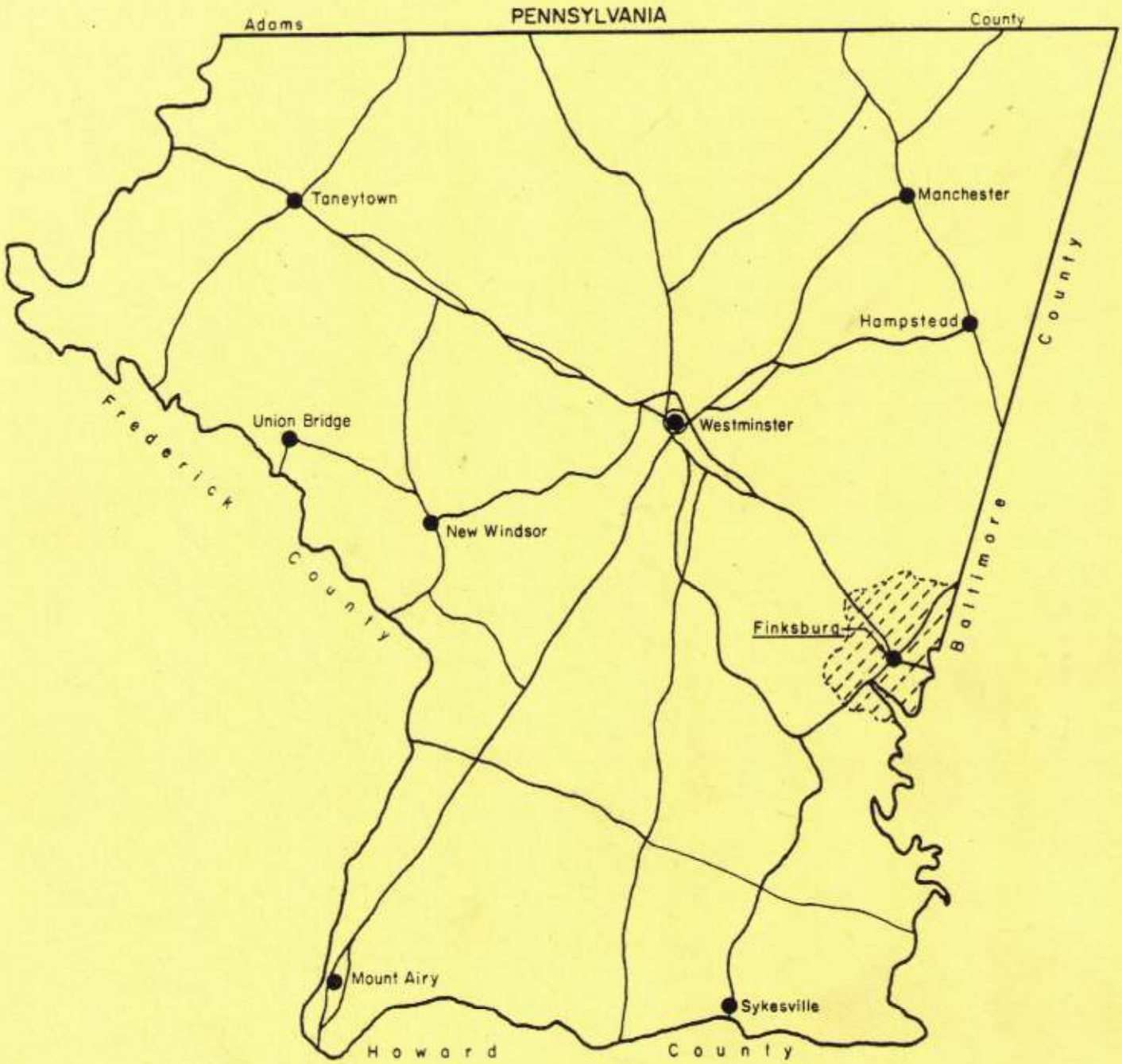
COMPREHENSIVE PLAN



FINKSBURG AREA

AND

ENVIRONS

CARROLL COUNTY, MARYLAND

LIBER 5 PAGE 546

RESOLUTION NO. 1-81

WHEREAS, the Carroll County Planning Commission has approved and recommended for adoption a comprehensive plan for the Finksburg Area; and

FEB 19-81 * 72595 ********.00

FEB 19-81 A 72595 ********.00

WHEREAS, the comprehensive plan for the Finksburg Area includes amendments to the Woolery's major street plan; and

WHEREAS, the County Commissioners of Carroll County held a public hearing on the comprehensive plan for the Finksburg Area on December 1, 1980.

NOW, THEREFORE, Be it resolved this 6th day of January, 1981, by the County Commissioners of Carroll County, that the comprehensive plan for the Finksburg Area, attached, be and it is hereby adopted; provided, however, that the County Commissioners do not endorse the construction of a median barrier for Maryland Route 140 which is a State Highway.

Attest:

Ruth M. Dutterer

Ruth M. Dutterer, Clerk

COUNTY COMMISSIONERS OF CARROLL COUNTY

Louis B. Scharon

Louis B. Scharon, President

J. Norman Graham

J. Norman Graham, Vice President

Roger L. Mann

Roger L. Mann, Secretary

FEB 19 3 21 PM '81

CARROLL COUNTY CLERK

LIBER 5 PAGE 547

COMPREHENSIVE PLAN
FINKSBURG AREA AND ENVIRONS
CARROLL COUNTY, MARYLAND
1981

Prepared under the auspices of the
Carroll County Planning and Zoning Commission

Approved by the Carroll County Planning and Zoning Commission

October 21, 1980
Date

Harry B Dougherty Sr
Chairman

Secretary

Adopted by the County Commissioners of Carroll County as Amended

(See Resolution 1-81 following page)

January 6, 1981
Date

Louis B. Adams

J. Norman Graham

Roger L. Manes

Ruth M. Dutterer
Clerk, Attest

LIBER 5 PAGE 548

RESOLUTION NO. 1-81

WHEREAS, the Carroll County Planning Commission has approved and recommended for adoption a comprehensive plan for the Finksburg Area; and

WHEREAS, the comprehensive plan for the Finksburg Area includes amendments to the Woolery's major street plan; and

WHEREAS, the County Commissioners of Carroll County held a public hearing on the comprehensive plan for the Finksburg Area on December 1, 1980.

NOW, THEREFORE, Be it resolved this 6th day of January, 1981, by the County Commissioners of Carroll County, that the comprehensive plan for the Finksburg Area, attached, be and it is hereby adopted; provided, however, that the County Commissioners do not endorse the construction of a median barrier for Maryland Route 140 which is a State Highway.

Attest:

Ruth M. Dutterer

Ruth M. Dutterer, Clerk

COUNTY COMMISSIONERS OF CARROLL COUNTY

Louis B. Scharon

Louis B. Scharon, President

J. Norman Graham

J. Norman Graham, Vice President

Roger L. Mann

Roger L. Mann, Secretary

CARROLL COUNTY MARYLAND
225 N. Center Street
Westminster, Maryland 21157
WESTMINSTER 301-848-4500
BALTIMORE 301-876-2085

LIBER 5 PAGE 550

DEPARTMENT OF PLANNING AND DEVELOPMENT
Edmund R. Cueman, Director

October 7, 1980

Mr. Harry B. Dougherty, Chairman
Carroll County Planning Commission
Westminster, Maryland 21157

Re: Comprehensive Plan; Finksburg Area and Environs, Carroll County, Maryland

Dear Mr. Dougherty:

Transmitted herewith for Commission approval is a proposed Comprehensive Plan for Finksburg Area and Environs (Draft #7). This draft of the Plan has had the benefit of the required referral, written and verbal public hearing comments, and other written comments on file, all of which are likewise transmitted to you, along with special staff reports where appropriate.

As you may recall, the Planning Commission staff began field studies, data collection and map preparation in July of 1978. In October of 1979, a citizens committee, selected by the Commission, began its meetings and provided valuable assistance to the staff in making refinements of the Plan. By February 1980, the committee completed its review and filed its recommendations. Several modifications in the Plan were made as a result of these recommendations prior to the initial presentation of the Plan to the Planning Commission in May of 1980. Following the Commission's clearance to submit the Plan to the 60 day referral process, a public hearing was held on the plan on August 5, 1980.

Following the Commission's action for its part on this current draft of the Plan, the County Commissioners will schedule and hold a public hearing on the Plan, along with any related implementing measures.

The staff will be prepared to answer any questions the Commission members may have at their next regular meeting, scheduled for October 21, 1980, prior to the Commission taking official action for its part.

Once again, it is my opinion that the Planning staff has done yoeman's work in developing the Plan to this point, and I appreciate their dedication in this effort.

Very truly yours,

Edmund R. Cueman
Director

ERC/ns
Attachment

cc: All Planning Commission Members

CARROLL COUNTY MARYLAND
225 N. Center Street
Westminster, Maryland 21157
WESTMINSTER 301-848-4500
BALTIMORE 301-876-2085

DEPARTMENT OF PLANNING AND DEVELOPMENT
Edmund R. Cueman, Director

October 7, 1980

Mr. Harry B. Dougherty, Chairman
Carroll County Planning Commission
Westminster, Maryland 21157

Re: Comprehensive Plan; Finksburg Area and Environs, Carroll County, Maryland

Dear Mr. Dougherty:

Transmitted herewith for Commission approval is a proposed Comprehensive Plan for Finksburg Area and Environs (Draft #7). This draft of the Plan has had the benefit of the required referral, written and verbal public hearing comments, and other written comments on file, all of which are likewise transmitted to you, along with special staff reports where appropriate.

As you may recall, the Planning Commission staff began field studies, data collection and map preparation in July of 1978. In October of 1979, a citizens committee, selected by the Commission, began its meetings and provided valuable assistance to the staff in making refinements of the Plan. By February 1980, the committee completed its review and filed its recommendations. Several modifications in the Plan were made as a result of these recommendations prior to the initial presentation of the Plan to the Planning Commission in May of 1980. Following the Commission's clearance to submit the Plan to the 60 day referral process, a public hearing was held on the plan on August 5, 1980.

Following the Commission's action for its part on this current draft of the Plan, the County Commissioners will schedule and hold a public hearing on the Plan, along with any related implementing measures.

The staff will be prepared to answer any questions the Commission members may have at their next regular meeting, scheduled for October 21, 1980, prior to the Commission taking official action for its part.

Once again, it is my opinion that the Planning staff has done yoeman's work in developing the Plan to this point, and I appreciate their dedication in this effort.

Very truly yours,

Edmund R. Cueman
Director

ERC/ns
Attachment

cc: All Planning Commission Members

Comprehensive Plan
Finksburg Area and Environs
Carroll County, Maryland

County Commissioners

Roger L. Mann
J. Norman Graham
Louis B. Scharon

Planning Commission

Harry B. Dougherty, Sr.
Russell H. Brehm
Fred P. Esbrandt
James J. Schwartz
Roger L. Mann, Ex Officio
Phyllis Scott, Alternate

Citizens' Advisory Committee

Stephen C. Scherer
Rev. Kenneth Humbert
Edwin E. Hickle
Edwin J. Kirby
Gary Brauning
Milson C. Raver
Christine Shipley
Leonard S. Bowlsbey
LaVere N. Grimes

Carroll County Planning Staff

Edmund R. Cueman, Director
Ronald E. Bailey, Planning Supervisor
Jeanne M. Joiner, Planner
Barbara Moser, Planner
Kenneth R. Coffey, Planner
James L. Schumacher, Planner
James S. Magee, Draftsman
David Woy, Draftsman

TABLE OF CONTENTS

		Page
1.	Goals and Objectives	1
2.	The Characteristics of the Planning Area	2
	2.1 Geographic Location of the Planning Area	2
	2.2 Topography	2
	2.3 Climate	4
	2.4 Population Characteristics	4
	2.4(a) Current Population in the Woolery's District	4
	2.4(b) Average Family Size	6
	2.4(c) Projected Time Frame in Which Maturity of the Planning Area Will be Reached	6
	2.5 Educational Characteristics	9
	2.6 Economic Characteristics	11
	2.7 Labor Force	11
	2.8 Housing	12
	2.9 Transportation	12
	2.10 Communications	14
	2.11 Utilities	15
	2.12 Government and Taxes	15
	2.13 Local Laws and Regulations	17
	2.14 Water Rights - Patapsco Watershed	18
	2.15 Surface Water Supply Edicts	18
	2.16 Non-Existence of Public Sewers	19
	2.17 Emergency Services	20
	2.18 Parks and Recreation	26
	2.19 Police Protection	27
3.	Land Use Planning	29
	3.1 Introduction	29
	3.2 Land Use Plan Considerations	29
	3.2(a) Streams and Reservoirs	29
	3.2(b) Sewer Facilities in the Planning Area	29
	3.2(c) Existing Use of Land	30
	3.3 The Land Use Plan	31
	3.3(a) Suburban Residential Designations	31
	3.3(b) Medium Density Residential Designations	32
	3.3(c) Low Density Residential Designations	32
	3.3(d) The Conservation Designation	33
	3.3(e) Business Designations on the Land Use Plan	35
	3.3(f) Industrial Designations	36
	3.3(g) Agriculture Designation	36
	3.3(h) Comparison of Land Use Designations	36
	3.3(i) Population Projections Generated by the Suggested Land Use Plan	36
4.	Public Water and Sewer Service Planning	41
	4.1 Background and Considerations	41
	4.2 Water System Planning	42
	4.3 Sewer System Planning	42

		Page
5.	Community Facilities and Services	44
5.1	Educational Facilities Planning	44
5.2	Police Protection Planning	44
5.3	Emergency Services Planning	44
5.4	Parks and Recreation Planning	45
6.	Transportation Plans	46
6.1	State Highways	46
6.2	The Woolery's District Major Street Plan	47
6.3	Park and Ride	63
6.4	Rail Service	64
Appendices		66
I		67
II		84
III		112
IV		124
Attachment		
	Comprehensive Plan Map	

MAPS

Map		Page
1	Finksburg and Environs Planning Area	3
2	Fire Company Service Areas	21
3	Revised Major Street Plan	51
4	Revised Major Street Plan	57
5	Revised Major Street Plan	60
6	Maryland Railroad Network, The Chessie System	65

FIGURES

Figure		Page
1	Reese Volunteer Fire Company Total Responses by Year	22
2	Reese Volunteer Fire Company Type and Number of Responses 1978	23
3	Gamber Volunteer Fire Company Total Responses by Year	24
4	Gamber Volunteer Fire Company Type and Number of Responses 1979	25

TABLES

Table		Page
1	Temperature and Precipitation Data for Westminster, Carroll County	5
2	Population Projections, Finksburg Planning Area	8
3	Woolery's District Assessable Base, 6/30/79	16
4	Reese Volunteer Fire Company Late and No Responses by Time of Day	23
5	Gamber Volunteer Fire Company Late and No Responses by Time of Day	26
6	Land Use Proportions	37
7	Projected Population Based on Land Use Plan	38
8	Population Based on Existing Zoning	39
9	Comparison of Projected Population	40

1. GOALS AND OBJECTIVES

The Goals and Objectives which have guided the development of the Finksburg Area and Environs Comprehensive Plan are:

1. To recognize the comprehensive plan sets the stage for the future development of the community, and to incorporate into the plan the essentials to develop a pleasing, aesthetic, safe, convenient and economically viable living environment.

2. To consider the specific concerns and needs of the people in the Planning Area and to incorporate their needs and concerns into the comprehensive plan to the extent possible.

3. To develop plans which minimize dependence on other local political jurisdictions for implementation.

4. To understand the longstanding difficulty in trying to provide public water and sewerage service to the Finksburg Area and to develop a comprehensive plan that will not depend on public water and sewerage facilities.

5. To design the various elements of the comprehensive plan including land use, water, sewerage, transportation, and community facilities, to reflect the special concerns for water quality.

6. To develop land use plans that will address environmental concerns and be consistent with existing topographical and geological restraints while providing for moderate expansion of existing communities.

7. To include as part of the transportation element of the plan, methods to improve the aesthetics and carrying capacity of Md. Rt. 140 and Md. Rt. 91 with particular emphasis on reorganizing existing highway entrances where possible and minimizing additional entrances.

8. To concentrate available fiscal resources on upgrading and improving existing county and state roads.

9. To provide for neighborhood retail centers to serve the everyday needs of the residents of the area and to promote good civic design of commercial and industrial development.

10. To plan for adequate educational, health, recreational, and emergency facilities using population projections as a guide to future needs.

11. To reaffirm the importance of and necessity for preserving the Western Maryland Railroad right-of-way from Cedarhurst to Westminster, recognizing the likelihood of restoration in the future.

12. To recommend ways and means by which the plan can be implemented.

2. THE CHARACTERISTICS OF THE PLANNING AREA

2.1 GEOGRAPHIC LOCATION OF THE PLANNING AREA

The original Carroll County Master Plan, adopted in May 1964, designated the Finksburg Area as a major growth area with accompanying plans for the future provision of public water and sewer and a major collector street system. The planning area, which is the subject of this Comprehensive Plan revision, coincides with the 1976 30-Year Plan for Public Water and Sewer and is now primarily delineated as a Transitional Zone.

This growth area was placed in the Transitional Zone at the time of the Comprehensive Zoning Amendement for the Agricultural District in April 1978 which did not effect any major changes in this planning area.

Location in eastern Carroll County at the upper end of the Liberty Reservoir in the 4th Election District (Woolerys District), the Finksburg planning area encompasses 8,985 acres. This represents 30 percent of the 4th District in area and the third largest growth area in the County behind Freedom and Westminster.

There are no incorporated towns within the planning area; however, there are several "communities" including Sandymount, located at the intersection of Sandymount Road and Old Westminster Pike; Patapsco, located on the West Branch of the Patapsco River at the intersection of Sandymount and Patapsco Roads; and Finksburg, the largest community, located at the intersection of Maryland Route 91 and Maryland Route 140.

From Finksburg the distances to various locations are specified below:

Baltimore Beltway	–	12 miles
I-70	–	15 miles
Baltimore	–	20 miles
Westminster	–	8 miles
Frederick	–	33 miles
Hanover, Pa.	–	25 miles
Washington, D.C.	–	42 miles

2.2 TOPOGRAPHY

The topography in the planning area ranges from gently rolling in the central portion, to steep slopes and rugged terrain along the major water courses. The elevations range from a high point of approximately 800 feet above sea level in the northern and western section of the planning area, to approximately 400 feet above sea level in the east and south.

The entire area is drained by the North Branch of the Patapsco River. Liberty Reservoir, located just south of the area on the North Branch, impounds all water draining from the planning area. The two major waterways traversing the planning area are Beaver Run and the North Branch of the Patapsco which divides near the village of Patapsco into the West Branch and the East Branch. Other major streams that form part of the water network include Middle Run, Roaring Run, Deep Run and Board Run.

Map No. 1

Finksburg and Environs Planning Area

2.3 CLIMATE

Lying in the middle latitudes, the study area has a continental type climate, with four well defined seasons.

Temperature and precipitation information is based on the records from the Westminster weather station and is detailed on the table on the following page. From the table it can be observed that the coldest period of the year is in late January and early February. The warmest period occurs during the last half of July. Monthly precipitation is fairly consistent throughout the year with a slight maximum in August.

Prevailing winds are from the west-northwest to northwest, except during the months of May through September. During these months, the winds become more southerly. The average wind speed is approximately 9 miles per hour.

2.4 POPULATION CHARACTERISTICS

(Since the planning area is contained within the Woolery's Election District, population figures for that district will be used to provide population characteristics for the planning area. The description which follows is based on the Carroll County Population Study, June 30, 1976, compiled by the Carroll County Department of Administration and Finance. At this time, official 1980 Census counts have not been published. Based on very preliminary reports, it appears the total estimated population used as a base figure in this plan is low. At the time 1980 Census counts become official, the figures and projections used in this plan will be revised.)

The Woolery's District has experienced considerable population growth since 1960. During the decade of the 1960's, the Woolery's District had an annualized population growth rate of 5.0 percent. Between 1970 and 1976 the annualized population growth rate increased to 6.3 percent. During that 16 year period, the Woolery's District had an annual growth in population of 6.6 percent, or the fourth highest growth rate of the 14 election districts in Carroll County.

Another important factor in considering the population trends in the Woolery's District is the density of people per square mile. The density of people per square mile has increased steadily since 1960 as can be seen from the table below.

Density/Square mile	1960	1970	1976
	94	141	194

Again looking at the 16 year period between 1960 and 1976, the percentage increase in the density per square mile for the Woolery's District was 106.4 percent. This 106.4 percent increase gave the Woolery's District the fourth highest increase in density among the 14 election districts in the County.

2.4(a) Current Population in the Woolery's District

According to the 1976 Population Study conducted by the Carroll County Department of Administration and Finance, the Woolery's District had a population of 8,980 which was 11.6 percent of the County's population and the

Table 1

TEMPERATURE AND PRECIPITATION DATA FOR WESTMINSTER, CARROLL COUNTY

(These data are based on the weather records taken during the 30-year period, 1941-1970.)

	Temperature			Precipitation				
						Average Number of Days That Have---		
	Average Daily Maximum	Average Daily Minimum	Monthly Average	Average Total	Average Monthly Snowfall	Precipitation of 0.1 Inch or More	Temperature of Maximum of 90° F and Above	Temperature of Minimum of 32° and Below
	(°F)	(°F)	(°F)	(inches)	(inches)			
Jan	39.7	23.1	31.4	2.97	7.9	7		26
Feb	41.9	24.1	33.0	2.79	8.7	6		23
Mar	51.4	30.8	41.1	3.88	8.4	8		19
Apr	64.0	40.9	52.5	3.43	0.2	8		5
May	73.7	50.3	62.0	3.69		8	1	*
Jun	81.8	59.0	70.4	3.65		7	5	
Jul	85.5	63.5	74.5	4.52		7	8	
Aug	83.8	61.6	72.7	4.10		7	6	
Sep	77.4	54.9	66.2	3.04		5	2	*
Oct	66.6	44.8	55.7	2.94	T	5	*	3
Nov	53.8	35.2	44.5	3.36	1.3	6		13
Dec	41.4	25.4	33.4	3.47	7.0	7		25
Year	63.4	42.8	53.1	41.84	33.5	81	22	114

* Less than one-half day.
T Trace.

Average date of last freezing temperature in Spring: April 22.
Average date of first freezing temperature in Autumn: October 16.
Average duration of the frost-free period: 177 days.

Source: Weather Bureau Cooperative Station - Westminster

third largest population among the 14 election districts in Carroll County. During the 16 year period between 1960-1976, the population increased by 4,624 or 49.5 percent. Between 1970-1976, the population increased by 2,466 or 37.9 percent making the Woolery's District the sixth fastest growing election district in the County. The planning area is estimated to currently have a population of 4,100 people.

2.4(b) Average Family Size

The 1976 Population Study conducted by the Carroll County Department of Administration and Finance indicates an average family size of 2.87 in the Woolery's District. This is slightly below the County average family size of 3.14. In 1976 the population of the District consisted of 66.9 percent adults and 33.1 percent children (27.2 percent school age and 5.9 percent pre-school age). The family size of 2.87 is made up of 1.92 adults, 0.783 of school age children, and 0.166 of pre-school age children. In this plan it is assumed that the 2.87 average family size applies to the planning area as well as the entire district. (For additional population information, please refer to Appendix I.)

2.4(c) Projected Time Frame in Which Maturity of the Planning Area Will be Reached

As with all population projections, certain assumptions must be made about the future. This is true in the estimates that follow. A number of factors are assumed in these projections, and undoubtedly, fluctuations will occur over time.

Assumptions made in projecting the population of the planning area include:

- the planning area represents 30 percent of the 4th Election District (Woolery's)
- the historical trend of residential building permits issued in the Woolery's Election District

1975 - 182
1976 - 271
1977 - 237
1978 - 115
1979 - 102
907 (total for 5 years)

Annual average - 181 permits

- assume that 30 percent of these 181 permits have occurred within the planning area or 54 permits per year were issued for the planning area
- assume that the average family size of 2.87 as reported in the 1976 Population Study will remain constant for the planning area in the future
- assume that the 1979 population of the planning area was 4,100 people
- assume that the growth rate as indicated by building permits issued during the past 5 years will continue into the future

Additional factors which typically affect the population growth of an area and which may modify these projections include the housing industry's ability to supply housing in scale with demand, County and State government's ability to arrange for and provide essential services and facilities in line with demand and finally, the effects of the energy crises, inflation and state of the economy on people's decisions on where to live.

Based on the initial set of assumptions and keeping in mind the above qualifiers, the following projections are made to the year 2025 at which point the planning area will reach the saturation point based on this plan.

Table 2

POPULATION PROJECTIONS

FINKSBURG PLANNING AREA

AGE CATEGORY	% OF TOTAL	1979	1980	1985	1990	1995	2000	2025
Pre School	5.79	237	246	291	336	381	426	643
Elementary	11.42	468	486	574	663	751	840	1,267
Middle School	6.75	277	287	340	392	444	496	749
High School	9.16	376	390	461	532	603	674	1,017
Adult	66.88	2,742	2,846	3,364	3,882	4,401	4,919	7,422
Total	100.00	4,100	4,255	5,030	5,805	6,580	7,355	11,098

Source: Carroll County Planning Office - 1980

LIBER 5 PAGE 562

2.5 EDUCATIONAL CHARACTERISTICS

In 1976 the Woolery's District had a fairly high percentage of school age children compared with the other election districts in the County. The table below shows breakdowns by age and grade as a percent of the total population in the Woolery's District.

Adults		66.9%
Preschool Age	**Age**	**%**
	1	.64
	2	1.93
	3	1.13
	4	2.09
Subtotal Pre-school		5.79%
School Age	**Grade**	**%**
	K	1.61
	1	1.45
	2	2.25
	3	2.73
	4	1.29
	5	2.09
Subtotal Elementary		11.42%
Middle School Age	**Grade**	**%**
	6	2.41
	7	2.09
	8	2.25
Subtotal Middle School Age		6.75%
High School Age	**Grade**	**%**
	9	2.57
	10	2.89
	11	1.45
	12	2.25
Subtotal High School		9.16%
Subtotal School Age		27.33%
Subtotal Pre-school & School		33.10%

Source: 1976 Population Study, Carroll County Department of Administration and Finance.

The percentage for the high school age group was the highest compared to other districts. By 1980 this age group has moved out of the school system. The general trend County-wide has been a leveling off of school age populations due to the declining birth rate. The pre-school age group for the 4th district was low percentage-wise when compared with other districts. It appears that the 4th district and, therefore, the planning area will experience a leveling off of school age populations with the decline created by the low birth rate off-set by the growth occurring in the district.

One elementary school, Sandymount Elementary, is located in the planning area. Elementary students in the planning area attend Sandymount Elementary, Mechanicsville Elementary in nearby Gamber or Hampstead Elementary.

Middle school grades are served by the West Middle School in Westminster and North Carroll Middle School in Greenmount.

High school grade students attend Westminster High School or North Carroll High School. The actual enrollment and capacity of the schools serving the planning area are shown below.

Elementary Schools	Grades	No. Enrolled as of 9/30/79	Rated State Capacity/Portable
Sandymount Elementary	K-5	443	470
Mechanicsville Elementary	K-5	499	530
Hampstead Elementary	K-5	732	530/650
Middle Schools			
West Middle School	6-8	1,106	1,148
North Carroll Middle School	6-8	929	900/950
High Schools			
Westminster High School	9-12	2,461	1,980/2,005
North Carroll High School	9-12	1,130	1,508

Source: Carroll County Board of Education, Department of Pupil Services, 1980.

Educational Attainment

Educational attainment for persons in the study area were taken from the 1970 Census data for the Woolery's District. The findings are shown below:

Woolery's Election District
Educational Attainment for
Persons Over 25 Years of Age

Years of Education	Male	Female
% 8 years or less	42.6	34.3
% 9-11 years	26.5	26.6
% 12 years	20.5	30.4
% over 12 years	10.4	8.6
(% 1-3 years)	(5.5)	(4.4)
(% 4 years)	(2.2)	(2.3)
(% 5 or more years)	(2.7)	(2.0)

Source: U.S. Census, 1970

2.6 ECONOMIC CHARACTERISTICS

Due to the planning area's proximity and accessibility to the Baltimore and Washington metropolitan areas, the area has not been a high employment center. Rather, the area has been more of a "bedroom community", or an area from which residents commute to the metropolitan areas for employment. However, the area does have several large employers including:

Employer	No of Employees 1977	1978	1979
Harvey R. Shipley & Sons, Inc.	21	14	21
Pow-R-Matic Co.	50	74	53
Congoleum Industries	258	285	291
C. J. Miller, Inc.			92

Source: 1977, 1978 and 1979 Industrial Survey, Dept. of Economic Development.

There is also a small industrial park located at the intersection of Md. Route 140 and Md. Route 91 that employs approximtely 40 people. Another industrial park is located one-half mile east of the Md. Route 140 and Md. Route 91 intersection along Md. Route 140. A blacktop plant is currently located in this park and several other uses have been approved with construction to begin in the near future. Additionally, there are numerous other commercial establishments in the planning area, located primarily along Md. Route 140.

2.7 LABOR FORCE

The actual labor force for the planning area is unknown, and 1970 Census statistics are out of date. Based on the percentage of population in the labor force in 1970, the current labor force for the planning area is estimated at 1,700. As previously stated, the majority of this labor force commutes to employment centers outside the planning area.

2.8 HOUSING

Housing in the Woolery's District is predominantly "single family". The number of living units in the District has increased consistently in the past 16 years.

	1960	1970	1976
Living Units 4th Election District	1,215	1,888	3,129

Between 1960 and 1970, the number of living units increased by 55.4 percent from 1,215 to 1,888. During the period between 1970 and 1976, the number of living units increased by 65.7 percent from 1,888 to 3,129. For the 16 year period between 1960 and 1976, the number of living units increased by 157.5 percent from 1,215 to 3,129. The 1976 figure of 3,129 living units in the Woolerys District represents 12.2 percent of the total number of living units among the 14 election districts in the County.

Also located within the planning area are four trailer parks, containing 211 units. In addition, approximately 22 mobile home units are scattered throughout the planning area on individual properties.

Another indication of the growth taking place in the Woolery's District is the number of new dwelling units constructed. Between 1960 and1970, 673 new units were constructed or 13.16 percent of the total units in the Woolery's District. Between 1970 and 1976, 1,241 new units were constructed or 20.74 percent of the total units in the District. Over the 6 year period between 1970 and 1976, the Woolery's District had the largest number of new units constructed in the entire County. For the 16 year period between 1960-1976, the Woolery's District had 1,914 new units constructed which was 17.24 percent of the total units in the District and the second highest number of new units constructed in any of the 14 election districts.

The housing in the Woolery's District is generally in good condition. According to the 1970 Census, approximtely 6 percent of all units in the District lacked some or all plumbing facilities.

2.9 TRANSPORTATION

Railroad

The planning area is partially served by one railroad, the Western Maryland, which was constructed from Owings Mills to Westminster in 1861. In the past, this line extended through Finksburg to Westminster along the North and West Branches of the Patapsco River. However, due to the location of the tracks in a flood plain area, the tracks were washed out in 1972 and 1975 west of Congoleum Industries to Westminster. Congoleum relies heavily on the railroad line and continues to receive service. From

this site, located in Finksburg, the line runs southwest where it intersects with a northbound line in Emory Grove, Baltimore County. From this point, lines run north and south. Repair and replacement of the washed out sections of track west of Finksburg has come under serious question because of the location of the tracks in flood plain areas and because of the relatively low volume of freight handled by this line. The reasons for the low volume of freight traffic are: (1) no through traffic is carried; and (2) shippers west of Westminster cannot directly access Baltimore markets via the line so they rely heavily on trucks. There are some indicators that more rail traffic would materialize if the line is restored. Despite these difficulties, however, the importance of preserving the railroad right-of-way from Cedarhurst to Westminster is well recognized, particularly in light of the potential need for railroad service in the future when the growing cost of energy will play an increaingly more important role in the economic well-being of Carroll County.

Air Service

Baltimore-Washington International Airport is located about 32 miles southeast of Finksburg. There are more than 300 flights daily providing direct and connecting service to hundreds of domestic and overseas destinations. Both passenger and freight service is provided by all airlines operating at BWI.

Washington National Airport is about 50 miles south of Finksburg. Washington National has up to 572 takeoffs and landings daily. The airport offers jet and non-jet flights to every major city in the U.S.

Dulles International Airport is 43 miles southwest of Finksburg. Dulles has up to 150 scheduled takeoffs and landings daily. Dulles offers direct jet service to approximately 80 cities with connecting flights to hundreds of other cities. Freight service is also available.

Carroll County Airport is approximately 11 miles northwest of Finksburg. This facility has one all weather hard surface runway 2,930 feet long and one taxi way 2,930 feet long. Services and facilities include major repair during the day, lighted runway, attendance during the daylight hours, aircraft storage, tiedowns, and taxi service. The facility is operated by a fixed-base operator. Approximately 100 acres adjoining the airport is being developed as an industrial park by the Carroll County Government.

Clearview Airport is located about 8 miles west of Finksburg. The airpark has a 2,100 foot paved runway. Services and facilities include major maintenance, A & P mechanic during the daytime, rotating beacon, runway lighting on request, attended on weekends during daylight, and aircraft storage and tiedowns.

Reservoir Airport is located in the planning area about 2 miles east of Finksburg. The airport has an 1,800 foot turf runway. Services and facilities include minor maintenance during the daytime, attended during the daylight, aircraft tiedowns, and taxi services.

Road Network

The planning area is served by a network of State and County roads. At the present time traffic flows encounter few congested areas.

The two main arteries serving the area are Maryland Route 140 running southeast and northwest and Maryland Route 91 running northeast to southwest. The village of Finksburg is located at the intersection of these two major routes. Deer Park Road is the main county arterial serving the area which begins at Maryland Route 32 in Smallwood, traverses southeasterly through the planning area, crosses Liberty Reservoir and terminates in Randallstown.

The intersection of Maryland Route 91 and Maryland Route 140 and the Route 140 corridor between the county line and Kays Mill Road are the two most troublesome areas in terms of highway capacity and safety. This area is discussed in greater detail in Sections 6.1 and 6.2

Public Transportation

Public transportation to and from the area is currently very limited. Given the need for additional public transportation in more highly developed portions of the Baltimore Metropolitan Area, it is unlikely that MTA (Mass Transit Administration) bus service will reach into the area in the near future, or that the subway will reach into Carroll County in the foreseeable future.

Currently one private bus company operates a daily commuter bus service from Westminster to Baltimore which also stops in Finksburg at the Mt. Zion Methodist Church. The bus travels to Baltimore via the Jones Falls Expressway with stops on Guilford Avenue, Fayette, St. Paul, Lombard and Charles Streets. A return trip is made each evening.

2.10 COMMUNICATIONS

Telephone

The entire County is served by the Chesapeake and Potomac Telephone Company of Maryland. The residents in the planning area have a number of telephone exchanges from which to choose depending on their location within the planning area. Some of the exchanges available to residents in the area are shown below:

Hampstead	-	239,374
Reisterstown	-	356,833
Westminster	-	848,876,861,857

Source: C&P Telephone Co., Baltimore Metropolitan Area Telephone Book

Postal Facilities

Four zip code areas cover the planning area. These include:

21048 - Finksburg Post Office
21157 - Westminster Post Office
21127 - Patapsco Post Office
21074 - Hampstead Post Office

The Finksburg office, located at the intersectionof Md. Rt. 140 and Md. Rt. 91, serves the majority of the planning area. The Finksburg office is a Class II post office, with four carriers, two substatutes, one postmaster and three clerks. The total number of boxes served is approximately 2,314 including 2,100 along rural routes. One other post office is located in the planning area at Patapsco. This facility serves a very small geographic area.

Newspapers

The study area, as well as the entire County, is served by the Carroll County Times, published 5 times a week, and the Carroll County Evening Sun, published daily. In addition, the Baltimore newspapers are readily available to the residents of the study area.

2.11 UTILITIES

Gas and Electric

Gas and electric service is provided to the area by the Baltimore Gas and Electric Company. A network of overhead and underground power lines run through the area. Fifty to sixty percent of the energy for the area is generated by the nuclear power plant at Calvert Cliffs and the remainder is produced from fossil-fuel plants in the Baltimore metropolitan area.

Gas is supplied to the planning area by a pipeline running Md. Route 140.

2.12 GOVERNMENT AND TAXES

The planning area, as well as Carroll County, is governed by three County Commissioners that are elected at large for a 4 year term. The County Commissioners serve as an executive and quasi-legislative body and their powers are determined by the State Legislature's enabling laws. The various boards and commissions established by the County Commissioners to carry out the functions of county government include:

1. Carroll County Planning and Zoning Commission
2. Carroll County Economic Development Commission
3. Carroll County Parks Board
4. Carroll County Department of Public Works
5. Carroll County Health Department
6. Carroll County Department of Permits and Inspections
7. Carroll County Department of Administration and Finance
8. Carroll County Commission on Aging
9. Carroll County Agricultural Preservation Board

State

The planning area is located in the 5th Lesislative District and is represented in the State Legislature by 1 senator and 2 delegates.

Federal

The planning area is located in the 6th Congressional District and is represented in Congress by 2 senators and 1 member in the House of Representatives.

Taxes

Property in the Woolery's Election District is assessed every 3 years at 50% of market value. Current tax rate and assessable base for the district is detailed in the following tables:

Fiscal Year 1979-80

	Carroll County	Maryland
Tax rate per $100 of assessed value	$1.93	$.20
Assessment Ratio		
Real Property	50-60%	50-60%
Machinery, tools & equipment	100%	Exempt

Table 3

Woolery's District
Assessable Base as of 6/30/79

Land Use	No. of Accounts	Assessment Land	Improvement	Total
Residential	3,413	21,495,845	45,827,380	67,323,225
Agriculture	512	4,104,590	6,186,085	10,290,675
Commercial	127	1,979,985	1,890,140	3,870,125
Industrial	32	999,850	3,991,935	4,991,785
Apartments	1	10,895	46,680	57,575
Other	0	0	0	0
Residential/Agriculture (farmette over 20 acres)	0	0	0	0
Totals	4,085	28,591,165	57,942,220	86,533,385

Source: Carroll County Data Processing

2.13 LOCAL LAWS AND REGULATIONS

Building Code - The "BOCA" Basic Building Code is effective throughout Carroll County. Administration of the BOCA Code is performed by the Carroll County Department of Permits and Inspections.

Zoning Ordinance - The Carroll County Comprehensive Zoning Ordinance extends to all areas of the planning area, the county and the Town of New Windsor (excluding the seven other incorporated towns). The Zoning Ordinance is administered by the Carroll County Zoning Administrator.

Subdivision Regulations - The subdivision of land is regulated by the Carroll County Subdivision Regulations. They apply to all unincorporated areas of the County. The power of subdivision regulations is granted to the County and local town governments by Article 66B of the Annotated Code of Maryland.

Sediment Control Ordinance - The ordinance is administered by the Carroll County Soil Conservation District and enforced by the County Permits and Inspections Department under the auspices of the Carroll County Commissioners. It is designed to safeguard life, property, and the public welfare by establishing minimum requirements for the clearing, grading, filling, and water handling on land for the control of soil erosion and sediment. The ordinance establishes the procedures by which the mentioned requirements are administered and enforced.

Electrical Code - the "BOCA" Basic Building Code for Carroll County states that the electrical code specifications for the County will be determined by the standards set forth by the National Electrical Code. This code is administered by the Carroll County Department of Permits and Inspections.

Plumbing Code - The Carroll County plumbing code is regulated by the Permits and Inspections Department, and thus, applies to the planning area.

Storm Water Management Ordinance - This ordinance, administered by the Department of Public Works, has the purpose to safeguard life, limb, property, and public welfare by establishing minimum requirements for reducing the impact of minor storms, preventing stream erosion which could result from upstream development, and maintaining, as nearly as possible, natural storm water runoff characteristics.

Adequate Public Facilities Law - As of July 1, 1978, Article 66B of the Annotated Code of Maryland was amended by the State Legislature for the purpose of providing that the Carroll County Planning Commission shall require certification of adequacy of public facilities from certain agencies before approving a subdivision plat; and providing that the Commission may use the lack of certification as a basis for disapproving a subdivision plat.

2.14 WATER RIGHTS-PATAPSCO WATERSHED

In 1931 the Maryland General Assembly granted without cost, the City of Baltimore absolute riparian rights for the entire Patapsco River Watershed. Together with additional legislation enacted in 1941, the State empowered the City to exercise approval rights within the watershed as well as acquire property in Carroll County to facilitate the collection, storage and maintenance of an ample supply of water for the City and its service areas. The end product of this legislation was Liberty Reservoir which is located in both Carroll County and Baltimore County. The Watershed within Carroll County is extensive, representing 87,461 acres or 30.0 percent of the County's land area. Water flowing through the tributaries and streams feeding into the reservoir is affected by the enacted legislation. The only compensation Carroll County has ever received for development of the reservoir within its territory came in 1945 when the City awarded Carroll County a one time payment of $50,000 for damages to County (publicly) owned property and loss of tax or other revenue which would have been generated from private property acquired by the City for reservoir purposes.

More recent laws amended provisions of these original acts. In 1967 and 1973 (Chapter 705 and Chapter 722 respectively of the Laws of Maryland), the State authorized Carroll County to construct a reservoir on Piney Run, a tributary within the Patapsco Watershed and also on Gillis Falls, another tributary of the Patapsco. Both of these tributaries feed into the South Branch of the Patapsco River below Liberty Dam. Both of these reservoirs were authorized for purposes of future water supply, flood control and recreation and are located south and southwest of the planning area respectively.

2.15 SURFACE WATER SUPPLY EDICTS

The Finksburg area had been a planned water service area since 1964 when the County developed its first Master Plan for public water and sewerage facilities. New primary sources of water anticipated to be available to the area for future growth were the surface waters taken directly from tributaries to the Patapsco River, and water derived from Liberty Reservoir. The 1964 Water and Sewer Plan adopted by Carroll County recommended extension of the Baltimore City water system, located along Md. Rt. 140, in a westerly direction from Reisterstown, to the Finksburg area. In the 1964 Plan, the County recognized the Finksburg area as a major growth area. To protect Liberty Reservoir, however, the Plan recommended that only low density development be permitted immediately adjacent to the Reservoir. It was anticipated that these areas would be served indefinitely by private wells and that it would not be feasible to extend public water facilities to large lots.

In 1971, the City of Baltimore formalized its concerns in an official policy statement on future development within the Patapsco River Watershed. Included in that statement was a recommendation that Carroll County adopt low density residential zoning around the periphery of Liberty Reservoir. The City had already reached the capacity of the Patapsco River water supply and further amplified and reaffirmed its policy prohibiting any water appro-

priations within the Patapsco River Watershed for any purpose (with the exception of Piney Run as noted above). It is unlikely Carroll County will acquire water from Liberty Reservoir in the forseeable future. As it now stands, in order for Carroll County to obtain increases in its supply of water by securing water appropriations from Liberty Reservoir, the County would be required to reimburse Baltimore City for those additional costs incurred in diverting water from the Susquehanna River to augment the City's loss of water from Liberty Reservoir. These costs would need to cover improvement to the Susquehanna system involving treatment, storage and conveyance, proportional to whatever demand Carroll County would make upon City resources. In effect, the County would incur an added financial expense. Planning for public water service in the Finksburg area has received a re-evaluation in recent years, the results of which are detailed under the section on Public Water and Sewer Service Planning.

2.16 NON-EXISTENCE OF PUBLIC SEWERS

Plans to service the Finksburg area with public sewer have existed since 1964 when the County adopted its first Water and Sewerage Master Plan. Already recognized as a major growth area, the 1964 Plan anticipated the need to provide public sewer service in the near future. While some treated industrial wastes were being discharged into the Patapsco River in the vicinity of Finksburg, plans to discharge domestic sewage, treated or otherwise, to the river were to be avoided due to the proximity of Liberty Reservoir.

At the time the 1964 Plan was being developed, the Maryland State Health Department and Baltimore City were requiring that all future development in the Finksburg area be served by a public sewer system and that the sewage be pumped out of the Patapsco River watershed (i.e. beyond the area which is drained by the Patapsco River) to other areas for treatment. The rationale for this policy was the prevention of contamination to Liberty Reservoir from points of discharge within the watershed. Both the State and Baltimore City recognized that public sewer service could occur only after urbanization had first occurred to a sufficient density and with a sufficient number of units to economically support the costs of such a large capital expenditure. It was understood, however, that areas adjacent to the reservoir would be restricted to low density development to limit the nubmer of septic systems permitted.

In line with the requirement that sewage not be discharged into Liberty Reservoir, the 1964 Plan indicated that the only feasible method to serve the Finksburg area was to pump the sewage along Md. Route 140 and into the existing Baltimore City system in Reisterstown. This would have involved construction of sewers, pumping stations and force mains along Md. Rt. 140 to connect to the Gwynns Falls interceptor.

In 1971, policy on future development within the Patapsco watershed as approved by Baltimore City reaffirmed the position that interceptor sewers were required to carry sewage beyond the limits of the watershed. By that time, extensive algae blooms were occurring in Liberty Reservoir during the summer.

In August 1978, the State Health Department again reaffirmed that no new points of treated sewage discharge nor increases in any existing treated sewage discharge in the Liberty Reservoir Watershed would be permitted.

Negotiations had been underway since November 1974 with Baltimore County for the joint use of conveyance facilities to the Patapsco Wastewater Treatment Plant in Baltimore City via the Gwynns Falls interceptor. A peak flow allotment of 4.7 mgd (million gallons per day) had been requested, as indicated in the latest revised Carroll County Water and Sewerage Master Plan, adopted in 1978. However, Baltimore County had been reluctant to execute an agreement with Carroll County, and in 1979 Baltimore County officials made it clear that joint conveyance would never become a reality. This situation reflected the fact that both Baltimore City and Baltimore County were seriously concerned over potential environmental pollution to Liberty Reservoir brought about, not so much by contamination by septic systems, as by non-point source pollution normally associated with urban development. Public sewers are associated with urban development. For this reason the existence of a public sewer system in the watershed has virtually been ruled out, regardless of where the wastes are to be discharged.

2.17 EMERGENCY SERVICES

The Finksburg planning area is served by the Reese and Gamber volunteer fire companies (Map 2). These companies operate on a first-due running assignment policy for their districts and depending upon the emergency situation, will respond initially or as an assist call to other districts.

2.17(a) Reese and Community Volunteer Fire Company

The Reese Fire Company was organized in 1948 and has served the community for over 30 years. Industrially-zoned land coupled with an increase in residential dwellings has caused a significant increase in total fire calls. In the seven year span from 1973 through 1979, total fire calls have increased by 48% totalling over 240 in 1979 (Figure 1). This has necessitated the replacement of outdated equipment and the hiring of a full-time paid firefighter for the daytime hours.

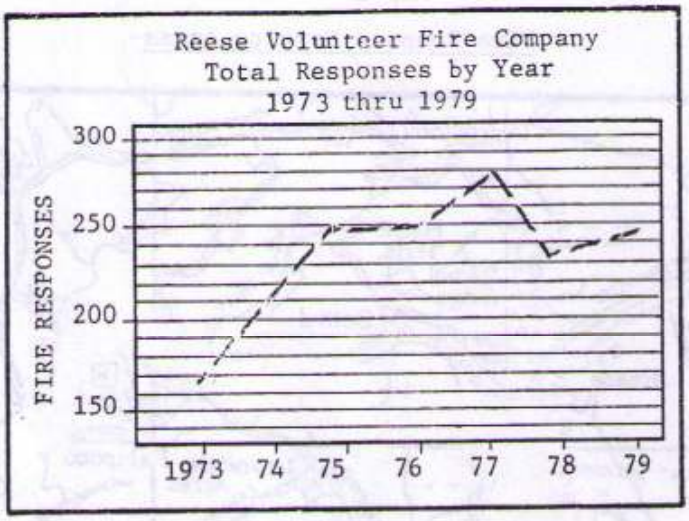
Since no ambulance is housed at the Reese fire station, ambulance service is provided by the Gamber Volunteer Fire Company. The following sections deal with station apparatus, personnel, finance and total fire calls.

Map 2

Fire Company Service Areas

LIBER 5 PAGE 576

Figure 1



Source: Central Alarm

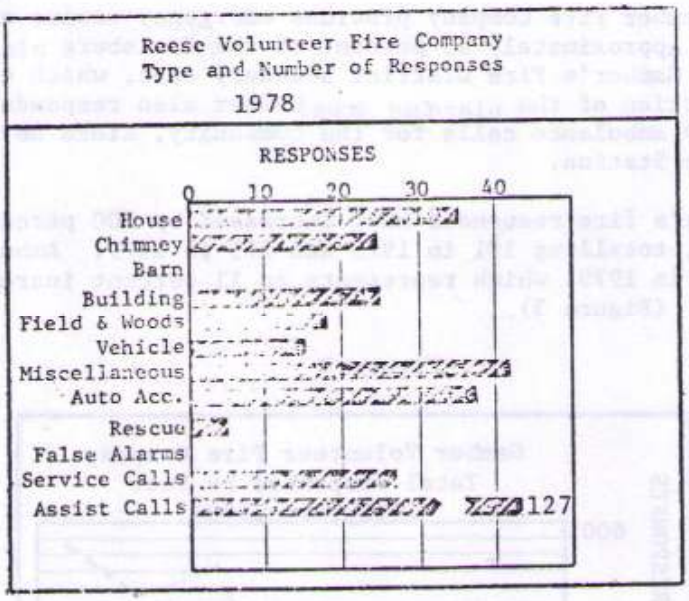
Apparatus. The Department's inventory includes one brush unit, two pumpers, and one air unit apparatus. The newest pumper is a 1977 Oren, carrying 1,000 gallons of water. The second pumper is a 1968 International with 800 gallons of water. The brush unit is a four-wheel drive vehicle and is used as a small attack pumper in places not accessible by larger pieces of apparatus. The newest apparatus is a 1979 Dodge Air Unit, replacing a much older and smaller unit.

Personnel. Reese has approximately 40 active members with an additional 60 individuals on the roster. Reese fire company continues to find it difficult to respond during daytime hours. In an attempt to partially solve this problem, one paid fire-fighter is on duty during the daytime hours.

TOTAL RESPONSES

Type and Number. The largest response category in 1978 (disregarding miscellaneous and assists) was engine assists on auto accidents - totalling 37 (Figure 2). The second largest category is house fires totalling 36, followed by chimney and building fires, both totalling 25 responses each. Service calls (which are non-emergency), totaled 27 for the year.

Figure 2



Source: Central Alarm

Late and No Responses. Table 4 illustrates totals for late and no responses by time of day, for the years 1973 through 1979. Reese has not experienced a no response incident and has totaled only 12 late responses.

Table 4

REESE VOLUNTEER FIRE COMPANY
LATE AND NO RESPONSES BY TIME OF DAY (1973-1979)
FIRE CALLS ONLY

NO RESPONSES BY TIME OF DAY

YEAR	2400-0800 Fire	0800-1600 Fire	1600-2400 Fire	TOTAL Fire
1973	0	0	0	0
1974	0	0	0	0
1975	0	0	0	0
1976	0	0	0	0
1977	0	0	0	0
1978	0	0	0	0
1979	0	0	0	0

LATE RESPONSES BY TIME OF DAY

YEAR	2400-0800 Fire	0800-1600 Fire	1600-2400 Fire	TOTAL Fire
1973	0	0	0	0
1974	2	0	0	2
1975	1	0	0	1
1976	1	1	0	2
1977	2	2	0	4
1978	1	1	1	3
1979	0	0	0	0

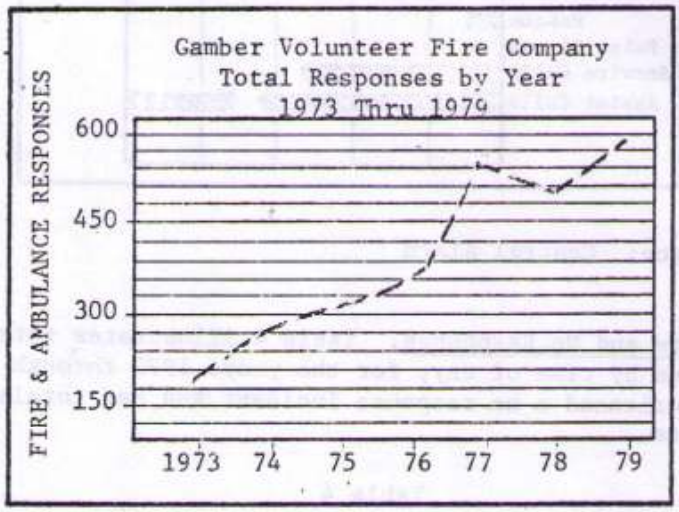
Source: Central Alarm

2.17(b) Gamber and Community Volunteer Fire Company

The Gamber Fire Company provides emergency rescue and fire suppression services to approximately 25 percent of the Finksburg planning area. Map 2 illustrates Gamber's Fire District boundary area, which encompasses the southern portion of the planning area. Gamber also responds to a majority of emergency ambulance calls for the community, since no ambulance is housed at the Reese Station.

Gamber's fire responses have increased by 200 percent within the last seven years, totalling 191 in 1973 and 575 in 1979. Ambulance responses totaled 332 in 1979, which represents an 11 percent increase over the previous year. (Figure 3).

Figure 3



Source: Central Alarm

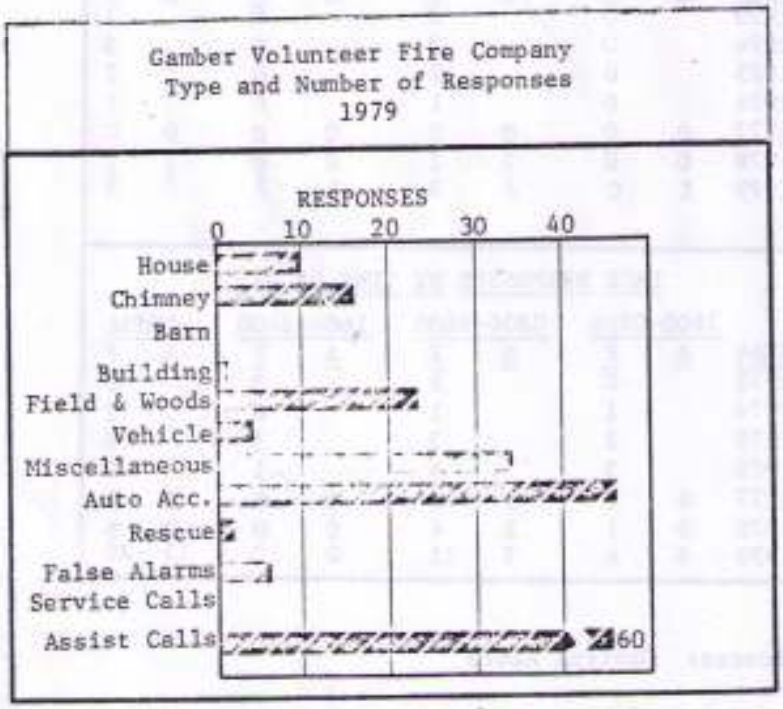
Apparatus. The Fire Department owns two company pumpers. One is a 1965 International 750 GPM pumper with a 750 gallon booster tank. The second is a 1975 Oren/Hendrickson 1,000 GPM pumper with an 800 gallon booster tank. In addition to this, the company houses two brush units and a 1975 utility vehicle. The ambulance is a1976 Chev./Horton 400 with a ten horsepower house siren used for emergency calls.

Personnel. The Department has approximately 80 volunteers signed on the company roster. Over half of these are trained as both fire fighters and ambulance riders. The Department recorded 789 hours devoted to ambulance emergencies and over 756 hours were accumulated for emergency fire fighting in 1978.

TOTAL RESPONSES

Type and Number. The continuing influx of new residential dwellings and commercial establishments has caused a substantial increase in total responses for the Department. Engine assists on auto accidents is the largest response category totalling 46 in 1978. (Figure 4). The second and third largest categories were miscellaneous and field-woods fires, totalling 33 and 23, respectively.

Figure 4



Source: Central Alarm

Late and No Responses. Similar to the experience of other county fire departments, Gamber is having difficulty responding during the daytime hours between 8:00 a.m. and 4:00 p.m. Seventy-one percent of the late responses and 58 percent of the no responses occured during this time period. Late and no responses in 1979 occurred 45 times, which is sharply above the company's yearly average of 9. (Table 5).

Table 5

GAMBER VOLUNTEER
FIRE COMPANY
LATE AND NO RESPONSES BY
TIME OF DAY (1973-1979)
Ambulance (A) and Fire (F) Calls

NO RESPONSES BY TIME OF DAY

	2400-0800		0800-1600		1600-2400		TOTAL	
YEAR	A	F	A	F	A	F	A	F
1973		0		2		0		2
1974		0		3		0		3
1975		0		2		0		2
1976		0		1		0		1
1977	0	0	0	0	0	0	0	0
1978	0	0	1	1	0	0	1	1
1979	1	0	2	3	4	2	7	5

LATE RESPONSES BY TIME OF DAY

	2400-0800		0800-1600		1600-2400		TOTAL	
YEAR	A	F	A	F	A	F	A	F
1973		0		5		3		8
1974		1		1		0		2
1975		2		3		1		6
1976		3		5		1		9
1977	0	3	1	2	0	0	1	5
1978	0	1	2	4	0	0	2	5
1979	6	6	7	11	0	3	13	20

Source: Central Alarm

2.18 PARKS AND RECREATION

Two parks serve the general planning area - Roaring Run, located in Finksburg, and Deer Park, located in Smallwood, just west of the planning area.

Roaring Run has two fenced 60-foot (Little League) baseball diamonds. A picnic pavilion and tot play unit have been constructed by the Lions Club with additional picnic facilities forthcoming. Funding has also been approved for two lighted tennis courts and a multi-purpose court.

Roaring Run Lions Club sponsors three levels of Little League baseball (majors, minors, and tee-ball) which are the prime users of the baseball fields. The "Eagles" women's softball team also practices there.

Deer Park contains a lighted softball field which serves as a multi-purpose field for soccer and football in the Fall. Other facilities include two tennis courts, a multi-purpose court, playground and tot lot, a comfort station and a combination press box/concession/storage building. The Deer Park Recreation Council has been active in the planning and development of the park. Volunteers from the Recreation Council and the Gamber/Smallwood Optimist Club, who use the park, constructed the multi-use building. Deer Park's summer use includes softball programs sponsored by the Jaycees, a church league, and Carroll County Men's softball league. The football field is used by the Carroll County Chargers and the Optimist Club's boys football teams. Gamber/Smallwood boy's soccer teams also use the multi-purpose field. Other facilities are scheduled for neighborhood picnics, tennis lessons, a field day, and an annual festival and flea market. This park is also available for genral use by the public.

Recreation Councils

Due to limited outdoor facilities, the Sandymount Recreation Council offers a wide variety of indoor recreational activities at the Sandymount Elementary School. Activities include karate, basketball, gymnastics, volleyball, wrestling, ballet, modern dance, and aerobic dancing. A summer program is offered each year at the school.

Deer Park Recreation Council sponsors recreational programs and activities at the Mechanicsville Elementary School in Gamber including karate, physical fitness, belly dancing, needlecraft, photography, babysitting and social and modern dance. A summer program is also offered.

Classes and activities are added according to interests of the community and availability of facilities.

2.19 POLICE PROTECTION

Police protection services in the planning area are provided primarily by the Maryland State Police. On January 1, 1974, the Maryland State Police Resident Trooper Program was instituted as result of cooperative studies performed by the county and the Maryland State Police. This has been a cooperative program between the Carroll County Commissioners and the Maryland State Police. The Carroll County cost per resident trooper is presently $27,170 with the administration of the program being carried out by the Maryland State Police.

The program began with 10 resident troopers assigned to the county in 1974. Since then, a strong demand for additional police protection due to increases in population has necessitated additional resident troopers. Beginning July 1, 1980, there will be 31 resident troopers assigned to Carroll County.

Resident trooper patrolling assignments are based on a computerized reporting system that divides the county into nine geographic sectors. Reported crimes are categorized as to the nature of the crime (Class I- rape, murder, serious offences; Class II - drug abuse, disorderly conduct,

and lesser offences; Class III - routine calls, traffic accidents). The type of crime, the sector it occurs in, and the amount of time expended by resident troopers, and the actual response time, are coded and placed on a computer card for processing. Monthly totals are tabulated for each sector and the entire county. From these totals the hours that manpower is needed and where it is needed is determined. The reporting system serves as a guide to adjust manpower to sectors and hours of the day when manpower is needed. The planning area lies within patrolling sectors No. 4, No. 8, and No. 9. Currently, 12 resident troopers are assigned to sectors which have responsibility for providing police protection to the planning area. The Resident Trooper Program is in addition to the regularly authorized State Police force serving Carroll County.

3. LAND USE PLANNING

3.1 INTRODUCTION

Two major factors have been taken into account in the Land Use Plan for Finksburg and its environs. They are:

1. The essential need for low density development adjacent to the Liberty Reservoir and in the watershed generally, to minimize the hazards of non-point source pollution from more intensive development.

2. The inability to provide for public water and sewer facilities for the Finksburg area.

A careful analysis of the existing use of land and soil capabilities of undeveloped land figures heavily in the Land Use Plan. The original Master Plan of 1964 anticipated the Finksburg Area as a major growth area. However, a comprehensive re-evaluation of the present circumstances requires revisions to the original Land Use Plan and its associated elements. The revised plan recognizes that development in the watershed will occur, but must be in balance with natural and environmental constraints and without dependence on public water and sewer facilities. The plan of 1964 recommended approximately 1,000 acres of conservation zoning for protection of the Liberty Reservoir. However, with today's better understanding of water pollution, this is not considered adequate. The land use plan proposes approximately 5,771 acres of the conservation designation in place of areas presently designated Agriculture on the Land Use Plan and zoned Transitional.

3.2 MAJOR LAND USE CONSIDERATIONS

3.2(a) Streams and Reservoirs

Land use planning in the Finksburg area cannot be separated from the sensitivity of the Liberty Reservoir Watershed. The entire planning area drains directly into the Reservoir. Roaring Run, Beaver Run, and the West Branch of the Patapsco are major streams that traverse the planning area. These streams and their tributaries are significant in that they are the water source for the public water supply system of Metropolitan Baltimore and southeastern Carroll County.

3.2(b) Sewer Facilities in the Planning Area

The unavailability of public sewerage facilities is a major consideration in the land use plan for the Finksburg area. The land use plan recommends directing development onto specific areas where soils are suitable for on-lot sewerage disposal systems. There are several reasons why public sewer will not be available:

1. Baltimore City opposes, and the State will not permit, new points of discharge with treated effluent into any streams that flow into the Liberty Reservoir. Since all streams in the Finksburg planning area drain to the reservoir, points of discharge would be prohibited.

2. Efforts to secure an agreement between Baltimore County and Carroll County to pump sewage into Baltimore County interceptor facilities have failed.

3. Federal and State funding for new sewerage facilities would not be available because of policies prohibiting construction of these facilities in the watershed of a public water supply.

4. The construction of a public sewerage system and the pumping of the sewage to the Westminster Treatment Plant is not considered feasible.

For more details regarding public water and sewer planning in the Finksburg area, see Chapter 4.

3.2(c) Existing Use of Land

Residential Development in the Planning Area

Residential development within the planning area ranges from low density to moderate density, with the exception being the villages of Sandymount and Finksburg and two substantial home parks along the Rt. 140 corridor. Much of the planning area is still open space and composed of fairly rugged topography along the streams and tributaries draining into Liberty Reservoir. As a result of the unavailability of public water and sewerage facilities, single family housing utilizing private well and septic systems is virtually the only housing type in the area, except for an occasional two or three family dwelling. This housing characteristic is anticipated to continue as the area develops and is reflected in the land use plan.

Business and Industrial Development

A major objective of this land use plan is to avoid, where possible, strip business development along primary highways in the interest of traffic safety and efficient use of the roadway. The plan provides areas for future business development where proper access can be arranged and limits direct ingress and egress points along Md. Rt. 140 and Md. Rt. 91. Two major disadvantages of strip business development are: (1) excessive inter-action with highway traffic causing congestion, unavoidable delay, and a generally hazardous situation along a major highway; (2) perpetuation of a seemingly endless string of small individual businesses that provide no visual or spacial separation, thereby creating an aesthetically unpleasing, unsightly, and monotonous landscape.

The five mile section of Md. Rt. 140 traversing the planning area has a total of 91 direct ingress and egress points to the highway. Of this total, 39 serve commercial-

industrial uses. Twenty-six of these commercial-industrial access points occur between Kays Mill Road and the Baltimore County Line for a distance of 1.5 miles. Most of these points provide access to relatively high traffic generators including 4 service stations, 1 produce and package goods store, 5 restaurants, a bank, two industrial employment centers, and several other commercial and industrial uses. All of these uses and access points occur along a section of major highway that has no median strip, encouraging dangerous crossing maneuvers. Existing industrial uses include a flooring and roofing products corporation, a tire distribution center, a tire recapping operation, a fuel distributor, a termal couple wholesalers, a low voltage motor controls center, a road and bridge construction company, a blacktop plant/ excavation contractor, commercial/industrial heating and vent products plant, a truck warehousing facility, an audio animation company, two beer distributor/warehouses, a metal fabrication outfit, a pipeline company, and a communications center.

Agriculture in the Planning Area

Much of the remaining undeveloped land is still in agricultural use, but is expected to be converted to other uses. There are approximately 16 farms over 100 acres presently located within the planning area.

3.3 THE LAND USE PLAN

The Land Use Plan evolves from the previously mentioned planning considerations and land use planning principles. The following sections briefly describe each of the land use designations and the reasons why a particular designation was suggested for a particular area.

3.3(a) Suburban Residential Designations

Two areas of suburban residential designation are suggested for the Village of Sandymount and the Village of Finksburg. Together, these areas represent 163 acres, and in terms of zoning, this designation would equate to the R-10,000 zoning district.

Village of Sandymount

This suburban residential area represents 73 acres. The majority of the lots in this area are less than 20,000 square feet and were developed prior to the adoption of zoning in Carroll County. Further subdivision of those lots less than 20,000 square feet would be prohibited. Parcels larger than 20,000 square feet are to remain in the suburban residential designation to provide the basis for maintaining a contiguous zoning district with uniform minimum set-back lines and yard requirements although any newly created lots must meet the Health Department regulations for lot size based on the percolation test. Currently State Health Department regulations require a minimum lot size of 20,000 square feet if using individual wells and septic systems and 100 feet between the well and septic areas.

The practical effect of these regulations tends to increase the lot size for new lots in excess of the minimum of 20,000 square feet on land without public water and sewer.

Village of Finksburg

This suburban residential area represents approximately 90 acres along Old Gamber Road, Old Westminster Pike, and Cedarhurst Road in the Village of Finksburg. Approximately 60 acres of this area was within the existing R-10,000 zoning district. An additional 20 acres of this designation has been added to the plan in the area along Cedarhurst Road where the predominant lot size is less then 20,000 square feet. There are some vacant parcels that are larger than 20,000 square feet. However, they are recommended to be part of the designation for the same two reasons noted in the Sandymount area.

The Villages of Sandymount and Finksburg are compactly developed and well established communities. The remaining undeveloped parcels larger than 20,000 square feet are subject to State Health Department regulations, and if subdivided on the basis of minimum health standards, should have little or no adverse impact on the remainder of the planning area or the Reservoir. Additional designations have been assigned for the expansion of these existing communities and will be detailed in the following sections.

3.3(b) Medium Density Residential Designations

The medium density residential designation represents 669 acres and would equate to the R-20,000 zoning district. The basis for lands receiving this designation was the existing use of land. Existing developments, approved preliminary subdivision plans with lots less then 40,000 square feet, and the larger trailer parks were placed in the medium density residential designation. All the areas receiving this designation are virtually 100 percent developed and are well established residential neighborhoods. Those parcels over one acre that are presently undeveloped would have to be developed according the State Health Department regulations.

3.3(c) Low Density Residential Designations

The placement of this designation was based on the existing use of land, approved preliminary subdivision plans, and consideration for the expansion of existing communities. There were few or no soil constraints indicated in the soils survey for these areas. The low density residential designation represents nearly 2,000 acres on the land us plan and equates to the R-40,000 zoning district. Existing subdivisions or approved subdivision plans containing a substantial number of lots with lot sizes ranging from 40,000 square feet to 3 acres were placed in this designation. The Citizens Advisory Committee expressed strong support for additional lands to be allocated for 1 acre lot development. In response to the Committee's recommendations, 640± acres of additional land was placed in this designation to provide for expansion of existing communities. The greatest percentage of future residential development will occur within this designation which represents the largest residential designation on the plan.

3.3(d) The Conservation Designation

This is by far the most predominant designation for a number of reasons.

1. To establish a watershed protection plan for the Liberty Reservoir. The hazards of non-point (run-off) pollution associated with more intensive and concentrated development have been previously mentioned.

2. In the absence of public water and sewerage facilities, long term dependence on private wells and septic systems will be necessary.

3. Consideration of limitations on soil capabilities as indicated in the Soils Survey for Carroll County, such as: steep slopes, highly erodable soils, marginal soils with questionable ability to support on-lot sewage disposal systems, or any combination of these characteristics. Significant portions of the land in the Conservation designation would be difficult to develop because of these limitations.

4. To maintain the open rural countryside and to retain the natural environment and its wildlife.

Approximately 5,771 acres of land is recommended for the private conservation designation on the land use plan and is proposed for the conservation zoning classification. This represents approximately 65% of the acreage in the planning area. Approximately 2,980 acres (52%) of the conservation designation are steep slopes, flood plains, alluvial soils and are not suitable for development.

Two goals of the plan are "to develop land use plans that will address environmental concerns and be consistent with existing topographical and geological restraints while providing for moderate expansion of existing communities", and "to design the various elements of the comprehensive plan including land use.... to reflect the special concerns for water quality".

The conservation designation allows for moderate expansion beyond the existing villages and communities. The designation also satisfies the other goals of the plan by providing open type development with minimal road construction and runoff problems. Since 1977, the Carroll County Planning and Zoning Commission has required subdivision development in the Finksburg area to conform to "The Guidelines for Rural Development", which were adopted for areas not planned for public water and sewerage service. These guidelines generally require a minimum of three acres per lot for major subdivision development. The application of these Guidelines by the Commission in the Finksburg Area has reaffirmed the Commission's special concern for watershed protection.

Subdivision Development in the Conservation District

The stated purpose of the conservation district is to "prescribe a zoning category for those areas where, because of natural geographic factors and existing land uses, it is considered feasible and desirable to conserve open spaces, water supply sources, woodland areas, wild life, and other natural resources".

The Citizens Committee appointed to review the initial draft prepared by the staff has recommended a development concept that would permit the "clustering" or reduction of the required three acre lot size in the conservation district to one acre along with providing for some reduction in the number of lots that could be permitted. For example, a 300 acre property that could yield 100 lots of 3 acres in size would be permitted to create 80 lots of 1 acre in size and retain the remaining 220 acres in one large tract. While this concept seems to have merit on the surface, it is contrary to the stated prupose of the conservation district. Any provision in the Zoning Ordinance allowing clustering or a special density standard in the "conservation district", would apply country-wide and would also be contrary to the purpose of the district. It would apply to other watersheds such as Piney Run, Big Pipe Creek, and other parts of the Liberty Watershed. The only alternative would be to create a new district or a density standard within the conservation classification, which in turn would create the potential for requests in the existing conservation districts for additional acre lot development. This is inconsistent with existing county-wide goals and objectives and the very purpose of the conservation district.

The basis concept of clustering is to permit a reduction in the normally required lot size and to place the excess land in common open space for the benefit of the homeowner in the development. This requires the creation of a Homeowner's Association to take over and maintain the common open space. The alternative of a density standard applied to a particular property would normally result in the creation of large remaining tracts. The practice of creating large tracts of land in the conservation district immediately adjacent to substantial residential development does not provide the required protection for the continuation of farming activities that is provided in the agricultural district. Since the remaining tracts may not be particularly suitable for agricultural production and would have little value for residential subdivision, the potential is created for future rezoning to permit further residential development. The plan takes the approach of assigning a residential category where appropriate instead of setting the stage for future changes in zoning classifications. An additional 640 acres was placed in residential designations in response to the Citizen Advisory Committee's recommendation for additional acres for acre lot development.

To allow cluster subdivisions in the conservation district would promote extensive development of one acre home sites. The purpose of the conservation district, on the other hand, is to confine development to three acre lots as the minimum development standard for the designated conservation areas.

The extensive use of the conservation designation recognizes the sensitivity of the Liberty Reservoir. A minimum lot size of three acres in generally considered environmentally acceptable in watershed areas draining to domestic water supply reservoirs.

As part of this plan, it is recommended that the majority of the development that would occur be confined to the use of crusher run driveways in lieu of paved countystreets, thereby reducing runoff, both in quantity and in terms of potential pollutants attributed to use and maintenance of county roads. This concept is generally not acceptable in acre lot developments which require curb and gutter streets.

3.3(e) Business Designations on the Land Use Plan

The land use plan addresses the problem of strip business development by providing business areas where service roads presently exist or are planned. Much of the existing business zone is substantially developed. Portions of the undeveloped business areas have been reexamined and designated for other uses to eliminate strip business development where possible. Additionally, most existing business areas have been increased in depth and the highway frontage reduced in order to minimize ingress and egress points along Md. Route 140 and Md. Route 91. Business areas have also been designated in locations that demonstrate a need for providing neighborhood business activities near existing communities. In determining need, the following factors were considered:

1. Size and scale of the existing facilities in the area.

2. The amount of time, fuel consumption and inconvenience to reach existing facilities.

3. To provide for expansion of facilities as the population increases.

The land use plan recognizes the existence of major shopping facilities within a 20 mile radius of the planning area (Liberty Road in Randallstown, Reisterstown Road shopping facilities, Security Mall and the Security Boulevard complex, the Westview Mall complex, and future plans for a regional shopping center, Franklin Mall, at Reisterstown).

The Maryland Route 140 Corridor

Sections of Md. Route 140 in the business areas need highway safety improvements. Such improvements may include, but are not limited to, the construction of a 30" concrete raised median, additional signalization, the construction of one off ramp, and a planned limitation of access points to Md. Route 140. The Old Westminster Pike is planned to be used as a service road to afford access to portions of business designations along Md. Rt. 140. Business designations have been extended in depth to the Old Westminster Pike as recommended by the Citizen's Committee with the understanding that the commitment would be made by State and County officials for the recommended improvements. Studies

by the State Highway Administration and a professional consultant retained by the Carroll County Planning and Zoning Commission have been undertaken. It is important to reiterate that the assignment of the business designations requires essential highway safety improvements to Maryland Route 140 and a carefully controlled placement and limitation on the number and design of new points of access. This plan allows for additional business development along sections of the 140 corridor. It is a major objective of this plan to accomplish attractive, well designed highway business development along Maryland Route 140.

3.3(f) Industrial Designations

A total of approximately 301 acres of the industrial designation are shown on the land use plan. Approximately 94 percent (284± acres) are developed with existing industrial facilities. The remaining undeveloped industrially designated area is located at the Walnut Park site along Md. Route 140 and is designated industrial restricted. The Walnut Park site provides opportunities for light industrial development. The greatest percentage of future industrial development in the environs of Finksburg will occur at this site. Continued industrial growth within the Finksburg area will naturally enlarge the county's tax base, provide employment opportunities, and be an asset to the area and the county. However, in the absence of public water and sewerage facilities, the range of possible industrial uses is limited.

One area of existing industrial general zoning has been removed from the land use plan due to the location of a tract in the 100 year flood plain, the lack of adequate roads to serve the tract, and a generally poor location for industrial activities.

3.3(g) Agriculture Designation

No agriculture designations are on the land use plan, However, nothing would directly prohibit farm operations within the planning area nor prohibit consideration for particiapation in the Maryland Agricultural Land Preservation Program. As the area becomes more suburban in character, normal farm operations will, undoubtedly, become more difficult to continue.

3.3(h) Comparison of Land Use Designations

The scale and proportions of the various areas designated on the land use plan are presented in the following table along with a comparison of the proposed plan with existing zoning: (See following page).

3.3(i) Population Projections Generated by the Suggested Land Use Plan

The following population projections are based on the suggested land use plan. Also, a comparison of the population projections based on the suggested plan with existing zoning assuming public water and sewer is provided.

All projections are based on the statistical average family size of 2.87 for the Woolerys District as indicated in the 1976 Population Study conducted by the Carroll County Administration and Finance Department. The multipliers used to determine the number of living units per acre are based on the expected actual density under each zoning classification. (See Tables 7, 8, and 9).

Table 6

LAND USE PROPORTIONS

Land Use Designation	Zoning Equivalent	Land Use Plan		Existing Zoning	
		Acres	%	Acres	%
Suburban Residential	R-10,000	163	1.8	144	1.6
Medium Density Residential	R-20,000	669	7.5	--	--
Low Density Residential	R-40,000	1,958	21.8	--	--
Conservation, Private	C	5,771	64.2	941	10.5
Conservation, Public	C	22	0.3	22	.3
Industrial, General	IG	145	1.6	208	2.3
Industrial, Restricted	IR	156	1.7	147	1.7
Business, Local	BL	52	0.6	12	.1
Business, General	BG	49	0.5	112	1.3
Agriculture	A	--	--	--	--
Transitional	T	--	--	7,339	82.2
		8,985	100%	8,925	100%

LIBER 5 PAGE 591

Table 7

PROJECTED POPULATION
BASED ON LAND USE PLAN

LAND USE DESIGNATION	ZONING EQUIVALENT	ACREAGE ON SUGGESTED PLAN		DWELLING UNITS PER ACRE		ESTIMATED NUMBER OF DWELLING UNITS		AVERAGE FAMILY SIZE	PROJECTED POPULATION
Suburban Residential	"R-10,000"	163	x	2.8	=	456	x	2.87	1,309
Medium Density Residendial	"R-20,000"	669	x	1.4	=	937	x	2.87	2,689
Low Density Residential	"R-40,000"	1,958	x	.7	=	1,371	x	2.87	3,935
Conservation	"C"	5,771	x	.2	=	1,154	x	2.87	3,312
		8,985				3,918			11,245

A.F.S. Per 1976 Population Study
Carroll County Dept. of Administration & Finance

Table 8

POPULATION BASED ON EXISTING ZONING

(PERMITTING 1/2 ACRE LOTS ON "T" ZONED LAND)

ZONING DESIGNATION	ACRES		DUS./ACRE		ESTIMATED # OF UNITS		AFS		PROJECTED POPULATION
R-10,000	144	x	2.8	=	403	x	2.87	=	1,156
R-20,000	-		-		-		-		-
R-40,000	-		-		-		-		-
Conservation, Private	941	x	.2	=	188	x	2.87	=	540
Agriculture	-		-		-		-		-
Transitional	7,339	x	1.4	=	10,275	x	2.87	=	29,489
	8,424				10,866				31,185

A.F.S. per 1976 Population Study
Carroll County Dept. of Administration & Finance

LIBER 5 PAGE 593

Table 9

COMPARISON OF
PROJECTED POPULATION

LAND USE DESIGNATION	ZONING EQUIVALENT	LAND USE PLAN	EXISTING ZONING
Suburban Residential	"R-10,000"	1,309	1,156
Medium Density Residential	"R-20,000"	2,689	-----
Low Density Residential	"R-40,000"	3,935	-----
Conservation, Private	"C"	3,312	540
Transitional	"T"	-----	29,489
		11,245	31,185

LIBER 5 PAGE 504

4. PUBLIC WATER AND SEWER SERVICE PLANNING

4.1 BACKGROUND AND CONSIDERATIONS

This plan indicates the absence of public water and sewer facilities indefinitely and establishes land use designations that will depend on private (individual) well water and septic systems.

A major factor in the development of this plan for the Finksburg area and its environs has been the absence of a central public water and sewer system. The existence or absence of these systems has considerable impact on the design of any land use plan, particularly with respect to anticipated densities.

Since a central public sewerage system is not planned, a major objective of this plan is to provide protection of ground water resources from failing septic systems. A few septic systems have failed in the Finksburg area, but the incidence of failures has not been widespread. According to Health Department records, the number of reported failing septic systems are minimal, especially when considering the total number of systems in use. When failures are reported, the Health Department deals with them on an individual basis. The fact that no public water or sewer systems are planned into the forseeable future does not preclude the possibility of installation of alternative systems, such as land disposal, on a small scale basis, where problems arise with existing systems.

The Finksburg planning area is the only area in Carroll County originally planned as a growth area in 1964 without the actual existence of public water and sewer facilities. These facilities were, however, anticipated and detailed in the 1964 Master Plan on the premise that private septic systems would eventually fail. As such, private septic systems were inherently viewed as temporary systems to be utilized only until public sewer facilities could be made available. These planned public water and sewer systems were expected to become available at a point in time when they were either economically feasible to install, or when public health problems with septic systems demanded their installation.

Over the last 15 years, septic system technology (design, placement, installation, and maintenance) has vastly improved. At the same time, problems associated with the cost and installation of public sewers in sensitive watershed areas has increased. These environmental and monetary costs have reversed the earlier direction of planning for a public sewerage system to protect the Liberty Reservoir from failing septic systems. Recently enacted federal and state laws directly or indirectly discourage the installation of new public sewerage systems in sensitive watersheds where stormwater and non-point (runoff) pollution drain to a public water supply. Public sewerage systems, while eliminating the concern for failing septic systems, promote non-point source pollution. Non-point pollution, generated by increased development, is now recognized as having a greater impact on water resources than the potential for occasional septic system failures occurring in low density residential areas.

Non-Point Source Pollution

Pollution generally found in stormwater runoff from land areas developing at densities high enough to be economically served with a public sewer system include: nutrients, such as nitrogen, phosphorus, carbon; bacteria, including fecal coliform and fecal streptococci; poisons or acids, such as chlorides, organic chlorine, pesticides, herbicides, rodenticides, phenols, sulfates; metals, including sodium, lead, zinc, aluminum; and miscellaneous pollutants, such as oil and grease, asphalt, rubber, asbestos and road salt which is a source of sodium and chloride.

The higher the density, the greater the potential for generating non-point source pollution; conversely, the lower the density, the lower the potential. The 1972 Federal Water Pollution Control Act Amendments (Public law 92-500; minor amendments were adopted with passage of the 1977 Clean Water Act PL95-217) is both a complex and comprehensive law aimed at restoring and maintaining water quality. Carroll County is required by this law to have a water quality management plan, significant aspects of which relate to protecting the Region's water supply reservoirs. Since the entire Finksburg planning area drains to Liberty Reservoir, measures to reduce the potential for non-point source pollution are realities rather than options. Through the Regional Water Quality Management Program, Carroll County entered into an agreement with Baltimore City and Baltimore County on June 29, 1979, known as the Reservoir Protection Agreement. (See Appendix IV). This agreement gives local support to the efforts which will protect the water supply reservoirs.

4.2 WATER SYSTEM PLANNING

The major available source of water to serve the planning area is ground water. This source may be tapped through the use of individual wells or well fields. As development occurs in the planning area, additional demands will be placed on the underground water resources. The additional demands are anticipated to be well within the limits of the ground water supply. The extensive areas earmarked for the conservation designation should materially aid and enable the recharging of ground water resources. The State Health Department currently issues all well drilling permits. The Water Resources Administration of the State Department of Natural Resources issues ground water appropriation permits for non-residential uses.

There are no plans to develop a public water system in this area and this comprehensive plan does not rely on, or promote, a central public water supply system.

4.3 SEWER SYSTEM PLANNING

The disposal of sewage primarily into the ground through individual or private systems approved by the County Health Department is required by the plan. To minimize possible contamination of ground or surface waters, it is essential that new individual systems shall: (1) be of the type approved by the Health Department; (2) be installed after proper testing of the soils in accordance with strict criteria established by health authorities; (3) be subject to hydrogeologic studies when determined necessary by the Health

Department and Board of Health prior to installation; (4) have the capability for on-site replacement in designated replacement areas, should this become necessary; (5) be properly maintained, through general education of and knowledge by individual owners using these systems.

There are presently no plans to develop a public sewer system in this area. The plan does not rely on, or promote, a public sewerage system. As a result, extensive land areas are designated for low density-type development to promote the least possible difficulty with the land's ability to absorb sewage and to minimize levels of non-point source pollution.

5. COMMUNITY FACILITIES AND SERVICES

5.1 EDUCATIONAL FACILITIES PLANNING

No new school sites are planned within the Finksburg Planning Area. In considering reduced population projections for the planning area, the decline in the birth rate, and State school construction policy requiring connection to public sewer systems, it is anticipated that the existing school facilities will serve the planning area into the forseeable future. Should additional capacity be needed, it is anticipated that such additional capacity would be provided at the existing sites or school attendance areas adjusted. To enable future expansion of Sandymount Elementary or Mechanicsville Elementary, contiguous undeveloped land will be studied in detail by the Board of Education and County Commissioners for possible acquisition.

5.2 POLICE PROTECTION PLANNING

As the planning area, as well as the county, experiences population increases and traffic congestion, the response time to calls will, undoubtedly, increase. Another important aspect of development in the planning area is the increased incidence of dwellings vacant during the day, as a result of both husbands and wives working. This creates greater opportnities for and occurrences of residential crimes which, in turn, increases the demand for police services.

As the population of the planning area increases, the demand for additional police protection will increase. The Carroll County Commissioners have established a policy that calls for one additional resident trooper for every additional 1,000 people. Implementation of this policy is dependent upon monitoring the number of use and occupancy permits issued in each patrolling sector, county funding, and authorization by the Maryland General Assembly.

5.3 EMERGENCY SERVICES PLANNING

A Comprehensive County-wide Approach. The County is presently formulating a county-wide Fire Prevention and Control Master Plan, utilizing the experience and expertise of individuals from both the public and private sectors. Involved are regional, state and federal agencies who have responsibilities in fire protection planning and prevention. The fire protection plan will detail specific recommendations and policy statements for promoting and establishing fire safety, prevention, and control devices. The planning area will be covered in detail and specific recommendations made as a portion of the county-wide Fire Protection and Control Master Plan.

A background study has been completed and distributed to all interested parties. This document details the existing fire protection system, including fire department organization and structure, water supply, codes and laws, fire department facilities and personnel, mutual aid agreements and financial matters. Also included is a section on fire losses and the results of a recently completed citizen's survey.

A primary element of the plan will be the formulation of goals and objectives. They will consist of short and long term solutions and recommendations and will portray an emergency systems plan that is compatible with Carroll County's growth management plan.

Principal Participants

Carroll County Volunteer Firemen's Association. The Firemen's Association has designated their Fireman's Planning Committee to participate in developing both the technical and policy aspects of the plan. The committee consists of five members who are geographically representative of the county and have experience in fire prevention and protection.

Citizens Committee. To insure citizen involvement in the planning process, a citizen's advisory committee has been formed to develop goals and objectives, and coordinate with the Firemen's Association, programs for implementing the plan. Ten citizens have been chosen by the Firemen's Planning Committee who represent different geographical areas of the county.

Carroll County Planning Commission. The Commission's planning staff is coordinating the planning studies and has worked closely with the Fireman's Planning Committee and the Citizens Advisory Committee. If the plan is to become official, it must be approved by the Planning Commission and adopted by the County Commissioners.

5.4 PARKS AND RECREATION PLANNING

A Recreation and Parks Plan, being developed by the County Bureau of Recreation and Parks, proposes additional recreation facilities for the planning area. In consideration of both the present and projected population of the planning area, additional facilities for the Sandymount area being suggested in the Plan include:

90 ft. baseball field
(2) 60 ft. ballfields
Multi-purpose field
Multi-purpose court
Playground and tot lot
Picnic area and pavilion
Trails (hiking, jogging and exercise, equestrian, cross-country skiing, nature walks, etc.)

Presently the Sandymount area's only outdoor recreation facilities are the hard surface area, playground and practice bassfield, with hazardous manhole covers, at Sandymount Elementary School. Additionally, Self-Help funding was approved in March 1980 for assisting the Sandymount Recreation Council in purchasing and installing playground equipment.

Phase III development at Deer Park has been approved. This primarily includes a multi-purpose field combined with a 60 foot ballfield. Park and recreation planning will be addressed more specifically in the Recreation and Parks Plan. It recognizes the role of the private sector as well as the public sector in providing future recreational facilities to meet the needs.

6. TRANSPORTATION PLANS

6.1 STATE HIGHWAYS

Maryland Route 140

Maryland Route 140 has a functional classification of intermediate arterial in the State Highway System and acts as an inner-regional connector running from Baltimore City to Emmitsburg, Maryland.

Maryland Route 140 is a four-lane undivided highway from the Carroll County Line to approximately 1,250 feet north of the Maryland Route 91 intersection. At this point, the highway becomes a four-lane divided highway which continues as far as Maryland Route 31 in Westminster. Considerable commercial and industrial development with uncontrolled access points along this 1.4 mile stretch of undivided highway has created a serious concern for safety, operational efficiency, aesthetics and serviceability of the roadway. (See Section 6.2). As part of the State Highway Administration's primary system, Md. Route 140 is planned for a multi-lane reconstruction from the Baltimore County Line to Arnold Road.

Maryland Route 91

Maryland Route 91 is designated as a minor arterial from Gamber to Maryland Route 140. From Route 140 to the Baltimore County Line, Md. Route 91 has a classification of major collector. This road is a two-lane undivided highway that generally is in good condition. Right-of-way has been previously acquired for future dualization of this roadway from Gamber eastward to the Baltimore County Line. The State Highway Administration's Needs Inventory calls for a two-lane reconstruction of this roadway from Md. Route 140 to the Baltimore County Line.

Maryland Route 32

Maryland Route 32 has two functional classifications in the State Highway System. From Gamber south to the county line, Route 32 has been classified as a minor arterial; from Gamber north to Route 97, Route 32 is classified as a major collector.

The State Highway Administration had planned to improve Maryland Route 32 from Maryland Route 26 to Maryland Route 91 in Gamber. This project covered a distance of approximately 5 miles and consisted of several alternates for construction of a by-pass or relocation of Route 32. Several alternate routes were studied, one of which was a two-lane relocation west of the existing road from the bridge to a point near Mechanicsville Elementary School which is the location identified on the County Master Plan.

Planned Highways - The Northwest Expressway

This proposed project has two major objectives; first, to provide safe, reliable, and convenient transportation to those residing in the northwestern portion of the Baltimore Region; secondly, to relieve very severe peak hour traffic, tie-ups and congestion on Reiesterstown Road and other principal arterials in Baltimore County.

The proposed project begins at the Baltimore Beltway I-695 between the Reisterstown Road and Liberty Road exits. From the Beltway, the expressway extends in a northwesterly direction, generally paralleling the existing Reisterstown Road up to Md. Route 140 (Westminster Pike) northwest of Reisterstown. An interchange at the Baltimore Beltway and several other ingress and egress points are planned at various locations along the 10.6 mile expressway. While this highway will not be located in Carroll County, the northern terminus is very close to the Finksburg area and could result in a significant impact on traffic on Md. Route 140.

Funding for design, acquisition of right-of-way, and construction will come from two sources. The Federal Highway Administration has granted federal interstate funds for the section of the road from the Baltimore Beltway to Owings Mills Boulevard. The remainder of the road will be funded through the Federal Urban Systems Fund. Construction of the interchange at the Beltway is scheduled to begin in Fiscal Year 1980-1981. The completion date is estimated to be late in 1985.

The Maryland 140 - Maryland 91 Intersection

The intersection of Maryland Route 140 and Maryland Route 91 has been studied in detail by the Maryland State Highway Administration and the Wilson T. Ballard Company, professional consultants for the Planning Commission. Preliminary reports received from the consultant and from the Maryland State Highway Administration are included in Appendix II. (See Section 6.2 for recommendations and alternates.)

6.2 THE WOOLERY'S DISTRICT MAJOR STREET PLAN

Background

The 1970 Major Street Plan for the Finksburg-Woolery's area was developed in anticipation of serving one of the county's most rapidly suburbanizing areas. It was an element of the Master Plan and was consistent with the zoning plan adopted in 1965. Several of the planned streets appearing on the "Woolery's District Major Street Plan" were also subsequently shown on the "Westminster Major Street Plan" due to an overlapping of the base maps used for both plans. Major developments have occurred in recent years that have significantly reduced the projected population and traffic flows and which further indicate major revisions to the Street Plan are required.

1. The necessity for a land use plan for the area which lowers the overall density in the Liberty Watershed.

2. The need to minimize non-point source pollution (runoff from roads and land) in a watershed area.

3. The adoption of the Agricultural Zoning District on April 26, 1978. Many of the roads on this Major Street Plan extend into the Agricultural District. These roads were examined, and in most cases, removed from the plan in an effort to maintain and promote agricultural uses within the district.

The original plan called for approximately 77 miles of road to be constructed. The recommended plan represents a decrease of approximately 88 percent or 67.6 miles of planned roads to be removed from the plan.

The plan provides for traffic service to outlying areas and a logical pattern of traffic movement throughout the area. It also establishes a planned street system to serve limited residential, commercial, and industrial development while utilizing the terrain in the area to its best advantage. Existing roads in the planning area are the major components of the plan. These roads will be scheduled for improvement in future Capital Improvement Programs.

The main objective for re-examination of the plan was to consider eliminating roads, based on a land use plan that lowers the overall density of the area; particularly in light of the adoption of the Agricultural District in April 1978.

The 1970 Major Street Plan was plotted onto an existing use of land map. These roads were then color-coded as to the current status of the road. All roads on the 1970 plan as well as the current plan were field checked by members of the Planning Staff and the Department of Public Works.

Terminal points and the integrated arterials were evaluated as to traffic movements, densities, origin and destination, topography, safety, circulation, practical funding and construction schedules, the effects on the reservoir, and land use.

Changes in the alignment of some of the roads have been suggested due to topographical considerations, existing and proposed land use, or future traffic movement. Alternate routes to existing major roads such as Maryland Route 32, Maryland Route 140 and Maryland Route 91 are provided to minimize congestion on these major arteries. Utilization of local collector streets for local traffic movement throughout the area are suggested to avoid forcing all traffic onto the major highway system.

The revised major street plan also recognizes the need for continued provisions for alternate routes and access roads around existing congested areas and high volume intersections such as Finksburg and Gamber. These alternate routes would permit through traffic flow to main arterials, eliminate certain dangerous U-turns and left turns, minimize congestion and improve highway safety.

Since there are overlappying areas on the Woolery's District Major Street Plan and the Westminster Major Street Plan, the roads that are shown in these overlapping areas will first be amended on the Woolery's District Plan and immediately thereafter will be amended on the Westminster Major Street Plan. There will be a clear demarcation line between the two planning areas. (See Map 3.)

REVISED

MAJOR STREET PLAN

MAP—3

NOT TO SCALE

1970 MAJOR STREET PLAN
RECOMMENDED DELETIONS*

Road Name	Aerial	Zoning Map	Comments
(1)Archer Road	11J, 12I	63A	Traverses Agricultural District
(2)Belhaven Road	10J, 10H	63A	Traverses Agricultural District Topographic Problem
(3)Birdview Road Extended	10J	58B,63A	Traverses Agricultural District
(4)Bollinger Road Extended	11G	58A,58B	Traverses Agricultural District
(5)Bowers Road	9J	63A	Topographic Problems
(6)Carrollton Road	12G	48A	Traverses Agricultural District and Flood Plain, also Topographic Problems
(7)Chadwick Road	11H,12H	59A	Topographic Problems, proximity to Beaver Run, serve with local subdivision streets
(8)Chandler Road (North to Westminster Bypass)	10G,10H	52A	Traverses Agricultural District
(9)Charlton Road	12I	59B	Proximity to Liberty Reservoir Serve with local subdivision streets
(10)Cokesbury Road	11H	53B,58B	Traverses Agricultural District Topographic Problem
(11)Coldbrook Road	12G	47B	Traverses Agricultural District Topographic Problems
(12)Colony Road	12G,12H	53A,53B	Topographic Problems Serve with local subdivision streets
(13)Dulaney Road	11G,11H	52B	Traverses Agricultural District Topographic Problems
(14)Everett Road (Westward to Westminster Bypass)	10G,11F	47A	Traverses Agricultural District Topographic Problems
(15)Faulkner Road	12H	53B,59B	Traverses Agricultural District Topographic Problems
(16)Farmington Road	12H	53B,59B	Topographic Problems Serve with local subdivision streets
(17)Holloway Road (Westward to Westminster Bypass)	10G,11F,11G	47A	Traverses Agricultural District
(18)Hook Road Extended	11H	52B,59A	Topographic Problems Location in Flood Plain

*See Map #3 Page 50

(19)Jeffrey-Lori Road	11H	59A	Low Density Development Area Serve with local subdivision streets
(20)Brown Road	12G,12H	53B	Topographic Problems
(21)Kingston Road	10G,10H,11G	52B	Traverses Agricultural District Topographic Problems
(22)Kirkwood Road	12H	53B,59B	Topographic Problems
(23)Klees Mill Road Extended	10J,11I	63B	Traverses Agricultural District
(24)Marianna Road	10J,11J	63B	Traverses Agricultural District Local subdivision streets serve R-40 a
(25)McDaniel Road	10I,11H,11I	64A	Traverses Agricultural District Topographic Problems
(26)Nicholson Road	10J	63A,63B 58A	Traverses Agricultural District Topographic Problems
(27)Niner Road	11J	63B	Traverses Agricultural District South of Maryland Route 32, North of Deer Park. Serve with local subdivision streets
(28)Nottingham Road	10J,11H,11I	58B,59A	Traverses Agricultural District Topographic Problems. North of Deer Park Road. Serve with local subdivision streets
(29)Nursery Road	11G	53A	Traverses Agricultural District
(30)Poole Road Extended	10H,11G	52B	Traverses Agricultural District Topographic Problems
(31)Pinehurst Road	12G,12H	53B	Traverses Agricultural District Topographic Problems
(32)Paddock Lane	11H	53A,59A	Local subdivision street service
(33)Post Road	10J,11I	63B,64A	From Niner Road to Birdview Road Traverses Agricultural District and Topographic Problems
(34)Salem Bottom Road	10I	58A	Traverses Agricultural District Topographic Problems
(35)Seneca Lane	11J	64A	Traverses Agricultural District
(36)Shannon Road	11G,11H, 12G,12H	53A	Traverses ACricultural District Local subdivision street service Topographic Problems

(37)Shepard Lane	11I	59A	Low Density Developed Area Serve with local subdivision streets
(38)St. Claire Road	10I	58A	Traverses Agricultural District
(39)Wesley Road	12G	47B, 53B	Traverses Agricultural District Topographic Problems
(40)Wilmont Ridge Road	10H,10I 11H	52A, 52B 58B	Traverses Agricultural District Omit from existing subdivision to Greens Mill Road
(41)Lawndale Road	11G	53A	Traverses Agricultural District
(42)Cortland Road	12G,13H	53B, 54A	Topographic problems Traverses Agricultural District
(43)Bradley Road	12G,13H	53B, 54A	Topographic problems Traverses Agricultural District
(44)Armacost Avenue	11H,12H	53A, 59B	Topographic problems Serve with local subdivision streets
(45)Niner Road	11I	59A, 64A	Topographic problems Serve with local subdivision streets
(46)Cindy Lane	9I,10I	58A	Topographic problems

* See Map #3, Page 50 for general location of roads numbered 1 through 46 which are being deleted from the plan.

Planned Roads on the Revised Major Street Plan

Several planned roads are being retained as part of the Major Street Plan to facilitate traffic movements and to minimize the impact of future traffic on existing heavily traveled roadways. Dangerous curves on existing roadways are planned for modification. Particular emphasis has been placed on the road network in the area of Gamber and the Maryland Route 140 and Maryland 91 intersection. Local collector streets with improvements will provide alternate routes through the area and relocated Maryland Route 32 will provide a total bypass of Gamber in the future.

The Maryland Route 140 and Maryland Route 91 area in Finksburg is discussed in detail in subsequent text and is detailed on Map 5 (Page 60).

The following charts and maps detail the planned roadways on the Revised Major Street Plan.

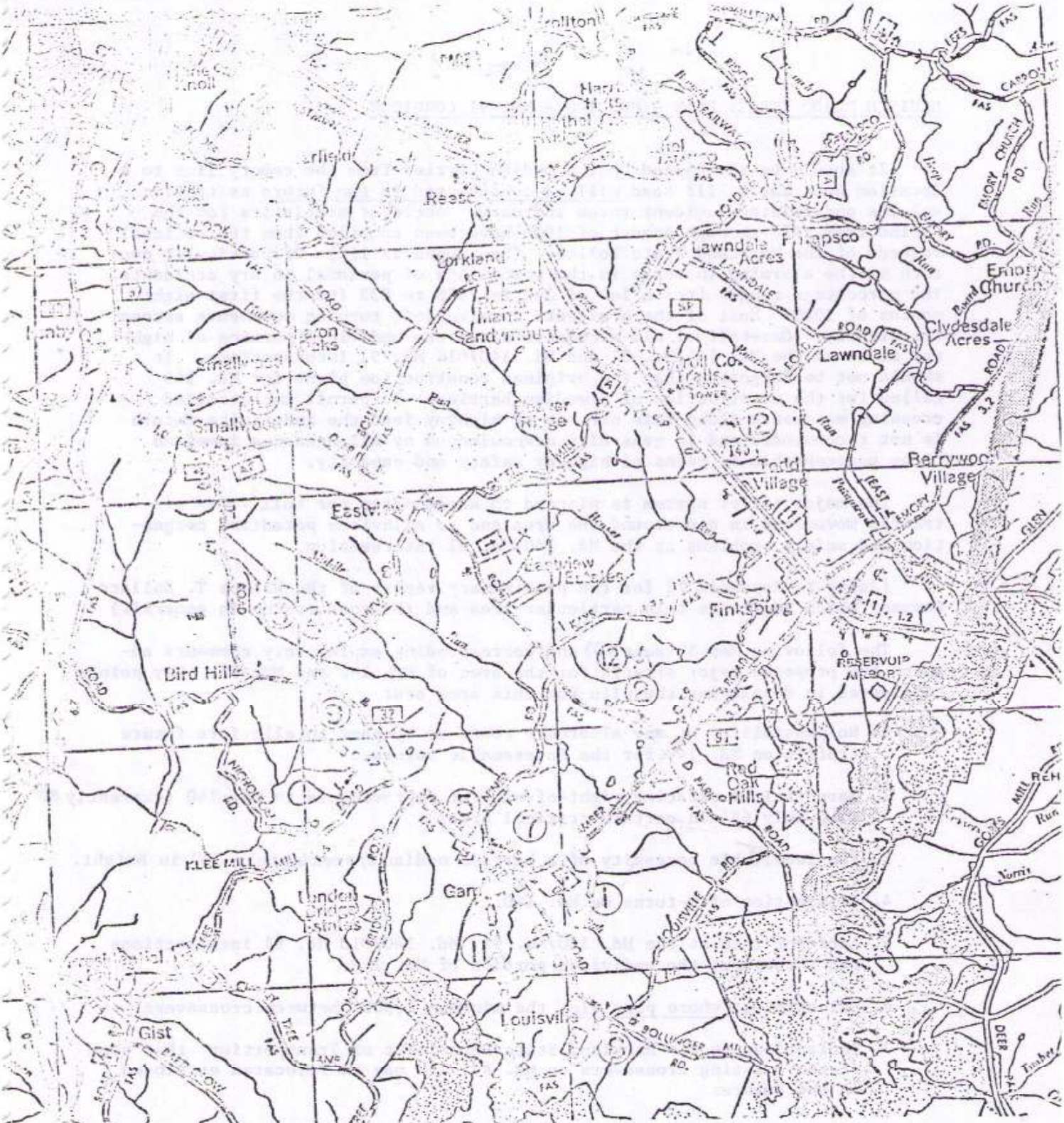
REVISED MAJOR STREET PLAN*

Road Name	Aerial	Zoning Map	Comments
(1) Amherst Avenue	11J	64A	Provides by-pass of Gamber that would relieve congestion at intersection of Md. Route 32 and Md. Route 91. Topography presents no problem. Traverses Agricultural District. Length - .38 mile
(2) Deer Park Road	11I	64A	Eliminates dangerous curve on Deer Park Road. Length - .25 mile
(3) Belhaven Road	10I	58A & B	Short collector street that connects Fair Lea Hills to Greenleaf subdivision. Topography is fair. Revertible slope easements may be required. Length - 850'
(4) Cindy Lane	10I	58B	Remaining section of existing street originating in Greenleaf subdivision and terminating at Birdview Road. Traverses R-40,000 District. Topography is good. Length - 800'
(5) Niner Road	11I	63B	Straightening of existing road. Traverses Agricultural District. Topography is good. Length - 1,200'
(6) Patapsco Road	11G	53A	Straightening of curve on Patapsco Road. Topography is good. Length - 600'
(7) Post Road	11I 11J	63B & 64A	Provides by-pass around Gamber on north side of Md. Route 32 and Md. Route 91. Portion of road is reserved in Cycle X subdivision (Christiana Estates). Alignment has been modified and has removed proposed location out of flood plain. Topography is good. Traverses Agricultural District northwest of Md. Rt. 91. Length - .66 mile

*See Map 4, p. 57, for general location of proposed streets.

REVISED MAJOR STREET PLAN (continuation)

Road Name	Aerial	Zoning Map	Comments
(8)Relocated Md. Route 32	11J	69A	Straighten out curve on Md. Route 32 south of intersection of Louisville Road and Route 32. Interim measure pending major relocation. Length - 1,900'
(9)Wilda Drive	10J	58B & 63B	Major collector street located in a large, almost completely developed area of Peach Mill Estates and White Pine Acres. Provides connection and access to Md. Route 32 in major subdivision area. Length - 1.2 miles
(10)Wilmont Ridge Road	10H	52A	Provides collector street for existing subdivision, Wilmont Manor and large R-40,000 District north of Smallwood along Md. Route 32. Topography is good. An 800' portion of road is constructed. Length to be constructed - .6 mile
(11)Relocated Md. Route 32	11J	69A	Provides a major by-pass of the Gamber area and eliminates horizontal and vertical alignment problems. Major portion of required right-of-way reserved through "Lakeland Heights" subdivision. Length - 2.2 miles
(12)Arabian Drive	11H	53A	Provides second entrance into the Carroll County Trails development and completion of partially completed road system. Brown Road section will be improved as part of Capital Improvements program or as adjacent development occurs. Length - 0.2 mile
(12A) Kay's Mill Road			Previously approved as part of the "Skiros Acres" Subdivision. Eliminates existing right angle turn.



REVISED
MAJOR STREET PLAN
MAP-4

NOT TO SCALE

REVISED MAJOR STREET PLAN - MD. 140 - MD. 91 CORRIDOR

It should be recognized that a median barrier from the county line to a location near Kay's Mill Road will be constructed in the future as traffic volumes and related accident rates increase. Accident statistics for the period from 1977 through August of 1980 have been compiled from the official records of the Maryland State Police. (See Appendix III) Of particular concern is the alarming increase in the percentage of personal injury accidents. The percentage ranges from a low of 36% in 1978 to 83% for the first eight months of 1980. Most of the accidents involve left turning movements across the highway. One-half of all accidents along the undivided portion of highway occur at the Md. 140/Md. 91 and Md. 140/Old Md. 91 intersections. It should not be forgotten that the original construction plans for Md. 140 called for the construction of a median barrier. To permit uncontrolled crossing movements along this stretch of highway into the indefinite future is not recommended and is generally acknowledged by all agencies involved to be unacceptable in terms of highway safety and capacity.

The major street system is planned to accommodate the full range of traffic movements in and around the area and to alleviate potential congestion and safety problems at the Md. 140/Md. 91 intersection.

(Refer to Appendix II for the preliminary report of the Wilson T. Ballard Company which addresses this particular area and the road system in general.)

The following Map 5 (page 60) and corresponding explanatory comments address the proposed major streets for the area of Md. 140 and Md. 91. Key points considered in developing the plan for this area are:

1. No possibility of any alternate route or by-pass to alleviate future traffic on Md. 140 for the foreseeable future.

2. Bare minimum existing right-of-way for improvements to Md. 140 (currently 80' with only 68' in certain critical areas).

3. The inevitable necessity of a barrier median approximately 30" in height.

4. Elimination of U-turns on Md. 140.

5. Accident rate at the Md. 140/Md. 91, Md. 140/Old Md. 91 intersections and throughout the undivided portion of Md. 140.

6. Maintaining, where possible, the minimum 1,500' between crossovers.

7. Indications by the Maryland State Department of Transportion that some of the existing crossovers on Md. Rt. 140 may be relocated or closed in the future.

Cost and construction responsibilities and sequence will depend on future increases in development, traffic and accidents. It is contemplated that the

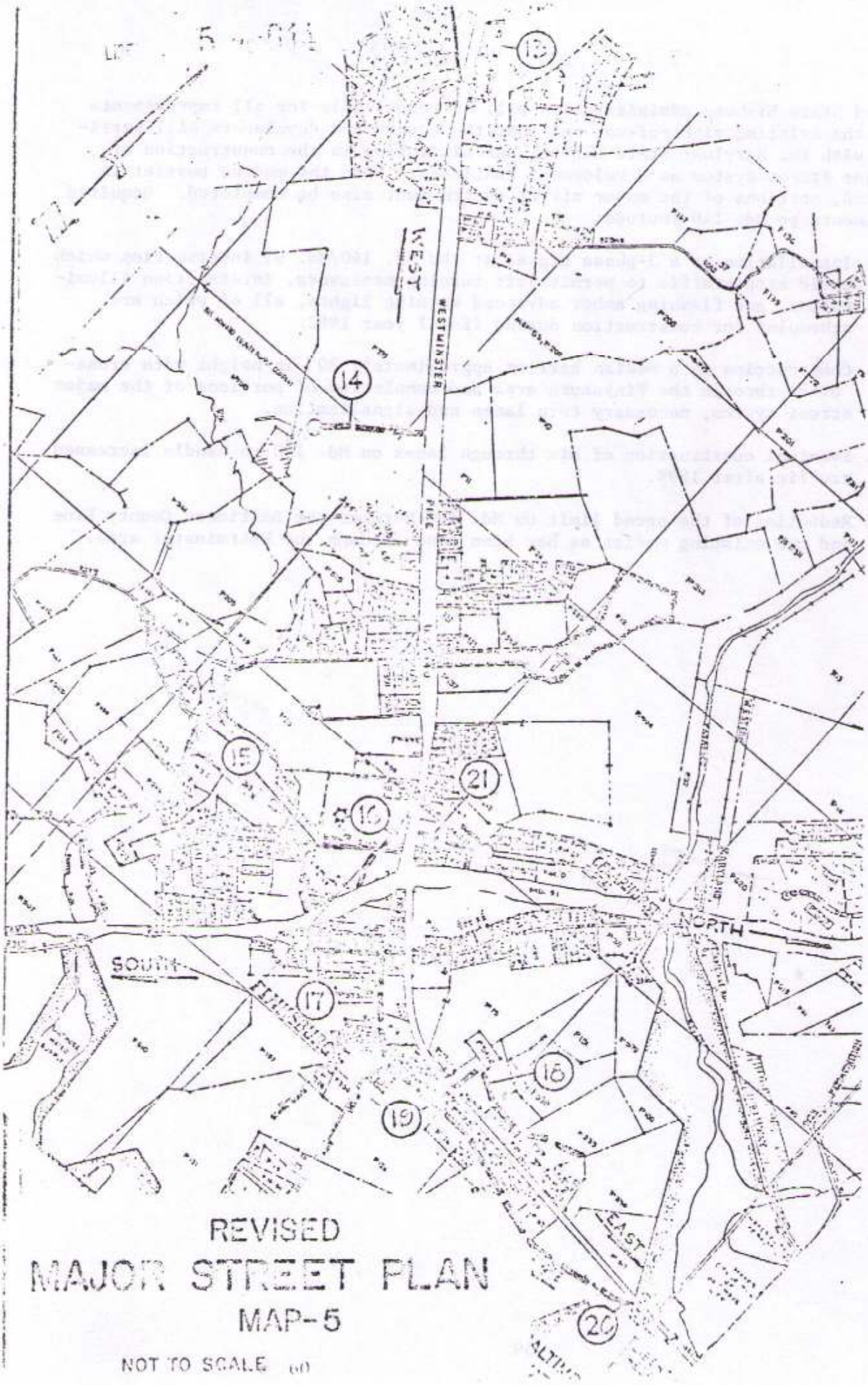
Maryland State Highway Administration will be responsible for all improvements within the existing right-of-way and that the county and developers will participate with the Maryland State Highway Administration in the construction of the major street system as development continues. When the median barrier is completed, portions of the major street system must also be completed. Required improvements to Md. 140 include:

1. Installation of a 3-phase signal at the Md. 140/Md. 91 intersection which would stop traffic to permit left turning maneuvers, intersection illumination, and flashing amber advanced warning lights, all of which are scheduled for construction during fiscal year 1982.

2. Construction of a median barrier approximately 30" in height with cross-overs through the Finksburg area and completion of portions of the major street system, necessary turn lanes and signalization.

3. Eventual construction of six through lanes on Md. 140 to handle increased traffic after 1999.

4. Reduction of the speed limit on Md. 140 between the Baltimore County Line and the existing median as has been done through the Westminster area.



REVISED

MAJOR STREET PLAN

MAP-5

NOT TO SCALE

13. This roadway serves a small neighborhood-type business district in the Sandymount area. Ingress may be permitted from Md. 140 with all egress from the business district to Suffolk Road. Required site plan approval by the Planning Commission will detail access points, landscaping, and other design details.

14. This access roadway is planned at the existing crossover on Md. 140 at the entrance to the "Hillandale Orchard". A small neighborhood business district can be developed at this location with all ingress and egress onto the access road.

15. This road system involves a minor relocation of Bloom Road at its intersection with Md. 91 to facilitate a future crossover and connection to Old Gamber Road when Md. 91 is dualized in the future. Bloom Road grade will be improved and some widening will be required to serve as suitable access to the existing cemetery and residential community. Several alternates for the relocation of Kay's Mill Road were studied and were not considered as viable alternates due to site distance problems at the relocated cross-over. It is recommended that the existing cross-over at Kay's Mill Road remain open and an alternate route for traffic flow to and from Md. Rt. 91 be provided by improving Hughes Road as part of the Capital Improvements Program. Traffic could travel to and from the Kay's Mill Road area without the necessity of entering the Md. 140/Md. 91 intersection.

16. This service ramp is designed to accommodate eastbound traffic on Md. 140 desiring to enter the business and industrial establishments on the northwestern side of Md. 140 when the median barrier is constructed. Traffic, particularly truck traffic which may not be able to physically U-turn at the intersection, will use the ramp, proceed north on Md. 91 and make a left turn at the intersection. This movement has been recommended by the Maryland State Highway Administration to avoid U-turns at the intersection. Eastbound traffic desiring to proceed southbound on Md. 91 toward Gamber would also be directed away from the Md. 140/Md. 91 intersection by using the ramp. One exit is recommended from this one-way ramp to serve the existing cemetery and the Bloom Road neighborhood. Final Maryland State Highway Administration approval will be required for the exit.

17. This street system includes improvements to the Old Westminster Road and a portion of the Old Gamber Road, including a relocated entrance to Md. Rt. 91 at a planned cross-over opposite Bloom Road. This relocation is planned for the future when Md. 91 is dualized. Future signalization of this intersection may be required. Left turning lanes and intersection improvement at the Md. 140/Old Md. 91 intersection are strongly recommended for construction along with the other improvements to Md. 140 scheduled for fiscal year 1982. It is recognized that considerable inconvenience to the existing residents would result from not providing a future cross-over at the existing intersection. Future signalization of this intersection may be required. Alternate routes to accommodate the existing residential neighborhood are not considered essential if the intersection improvements are constructed.

18. This is a short access connection to serve the Walnut Industrial Park, the existing trailer park and other business establishments to enable eastbound movement on Md. 140 when the median is constructed. No crossover is recommended between Dede Road and Old Westminster Road.

19. This short connection is planned opposite the future crossover at existing Dede Road and will provide an alternate route for traffic in the southeast quadrant of the Md. 140/Md. 91 intersection. It will also facilitate eastbound traffic movements if U-turns are prohibited at the crossover. Signalization may be required based on standard traffic warrants.

20. Old Westminster Pike is planned for improvements at the intersection of Md. 140 to bring the intersection to right angles or as close as practical to a right angle intersection to improve visibility. A crossover is recommended at this location.

21. The northwest quadrant of the Md. 140/Md. 91 intersection presents unique problems that do not appear to have any easy solutions. The access road system to serve this developed business area will be essential when the median barrier on Md. 140 is installed. The plan incorporates a new connection of the existing shopping center drive to Md. 91 and conversion of the existing entrance on Md. 140 to a one-way entrance with all egress by way of the service drive to either Md. 140 or Md. 91. Signalization of the new entrance to Md. Rt. 91 may be required.

6.3 PARK AND RIDE

Maryland Route 140, being a major connecting link between Carroll County and the Baltimore Metropolitan employment area, has a high percentage of commuter traffic.

As gasoline becomes even more expensive, carpooling will become more prevalent. Several areas such as Suffolk Road and the church parking lot in Finksburg are currently being used for Park and Ride. Carpooling conserves gasoline, reduces noise, air pollution, and highway traffic. Several sites may be needed in the future. It is recommended that acceptable sites be identified by the Planning Commission and the Maryland State Highway Administration and that ongoing efforts be made to acquire and improve these sites as needed.

6.4 RAIL SERVICE

The Western Maryland (WM) Railroad (East Subdivision) traverses the Planning Area from the Carroll County line east of Cedarhurst to Patapsco to the northwest. Controlled by the Chessie System, this segment of railroad formed a portion of Western Maryland Railway's main line between Emory Grove, in Baltimore County and Highfield, Pennsylvania, which was the main east-west line of the WM between Baltimore and Hagerstown. Since the tracks between Westminster and Emory Grove were seriously damaged by flood waters in 1975, the Highfield-Westminster portion has been operated as a branch, served out of Hagerstown. Congoleum Industries, Inc., is served through Emory Grove. Western Maryland Railroad now operates main line service between Baltimore and Hagerstown via Porters, Hanover and Gettysburg, Pennsylvania. This route is 23.4 miles longer than the more direct Emory Grove-Highfield route. (See Map 6).

After the tracks were damaged, the Chessie System decided not to replace that portion of the track. The Chessie System currently anticipates that the Westminster to Cedarhurst segment will be subject to abandonment application within 3 years (ICC Category 1).

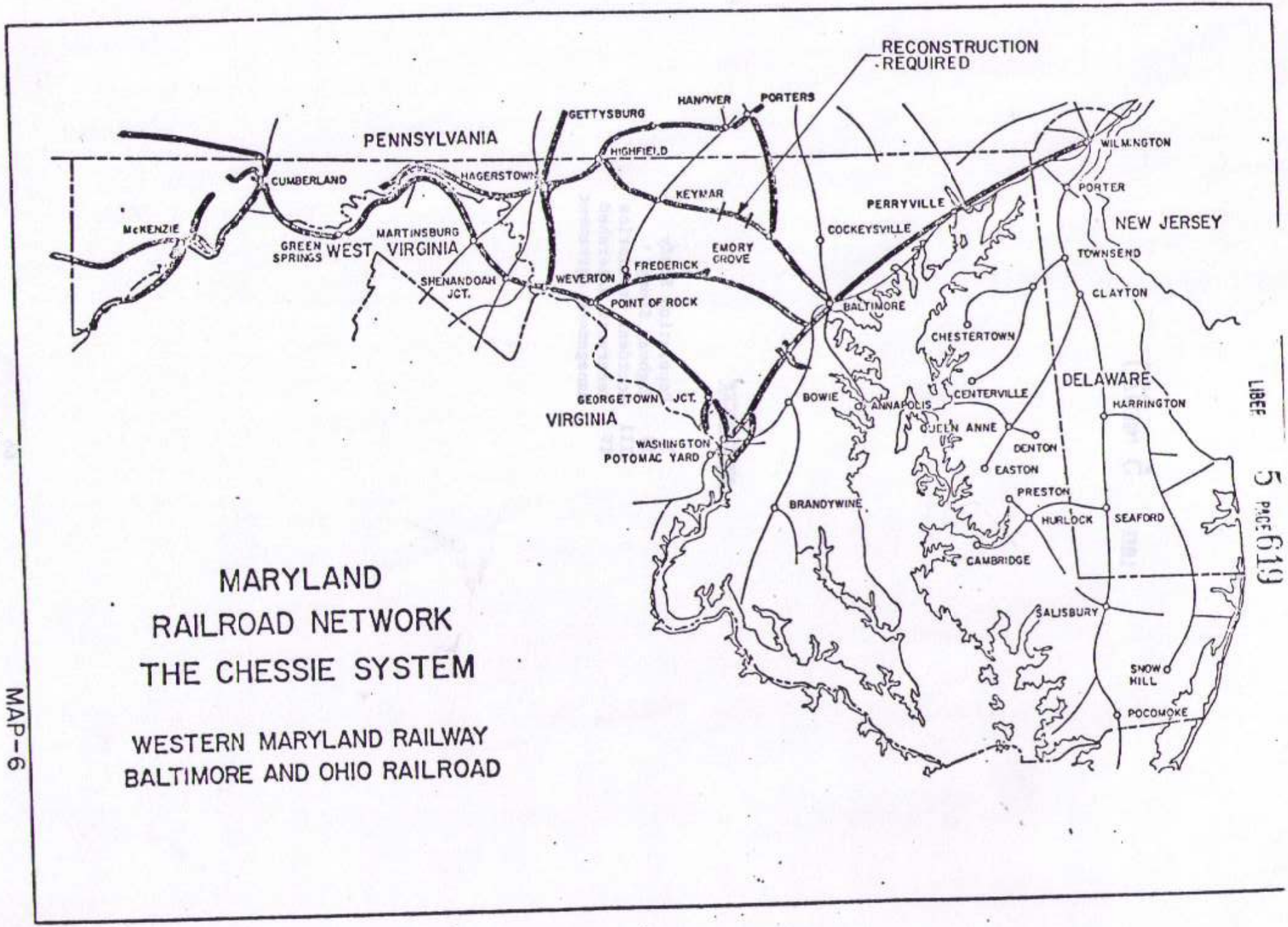
In a report to the Maryland Department of Transportation[1] it was recommended that the washed out portion of the line be restored and that main line service be resumed between Highfield and Emory Grove. Annual savings on the more direct route were expected to substantially exceed the one-time cost of restoring the 8.61 mile segment of the line.

In consideration of a more regional economic impact, the Maryland State Rail Plan (1979) discussed the Walkersville-Taneytown Line. Operation of this short line for rail freight service began on May 9, 1980 by the Maryland Midland Railway. In the event the Cedarhurst-Westminster segment is restored, it may present the possibility of serving a larger number of firms along either line.

Given the important role the old WM Main Line could play in the economic well being of Carroll County, it is recommended that priority be given to the preservation of rights-of-way that may be abandoned to ensure that these rights-of-way are not irreversibly lost. Moreover, recognizing that most rail service is essentially owned and maintained by private enterprise, it is recommended that the County encourage private sector solutions to rail problems through economic incentive where feasible.

---

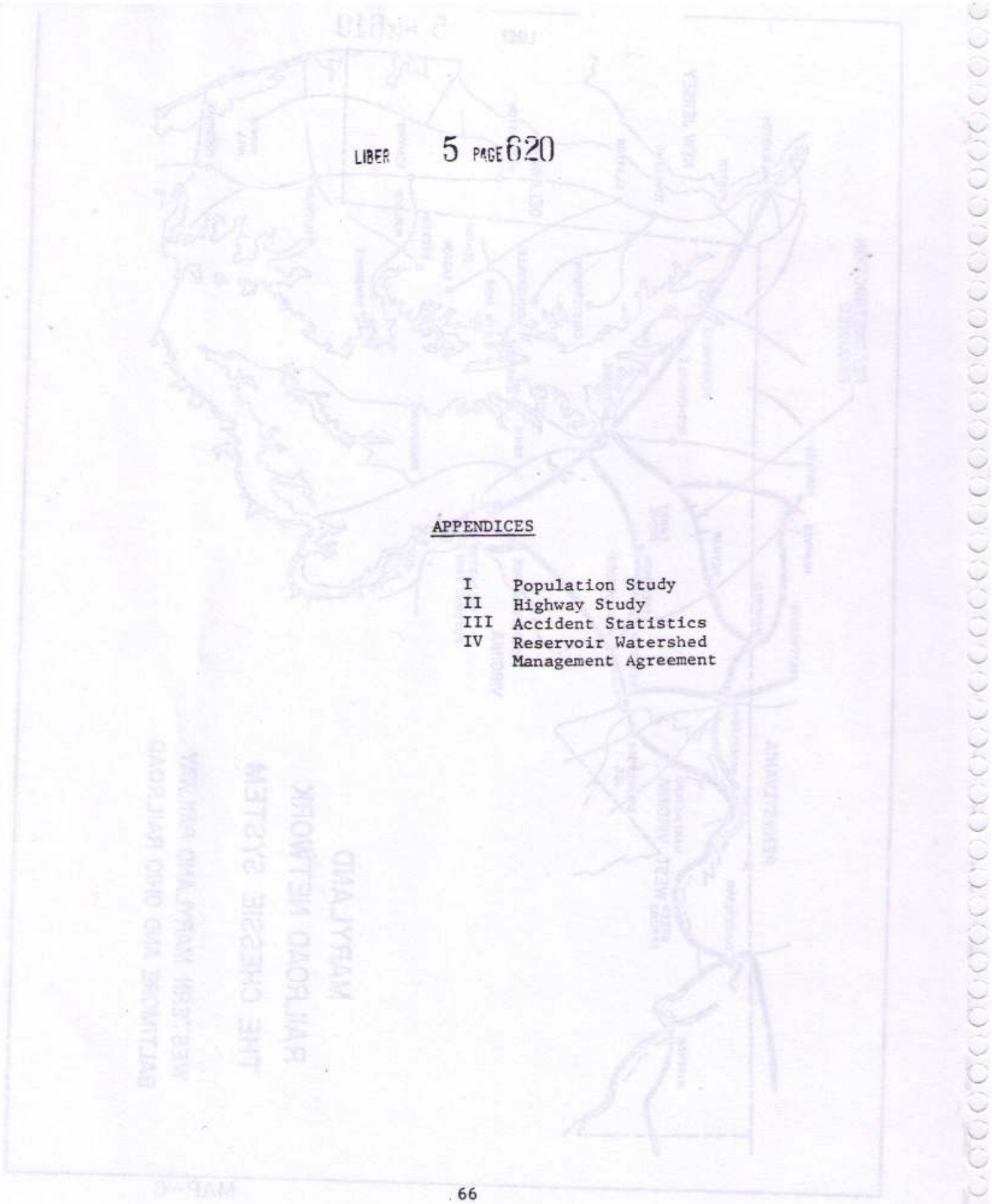
[1] Evaluation of Rail Freight Service Alternatives in Carroll and Frederick Counties, November 30, 1977.



MAP-6

LIBEF 5 page 619

LIBER 5 PAGE 620



APPENDICES

I Population Study
II Highway Study
III Accident Statistics
IV Reservoir Watershed Management Agreement

LIBER 5 PAGE 621

Appendix I

Population Study

POPULATION BY DISTRICT
June 30, 1976

DISTRICT	OCCUPIED UNITS	AVERAGE FAMILY SIZE	TOTAL POPULATION	ADULTS	TOTAL SCHOOL AGE	PUBLIC SCHOOL	OTHER (7.3)	PRESCHOOL
1 Taneytown	1496	3.06	4578	3052	1197	1110	87	329
2 Uniontown	868	2.98	2587	1805	582	540	42	200
3 Myers	1005	3.73	3749	2412	1085	1006	79	252
4 Woolerys	3129	2.87	8980	6008	2440	2262	178	532
5 Freedom	3268	3.43	11209	6732	3235	2999	236	1242
6 Manchester	2146	3.50	7511	4786	2167	2009	158	558
7 Westminster	5744	2.83	16256	11373	3676	3407	269	1207
8 Hampstead	2017	3.30	6656	4316	1795	1664	131	545
9 Franklin	1050	3.27	3434	2205	1019	944	75	210
10 Middleburg	355	3.82	1356	888	394	365	29	74
11 New Windsor	732	3.39	2481	1669	681	631	50	131
12 Union Bridge	557	2.86	1593	1086	412	382	30	95
13 Mount Airy	1219	2.97	3620	2389	975	904	71	256
14 Berrett	2022	3.18	6430	4145	1759	1631	128	526
	25608	3.14	80440	52866	21417	19854	1563	6157

Source: Carroll County Population, Department of Administration and Finance, June 30, 1976.

LIBER 5 PAGE 622

POPULATION
BY DISTRICT

DISTRICT		1960	1970	1976	1970-1976 INCREASE (DECREASE)	% CHANGE
1	Taneytown	3600	4138	4578	440	10.63
2	Uniontown	2102	2654	2587	(67)	(2.52)
3	Myers	2108	2617	3749	1132	43.30
4	Kooleerys	4356	6514	8980	2466	37.90
5	Freedom	4486	7846	11209	3363	42.90
6	Manchester	4193	5185	7511	2326	44.90
7	Westminster	12538	15311	16256	945	6.20
8	Hampstead	3387	5255	6656	1401	26.70
9	Franklin	1350	1925	3434	1509	78.40
10	Middleburg	1054	1267	1356	89	7.02
11	New Windsor	1951	2291	2481	190	8.29
12	Union Bridge	1644	1670	1593	(77)	(4.60)
13	Mount Airy	2420	3106	3620	514	16.60
14	Berrett	2691	4192	6430	2238	53.40
		47880	63971	80440	16469	25.70

Source: Carroll County Population, Department of Administration and Finance, June 30, 1976

POPULATION
As of June 30, 1976

DISTRICT	ADULTS %	SCHOOL AGE %	PRESCHOOL %
1 Taneytown	66.7	26.1	7.2
2 Uniontown	69.8	22.5	7.7
3 Myers	64.3	28.9	6.8
4 Woolerys	66.9	27.2	5.9
5 Freedom	60.1	28.9	11.0
6 Manchester	63.7	28.9	7.4
7 Westminster	70.0	22.6	7.4
8 Hampstead	64.8	27.0	8.2
9 Franklin	64.2	29.7	6.1
10 Middleburg	65.5	29.0	5.5
11 New Windsor	67.3	27.5	5.2
12 Union Bridge	68.2	25.9	5.9
13 Mount Airy	66.0	26.9	7.1
14 Berrett	64.5	27.4	8.1
	65.7	26.6	7.7

Source: Carroll County Population Study, Department of Administration and Finance, June 30, 1976

FAMILY SIZE BY DISTRICT

DISTRICT		UNITS							
		SURVEY	MULTI-FAMILY FACTOR	EFFECTIVE UNITS	POPULATION	FAMILY SIZE	ADULTS	SCHOOL AGE	PRESCHOOL
1	Taneytown	401	1.08247	434	1326	3.06	2.04	.795	.224
2	Uniontown	223	1.04878	234	698	2.98	2.08	.667	.231
3	Myers	278	1.01310	282	1051	3.73	2.40	1.078	.248
4	Woolerys	182	1.19238	217	622	2.87	1.92	.783	.166
5	Freedom	202	1.09692	222	761	3.43	2.06	.991	.378
6	Manchester	389	1.04795	408	1428	3.50	2.23	1.010	.260
7	Westminster	498	1.16272	579	1637	2.83	1.98	.642	.204
8	Hampstead	189	1.07013	202	667	3.30	2.14	.891	.267
9	Franklin	180	1.10130	198	648	3.27	2.10	.975	.197
10	Middleburg	195	1.03198	201	768	3.82	2.50	1.112	.213
11	New Windsor	371	1.05769	392	1330	3.39	2.28	.936	.176
12	Union Bridge	254	1.16667	296	847	2.86	1.95	.740	.169
13	Mount Airy	532	1.12960	601	1785	2.97	1.96	.795	.215
14	Berrett	191	1.10130	210	669	3.18	2.05	.876	.257
		4085	1.09572	4476	14237	3.141*	2.06	.840	.240

*Weighted Average

Source: Carroll County Population Study, Department of Administration and Finance, June 30, 1976

LIBER 5 PAGE 625

ANNUALIZED GROWTH RATES
POPULATION

DISTRICT	1960-1970 %	1970-1976 %	1960-1976 %
1 Taneytown	1.5	1.8	1.7
2 Uniontown	2.6	(.4)	1.4
3 Myers	2.4	7.2	4.9
4 Woolerys	5.0	6.3	6.6
5 Freedom	7.5	7.1	9.4
6 Manchester	2.4	7.5	4.9
7 Westminster	2.2	1.0	1.9
8 Hampstead	5.5	4.4	6.0
9 Franklin	4.3	13.1	9.6
10 Middleburg	2.0	1.2	1.8
11 New Windsor	1.7	1.4	1.7
12 Union Bridge	.2	(.8)	(.2)
13 Mount Airy	2.8	2.8	3.1
14 Berrett	5.6	8.9	8.7
	3.4	4.3	4.3

Source: Carroll County Population Study, Department of Administration and Finance, June 30, 1976

DENSITY PER SQUARE MILE
June 30, 1976

DISTRICT		SQUARE MILES	1960	1970	1976	PERCENT CHANGE 1960-1976
1	Taneytown	43.19	83	96	106	27.7
2	Uniontown	33.19	63	80	78	23.8
3	Myers	39.80	53	66	94	77.4
4	Hooleys	46.20	94	141	194	106.4
5	Freedom	28.90	155	271	388	150.3
6	Manchester	52.01	81	100	144	77.8
7	Westminster	46.40	270	330	350	29.6
8	Hampstead	31.10	109	169	214	96.3
9	Franklin	26.52	51	73	129	152.9
10	Middleburg	20.90	50	61	65	30.0
11	New Windsor	25.71	76	110	119	56.6
12	Union Bridge	7.20	228	232	221	(3.1)
13	Mount Airy	16.30	148	191	222	50.0
14	Berrett	38.60	70	109	167	138.6
		456.09	105	140	176	67.6

Source: Carroll County Population Study, Department of Administration and Finance, June 30, 1976

LIVING UNITS BY DISTRICT
June 30, 1976

DISTRICT		R	A	TOTAL*	MULTI-FAMILY FACTOR	EFFECTIVE UNITS	COMMERCIAL APTS.	TOTAL LIVING UNITS	LESS VACANCIES (3%)	TOTAL OCCUPIED UNITS	MOBILE HOMES	TOTAL
1-1	Taneytown	547	1	548	1.15179	631	68	699	21	678		678
1	Taneytown	465	322	787	1.03911	817	4	821	25	796	22	818
	TOTAL	1012	323	1335		1448	72	1520	46	1474	22	1496
2	Uniontown	601	252	853	1.04878	895	0	895	27	868	0	868
3	Myers	705	316	1021	1.01310	1034	2	1036	31	1005	0	1005
4	Koolurys	2033	386	2479	1.19238	2956	25	2981	89	2892	237	3129
5-1	Sykesville	265	0	265	1.15789	307	305	612	18	594	0	594
5	Freedom	2338	115	2453	1.09106	2676	29	2705	81	2624	50	2674
	TOTAL	2603	115	2718		2983	334	3317	99	3218	50	3268
6-1	Manchester	413	4	417	1.13333	473	103	576	17	559	0	559
6	Manchester	1127	458	1585	1.02586	1626	8	1634	49	1585	2	1587
	TOTAL	1540	462	2002		2099	111	2210	66	2144	2	2146
7-1	Westminster	1342	7	1349	1.36420	1840	1020	2860	86	2774	0	2774
7	Westminster	2489	318	2807	1.06812	2998	9	3007	90	2917	53	2970
	TOTAL	3831	325	4156		4838	1029	5867	176	5691	53	5744
8-1	Hampstead	175	3	178	1.39024	247	163	410	12	398	0	398
8	Hampstead	1290	264	1554	1.03198	1604	14	1618	49	1569	50	1619
	TOTAL	1465	267	1732		1851	177	2028	61	1967	50	2017
9	Franklin	768	187	955	1.10130	1052	3	1055	32	1023	27	1050
10	Middleburg	226	126	352	1.03198	363	3	366	11	355	0	355
11-1	New Windsor	210	1	211	1.08000	228	18	246	7	239	0	239
11	New Windsor	308	176	484	1.04717	507	1	508	15	493	0	493
	TOTAL	518	177	695		735	19	754	22	732	0	732
12-1	Union Bridge	249	1	250	1.23438	309	40	349	10	339	0	339
12	Union Bridge	151	53	204	1.09677	224	1	225	7	218	0	218
	TOTAL	400	54	454		533	41	574	17	557	0	557
13-1	Mount Airy	407	5	412	1.15789	477	104	581	17	564	0	564
13	Mount Airy	427	79	506	1.10130	557	2	559	17	542	113	655
	TOTAL	834	84	918		1034	106	1140	34	1106	113	1219
14	Berrett	1440	267	1707	1.10130	1880	152	2032	61	1971	51	2022
	TOTAL COUNTY	18036	3341	21377	1.10872	23701	2074	25775	772	25003	605	25608

*Per Assessment Records

LBEP 5 PAGE 625

SINGLE AND [illegible]-FAMILY RESIDENTIAL LIVING BY DISTRICT*
June 30, 1976

LIBER 5 PAGE 629

DISTRICT	TOTAL	NUMBER OF RESIDENTIAL LIVING UNITS WITH FAMILIES					
		0	1	2	3	4	5
1 Taneytown	787 100.00%	26 3.35%	708 89.94%	49 6.15%	4 .56%	-	-
1-1 Taneytown	548 100.00%	- -	479 87.50%	59 10.72%	5 .89%	5 .89%	-
2 Uniontown	853 100.00%	25 2.93%	778 91.22%	38 4.39%	8 .97%	4 .49%	-
3 Myers	1021 100.00%	31 3.06%	945 92.57%	45 4.37%	-	-	-
4 Woolerys	2479 100.00%	- -	2205 88.93%	76 3.09%	193 7.80%	5 .18%	-
5 Freedon	2453 100.00%	8 .34%	2234 91.06%	199 8.09%	4 .17%	8 .34%	-
5-1 Sykesville	265 100.00%	- -	232 87.72%	23 8.77%	10 3.51%	- -	-
6 Manchester	1585 100.00%	18 1.15%	1512 95.40	50 3.16%	5 .29%	-	-
6-1 Manchester	417 100.00%	5 1.11%	366 87.78%	37 8.89%	5 1.11%	4 1.11%	-
7 Westminster	2807 100.00%	37 1.30%	2567 91.45%	191 6.81%	4 .14%	4 .15%	4 .15%
7-1 Westminster	1349 100.00%	8 .62%	945 70.06%	325 24.07%	42 3.09%	25 1.85%	4 .31%
8 Hampstead	1554 100.00%	9 .58%	1486 95.64%	59 3.78%	-	-	-
8-1 Hampstead	178 100.00%	- -	122 68.29%	48 26.83%	4 2.44%	4 2.44%	-
9 Franklin	955 100.00%	11 1.14%	854 89.45%	70 7.36%	16 1.64%	4 .41%	-
10 Middleburg	352 100.00%	20 5.68%	324 92.05%	8 2.27%	-	-	-
11 New Windsor	484 100.00%	5 .94%	456 94.34%	18 3.78%	5 .94%	-	-
11-1 New Windsor	211 100.00%	- -	194 92.00%	17 8.00%	-	-	-

Source: Carroll County Population Study, Department of Administration and Finance, June 30, 1976

SINGLE AND MULTI-FAMILY RESIDENTIAL LIVING UNITS
BY DISTRICT
June 30, 1976

DISTRICT	TOTAL	NUMBER OF RESIDENTIAL LIVING UNITS WITH FAMILIES					
		0	1	2	3	4	5
12 Union Bridge	204	-	188	13	3	-	-
	100.00%	-	91.94%	6.45%	1.61%	-	-
12-1 Union Bridge	250	8	191	39	8	4	-
	100.00%	3.12%	76.56%	15.63%	3.13%	1.56%	-
13 Mount Airy	506	6	453	37	8	2	-
	100.00%	1.14%	89.45%	7.36%	1.64%	.41%	-
13-1 Mount Airy	412	5	369	30	7	1	-
	100.00%	1.14%	89.45%	7.36%	1.64%	.41%	-
14 Berrett	1707	19	1527	126	28	6	1
	100.00%	1.14%	89.45%	7.36%	1.64%	.36%	.05%
TOTAL	21377	241	19135	1557	359	76	9
	100.00%	1.13%	89.51%	7.28%	1.68%	.36%	.04%

*Per Assessment Records

Source: Carroll County Population Study, Department of Administration and Finance, June 30, 1976

MOBILE HOMES IN TRAILER PARKS
As of June 30, 1976

DISTRICT		MOBILE HOMES
1	Taneytown	22
2	Uniontown	0
3	Myers	0
4	Woolerys	237
5	Freedom	50
6	Manchester	2
7	Westminster	53
8	Hampstead	50
9	Franklin	27
10	Middleburg	0
11	New Windsor	0
12	Union Bridge	0
13	Mount Airy	113
14	Berrett	51
		605

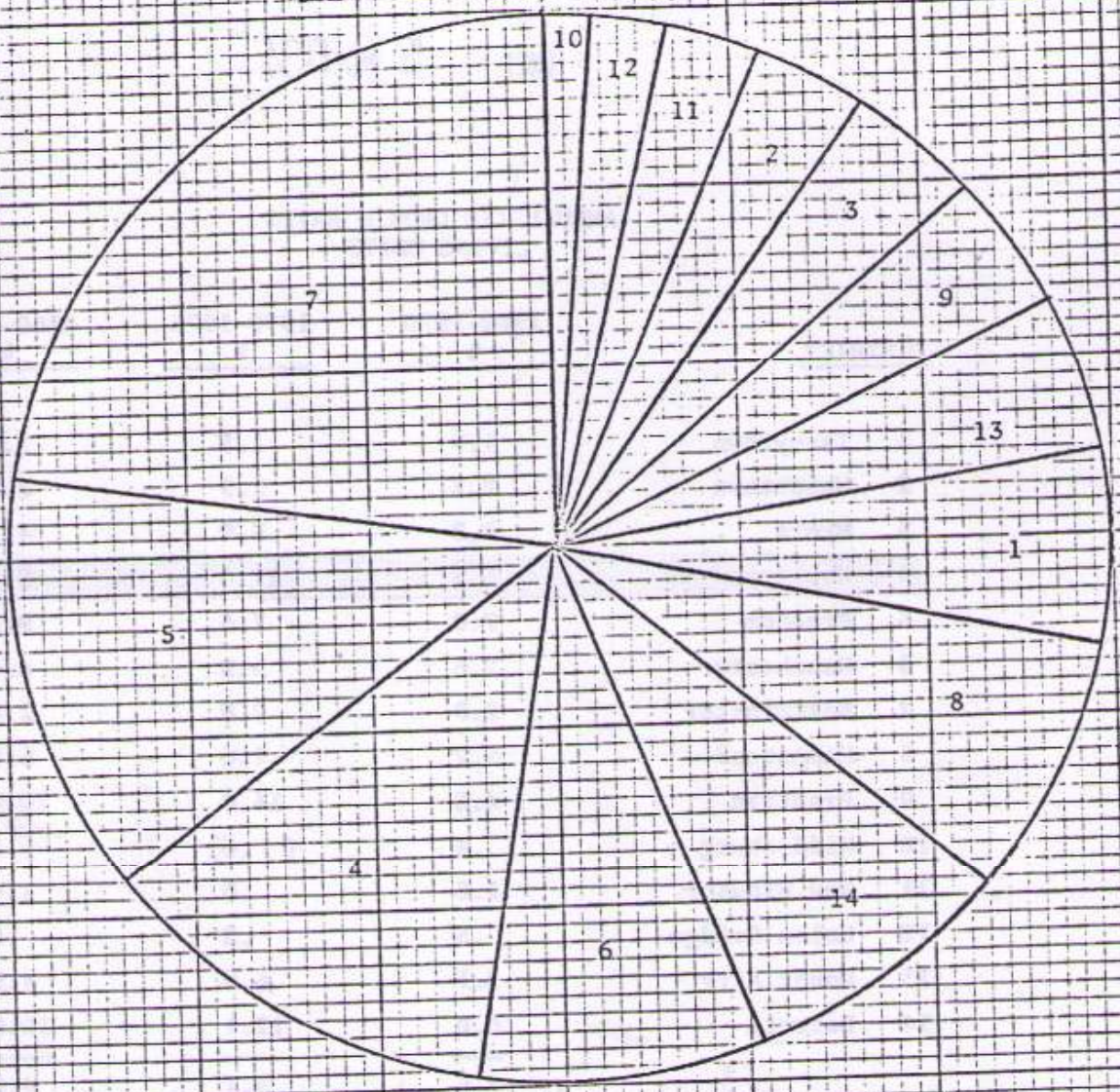
Source: Carroll County Population Study, Department of Administration and Finance, June 30, 1976

LIVING UNITS
BY DISTRICT

		1960	1970	1976	1970-1976 INCREASE [DECREASE]	1970-1976 % CHANGE
1	Taneytown	1151	1371	1496	125	9.1
2	Uniontown	642	780	868	88	11.3
3	Myers	610	742	1005	263	35.4
4	Woolerys	1215	1888	3129	1241	65.7
5	Freedom	1317	2243	3268	1025	45.7
6	Manchester	1255	1586	2146	560	35.3
7	Westminster	3978	5138	5744	606	11.8
8	Hampstead	1069	1626	2017	391	24.1
9	Franklin	395	564	1050	486	86.2
10	Middleburg	341	369	355	[14]	[3.8]
11	New Windsor	600	705	732	27	3.8
12	Union Bridge	517	541	557	16	3.0
13	Mount Airy	684	897	1219	322	35.9
14	Berrett	735	1173	2022	849	72.4
		14509	19623	25608	5985	30.5

Source: Carroll County Population Study, Department of Administration and Finance, June 30, 1976

LIVING UNITS BY DISTRICT
June 30, 1976



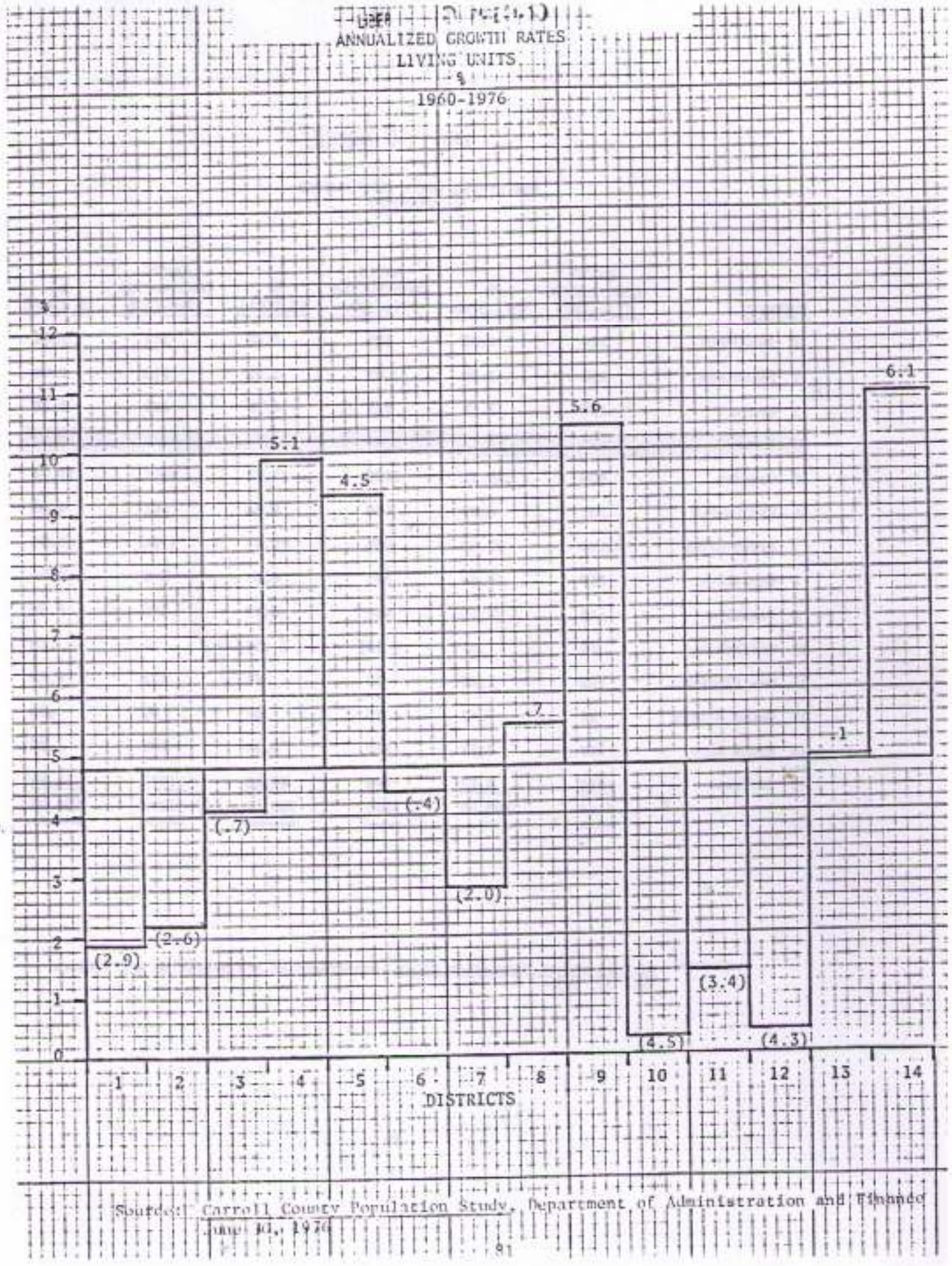
1	Taneytown	5.84%
2	Uniontown	3.39%
3	Myers	3.92%
4	Mccleerys	12.02%
5	Freedom	12.76%
6	Manchester	8.38%
7	Westminster	22.43%
8	Hampstead	7.88%
9	Franklin	4.10%
10	Middleburg	1.39%
11	New Windsor	2.86%
12	Union Bridge	2.18%
13	Mount Airy	4.76%
14	Berrett	7.89%
		100.00%

Source: Carroll County Population Study, Department of Administration and Finance
June 30, 1976

ANNUALIZED GROWTH RATES
LIVING UNITS

DISTRICT		1960-1970 %	1970-1976 %	1960-1976 %
1	Taneytown	1.9	1.5	1.9
2	Uniontown	2.2	1.9	2.2
3	Myers	2.2	5.9	4.1
4	Woolerys	5.5	11.0	9.9
5	Freedom	7.0	7.6	9.3
6	Manchester	2.6	5.9	4.4
7	Westminster	2.9	2.0	2.8
8	Hampstead	5.2	4.0	5.5
9	Franklin	4.3	14.4	10.4
10	Middleburg	.8	(.6)	.3
11	New Windsor	1.8	.6	1.4
12	Union Bridge	.5	.5	.5
13	Mount Airy	3.1	6.0	4.9
14	Berrett	6.0	12.1	10.9
		3.5	5.1	4.8

Source: Carroll County Population Study, Department of Administration and Finance June 30, 1976

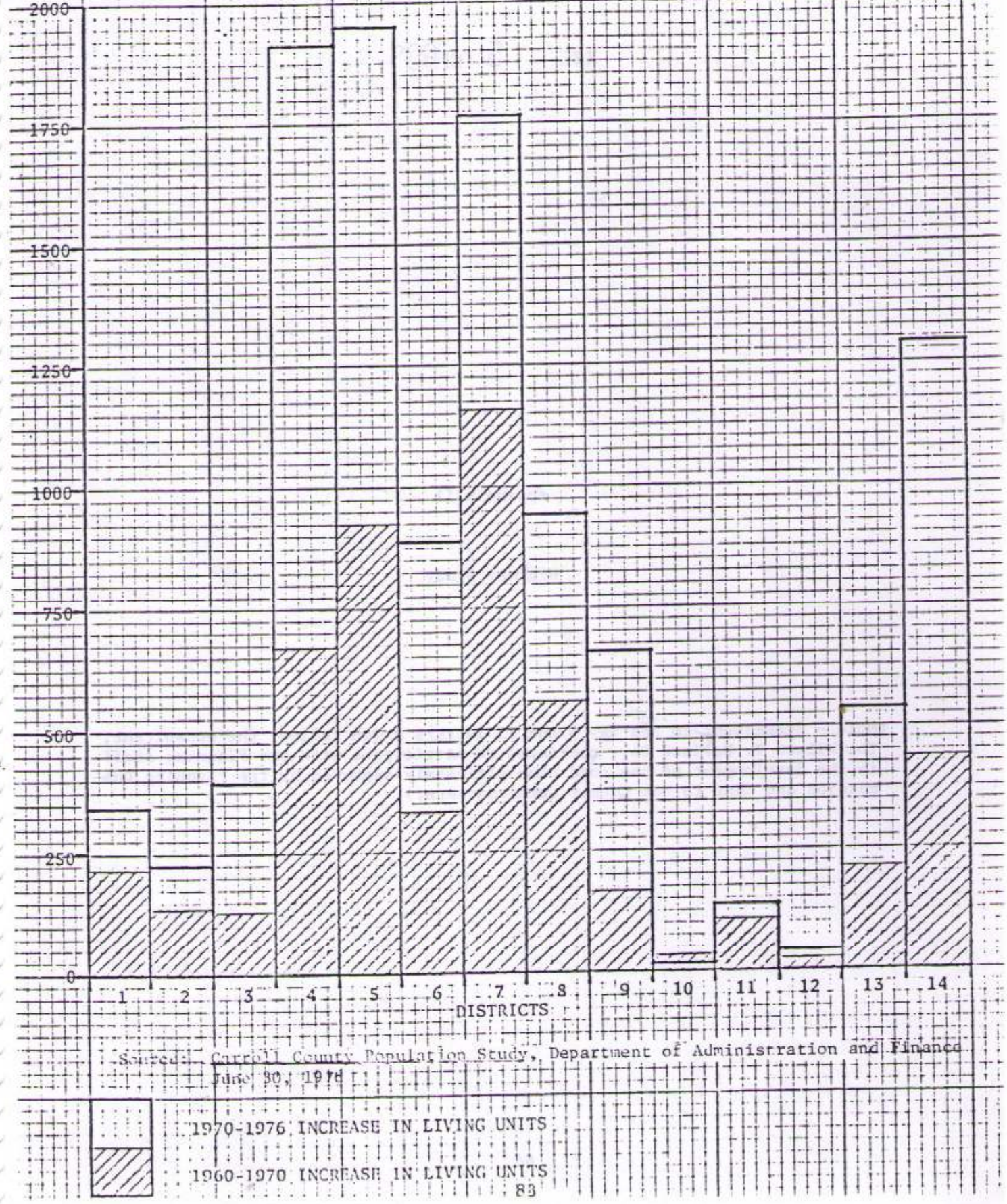


Source: Carroll County Population Study, Department of Administration and Finance
June 30, 1976

NEW LIVING UNITS CONSTRUCTED
BY DISTRICT

DISTRICT	UNITS CONSTRUCTED 1960-1970	% OF TOTAL	UNITS CONSTRUCTED 1970-1976	% OF TOTAL	UNITS CONSTRUCTED 1960-1976	% OF TOTAL
1 Taneytown	220	4.30	125	2.09	345	3.11
2 Uniontown	138	2.70	88	1.47	226	2.04
3 Myers	132	2.58	263	4.39	395	3.56
4 Woolerys	673	13.16	1241	20.74	1914	17.24
5 Freedom	926	18.11	1025	17.13	1951	17.58
6. Manchester	331	6.47	560	9.36	891	8.03
7 Westminster	1160	22.68	606	10.12	1766	15.91
8 Hampstead	557	10.89	391	6.53	948	8.54
9 Franklin	169	3.30	486	8.12	655	5.90
10 Middleburg	28	.55	(14)	(.23)	14	.13
11 New Windsor	105	2.05	27	.45	132	1.19
12 Union Bridge	24	.47	16	.27	40	.36
13 Mount Airy	213	4.17	322	5.38	535	4.82
14 Berrett	438	8.57	849	14.18	1287	11.59
	5114	100.00	5985	100.00	11099	100.00

Source: Carroll County Population Study, Department of Adminstration and Finance
June 30, 1976



Source: Carroll County Population Study, Department of Administration and Finance June 30, 1976

LIBER 5 PAGE 638

Appendix II

Highway Study

(Note - Subsequent to the May 9 and 13 letters which follow, the consultant, The Wilson T. Ballard Co., continued to participate with the Planning staff in the development of the road plan ultimately approved by the Planning Commission and sent to the County Commissioners.)

WILSON T. BALLARD, 1968

WILSON T. BALLARD, JR., PRESIDENT
ROBERT N. BOND, SENIOR VICE PRESIDENT
EDMUND G. HART, VICE PRESIDENT
KENNETH L. EVANS, VICE PRESIDENT
GARRETT R. HITCHCOCK, ASSOC.

THE WILSON T. BALLARD COMPANY
CONSULTING ENGINEERS
17 GWYNNS MILL COURT
OWINGS MILLS, MARYLAND 21117

TELEPHONE 363-0180
AREA CODE 301

May 9, 1980 (See also letter of May 13, 1980, page 106)

Carroll County Planning and Zoning Commission
County Office Building
225 North Center Street
Westminster, Maryland 21157

Attn: Mr. Ronald Bailey
Assistant Director

Re: Finksburg Comprehensive Plan
File: 100-127

Gentlemen:

As requested by Mr. Bailey of your staff, we submit herein the results of our preliminary study of the intersection of Md. 140 and Md. 91 in Finksburg:

SCOPE OF STUDY

This preliminary study included the following:

1. A field reconnaissance of the study area to observe existing conditions.

2. Review of traffic accident records for the intersection area.

3. Current traffic volume counts and projections for the years 1989 and 1999 were obtained from the S.H.A. District Traffic Engineer.

   Note: The traffic projections assume a 4.5% annual growth rate which has been the approximate growth rate for the past ten years along this portion of Md. 140. It is pointed out that the use of past growth rates for future traffic projections beyond 10 years is approximate at best.

4. Level of service analyses for the intersection based on various conditions and time periods.

5. Review and analysis of the suggested alternate improvement plans for the intersection prepared by the S.H.A.

6. Consideration of other alternate improvement plans for the intersection on a conceptual basis.

EXISTING CONDITIONS

Maryland 140 has two through lanes, one left turn lane and one right turn lane in each direction through the intersection. There is a painted median outline with no barrier separation. Maryland 91 has one lane for through and left turning traffic and one right turn lane in each direction. A two phase traffic signal is in operation at the intersection.

The intersection is located in a sag vertical curve on Md. 140 with approach roadway grades of between 4% and 5%. The sight distance along Md. 140 is adequate, but, due to the road downgrades, there is a tendency for the driver of a vehicle to experience minor problems in stopping for the red signal. The approach roadway grades on Md. 91 are relatively flat in the intersection area and there is good sight distance along Md. 91.

A serious access problem exists at the northeast quadrant of the intersection where the entrance to the Shopping Center is located on Md. 140 immediately adjacent to the intersection, resulting in difficult and hazardous maneuvers for traffic entering and exiting the center. An entrance to a cemetery is located in the northwest quadrant of the intersection and, while this is not as hazardous as the shopping center entrance due to the lower traffic volumes using it, it is an undesirable condition.

The accident records at the Md. 140-Md. 91 intersection are as follows:

Year	No. of Accidents
1976	9
1977	9
1978	6

In 1978, the most recent year for which complete data is available, there were 17 intersections involving State roads in Carroll County with 6 or more accidents. Of these, 13 had a higher accident rate than the Md. 140/Md. 91 intersection. (The rate at this intersection was 0.84 accidents/100 million vehicle miles.) Most of the accidents are right angle collisions and involve left-turning vehicles. The State Highway Administration has recognized the accident problem at this location and has installed a strobe light on the signal which is visible to traffic on Md. 140 during the red phase to alert the driver to the intersection situation.

The existing intersection presently operates at Level of Service A (See foot note 1).

Using projected volumes, it is estimated that the intersection will operate at Level of Service C or better through 1989 without any geometric improvements. The traffic service for 1999 is estimated to be level F based on the assumption that no improvements will be made to the intersection by that date.

REVIEW OF PROPOSED INTERSECTION PLAN
PREPARED BY STATE HIGHWAY ADMINISTRATION

The proposed plan developed by the State Highway Administration for improving the intersection consists of constructing ramps from Md. 140 to Md. 91 to eliminate all turns off of Md. 140 at the intersection. In effect the ramps will create two additional intersections on Md. 91 to handle the traffic movements at the Md. 140/Md. 91 intersection. These three intersections would be in close proximity to one another. There would not be any reduction in the number of vehicles passing through the Md. 140/Md. 91 intersection. The plan would include a new connection from Md. 91 to the existing Shopping Center at the northeast corner of the intersection and would prohibit egress from the Center to Md. 140.

Although the preliminary sketch plan does not indicate left turning lanes on Md. 91, we assume that they are intended in order to facilitate the increased traffic on the Md. 91 approaches.

Advantages

1. Elimination of the egress from the Shopping Center to Md. 140 with a new access point on Md. 91.
2. Elimination of vehicles storing in the unprotected left-turn lanes of Md. 140.
3. Elimination of U-turns on Md. 140 at the intersection, which would otherwise occur if a median is constructed on Md. 140 and an adequate service road network is not built.

Disadvantages

1. The plan will decrease the level of service at the Md. 140/Md. 91 intersection from B to C in 1989, assuming that left-turn lanes are constructed on Md. 91 as mentioned above.
2. The fact that the ramps would eliminate all turns from Md. 140 would indicate that traffic path conflicts would be reduced. However, it is our opinion that the net result of creating two additional intersections to handle the left turns eliminated at the Md. 140/Md. 91 intersection will actually increase the number of potential vehicular conflicts and thus negate the advantage of eliminating the turns off of Md. 140. Except for right turns which are non-critical, there will not be any reduction in the traffic volume passing through the intersection.

LIBER 5 PAGE 642

3. The ramp intersections with Md. 91 are close to Md. 140. This will especially be a problem in the future when Md. 91 is dualized as planned and crossovers are constructed.

4. The plan will require the acquisition of a considerable area of right of way from prime adjacent private properties. It would also require severing a large part of the cemetery property in the northwest quadrant and the demolition of a home and outbuildings in the southeast quadrant.

5. The geometry and functional characteristics of the proposed alternate are unfamiliar to most motorists and would be confusing.

ALTERNATE PLAN FOR INTERSECTION IMPROVEMENT

The most feasible alternate to the plan proposed by the S.H.A. for improving the intersection is to widen the existing roadway to provide for a barrier type raised median which would include protective curbing for the left-turn storage lanes on Md. 140 and restrict traffic turning movements across the road centerline.

As stated above, Level of Service F is anticipated by 1999 assuming that no improvements are made to the intersection and that the traffic continues to grow at the rate that it has during the past 10 years. This level of service could be improved to Level E if three through lanes in each direction instead of two lanes were provided on Md. 140 along with left-turn lanes on Md. 91. Therefore, it would be appropriate to plan for these additional lanes in conjunction with the Md. 140 widening for the barrier median.

In addition, the intersection improvement could include right turning ramps with appropriate auxiliary lanes to increase the efficiency of right turning traffic movements. However, the right turn movements do not govern the capacity or level of service of the intersection.

The improvement should by all means include the prohibition of egress movements from the existing entrance to the Shopping Center in the northwest quadrant. The ingress movement should be allowed only from northbound on Md. 140. All other ingress movements to the Center should be provided for by a new connection from the Center to Md. 91 east of the intersection.

In addition, all future frontage development in the vicinity of the intersection should be designed in a manner that will avoid additional access points near the crossing of these important State routes.

LIBER 5 PAGE 643

This alternate plan is the conventional intersection design which we believe would be less confusing to the driver.

RECOMMENDATION

Based upon the results of our preliminary investigations as set forth herein, it is our recommendation that the Alternate A and B plans for the improvement of the intersection prepared by the S.H.A. not be adopted. We believe that the conventional intersection design with left and right-turn lanes is more appropriate for this location and will be more acceptable to the driving public. However, in order to provide suitable access to frontage properties, there is a need for a system of access roads in the vicinity of the intersection. Otherwise, dangerous 'U' turns on Md. 140 will be encouraged.

If the construction of suitable access roads is found not to be feasible, the ramp arrangement proposed under the S.H.A. plan would provide a safe means for 'U'turning traffic movements at the intersection in order to reach the frontage properties on the opposite side of the road and should be considered further.

Although the present level of service is A and there is no reason to expect it to be less than C by the year 1989, it does appear that there are existing safety problems which should be corrected. They are as follows:

1. There is a need for a raised barrier type of median on the Md. 140 approaches to the intersection which would provide protective curbing for left-turn storage lanes and restrict traffic crossings of the road centerline.

2. The Shopping Center should be connected to Md. 91 at a point as far east of Md. 140 as feasible and all traffic egress from the Center should use this new entrance. The existing entrance on Md. 140 should be used for ingress only for traffic northbound on Md. 140.

3. Records indicate that many of the accidents in the intersection are between vehicles turning left off of Md. 140 and Md. 140 through traffic in the opposite direction. Since the signal has only two phases, the left turning vehicle must seek a gap in the through traffic movements to make a turn, thus inducing the left turning driver to take chances. If future accident studies indicate that the strobe light which was installed on the signal in January of this year has not significantly decreased this type of accident, consideration should be given to adding a left-turn phase on Md. 140.

We are including herewith an enclosure containing the traffic data used for this study along with the various level of service computations, accident data, etc.

Please call if you require additional information concerning this intersection.

Very truly yours,

THE WILSON T. BALLARD COMPANY

By Robert N. Bond

RNB:mv
Enclosure
cc: File

Footnote - 1

Level of service is a measure of the operating conditions on a highway during the peak hours of the day. Level of Service A is the highest level indicating no congestion. Level of Service C indicates some congestion, but stable flow and no intolerable dealys. Level E indicates delays are often intolerable and Level F indicates constant congestion.

Enclosure to Letter Dated May 9, 1980 to

Carroll County Planning and Zoning Commission
Attn: Mr. Ronald Bailey, Assistant Director

Re: Finksburg Comprehensive Plan

THE WILSON T. BALLARD CO.
CONSULTING ENGINEERS
Owings Mills, Maryland 21117

PROJECT Md. 140/Md 91 JOB NO. 100-127
SUBJECT Level of Service SHEET NO. 1 OF 7
BY RWR DATE 4/30/80

Summary of Level of Service

Alternate	Critical Lane Volume (L. of Serv 1979	1989	1999
Existing Geometrics	711(A)	1109(C)	
Lt. Turn Lanes on Md. 91	–	1040(B)	1622(F)
Alt. A (w/ Lt. Turn Lanes on Md 91)	–	1091(C)	1701(F)
Alt B (w/ Lt Turn Lanes on Md 91)	–	1091(C)	1701(F)
Double Lt. on EB 91 & Single Lt on WB 91	–	–	1501(F
Six through lanes on Md 140 & single left on Md 91	–	–	1342(E
Double lefts on Md. 140 & Single Lts on Md 91	–	–	1558(F
Six through lanes on Md 140, double lt. on EB 91 & single lt. on WB 91	–	–	1221(E

Conclusion:

1. The existing intersection will operate satisfactorily through 1989.
2. Left-turn lanes on Md. 91 may be warranted by 1989 in order to improve the level of service and reduce the accident potential.
3. Alternates A and B would decrease rather than improve the level of service.

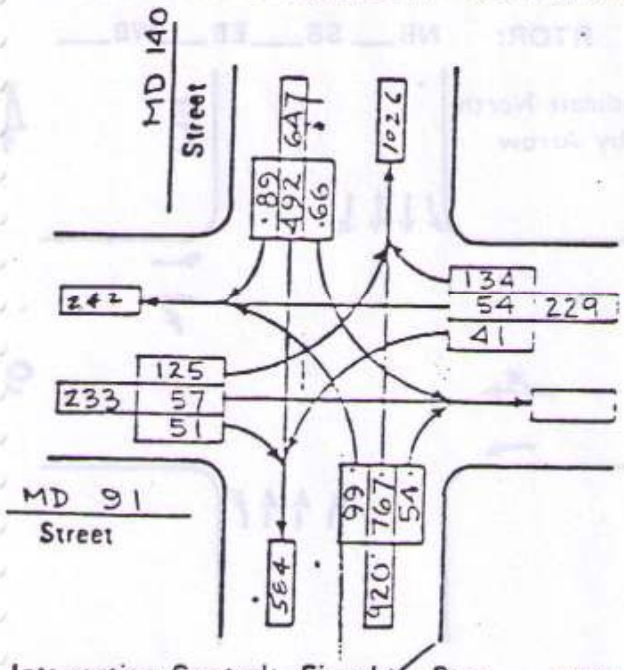
LIBER 3 PAGE 1147

10/79

Count Date: _____ Hours: _____ Location: MD 140 & MD 91

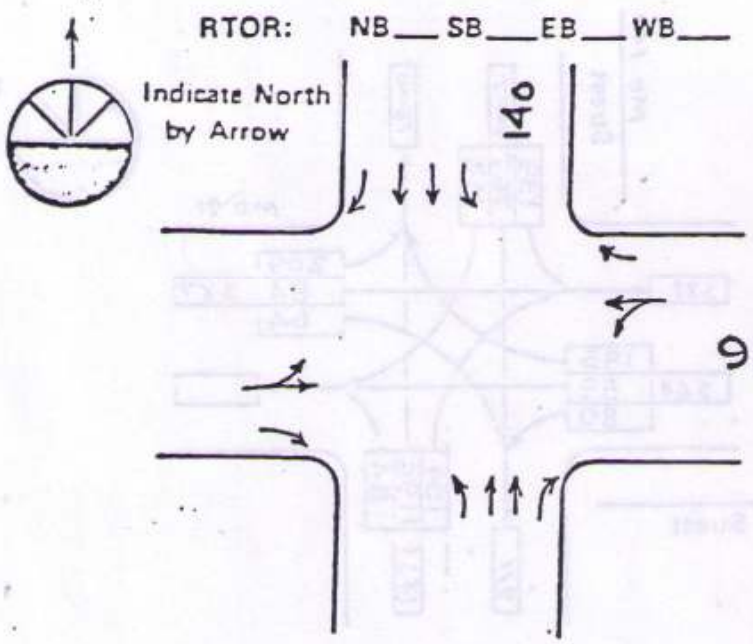
Conditions/ Design Year: 1979 Existing volumes Finksburg, Carroll County

TURNING MOVEMENT SUMMARY



LANE CONFIGURATION

RTOR: NB___ SB___ EB___ WB___



Intersection Control: Signal ✓ Stop ___ ways ___

Phasing: 2 ø

Existing Geometrics - 1979

Notes:

Level of Service	Traffic Flow Condition	Volume to Capacity Ratio X	Load Factor	Maximum Sum of Critical Lane Volumes, Cv, at Intersection: AAMV Mont.	Mn AMV	TTI 2x	3x	4x
A	Stable	≤0.6	0.0	1000	900	[illegible]	[illegible]	[illegible]
B	Stable	≤0.7	≤0.1	1150	1050	[illegible]	[illegible]	[illegible]
C	Stable	≤0.8	≤0.3	1300	1200	[illegible]	[illegible]	[illegible]
D	Unstable	≤0.9	≤0.7	1450	1350	[illegible]	[illegible]	[illegible]
E	Capacity	≤1.0	≤0.85	1600	1500	[illegible]	[illegible]	[illegible]

CRITICAL LANE VOLUME WORKSHEET

Lanes Factor (Belits): 1.0, 0.55, 0.40, 0.30

lane use factors not utilized

Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1) x (2)	Opposing Lefts	Critical Lane Volume	*
MD 140 SB	492	.55	271	99	370	
MD 140 NB	767	.55	422	66	488	*
MD 91 EB	182	1.0	182	41	223	*
MD 91 WB	95	1.0	95	125	220	

PR. LANES		LANE USE FACTOR
1	=	1
2	=	.55
Double left	=	.60

* critical volume.

TOTAL 711

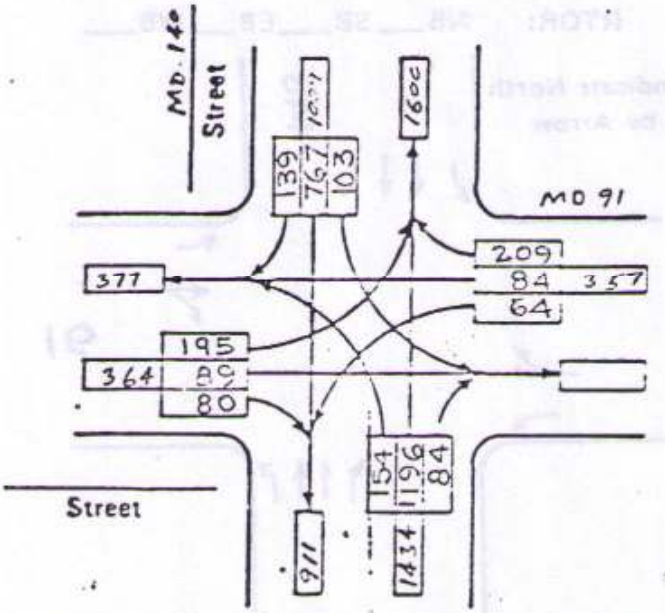
LEVEL OF SERVICE A

Prepared by SP Sl. 1

10/79

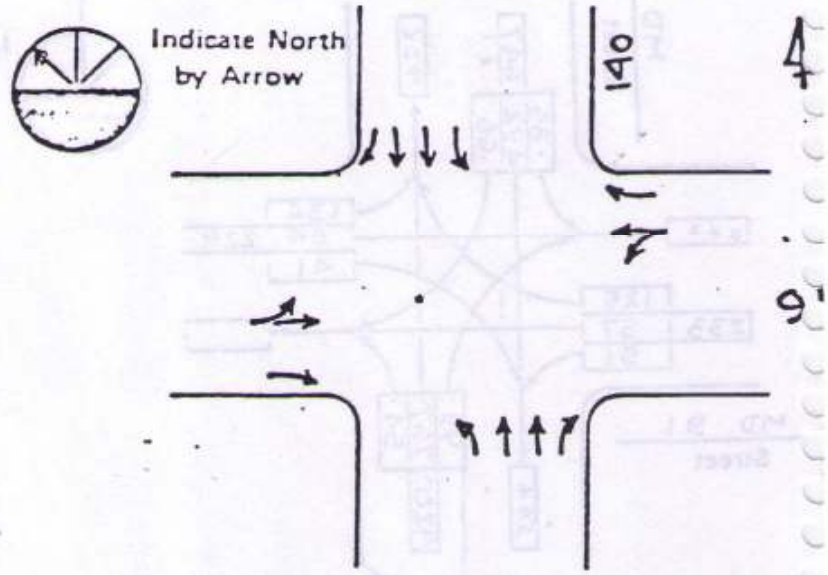
Count Date:	Hours:	Location: MD 140 & MD 91
Conditions/ Design Year:	1989	Finksburg, Carroll Co.

TURNING MOVEMENT SUMMARY



LANE CONFIGURATION

RTOR: NB___ SB___ EB___ WB___



Intersection Control: Signal___ Stop___ ways___

Phasing: d

xisting geometrics - 1989

Notes: 4.5% growth / year 79-89
existing geometrics

Level of Service	Traffic Flow Condition	Volume to Capacity Ratio X	Load Factor	Maximum Sum of Critical Lane Volumes, Ex. at Intersection: AAFG Mont.	Mn AMV	TTI Ex	TTI Ex
A	Stable	≤0.6	0.0	1000	900	[illegible]	[illegible]
B	Stable	≤0.7	≤0.1	1150	1050	[illegible]	[illegible]
C	Stable	≤0.8	≤0.3	1300	1200	[illegible]	[illegible]
D	Unstable	≤0.9	≤0.7	1450	1350	1275	[illegible]
E	Capacity	≤1.0	≤0.85	1600	1500	[illegible]	[illegible]

CRITICAL LANE VOLUME WORKSHEET

# of Lanes	Factor (Ballis)
1	1.0
2	0.55
3	0.40
4	0.30

lane use factors not utilized

Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1) x (2)	Opposing Lefts	Critical Lane Volume
140 SB	767	.55	422	154	576
140 NB	1196	.55	658	103	761
w/o LT LANE 91 EB	284	1.0	284	64	348
w/LT LANE 91 WB	~~148~~ 84	1.0	84 ~~148~~	195	279 ~~343~~
EB w/LT LANE ~~of mult LT~~	~~195~~ 84	1.0	~~195~~ 84	64	153 ~~259~~
~~Lane EB 91~~					
			∴ Assume Lt-Turn Lanes on MD 91		

...PR. LANES		LANE USE FACTOR
1	=	1
2	=	.55
double left	=	.60

* critical volume.

TOTAL 1045 ~~1104~~

LEVEL OF SERVICE B

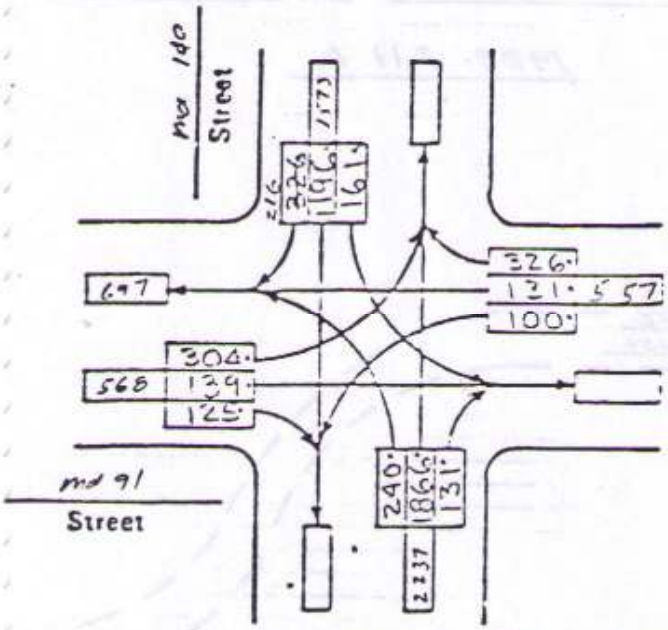
10/74

Count Date: _____ Hours: _____

Conditions/ Design Year: 1999

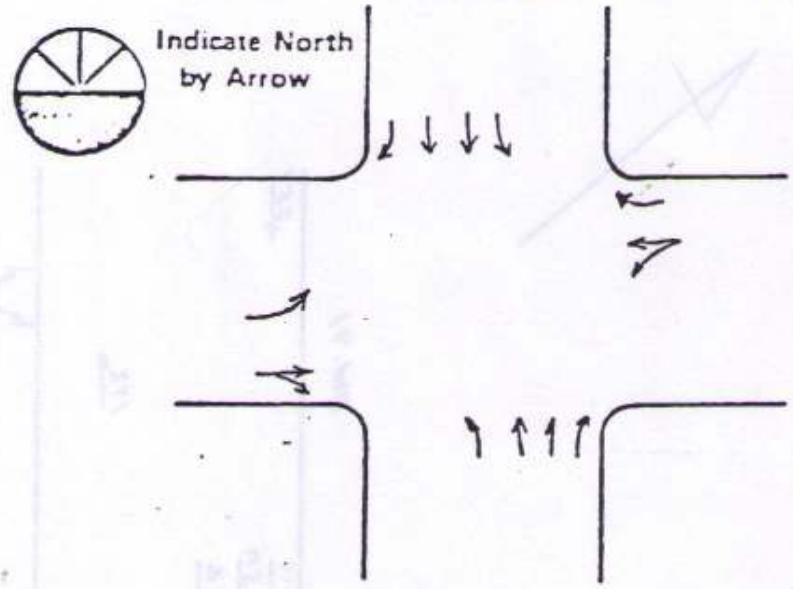
Location: MD 140 & MD 91 Finksburg, Carroll Co.

TURNING MOVEMENT SUMMARY



LANE CONFIGURATION

RTOR: NB___ SB___ EB___ WB___



Intersection Control: Signal___ Stop___ ways___

Phasing: c

Notes: using 4.5% growth
Existing geometrics

Level of Service	Traffic Flow Condition	Volume to Capacity Ratio X	Load Factor	Maximum Sum of Critical Lane Volumes, [illegible] at Intersection: AAPM Mont.	AMV	TT1 [illegible]	[illegible]	[illegible]
A	Stable	≤0.6	0.0	1000	900	[illegible]	[illegible]	[illegible]
B	Stable	≤0.7	≤0.1	1150	1050	[illegible]	[illegible]	[illegible]
C	Stable	≤0.8	≤0.3	1300	1200	[illegible]	[illegible]	[illegible]
D	Unstable	≤0.9	≤0.7	1450	1350	[illegible]	[illegible]	[illegible]
E	Capacity	≤1.0	≤0.85	1600	1500	[illegible]	1425	[illegible]

CRITICAL LANE VOLUME WORKSHEET

Lane use factors not utilized

# of Lanes	Factor (Belits)
1	1.0
2	0.55
3	0.40
4	0.30

Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1) x (2)	Opposing Lefts	Critical Lane Volume	*
140 SE	1196	.55	658	240	898	
140 NE	1866	.55	1026	161	1187	*
(w/ marked LT lane) 91 EB	~~304~~ 139	1.0	~~304~~ 137	100	~~404~~ 239	
w/ marked LT lane 91 WE	~~231~~ 131	1.0	~~231~~ 131	304	~~535~~ 435	*
		∴ Assume Lt. Turn Lane on		md 91		

PR. LANES		LANE USE FACTOR
1	=	1
2	=	.55
Double left	=	.60

* critical volume.

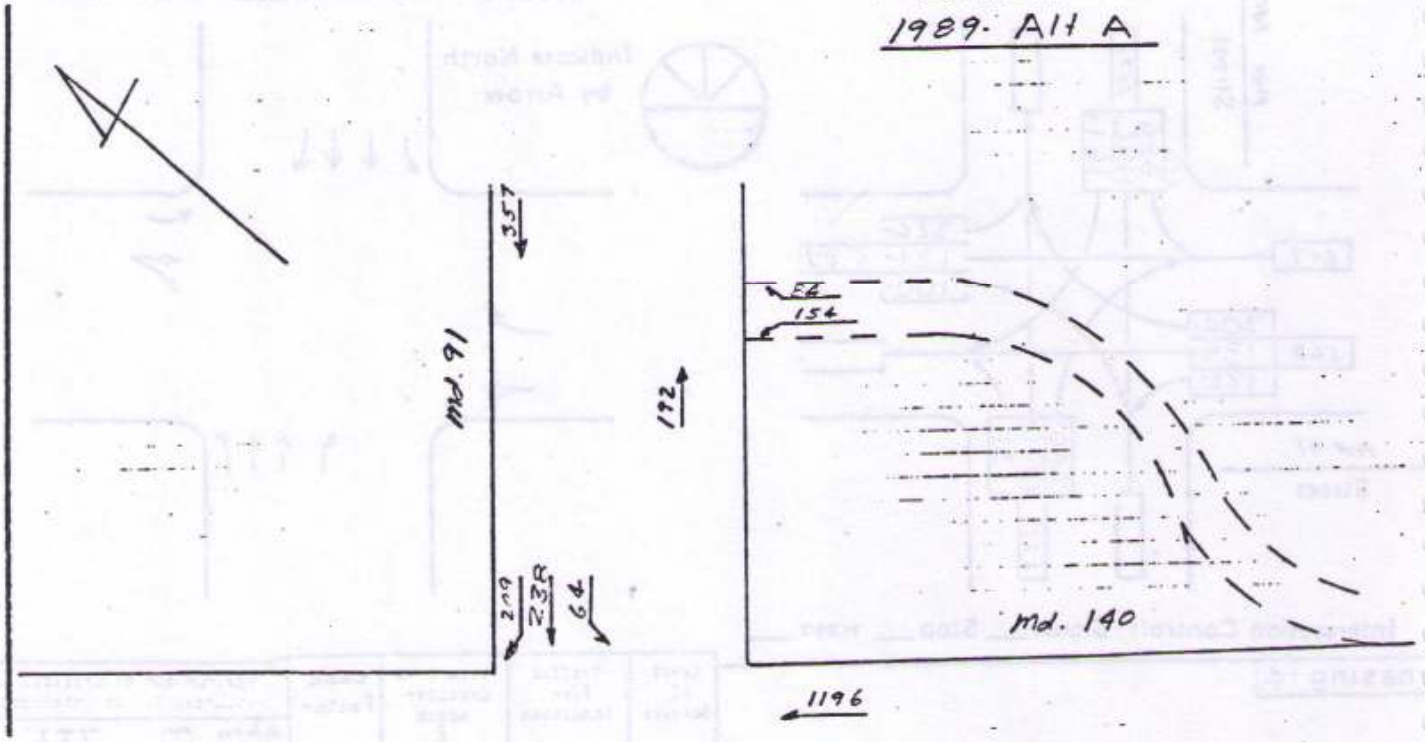
TOTAL 1622 ~~1722~~

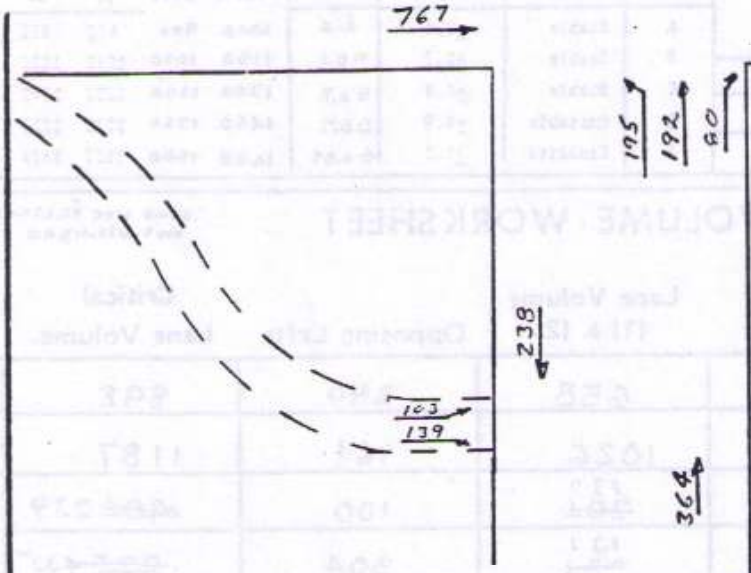
LEVEL OF SERVICE F

IE WILSON T. BALLARD CO.
CONSULTING ENGINEERS
wings Mills, Maryland 21117

PROJECT Md. 140/Md 91 JOB NO.
SUBJECT SHEET NO. 5 OF 7
BY RWR DATE 4/28/80

1989 AM A





Critical Lane Analysis (Assume Sep Left on EB and WB
CLV: (.55)(1196) + 195 + 238 = 1091 (C-C

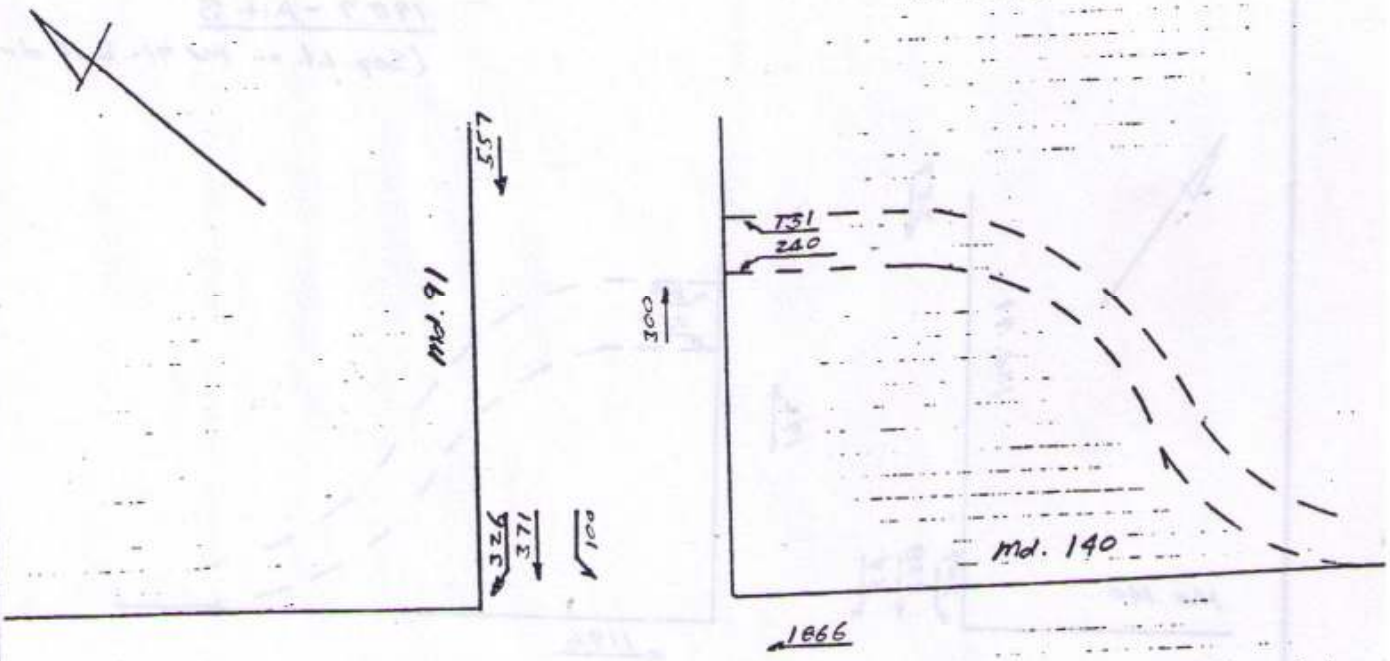
By inspection, the north intersection will require signalization & all three should be thus signalized for a complete system (See 1999 AM A on following sheet)

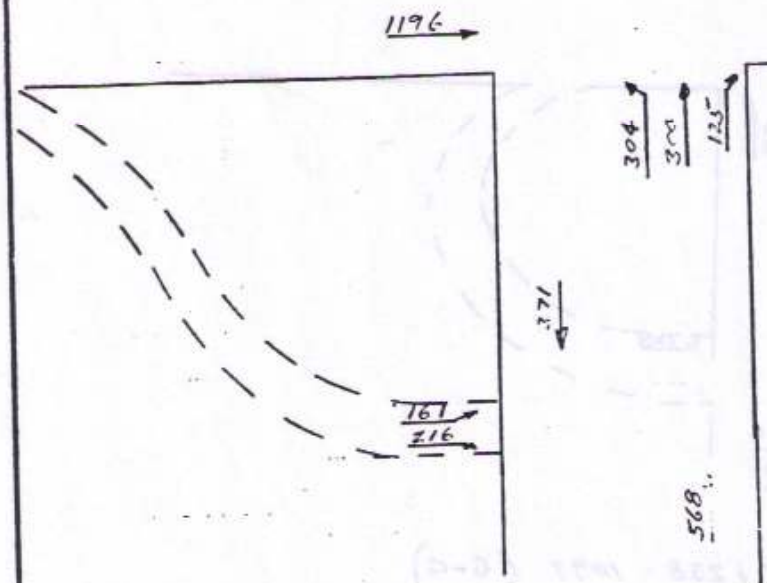
THE WILSON T. BALLARD CO.
CONSULTING ENGINEERS
Owings Mills, Maryland 21117

PROJECT Md. 140/ [illegible]
SUBJECT
BY RWR LIBER [illegible] PAGE [illegible]

SHEET NO. 6 OF 7
DATE 4/28/80

1999. Att. A





Critical Lane Analysis (Assume Sep. Lt on IC 7 & WC 7)

CLV = (.55)(1866) + 304 + 371 = 1701 (F

Signal Warrants & Ramps (Ref: MUTCD)

1 lane on major & minor approach

Reqd Volumes (8th highest hour)

Major (Both Directions) 350

Minor (Lefts Only) 105

From 10-4-79 Count

8th highest hour = .51 x Peak Hour

South Intersection:

Major (.51)(568+371) = 479

Minor (.51)(161) = 82

⇒ No Signalization

North Intersection

Major (.51)(557+300) = 437

Minor (.51)(240) = 122

⇒ Signalization

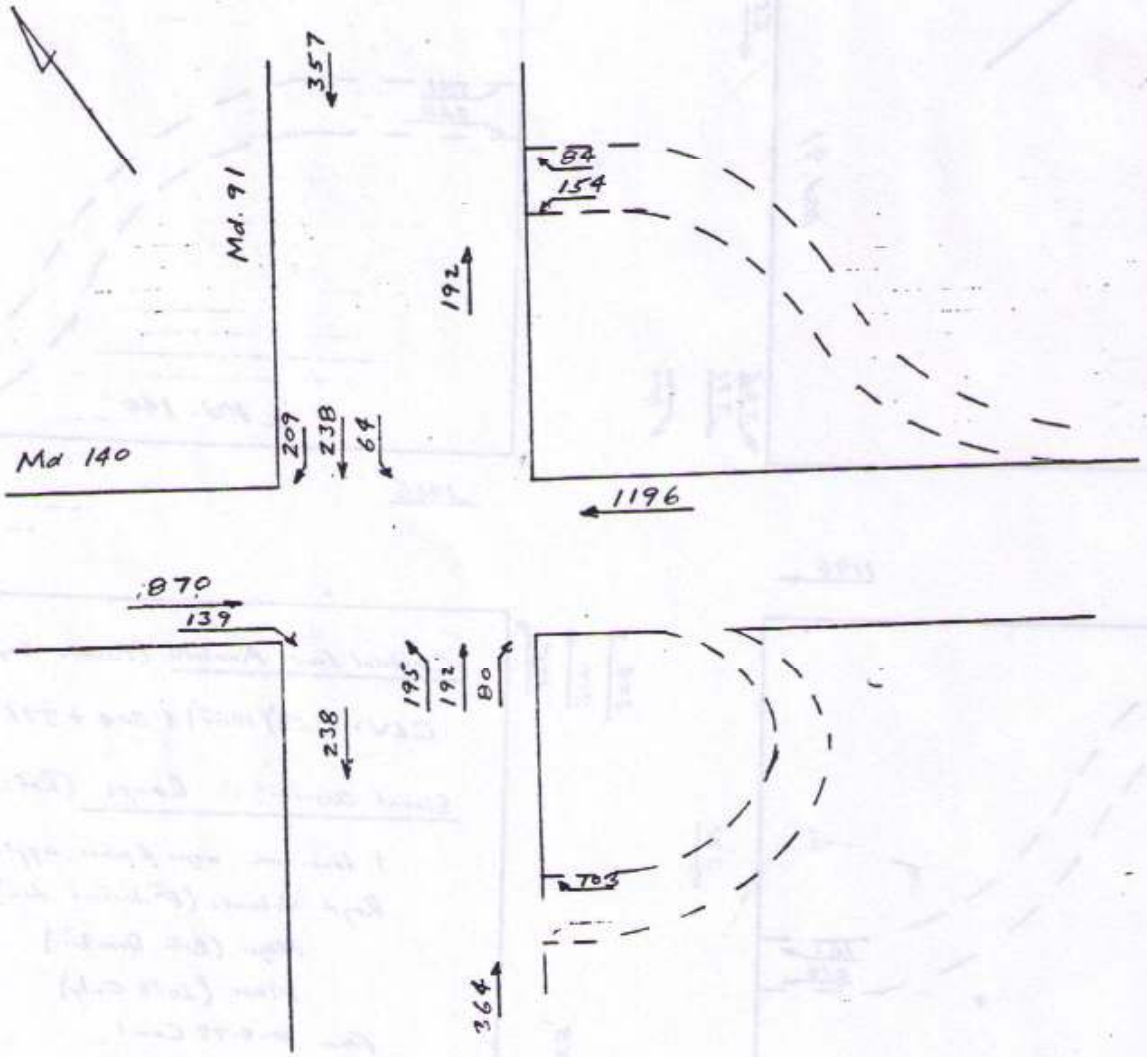
From a systems viewpoint, signalization would be warranted at all the intersections by 1999.

THE WILSON T. BALLARD CO.
CONSULTING ENGINEERS
Owings Mills, Maryland 21117

LIBFF 5 PAGE 6:32
PROJECT Md 140 / Md 91
SUBJECT
BY RWR

JOB NO.
SHEET NO. 7 OF 7
DATE 4/30/80

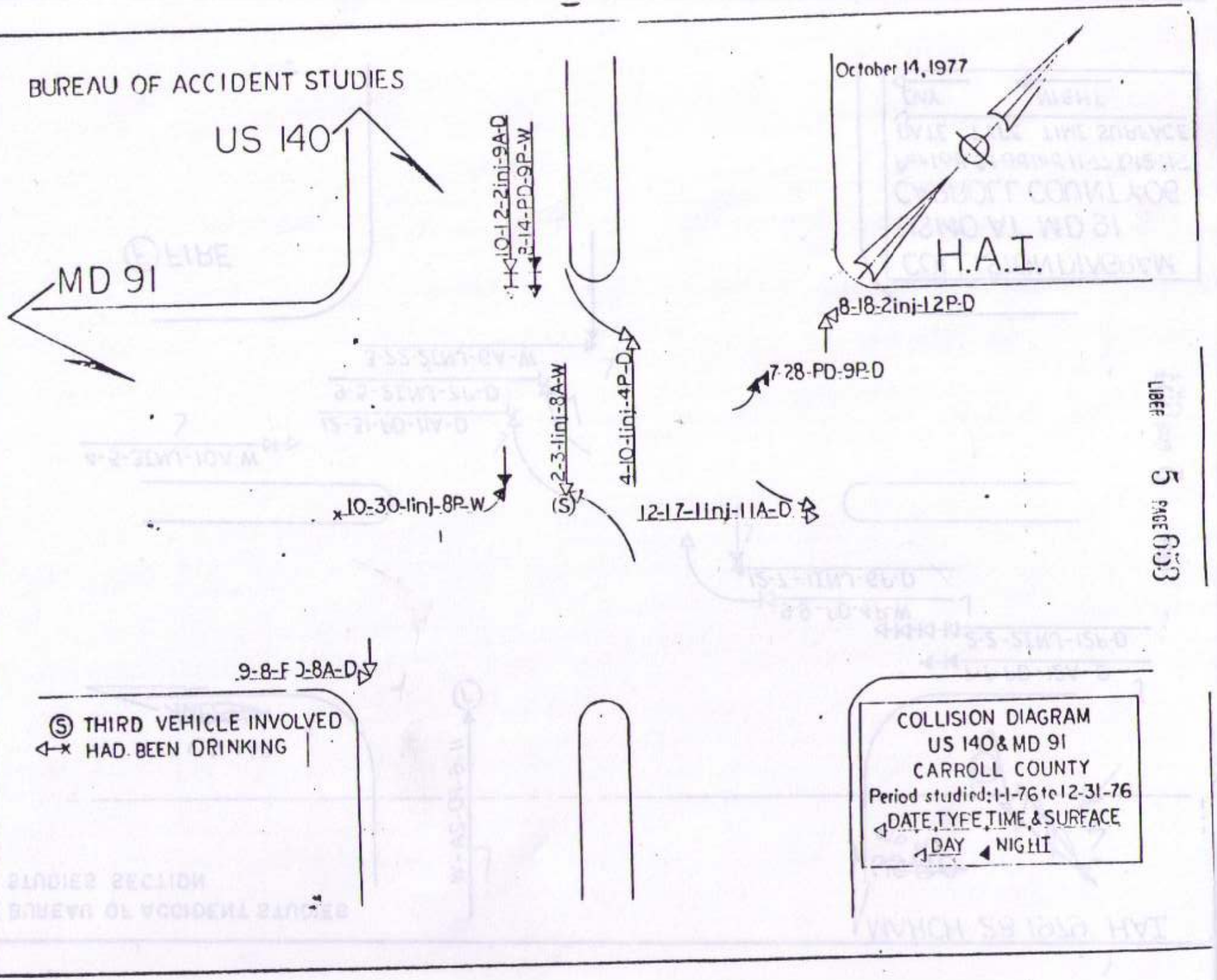
1989 - Alt B
(Sep. Lt. on Md 91 - both directions)

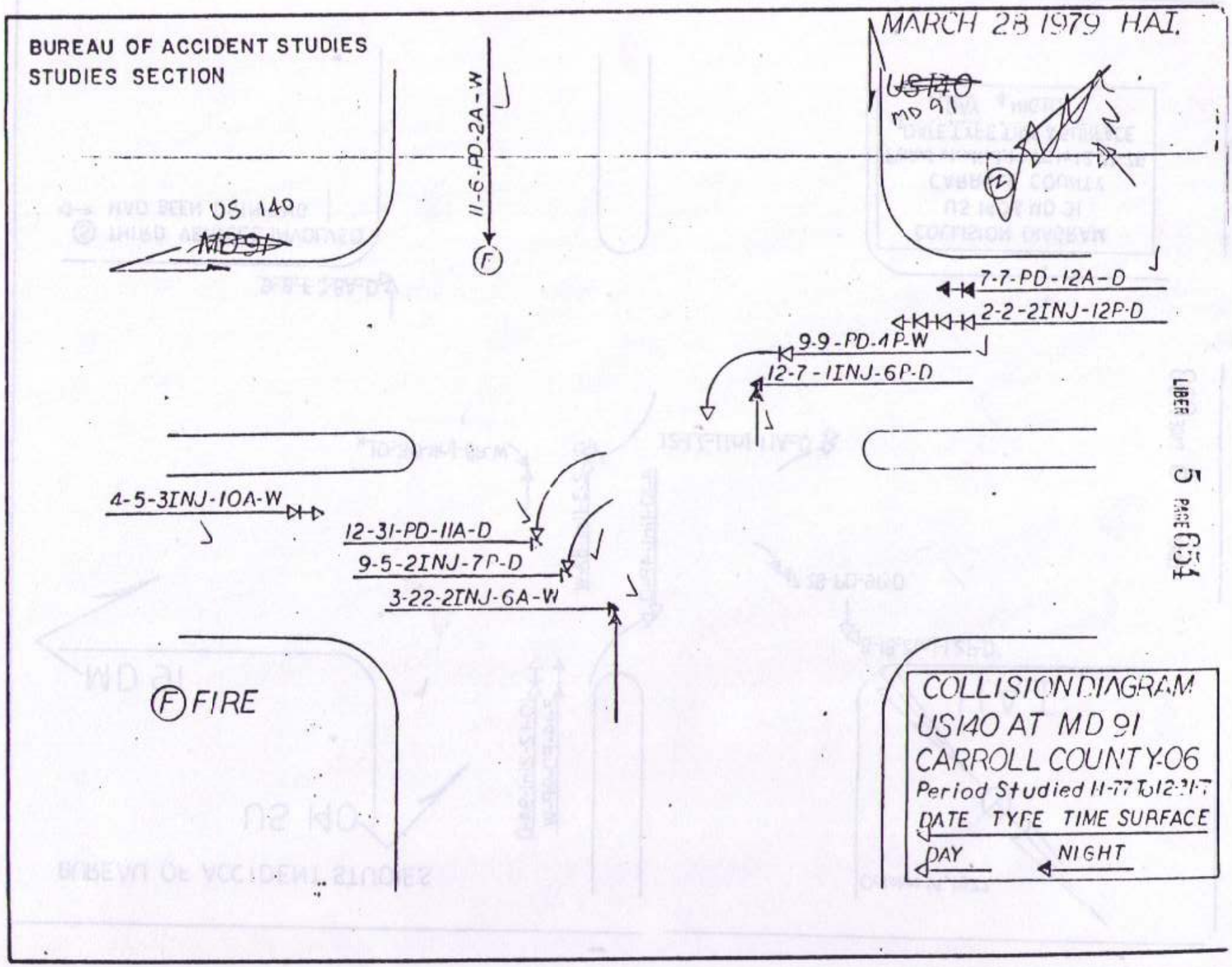


CLV: (.55)(1196) + 195 + 238 - 1091 (B-C)

∴ Same level of service as Alt A
Signalization Regd @ North Intersection Only

(1999 - Alt B will be @ Level F - See "1999 - Alt A")


BUREAU OF ACCIDENT STUDIES
US 140
MD 91
October 14, 1977
H.A.I.
10-12-2inj-9A-D
8-14-PD-9P-W
8-18-2inj-12P-D
7-28-PD-9P-D
4-10-1inj-4P-D
2-3-1inj-8A-W
10-30-1inj-8P-W
(S)
12-17-1inj-11A-D
9-8-F D-8A-D
(S) THIRD VEHICLE INVOLVED
HAD BEEN DRINKING
COLLISION DIAGRAM
US 140 & MD 91
CARROLL COUNTY
Period studied: 1-1-76 to 12-31-76
DATE, TYPE, TIME, & SURFACE
DAY
NIGHT
LIBER 5 PAGE 653


BUREAU OF ACCIDENT STUDIES
STUDIES SECTION
MARCH 28 1979 H.A.I.
US140
MD 91
US 140
MD 91
11-6-PD-2A-W
7-7-PD-12A-D
2-2-2INJ-12P-D
9-9-PD-4P-W
12-7-1INJ-6P-D
4-5-3INJ-10A-W
12-31-PD-11A-D
9-5-2INJ-7P-D
3-22-2INJ-6A-W
FIRE
COLLISION DIAGRAM
US140 AT MD 91
CARROLL COUNTY-06
Period Studied 1-77 To 12-77
DATE TYPE TIME SURFACE
DAY
NIGHT

LIBER 5 PAGE 655

Carroll County Planning and Zoning Commission

County Office Building
Westminster, Maryland 21157

EDMUND R. CUEMAN, DIRECTOR

WESTMINSTER 301—848-4500
BALTIMORE 301—876-2085

COMMISSION MEMBERS
HARRY B. DOUGHERTY, CHAIRMAN
Russell H. Brehm
Fred P. Esbrandt
James J. Schwartz
Roger L. Mann

February 11, 1980

Mr. Carl Raith,
State Highway Engineer
Maryland State Highway Administration
4 Locust Street
Frederick, Maryland 21701

Re: Maryland Route 140 and Maryland Route 91 Intersection Study, Field Meeting of 1/3/80

Dear Carl:

Approximately 1 month has elapsed since our field meeting in reference to the recommended safety improvements at the intersection of Maryland Route 140 and Maryland Route 91. As we previously discussed, our office is most anxious to have the recommendations of the Maryland State Highway Administration prior to our referral of the Finksburg Comprehensive Plan for official 60-day review. We are hopeful that work has commenced and some recommendations would be forthcoming in the near future. As you know, our staff's concerns related to land use in the immediate vicinity of the intersection may depend heavily on the impact related to existing conditions as well as those in the future.

If we can be of any assistance or provide you with any additional information in this regard, please contact me at your convenience.

Very truly yours,

Ronald E. Bailey

Ronald E. Bailey
Assistant Planning Director

cc: Mr. Edmund Cueman
Mr. Gene Straub
Mr. Tom Hicks
Mr. Gail Courtney
Mr. Charles Lee
Mrs. Jeanne Joiner
Finksburg file

REB/lh

Maryland Department of Transportation
State Highway Administration

James J. O'Donnell
Secretary
M. S. Caltrider
Administrator

PLEASE REPLY TO:
OFFICE OF DISTRICT ENGINEER
P. O. BOX 308
FREDERICK, MARYLAND 21701

February 14, 1980

RECEIVED
FEB 15 1980
CARROLL COUNTY
P & Z COMMISSION

Mr. Ronald E. Bailey
Assistant Planning Director
Carroll County Planning & Zoning Commission
County Office Building
Westminster, Maryland 21157

Subject: Maryland Route 140
Maryland Route 91
Carroll County

Dear Mr. Bailey:

In response to your memorandum of February 11, 1980 concerning our recommended safety improvement at the intersection of Maryland Route 140 and Maryland Route 91, we wish to advise you that we have just about completed form schedule plans covering the data discussed at our meeting of about a month ago and we will get together with you prior to March 15, 1980 to review this information with you.

Currently Mr. Rick Davis, Regional Planner for District 7, is reviewing our input and we will be in a position to discuss this with you in the immediate future.

If you desire any additional information, please contact this office.

Very truly yours,

C. E. Raith
Highway District Engineer

CER:mc

cc - Mr. R. Davis
Mr. J. Welsh

RB 2/15
To Sec

My telephone number is 301-662-1171 or 383-4435

P.O. Box 717 / 300 West Preston Street, Baltimore, Maryland 21203

The Intersection of Md. 140 at Md. 91

Finksburg Area

With the growth of Finksburg eminent during the next decade, transportation improvements are needed along Md. 140. Md. 140 from the end of the Northwest Expressway in Baltimore County to 1500' west of the intersection of Md. 91 has a typical cross-section of 4 thru lanes and open drainage. Turning movements and access controls are unrestricted at this time for the most part. The Carroll County Planning staff will be conducting a comprehensive plan for the Finksburg area such as was accomplished for the Freedom district. A successful plan depends on many agencies working together with the public to develop affordable and realistic plans. The State Highway Administration pledges its continuing support to Carroll County and submits the following options to be considered by the planning team for the Md. 140 corridor.

1) Consider the construction of a jersey type median barrier along Md. 140 from west of Md. 91 to the Baltimore County line. This would provide a safer roadway but access to developmental tracts would be restricted, increasing the number of U-turns and weaving movements. This option may require the use of service roads paralleling Md. 140 thus adding extra money to a project.
2) Consider a 5-lane section along Md. 140 from the Baltimore County line to west of Md. 91. This cross-section allows for a center turning lane.

2) continued -

Along with this option a lower speed limit may be required to allow for a safe operation.

3) Consider a grade separation for Md. 140 and Md. 91 and provide traffic movements in the NW, SE, SW quadrants. This is a costly option and would consume additional land and impact on local businesses and a cemetery.

4) Consider constructing the ultimate dual section on Md. 91 for approximately 1000' from each direction of the Md. 140 intersection. This option, working in conjunction with roadway improvements along Md. 140, would provide increased turning movement capacity.

5) Consider jug handle type of turning loops on Md. 140 to eliminate the heaviest left turn movements. This is what has been proposed by Carroll County. Ultimate cross-section for Md. 91 and three synchronized signals on Md. 91 would be necessary for safe operation.

The above five options should be considered with others as Carroll County develops a revised plan for Finksburg. The SHA must follow the Action Plan process for any major type of improvement in the area.

Capacity and TSM type of improvements can be handled through the Special Projects Program and may be implemented in a more timely fashion than a large more complicated improvement type.

At this time the SHA cannot make a financial commitment to Carroll County about the Md. 140 and Md. 91 intersection. We will work along with you to develop alternates based on your projected growth of the area.

RWD:bh

Source: Submitted by Mr. Rick Davis, Regional Planner for District 7, March 1980.

WILSON T. BALLARD, 1900
WILSON T. BALLARD, JR., PRESIDENT
ROBERT N. BOND, SENIOR VICE PRESIDENT
EDMUND G. HART, VICE PRESIDENT
KENNETH L. EVANS, VICE PRESIDENT
GARRETT R. HITCHCOCK, ASSOC.

LIBER 5 PAGE 660

THE WILSON T. BALLARD COMPANY
CONSULTING ENGINEERS
17 GWYNNS MILL COURT
OWINGS MILLS, MARYLAND 21117

TELEPHONE 363-0180
AREA CODE 301

May 13, 1980

Carroll County Planning and Zoning Commission
County Office Building
225 North Center Street
Westminster, Maryland 21157

Attn: Mr. Ronald Bailey
Assistant Director

Re: Finksburg Comprehensive Plan
File: 100-127

Gentlemen:

As requested by Mr. Bailey of your staff, we are submitting herein the results of our preliminary study of the Finksburg area road system as it relates to the comprehensive plan which is being prepared by your office.

SCOPE OF STUDY

1. A field reconnaissance of the study area to observe existing conditions and land uses in the area.

2. Review of proposed land use for the area.

3. Office studies of aerial photographs, property maps, traffic data, and other information.

OBSERVATIONS AND RECOMMENDATIONS

1. Maryland 140

   a. West of Finksburg, Maryland 140 is a four lane dual highway with a 50 foot wide median and 10 foot wide paved shoulders along the edges of the outside lanes. There is no control of access to the roadway other than physical obstructions and those restrictions which can be imposed by the County Planning and Zoning Commission as a condition of approval of development plans. As a dual highway, the speed limit on this portion of Maryland 140 between Finksburg and Westminster is 55 MPH, the maximum speed limit allowed by law.

LIBER 5 PAGE 661

b. The SHA is presently developing plans to construct a new road parallel to existing Maryland 140 on new location to expressway standards in Baltimore County between the Baltimore Beltway and a point on existing Maryland 140 immediately west of Reisterstown. This new road is designated as the Northwest Expressway and will have a speed limit of 55 MPH.

c. Between the point of tie-in of the expressway west of Reisterstown and the beginning of the existing dual highway just west of Finksburg, the existing Maryland 140 roadway has a basic typical section of four lanes separated by a 4 foot wide flush median. Paved shoulders exist along the outside edges of the roadway. In the vicinity of the Dede Road and Maryland 91 intersections with Maryland 140, the roadway has been expanded to provide a painted storage lane outline for left turning movements.

The land adjacent to Maryland 140 through this area is developing rapidly. This is especially true in the Finksburg area. The result of this roadside frontage development is the generation of additional traffic movements and an increase in left turning movement across the road centerline, side friction, and, in general, more dangerous driving conditions. Stopping in the high speed lane for left turns throughout this section of road is considered extremely dangerous at this time and conditions will grow worse as traffic increases.

d. The section of existing Maryland 140 between the end of the proposed Northwest Expressway west of Reisterstown and the beginning of the existing dual highway west of Finksburg should be improved on its present alignment to provide as nearly as possible those same roadway design characteristics as are provided by the adjacent sections of Maryland 140 (after completion of the Northwest Expressway).

It is recognized that existing development in the area places limitations on the feasibility of making such improvements, especially in Finksburg. However, every effort should be made to provide the following improvements to Maryland 140:

1) Minimum of two through lanes in each direction with a paved shoulder or auxiliary lane along each side of the roadway. Consideration should be given to the use of the shoulder or auxiliary lane as a through traffic lane in the future. (If traffic continues to grow at the same rate it has for the past ten years, six through lanes will be needed on this portion of Maryland 140 by 1999.)

2) A barrier type median with sufficient width to provide for left turn storage lanes at intersection cross overs.

3) Cross-over openings in the median at selected locations no closer than 1500 feet, if possible. Signalization where warrants therefor are met.

4) All entrances from roadside developments limited to specific properly designed locations using curb and gutter and aprons.

5) Provision of an access road system to allow safe and efficient service to all properties along Maryland 140, as set forth hereinafter.

2. Maryland 91

a. The reconstruction of Maryland 91 was completed in 1967. Two lanes of an ultimately planned 4 lane dual highway were built. Access to the roadway is controlled.

With the exception of the possible need for left turn storage lanes at the Maryland 140 intersection and at other public road intersections, Maryland 91 is adequate and there is no need for further improvements in the foreseeable future.

3. Old Westminster Road

a. This road served as the main road between Westminster and Reisterstown before the construction of existing Maryland 140 was completed during the late 1940's. It now serves as a local minor collector street for Finksburg serving mostly residential traffic.

b. If a barrier type median is constructed on Maryland 140, it will prohibit all turning movements across the centerline of Maryland 140 except at intersecting road crossovers. This will encourage 'U' turns at the intersections which are dangerous and undesirable.

The proximity of the Old Westminster Road to Maryland 140 makes it adaptable for use as an access road to the properties fronting on Maryland 140 as well as serving the properties along Old Westminster Road. Traffic desiring to egress from

LIBER 5 PAGE 663

a property on the west side of Maryland 140 to return to Westminster could do so by following the Old Westminster Road to the nearest connecting street to Maryland 140 where a cross-over is provided on Maryland 140, thus eliminating the need for 'U' turns on Maryland 140.

At present there are two connections between Maryland 140 and the Old Westminster Road; one is at the Old Gamber Road and the other is at the eastern terminus of the Old Westminster Road near the Maryland 140 bridge over the Patapsco Reservoir. In order that the access road concept will be more efficient and provide better service, additional connections between Maryland 140 and the Old Westminster Road should be provided. One connection should be constructed opposite Dede Road, the collector street for the Industrial Park which will require a cross-over on Maryland 140.

More detailed studies of the area should be performed before the locations of other connections are established.

4. Old Gamber Road (South of Maryland 140)

Old Cedarhurst Road (North of Maryland 140)

a. This road served as Maryland 91, the main east-west state route through Finksburg, until the existing relocated Maryland 91 route was constructed in 1967. It is now a local street serving principally residential neighborhoods and is connected to present Maryland 91 east and west of Maryland 140.

b. The intersection with Maryland 140 is sub-standard and all turning movements and straight through movements are considered extremely dangerous. The egress and ingress to the small shopping center at the northwest corner of the intersection is unorganized and uncontrolled and this too contributes to the dangerous traffic conditions at the intersection.

c. If the access road concept is adopted for Old Westminster Road, traffic to the intersection of Old Gamber Road and Maryland 140 would increase and thus conditions at the intersection would worsen.

LIBER 5 PAGE 664

d. We recommend that studies be performed to consider not providing a cross-over in the proposed Maryland 140 barrier median at this intersection. Right turning movements from and to Maryland 140 from these roads would be tolerable. If the cross-over were not provided at the existing intersection, it would be necessary to develop an access road arrangement which would allow suitable traffic circulation for the residential neighborhoods along Old Gamber Road west of Maryland 140 and along Cedarhurst Road east of Maryland 140 and the establishment of these access road locations should be included as part of the scope of the study.

5. Access Roads

a. At present the only continuous road in the north-south direction through or in Finksburg is Maryland 140. Therefore, all local traffic must use Maryland 140 which increases turning movements and traffic comflicts.

If a barrier type median is constructed along the centerline of Maryland 140, left turning traffic movements will be prohibited except at intersection cross-overs and it will dictate that drivers make 'U' turns at cross-overs in order to arrive at desired destinations on the opposite side of the road. 'U' turn movements are dangerous at best and should be discouraged.

b. We recommend that a plan for a system of access roads and/or local streets be developed which will afford local traffic an alternate route for local trips within the Finksburg area so that it will not always be necessary to travel Maryland 140. Also, the street system should be designed to allow connections to it from the rear of properties fronting on Maryland 140. This is especially needed for commercial and industrially zoned areas where large volumes of traffic are generated.

A cursory review of the existing conditions in the Finksburg area indicate that there are undeveloped areas in which a street system could be located to serve the area. However, additional studies based on more definitive topographic information is required before the layout of the street system can be established.

LIBER 5 PAGE 685

6. Proposed Land Use Plan

Based upon a cursory review of the proposed changes to the land use in the Finksburg area, we do not believe that they will have a serious adverse impact on the road system provided that improvements are made to the road system as the development of the area progresses.

A general description of the improvements which we believe will be required are included above.

It must be recognized that Md. 140 serves as an important State route and that through traffic on this route generated from other areas will in all probability continue to increase. If it continues to increase at the rate that it has during the past ten years, six lanes on Md. 140 will be required by 1999. Beyond 1999, the capacity of Md. 140 will probably be exceeded by traffic growth and a new roadway to carry part of the traffic load will probably be needed. However, this would be the case whether the presently proposed land use changes are adopted or not.

We recommend that long range planning include studies for a future extension of the Northwest Expressway from its presently planned terminus west of Reisterstown on new location to bypass the Finksburg community.

Very truly yours,

THE WILSON T. BALLARD COMPANY

By Robert N. Bond

RNB:jdc
cc: File

Appendix III

Accident Statistics

MARYLAND STATE POLICE ACCIDENT STATISTICS
Md. Rt. 140 - Kay's Mill Rd. to Balto. Co. Line
1977 - August 1980

Year	Total Accidents	Personal Injury	Property Damage	% of P.I.	140/91	140/Old 91
1977	25	13	12	52%	10	2
1978	36	13	23	36%	10	9
1979	43	18	25	41%	16	6
1980 (8 mos.)	18	15	3	83%	3	5
TOTALS	122	59	63	48%	39/32%	22/18%

Source: Maryland State Police Accident Reports
Westminster Barracks

ACCIDENTS by [illegible]

LIBER 5 PAGE 668

I-56-01320	1-24-77	US 140 nr. Balto. Co. Line	P.D.	
I-56-00749	1-14-77	US 140 & Md 91	P.D.	
I-56-01804	2-2-77	US 140 & Md 91	P.I.	
I-56-04904	3-22-77	US 140 & Md 91	P.I.	
I-56-05130	3-25-77	US 140 & Balto. Co. Line	P.D.	
I-56-05995	4-5-77	US 140 & Md 91	P.I.	
I-56-08908	5-18-77	US 140 & Md 0879	P.D.	
I-56-12666	7-7-77	US 140 & Md 91	P.D.	
I-56-13051	7-11-77	US 140 Nr. Md 0879	P.I.	
I-56-13313	7-14-77	US 140 nr. Balto. Co. Line	P.D.	
I-56-13595	7-18-77	US 140 nr. Md 0879	P.D.	
I-56-17301	9-5-77	US 140 & Md 91	P.I.	
I-56-17570	9-9-77	US 140 & Md 91	P.D.	
I-56-20807	10-27-77	US 140 nr. Md 0879	P.I.	
I-56-21324	11-1-77	US 140 Nr. Md 0879	P.I.	
I-56-21762	11-7-77	US 140 & Md 0879	P.I.	
I-56-22400	11-16-77	US 140 nr. Md 0879	P.I.	
I-56-22502	11-18-77	US 140 nr. Md 0879	P.D.	Deer
I-56-23292	11-30-77	US 140 nr. Balto. Co. Line	P.D.	Deer
I-56-24739	12-19-77	US 140 & Md 91	P.I.	
I-56-25036	12-23-77	US 140 nr. Md 91	P.I.	
I-56-25079	12-24-77	US 140 nr. Md 0879	Fatal	
I-56-25552	12-31-77	US 140 & Md 91	P.D.	
I-56-23865	12-7-77	US 140 & Md 91	P.I.	
I-56-24327	12-14-77	US 140 nr. Balto. Co. Line	P.D.	

RECEIVED
OCT 3 1980
CARROLL COUNTY
P. & Z. COMMISSION

ACCIDENTS 1978 140 From Kays Mill Rd. To B Co. Line

J-56-00033	10107	US 140 nr. No Name	P.D.	
J-56-00709	1-12-78	US 140 nr. Old Md 91	P.I.	House
J-56-01031	1-17-78	US 140 & Old Md 91	P.I.	
J-56-01374	1-22-78	US 140 nr. Md 91	P.D.	
J-56-03955	3-3-78	US 140 nr. Md 91	P.D.	
J-56-04551	3-11-78	US 140 nr. Md 91	P.I.	Guardrail
J-56-04876	3-17-78	US 140 & Old Md 91	P.D.	
J-56-04924	3-17-78	US 140 & Md 91	P.D.	
J-56-05137	3-21-78	US 140 & Old Md 91	P.I.	
J-56-05467	3-25-78	US 140 & Md 91	P.I.	
J-56-05801	3-30-78	US 140 nr. Old Md 91	P.I.	drain pipe/culvert/mailbox
J-56-08177	5-6-78	US 140 & Old Gamber Rd.	P.I.	
J-56-08380	5-9-78	US 140 & Old Md 91	P.I.	
J-56-09388	5-24-78	US 140 & Md 91	P.D.	
J-56-09640	5-28-78	US 140 nr. Md 91	P.D.	
J-56-10213	6-5-78	US 140 nr. Old Md 91	P.I.	
J-56-11070	6-18-78	US 140 & Md 91	P.D.	
J-56-12073	7-1-78	US 140 & Md 91	P.D.	Stop sign/bushes
J-56-12365	7-5-78	US 140 & Md 91	P.D.	
J-56-16000	8-19-78	US 140 & Old Md 91	P.I.	
J-56-17598	9-8-78	US 140 & Old Md 91	P.D.	
J-56-21183	10-24-78	US 140 nr. Old Md 91	P.D.	
J-56-21191	10-24-78	US 140 & Old Md 91	P.D.	
J-56-22303	11-7-78	US 140 & Md 91	P.I.	
J-56-22724	11-14-78	US 140 & Md 91	P.D.	
J-56-23044	11-16-78	US 140 nr. Md 91	P.I.	
J-56-23093	11-16-78	US 140 nr. Md 91	P.D.	
J-56-24705	12-7-78	US 140 & Md 91	P.D.	
J-56-24784	12-8-78	US 140 & Md 91	P.D.	No Parking sign
J-56-24805	12-8-78	US 140 nr. Old Md 91	P.D.	
J-56-25018	12-11-78	US 140 nr. Md 91	P.D.	
J-56-25463	12-17-78	US 140 & Old Md 91	P.I.	
J-56-25589	12-19-78	US 140 & Md 91	P.D.	
J-56-25677	12-20-78	US 140 nr Balto. Co. Line	P.D.	Guardrail
J-56-25687	12-20-78	US 140 nr. Balto. Co. Line	P.D.	Guardrail
J-56-26504	12-30-78	US 140 nr. Md 91	P.D.	

RECEIVED
OCT 3 1980
CARROLL COUNTY
P. & Z COMMISSION

K-56-01461	1/20/79	US 140 nr. Kays Mill Rd.	P.D.
K-56-02340	1/31/79	US 140 nr. Old Westminster Rd.	P.I.
K-56-01588	1/21/79	US 140 nr. Balto. Co. Line	P.D.
K-56-01605	1/22/79	US 140 nr. Old Gamber Rd.	P.I.
K-56-03178	2/12/79	US 140 & Md 91	P.I. (G&E Pole)
K-56-04401	2-28-79	US 140 & Md 0879	P.D.
K-56-02361	2-1-79	US 140 nr. Md 91	P.D.
K-56-05369	3-12-79	US 140 nr. Md 91	P.D.
K-56-05055	3-21-79	US 140 & Md 91	P.D.
K-56-04978	3-7-80	US 140 nr. Md 91	P.D.
K-56-07079	4-4-79	US 140 & Md 91	P.I.
K-56-07732	4-13-79	US 140 & Md 91	P.D.
K-56-07874	4-16-79	US 140 & Md 91	P.D.
K-56-08804	4-28-79	US 140 Nr. Md 91	P.D.
K-56-09381	5/6/79	US 140 nr. Kays Mill Rd.	P.I.
K-56-10742	5/24/79	US 140 & MD91	P.I.
K-56-10835	5/25/79	US 140 nr. Old Westminster Rd.	P.D.
K-56-11673	6/5/79	US 140 & Md 91	P.I,
K-56-12374	6/14/79	US 140 & Old Westminster Rd.	P.I.
K-56-13512	6-28-79	US 140 & Md 0879	P.D.
K-56-12716	6-18-79	US 140 & Md 91	
K-56-13062	6-22-79	US 140 & Md 91	P.D.
K-56-14561	7/10/79	US 140 nr. Md 91	P.I.
K-56-15328	7/20/79	US 140 & Md 91	P.D.
K-56-16024	7/28/79	US 140 & Md 91	P.I.
K-56-17513	8/14/79	US 140 & Gamber Rd.	P.D.
K-56-17842	8-19-80	US 140 & Md 91	P.I.
K-56-19695	9/10/79	US 140 nr. Md 91	P.D.
K-56-21038	9/28/79	US 140 nr. Md 91	P.I.
K-56-21693	10/6/79	US 140 & Old Md 91	P.I.
K-56-21495	10/4/79	US 140 & Md 91	P.I.
K-56-22705	10/18/79	US 140 nr. Old Westminster Rd.	P.D.
K-56-23075	10/22/79	US 140 & Md 91	P.D.
K-56-23765	10/31/79	US 140 & Md 0879	P.D.
K-56-23020	10/22/79	US 140 nr. Md 0879	P.I.
K-56-24455	11/9/79	US 140 & Old Gamber Rd.	P.I
K-56-24499	11/9/79	US 140 & Md 91	P.I:
K_56-24412	11/9/79	US 140 nr. Spur Park Drive	P.D. Deer
K-56-25294	11/19/79	US 140 & Md 91	P.I.
K-56-26354	12/4/79	US 140 nr. KAYS MILL RD.	P.D.
K-56-27106	12/13/79	US 140 nr. Md Old 91	P.D.
K-56-27385	12/17/79	US 140 nr. Old West. Rd.	P.D.
K-56-26547	12/6/79	US 140 & O.d Md 91	P.D.

RECEIVED
SEP 26 1980
CARROLL COUNTY
P & Z COMMISSION

L-56-00160	1/3/80	US 140 nr. Beg. Div. Hwy.	P.I. Pedestrian
L-56-00279	1/4/80	US 140 nr. Md 91	P.I.
L-56-00617	1/9/80	US 140 nr. Md 91	P.I.
L-56-00993	1/13/80	US 140 & Md 91	P.I.
L-56-01194	1/15/80	US 140 & Old Westminster Rd.	P.I.
L-56-02159	1/28/80	US 140 nr. Old West. Pk.	P.I.
L-56-02391	1/31/80	US 140 & Md 0879	P.I.
L-56-06345	3/26/80	US 140 & Md 91	P.I.
L-56-04917	3/7/80	US 140 nr. Md 91	P.I.
L-56-10966	5/27/80	US 140 nr. Wildorlyn Dr.	P.D.
L-56-12101	6/9/80	US 140 & Old Gamber Rd.	P.D.
L-56-13077	6/20/80	US 140 nr. Old Md 91	P.I.
L-56-13657	6/26/80	US 140 & Old Md 91	P.I.
L-56-13528	6/24/80	US 140 & Old Westminster Pike	P.I.
L-56-14511	7/4/80	US 140 & Old Md 91	P.I.
L-56-16724	7/30/80	US 140 & Old Md 91	P.I.
L-56-19280	8/28/80	US 140 & Md 91	P.D.
L-56-17980	8/13/80	US 140 & Old Westminster Rd.	P.I.

Source: 1st Sgt. Jerry Gooding
Westminster Barracks
Maryland State Police

ACCIDENT SITE STUDY ON MD. RT. 140 FROM KAY'S MILL ROAD TO THE BALTIMORE COUNTY LINE 1979 - PRESENT

Month/1979	File Number	Nature of Accident
January	K-56-01461	East bound vehicle on Md. Rt. 140 lost control due to wet weather and struck guardrail. P.D.
	K-56-02340	Vehicle heading west bound in slow lane skidded on roadway covered with ice, lost control, and crossed into east bound lanes striking guardrail. P.I.
	K-56-01588	Two vehicles heading west on Rt. 140. Driver in fast lane attempted to move to the slow lane and collided with an adjacent west bound vehicle. P.D.
	K-56-01605	Two vehicles heading west on Md. 140 (one in slow lane and one in fast lane). Vehicle in slow lane skidded due to icy conditions and hit vehicle in fast lane. Vehicle in fast lane crossed the centerlines and the two east bound lanes crashed into statues in the yard of the novelty shop. P.I.
February	K-56-03178	Vehicle heading west bound on Rt. 140 in front of Union National Bank was struck by an east bound Rt. 140 vehicle which had lost control as a result of snowy conditions. The east bound vehicle collided with the west bound vehicle and the impact forced the west bound vehicle into a Baltimore Gas & Electric pole. P.I.
	K-56-02361	This was a collison involving two vehicles, both east bound on Rt. 140, approximately 100 feet past the intersection of Rt. 91 and 140. Both vehicles were in the slow lane and the car in front applied the brakes and the vehicle behind could not avoid colliding with the vehicle in front.
	K-56-04401	This accident involved a vehicle turning from Rt. 91 to head east bound on Rt. 140 and was struck by an east bound vehicle on Rt. 140. P.D.
March	K-56-05369	Vehicle heading east bound on Rt. 140 veered to the right to avoid a vehicle making a lefthand turn onto Rt. 140 crossing the east bound lanes to head west. The east bound vehicle did avoid collison with the crossing vehicle, but struck a sign at the EXXON service station. P.D.
	K-56-06055	This accident involved a vehicle turning left from west bound Rt. 140 to head south on Rt. 91 when struck by another west bound vehicle in the rear. P.D.
	K-56-04978	This involved a vehicle stopped on the shoulder of the west bound lane of Md. Rt. 140 and was struck by another west bound vehicle on the shoulder area. P.D.

Month	File Number	Nature of Accident
April	K-56-07079	A west bound Rt. 140 vehicle collided with a vehicle turning out of the Union National Bank/shopping plaza to head in an eastbound direction on Rt. 140. P.I.
	K-56-07732	Vehicle heading west on Rt. 140 stopped in fast lane to turn left into Mann's Produce when struck in the rear from another west bound vehicle in the fast lane. P.D.
	K-56-07874	Vehicle turning right to head eastbound on Rt. 140 from the Kayo service station crossed in path of a second eastbound vehicle in the fast lane. P.D.
	K-56-08804	Vehicle heading eastbound on Rt. 140 at end of median strip near Cal Bitner's Inn struck metal poles to avoid dog crossing the roadway. P.D.
May	K-56-09381	Driver of a westbound Rt. 140 vehicle fell asleep while driving and crashed into Cal Bitner's Inn. P.I.
	K-56-10742	Eastbound vehicle in the fast lane started to break for change in traffic signal at Rt. 91 and veered off road striking a culvert. P.I.
	K-56-10835	Vehicle heading eastbound on Rt. 140 pulled off onto shoulder of the road and was struck in the rear by a second eastbound Rt. 140 vehicle. P.D.
June	K-56-11673	Westbound Rt. 140 vehicle veered off the roadway to avoid a vehicle crossing the westbound lanes from eastbound Rt. 140 into the Union National Bank/shopping plaza. P.I.
	K-56-12374	An eastbound vehicle on Rt. 140 struck a vehicle crossing the eastbound lanes to head westbound after leaving the EXXON service station. P.I.
	K-56-13512	An eastbound vehicle on Rt. 140 in the fast lane stopped to make left-hand turn into business lot and was struck in the rear by a second eastbound vehicle in the fast lane. P.D.
	K-56-12716	A westbound vehicle turning left to head south on Rt. 91 collided with a vehicle turning left from the eastbound lanes of Rt. 140 to go north on Rt. 91. P.D.
	K-56-130062	Westbound vehicle in the fast lane stopped to turn left into the EXXON service station when it was struck in the rear by a second westbound 140 vehicle also in the fast lane. P.D.

Month	File Number	Nature of Accident
July	K-56-14561	Vehicle leaving the Branding Iron Restaurant attempted to get in the slow lane of eastbound Rt. 140 was struck by a second eastbound Rt. 140 vehicle also in the slow lane. P.D.
	K-56-15328	Vehicle turning left from eastbound Rt. 140 to proceed north on Rt. 91 was struck in rear by a second eastbound Rt. 140 vehicle skidding from wet road conditions. P.D.
	K-56-16024	Vehicle attempting to turn left from Rt. 140 to proceed north on Rt. 91 was struck by a westbound vehicle in the intersection. P.I.
August	K-56-17513	Eastbound vehicle on Rt. 140 was struck by a vehicle heading southbound on Rt. 91 after running a red signal. P.D.
	K-56-17842	Vehicle heading westbound on Rt. 140 attempting to make lefthand turn to head south on Rt. 91 failed to yield right-of-way and collided with eastbound Rt. 140 vehicle. P.I.
September	K-56-19696	Vehicle leaving Cal Bitner's Inn to head eastbound on Rt 140 struck median poles and sign. Driver was intoxicated P.D.
	K-56-21038	Eastbound vehicle on Rt. 140 stopped to make illegal "U" turn in front of Cal Bitner's and was struck in rear by a second eastbound Rt. 140 vehicle in the fast lane. P.I
October	K-56-21693	Westbound Rt. 140 vehicle attempting to make left-hand turn and cross eastbound lanes onto Old Rt. 91 (Rt. 089 was struck by an eastbound Rt. 140 vehicle. P.I.
	K-56-21495	Eastbound Rt. 140 vehicle making left onto northbound Rt. 91 collided with a westbound Rt. 140 vehicle in the fast lane. P.I.
	K-56-22705	Eastbound Rt. 140 vehicle in fast lane crossed center-line striking westbound Rt. 140 vehicle. P.D.
	K-56-23075	Westbound Rt. 140 vehicle slowing down in the slow lane to make right turn onto northbound Rt. 91 was struck in rear by second westbound vehicle in slow lane. P.D.
	K-56-23765	Eastbound Rt. 140 vehicle struck broadside by vehicle entering Rt. 140 from Old Gamber Road (Rt. 0879). P.D
	K-56-23020	Eastbound Rt. 140 vehicle drifted off roadway. P.I.

Month	File Number	Nature of Accident
November	K-56-24455	Westbound vehicle in fast lane stopped to turn left into EXXON service station struck in rear by a second westbound vehicle in fast lane. A third vehicle heading westbound in fast lane swerved left to avoid accident, thereby crossing the centerline into the eastbound lanes and struck a fourth eastbound vehicle in the slow lane. P.I.
	K-56-24499	Vehicle heading westbound on Rt. 140 was struck by a vehicle pulling out of the Branding Iron Restaurant parking lot which was attempting to head eastbound on Rt. 140. P.I.
	K-56-24412	Westbound Rt. 140 vehicle struck deer crossing roadway. P.D.
	K-56-25294	Vehicle pulling out of Cal Bitner's Inn to head eastbound on Rt. 140 did not realize median barrier was in place. Driver of vehicle attempted to back up. As blocking both westbound Rt. 140 lanes was struck broadside by a westbound Rt. 140 vehicle. P.I.
December	K-56-26354	Westbound Rt. 140 vehicle was cut off by another westbound Rt. 140 vehicle when changing lanes. P.D.
	K-56-27106	Westbound Rt. 140 vehicle struck by eastbound Rt. 140 vehicle which had crossed centerline. P.D.
	K-56-27385	Westbound Rt. 140 vehicle hit in rear by a second westbound Rt. 140 vehicle as a result of State Highway Administration work crews merging traffic to slow lane. P.D.
	K-56-26547	Eastbound Rt. 140 vehicle stopped in fast lane to make left hand turn onto Old Gamber Road (Rt. 0879). Eastbound vehicle proceeded to make turn and crossed in front of vehicle heading westbound Rt. 140 vehicle. The westbound vehicle attempted to avoid the accident successfully, however, ran off road and collided into State Highway Administration sign. P.D.

1980

Month	File Number	Nature of Accident
January	L-56-00160	Westbound Rt. 140 vehicle stopped on shoulder. Owner attempted to repair engine of vehicle when vehicle fell into gear striking owner and going over embankment. P.I. (This accident not marked on map)
	L-56-00279	Driver of eastbound Rt. 140 vehicle lost control as a result of snow conditions and hit embankment just before reaching Rt. 91 intersection. P.I.
	L-56-00617	Two eastbound Rt. 140 vehicles collided with each other due to snow and ice conditions on down grade approximately 25 feet from intersection of Rt. 140 and Rt. 91 P.I.

Month	File Number	Nature of Accident
January (continued)	L-56-00993	Vehicle leaving Cal Bitner's Inn to head westbound on Rt. 140 did so without lights on and was struck in rear by a second westbound Rt. 140 vehicle in fast lane. P.I.
	L-56-01194	Westbound 140 vehicle stopped in fast lane to turn left onto Old Westminster Road was struck by a second westbou Rt. 140 vehicle in fast lane. P.I.
	L-56-02159	Eastbound vehicle near Old Westminster Pike lost contro of the vehicle crossing the westbound lanes of Rt. 140 and striking an embankment. P.I.
	L-56-02391	Two vehicles traveling west on Rt. 140. First vehicle stopped to make left turn into EXXON service station an was struck in the rear by a second vehicle in the fast lane. P.I.
March	L-56-06345	Vehicle attempting right turn from eastbound Rt. 140 onto southbound Rt. 91 was struck in rear by a second eastbound Rt. 140 vehicle. P.I.
	L-56-04917	Eastbound Rt. 140 vehicle failed to negotiate curve in road in front of Tennis Barn. P.I.
May	L-56-10966	Driver of a westbound Rt. 140 vehicle became ill and blacked out and crossed median into yard. P.D.
June	L-56-12101	Eastbound Rt. 140 vehicle hit by vehicle running stop sign at Old Gamber Road (Rt. 0879). P.D.
	L-56-13077	Vehicle in fast lane on eastbound Rt. 140 stopped to tu left into Finksburg hardware store and was struck in re by a second eastbound Rt. 140 vehicle in fast lane. P.
	L-56-13657	Westbound Rt. 140 vehicle in slow lane struck vehicle pulling out of Finksburg hardware crossing westbound lanes attempting to head eastbound on Rt. 140. P.I.
	L-56-13528	Westbound Rt. 140 vehicle collided with vehicle leaving Nettler Auto Parts and Body Shop crossing westbound lar to head eastbound on Rt. 140. P.I.
July	L-56-14511	Eastbound Rt. 140 vehicle struck by westbound Rt. 140 v hicle while attempting left turn onto Old Gamber Rd. (Rt. 0879) P.I.
	L-56-16724	Vehicle attempting left turn onto Rt. 140 westbound fr Old Gamber Road (Rt. 0879) was struck by oncoming east- bound Rt. 140 vehicle. P.I.
August	L-56-19280	Vehicle westbound on Rt. 140 and attempting left turn onto southbound Rt. 91 collided with an eastbound Rt. 140 vehicle in intersection. P.D.
	L-56-17980	Vehicle stopped in westbound lane of Rt. 140 to make left turn onto Old Westminster Pike struck in rear by oncoming westbound Rt. 140 vehicle. Impact of colliso forced the vehicle attempting the left turn into the

		fast lane of eastbound Rt. 140 where it was struck again by an oncoming eastbound Rt. 140 vehicle. P.I.
September	L-56-21859	Westbound Rt. 140 vehicle turning left into driveway from fast lane near the Double D Diner struck in rear by a second westbound Rt. 140 vehicle. P.I.
	L-56-21988	Two vehicles on westbound lane of Rt. 140 making right turn into parking lot struck in rear by another westbound Rt. 140 vehicle. P.I.

SOURCE: Maryland State Police Accident Reports, 1979, 1980 - present. Westminster Barracks

LIBER 5 PAGE 678

Appendix IV

Reservoir Watershed
Management Agreement

THIS AGREEMENT, made this 29th day of June, 1979 by and between the MAYOR AND CITY COUNCIL OF BALTIMORE, a municipal corporation (hereinafter called "City"), BALTIMORE COUNTY, MARYLAND, a body corporate and politic (hereinafter called "Baltimore County"), and CARROLL COUNTY, MARYLAND, a body corporate and politic (hereinafter called "Carroll County").

WHEREAS, The General Assembly, of the State of Maryland has established through Article 4, Subtitle 25 of the Code of Public Local Laws of Maryland, that Baltimore City has a statutory obligation to protect and otherwise improve reservoir watersheds for the purpose of securing a pure and constant supply of water; and

WHEREAS, Article 4, Subtitle 25 of the Code of Public Local Laws of Maryland authorizes the City and Counties to enter into agreements as may be necessary for these purposes; and

WHEREAS, Baltimore City, Baltimore County, and Carroll County have participated in preparation of a Water Quality Management Plan for the Baltimore Metropolitan Region under Section 208 of PL 92-500 (hereinafter called "208") and have approved said plan; and

WHEREAS, this agreement represents the preferred alternative for reservoir management as specified in the revised (October 1978) "208" plan; and

WHEREAS, the parties recognize the importance of maintaining high water quality in the water supply reservoirs to insure a continued supply of high quality water at a reasonable rate; and

WHEREAS, the parties desire that the benefits of and responsibilities for necessary actions be equitably shared by all parties; and

WHEREAS, the "208" Plan recommends the continuance of "208" Coordinating Committee composed of local elected officials of each of the participating jurisdictions;

WHEREAS, the "208" Coordinating Committee has an ongoing need for technical information and advice.

NOW, THEREFORE, BE IT RESOLVED, that in consideration of the covenants and agreements hereinafter set forth, it is mutually covenated and agreed as follows:

ARTICLE I - RIGHTS OF CITY, BALTIMORE AND CARROLL COUNTIES, NOT TO BE ABROGATED

A. Nothing in this agreement shall limit or abrogate any right or rights delegated to Baltimore City, Baltimore or Carroll Counties by acts of the General Assembly of the State of Maryland.

B. It is further understood and agreed that the police, legislative and governmental powers of the Mayor and City Council of Baltimore, the County Executive and County Council of Baltimore County. and the Carroll County Commissioners are in no sense attempted to be abridged or restricted by this agreement.

~~C. Each signatory hereto agrees to recognize all rights and privileges acquired by acquisition of property and/or rights of way, each from the other and/or from other parties.~~

D. Each signatory hereto further agrees that this agreement can be terminated by any party with one month notice to the "208" Coordinating Committee.

ARTICLE II - ESTABLISHMENT OF A RESERVOIR WATERSHED MANAGEMENT PROGRAM.

A. Organization

1. The program shall be conducted by representatives of the local "208" lead agencies from Baltimore City and Baltimore County and representatives of Carroll County.

B. Function

1. Continuous review and evaluation of exisitng problems and proposed actions potentially affecting the water supply watersheds which may include development proposals, plans, Best Management Practices, and other activities

which affect reservior water quality. These reviews and evaluations shall be conducted within the framework of and closely coordinated with the "208" Plan and State and local public laws and programs.

2. Report to the Coordinating Committee and local governments the results of these reviews and evaluations and recommend alternative solutions.

ARTICLE III - ROLE OF THE "208" COORDINATING COMMITTEE

The "208" Coordinating Committee members from Baltimore City, Baltimore County, and Carroll County shall review and discuss the reports of the Reservoir Management Program.

IN WITNESS WHEREOF, the parties here to have properly executed this agreement, as of the day, month, and year first above written.

ATTEST:

Lawrence B. Daley, Custodian of the Seal

MAYOR AND CITY COUNCIL OF BALTIMORE

By: _____
MAYOR

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

Assistant City Solicitor

APPROVED BY DEPARTMENT OF PUBLIC WORKS OF BALTIMORE CITY:

By: _____
DIRECTOR 7/31/79

APPROVED BY BUREAU OF ENGINEERING OF BALTIMORE CITY:

By: _____
HEAD

APPROVED BY BOARD OF ESTIMATES OF BALTIMORE CITY: AUG 1 1979

By: _____
Clerk

ATTEST:

James W. Falls
County Administrator

BALTIMORE COUNTY, MARYLAND

By: _____
Donald Hutchinson
County Executive

APPROVED AS TO FORM THIS 6th DAY OF July 1979

Assistant County Solicitor

APPROVED:

By: _____
~~Thornton M. Mauring~~
Director of Public Works
Baltimore County

APPROVED AS TO LEGAL SUFFICIENCY THIS 6th DAY OF April 1979

Assistant County Solicitor

ATTEST:

CARROLL COUNTY, MARYLAND

By: _____
Roger L. Mann, President
Board of County Commissioners of Carroll County

REVIEWED AND CERTIFIED FOR LEGAL SUFFICIENCY:

Carroll County Attorney