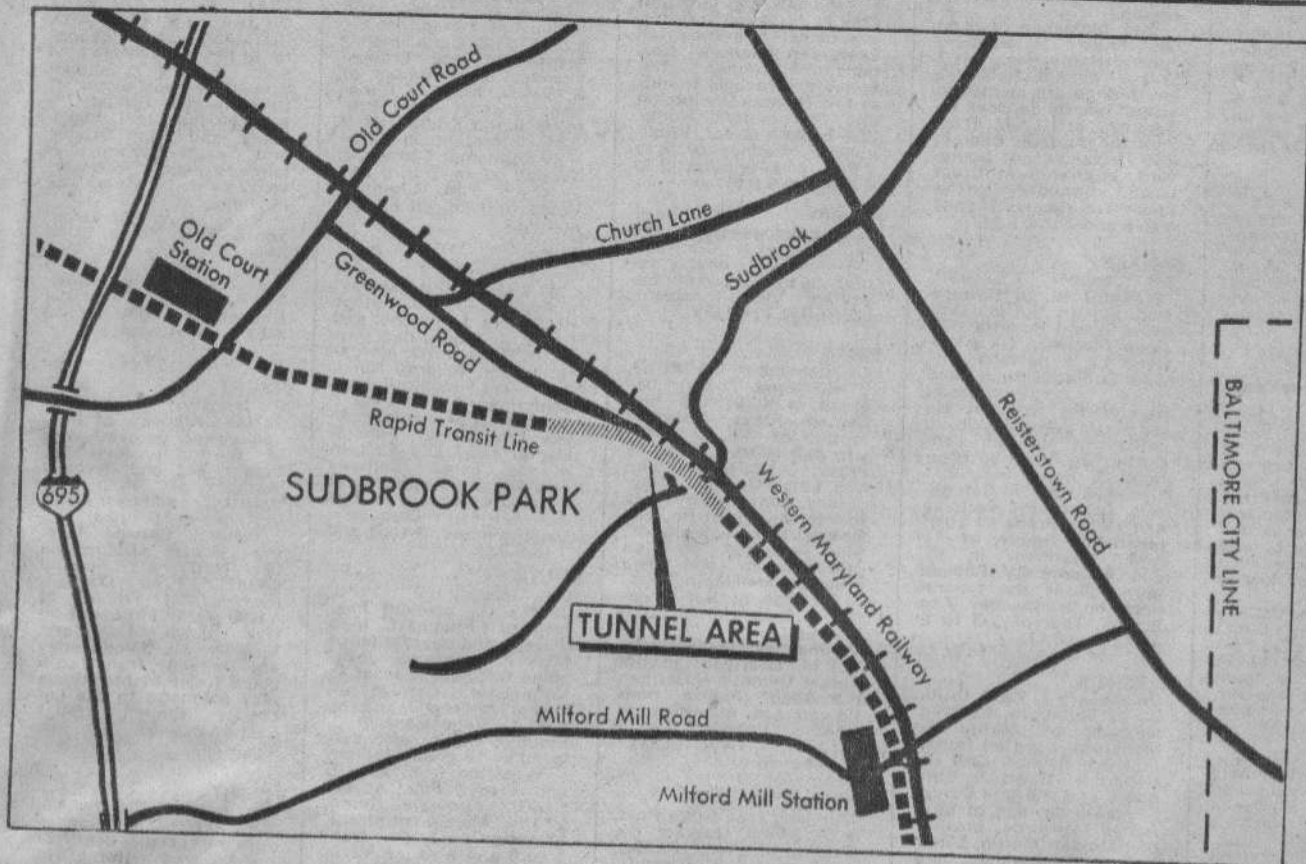


The Evening Sun CLASSIFIED

BALTIMORE, MD., THURSDAY, JANUARY 3, 1980



Evening Sun map—Carol Wells

The map shows the path of the extension of the rapid transit line. The tunnel area is marked. Sudbrook Park residents' concern

about noise from the proposed Owings Mills transit line may get some relief with the proposed 1,000-foot tunnel instead of open cut.

Md. may build rail tunnel as help to historic district

boa
bre
sch
beg
19
cos
bre
for
gra
beg
wa
wa
thr
wil
wh
gib
Als
edu
off

"This is still very preliminary and no final decision will be made for three months," Mr Gunther said. "[But] based on preliminary studies, we feel it is a feasible alternative and is cost-effective."

A tunnel may be more expensive to build than the open cut. But Mr. Gunther said the tunnel proposal also would mean two bridges—one at Greenwood road the other a rebuilding of one at Sudbrook lane—needed to cross the open cut would not have to be built.

"The removal of those two bridges [from construction] represents costs savings," he said. Still, a final review of the trade-off in costs will not be ready until March.

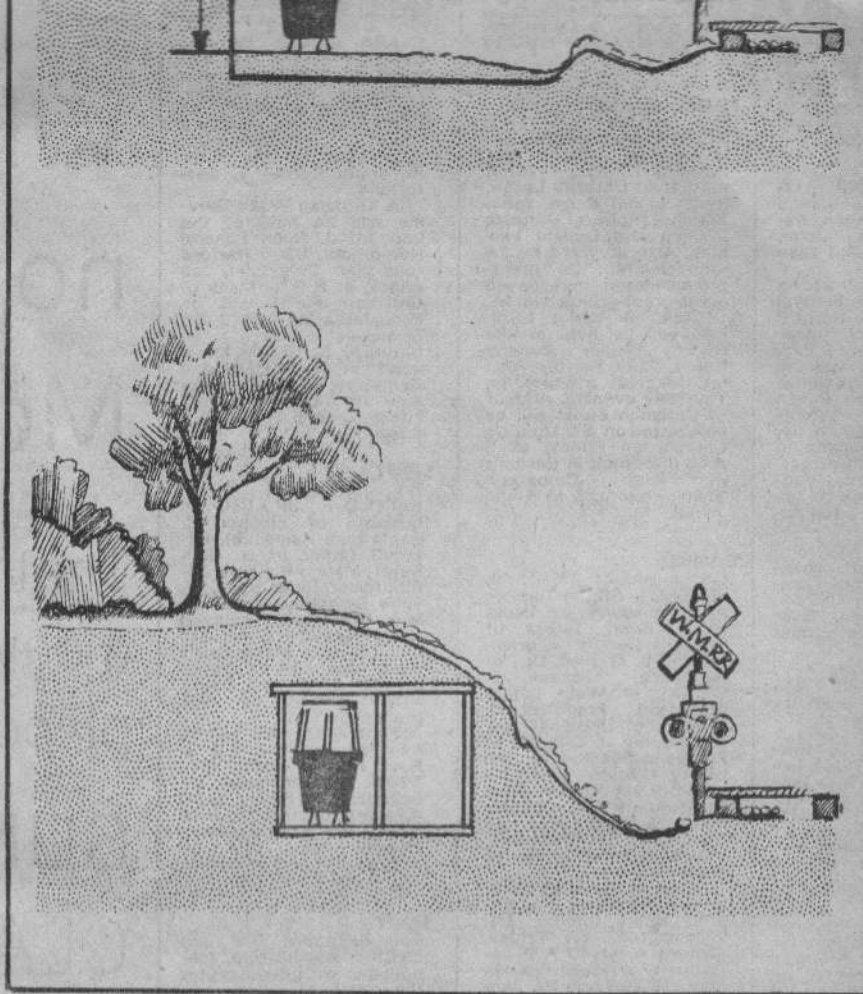
The tunnel would lie about 2,500 feet north of Milford Mill road. The Owings Mills line will connect near Reisterstown Road Plaza to the present rapid transit line now under construction. The Owings Mills extension parallels the Western Maryland Railway line up to Sudbrook Park.

Two stations will lie inside the Beltway, with a third being the terminal facility at Owings Mills.

The latest cost estimate for the Owings Mills line is \$190 million, although a recent report made by a consultant for the legislature says the project may be \$230 million. The General Assembly is expected to decide if the state should fund the project in the 1980 session.

Twenty percent of the money for the building of the line comes from the state, the rest from the federal government.

Past objections by Sudbrook Park residents to building the long-proposed Northwest expressway inside the Beltway connecting with Wabash avenue killed that segment of the road.



Evening Sun drawing—Carol Wells

Tunnel versus cut

The original plan for the Owings Mills transit extension through Sudbrook Park historic district was for an open section of track next to the Western Maryland Railway, top drawing. Now, a tunnel, bottom, is being given serious consideration.

However, the state is moving ahead with construction plans for the expressway from the Beltway out to the Reis-

terstown area. The transit line will be in the median of the highway after it crosses the Beltway.