

Baltimore County Department of Public Works
COUNTY OFFICE BUILDING
TOWSON, MARYLAND 21204

June 24, 1971

Bureau of Public Services
GEORGE A. BAKER, JR.
CHIEF

Baltimore Gas & Electric Co.
531 E. Madison Street
Baltimore, Maryland 21203

Attn: Frederick W. Linn, Jr.

Re: Comm. Bldg. App. #500-71
Gas & Electric Co.- Transmission
Towers- W/S Reisterstown Rd. to
Harford County Line- Districts 4, 5, 6

Dear Sir:

The captioned application has been approved, subject to the following comments:

BUREAU OF ENGINEERING - General Comments:

The burning of all trees, brush, etc. involved in the clearing and grubbing of the right-of-way is subject to the regulations and requirements of the Baltimore County Department of Health and Fire Department.

The subject plot should be referred to the Baltimore City Bureau of Engineering, Water Division, and the State of Maryland Department of Forests and Parks, as the proposed electric transmission line is proposed to traverse properties under the jurisdiction of those agencies.

Highway Comments:

The following highways are under the jurisdiction of the Maryland State Roads Commission and all aspects of construction within or adjacent to their rights-of-way are subject to that agency's requirements:

York Road	Md. Rte. 45
Baltimore - Harrisburg Expressway	Interstate Rte. 93
N. Central Road	Md. Rte. 137
Fallie Road	Md. Rte. 25
Blackrock Road	Md. Rte. 60
Harver Road	Md. Rte. 35
Old Harver Road	Md. Rte. 603-A
Westminster Road	U.S. Rte. 190

The subject property will also be affected by the following highways proposed for construction by the Maryland State Roads Commission:

Proposed Northwest Expressway and Reisterstown By-pass
Proposed East - West Highway

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RECEIVED BUREAU OF PUBLIC SERVICES
BUREAU OF ENGINEERING

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Highway Comments: (Contd.)

The proposed overhead electric power transmission line traverses the predominantly rural area of Baltimore County in a general southwest to northeast direction and extends approximately 25 miles from the Carroll County line to the Harford County line. Various County maintained highways will be encountered or crossed in the overall construction of the transmission line. These highways will range in classification from minor roads with only crusher-run stone surface to major arterial highways with bituminous concrete surface. Pavement widths will vary from 14 feet to 24 feet with various culvert and bridge structures at water ways. Bridge and culvert maximum weight limits have been posted and will vary from 3 tons to 20 tons.

Although most of the County highways involved in the proposed construction are situated within rights-of-way of 50 feet or less, anticipated future development will require wider rights-of-way and pavement widths. The following County highways are directly affected by this proposed project and the present type of paving and future proposed rights-of-way widths are indicated accordingly:

Highway Name	Existing Surface	Proposed Right-of-Way Width
Ivy Hill Road	Bituminous Concrete	50 feet (existing)
Kearns Hill Road	Macadam	60 feet
MacLeay Hill Road	Macadam	60 feet
Chatsworth Avenue	Unimproved	80 feet
Longmeadow Road	Macadam	60 feet
Playa Drive Road	Macadam	60 feet
Dover Road	Macadam	70 feet
Benson Hill Road	Macadam	60 feet
Yachow Road	Macadam	60 feet
Evans Road	Macadam	60 feet
Sussex Hill Road	Macadam	60 feet
Midleton Road	Bituminous Concrete	70 feet
Stablesville Road	Macadam	60 feet
Old York Road	Bituminous Concrete	30 feet
West Liberty Road	Macadam	60 feet
Kirkwood Shop Road	Macadam	60 feet
Green Road	Crusher-run	60 feet

*Proposed to be relocated and reconstructed in conjunction with Northwest Expressway and Reisterstown By-pass - See Maryland State Roads Commission for further details.

Since highway improvements for the above roads are not proposed for immediate construction, no dedication of highway rights-of-way or slope easements is required at this time. Although proposed vertical and horizontal alignments have not been established for these roads, all tower footings, etc. should allow for the future grading to the above proposed right-of-way width with 2-foot horizontal to 1 foot vertical maximum side slopes. It must be assumed at this time that the future grading would be centered about the existing centerlines of paving; however, in certain instances such as the Evans Road crossing, it is obvious that the existing tower and terrain features will require complete relocation of the highway.

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Highway Comments: (Contd.)

It has been observed, during recent construction of similar overhead electric transmission lines, that the construction crew work daily from dawn to dusk in all kinds of weather. This requires daily handling of equipment and building materials over all types of roads from the rail depots and other points of operations. As a result of these operations during periods of inclement weather and particularly during periods of thawing, the County has experienced severe damage to those highways being used in the construction operations. On occasions remedial measures had to be taken twice in a 24-hour period to insure passage of emergency vehicles and school buses. In many instances, if the highway personnel had not maintained vigil, the roads used by the trucks in the power line construction would have become impassable to ordinary motor vehicles.

Therefore, the Applicant is advised to inform his construction crew and contractors in regard to compliance with County and State laws governing maximum gross weight limits, cleaning up debris and dirt deposited upon the highways, etc. Since some rural roads have only a crusher-run surface and many other rural roads were built with insufficient base, damage to some roads is inevitable regardless of weight restrictions.

Therefore, it is suggested that representatives of the Baltimore Gas and Electric Company and the contractor or sub-contractor contact the Chief of the Bureau of Highways prior to commencing any construction operations in order to coordinate the operations in such a manner that would establish routes to be used by all construction equipment. This would eliminate the random use of all roads and allow highway maintenance crews to concentrate on selected roads.

Storm Drain Comments:

The subject plot does not indicate the various water ways that will be encountered in the proposed construction. Although no drainage and utility easements are required at this time, future anticipated development will require establishment of flood plains along the larger tributaries and acquisition of drainage and utility easements to contain the flows. These easements would be a minimum of 50 feet in width and will be considerably wider in some locations. 10-foot minimum width drainage and utility easements would be required along smaller water courses and swales. Therefore, the Applicant should investigate this matter further to his own satisfaction so that support towers and appurtenances would not be endangered or require relocation in the future.

All temporary drainage pipes, culverts or bridges installed for construction purposes must be adequate to prevent flooding or damage occurring to private properties and public roads. All permanent type drainage structures must be designed in accordance with the Baltimore County Design Manual and should be indicated on the subject plan. Correction of any problem which may result, due to improper grading or improper installation of drainage facilities, would be the full responsibility of the Baltimore Gas and Electric Company. The maintenance of any drainage facilities shall be the full responsibility of the Baltimore Gas and Electric Company, until such time that Baltimore County would acquire drainage and utility easements over any particular installation.

Sediment Control Comments:

Grading of the right-of-way through striping, grading and stabilization could result in a sediment pollution problem, damaging private and public holdings downstream of the property. A grading permit is, therefore, necessary for all grading, including the striping of top soil.

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Sediment Control Comments: (Contd.)

Grading studies and sediment control drawings will be necessary to be reviewed and approved prior to the issuance of any grading or building permits.

Sanitary Sewer and Water Comments:

Since public sanitary sewers and water supply are not required for the construction of the proposed overhead electric power transmission line, we have no further comment.

Very truly yours,
George A. Baker, Jr.
George A. Baker, Chief
Bureau of Public Services

GAB:JMB:tas

cc: E.A. McDonough
B.A.R.D.
File #500-71

KEY

ADDITIONAL RIGHT-OF-WAY OF BALTO. GAS & ELECT. CO. FOR PROPOSED STEEL TOWER LINE.

INDICATES PROPOSED STEEL TOWER

INDICATES EXISTING STEEL TOWER

ZONED
RDP

PARCEL
"A"
(71-253-X)

TRUMP

ZONED
RDP

OFFICE COPY

EXHIBIT "A"

PLAT SHOWING TRANSMISSION LINE RIGHTS-OF-WAY
LOCATED IN THE SEVENTH ELECTION DISTRICT
BALTIMORE COUNTY, MARYLAND

SCALE 1" = 600'±

DRAWN L. K. SMITH

DATE JULY 16, 1971

CHECKED J. F. DOUTHETT

APPROVED

[Signature]

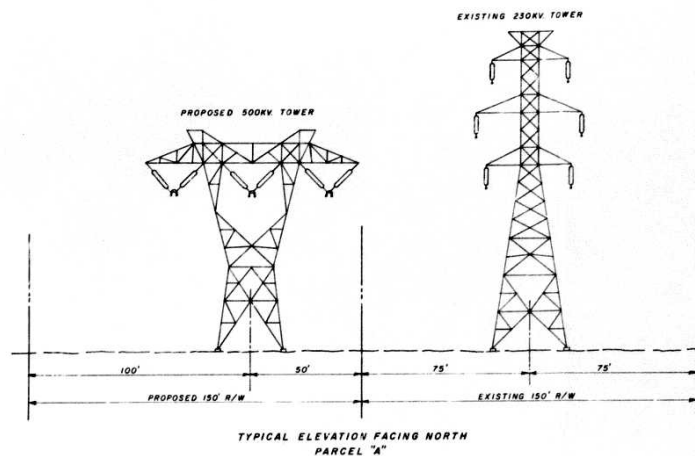


[Signature]

NOTE

PARCEL A
BEARINGS SHOWN HEREON REFER TO THE TRUE
MERIDIAN AS ESTABLISHED BY THE SUSQUEHANNA
TRANSMISSION COMPANY OF MARYLAND IN 1931

FOR REFERENCE SEE PLAT SUBMITTED
WITH PETITION FOR SPECIAL EXCEPTION
NO. 71-253-X, GRANTED MAY 10, 1971

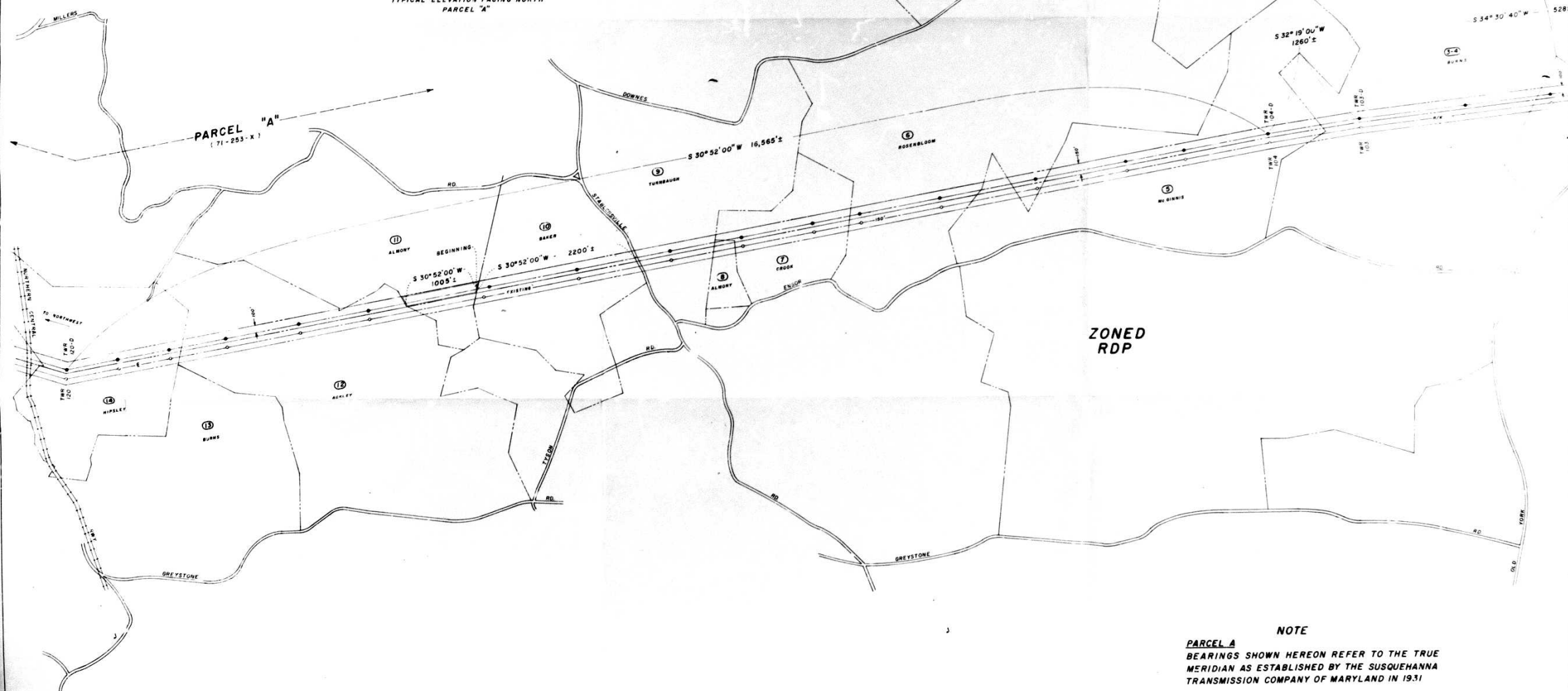


KEY

——— ADDITIONAL RIGHT-OF-WAY OF B

● INDICATES PROPOSED STEEL TOW

○ INDICATES EXISTING STEEL TOW



NOTE

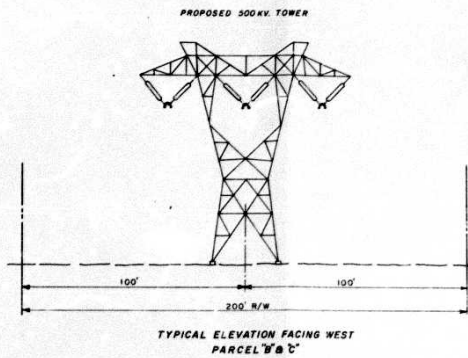
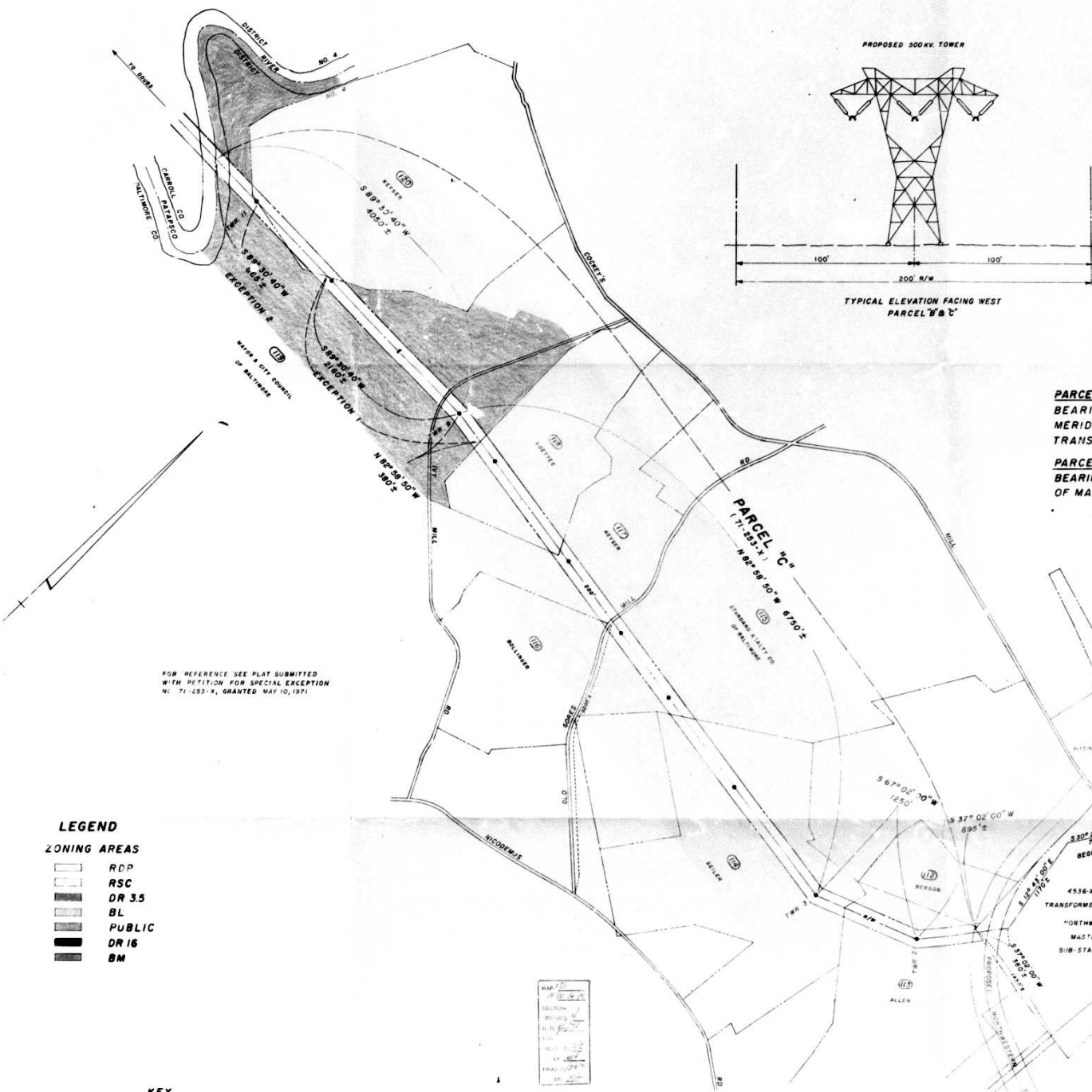
PARCEL A

BEARINGS SHOWN HEREON REFER TO THE TRUE
MERIDIAN AS ESTABLISHED BY THE SUSQUEHANNA
TRANSMISSION COMPANY OF MARYLAND IN 1931



FOR REFERENCE
WITH PETITION NO.
NO. 71-253-X GR2

DEC 01 1971



NOTE

PARCEL B
BEARINGS SHOWN HEREON REFER TO THE TRUE MERIDIAN AS ESTABLISHED BY THE SUSQUEHANNA TRANSMISSION COMPANY OF MARYLAND IN 1931

PARCEL C
BEARINGS SHOWN HEREON REFER TO THE STATE OF MARYLAND GRID MERIDIAN.

- LEGEND**
- ZONING AREAS**
- RDP
 - RSC
 - DR 3.5
 - BL
 - PUBLIC
 - DR 16
 - BM

KEY

- ADDITIONAL RIGHT-OF-WAY OF BALTO. GAS & ELECT. CO. FOR PROPOSED STEEL TOWER LINE.
- INDICATES PROPOSED STEEL TOWER
- INDICATES EXISTING STEEL TOWER

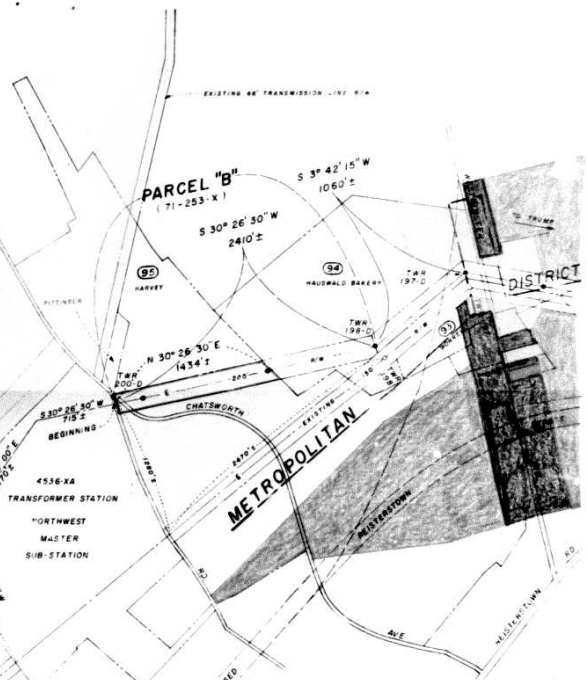


EXHIBIT "B"

PLAT SHOWING TRANSMISSION LINE RIGHTS-OF-WAY LOCATED IN THE FOURTH ELECTION DISTRICT BALTIMORE COUNTY, MARYLAND

SCALE 1" = 600'

DRAWN L. K. SMITH **DATE** JULY 9, 1971
CHECKED J. F. DOUTHETT **APPROVED**



OFFICE CITY

