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

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FINAL SECTION 4(f) 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 II of II

2

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

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- ADMINISTRATIVE ACTION -

FINAL
SECTION 4(f) STATEMENT

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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)

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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

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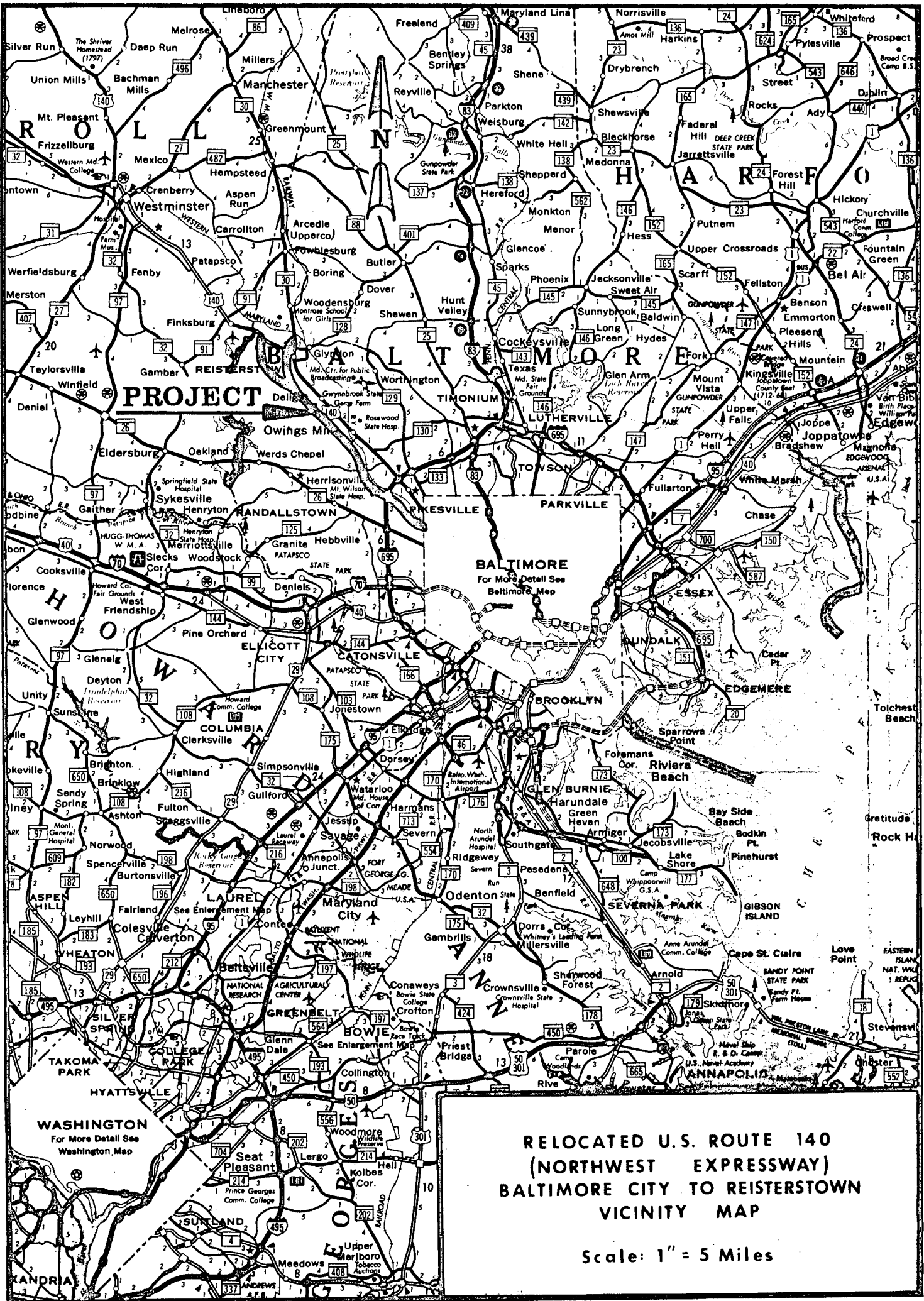
General Development Plan of the Baltimore Regional Planning Council, and is essentially that appearing on the 1980 Guideplan for Baltimore County, published 1972, which is being used by the County along with the Northwest Sector Plan as a basis for planning and zoning; and the proposed Comprehensive 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 (Reisterstown 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



PROJECT

BALTIMORE
For More Detail See
Baltimore Map

WASHINGTON
For More Detail See
Washington Map

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

Scale: 1" = 5 Miles

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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.

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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 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 Reisterstown. The recommended alternate, as described on page A-16, requires the acquisition of land from 3 historic sites, and the Final Section 4(f) Statement for each of these sites is included in this Volume II as follows:

Sudbrook Park Historic District	- Section B
Owings Mills Railroad Station (New)	- Section C
Reisterstown Historic District	- Section D

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.

2. General Description - Need for the Project - Corridor Land Use - Economic Conditions -

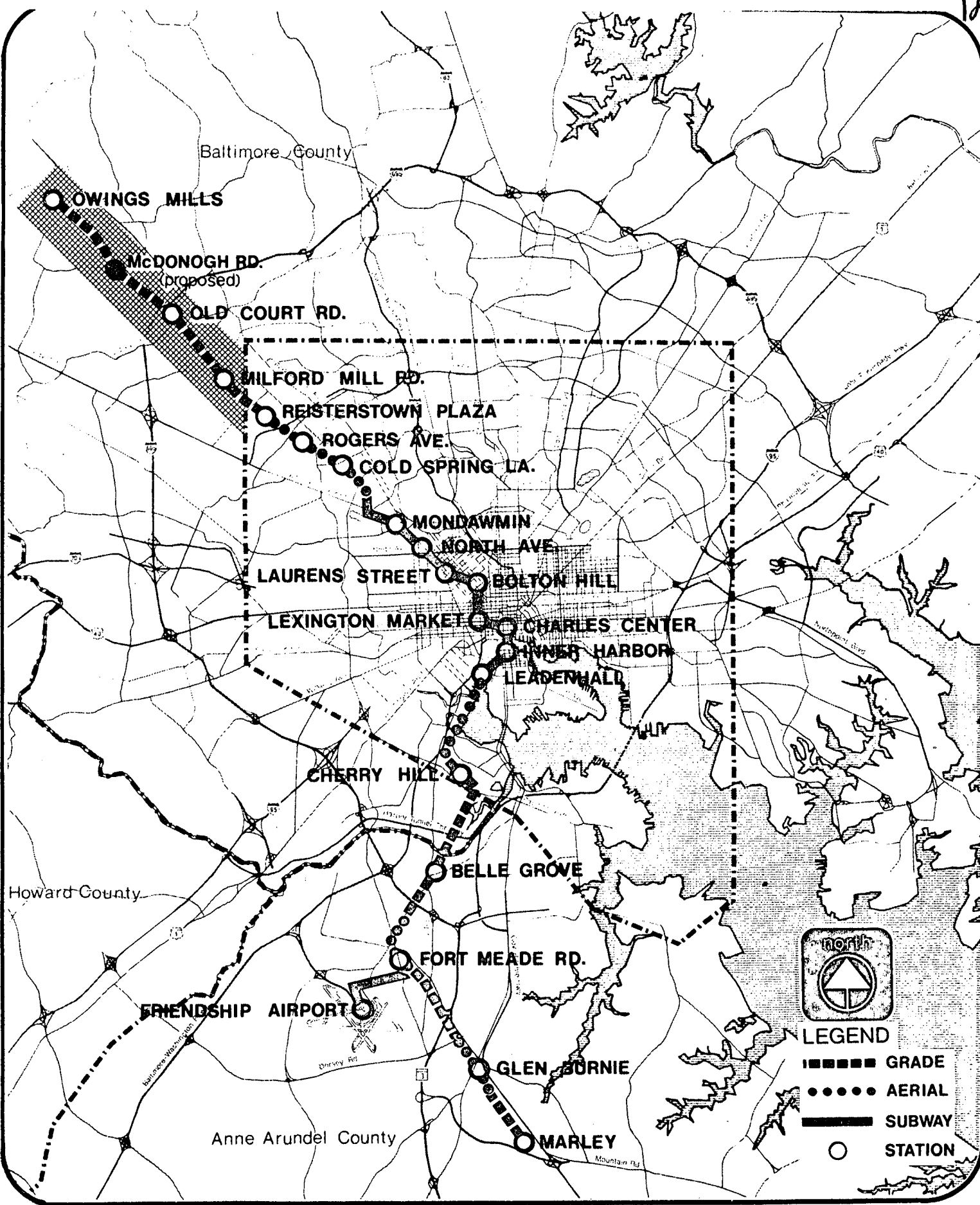
- General Description -

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





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**
 1618 Washington Boulevard, Baltimore, Maryland 21230
NOVEMBER, 1972

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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-3, page A-16, of this Final 4(f) 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

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intersection; Virginia Avenue to Franklin Senior High School and south of Berrymans Lane to south of Stocksdale 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.

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.

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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 are also needed to serve existing and projected growth.

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 Volume I. The following maps supplement the written description.

Existing Land Use Map (Drawing No. 3)

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. 4)

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

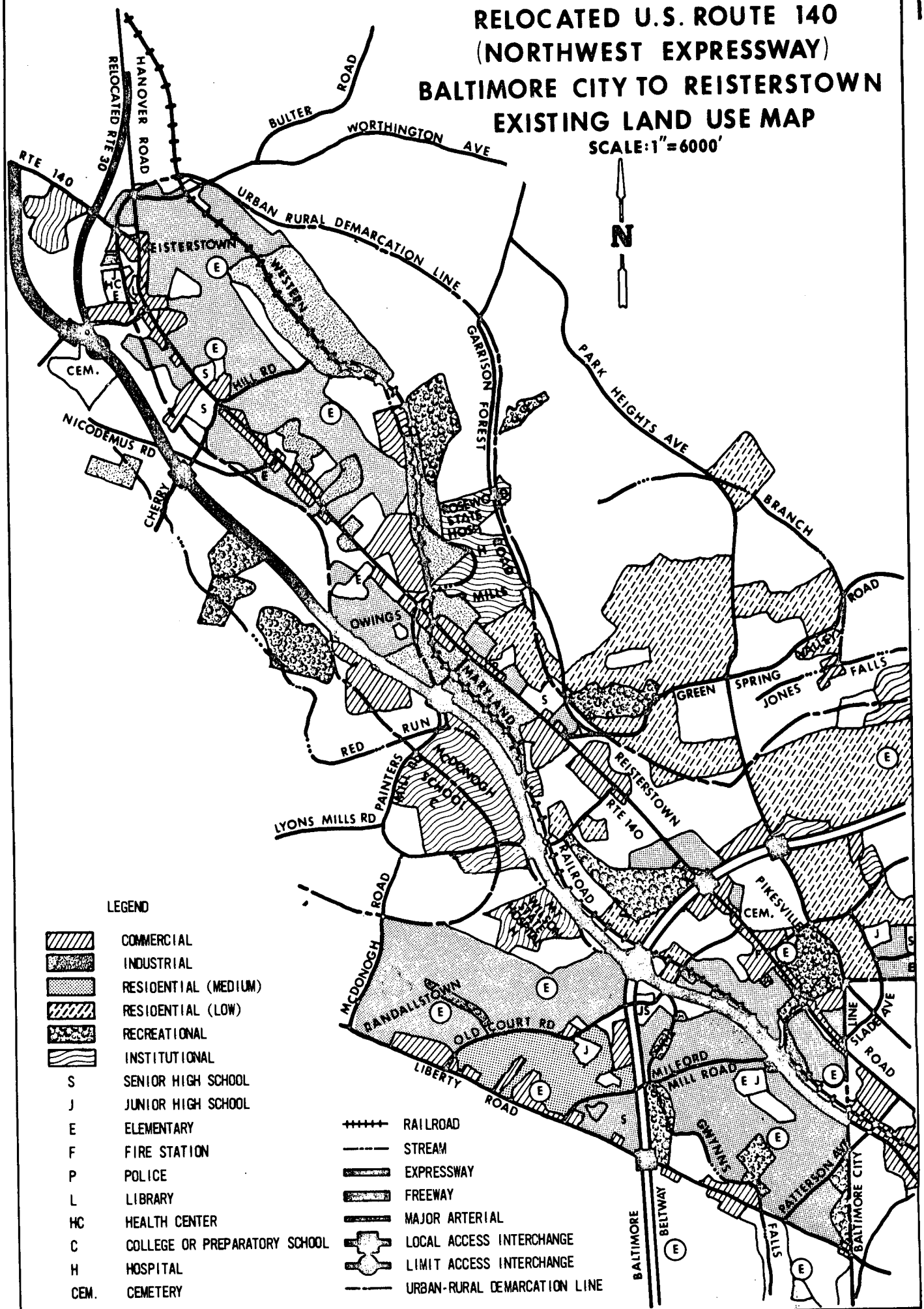
- Baltimore City Line to Baltimore Beltway -

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

RELOCATED U.S. ROUTE 140 (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 RURA. OF MARCATION 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 Frederick 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 Recreation 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.

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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.

- Owings Mills to Reisterstown -

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019

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).

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- 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.

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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. 3.

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.

3. 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.

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- 3) Relocation Assistance Data.
 - 4) Informational Brochure.
 - k. The Regional Planning Council's - General Development Plan.
 - l. 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

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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 Volume I.

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In view of the above conclusions, the following project recommendations are proposed: (See Drawings No. 7a through 7g.)

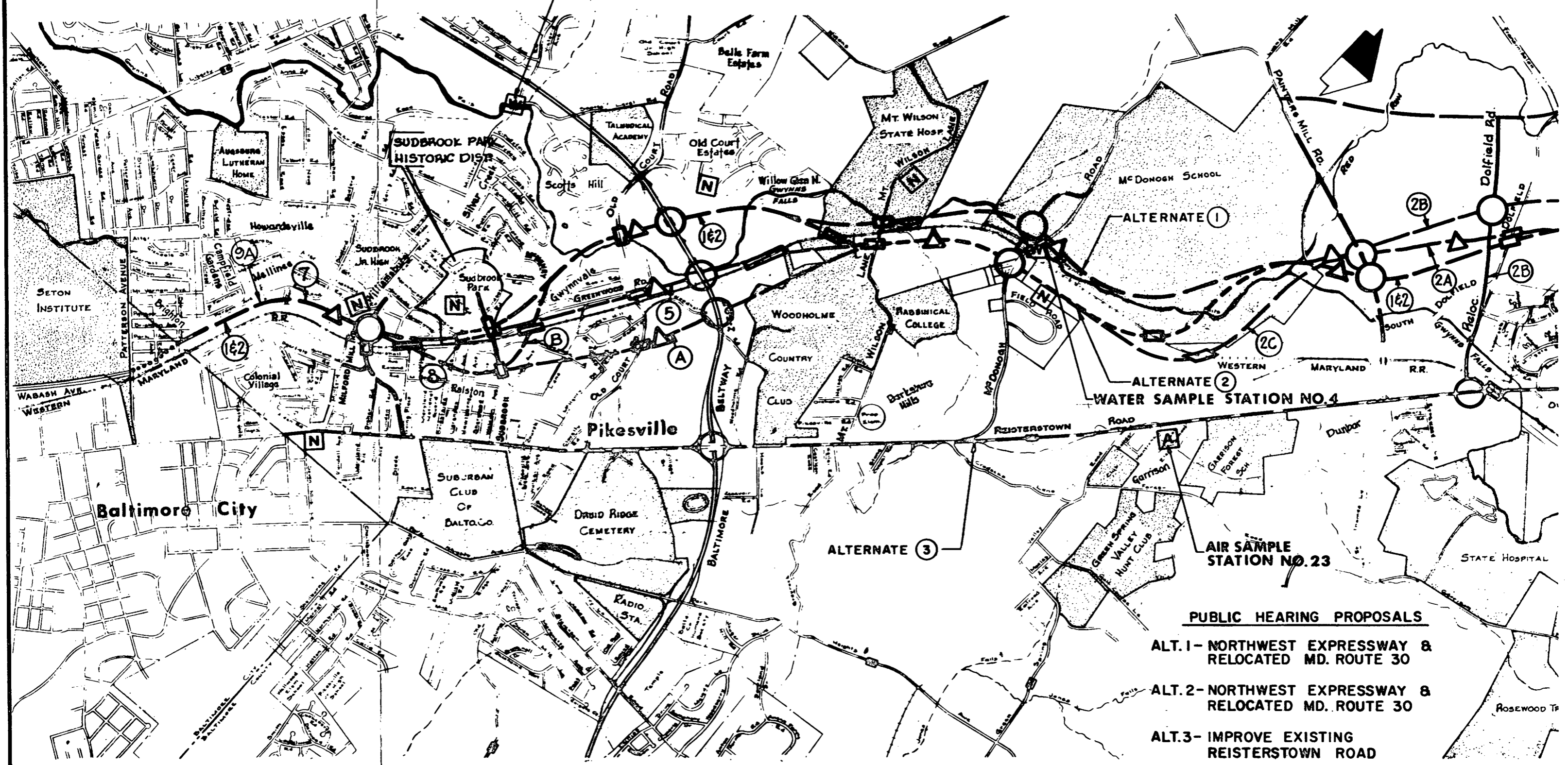
- a. The Northwest Expressway be constructed from the Baltimore Beltway to Reisterstown. The section of the Expressway south of the Beltway to the Baltimore City Line has been eliminated from this project in order to minimize the adverse effects of the project on the Sudbrook Park Historic District, 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. See Drawing No. 5, a map of the Corridor showing the relative location of the Public Hearing proposals and additional studies developed subsequent to the Public Hearing.

Baltimore City Line to Mount Wilson Lane

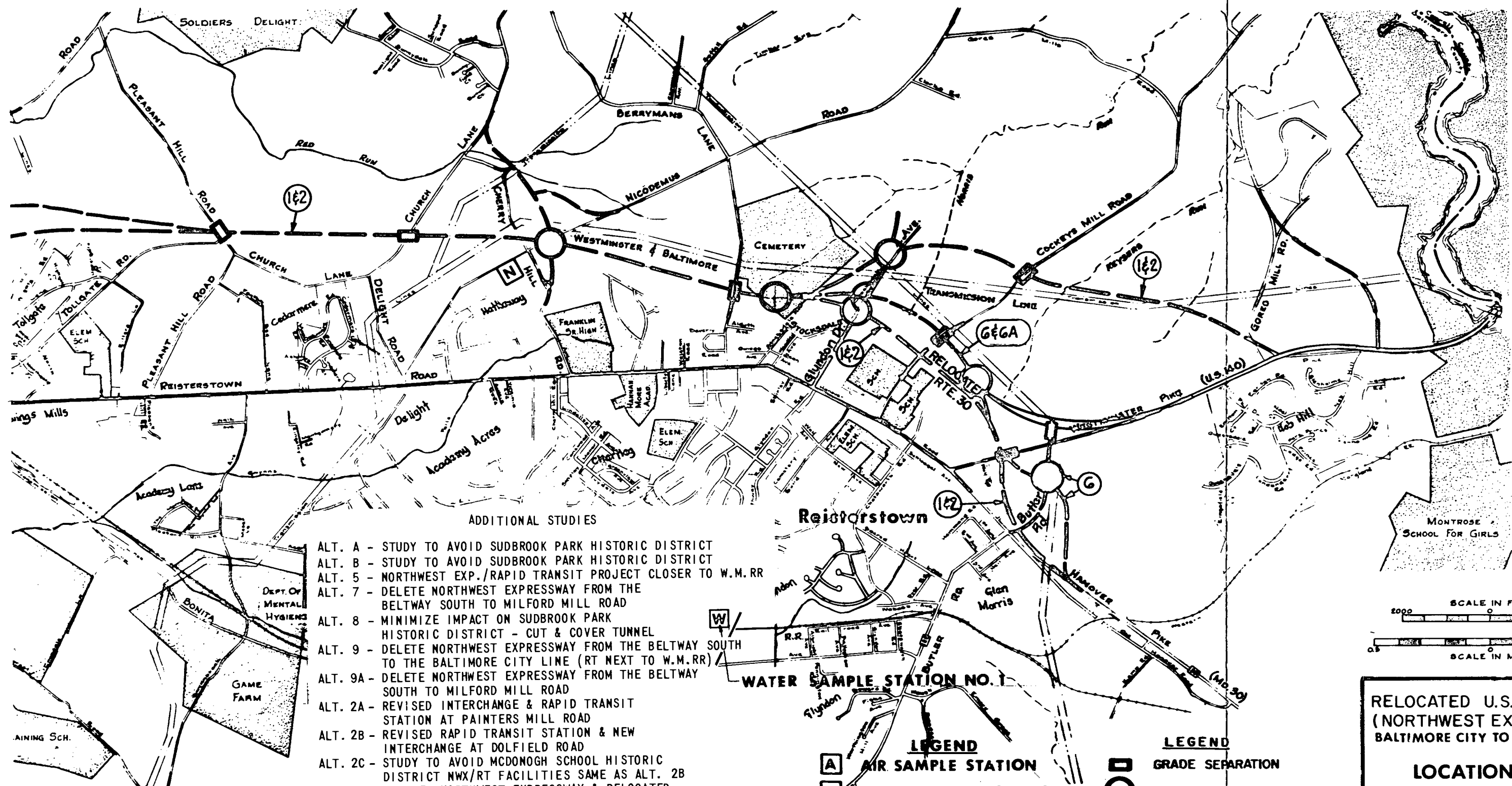
Within these limits, Alternates 1, 2, 5, A, B, 7, 8, 9 and 9A were developed for consideration. Alternate 9 is recommended from the Baltimore City Line to Greenwood Road, and Alternate 7 from Greenwood Road to Mount Wilson Lane. Alternate 9 proposes the construction of the Rapid Transit Facility generally 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

WATER SAMPLE STATION NO. 5



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"



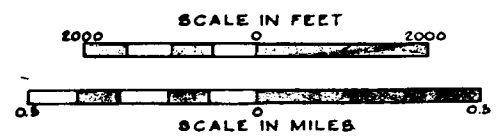
ADDITIONAL STUDIES

- 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**

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 Section B, this Volume.
- 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.

3

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 Dolfield Road, which extends from the proposed Red Run Boulevard easterly to an interchange with existing Reisterstown Road. Relocated Dolfield 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. The Section 4(f) Statement for this historic site is included as Section C in this Volume.
- 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.

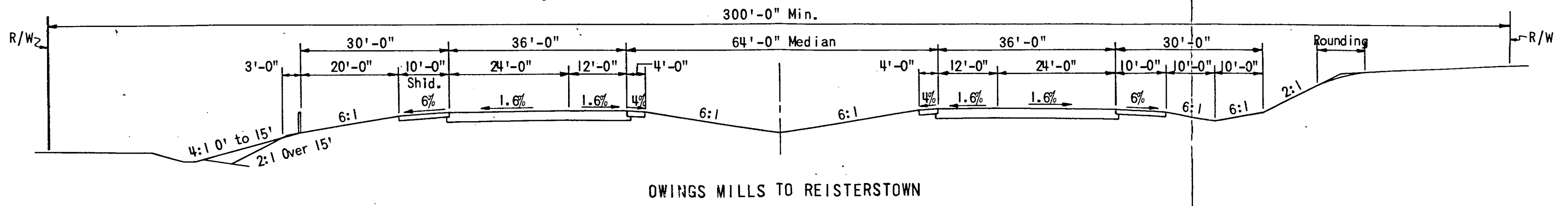
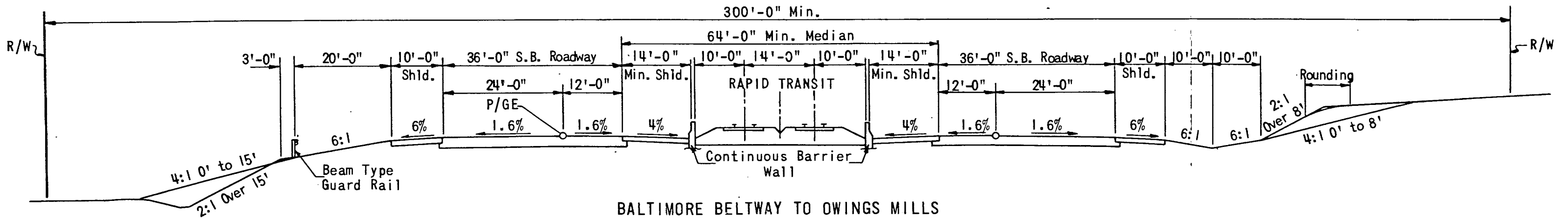
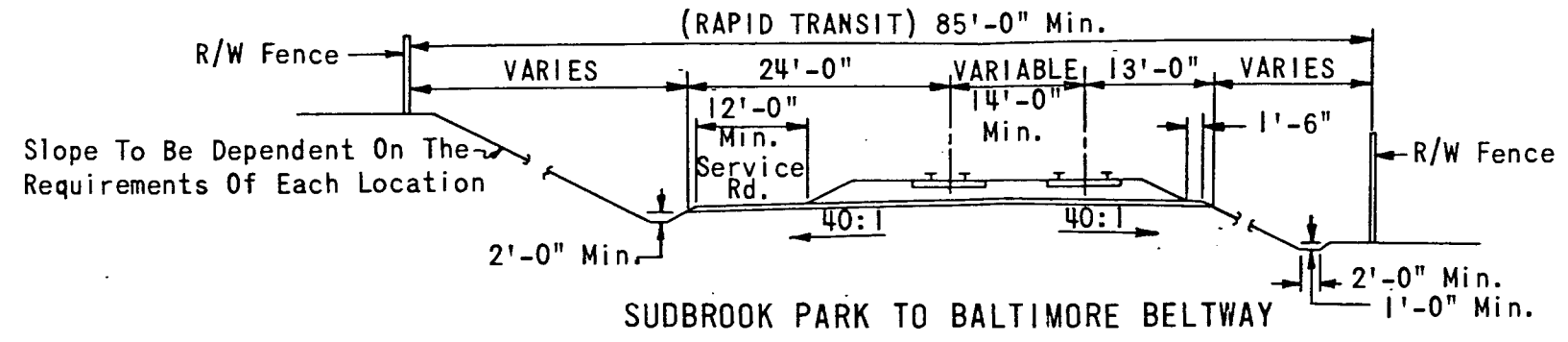
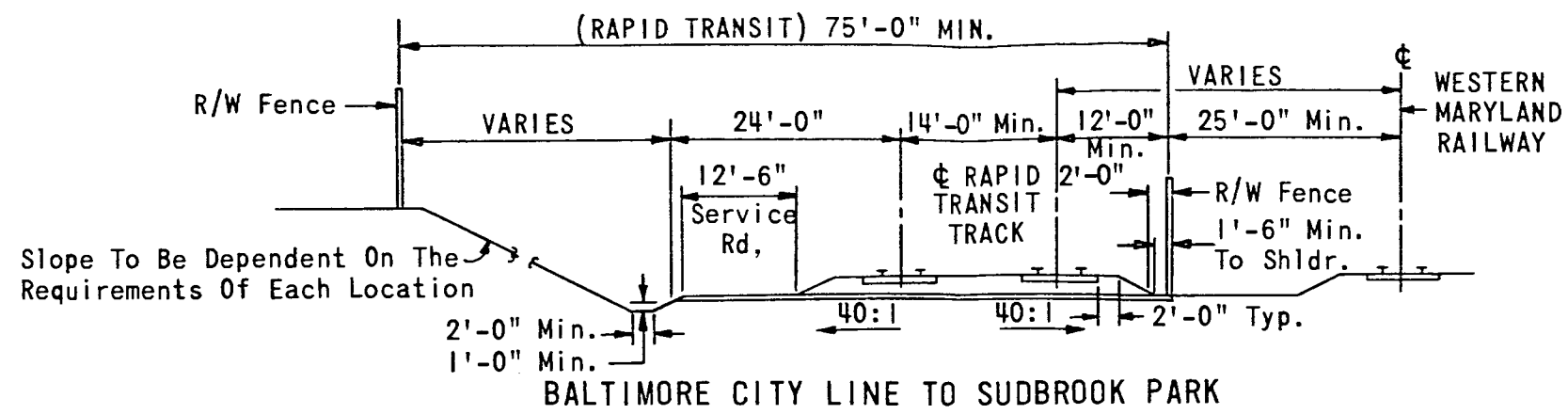
Alternate 6 was selected as the recommended alternate because it requires considerably less land acquisition than Public Hearing Alternate 2, and provides the needed interchange facilities as the Glyndon Drive Extension and Butler Road Extension to adequately serve the Reisterstown community. The Extension 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 Section D, this Volume.

- 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°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. 6. 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.



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.
6

DATE

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- 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. 15 and 16. 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

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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

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.

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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

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.

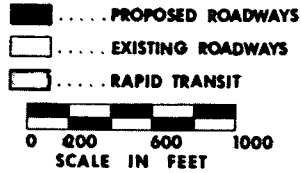
Access to Relocated U. S. Route 140 (Northwest Expressway) is proposed by interchanges at the Baltimore Beltway, Relocated Dolfield Road, Relocated Cherry Hill Road, Extension of Glyndon Drive and the Extension of Butler Road. Rapid transit stations are proposed at Milford Mill Road, Old Court Road,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

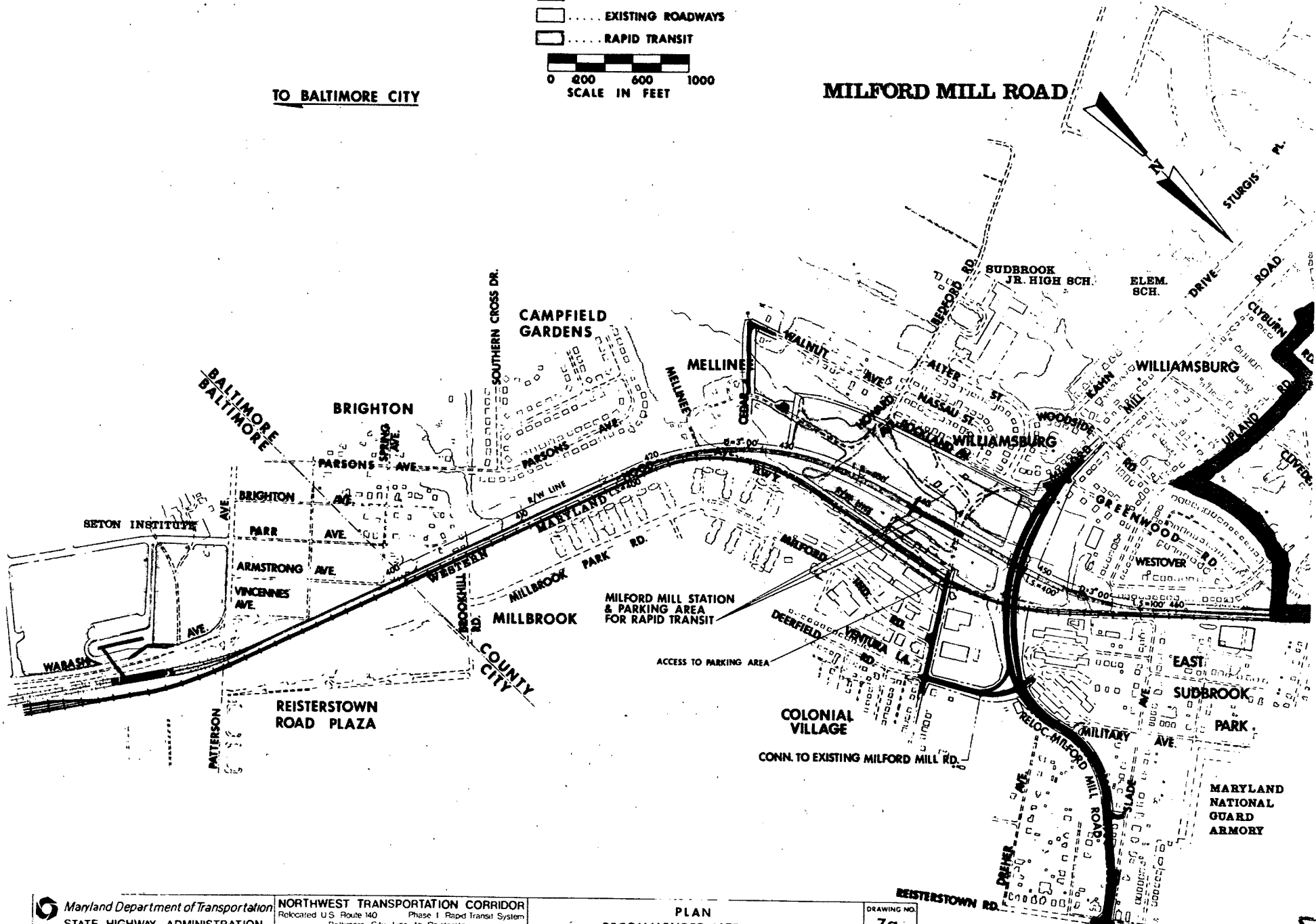
In summary, the recommended alternate will result in definite transportation and economic benefits to the community as a whole, with unavoidable displacement of approximately 132 persons, 29 residences and 18 businesses. The recommended alternate would impact 3 historic sites from the Baltimore City 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 this Volume.

NORTHWEST EXPRESSWAY



TO BALTIMORE CITY

MILFORD MILL ROAD

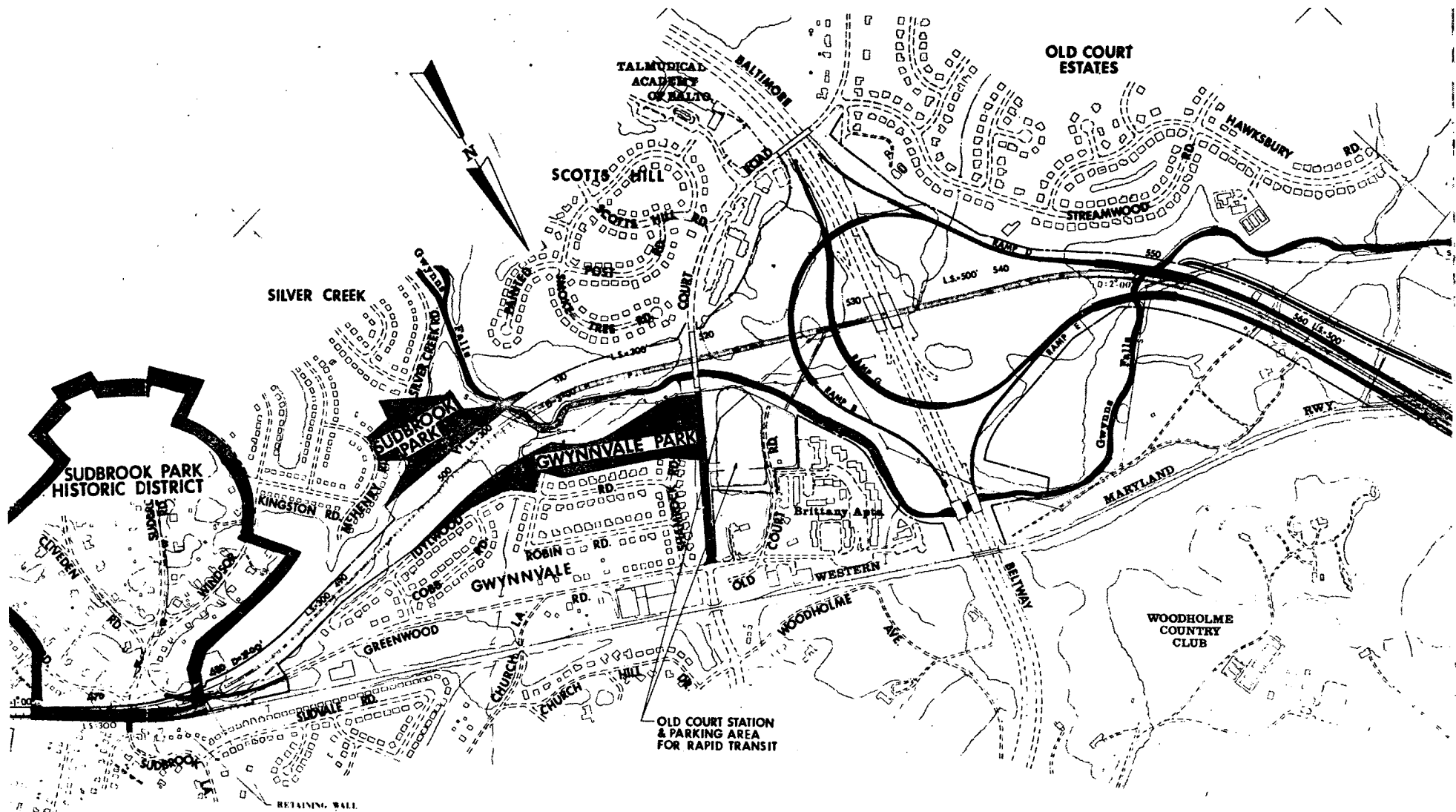


	Maryland Department of Transportation	NORTHWEST TRANSPORTATION CORRIDOR
	STATE HIGHWAY ADMINISTRATION	Relocated U.S. Route 140 Phase I Rapid Transit System
	MASS TRANSIT ADMINISTRATION	Baltimore City Line to Reisterstown
		RUMMEL, KLEPPER & KAHL

PLAN
RECOMMENDED ALTERNATE
BALTIMORE CITY LINE TO SUBBROOK PARK

DRAWING NO.
7a
SCALE AS SHOWN

42



BALTIMORE BELTWAY INTERCHANGE
NORTHWEST EXPRESSWAY

LAND
 VAL
 SY

- PROPOSED ROADWAYS
- EXISTING ROADWAYS
- RAPID TRANSIT



	Maryland Department of Transportation	NORTHWEST TRANSPORTATION CORRIDOR
	STATE HIGHWAY ADMINISTRATION	Revised U.S. Route 140 Phase I Rapid Transit System
	MASS TRANSIT ADMINISTRATION	Baltimore City Line to Reisterstown
		RUMMEL, KLEPPER & KAHL • ENGINEERS

PLAN
 RECOMMENDED ALTERNATE
 SUBBROOK PARK TO BALTIMORE BELTWAY




DRAWING NO.
7b
 SCALE AS SHOWN

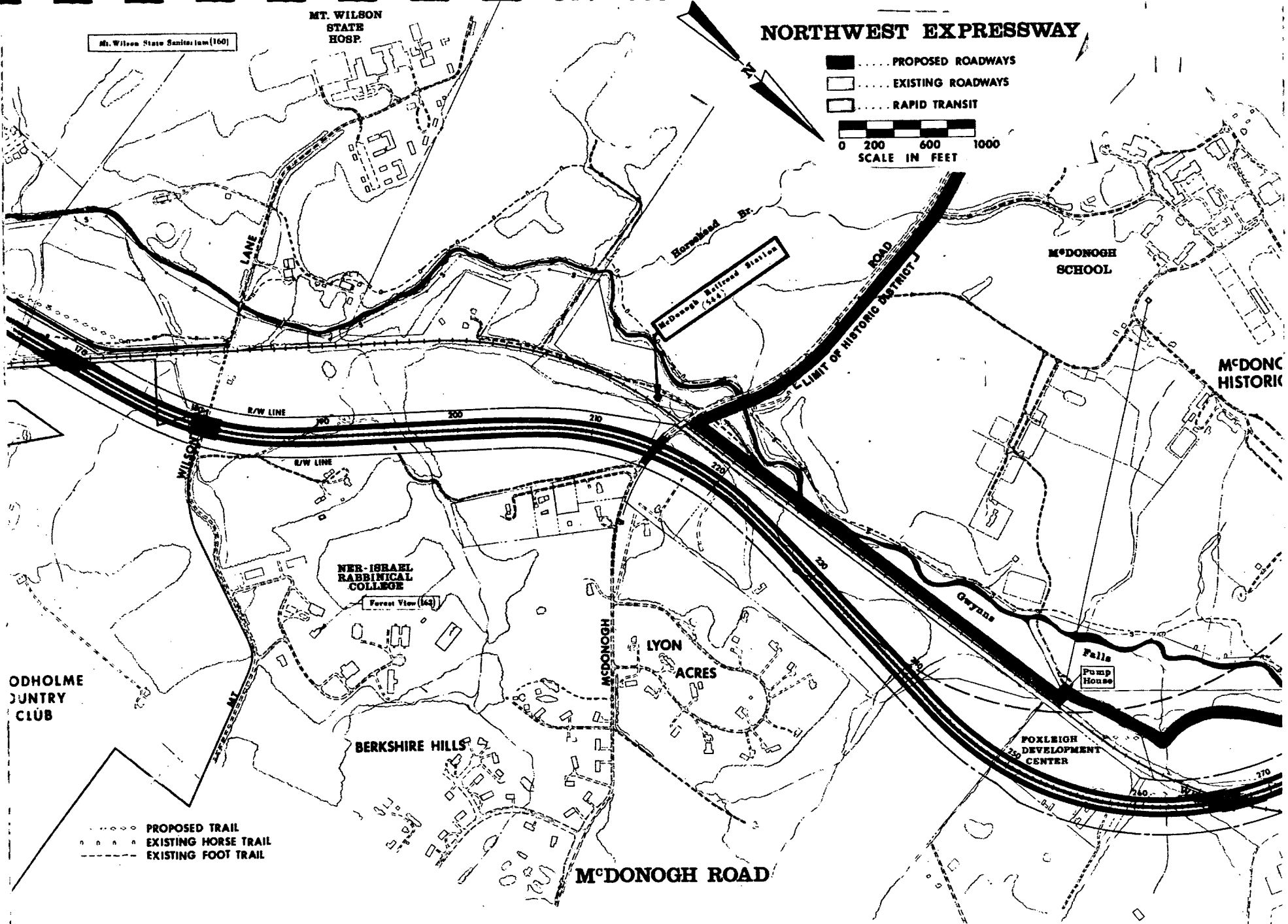
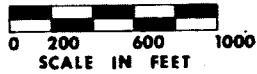
283

MT. WILSON
STATE
HOSP.


Mt. Wilson State Sanitarium (160)

NORTHWEST EXPRESSWAY

-  PROPOSED ROADWAYS
-  EXISTING ROADWAYS
-  RAPID TRANSIT



-  PROPOSED TRAIL
-  EXISTING HORSE TRAIL
-  EXISTING FOOT TRAIL

 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

PLAN
RECOMMENDED ALTERNATE
BALTIMORE BELTWAY TO McDONOGH SCHOOL

DRAWING NO.
7c
SCALE AS SHOWN

44

NORTHWEST EXPRESSWAY

-  PROPOSED ROADWAYS
-  EXISTING ROADWAYS
-  RAPID TRANSIT



DOLFIELD ROAD INTERCHANGE

TO REISTERSTOWN

PAINTERS MILL ROAD

MCDONOUGH SCHOOL HISTORIC DISTRICT

LIMIT OF HISTORIC DISTRICT

OWINGS MILLS IND. PARK

WCEM RADIO TOWERS

OWINGS MILLS INDUSTRIAL PARK

PAINTERS MILL APTS

TOLLGATE

DRAWING NO.
SCALE AS SHOWN

REISTERSTOWN

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 Reisterstown
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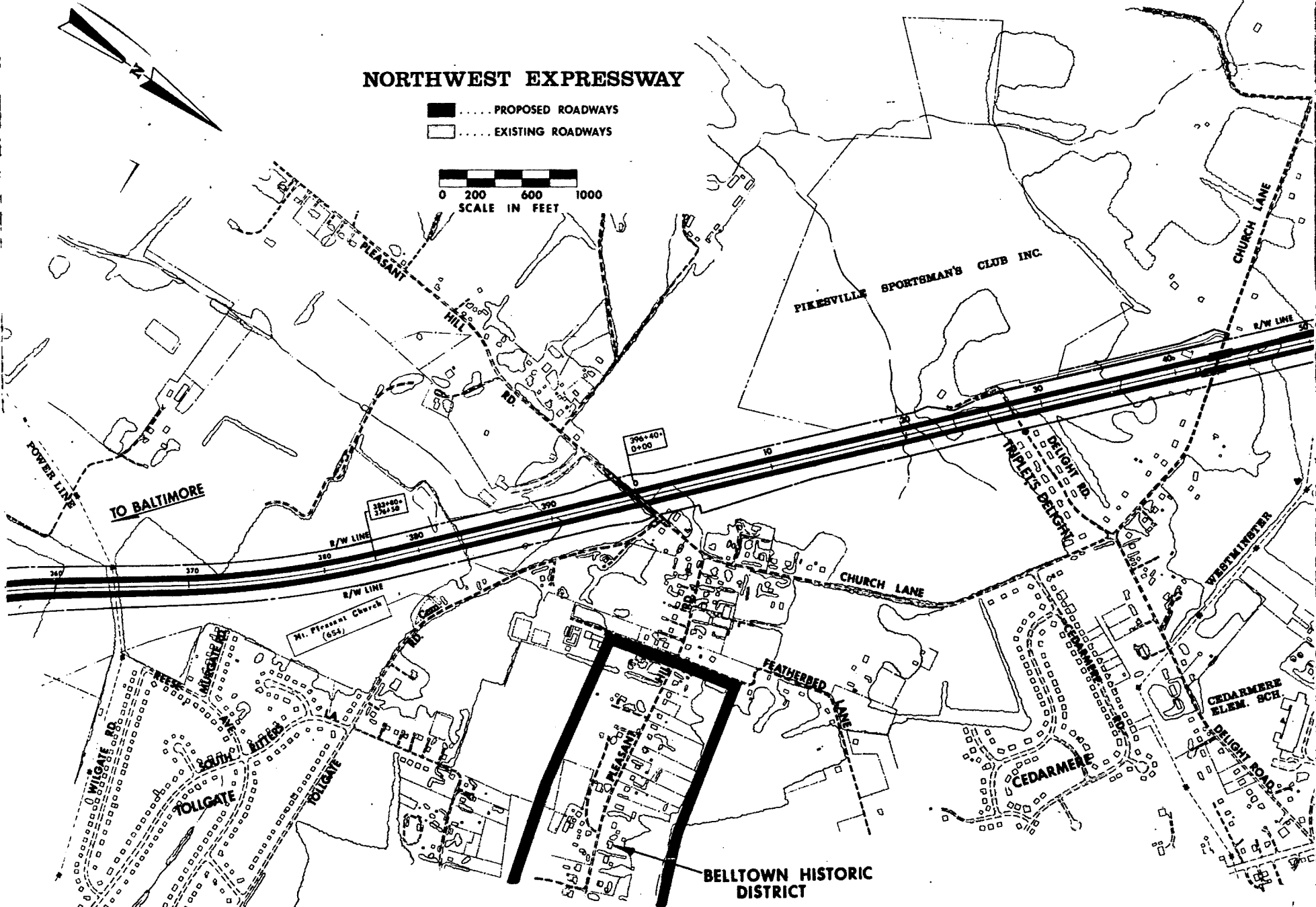
PLAN
RECOMMENDED ALTERNATE
MCDONOUGH SCHOOL TO OWING MILLS

DRAWING NO.
7d
SCALE AS SHOWN

45

NORTHWEST EXPRESSWAY

..... PROPOSED ROADWAYS
 EXISTING ROADWAYS

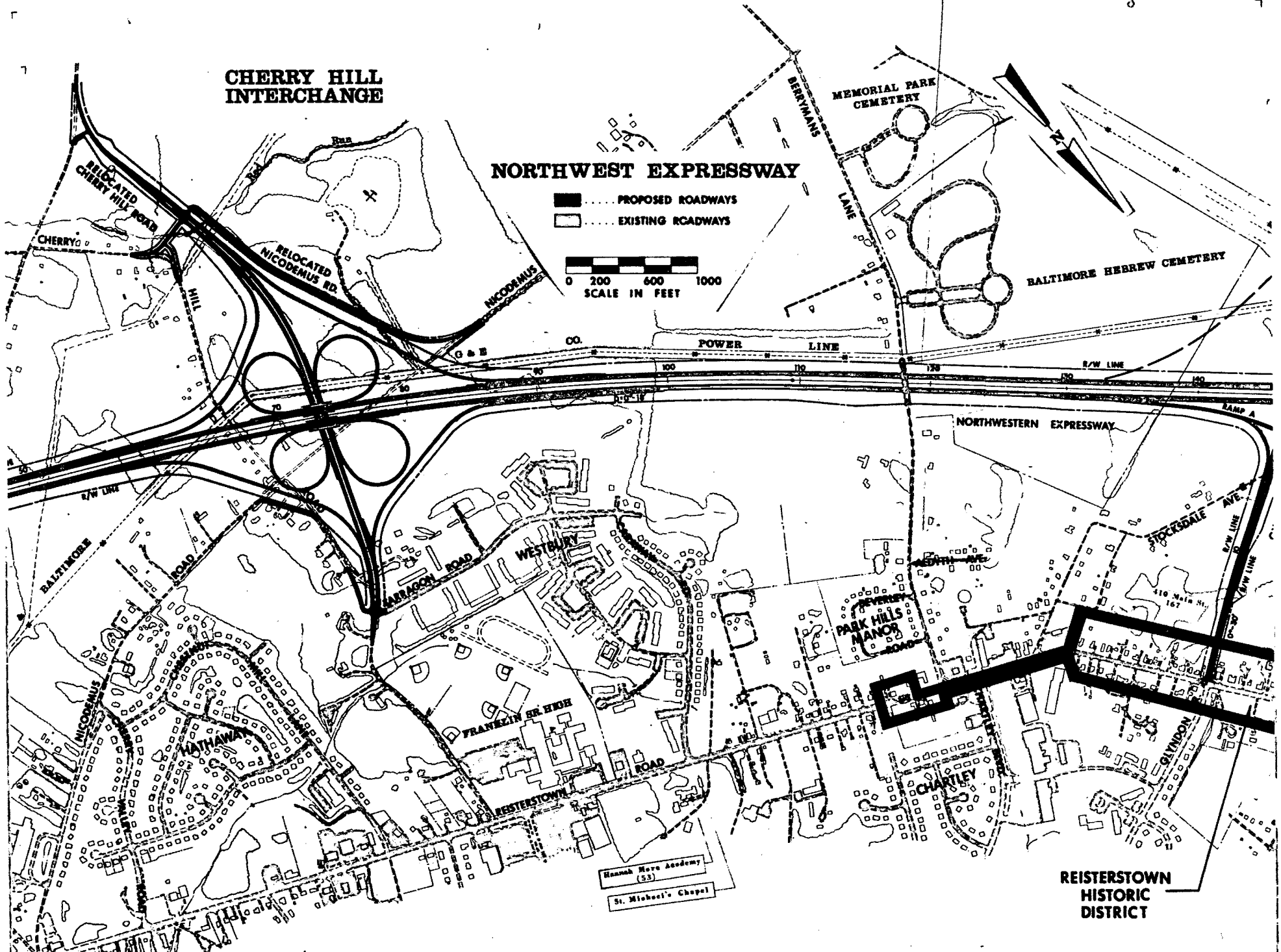
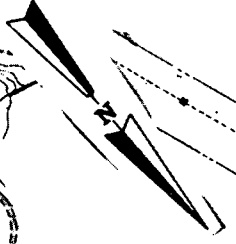


41a

CHERRY HILL INTERCHANGE

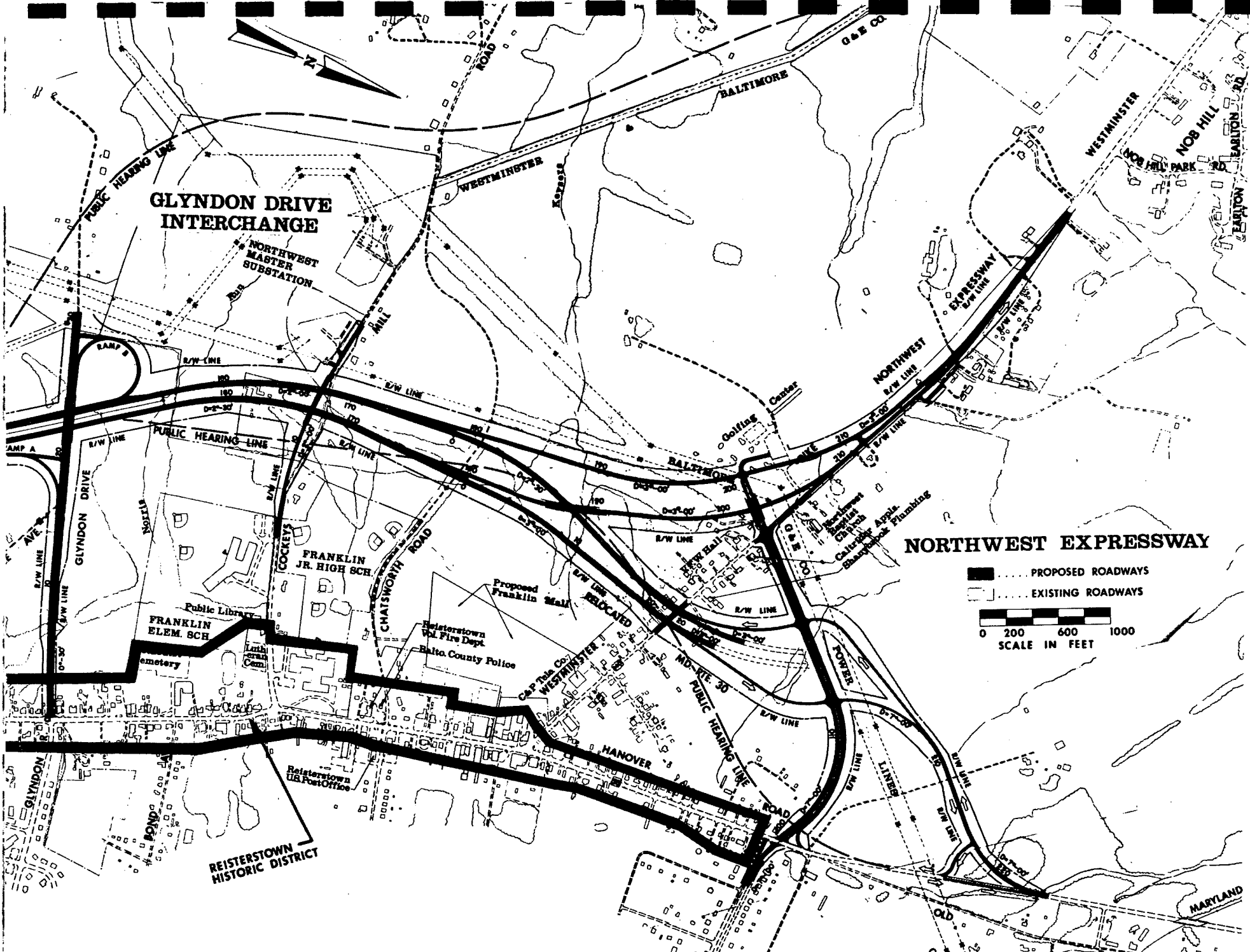
NORTHWEST EXPRESSWAY


PROPOSED ROADWAYS
 EXISTING ROADWAYS



<p> Maryland Department of Transportation STATE HIGHWAY ADMINISTRATION MASS TRANSIT ADMINISTRATION </p>	<p> NORTHWEST TRANSPORTATION CORRIDOR Relocated US Route 140 Phase I Rapid Transit System Baltimore City Line to Reisterstown RUMMEL, KLEPPER & KAHL • CONSULTING ENGINEERS 1210 NORTH BALTIMORE </p>	<p> PLAN RECOMMENDED ALTERNATE CHURCH LANE TO GLYNDON DRIVE </p>	<p> DRAWING NO. 7f SCALE AS SHOWN </p>
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Maryland Department of Transportation
 STATE HIGHWAY ADMINISTRATION
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NORTHWEST TRANSPORTATION CORRIDOR
 Relocated U.S. Route 140 Phase I Rapid Transit System
 Baltimore City Line to Reisterstown
 RUMMEL, KLEPPER & KAHL

PLAN
RECOMMENDED ALTERNATE
GLYNDON DRIVE TO REISTERSTOWN

DRAWING NO
7g
 SCALE AS SHOWN

488

B. SUDBROOK PARK HISTORIC DISTRICT:

1. History and Description of the Sudbrook Park Historic District -

The Sudbrook Park Historic District was nominated for inclusion in the National Register and recommended for a State level of significance by Mr. Orlando Ridout, IV, State Preservation Officer for Maryland, on April 12, 1973. Sudbrook Park was formally placed on the National Register on June 19, 1973. The past history and significance of Sudbrook Park was stated in the Nomination Form for including Historic Places in the National Register and is quoted below in total for the convenience of the reader.

"Frederick Law Olmsted (1822-1903), a founder of landscape architecture and city planning in the United States, designed Sudbrook Park (1891) which is a well-preserved turn of the century summer resort. The project dates from the mature period of Olmsted's career after his urban park designs for New York, Boston and Buffalo; campus plans for Smith, Amherst, Stanford and Trinity Colleges; and before his contribution to the World's Columbian Exposition in Chicago. Sudbrook Park embodies the emphasis on natural contours and curvilinear forms which characterizes Olmsted's approach to landscape planning.

"In 1890, the Sudbrook Company purchased a 204-acre tract for a summer resort development. The Company set aside one acre for a depot for the Western Maryland Railway whose tracks bounded the property on the east. Eighteen daily trains provided the area direct access to Baltimore, which helped to insure its success. In receipt of Olmsted's plan, based on five curvilinear streets with large lots following the rolling topography, the Sudbrook Company laid out streets and constructed ten speculative houses. Social activity for the summer residents centered around the hotel (demolished), which provided lodging for less permanent residents. The Company also provided a swimming pool, stables and a nine-hole golf course. Although these accouterments have disappeared as Sudbrook Park became a year-round community, and as Baltimore City expanded and surrounded it, the integrity of the district and the residential nature and architectural character are unchanged, and the intent of Olmsted's plans have remained.

"The Sudbrook Company helped assure the preservation of the area through deed restrictions. Each minimum sized one-acre lot could have no more than one house and no more than one family on it. The animal population was limited to two cows

and to four horses per acre. The structure itself had to sit forty feet back from the street, although an allowance of up to five feet was allowed for porches, cornices, and bays, and at least ten feet from neighboring property lines. A height limit was set at three stories. The Company even dictated the architectural style be rural and not urban.

"Sudbrook Park attracted some of Baltimore's most prominent citizens. These included Henry Harlan, Chief Judge of the Supreme Bench of Baltimore City; Arthur Poultney, head of Poultney's Wood and Coal Company; Judge S. A. Stump; Dr. Herbert Harlan, specialist in eye and ear disease; and Ezra Whitman, a prominent civil engineer.

"Architecturally, Sudbrook Park typifies the upper and middle class domestic vernacular of the early 20th Century. The preponderance of shingles with Queen Anne and Colonial Revival forms and details helps establish the district in its appropriate time frame. The contemporary date and homogenous character of the majority of the structures within the district augments its significance".

The Sudbrook Park Historic District is located in the Pikesville area of Baltimore County, Maryland, approximately one mile west of the western boundary line of Baltimore City, north of Milford Mill Road and east of the Baltimore Beltway (I-695). The Historic District is situated on the southwest side of the Western Maryland Railway, with the northeast boundary line following the southwest side of the tracks. The location of this Historic District is shown after page B-4 on Drawing No. 8.

Sudbrook Park is a residential community initially developed as a summer resort. The majority of the domestic architecture dates from the mid-1890's to the mid-1910's. The shingle style predominates, although several examples of Colonial Revival and the Queen Anne Style exist. The gambrel roof, often extending over a porch, is a recurring motif in Sudbrook Park. Some large structures represent the Colonial Revival, with small pane window sashes and the ever present variations on the Palladian window. Polygonal towers and a profuse use of the bay window comprise further architectural features. The application of mid-20th Century siding has diminished the effect of the shingle style on a few buildings.

The original character of Sudbrook Park, as embodied in the developer's deed restrictions, remains evident. The large lot size and

restrictions on units per acre and architecture are unaltered. The curving streets, provided in Frederick Law Olmsted's plan, create an interesting alternative to the grid pattern in the city and surrounding developments. The recent construction to the west of Sudbrook Park has emulated the curvilinear streets.

There are approximately 204 acres in the tract originally purchased by the Sudbrook Company in 1890, and approximately 80 acres within the area defined as the Historic District. Sudbrook Road runs through the center of the Historic District and is the principal means of vehicular access, which is unrestricted. There were no State or Federal funds used for purchase or development of this area. Approximately 89 homes have been constructed within the designated boundaries of the District, of which approximately 25 have historic significance.

Ownership in the Historic District is both public and private. The great majority of properties, both improved and unimproved, are owned by private citizens. Ten of the properties within the District were purchased by the State Highway Administration between 1955 and 1968 for the proposed project. Nine of the ten acquired properties were improved, and homes were removed from three of these. The right-of-way for public roads within the Historic District is owned by Baltimore County.

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2. Description of Project and Relationship to the Sudbrook Park Historic District -

Four alternatives were described in the Draft Environmental Statement (FHWA-MD-EIS-73-01-D) 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 was the "Do-Nothing" alternative. Alternates 1 and 2, which are identical in the area between the Baltimore City Line and the Baltimore Beltway, both pass through and require right-of-way from the Sudbrook Park Historic District. Alternates 3 and 4 have no impact on Sudbrook Park.

The Combined Northwest Expressway/Rapid Transit Facility as proposed with Alternates 1 and 2 passes through the northeast edge of the Sudbrook Park Historic District in an open cut, approximately 15 to 25 feet below the existing ground. The project was proposed as a 6-lane dual highway, with a double track rapid transit line located in the median of the highway. Sudbrook Road was proposed to be relocated to the north, and overpasses the combined facility. Drawing No. 8 shows the relationship of the project as proposed with Alternates 1 and 2 to the Sudbrook Park Historic District.

The physical impacts of Alternates 1 and 2 on the Sudbrook Park Historic District are described below:


Right-of-way Requirements

Total Right-of-Way Required	10.1± Ac. (100%)
SHA Property Required for Construction	4.0± Ac. (40%)
Private Property to be Acquired	3.8± Ac. (38%)
Existing Right-of-Way - Public Streets	2.3± Ac. (22%)

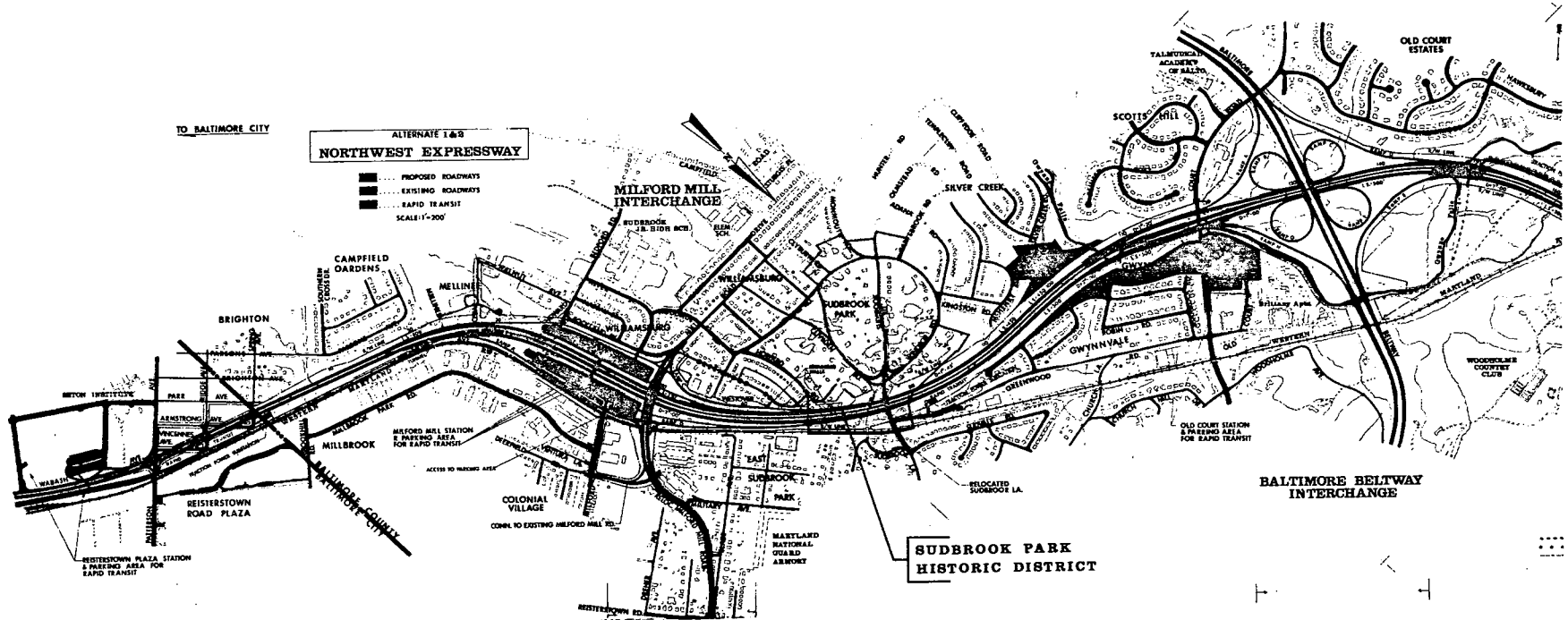
The 10.1± acres represents 12.6% of the total area within the Historic District. Within the limits of the Sudbrook Park Historic District, the State Highway Administration owns 6 of the 10 houses required with Alternates 1 and 2.

Alteration of Original Street Plan

The original plan for Sudbrook Park was based on five curvilinear streets with large lots following the rolling topography in the area. All of the streets converged in the area where Sudbrook Road crosses over the Western Maryland Railway.


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 OF BALTIMORE, MARYLAND



PLAN-PUBLIC HEARING ALTERNATES 1&2
BALTIMORE CITY LINE TO BALTIMORE BELTWAY

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Alternates 1 and 2 require the following revisions in the original street plan:

Howard Road would be terminated at Westover Road. A connection to Greenwood Road would provide traffic circulation for the remaining homes.

Sudbrook Road would be relocated several hundred feet to the north and cross over the project and the Western Maryland Railway.

Greenwood Road would be relocated and connect to Sudbrook Road between the project and the railroad.

Visual Impact

The project, as proposed with Alternates 1 and 2, passes through the eastern edge of Sudbrook Park in an open cut with Howard Road terminated and Sudbrook Road relocated with modern bridges over the project and railroad. This would create an adverse visual impact by altering the original roadway plan in the Historic District and by destroying the gateway effect at the existing railroad bridge.

Traffic Impact

Traffic on Sudbrook Road, which is the principal access to Sudbrook Park, would probably be decreased as a result of Alternates 1 and 2. The proposed rapid transit station and improvements at Milford Mill Road to the south, and the construction of the rapid transit station at Old Court Road to the north, should attract motorists away from Sudbrook Road and the Historic District.

Noise Impact

Exterior noise levels generated by the project were computed at several locations in Sudbrook Park, using 1995 P.M. Peak Hour traffic volumes.

<u>Observer Location</u>	<u>L₁₀ (dBA)</u>
Between 720 & 722 Howard Rd.	57
Between 1018 & 1020 Windsor Rd.	69
Between 1012 & 1014 Windsor Rd.	65

Open cut construction through Sudbrook Park results in possible adverse noise impact with respect to the ambient noise level in Sudbrook Park, which was measured as 57 dBA at the intersection of Cliveden Road East and Cliveden Road West.

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3. Alternates Considered to Avoid the Sudbrook Park Historic District -

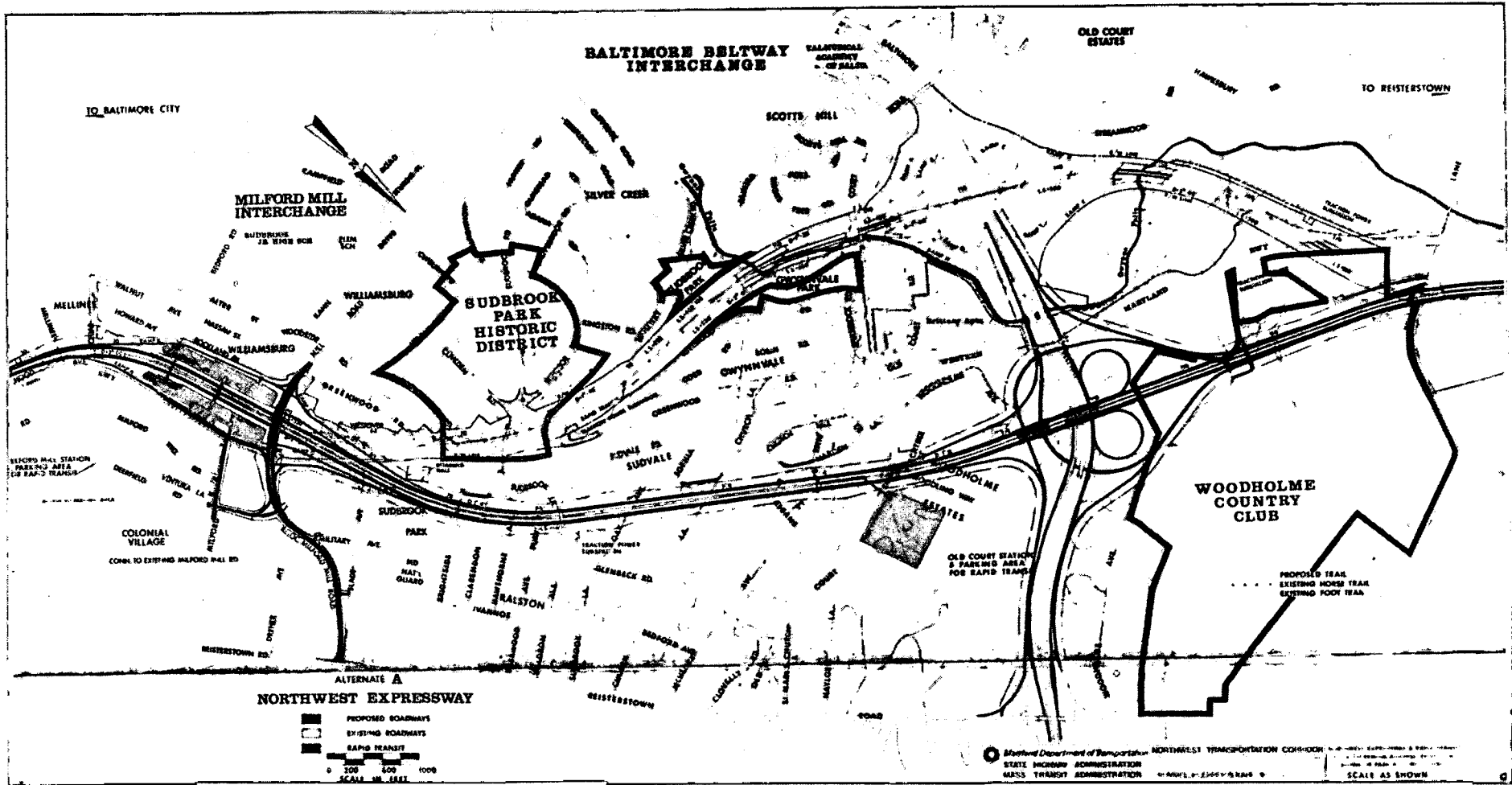
Sudbrook Park was placed on the National Register of Historic Places approximately two months after the Public Hearing, thereby requiring the development of alternates to avoid and/or to minimize adverse impacts on the Historic District. Because Alternates 1 and 2 are identical through the Sudbrook Park Historic District, all future statements concerning these alternates will be referred to as Alternate 2. All alternate studies developed subsequent to the Public Hearing were analyzed in relation to Public Hearing Alternate 2 in order to provide a basis for comparison. Alternate 2 was developed as a combined facility and was located generally within the rights-of-way acquired by the State in the early 1960's. 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. 5 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.

- Alternate A Alignment Study -

The location proposed for Alternate A, as shown on Drawing No. 9, is identical to that presented for Alternate 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

DRAWING NO. 9

50

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

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.

- 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. 10, 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.

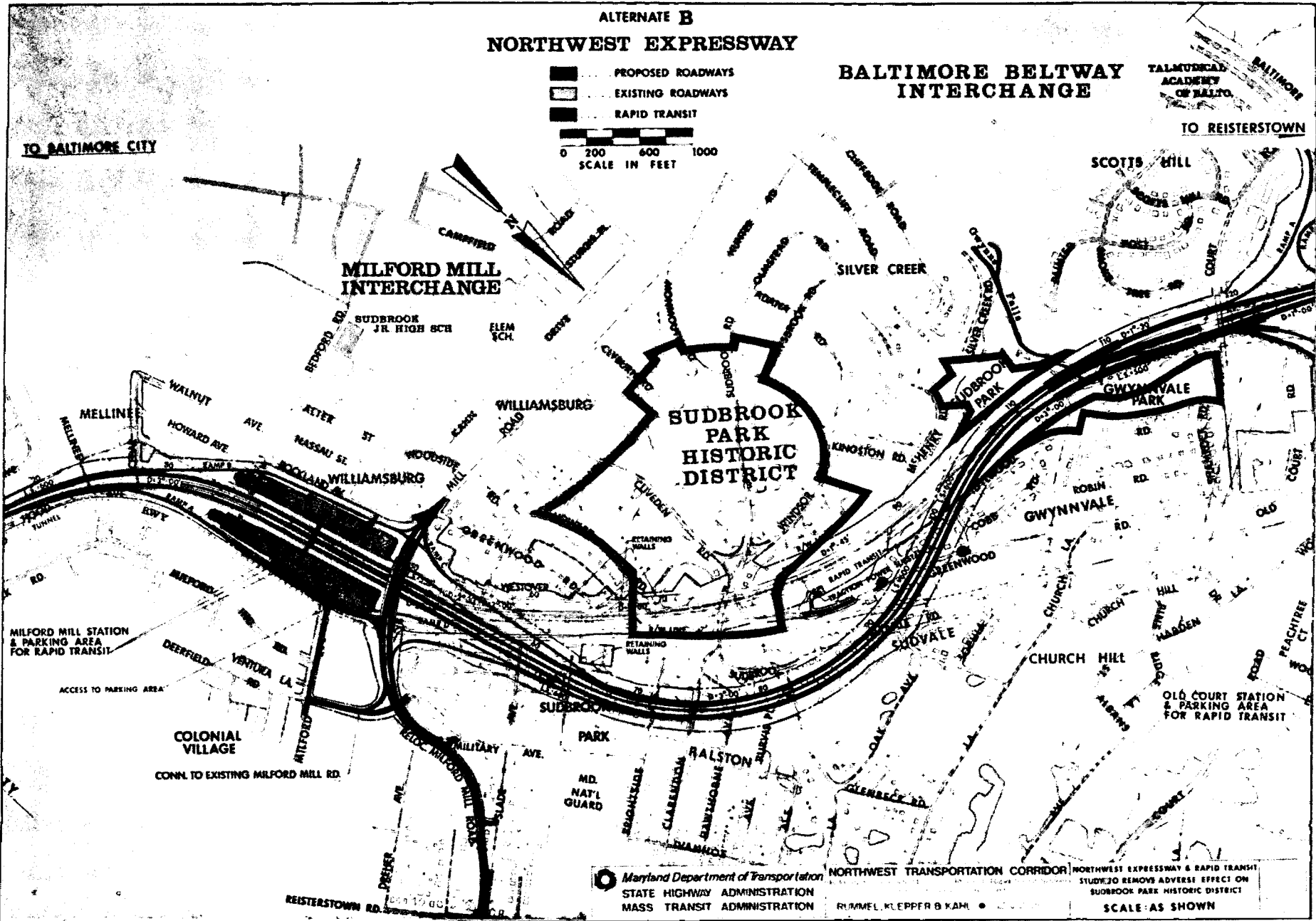
Alternate B would also have an Expressway classification (Freeway by A.A.S.H.T.O. definition), conform to regional and state plans, have the same major design features, and provide the same excellent transportation service as the Public Hearing proposal.

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>	\$83,371,000.	\$62,234,000.

(1) Based on semi-directional interchange at Baltimore Beltway.

The road user cost would be relatively the same for Alternate B and Alternate 2.



PLAN-ALTERNATE B ALIGNMENT STUDY

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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.

- Transit Only -

The above studies have not documented a "Transit Only" alignment that avoids the Sudbrook Park Historic District. The "Transit Only" alternative follows the alignment proposed for Alternate B and proposes the construction of rapid transit only from the Baltimore City Line to the Baltimore Beltway. North of the Beltway, the transit line is located in the median of the proposed Northwest Expressway. It can be demonstrated that the impacts to the community from a "Transit Only" alignment would be similar to those resulting from Alternate B, but on a reduced scale due to a narrower required right-of-way (200-ft. minimum). This option would still divide three established communities requiring the acquisition and demolition of 84 homes and the displacement of approximately 330-350 people. The same housing market and relocation assistance policies are available for those to be relocated as noted under Alternate B.

The differences in the adverse effects on existing communities is shown below by relating the cost and environmental impacts of the "Transit Only" alternate to Alternate B. The limits used for this comparison are the Baltimore City Line on the south and Mt. Wilson Lane on the north.

	<u>"Transit Only"</u> <u>Alternate</u>	<u>Alternate B</u>
Highway Cost	\$ 9,848,000	\$36,295,000
Rapid Transit Cost	\$27,218,000	\$29,500,000
Right-of-Way Cost	\$10,618,000	\$17,576,000
Homes to be Acquired	84	127
Business to be Acquired	3	7
Families to be Relocated	84	127
People to be Displaced	330-350	630-670

It can, therefore, be seen from the previous discussion that a "Transit Only" alternate avoiding Sudbrook Park is not a "feasible and prudent" alternative to the use of this Section 4(f) land based on the environmental impacts to other established neighborhoods and communities.

- Alternate 3 - Improvement to Existing Reisterstown Road -
- Alternate 4 - "Do-Nothing" Alternate -

Alternate 3 and Alternate 4 were developed in conjunction with the Corridor Public Hearing held in April, 1973. Neither of these alternates require the use of land from the Sudbrook Park Historic District. The planning proposed with Alternates 3 and 4, and the impacts resulting from each are discussed in detail in Section E of this 4(f) Statement, where it is demonstrated that they are not feasible and prudent alternatives to the use of land from this historic site.

Conclusion

The studies developed to avoid the Sudbrook Park Historic District (Alternates A, B, 3, 4 and "Transit Only") demonstrate that there is no feasible and prudent alternative to the use of this Section 4(f) land.

The following discussion shows how the impacts were minimized through the study of different design alternatives affecting Sudbrook Park.

4. 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 Alternates 8 and 5. 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.

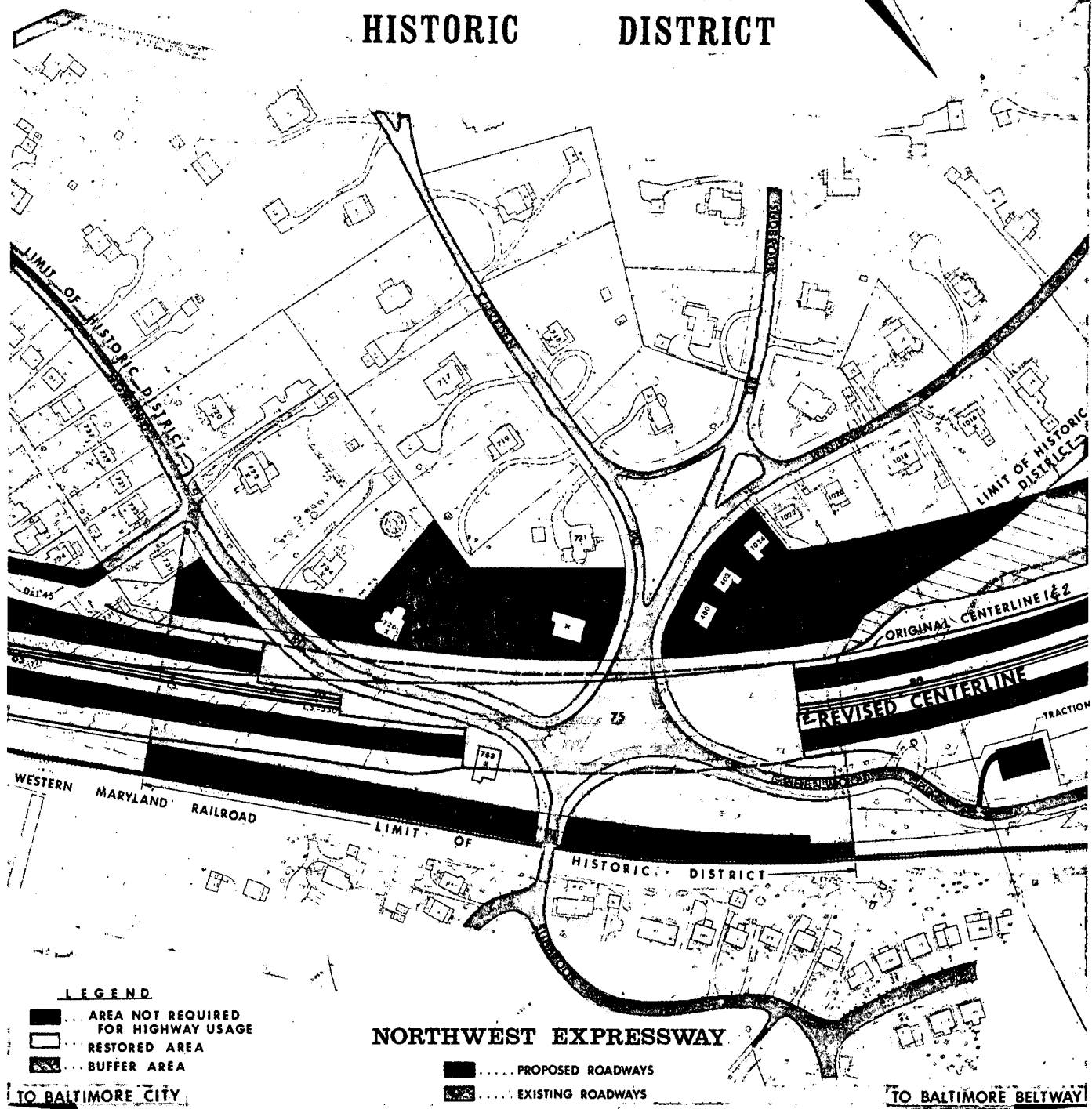
The outside shoulder construction has been modified to provide a 10 to 12-foot paved width with the Jersey Barrier for safety. The cut slopes have been eliminated and replaced by retaining walls and tunnels. As a result, the centerline has been shifted closer to the Railroad as much as 75 feet at the northern boundary of the Historic District. Drawing No. 11 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. 11, 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.

SUDBROOK HISTORIC 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 I Rapid Transit System Baltimore City Line to Reisterstown RUMMEL, KLEPPER & KAHL • CONSULTING ENGINEERS BALTIMORE, MARYLAND</p>	<table border="1"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>BY</th> <th>FOR</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	NO.	DATE	BY	FOR													<p>NORTHWEST EXPRESSWAY & RAPID TRANSIT PROPOSAL TO MINIMIZE EFFECT ON SUDBROOK PARK HISTORIC DISTRICT SCALE - AS SHOWN</p>
NO.	DATE	BY	FOR																

	<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>	<u>\$75,888,000.</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 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.

- Alternate 5 Study -

Alternate 5 was developed as a result of comments made at the Public Hearing and consists basically of a Combined Expressway/ Transit Facility located adjacent to the west side of the Western Maryland Railway from the Baltimore City Line to the Beltway. The alignment of Alternate 5 passes through the northeast edge of the Sudbrook Park Historic District and proposes the same type of construction; i. e., cut and cover tunnel, retaining walls, landscaping, etc., as described for Alternate 8. The impacts on the Historic District and mitigation measures are similar to that described for Alternate 8, except the right-of-way requirements would be reduced by approximately 0.5 acres. The detailed location, costs and impacts of Alternate 5 are described in Volume I, page D-16 of the Final Environmental Statement.

Decision - Alternate 5

Alternate 5 mitigates some of the adverse impacts on the Sudbrook Park Historic District but was not adopted because of the tremendous adverse social impact associated with this proposal. The construction proposed with Alternate 5 would require the relocation of approximately 190 families and the displacement of almost 1000 people.

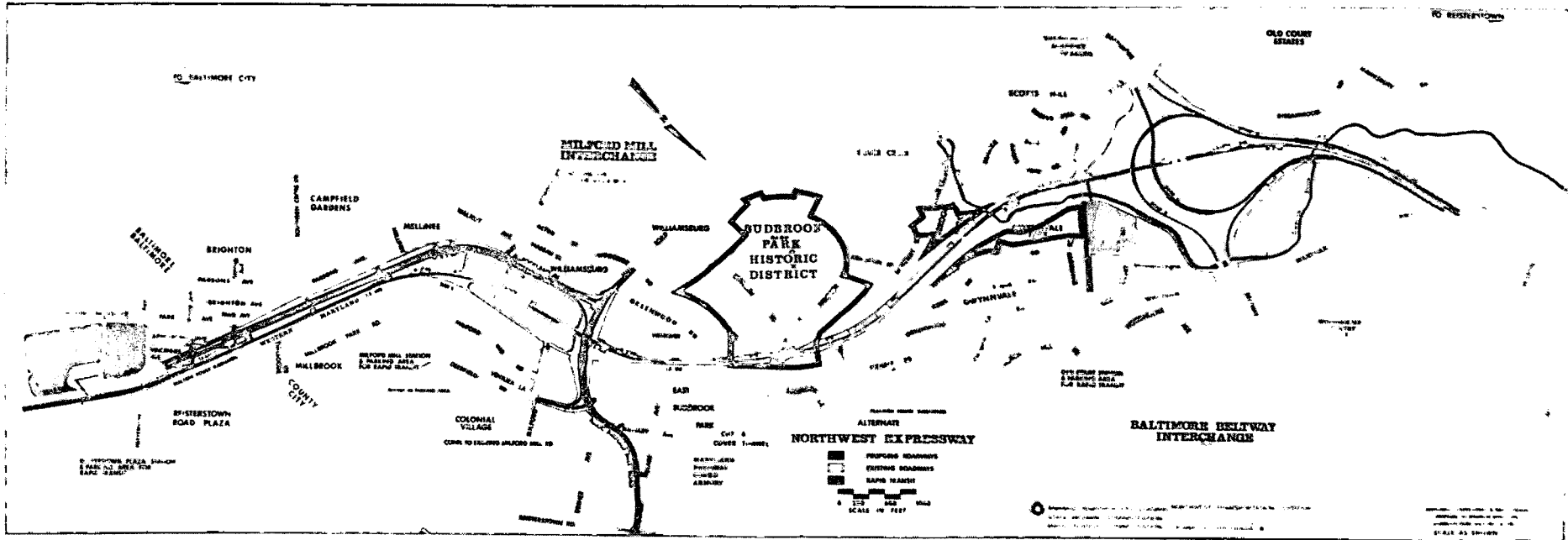
- Alternate 7 Study -

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. 12.

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

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.

	<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 1995 ADT</u>	<u>Alt. 7 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.

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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

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. Noise from the rapid transit will reach 72 dBA at the houses fronting on Windsor Road and noise abatement techniques will be employed to assure that the predicted noise level will not exceed the criteria of 70 dBA.

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 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. 13.

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.

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>
<u>Total Comparative Costs . . .</u>	\$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

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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 B-19, this Volume.

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	0	10

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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. Noise levels from the rapid transit will reach 72 dBA at the houses fronting on Windsor Road and noise abatement techniques will be employed to assure that the predicted noise level will not exceed the criteria of 70 dBA.

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.

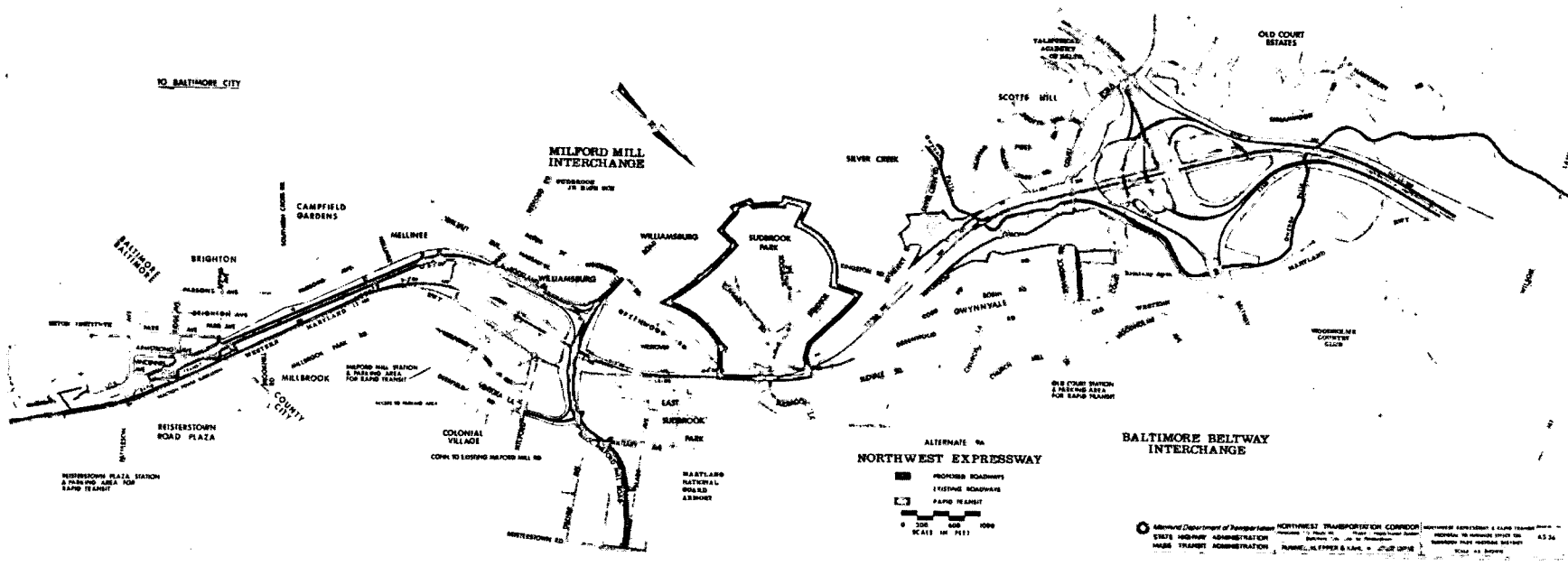
The portion of Alternate 9 from Greenwood Road to Mount Wilson Lane proposes that the Rapid Transit Facility be located adjacent to the west side of the Western Maryland Railway. This would completely destroy the business community along Greenwood Road south of Old Court Road and, for this reason, the State did not recommend this portion of Alternate 9 for adoption.

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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. 14.

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. 14



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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

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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>	<u>\$54,567,000.</u>	<u>\$62,234,000.</u>

(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 B-19, this Volume.

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

gle

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	0	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. Noise levels from the rapid transit will reach 72 dBA at the houses fronting on Windsor Road and noise abatement techniques will be employed to assure that the predicted noise level will not exceed the criteria of 70 dBA.

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.

5. Summary - Sudbrook Park Historic District -

- Description of Recommended Project -

A description of the entire project recommended for construction from the Baltimore City Line to Reisterstown is included on page A-25 in this Final Section 4(f) Statement. The Phase I Rapid Transit Facility is the only construction being recommended in the vicinity of the Sudbrook Park Historic District, and a description of the project through this area is included as follows.

The alignment of the double-track transit facility passes through the northeast edge of the Historic District, as close as possible to the Western Maryland Railway track. Retaining walls are proposed throughout the Historic District in order to minimize the right-of-way requirements. The rapid transit tracks are at the same general elevation as the railroad in this area, and are planned to underpass existing Sudbrook Road. The existing 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 Combined Expressway/ Transit alignment as proposed at the Public Hearing. Approximately 625 feet of Greenwood Road would be rebuilt in the vicinity of the rapid transit crossing.

A plan and typical section of the recommended alternate through the Sudbrook Park Historic District are included as Drawings No. 15 and 16, respectively.

- Impact of Recommended Project -

The physical impacts of the recommended alternate on the Sudbrook Park Historic District are described below:

- Right-of-Way Requirements -

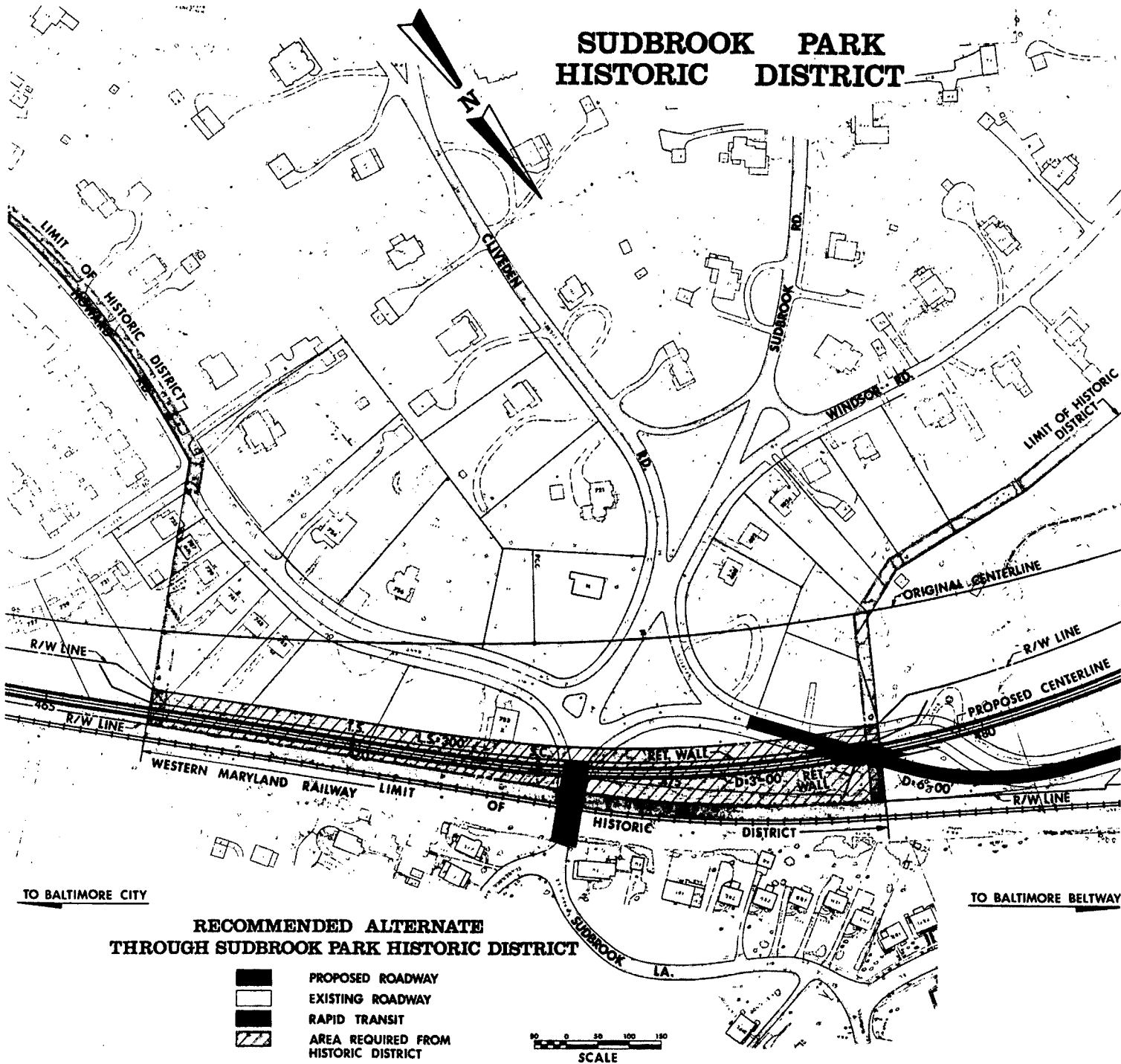
Total Right-of-way Required	2.70± Ac. (100%)
SHA Property Required for Construction	0.17± Ac. (6%)
Private Property to be Acquired	2.29± Ac. (85%)
Existing Right-of-Way - Public Streets	0.24± Ac. (9%)

Within the limits of the Sudbrook Park Historic District, the recommended alternate will also require the relocation of one house, which is in private ownership.





- Alteration of Original Street Plan -

The original plan for Sudbrook Park was based on five curvilinear streets with large lots following the rolling topography in the area. All of the streets converge in the area where Sudbrook Road crosses over the Western Maryland Railway.


SUDBROOK PARK HISTORIC DISTRICT

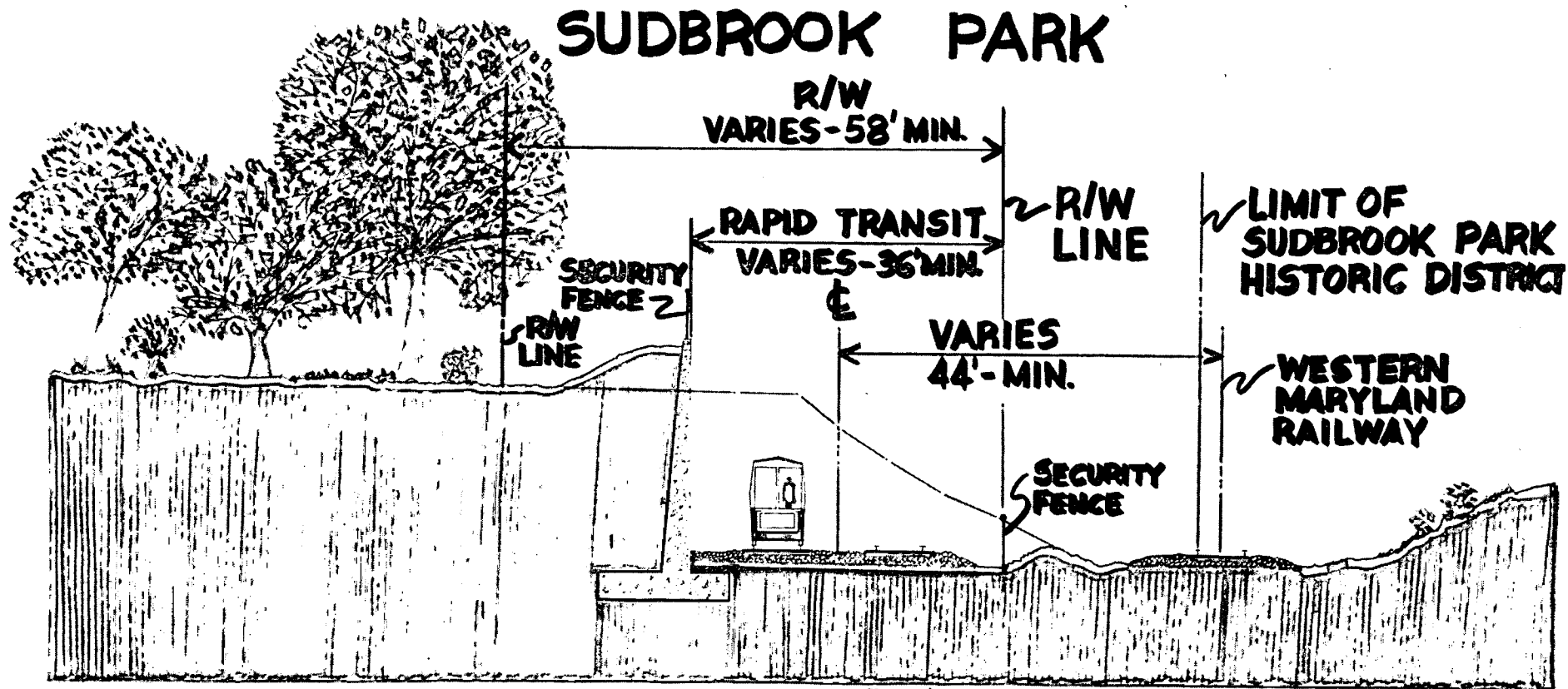


RECOMMENDED ALTERNATE THROUGH SUDBROOK PARK HISTORIC DISTRICT

-  PROPOSED ROADWAY
-  EXISTING ROADWAY
-  RAPID TRANSIT
-  AREA REQUIRED FROM HISTORIC DISTRICT



 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	DESIGNER DATE	NORTHWEST EXPRESSWAY & RAPID TRANSIT PROPOSAL TO MINIMIZE EFFECT ON SUDBROOK PARK HISTORIC DISTRICT	SCALE—AS SHOWN
	RUMMEL, KLEPPER & KAHL • CONSULTING ENGINEERS 100 W. MONROE, BALTIMORE, MD 21201	DATE	SCALE	DRAWING NO.



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. Route 140 Phase I Rapid Transit System Baltimore City Line to Reisterstown	DESIGNED BY DRAWN BY CHECKED BY DATE	NORTHWEST EXPRESSWAY & RAPID TRANSIT PROPOSAL TO MINIMIZE EFFECT ON SUDBROOK PARK HISTORIC DISTRICT	DRAWING NO.
	RUMMEL, KLEPPER & KAHL • CONSULTING ENGINEERS BALTIMORE, MARYLAND	SCALE - AS SHOWN		

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The recommended alternate proposes open cut construction through the Historic District, with a retaining wall to minimize right-of-way requirements and with a minimum alteration to the original street plan. Sudbrook Road would remain in its same horizontal and vertical location; however, the existing bridge over the Western Maryland Railway will be replaced with a new structure over the railroad and proposed Rapid Transit Facility. This new bridge will blend in harmoniously with the Historic District. A new bridge carrying Greenwood Road over the Rapid Transit Line is also proposed at the northern edge of the Historic District. The bridges would be built at different times so that vehicular traffic could utilize Greenwood Road during construction of the Sudbrook Road Bridge and, after its completion, use Sudbrook Road during construction of the Greenwood Road Bridge.

- Visual Impact -

The removal of the highway portion of the project through this area, coupled with appropriate landscaping and the placement of the proposed rapid transit line adjacent to the railroad, should minimize any visual impact resulting from the project.

- Traffic Impact -

The recommended alternate passes through the edge of the Historic District with the proposed rapid transit line underpassing existing Sudbrook Road and Greenwood Road. Traffic on Sudbrook Road, which is the principal access to Sudbrook Park, would probably be decreased as a result of the recommended alternate. The proposed rapid transit station and improvements at Milford Mill Road to the south, and the construction of the rapid transit station at Old Court Road to the north, should attract motorists away from Sudbrook Road and the Historic District.

- Noise Impact -

Predicted noise levels from the Rapid Transit Line through the Sudbrook Park Historic District are based on the maximum noise level produced by a six-car train traveling at the maximum allowable speed. Exterior noise levels will be approximately 72 dBA at the rear of the houses facing on Windsor Road, and approximately 67 dBA at the rear of the closest house along Howard Road. The duration of the maximum noise levels as stated above will be for several seconds only, with lesser noise levels being encountered as the trains approach and leave the area.

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.

The predicted noise level exceeds the design criteria of 70 dBA at the rear of the houses along Windsor Road and in this area an appropriate noise abatement technique will be employed to assure that the noise levels will be reduced to meet the criteria.

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- Planning Proposed to Minimize Adverse Impacts
----- of Recommended Project -----

The following summarizes the planning proposed to minimize the adverse impacts of the project on the Sudbrook Park Historic District.

The Northwest Expressway will not be built through the Sudbrook Park Historic District, and the Rapid Transit Line will be built as close as possible to the tracks of the Western Maryland Railway through this area. The transit line will pass through the northeastern edge of the Sudbrook Park Historic District in an open cut immediately adjacent to the existing cut of the Western Maryland Railway. The right-of-way requirements through Sudbrook Park Historic District will be limited to approximately 2.7+ acres. One house on Howard Road will be moved across the street to a vacant lot owned by the State Highway Administration, where one of the original houses in Sudbrook Park was once located. Approximately 90 trees will have to be removed, but new trees will be planted adjacent to the transit right-of-way wherever feasible to approximate the plant makeup and density of existing planting. Retaining walls will be constructed through the Historic District to reduce right-of-way taking and noise levels, which have been greatly mitigated by deletion of this portion of the Northwest Expressway. A 5-foot mound will be constructed behind the retaining wall and will be landscaped in order to screen the transit facility both visually and acoustically from the Historic District. A fence will be erected on the retaining wall for the safety of the residents. Appropriate noise abatement techniques will be employed to reduce rapid transit noise levels that exceed the design criteria. This would apply to the houses that front on Windsor Road. Those aspects of the plan which relate to landscaping and protective fencing will be coordinated with the State Historic Preservation Officer.

A copy of the Memorandum of Agreement with the Advisory Council on Historic Preservation regarding the Sudbrook Park Historic District is included in Section G of this 4(f) Statement.

In addition to the above, the following miscellaneous design features are planned to lessen adverse affects of the project on the Sudbrook Park Historic District:

Landscaping: 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, and consideration would be given for their use as visual screens, where existing homes and other facilities are in close proximity. Changes in slopes would be made smoothly, with well-rounded intersections and all construction areas seeded or sodded as required. Landscaping with bushes and trees would be compatible with the natural ecology and existing growth. The ultimate goal of the aesthetic considerations would be to fit the project into the existing terrain as an unobtrusive additive.

Landscaping recommendations were developed through the Sudbrook Park Historic District for Alternate No. 8 by Roger E. Holtman, A.S.L.A. These recommendations are summarized in a letter-report, which was included in the Supplement to the Draft Statement (FHWA-MD-EIS-73-01-DS) as Attachment No. 3. Similar landscaping will be developed for the recommended alternate.

Noise Abatement: With respect to historic sites, Sudbrook Park is the only site in the corridor adversely impacted by noise. As previously stated, appropriate noise abatement techniques will be employed to reduce the rapid transit noise levels that exceed the design criteria through this area.

A number of features will be incorporated in the rapid transit design to reduce noise and vibration levels such as continuous welded rail and resilient rail fastenings, sound absorption materials in tunnels and stations, light-weight trucks and resilient chassis mountings, low noise braking systems and periodic use of wheel and rail grinders to maintain wheels and rails in a smooth condition. In addition to the above, the Contractor will be required to use noise-quieted equipment and machinery during the construction period.

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SECTION 4(f) STATEMENT

C. OWINGS MILLS RAILROAD STATION (NEW):

1. History and Description of the Owings Mills Railroad Station (New) -

The new Railroad Station at Owings Mills was built in 1907 in conjunction with the realignment of the tracks. The one-story building of frame and capboard is owned by the Western Maryland Railway, and stands 400 feet southwest of Reisterstown Road on the east side of the present mainline tracks at an elevation some feet above the level of the 1859 tracks. The location of this historic site is shown on Drawing No. 17. The station is a plain frame structure, with a gable roof located immediately adjacent to the Railroad. The gable ends have stick braces (or open timber work), and on the side next to the railroad tracks is a projecting central bay with windows on three sides, affording a good view up and down the tracks. The Railroad Station, although common in American History, was an important part of the day-to-day man-made landscape of rural life providing the link to the outside world. These simple stations are threatened with extinction, and a time may come when they are totally forgotten except as props in western films. In 1918, the site is credited with having a combined station and watch box, and a combined dwelling and toolhouse. The dwelling has since disappeared, but the station survives, although passenger service has not been offered since 1957. The building is significant for its architectural style and as a good example of small rural railroad stations.

Owings Mills Railroad Station (New) is eligible for inclusion in the National Register, as determined by the U. S. Department of the Interior.

Recommended level of significance - State

2. Description of Project and Relationship to the Owings Mills Railroad Station (New) -

Four alternatives were described in the Draft Environmental Statement (FHWA-MD-EIS-73-01-D) 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.

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 with Alternates 1 and 2. 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 interchange and rapid transit station proposed with Alternates 1 and 2 at Painters Mill Road.

The first study, designated as "Alternate 2A", proposed 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. (See Drawing No. 20 after page C-6.) The second study, referred to as "Alternate 2B", proposed a semi-directional interchange at Relocated Dolfield Road, with an enlarged terminal rapid transit station located to the south of the interchange and approximately 800 feet north of existing Painters Mill Road. (See Drawing No. 21 after page C-7.)

Subsequent to these studies, the McDonogh Railroad Station, McDonogh School Historic District, and the Owings Mills Railroad Station (New) were identified as historic sites in the McDonogh-Owings Mills area and were physically impacted by one or more of the alternates under consideration at that time.

<u>Alternate</u>	<u>Historic Site Impacted</u>
Alternates 1 and 2	McDonogh Railroad Station McDonogh School Historic District
Alternate 2A	McDonogh School Historic District
Alternate 2B	McDonogh School Historic District Owings Mills Railroad Station (New)

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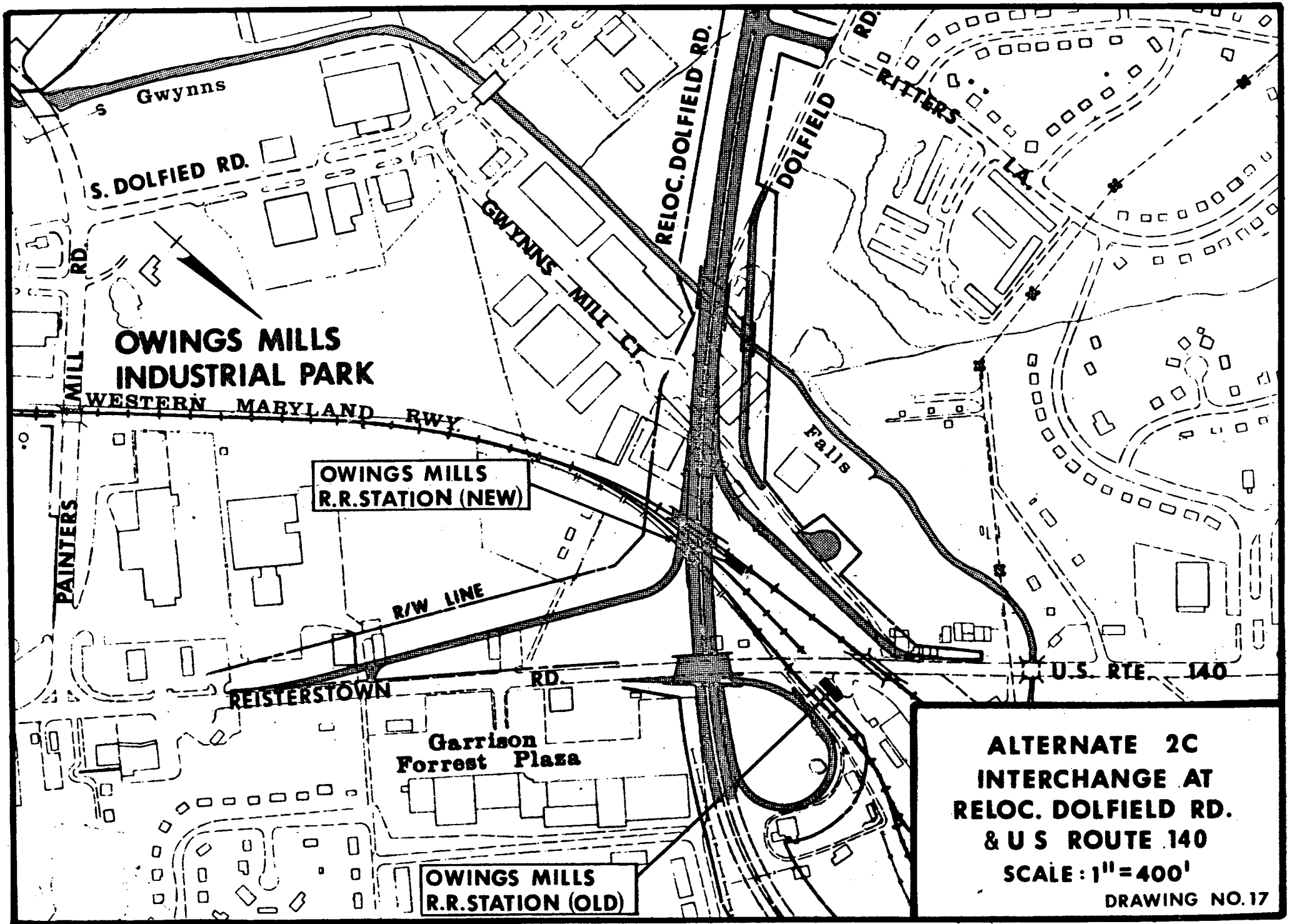
A third study, "Alternate 2C", was then made in this area to determine if a feasible and prudent alternate could avoid the taking of land within the recently established McDonogh School Historic District. Alternate 2C, which does avoid the McDonogh School Historic District and the McDonogh Railroad Station, has been adopted as the recommended alternate in this area; however, it would require the demolition or relocation of the Owings Mills Railroad Station (New). (See Drawing No. 22 after page C-12.) The one-story frame station building is located within the construction limits of the interchange planned at Relocated Dolfield Road and existing Reisters-town Road as part of Alternate 2C, and must either be demolished or moved to a new location.

Drawing No. 17 shows the relationship of the interchange noted above as part of Alternate 2C to this Section 4(f) land.

3. Alternates Considered to Avoid the Owings Mills Railroad Station (New) -

Alternates 1, 2, 3 and 4 were developed in conjunction with the Corridor Public Hearing held in April, 1973. None of these alternates require the use of land from the Owings Mills Railroad Station (New).

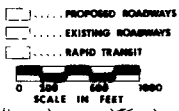
The alignment of Alternate 1 is located west of the Western Maryland Railroad from the Baltimore Beltway to Painters Mill Road (see Drawing No. 18), and adversely impacts the Gwynns Falls floodplain and the proposed stream valley park being planned for this area by the Baltimore County Department of Recreation & Parks. Alternate 1 also passes through the McDonogh School Historic District and requires the demolition of the McDonogh Railroad Station. Alternate 2 is located east of the Western Maryland Railway from north of the Beltway to north of McDonogh Road (see Drawing No. 19), reducing the impacts on the Gwynns Falls floodplain and proposed stream valley park; however, the proposed construction adversely impacts the McDonogh School Historic District and the McDonogh Railroad Station. Both Alternates 1 and 2 were opposed by residents in the area, who expressed



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**MCDONOGH
RAILROAD
STATION**

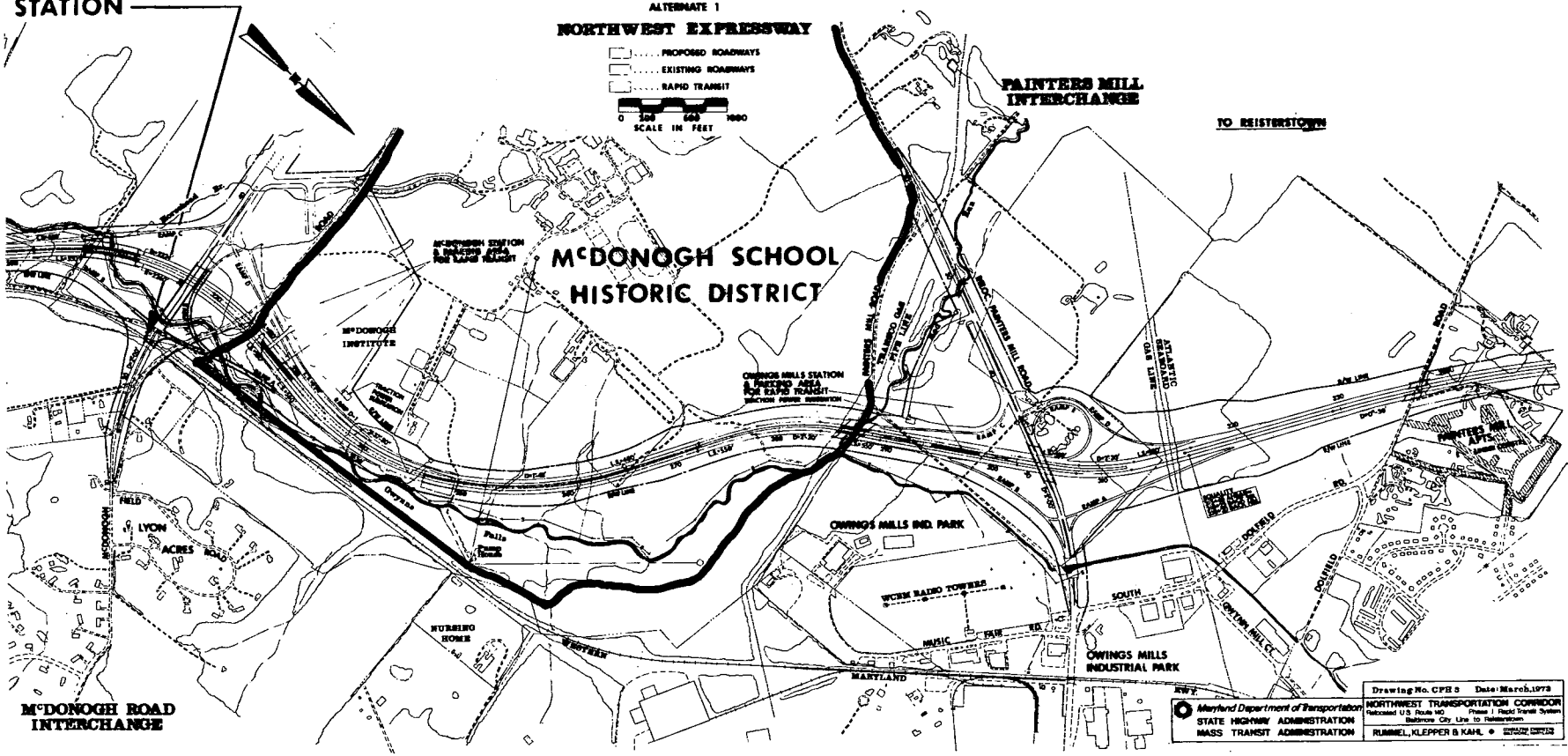
**ALTERNATE 1
NORTHWEST EXPRESSWAY**



**PAINTERS MILL
INTERCHANGE**

TO REISTERSTOWN

**MCDONOGH SCHOOL
HISTORIC DISTRICT**



**MCDONOGH ROAD
INTERCHANGE**

Drawing No. CPE 3 Date: March, 1979
Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
MASS TRANSIT ADMINISTRATION
NORTHWEST TRANSPORTATION CORRIDOR
Release 1.0, State MD, Phase 1 Road/Transit System
Baltimore City Use to Holabrook
RUMMEL, KLEPPER & KAHLE • 21202 CBT13

**PLAN-PUBLIC HEARING ALTERNATE 1
MCDONOGH ROAD TO DOLFIELD ROAD**

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strong objections to the highway interchange and rapid transit station planned for the McDonogh Road area. For the above reasons, the planning proposed in the McDonogh-Owings Mills area with Alternates 1 and 2 were not considered as feasible and prudent alternatives to avoid the Owings Mills Railroad Station (New).

The planning proposed with Alternates 3 and 4, and the impacts resulting from each, are discussed in detail in Section E of this 4(f) Statement, where it is demonstrated that they are not feasible and prudent alternatives to the use of land from this historic site.

Alternates 2A, 2B and 2C were all developed subsequent to the Public Hearing, and all of these alternates propose the deletion of the highway interchange and rapid transit station at McDonogh Road, coupled with an increase in size and scope of the facilities planned in the Owings Mills area. Alternate 2A does not require the removal of the Owings Mills Railroad Station (New); however, it was not considered a feasible and prudent alternative to this Section 4(f) land for the following reasons:

The proposed planning tended to concentrate the approach traffic to the Combined Expressway/Rapid Transit project onto one roadway (Relocated Painters Mill Road), which cannot accommodate the predicted traffic volumes. Heavy commercial development also precluded the feasibility of providing the required interchange at Reisterstown Road. Alternate 2A impacts the area proposed for the future stream valley park and also requires the use of land in the McDonogh School Historic District.

The project description, impacts and other details of Alternate 2A are included in Section C 5 (page C-6) along with a comparison to Alternates 2B and 2C, both of which impact the Owings Mills Railroad Station (New).

Alternate 2B was developed to overcome the transportation deficiencies of 2A by separating the approach traffic to the combined project onto two roadways. Rapid transit traffic would use Painters Mill Road, and expressway traffic would use the proposed Relocated Dolfield Road, which interchanges with both the proposed Northwest Expressway and existing Reisterstown Road. Alternate 2B follows the same alignment as 2A, impacting the area proposed for the stream valley park, requiring land from the McDonogh School Historic District and, in addition, would require the removal of the Owings Mills Railroad Station (New). Alternate 2C was selected as the recommended alternate over 2B, because it avoids the McDonogh School Historic District and the area proposed for the Gwynns Falls stream valley park and, at the same time, retains the advantages of separating

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approach traffic onto Painters Mill Road and Relocated Dolfield Road. Alternate 2C does require the removal of the Owings Mills Railroad Station (New).

The interchange planned at existing Reisterstown Road and the proposed Relocated Dolfield Road with Recommended Alternate 2C is the specific construction that would impact the Owings Mills Railroad Station building. Any adjustment in the location of this proposed interchange to avoid the Owings Mills Railroad Station - New would cause more serious impacts on other adjacent historic sites and facilities. Commercial developments on both sides of Reisterstown Road would be impacted if the interchange is moved to the south. Commercial and residential properties along with one other historic site (the Owings Mills Railroad Station - Old, which is also eligible for the National Register) would be impacted by a relocation to the north. Considering the adverse impacts on adjacent properties and the relative ease with which the Owings Mills Railroad Station - New can be relocated, interchange locations to the north or south were not considered feasible and prudent alternatives to the use of this Section 4(f) land.

- Conclusion -

Alternates 1, 2, 3, 4 and 2A all avoid the Owings Mills Railroad Station - New. The impacts associated with these alternate studies and the consideration given to moving the interchange planned with recommended Alternate 2C at Reisterstown Road and Relocated Dolfield Road, demonstrate that there is no feasible and prudent alternative to the use of this Section 4(f) land.

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4. Proposed Planning to Minimize the Adverse Affects on the Owings Mills Railroad Station (New) -

The station building is in the path of the Relocated Dolfield-Reisters-town Road Interchange, as proposed with Alternate 2C, and will have to be relocated to a new site. The actual moving of the station structure will be done in accordance with the standards of the Office of Archeology and Historic Preservation. The new site for the building will be chosen in consultation with the State Historic Preservation Officer.

A copy of the Memorandum of Agreement with the Advisory Council on Historic Preservation regarding the Owings Mills Railroad Station (New) is included in Section G of this 4(f) Statement.

5. Detailed Description - Alternates 2A, 2B and 2C -

The planning developed for the alternates in the McDonogh-Owings Mills area are described below along with a discussion of the environmental impacts and a comparison with Alternate 2, as proposed at the Public Hearing.

- Alternate 2A Study -

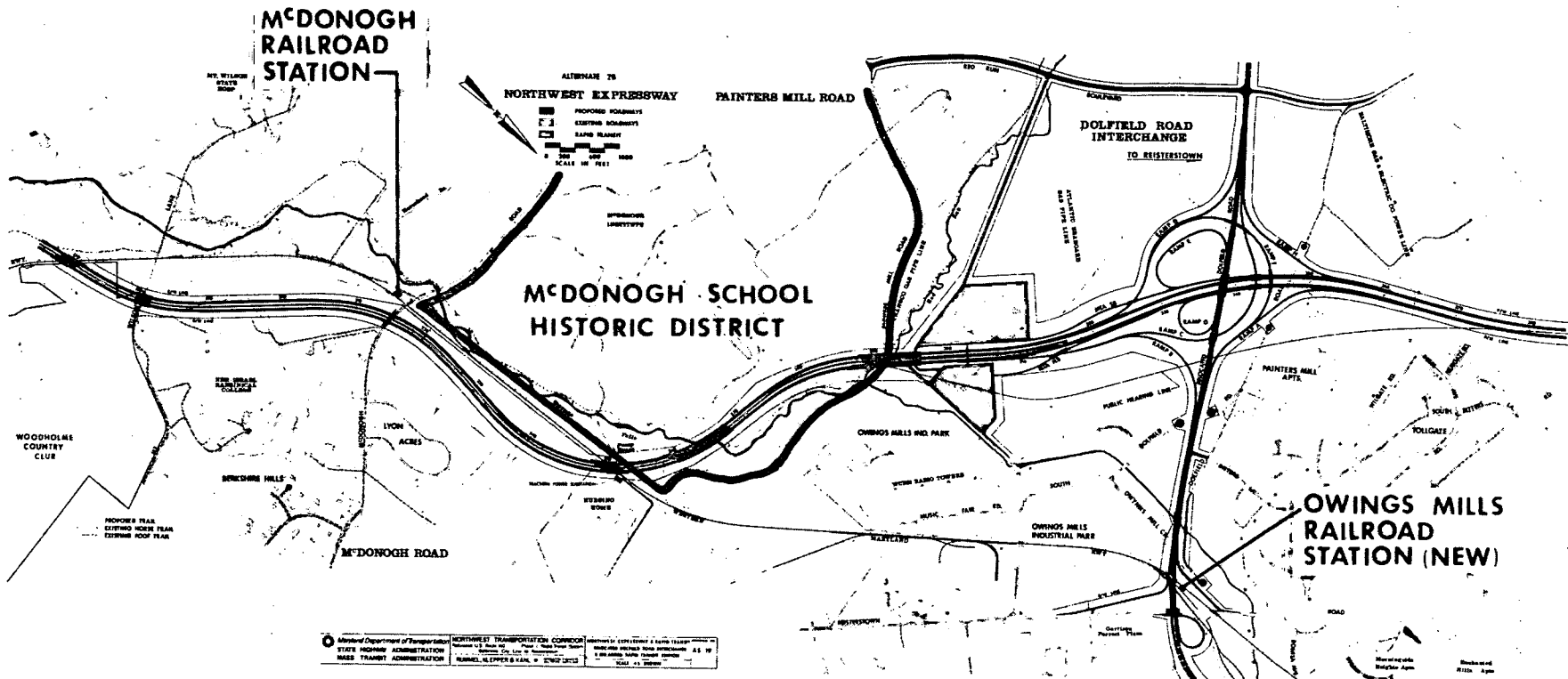
This alternate proposal begins at McDonogh Road, where no interchange or rapid transit station or relocation of McDonogh Road itself would be provided. The Expressway and Rapid Transit Project would underpass existing McDonogh Road, approximately 400 feet east of the Western Maryland Railway. The alignment, 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. 20.) 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

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. 21) 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

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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.

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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.

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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 Alternate 2 (4.0 miles)	Painters Mill Alternate 2A (4.0 miles)	Dolfield Alternate 2B (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 Alternate 2	Painters Mill Alternate 2A	Dolfield Alternate 2B
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

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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,

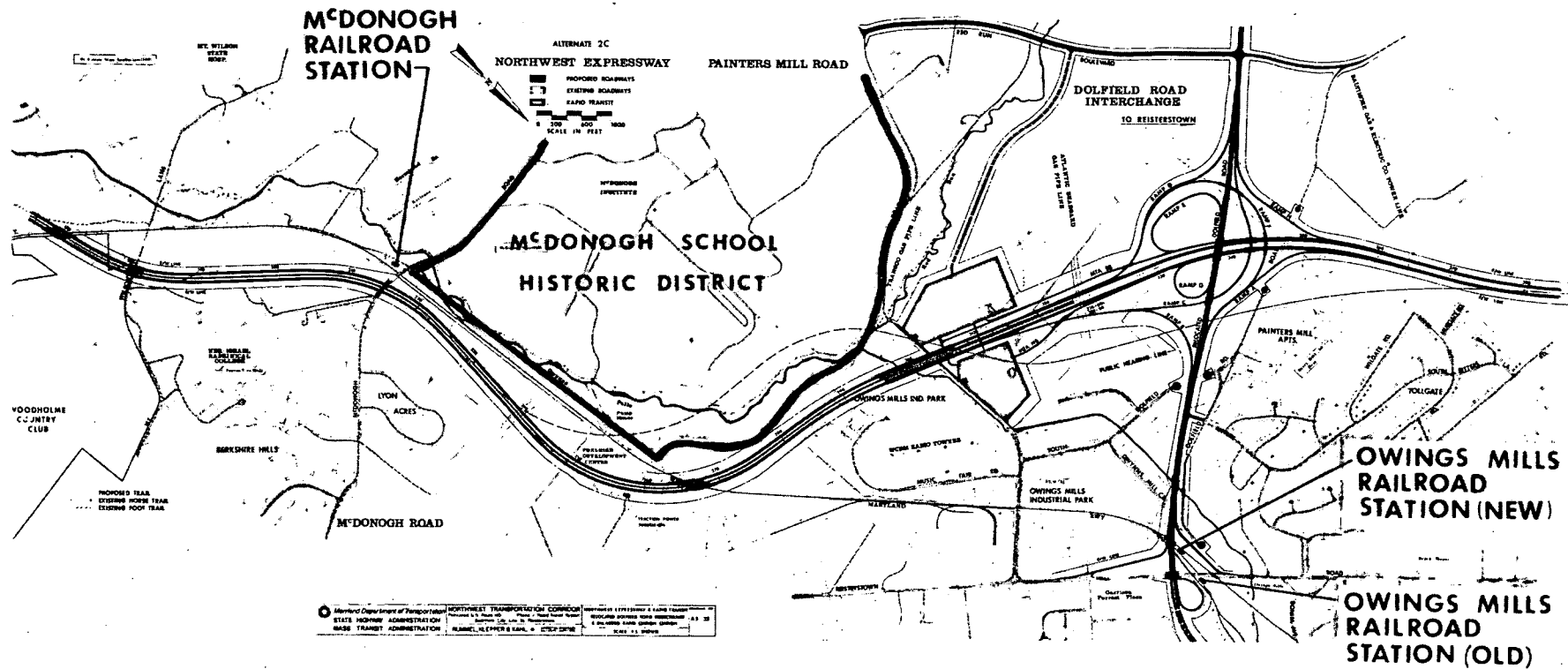
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the effect on water quality and the proposed stream valley park would be similar. Noise levels generated by Alternate 2, as proposed at the Public Hearing, show an increase over existing noise levels with respect to the Ner Israel Rabbinical College, 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. 22).

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.



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	<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.

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.

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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.

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SECTION 4(f) STATEMENT

D. REISTERSTOWN HISTORIC DISTRICT:

1. History and Description of the Reisterstown Historic District -

The Reisterstown Historic District extends from Butler Road south to a point approximately 200 feet north of Walston Road, and includes the area to the rear property lines on both sides of Reisterstown Road. The location of this historic site is shown on Drawing No. 23.

The history and significance of Reisterstown is inextricably associated with the road of the same name. Since the 18th Century, a town has existed along the Reisterstown Road. The importance of the road to the town is illustrated by the fact that virtually all of the buildings front on the road. Reisterstown has very few side streets, and no sense of a second lateral dimension contrasting the linear Main Street. The road is the unifying factor in the district from a historic standpoint, as well as in planning terms.

Reisterstown began in the 1730's when the Conewago Road (as the Reisterstown Road was then called) was extended north to Pennsylvania. This 18th Century road has been in constant use since. The importance of the road as a transportation corridor was reinforced by the construction of the Western Maryland Railway in the 19th Century.

In 1758, the Westminster Road was begun, while at the same time John Reister patented a track of land on which he built a tavern, 1/2 mile south of the intersection of the Westminster and Reisterstown Roads.

The Reisterstown Historic District contains approximately 97± acres and, within the district, roughly fifty historic sites have been identified largely because of their particular merit in the streetscape. Evidence of several 18th Century buildings, or fragments of buildings, has been uncovered by Mrs. J. Sinclair Marks, in conjunction with her work on Reisterstown and the Reister family.

Ownership in the Historic District is both public and private. The right-of-way for public roads within the District is owned by the State of Maryland and Baltimore County. All properties, both improved and unimproved, are owned by private citizens.

The Reisterstown Historic District has been recommended to be eligible for inclusion in the National Register.

Recommended level of significance - State

2. Description of Project and Relationship to the Reisterstown
Historic District -

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.

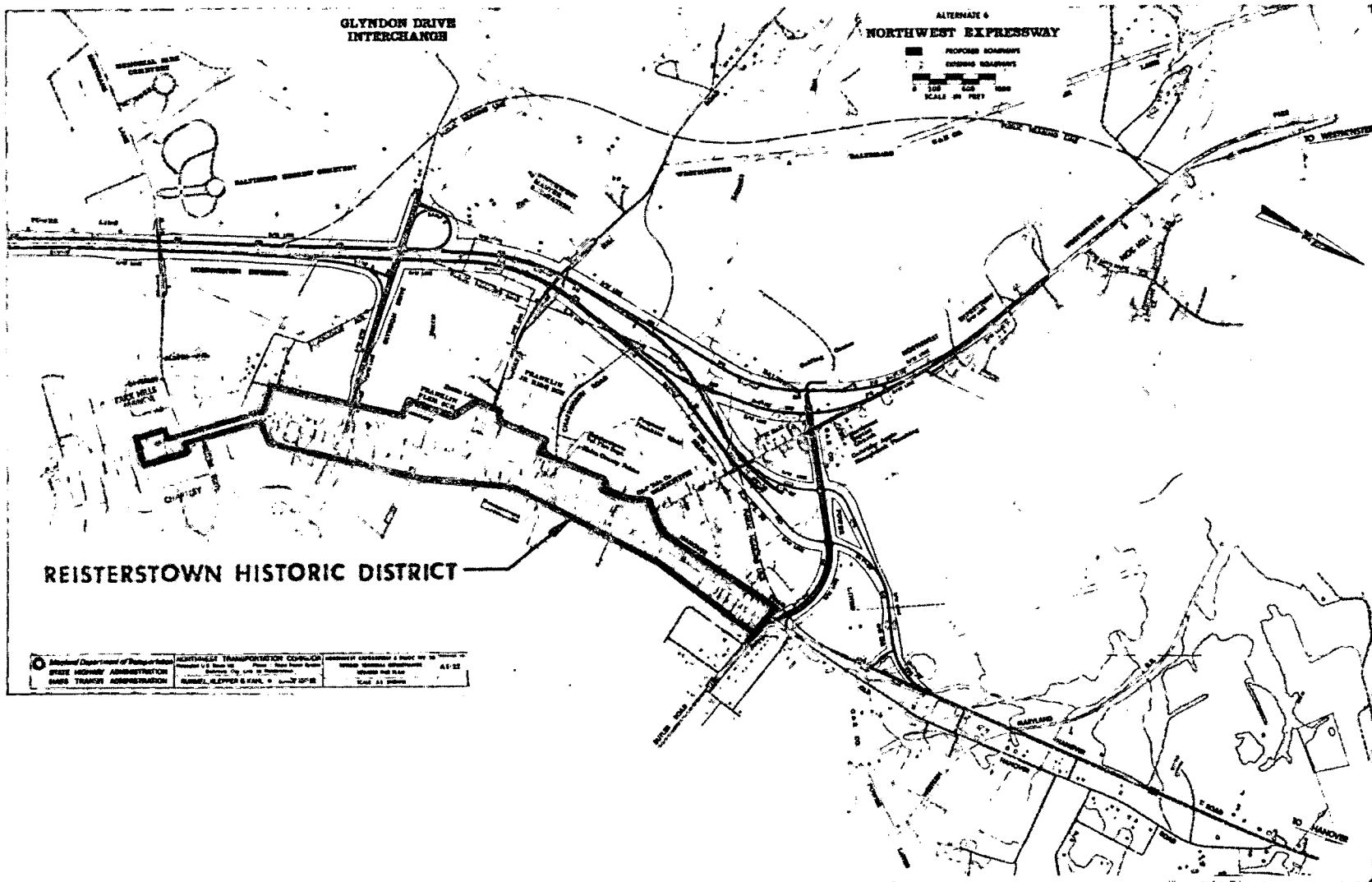
Because of the excessive land requirements, high construction cost, and impacts on the historic district, Alternates 1 and 2 have been dropped from consideration by the State Highway Administration in the Reisterstown area. The recommended alternate in this area (Alternate 6) is described below along with its physical impact on the historic district.

- Detailed Description - Alternate 6 -

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 detailed planning proposed with Alternate 6 is shown on Drawing No. 23.

The project underpasses Glyndon Drive Extended, 2300 feet west of Reisterstown Road, where an interchange is planned to provide access and service to the Reisterstown area. Glyndon Drive Extended would be constructed with two 24-foot roadways, separated by a 16-foot median through the interchange area, and connect to Reisterstown Road opposite existing Glyndon Drive as a 50-foot curbed street. This is the only location where Alternate 6 requires right-of-way within the Reisterstown Historic District. 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 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.



REISTERSTOWN HISTORIC DISTRICT

Maryland Department of Transportation STATE HIGHWAY ADMINISTRATION SALES TRAFFIC ADMINISTRATION	CONTRACTOR TRANSPORTATION CONTRACT FEDERAL U.S. ROAD DISTRICT NO. 1 BALTIMORE, MARYLAND	PROJECT DESCRIPTION & DATE NORTHWEST EXPRESSWAY STUDY AREA PLAN SCALE AS SHOWN	41-12
	ALMEL, KLEPPER & FAY, INC. ENGINEERS AND ARCHITECTS 1000 W. BALTIMORE AVENUE BALTIMORE, MARYLAND	DATE: 11-19-68	DRAWN BY: [illegible]

PLAN-ALTERNATE 6 STUDY

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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 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.

Drawing No. 24 has been included to show the relationship of Glyndon Drive Extended as proposed with Alternate 6 to the Reisterstown Historic District.

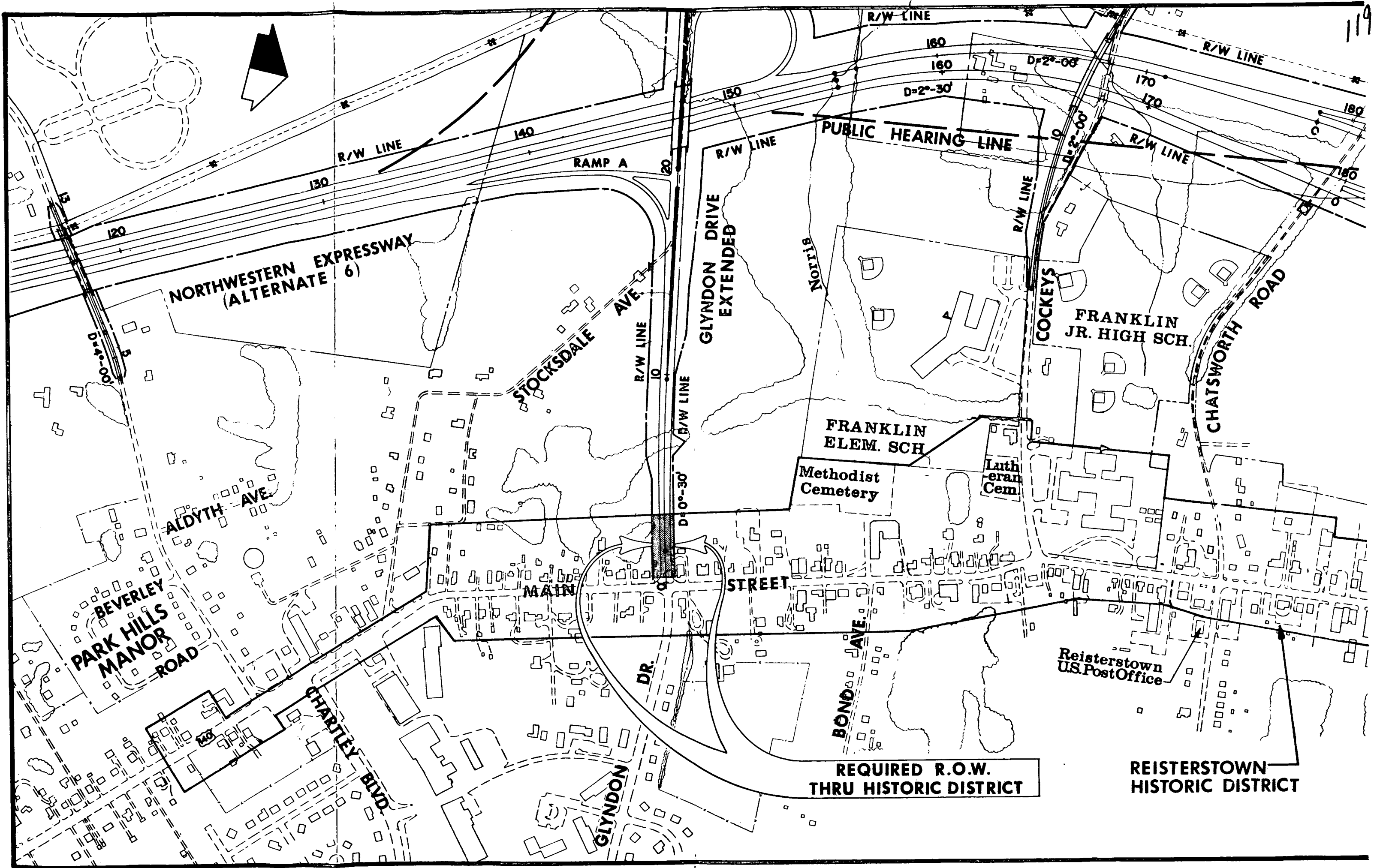
The physical impacts of Alternate 6 on the Reisterstown Historic District are described below:

Right-of-Way Requirements

The extension of Glyndon Drive is situated in the southern portion of the Historic District, requiring the acquisition of one house and 0.7+ acres of right-of-way within the District. This represents 0.7% of the land located within the Reisterstown Historic District.

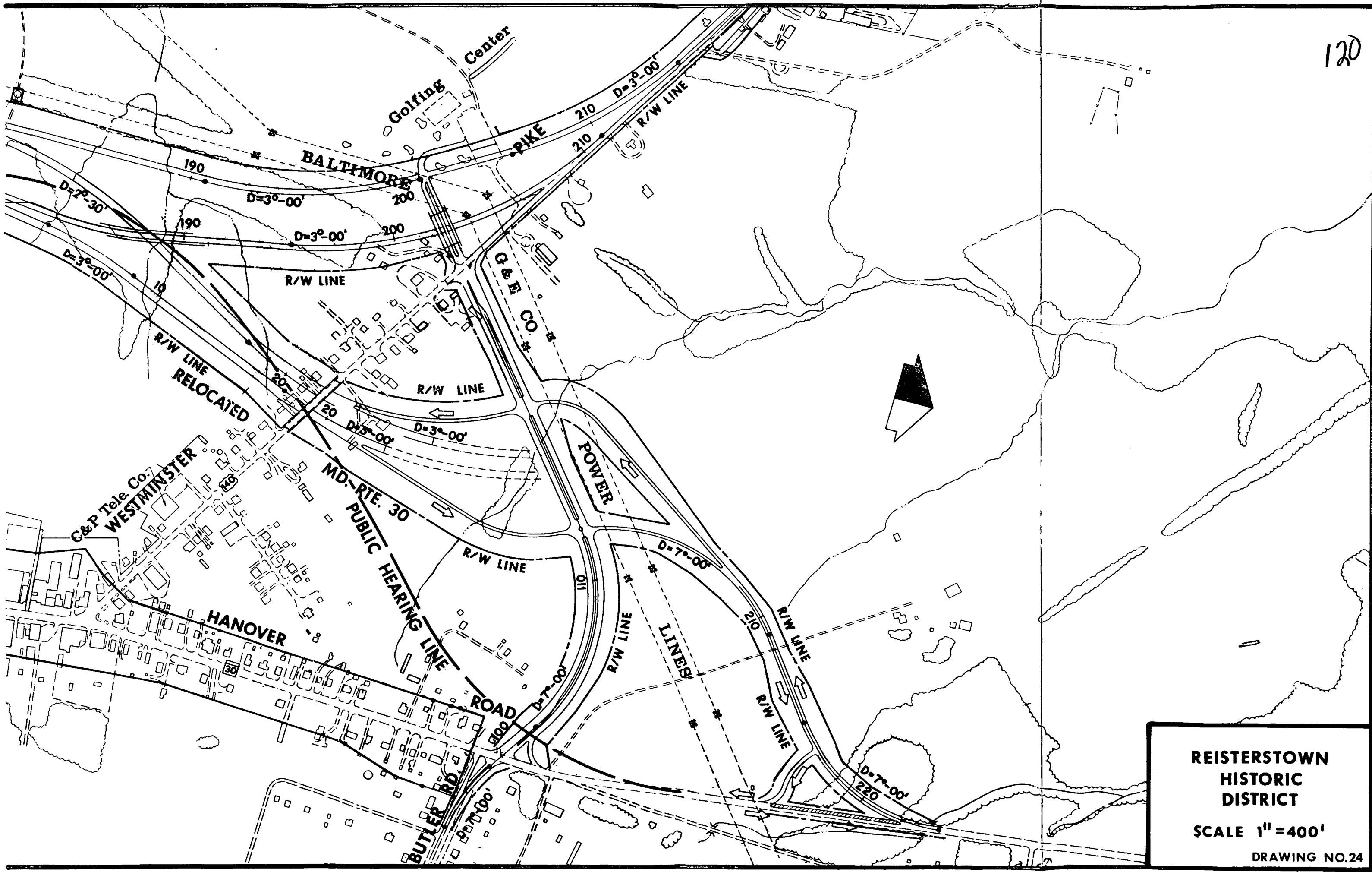
Visual Impact

The proposed Expressway is located approximately 2000 feet west of and generally lower than Main Street and crosses under the proposed Glyndon Drive and existing Westminster Pike. The roadways would not be visible from the Historic District, and there should be no adverse visual impact. The extension of Glyndon Drive is situated within the southern portion of the Historic District and, being proposed as the extension of an existing urban street, should not cause any additional adverse visual impact, when viewed in relationship to other intersecting streets and the traffic



REQUIRED R.O.W.
THRU HISTORIC DISTRICT

REISTERSTOWN
HISTORIC DISTRICT



**REISTERSTOWN
HISTORIC
DISTRICT**

SCALE 1" = 400'

DRAWING NO. 24

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conditions on Reisterstown Road. Since the extension of Glyndon Drive would afford access to the Expressway, there could be pressures to remove existing homes in the area and possibly increase commercial uses that do not have architectural conformity with other buildings in the Historic District, and could ultimately result in an adverse visual impact.

Traffic Impact

The recommended alternate proposes the construction of the Northwest Expressway on new location as a bypass of the Reisterstown area, including the extension of Glyndon Drive west from Reisterstown Road to an interchange with the Northwest Expressway. Most of the through-traffic from Baltimore to the Westminster Pike and Hanover Pike would be attracted to the Northwest Expressway in lieu of Reisterstown Road. Vehicular traffic originating east of Reisterstown Road from the residential communities of Chartley and Glyndon, with destinations to the south, would utilize the proposed Glyndon Drive Extension and interchange. Traffic volumes through the Reisterstown Historic District should be reduced with the recommended alternate, and should return Reisterstown Road to a local access street for shopping, instead of its present role as a major arterial for through-traffic.

Noise Impact

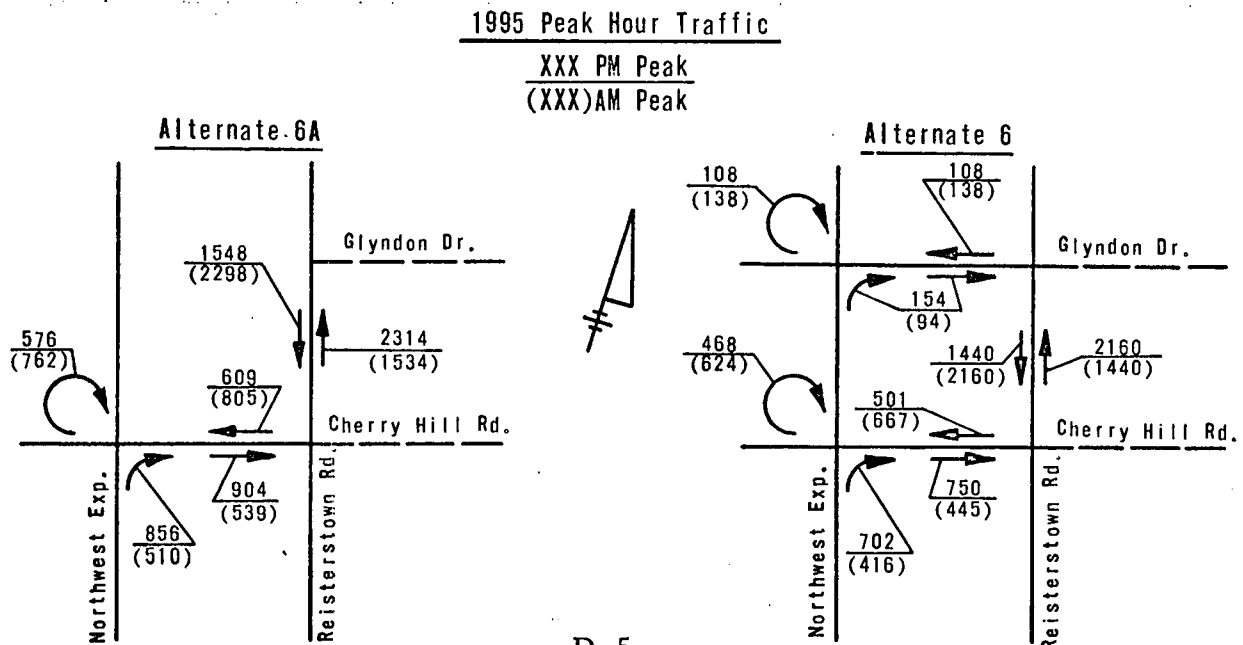
Noise levels generated by the proposed Glyndon Drive would not be significant compared to noise generated by existing Reisterstown Road.

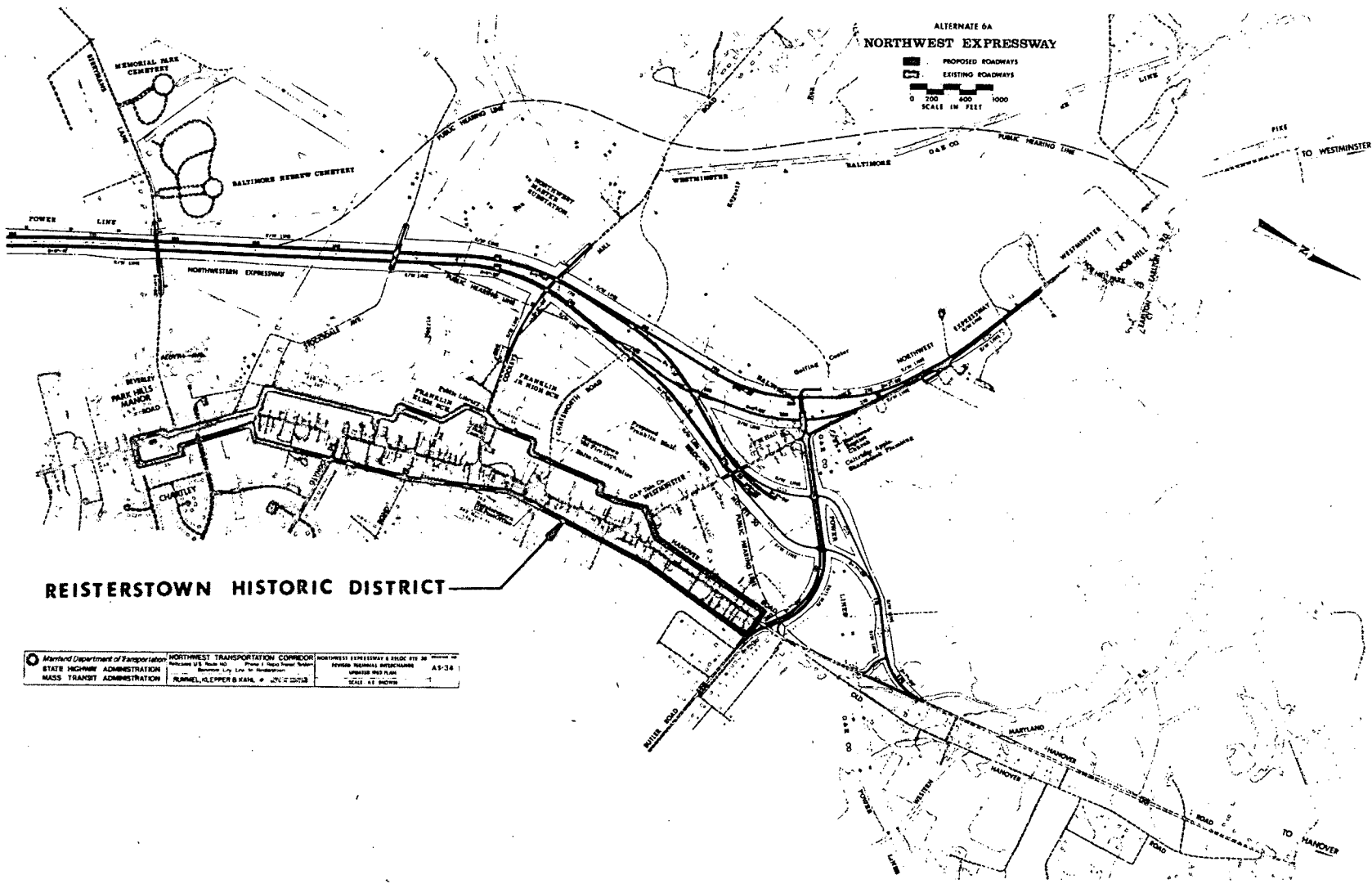
3. Alternates Considered to Avoid the Reisterstown Historic District - 172

- Alternate 6A Study -

Existing Glyndon Drive is the arterial planned by Baltimore County to serve the residential communities east of Reisterstown Road. The extension of the existing arterial route (Glyndon Drive) to interchange with the proposed Northwest Expressway is the logical and most reasonable proposal to improve traffic service in the southern part of Reisterstown. 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. 25.)

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.





REISTERSTOWN HISTORIC DISTRICT

Maryland Department of Transportation STATE HIGHWAY ADMINISTRATION MASS TRANSPORT ADMINISTRATION	NORTHWEST TRANSPORTATION CORRIDOR	NORTHWEST EXPRESSWAY & BRIDGE #18
	Project # 43, Study No. 43-28	REVISION: ORIGINAL WORKSHEET
	Revised City Plan for Reisterstown	UPDATED REVISION PLAN
	RUNNEL, KLEPPER & KAHN, P.C.	SCALE: AS SHOWN

PLAN-ALTERNATE 6A STUDY

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10.

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

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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 G of this 4(f) 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.

Alternate 4 - "Do-Nothing" Alternate

Alternate 4 was developed in conjunction with the Corridor Public Hearing held in April, 1973 and by virtue of not proposing any construction, also avoid the use of land from the Reisterstown Historic District. The impacts resulting from Alternate 4 are discussed in detail in Section E of this Section 4(f) Statement, where it is demonstrated that "do-nothing" is not a feasible and prudent alternative to the use of land from this historic site.

4. Proposed Planning to Minimize the Adverse Effects on the Reisterstown Historic District -

The extension of Glyndon Drive from Reisterstown Road (Main Street) to an interchange with the Northwest Expressway is located in the southern part of the Historic District and will require the removal or relocation of one residential building. This building has no historic significance but efforts will be made to relocate it within the Historic District, if possible.

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. The State Highway Administration will exercise its powers to acquire scenic easements or other controls in order to encourage the preservation of the exterior appearance of the buildings at the corners of this intersection.

A copy of the Memorandum of Agreement with the Advisory Council on Historic Preservation regarding the Reisterstown Historic District is included in Section G of this 4(f) Statement.

E. ALTERNATE 3 - UPGRADING EXISTING U. S. ROUTE 140:
ALTERNATE 4 - DO-NOTHING ALTERNATIVE:

- 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

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 the major park-n-ride facilities at the Owings Mills rapid transit station.

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. Historic buildings and sites that could be affected by Alternate 3 construction and the distance from the proposed roadway are listed on pages E-5, E-6 and E-7 in this Volume. The location and significance of these historic sites are included in the Draft Section 4(f) Statement (FHWA-MD-EIS-73-03-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

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>	<u>\$94,568,000.</u>

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 and, as such, cannot be considered as a feasible and prudent alternative to the use of Section 4(f) lands. 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.

ALTERNATE 3
RECONSTRUCTION OF U. S. ROUTE 140 (REISTERSTOWN ROAD)

<u>Historic Sites</u>	<u>Distance To Roadway (Feet)</u>
1. 7 Mile House (S)	*
2. Noblet Tavern (S)	*
3. Milestone	*
6. U. S. Arsenal & Confederate Soldiers Home	55' E
7. Burnt House (S)	*
9. 8½ Mile House (S)	*
10. Milestone	*
13. Grey Rock	1100' E
14. Stone Chapel	775' E
15. Alto Dale Farm	1800' E
22. Ten Mile House (S)	*
23. Blacksmith Shop	*
24. Trentham	950' E
25. Two Story Stone House	*
26. Brick House	*
27. Garrison Railroad Station (S)	-
28. Tobin House (S)	110' E
29. Victorian Store Building	*
30. Turnpike Railroad Station (S)	-
39. Shull Tavern (S)	*
40. Owings Mills Railroad Station (New)	240' W
42. Owings Mills Railroad Station (Old)	*
43. Conn Tavern (S)	-
44. Trolley Barn (S)	-
45. Sorghum Mill (S)	*
46. Cooper Shop (S)	*
47. Toll Gate No. 3 (S)	*
48. 8 Square House	20' W
49. Brick House	20' W
50. Upper Mill	180' E
52. Gunbarrel Tavern	*
53. Pleasant Hill Church	40' E
56. Great Tavern (S)	*
57. Milestone	*
58. 14 Mile House (S)	*
59. Eckhardt Funeral Chapel	*
60. King Tavern (S)	*
61. Toll Gate No. 3 (Before 1856) (S)	*
62. Milestone	*
63. Hannah More Academy Historic District	*
64. St. Michael's Chapel (Hannah More Academy)	80' E

(S) Site Only - No Structure Remains

* Denotes Direct Physical Conflict

- No Conflict Anticipated

ALTERNATE 3
RECONSTRUCTION OF U.S. ROUTE 140 (REISTERSTOWN ROAD)

<u>Historic Sites</u>	<u>Distance To Roadway (Feet)</u>
108. Pikes Theatre	*
109. Chinese Restaurant	*
110. St. Charles Borromeo Church	700 ⁺ W
111. McHenry Estate Garage	250 ⁺ W
112. Brown Shingle and Stone House	650 ⁺ W
113. Farm Complex	500 ⁺ W
114. Stone and Frame House	200 ⁺ E
115. Village Site	30 ⁺ W
116. Stone House	*
117. Frame House	40 ⁺ E
118. Spring House	150 ⁺ W
119. Pearre House	1400 ⁺ W
121. Barns	350 ⁺ E
122. Trolley Car Fruit Stand	*
123. Montrose Ave. Houses	170 ⁺ E
124. Reese House	800 ⁺ W
125. Bowen House	210 ⁺ W
126. Morrow Store	*
55. Belltown Historic District	*
128. White House	20 ⁺ W
129. Morrow House	*
130. Group Of Homes	*
131. Brick Farm House	*
132. Colonial Inn	20 ⁺ E
133. Red Frame House	20 ⁺ E
100. Reisterstown Historic District (See Page E-7)	

(S) Site Only - No Structure Remains
* Denotes Direct Physical Conflict
- No Conflict Anticipated

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ALTERNATE 3
RECONSTRUCTION OF U.S. ROUTE 140 (REISTERSTOWN ROAD)
REISTERSTOWN HISTORIC DISTRICT

<u>Historic Sites</u>	<u>Distance To Roadway (Feet)</u>
65. Berryman House (Reisterstown)	20' E
66. 536 Main St. (C. R. Lynch Farm Equip.)	*
67. Weist Tavern (S)	*
68. Weist Tannery (S)	-
69. 410 Main St.	*
70. 406 Main St.	*
71. 354 Main St.	*
72. 365 Main St.	125' E
73. Reisterstown Federal Savings & Loan Assoc.	*
74. Gles Shoe Shop	*
75. 301-303 Main St. (Nichols Tavern)	*
76. Milestone	*
77. 234 Main St. (Reister Tavern)	*
78. 238 Main St.	*
79. Carriage Factory (S)	*
80. 202 Main St.	*
81. Reisterstown Cemetery	270' W
82. Franklin Academy	550' W
83. 134 Main St.	110' W
84. Bower Inn (S)	*
85. 151 Main St. (Yellow Tavern) (S)	*
86. 143 Main St. (Shoe Shop)	*
87. 109 Main St. (Trinity Lutheran Church)	25' E
88. 64 Main St.	20' W
89. Forney Inn (S)	*
90. 56 Main St. (First Church Of Christ)	*
91. 67 Main St.	25' E
92. 26 Main St. (Fisher Tavern)	*
93. 24 Main St.	*
94. 20 Main St.	*
95. 14 Main St.	*
96. 10 Main St. (Eline Funeral Home)	*
97. Carriage Factory	10' E
98. Hitshue Hotel (S)	-
99. Milestone	*
104. St. Luke's Methodist Church (Reisterstown)	1300' E

(S) Site Only - No Structure Remains
 * Denotes Direct Physical Conflict
 - No Conflict Anticipated

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

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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 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.

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According to SHA 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. 0

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. For the above reasons, Alternate 4 cannot be considered as a feasible and prudent alternative to the use of Section 4(f) lands.

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F. 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 4(f) 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 Volume I of this Final Statement 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

<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

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

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G. STATUS OF TITLE 36 CFR PART 800 PROCEDURES FOR THE PROTECTION OF HISTORIC PROPERTIES:

The Sudbrook Park Historic District was placed on the National Register of Historic Sites and Places on June 19, 1973, and this project must comply with the procedures for the protection of historic and cultural properties in accordance with 36 CFR Part 800, pursuant to Section 106 of the National Historic Preservation Act of 1966 and Executive Order 11593. Historic preservation proceedings under Part 800 require that the highway agency initiating the project hold a series of meetings with the Historic Advisory Council and the State Liaison Officer for Historic Preservation. These meetings are held to determine if the project has an adverse effect on Historic Sites, and to consider feasible and prudent alternatives which may avoid or mitigate any adverse effect. The following steps have been completed in accordance with the requirements of Part 800 in relation to the historic sites affected by this project.

1. Sudbrook Park is listed in the National Register of Historic Sites and Places, and it has been determined at a joint meeting held on November 9, 1973 with relevant agencies that the project would have an adverse effect on the Historic District.
2. The meeting on November 9, 1973 was attended by representatives of the Advisory Council on Historic Preservation, the Maryland Historical Trust, the Federal Highway Administration, the Urban Mass Transportation Administration, the State Highway Administration, the Mass Transit Administration, the Maryland Department of Transportation and Rummel, Klepper & Kahl. The various alternatives and planning proposed to remove the adverse effects on the Historic District were presented and discussed. At this same meeting, four alternatives were presented which would minimize the harm to the Historic District. The basic difference in the alternatives to minimize harm was the length of cut and cover tunnel in the vicinity of Sudbrook Road.
3. An on-site inspection, which included the Sudbrook Park Historic District and surrounding area, was also made on November 9, 1973. The field inspection was made by representatives of the same agencies listed in item 2.
4. Because of changes in personnel, another meeting was held on November 21, 1974 with the Advisory Council on Historic Preservation and the Maryland Historical

Trust with reference to the Sudbrook Park Historic District. Alternatives to avoid the Historic District and the cut and cover tunnel alternates to mitigate harm to the Historic District were presented. Back-up data on the various alternatives was compiled and subsequently sent to the Advisory Council for their review and consideration in February of 1975.

- 5. As a result of several historical surveys and other research in 1974 and early 1975, a number of historical sites in addition to the Sudbrook Park Historic District were identified within the general project corridor. All of these sites were discussed in a Supplementary Draft Section 4(f) Statement, which was circulated in October, 1975.

- 6. 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. The other historic sites directly impacted by the project are archeological in nature with no surface evidence of any remaining buildings.

- 7. Evidence that the Part 800 procedures for the protection of historic properties has been completed is included in this section of the 4(f) statement in the form of executed Memorandum's of Agreement for the three sites on or eligible for the National Register.

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

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Advisory Council
On Historic Preservation

1522 K Street N.W.
Washington, D.C. 20005

March 24, 1976


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.D.*
Director, Office of Review
and Compliance

Enclosure

Advisory Council
On Historic Preservation

1522 K Street N.W.
Washington, D.C. 20005

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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.

The Council is an independent unit of the Executive Branch of the Federal Government charged by the Act of October 15, 1966 to advise the President and Congress in the field of Historic Preservation.

MEMORANDUM OF AGREEMENT
Northwest Transportation Corridor
Federal Highway Administration

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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.

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) 3/19/76

Robert R. Garvey, Jr.
Executive Director
Advisory Council on Historic Preservation

Emil Glinosky

(date) 3/19/76

Department of Transportation, Federal
Highway Administration

Clement M. Silvestro 3/22/76
(date)

Clement M. Silvestro
Chairman
Advisory Council on Historic
Preservation

John N. Pearce 3/19/76
(date)

Maryland State Historic Preservation
Officer

H. COMMENTS RECEIVED ON SUPPLEMENT TO DRAFT ENVIRONMENTAL STATEMENT/SECTION 4(f) STATEMENT:

Comments received by the State Highway Administration on the Supplement to the Draft Environmental Statement/Section 4(f) Statement (FHWA-MD-EIS-73-01-DS) that relate specifically to historic sites along with appropriate responses are included in this section of the Final 4(f) Statement.

All comments received by the State on the original Draft Statement (FHWA-MD-EIS-73-01-D), at the Corridor Public Hearing, and on the Supplement to the Draft Statement noted above, are included in Volume I of the Final Environmental Statement along with appropriate responses.

- Index of Comments on Historic Sites -

<u>Letter Designation</u>	<u>Agency</u>	<u>Date of Letter</u>
A	The Sudbrook Club	11/17/75
B	Mrs. Jessa K. Goldberg	11/26/75
C	Baltimore County Historical Society, Inc.	12/ 1/75
D	Baltimore County Office of Planning & Zoning	12/ 9/75
E	U.S. Department of the Interior	12/18/75
F	U.S. Department of Transportation-Office of Secty.	12/19/75

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THE JUDDBROOK CLUB

PIKESVILLE, MARYLAND 21208

November 17, 1975

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.

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To date, there are a total of approximately sixteen studies and/or alternates concerning the Northwest Exprssway. 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.

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A

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 & Kahl 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

A 150

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,

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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?

COMMENT N°5

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?

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Even worse is the fact that Attachment No. 5 to 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

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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.

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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

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.

B
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4122 Raleigh Road
Baltimore, Maryland 21208
November 26, 1975

RECEIVED

REC 4 1975

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

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

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
of Women Voters.

road link set to be scrapped

By JAMES D. DELTS

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 1894 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 Patterson and Wabash avenues inside the city line in northwest Baltimore to Routes 30 and 140 north of Relterstown. 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 Anne 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

158
C

December 1, 1975

Maryland Department of Transportation,
State Highways Administration,
Office of Planning & Preliminary Engineering,
P.O. Box 717,
Baltimore, Maryland 21203

RECEIVED

DEC 1 1975

PLANNING & PRELIMINARY ENGINEERING

Attention: Mr. Robert J. Hajzyk, Director

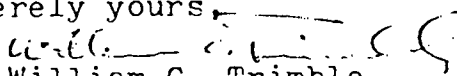
Dear Mr. Hajzyk:

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
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.

COMMENT
No. 1



baltimore county
office of planning and zoning
TOWSON, MARYLAND 21204
(301) 494-3211

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D

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

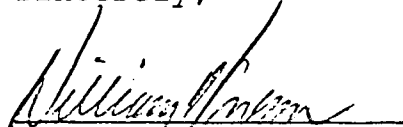
Subject: Comments on the Supplement to the Draft Environmental Impact Statement Section 4(f) Statement on the Relocated U.S. Route 140 (Northwest Expressway) and Phase I Rapid Transit dated October 6, 1975

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

D. 3

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

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."

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- 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.

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- 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."

D

- 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)".

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- 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.

- 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 "area" 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."

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- 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."

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D

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.

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 Drawing Nos. 3 & 4 have been updated.
& 11
- 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, Lockers may be included in the design of the Rapid
17 & 19 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 up-graded 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.

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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



United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

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E

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



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.

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. 4

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.

Comment No. 5

b. Cultural Resources

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. 6

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

Comment No. 7

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the archeological report. Construction contracts should provide for archeological surveillance during construction and should include stop work and salvage clauses.

Comment
No. 8

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.

SECTION 4(f) STATEMENT COMMENTS

a. Alternatives

Comment
No. 9

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.

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.

E

Relative to project impacts upon the proposed stream valley park, the statement notes that "Alternate 2 would have an Expressway classification (Freeway by 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
No. 10

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.

E

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

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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.

- 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

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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

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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:

F

FROM: Assistant Secretary for Environment, Safety, and Consumer Affairs

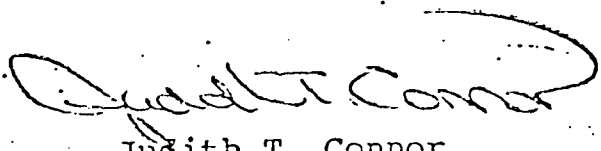
TO: Chief, Environmental Programs Division
FHWA/HEV-10

We have reviewed the subject supplemental draft EIS and offer the following comments for your consideration.

60
Comment No. 1
Comment No. 2
Comment No. 3
Comment No. 4

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

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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).