to the east side of the Western Maryland Railway. At this point, Alternate B deviates from Alternate A by returning to the west side of the Railway 1300 feet north of Sudbrook Road, where it rejoins the Alternate 2 alignment proposed at the Public Hearing. A structure would be provided to underpass Clarendon Road and all other streets intersected by the project would either be terminated with a cul-de-sac, or connected with other streets in the area by service roads. Alternate B passes through the East Sudbrook Park, Ralston and Sudvale subdivisions.

The grade of Alternate B is in a depressed section from the point where it crosses to the east side of the Western Maryland Railway, just north of Relocated Milford Mill Road, and remains depressed for the entire length until it returns to the west side of the railroad north of Sudbrook Road. The roadway and rapid transit facilities east of the railroad would be constructed an average of 20 to 25 feet below the elevation of the existing ground.

Alternate B would also have an Expressway classification (Freeway by A. A. S. H. T. O. definition), conform to regional and state plans, have the same major design features, and provide the same excellent transportation service as the Public Hearing proposal.

The estimated costs of the roadway and rapid transit system included under Alternate B from the Baltimore City Line to Mount Wilson Lane (Maryland Route 400) are listed below along with comparative costs for Alternate 2 through the Sudbrook Park Historic District as presented at the Public Hearing. These costs are based on 1974 prices.

	<u>Alternate B</u> (3.8 miles)	<u>Alternate 2</u> (3.6 miles)
Highway Construction (1)	\$36,295,000.	\$25,700,000.
Rapid Transit Construction	29,500,000.	29,303,000.
Right-of-Way Costs	<u>17,576,000.</u>	<u>7,231,000.</u>
<u>Total Comparative Costs . . .</u>	<u>\$83,371,000.</u>	<u>\$62,234,000.</u>

(1) Based on semi-directional interchange at Baltimore Beltway.

The road user cost would be relatively the same for Alternate B and Alternate 2.

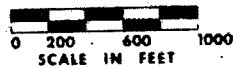
ALTERNATE B
NORTHWEST EXPRESSWAY

BALTIMORE BELTWAY
INTERCHANGE

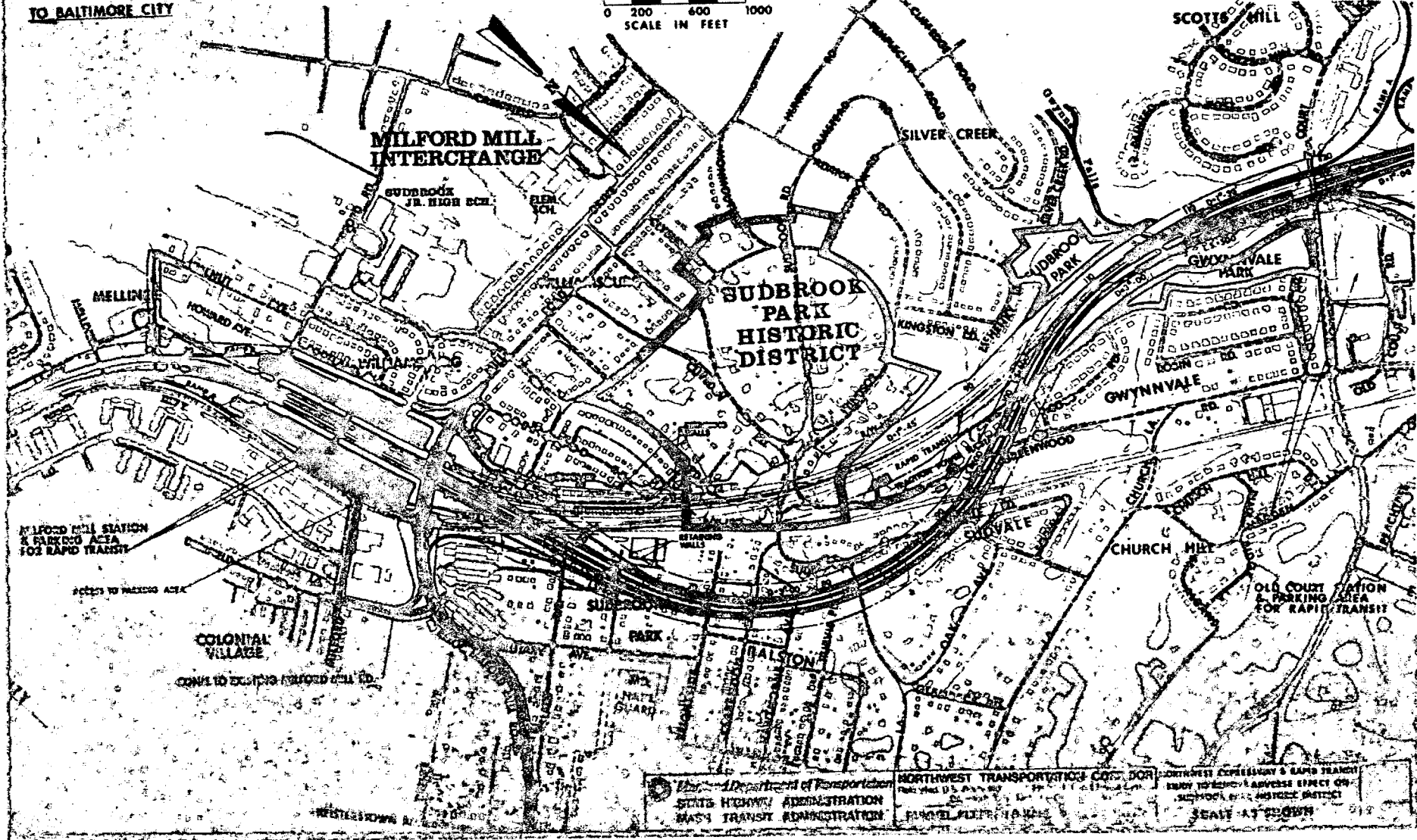
TALMUDICAL
ACADEMY
OF BALTIMORE

TO REISTERSTOWN

- PROPOSED ROADWAYS
- EXISTING ROADWAYS
- RAPID TRANSIT



TO BALTIMORE CITY



Massachusetts Department of Transportation
STATE HIGHWAY ADMINISTRATION
MASS TRANSIT ADMINISTRATION
NORTHWEST TRANSPORTATION CORRIDOR
PLANNING REPORT NO. 12
NORTHWEST EXPRESSWAY & RAPID TRANSIT
STUDY TO DETERMINE ADVERSE EFFECT ON
SUDBROOK PARK HISTORIC DISTRICT
SCALE: AS SHOWN

PLAN-ALTERNATE B ALIGNMENT STUDY

2727

The estimated number of homes and people affected by Alternate B from the Baltimore City Line to Mount Wilson Lane (Maryland Route 400) are listed below along with the comparable effect of the Alternate 2 alignment through the Historic District.

	<u>Alternate B</u>	<u>Alternate 2</u>
Improved Properties Affected	184	78
Homes previously Acquired by SHA	50	50
Homes to be Acquired	127	23
Businesses to be Acquired	7	5
Families to be Relocated	127	20
People to be Displaced	630-670	100-125

The same housing market and the same relocation assistance policies are available for those to be relocated as noted under Alternate 5. The few businesses affected are expected to relocate in the same general area, with little or no effect on employment. Generally, property values adjacent to Alternate B are expected to remain stable. No farms are affected nor will there be any effect on members of a minority group.

The effect on the tax base for each alternate may be compared in the following table, which gives the direct annual tax loss for highway and rapid transit purposes from the Baltimore City Line to Mount Wilson Lane.

	<u>Alternate B</u>	<u>Alternate 2</u>
Unimproved Property	\$ 47,240.	\$47,825.
Improved Property	<u>101,180.</u>	<u>25,886.</u>
<u>Total</u>	\$148,420.	\$73,711.

The depressed gradient proposed for Alternate B, coupled with the alignment change, would remove all adverse effects of increased noise levels and remove all visual objections to the highway/rapid transit proposal through the Sudbrook Park Historic District.

Summarized below are the major adverse effects on other neighborhoods as a result of Alternate B, which also shifts the project alignment to the east side of the Western Maryland Railway.

- Division of the East Sudbrook Park Community
- Division of the Ralston Community
- Division of the Sudvale Community
- 104 Additional Homes to be Acquired
- 540 Additional People to be Displaced
- Increased Noise in other Communities
- Visual Intrusion on other Communities

Decision - Alternate B

Based on the results of this study, Alternate B would cause unreasonable community disruption and division in the established neighborhoods on the east side of the Western Maryland Railway, in addition to the displacement of a large number of people. Alternate B is not considered a feasible and prudent alternative to the use of land from the Sudbrook Park Historic District.



231

- Studies to Minimize the Adverse Effects on the
Sudbrook Park Historic District -

The historical importance of Sudbrook Park may be found in several areas of significance. First, it was planned by Frederick Law Olmsted, one of the designers of modern urban planning, who emphasized the retention of natural contours and curvilinear forms. Sudbrook Park embodies these features, which characterizes Olmsted's approach to landscape planning. Architecturally, the homes in Sudbrook Park are typical of an upper and middle class summer resort of the early 20th Century and attracted some of Baltimore's most prominent citizens. Since the existing street pattern and distinctive architecture of the houses form the basis of the historical significance of this area, replacement acreage and replacement housing at another location would not minimize the adverse effect on this historic site. Therefore, all planning proposals have been aimed at reducing the right-of-way requirements and restoring the area to its present condition. The planning proposed to minimize harm to the Sudbrook Park Historic District has been based on two different assumptions. The first assumes that a Combined Expressway/Transit Facility is necessary south of the Baltimore Beltway, and the design modifications made to Alternates 1 and 2 have been included as Alternate 8. The second assumes that the highway portion of the project is not necessary south of the Baltimore Beltway, and the proposals developed with Rapid Transit only have been designated as Alternates 7, 9 and 9A.

- Alternate 8 Study -

The project, as proposed with Alternate 8, would provide the same Expressway and Rapid Transit facilities as planned with Public Hearing Alternates 1 and 2 from the Baltimore City Line to the Baltimore Beltway, except for the following modifications, all of which are designed to reduce the right-of-way requirements and minimize the impacts on the Sudbrook Park Historic District.

The centerline of the project has been redesigned in the vicinity of Sudbrook Park and located as close to the Western Maryland Railway as possible and still conform to A. A. S. H. T. O. and Maryland Department of Transportation design policy. This revision was made possible by changing the concept of the project from a rural to an urban design, the introduction of a tunnel and retaining walls, and by revisions in the typical section. The following changes were made in the typical section of the project, without sacrificing the safety features required for a modern expressway. A lane reduction through the Milford Mill Interchange has resulted in the elimination of one of the three mainline travel lanes in each direction. South of the District, the Milford Mill Interchange ramps would connect with the two mainline travel lanes, resulting in a total of three lanes in each direction.

732

The outside shoulder construction has been modified to provide a 10 to 12-foot paved width with the Jersey Barrier for safety. The cut slopes have been eliminated and replaced by retaining walls and tunnels. As a result, the centerline has been shifted closer to the Railroad as much as 75 feet at the northern boundary of the Historic District. Drawing No. 13 is a plan of the project through Sudbrook Park and shows the original centerline as proposed at the Public Hearing and the revised project centerline as described above. The proposed profile grade line has been lowered an average of 6 feet through the Historic District in order to provide sufficient cover for the tunnel planned in this area.

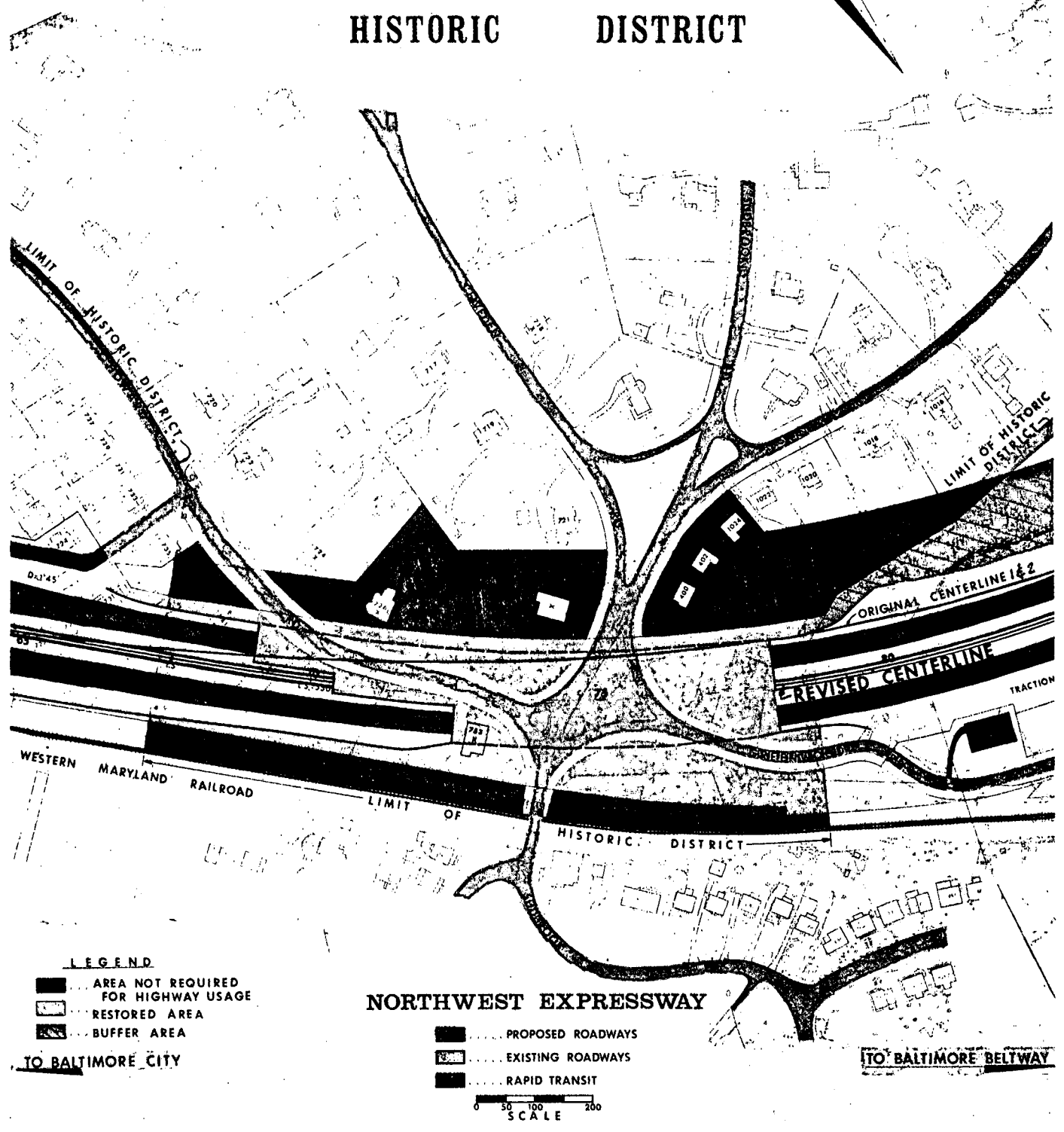
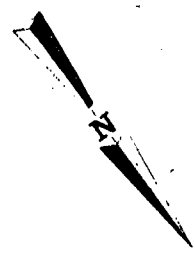
It is also proposed to construct a 3-cell reinforced concrete tunnel to accommodate the Rapid Transit Facility in the center cell with the three-lane northbound and southbound roadways located in the two outer cells. The cells of the tunnel would vary in length under Sudbrook Road, Greenwood Road and Howard Road, with retaining walls extended throughout the remainder of the Historic District. The tunnel limits are indicated on Drawing No. 13, a plan view of the project. All three cells at the northern tunnel portal terminate approximately 340 feet north of Sudbrook Road. The southern portal of the easternmost cell is located about 100 feet south of Sudbrook Road. The southern portal of the westernmost cell is located approximately 500 feet south of Sudbrook Road. The southern end of the tunnel forms a saw-tooth pattern terminating at three different locations, as required, to permit the reconstruction of Howard Road over the tunnel in its original location. Sudbrook Road and Greenwood Road would also be rebuilt in their original locations, thereby replacing the existing road system and maintaining the gateway effect to Sudbrook Park. A visual screen, consisting of a landscaped earth mound five feet in height, would be constructed at the tunnel portals and along the east side of Howard Road for the entire length of construction. Aesthetically designed fencing for the safety of children and animals is also proposed along all retaining walls and tunnel portals. Surface gratings required for tunnel ventilation would be constructed with a low profile and be hidden from view by landscaping.

The tunnel would be built using a cut and cover construction procedure, requiring the removal of trees and the existing roads during the construction period. Sudbrook Road and Greenwood Road traffic would be maintained on temporary roads during this period, but Howard Road would be temporarily closed to through-traffic. After the tunnel construction has been completed, a minimum of 5 feet of earth would be placed over the tunnel roof and be graded to the contour of the original ground surface and the entire area landscaped.

The estimated costs of Alternate 8, including the modifications described above, are compared with Alternate 2, using identical study limits from the Baltimore City Line to Mount Wilson Lane. The costs are based on 1974 prices.

233

SUDBROOK HISTORIC DISTRICT PARK DISTRICT



PLAN-ALTERNATE 8 STUDY

<p>Maryland Department of Transportation STATE HIGHWAY ADMINISTRATION MASS TRANSIT ADMINISTRATION</p>	<p>NORTHWEST TRANSPORTATION CORRIDOR Relocated U.S. Route 140 Phase 1 Rapid Transit System Baltimore City Loop to Reisterstown RUMMEL, KLEPPER & KAHL • CONSULTING ENGINEERS BALTIMORE, MARYLAND</p>		<p>NORTHWEST EXPRESSWAY & RAPID TRANSIT PROPOSAL TO MINIMIZE EFFECT ON SUDBROOK PARK HISTORIC DISTRICT SCALE - AS SHOWN</p>
---	---	--	--

234

	<u>Alternate 8</u> (3.6 miles)	<u>Alternate 2</u> (3.6 miles)
Highway Construction (1)	\$35,449,000.	\$25,700,000.
Rapid Transit Construction	33,208,000.	29,303,000.
Right-of-Way Costs	<u>7,231,000.</u>	<u>7,231,000.</u>
<u>Total Comparative Costs . . .</u>	\$75,888,000.	\$62,234,000.

(1) Based on semi-directional interchange at Baltimore Beltway.

The road user cost would be relatively the same for both Alternate 8 and Alternate 2.

The revised planning, as proposed to minimize the adverse effects of the project on Sudbrook Park, including the tunnel, retaining walls, landscaping, etc., is estimated to cost approximately \$10,100,000 based on 1974 prices.

Alternate 8, which reduces the width of construction through the Sudbrook Park area, follows the same general alignment as the Combined Expressway/Rapid Transit Facility proposed with Public Hearing Alternate 2. The estimated number of homes and people affected by these proposals, from the Baltimore City Line to Mount Wilson Lane, are listed below for comparative purposes.

	<u>Alternate 8</u>	<u>Alternate 2</u>
Improved Properties Affected	75	78
Homes previously Acquired by SHA	50	50
Homes to be Acquired	20	23
Businesses to be Acquired	5	5
Families to be Relocated	17	20
People to be Displaced	85-110	100-125

A recent survey of available replacement housing in this area of Baltimore County indicated that there were approximately 100 single-family dwellings for sale, at any given time, that are within the financial means of those to be relocated. In addition, approximately 55 rental units were available in the immediate vicinity, should any of these families desire to rent. This information was gathered in August, 1975, the time of this study. Relocation assistance could be accomplished for Alternate 8, with a lead time of approximately 12 months required for this purpose. There are no Federal, State or County projects anticipated in the area that would utilize the same housing market. All persons to be relocated will be provided with the benefits of the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970". The small number of businesses which would be displaced are expected

to relocate in the same general area with little or no affect on employment. Re-
placement sites in the same general area will be available for these firms to
relocate. Generally, property values adjacent to Alternate 8 are expected to
remain stable. No farm operations will be affected, nor will there be any
effect upon members of a minority group.

Alternate 8 would directly conflict with the Sudbrook Park His-
toric District. Realignment of the project, coupled with revisions in the
typical section and construction of a tunnel and retaining walls through the
Sudbrook Park Historic District, has affected a substantial reduction in
right-of-way requirements, as shown by the following comparison:

	<u>Alternate 8</u>	<u>Alternate 2</u>
Total Right-of-Way Required	6.6± Ac. (100%)	10.1± Ac. (100%)
SHA Property Req'd. for Construction	2.3± Ac. (35%)	4.0± Ac. (40%)
Private Property to be Acquired	2.5± Ac. (38%)	3.8± Ac. (38%)
Existing R/W - Public Streets	1.8± Ac. (27%)	2.3± Ac. (22%)
Buildings to be Demolished	4	10

The total right-of-way requirements through the Historic Dis-
trict have been reduced by 3.5 acres and 6 of the 10 homes originally sched-
uled for demolition can be saved.

The proposed tunnel through the Historic District will enable
the reconstruction of the streets within the District to have the same align-
ments and grades as when they were originally built in 1892. The pavement
will be constructed of crushed stone and asphalt, and present a surface tex-
ture and color consistent with the other streets in the District. The exist-
ing bridge carrying Sudbrook Road over the Western Maryland Railway will
remain unchanged by the proposed construction. Baltimore County, by letter
dated February 9, 1970, advised the State that this bridge was inadequate and
recommended complete reconstruction along with the relocation of Sudbrook
Road. The decision to replace the existing street pattern will not affect any
proposal the County may have to replace this inadequate structure. All of
the planning proposed with Alternate 8 has been carefully designed to replace
the gateway to Sudbrook Park, to reduce the impact from noise and to recap-
ture as much as possible the attractive open space of the Historic District
prior to the proposed construction.

Decision - Alternate 8

Other studies deleting the proposed Northwest Expressway south
of the Baltimore Beltway have resulted in further reductions in the adverse
impacts of the project on the Sudbrook Park Historic District and on adjacent
communities, parks and the Gwynns Falls floodplain. For this reason, Alter-
nate 8 is not recommended for adoption by the Md. Dept. of Transportation.

236

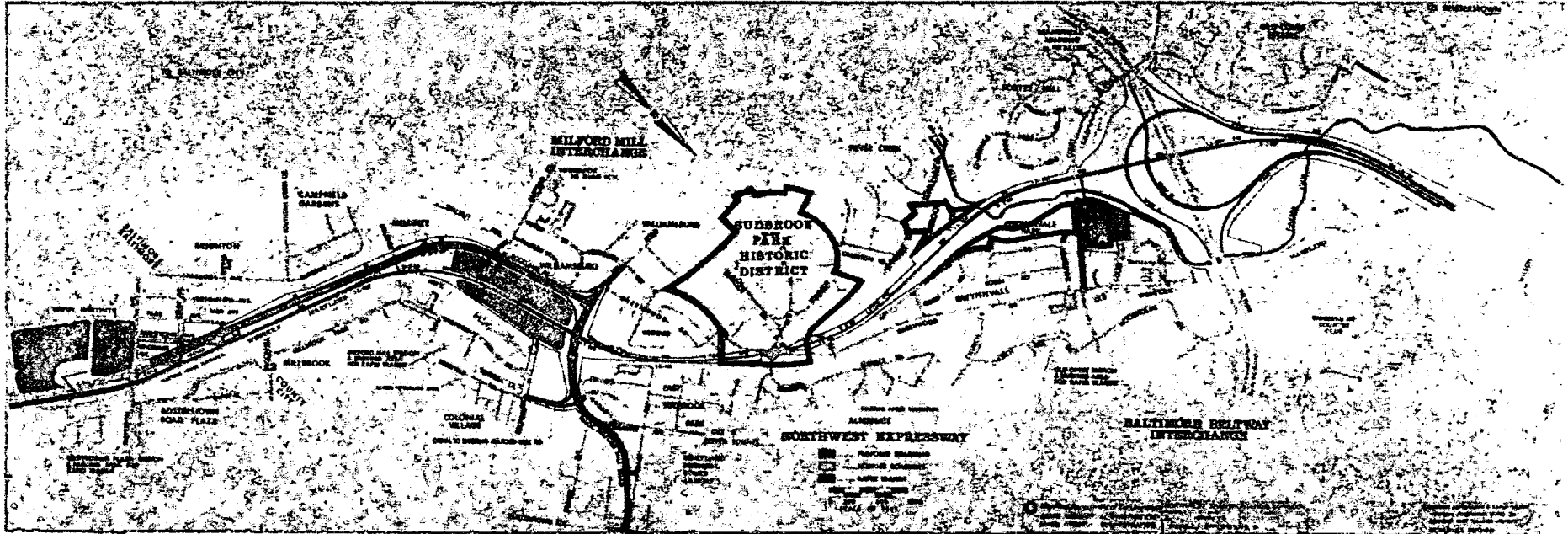
- Alternate 7 Study -

Alternate 7 proposes project revisions to the Phase I Rapid Transit Facility and Relocated U. S. Route 140 (Northwest Expressway) from the Baltimore City Line to Mount Wilson Lane. The Northwest Expressway, as proposed at the Public Hearing (Alternates 1 and 2) would not be included as part of the project from the Baltimore City Line to the Baltimore Beltway. Wabash Avenue would be extended northerly from Patterson Avenue to Milford Mill Road, which would be relocated to the north and connect to Slade Avenue at Reisterstown Road. The Phase I Rapid Transit would continue through the area generally following the alignment proposed with Alternates 1 and 2. The detailed planning proposed with Alternate 7 is described below and is also shown on Drawing No. 14.

The southern terminus of the Northwest Expressway, as proposed with Alternate 7, would be a directional interchange with the Baltimore Beltway. The Beltway Interchange is located west of the Western Maryland Railway within the right-of-way previously purchased by the State Highway Administration, and is the same location proposed for this interchange at the Public Hearing. Directional ramps are provided to permit southbound traffic on the proposed Northwest Expressway to turn in either direction on the Beltway and for the return movements. North of the Baltimore Beltway, the proposed Expressway would continue northerly as a dual highway, with complete control of access, and have the same geometric and safety features as other alternates on new location.

Wabash Avenue is continued from Patterson Avenue in Baltimore City northerly to Relocated Milford Mill Road in Baltimore County, a distance of approximately 1.1 miles. The alignment parallels the south side of the Western Maryland Railway from Patterson Avenue to Mellinee Avenue, where both the roadway and railroad curve to the north and, at the same time, separate to provide space for the proposed Milford Mill Transit Station and parking area. Wabash Avenue parallels the east side of Rockland Avenue from Bedford Road to Relocated Milford Mill Road. The improvement would consist of dual 36-foot urban roadways, curbed on both sides and separated by a raised 16-foot median and be constructed within the right-of-way proposed for the Northwest Expressway. Control for horizontal and vertical alignment, as well as other geometric features, is based on a 50-mile per hour design speed. There would be no control of access except for the policy and standards established by the State Highway Administration for the design and construction of residential and commercial entrances. Cross-overs would be provided at all intersecting roads, and left-turn lanes in the median are planned for safety and the increased capacity obtained at intersections.

Relocated Milford Mill Road begins at Woodside Road, connects to the proposed extension of Wabash Avenue with an at-grade intersection, crosses over the proposed Rapid Transit Line and Western Maryland Railway



PLAN ALTERNATE 7 STUDY

DRAWING NO. 14

237

238

and, curving to the north, connects to Reisterstown Road at Slade Avenue. A connection from Relocated Milford Mill Road to existing Milford Mill Road is also proposed in the vicinity of Deerfield Road. Relocated Milford Mill Road would be constructed as a 50-foot curbed street, with widenings for left-turns at major intersections in the vicinity of the rapid transit parking areas.

The tracks of the Rapid Transit Facility are located between Wabash Avenue and the Western Maryland Railway from the Baltimore City Line to Milford Mill Road, and remain adjacent to the west side of the Western Maryland Railway from Milford Mill Road to Sudbrook Road. In the vicinity of Sudbrook Road, the transit alignment passes through the northeast edge of the Sudbrook Park Historic District, curves away from the Railroad and follows the original Expressway alignment, as proposed at the Corridor Public Hearing. After crossing Gwynns Falls, Old Court Road and the Baltimore Beltway, the rapid transit tracks enter the median of the proposed Northwest Expressway and remain in the median to the northern terminus at Owings Mills. Structures for the Rapid Transit Facility are required at the following locations for this study: Bridge carrying Relocated Milford Mill Road over the transit line and railroad; cut and cover tunnel under Howard Road, Sudbrook Road and Greenwood Road; bridge over Gwynns Falls, south of the Beltway; bridges carrying two directional Beltway ramps over the transit line; bridge over Gwynns Falls, north of the Beltway. The transit line also utilizes the existing bridges at Relocated Old Court Road and the Baltimore Beltway, previously constructed for the Northwest Expressway.

Within the study limits of Alternate 7, rapid transit stations are proposed at Milford Mill Road and Old Court Road. The Milford Mill Station platform is located 700 feet south of Relocated Milford Mill Road, with parking areas situated on both sides of the station platform between Wabash Avenue and the Western Maryland Railway. Local access to the west parking lot is proposed from Milford Mill Road and Bedford Road via Wabash Avenue, and to the east parking lot via existing Milford Mill Road. The Old Court Station platform is proposed to be located under the existing Relocated Old Court Road Bridge. The parking lot for the Old Court Road Station would be located at ground level on the east side of Gwynns Falls and north of Old Court Road. Vehicular access to the parking lot is via Old Court Road, and a pedestrian bridge over Gwynns Falls would connect the parking lot with the station platform.

The estimated costs of Alternate 7, including the Northwest Expressway from the Baltimore Beltway to Mount Wilson Lane, the extension of Wabash Avenue, relocation of Milford Mill Road, mainline and station areas for rapid transit and right-of-way, are compared below with Alternate 2, using identical study limits from the Baltimore City Line to Mount Wilson Lane. The costs are based on 1974 prices.

239

	<u>Alt. 7 (2.1 mi.)</u>	<u>Alt. 2 (3.6 mi.)</u>
Highway Construction (1)	\$13,619,000.	\$25,700,000.
Rapid Transit Construction	25,608,000.	29,303,000.
Right-of-Way Costs	<u>6,065,000.</u>	<u>7,231,000.</u>
<u>Total Comparative Costs . . .</u>	\$45,292,000.	\$62,234,000.

(1) Based on directional interchange at Baltimore Beltway.

The major difference in transportation services provided by Alternate 7, is the termination of the Northwest Expressway at the Baltimore Beltway, with no direct highway connection to existing Wabash Avenue in Baltimore City. Traffic on the Northwest Expressway, with destinations in Baltimore City, would be required to turn onto the Baltimore Beltway and utilize existing arterials leading into the City. A traffic analysis, based on the BREIS alternatives, has been made by Alan M. Voorhees and Associates, Inc. to determine the affect on the corridor road system assuming the Northwest Expressway is abandoned south of the Baltimore Beltway. The conclusions reached from this analysis are noted below.

- (1) From an overall point of view, Alternate 2 and Alternate 7 generate similar overall traffic demands in the corridor.
- (2) Outside of the Beltway, Liberty Road, Reisterstown Road and the proposed Northwest Expressway exhibit identical traffic volumes for both alternates.
- (3) The Baltimore Beltway would also experience an approximate 5% increase in lateral traffic demand with Alternate 7 on both sides of the Northwest Expressway.
- (4) Inside of the Beltway, there is a change in traffic patterns and volumes on the existing radials -

For Alternate 2, traffic volumes in 1995 are almost equally split between Liberty Road, Northwest Expressway and Reisterstown Road.

For Alternate 7, to compensate for the loss of the Northwest Expressway inside of the Beltway the 1995 traffic is increased on other existing arterials. The comparative effect on traffic volumes are shown below:

<u>Location</u>	<u>Alt. 2</u> <u>1995 ADT</u>	<u>Alt. 7</u> <u>1995 ADT</u>
Jones Falls Expressway, South of I-695	98,000	102,000
Reisterstown Rd., South of I-695	30,000	42,150
Northwest Expressway, South of I-695	29,200	-
Liberty Road, East of I-695	36,000	44,000
Interstate Route 70, East of I-695	90,000	95,000
I-695 (Liberty Road to Northwest Expressway)	139,100	144,800
I-695 (Northwest Expressway to Reisterstown Rd.)	123,500	131,100
I-695 (Reisterstown Rd. to Park Heights Avenue)	124,500	124,250

The following steps can be taken to minimize the effect of diverting additional traffic to existing arterials:

- a. Relocate Milford Mill Road to Slade Avenue, as proposed as part of the Northwest Transportation Corridor Project, thereby reducing the Milford Mill Road "Tee" intersection with Reisterstown Road to a very minor role.
- b. Rebuild the intersection of Reisterstown Road and Slade Avenue, and provide five traffic lanes on Reisterstown Road (four thru lanes plus one left-turn lane). Additional lanes for queuing should be provided on Slade Avenue, thereby increasing the "green time" for Reisterstown Road traffic. A continuous travel path would also be provided for communities west of Reisterstown Road to Park Heights Avenue and beyond which is not afforded today at the "Tee" intersection of existing Milford Mill Road.
- c. Rebuild the Sudbrook Lane-Reisterstown Road intersection and add queuing lanes on Sudbrook Lane west of Reisterstown Road, which would increase the green signal time on Reisterstown Road. Sudbrook Lane also provides a continuous travel path from Sudbrook Park to Park Heights Avenue and beyond.
- d. Widen Park Heights Avenue to four lanes between Old Court Road and Slade Avenue. This would offer an attractive "bypass" of Pikesville for the longer, thru-traffic trips.
- e. Incorporate the signalized intersections in Pikesville into a sub-system of Baltimore County traffic signal system.
- f. Continue the parking restrictions presently in force on Reisterstown Road. This, coupled with off-street parking where possible and the improvements listed above, would provide four continuous thru-lanes of traffic through Pikesville which would not only maximize the capacity of the arterial, but would tend to reduce the potential hazard of accidents with turning and parking vehicles.
- g. The capacity of Liberty Road can be increased by establishing 3 lane-2 lane reversible traffic flow during peak hours with restricted left-turns.

241

Alternate 7, which proposes rapid transit alone from Milford Mill Road to the Beltway, follows the same general alignment as the Combined Expressway/Rapid Transit Facility proposed with the Public Hearing Alternate 2. The estimated number of homes and people affected by these proposals from the Baltimore City Line to Mount Wilson Lane are listed below for comparative purposes.

	<u>Alternate 7</u>	<u>Alternate 2</u>
Improved Properties Affected	60	78
Homes previously Acquired by SHA	50	50
Homes to be Acquired	5	23
Businesses to be Acquired	5	5
Families to be Relocated	5	20
People to be Displaced	25	100-125

The same housing market and the same relocation assistance policies are available for those to be relocated, as noted under Alternate 8. The small number of businesses which would be displaced, are expected to relocate in the same general area with little or no effect on employment. Replacement sites in the same general area should be available for these firms to relocate. Generally, property values adjacent to the project are expected to remain stable. No farm operations will be affected, nor will there be an effect upon members of a minority group.

The project, as proposed with Alternate 7, requires the 2-track Rapid Transit Facility to pass through the northeastern edge of the Sudbrook Park Historic District, and would tend to minimize the right-of-way requirements through the Historic District, as shown by the following comparison:

	<u>Alternate 7</u>	<u>Alternate 2</u>
Total Right-of-Way Required	5.2± Ac. (100%)	10.1± Ac. (100%)
SHA Property Req'd. for Construction	1.2± Ac. (23%)	4.0± Ac. (40%)
Private Property to be Acquired	2.5± Ac. (48%)	3.8± Ac. (38%)
Existing R/W - Public Streets	1.5± Ac. (29%)	2.3± Ac. (22%)
Buildings to be Demolished	2	10

Private property to be acquired would be reduced from 3.8± Ac. to 2.5± Ac., and 8 of the 10 homes required with Alternate 2 can be saved. The significant two-story house at 753 Howard road is located over

242

the transit tunnel and, rather than demolish this dwelling, it will be moved to a lot on the west side of Howard Road, directly opposite 753 and north of 726 Howard Road. The site is now owned by the State Highway Administration, and 753 Howard Road can be moved to this property prior to construction. After the project has been completed, the house moved from 753 Howard Road would be rehabilitated and sold at public auction.

The construction of Alternate 7 through the Gwynns Falls floodplain would be similar to that required with the Public Hearing alignment (Alternate 2), except for the reduction in number of bridge structures. Noise impacts would be reduced with Alternate 7 because there would be no Expressway traffic south of the Baltimore Beltway.

Decision - Alternate 7

The Maryland Dept. of Transportation has adopted the portion of Alternate 7 from Greenwood Road to Mount Wilson Lane, as part of the recommended alternate. Alternate 7 proposes the construction of the Rapid Transit Facility generally along the alignment originally proposed for the Combined Facility from Greenwood Road to the Beltway, and includes a transit station and parking lot located on the north side of Old Court Road. A directional interchange at the Baltimore Beltway is proposed as the southern terminal of the Northwest Expressway, and at this location the rapid transit tracks enter the median of the Expressway. North of the Beltway, the proposed Expressway and Rapid Transit Line would continue northerly as a Combined Facility to Mount Wilson Lane.

As described above, the planning proposed with Alternate 7 from Greenwood Road to Mount Wilson Lane, is in agreement with the State's basic decision to terminate the highway portion of the project at the Baltimore Beltway. This decision is a result of the State's efforts to minimize the adverse effects of the project on the Sudbrook Park Historic District, to reduce impacts on adjacent communities, parks and the Gwynns Falls floodplain and to achieve a cost savings.

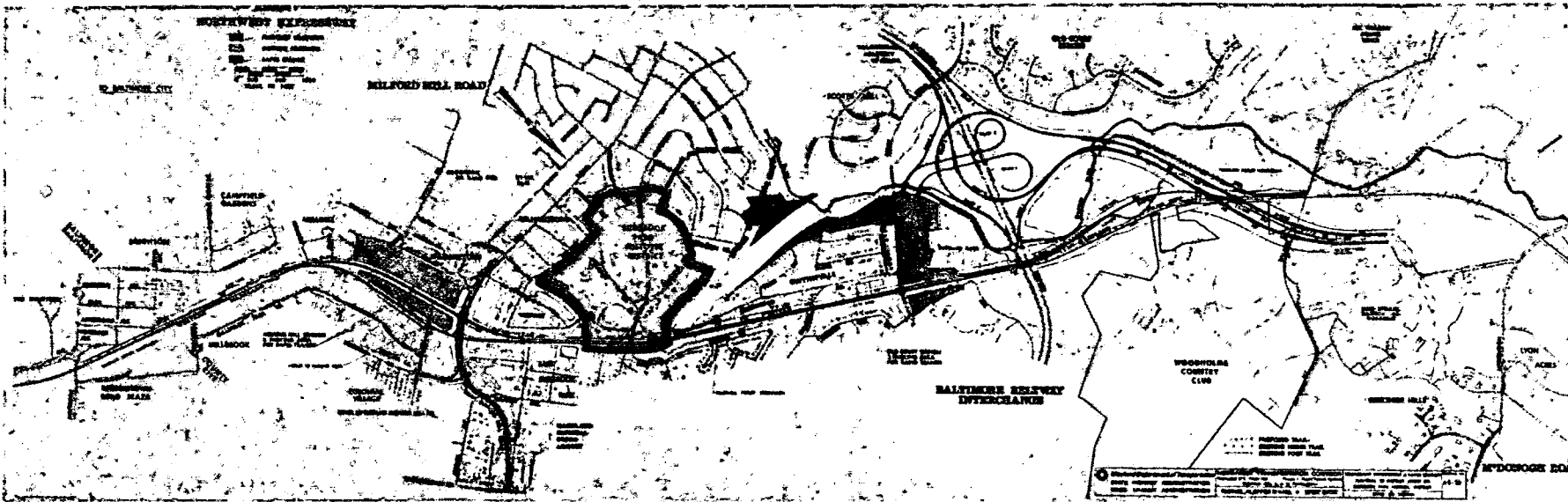
- Alternate 9 Study -

Alternate 9 proposes project revisions to the Phase I Rapid Transit Facility and Relocated U. S. Route 140 (Northwest Expressway) from the Baltimore City Line to Mount Wilson Lane. The Northwest Expressway, as proposed at the Public Hearing (Alternates 1 and 2) would not be included as part of the project from the Baltimore City Line to the Baltimore Beltway; however, the Phase I Rapid Transit would be continued through this area. The detailed planning proposed with Alternate 9 is described below, and is also shown on Drawing No. 15.

The southern terminus of the Northwest Expressway, as proposed with Alternate 9, would be a directional interchange with the Baltimore Beltway. The Beltway Interchange is located west of the Western Maryland Railway within the right-of-way previously purchased by the State Highway Administration, and is the same location proposed for this interchange at the Public Hearing. Directional ramps are provided to permit southbound traffic on the proposed Northwest Expressway to turn in either direction on the Beltway and for the return movements. North of the Baltimore Beltway, the proposed Expressway would continue northerly as a dual highway, with complete control of access, and have the same geometric and safety features as other alternates on new location.

The tracks of the Rapid Transit Facility are located west of the Western Maryland Railway generally following the alignment proposed with Alternates 1 and 2, from the Baltimore City Line to Milford Mill Road, and are contiguous to the west side of the Western Maryland Railway from Milford Mill Road to the Baltimore Beltway.

The relocation proposed for Milford Mill Road begins at Woodside Road, crosses over the proposed Rapid Transit Line and Western Maryland Railway and, curving to the north, connects to Reisterstown Road at Slade Avenue. A connection from Relocated Milford Mill Road to existing Milford Mill Road is also proposed in the vicinity of Deerfield Road. Relocated Milford Mill Road would be constructed as a 50-foot curbed street, with widenings for left-turns at major intersections in the vicinity of the Rapid Transit parking lots. The transit alignment passes through the northeast edge of the Sudbrook Park Historic District adjacent to the railroad in an open cut and underpasses Sudbrook Road. Retaining walls are proposed through the Historic District in order to minimize right-of-way requirements. North of the Baltimore Beltway, the rapid transit tracks enter the median of the proposed Northwest Expressway and remain in the median to the northern terminus at Owings Mills. Structures for the Rapid Transit Facility are required at the following locations for this study: Bridge carrying Relocated Milford Mill Road over the Transit Line and railroad; bridge carrying Sudbrook Road over the Transit Line and railroad; rapid transit bridge over Church Lane, Old Court Road and the Beltway; bridges carrying two directional Beltway ramps over Access Roads to the Old Court Road parking lot; and a rapid transit bridge over the railroad, north of the Beltway.



PLAN ALTERNATE 9 STUDY

DRAWING NO. 15

h/c

Within the study limits of Alternate 9, rapid transit stations are proposed at Milford Mill Road and Old Court Road. The Milford Mill Station platform is located 700 feet south of Relocated Milford Mill Road, with parking areas situated on both sides of the station platform between Rockland Avenue and the Western Maryland Railway. Local access to the west parking lot is proposed from Relocated Milford Mill Road and to the east parking lot via existing Milford Mill Road. The Old Court Station platform is proposed to be located 800 feet north of existing Old Court Road. The parking lot for the Old Court Station would be located north of Old Court Road at ground level from the east side of Gwynns Falls to the Railroad, and a smaller lot on the east side of the Western Maryland Railway. Local access to the parking lots is via Old Court Road, and a pedestrian tunnel under the Railroad would connect the east parking lot with the station platform. Ramps within the Baltimore Beltway/Northwest Expressway Interchange will provide direct access from the Baltimore Beltway to the Old Court parking lot east of Gwynns Falls.

The project costs, transportation services and the social, economic and environmental effects of Alternate 9 are described below and, where possible, tables have been developed in order to present a meaningful comparison between Alternate 9 and Alternate 2, as proposed at the Public Hearing.

The estimated costs of Alternate 9, including the Northwest Expressway from the Baltimore Beltway to Mount Wilson Lane; the relocation of Milford Mill Road; mainline and station areas for rapid transit and right-of-way are compared below with Alternate 2, using identical study limits from the Baltimore City Line to Mount Wilson Lane. The costs are based on 1974 prices.

	<u>Alternate 9</u> (1.1 miles)	<u>Alternate 2</u> (3.6 miles)
Highway Construction (1)	\$10,576,000.	\$25,700,000.
Rapid Transit Construction	32,128,000.	29,303,000.
Right-of-Way Costs	<u>10,800,000.</u>	<u>7,231,000.</u>

Total Comparative Costs . . . \$53,504,000. \$62,234,000.
 (1) Based on directional interchange at Baltimore Beltway.

The major difference in transportation services provided by Alternate 9 is the termination of the Northwest Expressway at the Baltimore Beltway, with no direct highway connection to existing Wabash Avenue in Baltimore City. Traffic on the Northwest Expressway, with destinations in Baltimore City, would be required to turn onto the Baltimore Beltway and utilize existing arterials leading into the City. A traffic analysis, based on the BREIS alternatives, has been made to determine the effect on the

corridor road system, assuming the Northwest Expressway is abandoned south of the Baltimore Beltway. The conclusions reached from this analysis are the same as stated for Alternate 7 on page D-33, (Volume I).

Alternate 9 proposes rapid transit only from the Baltimore City Line to the Beltway, as compared to the Combined Expressway/Rapid Transit Facility proposed with the Public Hearing Alternate 2. The estimated number of homes and people affected by these proposals from the Baltimore City Line to Mount Wilson Lane are listed below for comparative purposes.

	<u>Alternate 9</u>	<u>Alternate 2</u>
Improved Properties Affected	65	78
Homes previously Acquired by SHA	50	50
Homes to be Acquired	3	23
Businesses to be Acquired	12	5
Families to be Relocated	3	20
People to be Displaced	15	100-125

The same housing market and the same relocation assistance policies are available for those to be relocated as noted under Alternate 8. The small number of businesses which would be displaced, are expected to relocate in the same general area, with little or no effect on employment. Replacement sites in the same general area will be available for these firms to relocate. Generally, property values adjacent to the project are expected to remain stable. No farm operations will be affected, nor will there be any effect upon members of a minority group.

The project, as proposed with Alternate 9, requires the 2-track Rapid Transit Facility to pass through the northeastern edge of the Sudbrook Park Historic District and would tend to minimize the right-of-way requirements through the Historic District, as shown by the following comparison:

	<u>Alternate 9</u>	<u>Alternate 2</u>
Total Right-of-Way Required	2.0± Ac. (100%)	10.1± Ac. (100%)
SHA Property Req'd. for Construction	0.1± Ac. (5%)	4.0± Ac. (40%)
Private Property to be Acquired	1.8± Ac. (90%)	3.8± Ac. (38%)
Existing R/W - Public Streets	0.1± Ac. (5%)	2.3± Ac. (22%)
Buildings to be Demolished	1	10

Private property to be acquired would be reduced from 3.8+ Ac. to 1.8+ Ac., and 9 of the 10 homes required with Alternate 2 can be saved. The historical significant house at 753 Howard Road is located within the construction area and, rather than demolish this dwelling, it will be moved to a lot on the west side of Howard Road, directly opposite 753 and north of 726 Howard Road. The site is now owned by the State Highway Administration, and 753 Howard Road can be moved to this property prior to construction. After the project has been completed, the house moved from 753 Howard Road would be rehabilitated and sold at public auction.

The construction of Alternate 9 through the Gwynns Falls floodplain would be similar to that required with the Public Hearing alignment (Alternate 2), except for the area south of Old Court Road. Noise impacts would be reduced with Alternate 9 because there would be no Expressway traffic south of the Baltimore Beltway.

Decision - Alternate 9

The Maryland Dept. of Transportation has adopted the portion of Alternate 9 from the Baltimore City Line to Greenwood Road with modifications through the Sudbrook Park Historic District, as part of the recommended alternate. Alternate 9 proposes the construction of the Rapid Transit Facility generally along the west side of the Western Maryland Railway, from the Baltimore City Line to Greenwood Road, with a transit station and parking lot located south of Relocated Milford Mill Road, which overpasses the Rapid Transit and railroad and connects into Reisterstown Road at Slade Avenue.

As described above, the planning proposed with Alternate 9 from the Baltimore City Line to Greenwood Road is in agreement with the State's basic decision to terminate the highway portion of the project at the Baltimore Beltway. This decision is a result of the State's effort to minimize the adverse effects of the project on the Sudbrook Park Historic District, to reduce impacts on adjacent communities, parks and the Gwynns Falls floodplain and to achieve a cost savings.

The portion of Alternate 9 from Greenwood Road to Mount Wilson Lane proposes that the Rapid Transit Facility be located adjacent to the west side of the Western Maryland Railway. This would completely destroy the business community along Greenwood Road south of Old Court Road and, for this reason, the State did not recommend this portion of Alternate 9 for adoption.

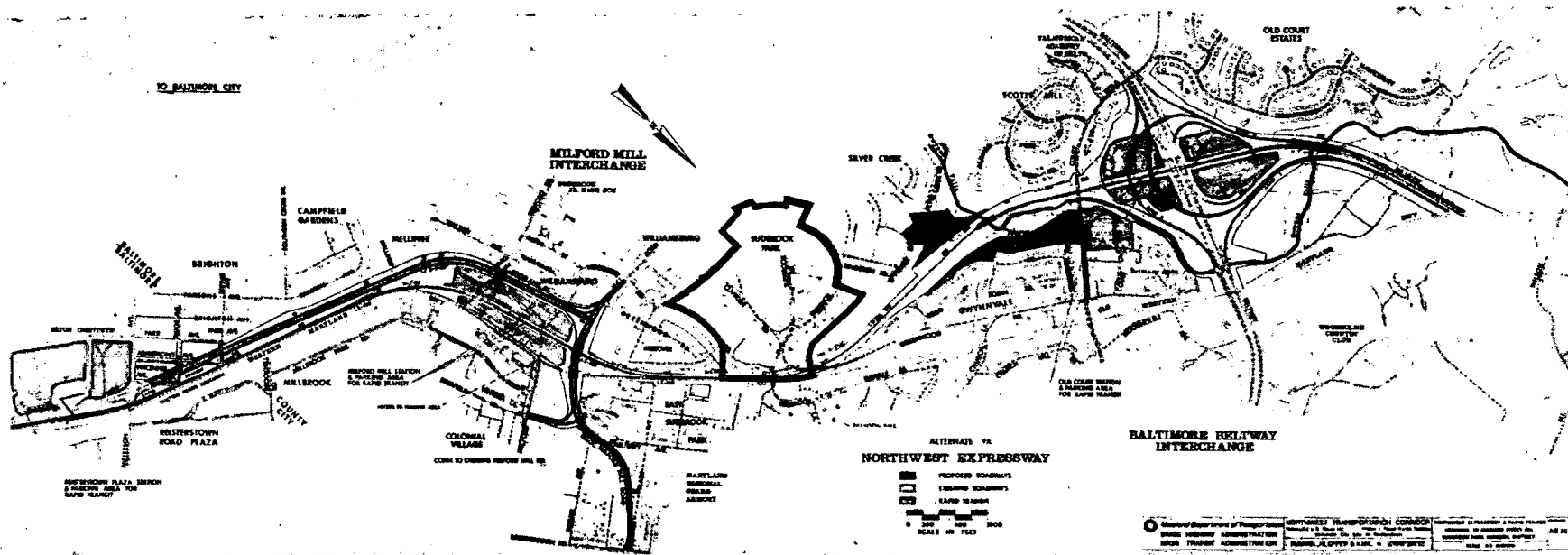
- Alternate 9A Study -

248

Alternate 9A proposes project revisions to the Phase I Rapid Transit Facility and Relocated U. S. Route 140 (Northwest Expressway) from the Baltimore City Line to Mount Wilson Lane. The Northwest Expressway, as proposed at the Public Hearing (Alternates 1 and 2), would not be included as part of the project from the Baltimore City Line to the Baltimore Beltway. Wabash Avenue would be extended northerly from Patterson Avenue to Milford Mill Road, which would be relocated to the north and connect to Slade Avenue at Reisterstown Road. The Phase I Rapid Transit would continue through the area generally following the alignment proposed with Alternates 1 and 2. The detailed planning proposed with Alternate 9A is described below and is also shown on Drawing No. 16.

The southern terminus of the Northwest Expressway, as proposed with Alternate 9A, would be a directional interchange with the Baltimore Beltway. The Beltway Interchange is located west of the Western Maryland Railway within the right-of-way previously purchased by the State Highway Administration, and is the same location proposed for this interchange at the Public Hearing. Directional ramps are provided to permit southbound traffic on the proposed Northwest Expressway to turn in either direction on the Beltway and for the return movements. North of the Baltimore Beltway, the proposed Expressway would continue northerly as a dual highway, with complete control of access, and have the same geometric and safety features as other alternates on new location.

Wabash Avenue is continued from Patterson Avenue in Baltimore City northerly to Relocated Milford Mill Road in Baltimore County, a distance of approximately 1.1 miles. The alignment parallels the south side of the Western Maryland Railway from Patterson Avenue to Mellinee Avenue, where the roadway and railroad curve to the north and separate to provide space for the proposed Milford Mill Transit Station and parking area. Wabash Avenue parallels the east side of Rockland Avenue from Bedford Road to Relocated Milford Mill Road. The improvement would consist of dual 36-foot urban roadways, curbed on both sides and separated by a raised 16-foot median and be constructed within the right-of-way proposed for the Northwest Expressway. Control for horizontal and vertical alignment, as well as other geometric features, is based on a 50-mile per hour design speed. There would be no control of access, except for the policy and standards established by the State Highway Administration for the design and construction of residential and commercial entrances. Crossovers and left-turn lanes would be provided at all intersecting roads. Relocated Milford Mill Road begins at Woodside Road, connects to the proposed extension of Wabash Avenue with an at-grade intersection, crosses over the proposed Rapid Transit Line and Western Maryland Railway and, curving to the north, connects to Reisterstown Road at Slade Avenue. A connection from Relocated Milford Mill Road to existing Milford Mill Road is also proposed in the



PLAN-ALTERNATE 9A STUDY

DRAWING NO. 16

2/19

vicinity of Deerfield Road. Relocated Milford Mill Road would be constructed as a 50-foot curbed street, with widenings for left-turns at major intersections in the vicinity of the rapid transit parking areas.

The tracks of the Rapid Transit Facility are located between Wabash Avenue and the Western Maryland Railway from the Baltimore City Line to Milford Mill Road, and remain adjacent to the west side of the Western Maryland Railway from Milford Mill Road to Sudbrook Road. The transit alignment passes through the northeast edge of the Sudbrook Park Historic District in an open cut, then curves away from the Railroad following the original Expressway alignment as proposed at the Corridor Public Hearing. North of the Baltimore Beltway, the rapid transit tracks enter the median of the proposed Expressway and remain in the median to the northern terminus at Owings Mills. Structures for the Rapid Transit Facility are required at the following locations for this study: Bridge carrying Relocated Milford Mill Road over the transit line and railroad; retaining wall through the Historic District; underpasses at Sudbrook Road and Greenwood Road; bridge over Gwynns Falls, south of the Beltway; bridges carrying four Beltway ramps over the transit line; bridge over Gwynns Falls, north of the Beltway. The transit line also utilizes the existing bridges at Relocated Old Court Road and the Baltimore Beltway, previously constructed for the Northwest Expressway. Alternate 9A proposes the use of a bridge structure at Sudbrook Road and retaining walls to carry the Rapid Transit Facility through the Historic District as compared to Alternate 7, which proposes a cut and cover tunnel under Sudbrook Road.

Within the study limits of Alternate 9A, Rapid Transit stations are proposed at Milford Mill Road and Old Court Road. The Milford Mill Station platform is located 700 feet south of Relocated Milford Mill Road, with parking areas situated on both sides of the station platform between Wabash Avenue and the Western Maryland Railway. Local access to the west parking lot is proposed from Milford Mill Road and Bedford Road via Wabash Avenue, and to the east parking lot via existing Milford Mill Road. The Old Court Station platform is proposed to be located 1000 feet north of existing Relocated Old Court Road within the limits of the Northwest Expressway/Baltimore Beltway Interchange. Local access would be provided to a ground-level parking lot on the east side of Gwynns Falls and north of Old Court Road. A pedestrian bridge over Gwynns Falls and under two Beltway ramps would connect this parking lot with the station platform. Direct vehicular access from both directions on the Baltimore Beltway and the return movements are also provided to four parking lots located in the Beltway interchange areas. Pedestrian circulation would also be provided to connect these parking lots to the Old Court Station platform.

The project costs, transportation services and the social, economic and environmental effects of Alternate 9A are described below and, where possible, tables have been developed in order to present a meaningful

251

comparison between Alternate 9A and Alternate 2, as proposed at the Public Hearing.

The estimated costs of Alternate 9A, including the Northwest Expressway from the Baltimore Beltway to Mount Wilson Lane, the extension of Wabash Avenue, relocation of Milford Mill Road, mainline and station areas for rapid transit and right-of-way are compared below with Alternate 2, using identical study limits from the Baltimore City Line to Mount Wilson Lane. The costs are based on 1974 prices.

	<u>Alternate 9A</u> (2.1 miles)	<u>Alternate 2</u> (3.6 miles)
Highway Construction (1)	\$13,519,000.	\$25,700,000.
Rapid Transit Construction	34,983,000.	29,303,000.
Right-of-Way Costs	<u>6,065,000.</u>	<u>7,231,000.</u>
<u>Total Comparative Costs . . .</u>	\$54,567,000.	\$62,234,000.

(1) Based on directional interchange at Baltimore Beltway.

The major difference in transportation services provided by Alternate 9A is the provision for direct access to the Old Court Rapid Transit Station from the Baltimore Beltway and the termination of the Northwest Expressway at the Baltimore Beltway, with no direct highway connection to existing Wabash Avenue in Baltimore City. Traffic on the Northwest Expressway, with destinations in Baltimore City, would be required to turn onto the Baltimore Beltway and utilize existing arterials leading into the City. A traffic analysis, based on the BREIS alternatives, has been made by Alan M. Voorhees and Associates, Inc. to determine the affect on the corridor road system, assuming the Northwest Expressway is abandoned south of the Baltimore Beltway. The conclusions reached from this analysis are the same as stated for Alternate 7 on page D-33, (Volume I).

Alternate 9A, which proposes rapid transit alone from Milford Mill Road to the Beltway, follows the same general alignment as the Combined Expressway/Rapid Transit Facility proposed with the Public Hearing Alternate 2. The estimated number of homes and people affected by these proposals from the Baltimore City Line to Mount Wilson Lane are listed below for comparative purposes.

	<u>Alternate 9A</u>	<u>Alternate 2</u>
Improved Properties Affected	60	78
Homes previously Acquired by SHA	50	50
Homes to be Acquired	5	23
Businesses to be Acquired	5	5
Families to be Relocated	5	20
People to be Displaced	25	100-125

252

The same housing market and the same relocation assistance policies are available for those to be relocated, as noted under Alternate 8. The small number of businesses which would be displaced are expected to relocate in the same general area, with little or no effect on employment. Replacement sites in the same general area should be available for these firms to relocate. Generally, property values adjacent to the project are expected to remain stable. No farm operations will be affected, nor will there be an effect upon members of a minority group.

The project, as proposed with Alternate 9A, requires the 2-track Rapid Transit Facility to pass through the northeastern edge of the Sudbrook Park Historic District, and would tend to minimize the right-of-way requirements through the Historic District, as shown by the following comparison.

	<u>Alternate 9A</u>	<u>Alternate 2</u>
Total Right-of-Way Required	2.7+Ac. (100%)	10.1+Ac. (100%)
SHA Property Req'd. for Construction	0.2+Ac. (6%)	4.0+Ac. (40%)
Private Property to be Acquired	2.3+Ac. (85%)	3.8+Ac. (38%)
Existing R/W - Public Streets	0.2+Ac. (9%)	2.3+Ac. (22%)
Buildings to be Demolished	1	10

Private property to be acquired would be reduced from 3.8+ Ac. to 2.3+ Ac., and 9 of the 10 homes required with Alternate 2 can be saved. The historical significant house at 753 Howard Road is affected by the construction and, rather than demolish this dwelling, it will be moved to a lot on the west side of Howard Road, directly opposite 753 and north of 726 Howard Road. The site is now owned by the State Highway Administration, and 753 Howard Road can be moved to this property prior to construction. After the project has been completed, the house moved from 753 Howard Road would be rehabilitated and sold at public auction.

The construction of Alternate 9A through the Gwynns Falls floodplain would be similar to that required with the Public Hearing alignment (Alternate 2), except for the reduction in number of bridge structures. Noise impacts would be reduced with Alternate 9A because there would be no Expressway traffic south of the Baltimore Beltway.

753

Decision - Alternate 9A

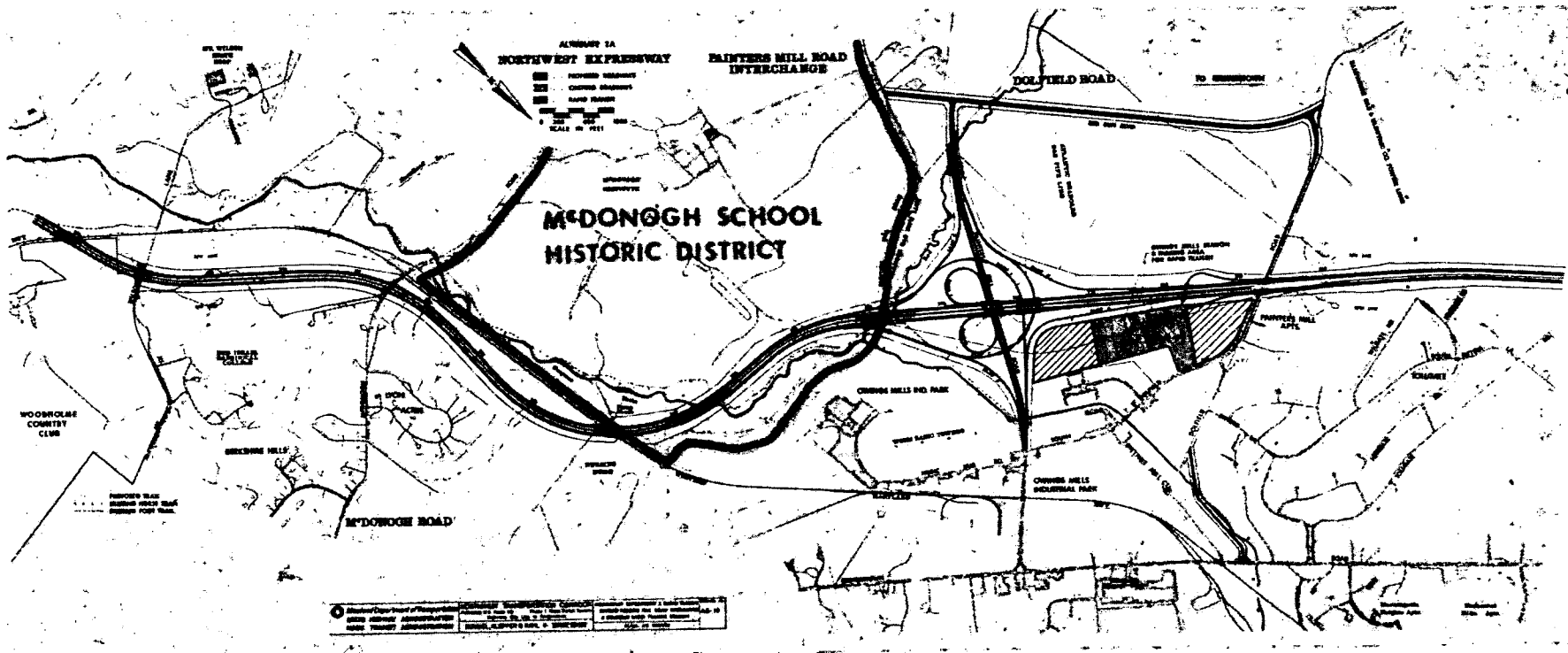
Alternate 9A minimizes the adverse impacts of the project on the Sudbrook Park Historic District by deleting the proposed Northwest Expressway south of the Baltimore Beltway. The construction proposed with Alternate 9A, in addition to the Rapid Transit Facility, is the Extension of Wabash Avenue to Relocated Milford Mill Road and a regional parking area at the Old Court Station located within the limits of the proposed Northwest Expressway-Baltimore Beltway Interchange. Community opposition to highway construction south of the Beltway, and the fact that the concept of a regional transit station was never presented to the public are the reasons that Alternate 9A has been dropped from further consideration.

At the Public Hearing, the residents in the McDonogh Road area expressed strong objections to the highway interchange and rapid transit station planned at this location. The objections were based on the reasoning that these facilities would constitute sufficient grounds to warrant denser zoning and would increase the pressure for the development of the Worthington and Greenspring Valleys. As a result of these requests, two alternate studies were made to determine whether the transportation facilities proposed at McDonogh Road could be fulfilled by enlarging and improving the proposed facilities in the Owings Mills area.

The first study, designated as "Alternate 2A", proposes a semi-directional interchange at Relocated Painters Mill Road, with an enlarged terminal rapid transit station located to the north of the interchange and approximately 1700 feet south of Dolfield Road. The second study, referred to as "Alternate 2B", proposes a semi-directional interchange at Dolfield Road, with an enlarged terminal rapid transit station located to the south of the interchange and approximately 800' north of existing Painters Mill Road. The alignment for these studies are similar to Alternate 2, and the planning for both are described below along with a discussion of the environmental impacts and comparison to Alternate 2, as proposed at the Public Hearing. A third study, "Alternate 2C", was also made in this area after the McDonogh School was established as a historic district and determined to be eligible for inclusion in the National Register of Historic Places. The study was developed in order to determine if a feasible and prudent alternate could avoid the use of land within the Historic District.

- Alternate 2A Study -

As stated above, this alternate proposal begins at McDonogh Road, where no interchange or rapid transit station or relocation of McDonogh Road itself would be provided. The Expressway and Rapid Transit Project would underpass existing McDonogh Road approximately 400 feet east of the Western Maryland Railway. The alignment, grade and typical section of the project from Mount Wilson Lane to Pleasant Hill Road is similar to Alternate 2, as proposed at the Public Hearing, except in the area between Painters Mill Road and Dolfield Road where the centerline has been shifted an average of 500 feet to the west in order to provide the necessary space for a semi-directional roadway interchange, and for increased parking requirements at the rapid transit station. (See Drawing No. 17) Painters Mill Road is planned to be relocated on the northwest side of the existing road, beginning at its intersection with South Dolfield Road on the north, and terminating at a tee intersection with Red Run Boulevard on the south, a new road also proposed as part of this alternate. The dual highway proposed for Relocated Painters Mill Road consists of two 24-foot roadways separated by



PLAN - ALTERNATE 2A STUDY

DRAWING NO. 17

255

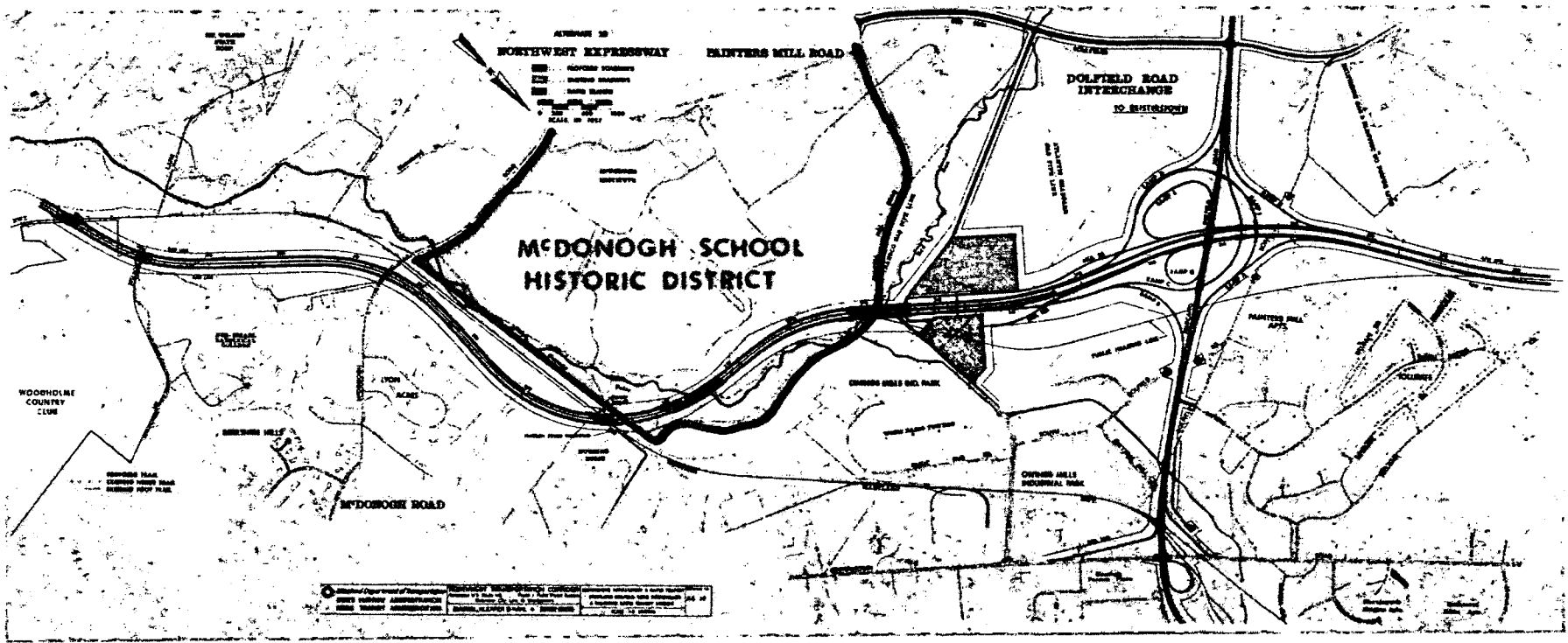
256

a 16-foot median. Existing Painters Mill Road is terminated with cul-de-sacs on both sides of the proposed Expressway. Red Run Boulevard would be constructed as a 24-foot street parallel to and approximately 2500 feet southeast of the Northwest Expressway from existing Painters Mill Road to existing Dolfield Road. Included in the approach road system for this study is the reconstruction of existing Dolfield Road to a 24-foot street from the proposed Red Run Boulevard to existing South Dolfield Road and the extension of existing Dolfield Road northerly to Reisterstown Road in the vicinity of Gwynns Falls. The interchange at Relocated Painters Mill Road has been designed to accommodate all turning movements at the Northwest Expressway with directional ramps for traffic turning south on the Expressway toward Baltimore from Relocated Painters Mill Road and for the return northbound movements.

The Owings Mills Rapid Transit Station is proposed to be located in the median of the Expressway 1700 feet south of Dolfield Road. The rapid transit tracks in the median of the Expressway terminate approximately 1300 feet north of the Owings Mills Station platform. Parking for 3800 cars is planned east of the Expressway adjacent to the station site, with a pedestrian bridge to connect the parking lot to the station platform. Direct access would be provided between the parking lot and the Expressway from the north. Local access from the east is via the proposed extension of Dolfield Road, Painters Mill Road and South Dolfield Road and from the west via Painters Mill Road, Red Run Boulevard and Dolfield Road. Patronage and parking requirements should increase at the Old Court Station as a result of deleting the rapid transit station at McDonogh Road.

- Alternate 2B Study -

Alternate 2B has been developed as a modified version of a plan suggested for consideration at the Corridor Public Hearing. As with Alternate 2A, no interchange or transit station is proposed at McDonogh Road, and the project design including alignment, grade and typical section is similar to Alternate 2, except in the area from Painters Mill Road to north of Dolfield Road. The Expressway centerline has been relocated an average of 900 feet to the west in order to provide the necessary space for the increased parking requirements at the rapid transit station near Painters Mill Road and for the semi-directional roadway interchange at Dolfield Road. (See Drawing No. 18) Relocated Dolfield Road would be reconstructed generally to the south of the existing road from the proposed Red Run Boulevard west of the Northwest Expressway, easterly through the interchange area to the Gwynns Falls crossing of existing Dolfield Road. Relocated Dolfield Road would continue easterly from Gwynns Falls on new location to underpass the Western Maryland Railway and Reisterstown Road. The dual highway proposed for Relocated Dolfield Road consists of two 24-ft. roadways separated by a 16-ft.



PLAN-ALTERNATE 2B STUDY

DATE: 11/11/11

257

median. South Dolfield Road would be terminated with cul-de-sacs on both sides of Relocated Dolfield Road, and Ritters' Lane would be extended to connect with Relocated Dolfield Road. The interchange at Relocated Dolfield Road has been designed to accommodate all turning movements at the Northwest Expressway, with directional ramps for traffic turning south on the Expressway toward Baltimore from Dolfield Road and for the returning northbound movements. The interchange at Relocated Dolfield Road and Reisterstown Road proposes turning ramps, which will permit traffic from the north or south on Reisterstown Road to turn toward the west on Relocated Dolfield Road. Relocated Dolfield Road, with the two interchanges described above, will provide a direct connection for the exchange of traffic between Reisterstown Road and the proposed Northwest Expressway.

Red Run Boulevard is a new 24-foot street proposed as part of this alternate and is located approximately 3000 feet southeast of the Northwest Expressway. Red Run Boulevard begins at Painters Mill Road, proceeds northwesterly, generally parallel to the proposed Expressway, and terminates at Dolfield Road.

The Owings Mills Rapid Transit Station is proposed to be located in the median of the Expressway, 700 feet north of existing Painters Mill Road. The rapid transit tracks in the median of the Expressway terminate approximately 1300 feet north of the station platform. A parking lot for 3800 cars is situated on both sides of the Expressway, adjacent to the station site, with two pedestrian bridges to connect the east and west parking lots to the station platform. The parking lot on the west side would have direct access from the Expressway via a southbound off-ramp. Northbound return from this parking lot would be provided by a road crossing under the Expressway adjacent to Painters Mill Road. Vehicles would use the parking lot on the east side of the project in order to gain access to a northbound on-ramp leading to the Expressway. The parking lot on the east side of the Expressway would accommodate locally-oriented vehicles from Reisterstown Road, with access from Painters Mill Road. Painters Mill Road would be rebuilt above the floodplain as a 24-foot street under this proposal from South Dolfield Road to the transit parking lot. The parking lot on the west side of the Expressway would accommodate locally-oriented vehicles from the Liberty Road area via Painters Mill Road, the proposed Red Run Boulevard, and a proposed future access road leading to the parking lot. The actual location of the future access road will depend on development patterns in the proposed Sector Center.

The project costs, traffic services and social, economic and environmental effects of "Alternate 2A" and "Alternate 2B" are described below and, where possible, tables or charts will be presented so that a more meaningful comparison may be made between each alternate study and Alternate 2, as proposed at the Public Hearing.

259

Each of the proposals: Alternate 1, Alternate 2A and Alternate 2B, conform with the arterial road system proposed for northwestern Baltimore County; however, the service provided for vehicular traffic and rapid transit traffic varies with each scheme.

Public Hearing Alternate 2 provides good distribution and service for both Expressway and rapid transit traffic. Access is provided for both modes of travel at McDonogh Road and Relocated Painters Mill Road; however, the system was designed so that the majority of transit patrons would be attracted to the McDonogh Station. The access facilities proposed with Alternate 2 on the Northwest Expressway/Rapid Transit Project will serve the communities along Reisterstown Road via Painters Mill Road and McDonogh Road, and the communities along Liberty Road by the future extensions of Brenbrook Road, Pleasant Hill Road and U. S. Route 29.

Alternate 2A eliminates the Expressway and rapid transit access facilities at McDonogh Road and improves those in the Owings Mills area. The closest points of access to the Expressway from the Owings Mills area is the interchange on the Baltimore Beltway, 3.5 miles to the south and the interchange on Cherry Hill Road, 3.0 miles to the north. Owings Mills is the northern terminal station for the Phase I Rapid Transit and, with this alternate, the next transit station is 3.6 miles to the south on Old Court Road. Traffic originating in the vicinity of Owings Mills and Randallstown would utilize access facilities previously described for Alternate 2A, which tend to concentrate all Expressway and rapid transit traffic on Relocated Painters Mill Road in order to gain access to the Expressway Interchange and rapid transit parking area. Some local rapid transit traffic would utilize Dolfield Road. Traffic destined for the Expressway and Rapid Transit Facility from the communities south of Owings Mills and Randallstown would gravitate southerly along Reisterstown Road and Liberty Road to the Baltimore Beltway or, in the case of transit-oriented traffic, to Old Court Road.

Alternate 2B also eliminates the access facilities to the Expressway and rapid transit at McDonogh Road and improves those in the Owings Mills area. Existing Painters Mill Road provides access only to the transit station parking lot from Reisterstown Road. Access to the Expressway from Reisterstown Road is provided by the proposed construction of Relocated Dolfield Road. Access from Liberty Road would be provided by the future extension of Brenbrook Road, Pleasant Hill Road and U. S. Route 29. The facilities proposed with Alternate 2B provide separate approach roads to the Expressway Interchange and rapid transit parking lots from both Reisterstown Road and Liberty Road and, thereby, improve traffic distribution in the Owings Mills area. Traffic from communities south of Owings Mills and Randallstown would travel southerly to the Beltway or Old Court Road via Liberty Road or Reisterstown Road.

260

In evaluating the construction cost of the various schemes under consideration in the Owings Mills area, it will also be necessary to consider the savings in cost represented by the deletion of the interchange and transit station at McDonogh Road. The estimated costs of the project, including the mainline of the Expressway and rapid transit, all interchanges, bridges, intersecting roads, parking areas, related access roads and right-of-way are compared below for each alternate, using identical study limits from Mount Wilson Lane north to Pleasant Hill Road. The costs are based on 1974 prices.

	Public Hearing <u>Alternate 2</u> (4.0 miles)	Painters Mill <u>Alternate 2A</u> (4.0 miles)	Dolfield <u>Alternate 2B</u> (4.0 miles)
Highway Construction	\$26,042,000.	\$35,684,000.	\$35,937,000.
Rapid Transit Construction	26,334,000.	22,641,000.	19,972,000.
Right-of-Way Costs	<u>14,612,000.</u>	<u>15,245,000.</u>	<u>20,330,000.</u>
<u>Total Comparative Costs . .</u>	<u>\$66,988,000.</u>	<u>\$73,570,000.</u>	<u>\$76,239,000.</u>

The road user costs would be relatively the same for Alternates 2, 2A and 2B.

The three alternate Expressway/Rapid Transit plans developed for the McDonogh-Owings Mills area, including Alternate 2, Alternate 2A and Alternate 2B, all traverse relatively unimproved areas. The estimated number of homes and people affected by these proposals from Mount Wilson Lane to Pleasant Hill Road are listed below for comparative purposes.

	Public Hearing <u>Alternate 2</u>	Painters Mill <u>Alternate 2A</u>	Dolfield <u>Alternate 2B</u>
Homes to be Acquired	14	11	11
Families to be Relocated	14 *	11 *	14
People to be Displaced	75	75	78
Business to be Acquired	0	4	12
Farms to be Acquired	1	2	2
Non-Profit Organ. Affected	0	0	0

* Includes one minority family

A recent survey of available replacement housing in this area of Baltimore County indicated that there were approximately 100 single-family dwellings for sale, at any given time, that are within the financial means of those to be relocated. In addition, approximately 30 rental units were available in the immediate vicinity, should any of these families desire to rent. This information was gathered in August, 1975 at the time of this

261

study. Relocation assistance could be accomplished for all alternates under consideration, with a lead time of 18 months required for this purpose. The businesses taken by the project right-of-way can be relocated in the same general area. The effect on employment would be minor, except for Alternate 2B, where a greater number of businesses are affected. There are no Federal, State or County projects anticipated in the area that would utilize the same housing market. All persons to be relocated will be provided with the benefits of the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970".

Both Alternates 2A and 2B, which propose increases in the access capabilities for both the highway and rapid transit mode in the Owings Mills area, assume there will be no access available at McDonogh Road. There would be no effect on regional growth as a result of either plan, and the effect on community growth would be similar with both plans. Access to both the Expressway and Rapid Transit has always been proposed in the Owings Mills area with growth anticipated primarily in the vicinity of the Sector Center. The lack of access at McDonogh Road will probably inhibit growth in that area for a time, but McDonogh Road is only one mile north of the Baltimore Beltway along Reisterstown Road, and is already being built up with apartments and shopping centers. The Public Hearing alternate and both alternate studies pass through undeveloped land from Mount Wilson Lane to Dolfield Road and will have no effect on existing neighborhood character or stability. Generally, property values adjacent to the project are expected to increase. The effect on the tax base for each scheme may be compared in the following table, which gives the direct annual tax loss for highway and rapid transit purposes from Mount Wilson Lane to Pleasant Hill Road.

	<u>Public Hearing Alternate 2</u>	<u>Painters Mill Alternate 2A</u>	<u>Dolfield Alternate 2B</u>
Unimproved Property	\$122,804.	\$148,405.	\$170,071.
Improved Property	<u>7,422.</u>	<u>10,880.</u>	<u>42,380.</u>
<u>Total</u>	\$130,226.	\$159,285.	\$212,451.

Public Hearing Alternate 2 provides both rapid transit and highway access to the schools located in the McDonogh Road area, with similar convenience for fire protection vehicles and other emergency services. Access to McDonogh Road is not proposed with Alternate 2A or Alternate 2B, and the residences and institutions in this immediate area would not receive the benefit of reduced travel times for emergency vehicles.

The project alignment and construction with Alternates 2A and 2B is essentially the same as proposed with Public Hearing Alternate 2 south of Painters Mill Road in the Gwynns Falls and Red Run floodplain; therefore,

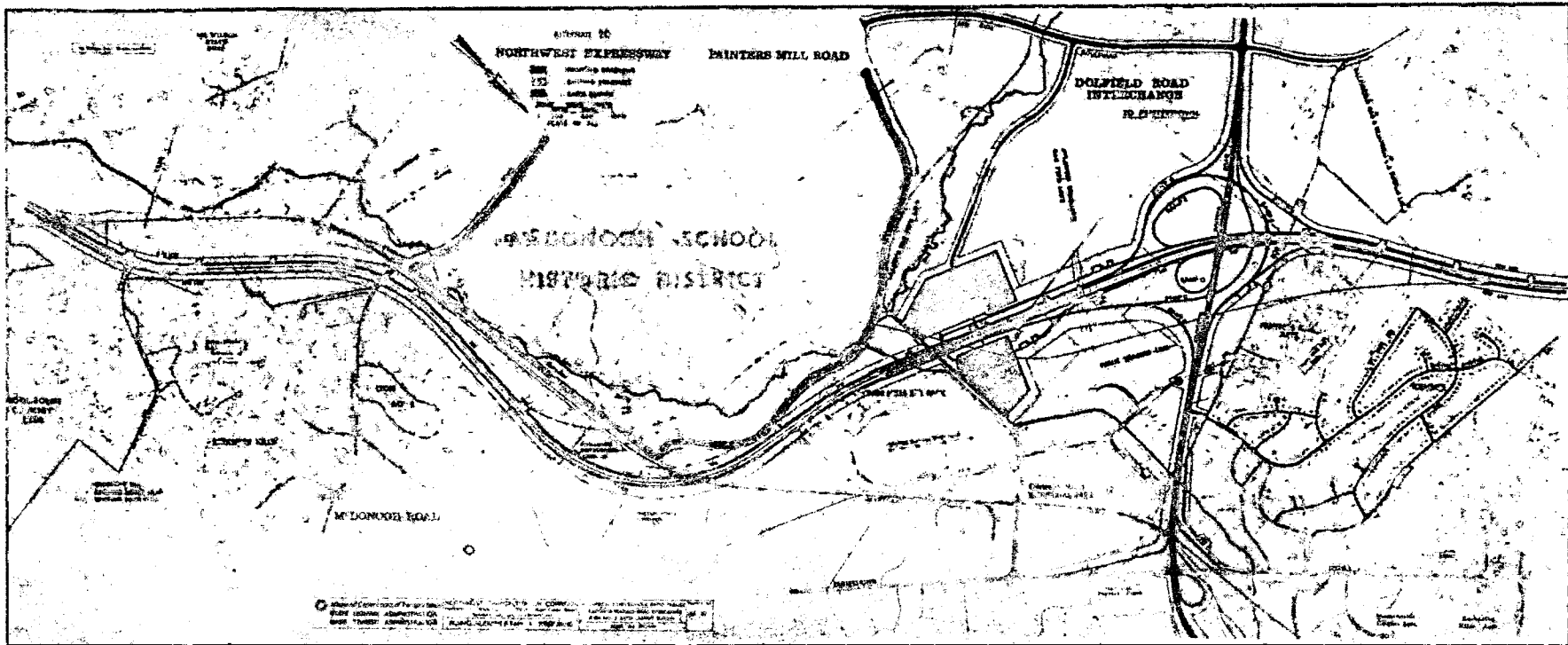
262

the effect on water quality and the proposed stream valley park would be similar. Noise levels generated by Alternate 2, as proposed at the Public Hearing, show an increase over existing noise levels with respect to the Ner Israel Rabbinical College, the Foxleigh Development Center, the homes in Lyon Acres north of McDonogh Road, and the Painters Mill Apartments north of Dolfield Road. The construction proposed with Alternate 2A and 2B is basically the same as the Public Hearing Alternate 2, except for the removal of the interchange and station at McDonogh Road and the need for a larger parking area and interchange at Owings Mills. Noise increases with Alternates 2A and 2B would adversely affect the same areas as noted above, except for a reduction in noise near the Rabbinical College. As proposed with Alternate 2, noise barriers would be provided to reduce the impact from excessive noise throughout the project.

- Alternate 2C Study -

The McDonogh School was established as a Historic District and determined to be eligible for inclusion in the National Register in June of 1975. Prior to June, all studies made in this area (Alternates 1, 2, 2A and 2B) passed through and required the use of varying amounts of land in the newly established Historic District. Resulting investigation indicated the possibility of an alignment change, and Alternate 2C was developed in order to determine if a feasible and prudent alternate could avoid the use of land from the McDonogh School Historic District. In the planning of Alternate 2C, the Owings Mills Rapid Transit Station and parking lots north of Painters Mill Road, and the semi-directional roadway interchange at Relocated Dolfield Road, and other miscellaneous facilities are all identical to Alternate 2B. Highway and rapid transit services provided by Alternate 2C are also identical. As with Alternate 2B, no interchange or transit station is proposed at McDonogh Road, and the project design including alignment, grade and typical section is identical to Alternate 2B, except for an alignment change from north of McDonogh Road to north of Painters Mill Road. The Expressway centerline has been relocated an average of 1000 feet to the north in order to avoid the Historic District (See Drawing No. 19).

The estimated cost of Alternate 2C, including the mainline of the Expressway and rapid transit, all interchanges, bridges, intersecting roads, parking areas, related access roads, and right-of-way is compared below with Alternate 2B, using identical study limits from Mount Wilson Lane, north to Pleasant Hill Road. The costs are based on 1974 prices.



CONFIDENTIAL

CONFIDENTIAL

763

264

	<u>Alternate 2B</u> (4.0 miles)	<u>Alternate 2C</u> (4.1 miles)
Highway Construction	\$35,937,000.	\$33,620,000.
Rapid Transit Construction	19,972,000.	18,842,000.
Right-of-Way Costs	<u>20,330,000.</u>	<u>20,618,000.</u>
<u>Total Comparative Costs</u>	\$76,239,000.	\$73,080,000.

The road user cost would be relatively the same for both Alternates 2B and 2C.

The shift in alignment to avoid the McDonogh School Historic District places the project in close proximity to the Painters Mill Music Fair and would require the demolition of the Foxleigh Developmental Center. The estimated number of homes and people affected by Alternates 2B and 2C from Mount Wilson Lane to Pleasant Hill Road are listed below for comparative purposes.

	<u>Alternate 2B</u>	<u>Alternate 2C</u>
Homes to be Acquired	11	11
Families to be Relocated	14	14
People to be Displaced	78	78
Businesses to be Acquired	12	13
Farms to be Acquired	2	2
Non-Profit Organ. Affected	0	0

The same housing market and the same relocation assistance policies are available for those to be relocated, as noted under Alternate 2B. The businesses, which would be displaced, are expected to relocate in the same general area, with some disruptive affect on employment. Replacement sites in the same general area should be available for these firms to relocate. Generally, property values adjacent to the project are expected to increase. The affect on the tax base for Alternates 2B and 2C may be compared in the following table, which gives the direct annual tax loss for highway and rapid transit purposes from Mount Wilson Lane to Pleasant Hill Road.

	<u>Alternate 2B</u>	<u>Alternate 2C</u>
Unimproved Property	\$170,071.	\$175,440.
Improved Property	<u>42,380.</u>	<u>49,061.</u>
<u>Total</u>	\$212,451.	\$224,501.

265

The social, economic and environmental effects of Alternate 2C are the same as Alternate 2B, except for the following:

The Foxleigh Developmental Center must be moved to a new location, or the business would have to be discontinued. If the facility is discontinued, there would be an adverse impact on some handicapped children; however, if it is re-established in a nearby location, it is doubtful that this impact would be a permanent one. A comparable replacement site for this facility has not been located as of the date of this Statement.

The project would have less impact on the Gwynns Falls stream valley and, in the Owings Mills area, only crosses Gwynns Falls one time, just south of Painters Mill Road.

Noise increases with Alternate 2C would adversely affect the same areas as Alternate 2B, except for the Painters Mill Music Fair and the Skateland Roller Rink, where the project would be immediately adjacent to their facilities with corresponding increases in noise levels. An outdoor swimming pool is also located in this area; however, this facility has been closed since 1971. Both the Music Fair and Roller Rink buildings are similar in construction, and the side facing the proposed expressway is either frame or masonry, completely covered with sheet metal siding. There are no windows facing the Expressway, and both buildings are fully air-conditioned. This type of construction should provide a minimum 25 dBA structural reduction for noise inside the building. To provide a basis for comparison, the FHWA design standard for this land use is 70 dBA (Exterior) and 55 dBA (Interior), and the average existing L₁₀ noise level in the corridor, exclusive of Reisterstown Road, is 58 dBA. Predicted exterior L₁₀ noise levels at the nearest wall of these buildings during 1995 traffic conditions are as follows:

Predicted 1995 L₁₀ Noise Levels⁽¹⁾

	<u>Exterior Noise Level</u>	<u>Building Attenuation</u>	<u>Interior Noise Level</u>
Peak Hours (4 to 5 P.M.)	74 dBA	25	49 dBA
Matinee (2 to 3 P.M.)	71 dBA	25	46 dBA
Night (8 to 9 P.M.)	68 dBA	25	43 dBA

Music Fair Schedule

Daily : Dinner 7:00 P.M. - Show 8:30 P.M.

Sunday: Matinee 3:00 P.M.

(1) L₁₀ is a statistical noise level that is exceeded 10% of the time in a given time period.

264

Exterior noise levels at these buildings during the 1995 peak hour traffic conditions will exceed the design standard by 4 dBA and the present ambient level by 16 dBA. Noise increases in this range would normally cause severe impact; however, the Music Fair Theater related activities occur inside the building during off-peak hours. As noted in the above table, predicted interior noise levels would range from 6 to 12 dBA less than the design standard of 55 dBA. It is not anticipated that adverse noise impacts will occur during normally scheduled performances. Noise levels should not be a factor inside of the Roller Rink because of the existing high interior noise levels associated with this activity.

Decision - Alternates 2, 2A, 2B, 2C

McDonogh-Owings Mills Area

Alternate 2 provides good traffic service and distribution in this area and was the most desirable plan developed prior to the Public Hearing. Strong community objections to the transit station and interchange at McDonogh Road, combined with the development of other satisfactory plans subsequent to the Public Hearing, resulted in Alternate 2 being dropped from further consideration.

Alternate 2A is not recommended for adoption because the planned facility tended to concentrate the approach traffic to the Combined Expressway/Rapid Transit Project onto one roadway (Relocated Painters Mill Road) in the Owings Mills area, and required the use of land in the McDonogh Historic District.

Alternate 2C is recommended by the Maryland Department of Transportation for adoption because it retains the desirable features of Alternate 2B; i. e., the separation of expressway and rapid transit traffic approaching the combined facility in the Owings Mills area and, in addition, bypasses the McDonogh School Historic District and avoids, for the most part, all adverse impacts on the future Gwynns Falls-Red Run stream valley park system proposed by Baltimore County's Department of Recreation and Parks.

Alternate 2B was dropped from consideration because it required the use of land within the McDonogh Historic District.

267

- Reisterstown Area -

In addition to the Public Hearing Alternates 1 and 2, which are identical in this area, two additional studies were developed in the Reisterstown area. The first study (Alternate 6) was developed as a result of Public Hearing objections to the amount and extent of land acquisition required with Alternates 1 and 2. The second study (Alternate 6A) was required after Reisterstown was established as a historic district eligible for inclusion in the National Register of Historic Places. The study was developed in order to determine if a feasible and prudent alternate could avoid the use of land within the historic district.

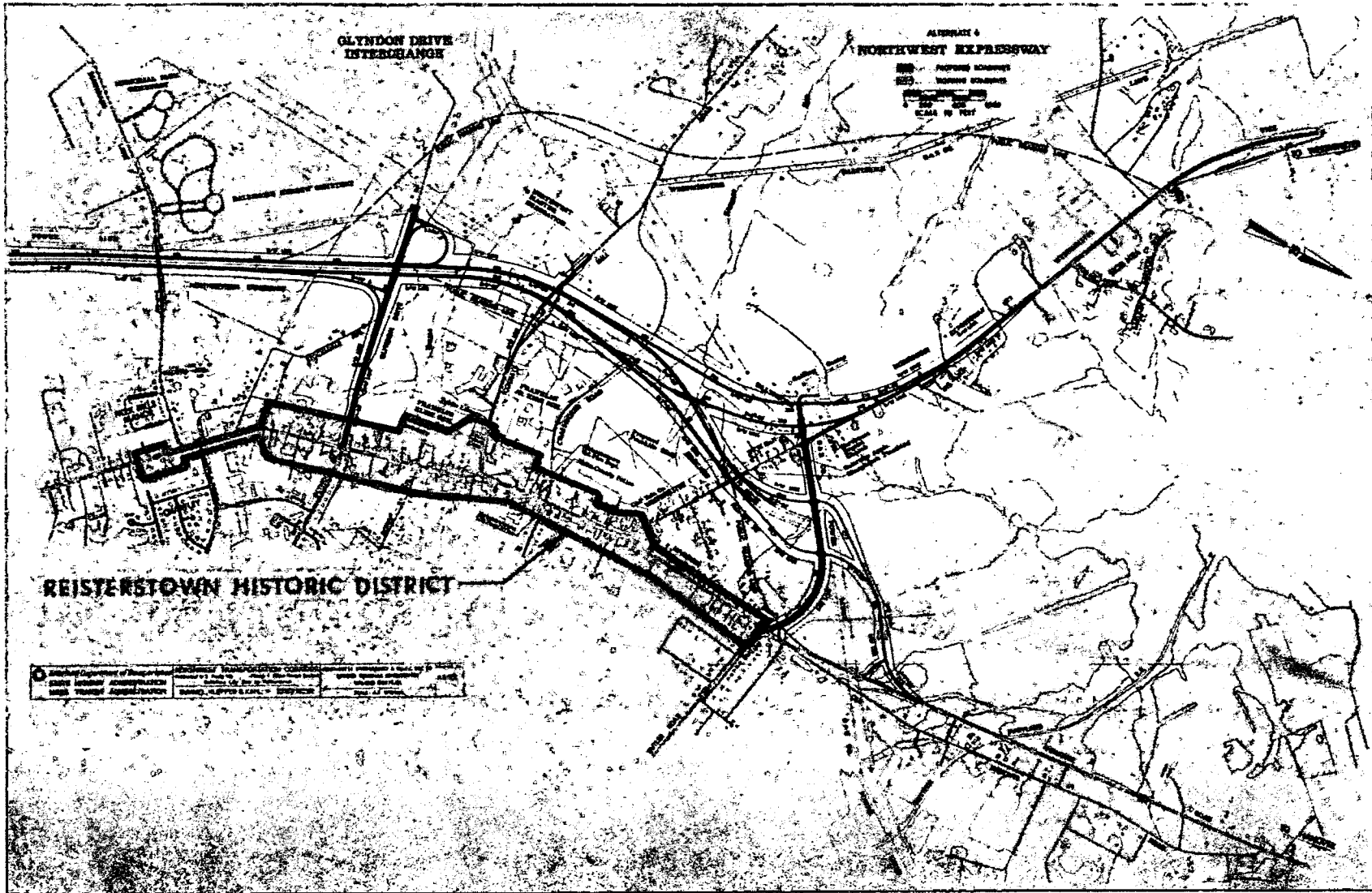
- Alternate 6 Study -

Alternate 6 proposes revisions in the northern terminal connections of both Relocated U. S. Route 140 (Northwest Expressway) and Relocated Maryland Route 30. The Northwest Expressway, as proposed at the Public Hearing (Alternates 1 and 2) from the interchange with Relocated Maryland Route 30 to the northern terminus at existing Westminster Pike in the vicinity of Gores Mill Road, would not be included as part of the project. The formerly split facility would be combined into one freeway (Northwest Expressway) generally following the alignment proposed for Relocated Maryland Route 30 from north of Berrymans Lane to a directional interchange south of Westminster Pike. The directional interchange at this point would separate the Northwest Expressway, which ties into existing Westminster Pike and Relocated Maryland Route 30, which connects to existing Hanover Pike. The detailed planning proposed with these revisions are described below and are also shown on Drawing No. 20.

Alternate 6 begins north of Berrymans Lane, where the Northwest Expressway continues northerly as a 6-lane dual highway, with complete control of access and geometric and safety features based on a design speed of 70 miles per hour. The project underpasses Glyndon Drive (existing Stocksdales Avenue) 2300 feet west of Reisterstown Road, where an interchange is planned to provide access and service to the Reisterstown area.

Glyndon Drive would be constructed with two 24-foot roadways, separated by a 16-foot median through the interchange area and connect to Reisterstown Road as a 50-foot curbed street. Existing Stocksdales Avenue would be closed by the proposed construction of Glyndon Drive and a tee-turnaround provided at the terminus.

North of Glyndon Drive Interchange, the Northwest Expressway passes under Relocated Cockeys Mill Road and parallels the Gas & Electric Company Transmission Line through the proposed directional interchange



REISTERSTOWN HISTORIC DISTRICT

REISTERSTOWN HISTORIC DISTRICT

2/20

269

with Relocated Maryland Route 30. North of the Route 30 Interchange, the Expressway swings to the west, crosses under the transmission line and ties into Westminster Pike approximately 1000 feet east of Nob Hill Park Road, with full control of access ending just north of the proposed interchange with Relocated Maryland Route 30. Vehicles on Westminster Pike, traveling away from Reisterstown, would continue on the existing road and connect to the Expressway just west of the electrical transmission line. Southeasterly traffic on Westminster Pike, with a destination in Reisterstown proper, would use a left-turn lane and proposed road, which bridges over the north-bound lane of the Expressway and connects to Westminster Pike in the vicinity of the Gas & Electric Company's power line at a common grade intersection with the proposed extension of Butler Road. The Butler Road Extension from Hanover Road to Westminster Pike is proposed as a dual highway, with two 24-foot roadways separated by a 16-foot median.

Relocated Maryland Route 30 diverges from Relocated U. S. Route 140 (Northwest Expressway) via a directional interchange 1500 feet south of Westminster Pike and, bearing toward the north, underpasses Westminster Pike 1500 feet west of Hanover Road. Relocated Maryland Route 30 would terminate as a controlled access freeway under this proposal at the extension of Butler Road. Connecting ramps to Butler Road Extended are proposed as part of a diamond interchange planned at this location to provide access to the northern part of Reisterstown. A temporary road from the Butler Road ramps to existing Hanover Road (Maryland Route 30) would provide a direct connection for Hanover Road traffic to the northern terminus of the proposed Relocated Maryland Route 30. The future extension of Relocated Maryland Route 30 northerly to the proposed Piedmont Highway (Md. 23) near Arcadia, Maryland, is planned for some time after 1995.

North of the Cherry Hill Road Interchange, the ADT projected for 1995 is 27,800, and there would be no adverse affect on traffic service by providing a single Expressway northerly to the directional interchange south of Westminster Pike, as proposed by Alternate 6.

The estimated costs of the project included under Alternate 6 from Berrymans Lane to the northern terminus of the Northwest Expressway and Relocated Maryland Route 30, are listed below along with comparative costs for Alternates 1 and 2. The costs are based on 1974 prices.

	<u>Alternates 1 & 2</u> <u>Public Hearing</u> (4.4 miles)	<u>Alternate 6</u> <u>Revised Terminus</u> (2.7 miles)
Highway Construction	\$25,041,000.	\$12,856,000.
Right-of-Way Costs	<u>2,951,000.</u>	<u>3,352,000.</u>
<u>Total Comparative Costs . . .</u>	\$27,992,000.	\$16,208,000.

The road user cost would be relatively the same for both Alternates 1 and 2 and Alternate 6.

The separate location proposed for Alternates 1 and 2 at the Public Hearing, and Alternate 6, which combines both roadways on an alignment generally following the location proposed for Relocated Maryland Route 30, traverse relatively undeveloped areas.

The Public Hearing proposal requires the acquisition of a few homes where the Northwest Expressway crosses Stocksdale Avenue and Cockeys Mill Road and, also, where Relocated Maryland Route 30 crosses Westminster Pike and Geroed Avenue. Alternate 6 requires the acquisition of several homes on Cockeys Mill Road, which is a result of shifting the alignment of the Combined Facility further away from the Franklin Elementary and Junior High Schools. Other homes are affected by the proposed relocation of Maryland Route 30 at the Westminster Pike underpass and at the grade intersection of Butler Road Extended and Westminster Pike. The estimated number of homes and people affected by Alternate 6, which revises the northern terminus from Berrymans Lane to the Westminster Pike and Hanover Road, are listed below along with the comparable effect of the Public Hearing proposal (Alternates 1 and 2).

	<u>Alternates 1 & 2</u> <u>Public Hearing</u>	<u>Alternate 6</u> <u>Revised Terminus</u>
Improved Properties Affected	18	12
Homes Previously Acquired by SHA	2	2
Homes to be Acquired	16	6
Businesses to be Acquired	0	4
Families to be Relocated	16	6
People to be Displaced	94	25

A recent survey of available replacement housing in this area of Baltimore County indicated that there were approximately 95 single-family dwellings for sale, at any given time, that are generally within the financial means of those to be relocated. In addition, approximately 50 rental units were available in the immediate vicinity, should any of these families desire to rent. This information was gathered in August, 1975, the time of this study. Relocation assistance can be accomplished for the families displaced by Alternate 6, and it is estimated that a lead time up to 2 years would be required for this purpose. There are no Federal, State or County projects anticipated in the area that would utilize the same housing market. All persons to be relocated will be provided with the benefits of the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970". There are 4 businesses taken by the project right-of-way; however, the affect on employment would be minimal and temporary in nature. Generally, property values are expected to appreciate, except for

271

communities surrounded by highway construction which could be detrimental to property values. No farm operations will be affected, nor will there be any affect upon members of a minority group.

It should also be noted that the State Highway Administration has purchased right-of-way for Relocated Maryland Route 30 from Cockey's Mill Road to Westminster Pike based on the Public Hearing alignment. Alternate 6 places the proposed directional interchange between the Northwest Expressway and Relocated Maryland Route 30 in this same general location and requires approximately 3 additional acres of right-of-way from the proposed Franklin Mall Shopping Center. A more serious affect on this Shopping Center is caused by the proposed change in highway classification from a controlled access arterial highway to an Expressway, with full control of access. A preliminary traffic evaluation made for the proposed Franklin Mall indicated that 65% of the vehicles attracted to the Shopping Center would use Relocated Maryland Route 30. The denial of access from the Northwest Expressway, as proposed by Alternate 6, could seriously affect the development potential of this property.

The northern terminal connections, as proposed with Alternate 6, would not affect regional or community growth or make any change in neighborhood character and stability. The Reisterstown Historic District is the one historic site that would be directly impacted by the construction proposed with Alternates 1, 2 and 6. The proposed Extension of Glyndon Drive west, from Reisterstown Road to the Northwest Expressway, would encroach on the southern portion of the Historic District, the limits of which were established by the Maryland Historical Trust in June, 1975.

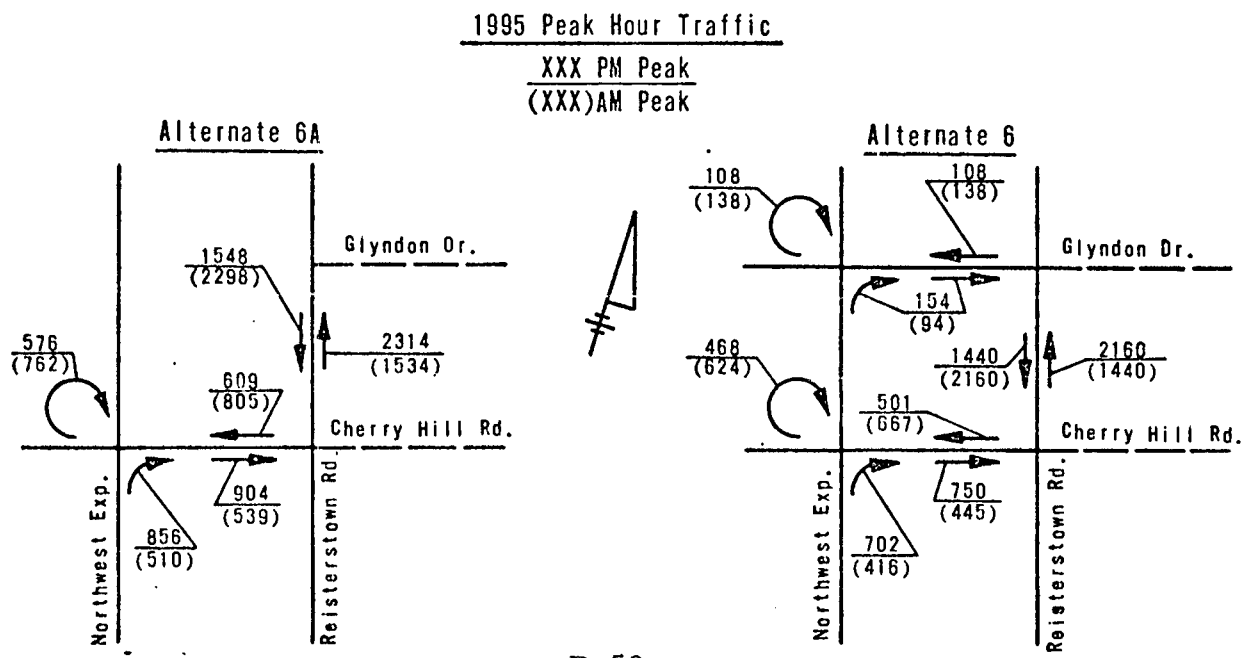
The Northwest Expressway and Relocated Maryland Route 30 are separate alignments under the Public Hearing proposal and both facilities cross Norris Run and Keyzers Run. There would be less affect on the water quality of these streams with Alternate 6, because only one crossing of each stream is required by the Combined Facility. The only noise sensitive locations are the Reisterstown Historic District and the schools in the vicinity of Cockey's Mill Road. Through this area the project centerline has been shifted 200 to 300 feet toward the west and away from the schools. The Franklin Elementary School on the south side of Cockey's Mill Road is 1100 feet from the Expressway, and the Franklin Junior High School on the north side of Cockey's Mill Road is 1600 feet from the Expressway, as proposed with Alternate 6. The outside noise level at the Franklin Elementary School building, generated by the 1995 predicted traffic volume on the Expressway at a distance of 1100 feet, is not significant and well below the standard 70 dBA established in FHPM 7-7-3 for this type of land use. The Reisterstown Historic District is located east of both schools, and the noise levels generated by traffic on Reisterstown Road would be of more concern than the proposed Northwest Expressway.

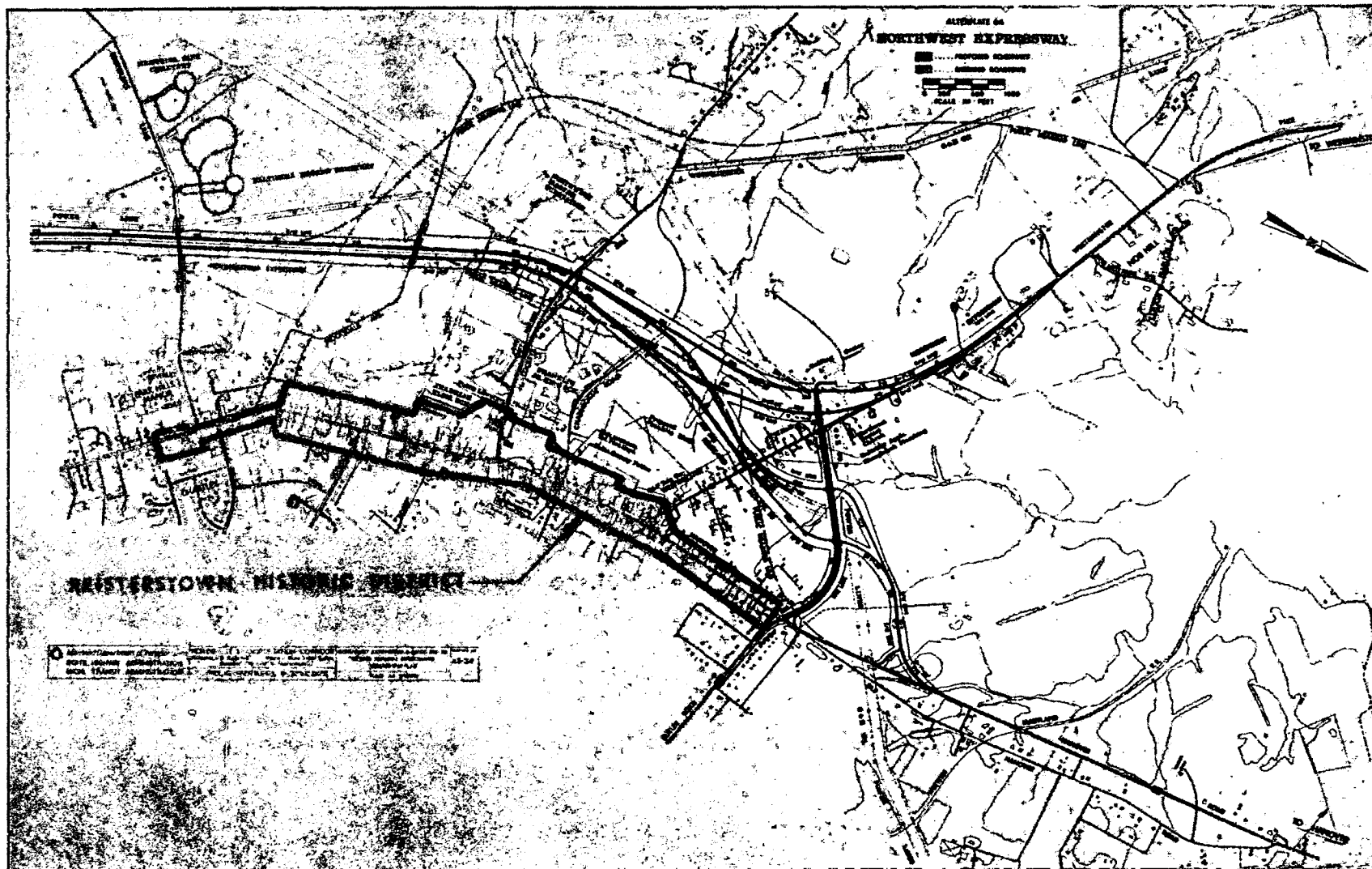
277

- Alternate 6A Study -

The boundaries established for the Reisterstown Historic District, which is eligible for nomination to the National Register, generally includes the properties facing on both sides of Main Street (Reisterstown Road) from 500 feet south of Berrymans Lane northerly to Butler Road. The proposed extension of Glyndon Drive lies within the southern portion of the Historic District for the several proposals under consideration in this area (Alternates 1, 2 and 6). The development of an alternate alignment for Glyndon Drive, or moving the Glyndon Interchange to the south in order to avoid the Historic District, is not feasible and would place this interchange too close to the planned Cherry Hill Interchange. Alternate 6A was developed to avoid taking land from the Reisterstown Historic District by deleting the extension of Glyndon Drive and the Glyndon Interchange from the project, and replacing these with a structure at existing Stocksdale Road. In all other respects, the plan for Alternate 6A is identical to Alternate 6, including the alignment grade, typical section, Butler Road Interchange and connections to Westminster Pike and Hanover Pike. (See Drawing No. 21)

The deletion of the Glyndon Interchange would affect the future traffic service in the Reisterstown area. Traffic originating in the residential areas east of Reisterstown Road, with destinations in the Baltimore area, would have utilized the Northwest Expressway via the Glyndon Interchange. Without the Glyndon Interchange, these same vehicles would be required to travel south on existing Reisterstown Road and enter the Expressway via the Cherry Hill Road Interchange. The roadways affected by this additional traffic would be existing Reisterstown Road, the proposed Relocated Cherry Hill Road and appropriate ramps in the Cherry Hill Interchange. Traffic projections have been developed for both the 1995 A.M. and P.M. Peak Hours, and this data has been indicated in the following line diagrams for Alternate 6 with the proposed Glyndon Drive, and for Alternate 6A without the Glyndon Drive connection.





PLAN - ALTERNATE 6A STUDY

DRAWING NO. 21

213

274

Between Glyndon Drive and Cherry Hill Road, Reisterstown Road consists of 2 lanes in each direction, with curbs in some areas and minimum width shoulders in others. Assuming that this section will not be substantially widened by 1995, the peak hour volumes predicted for Alternate 6 indicate that approximately 90% to 80% green time would be required for Reisterstown Road traffic to pass through a signalized intersection in order to maintain a Level C or D Service, respectively. With Alternate 6A, which deletes the Glyndon connection, it is estimated that the peak hour flow in one direction on Reisterstown Road would be increased by approximately 7% or 150 cars. These additional vehicles would make it virtually impossible to maintain even a Level D Service, and any type of interference such as a parked car, accident or street repair would cause a breakdown in traffic service. If Reisterstown Road could be widened to 3 lanes in each direction, or that right and left-turn lanes could be constructed at key intersections, then traffic service would be satisfactory with both Alternates 6 and 6A; however, these assumptions are not reasonable because of their adverse impacts on the Reisterstown Historic District. Traffic volumes on Cherry Hill Road and appropriate ramps in the Cherry Hill Interchange would be increased by approximately 22% in 1995; however, the total volumes on these roadways are not excessive, and capacity would not be exceeded.

The estimated costs of the project, included under Alternate 6A from Berrymans Lane to the northern terminus of the Northwest Expressway and Relocated Maryland Route 30, are listed below along with comparative costs for Alternates 1, 2, and 6. The costs are based on 1974 prices.

	<u>Alternates 1 & 2</u> (4.4 miles)	<u>Alternate 6</u> (2.7 miles)	<u>Alternate 6A</u> (2.7 miles)
Highway Construction	\$25,041,000.	\$12,856,000.	\$11,941,000.
Right-of-Way Costs	<u>2,951,000.</u>	<u>3,367,000.</u>	<u>3,029,000.</u>
<u>Total Comparative Costs . .</u>	\$27,992,000.	\$16,223,000.	\$14,970,000.

The road user costs would be relatively the same for Alternate 1 and 2, Alternate 6 and Alternate 6A.

The deletion of the Glyndon Drive Interchange would reduce, by one, the number of homes taken by the project. The estimated number of homes and businesses affected by Alternates 1, 2, 6 and 6A are listed below for comparative purposes.

	<u>Alternates 1 & 2</u>	<u>Alternate 6</u>	<u>Alternate 6A</u>
Improved Properties Affected	18	12	11
Homes owned by SHA	2	2	2
Homes to be Acquired	16	6	5
Businesses to be Acquired	0	4	4
Families to be Relocated	16	6	5
People to be Displaced	94	25	20

275

The same housing market and the same relocation assistance policies are available for those to be relocated as noted under Alternate 6. The small number of businesses which would be displaced are expected to relocate in the same general area, with little or no affect on employment. Replacement sites in the same general area should be available for these firms to relocate. Generally, property values are expected to appreciate, except for communities surrounded by highway construction which could be detrimental to property values. No farm operations will be affected, nor will there be any affect upon members of a minority group.

The social, economic and environmental affects of Alternate 6A are the same as Alternate 6, except that Alternate 6A does not require the use of land from any historic site north of Berrymans Lane. As noted with Alternate 6, noise levels generated by traffic on Reisterstown Road would be of more concern to the Historic District than the proposed Northwest Expressway.

Decision - Alternates 1, 2, 6, 6A

In the Reisterstown area, Alternate 6 is the recommended alternate selected by the State Highway Administration because it substantially reduces the extent of land acquisition required in comparison to Alternates 1 and 2 and, at the same time, provides the desired traffic service to the Reisterstown-Glyndon communities with only minor impacts to the Reisterstown Historic District. Acceptable measures to mitigate the adverse impacts on the Historic District have been developed by the State, as noted in the Memorandum of Agreement included in Section H of this Final Statement.

Alternate 6A was a study developed to avoid taking any land within the Reisterstown Historic District. This was accomplished by the deletion of the Glyndon Drive extension and interchange with the proposed Expressway, which results in undesirable traffic service to the Reisterstown community. Improved traffic service to the communities in the Northwest Corridor is one of the major reasons for the Northwest Expressway Project and, since Alternate 6A decreases traffic service, it was not considered a feasible and prudent alternate to the use of land within the Historic District.



baltimore county
executive office
TOWSON, MARYLAND 21204
(301) 494-2450

276

THEODORE G. VENETOULIS
COUNTY EXECUTIVE

March 10, 1976

Mr. Robert J. Hajzyk
Director, Office of Planning &
Preliminary Engineering
State Highway Administration
300 W. Preston Street
Baltimore, Maryland 21203

RECEIVED

MAR 17 1976

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Dear Mr. Hajzyk:

In an effort to satisfy the travel demand of our residents while at the same time recognizing the need to minimize the impact on an historic community, the Baltimore County Planning Board has recommended the extension of Glyndon Drive to an interchange with the planned Northwest Expressway. This proposal, Alternate 6, is consistent with the short range and long range elements of the Comprehensive Plan adopted by the Planning Board, October 13, 1975.

We feel that the extension of Glyndon Drive to the Northwest Expressway is essential to lessen the environmental impact on the historic community and to ameliorate the congested traffic conditions on Reisterstown Road. Indeed, without this direct connection to the expressway, traffic will be funneled through the historic district via Reisterstown Road. This would not be an acceptable situation.

The planning of transportation facilities based purely on engineering considerations is no longer sufficient. We must strive to develop alternatives that satisfy the transportation needs of the public and which will preserve the natural and cultural values of our environment.

Sincerely,

Theodore G. Venetoulis

THEODORE G. VENETOULIS
County Executive

TGV:vh

RECEIVED

MAR 29 1976

RUMMEL, KUPPIS & JONES

E. UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECTS:

277

The implementation of the project will have certain adverse effects on the environment, which cannot be reduced by the use of reasonable abatement measures.

1. Conversion of open land to highway and rapid transit purposes -

The open land not already developed or being used for farming purposes is now a habitat for small birds and animals. The open land would be lost with the construction of the project; however, if the project is not built, it would ultimately be converted to residential or commercial uses.

2. Adverse visual impact on adjacent communities -

Normally, suitable landscaping will be provided to minimize the visual impact of the project on adjacent communities. However, some dwellings are so close to the project that landscaping may not completely screen the highway and its impacts from the local communities.

3. Increase in noise levels -

For aesthetic or other reasons, it may be necessary to request exceptions to the FHWA Design Standards at certain sensitive receptors in the vicinity of this project. Exceptions may be requested at the following locations:

Private House - North of Dolfield Road
Pikesville Sportsmen's Club, Inc.
Private House - Westminster Pike

278

F. RELATIONSHIP BETWEEN SHORT-TERM USE OF ENVIRONMENT AND LONG-TERM PRODUCTIVITY:

The short-term uses of the environment required by the Combined Project consist of the demolition of residential and business properties, relocation of traffic where detours are required, and the erosion, dust and noise associated with highway construction. The relocation of traffic and adverse construction impacts will be local in nature, with their duration depending on the type of construction operation. The State Highway Administration and Mass Transit Administration, on a continuing basis, will incorporate the latest technology in order to reduce any adverse effects during the construction period. Every reasonable effort will be made to minimize encroachment upon man-made and natural features.

The proposed Combined Project will provide a usable and safe facility from the Baltimore City Line on the south to the Westminster Pike and Hanover Road on the north. The project must certainly be classified as a long-term productive facility, as it fulfills the need for improved transportation service, is compatible with proposed land use for the area, and is required for planned future development. New residents will be attracted to the area because of reduced commuting time and expanded economic opportunity consistent with County plans for development in this area. As the population increases, educational facilities will improve and social and religious functions will receive more support. In essence, the project will enhance the long-term productivity of man's social and economic environment in this area as envisioned by local, regional and state plans.

279

G. IRREVERSIBLE/IRRETRIEVABLE COMMITMENT OF RESOURCES:

The construction of the Northwest Expressway and Rapid Transit Facility does represent an irreversible commitment of land and water areas within the right-of-way for use as a transportation corridor. Other resource commitments include the manpower, building materials and energy required for its construction.

In economic terms, the project represents the utilization of an estimated 150 million dollars in public funds to construct the facility. This investment reinforces the State's commitment to the General Development Plan for the Baltimore Region and to the need for an efficient primary transportation network.

Although the project does irretrievably commit some natural and human resources, the reason for their use is justifiable, resulting in significant social and economic benefits to the entire community.

280

H. IMPACT ON PROPERTIES AND SITES OF HISTORIC AND CULTURAL SIGNIFICANCE:

A number of buildings and sites of historic, prehistoric, archeological, architectural and cultural value have been identified within or adjacent to the project corridor. Research, in connection with this study, has included review of recent publications and data developed by the Maryland Historical Trust, U. S. Department of the Interior-National Park Service, the HABS Committee of the Baltimore County Historical Society, the Maryland Department of State Planning, and the Maryland Geological Survey.

The survey of historic sites has identified not only existing buildings and districts of historic value, but also the location of sites of historic interest, where the structure no longer remains, and the location of prehistoric archeological sites. All of the buildings and sites in the general vicinity of the project have been located on Drawing No. 22 - Historic Sites Adjacent to Project Alternates. The location of the recommended alternate and the affected historic sites are shown on Drawing No. 23.

The Sudbrook Park Historic District is the only historic site affected by this project listed in the National Register of Historic Places. Two other sites, as noted below by (NR), are eligible for inclusion in the National Register as determined by the U. S. Department of the Interior. The remaining sites affected by the project are archeological in nature, with no evidence of any structural remains.

Historic Sites

- Sudbrook Park Historic District
- Owings Mills Railroad Station (New) - NR
- Reisterstown Historic District - NR

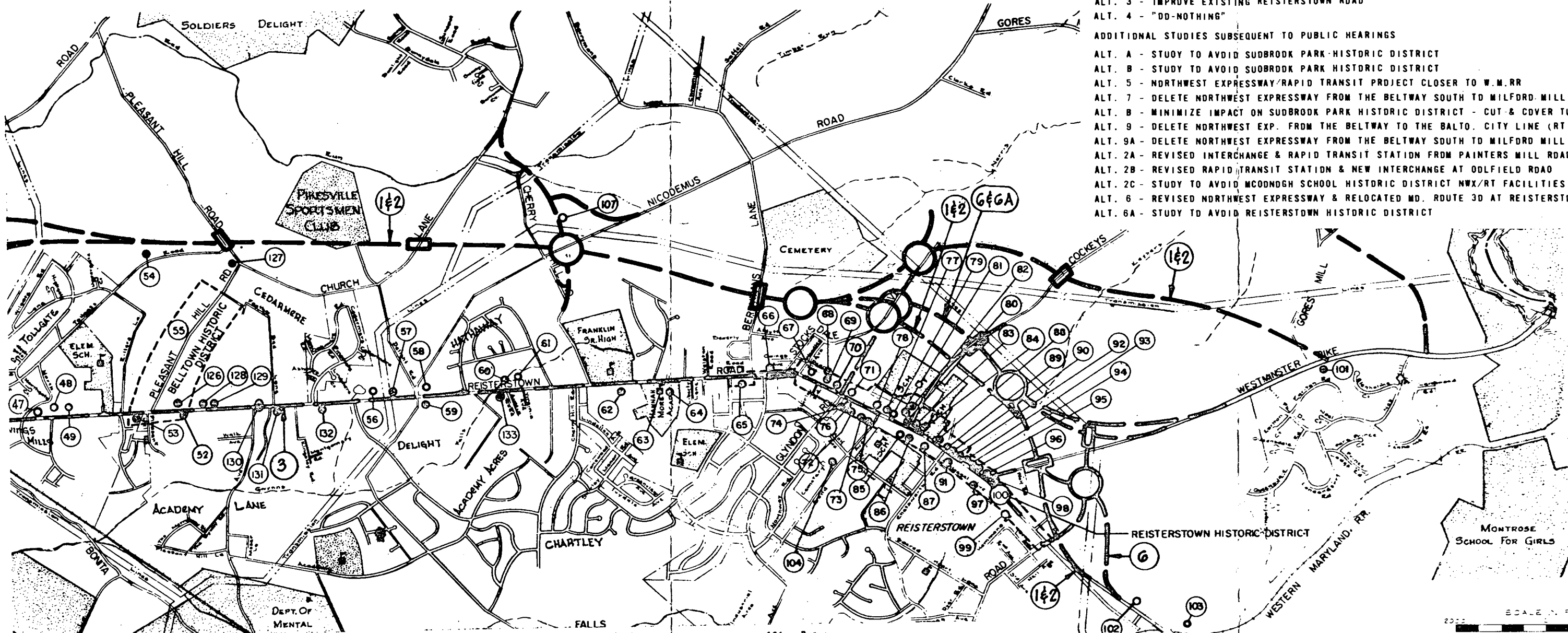
Archeological Sites

Prehistoric Sites

- 18 BA 106
- 18 BA 112
- 18 BA 107
- 18 BA 125 C

Industrial Sites

- Sudbrook Park Railroad Station
- Howard-McHenry Mill
- Middle Mill
- Calhoun Mine

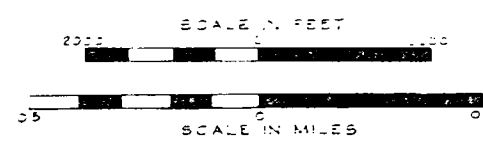


- PUBLIC HEARING PROPOSALS**
- ALT. 1 - NORTHWEST EXPRESSWAY & RELOCATED MD. ROUTE 30
 - ALT. 2 - NORTHWEST EXPRESSWAY & RELOCATED MD. ROUTE 30
 - ALT. 3 - IMPROVE EXISTING REISTERSTOWN ROAD
 - ALT. 4 - "DO-NOTHING"
- ADDITIONAL STUDIES SUBSEQUENT TO PUBLIC HEARINGS**
- ALT. A - STUDY TO AVOID SUDBROOK PARK HISTORIC DISTRICT
 - ALT. B - STUDY TO AVOID SUDBROOK PARK HISTORIC DISTRICT
 - ALT. 5 - NORTHWEST EXPRESSWAY/RAPID TRANSIT PROJECT CLOSER TO W.M.RR
 - ALT. 7 - DELETE NORTHWEST EXPRESSWAY FROM THE BELTWAY SOUTH TO MILFORD MILL ROAD
 - ALT. B - MINIMIZE IMPACT ON SUDBROOK PARK HISTORIC DISTRICT - CUT & COVER TUNNEL
 - ALT. 9 - DELETE NORTHWEST EXP. FROM THE BELTWAY TO THE BALTO. CITY LINE (RT NEXT TO W.M.RR)
 - ALT. 9A - DELETE NORTHWEST EXPRESSWAY FROM THE BELTWAY SOUTH TO MILFORD MILL ROAD
 - ALT. 2A - REVISED INTERCHANGE & RAPID TRANSIT STATION FROM PAINTERS MILL ROAD
 - ALT. 2B - REVISED RAPID TRANSIT STATION & NEW INTERCHANGE AT ODLFIELD ROAD
 - ALT. 2C - STUDY TO AVOID MCDONOUGH SCHOOL HISTORIC DISTRICT NWX/RT FACILITIES SAME AS ALT 2B
 - ALT. 6 - REVISED NORTHWEST EXPRESSWAY & RELOCATED MD. ROUTE 30 AT REISTERSTOWN
 - ALT. 6A - STUDY TO AVOID REISTERSTOWN HISTORIC DISTRICT

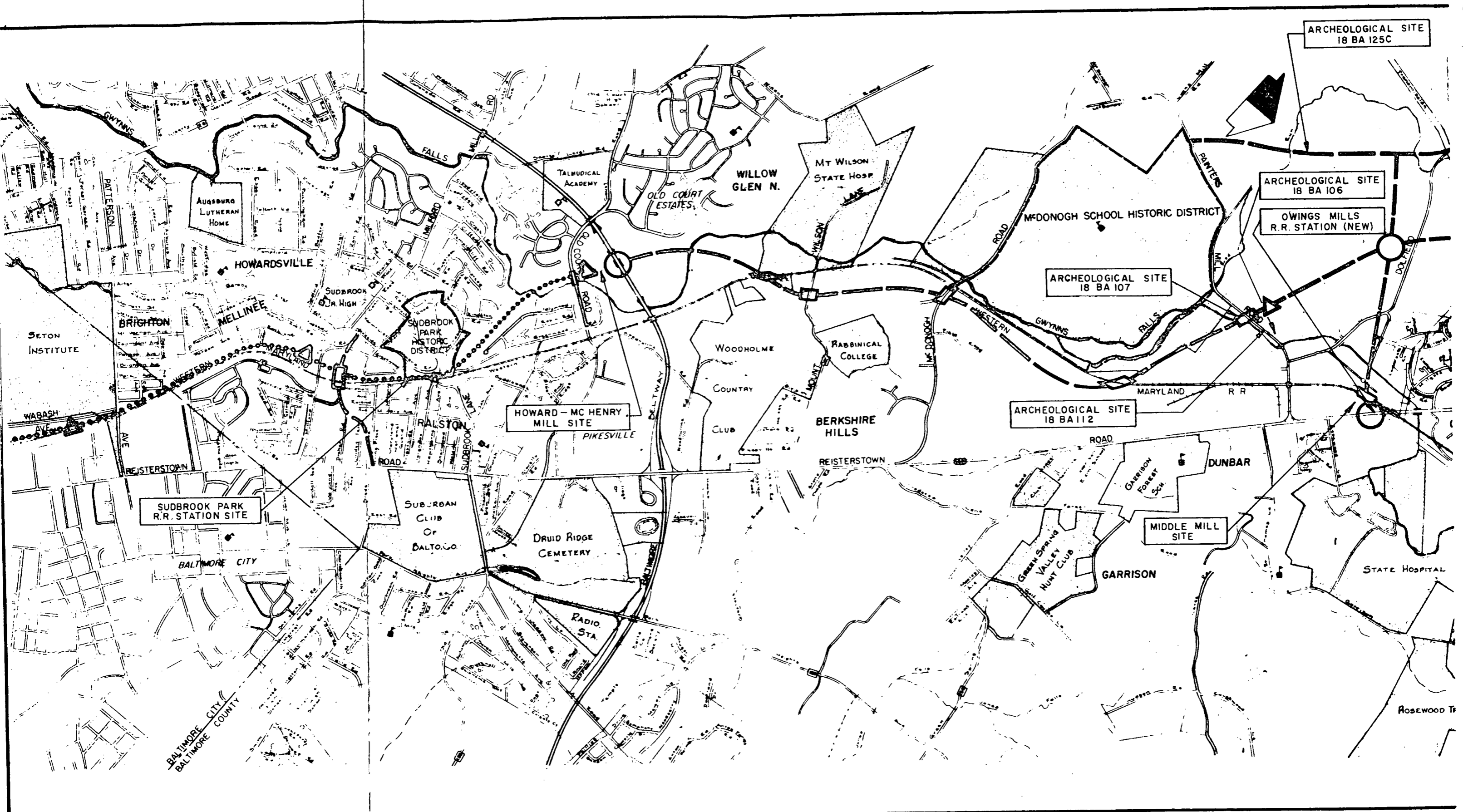
- | | | |
|--|--|--|
| 91. 87 Main St. (Reisterstown) | 108. Archeological Site No. 18 BA 112 * (Owings Mills) | 121. Berns |
| 92. 26 Mein St. (Fisher Tavern) | 107. Celhoun Mine * | 122. Trolley Car Fruit Stend (NR) |
| 93. 24 Mein St. (Reisterstown) | 108. Pikes Theater | 123. Montrose Ave. Houses (NR) |
| 94. 20 Mein St. (Reisterstown) | 109. Chinese Restaurant | 124. Reese House (NR) |
| 95. 14 Mein St. (Reisterstown) | 110. St. Charles Borromeo Church | 125. Bowen House (NR) |
| 98. 10 Main St. (Elime Funeral Home) | 111. McHenry Estete Garage | 126. Morrow Store |
| 97. Carriage Factory (Reisterstown) | 112. Brown Shingle and Stone House | 127. 137 Pleasant Hill Road |
| 98. Hitshue Hotel*(Reisterstown) | 113. Farm Complex | 128. White House (NR) |
| 99. Milestone | 114. Stone end Frame House (NR) | 129. Morrow House (NR) |
| 100. Reisterstown Historic District (NR) | 115. Village Site | 130. Group Of Homes |
| 101. 18 Mile House | 118. Stone House | 131. Brick Farm House |
| 102. Eckherdt Tenney * | 117. Frame House | 132. Colonial Inn |
| 103. Flint Mill * | 118. Spring House | 133. Red Frame House |
| 104. St. Luke's Methodist Church (Reisterstown) | 119. Pearre House (NR) | |
| 105. Archeological Site No. 18 BA 106 * (Owings Mills) | 120. House and Bern (Mt. Willson Sanitarium) | * Site Only - No Structure Remains
(NR) Site Eligible For National Register |

LEGEND

- ALTERNATE STUDIES
- GRADE SEPARATION
- INTERCHANGE
- RAPID TRANSIT SYSTEM
- EXISTING HISTORIC STRUCTURE
- HISTORIC SITE - NO STRUCTURE REMAINS
- PREHISTORIC ARCHAEOLOGICAL SITE



RELOCATED U.S. ROUTE 140
(NORTHWEST EXPRESSWAY)
BALTIMORE CITY TO REISTERSTOWN
**HISTORIC SITES ADJACENT
TO
PROJECT ALTERNATES**



ARCHEOLOGICAL SITE
18 BA 125C

ARCHEOLOGICAL SITE
18 BA 106

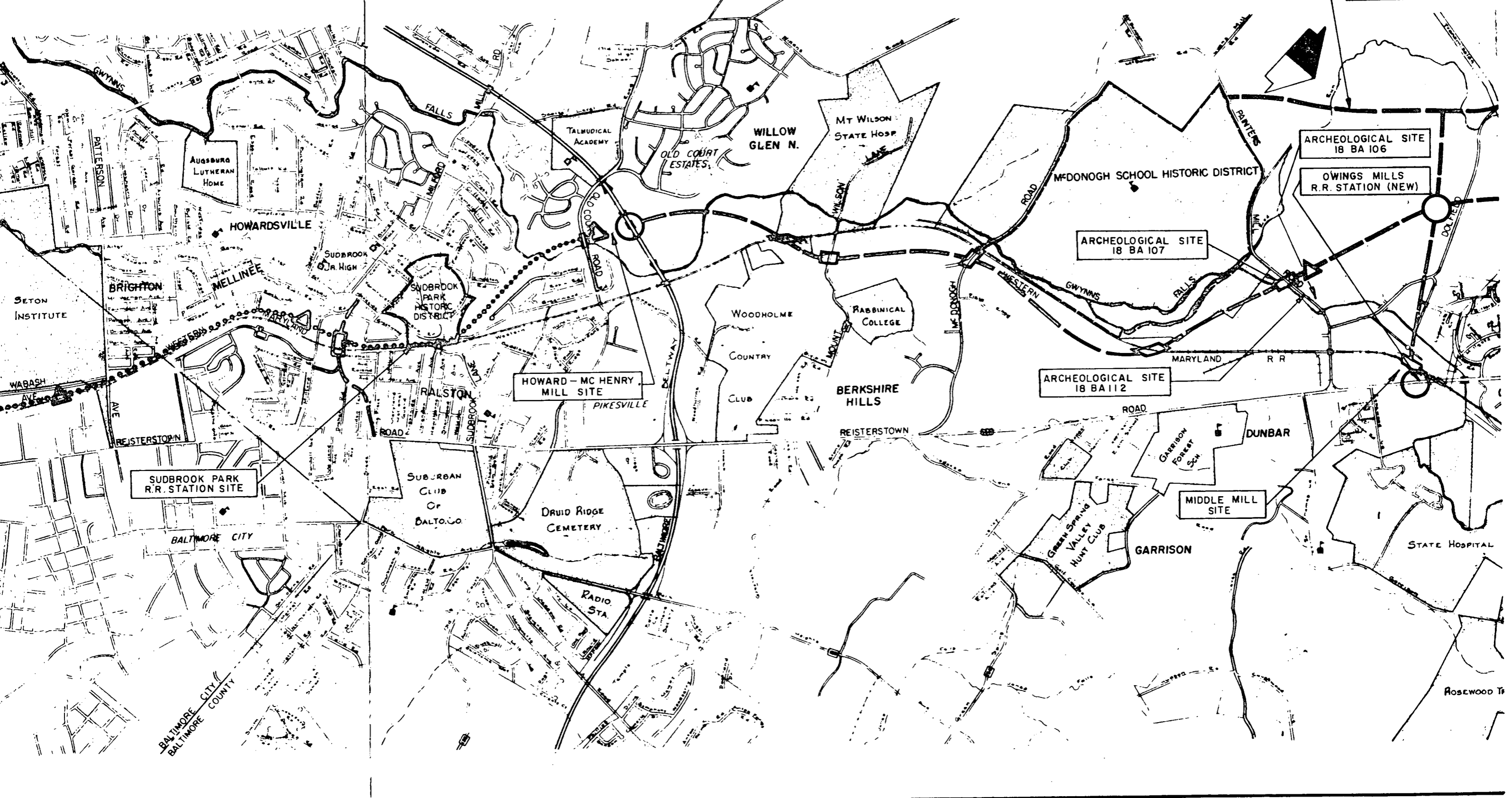
OWINGS MILLS
R.R. STATION (NEW)

ARCHEOLOGICAL SITE
18 BA 107

ARCHEOLOGICAL SITE
18 BA 112

SUDBROOK PARK
R.R. STATION SITE

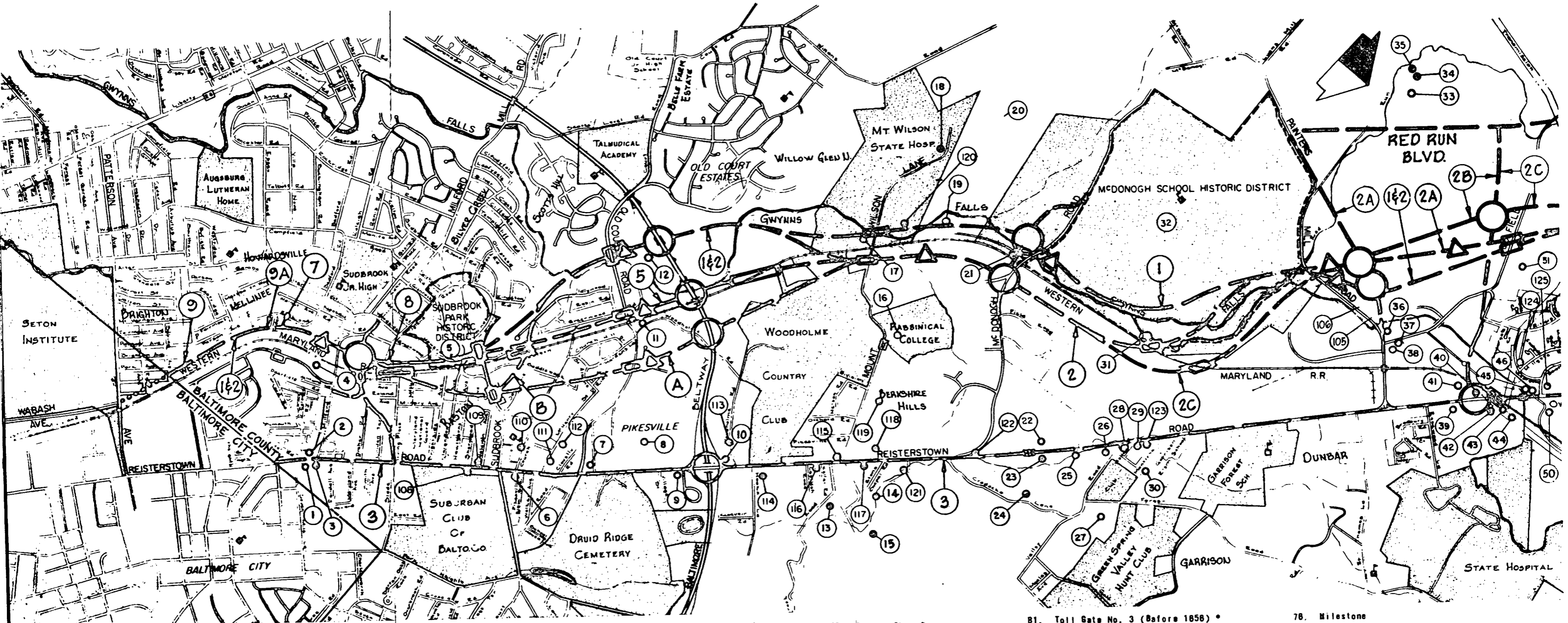
MIDDLE MILL
SITE



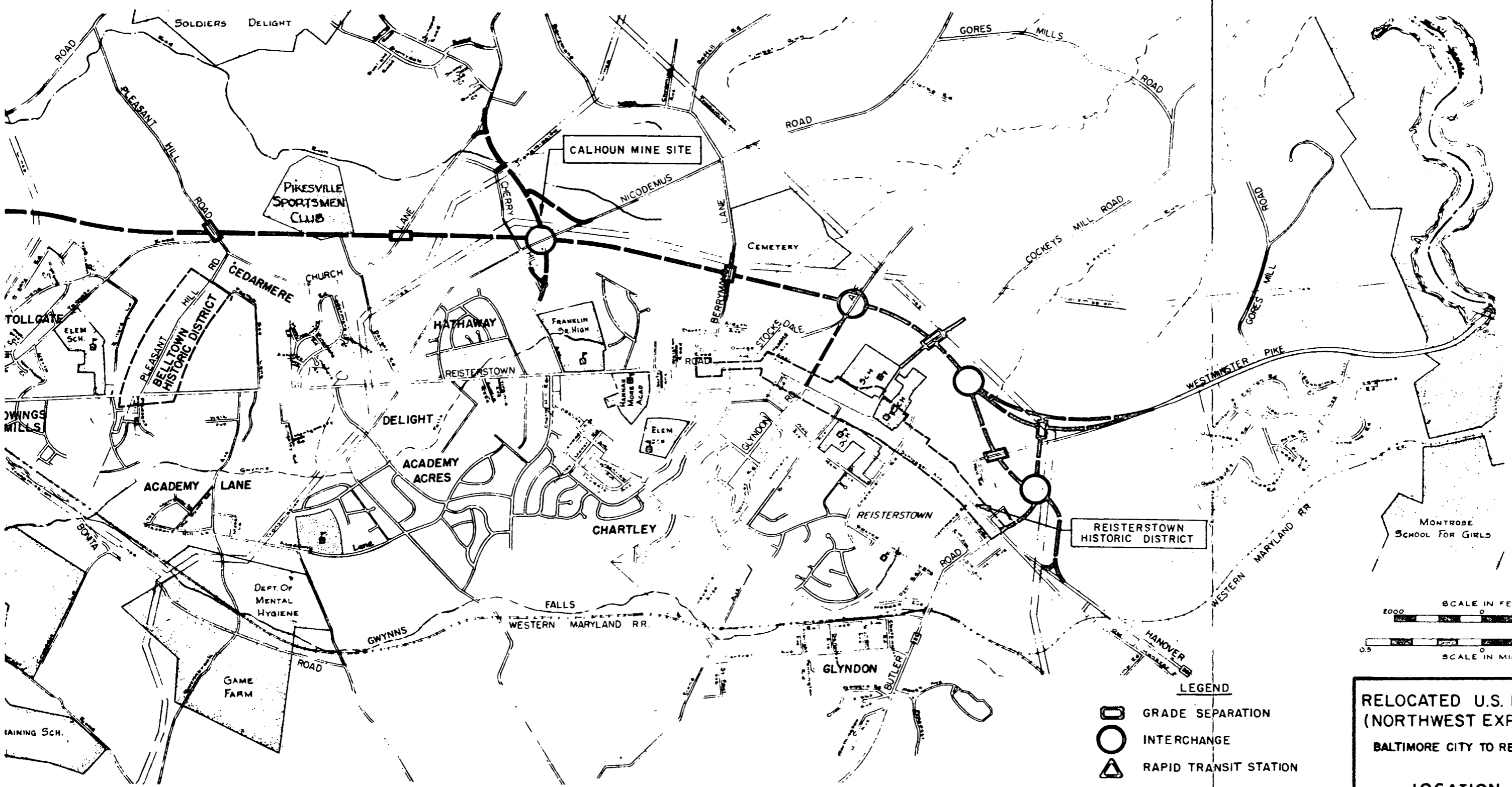
STATE HOSPITAL






ROSEWOOD TR

BALTIMORE CITY
BALTIMORE COUNTY



- | | | | | | |
|--|---|--|-------------------------------------|--|--|
| 1. 7 Mile House * | 18. Fofast View | 31. Pump House (McDonogh School) | 46. Cooper Shop * | 61. Toll Gate No. 3 (Before 1858) * | 78. Milestone |
| 2. Noblet Tavern * | 17. Mt. Wilson Railroad Station * | 32. McDonogh School Historic District (NR) | 47. Toll Gate No. 3 * | 62. Milestone | 77. 234 Main St. (Reister Tavern) |
| 3. Milestone | 16. Mt. Wilson Sanitarium | 33. Red Run Mill * | 48. 6 Square House | 63. Hannah More Academy Historic District (NR) | 76. 238 Main St. (Reisterstown) |
| 4. Howardsville Railroad Station * | 19. Greenwood Park Hotel * | 34. The Meadows (NR) | 49. Brick House | 64. St. Michael's Chapel (Hannah More Academy) | 75. Carriage Factory * (Reisterstown) |
| 5. Sudbrook Park Historic District (NR) | 20. Archeological Site No. 18 BA 1C2 * (Groff Mill) | 35. Smithy | 50. Upper Mill (NR) | 65. Berryman House (Reisterstown) | 74. 202 Main St. (Reisterstown) |
| 6. U. S. Arsenal & Confederate Soldiers Home | 21. McDonogh Railroad Station (NR) | 36. Lower Mill * | 51. Berry Hill *(NR) | 66. 536 Main St. (C. R. Lynch Farm Equip.) | 73. Reisterstown Cemetery |
| 7. Burnt House * | 22. Ten Mile House * | 37. Saw Mill * | 52. Gunberrall Tavern (NR) | 67. Waist Tavern * (Reisterstown) | 72. Franklin Academy |
| 8. Pomona | 23. Blacksmith Shop (NR) | 38. Elm (NR) | 53. Pleasant Hill Church | 68. Waist Tenney * (Reisterstown) | 71. 134 Main St. (Reisterstown) |
| 9. 8 1/2 Mile House * | 24. Trentham (NR) | 39. Shull Tavern * | 54. Mt. Pleasant Church | 69. 410 Main St. (Reisterstown) | 70. Bower Inn * (Reisterstown) |
| 10. Milestone | 25. Two Story Stone House | 40. Owings Mills Railroad Station (New) (NR) | 55. Balltown Historic District (NR) | 70. 408 Main St. (Reisterstown) | 69. 151 Main St. * (Yellow Tavern) |
| 11. Pikesville-Roslyn Railroad Station * | 26. Brick House (NR) | 41. Middle Mill * | 56. Great Tavern * | 71. 354 Main St. (Reisterstown) | 68. 143 Main St. (Shoe Shop) |
| 12. Howard-McHenry Mill * | 27. Garrison Railroad Station * | 42. Owings Mills Railroad Station (Old) (NR) | 57. Milestone | 72. 365 Main St. (Reisterstown) | 67. 109 Main St. (Trinity Lutheran Church) |
| 13. Grey Rock (NR) | 28. Tobin House * | 43. Conn Tavern * | 58. 14 Mile House * | 73. Reisterstown Federal Savings & Loan Assoc. | 66. 64 Main St. (Reisterstown) |
| 14. Stone Chapel (NR) | 29. Victorian Store Building | 44. Trolley Barn * | 59. Eckhardt Funeral Chapel | 74. Gies Shoe Shop (Reisterstown) | 65. Fornay Inn * (Reisterstown) |
| 15. Alto Oels Farm (NR) | 30. Turnpike Railroad Station * | 45. Sorghum Mill * | 60. King Tavern * | 75. 301-303 Main St. (Nichols Tavern) | 64. 58 Main St. (First Church of Christ) |



- LEGEND**
-  GRADE SEPARATION
 -  INTERCHANGE
 -  RAPID TRANSIT STATION
 -  PROPOSED RAPID TRANSIT
 -  PROPOSED ROADWAY

**RELOCATED U.S. ROUTE 140
(NORTHWEST EXPRESSWAY)
BALTIMORE CITY TO REISTERSTOWN**

**LOCATION PLAN
RECOMMENDED ALTERNATE**

Historic Sites

A coordination meeting was held on November 7, 1975 in the offices of the Advisory Council on Historic Preservation, 1522 'K' Street, N. W., Washington, D. C., with representatives of the following agencies in attendance. Advisory Council, Federal Highway Administration, Urban Mass Transportation Administration, Maryland Historical Trust, State Highway Administration, Mass Transit Administration and Rummel, Klepper & Kahl. The affect of the recommended alternate on historic sites was discussed in detail, and it was agreed that three sites - Sudbrook Park Historic District, Owings Mills Railroad Station (New), and the Reisterstown Historic District - which are on or eligible for the National Register, would be adversely affected by the project. These historic sites are included in the Section 4(f) Statement See Volume II.

A copy of the Minutes of the Meeting with the Advisory Council is included in this section of this Final Statement, along with copies of the Memorandums' of Agreement for the three historic sites on or eligible for the National Register.

Archeological Sites

The State Highway Administration contracted with the Division of Archeology of the Maryland Geological Survey to identify the archeological resources in the proposed Northwest Expressway transportation corridor. This was accomplished between 1973 and 1975 by the preparation of the two following archeological surveys, which are available for review at the offices of the State Highway Administration.

Industrial Archeological Survey of the
Northwest Transportation Corridor - Baltimore County, Maryland
by John W. McGrain

Prehistoric Archeological Survey of the
Northwest Transportation Corridor - Baltimore County, Maryland
by Wayne E. Clark

The above archeological sites represent prehistoric or industrial remains identified in the corridor that appear to be directly impacted by the recommended alternate. All archeological data will be recorded either prior to or during construction, and a Section 4(f) Statement is not required.

Sites 18BA106 and 18BA112 are considered archeologically important and, prior to construction, archeological excavations will be undertaken in order to salvage any remaining artifacts and record other significant information. Because of the large areas involved, it will be necessary to delay these explorations until after the State Highway Administration has acquired the right-of-way.

The two remaining prehistoric sites (18BA107 and 18BA125C) and the industrial sites listed above appear to be impacted by the recommended alternate; however, there is doubt as to the actual location of the Middle Mill and the Calhoun Mine. There were no specific mitigation measures recommended for these impacted sites in the above-noted Archeological Surveys.

An archeologist will be on call for immediate examination of archeological findings (including unusual soil deposits or other stratigraphic features, as well as structural or artifactual remains) uncovered and/or threatened by the process of construction. In such cases where this examination leads to a determination that the site may be eligible for inclusion in the National Register, FHWA and UMTA will see that archeological recording and recovery (possibly including excavation) will be carried out.

287

Copy of the
Memorandum of the Meeting
with the
Advisory Council held on November 7, 1975

28

MEMORANDUM

TO: Files

FROM: Gunther M. Gottfeld, Coordinator
Intergovernmental Relations

SUBJECT: Northwest Transportation Corridor - 106 Procedures
for Historic Sites

DATE: December 2, 1975

On November 7, 1975, a meeting was held with the National Advisory Council on Historic Preservation to discuss the Section 106 Procedures for Historic Sites affected by the provisionally recommended alignment for the Northwest Transportation Corridor Project. In attendance were:

Ellen R. Ramsey	-	Advisory Council on Historic Preservation
Sonya H. Hill	-	U.S. DOT (Environmental Affairs)
Gary E. Larson	-	Federal Highway Administration
Karle Snyder	-	"
Dane Ismart	-	"
Maureen Kavanagh	-	UMTA
John Pearce	-	Maryland Historical Trust
Nancy Miller	-	"
Fred Gottemoeller	-	State Highway Administration
Louis R. Rainone	-	Mass Transit Administration
Gunther M. Gottfeld	-	"
David L. Clawson	-	Rummel, Klepper & Kahl
William S. Wilkinson	-	"

The discussion centered on six historic sites, either directly impacted by the recommended alternate or in the vicinity of the project that may be adversely affected by air, noise or a visual impact. All of the sites were either on or considered eligible to be placed on the National Register of Historic Places.

Sudbrook Park Historic District -

Sudbrook Park is listed on the National Register. It was agreed that the recommended alternate would have an adverse impact and that there was no feasible and prudent alternate to avoid taking land from the historic district. The adverse

289

impacts included a right-of-way requirement of 10.1 $\frac{1}{2}$ ac. and 10 homes in the district, in addition to adverse visual and noise impact. The alternate developed to mitigate the adverse impact included the following features: Highway portion of the combined project was eliminated from the Baltimore City Line to the Baltimore Beltway; the Rapid Transit Facility was located close to the W.M.R.R. so that only approximately 3.8 $\frac{1}{2}$ ac. of right-of-way are removed and only one home is affected by construction. This house will be moved across the street to a lot owned by SHA prior to construction. Retaining walls will be constructed through the Historic District to reduce the right-of-way taking and to reduce noise, which was mitigated to a great extent by deletion of the highway. Noise levels to be determined by MTA are required through the District. It was agreed that MTA would maintain roadbed rails and car wheels in order to minimize noise levels in the future. A 5-foot mound will be constructed behind the retaining wall, and will be landscaped in order to reduce the adverse visual effect. The State Historic Preservation Officer will review edge of historic district in the field and comment on effectiveness of berm and landscaping. A fence will be erected on the retaining wall for the safety of the residents in the vicinity of the project. The existing Sudbrook Road Bridge over the Western Maryland Railroad may be retained or replaced, based on field inspection by the SHPO.

McDonogh Railroad Station -

Potentially eligible for National Register. The recommended alternate does not require acquisition of the historic site, and it was agreed that there would be no adverse impacts at this location. A Memorandum of Agreement will not be required for the McDonogh Railroad Station.

McDonogh School Historic District -

Potentially eligible for National Register. The recommended alternate does not require acquisition of land in the presently defined boundaries of this Historic District. It was agreed that there would be no adverse impacts at this site and that a Memorandum of Agreement would not be required. Note: This is based on the assumption that Foxleigh is not eligible for the NR, which will be determined by the SHPO after a field inspection.¹

Owings Mills Railroad Station (Old)-

Potentially eligible for the National Register. The recommended alternate does not require acquisition of the historic site, and it was agreed that there would be no adverse impacts at this location. A Memorandum of

¹ The SHPO determined subsequent to this memorandum that Foxleigh is not eligible for the National Register.

290
Agreement will not be required for the Owings Mill Railroad Station (Old).

Owings Mills Railroad Station (New) -

Potentially eligible for the National Register. The recommended alternate would require demolition of this historic site. It was agreed there is no feasible and prudent alternate (such as retaining walls) to avoid this adverse impact. In order to mitigate the adverse impact, it was agreed that the following procedures would be followed:

- 1) Move structure (100'+) to avoid slope construction of proposed Relocated Dolfield Road.
- 2) Move structure as noted in item (1) with a new owner.
- 3) Photograph, measure and record data as required by normal preservation procedures and then demolish structure.

Note: FHWA agreed to break access control along Reisterstown Road within the limits of the Dolfield-Reisterstown Road Interchange in order to provide access to historic site for items (1) and (2) above.

Reisterstown Historic District -

Potentially eligible for the National Register. It was agreed that the recommended alternate would have an adverse impact (penetration of the Historic District with a break in the long vista of Main Street and would encourage undesirable types of businesses; e.g. gas stations). It was agreed that there was no feasible and prudent alternate to avoid taking land from the Historic District. The adverse impacts include taking 0.7 ac. of right-of-way and one residential building (400 Main Street). Mitigation of the adverse impacts will include the following features:

- 1) The building (400 Main Street) will be moved to suitable location within the Historic District, if the SHPO determines it advisable based on a field inspection.

2) Vehicular access control will be obtained along Glyndon Drive within the defined limits of the Historic District. This includes the proposed extension west of Main Street and along existing Glyndon Drive, east of Main Street.

Note: Access control will be obtained either by means of a scenic easement or adjacent to proposed construction on both sides of Main Street, as determined by a traffic analysis of the intersection.

291

Miscellaneous -

1) It was agreed that the project would have no adverse effects on any other historic site eligible for the NR that is in the vicinity of the recommended alternate.

2) The following procedures will be followed to complete 106 requirements:

a) SHA will work out details of mitigation requirements noted above for Sudbrook Park Historic District, Owings Mills Railroad Station (new) and Reisterstown Historic District, and prepare a proposal for each site.

b) Obtain agreement of State Historic Preservation Officer regarding mitigation measures.

c) Send proposals to Advisory Council requesting a Memorandum of Agreement for 3 sites listed above.

d) Advisory Council will prepare Memorandum of Agreement for 3 sites based on contents of the proposals.

3) FHWA will simultaneously prepare a report requesting eligibility determination from the Department of the Interior for the five sites potentially eligible for the National Register.

GMG:kc

292

Copy of the
Memorandum of Agreement
for the
Northwest Transportation Corridor
with reference to the
Sudbrook Park Historic District
Owings Mills Railroad Station (New)
Reisterstown Historic District

Advisory Council
On Historic Preservation

1522 K Street N.W.
Washington, D.C. 20005

March 24, 1976

293

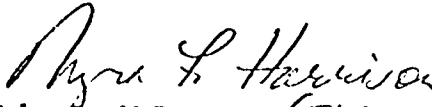
Mr. Richard Ackroyd
Division Administrator
U.S. Department of Transportation-FHWA
711 W. 40th Street
Baltimore, MD 21211

Dear Mr. Ackroyd:

The Advisory Council is pleased to inform you that the Memorandum of Agreement for the Northwest Transportation Corridor in Baltimore, Maryland has been approved by the Chairman of the Advisory Council, Dr. Clement M. Silvestro. This document constitutes the comments of the Advisory Council as required by Section 106 of the National Historic Preservation Act and Executive Order 11593 "Procedures for the Protection and Enhancement of the Cultural Environment" and completes the process for compliance with the "Procedures for the Protection of Historic and Cultural Properties" (36 C.F.R. Part 800). A copy of the Memorandum is enclosed.

A copy of this Memorandum of Agreement should be included in any environmental assessment or statement prepared for this undertaking in compliance with the National Environmental Policy Act. The Council appreciates your cooperation in reaching a satisfactory solution to the issues raised in this matter.

Sincerely yours,


John D. McDermott *for J.M.D.*
Director, Office of Review
and Compliance

Enclosure

Advisory Council
On Historic Preservation

1522 K Street N.W.
Washington, D.C. 20005

MEMORANDUM OF AGREEMENT

WHEREAS, the Department of Transportation, Federal Highway Administration proposes to assist the Maryland Department of Transportation in construction of the Northwest Transportation Corridor in Baltimore, Maryland; and,

WHEREAS, the Department of Transportation, Federal Highway Administration in consultation with the Maryland Historic Preservation Officer, has determined that the undertaking as proposed would have an adverse effect upon the Sudbrook Park Historic District, Owings Mills Railroad Station, and the Reisterstown Historic District, properties both included in and determined by the Secretary of the Interior to be eligible for inclusion in the National Register of Historic Places; and,

WHEREAS, pursuant to Section 106 of the National Historic Preservation Act of 1966 and Section 1(3) and 2(b) of Executive Order 11593, the Department of Transportation, Federal Highway Administration has requested the comments of the Advisory Council on Historic Preservation; and,

WHEREAS, pursuant to the procedures of the Advisory Council on Historic Preservation (36 C.F.R. Part 800), representatives of the Advisory Council on Historic Preservation, the Department of Transportation, Federal Highway Administration, and the Maryland Historic Preservation Officer have consulted and reviewed the undertaking to consider feasible and prudent alternatives to avoid or satisfactorily mitigate the adverse effect; now,

THEREFORE:

It is mutually agreed that implementation of the undertaking, in accordance with the following stipulations and the attached letter and proposal for mitigation of December 16, 1975, from Richard Ackroyd, Division Administrator, Region III, Federal Highway Administration, will satisfactorily mitigate any adverse effects on the above mentioned properties.

MEMORANDUM OF AGREEMENT
Northwest Transportation Corridor
Federal Highway Administration

295

Stipulations:

The following stipulations shall apply to the one property within the Sudbrook Historic District to be moved to a vacant lot also within the Sudbrook Historic District and to the new Owings Mills Railroad Station:

1. Prior to initiating construction of the Northwest Transportation Corridor, and within 30 days prior to the move, Federal Highway Administration shall forward to the Maryland State Historic Preservation Officer the following documentation:
 - a. A statement of the reasons for the move;
 - b. An analyses of the property's historic or architectural integrity in its new site;
 - c. A description of the new setting and general environment of the proposed site, including evidence that the new site will not be adversely effected by the move;
 - d. Photographs of the new site.

Within 15 days of the receipt of the above documentation, the Historic Preservation Officer for Maryland shall forward this documentation to the National Register of Historic Places, along with his recommendation that the properties shall remain on the National Register of Historic Places. The National Register of Historic Places will file this documentation and maintain it until after the move, at which time the Federal Highway Administration shall submit documentation showing the property on its new site to the Historic Preservation Officer and the National Register of Historic Places.

2016

MEMORANDUM OF AGREEMENT
Northwest Transportation Corridor
Federal Highway Administration

The properties to be moved shall remain on the National Register of Historic Places prior to, during, and subsequent to the move, unless documentation submitted by the Federal Highway Administration shows evidence of irreparable damage to the historic or architectural integrity of the property so that it no longer meets National Register criteria.

- 2. The moving of the New Owings Mills Railroad Station and one property within the Sudbrook Park Historic District shall be conducted in consultation with the Office of Archeology and Historic Preservation, National Park Service relative to appropriate moving techniques.

Robert R. Garvey, Jr. (date) 3/13/76

Robert R. Garvey, Jr.
Executive Director
Advisory Council on Historic Preservation

Emil Glinsky (date) 3/19/76
Department of Transportation, Federal
Highway Administration

Clement M. Silvestro (date) 3/22/76
Clement M. Silvestro
Chairman
Advisory Council on Historic
Preservation

John N. Pearce (date) 3/18/76
Maryland State Historic Preservation
Officer

I. COMMENTS RECEIVED ON DRAFT ENVIRONMENTAL STATEMENT :

297

The following Draft Environmental Statements for the Combined North-west Expressway/Rapid Transit Project were distributed on the date indicated to Federal, State and Local agencies for review and comment.

Draft Environmental Statement (FHWA-MD-EIS-73-01-D)
March, 1973

Supplement to Draft Environmental Statement/Section 4(f)
Statement (FHWA-MD-EIS-73-01-DS) October, 1975

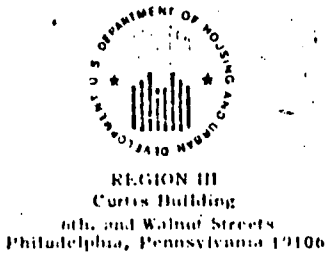
All comments received by the State Highway Administration on these Draft Statements, along with those received at the Public Hearing, have been considered in determining the location and design proposed for this transportation facility. Written comments on the Draft Environmental Statement were received from the following agencies on the dates noted and are included in this section of the Final Environmental Statement along with appropriate responses. Comments received at the Public Hearing are included in Section J of this Final Statement. Written comments on the Supplement to the Draft Statement are included in Section K of this Final Statement along with appropriate responses. Comments on the Air Quality Report and responses thereto are included in Section C-12 of this Final Statement.

Index of Letter Comments Received on
Draft Environmental Statement
(FHWA-MD-EIS-73-01-D)

<u>Letter Designation</u>	<u>Agency</u>	<u>Date of Letter</u>
A	U. S. Department of Housing & Urban Development	5/22/73
B	U. S. Department of Health, Education & Welfare	5/11/73
C	U. S. Department of Interior	4/19/73
D	U. S. Environmental Protection Agency	4/27/73
E	Soil Conservation Service, USDA	4/30/73
F	U. S. Department of Army Corps of Engineers	5/21/73
G	U. S. Department of Transportation	4/ 4/73
H	State Clearinghouse, Department of State Planning	7/25/73

298

<u>Letter Designation</u>	<u>Agency</u>	<u>Date of Letter</u>
I	Bureau of Air Quality Control	3/23/73
J	Department of Employment & Social Services	4/ 9/73
K	Department of Economic & Community Development	3/ 8/73
L	Department of Natural Resources	4/12/73
M	Baltimore Regional Planning Council	6/22/73
N	Office of Planning & Zoning - Baltimore County	4/24/73
O	Maryland Public School Construction Program	3/13/73
P	Maryland Geological Survey	4/23/73
Q	Department of Public Safety & Correctional Services	3/15/73
R	Division of Water & Sewerage	3/ 2/73
S	Division of Solid Waste Control	3/ 5/73
T	Department of Public Works - Baltimore City	3/15/73
U	Pine Ridge Association	3/15/73



DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
BALTIMORE AREA OFFICE
MERCANTILE BANK AND TRUST BUILDING
TWO HOPKINS PLAZA
BALTIMORE, MARYLAND 21201

A 299

May 22, 1973

RECEIVED

IN REPLY REFER TO: 3PP

MAY 23 1973
PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

Mr. Phillip R. Miller
Chief
Bureau of Special Services
State Highway Administration
300 West Preston Street
Baltimore, Maryland 21201

Dear Mr. Miller:

We have reviewed the draft environmental impact statement for the proposed improvements located in Baltimore County, Maryland, that consists of the construction of a 6-lane divided highway on new location for both Relocated U.S. Route 140 (Northwest Expressway) and Relocated Maryland Route 30 (Reisterstown Bypass). Also included is a 2-track rapid transit line in the median of the highway from the Baltimore City Line to Painters Mill Road, a distance of approximately 5.5 miles. The project begins at Wabash Avenue in Baltimore City and terminates at U.S. Route 140 and Maryland Route 30, north of Reisterstown, a total length of approximately 14.4 miles.

A. The Nature of HUD's Comments

The Department of Housing and Urban Development must consider a wide range of issues, from the impact of a poor environment and of the redevelopment of that environment to access to amenities such as cultural facilities and regional parks. Consideration needs to be given to the potential consequences of specific projects for racial and economic isolation of residents, to neighborhood stability and integrity, safety and mobility, and the selective impact on, and service to, various social and economic groups. The request for HUD comments provides an opportunity to inject Departmental goals and policies and respond to projects proposed by other agencies which have significant impact on HUD-assisted projects or plans. In addition, the relationship of the proposed project to State, areawide, and local plans, many of which have been funded under the "701" Comprehensive Planning Assistance Program, is of particular interest to HUD.

B. HUD Comments

Comment No. 1.

•An environmental perspective requires that all consequences, physical, social and aesthetic, of proposed actions, both intended and unintended be anticipated. The Draft Environmental Impact Statement does not address how the Northwest Expressway and Associated Improvements will effect the "total of circumstances" or development of the larger community and and region--i.e. Wabash Avenue (City of Baltimore) and Reisters-town Road.

Comment No. 2.

•The Impact Statement does not address the construction of the new facility and its impact on the Baltimore Beltway.

Comment No. 3.

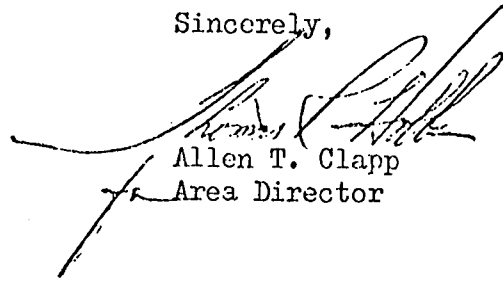
•What are the implications of rapid residential development attendant to the construction of the Northwest Expressway and the question of suburban economic and racial exclusion?

Comment No. 4.

•This Office, in reviewing the Environmental Impact Statement, can not positively evaluate the integration of the expressway and the rapid transit line. How will each mode complement the other? How are the different impacts of the two modes reconciled to density development? What is the negative impact on transit use?

We appreciate the opportunity to comment on this document.

Sincerely,



Allen T. Clapp
Area Director

301

Response to Comments by the
Department of Housing and Urban Development

- Comment No. 1 - A more detailed discussion on how the project will effect the development of the larger community or region has been included in Volume I, Section C-1, Regional and Community Growth (Population and Employment).
- Comment No. 2 - The impact of the proposed facility on the Baltimore Beltway has been discussed in Volume I under Section C-2, page C-9.
- Comment No. 3 - Residential development in the Northwest Corridor will be based on the law of supply and demand and the free enterprise system, which is an expression of this Country's freedom of choice. There are no implications in the anticipated rapid residential development of the corridor in regard to suburban economic and racial exclusion. The Combined Facility will provide better transportation between Baltimore City and the suburban County for all citizens in the northwest area of the region. In any case, racial exclusion is against State and Federal Law.
- Comment No. 4 - A discussion of the various items noted in comment No. 4 can be found in Volume I, pages C-6 and C-7.



DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE
REGION III
3535 MARKET STREET
PHILADELPHIA, PENNSYLVANIA 19101

B 302

May 11, 1973

RECEIVED
MAY 11 1973

OFFICE OF THE
REGIONAL DIRECTOR

MAILING ADDRESS
P.O. BOX 13716
PHILADELPHIA,
PENNSYLVANIA, 19101

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

Mr. Walter E. Woodford, Jr.
Chief Engineer
Maryland Dept. of Transportation
P.O. Box 717/300 West Preston Street
Baltimore, Maryland 21203

RE: EIS Relocated US Route
140 - Relocated Md. Rte.
30 - Phase I Rapid Transit
FHWA-MD-EIS-73-01-D

Dear Mr. Woodford:

We have reviewed the above Draft Environmental Impact Statement for the subject project in accordance with our areas of jurisdiction and have no comments.

Very truly yours,

John E. McKenna
Regional Environmental
Officer

cc: Mr. Downs
Mr. P. Miller
Mr. Fick

STATE HWY ADM

16 MAY 73 11: 42



ER-73/279

United States Department of the Interior

OFFICE OF THE SECRETARY
NORTHEAST REGION
JOHN F. KENNEDY FEDERAL BUILDING
ROOM 2003 J & K
BOSTON, MASSACHUSETTS 02203

April 19, 1973

RECEIVED

APR 23 1973
PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

Mr. Philip R. Miller
Chief, Bureau of Special Services
State Highway Administration
300 West Preston Street
Baltimore, Maryland 21201

Dear Mr. Miller:

This is in response to your request for the Department of the Interior's review and comments on the draft environmental statement for relocated U. S. Route 140, relocated Maryland Route 30 and Phase I Rapid Transit, Baltimore County, Maryland. We find the statement generally adequate in addressing the project's impact upon the environment; however, we believe that additional consideration should be given to measures to minimize adverse impacts to the Gwynns Falls Valley linear park proposal. Based on the information presented, we would concur that Alternate 2 is the most desirable alternate as regards impact to the Gwynns Falls Valley - both in terms of water and soil resources and the recreation potential for the area. Consideration of the following would improve the final statement.

Description

The statement should discuss the Baltimore City Line terminus of the proposed project. The present condition and classification (e.g. 2 lane divided road) of Wabash Avenue should be described.

Comment No. 1

C303

C 304

The following statement appears on pages A25 and A26:
"Noise barriers will be incorporated into the project in order to effectively control acoustical impact resulting from the proposed project to both the Sudbrook and Gwynn-vale Park playgrounds Attractive designs for noise barriers and appropriate landscaping will be utilized to create a natural atmosphere, which is planned to make the project compatible with other land uses in the area." We recommend that this planning be coordinated with the local agencies having jurisdiction over these parks.

Comment No. 2

We note that bicycle stalls are planned for the rapid transit stations. However, there is no information regarding existing bicycle networks - either designated bikeways or routes amenable to bicycling. These routes, which may act as feeders to the transit stations, should be discussed in the statement. We suggest that local bicycle clubs be contacted for their views on the most appropriate type of bicycle racks or stalls for the transit stations; security may be a concern.

Comment No. 3

As mentioned in the statement, there may be state or local historic sites involved under Alternate 3. We suggest that the State Liaison Officer for Historic Preservation be consulted regarding these sites. The results of the consultation should then appear in the final statement.

Comment No. 4

Probable Impact on Environment

Reference is made throughout the draft environmental statement to the proposed Gwynns Falls Valley linear park concept. However, the impact of the proposed highway on this park proposal and recreation values is not thoroughly discussed. We suggest that a separate section under this chapter be included to address this matter in an integrated and thorough manner. The section should review the existing situation, including the status of the proposal and existing coordination efforts. More information should be provided on recreation potential and values. The impact of the highway project on these factors and on the implementation of the park proposal should be discussed.

Comment No. 5

C 305

Some additional clarification is needed of the parkland situation as it relates to the proposal, Alternative 1 and/or 2. Attachment No. 2 indicates that Red Run Stream Valley Park may be involved in both the Route 140 project and intended work on the Paintus Mill Road. To the south of this area, both the Horschhead Branch Stream Valley Park and two "Proposed Stream Valley Park" areas appear to be similarly involved.

It is necessary that each of these sites be examined with these questions in mind.

- 1. Is the area in public ownership?
- 2. Is the area designated or planned for park/recreation usage?

Attachment No. 5

As presently described, the applicability of Section 4(f) in these instances is difficult to establish. Clarification on this point is necessary if undue complications are to be avoided.

It does not appear that any consideration has been given to the possibility of archaeological resources that may exist within the proposed rights-of-way. Should such resources be uncovered in the process of construction, the statement should discuss measures that will be taken to minimize loss or damage to any said resources until a thorough investigation can be conducted.

Attachment No. 6

Proposals for Minimizing Unavoidable Adverse Environmental Effects

The appended letter from the Regional Planning Council recommends that "the consultant work closely with the Baltimore County Department of Recreation and Parks so that park and highway concepts can be implemented jointly." The park concept referenced is that of the linear Gwynns Falls Valley Park, adopted by the Baltimore Regional General Development plan. However, the environmental statement evidences little planning coordination with the Department of Recreation and Parks and little effort to promote implementation of the park plan.

Attachment No. 5

356
C

Comment No. 5

We suggest that consideration be given to building on structure these two sections of the highway (in Alternate 2) which cross Gwynns Falls and the proposed park land. The Maryland Department of Transportation might then grant easements in these sections of the rights-of-way to the Baltimore County Department of Recreation and Parks. The development of trails, through multiple use, joint development programs, would also aid in implementing park plans.

Comment 7-110-3

Development of bicycle trails may be particularly appropriate in view of provisions for bicycling commuters. Such trails, besides providing recreation opportunities, might tie into a bicycle network feeding transit stations. A study of existing and planned bicycle pathways, as well as existing and anticipated traffic generating points, may be necessary.

Comment 16-5

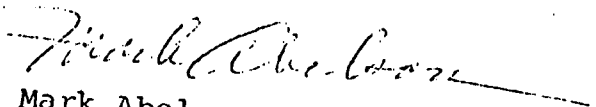
If Alternate 2 were to be chosen, we recommend several measures be considered to reduce the impact of the highway on the proposed Gwynns Falls Valley park. We would urge building on structure that section of the road which passes through the proposed park land, if such a design alternative is prudent from the standpoint of flood plain protection. In the event that building on structures is not prudent, we would suggest that a minimum median be planned in this area. Furthermore, a reduction in the size of the McDonogh Road rapid transit station parking lot (A-4) would minimize land taking from the proposed park area. We note that the 1980 passenger patronage at this station is anticipated to be 4,350, of which 55 per cent would be in the "Park-n-Ride" category. Assuming only one passenger per car, the total number of cars expected would be 2,393. The parking lot is planned for 3,800 cars. If this size is warranted by an anticipated future increase in use, underground or tiered parking structures might be considered.

In summary, we commend the integrated planning which has resulted in this multi-model project. However, we believe that more coordination is needed with regard to plans for the Gwynns Falls Valley linear park. We urge the Maryland Department of Transportation to fully utilize all

C 307

programs and planning opportunities available in order,
not only to avoid adverse environmental effects, but to
promote local land use goals.

Sincerely yours,



Mark Abelson
Special Assistant to the
Secretary

308

Response to Comments of the
U. S. Department of the Interior

- Comment No. 1 - The recommended alternate proposes that the Northwest Expressway terminate at the Beltway, with no connection to Wabash Avenue.
- Comment No. 2 - The planning for landscaping and noise barriers in the vicinity of the Sudbrook Park and Gwynn-vale Park playgrounds will be coordinated with Baltimore County's Department of Recreation and Parks.
- Comment No. 3 - There are no bikeways or bicycle networks at the present time in the Northwest Corridor, which could act as feeder routes to the proposed rapid transit stations. The Baltimore Area Trails Council has drawn a plan for a 400 mile network of trails for Baltimore City and Baltimore County, the majority of which have been planned for recreational usage. Some of these trails could possible be extended as commuter/recreation trails leading to rapid transit stations. This form of transportation has been considered in a general way and will be provided for, where feasible, in conjunction with the development and planning of the feeder road systems leading to the transit stations. The Baltimore County Department of Recreation and Parks and the Baltimore Area Trails Council will be consulted during the design of the project to obtain their advice and recommendations regarding the feasibility of bikeways leading to transit stations, either on separate locations or as part of the proposed feeder road system.
- Comment No. 4 - The Maryland Historical Trust was consulted regarding historic sites involved with the project during the coordination phase. Due to internal problems, they were unable to evaluate or report on these sites prior to the circulation of the DES. Since that time, the Maryland Historical Trust has prepared a "Report of Historic

Sites along Alternate Corridors proposed for Relocated U. S. Route 140" and the Sudbrook Park Historic District was placed on the National Register of Historic Places on June 19, 1973. A complete discussion of historic sites has been included in this Statement, see Volume II - Section 4(f) Statement.

Comment No. 5 - An integrated account of the proposed Gwynns Falls Valley linear park concept, including the Red Run and Horsehead Branch stream valley parks, is included in Volume I, Section C-8, pages C-32, 33 and 34.

Comment No. 6 Archeological resources have been identified in the corridor. Sites affected by the recommended alternate are discussed in Volume II - Section 4(f) Statement.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
 REGION III
 6TH AND WALNUT STREETS
 PHILADELPHIA, PENNSYLVANIA 19106

D

310

April 27, 1973

RECEIVED

MAY 7 1973

PHILIP R. MILLER
 CHIEF BUREAU OF
 SPECIAL SERVICES

Mr. Phillip R. Miller
 Chief
 Bureau of Special Services
 State Highway Administration
 300 West Preston Street
 Baltimore, Maryland 21201

Re: U.S. 140 (Northwest Expressway) Maryland Route 30
 (Reisterstown By-Pass) Rapid Transit (Baltimore City
 Line to Owing Mills)

Dear Mr. Miller:

We have reviewed the draft environmental impact statement for the above projects and wish to compliment you on the excellent discussion of water quality impact, noise quality impact, and joint development with the MTA system. However, the presentation of the impact of the projects on air quality did not demonstrate equal expertise: the air quality analysis raises more questions than it answers. For this reason, and for the reasons detailed below, we are reporting this review in EPA reference category ER-2. This determination will be published in the Federal Register and indicates that because of inadequacies in the data base and the possibility of significant air quality degradation, EPA expresses environmental reservations to the proposed projects.

Comment No. 1 Air Pollution

We suggest that the various sections dealing with air pollution be rewritten to reflect the following comments:

1. Sensitive receptors of air pollution (e.g., parks schools, hospitals near the projects and air pollution hot spots) should be identified. The levels of carbon monoxide should then be calculated, using diffusion models, to predict carbon monoxide levels at these locations two years after completion of the project and in the design year.

D 311

2. The hydrocarbon emissions related to these projects should be discussed relative to the regional air pollution situation. The calculations should also be done for two years after completion and for the design year. These calculations should take into account the A.M. Voorhees study of regional air pollution that is currently underway in the City of Baltimore.

3. The technical basis for tables No. 3 and No. 4 (B10 and B11 respectively) should be presented along with sample calculations.

4. To the best of our knowledge, (Maryland Bureau of Air Quality Program Guide 8) air curtain destructors cannot be used in this area after July 1, 1973. This apparent inconsistency with the statement on B7 should be addressed.

General

The final environmental impact statement should relate these projects to the area by presenting levels of service on connecting highway facilities in the design year. This is especially important in light of the anticipated congestion on Wabash Avenue.

Comment No. 2

The final environmental impact statement should describe the role of the Old Court Road MTA station. The statement should indicate whether all traffic movements are possible between the station and the beltway.

Comment No. 3

The draft environmental impact statement indicates that 10 to 20 percent of the rapid rail users will arrive by bus. The final statement should discuss the bus system that is producing this ridership and the potential for increases in bus ridership.

Comment No. 4

You are to be complimented for the firm commitment that you have taken to minimize noise impact. We were also impressed by the apparently extensive co-ordination that has gone on between MTA and SHA in the planning of these facilities.

Comment No. 5

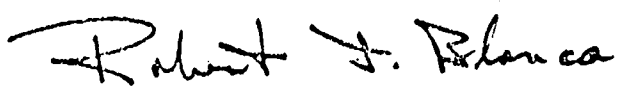
From the information presented in the draft environmental impact statement, we agree that Alternative No. 2 mitigates most of the water quality problems encountered with Alternative No. 1.

Comment No. 6

312
D

Thank you for the opportunity to comment on this project.
Please send us a copy of the final statement for our
files and for future reference.

Sincerely yours,



Robert J. Blanco, P.E.
Chief
Environmental Impact Branch

- cc: Mr. W. Comella
- Dr. J. Costantino
- Mr. R. Ackroyd
- Mr. R. Scoville
- Mr. H. Hughes
- Mr. L. Rainone
- Mr. W. Ockert
- Mr. D. Wagner
- Mr. W. Bonta

313

Response to Comments of the
U. S. Environmental Protection Agency

Comment No. 1 - The E.P.A. comments on the various sections in the DES dealing with air pollution are included in a consolidated review and discussion of regional air quality. A current report on Air Quality has been included in Section C-12 of this Final Environmental Statement. (Volume I)

The report on air quality is based on the Baltimore Region Environmental Impact Study (BREIS), as developed by A. M. Voorhees in 1974. Traffic data for this study was developed from the BREIS report, and the data was further refined for use in the Northwest Corridor. The revised traffic volumes developed for the Northwest Expressway are included in the Air Quality Report in Section C-12.

Comment No. 2 - The relationship of the project to existing connecting highway facilities is described in Volume II, Section C-2, pages C-7 thru C-12.

Comment No. 3 - Old Court Road Rapid Transit Station will serve local communities on both sides of Old Court Road from Windsor Mill Road on the west to Greenspring Avenue on the east. There are no traffic movements planned as part of this project from the Baltimore Beltway, or the proposed Northwest Expressway to the Old Court transit station. Station access is provided only from Old Court Road, as described in Volume I, page C-10 in this Statement.

Comment No. 4 - A discussion of the feeder bus system proposed to accommodate 10% to 20% of the projected transit patronage is included in Volume I, J-12 and J-13.

Comments No. 5 & 6 - No statement is required in response to these comments.

314
E

UNITED STATES DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE

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

April 30, 1973

Mr. Philip R. Miller, Chief
Bureau of Special Services
State Highway Administration
300 West Preston Street
Baltimore, Maryland 21201

RECEIVED

MAY 1 1973

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

Dear Mr. Miller:

This is in response to your February 21, 1973 letters to this office and to Dr. T. C. Byerly of USDA, Washington, D. C. inviting comment on a draft environmental statement for the Northwest Transportation Corridor dated January 29, 1973.

We believe this statement adequately provides for the care of sedimentation and erosion control during construction processes. A more positive position on erosion control during operations of the transportation system would strengthen the final statement.

Comment No. 1

We agree with the statements on page D-5 that Alternate location No. 1 would be more difficult for erosion control and would create added flooding problems. For these reasons location No. 2 would be more desirable.

We appreciate the opportunity to review this environmental statement and trust our comments are helpful. If we can assist you in these erosion control activities, let us know.

Sincerely,

Graham T. Munkittrick
GRAHAM T. MUNKITTRICK
State Conservationist

cc: Kenneth E. Grant, Administrator
Dr. T. C. Byerly
Council on Environmental Quality (10 copies)

Response to Comment No. 1 -

A statement to this effect has been included in the Final Statement in Volume I, page C-36.





DEPARTMENT OF THE ARMY
BALTIMORE DISTRICT CORPS OF ENGINEERS
P.O. BOX 1715
BALTIMORE, MARYLAND 21203

315
F

NABPL-E

21 May 1973

Mr. Walter E. Woodford, Jr.
Chief Engineer
Maryland Department of Transportation
State Highway Administration
P.O. Box 717
300 West Preston Street
Baltimore, Maryland 21203

RECEIVED
MAY 23 1973
DISTRICT ENGINEER

Dear Mr. Woodford:

Your letter of 21 February 1973 to Colonel J. B. Newman, Office of the Chief of Engineers, has been referred to this office for comment since the project lies within the Baltimore District boundaries. The Baltimore District, Corps of Engineers, has reviewed the Draft Environmental Impact Statement for the Northwest Transportation Corridor and the following comments are submitted in accordance with provisions of the National Environmental Policy Act of 1969.

In general, the Administration is to be commended for the approach it has taken in joint planning of the proposed multiple-use facility, the lengthy and detailed coordination with governmental and local interests, and the integration of the planning with the area's regional plan. The draft impact statement seems well prepared with quite an objective approach to the project's inevitable environmental impacts.

It is rewarding to see the justifiable concern for the impacts that the project will have upon the Gwynns Falls and its associated flood plain and valley ecosystem and water quality. Efforts to keep embankments out of the flood plain, to construct wide bridge openings, and protection of the valley's potential for preservation and recreation should do much to preserve the role of the stream valley in the quality of the urban environment. The statement might elaborate upon the status of development along the stream valley, the secondary impacts on the stream of highway induced growth in the watershed, and the resultant effects on the stream.

Since this is the first opportunity that this office has had to comment on the plan, the following comments concerning flood potential may be helpful in advanced design. Special serious flood problems can be expected

comment No. 1
comment No. 2

STATE HWY ADM

cc: Mr. Downs ✓
Mr. P. Miller

22 MAY 73 10:35

Rec'd. 6/7/73
AWM

NABPI-E
Mr. Walter E. Woodford, Jr.

21 May 1973

3/12

F

at the station (platform) at Old Court Road and the interchange between the N.W. Expressway and I-695 (Baltimore Beltway). The improvements can potentially aggravate flooding at the private home development on the north side. Flood problems may also occur at the Painters Mill area (Owings Mill Station site and interchange).

It is suggested that the information concerning borrow and waste areas (page A40) be elaborated upon especially as to the controls which might be placed upon the Contractor's choice of areas and techniques.

It is suggested that the information on natural resources in general; i.e. acreage and type of forest, and the posted wildlife refuge in particular (page B5) be elaborated upon in the statement. This seems especially important considering the emphasis on protecting the natural qualities of the stream valley.

While the statement details initial environment impacts that might be expected, a consolidated, elaborated discussion of the secondarily induced impacts would be helpful. Section B states that property values will increase and growth will be encouraged by the road's construction. The manner in which these secondary impacts will be mitigated by regional and local efforts would be helpful. The future impacts upon aesthetics and terrain changes discussed on page B39 will be determined by zoning plans. The growth and development, and any controls to be imposed on this development surrounding the transit stations, is not discussed.

A more thorough discussion of the alternative of providing only mass transit through the corridor, or mass transit with various reduced roadway systems, with the same degree of elaboration as the other four alternatives would improve the statement. The relationship of such alternatives to stream valley impacts and desired regional growth would place all of the alternatives into proper context.

Thank you for the opportunity to comment on the Draft Environmental Impact Statement. As requested, the Council on Environmental Quality has been furnished copies of this correspondence.

Sincerely yours,



WILLIAM E. TRIESCHMAN, Jr.
Chief, Planning Division

cc: Mr. Docins
Mr. P. Miller

317

Response to Comments of the
Department of The Army, Corps of Engineers

- Comment No. 1 - Present growth in the Gwynns Falls stream valley in the vicinity of the proposed Northwest Expressway/Rapid Transit Project is south of the Baltimore Beltway and north of Painters Mill Road on both sides of Reisterstown Road. Between the Baltimore Beltway and Painters Mill Road, there are large acreages owned by institutions such as the Woodholme Country Club, Ner Israel Rabbinical College, Mount Wilson State Hospital and McDonogh School, with very few residential developments at the present time. The area most likely to develop in the near future is the proposed Sector Center, located in the Owings Mills area of the watershed. This will result in paved roadways, parking areas and roof surfaces for new homes and commercial buildings, all of which cause an increase in the percentage of storm water runoff and, at the same time, a decrease in the time required for this runoff to reach any specified point along Gwynns Falls. Both of these factors contribute to larger quantities of runoff, and could result in increased flooding and erosion in downstream areas. Measures that could be taken to mitigate increased flooding and erosion are discussed in a statement replying to this same concern by the Regional Planning Council and may be found in this Final Statement in Volume I, page J-8.
- Comment No. 2 - Locations where flood problems may occur are pointed out by the Corps. A discussion of the measures proposed to mitigate the flooding problem is included in this Statement in Volume I, page J-8.
- Comment No. 3 - A discussion of solid waste disposal and borrow areas is included in this Statement in Volume I, pages C-34 and C-35.
- Comment No. 4 - Information on natural resources, in general, is included in the Final Statement in Volume I, pages C-31 thru C-34.

- 318
- Comment No. 5 - A consolidated discussion of secondarily induced impacts resulting from the project is discussed in this Final Statement in Volume I, pages C-1 thru C-5.
- Comment No. 6 - The location of the Rapid Transit stations were developed to be compatible with the General Development Plan for the region, and also with the development guidelines of Baltimore County. At this time, the responsibility of land development adjacent to station areas is not with the Mass Transit Administration or any other modal administration of the Maryland Department of Transportation. The local jurisdiction is the controlling authority in the area of zoning and land use controls.
- Comment No. 7 - The alternative of providing only mass transit through the corridor or mass transit with reduced roadway systems was not considered as one of the original alternatives because they do not provide for the corridor transportation requirements, nor do they agree with the General Development Plan of the Baltimore Regional Planning Council, or with the "1980 Guideplan" for Baltimore County. The fact is, all three projects - Northwest Expressway, Improvement to Existing Reisterstown Road, and the Rapid Transit - are needed to meet the projected transportation requirements for the 1995 design year, in addition to the improvement to all arterial roads crossing the corridor, particularly those providing access to the Northwest Expressway/Rapid Transit Facility. However, during the Public Hearing testimony, a number of people questioned the need for the Expressway; therefore, a discussion on providing Rapid Transit by itself or with improvements to Reisterstown Road has been included in Volume I, pages J-11 and J-12.

Memorandum

DATE: APR 4 1973 **G**

SUBJECT: Maryland F-910-1(6) - Draft Environmental Statement - Proposed Northwest Expressway
U.S. Rte. 140 to Baltimore City Line
FHWA-MD-EIS-73-01-D, Baltimore County

FROM: Assistant Secretary for Environment,
Safety, and Consumer Affairs

TO: Richard Ackroyd
Division Engineer, FHWA
Baltimore, Maryland

RECEIVED

APR 4 1973
PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

We appreciate the opportunity to review this draft environmental impact statement, which covers 12.4 miles of relocated U.S. Route 140 and 2.0 miles of relocated Maryland Route 30 (including approximately 5.5 miles of joint highway-rapid transit use). The alternates and their environmental consequences are generally well documented, but certain issues and impacts appear to deserve more detailed attention in the final statement. The following comments are intended to assist the State Highway Administration and the Federal Highway Administration and should not be construed as a judgement on the merits of the project.

(1) The draft environmental statement asserts that, although ambient air quality for the study area occasionally exceeds Federal standards, pollution levels are not high enough to affect either plants or humans (p. A22). State Air Quality Officials should be consulted, and the basis for reaching such a conclusion clarified since the primary ambient air standards prescribed by EPA are those "requisite to protect the public health" and the secondary standards are those "requisite to protect the public welfare".

(2) The final statement should include a discussion of the relationship between this project and the revised transportation control strategies of the State Implementation Plan now being developed in response to the requirements of the Clean Air Act.

(3) The statement that no improvements on McDonogh School land will be adversely affected (p. B32) seems to be disputed by the April 28, 1972, letter from the school's

attorney which predicts a "shattering environmental effect" on the school's buildings and facilities in terms of unsightliness, noise, fumes, dirt, etc. A more detailed discussion of this issue would be appropriate, including measures planned to minimize harm to this property, and an explanation of why no adverse effects to the school's improvements (other than to the water supply) are expected.

(4) Since the draft states that no Section 4(f) lands will be involved, it is assumed that [a] construction will in no way affect the Horsehead Branch Stream Valley Park or the Red Run Stream Valley Park shown on the location map, or [b] these areas are not in public ownership. This point, along with any potential impact that construction could have on Leakin Park, downstream of the project, should be addressed. Although plans to establish the Gwynns Falls Stream Valley Park are still tentative, every effort should be made to avoid actions which would detract from its potential for future development.

(5) The draft notes that Alternate 2 will affect the Gwynns Falls flood plain to a lesser degree than Alternate 1, but does not adequately discuss the degree to which the flood plain will still be impacted by Alternate 2 and what effect the highway construction may have on areas downstream of the project.

We look forward to receiving the final environmental impact statement, including the disposition of these and other comments received on the draft statement.

(Signed) Ben Davis
Benjamin O. Davis, Jr.

cc:
Regional Federal Highway Administrator

321

Response to Comments of the
Department of Transportation

- Comments No. 1 & 2 - The air quality analysis has been revised and is currently based on traffic data developed with the BREIS report. The revised air quality impact has been included in this Final Statement in Volume I, page C-54.
- Comment No. 3 - The recommended alternate is located east of the Western Maryland Railway and has no impact on the improved portion of the McDonogh property.
- Comment No. 4 - Horsehead Branch and Red Run stream valley parks are now privately owned and, therefore, do not qualify as Section 4(f) land.
- Comment No. 5 - The impact of the project on the floodplain of Gwynns Falls was a subject of concern to many of the area residents, who spoke at the Public Hearing. The effect on the floodplain by storms of varying frequencies, and the measures that could be taken to mitigate increased flooding are discussed in a statement that may be found in Volume I, pages J-4 thru J-9 of this Final Environmental Statement.



MARVIN MANDEL
GOVERNOR

MARYLAND
DEPARTMENT OF STATE PLANNING

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

WSW
~~*Acct*~~
FILE **H**
17-17
VLADIMIR A. WAHBE
SECRETARY OF STATE PLANNING
EDWIN L. POWELL, JR.
DEPUTY SECRETARY

July 25, 1973

RECEIVED

JUL 27 1973

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

Mr. Phillip R. Miller, Chief
Bureau of Special Services
State Highway Administration
300 West Preston Street
Baltimore, Maryland 21201

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT REVIEW

Applicant: State Highway Administration

Project: Northwest Transportation Corridor

State Clearinghouse Control Number: 73-2-65

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

Dear Mr. Miller:

The State Clearinghouse has reviewed the above noted Environmental Impact Statement. In accordance with the procedures established by the Office of Management and Budget Circular A-95, the State Clearinghouse received comments (copies attached) from the following:

*Responses follow
each individual letter*

Bureau of Air Quality Control: made detailed comments on specific instances in which the air quality data is in error or is misleading. In particular, the Bureau emphasized that any highway project must be consistent with air quality implementation plans.

Department of Employment and Social Services: found the project to be consistent with Departmental plans.

Department of Economic and Community Development: recommended approval.

Department of Natural Resources: indicated continuing interest in transportation development in this corridor. The Department expressed particular concern for impact on Gwynns Falls and state that such impact is not adequately addressed in this statement. The Department evidenced support for the eastern alignment (alternate 2).

*Comment
No. 1*

Our staff reviewed this statement and concurred with the findings of the Bureau of Air Quality Control and the Department of Natural Resources. In general, staff comments noted that the statement lacks detailed information on the environmental

H₃₂₃

impacts on plant life, wildlife, water quality, and the changes in land use implicit in such construction of major transportation facilities.

We hope these comments will assist you in the preparation of your final statement and look forward to continued cooperation with your agency in the Clearinghouse review of the complete project presentation.

Sincerely,

Vladimir Wahbe

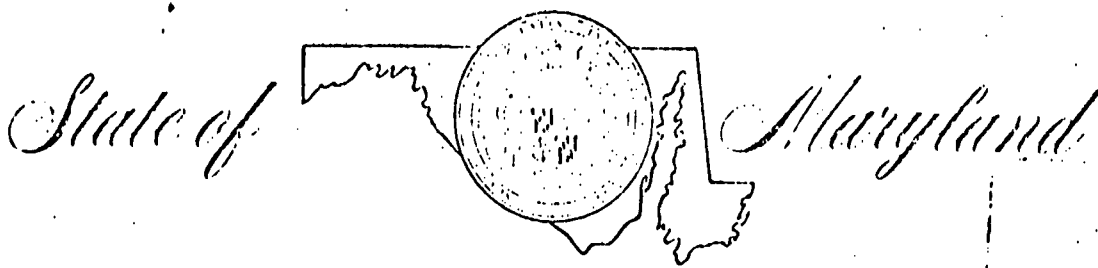
Enc.

cc: William Sprague
George Ferreri
Roger Winter
Leonard Elenowitz
Anthony Abar
Robert Young

Response to Comment No. 1 -

Detailed information on the impacts on plant life, wildlife, water quality and land use are included in Volume I of this Final Statement as follows:

Impact on plant life	-	Section C-8, page C-31
Impact on wildlife	-	Section C-8, page C-31
Impact on water quality	-	Section C-10, page C-35
Changes in land use	-	Section B, page B-4



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

MAR 27 1973
373-2779

March 23, 1973

TO: Mr. Warren D. Hodges, Chief
State Clearinghouse

FROM: Mr. George P. Ferreri, Acting Director
Bureau of Air Quality Control *G. Ferreri*

RE: Northwest Transportation Corridor Environmental Impact Statement;
Control No. 73-2-65

The Bureau of Air Quality Control has reviewed the draft Environmental Impact Statement (EIS) for the Northwest Transportation Corridor and has the following comments.

The portions of the EIS dealing with air pollution demonstrate a significant effort to describe the present and potential impact of transportation in the Northwest corridor. However, there were several statements which were in error as well as some which were misleading.

Most of the problems center around the use of the tables. Table 2 on page A20 contains the "1971 Air Pollution Levels Measured Along Reisterstown Road at Garrison Station No. 23". The use of this table for purposes of comparison with Federal standards is very limited. The total oxidant measurements were obtained by the phenolphthalein method which is not approved by EPA. They are also based on grab gas samples of less than an hour. These numbers, therefore, need very careful interpretation and cannot be compared directly to Federal standards.

The NO₂ data also needs explanation. These values were measured from 24-hour samples obtained once every six days. The column is headed "Monthly Max" but it should be explained that they are the maximums of those days which were measured. It is very possible that higher levels occurred on days which were not sampled. The NO₂ was measured by the Jacobs-Bocheiser technique which is not accepted by EPA. All of these points should be specified in the table.

There are also problems with the carbon monoxide data, even though they are derived from continuous measurement and the averaging time is specified. The high

374

325

values recorded in this table have been deleted by the Baltimore County Health Department due to the discovery of an instrument error.

In short, if a table of air quality data is to be included as part of this EIS, it should be re-examined and updated with the latest edit information from the Health Department. The method of measurement and averaging times for each of the pollutants should be footnoted. If this information is not provided, the table is useless and can only be misleading to those who read it.

The next problem concerns Tables 3 and 4. Since these also summarize air quality, they suffer from the same faults as Table 2. In addition, they represent estimate of future air quality and we have some grave questions as to the method of projection.

Table 3 was based on the following assumptions, among others:

1. The measured concentration of a pollutant is directly proportional to the amount of that pollutant emitted to the atmosphere.
2. The increase in pollutant levels from 1971 to 1995 will be in the same ratio as the increase in traffic counts in the area.

The first assumption is a valid one and it is one that is used quite often by air pollution personnel in predicting air quality. Its dependability is a function of the initial air quality data and the accuracy of the emission inventory. It is important that all sources of the pollutant in question are considered. These are mobile, stationary and natural.

The last statement explains what is wrong with the second assumption. Automotive emissions which may be assumed to increase with traffic count (provided there is no federal control of vehicular emissions) comprise varying amounts of the total emissions for these pollutants. The percentages vary from 38% to 85% as already stated in the EIS. Emissions from each source category must be projected separately as each increases (or decreases) at its own rate.

The same problem exists with the Table 4 since it is derived from Table 3. These data are supposed to represent air quality levels which are expected due to implementation of the federal new car emissions standards. They were calculated by taking 10% of the values in Table 3. This, of course, is incorrect. The projected air quality levels should be based on total emissions. The 10% factor can only be applied to the automotive emissions. Stationary sources and even other vehicular sources are not affected, at present, by the federal legislation. Heavy duty and light duty trucks do not have to comply with federal emission standards. This means that the advent of controlled cars will not have as great an impact on emission levels as was once thought. Moreover, new data on controlled cars indicates that pollutant emissions may not be speed related. Carbon monoxide, hydrocarbon and nitrogen oxide emissions will probably remain constant as speed increases. This means it will no longer be sufficient to raise average speeds to reduce emissions. The length of the trip and the fact that the trip is made at all will become much more significant.

In general, the Bureau found this Statement to be slightly misleading. The long discussion on emergency measures to be taken during an air pollution

March 23, 1973

alert are irrelevant. It is very unlikely that Baltimore would ever reach an emergency state. Even if this were to occur, it would certainly involve the whole region and not be limited to a single facility. Aside from air quality, the presentation of alternatives does not contain all of the facts. It should be explicitly stated that the 20 Year Needs Study calls for reconstruction of Reisters-town Road as a 4-lane divided urban highway in addition to construction of the Northwest Expressway. Although this project wouldn't require as much land as Alternative 3, it would certainly necessitate relocation of the majority of businesses along the existing road. People in the area should be aware that rejection of Alternative 3 will not preclude the taking of extensive property along Reisters-town Road at some time in the future.

In conclusion, it should be remembered that any highway project must be consistent with the state's air quality implementation plan when it is adopted as provided for in Section 136(b) of the Federal Aid Highway Act. The transportation control strategy which forms a portion of this plan has not yet been submitted. However, both the 1975 strategy and the 1977 strategy (if Maryland is granted an extension of the deadline) call for a reduction in VMT. Without this reduction it will be impossible for the Baltimore region to meet Federal ambient air quality standards. The impact of the Northwest Freeway on VMT growth rate should be explored further.

GPF:AMD:bac

Attachment

cc: Baltimore County Health Department

Response to Comments -

The air quality analysis has been revised and is currently based on traffic data developed with the BREIS report. The revised air quality impact has been included in this Final Statement in Volume I, page C-54.



DEPARTMENT OF EMPLOYMENT AND SOCIAL SERVICES

OFFICE OF THE SECRETARY
1100 NORTH EUTAW STREET
BALTIMORE, MARYLAND 21201
301-383-5528

J 327

STATE OF MARYLAND

April 9, 1973

MARVIN MANDEL
GOVERNOR

DAVID T. MASON SECRETARY	
APR 10 1973	
RECEIVED	
APPROVED	

Mr. Warren D. Hodges
Chief, State Clearinghouse
Department of State Planning
301 West Preston Street
Baltimore, Maryland 21201

Attention: Mr. Allen Miles

Dear Mr. Hodges:

The Department of Employment and Social Services has reviewed the project entitled Northwest Transportation Corridor (73-2-65) submitted by the State Highway Administration.

Based on information made available to us, the project is consistent with this Department's plans and, therefore, approval is recommended.

Sincerely,

Roger P. Winter
Assistant Secretary for
Planning and Evaluation

RPW:cs

Attach:

Date: 3-8-73

K

228

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

DECD

SUBJECT: PROJECT SUMMARY NOTIFICATION REVIEW.

Applicant: State Highway Administration

Project: Northwest Transportation Corridor (Relocated Rt. 140 and
Md. 30 and Phase I Rapid Transit 73-2-65
State Clearinghouse Control Number: Allen Miles (383-2471)

CHECK ONE

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

Signature Robert M. Sparks
 Title DECD
 Agency Department of Economic and Community Development

DEPT. OF STATE PLANNING
 MAR 9 - 1973



L 329

JAMES H. COULTER
SECRETARY

JOSEPH H. MANNING
DEPUTY SECRETARY

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

April 12, 1973

COMMENTS OF THE DEPARTMENT OF NATURAL RESOURCES ON PROJECT 73-2-65
Northwest Transportation Corridor (Relocated Rt. 140 and Md. 30
and Phase I Rapid Transit)

The Department of Natural Resources will have a continuing interest in this highway and rapid transit development, particularly for its impact on Gwynns Falls.

Department interests in this project development have been made known previously in meetings with the State Highway and Mass Transit Administrations. These interests and our concerns have also been the subject of Clearinghouse correspondence to Mr. David H. Fisher, Administrator, State Highway Administration, on May 24, 1972 by Mr. Vladimir Wahbe, Secretary of State Planning, and to Mr. Phillip R. Miller, Chief, Bureau of Special Services, State Highway Administration, on May 24, 1972 by Mr. Robert S. Norton, Chief, Surface Water Management.

There are two major areas where the proposed project will have serious adverse effects upon the floodplain and waters of Gwynns Falls. The Old Court Road Station site appears to require substantial alterations to Gwynns Falls for interchange and rapid transit facility construction. This impact on the natural environment is not adequately addressed in the Draft Environmental Statement. Also, from the Baltimore Beltway to Painters Mill Road, two alternate

comment
No. 1

L 330

routes are proposed. Although each alternate explored would have adverse impacts upon Gwynns Falls stream and valley, the eastern alignment (Alternate 2) is less severe in its impact. The western alignment (Alternate 1) would require extensive and highly destructive stream channelization and/or bridging along approximately two miles of Gwynns Falls. The eastern alignment (Alternate 2) would be less destructive, impacting this sensitive stream and flood plain only at Painters Mill Road.

Comment No. 2

The Department of Natural Resources substantiates its previous position that the eastern alignment (Alternate 2) is the preferred routing, which will considerably lessen adverse impacts upon Gwynns Falls stream and valley.

Comment No. 3

At this phase of development, our Department cannot comment on certain features until more detailed plans and designs are prepared and available for review. The following are elements of concern to this Department as to the manner in which Gwynns Falls Stream Valley will be protected: (1) All bridge or culvert waterway crossings; (2) Disposition of solid wastes; (3) Measures to protect water quality; (4) Features to protect the biota and re-establishment of stream characteristics to attain full potential for aquatic life.

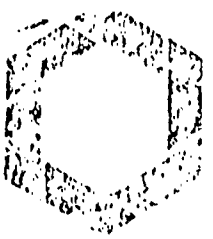
331

Response to Comments of the
Department of Natural Resources

- Comment No. 1 - Shaping the existing channel and the placement of slope protection are the only alterations planned for Gwynns Falls at the Old Court Road area. The proposed Expressway and Rapid Transit Facility will be constructed on bridges in the vicinity of Gwynns Falls at Old Court Road. The rapid transit station site at Old Court Road will be constructed above the floodplain elevation of Gwynns Falls assuming a major storm of the proportion of Agnes in June, 1972; however, no relocation of Gwynns Falls will be required either by the proposed station site at Old Court Road or by the proposed interchange at the Baltimore Beltway. The impact of the project on the floodplain of Gwynns Falls in the vicinity of Old Court Road is discussed in Volume I, page J-4 of this Final Environmental Statement.
- Comment No. 2 - The State Highway Administration is requesting approval of the highway/transit location, which agrees with the location preferred by the Department of Natural Resources. The project is located on the east side of the Western Maryland Railway and impacts Gwynns Falls only at a crossing north of the Baltimore Beltway and in the vicinity of Painters Mill Road. The impact on the floodplain at both of these locations are also discussed in Volume I, page J-4.
- Comment No. 3 - The manner in which the Gwynns Falls stream valley will be protected regarding the elements of concern noted by the Department of Natural Resources may be found in Volume I at the following locations:
- All bridge or culvert waterway crossings -
Section C, page C- 32
 - Disposition of solid wastes -
Section C, page C- 34
 - Protection of water quality -
Section C, page C- 35

M 332

REGIONAL PLANNING COUNCIL



DLC
KWSW
AWN
FILE
171-17

RECEIVED
JUL 10 1973
PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

Review and Comment Transmittal Memorandum
Metropolitan Clearinghouse

Attached to this transmittal letter is a memorandum which presents the Metropolitan Clearinghouse comments and includes a certification of Council action.

You should now complete and file your formal application. A copy of this memorandum and certification must be attached to your application. Please notify the Metropolitan Clearinghouse of the filing date and the amount of federal funds requested as soon as the application is completed. If you have any questions, please contact Robert Vogel (383-5839).

Sincerely,

Robert N. Young
Robert N. Young
Executive Director

- Applicant - 4 copies
- Referral Coordinator - 1 copy
- State Clearinghouse - 1 copy

M
335

REVIEW AND REFERRAL MEMORANDUM

PROJECT IDENTIFICATION

Jurisdiction: Baltimore County

Project: Environmental Impact Statement on Northwest Expressway and
Associated Improvements

Applicant: Maryland Department of Transportation
Notification/Application received March 5, 1973

DESCRIPTION

This draft statement evaluates the environmental impacts of a project providing for the construction of two different transportation modes within the "Northwest Corridor." The proposed improvements are located primarily in Baltimore County, and consist of the construction of a six-lane, divided highway on new location for both relocated U.S. 140 (Northwest Expressway) and relocated Maryland Rt. 30 (Reisterstown Bypass). Also included is a two-track rapid transit line in the median of the highway from the Baltimore City line to Painters Mill Road, a distance of approximately 5.5 miles. The project begins at Wabash Avenue in Baltimore City and terminates at U.S. Rt. 140 and at Rt. 30 north of Reisterstown, a total length of approximately 14.4 miles. Also considered are an alternative calling for the widening and reconstruction of existing Reisterstown Road and a "Do-Nothing" alternative.

COMMENTS

1. Broad-Scale Effects on Development.

The General Development Plan adopted by the Regional Planning Council on Dec. 15, 1972 recognizes the importance of these transit and highway improvements in the Northwest Corridor in serving present and future growth in this area. Alternative #3 - widening and reconstruction of existing Reisterstown Road, without building the Northwest Expressway - and alternative #4 - "Do Nothing," fail to provide adequate service for planned growth, and are inconsistent with the General Development Plan. They are hereby rejected.

However, the question of how these major projects will affect total development over a large area has not been adequately addressed in the Environmental Impact Statement. The impact of these projects on the Liberty Road area, for instance, though likely to be beneficial, is completely ignored. Moreover, the Environmental Impact Statement does not sufficiently consider the impacts on development of all of the alternatives presented.

2. Effects on the Gwynns Falls

Alternative #2 is preferable to alternative #1 because it has less harmful effect on the Gwynns Falls area, and costs less, than alternative #1. The Regional Planning Council hereby endorses alternative #2 with the qualifying comments contained herein.

The Regional Planning Council strongly urges the joint development of a park along the route. It is imperative that Baltimore County's acquisition program for the Gwynns Falls Valley Park be detailed and scheduled so that it can be

M

1334

implemented concurrently with the highway acquisition program. Consideration should also be given to the possible involvement of the State Highway Scenic Lands Program and of the State Department of Natural Resources.

In addition, storm run-off in the Gwynns Falls watershed will dramatically increase as a result of increased land development in the watershed. The Regional Planning Council recommends that the State Highway Administration explore with the Department of Natural Resources and other key agencies any possible measures which may help minimize storm damage all along the Gwynns Falls, including that part located in Baltimore City, which could result from this increased run-off.

The Regional Planning Council feels so strongly on this issue that its endorsement is hereby made conditional to the project's being developed in conjunction with an overall storm water management program for the Upper Gwynns Falls in cooperation with Baltimore County, the State Department of Natural Resources (Water Resources Division), and federal agencies such as the Soil Conservation Service.

3. Localized Impacts on Development

a. Owings Mills Interchange

The location and design of the Owings Mills Interchange and transit station parking lot pose problems as they relate to local traffic patterns, the proposed Sector Center and the Gwynns Falls. Both facilities were specifically planned to serve the Owings Mills Sector Center. As presented in the Environmental Impact Statement, they fail to provide sufficient support for the Center.

It appears that the interchange is inadequate to meet projected traffic needs. A directional interchange should be considered.

As proposed, the transit station is located too far from the center of the Sector Center to serve it adequately. The Regional Planning Council recommends that the transit station be relocated so as to better interface with the geographical and activity center of the Sector Center. As the Sector Center is presently designed, a pedestrian leaving the transit station would have to walk in excess of half a mile and cross a parking lot and Painters Mill Road to get to its core.

It appears, however, that feasible alternatives are available to address all of these concerns.

b. McDonough Road Transit Station

The Environmental Impact Statement does not adequately address the possible impacts on development in the area of the McDonough Road Transit Station which will result from the construction of these major transportation facilities. Having this parking lot serve the entire Reisterstown Road area, in order to reduce the number of cars at the Owings Mills Sector Center, seems at this stage to be a viable concept. Further study should be given to the impact of traffic and parking at this station on the roads of the immediate area.

c. The increased traffic using the Northwest Freeway will cause problems in overloading the Wabash Avenue area in Baltimore City, unless measures are taken to alleviate the situation. One such measure might be to enlarge the parking lot at the Milford Mill Road station in order to remove additional traffic before it gets to the city line. Further analysis and commitment to the ramp metering proposal is advisable to insure minimum impacts on Baltimore City streets.

4. Air Quality

The air quality analysis in the Environmental Impact Statement does not adequately consider regional aspects. The outputs of the Regional Environmental Impacts Study, presently underway, could here be used to good advantage.

5. General

The highway design should be updated to accommodate projected traffic demands. For instance, between the Baltimore Beltway and McDonough Road an eight-lane freeway will be needed. Also, a directional interchange between the Beltway and the Northwest Freeway will be required. Beyond Painters Mill Road, it appears that a four-lane freeway will be adequate.

ENDORSEMENT IS RECOMMENDED WITH THE ABOVE QUALIFICATIONS, AND WITH THE CONDITION DESCRIBED UNDER COMMENT #2.

I HEREBY CERTIFY that at its 116th meeting, held June 22, 1973, the Regional Planning Council concurred in this Review and Referral Memorandum and incorporated it into the minutes of that meeting.

June 22, 1973

Date

Original Signed By

Robert N. Young

Robert N. Young
Executive Director

cc: Mr. Robert J. Hajzyk
Mr. Jerry L. White
Mr. Roland M. Thompson
Mr. Eugene T. Camponeschi
Mr. Philip R. Miller
Mr. Anthony W. Brajevich

336

Response to Comments of the
Regional Planning Council

Comment No. 1 - The impacts on development in the corridor are discussed in Volume I as follows:

Alternates 1 & 2 - See Section C, page C-1
Alternate 3 - See Section D, page D-8
Alternate 4 - See Section D, page D-12

Comment No. 2 - Increased storm water runoff will definitely result from future land development in the Gwynns Falls watershed. The State Highway Administration and Mass Transit Administration met with the Department of Water Resources on May 18, 1973 to discuss their comments and suggestions for reducing storm water damage in the Northwest Transportation Corridor. Many suggestions were made, including the use of storm drain systems as storage areas with controlled outlets to reduce peak flows, provision for a separate storm drain system to control Expressway runoff, the design of retention basins to replace areas in the floodplain used for highway and transit purposes, and of accelerating flows of small drainage areas to be ahead of the peak flow on Gwynns Falls. A study for controlling storm runoff from the project for frequent minor storms has been included as part of a study of Gwynns Falls. See Volume I, page J-8 in this Final Environmental Statement.

Gwynns Falls originates in the Glyndon area of Baltimore County, enters Baltimore City in the Woodlawn area and empties into the Middle Branch of the Patapsco River. Flooding occurs at many locations along the stream and a major effort on the part of both the County and City will be necessary for any effective control or relief of these conditions. The State Highway Administration has and will cooperate with Baltimore County, the Department of Water Resources and the Soil Conservation Service in the development of the project to include any reasonable measures recommended in an overall storm water management program for the Upper Gwynns Falls. A flood control study has been prepared by Baltimore County to define the problem to recommend the

necessary procedures for controlling the flood waters of Gwynns Falls. This study provides information regarding the most feasible locations for retention basins in addition to those developed in conjunction with the Northwest Expressway, areas where restricted discharge flows should be required of land developers and even those areas where the solution would be to purchase homes located in the floodplain area.

Comment No. 3 - Localized Impacts on Development -

a) Owings Mills Interchange -

The recommended alternate includes a directional interchange at Relocated Dolfield Road and a terminal rapid transit station at Painters Mill Road. The State has been unable to obtain an overall plan of the Sector Center; therefore, comments on the relationship of the transit station and the geographical and activity center of the Sector Center are not possible. A certain amount of flexibility will exist in the design phase to coordinate with the Sector Center plans.

b) McDonogh Road Transit Station -

The proposal to improve transportation in the Northwest Corridor will accelerate the growth of residential and commercial development in all undeveloped areas of the corridor, and particularly in the vicinity of interchanges and rapid transit stations. A shopping center and apartment complex have already been constructed on Reisterstown Road at McDonogh Road, and the land along McDonogh Road, between Reisterstown Road and the proposed project, and west of McDonogh School to Liberty Road would become increasingly attractive to developers, if the Interchange and Rapid Transit Station become a reality. Because of this, and the many concerns voiced at the Public Hearing, the recommended alternative does not provide for any interchange or transit station at this location.

c) Wabash Avenue -

The recommended alternate proposes that the Expressway portion of the combined project be abandoned from the Baltimore City Line to the Baltimore Beltway. With this proposal, there will be no traffic impacts on Wabash Avenue resulting from this project.

330
Comment No. 4 - The air quality analysis has been re-evaluated in relation to the BREIS report. The results of this study are included in this Final Statement in Volume I, page C-54.

Comment No. 5 - The latest traffic volumes projected for the Northwest Expressway were based on data developed for the Baltimore Region Environmental Impact Study (BREIS) in 1974. Based on the 1995 design year volumes, a directional interchange is required at the Beltway, and the planned 6-lane freeway would accommodate the traffic demands at a Level 'D' Service from the Beltway north to Painters Mill Road. From Painters Mill Road to Reisterstown, the 6-lane freeway provides Level 'A' Service in the design year. Traffic volumes based on the BREIS report were not developed until after the Public Hearing, and any desirable changes in highway design indicated by the revised projected traffic volumes will be included as part of the Design Hearing process.

BALTIMORE COUNTY, MARYLAND

339

INTER-OFFICE CORRESPONDENCE

N

TO Frederick L. Dewberry, Jr.
Development Coordinator

Date April 24, 1973

FROM William D. Fromm
Director, Office of Planning and Zoning

SUBJECT Comments on the draft Environmental Impact Statement
Northwest Expressway

The concept of the proposed Northwest Mass Transit Line and the Northwest Expressway is consistent with the recommendations of the 1960 Guideplan, the County's official Master Plan adopted by the Planning Board on June 15, 1972. I would point out, however, that the 1960 Guideplan at this time, does not recommend a station stop on the mass transit line in the vicinity of McDonogh Road.

Comment →

I am also forwarding comments from three people with different areas of concern within this office. The comments from Susan Carrell deal primarily with the impact of these projects on the man-made environment, the comments of Stoney Fraley generally deal with the impact on the proposed Gwynns Falls Stream-valley Park, and the comments of Paul J. Solomon discuss the impact of the projects on the ecology of Gwynns Falls.

William D. Fromm
William D. Fromm, Director

WDF:NEG:rw

Response to Comment -

The recommended alternate does not include a rapid transit station at McDonogh Road.

INTER-OFFICE CORRESPONDENCE

340
N

Norman E. Gerber, Chief
TO Project Planning Division
Susan Correll, Sector Planner
FROM Northwest Sector

Date April 9, 1973

SUBJECT Environmental Impact Statement on
Northwest Expressway

Four alternates have been offered for an improved transportation system in the Northwest Corridor. After review of the Draft Environmental Statement, it seems that Alternate #2 would have the least adverse impact on the natural environment, yet there are several major concerns involving certain aspects of the man-made environment and future development.

Regarding Gwynns Falls and the proposed Stream Valley Park along this stream, it is of utmost importance to attempt to preserve the natural environment. Alternate #2 crosses the stream in only 2 locations and is located on the east side of the Western Maryland Railroad, away from the stream bed. In addition, the proposed interchange at McDonogh Road does not interfere with the stream under Alternate #2, as it would under Alternate #4. Therefore, Alternate #2 seems to be the only acceptable one if the stream is to be preserved and a Gwynns Falls Stream Valley Park and Trail System is to be a reality.

Comment No. 1

A major concern involving the man-made environment is the development potential that will be present around interchange locations and transit stations. The impact of the proposed McDonogh Road interchange and transit station on the surrounding area is questioned along with the need for such a facility, if there is to be major town center activity at Painters Mill along with an interchange and a transit station. The McDonogh area is basically low density residential and institutional in nature, yet the potential exists for more intensive uses should an interchange and transit station be located here. This is an issue that requires close study and the development of proper controls concerning land use.

The proposed interchange at Painters Mill Road is one that requires careful study. In view of the proposed Painters Mill Sector Center, the proposed transit station, and the anticipated traffic volumes generated by them, Painters Mill Road could become critically overloaded. Consideration should be given to an alternate interchange location south of Painters Mill Road on Brenbrook Road.

Comment No. 2

On pages B42 and B43 of the Environmental Impact Statement, it is generally stated that based on the results of a study of the feeder roads to the proposed Expressway interchanges and rapid transit sites, a schedule for the improvement to those roads can be included in Baltimore County's Capital Improvement Program. It is felt that these feeder roads should be the full responsibility of Baltimore County.

Memo
Norman E. Gerber

- 2 -

April 9, 1973

341
N

Environmental Impact Statement on Northwest Expressway

There is a 4.42 acre parcel of land located adjacent to Sudbrook Park which the County leases from the State and is used for recreational purposes. In a letter dated April 3, 1973 from Walter E. Woodford, Jr. of the Maryland Department of Transportation to Harry Coulter of the Department of Recreation and Parks, it was stated "that none of the alternates under consideration seem to encroach on the property more than originally contemplated". It is also stated that upon completion of construction of the Northwest Expressway, the property will be offered for sale to Baltimore County. It is our main concern that the recreational use of this property be retained.

Comment No. 3

Response to Comments

- Comment No. 1 - The recommended alternate does not provide for an interchange or transit station at McDonogh Road. A directional interchange is proposed at Relocated Dolfield Road and a terminal rapid transit station is proposed at Painters Mill Road.
- Comment No. 2 - Feeder road requirements are discussed in this Final Statement in Volume I, page C-10. The responsibility for these roads has yet to be determined.
- Comment No. 3 - The recommended alternate does not encroach on the land being used by the County (Sudbrook Park) for recreational purposes.

OFFICE OF PLANNING AND ZONING MEMORANDUM

TO: NORMAN E. GERBER Chief
Project Planning Division

April 2, 19 73 -

FROM: STONEY E. FRALEY
Open Space Planner

342
N

SUBJECT: Impact of Northwest Expressway on Gwynns Falls Stream Valley Park

A review of the Environmental Impact Statement on the Northwest Expressway and its effect on the Gwynns Falls Valley has generated several important and meaningful comments.

Of the four alternatives proposed, Alternate 2 is the only one reasonably acceptable and able to provide a minimum amount of protection to the Gwynns Falls Valley. The relocation of the alignment east of the Western Maryland Railway will completely remove the main roadway from the Gwynns Falls floodplain for approximately 3,000 feet. This alone should be sufficient cause to eliminate further consideration of Alternate 1. The total cost savings of Alternative 2 also adds to its viability as a meaningful proposal.

The transit station proposals also require comment concerning their impact on the Gwynns Falls Stream Valley Park Plan. The Milford Mill Road station appears to present little problem in the development of the stream valley park plan. The Old Court Road station presents the possibility of interrupting the continuity of the stream valley park. The proximity of the station and expressway to the Gwynns Falls stream will make it extremely difficult to maintain continuity of a pedestrian path system. The only apparent alternative is to provide pedestrian access, somehow, through or around the transit station itself. The location of the McDonogh station as proposed in Alternate 1 is totally unacceptable because the highway interchange required to serve the transit stop would do irreparable damage to the Gwynns Falls stream. Alternate 2 is more acceptable because it removes the roadway and station from the stream area. The relocation of McDonogh Road should be constructed so as not to interfere with pedestrian movement along the stream valley. The Painters Mill station itself presents no problems to stream continuity, however, the relocation of Painters Mill Road and the parking facility for the transit station does conflict with the Red Run stream. Facilities should not interfere with the continuity of this stream and certainly not enclose it underground.

Alternative

In terms of park development potential, the only viable proposal is Alternate 2. The other alternatives are either unacceptable from the standpoint of providing an improved transportation corridor or possess undesirable visual impacts and higher than desirable acoustical levels. The development of Alternate 1 will also reduce the amount of available floodplain area, something which cannot be afforded in this or any other watershed. Any alternate chosen SHOULD provide sufficient clearance beneath bridge structures to accommodate a pedestrian/bicycle path. The impact statement clearly shows that Alternate 2 is much cheaper to develop than Alternate 1. The expense of protecting the environment of the stream is also reduced with Alternate 2.

Draft March 30, 1973

N 343

Comments of Paul J. Solomon, Chief, Environmental Studies Section,
Baltimore County Office of Planning and Zoning re: Environmental
Impact Statement for the Proposed Northwest Expressway

There is obviously a need for a Northwest Expressway. The questions to be resolved are what alternative location should it assume and what impact will it have on that area as regards both the natural and man-made environment.

I strongly endorse Alternate 2 as regards location. This route would tend to be less destructive to the stream and the stream valley. It would have less of an adverse impact on the proposed Gwynns Valley Stream Valley Park.

One major concern is the control of erosion and sedimentation during the construction phase of this project. Excessive erosion and sedimentation has occurred in conjunction with expressway projects in Baltimore County in recent years in spite of "Erosion and Sediment Control Plans", etc. It would appear that, unless constant surveillance by the state is maintained, contractors tend to compromise or ignore "the plan".

The Baltimore County Office of Planning and Zoning would like to know who within the state is charged with the responsibility for overseeing or inspecting the sediment control features of the project. Coordination between this person and the county would be desirable.

Response to Comment

The State will coordinate with the County in regards to inspection of the sediment control features of the project and identify the individual responsible for that inspection during the construction phase of the project.

PJS:vh

cc: Norman E. Gerber, Chief
Project Planning Division

344

N

April 2, 1973

Page 2
Norman E. Gerber, Chief

With these facts in mind, Alternate 2 is the only logical and sensible alternative that should be considered.

Stoney E. Fealey
STONEY E. FEALEY
Open Space Planner

SEF:vh

Response to Comments -

The recommended alternate is located on the east side of the Western Maryland Railway and, for the most part, avoids any conflict with the County's proposed stream valley park plan. Every effort will be made during the design of the project to provide continuity of a pedestrian path system along Gwynns Falls through the proposed transit station sites.



MARVIN MANDEL
GOVERNOR

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

345
O

ALFORD R. CAREY, JR.
EXECUTIVE DIRECTOR

DR. JAMES SENSENBAUGH
CHAIRMAN

INTERAGENCY COMMITTEE FOR STATE PUBLIC SCHOOL CONSTRUCTION

March 13, 1973

Mr. Philip R. Miller, Chief
Bureau of Special Services
State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203

RECEIVED
MAR 16 1973

RE: Contract B 698- -471
Contract B 972- -471
Contract MD-03-0004

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

Draft Environmental Statement
FHWA-MD-EIS-73-01-D

Dear Mr. Miller:

The Draft Environmental Statement for the proposed Northwest Expressway, which was sent to Dr. James A. Sensenbaugh, Director of the State Department of Education, has been referred to the State Public School Construction Program for comment.

After a staff review of this document we have concluded that we would lend our support to either Alternative 1 or Alternative 2. It is noted that both of these alternatives would most likely remove traffic from Reisterstown Road (Rte. 140) and thus lessen congestion and interference with public school activities at those schools with frontage on Reisterstown Road. In addition, we are pleased to learn of the intention to provide fencing to reduce noise along the relocated Rte. 30 in the vicinity of Franklin Elementary and Franklin Junior High Schools.

There are, however, two points we would like to raise with regard to the subject contracts.

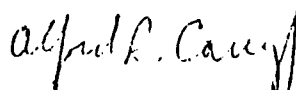
First, with an interchange on the proposed Northwest Expressway at Cherry Hill Road, increased traffic volumes on Cherry Hill Road can be expected. This in turn will adversely effect the Franklin Senior High School since vehicular access to the school is achieved on Cherry Hill Road. We would thus like to suggest that the improvement to Cherry Hill Road include turning lanes at the points of ingress and egress to Franklin Senior High School. Besides creating a measure of safety by providing a storage lane for turning vehicles, this will also promote the smooth flow of traffic between the Northwest Expressway and Reisterstown Road.

346
O

Second, on the map included in this report, it appears that the relocated Rte. 30 passes immediately adjacent to the Franklin Elementary School and the Franklin Junior High School. With vacant land available to the west, adjacent to the electric transmission lines, it is suggested that the relocation of Rte. 30 follow an alignment further removed from these schools than is indicated on the enclosed maps. Adequate screening and/or sound buffer would still be encouraged along the relocated Rte. 30.

Finally, because we are unaware of all future proposals for schools in the vicinity of the proposed expressway, we have deferred comment on any possible conflicts in this regard. If there are any such conflicts, I would hope that they would be addressed in the reply from the Board of Education of Baltimore County to which we note a copy of this report was also sent.

Sincerely,



Alford R. Carey, Jr.
Executive Director

ARC/BF/jc

CC: Board of Education of Baltimore County

Enclosure

Response to Comments -

- Comment No. 1 - At the present time, Baltimore County is planning the improvement of Cherry Hill Road from the eastern limits of the proposed interchange to Reisterstown Road. The Franklin Senior High School entrance connects to this section of the proposed Relocation of Cherry Hill Road, and the suggested entrance and exit configuration should be coordinated with Baltimore County's Department of Public Works.

- Comment No. 2 - The suggestion to shift the Expressway alignment further to the west in the vicinity of the Franklin Elementary and Franklin Junior High Schools is part of the recommended alternate.

347

COMMISSION

STATE OF MARYLAND

DIRECTOR

ERNST CLOOS
CHAIRMAN
S. JAMES CAMPBELL
RICHARD W. COOPER
G. VICTOR CUSHWA
JOHN C. GEYER

KENNETH N. WEAVER

TELEPHONE: 235-0771
235-1792



MARYLAND GEOLOGICAL SURVEY
LAYBOE HALL, THE JOHNS HOPKINS UNIVERSITY
BALTIMORE, MARYLAND 21218

April 23, 1973

RECEIVED

APR 25 1973

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

P

Mr. Philip R. Miller, Chief
Bureau of Special Services
State Highway Administration
300 West Preston Street
Baltimore, Maryland 21201

Dear Mr. Miller:

The Maryland Geological Survey has reviewed Draft Environmental Statement FHWA-MD-EIS-73-01-D. The Survey recommends that a preliminary archeological survey of the Northwest transportation corridor be made. Please see enclosure.

Sincerely yours,

Emery T. Cleaves

Emery T. Cleaves
Assistant Director

ETC/sgb

Enclosure

cc: Tyler Bastian

Response to Comment -

An archeological survey of the Northwest Transportation Corridor has been completed, and the results of the study are included in this Final Statement. See Section H of this Volume.

348

P

RECOMMENDATION FOR A PRELIMINARY ARCHEOLOGICAL
SURVEY OF THE NORTHWEST TRANSPORTATION CORRIDOR

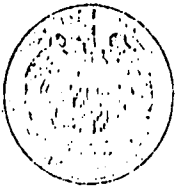
No information is available on the archeology of Gwynns Falls or other areas traversed by the Northwest Transportation Corridor. Despite a general lack of archeological investigation in nearby areas, several sites are known. They occur on low stream terraces as well as on high uplands overlooking stream valleys, and it is likely that other sites occur in various places in the Corridor.

The only way to determine if significant archeological sites are present in the Corridor is to undertake a preliminary field reconnaissance. The need for archeological investigation is especially critical because of the extensive alteration to the land surface which will be caused by the proposed construction.

An archeological reconnaissance can be accomplished in an estimated 7 days of field work and a maximum 21 days of laboratory and report preparation at a maximum cost of \$3,000. The resulting report would include a base map showing the locations of archeological sites found, a brief description and interpretation of each site, and recommendations for intensive survey, testing, and/or excavation of any archeologically sensitive areas that are found. The work can be accomplished by contracting with a professional archeologist in the department of anthropology at the University of Maryland, Catholic University, or George Washington University.

Tyler Bastian
Division of Archeology
Maryland Geological Survey
March 1973

349



MARVIN MANDEL
GOVERNOR

DEPARTMENT OF PUBLIC SAFETY AND CORRECTIONAL SERVICES

SUITE 500 • EXECUTIVE PLAZA ONE • HUNT VALLEY, MARYLAND 21031

(301) 667-1100



LEIGHTON W. DUDLEY
DEPUTY SECRETARY
FOR CORRECTIONAL SERVICES

~~DLC~~
~~WSD~~
~~AG~~
FILE
171-17

March 15, 1973

ROBERT J. LALLY
SECRETARY
PUBLIC SAFETY AND
CORRECTIONAL SERVICES

RECEIVED

EDWIN R. TULLY
DEPUTY SECRETARY
FOR PUBLIC SAFETY

MAR 16 1973

CHIEF ENGINEER

RECEIVED

MAR 20 1973

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

Mr. Walter E. Woodford, Jr.
Chief Engineer
State Highway Administration
P. O. Box 717
Baltimore, Maryland 21203

Dear Mr. Woodford:

In response to your letter of February 21, I have reviewed the draft environmental impact statement for the Northwest Transportation Corridor, dated January 29, 1973.

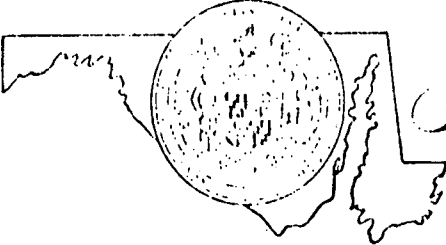
The proposals in the draft statement are consistent with the plans of this Department. Furthermore, the expeditious completion of this project has the wholehearted support of this Department because of the beneficial impact it would have on highway traffic problems in this area.

Sincerely yours,

Robert J. Lally
SECRETARY

RJL:mel

cc Mr. P. Miller ✓
Mr. Fione

State of  Maryland

350
R

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

March 2, 1973

Mr. Philip R. Miller, Chief
Bureau of Special Services
State Highway Administration
300 West Preston Street
Baltimore, Maryland 21201

RECEIVED

MAR 5 1973

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

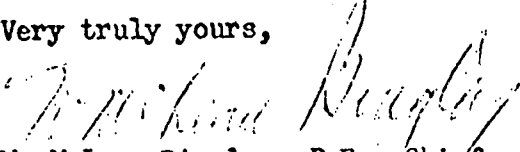
Re: Draft Environmental Statement
FHWA-MD-EIS-73-01-D
State Clearinghouse Control
Number: 73-2-65

Dear Mr. Miller:

In reference to Mr. Woodford's letter of February 21, concerning this project, we wish to express our appreciation for the opportunity to review the Draft.

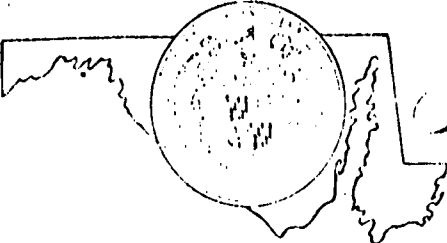
Insofar as we can determine, the proposed relocation of routes U.S. Route 140 and Maryland Route 30 and Phase I of Rapid Transit does not appear to present any particular problem which may have an adverse effect on the public health of the communities involved.

Very truly yours,


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

WMcLB:PHN:dls

cc: Mr. Warren D. Hodges
Department of Natural
Resources

State of  Maryland

S351

DEPARTMENT OF HEALTH AND MENTAL HYGIENE

Neil Salomon, M.D., Ph.D., Secretary

ENVIRONMENTAL HEALTH ADMINISTRATION

610 N. HOWARD STREET • BALTIMORE, MARYLAND 21201 • Area Code 301 • 343-2771

March 5, 1973

RECEIVED

MAR 7 1973

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

Mr. Philip R. Miller, Chief
Bureau of Special Services
Md. Department of Transportation
State Highway Administration
P.O. Box 717
300 W. Preston Street
Baltimore, Maryland 21203

Re: Contracts B 698-471; B 972-471;
MD-03-0004;

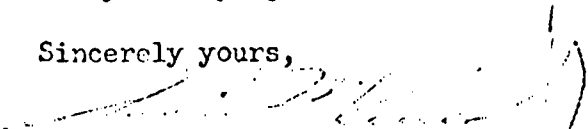
Draft Environmental Statement
FHWA-MD-EIS-73-01-D

Dear Mr. Miller:

In accordance with your request by your letter of February 21, 1973, this office has reviewed the highway project subject of the above contracts.

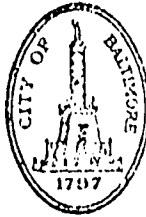
There is no known solid waste disposal facility in the area of Baltimore City or Baltimore County affected by this project.

Sincerely yours,


Charles M. Kenealy, Chief,
Division of Solid Waste Control

CMK:kz

B-698 352



RECEIVED

T

MAR 21 1973 William Donald Schaefer
Mayor

F. Pierce Linaweaver
Director

CHIEF ENGINEER Department Of Public Works
600 Municipal Office Building
Baltimore, Maryland 21202
752-2000

Francis W. Kuchta
Deputy Director

March 15, 1973

Mr. Walter E. Woodford, Jr.
State Highway Administration
300 W. Preston Street
Baltimore, Maryland 21202

SUBJECT: Response to Draft Environmental
Statement
FIWA - MD - EIS - 73-01-D

Dear Mr. Woodford:

This will acknowledge the receipt of the State of Maryland's draft environmental statement in connection with (1) relocated U.S. 40 - Northwest Expressway from Baltimore City Line to Reisterstown; (2) relocated Maryland 30 and Maryland 140; (3) Phase I Rapid Transit from Baltimore City Line to Owings Mills.

Please be advised that we have no adverse comments in areas of Public Work interests provided those matters contained on our letter of January 13, 1972 (Baltimore City Bureau of Engineering's response to Coordination Process and included in the D.E.S. data) are properly coordinated early in design. We also request that administrative processes be undertaken to assure the construction of that portion of Wabash Avenue required to complete the highway system north of Patterson Avenue and the accommodation of proposed water distribution facilities in this same area.

Sincerely,

DIRECTOR

EDM:slc

cc: Mr. C. Edward Walter
Mr. Wm. E. Riley
Mr. R. Kretzschmar
Mr. Wm. Hasfurther

Response to Comment -

The recommended alternate does not include the extension of Wabash Avenue, north of the Baltimore City Line.

CC - Mr. Davis
Mr. P. ...
Mr. F. ...

WSW 253
171-17

U

PINE RIDGE ASSOCIATION, INC.

1325 Harden Lane
Pikesville, Maryland 21208

March 15, 1973

RECEIVED

MAR 20 1973

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

Honorable Harry R. Hughes, Secretary
Department of Transportation
Friendship International Airport
P. O. Box 8755
Baltimore, Maryland 21240

Re: Northwest Expressway and Rapid Transit

Dear Secretary Hughes:

The Pine Ridge Association, Inc., representing over seventy households several hundred yards from the proposed Old Court Road station of the Rapid Transit station, at a meeting of its membership on March 14, 1973, upon motion duly made, seconded and carried, passed the following Resolution:

"RESOLVED, that the Pine Ridge Association, Inc. expresses its support for the construction of the Northwest Expressway and the northwest segment of Phase I of the Rapid Transit System as presently proposed, subject to the conditions listed below. This provisional support is based upon a demand and anticipation that those political subdivisions and administrative agencies which are responsible, after consultation with and input from the communities effected, shall take every possible measure to minimize the adverse impact of these public facilities upon the tranquility of residential communities along the right-of-way of the Rapid Transit Line and the Northwest Expressway, and in the vicinity of the transit stations and the interchanges. The specific attention of these administrative agencies and political subdivisions should be directed, but not limited, to the following critical concerns:

Honorable Harry R. Hughes, Secretary
March 15, 1973
Page Two

U

354

1. Comprehensive land use plans should be adopted, preventing any high density residential, and any commercial or industrial encroachments whatsoever in residential areas.
2. Feeder roads along the established major routes to serve station areas and interchanges, minimizing the use for such purposes of side streets serving established residential communities, should be constructed or improved.
3. Parking for Rapid Transit and highway users on streets serving private residences should be prohibited.
4. Adequate feeder bus services to and from stations, in order to minimize automobile traffic, should be provided.
5. To the fullest extent possible, noise levels should be limited by using the latest technologies available to attain that desired goal.
6. In order to enhance the aesthetic effect of these public facilities, they should be constructed in tunnel, by depressing them, or they should be shielded by substantial landscaping or other attractive barriers.
7. Evidence of highway or Rapid Transit plans or construction should not be admissible in evidence in zoning hearings in order to show change in the character of the neighborhood.
8. Hearings on petitions for rezoning of any property within one-quarter (1/4) mile of the right-of-way of the Northwest Expressway or the Rapid Transit Line and one-half (1/2) mile

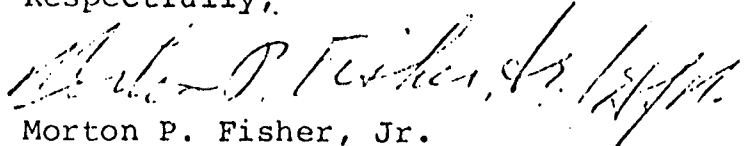
Honorable Harry R. Hughes, Secretary
March 15, 1973
Page Three

U 355

of a Rapid Transit station or an inter-
change should be held at night, in a
public facility in the councilmanic
district effected, after adequate
newspaper notice of such hearing, and
after a notice of such hearing has
been timely mailed to every property
owner within one-quarter (1/4) mile
of the land which is the subject of
the rezoning petition."

Your favorable action, now and throughout the
planning and construction of the Northwest Expressway
and Phase I of the Rapid Transit System, would be
greatly appreciated by the Pine Ridge Association,
Inc. We stand ready at any time to meet with you or
your appropriate representatives, and planners in
Baltimore County, to help develop a publicly accept-
able plan for the implementation of these facilities.

Respectfully,



Morton P. Fisher, Jr.
President
Pine Ridge Association, Inc.

cc Mr. Walter Addison
Mass Transit Administrator
1515 Washington Boulevard
Baltimore, Maryland 21230

Mr. James O'Donnell
Acting State Highway Administrator
300 West Preston Street
Baltimore, Maryland 21201

Mr. Vladimir Wahbe, Secretary
State Department of Planning
301 West Preston Street
Baltimore, Maryland 21201

Honorable Dale Anderson
Baltimore County Executive
County Office Building
111 Chesapeake Avenue
Towson, Maryland 21204

356

U

Honorable Harry R. Hughes, Secretary
March 15, 1973
Page Four

cc (cont.)

Charles Heyman, Esquire, Chairman
Baltimore County Planning Commission
County Office Building
111 Chesapeake Avenue
Towson, Maryland 21204

Mr. William Fromm, Director
Department of Planning
County Office Building
111 West Chesapeake Avenue
Towson, Maryland 21204

Response to Comment -

The State Highway Administration appreciates the support of the Pine Ridge Association in regard to the proposed Northwest Expressway and Phase I Rapid Transit System, and assures the Association that adequate feeder roads and bus service will be provided to transit stations as well as appropriate noise reducing barriers and attractive landscaping. The other 4 conditions noted in the Association's letter: - comprehensive land use plans; parking restrictions near transit stations; evidence in zoning hearings; and hearing requirements on petitions for property re-zoning in the vicinity of the proposed project - are items subject to local governmental processes in Baltimore County and should be given serious consideration by the County.

J. COMMENTS RECEIVED AT THE CORRIDOR LOCATION PUBLIC HEARING:

357

The Public Hearing for the Northwest Expressway from Patterson Avenue in Baltimore City to the Baltimore Beltway and a portion of the Phase I Rapid Transit was held at the Sudbrook Junior High School in Pikesville, Maryland on April 4th and 5th, 1973. A separate Public Hearing for the section of the Northwest Expressway from the Baltimore Beltway to Reisterstown and a portion of the Phase I Rapid Transit was held at the Franklin Senior High School in Reisterstown, Maryland on April 11th and 12th, 1973. These public hearings were publicized in the local media; and in keeping with Federal Law and Maryland Department of Transportation procedures, a public notice announcing the date and subject of the public hearings was published in the Morning and Evening Suns, the News-American, the Baltimore Afro-American, the Jeffersonian, the Northwest Star and the Community Times, a minimum of 30 days prior to the hearings, and a second time between 5 and 12 days prior to the hearings.

The agenda for each of the Public Hearings covered the following information:

1. A description of the highway alternates within the limits specified for each public hearing.
2. A description of the Phase I Rapid Transit System within the specified limits for each public hearing.
3. A discussion of the land acquisition and relocation assistance program.
4. A presentation of the environmental considerations.

This information was presented to fulfill Federal requirements for Public Hearings.

Following these presentations, the public was invited to comment in accordance with hearing guidelines which were distributed on the date of each hearing, and which are the same as the provisions which appeared in the public notices and also made available at each public information meeting.

All Public Hearing testimony, including the official project presentation and the testimony of each individual speaking at the hearings, was recorded by public stenographer and tape recorder. The testimony was then transcribed into four separate volumes, one for each hearing date held on April 4, 5, 11 and 12, 1973. A copy of the Public Hearing testimony is publicly available for inspection at the State Highway Administration's District No. 4 Office building located in Brooklandville, Maryland.

358

The Public Hearing testimony has been carefully reviewed and, where necessary, additional studies were made to properly evaluate the comments. The items included in this Section summarize the major concerns expressed in the testimony along with a discussion and the disposition of the various comments and suggestions.

Index of
Public Hearing Comments

<u>Item</u>	<u>Page</u>
Means of controlling the volume of traffic at Wabash Avenue in Baltimore City	J-4
Study of Gwynns Falls showing the effect of the project on the floodplain and methods of controlling storm runoff	J-4
Sanitary sewage problems relating to the project	J-9
Sudbrook Park as a National Historic Site (See Volume II - Section 4(f) Statement)	J-10
The relocation of Sudbrook Road over the Northwest Expressway and the Western Maryland Railway	J-11
Provide an interchange between Old Court Road and the Northwest Expressway	J-11
Provide minimal improvements to Reisterstown Road; Rebuild the Reisterstown Road - Beltway Interchange; Build a Bypass of Reisterstown; Combine Rapid Transit with improvements to Reisterstown Road; Build a Rapid Transit System, but do not build the Northwest Expressway	J-11
Feeder and Access Roads	J-12
Feeder Bus System	J-12
Changes in land use, population growth and commercial and industrial development resulting from each alternate	J-13
Land Use Planning around Rapid Transit Stations	J-13
System-wide impacts of the project on I-695, I-83 and City Streets	J-13

359

Index of
Public Hearing Comments

<u>Item</u>	<u>Page</u>
Thermal Pollution	J-14
Right-of-Way required from Sudbrook Park	J-14
Adequate Parking at Rapid Transit Stations	J-15
Access across Expressway for emergency vehicles	J-15
Safe Transportation	J-15
Effect on Property Values	J-16
Noise Levels	J-16
Air Quality	J-16

Locate the Northwest Expressway closer to the Western Maryland Railway in the vicinity of the Baltimore Beltway (Alternate 5):

The location study developed as Alternate 5 is included in this Final Environmental Statement. See Volume I, page D-16.

Revise the Rapid Transit Station and Interchange Concepts at McDonogh Road and in the vicinity of Owings Mills (Alternates 2A and 2B):

The project studies developed as Alternates 2A and 2B are included in this Final Environmental Statement. See Volume I, page D-45 and D-46, respectively.

Revise the terminal connections of the Northwest Expressway and Relocated Maryland Route 30 in the vicinity of Reisterstown (Alternate 6):

The project study developed as Alternate 6 is included in this Final Environmental Statement. See Volume I, page D-55.

360

Means of Controlling the Volume of Traffic at
Wabash Avenue in Baltimore City

Based on traffic data developed for the studies presented at the Public Hearing, concern was expressed over free-flowing expressway traffic entering Baltimore City and causing traffic problems at the Wabash Avenue-Patterson Avenue signalized at-grade intersection. In order for this congestion to be minimized or eliminated, two construction proposals and one operational proposal were studied. The construction proposal involves a lane reduction through the Milford Mill Interchange, and the combining of the MTA parking lot entrance road and the southbound Expressway ramp from Milford Mill Road into one ramp. The operational proposal was concerned with traffic monitoring. The results of this study indicated that traffic monitoring would not be necessary until 1980.

The details of this study have not been included in this Final Statement because the recommended alternate proposes that the Northwest Expressway be terminated at the Baltimore Beltway, with no roadway construction from the Beltway south to the City Line. Under these conditions, there is no Expressway traffic entering Baltimore City on Wabash Avenue.

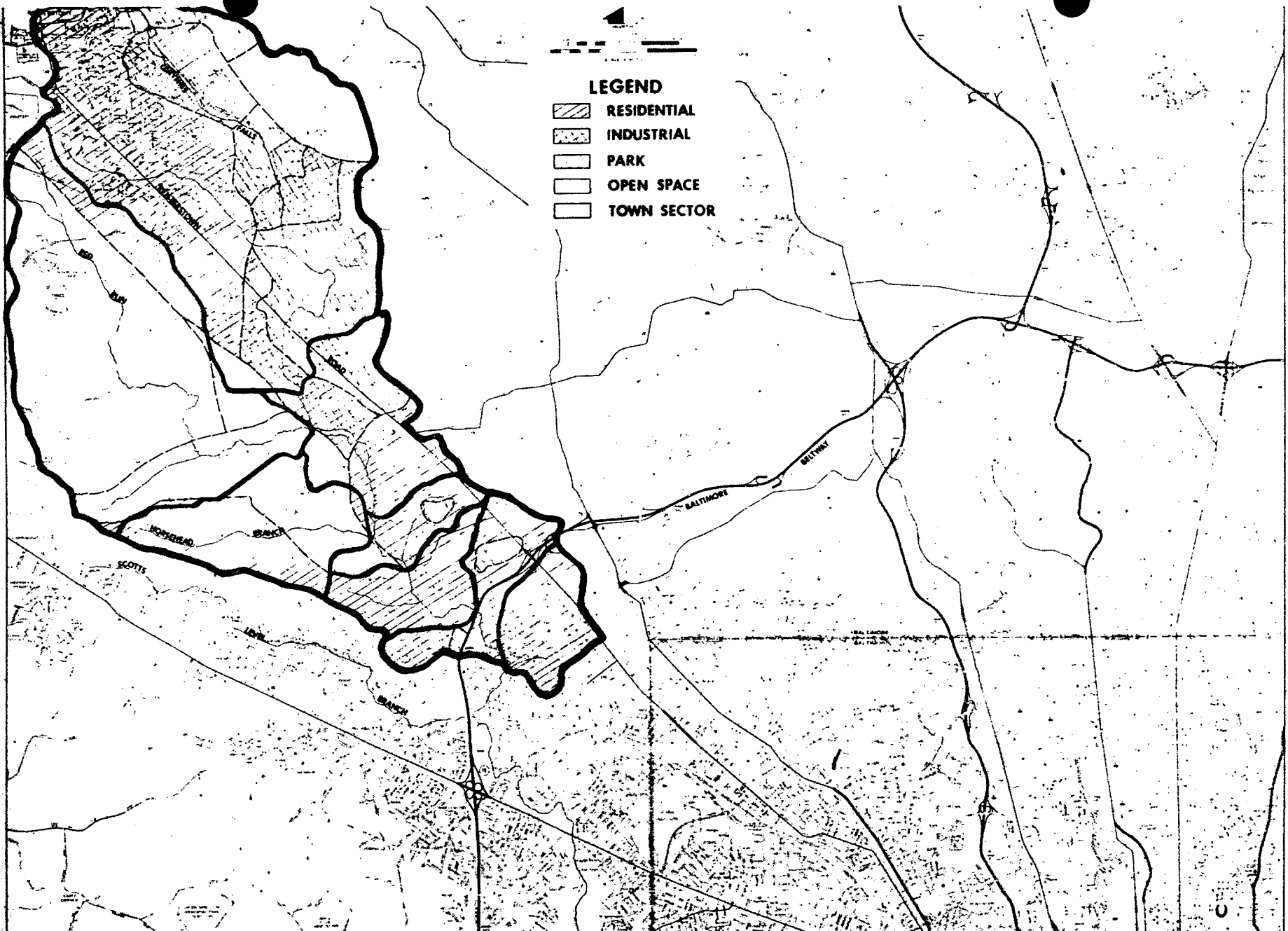
Study of Gwynns Falls showing the Effect of the Project on the
Floodplain and Methods for Controlling Storm Runoff

Studies have been made along the Gwynns Falls stream valley in order to determine what effect the proposed Northwest Expressway/Rapid Transit project and subsequent development would have on the floodplain and to investigate various proposals that would minimize any increase in storm flow runoff and erosion resulting from the construction of the Expressway.

a. Studies showing the Effect of the Project on the Floodplain

A combined drainage area and land use map (See Drawing No. 24) was prepared for use in computing estimated runoff figures at various locations in the watershed. The latest projected land uses for this area were obtained from Baltimore County's 1980 Guideplan. Based on these updated land use factors, the following chart shows the acreage and runoff coefficients used for computing the discharge of a 100-year frequency storm at ten locations along Gwynns Falls from Painters Mill Road to south of Old Court Road.

The estimated volume of storm water runoff for the 100-year storm was used to compute the width and depth of the Gwynns Falls floodplain, with and without the influence of the proposed Northwest Expressway in the vicinity of Red Run and from north of the Baltimore Beltway Interchange to south of Old Court Road.



- LEGEND**
- RESIDENTIAL
 - INDUSTRIAL
 - PARK
 - OPEN SPACE
 - TOWN SECTOR

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
MASS TRANSIT ADMINISTRATION

NORTHWEST TRANSPORTATION CORRIDOR
 Relocated US Route 40 Phase I Rapid Transit System
 Baltimore City Line to Restlerstown
 RUMMEL, KLEPPER & KAHL • CONSULTING ENGINEERS

NORTHWEST EXPRESSWAY & RAPID TRANSIT
GWYNNS FALLS FLOOD STUDY
DRAINAGE AREAS & PROPOSED LAND USE



10/21

362

Gwynns Falls Watershed
Acreege and Runoff Coefficients

<u>- Location -</u>	<u>Open</u> <u>Space</u> <u>C=.20</u>	<u>Park</u> <u>C=.25</u>	<u>Residential</u> <u>C=.35</u>	<u>Town</u> <u>Sector</u> <u>C=.75</u>	<u>Industrial</u> <u>C=.85</u>	<u>Total</u> <u>Acres</u>
Painters Mill Rd. over Gwynns Falls	665	1,633	2,622	111	1,236	6,267
Northwest Expwy. over Red Run	3,388	712	535	182	-	4,817
Northwest Expwy. over Gwynns Falls south of Painters Mill Road	4,053	2,345	3,157	293	1,508	11,356
McDonogh Rd. over Gwynns Falls	4,053	2,855	3,672	293	1,529	12,402
Mt. Wilson Rd. over Gwynns Falls	4,053	3,559	4,747	293	1,529	14,181
Northwest Expwy. over Gwynns Falls north of Baltimore Beltway	4,053	3,559	5,345	293	1,529	14,779
Baltimore Beltway over Gwynns Falls	4,053	3,559	5,454	293	1,529	14,888
Old Court Rd. over Gwynns Falls	4,063	3,648	6,043	293	1,529	15,576
Northwest Expwy. over Gwynns Falls south of Old Court Rd.	4,063	3,649	6,489	293	1,529	16,023
Floodplain in Park Area south of Old Court Rd. at Silvercreek Rd.	4,063	3,649	6,489	293	1,529	16,023

363

The results of the floodplain computations made 100 feet south of the junction with Red Run show that the Northwest Expressway would limit the available floodplain on the west side of Gwynns Falls causing the depth of flow to increase by 0.1 feet. At this location, the width of floodplain on the east side of the stream would increase from 958 feet without the Expressway to 968 feet with the Expressway.

In the vicinity of the Baltimore Beltway, a Floodplain Plan (See Drawing No. 25) has been prepared to graphically show the limits of the computed 100-year floodplain, both with and without the proposed Expressway. Also shown on this plan for comparative purposes are the floodplain limits of Tropical Storm Agnes, which was plotted from actual field observations made by Baltimore County, and the limits of a computed 5-year frequency storm without the influence of the Northwest Expressway.

The resulting impact of constructing the Northwest Expressway in the Gwynns Falls floodplain is generally so small that the change cannot be shown on the enclosed plan for the major part of the study area. The several locations where a difference can be shown in the 100-year floodplain with and without the Expressway, are described below with a brief explanation of the difference.

- Location -	Floodplain Limits in Feet (100-Yr. Storm)		
	<u>West of Stream</u>	<u>Depth in Channel</u>	<u>East of Stream</u>
2000 feet north of Beltway -			
Without Northwest Expressway	33	8.1	539
With Northwest Expwy. over Gwynns Falls	35	8.5	248

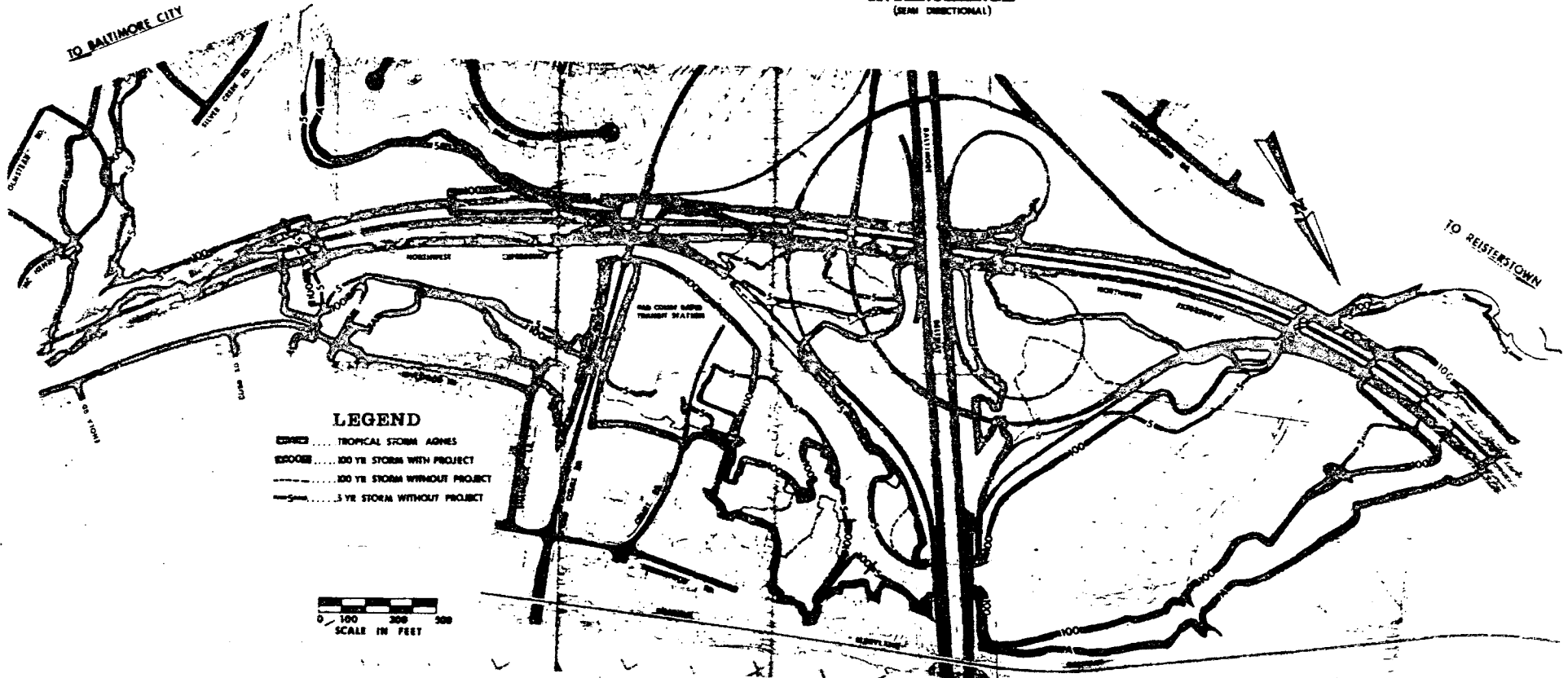
The proposed Northwest Expressway embankment reduces the width of floodplain on the east causing the increased depth of flow (5 inches). The steep bank of the stream limits the floodplain width on the west side to an increase of 2 feet.

1000 feet north of Beltway -			
Without Northwest Expressway	939	8.3	75
With Northwest Expressway ramp	742	8.2	73

The reduction in width of floodplain on the west due to the proposed Beltway ramp is balanced by an increase in velocity causing the depth of flow to remain essentially the same. The change in width of floodplain (2 feet) on the east side is minor because of the steep bank adjacent to the railroad.

NORTHWEST EXPRESSWAY

BALTIMORE BELTWAY INTERCHANGE
(SEMI-DIRECTIONAL)



LEGEND

- TROPICAL STORM ADGES
- 100 YR STORM WITH PROJECT
- 100 YR STORM WITHOUT PROJECT
- 3 YR STORM WITHOUT PROJECT



<p>Massachusetts Department of Transportation STATE HIGHWAY ADMINISTRATION MASS TRANSIT ADMINISTRATION</p>	<p>NORTHWEST TRANSPORTATION CORRIDOR Relocated U.S. Route 1 Phase I Road Transfer System Baltimore City Lane 10 Interchange RUBINEL, KLEPPER & HAML, INC. 27507 12712</p>	<p>NORTHWEST EXPRESSWAY & RAPID TRANSIT SEVERE WINDS FLOOD STUDY CONSIDERATION OF STORM EFFECT SCALE: AS SHOWN</p>
--	---	--

DRAWING NO. 25

3/10/49

365

<u>- Location -</u>	<u>Floodplain Limits in Feet</u> <u>(100-Yr. Storm)</u>		
	<u>West of</u> <u>Stream</u>	<u>Depth in</u> <u>Channel</u>	<u>East of</u> <u>Stream</u>
400 feet south of Beltway -			
Without Northwest Expressway	203	12.8	519
With Northwest Expressway ramp	56	9.8	74

The proposed improvements to the existing relocated channel, including shaping and slope protection, will increase the velocity of flow and reduce the depth of the stream. This also pulls in the limits of the floodplain and will reduce flood damage through the Brittany Apartments.

700 feet north of Old Court Road -			
Without Northwest Expressway	505	11.8	481
With Northwest Expressway and RT Station	57	12.1	115

The existing channel flow is confined between the proposed Northwest Expressway ramp on the west side of the stream and the proposed rapid transit station parking lot on the east side. The channel improvements described above have minimized the increased depth of flow to 4 inches.

580 feet south of Old Court Road -			
Without Northwest Expressway	349	10.8	271
With Northwest Expressway	86	12.5	279

The proposed embankment reduces the width of floodplain on the west side causing the increased depth of flow (1'-8"). A steep rise in the existing terrain 275 feet east of the stream minimizes the effect on the width of the floodplain.

In summary, the runoff computations and floodplain studies made in the vicinity of Red Run, north of the Beltway and south of Old Court Road show that by constructing the project as planned there would be very little effect on the floodplain resulting from a 100-year storm. Slope protection planned for the existing channel south of the Beltway to Old Court Road would result in lowering the depth of flow with less potential damage to the Brittany Apartments.

Studies were also made on Gwynns Falls downstream from the project in the vicinity of the Silvercreek subdivision. The results of these

3/6/64

studies, as shown on the Floodplain Plan, indicate that the homes in Silver-creek would be flooded with or without the Northwest Expressway by the runoff from either a 5-year or 100-year storm. Further computations show that a 2-year storm would also rise over the banks of the stream and flood approximately the same number of homes as the 5-year storm.

b. Studies for Controlling Storm Runoff from the Project

U. S. G. S. Circular #554 "Hydrology for Urban Land Planning" and other drainage studies show that increased urbanization results in shorter times of concentration and increases in peak discharges for given storm recurrence intervals. The runoff associated with a 10-year frequency storm is the established criteria used in the design of storm sewer systems for highways of this type. The increased runoff resulting from the construction of paved areas and storm sewers can be controlled by retention systems that would restrict the peak discharge from a 10-year storm to approximately that discharge that would have occurred prior to construction of the highway.

Storage requirements would be designed for the retention of runoff from the entire graded width of highway including the paved areas for a 10-year storm with a 24-hour duration and released at the rate of a 2-year storm prior to construction. All on-site detention facilities would include overflow arrangements to provide for the emergency passage of major storms with a minimum risk to downstream property damage. It should be recognized that these detention measures are not intended to provide flood control in the traditional sense. These measures are designed to reduce the peak discharge of frequent minor storms into the stream channel, not to control major storms normally associated with flood flows.

In order to test the feasibility of this type of drainage control, a study was made to develop the required detention facilities for runoff from the proposed Northwest project from the Western Maryland Railway southerly to the Baltimore Beltway, including the entire interchange with the Beltway.

The method studied to control the runoff from the paved roadway and shoulder surfaces required a revision to the typical section to provide a swale in the graded area adjacent to the shoulder in fill as well as cut areas. Storm water from the paved areas would be collected in these swales and transferred to a storm sewer system via inlet structures. Various types of retention ponds or detention structures would be utilized for the storage of water from the storm drain system and for releasing it at a pre-determined rate. The detention system shown for the Northwest Expressway from the Western Maryland Railway south to the bridge over Gwynns Falls would require a storm system, as described above, discharging into a retention pond constructed adjacent to the east side of the project

367

and north of the Gwynns Falls channel. The retention pond would have a storage area of 38,000 cubic feet for the storm water runoff, which would then be released at a rate of 5.6 cubic feet per second (2-year storm) through a 15" pipe toward the stream channel. The second study location also shown on Drawing No. 25 consists of the Baltimore Beltway Interchange, an area of approximately 80 acres. Runoff from the paved areas of the existing Beltway, the proposed Expressway and all connecting ramps would be carried through pipes and in channels to the interior area of the loop type ramp in the northeast quadrant, which would be excavated for on-site retention. The storage area required for the runoff from the entire interchange area is 194,000 cubic feet. The storm water would be released at a rate of 50 cubic feet per second (2-year storm) through a 36" pipe leading to the stream channel on the north side of the Beltway. Similar type systems can be developed for the remainder of the Northwest Expressway and for the proposed Rapid Transit parking facilities; however, additional right-of-way may be necessary for the placement of retention ponds.

Land to be occupied by the project constitutes approximately 2 percent of the entire watershed and, to be truly effective, similar type controls must be required by Baltimore County for all new developments in the corridor. By implementing the system of retaining storm runoff with a controlled release, there would be no increases in peak discharges resulting from constructing the project for the large number of minor storms that occur in the region.

Due to the large volumes of water that would have to be stored, runoff from existing development and major floods can only be minimized by a flood control program for the entire length of Gwynns Falls. A flood control study has been prepared by Baltimore County to define the extent of the problem and to recommend the necessary procedures for controlling flood waters. These recommendations include the construction of impoundment ponds in the vicinity of the Woodlawn Cemetery, Horsehead Branch, Red Run and the Rosewood State School in order to control flood flows and the acquisition of certain homes now located in the 100-year floodplain. These capital improvements will be subject to a referendum in the upcoming election.

Sanitary Sewage Problems Relating to the Project

The unsanitary sewage conditions along Gwynns Falls, particularly from the Baltimore City Line to the Beltway, have become critical during the past few years. In fact, the situation became so serious that the Department of Health and Mental Hygiene placed a building moratorium on 57 square miles in the Liberty Road area until additional sanitary facilities can be constructed to relieve this health hazard. A number of speakers voiced concern at the Northwest Expressway/Rapid Transit Public Hearing that the construction of this project would aggravate an already serious sanitary problem by attracting new growth in the area.

368

A report was prepared for Baltimore County in September, 1973 on the Gwynns Falls Interceptor Sewer for its entire length from the Baltimore City Line to Reisterstown. This report shows that the existing Gwynns Falls Interceptor, constructed between 1930 and the late 1950's, was designed to accommodate an ultimate population of about 100,000. In 1970, the population of the area was 116,500 and is projected to reach 293,000 based on existing land use and zoning criteria. Changes in land use and zoning permitting more intensive development, together with increased per capita sewage generation, has produced dry weather sewage flows in excess of the existing interceptor capacity. Wet weather inflow to the system occurs precipitously, suggesting that storm water intrusion is principally from direct interconnection with storm water systems, rather than from ground water infiltration in the lower reaches of the study area. The absence of wet weather inflow in the Gwynns Falls Interceptor above the Baltimore Beltway leads to the inference that plumbing code requirements are being observed and enforced in more recent construction, and that residential rain leaders, areaway drains and foundation drains are separated from the sanitary system.

The report recommends the reinforcement of the existing Gwynns Falls, Scotts Level Branch and Powder Mill Branch interceptors as required to accommodate design year (2020) dry weather flows, for a program of disconnecting residential rain leaders and areaway drains from the sanitary system, and for necessary repairs to the existing interceptor sewers and manholes to minimize inflow through manhole covers and infiltration through subsurface leaks.

Baltimore County has accepted the basic recommendations made in the Gwynns Falls Sewer Report and authorized the design and preparation of contract plans for a new Gwynns Falls interceptor sewer. A scheduled date of 1978 has been estimated for the completion of the Gwynns Falls reinforcement interceptor for its entire length from the Baltimore City Line to Reisterstown. Baltimore County also proposes to initiate a pilot program to eliminate illegal connections to the existing sanitary system. The completion of this plan in 1978 will resolve all existing sewage problems in the County portion of the Gwynns Falls drainage basin and provide sufficient capacity for any growth accelerated by the Combined Expressway/Rapid Transit Project for the design year 2020.

Sudbrook Park as a National Historic Site

Sudbrook Park was placed on the National Register of Historic Places on June 19, 1973 requiring the preparation of a 4(f) Statement. The Section 4(f) Statement for the Sudbrook Park Historic District has been included in Volume II of this Final Environmental Statement.

369

The Relocation of Sudbrook Road over the Northwest
Expressway and the Western Maryland Railway

Alternate 2 as presented at the Public Hearing proposed that Sudbrook Road be relocated several hundred feet to the north and that the existing bridge over the railroad be closed to traffic. Because of the historic status given to Sudbrook Park and the importance of maintaining the existing road system as originally developed, the State Highway Administration has abandoned the Sudbrook Road relocation proposal in order to retain the gateway effect into the Historic District. A modern bridge in the same location will be constructed over the Railroad and proposed Rapid Transit Facility.

Provide an Interchange between Old Court Road
and the Northwest Expressway

The interchange at the Baltimore Beltway (I-695) and the proposed Northwest Expressway is located approximately 1200 feet northwest of the suggested interchange at Old Court Road, which is far less than the minimum desirable interchange spacing of one mile. An interchange at Old Court Road, in addition to that proposed at the Beltway, would create tremendous operational problems even with the use of collector-distributor roadways. The acquisition of two public recreation areas, Gwynnvale Park and Sudbrook Park, would be required, and Federal Law, Section 138, Title 23, U.S.C. permits the use of publicly-owned parks and recreational areas for highway purposes, only if there is no feasible and prudent alternative to the use of such land. The recommended alternate proposes that the highway portion of the project be terminated at the Baltimore Beltway, with no highway or interchanges south of that point.

Provide Minimal Improvements to Reisterstown Road
Rebuild the Reisterstown Road-Baltimore Beltway Interchange
Build a Bypass of Reisterstown
Combine Rapid Transit with Improvements to Reisterstown Road
Build a Rapid Transit System - Do Not Build the Northwest Expressway

Population growth and commercial development in the Northwest Corridor has been anticipated and projected in both Baltimore County's "1980 Guideplan", prepared in 1972 by the County Office of Planning and Zoning, and in the General Development Plan for the Baltimore Region, prepared and adopted in December, 1972 by the Regional Planning Council. The Northwest Corridor is one of the planned growth areas indicated in the County's Guideplan, particularly in the vicinity of the proposed Sector Center, because of the current availability of water service, the proposed Gwynns Falls sanitary sewer system reinforcement, which is scheduled to be constructed and in

operation from the Baltimore City Line to Reisterstown by 1978 and the improved accessibility offered by the proposed Northwest Expressway/Rapid Transit project. The travel desires resulting from this growth have been projected for the design year of 1995, and are summarized as follows. It is estimated that a total daily patronage of 48,500 will utilize the Rapid Transit Facility in 1990. The projected average daily traffic volumes on the Northwest Expressway in 1995 range from a minimum of 26,000 in the vicinity of Reisterstown, to a maximum of 85,000 north of the Baltimore Beltway (I-695). These trips are in addition to the 20,000 to 42,000 ADT projected for existing Reisterstown Road. None of the proposals listed above; i. e. to provide minimal improvements to Reisterstown Road such as a median, progressive signalization, parking restrictions, turn controls, widening at intersections and green signal time in excess of 50 percent; to rebuild the Reisterstown Road-Beltway Interchange; to build a bypass of Reisterstown; to combine Rapid Transit with improvements to Reisterstown Road; or to build a Rapid Transit System without the Northwest Expressway can accommodate the projected travel desires for the Northwest Corridor. The Reisterstown Road-Baltimore Beltway Interchange, being improved at the present time, and the widening of existing Reisterstown Road has been included in the 1975-1994 Maryland 20-Year Highway Needs Study. Existing Reisterstown Road, even with all of the suggested improvements, could only accommodate 20,000 to 25,000 ADT operating at a desirable Level 'C' Service. All three proposals - Northwest Expressway, Phase I Rapid Transit and the Improvements to Existing Reisterstown Road are needed to meet the projected transportation requirements for the 1995 design year, in addition to the improvement to all arterial roads crossing the corridor, particularly those providing access to the Northwest Expressway/Rapid Transit Facility.

Feeder and Access Roads

A number of citizens expressed concern at the Corridor Public Hearing regarding the impact of additional traffic volumes on feeder streets leading to the proposed Rapid Transit Station Sites and Expressway interchanges and the proposed planning to improve these secondary roads, as required to provide an adequate level of service for the traffic projections. An analysis of the approach roads has been included in this Final Statement. See Volume I, page C-10.

Feeder Bus System

The complementary feeder bus system proposed for operation in support of the Phase I Rapid Transit System will be the subject of a study by the Mass Transit Administration in the near future. The study will be approached in a comprehensive manner, including the type and size of bus to be placed in service in the Northwest Corridor, bus headways and the location of feeder bus routes.

371

The combination of rail rapid transit and a feeder bus system would greatly reduce the long haul passenger service now totally provided by an existing bus system and provides the opportunity to increase transit service in areas such as Randallstown and Reisterstown. Conceptually, this would reduce the number of bus miles per transit patron required in the Northwest Corridor, and should be considered as a positive impact in that area.

Changes in Land Use, Population Growth, and Commercial and Industrial Development Resulting from each Alternate

The changes in land use, population growth and commercial development resulting from the proposed project has been taken into consideration by Baltimore County's Office of Planning and Zoning in the preparation of the 1980 Guideplan. To graphically show these projected changes, two land use maps (Drawings No. 7 and 8) are included in the Final Statement. A verbal description of existing and proposed land uses and commercial development along the project corridor is included in this Final Statement. See Volume I, page B-4.

The broad scale effects on development over a large area for each alternate presented at the Public Hearing has also been discussed in this Final Statement as a result of a comment by the U. S. Department of Housing and Urban Development and the Baltimore Regional Planning Council. See Volume I, page C-1 for Alternates 1 and 2, and Volume I, pages D-8 and D-12 for Alternates 3 and 4.

Land Use Planning Around Rapid Transit Stations

The location of the Rapid Transit Stations were developed to be compatible with the General Development Plan for the Baltimore Region and also with the development guidelines of Baltimore County. At this time, the responsibility of land development adjacent to station areas is not with the Mass Transit Administration or any other modal administration of the Maryland Department of Transportation. The local jurisdiction remains the controlling authority in the area of zoning and land use controls.

System-Wide Impacts of the Project on I-695, I-83 and City Streets

Traffic data developed for the "Baltimore Region Environmental Impact Study" (BREIS) has been refined for use in the Northwest Corridor, and traffic volumes were developed for the Northwest Expressway, the Beltway and other roads in the highway system of the General Development Plan. Using this traffic data projected to the 1995 design year, and assuming

372

that these highways will be improved in accordance with recommendations in the 1975-1994 Maryland 20-Year Highway Needs Study, the system-wide impacts in terms of Level of Service are listed below for highways that could be affected by traffic from the proposed Northwest Expressway.

<u>- Location -</u>	<u>1995 Level of Service</u>
I-70 - East of Beltway (I-695)	E (6 lanes)
I-695 - South of Northwest Expressway	E (8 lanes)
I-695 - North of Northwest Expressway	E (8 lanes)
I-83 - South of Beltway (I-695)	E (6 lanes)
Reisterstown Road - Inside Beltway	*F (4 lanes)
Liberty Road - Inside Beltway	*F (4 lanes)

* Assumes no operational improvements.

Thermal Pollution

A research of this subject failed to uncover any information or authoritative studies relating paved surfaces to a change in ambient air temperature in the vicinity of a proposed highway project. An educated deduction leads us to believe that the highway project itself (with long and narrow land use requirements) would have an insignificant and unmeasurable effect on ambient air temperature. Increased development in the Northwest Corridor, which could occur with or without the Expressway, involving large areas of land use change from a rural wooded setting to an urban dwelling or commercial environment may cause a gradual increase in ambient air temperature over the years of development. A quantitative value of this increase would be, at best, a projected estimation and its effect on existing land use would be different at each location in the corridor, depending on elevation, contours, percentage of existing development, wooded area or open fields, meteorological conditions, etc.

Right-of-Way Required from Sudbrook Park

A part of the Sudbrook Park playground was inadvertently constructed on a parcel of land previously purchased by the State Highway Administration for the proposed Northwest Expressway. This particular 4.4 acre parcel was designated as Extra Land, based on the 1960 plans for the Expressway, and concern has been expressed that the State cannot assure the County Department of Recreation and Parks that this land will not be used for Expressway or Rapid Transit construction. The State Highway answered this concern as much as possible in a letter dated April 3, 1972 to the Department of Recreation and Parks. The letter cited the procedures to be followed, and the approvals that must be obtained, in order to determine the possible effect on Sudbrook Park. In the absence of approvals and details at this time, the State advised the County that none of the alternatives under consideration seem to encroach on the property more than originally contemplated on the

1960 right-of-way plats 28767 and 28768 and that more definitive information will become available after receipt of design approval and preparation of final metes and bounds right-of-way plats.

373

Adequate Parking at Rapid Transit Stations

Based on patronage projections made by the Mass Transit Administration, the estimated number of patrons and vehicle traffic data has been determined for the peak hours and mode of travel at each station site. This information has been converted into approximate space requirements for buses, kiss-n-ride vehicles and park-n-ride vehicles. The parking lot size at Milford Mill Road and Owings Mills has been planned to accommodate the projected vehicle usage; however, the parking area at Old Court Road is restricted in size by the unavailability of land in the vicinity of the station and the parking demand is estimated to exceed its planned capacity.

Access Across Expressway for Emergency Vehicles

Bridge structures have been proposed at all arterial and collector streets that presently cross the Northwest Expressway project. Travel times and patterns across the Northwest Corridor between Reisterstown Road and Liberty Road will remain unchanged or be improved by virtue of the Expressway project not only for emergency vehicles but for all cross corridor traffic. Bridges are proposed at Milford Mill Road, Sudbrook Road, Old Court Road, Baltimore Beltway, Mount Wilson Lane, McDonogh Road, Painters Mill Road, Dolfield Road, Pleasant Hill Road, Church Lane, Cherry Hill Road, Berrymans Lane, Glyndon Drive Extended, Cockeys Mill Road, Westminster Pike and Butler Road Extended. One of the benefits of the proposed Expressway is reduced travel times for emergency vehicles with destinations in the northwest or southeast direction in the corridor.

Safe Transportation

Accident statistics for the Northwest Expressway were compared to the alternate for improving Reisterstown Road and to the existing road without improvement on the basis of historical studies on similar type highways throughout Maryland. One speaker at the Public Hearing indicated that the Northwest Expressway project would not provide safe transportation, and that "The State Highway Administration has been fooling us with their figures showing how super safe this road will be".

Accident rates published in "Public Roads - September, 1972" shows that Maryland's accident rate predicted for this project is comparable to the national average on Interstate Freeways included in this publication.

Effect on Property Values

The State Highway Administration's claim that property values will increase in the vicinity of a modern and efficient transportation system was general in nature, and is true when taken in that context. There is no question that some properties will be adversely affected by a project of this magnitude and the number of residences and businesses that must be removed and people who must be displaced are included in this Final Statement. Relocation assistance and payments will be provided by standard procedures now in effect, in accordance with the Federal Highway Administration's IM 80-1-71. A detailed description of the standard procedures for property acquisition and relocation assistance was also made at both Public Hearings, and is included in the transcript of these Hearings.

Noise Levels

Ambient noise levels and the acoustic impact from the project are described in this Final Statement. See Volume I, page C-37. The increase in noise levels and the provisions to minimize adverse impact from noise was a very real concern expressed by a number of speakers at the Public Hearing.

Noise reducing barriers or devices will be carefully studied by the State Highway Administration not only to meet the national standards established by the Federal Highway Administration's FHPM 7-7-3, but also in those areas subjected to a substantial decibel increase over ambient. In order to reduce the noise generated by the project, noise barriers may consist of earth mounds, vertical walls or their equivalent, depressed roadway gradients or a combination of these devices. Additional studies will be necessary to determine the proper procedure at each noise sensitive location.

Air Quality

The air quality analysis developed in the Draft Statement has been revised and is currently based on traffic data developed with the "Baltimore Regional Environmental Impact Study" (BREIS). The revised air quality impact has been included in this Final Statement. See Volume I, page C-58.

K. COMMENTS RECEIVED ON SUPPLEMENT TO DRAFT ENVIRONMENTAL STATEMENT:

375

Index of Letter Comments Received on
Supplement to Draft Environmental Statement/Section 4(f) Statement
(FHWA-MD-EIS-73-01-DS)

<u>Letter Designation</u>	<u>Agency</u>	<u>Date of Letter</u>
A	U.S. Department of Agriculture - Soil Conservation Service	11/13/75
B	The Sudbrook Club	11/17/75
C	City of Baltimore	11/24/75
D	U.S. Environmental Protection Agency	11/26/75
E	Mrs. Jessa K. Goldberg	11/26/75
F	Baltimore County Historical Society, Inc.	12/1/75
G	Old Court Estates Improvement Association, Inc.	12/6/75
H	Baltimore County - Office of Planning & Zoning	12/9/75
I	Not Used	
J	Metropolitan Clearinghouse Regional Planning Council	12/12/75
K	Better Air Coalition	12/16/75
L	Baltimore County Department of Public Works	12/15/75
M	Department of the Army	1/ 5/76
N	Maryland Department of State Planning	12/30/75
O	U. S. Department of the Interior	12/18/75
P	U. S. Department of Transportation-Office of Secty.	12/19/75

11-22 3712

UNITED STATES DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE - 4321 Hartwick Rd., Rm. 522
College Park, Maryland 20740

A

November 13, 1975

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

B698- -471

W. F. L. ...
CHIEF, DIVISION OF
HIGHWAY DESIGN

Dear Mr. Hajzyk:

This is in response to your October 24, 1975 letter to this office inviting comments on a supplement to the Draft Environmental Impact Statement for the Northwest Expressway and Phase I Rapid Transit in Baltimore County, Maryland.

We previously replied to the original Draft Impact Statement in a letter to Mr. Phillip Miller dated April 30, 1973. Our comments regarding this project are still the same as indicated in that letter.

We appreciate the opportunity to review this supplement. If we can be of further assistance, please let me know.

Sincerely,

Graham T. Munkittrick

Graham T. Munkittrick
State Conservationist

cc: R. M. Davis, Administrator
Office of the Coordinator
Council on Envir. Quality (5 copies)

RECEIVED

NOV 19 1975

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Response to Comment

The Soil Conservation Service is concerned with erosion control during the operational phase of the transportation system. A statement regarding this aspect of the project has been included in the final statement. See page C-36, this Volume.



377

A

RECEIVED

MAY 1 1973

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

Mr. Philip R. Miller, Chief
Bureau of Special Services
State Highway Administration
300 West Preston Street
Baltimore, Maryland 21201

Dear Mr. Miller:

This is in response to your February 21, 1973 letters to this office and to Dr. T. C. Byerly of USDA, Washington, D. C. inviting comments on a draft environmental statement for the Northwest Transportation Corridor dated January 29, 1973.

We believe this statement adequately provides for the care of sedimentation and erosion control during construction processes. A more positive position on erosion control during operations of the transportation system would strengthen the final statement.

We agree with the statements on page B-5 that Alternate location No. 1 would be more difficult for erosion control and would create added flooding problems. For these reasons location No. 2 would be more desirable.

We appreciate the opportunity to review this environmental statement and trust our comments are helpful. If we can assist you in these erosion control activities, let us know.

Sincerely,

Graham T. Munkittrick
GRAHAM T. MUNKITTRICK *acting*
State Conservationist

cc: Kenneth E. Grant, Administrator
Dr. T. C. Byerly
Council on Environmental Quality (10 copies)

RECEIVED

NOV 26 1973

WM. F. LINS, JR.
CHIEF, BUREAU OF
HIGHWAY DESIGN



THE JUDBROOK CLUB

PIKESVILLE, MARYLAND 21208

November 17, 1975

378
RECEIVED

NOV 19 1975

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Mr. Robert J. Hajzyk, Director
Office of Planning and Preliminary Engineering
State Highway Administration
300 West Preston Street
Room 209
Baltimore, Maryland 21201

RECEIVED

NOV 26 1975

Re: Supplement to Draft Environmental Statement
Section 4(f) Statement
Report Number: FHWA-MD-EIS-73-01-DS

WM. F. LINS, JR.
CHIEF, BUREAU OF
HIGHWAY DESIGN

Dear Sir:

We begin our reply to the Section 4(f) Statement by directing your attention to Page A-2, Para. 3, in which we find the "Project ---- accepted by local elected officials". As recently as June, 1975, Mr. Ted Venetoulis, the Baltimore County Executive, directed that a Task Force be formed and its findings presented to him concerning what the electorate of the area did or did not want. He would then decide what he would accept. The Task Force reported to Mr. Venetoulis but, as of this date, he has declined to endorse anything. Additionally, all three of our Representatives to the House of Delegates have been opposed to the original four alternatives.

B

To date, there are a total of approximately sixteen studies and/or alternates concerning the Northwest Expressway. We must ask:

- COMMENT No. 1 { 1. Who are these local officials who have accepted?
2. What "Project" have they accepted?

Under the "Need for the Project", A-6 through A-9, we find that a very bleak picture has been painted in so far as transportation in the Northwest Corridor is concerned. Specific attention has been given to Rt. 140 and 695. The following facts are conspicuous by their absence:

1. Rt. 26 has been widened and left turn lanes provided.
2. Rt. 140 has been widened and left turn lanes provided.
3. Rt. 695 has had its entrance and exit ramps improved.
4. The intersection of Rt. 140 and Rt. 695 is being improved.

Mr. Robert J. Majzyk
State Highway Administration
November 17, 1975
Page 2

379
B

All of these improvements have greatly improved traffic flow in the Northwest Corridor, thus, downgrading the need for an Expressway. Additionally, we see that Rt. 695 "approaches capacity during peak hours." The truth of the matter is that Rt. 695 is at capacity. So stated Mr. A. W. Noack, Jr. of Rummel, Klepper & Kanl at a meeting with our Organization in January of this year. Further, when asked if there was any truth in the statement that Rt. 695 would need to be widened two lanes in each direction to handle the increased load generated by the proposed Northwest Expressway, his answer was affirmative. We suspect that this fact has been deleted from every publication concerning this "Project" for fear that someone would ask the inevitable question. Where does the ribbon of concrete end?

Last, but not least, we find one small sentence addressed to the problem of improvement to arterial roads providing access to the "Project." This sounds like a simple, logical statement. Logical it is not and in another connotation it is simple.

First, if these arterials are not improved, our small community roads will be jammed with traffic creating noise and air pollution problems in addition to safety.

Second, the State has dumped the burden of responsibility for these improvements on Baltimore County. Baltimore County has no plans to improve these arterials at this time.

Third, if and when Baltimore County does improve these arterials, Sudbrook Park will have more of its property condemned (along Milford Mill Road) and will then have a four-lane highway on its southern border and the "Project" on its northern and eastern borders. Three out of four is a good average. With another three million dollars, and twenty more years, you should be able to find a way to completely encircle the Historic Community of Sudbrook Park with the ribbon of concrete.

Under the discussion of Alt. #3 (A-23), we find a new and disturbing statement. We are told that the possibility exists for the county to build, or have built, some type of road in the currently designated right-of-way. Our impression, through these many years, has been that any unused portion, or portions, of the right-of-way would be returned to the open market for purchase by individuals. We must now ask for a definite clarification on this point. If we must direct our efforts towards accomplishing this goal, we want to know about it NOW.

COMMENT No 2

Mr. Robert J. Hajzyk
State Highway Administration
November 17, 1975
Page 3

380

B

On D-23 we read that the ambient noise level in the corridor is 58dBA. Immediately below this statement, we find a chart which gives L_{10} readings for Alternate 8. How are we to believe that the introduction of four lanes of highway and two lanes of rapid transit will produce noise levels less than the ambient in three of the four locations listed? Additional proof is found in the Draft Environmental Impact Statement, on A-22, which gives current ambient levels at two locations in Sudbrook Park as being 72dBA and 57dBA at L_{10} level. The chart on D-23 of the Supplemental 4(f) Statement gives projected L_{10} levels less than current readings. THIS IS IMPOSSIBLE. Additionally, the Acoustics Comparison Chart on D-22 (4(f) Statement) is for "Alternates on New Location." What alternates? In an effort to clarify this, a phone call was made to Mr. Fred Gottemoeller on Wednesday, November 12, 1975. He stated that this data applied to all alternates. This also is impossible because all alternates do not contain the Expressway.

COMMENT No 3

Attachment No. 4 deals with the Public Information Meetings of December, 1974. We take special exception to the comments by Mr. A. W. Noack, Jr., of Kummel, Klepper & Kahl, concerning the flooding of the Gwynns Falls, the retention ponds and the treatment of noise. This community, as well as others, have publicly stated their belief that the "Project" will be a contributing factor towards flooding. Storm retention ponds designed on a ten year intensity storm level are ridiculous. Two Hurricanes (Agnes, June 22, 1972 and Eloise, September 25, 1975) at one hundred year intensity levels in (3) years SHOULD be convincing enough for anyone. Finally, the treatment of noise from the "Project" has not been adequately explained as evidenced by our past comments and the comments expressed in this reply. This writer has taken issue with Mr. Noack personally on these items and is at a loss as to why he would make erroneous comments such as found in the 4(f) Statement.

COMMENT No 4

On the positive side, we hope that you will note Mr. Noack's comments on the opposition to the extension of Wabash Avenue, as did Mr. Frank Hoppe.

We note, with reference to our previous question on Historic Boundary Lines, that "the Department has met with the Maryland Historical Trust and the National Advisory Council on Historic Preservation on numerous occasions concerning Sudbrook Park District." Not once have we been invited to attend and give input. As recently as November 11, 1975, Mr. Gunther Gottfeld,

Mr. Robert J Hajzyk
State Highway Administration
November 17, 1975
Page 4

381 B

John N. Pearce and Dane Ismart were observed making an on-sight inspection in Sudbrook Park. We discovered this quite by accident. We had assurances from Mr. Fred Gottemoeller, at the above referenced Task Force, that this would not happen again. Why does this continue to occur?

The reply to the question on the Signal Systems at Patterson Avenue and Milford Mill Road proves in your own words the design failure of the highway portion of the "Project". Your own traffic volume projections indicate a 22% overload in this area by 1995. Access to the "Project" would be denied at "peak hours" when it is needed most. The "overflow" would be directed back onto the very same alternate routes that the "Project" is supposed to relieve. This is another of the important reasons why the portion of the highway from the City Line to the Beltway should not be built.

There is a question on the EPA Mandate to reduce emissions from automobiles in the Baltimore region, specifically, Baltimore City. You do not accomplish this by designing and building a system which purports to make it easier to reach Baltimore City. As for closing the highway, who actually believes that after the expenditure of millions, serious consideration will ever be given to actually closing this system down? Out of curiosity, how would this be accomplished?

It has been pointed out that the Catalytic Converter, which was supposed to produce a 90% "assumed" reduction in pollution levels, is now producing pollutants of its own. Because these are "new pollutants and methods for predicting levels have not been developed", the problem is ignored. However, let us not panic, for when we discover that these pollutants are killing us, we can always develop a Catalytic Converter to clean up the First Catalytic Converter. As for the diesel engine, we know of no domestic automobile manufacturer who is considering its use. Foreign diesel powered cars are too expensive for the average American to buy.

Attached is a copy of a portion of this Community's presentation at the Northwest Expressway Task Force Meeting on June 2, 1975. This portion deals with our efforts to obtain data. It is interesting to note that the entire first six items have been deleted from this Supplemental 4(f) Statement. These items clearly demonstrated that information in a form that we could best use was not available to us. At the Task Force Meeting, we were advised that this policy would change. However, we still find people coming in and out of our Community making on-sight inspections without our knowledge. Again, we ask, why?

COMMENT #5

382 B

Even worse is the fact that Attachment No. 5 to the Supplemental 4(f) Statement is not acknowledged for what it really was. It was a Task Force initiated by Baltimore County Executive Ted Venetoulis with participation by not only the Sudbrook Club, but representatives from other Civic Groups affected by the proposed "Project." Likewise, the recommendations of the Task Force are not found in Attachment No. 5 either. For the record, that recommendation was as follows:

1. Delete the expressway within the Beltway, as found in Alternate 9A.
2. Delete the extension of Wabash Avenue from the City Line to Milford Mill Road.
3. Reduce the size of the Milford Station.
4. Reduce the size of the Old Court Station.
5. Reinstate the McDonough Road Station.
6. Initiate an intense study within the Beltway to determine accurate patronage figures.

The deletion of the above material causes us to have grave doubts about the integrity of those charged with the responsibility for the "Project." Events such as these only reinforce the need for Civic Groups to be the watchdogs over those who are paid to act responsibly in the public interest.

It is our opinion that the recommendation of the Task Force offers relief for the transportation problems of the Northwest Corridor while, at the same time, prevents the destruction of many small communities including Historic Sudbrook Park.

The combination Expressway - Rapid Transit Project might have worked well within the Beltway had it been implemented twenty years ago, before the area became highly developed. We believe the time has come for the Department of Transportation to stop fooling itself and trying to fool the Public. Let's move ahead with what is practicle and acceptable to the People who will have to live with it.

Sincerely yours,

THE SUDBROOK CLUB, INC.

John L. Dowell, III

John L. Dowell, III
Civic Improvement Committee
1018 Kingston Road
Sudbrook Park
Pikesville, Maryland 21208

III. Efforts to obtain data on Proposed Project

1. Draft Environmental Impact Statement

- A. Issued one copy shortly before April '73 Public hearing with resultant effect of not enough time to properly prepare for hearing.
- B. Extra copies of Impact Statement @ \$15.00 a copy not available.
- C. Check made at Virginia Printing Company - no copies available.

2. Transcript of Public Hearing

- A. Requested copy - offered to pay cost involved.
- B. Request refused.
- C. Finally received copy through efforts of Delegate Howard Needle.

3. Final Impact Statement

- A. Requested copy - offered to pay cost involved.
- B. Request refused.
- C. Placed on mailing list through efforts of Howard Needle and County Executive.

4. 4F statement - Same as #2 & 3

5. Large Scale Maps showing details of Project

- A. Requested copies - offered to pay cost involved.
- B. Request refused.
- C. Received maps May 23, 1975 through request of Howard Needle and County Executive.

6. Conclusion

- A. A deliberate effort on part of State has been made to withhold data and information on project from concerned, interested community organizations.
- B. Conclusion further substantiated by fact that such organizations have had to initiate requests periodically for information on project status.
- C. Further, the present meeting is a result of actions taken by community organizations - not the State.

384

Response to Comments by
The Sudbrook Club

Comment No. 1 - The Baltimore County Councilmen and General Assembly Delegation are the local elected officials who have indicated acceptance of the State's 20-Year Highway Needs Study, from which the continuing Five-Year State Highway Improvement Program is developed. The project referred to is Relocated U. S. Route 140 (Northwest Expressway), which is included in the 20-Year Highway Needs Study approved for 1975-1994 by Baltimore County. The approval is for budgeting purposes, and does not cover a specific route location. The route location is being studied through this Final EIS, and is subject to approval by Md. DOT and U.S. DOT.

Comment No. 2 - The Sudbrook Club is concerned regarding the statement in the Draft Section 4(f) Statement (FHWA-MD-EIS-73-01-DS) under Alternate 3 that some type of road could be built in the right-of-way currently designated for the proposed Northwest Expressway.

The statement concerning the possibility of another road was made in conjunction with Alternate 3 as an attempt to point out the pressures that could develop for adequate transportation if Alternate 3 turned out to be the selected recommendation. There are no current plans by the State or County for another type of road at this location.

Comment No. 3 - Noise Levels. The ambient noise level of 58 dBA on page D-23 of the Draft Section 4(f) Statement (FHWA-MD-EIS-73-01-DS) was noted as being the average ambient level in the corridor, excluding the ambient reading made on Reisterstown Road. Existing noise levels at specific locations do vary considerably from the average ambient as noted by the two noise measurements made in Sudbrook Park. The $L_{10} = 72$ dBA was measured near Milford Mill Road at Greenwood Road and the $L_{10} = 57$ dBA was measured at the intersection of Cliveden Road East & Cliveden Road West. The average $L_{10} = 58$ dBA was used for comparison to the

385

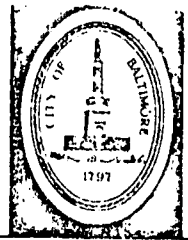
predicted noise levels as being representative of the actual existing noise levels in the vicinity of the expressway proposed with Alternate 8.

The noise levels predicted for the project through Sudbrook Park are relatively low because the entire expressway/transit facility with Alternate 8 was proposed to be placed in a tunnel under Sudbrook Road. This was one of the measures proposed to mitigate the adverse noise impact at this location.

- Comment No. 4 - Studies by the State and County to reduce the flooding of the Gwynns Falls is outlined in this Final Statement. See page J-4, this Volume.

- Comment No. 5 - Traffic no longer enters Baltimore City on Wabash Avenue with the recommended alternate; however, in answer to the question, traffic control would have been limited to closing the southbound Milford Mill Interchange ramp during critical traffic periods at the Wabash-Patterson intersection as determined by traffic monitoring devices.

WILLIAM DONALD SCHAEFER, Mayor
OFFICE OF THE MAYOR • CITY OF BALTIMORE
230 City Hall, Baltimore, Maryland 21202, (301) 396-3100



386

In reply refer to: MO-20

November 24, 1975

RECEIVED

DEC 2 1975

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Mr. Robert J. Hajzyk, Director
Office of Planning & Preliminary Engineering
State Highway Administration
P.O. Box 717
300 West Preston Street
Baltimore, Maryland 21203

Dear Mr. Hajzyk:

Enclosed is a copy of a staff review of the draft EIS on the Northwest Expressway, prepared by staff of the Department of Planning. You will note that they have raised a number of concerns which I feel are of serious import. I believe it would be prudent if your staff undertook the necessary technical work to answer the questions which they have posed and to respond in some detail to the differences in interpretation of the data which they have identified.

Although the issue of developmental considerations are touched on only lightly in this memorandum, these may have more consequence for both the City and the County than the purely transportation issues discussed by the Department of Planning staff. While I recognize that M-DOT is currently operating in an atmosphere of extremely tight funds, I would view with great concern the development of long-range plans, which will irrevocably shape the future of this region, based solely on the short-range financial considerations which appear to be weighing so heavily today.

I am, today, submitting a request for technical services to the Regional Planning Council asking for additional evaluation of the transportation issues in the Northwest Corridor, both highway and transit, supplemented by an evaluation of the developmental implications of following one or another of the options defined in the EIS. I believe that a full City response to the draft can only be made with this additional material in hand.

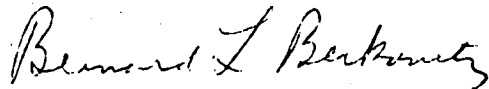
Mr. Robert J. Hajzyk
Page 2
November 24, 1975

387
C

It must be clearly understood that the City strongly supports the immediate development of the Northwest Rail Rapid Transit line; indeed, our major concern with the present conceptual development of the "joint facility" is that it is one likely to undermine the development of the transit line. Scarce funds appear likely to be diverted from needed transit construction to a highway project of questionable utility. Worse, the highway segment--outside the Beltway and beyond the limits of the transit line--may well tend to establish an auto orientation to the new development which will be hostile to increased transit utilization over both the short and the long-term future.

I am, therefore, formally requesting that no action be taken to secure final approval of this document from the US-DOT until we have had the opportunity to review these additional technical studies.

Sincerely,



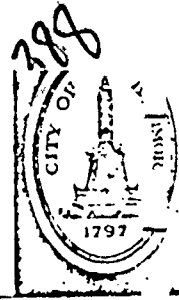
Bernard L. Berkowitz
Physical Development Coordinator

CC: Larry Saben, Md-DOT
Harry Hughes, Secretary-Md-DOT
Bernie Evans, State Highway Administrator
Walter Addison, Mass Transit Administrator
Larry Walsh, Physical Development Coordinator, Balto. County
Robert Embry, Commissioner, HCD

Enclosure

NAME & TITLE	WARREN ANDERSON, CHIEF TRANSPORTATION PLANNING
AGENCY NAME & ADDRESS	DEPARTMENT OF PLANNING 8TH FLOOR, 222 EAST SARATOGA STREET
SUBJECT	NORTHWEST EXPRESSWAY / PHASE I EIS

CITY OF
BALTIMORE
MEMO



DATE: November 21, 1975

TO

Mr. Larry Reich
Director

Several weeks ago a revised Environmental Impact Statement and 4-F Report for the proposed extension of the Northwest Expressway (Wabash Avenue) from Patterson Avenue to Reisterstown and the Phase I Rapid Transit line from the Baltimore City line to Owings Mills was received. Over the last several weeks we have been reviewing this document; we are now prepared to submit comments to you for your consideration and for possible transmittal to Robert Hajzyk at the State Highway Administration.

The report expands upon the four general options described in the original statement, which were presented at public hearing several years ago. The first two called for development of six-lane expressway sections extending from Patterson Avenue to Reisterstown Road; they differ only in the horizontal alignment of the highway facility. The third alternative--a no-build alternative on the Northwest Expressway and rapid transit facility--recognizes the need for highway improvements in the corridor and consequently discusses the impact of widening Reisterstown Road from the Baltimore City line to Reisterstown (11.6 miles). While the expressway would not be constructed, the rapid transit line could be developed on the "abandoned" expressway right-of-way. The fourth alternative is a pure "no-build" alternative - one in which neither the Northwest Expressway nor the rapid transit facility would be constructed and there would be no widening implemented along Reisterstown Road.

Several variations to Alternatives 1 and 2 were investigated to change the vertical alignment of the joint facility in the Sudbrook Park area in an attempt to mitigate the impact on this architectural and historical area. Two of these describe depressed highway sections; (2) placed the facility in a cut-and-cover tunnel through the Sudbrook Park area itself. On the basis of the cost estimates presented it appears that the direct construction cost of mitigating the impact ranges from a low of \$22.0-million (in the retained cut approach) to a high of \$52-million in the cut-and-cover Sudbrook Park tunnel approach.

Three other alternatives have been defined which are cause for some concern. Alternative 7 is one which would construct the Northwest Expressway from the Beltway north to the original terminus at Reisterstown Road, extend Wabash Avenue as a surface arterial terminating at Milford Mill Road, with the rapid transit line extending to Owings Mills. From the State's standpoint, this approach has merit as a cost-saving strategy; the alternative is shown as being approximately \$17-million cheaper than the "basic" alignment and as much as \$72-million cheaper than the most expensive "mitigating" alignment. It does, however, have a number of significant disadvantages--not all of which are accurately reflected in the EIS. For example, the report notes (page E-9) "for Alternate 7, to compensate for the loss of the Northwest Expressway inside the Beltway, the I-695 traffic on Reisterstown Road and Liberty Road is greater by approximately 35% and 27% respectively.

Mr. Larry Reich
Page 2
November 21, 1975

389
C

NORTHWEST EXPRESSWAY / PHASE I EIS

It would be necessary to widen both roads in order to obtain level C service." The EIS is silent on the question of what costs would be associated with the widening of Liberty Road; the costs previously noted for the widening of Reisterstown Road (\$46.2 million) apply for the entire 11.6 mile section; no estimate of the cost of widening only that portion within the beltway is provided. Presumably, however, the bulk of land acquisition costs (three-quarters of the total project cost) would be concentrated in this densely built up section. Our review suggests that if Alternative 7 is to be considered anything other than a "straw man" this proposal must be developed in more detail. More precise cost estimates of the necessary widening to make Reisterstown Road and Liberty Road plausible alternatives should be developed; additional data, particularly noise evaluation must be detailed. Based on the sketchy data provided in the EIS, it would appear that the cost savings associated with this alternate are entirely illusory, however. If one can reasonably assume a cost of \$30 million (minimum) for widening Reisterstown Road--and a similar figure for the widening of Liberty Road--the total project cost of Alternate 7 (taken as a "package") is not \$17 million cheaper than Alternate 1, but is instead approximately \$43 to \$45 million higher. A second and perhaps more serious problem relates to the question of highway capacity on the Beltway itself. On page E-9 the report states "The Baltimore Beltway would also experience and approximate 4% increase in lateral traffic demand with Alternate 7 on both sides of the Northwest Expressway." Although no precise traffic data for this facility (I-695) is cited anywhere in the report, it is noted (page A-8) that "traffic volumes range from 60,000 to 100,000 vehicles per day with operating conditions approaching capacity during peak-hours at a number of locations. Traffic signals on Reisterstown Road at the beltway ramp termini cause daily back-ups on the beltway proper during peak-hour periods." There is no evaluation reported in the EIS which would indicate the probable level of service on the section of Beltway between Reisterstown Road and Liberty Road should Alternate 7 be developed; my "informed guess" is that levels of congestion in this area--where radial traffic is required to overlay onto the circumferential movements in order to pick up the discontinuous movement--would be quite considerable. Insofar as the EIS is silent on the ability of the beltway to accommodate this increased traffic movement, there is at least an open question as to the viability of this option. With your concurrence, I will submit a technical service request to Bill Ockert, at the Regional Planning Council, asking that he undertake sketch plan level assignments to the various highway networks to detail the levels of congestion associated with this alternate.

390
C

NORTHWEST EXPRESSWAY / PHASE I EIS

Alternative 9 would construct the Northwest Expressway only between I-695 and Reisterstown; the rapid transit facility would be extended to the Beltway (Old Court Road Station). Cost data suggest that a "saving" of approximately \$10 million (total) could be achieved under this alternate. Needless to say, the same questions about traffic capacity on the Beltway, Liberty Road and Reisterstown Road (cited above) obtain with this alternate; consequently, the project cost for Alternate 9 must be inflated by at least the same amount (perhaps \$60 million) to reflect the additional street construction work required. In addition, an unknown amount of construction money would be required to provide acceptable access to the rapid transit parking areas, in particular the Reisterstown Plaza Station which would be denied even the "marginal" access via Wabash extended which would exist in Alternate 7. In Alternate 9, access to Reisterstown Plaza Station, the only station which could have adequate parking to serve the northwest corridor, would, of necessity, use Patterson Avenue. This street is inadequate from both a structural and capacity standpoint to accommodate the volume of traffic which it would be required to accept. I would take serious exception to statements made in the body of the report with respect to the impact of changes in the highway system upon transit patronage. In response to a question, "What would the affect on traffic and transit ridership be, if transit only were constructed inside the beltway?" The statement is made that, "Most of the people traveling to downtown would be on the transit in any case, since the Northwest Expressway does not provide a good connection to downtown." This comment suggests that the State is unaware of the preliminary engineering study, now underway, to identify the location for the southerly extension of Wabash Avenue in Baltimore City. This reply further suggests a complete misreading of the forces which will determine transit patronage in this corridor. If the Northwest Expressway is to be constructed only outside the Beltway, and rapid transit stopped within the Beltway, I would anticipate that the existing patronage estimates developed for Phase I stations will prove to be illusory. The difficulty associated with affecting auto and bus access to the transit stations (Old Court Road, Milford Mill, Reisterstown Plaza) will be much greater if the Northwest Expressway (Wabash Avenue extended) does not exist inside the Beltway: conversely the effect of a "developmental" highway between I-695 and Reisterstown will perhaps permanently fix the character of the Owings Mills area as an auto-dominant community. Consequently, the patronage estimates developed on the basis of plans which assumed a coincident construction of both highway and transit will undoubtedly prove to be inflated insofar as transit patronage is concerned. The consequences for the viability of the Northwest Transit Line in these circumstances, in my view require

Mr. Larry Reich
Page 4
November 21, 1975

391
C

NORTHWEST EXPRESSWAY / PHASE I EIS

serious consideration by the City Administration. The absence of any analysis of transit patronage changes resulting from assuming one or another of the highway alternates is a serious defect, one which must be corrected. Presumably the SHA/M-DOT staff, even knowing of the RPC - developed data in this regard, chose intentionally not to present it. The reasons for this are unknown.

A basic conceptual problem exists which is identified quite clearly on page E-1 of the report. The writers state, "The planning proposed to minimize harm to the Sudbrook Park historic district has been based on two different assumptions. The first assumes that a combined expressway / transit facility is necessary south of the Baltimore Beltway, and the design modifications made to Alternate 1 and 2 have been included as Alternate 8. The second assumes that the highway portion of the Northwest Expressway is not necessary south of the Baltimore Beltway, in the proposals developed with rapid transit only have been designated as Alternate 7, 9, and 9A." For some reason, the writers of the Study have failed to consider the more plausible argument that the highway facility is needed only south of the Baltimore Beltway and that it is the rapid transit facility which must have continuity from the City line to its proposed Owings Mills terminus. It is clear that the costs of developing a highway facility which does not seriously impair the integrity of the Sudbrook Park historic district are high; however, to argue, as the Study does, that these costs are so high as to warrant a complete abandonment of the sound planning principles which have over the course of the last decade or more incorporated a continuous Northwest Expressway / Wabash Avenue from the Park Circle area northwesterly to the beltway seems to be an unreasonable response.

It seems clear, both from the tone and content of EIS as well as from separate communications with SHA staff, that the State is leaning very strongly toward a redefinition of the project which would delete the extension of Wabash Avenue to the beltway; my personal view of this is that it would have extremely negative impact upon developmental options in the northwestern part of the City and County, would do nothing to improve the high levels of congestion and high accident rates presently obtaining on the parallel radial arterials, and--coupled with the relatively cheap and, more importantly, non-controversial highway development outside the beltway--would create a land development pattern hostile to the creation of a successful rapid transit facility.

To serve as an adequate basis for decision making, the Environmental Impact Statement should be revised to include the following considerations which should be reported in considerable detail:

392
C

NORTHWEST EXPRESSWAY / PHASE I EIS

- COMMENT N^o 1. Technical evaluation of the impact of the various alternatives upon patronage at each of the proposed rapid transit stations;
- COMMENT N^o 2. Evaluation of the level of service on each of the access roads feeding the rapid transit station under each alternative;
- COMMENT N^o 3. Quantification of the cost of widening Reisterstown Road and Liberty Road (inside the Beltway) to accommodate the diverted traffic not accessible to the Northwest Expressway under Alternate 7 and 9;
- COMMENT N^o 4. Analysis of the level of service and anticipated accident rates on I-695 (Park Heights Avenue to Liberty Road) under Alternate 7 and 9;
- COMMENT N^o 5. A complete evaluation--developed to the same level as that of the Alternates in the current EIS--of a new Alternate (10) in which the Northwest Expressway / Wabash Avenue would extend from Patterson Avenue to I-695 with the Northwest Rapid Transit Line extending to a terminal station at Owings Mills.

It should be noted, in addition, that the required air quality analysis section of the report has not yet been submitted and consequently no comments can be made on this issue. Insofar as it can be expected that there will be significant differences in the level of transit utilization--depending first on the extent of the transit line itself and second on the competitive relationship between the highway and the transit facility--there may well be significant differences in the modal split characteristics of trips originating from this district. It remains to be seen, however, whether the air quality models which have been (will be?) used in this analysis will be sufficiently sensitive to identify this difference.

Approximately a month ago Secretary (US DOT) Coleman issued a brief documenting his decision not to approve the construction of I-66 inside the Capital Beltway in the Washington Metropolitan area. Parallels between his discussion of I-66 and the Northwest Expressway beyond the Beltway are inescapable. On page 14 of this report, a copy of which is attached, he notes, "Over the long-term, the presence of an interstate highway serving the same corridor [as the transit line] would divert operating revenues from Metro, and compete with the objectives of financially sound Mass Transit System that will be used by increasing numbers of commuters as they see the advantages of fast, safe and efficient service." I think it might well be appropriate if you and members of the Baltimore County Administration undertook very serious discussions about the impact of

Mr. Larry Reich
Page 6
November 21, 1975

393
C

NORTHWEST EXPRESSWAY / PHASE I EIS

this issue with particular emphasis on relationship between the proposed highway construction and with patronage goals of the rapid transit facility.

Either I or Tom Knoche of my staff will be happy, at any time to discuss this issue with you in more detail.

dg

Robert Embry, Jr., Transportation Coordinator
Bernard L. Berkowitz, Physical Development Coordinator
Jeff Beck, Mayor's Office
Gene Miller, Dept. of Public Works
Sheldon Lynn, Deputy Director, Dept. of Planning
Tom Knoche, City Planner, Dept. of Planning

* Attachment

394
C

Columbia. These include

- exacerbation of the problem of air pollution that currently exceeds national air quality standards;
- increased congestion on District streets and inadequate parking facilities.
- whether the Three Sisters Bridge would be required in the future to handle I-66 traffic.

These questions are troubling in themselves and are not addressed adequately in the record. Moreover, the policy underlining 23 U.S.C. 109(k), concerning the effect of bridge approaches on adjoining states, adds force to the importance of my consideration of the impact of I-66 on increasing traffic volume in the District of Columbia, particularly where the District has opposed construction of I-66 as inconsistent with its evolving highway system.

I have also considered the relationship of I-66 to the Metro system. The Vienna Metro line planned for the corridor has been designed in conjunction with I-66. If I-66 is not built, Metro may well incur additional costs including the cost of repurchasing the right of way, which, it is maintained by some, under Virginia law, may have to be made available to the original owners or condemnees. Since the estimated cost of the Vienna Metro line is in excess of \$350 million, costs related to I-66 do not appear to be a major part of this total. Over the long term, the presence of an Interstate highway serving the same corridor would divert operating revenues from Metro, and compete with the objectives of a financially sound mass transit system that will be used by increasing numbers of commuters as they see the advantages of fast, safe, and efficient service.

395

Response to Comments by the
City of Baltimore

- Comment No. 1 - A technical evaluation of the effect on rapid transit patronage, as a result of not building the Northwest Expressway inside of the Beltway (Alternates 7, 9 & 9A), was developed in conjunction with the mitigation proposals made for the air quality evaluation. This study indicated that deletion of the Northwest Expressway inside the Beltway would increase rapid transit riders by 400 to 600 patrons per day in Baltimore County. No breakdown is available regarding the increase in patronage at each individual rapid transit station; however, it can be assumed that the majority of the added riders would use the Milford Mill and Old Court stations.
- Comment No. 2 - The access road requirements to rapid transit stations and highway interchanges have been developed for the recommended alternate, and this information may be found in this Final Statement. See page C-10, this Volume.
- Comment No. 3 - This comment concerns the need for widening Reisterstown Road and Liberty Road (inside the Beltway) to accommodate the diverted traffic not accessible to the Northwest Expressway under Alternates 7 and 9. The effect on these and other arterials, and the steps proposed to minimize the effect of diverting additional traffic to existing arterials, are discussed on page D-33 of this Volume.
- Comment No. 4 - The level of service on I-695 is noted on page J-13 of this Volume. Accident data on I-695 available at the time of printing this Final Statement is included as an SHA memorandum, after the response to Baltimore City Comment No. 5.
- Comment No. 5 - This comment suggests a new alternate in which the Northwest Expressway-Wabash Avenue would extend from Patterson Avenue to the Baltimore Beltway (I-695), and the Rapid Transit Line extend northerly to a terminal station at Owings Mills.

396

This alternate was not developed for the Northwest Corridor because traffic projections developed in conjunction with the Baltimore Regional Environmental Impact Study (BREIS) and refined for use in the Northwest Corridor show that the major part of the vehicular traffic have destinations requiring the use of the Baltimore Beltway and only a small portion is headed directly into the City. Elimination of the Northwest Expressway north of the Beltway would deprive the majority of residents living in this corridor from having adequate transportation service. Both the General Development Plan of the Regional Planning Council and the Comprehensive Plan for Baltimore County indicate the need for this project in the Northwest Corridor.

397

MEMORANDUM

TO: Mr. William F. Lins, Jr., Chief
Bureau of Highway Design

DATE: January 8, 1976

FROM: Paul S. Jaworski, Chief
Bureau of Accident Studies

SUBJECT: Baltimore County Interstate Route 695 - Supplemental
Information for Additional Lanes, Between Dogwood
Road and Md. 26

RECEIVED

JAN

W. F. LINS, JR.
CHIEF, BUREAU OF
HIGHWAY DESIGN

In response to our memo of October 9, 1975, and our subsequent meeting concerning the subject proposed project, we wish to advise the following.

In order to provide additional information as requested by the Federal Highway Administration concerning the operational effects of the congestion on I-695, the following information was compiled.

Accident data was prepared for each of the fifty-three road sections between each interchange; by direction, around the entire Beltway in Baltimore County. The accident data was examined with an emphasis towards analyzing the effects of the evening peak period. To this end, traffic data compiled at three permanent counter stations on I-695 yielded diurnal distributions which in turn was utilized to determine the evening peak period. Accident rates were then computed for both a twenty-four hour period and the four-hour evening peak period (3 PM to 7 PM). Additional data included the percent of rear-end and sideswipe accidents during the peak period (congestion related collisions) to the total accidents.

Statistical tests were then computed to measure the differences between the peak period and total accident rates on I-695 as a comparison to the peak period-statewide accident rates. These tests yielded numerous locations which could be deemed hazardous when considering the peak-period accident rates. Additional tests of statistical significance were also computed for the peak-period percentages of rear-end and sideswipe collisions, again yielding numerous locations with significantly larger percents of these types of collisions. In order to evaluate this data, "centile ranks" indicating the relative rank of each location on a scale of 100% were prepared for each category, i.e., total accident rate, peak-period accident rate, and peak percent manner of collision. The average of these three was then computed for each section and then rank ordered accordingly. It was felt that this method permitted

RECEIVED

JAN 16 1976

W. F. LINS, JR.
CHIEF, BUREAU OF
HIGHWAY DESIGN

Mr. William F. Lins, Jr.
 January 8, 1976
 Page 2

398

additional discrimination, over the use of a simple hierarchy of rates with an assumption that road sections with a high total accident rate and peak-period accident rate would also need to have a large percentage of rear-end and sideswipe collisions to further identify this congestion related problem.

The following list indicates the highest eleven road sections, with their relative "centile rank", peak-period and total accident rates and peak percent of rear-end and sideswipe accidents (MOC).

PRIORITY LOCATION LISTING DETERMINED BY
 CENTILE RATING OF ACCIDENT EXPERIENCE*

I-695 Locations	Direction	Centile	1	2	3
			Peak Rate 3 PM-7 PM	Total Rate	Peak MOC Percent
Md. 45 to Md. 146	NB	.9860	473.57	226.72	41.03%
I-70N to Security	NB	.9798	560.82	275.07	30.81%
I-83 to Md. 139	NB	.9584	401.13	197.79	41.66%
I-895 to Hollins Ferry	NB	.9375	336.75	189.03	51.53%
Greenspring to I-83	SB	.9255	242.22	145.22	35.69%
US 40 to I-70N	NB	.9189	270.35	194.24	35.24%
Md. 144 to Edmondson	SB	.9065	275.47	205.40	30.35%
Md. 139 to Md. 45	NB	.8754	316.08	160.77	47.00%
Security Blvd. to Md. 26	NB	.8618	233.93	179.08	30.71%
Edmondson to US 40	SB	.8419	289.06	216.42	23.30%
Edmondson to US 40	NB	.8307	181.45	196.14	39.29%

*Determined by an average of the following three factors:

1. Peak hour accident rate per 100 million vehicle miles of travel
2. Total accident rate per 100 million vehicle miles of travel
3. peak hour manner of collision percent to total manner of collision

The following accident data on I-695 from Md. 26 to U.S. 140 and the mean for all I-695 was obtained from the Bureau of Accident Studies by phone on 1-26-76

<i>Md. 26 to U.S. 140</i>	<i>NB</i>	<i>.3742</i>	<i>98.61</i>	<i>108.42</i>	<i>18.67%</i>
<i>Md. 26 to U.S. 140</i>	<i>SB</i>	<i>.5787</i>	<i>92.63</i>	<i>142.42</i>	<i>8.79%</i>
<i>Mean Rates for all I-695</i>			<i>152.30</i>	<i>140.91</i>	<i>20.96%</i>

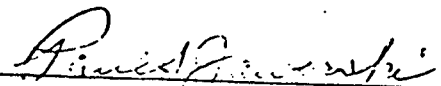
Mr. William F. Lins, Jr.
January 8, 1976
Page 3

399

As can be seen, seven of these eleven sections are continuous and form two separate sections in the northbound lane where a series of congestion related problems exist. The first section extends from Edmondson Avenue to Md. 26 and includes the subject locations (from I-70N to Md. 26). There is a significant drop in both the accident experience and the traffic north of Md. 26. We have not been able to determine how much of the accident experience, as related to congestion, is caused by the backup in the I-70 - Md. 26 study area. It is however, contributory and we could expect to realize some residual benefits downstream by the proposed construction.

The second section extends from I-83 northbound to Md. 146. A major safety improvement project involving the reconstruction of the I-83 Charles Street interchange, some realignment, resurfacing, and "exit only" lane to the Md. 45 interchange was completed in 1974. Since the accident data used herein was compiled from 1973 and 1974 records, any improvement to be realized by this major reconstruction would not yet be evident. It would therefore, seem that the Edmondson Avenue to Md. 26 road segments should receive first consideration for any improvement. The enclosed listing of the eleven locations are the most hazardous of the fifty-three locations studied on the Beltway in Baltimore County. Should these additional locations be desired for your study, they can be furnished upon request. They have been omitted due to spacial limitations only.

Please advise if any additional information is needed on this study.


Paul S. Jaworski

- PSJ/saw
c.c. Mr. N. B. Friese
Mr. H. G. Downs
Mr. A. W. Tate
Mr. I. G. Hughes
Mr. T. Hicks
Mr. P. Dionne
Mr. P. Heid



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
 REGION III
 6TH AND WALNUT STREETS
 PHILADELPHIA, PENNSYLVANIA 19106

400
 PREPARED BY

NOV 28 1975

NOV 26 1975
 DIRECTOR
 PLANNING & PRELIMINARY ENGINEERING

RECEIVED

DEC 13 1975

W.M. F. LING, JR.
 CHIEF, BUREAU OF
 ENVIRONMENTAL ENGINEERING

D

Mr. Robert J. Hajzyk
 Director, Office of Planning
 and Preliminary Engineering
 Maryland Department of Transportation
 State Highway Administration
 P. O. Box 717
 300 West Preston Street
 Baltimore, Maryland 21203

Re: Relocated U. S. Route 140 (Northwest Expressway) and Phase I
 Rapid Transit; Baltimore County Line to Owens Mills; Baltimore
 County, Maryland

Dear Mr. Hajzyk:

We appreciate the opportunity to review the Section 4(f) Statement for the above proposed project submitted to this office as a supplement to the draft Environmental Impact Statement (EIS). In accordance with our rating procedures for draft EIS's, we have classified this document as LO-2, with the understanding that this classification only relates to the limits of the document's coverage, and not to the full scope of the project's potential environmental impacts. Also, in accordance with our responsibility under Section 309 of the Clean Air Act to inform the public of EPA's views on the potential environmental effects of Federal actions, this rating and its date will be published in the Federal Register. We have outlined our review findings below.

COMMENT
 No 1

While the 4(f) Statement was generally clear and comprehensive in addressing 4(f) issues we would note that our review of air quality impacts and their relationship with traffic impacts must be deferred until the Supplemental Air Quality Analysis (noted on page ii of the Table of Contents) is circulated for review. We would also note that while use of noise mitigating techniques are strongly inferred in some portions of the statement (pages B-16, B-19, D-23, and D-24), other sections imply a less rigid commitment to their use (pages E-20, E-21). The degree of commitment to mitigation techniques should be clarified and EPA would appreciate for timely review receipt of copies of any requests to exceptions to noise standards which might be submitted to FHWA.

Response to Comment No. 1

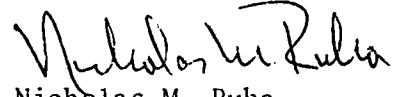
The State is committed to the use of noise mitigating techniques throughout the project where predicted noise levels exceed the FHWA Standards, except at locations where exceptions are requested. The data referred to above on pages E-20 and E-21 of the Draft Section 4(f) Statement (FHWA-MD-EIS-73-01-DS) is an outline of the FHWA requirements for noise abatement as noted in FHWM 7-7-

401
D

In reference to the impact statement (to which this 4(f) statement is a supplement) we note that all relevant sensitive receptors for noise, water, and air quality impacts should be covered rather than just the 4(f) sites evaluated here.

Recognizing the key role the proposed project has in Baltimore's regional transportation system and the significance of relatively high traffic volumes (and potential air quality impacts) EPA's review of the full EIS will be directed towards intermodal and systemwide relationships as well as project level traffic and air quality impacts. If pre-final EIS liaison or review activity would facilitate the incorporation of EPA's findings in these matters within your timing requirements, you may wish to contact Mr. Sam Little of my staff at 215-597-8336.

Sincerely yours,



Nicholas M. Ruha
Chief

EIS and Wetlands Review Section

RECEIVED

DEC 19 1975
W.M. F. LINS, JR.
CHIEF, BUREAU OF
HIGHWAY DESIGN

402
E

4122 Raleigh Road
Baltimore, Maryland 21208
November 26, 1975

RECEIVED
NOV 27 1975

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

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Dear Mr. Hajzyk:

Re: Relocated U. S. Route 140
(Northwest Expressway)
and
Phase I Rapid Transit
Baltimore City Line to Reisterstown
Baltimore County, Maryland

This is to acknowledge receipt of the Supplement to the Draft
Environmental Impact Statement Section 4(f) Statement dated
Oct. 6, 1975 on the above referenced project.

I appreciate this very much. I have reviewed it and turned it
over to this year's Chairman of the Randallstown Unit of the
League of Women Voters, Mrs. Evelyn Grim. Others in our unit have
also reviewed it.

As a resident of Villa Nova, which is close to the historic area
of Sudbrook Park, I should like to inform you that I strongly
support those members of the Sudbrook Club in their opposition
to the combined highway and transit line that would have bisected
their area. I feel we should not have this highway and transit
line inside the Beltway as has been suggested, and the historic
areas should be preserved wherever possible.

I would like to go on record as strongly urging the construction
of a rapid transit system from the Beltway line into the city;
my only concern is the preservation of the beautiful historic
areas. I trust the Sunpapers article of of Sat. 11-22-75 is an
accurate assessment of the situation. Thank you very much.

Sincerely yours,

Jessa K. Goldberg

Jessa K. Goldberg (Mrs.)
Unit Leader, Randallstown Unit
of League of Women Voters of
Baltimore County for the
1974-75 Year *

Enc.: article

* I am writing as an individual, not as Unit Leader of the League

Northwest

26 Sun Sat 11-22-73

403 E

road link set to be scrapped

By JAMES D. DILTS

State transportation officials are preparing to cancel a highly controversial link of the Northwest Expressway between the Baltimore Beltway and the city line because of a lack of funds and local opposition.

"My guess is that it will not be built," Bernard M. Evans, the state highway administrator, said yesterday. If the six-lane highway segment, which would have the

planned Northwest rapid transit line running in its median, is dropped, the state would build a 1,000-car parking lot at the proposed Old Court road transit station with access from the Beltway, Walter J. Addison, mass transit administrator, said yesterday.

Drivers would be encouraged to take the subway downtown, according to Mr. Evans. "It is a standard pattern to stop many of these [highways] at both [the Baltimore and Washington] beltways, and let the driver go around until he finds his way in," he said. "Hopefully he will do it on transit."

The Northwest Expressway has been opposed by every community group along the 3-mile alignment between the Beltway and the city line in Baltimore county, said Linda E. Powell, a member of the Northwest Expressway Task Force, a citizen-county task force set up last summer.

The most vigorous opposition has come from Sudbrook Park, a historic area that the combined highway and transit line would have bisected. Mrs. Powell, a member of the Sudbrook Club, said the group mainly was opposed to the highway and that the transit line was acceptable to them if it could be shifted away from the community.

Mr. Evans said that within the next two months, he and Harry R. Hughes, state transportation secretary, will make the final decision on whether to scrap the Northwest Expressway inside the Beltway. He added that if they did so, the main reason would be lack of money. Mr. Hughes last month de-

See ROAD, B2, Col. 1

State may scrap Northwest

ROAD, from B1

clared a moratorium on new transportation projects in the state, citing a "financial crisis" in his department.

Mr. Evans said there was a way to build the expressway in a cut-and-cover tunnel through Sudbrook Park without damaging the community, which was laid out in 1887 by Frederick Law Olmsted, America's foremost landscape architect. "But it adds tremendously to the expense—maybe it just isn't worth that much inside the Beltway," he said.

Meanwhile, because there is also some doubt about whether the subway will be built, Theodore G. Venetoulis, the Baltimore county executive, will not make a decision on the expressway until there is a decision on the transit line, an administration spokesman said yesterday.

"He is not in support of that [expressway] connection, but there is no question you need some sort of facility for people to move in the corridor," the

spokesman said. "We're really waiting to see what happens with mass transit."

The Northwest Expressway, which dates from the early 1950's, originally was planned to extend 14½ miles from Paterson and Wabash avenues inside the city line in northwest Baltimore to Routes 30 and 140 north of Reisterstown. A portion of it, known as Wabash avenue, has been built in the city but never completed to the city line. The extension's final segment has been dropped from the Baltimore master plan.

By 1972, the state had acquired 85 per cent of the right-of-way it needed between the city line and the Beltway, at a cost of \$800,000. Some houses have been cleared in this section, but most remain and are rented to their occupants by the state, a highway administration spokesman said yesterday. The current cost of the Northwest Expressway, including the link that probably will be scrapped, is \$150 to \$175 million, he said.

Clarence W. Deaver, 46, was pronounced dead at the scene, police said, after he was struck and knocked 64 feet down the highway.

No charges have been brought against the driver of the truck.

Another person was killed in Brooklyn Park, in Arne Arundel county, but county police were withholding information last night pending notification of next of kin.

Baltimore County Historical Society, Inc.

AGRICULTURE BUILDING, 9811 VAN BUREN LANE
COCKEYSVILLE, MARYLAND 21030

December 1, 1975

Maryland Department of Transportation,
State Highways Administration,
Office of Planning & Preliminary Engineering,
P.O. Box 717,
Baltimore, Maryland 21203

Attention: Mr. Robert J. Hajzyk, Director

Dear Mr. Hajzyk:

Our Society has received a copy of
"Supplement to the Draft Environmental Statement,
Section 4(f)" in regard to the relocation of U.S.
Route 140.

We are pleased to note that so much
attention has been given to avoiding destruction to
Sudbrook Park, the McDonogh School campus and the
McDonogh pump house.

The County Historical Society would,
however, be opposed to the election of any alternate
route that would, in effect, obliterate the main street
running through Reisterstown. We feel strongly that
the historic district boundaries proposed for Reisterstown
should be respected. To our great regret, too much
destruction has been allowed in recent years in that
area. Reisterstown, as it now exists, is one of the
very few small towns in Baltimore County that has
survived the automobile era even partially intact.
The town has considerable historic and architectural
character which should not be sacrificed to what was
formerly called "progress".

Sincerely yours,

William C. Trimble
William C. Trimble
President

Baltimore County Historical Society

Response to Comment No. 1

The recommended alternate includes an expressway on new location.
The proposal does not include any improvement to Main Street through
Reisterstown, however, Glyndon Drive will be extended west of Reisters-
town Road to an interchange with the proposed Northwest Expressway.

404
F

COMMENT
No. 1

Old Court Estates Improvement Association, Inc.

405

G

MR. EDWARD EMMERMAN
8112 STEAMWOOD
BALTIMORE, MD.
21208

Dec. 6, 1975

Mr. Frederick J. Gottemoeller
Project Coordinator, N.W. Trans. Corridor
Md. Dept. Trans.
Box 717
300 W. Preston St.
Balto., Md. 21203

Dear Mr. Gottemoeller;

Review of the supplement to the Northwest Expressway Draft Environmental Impact Statement (DEIS) shows the highway engineers have given no consideration to:

- COMMENT No 1. Measures, alternative to new highway construction, such as traffic management, access control to Reisterstown Rd. or more modest improvements designed to facilitate smoother traffic flow on Reisterstown Rd.
- COMMENT No 2. The effects of Federal energy policy and rapidly escalating costs of private car operation which will reduce automobile use for commuting purposes, as well as Federal policy to set 55 m.p.h. limit nationwide.
- COMMENT No 3. Providing answers, reasonable answers, to the myriad questions posed by irate citizens at hearings and information meetings.
- COMMENT No 4. Justifying the road on the basis that bigger is better.

We are citizens whose very health and economic well-being is threatened by the decision already made by the highway engineers to build the Northwest Expressway, a road to nowhere, regardless of our protests and regardless of the consequences of their decision. We do not have the same large professional staff to match that of the highway engineers. We do not have the same time to review ~~review~~ and refute the many errors contained in the DEIS as the highway engineers had to make their errors. The comments which follow are not a complete catalog of our complaints.

NOISE is one of our major concerns. We believe the sound level readings presented in this and the earlier DEIS are inaccurate and deliberately reported at low levels. We also believe the projected sound levels will be considerably higher than presented in these reports.

44447
725

Old Court Estates Improvement Association, Inc.

406
G

EDWARD ZIMMERMAN
8112 STREAMWOOD
BALTIMORE, MD.
21208

Sound barriers are not an effective sound control measure. The sight of huge mounds of earth, even if landscaped, is not an acceptable solution to a serious environmental problem. The statements on noise control measures found on pp. E20-E21 offer scant comfort to nearby residents, that if the highway engineers decide the "overall benefit" is served by constructing the road, on the damage to their health from excessive noise levels.

A report by a qualified audiologist on the health hazards of exposure to excessive noise is attached as part of our evaluation of the DEIS.

We cannot comment on AIR POLLUTION since a statement is still being prepared, however, the already reported errors and "surrogate" techniques proposed for developing data raise serious questions about the sincerity of the highway engineers to deal with reasonable questions affecting the health of citizens.

COMMENT
NO 6

The POPULATION GROWTH assumption the highway engineers use to justify construction of the highway is faulty. The projected highway cost exceeds \$100,000,000. The public costs of building schools, recreational facilities, utilities, local roads, and of maintaining all these facilities are not embodied in any local policy. These costs will tend to set a limit on growth.

COMMENT
NO 2

FEDERAL ENERGY POLICY and rapidly ESCALATING OPERATING COSTS will at least limit growth of private car use for commuting and will probably reduce traffic volumes in the future on existing roads. 25% fewer vehicles are required to carry the same number of passengers if average occupancy is raised from 1.5 passengers per car to 2.0 passengers per car.

COMMENT
NO 7

Neighborhood and downstream FLOODING are still a major problem.

COMMENT
NO 8

SUPER HIGHWAY ACCIDENTS are more disasterous and costly in death and bodily injury than local road accidents because of the higher speeds.

By our judgement, the greatest "overall benefit" to the community will be best achieved by abandoning the Northwest Expressway. Highway noise has made the engineers deaf and highway air pollution has muddled their minds so they cannot see reasonable less costly alternatives to building a new highway. We demand that the approximately \$3,000,000 spent on studies to date be written off so that the taxpayer will not have to pay for the folly of a \$100,000,000 highway to nowhere.

Yours truly,

[Handwritten signature]

use questionnaire for rapid transit!

①
G

vic S. Gladstone 484-4673

Because noise level readings in excess of 50 dBA (on at least two occasions) were ^{recently} obtained in this community adjacent to the Beltway, and the consultants for the St. HWA report ~~the~~ projected noise levels of only 74 dBA (L10) this community would like to know:

which are in excess of FHWA standards

COMMENT No 9

1) What were the actual noise levels obtained by the St. HWA during their surveying?

COMMENT No 10

2) What were the conditions of the survey? What times of the day were readings taken; traffic flow, volume; duration of reading; location of readings relative to this community.

COMMENT No 11

3) How long ago were these surveys taken? Have traffic volumes increased since? Might we not expect a continued increase in volume (particularly with the ^{proposed} increase in the # of lanes of the Beltway plus the proposed Postroad Expansion)?

G

Some other concerns this community has about the noise this proposed project will subject us to are as follows:

The St. HWY A proposes using an earthen dam to reduce the noise this community will be exposed to. However, the FHWA states, "in order ~~to be~~ for a barrier to be effective, it must break the line of sight between the source & the receiver, generally at all points along the roadway." There are many areas in this community where the elevation ~~will~~ prohibits the construction of a barrier to break the line of sight thus effectively reduce the noise!

The U.S. Dept of Housing & Urban Development lists noise standards relative to community complaints as:

Unacceptable - Exceeds 50 dBA 60 min/24hrs;
Exceeds 75 dBA 8 hrs/24 hrs.

• Normally Unacceptable - Exceeds 65 dBA 8 hrs/24 hrs.
Again, 50 dBA levels were exceeded in this community on at least ^{recent} 2 occasions and by then our admission the St. HWY A projects a level of 70 dBA. & And, although

The 74dB represents the proposed level that will only be exceeded 10 percent of the time, a ~~revised~~ remained acoustical firm, Bell, Beranek & Heronson report in the 7/75 issue of the Jnl. of the Acoustical Society of America that annoyance to traffic noise is related to peak noise levels & not averages.

The U.S. Environmental Protection Agency identifies the average outdoor daytime level for residential areas as 55 dB which is, "sufficient to protect the public health & welfare with an adequate margin of safety." This d_n level (55/45 dBA) ~~is~~ has also been adopted by the Md. Dept. of Health & Mental Hygiene to be effective by 1980. This standard is based on data regarding, "hearing loss, speech & sleep interference, annoyance & public reaction to noise."

A final, and perhaps most important, concern is the children. Recent studies have shown that the effects of noise on children's speech, language, attention, reading, & general school performance are

G

deleterious. Children exposed to noise have great difficulty attending to & understanding speech which in turn, has a profound effect on social & academic performance & progress.

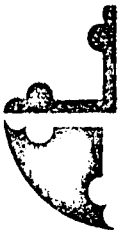
In summary this community is in doubt about the proposed St. HSOA projected levels. We are concerned about the effects of this insidious form of pollution not only on our health & welfare but that of our children as well. In short, this community will not tolerate the noise this project will create.

411

Response to Comments by the
Old Court Estates Improvement Association, Inc.

- Comment No. 1 The State recognizes that Reisterstown Road must be improved to facilitate traffic flow. This is indicated on pages A-9 and J-11 where it states that this is necessary in addition to the Northwest Expressway and the Rapid Transit facility in order to satisfy the projected transportation requirements in the northwest corridor.
- Comment No. 2 The State Highway Administration is well aware of the Federal Energy Policy, however, none of the traffic studies projected for use with this project show reduced traffic volumes in the Northwest Corridor. The 55 mph speed limit has been considered in the air quality analysis for this project.
- Comment No. 3 Responses to all substantive comments have been included in this Final Statement. See Sections I, J and K, this Volume.
- Comment No. 4 This comment is true. No consideration was given to justifying the road on the basis that bigger is better.
- Comment No. 5 All predicted noise levels presented in the Draft and Final Statements were computed using the prediction method contained in NCHRP Report 117, which has been approved for use by the FHWA. The use of earth mounds as a noise barrier is clearly stated as being one of many procedures available to mitigate the effects of increased noise. The type of noise barrier to be utilized at any location will be determined during the design phase of the project.
- Comment No. 6 The population growth in this corridor was predicted by both Baltimore County and the Regional Planning Council. These are responsible government agencies who have indicated the need for this project and the need for associated facilities such as schools, utilities, etc. in the 1972 General Development Plan and the County's 1975 Comprehensive Plan for Baltimore County.

- 412
- Comment No. 7 Flooding from Gwynns Falls should be reduced by the controls proposed with this project (See page J-4, this Volume) and the flood control program developed by Baltimore County.
- Comment No. 8 The State Highway Administrations accident study shows that the number and cost of accidents on expressways are far less than existing roads such as Reisterstown Road. This is shown in this Final Statement, page C-12.
- Comment No. 9 The ambient noise levels monitored in this corridor are noted in the Final Statement, see page C-40.
- Comment No. 10 The ambient reading in the Old Court Estate Community was taken on Streamwood Drive at Maryknoll Road. The duration of ambient readings is normally for a 10 minute period either during a peak hour or off-peak hour or both. The exact time of the readings made at this location is no longer available.
- Comment No. 11 The ambient noise levels were monitored on July 6 and 7, 1972. Traffic volumes have increased and will continue to increase on arterial roads, such as Old Court Road, Winans Road, Liberty Road and Reisters-town Road, etc. with the anticipated increase in development, particularly north of the Beltway. Traffic volumes on local subdivision roads, such as Streamwood Drive, Field Road and Cliveden Road, etc. should not show any significant changes unless reclassified by local government to collector streets.



baltimore county
office of planning and zoning
TOWSON, MARYLAND 21204
(301) 494-3211

413 H

WILLIAM D. FROMM
DIRECTOR

December 9, 1975

Robert J. Hajzyk, Director
Office of Planning & Preliminary Engineering
State Highway Administration
Maryland Department of Transportation
P.O. Box 717
300 W. Preston Street
Baltimore, Maryland 21203

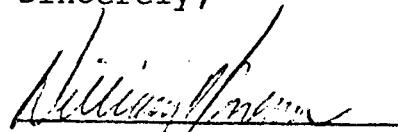
Subject: Comments on the Supplement to the Draft Environmental Impact Statement Section 4(f) Statement on the Relocated U.S. Route 140 (Northwest Expressway) and Phase I Rapid Transit dated October 6, 1975

Dear Mr. Hajzyk:

The Section 4(f) statement on the above referenced project is generally commendable in the area of evaluating each alternative's impact upon historic districts, structures, and sites; however, I am quite disappointed in the Project Description and Area Profile. My primary disappointments are 1.) the use of old data and 2.) the existing generalized land use map and the projected generalized land use map.

Attached is a lengthy list of detailed comments on the 4(f) statement. I strongly urge you to amend the 4(f) statement accordingly and request my comments to be reflected in the "Final Environmental Impact Statement" and the facility's ultimate design.

Sincerely,


WILLIAM D. FROMM
Director of Planning

WDF/WPT/vh

Enclosure: Detailed comments
on 4(f) statement

cc: Richard Ackroyd, Division Administrator, Federal Highway Administration
The Honorable Theodore G. Venetoulis, Baltimore County Executive
Albert B. Kaltenbach, Director of Public Works
Stephen E. Collins, Director of Traffic Engineering
John Seyffert, Director, Permits and Licenses
Larry Walsh, Development Coordinator
Milton H. Miller, Chairman, Regional Planning Council
Larry Reich, Director, Baltimore City Department of Planning
The Honorable Vladimir Wahbe, Secretary, Maryland Department of State Planning

414
R

BALTIMORE COUNTY OFFICE OF PLANNING AND ZONING COMMENTS ON THE SUPPLEMENT TO THE DRAFT ENVIRONMENTAL IMPACT STATEMENT SECTION 4(f) STATEMENT ON THE RELOCATED U.S. ROUTE 140 (NORTHWEST EXPRESSWAY) AND PHASE I RAPID TRANSIT DATED OCTOBER 6, 1975

- 1.) There are typographical errors on page iv, LIST OF DRAWINGS. Drawing No. 2, "Land" is misspelled. Drawing No. 3, "Land" is misspelled. Drawing No. 6, "Alternates" is misspelled.
- 2.) Page A-1, second paragraph, last sentence. The right-of-way acquisition percentages should be updated. Or if no additional right-of-way has been acquired since 1972, the year should be changed to 1975.
- 3.) Page A-4, third paragraph, third line, "Highway" is misspelled. The second and third sentences of the third paragraph should be revised to read, "The current Primary Highway Program (1976-1980) makes funds available for planning and engineering. Projected revenues indicate the programming of some right-of-way acquisition and construction funds in the 1976-1980 Program for 1979 and 1980."
- 4.) Page A-5, first paragraph, line 7. After "Wabash Avenue," add "(if extended)."
- 5.) Page A-6, first paragraph, line 2. "A.A.S.H.T.O." should be defined.

A new paragraph should be added between the first and second paragraphs which would read, "Although the proposed basic improvement is a six-lane dual highway consisting of a 36-foot roadway and 10-foot paved shoulder in each direction, separated by a median, alternatives have been developed subsequent to the 1973 public hearings for the segment between the western boundary line of Baltimore City and Interstate Route 695 (Baltimore Beltway) which 1.) indicate the proposed improvement is a four-lane dual highway consisting of a 24-foot roadway and 10-foot paved shoulder in each direction, separated by a median, and 2.) eliminate the proposed highway improvement." Page A-6 fourth paragraph. Two concluding sentences should be added which would read, "The project also lies wholly within the recommended Baltimore Urban Area Boundary authorized under Section 105 of the Federal-Aid Highway Act of 1973. The Baltimore County Planning Board approved the Urban Area Boundary on April 17, 1975."
- 6.) Page A-7, second full paragraph, line 2. After "5", add "7."
- 7.) Page A-8, first paragraph. Accident statistics for Reisterstown Road should be updated to 1974 and broken down into accidents for separate segments of the road. The ADT's should be updated to 1974. The cost of accidents should be updated to 1975 prices. Third paragraph. The year(s) that Reisterstown Road operated at level 'F' service during peak hours, in the vicinity of the Beltway, should be noted. Also, level 'F' service should be defined.
- 8.) Page A-9, second paragraph, line 3, delete "prepared" and "Office of Planning and Zoning" and insert "adopted" and "Planning Board" respectively. Between the first and second sentence, the following sentence should be added which would read, "The Baltimore County Planning Board is scheduled to adopt a Comprehensive Plan in October 1975 for the purpose of anticipating and projecting growth and development, as

BALTIMORE COUNTY PLANNING OFFICE COMMENTS ON SECTION 4(f) SUPPLEMENT TO THE NORTHWEST TRANSPORTATION CORRIDOR DATED OCTOBER 6, 1975

well as accommodating existing development, in Baltimore County."

9.) Page A-6 to A-9. Need for the Project.

The emphasis should be placed on the Need for the Project yesterday and today instead of tomorrow. Baltimore County conceived this project in the 1940s and in 1952 the state placed the Expressway in its 12-year program for Fiscal Years 1954-1965. Yet in 1975 we are saying that it may be constructed by 1985. Much of the development that has occurred out the Northwest Corridor occurred because of the Northwest Transportation Corridor Plans.

10.) Page A-9, last paragraph and Drawing No. 3. The existing generalized land use should have been developed from the Planning Office's 1975 existing generalized land use map, not a 1967 map. Major land uses, e.g., the Hilton Inn, the Holiday Inn, Milford Mill Senior High School, and Ner Israel Rabbinical College are omitted.

11.) Page A-10, top of the page, lines 3 and 4. Delete "prepared" and "Office of Planning and Zoning" and add "adopted" and "Planning Board" respectively. Drawing No. 4. In the "LEGEND" delete "INSTITUTION AND TOWN PARK (LOW)" and add "INSTITUTION AND TOWN PARK SEPARATOR STRIP." The 1972 adopted Guide Plan and the 1975 adopted Short Range Element of the Comprehensive Plan both show Milford Mill Road and Milford Mill Road Relocated as a major arterial between Liberty Road and Reisterstown Road. Neither one of the adopted plans shows an interchange or rapid transit station at McDonogh Road and the Northwest Expressway or Phase I Rapid Transit respectively. Valley Ridge Road should read "Green Spring Valley Road." The State Police Headquarters, Owings Mills and Reisterstown Fire Stations, Montrose, etc. should be shown. The legend should indicate what the proposed land use is for the "white areas" on the drawing. The Proposed Land Map should be corrected to conform to the adopted Comprehensive Plan. Roadside commercial uses on Reisterstown Road, Rolling Road, and Brenbrook Road should be shown. Old Court Road should be shown east of Reisterstown Road. All commercial community centers should be shown. In the legend use "M" for Middle School instead of "J" for Junior High School. Show U.S. 29 from the Northwest Expressway near Pleasant Hill Road southerly to a point south of Liberty Road. Show Bonita Boulevard from Reisterstown Road near Painters Mill Road to Butler Road. Show Butler Road east of Hanover Pike. Show estate and low density north of Worthington Avenue. Show the proposed library in Owings Mills. The Northwest Expressway is shown on both adopted plans as an Expressway south of the Baltimore Beltway, not as a Freeway. There is a mixture of major and minor arterials from the adopted Guide Plan shown without any differentiation in the legend on Drawing No. 4. Some minor arterials from the Guide Plan are shown as major arterials. Other major and minor arterials are not shown.

12.) Page A-10, first complete paragraph, line 4. At the end of the sentence add "is an industrial park."

13.) Page A-11, line 1. After "design" add "of any of the alternatives."

4/16

- 14.) On page A-11, there are conflicting statements. The first paragraph states that the proposed land use adds residential development north of Painters Mill Road and the last paragraph states that the Owings Mills industrial park is being developed north of Painters Mill Road. The latter statement is the correct one.
- 15.) Drawing No. 5. Show the proposed U.S. 29 extension to the Northwest Expressway and the proposed interchange location near Pleasant Hill Road. Also show Red Run Boulevard and Bonita Boulevard from Reisterstown Road to Butler Road.
- 16.) Page A-16, second full paragraph, line 10. Before "Milford" add "Relocated." On the last line of the second full paragraph and line 6 of the last paragraph, after "stalls" add "and lockers."
- 17.) Page A-17, second paragraph, last line, and the last paragraph, line 6. After "stalls" add "and lockers." Does Alternate 1 go over or under Relocated McDonogh Road?
- 18.) Page A-19, first complete paragraph, line 2. Add "Relocated" before "Milford." On line 3 of the same paragraph, add "Relocated" before "McDonogh", "Painters", and "Cherry." On line 4 of the same paragraph, add "Extended" after "Drive."
- 19.) Page A-20, third paragraph, line 14. After "stalls" add "and lockers."
- 20.) Page A-19, third complete paragraph. What is the road user cost? This cost should be spelled out.
- 21.) Page A-22, last paragraph. Emphasize the fact that the basic data are 1970-1971 averages if the accident data is not updated. I feel strongly about the need to update the data. On line 5 delete "road" and add "rate."
- 22.) Page A-23, second paragraph. The argument that a rapid transit line in the right-of-way of the Western Maryland Railway would preclude a station at McDonogh Road because of inadequate access road capacity is weak. Additional access road capacity could be planned. For example, under Alternates 1 and 2 the Maryland Department of Transportation is proposing to relocate McDonogh Road and improve its access capacity.

1995 ADT Table.

Indicate that MD 130 is Greenspring Valley Road and that MD 30 is Hanover Pike. Also correct the terminus of the last link - it is Carroll County, not Howard.

- 23.) Page A-23 and A-24. Last paragraph on page A-23. Delete the last two sentences which continue on page A-24. Baltimore County plans are not the subject of the Section 4 (f) statement. Do not state that Baltimore County may build a highway within the right-of-way of the Northwest Expressway Alternates if Alternative 3 is finally recommended.

417

- 24.) Page A-25, last paragraph, line 6. Delete "and" and replace with ",", and add ", and industrial" between "commercial" and "growth."
- 25.) Page A-26, second paragraph. Update the ADT's to at least 1974. In the last paragraph, line 3, delete "prepared" and add "adopted." On line 4 of the same paragraph, delete "Office of Planning and Zoning" and add "Planning Board."
- 26.) Page A-27, ADT projections. The terminus of the last link should be Carroll County instead of Howard. In the second complete paragraph, the vehicle miles of travel on Existing U.S. Route 140 should be updated as well as the accident statistics and costs. In the third complete paragraph, the data should be updated. The last paragraph which is continued on page A-28 - the data should be updated.
- 27.) Page B-1, second paragraph, last line. Add after "displaced", "in the Sudbrook Park Historic District."
- 28.) Page B-3, first paragraph, last phrase. Delete "nor will there be any effect upon members of a minority group" unless it can be proved that all persons affected are members of the dominant Anglo-Saxon Protestant group. Jews, Catholics, or ethnic minorities may be affected.
- 29.) Page B-6, first paragraph, last phrase. Delete "nor will there be any effect upon members of a minority group."
- 30.) Page B-8, last paragraph, last phrase. Delete "nor will there be any effect upon members of a minority group."
- 31.) Page B-9, last paragraph, item b.), first line. Before "cost" add "construction and right-of-way." Change "cost" to "costs."
- 32.) The format utilized for evaluating the impact of Alternative 5 on pages B-9 and B-10 should be utilized in evaluating the impact of each one of the other Alternatives under consideration.
- 33.) Page B-11, first paragraph, second sentence. Delete "Worthington and Greenspring Valleys" and add "McDonogh School Site, Mt. Wilson State Hospital, Ner Israel Rabbinical College, and Woodholme Country Club." If one reads the public hearing transcripts, this was the primary reasoning used.
- 34.) Show the Proposed Red Run Boulevard on Drawing No. 5 and Drawing No. 6. Correct the proposed alignment for Relocated Painters Mill Road on Drawings No. 5, No. 6, and No. 15.
- 35.) Page B-11, third paragraph, lines 14 and 15. Before "Red" add "the Proposed" and delete the last phrase, "a new road also proposed as part of this alternate." On line 19 delete "24-foot street" and add "four-lane boulevard."

- 36.) Page B-12, lines 1 and 2. Delete "24-foot street" and add "four-lane road."
- 37.) On Drawing No. 15 show Relocated Dolfield Road as extending west of the Proposed Red Run Boulevard.
- 38.) Page B-13, first complete paragraph, line 1. Delete "24-foot street" and add "four-lane boulevard." Second complete paragraph, line 15 Existing Painters Mill Road, between S. Dolfield Road and the transit parking lot under Alternative 2B, is an existing 44-foot road in open section. Why would it be rebuilt as a 24-foot street? If it is rebuilt, I insist that it be rebuilt with a minimum of four lanes. Access should be provided to the transit parking lot in Alternative 2B from Relocated Dolfield Road. Fourth complete paragraph, line 2 - Delete "Western" and add "Northwestern."
- 39.) On Drawing No. 5, No. 6, and No. 15, show the Proposed Bonita Boulevard.
- 40.) Drawing No. 15.
- a.) Include historic Greenspring which was constructed in the early 1700s. It was Ellin North Moale's house and is located on the north side of Maryland Route 130 (Greenspring Valley Road) opposite Craddock Lane. Historic Greenspring was built as a summer place by Captain Robert North for his daughter, Ellin. She may have been the first White child born in the Baltimore area. The house is clapboard over stone and brick and the kitchen is built of logs. Greenspring is one of the oldest houses built in Baltimore County. It was included in the HABS Report of 1965.
 - b.) Note the fact that the Upper, Lower, and Middle Mills were the three ULM Owings grist mills.
 - c.) Note the fact that 410 Main Street in Reisterstown was the Weist House.
 - d.) Correct the spelling of "Assn." for Historic Site #73.
 - e.) Note the fact that 238 Main Street in Reisterstown was the Reister House.
 - f.) Note the fact that 202 Main Street in Reisterstown was the Reister Inn.
 - g.) Historic Site No. 98, the Hitshue Hotel - The list indicates that no structure remains, but the map location symbol indicates that the structure does remain.
 - h.) Historic Sites No. 88 and 89 are reversed on the location map, 64 Main Street and the Forney Inn respectively.

- 41.) Drawing No. 16

Historic Site No. 85, 151 Main Street (Yellow Tavern) is shown on

the location plan as existing. It does not. Therefore, correct.

- 42.) Page C-2, first paragraph, last sentence. After "District" add ", which is eligible for the National Register."
- 43.) Drawing No. 6 and No. 15. Show a grade separation between the Western Maryland Railway and Relocated Dolfield Road.
- 44.) Page C-3, Table 1. Correct the direction of the distances between the Howard-McHenry Mill (s) and the Alternates, i.e., change "E" to "W".
- 45.) Page C-4, Table 2. There are inconsistencies in the distances between a) Forest View, Mt. Wilson Sanitarium, and Mt. Wilson House and Barn, and b.) the Alternates. For the first two historic sites, Alternates 2A, 2B, and 2C are 150 feet east of Alternate 2. Yet for the Mt. Wilson House and Barn, the distances are identical. Therefore, correct the distances or explain the inconsistency.
- 46.) Pages C-3 and C-4, Tables 1 and 2. Some historic sites have distances denoted from the Alternates, while other sites have a notation which indicates that no conflict is anticipated. Be consistent.
- 47.) Page C-5, Table 3.
- Note that the Upper Mill was one of the three ULM Owings Mills.
- 48.) Drawing No. 15. The reference on this map to the Reisterstown Historic District should read "SEE DWG. NO 16" and not "NO. 14".
- 49.) Page C-7, Table 4.
- a.) No. 69, add "(Weist House)".
 - b.) No. 73, "Assn." is misspelled.
 - c.) No. 78, add "(Reister House)"
 - d.) No. 80, add "(Reister Inn)"
- 50.) Page C-8. In the "Inventory", change the reference to "Drawing No. 13" to "No. 15". Add Greenspring to the Inventory. No. 36 - add "one of 3 ULM Owings Mills"
- 51.) Page C-9. In the "Inventory", change the reference to "Drawing No. 13" to "No. 15."
- No. 41 - add "one of 3 ULM Owings Mills"
 - No. 50 - add "one of 3 ULM Owings Mills"
 - No. 69 - add "(Weist House)"
 - No. 73 - "Assn." is misspelled.
 - No. 78 - add "(Reister House)"
 - No. 80 - add "(Reister Inn)"
- 52.) Page C-11, third paragraph, last sentence. After "City" add "(sic)".

420



BALTIMORE COUNTY PLANNING OFFICE COMMENTS ON SECTION 4(f) SUPPLEMENT TO THE NORTHWEST TRANSPORTATION CORRIDOR DATED OCTOBER 6, 1975

- 53.) Page C-12, third complete paragraph, last sentence. Change "13" to "15".
- 54.) Throughout the Supplement, references to Historic Site No. 39 should be "Shull's Tavern" instead of "Shull."
- 55.) Drawing No. 15. Indicate that Historic Landmark No. 52, the Gun-barrel Tavern, is located within the Belltown Historic District.
- 56.) Page C-34, last paragraph. Give a brief history of the Historic Buildings and Sites for Sites No. 65 to No. 99, inclusive, within the Reisterstown Historic District. Do not discriminate. Tract the Historic Buildings and Sites within the Reisterstown Historic District equitably with the Historic Buildings and Sites outside the District but within the Relocated U.S. Route 140 Corridor.
- 57.) Page C-38, first paragraph. Either Archeological Site No. 106 is mapped incorrectly on Drawing No. 15 or the directions in the Statement are incorrect.
- 58.) Page C-46, first paragraph. Note the fact that Historic Site No. 128, the White House, is eligible for inclusion in the National Register.
- 59.) Page C-4, Table 2. Would there be a direct physical conflict between Alternate 2B and Archeological Sites No. 105 and No. 106? If there is a physical conflict, would not the impact of Alternate 2B be less than that with Alternate 2 or Alternate 2A? If the answer to the first question is no, and the answer to the second question is yes, then on page B-17, first paragraph, line 3, change "5" to "3".
- 60.) Page B-19, line 3. Define "L₁₀". In the last paragraph on line 2, possibly "5" and "4" should be "3" and "2" respectively (see detailed comment No. 59).
- 61.) Page B-20, second paragraph, line 4. After "Drive" add "Extended".
- 62.) Page B-21, first complete paragraph, last sentence. Delete "East-West Expressway" and substitute "Piedmont Highway (Maryland Route 23)". In the second complete paragraph note the projected 1995 traffic volumes.

The 1973 ADT's on Existing U.S. Route 140 and the 1995 projected ADT's in the Statement indicate that traffic volumes are as high for this link as they are south of the Baltimore Beltway (Interstate Route 695).
- 63.) Page B-23, first complete paragraph, line 3. After "neighborhood" delete "character and". In the second complete paragraph on line 7, after "Road" add ", if extended."
- 64.) Drawing No. 16. Show the proposed Franklin Mall Shopping Center Site.

- 421
- 65.) Page D-2, Item 1a.). Would Alternates 2B and 2C be in direct physical conflict with Archeological Sites No. 105 and 106 (see detailed comment No. 59). For Historic Site No. 5, the right-of-way requirements for Alternates 1 and 2 should total 100%, 39%, 38%, and 23% instead of 40%, 35%, and 22% respectively.
 - 66.) Page D-4, first paragraph, last sentence. Why would not the traffic be maintained on Sudbrook Road with Alternates 9 and 9A, if it can be maintained with Alternates 5, 7, and 8? Under the first major heading, delete "Industrial" and substitute "Historical". In the first paragraph under this heading on line 2, after "industry" add "and rail transportation." On line 4 in this same paragraph, delete "Industrial" and substitute "Historical."
 - 67.) Page D-5, second paragraph, last sentence. Clear up the location of that existing McDonogh Railroad Station by adding "Railroad" after "McDonogh" and adding "of Alternates 2A, 2B, and 2C" after "roadways."
 - 68.) Page D-6, line 1. Delete "is" and substitute "would be."
 - 69.) On Alternate 2B, attempt to keep S. Dolfield Road open to Relocated Dolfield Road for the purpose of providing access to the transit station from Relocated Dolfield Road and Bonita Boulevard.
 - 70.) Page D-11, second paragraph, line 5. "Alternates" is misspelled. In the third paragraph on line 2, place a period after "arca" and add "The New Station is" before "approximately".
 - 71.) Page D-12, fourth paragraph. Delete the last sentence and substitute "The construction proposed in Alternates 6 and 6A would have no adverse visual impact on this historic site."
 - 72.) Page D-14, first paragraph, line 3. Delete "except for" and substitute "including."
 - 73.) Page D-19. Include traffic impact statements on the New and Old Owings Mills Railroad Stations.
 - 74.) Page D-17, first paragraph, line 6. After "1" add "2". Place a period after "2C". On lines 6 and 7 delete "and, therefore,". The sentence on line 7 should read, "No traffic impact from Alternates 1, 2A, 2B, and 2C is anticipated at these historic sites."
 - 75.) Page D-18, first complete paragraph, line 2. Delete "Dolfield" and the first "and", and substitute "McDonogh" after "on" and add ", Relocated McDonogh Road," before "Painters", and add ", and Relocated Painters Mill Road" before "due." On line 7, before "Painters" add "Relocated Painters Mill Road and/or". In the second complete paragraph on line 1, "north" should read "northeast"; on line 11, before "Painters" add "Relocated". On line 13 in the second complete paragraph, after "Boulevard" add ", Relocated Painters Mill Road."

- 422
- 76.) Page D-20, last sentence. Delete "local access" and "for shopping" and substitute "collector" before "street."
 - 77.) Page D-21. Update the existing noise levels. In the third paragraph on line 10, define "NCHRP."
 - 78.) Page D-26, What are the projected 1995 P.M. Peak Hour L₁₀ noise levels on Westminster Pike which may or may not impact Historic Site No. 101?
 - 79.) Page D-25, last paragraph, last sentence. Why must an exception be requested for Alternates 2B and 2C if Alternates 1, 2, 2A, 3, and 4 projections for 1995 P.M. Peak Hour L₁₀ noise levels also have an adverse noise impact on Historic Sites No. 42 and 100?
 - 80.) Page D-27.
 - a.) Site No. 69, add "(Weist House)"
 - b.) Site No. 77, delete "s" from "Reister"
 - c.) Site No. 78, add "(Reister House)"
 - d.) Site No. 80, add "(Reister Inn)"
 - e.) Site No. 92, delete "s" from "Fisher"
 - 81.) Page D-28
 - a.) Top heading, delete "Industrial" and substitute "Historical".
 - b.) Site No. 68, Table 4 on page C-7 indicates that no conflict is anticipated.
 - c.) Site No. 85, add "(Yellow Tavern)"
 - d.) Site No. 98, "Hitshue" is misspelled and Table 4 on page C-7 indicates that no conflict is anticipated.
 - 82.) Page E-3, under "Trees" under "Landscaping", "Beech" is misspelled.
 - 83.) Page E-5, first partial paragraph, last sentence. Delete last phrase, "nor will there be any effect upon members of a minority group."
 - 84.) Page E-10, first paragraph, last sentence. Delete last phrase, "nor will there be any effect upon members of a minority group."
 - 85.) Page E-13, third complete paragraph, last sentence. Delete last phrase, "nor will there be any effect upon members of a minority group."
 - 86.) Page E-14, first paragraph, line 3: Add "ly" to "historical."
 - 87.) Page E-15, first paragraph, line 14. "design" is misspelled.
 - 88.) Page E-16, last paragraph, line 7. "Regional" is misspelled.
 - 89.) Page E-17, third complete paragraph, last sentence. Delete last phrase, "nor will there be an effect upon members of a minority group."

423

90.) Page E-18

- a.) First paragraph, line 3. Add "ly" to "historical."
- b.) Item 2. Delete "Industrial" and substitute "Historic".
 - i.) Line 7. Delete "industrial" and substitute "historic."
 - ii.) Last line. Delete "27" and substitute "28."
- c.) Item 3.
 - i.) Before "McDonogh", add "21."
 - ii.) Before "Owings Mills Station (New)", add "40."
 - iii.) Before "Owings Mills Station (Old)", add "42."

91.) Page E-19, Item 5, line 4. Delete "410" and substitute "406."

92.) Page E-20, first complete paragraph, last line. Delete "2" and substitute "3".

93.) We are pleased that the State has indicated directly the acceptance of responsibility for the access roads to the alternate Rapid Transit stations and/or Relocated U.S. Route 140 interchange locations, e.g.,

- a.) Relocated Milford Mill Road and the access road to Existing Milford Mill Road,
- b.) Relocated Sudbrook Road
- c.) Relocated McDonogh Road
- d.) Relocated Painters Mill Road
- e.) Relocated Dolfield Road including the interchange with Existing U.S. Route 140
- f.) Proposed Red Run Boulevard
- g.) Relocated Cherry Hill Road, and
- h.) Glyndon Drive Extended.

We realize that your responsibility for access road improvements will be confined to the necessary improvements required for the Alternate or combination of Alternates finally recommended for construction.

424

Response to Comments by
Baltimore County Office of Planning and Zoning

A response to the Countys substantive comments are included as follows:

- Comment No. 5 The reduction of the Expressway to four lanes occurs only in Alternate 8 and the elimination of the highway south of I-695 is proposed only in Alternate 9. The General Description of the Project at this location in the statement was intended to be as "General" as possible, and specific reference to one part of Alternates 8 and 9 is not appropriate.
- Comment No. 7 The accident statistics have been updated in the Final Statement. See page A-7 in this Volume and Volume II.
- Comment No. 9 The need for the project now, as well as in the future, has been stated in the summary of the "Need for the Project" on page A-6 in both this Volume and Volume II.
- Comment Nos. 10 & 11 Drawing Nos. 3 & 4 have been updated.
- Comment No. 14 The first paragraph states that residential development is proposed north of Painters Mill Road. This is correct in that the Sector Center which includes residential development is proposed in this area.
- Comment No. 15 Drawing No. 5 has been deleted from the FEIS. The information on this drawing has been incorporated on Drawing No. 9. The proposed U.S. 29 was not shown on the map because the location has not been determined as of this date. Proposed County roads have not been shown on this drawing in order to avoid confusion.
- Comment Nos. 16, 17 & 19 Lockers may be included in the design of the Rapid Transit Stations, however, this detail will not be determined until the design phase of the project. Alternate 1 goes under Relocated McDonogh Road.

Comment No. 20 Due to similiarity of the alternatives, the road user cost would be relatively the same for all build alternates under consideration.

Comment No. 21 The accident statistics for Alternate 3, which were based on 1970-1971 averages has been deleted from the FEIS. The statistics for Alternate 3 were not updated and the 1970 information is not current.

Comment No. 22 The recommended alternate does not propose a rapid transit station at McDonogh Road. Therefore, the question of access road capacity is academic.

Comment No. 26 The accident statistics have been updated in the FEIS. See page D-13 and D-14 in this Volume, and Section E in Volume II.

Comment Nos. 28, 29 & 30 The effect on minority groups is a result of the State Highway Administration's study of relocation problems associated with each alternate.

Comment Nos. 35, 36 & 38 It is intended that both the proposed Red Run Boulevard and existing Dolfield Road be constructed as 24 foot streets as part of this project. Any widening to a four lane boulevard would be evaluated as part of a future project.

Comment No. 38 Existing Painters Mill Road between S. Dolfield Road and the proposed transit parking lot is 22 feet in width - not 44 feet as noted in the comment. This will be upgraded to a 24 foot street as part of the project.

Alternate 2B was planned so that highway and transit traffic would be separated with access to the expressway being provided at Relocated Dolfield Road, and to the transit parking lot via Painters Mill Road.

Comment No. 40 The historic house "Greenspring" was unintentionally overlooked in developing the inventory of historic sites in this corridor. It has not been added to the inventory at this late date because it is located approximately 4500 feet east of the recommended alternate and is in no way related to the project.

474

Comment No. 56 Historic Sites No. 65 to No. 99 are all located within the limits of the Reisterstown Historic District. Individual histories of these buildings were omitted at the request of the Maryland Historical Trust and FHWA. It was agreed that Reisterstown should be discussed as a district, as is Sudbrook Park, rather than by individual buildings.

Comment No. 59 Alternates 1, 2, 2A, 2B, & 2C all directly
& 60 conflict with Archeological Sites No. 105 and 106, by either the Relocation of Painters Mill Road or by the proposed transit parking lot.

Comment No. 60 L10 is defined in the FEIS. See page D-53, this Volume.

Comment No. 66 Bridges are required at both Sudbrook Road and Greenwood Road with the recommended alternate and traffic will be maintained in this area on one of these roads while the other bridge is under construction.

Comment No. 69 S. Dolfield Road was not connected to the proposed Relocated Dolfield Road with Alternate 2B or 2C. The possibility of a connection can be considered during the design phase of the project.

Comment Nos. 83, Same response as shown for Comment No. 28
84, 85 & 89



427J

REGIONAL PLANNING COUNCIL

BALTIMORE CITY
ANNE ARUNDEL COUNTY
Baltimore County
CARROLL COUNTY
HARFORD COUNTY
HOWARD COUNTY
STATE OF MARYLAND

701 ST. PAUL STREET

BALTIMORE, MARYLAND 21202

TEL. AREA CODE 301

313 5878

December 12, 1975

CHAIRMAN
MILTON H. MILLE
VICE CHAIRMAN
C. ROY E. ROSE, SR.
EXECUTIVE DIRECTOR
ROBERT N. YOUNG

Mr. Robert J. Hajzyk, Director
Office of Planning and
Preliminary Engineering
State Highway Administration
300 West Preston Street
Baltimore, Maryland 21203

Re: Metropolitan Clearinghouse Review and
Referral Memorandum, Project: 75-379
Supplemental Environmental Impact
Statement, Section 4(f) Statement on
(1) Relocated U.S. 140 (Northwest Express-
way Baltimore City Line to Reisterstown
and (2) Phase I Rapid Transit, Baltimore
City Line to Owings Mills.

Dear Mr. Hajzyk:

Attached to this transmittal letter is a memorandum which presents the Metropolitan Clearinghouse comments and includes a certification of Council action. You should now complete and file your formal application. A copy of this memorandum and certification must be attached to your application. If the application reviewed is not the final application, please forward a copy to the Metropolitan Clearinghouse upon final submission. Please make sure, if it is needed, that State Clearinghouse review comments are also included with your application.

Comments on this application were requested from: Baltimore City, Baltimore and Carroll Counties.

Comments from the following jurisdictions are included with the Clearinghouse review: Baltimore City,

If you have any questions, please contact us at 383-5840.

Sincerely yours,

Betty Biliske, Coordinator
Metropolitan Clearinghouse

DATE: November 4, 1975

428 J

FROM: Mr. Larry Reich, Director
Department of Planning
222 East Saratoga Street
Baltimore, Maryland 21202

B & P Meeting: November 7, 1975
R P C Meeting: November 21, 1975

SUBJECT: REFERRAL COORDINATOR REVIEW SUMMARY

Applicant: Maryland Department of Transportation

Project: See Below

R & R File No.: 75-379

Comments Should Be Returned By: AS SOON AS POSSIBLE

This project has been forwarded to the following local departments or agencies (check appropriate blanks and attach comments from the reviewing agencies):

Planning

Public Works

Environmental Protection

Human Relations

Others (specify) _____

JURISDICTION'S COMMENTS

check One

This jurisdiction has no comments on this particular project.

This project is consistent with or contributes to the fulfillment of local comprehensive plans, goals or objectives.

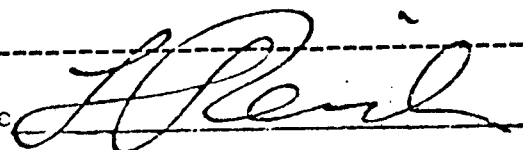
This project raises problems concerning incompatibility with local plans, or intergovernmental, environmental or civil rights issues and a meeting with the applicant is requested (attach comments).

This project is generally consistent with local plans, but qualifying comments are necessary (attach comments).

RETURN TO:

Coordinator, Metropolitan Clearinghouse
Regional Planning Council
701 St. Paul Street
Baltimore, Maryland 21202

Signature



Title

Referral Coordinator

Agency

Balto. City Dept of Planning

Date

Dec. 9, 1975

Supplemental Draft Environmental Impact Statement - Section 4(f) Statement on (1) Relocated U.S. 110 (Northwest X-way) Baltimore City Line to Reisterstown and (2) Phase I Rapid Transit, Baltimore City Line to Owings Mills

429

R & R 75-379 Maryland Dept. of Transportation, Draft Supplemental
Environmental Impact Statement, Relocated U.S. 140 and
Phase I Rapid Transit

The City endorses the 4f Supplement as a complete inventory and evaluation of the impacts of the proposed alternatives on historic and architectural sites.

It is recognized, however, that this Supplement presents for the first time several new alternatives which are proposed to avoid or mitigate negative impacts on the Sudbrook Park Historic District. These alternatives must be fully evaluated before the final EIS is prepared. In a letter of November 28, 1975, the Mayor's Office requested RPC technical assistance in evaluating the impacts of these new alternatives. In addition, the City requests that a formal process be established to involve Baltimore City and County and RPC with the State Highway Administration in full review of these alternatives during the preparation of the final EIS.

REGIONAL PLANNING COUNCIL
701 St. Paul Street
Baltimore, Maryland 21202

R & R File No. 75-379
B & P Committee December 12, 1975

REVIEW AND REFERRAL MEMORANDUM

PROJECT IDENTIFICATION

Jurisdiction: Baltimore County

Project Name: Supplemental Draft Environmental Impact Statement - Section 4(f) Statement on (1) Relocated U.S. Rt. 140 (Northwest Expressway) Baltimore City Line to Reisterstown and (2) Phase I Rapid Transit, Baltimore City Line to Owings Mills

Applicant: Maryland Department of Transportation/State Highway Administration
Notification/Application received November 3, 1975

DESCRIPTION

This is a Supplemental Draft Environmental Impact Statement, Section 4(f) Statement on the proposal for Relocation of U.S. Rt. 140 (Northwest Expressway) Baltimore City Line to Reisterstown and Phase I Rapid Transit, Baltimore City Line to Owings Mills. The Regional Planning Council endorsed the original Draft Environmental Impact Statement in June, 1973, supporting Alternative 2, the more easterly, of the two relocation proposals and expressing strong qualifications concerning (1) impacts on storm run-off in the Gwynns Falls watershed (2) design of the proposed transit stations in relation to traffic and adjacent facilities.

Since the original Draft Environmental Impact Statement was prepared Sudbrook Park, which is adjacent to the proposed relocation alignments has been nominated to the National Register of Historic Places. This development plus new federal regulations concerning evaluation of all impacts of a project on all potential historic sites within a project area gave rise to the preparation of this "4(f)" Supplemental Statement.

The proposal for Relocated U.S. Rt. 140 includes the following: (1) a .2 mile section of Wabash Avenue within Baltimore City from the western City boundary line south to Patterson Avenue which would be a six-lane dual roadway with a raised 16 foot median strip with a control of access; (2) a 12.4 mile section of relocated U.S. Rt. 140 which will extend generally parallel to and west of Reisterstown Road from the Baltimore City Line to the Westminster Pike which would be a six-lane dual highway with controlled access; and (3) a 2 mile section of Relocated Md. Rt. 30 beginning at the proposed Relocated U.S. Rt. 140 to the Hanover Pike which would be a six-lane dual highway with controlled access.

In addition, a segment of the Northwest Line of the Mass Transit Administration's rapid transit facility would be combined with the highway. The transit route as proposed is located between Wabash Avenue and the Western Maryland Railroad Company's right-of-way. It would descend from aerial structure to a tunnel under-passing the proposed Northwest Expressway and emerge in the median of the highway south of Milford Mill Road. The transit line will remain in the median for a distance of 5.5 miles to its terminus in Owings Mills at Painters Mill Road. Station sites with major park and ride facilities are proposed at Milford Mill Road, Old Court Road, McDonough Road and Painters Mill Road.

In response to comments received on the Draft Environmental Impact Statement additional alternative relocation alignments for minimizing adverse effects on Historic sites including the Sudbrook Park Historic District were studied. Alternatives considered include proposals for a depressed highway through the Sudbrook Park area. The following proposals for eliminating the highway portion of the Northwest Expressway south of the Baltimore Beltway are also included:

- Alternative 7 proposes the southern terminus of the Northwest Expressway at the Baltimore Beltway with no direct highway connection to existing Wabash Avenue in Baltimore City. Wabash Avenue is proposed to be extended to Relocated Milford Mill Road. The rapid transit facility would extend from the City Line to Owings Mills.
- Alternative 9 proposes transit only from the Baltimore City Line to the Beltway; the southern terminus of the Northwest Expressway would be the Baltimore Beltway with no direct highway connection to existing Wabash Avenue in Baltimore City.
- Alternative 9-A would provide direct access to the Old Court Road Rapid Transit Station from the Baltimore Beltway and termination of the Northwest Expressway at the Baltimore Beltway with no direct highway connection to existing Wabash Avenue in Baltimore City. Wabash Avenue is proposed to be extended to a northern terminus at Relocated Milford Mill Road. The rapid transit facility would continue to Owings Mills.

All alternatives will require the displacement of some homes and a few businesses. The 4(f) Statement inventories 133 historic buildings and sites in the Northwest Transportation Corridor.

The scope of this Supplement was limited to the evaluation of additional alternatives which would minimize the impact on Historic Sites. The intent of the document was not to address other issues, e.g., impact on the Gwynns Falls Watershed, etc., raised as a result of public hearings and meetings and review by other agencies and individuals. These issues will be addressed in the Final Environmental Impact Statement which will be published in March, 1976. In addition, prior to publication of the Final Environmental Impact Statement an additional Supplement addressing air quality will be published.

Because of funding problems related to both the highway and rapid transit, State Highway Administration representatives have indicated that construction of both will probably have to be phased.

COMMENTS

- I. The State Highway Administration is to be commended for the inventory and evaluation of historic and architecturally unique areas in the Northwest Expressway Corridor. The document points out very clearly the difficulty in developing a transportation-effective alternative that will not severely impact on the historic districts.
- II a. The General Development Plan recognizes the need for transportation improvements in the Northwest Corridor to serve present needs in this important area while responding to future growth. The Regional Planning Council also recognizes that the direct impact that this project will have on adjacent communities and historical sites cannot be over-looked. The short-coming of this document is that the only alternatives considered to minimize these impacts inside the Beltway are to either build-in very expensive features such as tunnels or not to build the road at all. Other alternatives, involving various combinations of

432 J

roadways and public transportation that would respond in a more acceptable manner to both mobility requirements and local community concerns need to be considered. Other such alternatives to be evaluated would include:

1. ways of increasing the effectiveness of the proposed rapid transit as an alternative for improving mobility in the Northwest section, e.g., a major transit station at the Beltway; or,
2. construction of a smaller roadway of less than freeway proportions.

There may be other alternatives which would better meet transportation needs than the no-build while still minimizing adverse impacts.

- b. The 4(f) Statement fails to address all potential impacts of no-build Alternatives 7, 9, and 9A which would eliminate various segments of the proposal. In reference to these three alternatives, the following impacts need to be further evaluated and documented in the Final Environmental Impact Statement:
1. the impact on patronage at each of the proposed rapid transit stations;
 2. the level of service on the access roads feeding the rapid transit stations under each alternative;
 3. the level of service and accident rates anticipated on the Baltimore Beltway under these alternatives;
 4. economic impacts on the entire Northwest Corridor; and
 5. the cost of widening Reisterstown Road and/or Liberty Road inside the Beltway to accommodate traffic diverted from the Northwest Expressway at the Beltway.
- c. Since the State Highway Administration has indicated that construction of the project (both the highway and the rapid transit line) will probably occur in stages over a number of years due to funding problems, the effects of such phasing should be addressed in the Final Environmental Impact Statement. Phased construction would impact on both other transportation facilities and the adjacent communities.

III. While recognizing that the purpose of this document was specifically to evaluate impacts on historic sites and districts, the Regional Planning Council takes this opportunity to reiterate previous concerns expressed regarding impacts on the Gwynns Falls watershed and development in surrounding areas such as Liberty Road. Representatives from the State Highway Administration have indicated their willingness to work with Baltimore County, the City of Baltimore and the Regional Planning Council in further defining and evaluating the potential impacts discussed above on historic sites and the broader impacts of the proposal on the total area which could be affected by the project. The Regional Planning Council will undertake to coordinate a series of meetings with the State Highway Administration during the next three months so that the Final Environmental Impact Statement addresses all concerns raised at the local and regional level. It is essential that this cooperative effort occur before the publication of the

433
J

Final Environmental Impact Statement in March, 1976 to insure that all impacts are evaluated before a recommendations for a specific alternative is made in the Final Environmental Impact Statement.

THE REGIONAL PLANNING COUNCIL ENDORSES THIS PROJECT IN CONCEPT: ENDORSEMENT OF THIS DOCUMENT IS RECOMMENDED SUBJECT TO THE PROVISIONS STATED ABOVE.

I HEREBY CERTIFY that the Budget and Program Committee, as per Regional Planning Council authorization, at its December 12, 1975 meeting concurred in this Review and Referral Memorandum and incorporated it into the minutes of that meeting.

Original Signed By

Robert N. Young

December 12, 1975

Date

Robert N. Young
Executive Director

434

Response to Comments by the
Regional Planning Council

- Comment No. I No response is necessary for this comment.
- Comment No. IIa.1 A major rapid transit station at the Beltway has been developed and is presented as part of Alternate 9A. This was not adopted as the recommended alternate because the concept of a major transit station at the Beltway was developed recently and was never presented to the public for comment at any public hearing. The Mass Transit Administration does intend to pursue this option by holding a separate public hearing at a future date.
- Comment No. IIa.2 This comment recommends construction of a smaller roadway of less than freeway proportions inside the Beltway. A boulevard through this area adjacent to the proposed transit line, with at-grade intersections at Milford Mill Road and Sudbrook Road, would have more adverse impacts on adjacent communities than the original freeway proposal, because the freeway would be depressed through this area and be completely separated from Sudbrook Park. The communities in this area are opposed to any highway construction inside of the Beltway.
- Comment No. IIb.1 A technical evaluation of the effect on rapid transit patronage, as a result of not building the Northwest Expressway inside of the Beltway (Alternates 7, 9 and 9A), was developed in conjunction with the mitigation proposals made for the air quality evaluation. This study indicated that deletion of the Northwest Expressway inside the Beltway would increase rapid transit riders by 400 to 600 patrons per day in Baltimore County. No breakdown is available regarding the increase in patronage at each individual rapid transit station; however, it can be assumed that the majority of the added riders would use the Milford Mill and Old Court stations.
- Comment No. IIb.2 The access road requirements to rapid transit stations and highway interchanges has been developed for the recommended alternate, and this information may be found on page C-10 of this Volume.
- Comment No. IIb.3 The Level of Service on I-695 is noted on page J-13 of this Volume. Accident data on I-695, available at the time of printing this Final Statement, is included as an SHA memorandum after the response to RPC Comment No. III.

Comment No. Iib. 4 The economic impacts on the entire Northwest Corridor should be minor with the alternates that eliminate various segments of the project inside the Beltway. Overall growth and projected employment in Baltimore County should not be significantly affected.

Comment No. Iib. 5 This comment concerns the need for widening Reisters-town Road and Liberty Road (inside the Beltway) to accommodate the diverted traffic not accessible to the Northwest Expressway under Alternates 7 and 9. The effect on these and other arterials, and the steps proposed to minimize the effect of diverting additional traffic to existing arterials, are discussed on page D-33 of this Volume.

Comment No. Iic. This comment is concerned with the impact on other transportation facilities and adjacent communities, if the construction of the project occurs in stages over a number of years.

A response to this comment cannot be made at this stage of project development. There has been no evaluation made regarding the possible phasing of this project during construction and the effects can only be determined after the exact length and location of each construction contract has been established and the funding has been committed.

Comment No. III A formal process of information exchange was held in January and February, 1976.

STATE HIGHWAY ADMINISTRATION

P. O. Box 717 / 300 West Preston Street, Baltimore, Maryland 21203

436

MEMORANDUM

TO: Mr. William F. Lins, Jr., Chief
Bureau of Highway Design

DATE: January 8, 1976

FROM: Paul S. Jaworski, Chief
Bureau of Accident Studies

SUBJECT: Baltimore County Interstate Route 695 - Supplemental
Information for Additional Lanes, Between Dogwood
Road and Md. 26

RECEIVED

JAN
W. F. LINS, JR.
CHIEF, BUREAU OF
HIGHWAY DESIGN

In response to our memo of October 9, 1975, and our subsequent meeting concerning the subject proposed project, we wish to advise the following.

In order to provide additional information as requested by the Federal Highway Administration concerning the operational effects of the congestion on I-695, the following information was compiled.

Accident data was prepared for each of the fifty-three road sections between each interchange; by direction, around the entire Beltway in Baltimore County. The accident data was examined with an emphasis towards analyzing the effects of the evening peak period. To this end, traffic data compiled at three permanent counter stations on I-695 yielded diurnal distributions which in turn was utilized to determine the evening peak period. Accident rates were then computed for both a twenty-four hour period and the four-hour evening peak period (3 PM to 7 PM). Additional data included the percent of rear-end and sideswipe accidents during the peak period (congestion related collisions) to the total accidents.

Statistical tests were then computed to measure the differences between the peak period and total accident rates on I-695 as a comparison to the peak period-statewide accident rates. These tests yielded numerous locations which could be deemed hazardous when considering the peak-period accident rates. Additional tests of statistical significance were also computed for the peak-period percentages of rear-end and sideswipe collisions, again yielding numerous locations with significantly larger percents of these types of collisions. In order to evaluate this data, "centile ranks" indicating the relative rank of each location on a scale of 100% were prepared for each category, i.e., total accident rate, peak-period accident rate, and peak percent manner of collision. The average of these three was then computed for each section and then rank ordered accordingly. It was felt that this method permitted

RECEIVED

JAN 16 1976
W. F. LINS, JR.
CHIEF, BUREAU OF
HIGHWAY DESIGN

Mr. William F. Lins, Jr.
 January 8, 1976
 Page 2

437

additional discrimination, over the use of a simple hierarchy of rates with an assumption that road sections with a high total accident rate and peak-period accident rate would also need to have a large percentage of rear-end and sideswipe collisions to further identify this congestion related problem.

The following list indicates the highest eleven road sections, with their relative "centile rank", peak-period and total accident rates and peak percent of rear-end and sideswipe accidents (MOC).

PRIORITY LOCATION LISTING DETERMINED BY
 CENTILE RATING OF ACCIDENT EXPERIENCE*

I-695 Locations	Direction	Centile	1 Peak Rate 3 PM-7 PM	2 Total Rate	3 Peak MOC Percent
Md. 45 to Md. 146	NB	.9860	473.57	226.72	41.03%
I-70N to Security	NB	.9796	560.82	275.07	30.81%
I-83 to Md. 139	NB	.9584	401.13	197.79	41.66%
I-895 to Hollins Ferry	NB	.9375	336.75	189.03	51.53%
Greenspring to I-83	SB	.9255	242.22	145.22	35.69%
US 40 to I-70N	NB	.9189	270.35	194.24	35.24%
Md. 144 to Edmondson	SB	.9065	275.47	205.40	30.35%
Md. 139 to Md. 45	NB	.8754	316.08	160.77	47.00%
Security Blvd. to Md. 26	NB	.8618	233.93	179.08	30.71%
Edmondson to US 40	SB	.8419	289.06	216.42	23.30%
Edmondson to US 40	NB	.8307	181.45	196.14	39.29%

*Determined by an average of the following three factors:

1. Peak hour accident rate per 100 million vehicle miles of travel
2. Total accident rate per 100 million vehicle miles of travel
3. peak hour manner of collision percent to total manner of collision

The following accident data on I-695 from Md. 26 to U.S. 140 and the mean for all I-695 was obtained from the Bureau of Accident Studies by phone on 1-26-76

Md. 26 to U.S. 140	NB	.3742	98.61	108.42	18.67%
Md. 26 to U.S. 140	SB	.5787	92.63	142.42	8.79%
Mean Rates for all I-695			152.30	140.91	20.96%

Mr. William F. Lins, Jr.

January 8, 1976

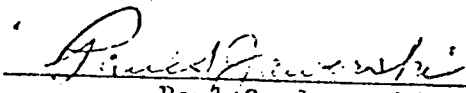
Page 3

438

As can be seen, seven of these eleven sections are continuous and form two separate sections in the northbound lane where a series of congestion related problems exist. The first section extends from Edmondson Avenue to Md. 26 and includes the subject locations (from I-70N to Md. 26). There is a significant drop in both the accident experience and the traffic north of Md. 26. We have not been able to determine how much of the accident experience, as related to congestion, is caused by the backup in the I-70 - Md. 26 study area. It is however, contributory and we could expect to realize some residual benefits downstream by the proposed construction.

The second section extends from I-83 northbound to Md. 146. A major safety improvement project involving the reconstruction of the I-83 Charles Street interchange, some realignment, resurfacing, and "exit only" lane to the Md. 45 interchange was completed in 1974. Since the accident data used herein was compiled from 1973 and 1974 records, any improvement to be realized by this major reconstruction would not yet be evident. It would therefore, seem that the Edmondson Avenue to Md. 26 road segments should receive first consideration for any improvement. The enclosed listing of the eleven locations are the most hazardous of the fifty-three locations studied on the Beltway in Baltimore County. Should these additional locations be desired for your study, they can be furnished upon request. They have been omitted due to spacial limitations only.

Please advise if any additional information is needed on this study.


Paul S. Jaworski

PSJ/saw

- c.c. Mr. N. B. Friese
- Mr. H. G. Downs
- Mr. A. W. Tate
- Mr. I. G. Hughes
- Mr. T. Hicks
- Mr. P. Dionne
- Mr. P. Heid



better air coalition

110 East 25th Street
Baltimore, Maryland 21218
366-2070

December 11, 1975

K-439

Mr. Robert J. Hajzyk, Director
Office of Planning & Preliminary Engineering
Maryland Department of Transportation
State Highway Administration
301 West Preston Street
Baltimore, Md. 21201

RECEIVED
DEC 12 1975

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

RECEIVED
DEC 12 1975

Dear Sir:

Better Air Coalition has reviewed the Draft Environmental Impact Statement for the Northwest Expressway. When the air quality data is published, we will address that issue in detail. At this time, we would like to offer some general comments.

Better Air Coalition has consistently been opposed to the construction of the Northwest Expressway. Throughout the years, studies have shown that more highways generate more cars; and more cars generate more pollution.

The Impact Statement proposes a 70 mile an hour speed limit for the Baltimore County portion and a 60 mile an hour limit for the Baltimore City portion. It is a proven fact that automobiles emit fewer pollutants and use less gasoline when driven at 50 miles an hour. So that even if the highway enables traffic to flow smoothly (which is questionable at rush hour) the increased number of cars at high speeds could generate more pollutants.

COMMENT
NO 1

Highways tend to emphasize and increase suburban sprawl, which in turn increases the use of the automobile.

Because of the severe air pollution problem in the Baltimore Metropolitan area and because fuel is indeed becoming more and more scarce, increased dependence on the automobile should be discouraged in every way.

The Northwest corridor needs an improved transportation system. Better Air Coalition supports the proposed Phase I Rapid Rail if it can be built in its entirety to Owings Mills. We would also like to suggest an interim alternative which could perhaps be initiated in the very near future. The Western Maryland Railway right of way extends from Glyndon and Westminster south into the City. Is it feasible for commuter service to be established on this line on a trial basis and if successful to be used and extended until the Rapid Rail is built, if it is indeed built at all.

COMMENT
NO 2

Finally, we wish to bring to your attention that citizen opposition to this highway has been persistent and outspoken. Citizens are willing to support a public transportation system that will not disrupt their neighborhoods, that will be clean, quiet, and efficient. Thank you.

Sincerely yours,

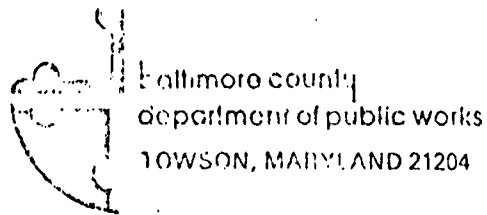
BETTER AIR COALITION
Linda Smeyne
Linda Smeyne, Director of Education

LS:c

Response to Comments by the
Better Air Coalition

- Comment No. 1 - The reference to 70 mph in the impact statement applies to the design speed not the speed limit. See this Volume, page A-35. The posted speed will be 55 mph or whatever the policy is at the time that the project is opened to traffic.

- Comment No. 2 - It is not feasible to establish a commuter service utilizing the Western Maryland Railway because of conflict with freight trains currently operating on this line.



Baltimore County
Department of Public Works
TOWSON, MARYLAND 21204

RECEIVED

12/24/75

444

DEC 29 1975

WM. F. LINS, JR.
CHIEF, BUREAU OF
HIGHWAY DESIGN

December 15, 1975

RECEIVED
DEC 19 1975
PLANNING & PRELIMINARY ENGINEERING

ALBERT B. KALTENBACH, P.E.
DIRECTOR

Mr. Robert J. Hajzyk, Director
Office of Planning and Preliminary Engineering
State Highway Administration
300 W. Preston Street
Baltimore, Maryland 21203

Subject: Comments on the Supplement to the
Draft Environmental Impact Statement Section 4(f)
Statement on the Relocated U.S. Route 140 (Northwest Expressway)
and Phase I Rapid Transit dated October 6, 1975

Dear Mr. Hajzyk:

As an addendum to Mr. W. D. Fromm's letter of December 9, 1975, Baltimore County's Department of Public Works wishes to have the following comments considered for the "Final Environmental Impact Statement" and the facility's ultimate design.

Throughout the draft Environmental Impact Statement crossings of major County roads are noted for the various schemes; however, no mention is made of the treatments for the roads. We feel the following information should be shown for each scheme.

- COMMENT No. 1. Name of each County road that will have crossings of the Northwest Expressway with or without an interchange.
- COMMENT No. 2. Number of lanes to be constructed for each crossing of the Northwest Expressway along with the design criteria, i.e. widths of each lane, whether open section, curb and gutter, etc.
- COMMENT No. 3. Names of all County roads that will be terminated or cul-de-saced.

Very truly yours,

Albert B. Kaltenbach

ALBERT B. KALTENBACH, P.E.
Director of Public Works

END:JJT:bjh

- cc: Mr. Richard Ackroyd - FHWA
- Mr. Larry Reich - Baltimore City
- Mr. Vladimir Wahnbe - Dept. of State Planning
- Mr. Milton H. Miller - Regional Planning Council
- Mr. T. G. Venetoulis
- Mr. A. B. Kaltenbach
- Mr. S. E. Collins
- Mr. Larry Walsh
- Mr. J. D. Seyfiert

442

Response to Comments by the
Baltimore County Department of Public Works

Comment No. 1 County roads crossing the Northwest Expressway with or without an interchange are identified in the detailed project description of the recommended alternate, which begins in this Volume on page A-36. They are also shown on a plan of the recommended alternate included in this Final Statement as Drawings No. 4a through 4g. The names of these county roads are as follows: Relocated Milford Mill Road, Sudbrook Road, Greenwood Road, Old Court Road, McDonogh Road, Painters Mill Road, Relocated Dolfield Road, Pleasant Hill Road, Church Lane, Relocated Cherry Hill Road, Berrymans Lane, Glyndon Drive Extended and Relocated Cockeyes Mill Road.

Comment No. 2 The number of lanes planned for each county road crossing of the proposed Northwest Expressway, as well as the width of lanes and edge treatment, will be finally determined during the design phase of this project.

The proposed number of lanes or width of the county roads to be relocated by the project is indicated in the detailed description of the recommended alternate. See this Volume, page A-36.

Comment No. 3 The county roads that will be terminated or cul-de-saced by the recommended alternate are included in the detailed project description noted in Comment No. 1. The names of these county roads are as follows: Mellinee Road, Howard Road, Milford Mill Road, South Dolfield Road, Dolfield Road, Delight Road, Stocksdale Avenue and Chatsworth Road. DOT intends to comply with County laws to close these roads.



DEPARTMENT OF THE ARMY
BALTIMORE DISTRICT, CORPS OF ENGINEERS
P.O. BOX 1715
BALTIMORE, MARYLAND 21203

443
MT

REPLY TO ATTENTION OF:
NABPL-E

5 January 1976

Mr. Robert J. Hajzyk
Director
Office of Planning & Preliminary Engineering
State Highway Administration
P.O. Box 717
300 West Preston Street
Baltimore, Maryland 21203

RECEIVED

JAN 7 1976

ENGINEER, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Dear Mr. Hajzyk:

The Supplement to the Draft Environmental Statement: Relocated US Route 140 and Phase I Rapid Transit has been forwarded to this office by higher authority for review. We are somewhat constrained in our review insofar as we did not receive the base document which the Supplement states was prepared and forwarded to selected agencies for review and comment in February 1973.

This review of the Supplement is confined principally to this office's direct responsibilities which in the instant project center on stream data, existing flood problems and the possibility of increased flooding potential. Responses to questions asked at public hearings and provided in Attachment 4 indicate that interest has been expressed in these concerns. There is an indication that floodplain problems were considered in the Draft Environmental Statement.

*Comment
No. 1*

Due to the organization and lack of page numbers in Attachment 4, however, it is difficult to determine the responses to stated flood problem concerns. We are also unable to make reference to originator(s) of specific comments. It would, therefore, seem appropriate to provide a pagination system and organization of comments as to origin in future documentation.

This office is in the process of studying flooding problems in Metropolitan Baltimore with the prospect of making recommendations for flood control protection measures. Therefore, even though we may be unable to offer comment at this late date on the Draft Environmental Statement, we would



444 M

NABPL-E
Mr. Robert J. Hajzyk

5 January 1976

appreciate receiving a copy of that document for our ongoing studies.

Copies of these comments are being furnished to the Council on Environmental Quality as well as to the North Atlantic Division of the Corps of Engineers.

Sincerely yours,

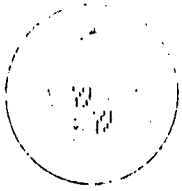


WILLIAM E. TRIESCHMAN, Jr.
Chief, Planning Division

CF: CEQ
NAD

Response to Comment No. 1:

The public meeting referred to in Attachment 4 was very informal with no record kept of the testimony, either by a tape recorder or public stenographer, and the various individuals commenting on the project were not generally known. In order to have some record of the meeting, each person representing the State or other agency was requested to record the comment made and his response in the form of a memorandum. The record of this meeting has been included as Attachment No. 3 in this Volume.



MARVIN MANDL
GOVERNOR

MARYLAND

DEPARTMENT OF STATE PLANNING

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

VLADIMIR A. WAHBE
SECRETARY OF STATE PLANNING
MADELINE L. SCHUSTER
DEPUTY SECRETARY

December 30, 1975

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

445
N
RECEIVED

JAN 2 1976

DIRECTOR OF
PLANNING & PRELIMINARY ENGINEERING

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT REVIEW

Applicant: Maryland Department of Transportation

Project: Draft EIS - Relocate U.S. Rt. 140 and Phase I Rapid
Transit from Baltimore City to Owings Mills

State Clearinghouse Control Number: 76-10-260

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

Dear Mr. Hajzyk:

The State Clearinghouse has reviewed the above project. In accordance with the procedures established by the Office of Management and Budget Circular A-95, the State Clearinghouse received comments (copies attached) from the following:

Department of Natural Resources, Department of Economic & Community Development and the Department of Public Safety & Correctional Services: noted that the statement appears to adequately cover those areas of interest to their agencies

Environmental Health Administration: noted that the air quality portion of the statement is being submitted as a separate supplement and indicated that they could not complete their review until this air quality supplement is evaluated.

Public School Construction Agency: expressed some concern over the possible splitting of school districts by the proposed highway. This could necessitate a greater demand for busing while reducing the access routes for such transportation. The Agency suggested that further consideration be given to providing overhead walkways and sidewalks on all overpasses.

Department of Education: also noted that the proposed highway will create another major arterial divider in the area which will affect school districting and busing plans.

Energy Policy Office: advised that additional data should be presented on energy consumption. Further evaluation needs to be made on the amount of

446
N

Mr. Robert Hajzyk
Page Two
December 30, 1975

energy use and auto emissions under present conditions and those anticipated with each alternative discussed in the statement.

Department of Budget & Fiscal Planning: has not responded to inquiries as of this date. However, if comments are received, they will be forwarded.

Our staff reviewed the statement and commended the analysis which relates to the protection of historical sites in the project area. However, it is suggested that some other important aspects of the project be given additional coverage as part of the review process. The following are some areas where further discussion and evaluation are warranted:

- Further attention should be given to the possibility that traffic congestion in the area could be substantially reduced by improving the safety and capacity of existing Route 140. These improvements may include the addition of left turn slots where right-of-ways are available, extended green time on signals at peak traffic hours, the elimination of on-street parking in high congestion areas, and the enhancement of bus service in the area.

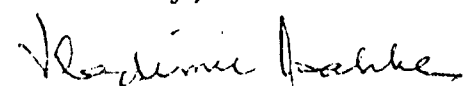
- Statistics used in the statement appear outdated. The accident rate statistics cover the years 1970 and 1971 while the average daily traffic numbers are from the year 1973. The "energy crisis" of 1974 may have greatly affected the validity of these statistics.

- Although the basis for promoting the Northwest Corridor transportation plans is to accommodate the existing and expected growth demands in the area, some additional attention should be given to the land use plans being developed for the area. These land use plans are to assist in determining the best possible use for Maryland remaining land resources.

- Some criticism of the proposed subway system has recently surfaced. Much of this centers on the issues that the costs for the construction and operation of the subway are enormously high; that the land acquisition and construction process is too disruptive; and that existing right-of-ways are available within the same corridor for consideration as alternatives. The statement should evaluate these contentions in an effort to explore and document all the issues dealing with these proposals.

We hope these comments will assist you in your preparation of the final statement on these proposals and we look forward to continued cooperation with your agency.

Sincerely,


Vladimir Wahbe

Encl.

cc: Paul McKee, Jerold Gettleman, Robert Lally, Donald Noren, J. R. McDonald, Percy Williams, Bernard Payne, R. K. Barnes, Frank Aluisi, Philip Clayton

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

Date: December 5, 1975

447
N

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT REVIEW

Applicant: Md. Dept. of Transportation

Project: Supplement to Draft EIS - Relocate US Rt. 140 and
Phase I Rapid Transit (Balto. City to Owings Mills)
State Clearinghouse Control Number: 76-10-260

We have reviewed the above draft environmental impact statement and our comments as to the adequacy of treatment of physical, ecological, and sociological effects of concern are shown below:

	Check (X) for each item	
	None	Comment enclosed
1. Additional specific effects which should be assessed:	X	
2. Additional alternatives which should be considered:	X	
3. Better or more appropriate measures and standards which should be used to evaluate environmental effects:	X	
4. Additional control measures which should be applied to reduce adverse environmental effects or to avoid or minimize the irreversible or irretrievable commitment of resources:	X	
5. Our assessment of how serious the environmental damage from this project might be, using the best alternative and control measures:	X	
6. We identify issues which require further discussion of resolution as shown:	X	

Signature *Frank W. McKee*
Title Assistant Secretary
Agency Dept. of Natural Resources

Original in 11-11-75
DUPLICATE

448
N

DEPT. OF STATE PLANNING RECEIVED		
DEC 1 1975		
REVIEWED		
ANSWERED		

Date: 12/15/75

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

SUBJECT: PROJECT SUMMARY NOTIFICATION REVIEW

Applicant: *Md Dept of Transportation*
Project: *Supp Draft EIS - Relocate US Rt 140 & Phase I*
State Clearinghouse Control Number: *76-10-260*

CHECK ONE

This agency has reviewed the above project and has determined that:

1. The project is not inconsistent with this agency's plans, programs or objectives. X
2. The project is not inconsistent with this agency's plans, programs or objectives, but the attached comments are submitted for consideration by the applicant. _____
3. Additional information is required before this agency can complete its review. Information desired is attached. _____
4. The project is not consistent with this agency's plans, programs or objectives for the reasons indicated on attachment. _____

Signature: *[Signature]*
Title: *Director*
Agency: *Community Development Admin*

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

Date: NOV 6 1975

444
 N

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT REVIEW

Applicant: Maryland Department of Transportation

Project: Supplement to Draft EIS - Relocate US Rt. 140 and Phase 1
 Rapid Transit (Balto. City to Owings Mills)

State Clearinghouse Control Number: 76-10-260

We have reviewed the above draft environmental impact statement and our comments as to the adequacy of treatment of physical, ecological, and sociological effects of concern are shown below:

	Check (X) for each item	
	None	Comment enclosed
1. Additional specific effects which should be assessed:	XX	
2. Additional alternatives which should be considered:	XX	
3. Better or more appropriate measures and standards which should be used to evaluate environmental effects:	XX	
4. Additional control measures which should be applied to reduce adverse environmental effects or to avoid or minimize the irreversible or irretrievable commitment of resources:	XX	
5. Our assessment of how serious the environmental damage from this project might be, using the best alternative and control measures:	XX	
6. We identify issues which require further discussion of resolution as shown:	XX	

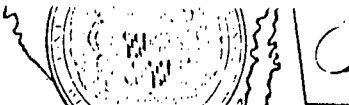
Signature

Robert L. Kelly

Title

SECRETARY
 Department of Public Safety
 and Correctional Services

Agency

State of  Maryland

450
N

DEPARTMENT OF HEALTH AND MENTAL HYGIENE
ENVIRONMENTAL HEALTH ADMINISTRATION

201 WEST PRESTON STREET
BALTIMORE 21201
PHONE • 301-383-2740

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

DONALD H. NOREN
DIRECTOR

November 13, 1975

Mr. Warren D. Hodges, Chief
State Clearinghouse
State Office Building
301 West Preston Street
Baltimore, Maryland 21201

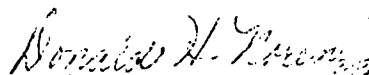
Dear Mr. Hodges:

RE: Supplement to Draft EIS - Relocated U.S. Route 140 and Phase I Rapid Transit;
Project No. 76-10-260

The Environmental Health Administration has received four copies of the above EIS for review. However, this EIS does not contain any air quality analysis. The air quality portion of the Statement is being submitted as a separate supplement.

Since it would be premature to make comments with respect to the air quality impact at this time, I am withholding statement until such time as the Air Quality Analysis is received. I am also returning the four EIS's as we have no need for them.

Sincerely yours,



Donald H. Noren, Director
Environmental Health Administration

DPN:bac

cc: Mr. Ferreri

Enclosures

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

Date: NOV 19 1975

451 N

DEPT. OF STATE PLANNING	
RECEIVED	
NOV 20 1975	
REVIEWED	
ANSWERED	

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT REVIEW

Applicant: Maryland Department of Transportation
 Project: Supplement to Draft EIS - Relocate US Rt. 440 and Phase 1
 Rapid Transit (Balto. City to Owings Mills)

State Clearinghouse Control Number: 76-10-260

We have reviewed the above draft environmental impact statement and our comments as to the adequacy of treatment of physical, ecological, and sociological effects of concern are shown below:

	Check (X) for each item	
	None	Comment enclosed
1. Additional specific effects which should be assessed:		(Over)
2. Additional alternatives which should be considered:	X	
3. Better or more appropriate measures and standards which should be used to evaluate environmental effects:	X	
4. Additional control measures which should be applied to reduce adverse environmental effects or to avoid or minimize the irreversible or irretrievable commitment of resources:	X	
5. Our assessment of how serious the environmental damage from this project might be, using the best alternative and control measures:	X	
6. We identify issues which require further discussion of resolution as shown:	X	

Signature Donald H. Noren
 Title Donald H. Noren
 Director
 Agency Environmental Health Administration

cc: Mr. Paul McKee
 Mr. C. Edward Sachs

452
N

The applicant should be advised to contact any utility company for necessary final arrangements for changes in their facilities.

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

453
N

DATE December 17, 1975

TO: Bryan Gatch
FROM: Bob McDonald *McDonald*
SUBJECT: Baltimore County Board of Education Comments RE: Draft Environmental Statement
Report No. FHWA-MD-EIS-73-01-DS. Clearinghouse Control No. 76-10-260

In the attached memo from Mr. Walter Gordon to Mr. Robert Dubel concern is expressed over the splitting of school districts by an arterial divider. This becomes a problem because many present walk-to-school students will be unable to cross the highway to attend their assigned school. This will in turn necessitate the need for more bussing. Not only does this create financial strains on the county, but if busses have to negotiate deadend streets, the potential for accidents is greatly increased since a significant number of accidents occur while busses are backing.

One solution would be to provide for overhead walkways and sidewalks on all overpasses. This would admittedly add to the project's cost, however, it may be well worth it. At this stage our office would encourage a study of the costs and benefits to be derived from such walkways.

Finally, with regard to future construction, based on materials now in our office and the knowledge and experience of our staff, we foresee no problems with this road conflicting with long range proposed school sites or plans for immediate future school construction.

DEPT. OF STATE PLANNING	
RECEIVED	
DEC 1 1975	
REVIEWED	
ANSWERED	

March 19, 1973

DEC 19 1975 454	
REVIEWED	
ANSWERED	

N

TO: Mr. Robert Y. Dubel
 FROM: Walter M. Gordon
 RE: Northwest Expressway materials

Mr. Edwin A. Rommel and I have reviewed these materials, and we believe such construction as indicated would have some effect upon long range proposed school sites, plans for the immediate future school construction, and would affect some existing and possibly future new school temporarily planned boundaries.

Specifically, we have used the Reisterstown Road as the major arterial road when considering school sites, school boundaries, and bus routing. For example, Timber Grove Elementary was constructed on the east side of this road and Cedarmere Elementary on the west side. This proposed road will establish another arterial divider. *- make the problem with these boundaries are very serious*

To lend another example to the districting and transportation problem, Berkshire Hills Development is east of the proposed expressway and is in the Winand Elementary School district which is west of the expressway. Sudbrook Junior High School boundaries lie east and west of the proposed expressway. The same applies to Franklin Junior and Franklin Senior High Schools.

From the transportation viewpoint we are somewhat flexible and buses can be routed to overcome some obstacles, but the demand upon bussing must be weighed in the light of the new road. To know what the new demands may be, I recommend that this material be reviewed by those closely involved in site acquisition, school planning and school boundaries.

I trust we have provided some help as to what should be done, and if we can be of any further assistance, please let us know.

Walter M. Gordon
 Walter M. Gordon
 Director of Transportation
 FMG:eb

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

Date: November 7, 1975

455
N

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT REVIEW

Applicant: Maryland Department of Transportation

Project: Supplement to Draft EIS - Relocate US Rt. 140 and Phase 1
Rapid Transit (Balto. City to Owings Mills)

State Clearinghouse Control Number: 76-10-260

We have reviewed the above draft environmental impact statement and our comments as to the adequacy of treatment of physical, ecological, and sociological effects of concern are shown below:

	Check (X) for each item	
	None	Comment enclosed
1. Additional specific effects which should be assessed:	X	
2. Additional alternatives which should be considered:	X	
3. Better or more appropriate measures and standards which should be used to evaluate environmental effects:	X	
4. Additional control measures which should be applied to reduce adverse environmental effects or to avoid or minimize the irreversible or irretrievable commitment of resources:	X	
5. Our assessment of how serious the environmental damage from this project might be, using the best alternative and control measures:	X	
6. We identify issues which require further discussion of resolution as shown:	X	

Signature J.R. McDonald
Title Designee
Agency Interagency Committee for Public School Construction

456
N

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

Date:

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT REVIEW

Applicant: Maryland Department of Transportation
 Project: Supplement to Draft EIS - Relocate US Rt. 140 and Phase 1
 Rapid Transit (Balto. City to Owings Mills)
 State Clearinghouse Control Number: 76-10-260

We have reviewed the above draft environmental impact statement and our comments as to the adequacy of treatment of physical, ecological, and sociological effects of concern are shown below:

	Check (X) for each item	
	None	Comment enclosed
1. Additional specific effects which should be assessed:		
2. Additional alternatives which should be considered:		
3. Better or more appropriate measures and standards which should be used to evaluate environmental effects:		
4. Additional control measures which should be applied to reduce adverse environmental effects or to avoid or minimize the irreversible or irretrievable commitment of resources:		
5. Our assessment of how serious the environmental damage from this project might be, using the best alternative and control measures:		
6. We identify issues which require further discussion of resolution as shown:		

See memorandum of March 19, 1975 and letter of November 25, 1975 attached. The materials in question have been turned over to Mr. Walter M. Gordon, Director of Transportation, Baltimore County Board of Education.

W-5-75
12-5-75

Signature: John Phillip G. Behr
 Title: Assistant State Superintendent
 Division of Compensatory, Urban, and Supplementary Programs
 Agency: Maryland State Department of Education

BOARD OF EDUCATION
OF BALTIMORE COUNTY

457
N

TOWSON, MARYLAND - 21204

November 25, 1975

TO: Mr. Bernie C. Hartman

FROM: Walter M. Gordon

RE: Project Book - "Environmental Impact Statement Review"

Dropping this booklet with me was one thing. Hoping to get some output from me by November 25th was and still is "something else".

I have enclosed a copy of my memo of March 19, 1973 to our Dr. Robert Dubel, Deputy Superintendent. That will give you some of our concerns.

In looking at the two location maps - Relocated U.S. 130 and Northwest Expressway, gives us concern when we look at the location of our existing schools and the above relocation maps. One of the big problems could be the dividing of present school boundaries which would necessitate increased bus service.

I have not had time to read the printed materials of the vast book. I have contacted Mr. Harvey W. Kreuzburg, Jr., Associate Superintendent - Physical Facilities, who certainly would be interested in this material but he has not received such materials.

WVG:dtk

Walter M. Gordon

NOV 25 1975

H. EMILIE PARKS, PRESIDENT
JOSEPH N. MCCOWAN, VICE-PRESIDENT
MRS. ROBERT L. BERNEY

MARCUS M. GOTTARIB
THOMAS H. HOYER
ROGER B. HAYDEN

ALVIN LORECK
RICHARD W. TRACEY, D.V.M.
T. BAYARD WILLIAMS, JR.

458 N

BOARD OF EDUCATION OF BALTIMORE COUNTY
TRANSPORTATION DEPARTMENT

March 19, 1973

TO: Mr. Robert Y. Dubel
FROM: Walter M. Gordon
RE: Northwest Expressway materials

Mr. Edwin A. Rommel and I have reviewed these materials, and we believe such construction as indicated would have some effect upon long range proposed school sites, plans for the immediate future school construction, and would affect some existing and possibly future new school temporarily planned boundaries.

Specifically, we have used the Reisterstown Road as the major arterial road when considering school sites, school boundaries, and bus routing. For example, Timber Grove Elementary was constructed on the east side of this road and Cedarmere Elementary on the west side. This proposed road will establish another arterial divider.

To lend another example to the districting and transportation problem, Berkshire Hills Development is east of the proposed expressway and is in the Winand Elementary School district which is west of the expressway. Sudbrook Junior High School boundaries lie east and west of the proposed expressway. The same applies to Franklin Junior and Franklin Senior High Schools.

From the transportation viewpoint we are somewhat flexible and buses can be routed to overcome some obstacles, but the demand upon bussing must be weighed in the light of the new road. To know what the new demands may be, I recommend that this material be reviewed by those closely involved in site acquisition, school planning and school boundaries.

I trust we have provided some help as to what should be done, and if we can be of any further assistance, please let us know.

Walter M. Gordon
Walter M. Gordon
Director of Transportation
FMG:cb

459

Response to Comments from the
State Clearinghouse
Maryland Department of State Planning

Environmental Health Administration:

The air quality analysis has been included in this Volume, Section C-12 of the Final Environmental Statement.

Public School Construction Agency:

The provision of overhead pedestrian walkways and sidewalks on overpasses will be considered during the design phase of the project.

Energy Policy Office:

Research of this subject failed to uncover any procedure or guidelines on how to evaluate the types and amounts of energy consumption that are associated with this project. A quantitative value of the energy requirements would be, at best, a very approximate estimate; however, it can be assumed that the energy usage would be relatively the same for all of the build alternatives.

State Clearinghouse Staff Comments:

- Comment No. 1 The State Highway Administration is aware of the need for improvements to existing U.S. Route 140 in addition to the need for the proposed Northwest Expressway and Rapid Transit Facility. This is stated on page A-9 of this Volume. The improvements recommended by the Clearinghouse, such as left-turn lanes, more green time, prohibition of parking, etc., has been discussed on page D-33 of this Volume.
- Comment No. 2 Accident statistics have been updated in the Final Statement. See this Volume, Section C-3.
- Comment No. 3 A discussion of the relationship of the project to land use planning has been included in the Final Statement. See this Volume, Section B. In addition, the Regional Planning Council has prepared a report on the "Preliminary Projections of the Growth Effects of the

4/12/00

Northwest Corridor Transportation Improvements", which has been included as Attachment 1 in this Volume.

Comment No. 4

The question of whether or not to build the proposed rapid transit line has been covered in the Phase I, Section A grant application and the supporting State determinations, with the result that the system has been accepted and has received a \$573,000,000 Federal commitment. The Environmental Impact Statement for Section A, Phase I Rapid Transit Project addressed all environmental issues, including disruption due to the construction process. The Impact Statement went through a most rigorous and extensive review process prior to adoption.



United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240



In Reply Refer To:
L7619-MQ
(ER-75/1030)

DEC 18 1975

Dear Mr. Ackroyd:

This is in response to the request for the Department of the Interior's comments on the supplement to the draft environmental statement and the draft Section 4(f) statement for proposed relocated U.S. Route 140 (Northwest Expressway), Baltimore City Line to Reisterstown and Phase 1 Rapid Transit, Baltimore City Line to Owings Mills, in Baltimore County, Maryland.

ENVIRONMENTAL STATEMENT COMMENTS

a. Recreation Resources

The supplement to the draft statement is inadequate from a park, recreation and open space standpoint.

Pages A-10 and 11 describe two existing parks, Sudbrook and Gwynvale Parks, on either side of the proposed facility between Sudbrook Road and Old Court Road. Purportedly, "the proposed project does not affect either playground, as rights-of-way for the Northwest Expressway were acquired prior to their construction." This reference should be clarified in the final statement with information on the dates the parks were established and the rights-of-way acquired.

Comment No. 1

It appears highly unlikely that Expressway - Mass Transit construction between these two parks would have no adverse effect on them. Any park-like setting would appear to be adversely affected. The final statement should provide information on any such impacts, including noise levels and air quality before and after project completion. Planned mitigation measures should be discussed, e.g., the noise barrier mentioned on page A-11 should be briefly described with specific information on noise attenuation effectiveness.

Comment No. 2

There are several references in the draft statement to a proposed stream valley park along Gwynns Falls, Horsehead Branch, and Red Run (pages A-12 and 17, drawing 5). The proposed project follows these open space corridors and thus would adversely impact park potentials. On this matter, it appears that some coordination with the Baltimore County Department of Recreation and Parks has taken place (page A-17). The final statement should present a detailed evaluation of the impact of the proposed project on park plans and should contain evidence of recent

Comment No. 3



462
O

consultation with the park agency concerning possible mitigation measures. The commitment (page A-17) not to relocate streams and to preserve 200 feet of undeveloped land on either side thereof is excellent.

Comment No. 4

Since both a park and transportation facility are proposed for the stream valley areas, the final statement should contain a definite response to PPM 90-5, Multiple Use-Joint Development. Specifically, we recommend initiation of a "joint development reconnaissance" at this stage of project formulation and inclusion of information from the reconnaissance in the final statement. Multiple use proposals to implement bicycling - hiking opportunities also should be initiated in terms of developing a radial connector to the Baltimore Beltway. This particular project appears to offer a good opportunity to insure that "to the extent possible and practicable highways, in addition to their basic purpose of fulfilling the important goal of improved transportation, should make a positive contribution toward enhancement of the environment through which they pass and assist communities in attainment of their stated goals and objectives" (PPM 90-5).

Comment No. 5

The attachments contain evidence of considerable concern about flooding impact from the proposed project along Gwynns Falls. On this matter the statement contains no information in specific compliance with Executive Order 11296. This Executive Order directs the evaluation of such hazards when planning the location of federally financed or supported facilities such as highways. FHWA has issued memorandum 20-1-67 to implement the Executive Order. Subsequently, in April 1972, the Water Resources Council issued "Flood Hazard Evaluation Guidelines" which are to be utilized by Federal executive agencies in complying with Executive Order 11296. Information about the potential environmental impacts of the project on the flood plain should be included in the final statement.

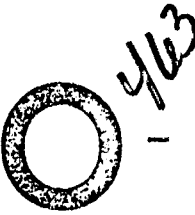
b. Cultural Resources

Comment No. 6

The description of historic resources is extensive, but there are some unclear passages in discussions of individual properties, and the maps appear in some instances to contradict the text. For example, a property may be indicated as a site on the map while the text may be unclear as to whether or not buildings are still standing. Two examples are historic sites 27 and 28. This should be clarified in the final statement.

Comment No. 7

Excellent early coordination with the Maryland Historic Preservation Officer has already been accomplished as regards the identification of historic resources. This process should be completed prior to preparation of the final statement by requesting that the State Historic Preservation Officer provide guidance in completing an archeological survey of the corridor through the office of the State Archeologist. The State Historic Preservation Officer should then be requested to certify in writing that all archeological resources have been considered, and this statement should be included in the final statement with a summary of



the archeological report. Construction contracts should provide for archeological surveillance during construction and should include stop work and salvage clauses.

Section 106 procedures should be completed with the State Historic Preservation Officer and (as appropriate) with the Advisory Council on Historic Preservation prior to preparing the final statement. These procedures should be documented in the final statement.

*Comments
7/10/8*

SECTION 4(f) STATEMENT COMMENTS

a. Alternatives

This document is, in general, satisfactory in its project and environmental description and analysis (except as noted above), and the project sponsors are to be commended for their study, after the public hearings, of 12 alternate segments to avoid or minimize Section 4(f) involvements. After careful review, the Department of the Interior concurs that there are no feasible and prudent alternatives to some limited taking of Section 4(f) land for this transportation project. However, we would note that, pursuant to proviso 1 of Section 4(f), each 4(f) involvement must be evaluated on its own merits and in this case, certain of the alternatives presented constitute a measure to minimize harm to the 4(f) property. Accordingly, we recommend that the alternatives, as discussed below, be selected for project implementation.

*Comments
7/10/8*

In considering alternatives for the proposed mass transit project within the Baltimore Beltway, it appears that Alternate 9, utilizing cut and cover through the Sudbrook Park Historic District, minimizes impacts to areas of concern to this Department while still meeting basic transportation objectives. Alternate 9 should be followed to just north of Sudbrook Park. From that point, we recommend that consideration be given to the use of the Alternate 5 route for mass transit only from there to the Beltway. We support Alternate 5 as a combined facility from the beginning of the Expressway (at the Beltway) to the junction of Alternates 5 and 2 south of the McDonogh School Historic District. This use of Alternate 5 would eliminate the need to demolish the Mt. Wilson Sanatorium House and Barn and minimize the impact on the Howard-McHenry Mill.

These alternatives delete the Expressway from the Beltway to the Baltimore City Line, but maintain the mass transit facility in that area. While there is some effect upon traffic volumes on other roadways (page E-9), overall these alternates have approximately the same degree of effectiveness in meeting transportation needs as do the alternates involving the entire Northwest Expressway (Alternate 1 and 2).

Alternate 2 as a combined facility should be followed from the junction of Alternates 2 and 5 north to its point of intersection with Alternate 2C. Careful consideration should be given to minor route relocation as necessary to avoid the necessity for moving the McDonogh Railroad Station and for adapting it to modern day use as a mass transit station.



Relative to project impacts upon the proposed stream valley park, the statement notes that "Alternate 2 would have an Expressway classification (Freeway be A.A.S.H.A.T.O. Definition), conform to regional and State plans, have the same major design features, and provide the same excellent transportation service as Alternate 1. The impact on the Gwynns Falls Valley, the proposed trail system and water quality from north of the Baltimore Beltway to Painters Mill Road is minimized with this alignment (Alternate 2) as compared to Alternate 1."

Alternate 2C should be used for the combined facility from the Alternate 2-2C intersection north to Painters Mill Road, thus minimizing impacts upon the McDonogh School Historic District and the Pump House. Consideration should be given in the final statement to adjusting 2C so as to minimize or eliminate harm to identified archeological sites, utilizing the services of the state archeologist as advisor.

Alternate 2C should be carried north into its merger with 2B, and 2B should be carried north into its merger with the 1 and 2 Expressway Alternates. From there 1 and 2 should be carried into the Reisterstown vicinity. We recommend that special consideration and study be given to utilizing the western Alternate 1 and 2 as a single combined Northwest Expressway and Relocated Maryland Route 30 around Reisterstown Historic District with a northern tie-in to Route 30. The Expressway tie-in to Westminster Pike should avoid the connection right at the 18 Mile House so as to avoid impacts thereto.

The statement notes, pages E-8, that the traffic analysis associated with alternate considerations, and thus with Section 4(f) issues, is based upon the Baltimore Regional Environmental Impact Study. We have reviewed that study and it does not contain any alternative discussions directly related to the proposed project or General Development Plan proposals minus only the presently proposed project. The final statement for the project should describe the methodology used to derive projected traffic volumes for Alternates 7, 9, and 9a. This is important information since the statement indicates that, today, the existing road operates at an "F" Level of Service during peak hours, a generally unacceptable level, and that even with the Northwest Expressway the road would operate at about the same level for the design year, 1995.

*Comment
7/2/75*

b. Specific measures to minimize harm

In addition to the careful selection of alternatives to reduce overall 4(f) area impacts, the draft Section 4(f) statement discusses many potential site-specific measures which could be taken to minimize harm to affected Section 4(f) areas. The project proponents are commended for this work. Notwithstanding, the Department of the Interior defers comment on the second proviso of Section 4(f) until selection of a final project proposal and alignment has been made and there has been coordination with the National Park Service and the Advisory Council on Historic Preservation relative to all site-specific measures which will be taken to minimize harm.

O 465

SUMMARY COMMENTS

When the proposed final Section 4(f) statement is completed, we request the opportunity to review it and provide such further comments as appropriate. In the meantime, if you have any questions or need for technical assistance, please contact the Regional Director, Mid-Atlantic Region, National Park Service, 145 South Third Street, Philadelphia, Pennsylvania 19106, telephone 215-597-7013, who is assigned the field-level responsibility for coordinating Interior's interests in this case.

We appreciate the opportunity to review the subject document and hope that our comments will assist you in preparation of a final Section 4(f) statement.

Sincerely yours,



Deputy Assistant Secretary of the Interior

Mr. Richard Ackroyd
Room 206, Geo. H. Fallon
Federal Building
31 Hopkins Plaza
Baltimore, Maryland 21201

466

Response to Comments by the
U. S. Department of the Interior

- Comment No. 1 - Gwynnvale Park was dedicated in May, 1971 and Sudbrook Park in June, 1971. The right-of-way for the proposed Northwest Expressway in this area was acquired by the State Highway Administration in June, 1961. In fact, part of Sudbrook Park is constructed on extra land purchased by the State and leased to the County for recreational purposes.
- Comment No. 2 - Noise impacts resulting from the project are included in Section C-11 of this Volume. Air quality impact is also included in this Volume under Section C-12. Noise attenuation devices, as required, will be provided throughout the project; however, specific types of noise barriers will not be determined until the design phase of the project.
- Comment No. 3 - An integrated account of the proposed linear park concept, including the impact of the proposed project on the Gwynns Falls Park plans, has been included in the Final Environmental Statement (See Section C-8 of this Volume.)
- Comment No. 4 - The completion schedule of the Final Environmental Impact Statement for this project precludes the initiation of a "joint development reconnaissance", as suggested by this comment. The alternate recommended by the State avoids, to a great extent, the area through which the stream valley parks are planned, and in these areas multiple-use proposals are not possible. The project is located in the Gwynns Falls valley in the immediate vicinity of I-695, and in this location, the State has and will cooperate with Baltimore County in the development of the proposed linear stream valley park.
- Comment No. 5 - Data with reference to the impact of the project on the Gwynns Falls floodplain has been included on page J-4 of this Volume.

- 4/12/77
- Comment No. 6 - The maps and text relating to historic resources have been coordinated as much as possible in the Final Statement.
- Comment No. 7 - The State Historic Preservation Officer has been kept informed of the detailed archeological surveys conducted in the Northwest Transportation Corridor. Two separate archeological surveys were made (see page H-2, this Volume); one identifying industrial archeological sites, and the other prehistoric archeological sites.
- Comment No. 8 - Executed Memorandums of Agreement between the Federal Highway Administration, Urban Mass Transportation Administration, State Historic Preservation Officer and the Advisory Council on Historic Preservation have been included in this Final Statement for those historic sites adversely impacted by the project that are on or eligible to be placed on the National Register of Historic Places (see page H-5 in this Volume).
- Comment No. 9 - The alternates recommended by the State Highway Administration differ from that recommended by the Department of the Interior in the following locations:
- Sudbrook Road to Mt. Wilson Lane: Within these limits, the State is recommending Alternate 7 Modified (see page A-31 in this Volume).
- Berrymans Lane to Reisterstown: Within these limits, the State is recommending Alternate 6 (see page A-34 in this Volume).
- Comment No. 10 - The traffic analysis is based on the Regional Environmental Impact Study (BREIS). This comprehensive transportation planning process in the Baltimore Region is a collaborative effort of the Regional Planning Council and the Maryland Department of Transportation through its agencies, the State Highway Administration and the Mass Transit Administration. Comprehensive transportation planning in the Baltimore Region began in 1962 in accordance with the Federal-Aid Highway Act of 1962. The 1976 Annual Report of the Unified Transportation Planning Program describes the status of the transportation planning process in the Baltimore Region, including the status of the adopted Regional Plan and the

if 8

Cooperative Process. It summarizes the major accomplishments of technical planning during the past year, including activities in surveillance, reappraisal, service and procedural development. The BREIS Study was used as the basic framework for the Northwest project; however, additional assignments were made for the project. Included in these assignments were computer runs with and without the proposed expressway. Also, selected link analyses were made on various links to aid in this study. An assignment without the link from the City Line to the Beltway was also studied.

Memorandum

469

DATE:

19 DEC 1975

SUBJECT: Maryland, Northwest Expressway, Baltimore County, Draft Environmental Impact Statement/Section 4(f), FHWA-MD-EIS-73-01-DS

In reply refer to:

P

FROM: Assistant Secretary for Environment, Safety, and Consumer Affairs

TO: Chief, Environmental Programs Division
FHWA/HEV-10

We have reviewed the subject supplemental draft EIS and offer the following comments for your consideration.

Comment
Comment
Comment
Comment

1. The final statement should contain evidence that the various citizen groups in the corridor area received copies of the supplemental draft and that the issues raised by those groups have been resolved.
2. The extension of Glyndon Drive through the Reisterstown Historic District will require a section 4(f) determination.
3. The Department of the Interior should be consulted on the eligibility of sites in the project area which appear to be potential National Register sites.
4. The final EIS should include evidence of compliance with the section 106 procedures of the Advisory Council on Historic Preservation.

We appreciate the opportunity to review and comment on the EIS supplement.

Judith T. Connor

470

Response to Comments by the
U. S. Department of Transportation

Comment No. 1 - Citizen groups receiving copies of the Supplementary Draft are listed in the Summary Sheet. The Distribution List begins on page vii of this Volume.

Comment No. 2 - The Reisterstown Historic District, including the effect of extending Glyndon Drive, are included in the Section 4(f) Statement. See Volume II.

Comment No. 3 - The Federal Highway Administration has been notified by the Department of the Interior that the following historic sites are eligible to be placed on the National Register.

McDonogh Railroad Station
McDonogh School Historic District
Owings Mills Railroad Station (Old)
Owings Mills Railroad Station (New)
Reisterstown Historic District

Comment No. 4 - Executed Memorandums of Agreement between the Federal Highway Administration, Urban Mass Transportation Administration, State Historic Preservation Officer, and the Advisory Council on Historic Preservation have been included in this Final Statement for those historic sites adversely impacted by the project that are on or eligible to be placed on the National Register of Historic Places (see Volume I, page H-5).

471

L. COORDINATION:

Subsequent to the Public Hearing in April of 1973, the project has been coordinated with Elected Officials, Governmental Agencies, and Community Organizations regarding all types of issues and concerns, including historic sites. The following record of coordination, in chronological order, provides evidence of the involvement of other agencies and the public during development of this project. These meetings were held in addition to the formal coordination conducted through the distribution of the Draft Statements and the Corridor Location Public Hearing, both of which were previously discussed in this final statement.

Specific reference is made to the Public Information Meetings held on December 2nd and 5th, 1974. These meetings were held to advise interested citizens of the progress made on the issues brought up at the Corridor Public Hearings of April, 1973. In addition to concerns raised about the Gwynns Falls floodplain, the Expressway Interchange and Rapid Transit Station at McDonogh Road, and the terminal interchange in the Reisterstown area, Sudbrook Park was placed on the National Register of Historic Places requiring a major restudy of possible alignments and/or alternatives inside of the Baltimore Beltway. Also, the Federal Highway Administration has since issued HPM 7-7-9 establishing new air quality standards which require the preparation of a new air quality study. The meetings were not formal public hearings and public testimony was not recorded. Summaries of the discussions held at these meetings and copies of the newspaper, radio and TV notices of the Public Information Meetings are included in this Volume as Attachment No. 3.

As an example of community participation, the questions asked by private citizens at the meetings of June 2 and 16, 1975, and the answers to those questions, were included as Attachment No. 5 in the Supplement to the Draft Statement (FHWA-MD-EIS-73-01-DS).

Public and Agency Contact on the
Northwest Transportation Corridor
since the Public Hearings

Abbreviations for Governmental Agencies are listed below:

- ACHP - Advisory Council on Historic Preservation
- DNR - Department of Natural Resources
- EPA - Environmental Protection Agency
- FHWA - Federal Highway Administration
- MDOT - Maryland Department of Transportation
- MHT - Maryland Historical Trust
- MTA - Mass Transit Administration
- RPC - Regional Planning Council
- SHA - State Highway Administration
- UMTA - Urban Mass Transportation Administration
- USDOT - United States Department of Transportation

472

<u>Date</u>	<u>Organization</u>	<u>Subject</u>
4/25/73	MTA, RPC, SHA	Entire Corridor
5/18/73	DNR	Storm Water Management
5/25/73	RPC, SHA	Entire Corridor
5/30/73	Baltimore City Staff	Northwest Expressway Change - Baltimore City Line to Baltimore Beltway
7/17/73	EPA	Sudbrook Park Historic District
7/19/73	ACHP, MHT, UMTA, USDOT	Sudbrook Park Historic District
11/ 5/73	MHT	Sudbrook Park Alternates
11/ 6/73	FHWA	Sudbrook Park Alternates
11/ 9/73	ACHP, FHWA, MHT, UMTA	Sudbrook Park Alternates and Historic District
12/11/73	Elected Officials & Citizens Groups	Baltimore City Line to Baltimore Beltway
1/17/74	RPC	Secondary Impact Study
3/18/74	McDonogh School, Ner Israel Rabbinical College, Valleys Planning	McDonogh Road
3/19/74	Baltimore County Staff	Entire Corridor
5/14/74	RPC	Entire Corridor
5/24/74	RPC, SHA	Entire Corridor
5/28/74	Baltimore City Staff	Baltimore City Line to Baltimore Beltway
8/14/74	MHT	Corridor Historic Sites
10/29/74	MHT	Sudbrook Park Historic District
11/21/74	ACHP, FHWA, MHT, UMTA	Sudbrook Park
12/ 2/74	Public Information Mtg. Franklin Sr. High School	Entire Corridor
12/ 5/74	Public Information Mtg. Sudbrook Jr. High School	Entire Corridor
1/27/75	Sudbrook Club - Citizens Group	Sudbrook Park
5/21/75	FHWA, MDOT, MHT, MTA, SHA, UMTA	Corridor Historic Sites
5/21/75	Baltimore County Executive & Sudbrook Park Citizens	Baltimore City Line to Baltimore Beltway
6/ 2/75	Task Force & Baltimore County Staff	Baltimore City Line to Baltimore Beltway
6/10/75	MDOT, MHT, MTA, SHA	Corridor Historic Sites
6/16/75	Task Force & Baltimore County Staff	Baltimore City Line to Baltimore Beltway
6/23/75	MDOT, MHT, MTA, SHA (Field Review)	Corridor Historic Sites
6/27/75	MHT	Corridor Historic Sites

473

Continued -

<u>Date</u>	<u>Organization</u>	<u>Subject</u>
7/ 2/75	FHWA, MDOT, MHT, MTA, SHA (Field Review)	Corridor Historic Sites
7/16/75	Elected Officials & Balti- more County Staff	Baltimore City Line to Baltimore Beltway
7/17/75	Task Force & Baltimore County Staff	Baltimore City Line to Baltimore Beltway
7/18/75	County Executive & Task Force	Baltimore City Line to Baltimore Beltway
7/24/75	Elected Officials	Baltimore City Line to Baltimore Beltway
7/31/75	Willow Glen North Task Force	Baltimore Beltway to McDonogh Road
11/ 7/75	ACHP, FHWA, MHT, UMTA, MTA & SHA	Corridor Historic Sites
12/ 1/75	RPC, Baltimore City Staff & Baltimore County Staff	Review of 4(f) Statement
12/12/75	State Archeologist	Review of Archeological Reports
1/12/76	RPC, Baltimore City Staff & Baltimore County Staff	Review of Status of N. W. X. Project
1/21/76	RPC & Baltimore County Staff	Review of Sector Center in Relation to Recommended Alternate
2/ 5/76	RPC, Baltimore City Staff & Baltimore County Staff	Review of Status of N. W. X. Project

474

•ATTACHMENTS•

475

ATTACHMENT 1

Technical Service Report 9

This is a technical service report on the "Preliminary Projections of the Growth Effects of the Northwest Corridor Transportation Improvements" and was prepared as part of the Baltimore Region Continuing, Comprehensive and Cooperative Transportation Planning Process by the Regional Planning Council.

4712

PRELIMINARY PROJECTIONS OF THE GROWTH EFFECTS
OF THE
NORTHWEST CORRIDOR TRANSPORTATION IMPROVEMENTS

TECHNICAL SERVICE REPORT 9

A Technical Service Report
Prepared for the Maryland Department of Transportation

September 2, 1975

BALTIMORE REGION CONTINUING, COMPREHENSIVE, AND COOPERATIVE
TRANSPORTATION PLANNING PROCESS

Maryland Department
of Transportation

Regional Planning
Council

477

Preliminary Projections of the Growth Effects
of the
Northwest Corridor Transportation Improvements

TECHNICAL SERVICE REPORT 9

TABLE OF CONTENTS

Introduction and Summary 1

Historical Growth of the Corridor: 1960-1970 5

General Development Plan Forecasts: 1980-1995 6

Recent Trends: 1970-1974 9

Sewer Moratorium: 1973-1979 9

Impact of New Transportation Facilities 10

AUTHOR: Daniel L. Heiser, Planner

C. William Ockert, Technical Director

The preparation of this report has been financed through funds provided by the Maryland Department of Transportation and the Regional Planning Council as matching shares for funds from the Federal Highway Administration and the Urban Mass Transportation Administration of the United States Department of Transportation.

478

LIST OF FIGURES AND TABLES

Figure 1	Northwest Corridor Study Area	3
Figure 2	Traffic Volumes on Reisterstown Road	7
Figure 3	Traffic Volumes on Liberty Road	8
Figure 4	Corridor Growth Relationships	11
Table 1	Corridor Population Growth & Forecasts ...	12
Table 2	Corridor Employment Growth & Forecasts ...	12

479

INTRODUCTION AND SUMMARY

This service report documents an analysis conducted by the Continuing, Comprehensive, and Cooperative Transportation Planning Process (3-C Process) of the likely implications of construction of major new transportation facilities on growth and urbanization in the Northwest Corridor of Baltimore County. The 3-C Process is an integral component of the Unified Transportation Planning Program (UTPP), a cooperative effort of the Regional Planning Council, the Maryland Department of Transportation, and the local governments within the Baltimore Region-- Baltimore City and Anne Arundel, Baltimore, Carroll, Harford, and Howard Counties. The major purpose of the UTPP is the coordination of transportation studies and planning efforts in the Baltimore Region. The 3-C Process is the element of the UTPP responsible for maintaining up-to-date information on socio-economic, land use and transportation data. This information provides the basis for the modification and updating of regional transportation plans and programs. This work is carried out as part of the development and updating process for the General Development Plan, adopted by the Regional Planning Council as the official plan for the Baltimore Region. This analysis was undertaken at the request of the Maryland Department of Transportation, acting as coordinator of joint project planning/environmental impact studies concerning the Northwest line of the Phase I Rapid Transit System and the Northwest Freeway. These joint studies, being performed by the Mass Transit Administration and the State Highway Administration, primarily focus on the direct impacts of the new facilities on adjacent communities and nearby environmental features. This analysis serves to complement the planning/environmental studies by examining the secondary

480

impacts, i.e., impacts on the level of urban activity in the corridor.

Transportation accessibility has long been recognized as a consideration in private decisions to change land use activities. In turn, changes in land use patterns have direct effects on transportation usage and levels of traffic congestion. At the same time, many factors other than transportation accessibility -- such as sewer service, zoning, land ownership patterns and development trends -- influence land use development. While the relative importance of these various factors on development is not completely understood, a great amount of progress has been made to develop procedures which can be used to estimate growth patterns. These procedures have previously been applied by the Regional Planning Council in projecting the urban development patterns recommended in the regional General Development Plan. The approach in this analysis historically related corridor growth with corridor accessibility levels in an attempt to determine the degree to which growth has been either constrained or stimulated by changes in accessibility. Based on this historical relationship, certain inferences can be made about future corridor growth. The focus of this report is that area, shown in Figure 1, outside I-695 (Baltimore Beltway) in the Northwest Corridor between Liberty Road and Reisterstown Road. The area inside the Beltway, because of its established development patterns and sparse parcels of vacant land, has not shown the same propensity for rapidly changing land uses as the area outside the Beltway. Consequently, improved access to the corridor inside I-695 is not expected to significantly stimulate growth rates.

481

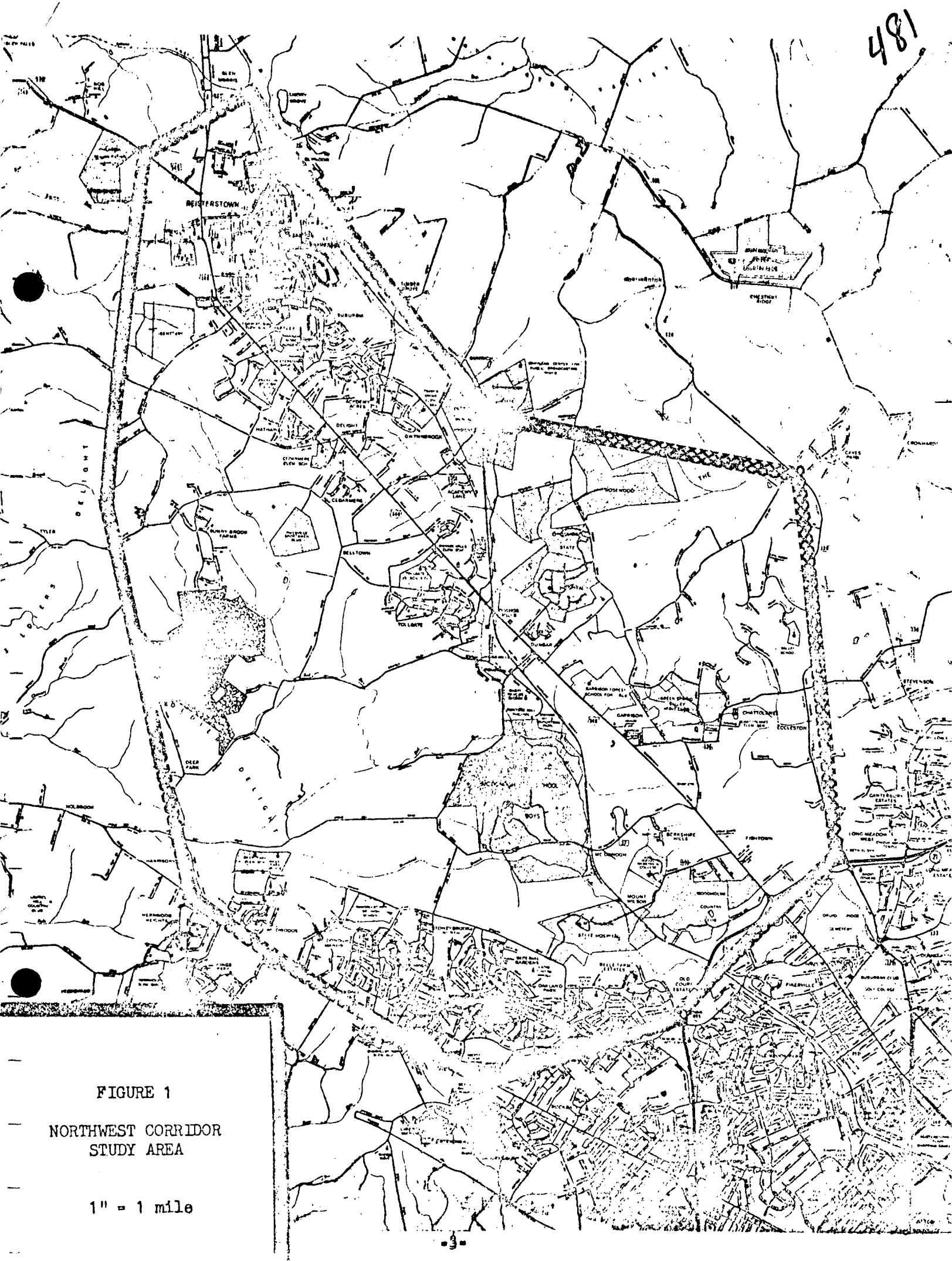


FIGURE 1

NORTHWEST CORRIDOR
STUDY AREA

1" = 1 mile

482

In summary, it has been found that the Northwest Corridor in Baltimore County has experienced extremely high growth over the last fifteen years (about 20% per year increase in population) despite deteriorating traffic conditions and decreasing accessibility levels. This growth rate is expected to be severely curtailed by the building moratorium imposed by the State Department of Health and Mental Hygiene in response to the overloading of the sewer trunk line serving the corridor. With the lifting of the moratorium, expected in 1979, it is anticipated that growth in the corridor will return to about the same rate experienced over the past fifteen years. This would be consistent with activity projections previously made by the Regional Planning Council.

It is plausible that increases in accessibility levels provided to the Northwest Corridor could result in corridor growth rates which are even higher than the high growth rates experienced over the past fifteen years. Potentially, the construction of the Northwest Freeway and the Northwest Line of the Phase I Rapid Transit System could bring about such an increase in accessibility. However, travel analyses indicate that, at best, construction of these facilities would allow system capacity to just keep up with increases in traffic resulting from corridor growth. In fact, some deterioration in the level of peak highway service is projected near the Beltway. In other words, overall accessibility will be neither improved nor decreased if expected growth occurs and the Northwest Freeway is constructed. Accessibility will decline if growth occurs without the Northwest Freeway.

It should be emphasized that these preliminary conclusions apply to the overall growth likely in the corridor. It is recognized that development patterns within the corridor could be influenced by the location of specific access and terminal facilities. Local development plans, zoning, and other local factors, could also have a significant effect on shaping local development patterns.

Another concern of this analysis is the effect of decisions to either delay or not build major transportation facilities in the corridor. It is clear from travel analyses conducted by the 3-C Process that travel conditions would continue to worsen through time should this happen. Although sophisticated techniques are not available at this time to fully assess the growth implications of this possibility, past experience in the corridor indicates that corridor growth would continue at a high rate. The question, how high will future growth rates be, cannot be answered until a new growth forecasting technique is available, although one likely result of a "no-build" decision would no doubt be more scattering of development within the corridor.

HISTORICAL GROWTH OF THE CORRIDOR: 1960-1970

Since 1960, the Northwestern Corridor Study Area has experienced an extremely high rate of growth, nearly ten times that of Baltimore County and almost fifteen times that of the Baltimore Region. At the start of the last decade, the area contained only 1.4% of Baltimore County's residents. By 1970, this share increased to 7.0% through a phenomenal averaged growth rate of approximately 20% per year or 3,700 new residents annually,¹ During the same time period, the Northwestern Corridor increased its share of County

¹Regional Planning Council, 1960-1970 Census Trends, Census & Data Base Report Number 6.

489

jobs from 4.9% in 1964 to approximately 6% by 1970. This increase translates to an averaged annual growth rate of approximately 14% per year.¹ Consequently, traffic on both Reisterstown and Liberty Roads has steadily increased (shown in Figures 2 and 3) since 1960 with severe congestion occurring during the peak hours.

GDP FORECASTS; 1980 and 1995

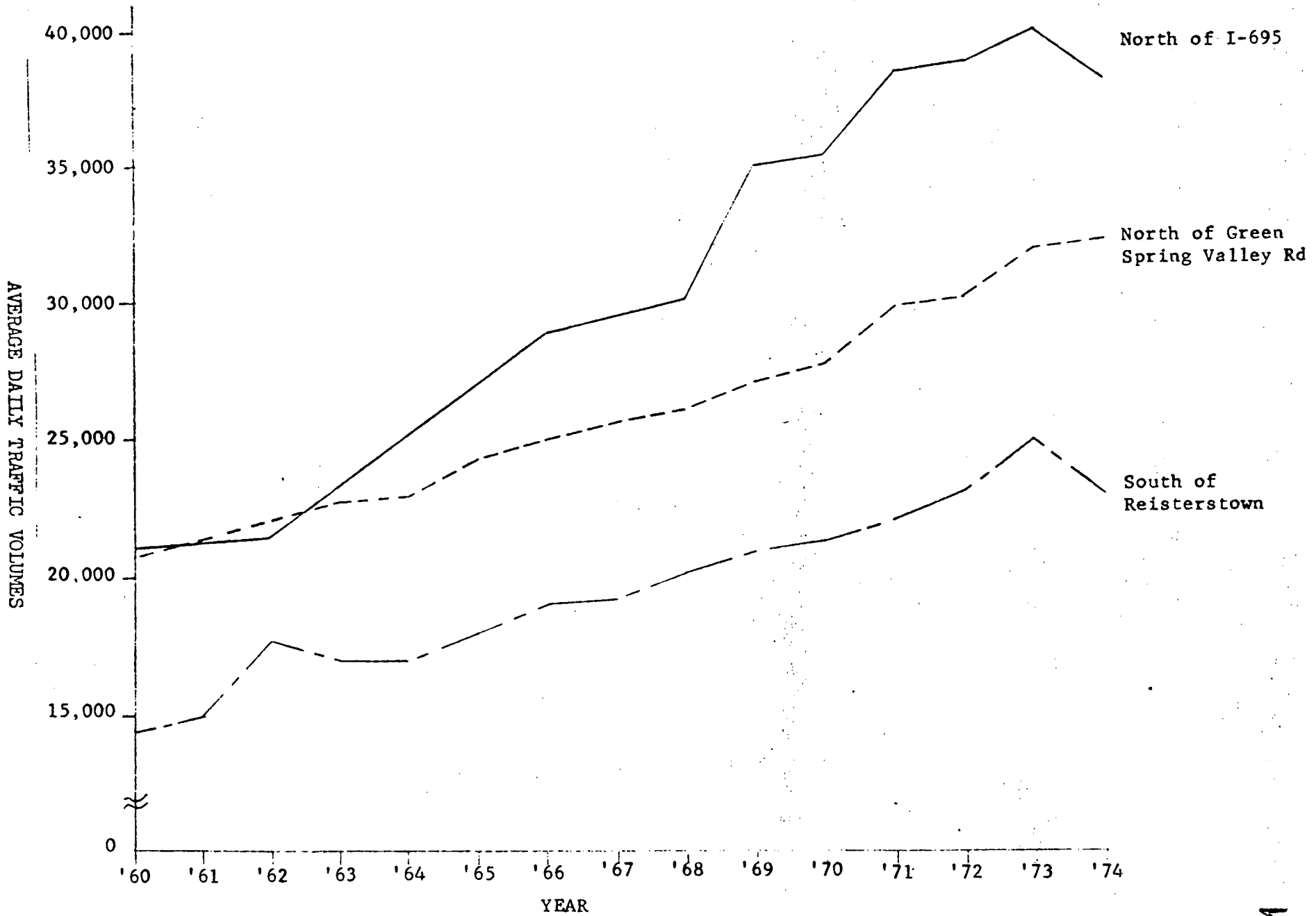
While the rate of development in the Northwest Corridor between 1960 and 1970 had been extremely high, the continuation of this rapid development was considered unlikely. In fact, population projections (Table I) made as part of the General Development Plan assumed lower growth rates of between 2,700 and 2,900 new residents annually between 1970 and 1995. These growth rates were expected to result in the corridor study area containing 9.6% of all Baltimore County residents by 1980, and 12% by 1995. In addition, 6.0% of the employment in Baltimore County was expected to be located in the corridor by 1980, and 8.5% by 1995 (Table II).

Although the forecasting methodology included both the completion of the Northwest Freeway by 1980 and a determination of the relative attractiveness of the area for future development, these "best" estimates appear too low when compared to recent data on households and population.² This discrepancy, discussed in the next section, between recent growth rates and forecasted rates of development appears to be due to an underestimation of the corridor's attractiveness in terms of development potential.

¹3-C Technical Memorandum 4, Employment Changes in the Baltimore Region-1964 to 1970

²3-C Technical Memorandum 10, Forecast of Land Use and Socio-Economic Data - 1980 and 1995.

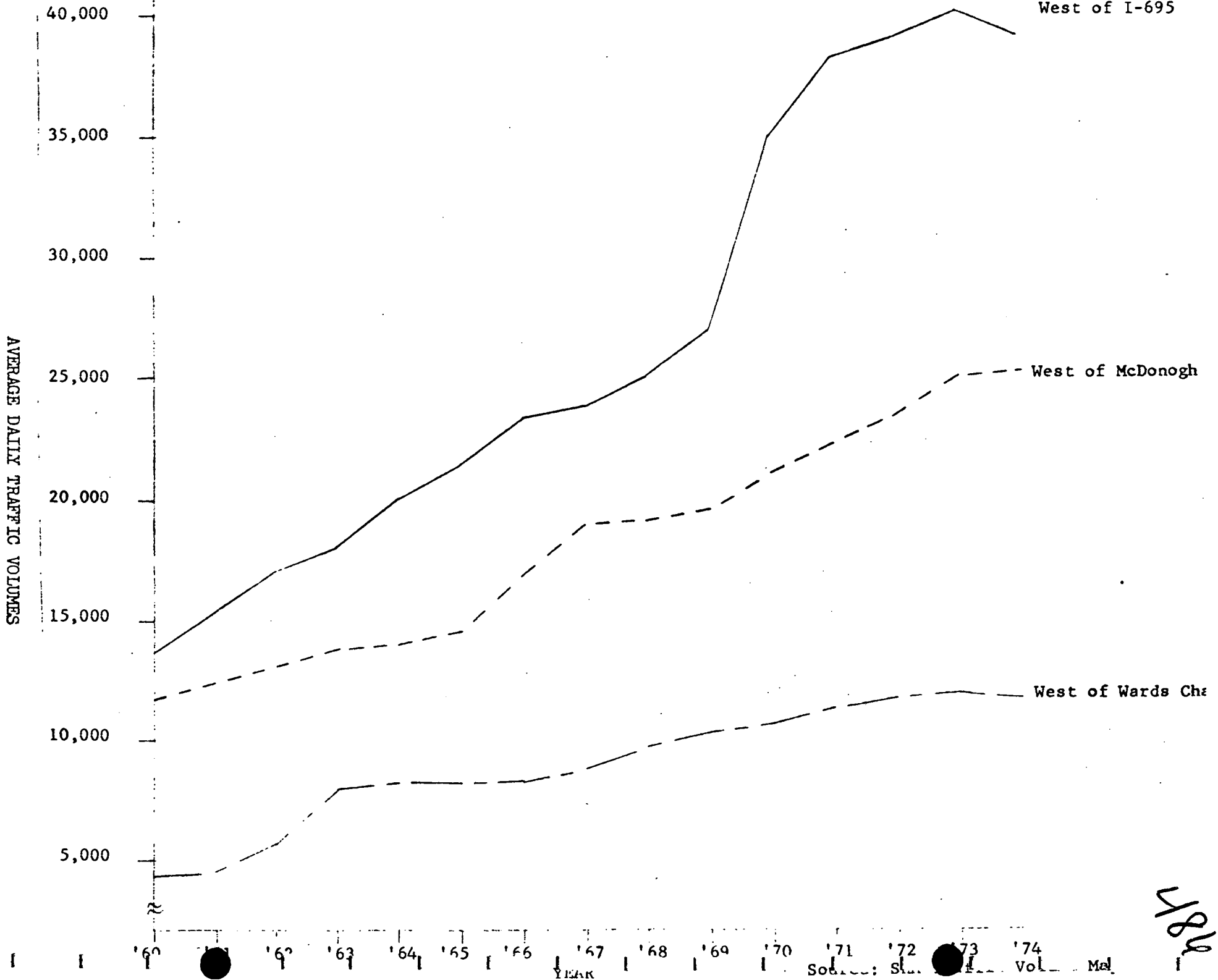
Figure 2. TRAFFIC VOLUMES ON REISTERSTOWN RD (MD 110)



Source: SHA Traffic Volume Maps

483

Figure 3. TRAFFIC VOLUMES ON LIBERTY ROAD (MD. 26)



7/8/74

487

RECENT TRENDS: 1970-1974

A recent survey of housing and population in the region by the 3-C Process has revealed a rather startling condition in the Northwestern Corridor.¹ The rate of development in the Northwest Corridor has not tapered of as expected, but has continued its historical rate of growth through the year 1974. Even the significant deterioration of peak hour access to the corridor does not appear to have impeded corridor growth.

Between 1960 and 1974 approximately 3,700 new residents have found homes in the study area each year. Extending this rate of growth, the corridor would have achieved 1980 forecasted population levels by 1977. In fact, a continuation of historical trends would have resulted in approximately 15% more population by 1980 than anticipated and 21% more than 1995 GDP population forecast. However, the recent imposition of a sewer moratorium in the Gwynn Falls Watershed has altered these conclusions somewhat.

SEWER MORATORIUM: 1973-1979

Although any analysis of the effect of the sewer moratorium on housing permits are inconclusive at this time, preliminary indications from the Regional Planning Council's housing permit monitoring process show a decrease in authorized units. Neither the cause nor the severity of this decrease can be adequately determined, although a combination of economic conditions and the sewer moratorium is probably responsible.

The decline in housing starts in the corridor could have far-reaching implications depending upon the duration and the severity of both the sewer moratorium and the economic conditions of the housing industry. A preliminary

¹ 3-C Technical Memorandum 20, Population Growth Patterns - 1970 to 1974.

488

calculation of housing permits authorized for the years 1974 through 1979 (anticipated termination date of the sewer moratorium) shows approximately 3,100 new residential units will be allowed in the study area. Based on historical family size trends for the area, these units will house approximately 10,400 new residents during this five-year period. The average annual addition of residents (2,100) for 1974 to 1979 will bring corridor population in line with previous 1980 forecasts.

Figure 3 and Table I show the relationships of historical and forecasted population growth and the anticipated impact of the sewer moratorium. Depending on whether the corridor's growth resumes historical rates or conforms to the GDP, 1995 population levels for the corridor could vary by as much as 12,000 residents. Regardless, this would mean at least 43,000 new residents in the study area between 1980 and 1995, or a doubling of 1974 population levels by 1995.

IMPACT OF NEW TRANSPORTATION FACILITIES

There is no evidence that poor access has adversely affected development of the Northwest Corridor. To the contrary, this area of the region has sustained one of the highest growth rates in spite of having some of the poorest traffic conditions. Even without the retarding effect on growth imposed by the sewer moratorium, a worsening of congestion and accessibility might have restrained corridor development as well as imposing other constraints on mobility within the corridor. Once the sewer moratorium is lifted, construction of the Northwest Freeway and the Phase I Rapid Transit will only allow a level of service comparable to 1970 traffic conditions. This is due to a projected three-fold increase in corridor traffic between 1970 and 1995. In other words, these facilities will not create substantial increases in corridor accessibility during the peak hours of the day.

Figure 4. CORRIDOR GROWTH RELATIONSHIPS

POPULATION (000)

140
120
100
80
60
40
20

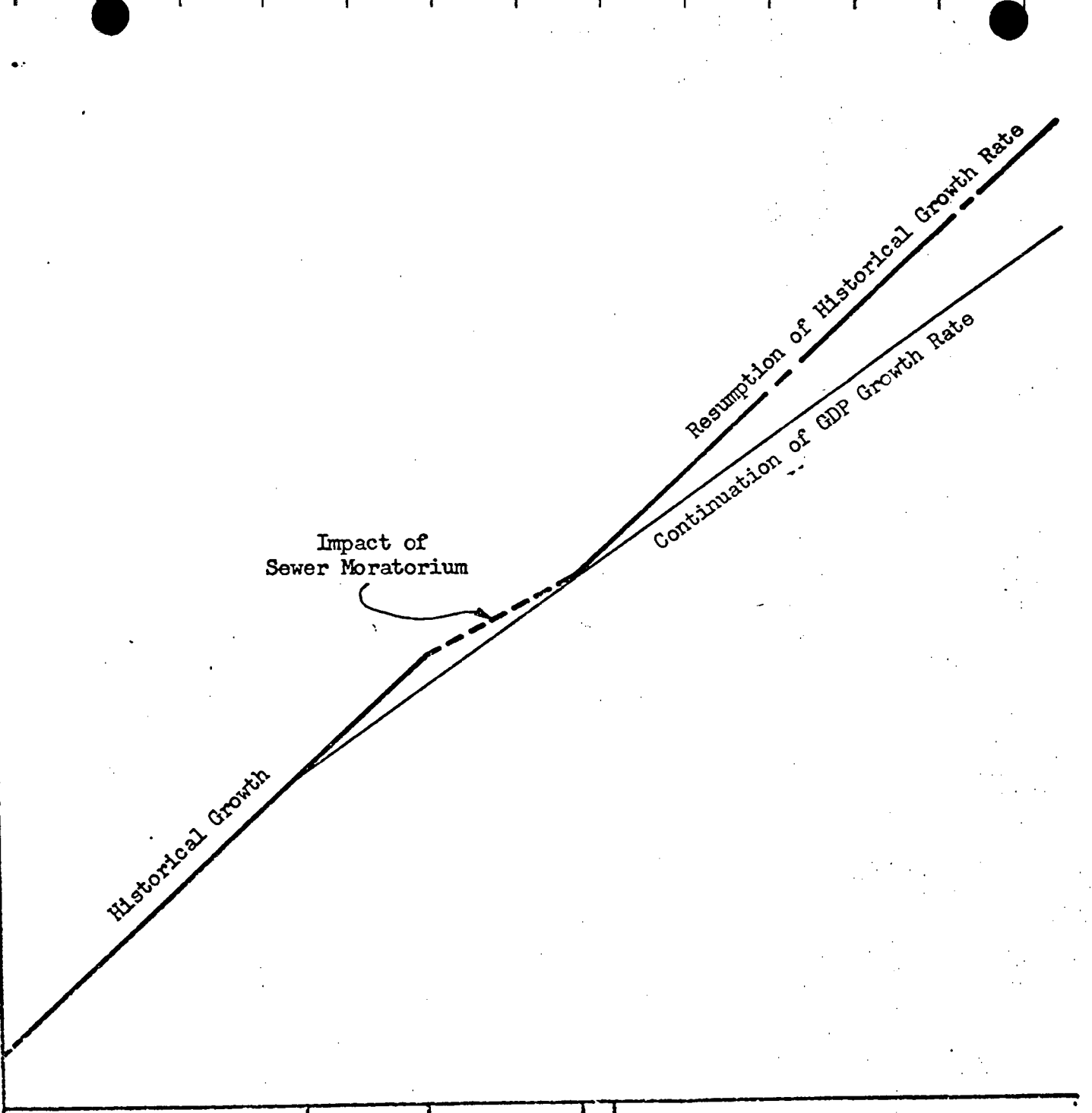
Impact of
Sewer Moratorium

Resumption of Historical Growth Rate
Continuation of GDP Growth Rate

Historical Growth

170 174 179 180 195
YEAR

4804



490

TABLE I - CORRIDOR POPULATION GROWTH & FORECASTS

Year	Historical Trends	Impact of Sewer Moratorium	Forecasts Based On	
			GDP Growth Rates	Historical Growth Rates
1960	7,200			
1970	44,000			
1974	50,500			
1975-1979		+10,400		
1979		69,700		
1980			71,000	73,000
1995			116,000	128,000

TABLE II - CORRIDOR EMPLOYMENT GROWTH & FORECASTS

Year	Historical Trends	GDP Forecasts
1964	8,510	
1970	14,500	
1980		16,600
1995		28,900

491

SPECIAL REPORTS PREPARED BY
THE 3-C TRANSPORTATION PLANNING PROCESS

<u>NO.</u>	<u>TITLE</u>	<u>DATE</u>
1	Old Pimlico Road Interchange Planning Analysis	3/74
2	Harford County Emergency Public Transportation Study	4/74
3	Feasibility of Public Transportation Improvements in Howard County	5/74
4	The Potentials for Public Transportation Improvements in Carroll County	7/74
5	Radecke Avenue Planning Analysis	10/74
6	Penn Station User and Access Survey	11/74
7	Travel Patterns in the Baltimore/Annapolis Corridor	3/75
8	Patronage Potential of Ramps Serving Marley Neck	6/75
9	Preliminary Projections of the Growth Effects of the Northwest Corridor Transportation Improvements	8/75

492

ATTACHMENT 2

Environmental Assessment Form

The Environmental Assessment Form is a requirement of the Maryland Environmental Policy Act of July, 1974.

493

ASSESSMENT OF SIGNIFICANT ENVIRONMENTAL EFFECTS

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

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

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

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

Yes No Attached

- 11. Will the action affect the use of a public recreation area, park, forest, wildlife management area, scenic river or wildland? Yes No Attached
- 12. Will the action affect the use of any natural or man-made features that are unique to the county, state or nation? Yes No Attached
- 13. Will the action affect the use of an archaeological or historical site or structure? Yes No Attached

B. Water Use Considerations

- 14. Will the action require a permit for the change of the course, current, or cross-section of a stream or other body of water? Yes No Attached
- 15. Will the action require the construction, alteration or removal of a dam, reservoir or waterway obstruction? Yes No Attached
- 16. Will the action change the over-land flow of storm water or reduce the absorption capacity of the ground? Yes No Attached
- 17. Will the action require a permit for the drilling of a water well? Yes No Attached
- 18. Will the action require a permit for water appropriation? Yes No Attached
- 19. Will the action require a permit for the construction and operation of facilities for treatment or distribution of water? Yes No Attached
- 20. Will the project require a permit for the construction and operation of facilities for sewage treatment and/or land disposal of liquid waste derivatives? Yes No Attached
- 21. Will the action result in any discharge into surface or sub-surface water? Yes No Attached

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

496

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

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

An E.I.S. Has Been Prepared For This Action, In Accordance With The National Environmental Policy Act.

498

ATTACHMENT NO. 3

SUMMARY OF PUBLIC INFORMATION MEETINGS
HELD IN DECEMBER OF 1974
(21 PAGES)

COPY OF
NOTICE
499



Maryland Department of Transportation

PUBLIC INFORMATION MEETING ON THE NORTHWEST TRANSPORTATION CORRIDOR

The Maryland Department of Transportation will hold public information meetings on the proposed Northwest Transportation Corridor. The meetings will be held at:

Franklin Senior High School Cafeteria,
12000 Reisterstown Road, Reisterstown
Monday, December 2, 1974
7:00 p.m. to 10:00 p.m.

Sudbrook Junior High School Cafeteria,
Bedford Road and Alter Street
Thursday, December 5, 1974
7:00 p.m. to 10:00 p.m.

The meetings are being held to advise citizens of progress on the issues brought up at the Corridor Public Hearings of April, 1973. At the April, 1973, hearings, the Department of Transportation presented four alternative plans for the Northwest Corridor, two dealing with the proposed expressway/rapid transit project, a third, the widening of Reisterstown Road and a fourth, "do nothing" alternative.

Questions on several major issues were raised at the hearings including the Gwynn's Falls Flood Plain, the expressway interchange and rapid transit station at Mc Donogh Road and the expressway interchange at Reisterstown Road (U.S. Route 140 and Maryland Route 30.) Subsequent to the hearing, Sudbrook Park was placed on the National Register of Historic Places, requiring a major re-study of possible alignments and/or possible alternatives inside the Beltway. Also, the Federal Highway Administration has since issued Policy and Procedures Memorandum #90-7, setting new air quality standards which require the Department to perform additional air quality monitoring and to prepare a new air quality study.

Department representatives will be available at each meeting from 7:00 p.m. to 10:00 p.m. to answer questions and inquiries relative to the Northwest Transportation Corridor and the studies since the Corridor public hearings. These will be informal meetings. Interested persons may stop in at any time between 7:00 p.m. and 10:00 p.m. either evening and receive personal attention to specific questions. It is emphasized that the meeting is not for formal public testimony, but rather to inform individuals or representatives of organizations on the status of studies performed by the Department of Transportation since the Northwest Corridor hearings.

For further information, contact Raymond V. Bartlett, Office of the Secretary, Maryland Department of Transportation, 768-9520, extension 250.

Harry R. Hughes
Secretary of Transportation

Date November 8, 1974
Order No. E-2656

NEWS-AMERICAN Nov. 12, 1974

Distribution

November 7, 1974

500

MEMORANDUM

TO: Mr. Austin Smith
Secretary - SRC

FROM: William T. Sprague
Chief, Planning Support Section
Office of Planning and Preliminary Engineering

SUBJECT: Contract No. B-698-28-471
F.A.P. No. F-910-1(6)
Northwest Expressway

Attached is the original and one onlonskin copy of the Public Notice on the subject project. The approved notice was forwarded to us by Raymond V. Bartlett, Department of Transportation. It is requested that the notice appear in the following papers:

Baltimore News American	November 12 and 26
(To be published as display advertisement).	
Afro American (Baltimore)	November 12 and 26
Jeffersonian	November 14 and 21
Northwest Star	November 14 and 21
Community Times	November 14 and 21
Carroll County Times	November 13 and 25

The ads should be charged to Contract No. B-693-28-471;
F.A.P. No. F-910-1(6).

Please send this office two (2) copies of the confirmed publication plus cost for our files.

501

PUBLIC INFORMATION MEETING
ON THE
NORTHWEST TRANSPORTATION CORRIDOR

The Maryland Department of Transportation will hold public information meetings on the proposed Northwest Transportation Corridor. The meetings will be held at:

Franklin Senior High School Cafeteria,
12000 Reisterstown Road, Reisterstown
Monday, December 2, 1974
7:00 p.m. to 10:00 p.m.

Sudbrook Junior High School Cafeteria,
Bedford Road and Alter Street
Thursday, December 5, 1974
7:00 p.m. to 10:00 p.m.

The meetings are being held to advise citizens of progress on the issues brought up at the Corridor Public Hearings of April, 1973. At the April, 1973, hearings, the Department of Transportation presented four alternative plans for the Northwest Corridor, two dealing with the proposed expressway/rapid transit project, a third, the widening of Reisterstown Road and a fourth, "do nothing" alternative.

Questions on several major issues were raised at the hearings including the Gwynn's Falls Flood Plain, the expressway interchange and rapid transit station at Mc Donogh Road and the expressway interchange at Reisterstown Road (U.S. Route 140 and Maryland Route 30). Subsequent to the hearing, Sudbrook Park was placed on the National Register of Historic Places, requiring a major re-study of possible alignments and/or possible alternatives inside the Beltway. Also, the Federal Highway Administration has since issued Policy and Procedures Memorandum #90-7, setting new air quality standards which require the Department to perform additional air quality monitoring and to prepare a new air quality study.

Department representatives will be available at each meeting from 7:00 p.m. to 10:00 p.m. to answer questions and inquiries relative to the Northwest Transportation Corridor and the studies since the Corridor public hearings. These will be informal meetings. Interested persons may stop in at any time between 7:00 p.m. and 10:00 p.m. either evening and receive personal attention to specific questions. It is emphasized that the meeting is not for formal public testimony, but rather to inform individuals or representatives of organizations on the status of studies performed by the Department of Transportation since the Northwest Corridor hearings.

For further information, contact Raymond V. Bartlett, Office of the Secretary, Maryland Department of Transportation, 768-9520, extension 250.

502

November 7, 1974

WTTR AM & FM
P. O. Box 828
Westminster, Maryland 21157
Atten: Dick Story

Dear Sir:

Please broadcast the enclosed Public Notice with your Civic affairs announcements.

Thank you for your cooperation.

Very truly yours,

Albert C. Oster
Planning Support Section
Office of Planning and
Preliminary Engineering
Phone: 383-4283

WBAL
Community Notes
3800 Hooper Avenue
Baltimore, Maryland 21211

Television Station WBAL
Community Notes
3800 Hooper Avenue
Baltimore, Maryland 21211

WCBS
Town Crier
53 Radio Plaza
Owings Mills, Maryland 21117

WBFF-TV Channel 45
3500 Parkdale Avenue
Baltimore, Maryland 21211
Atten: Mrs. Ethel Nolan

WFBR
13 East 20th Street
Baltimore, Maryland 21218
Atten: Mary Liberto

Baltimore Calendar
W3Z-TV
Television Hill
Baltimore, Maryland 21211

WAYE
Penthouse Sutton Place
Baltimore, Maryland 21201

WMAR-TV
Public Service Items
Box 5
Baltimore, Maryland 21203

WCAO
40 West Chase Street

503

FOR PUBLIC ANNOUNCEMENT BY LOCAL RADIO AND T.V. STATIONS

Notice is hereby given that the Maryland Department of Transportation will hold public information meetings, with respect to the proposed "Northwest Transportation Corridor".

The first meeting will be conducted in the cafeteria of Franklin Senior High School on Monday, December 2, 1974.

The second meeting will be conducted in the cafeteria of Sudbrook Junior High School on Thursday, December 5, 1974.

Interested persons may stop in at any time between 7:00 p.m. and 10:00 p.m. Department representatives will be available at each meeting to answer questions and inquiries relative to the studies developed since the April, 1973, public hearings.



Maryland Department of Transportation

Mass Transit Administration

04 meeting

504

Harry R. Hughes
Secretary
Walter J. Addison
Administrator

MEMORANDUM

TO:

Harry R. Hughes
Bernard M. Evans
Northan B. Friese
Hugh G. Downs
Robert J. Hajzyk
Allen W. Tate
Irvin C. Hughes
Jerry L. White
William F. Lins, Jr.
Eugene T. Camponeschi
Calvin W. Reese

Harry J. Pistel
Thomas S. Champness
James A. Hester
Andrew Schwalier
Michael Debernard
Colin Lewis
Sylvia Schechter
Louis R. Rainone
Gus Noack
Dave Clawson
Walter J. Addison

Phillip R. Miller
Albert C. Oster
Frederick Gottemoeller
David Herring
Buzz Bartlett
Frank Hoppe
Mike West
Gunther Gottfeld

FROM: G. Elmore Evans
Director of Community Relations

DATE: November 14, 1974

SUBJECT: Northwest Transportation Corridor

In accordance with the Northwest Transportation Corridor Public Hearing Program, the attached letter was mailed on November 13th to 203 individuals. The mailing list is on file in the Community Relations Department of the MTA and generally breaks down as the following:

- Baltimore City Executives and Councilmen - 22
- Baltimore County Councilmen, Executives and Officials - 39
- State Department Heads and Executives - 51
- Civic Associations and Individuals - 91

If you have any questions call me at 539-6281, ext. 248.

GEE:lr
attachment

505



Maryland Department of Transportation

Office of the Secretary

Marvin Mandel
Governor
Harry R. Hughes
Secretary

November 13, 1974

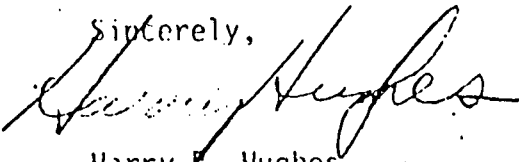
Dear Northwest Corridor Resident:

During the past year and a half since the April, 1973, public hearings on the proposed Northwest Transportation Corridor, the Department of Transportation has been working on major issues raised at those hearings. We have scheduled two public information meetings to advise you of progress on those issues. The meetings will be held at Franklin Senior High School, in the cafeteria, 12000 Reisterstown Road, Monday, December 2, 1974, and at Sudbrook Junior High School cafeteria, Redford Road and Alter Street, Thursday, December 5, 1974. Both meetings will run from 7:00 p.m. to 10:00 p.m.

At the April, 1973, hearings, the Department of Transportation presented four alternative plans for the Northwest Corridor, two dealing with the proposed expressway-rapid transit project, the third for the widening of Reisterstown Road, and a fourth, "do nothing" alternative. As you may recall, major issues were raised, concerning the Gwynns Falls flood plain, the expressway interchange and rapid transit station at McDonogh Road, and a expressway interchange at Reisterstown Road (U.S. 140 and Md. 30) and others. Subsequent to the 1973 hearings, Sudbrook Park was placed on the National Register of Historic Places, consequently requiring a major re-study of possible alignments and/or alternatives inside the Beltway. Also, the Federal Highway Administration has since set new air quality standards which require the Department to perform additional air quality monitoring and to prepare a new air quality study.

Representatives of the Maryland Department of Transportation will be available at each meeting from 7:00 p.m. to 10:00 p.m. to answer your questions and inquiries relative to the Northwest Transportation Corridor and the studies since the Corridor public hearings. These will be informal meetings. You may stop in at any time between 7:00 p.m. and 10:00 p.m. either evening and receive personal attention to your specific questions. I emphasize that this meeting is not for formal public testimony, but rather to inform you on the status of this work performed by the Department of Transportation since the Northwest Corridor hearings.

If you have any further questions, please contact Mr. G. Elmore Evans, Mass Transit Administration, Maryland Department of Transportation, 539-6281, extension 249.

Sincerely,

Harry R. Hughes
Secretary

Format 502

Public Information Meeting

Format

1. Robot Slide Presentation with Taped Speech
2. Set up Groups to Answer Individual Questions *
 - a. General Questions (Relocation Assistance, Gwynns Falls Floodplain, Scheduling, etc.)
 - G. Gottfeld - MTA (Group Leader)
 - Frederick Gottemoeller - DSPD
 - L. Ege - SHA
 - Relocation Assistance from SHA
 - b. Inside the Beltway
 - W.F. Lins - SHA (Group Leader)
 - G. Noach - RKK
 - L. Rainone - MTA
 - c. Beltway to Dolfield Road
 - T. von Brieson (Group Leader)
 - P. Miller - SHA
 - D. Clawson - RKK
 - d. Dolfield Road to U.S. 140 and Md. 30
 - D. Herring - DSPD (Group Leader)
 - H. Downs - SHA
 - B. Wilkinson - RKK
3. Meeting Coordination
 - B. Bartlett - DPA
 - E. Evans - MTA
 - A. Oster - SHA
4. Support

Personnel from SHA & MTA to prepare meeting, set up displays, direct public to proper group, etc.
5. Back up Group
 - H. Pistol - SHA
 - R. Hajzyk - SHA
 - F. Hoppe - MTA

The purpose of the backup group is to fill in if someone in the other groups is absent and to help out if any of the groups need additional personnel to aid in the answering of public inquiries.

* Displays would be set up by each group in separate locations.

DEPARTMENT OF TRANSPORTATION
MARYLAND

507
Summary of meeting
by various staff
participants

TO: File

DATE: January 14, 1975

FROM: David Herring
DH

SUBJECT: Northwest Transportation
Corridor Public Information
Meetings (December 2 and
6, 1974)

The meetings were held from 7:00 p.m., to 10:00 p.m. on December 2, 1974 at Franklin Senior High School and December 6, 1974 at Sudbrook Junior High School.

The meeting format was four (4) informal groups which answered questions on an individual basis. Baltimore County also had representatives at the meetings to answer questions on the project which related to County planning and zoning.

Approximately 60 persons attended the December 2 meeting with most interest in the McDonogh Road alternatives. Approximately 100 persons attended the December 6 meeting with most interest in the alternatives for inside the Beltway.

I have the following comments on the section of the proposed Northwest Expressway from Dolfield Road to Reisterstown Road:

There were few questions on this section especially at the December 6 meeting.

Most of the inquiries were related to the location of property to the proposed alternatives.

Several area businessmen wanted to know if the project could be accelerated.

Several persons received information on right-of-way acquisition and relocation assistance.

There were a few adverse comments on this section of the proposed Northwest Expressway. The interchange developed since the Public Hearing received favorable comments except for the developer of the proposed Franklin Mall.

Also, attached to this report are comments on other sections of the Northwest Expressway by various consultant, MTA, and SHA personnel.

DH:si
Attachment



RUMMEL • KLEPPER & KAHL consulting engineers

1035 N. CALVERT ST • BALTIMORE, MD. 21202 • 301-685-3105

508

RECEIVED

DEC 19 1974

DSFD

WILLIAM R. KAHL
AUGUST W. NOACK, JR.
EMIL KORDISH
BURTON N. COX, JR.
R. M. REINDOLLAR, JR.
C. ROBERT VARNOELL
RALPH E. MARQUISS
CHARLES G. CLARKE
ALBERT L. DEEN, JR.
JOHN L. BELL

W. S. WILKINSON
EDWARD J. ZEIGLER
HARRY F. SCHMALE, JR., C.P.A.
DONALD W. CLEM
H. LERDY WHITELEY, JR.
ERIC K. WEBER
E. ROBERT SEITZ
EVERETT C. E. MOONE

December 19, 1974

Mr. Fred Gottemoeller
Division of Systems Planning & Development
Maryland Department of Transportation
P. O. Box 8755
Baltimore-Washington International Airport
Baltimore, Maryland 21240

Reference: Northwest Transportation Corridor
Baltimore City to Reisterstown
Public Information Meetings

Dear Fred:

As requested by Mr. David Herring, I am enclosing copies of memoranda from those in our office who participated in the Northwest Transportation Corridor Public Information Meetings on December 2 & 5, 1974.

Very truly yours,

RUMMEL, KLEPPER & KAHL

A. W. Noack, Jr.

AWN, JR. /blm

Encls.

cc: Mr. William F. Lins
Mr. Louis Rainone

PUBLIC INFORMATION MEETING

Franklin Senior High School
December 2, 1974

Reference: Northwest Transportation Corridor
Baltimore City to Reisterstown

The most asked question by the individuals from the Ner Israel College was the need for a rapid transit station at McDonogh Road. Others commented that the Baltimore County Guide Plan shows the McDonogh Road area as green and the rapid transit station would be in violation of proposed land use. A few persons were interested in how the additional studies were different from the public hearing alternates. One comment overheard was that the project has not progressed since there is still no recommended alternate.

A few persons were interested in the differences between Alternates 2A and 2B. One lady expressed opposition to any Alternate 2 alignments because they would be too close to her house.

A few persons wanted to know how soon the project would be under construction.

BY: _____
David L. Clawson

DLC/blm
cc: AWN, JR.
DLC
WSW



509

PUBLIC INFORMATION MEETING

Sudbrook Junior High School
December 5, 1974

Reference: Northwest Transportation Corridor
Baltimore City to Reisterstown

Detailed Drainage Discussions with two individuals -

Reporter for Randallstown Times

Gary D. Caplan - Administration Assistant -
Greater Community Council and
President of the Humberleigh
Development Association

Described in detail the system of retaining runoff from the NWX and releasing it the rate of 2 year storm before construction. This would control the runoff from the many minor storms but would not control major storms that now flood Silver Creek and Villa Nova. Baltimore County has also adopted a similar policy for controlling runoff from all new development. Mr. Caplan was aware that these measures were designed to protect the stream from sedimentation and erosion and were of no value for the protection of lives and property in the downstream flood plain. Mr. Caplan also stated that they would be opposed to the highway until some reasonable measures of relief were provided to those afflicted by flood flows.

I explained that the County had made a study of Gwynns Falls to see if measures would be developed to control flood flows. Mr. Caplan was also aware of this study and he stated that no real control measures were proposed in this report.

BY: _____
William S. Wilkinson

WSW/blm
cc: AWN, JR.
WSW
DLC



RUMMEL • KLEPPER & KAHL consulting engineers

PUBLIC INFORMATION MEETINGS

Franklin Senior High School & Sudbrook Junior High School
December 2 & 5, 1974

Reference: Northwest Transportation Corridor
Dolfield Road to Md. Route 140

The Northwest Expressway in this sector is not as controversial as its southern brother and as such did not have many citizens viewing the display panels. To my knowledge there weren't any adverse comments on the Public Hearing Plan or the Alternate Plan in the Reisterstown Area. Basic comments were approval of the Alternate 6 Plan for its less aggressive property takings and cost savings. The over riding comment was "when are you going to stop talking and start building".

BY: _____

Donald C. Leverton

DCL/blm

cc: AWN, JR.

DCL

DLC

WSW



511

PUBLIC INFORMATION MEETING

Sudbrook Junior High School
December 5, 1974

Reference: Northwest Transportation Corridor
Baltimore City to Reisterstown

The same question was asked consistently by individuals from the Ner Israel College concerning the need for a rapid transit station at McDonogh Road. A few persons questioned why the enlarged rapid transit station was proposed at Owings Mills within the future Sector Center site thus requiring use of very expensive land now zoned for commercial use. A man and wife inquired how Alternate 3 would affect their property on Reisterstown Road, how would they be compensated for property needed from them, what are the chances of Alternate 3 being selected and how soon will it be constructed.

BY: _____
David L. Clawson

DLC/blm
cc: AWN, JR.
DLC
WSW



PUBLIC INFORMATION MEETING

Franklin Senior High School & Sudbrook Junior High School
December 2 & 5, 1974

Reference: Northwest Transportation Corridor
Baltimore City to the Beltway

There was a good deal of opposition expressed to the construction of any highway inside the Baltimore Beltway. This included opposition to an extension of Wabash Avenue from Patterson Avenue to Milford Mill Road.

Most people did seem to favor transit within this section, although the rapid transit station sites were still a point of controversy. Improvement to Milford Mill Road west of the station site would be inevitable according to many citizens, and the damage to properties resulting from this would be extreme. The station site at Old Court Road was less controversial but some still questioned access.

There was little, if any, support for the alternative alignment which avoided Sudbrook Park or for the alignment adjacent to the Western Maryland Railway.

The subject of flooding of Gwynns Falls was an issue again, although people seemed more resigned to the fact that the transportation project was not a major contributing factor. Some were rather pleased with the thought of retention ponds to control the running off from the project.

There was concern expressed on the effect on air quality by the construction of the project, and I would imagine this would remain the controversial issue.

The treatment of noise from the project seemed to be adequately explained to those who questioned this issue.

The subject of the traffic impact on Wabash Avenue inside the City from the Northwest Expressway was not raised.

As far as the entire length of project is concerned, the major opposition seemed to come from the "McDonogh Coalition" and their objection to any rapid transit station planned at McDonogh Road.



513

There was also some objection to the Dolfield Road plan, primarily on the basis of cost.

It was somewhat difficult to explain that these alternatives proposed were not necessarily equal in all respects, but some had features which would be advantageous in one case but not in another.

All in all, I think the Public Information Meetings went well. Most people appreciated being brought up to date, although some objected to the lack of significant progress.

A. W. Noack, Jr.
A. W. Noack, Jr.

AWN, JR. /blm
cc: WSW
DLC



514

515

MEMORANDUM

TO: Mr. Frederick Gottemoeller
Div. of Systems Planning
Md. Dept. of Transportation

FROM: William F. Lins, Jr., Chief
Bureau of Highway Design

SUBJECT: Northwest Transportation Corridor
Public Meetings of Dec. 2 and 5, 1974

DATE: December 10, 1974

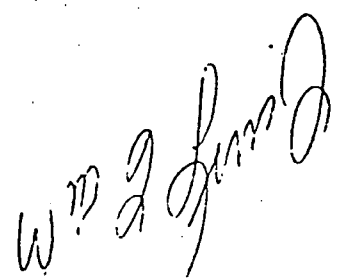
DEC 11 1974

OSPD

The following is a list of questions which were most often asked at the Public Meetings by the persons with whom I discussed the various studies:

1. Why build anything? Leave us alone.
2. Can Rapid Transit be built without the highway?
3. Can highway be built without Rapid Transit?
4. Are we going to build inside the Beltway?
5. If not building inside the Beltway, why extend Wabash Avenue?
6. When can we get a chance to comment on the alignments?
7. When will the E.I.S. be completed?
8. Who decides what alignment will be selected, and when?
9. How will each alignment affect me and my property?
10. Has the Historical Trust approved any tunnel scheme yet?
11. When will it be under construction?
12. What line are we going to recommend?

WFL:rs



MEMORANDUM

TO: Guntler M. Gottfeld

FROM: Louis R. Rainone

DATE: December 19, 1974

SUBJECT: Northwest Transportation Corridor Public Information Meetings - December, 1974
Issue Highlights

1. Re: to "Additional Studies" Alternative with Rapid Transit Station south of Dolefield Road and Northwest of highway Interchange

McDonogh Coalition charged that Rapid Transit Station was in conflict with Town Center Concept and was choosing more expensive industrial zoned land and avoiding a site north of Dolefield Road that was less expensive and not zoned industrial and better serving the Town Center Concept.

2. The "John Funk" plan presented at the Public Hearings was charged without good reason at Dolefield Road.
3. We were misrepresenting the project at Milford Mill Road by not showing any necessary improvement to Milford Mill Road west of the Northwest Expressway. Milford Mill Road will need widening in order for the Northwest Transportation Corridor project to function and we were not sharing the implication.
3. (Marsha Caplan) Even though "90% of the people" at the Public Hearing were against the road, we were still going ahead with it. We did not show an alternative with rapid transit only, with no new Northwest Expressway. The no-build plan did not show a transit project.

LRR/mte

517

MEMORANDUM

TO: Gunther M. Gottfeld
FROM: Ted von Briesen
DATE: December 19, 1974
SUBJECT: Northwest Transportation Corridor Public Information Meetings - December, 1974

During the NWTC Public Information review meetings, there were few new major points raised by those in attendance relating to the project between Mt. Wilson Lane and Pleasant Hill Road:

1. The Ner Israel Rabinical College students and faculty wanted to support the higher priced spread (Alternate 2B) of a Dolefield Interchange and Painters Mill Road Station. They saw the merits in this plan of traffic separation; an interchange with Reisterstown Road; as well as no McDonogh Station or interchange. However, they were greatly disturbed that the higher price tag would lead to its rejection. It was explained that many factors would enter the decision process and cost alone could not rule out any alternative.
2. The tone of the citizen opposition to McDonogh interchange and station has mellowed. Now, instead of arguing against the merits (or lack thereof) in the P. H. plan, they call it "stupid."
3. I think it is significant that so far, no one has raised the question "could you build a McDonogh Station in the future?" The closest anyone came is to assure themselves we would have to have Baltimore County Council action on a McDonogh Station proposal.
4. Several McDonogh school officials sounded "resigned" to losing their water supply because of the project.
5. No one verbally supported the local McDonogh Station alternative, Alignment #1, nor 2A with the Painters Mill Road Interchange.

TvB/mte

meeting
518

MEMORANDUM

TO: Gunther Gottfeld

FROM: Frank Hoppe *FH*

DATE: December 20, 1974

During the public information meetings of December 2 and 5, the following comments are my observations:

NORTHWEST CORRIDOR

1. Outside the Beltway

The majority of the citizens who attended preferred no McDonogh Road Station. These people consisted mainly of homeowners or property owners of Berkshire Hills and members of the Rabbinical College. There were a few citizens from further on out Reisterstown Road who expressed approval of a McDonogh Road Station.

2. Inside the Beltway

The majority of the people I talked with expressed the opinion that transit inside the Beltway was desired, but a no-build sentiment was expressed toward the highway, even to the extension from Patterson Avenue to Milford Mill Road.

FH/vhb