East Baltimore Poets basketball 'Champs'

East Baltimore still continues to win basketball tournaments no matter where they may be. As one recreation leader put it, "Basketball is like a religion, people over here (East Baltimore) really believe in playing it everyday."

In the Poets Inner-City Athletic Clinic Basketball Championship Games played at Carver High School last Friday, this was once again demonstrated.

The Knicks of Area "A" and the Supersonics of Ton Young of Area "A" fought to the final second.

fought to the final second. With three seconds left Milton Young of Area "A" snaked a basket to give Area "A" a 61-58 victory over Area "B."

Milton Young was voted the most valuable player of the 8-12 group and Gregory Best of Area "B" was voted the player who displayed the best sportsmanship during the basketball clinic season.

In the 13-15 year age group, the Bucks of Area "D" played against the Supersonics of Area "B" Like the first game, both teams played exceptionally well and at the end of the first half, Area "B" led Area "D," 36 to 33. The second half brought more excitement than the first.

The score was tied several time before, Arnold Gaines scored a go-ahead basket to give Area "B" a lead of 58-57, Eric Lolbins snaked a basket to make the score 60-57 and thus grabbed the Championship title for Area "B."

Arnold Gaines was voted the most valuable player from the Supersonics of Area "B," and Andre Tabor was voted the sportsmanship player in the 13-15 age group.

Trophies were not only given to people who were involved in the championship games, but to everyone who participated in the basketball clinic program.

Senior citizen dance classes

Members of the Metro-Senior citizen dance classes politan Senior Citizens Con-announced that a pianist certer will participate in two [illegible] City Bureau of Recreation. 18 pt.

The Bureau's In-Service Program at the Madison Square Recreation Center, 1400 E. Biddle Street, involves classes in various types of dances andt each-ing techniques

The program has held weekly sessions and will continue throughout March. Al Varon, the dance instructor at the Metropolitan Center, is the coordinator of the program.

Welfare talk set March 7

David Mason, secretary of the Maryland Department of Employment and Social Services, will be guest speaker at a seminar Wednesday for the Maryland Conference of Social Welfare, (MCSW).

The conference, which includes a box lunch and beverage, begins at noon at the YMCA, 24 W. Franklin St. Mason's topic is "The State of Welfare." A price of $1.75 per person will be charged

Poverty projects spared budget axe until June 30

President Nixon's acting are aimed at the bu says normal funding of programs will resume March 1 and last until the money runs out — in some cases to the end of the fiscal year June 30.

Howard Phillips, told Congress that the administration is replacing the formula for a 30-day temporary funding policy which he had started after taking over the Office of the Department of Health, Education and Welfare. He said the Labor Department will take over OEO-funded manpower programs. Housing research at OEO will merge into the Department of Housing and Urban Development.

Sen. Harrison A. Williams, D-N.J., said meanwhile that Phillips is carrying out his duties illegally since the law limits an acting director to no more than 30 days.

"I believe this situation to be entirely inconsistent with the unmistakably statutory intent that the affairs of OEO be under the supervision and control of a director who is subject to Senate confirmation," Williams said. (UPI)

Man, 42, found slain in hallway

"I don't know why they did that to him. He was such a lovely person and all the people here liked him."

Miss Betty Baggett 23, 5109 Norwood Ave. was telling the AFRO about her uncle Norman Newton, 42, found slain in a 719 park Ave. fourth-floor hallway near a fire escape early Tuesday morning.

He was pronounced dead of gun wounds of the stomach at the scene about 5:55 a.m. Police are investigating.

Police records show the body was discovered by a neighbor going to the bathroom. There was a trail of blood from a second floor rear stairway to where the body was found, police said.

Born in Baltimore, Mr. Newton attended the public schools and was until his death an employee of the Bethlehem Steel Company

He enjoyed sports especially boxing and weight lifting.

Funeral services are at the Russ Funeral Home 2222 W. North Ave. at 11 a.m. and burial is in the Mt. Auburn Cemetery.

Wounded wife's condition 'fair'

Mrs. Ada Smith, 49, 4100 block Fairfax Rd., the Mondawmin C and P Telephone teller over 20 years who was critically wounded Feb. 24 by her husband is reported in fair condition at Provident Hospital.

Police report Mrs. Smith suffered bullet wounds of the face and abdomen, inflicted by her husband, Charles C. Smith 51, who then shot and killed himself in a second floor bedroom of their home.

Firemen's case resumes on Monday

The Federal Court case in which four black firemen are suing the city alleging discrimination resumes Monday March 5 at 10 a.m. It had adjourned last Friday.

A court official said that the trial which was expected to last only two weeks, has overlapped into others cases on Judge Joseph Young's schedule.

Judge Young stated at adjournment that he hoped to conclude the trial during week of March 5.

Marriage Licenses

MOORE-NELSON — Clarence A. 19, 2909 Denham; Mary D. 18, 1214 W. Lombard.
FREY-LUPUS — Richard E. 27, 1730 St. Paul; Nancy O., 19.
WARREN-MARSHALL — Henry M. 25, 1612 Balmar; Lena J. 26, 1911
WILLIS-WHITE — Anthony Eutaw.
ALEXANDER-SMITH — Louis S. 19, 208 N. Grantley; Reatha D. 18, 3501 Springdale.
SHACKBLOCK-SMITH — Earl F. 19, 1720 Belt; Janet M. 20, 1626 Byrd.
GREEN-BLACK — Charles E. 46, 314 E. 22; Martha E. 46.
BRISCOE-DEBRIDGE — Richard A. 32, 1508 E. Chase; Joann, 23.
REASE-HEWLETT — Chester, 42, 2002 E. Madison; Ruby E. 43, 2712 Oswego.
YARBOROUGH-SCOTT — Charles D. 19, 1629 N. Register; Linda P. 19, 1826 N. Broadway.
HURTT-SINGLETERRY — Thomas L., 23, 2304 N. Aisquith; Augustine, 22.
GIBSON-KOCH — Albert L., 19, 1716 Marshall; Teresa, 17, 194 W. Barney.
GREEN-KENT — William E., 22, 3910 Rokeby; Gerry L., 20, 3844 Greenspring.
TAYLOR-HICKS — Roosevelt A. 31, 2525 Gatehouse; Barbara L., 27.
SPENCER-EPPS — Donald E. 26, 17 Park; Leona B., 22, 1006 Shelbank.

LILLEY-MAGGITTI — Robert K. 21, 602 S. Potomac; Jacqueline, 20, 3714 Gough.

LEGAL NOTICES (93)

wait until all present and registered speakers have been heard, at which time those numbers which were not responded to on the first round will be recalled, in consecutive order. Any registered speaker not present at either the first or second call shall be deemed to have withdrawn his or her registration. Only those persons registering in advance, as described in this paragraph at (1), above, are required to supply their addresses for registration, and that requirement is solely for the purpose of having a manner to acknowledge registration and provide a number. Those registering at the public information meeting or at the Corridor Location Public Hearing will receive their acknowledgement and number at the time of their appearance for registration.

The proposed highway portion of the project for the purpose of this public hearing begins as an extention of Wabash Avenue at Patterson Avenue and terminates at Interstate Route 695 (Baltimore Beltway). The proposed highway right of way is located adjacent to the south side of the Western Maryland Railway property, and continues on new location, crossing into Baltimore County 200 feet south of the intersection of the Western Maryland Railway and the Baltimore City Line. Extending in a northwesterly direction from the City Line, the proposed Northwest Expressway generally parallels the Western Maryland Railway property to Sudbrook Park, where it curves to the west and utilizes the previously constructed bridges to underpass Old Court Road and Interstate 695 (Baltimore Beltway). The highway portion of the project which is proposed to continue beyond the Baltimore Beltway to Reisterstown will be the subject of a separate public hearing that will take place on April 11, 1973, which also will involve consideration of alternative routes.

Beginning at the Western boundary of Baltimore City and extending throughout the proposed highway portion of the project, control of access will be maintained with access permitted only by way of interchanges at relocated Milford Mill Road and Interstate 695 (Baltimore Beltway). Should the proposed highway portion of the project be constructed, local traffic circulation will be maintained by the existing bridge structure carring Old Court Road over the project, and proposed overpass structures at relocated Milford Mill Road and relocated Sudbrook Lane which will carry those traffic facilities over the project. Existing roads between the Baltimore City Line and Interstate Route 695 (Baltimore Beltway) that would be closed by the proposed construction and provided with cul-de-sacs and/or tee-turnarounds are as follows: Howard Avenue and Mellinee Avenue south of Milford Mill Road; Upland Road, north of Milford Mill Road; and Greenwood Road north of Sudbrook Road.

Gwynns Falls will flow in its natural channel under the proposed northbound roadway of the Northwest Expressway from approximately 300 feet north of Old Court Road to approximately 1,200 feet south of Old Court Road, at which point the stream will turn south and flow in its natural channel under the proposed southbound roadway.

The rapid transit portion of the project, for the purpose of this hearing, is the section of the rapid transit line in the Northwest Transportation Corridor, most of which is planned to be constructed within the median of the above described proposed Northwest Expressway, all within Baltimore County. The entire 28 mile Phase I System, which includes the Northwest and South Lines, was proposed to have 20 stations, and extends from Owings Mills in the Northwest to Charles Center and continue to Friendship Airport and Marley to the South. In addition to the 20 stations originally adopted in the Phase I Plan, a 21st station at McDonogh Road is now proposed for adoption.

The proposed alignment for that portion of the Rapid Transit which is located in the Northwest Transportation Corridor is described as follows:

At the western boundary line of Baltimore City, the transit route is located between Wabash Avenue and the Western Maryland Railway Company's right of way and is descending from aerial structure to a 1400 foot tunnel underpassing the northbound roadway of the proposed Northwest Expressway and bringing it into the median of the highway south of Milford Mill Road. The transit line then proceeds in the median to its terminus. The transit line in the Northwest Transportation Corridor is approximately 6 miles in length, and extends from the Baltimore City Line to its terminus in Owings Mills in the vicinity of Painters Mill Road.

The above description is the general alignment of the Phase I System for which this public hearing is being held. Stations within the Northwest Transportation Corridor are proposed in the vicinity of Milford Mill Road, Old Court Road, McDonogh Road, and Painters Mill Road in Owings Mills.

The anticipated acquisition and easements for the Northwest Transportation Corridor include whole and partial takings. The owners of any property which would be subject to such takings by the transit portion of the project, and by that length of the highway portion of the project within the median of which the transit portion is proposed to run have been notified by registered letter that their property or properties will be required should the transportation facilities be constructed as proposed; this notification has been given in compliance with regulations of the Urban Mass Transportation Administration, U.S. Department of Transportation. Additional publicly-owned facilities may be affected by the alignment of the transit line. As such public facilities become specifically identified in final design, negotiations will be undertaken with the appropriate public agencies. In addition, it is possible that some minor additional properties and/or easements may be required, since final survey and design must be completed prior to the definitive determination.

The proposed rapid transit station in the vicinity of Milford Mill Road will provide access and parking for approximately 800 cars, and will require the acquisition of some 16 acres of land.

The proposed station in the vicinity of Old Court Road will provide access and parking for approximately 550 cars, and will require the acquisition of some 7.5 acres of land.

The proposed stations in the vicinity of McDonogh Road and in the vicinity of Painters Mill Road in Owings Mills, while a part of Phase I of the Rapid Transit project, and while a part of the proposed Northwest Transportation Corridor, are not specifically involved in the hearing on April 4, 1973, as they are located outside of the Baltimore Beltway. That portion of the transportation facility (the Northwest Transportation Corridor) proposed to be constructed between the Beltway and Reisterstown, is the subject of a separate public hearing to be held on April 11, 1973. That hearing is being separately and simultaneously advertised and the proposed highway portion of the project outside of the Beltway to Reisterstown and the Rapid Transit from the Beltway to Owings Mills is fully described on the separate and simultaneous advertisement and public notice. For purposes of completeness of description, however, the proposed station in the vicinity of McDonogh Road will provide access and parking for approximately 3,800 cars, and will require the acquisition of some 33 acres of land. The proposed terminal station in the vicinity of Painters Mill Road in Owings Mills will provide access and parking for approximately 800 cars, and will require the acquisition of some 9.5 acres of land.

The Northwest Transportation Corridor, including that portion of the Phase I Rapid Transit which is in the Corridor, has been affirmed by the Regional Planning Council (RPC) as being required and in accord with the officially adopted "Suggested General Development Plan."

Tentative schedules for right of way acquisition and information regarding State and Federal relocation assistance programs will be discussed at the hearing.

Maps, drawings, reports, studies, the Draft Environmental Statement, and other pertinent information the need for and the location of the project, its social, economic and environmental impact, including written views received prior to the hearing, will be available for public inspection and copying during normal working hours (8:30 a.m. to 4:30 p.m.) at the Brooklandville Office of the District Engineer, State Highway Administration, located near Joppa and Falls Roads, on property south and east of that intersection. Road signs mark the access to the District Office. The Draft Environmental Statement has been circulated for review and comments, and copies of the Statement may be obtained through the National Technical Information Service, United States Department of Commerce, Springfield, Virginia, 22151. For the convenience of the public, certain—but not all—of the maps, drawings, reports, studies, and other pertinent information as described above, will also be available for public inspection and copying during normal working hours (8:30 a.m. to 4:30 p.m.) in Room 29 at the office of the Mass Transit Administration, 1515 Washington Boulevard, Baltimore, Maryland, 21230. A copy of the Draft Environmental Statement only will be on display in the Library located on the First Floor of the State Highway Administration Building, 300 West Preston Street, Baltimore, Maryland, 21201. All of the material will be brought to the public information meeting and to the Corridor Location Public Hearing.

A Preliminary Application for a Capital Improvement Grant to design and construct the Phase I Rapid Transit was filed with the U.S. Department of Transportation (DOT), Urban Mass Transportation Administration on October 23, 1971. Copies of this Preliminary Application and Transit Development Program through Fiscal Year 1980 are on file in Room 29 at the office of the Mass Transit Administration, 1515 Washington Boulevard, Baltimore, Maryland, 21230. A copy of the Draft Environmental Statement only will be on display in the Library located on the First Floor of the State Highway Administration Building, 300 West Preston Street, Baltimore, Maryland, 21201. All of the material will be brought to the public information meeting and to the Corridor Location Public Hearing.

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The proposed highway portion of the project for the purpose of this Public Hearing begins at Interstate Route 695 (Baltimore Beltway) and terminates at U.S. Route 140 (Westminster Pike) west of Reisterstown in the vicinity of Gores Mill Road. Also included is a relocation of Maryland Route 30 from the proposed interchange in the vicinity of Berrymans Lane to a connection with existing Maryland Route 30 north of Butler Road.

The proposed highway right of way, beginning at Interstate Route 695 (Baltimore Beltway), extends generally parallel to and west of existing U.S. Route 140 (Reisterstown Road), to a connection with existing U.S. Route 140 (Westminster Pike) northwest of Reisterstown, Maryland.

Beginning at Interstate Route 695 (Baltimore Beltway) and continuing throughout the proposed highway portion of the project, control of access will be maintained with access permitted only by way of interchanges at relocated McDonogh Road, relocated Painters Mill Road, relocated Cherry Hill Road, relocated Maryland Route 30, Glyndon Drive, and U.S. Route 140 (Westminster Pike).

There are no existing roads closed by the proposed project between Interstate Route 695 (Baltimore Beltway) and Painters Mill Road. Existing roads between Painters Mill Road and U.S. Route 140 (Westminster Pike) that would be closed by construction and provided with cul-de-sacs or tee-turnarounds are Cherry Hill Road and Gores Mill Road. Gores Mill Road will be relocated and connected into existing U.S. Route 140 (Westminster Pike) west of the proposed interchange connecting the proposed Northwest Expressway with existing U.S. Route 140 (Westminster Pike).

Where the project right of way conflicts with Gwynns Falls, viaduct structures are planned rather than relocation of the stream.

The proposed relocation of Maryland Route 30, beginning at an interchange with relocated U.S. Route 140 (proposed Northwest Expressway) north of Berrymans Lane, extends in a northerly direction across existing U.S. Route 140 (Westminster Pike) and connects to existing Maryland Route 30 (Hanover Pike), north of Butler Road.

An extension of Glyndon Drive, from Reisterstown Road to relocated U.S. Route 140 (proposed Northwest Expressway) with an interchange at relocated Maryland Route 30, is proposed as a part of this project. Existing Stockdale Avenue would be closed by the proposed construction of Glyndon Drive and a turnaround provided at the terminus.

Relocated Maryland Route 30 is proposed as a controlled access arterial highway with full control of access between intersecting cross grade streets. At-grade intersections are planned at relocated Cockey Mill Road, Westminster Pike, and the extension of Butler Road.

The rapid transit portion of the project, for the purpose of this hearing, is the section of the rapid transit line in the Northwest Transportation Corridor, most of which is planned to be constructed within the median of the above described proposed Northwest Expressway, all within Baltimore County. The entire 28 mile Phase I System, which includes the Northwest and South Lines, was proposed to have 20 stations, and extends from Owings Mills in the Northwest to Charles Center and continue to Friendship Airport and Marley to the South. In addition to the 20 stations originally adopted in the Phase I Plan, a 21st station at McDonogh Road is now proposed for adoption.

The proposed alignment for that portion of the Rapid Transit which is located in the Northwest Transportation Corridor is described as follows:

At the western boundary line of Baltimore City, the transit route is located between Wabash Avenue and the Western Maryland Railway Company's right of way and is descending from aerial structure to a 1400 foot tunnel underpassing the northbound roadway of the proposed Northwest Expressway and bringing it into the median of the highway south of Milford Mill Road. The transit line then proceeds in the median to its terminus. The transit line in the Northwest Transportation Corridor is approximately 6 miles in length, and extends from the Baltimore City Line to its terminus in Owings Mills in the vicinity of Painters Mill Road.

The above description is the general alignment of the Phase I System for which this public hearing is being held. Stations within the Northwest Transportation Corridor are proposed in the vicinity of Milford Mill Road, Old Court Road, McDonogh Road, and Painters Mill Road in Owings Mills.

The anticipated acquisition and easements for the Northwest Transportation Corridor include whole and partial takings. The owners of any property which would be subject to such takings by the transit portion of the project, and by that length of the highway portion of the project within the median of which the transit portion is proposed to run have been notified by registered letter that their property or properties will be required should the transportation facilities be constructed as proposed; this notification has been given in compliance with regulations of the Urban Mass Transportation Administration, U.S. Department of Transportation. Additional publicly-owned facilities may be affected by the alignment of the transit line. As such public facilities become specifically identified in final design, negotiations will be undertaken with the appropriate public agencies. In addition, it is possible that some minor additional properties and/or easements may be required, since final survey and design must be completed prior to the definitive determination.

The proposed rapid transit station in the vicinity of Milford Mill Road will provide access and parking for approximately 800 cars, and will require the acquisition of some 16 acres of land.

The proposed station in the vicinity of Old Court Road will provide access and parking for approximately 550 cars, and will require the acquisition of some 7.5 acres of land.

The proposed stations in the vicinity of McDonogh Road and in the vicinity of Painters Mill Road in Owings Mills, while a part of Phase I of the Rapid Transit project, and while a part of the proposed Northwest Transportation Corridor, are not specifically involved in the hearing on April 4, 1973, as they are located outside of the Baltimore Beltway. That portion of the transportation facility (the Northwest Transportation Corridor) proposed to be constructed between the Beltway and Reisterstown, is the subject of a separate public hearing to be held on April 11, 1973. That hearing is being separately and simultaneously advertised and the proposed highway portion of the project outside of the Beltway to Reisterstown and the Rapid Transit from the Beltway to Owings Mills is fully described on the separate and simultaneous advertisement and public notice. For purposes of completeness of description, however, the proposed station in the vicinity of McDonogh Road will provide access and parking for approximately 3,800 cars, and will require the acquisition of some 33 acres of land. The proposed terminal station in the vicinity of Painters Mill Road in Owings Mills will provide access and parking for approximately 800 cars, and will require the acquisition of some 9.5 acres of land.

The proposed stations in the vicinity of Milford Mill Road and in the vicinity of Old Court Road, while a part of Phase I of the Rapid Transit project, and while a part of the proposed Northwest Transportation Corridor, are not specifically involved in the hearing on April 11, 1973, as they are located between the Baltimore Beltway and the Baltimore City-County Line. That portion of the transportation facility (the Northwest Transportation Corridor) proposed to be constructed between the Beltway and the Baltimore City-County Line, is the subject of a separate public hearing to be held on April 4, 1973. That hearing is being separately and simultaneously advertised, and the proposed highway portion of the project inside of the Beltway to Baltimore City, and the Rapid Transit from the Beltway to the Baltimore City-County Line is fully described on the separate and simultaneous advertisement and public notice. For purposes of completeness of description, however, the proposed station in the vicinity of Milford Mill Road will provide access and parking for approximately 800 cars, and will require the acquisition of some 16 acres of land. The proposed station in the vicinity of Old Court Road will provide access and parking for approximately 550 cars, and will require the proposed acquisition of some 7.5 acres of land.

The rapid transit line in the entire Northwest Transportation Corridor, from the Baltimore City Line to its terminus in Owings Mills, will cost an estimated $42,563,000 or $43,947,000, depending on a choice of alternative routings for the Corridor between the Baltimore Beltway and Reisterstown, and 5 businesses for either alternative routing, which has been mentioned in the previous paragraph, and for which a public hearing will be held on April 11, 1973. That portion of the above stated displacement of families and businesses which is attributable to the section from the Baltimore City Line to the Baltimore Beltway, is estimated at 19 families and 5 businesses, no matter which of the alternatives outside of the Beltway is chosen, should the project be constructed as proposed.

Consideration will be given to the special needs of the elderly and physically handicapped persons using the Rapid Transit System. The specific features include, but are not limited to, special elevators at every station, grading areas around stations sloped without steps, walkways with a minimum width of 48 inches with a slope of no more than 2 percent, special parking spaces for handicapped at stations, ramps with level spots every 30 feet, and braille symbols.

The probable environmental impact of this project, unavoidable adverse environmental effects, and proposals for minimizing unavoidable adverse environmental effects are described in detail in the Draft Environmental Statement, and will be discussed at the public hearing.

The anticipated acquisition and easements for the Northwest Transportation Corridor include whole and partial takings. The owners of any property which would be subject to such takings by the transit portion of the project, and by that length of the highway portion of the project within the median of which the transit portion is proposed to run have been notified by registered letter that their property or properties will be required should the transportation facilities be constructed as proposed; this notification has been given in compliance with regulations of the Urban Mass Transportation Administration, U.S. Department of Transportation. Additional publicly-owned facilities may be affected by the alignment of the transit line. As such public facilities become specifically identified in final design, negotiations will be undertaken with the appropriate public agencies. In addition, it is possible that some minor additional properties and/or easements may be required, since final survey and design must be completed prior to the definitive determination.

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Marriage Licenses

HOOPER-WALSH — Thomas L., 32, 872 Tyson; Ann, 43, 4619 Kavon.

LEGAL NOTICES (93)

PUBLIC NOTICE

CORRIDOR LOCATION PUBLIC HEARING

NORTHWEST EXPRESSWAY
BALTIMORE BELTWAY TO REISTERSTOWN AND PORTION OF PHASE 1 RAPID TRANSIT

FRANKLIN SENIOR HIGH SCHOOL
APRIL 11, 1973
7:00 p.m. Auditorium
12000 Reisterstown Rd.

The State Highway Administration and Mass Transit Administration of the Maryland Department of Transportation will hold a Corridor Location Public Hearing for the purpose of affording interested parties an opportunity to present their views orally or in writing relative to the need for and location of transportation facilities, including highway and Rapid Transit modes, in the Northwest Transportation Corridor in Baltimore County, Maryland, as it pertains to U.S. Route 140 (Reisterstown Road) and the Northwest Expressway, and a portion of Phase I of the Baltimore Region Rapid Transit System. All interested parties are invited to present their views regarding the social, economic, and environmental effects of the project.

The hearing will be conducted in the auditorium of the Sudbrook Junior High School, located at the Beckford Road and Alter Street, Baltimore County, Maryland, on April 4, 1973, beginning at 7:00 p.m. The hearing will adjourn at 11:00 p.m. The Sudbrook Junior High School facilities have been reserved for the next evening April 5, 1973, beginning at 7:00 p.m. for utilization in the event that all registered speakers have not been heard prior to adjournment on April 4, 1973.

Individuals or representatives of organizations wishing to be heard must register. Registration may be accomplished in any one of three ways: (1) In advance, by furnishing, on or before March 26, 1973, your name and address (and the name and address of the organization, if any, authorizing you to speak on its behalf) to Mr. Michael F. Canning, Director, Division of Public Affairs, Maryland Department of Transportation, Post Office Box 8755, Friendship International Airport, Maryland, 21240, in which event you will be returned by mail an acknowledgement of registration and your assigned number (numbers will be consecutively assigned in the order of the receipt of mail registrations, to the extent practicable); (2) At the public information meeting (described below) on March 21, 1973, by supplying your name (and your organization, if any) to the official there present and identified as the registrar, in which event you will be immediately given an acknowledgement of registration and your assigned number. (3) At the Corridor Location Public Hearing (as described above), by supplying your name (and your organization, if any) to the official there present and identified as the registrar, in which event you will be immediately given an acknowledgement of registration and your assigned number.

To be heard, an individual must be registered. Registrants will be assigned consecutive numbers in the order received, to the extent practicable, and those numbers will determine the speaking order among registrants. A registered speaker not present when his or her number is called in order forfeits his or her assigned place in the speaking order, and must wait until all present and registered speakers have been heard, at which time those numbers which were not responded to on the first round will be recalled, in consecutive order. Any registered speaker not present at either the first or second call shall be deemed to have withdrawn his or her registration. Only those persons registering in advance, as described in this paragraph at (1), above, are required to supply their addresses for registration, and that requirement is solely for the purpose of having a manner to acknowledge registration and provide a number. Those registering at the public information meeting or at the Corridor Location Public Hearing will receive their acknowledgement and number at the time of their appearance for registration.

The proposed highway portion of the project for the purpose of this Public Hearing begins at Interstate Route 695 (Baltimore Beltway) and terminates at U.S. Route 140 (Westminster Pike) west of Reisterstown in the vicinity of Gores Mill Road. Also included is a relocation of Maryland Route 30 from the proposed interchange in the vicinity of Berrymans Lane to a connection with existing Maryland Route 30 north of Butler Road.

The proposed highway right of way, beginning at Interstate Route 695 (Baltimore Beltway), extends generally parallel to and west of existing U.S. Route 140 (Reisterstown Road), to a connection with existing U.S. Route 140 (Westminster Pike) northwest of Reisterstown, Maryland.

Beginning at Interstate Route 695 (Baltimore Beltway) and continuing throughout the proposed highway portion of the project, control of access will be maintained with access permitted only by way of interchanges at relocated McDonogh Road, relocated Painters Mill Road, relocated Cherry Hill Road, relocated Maryland Route 30, Glyndon Drive, and U.S. Route 140 (Westminster Pike).

There are no existing roads closed by the proposed project between Interstate Route 695 (Baltimore Beltway) and Painters Mill Road. Existing roads between Painters Mill Road and U.S. Route 140 (Westminster Pike) that would be closed by construction and provided with cul-de-sacs or tee-turnarounds are Cherry Hill Road and Gores Mill Road. Gores Mill Road will be relocated and connected into existing U.S. Route 140 (Westminster Pike) west of the proposed interchange connecting the proposed Northwest Expressway with existing U.S. Route 140 (Westminster Pike).

Where the project right of way conflicts with Gwynns Falls, viaduct structures are planned rather than relocation of the stream.

The proposed relocation of Maryland Route 30, beginning at an interchange with relocated U.S. Route 140 (proposed Northwest Expressway) north of Berrymans Lane, extends in a northerly direction across existing U.S. Route 140 (Westminster Pike) and connects to existing Maryland Route 30 (Hanover Pike), north of Butler Road.

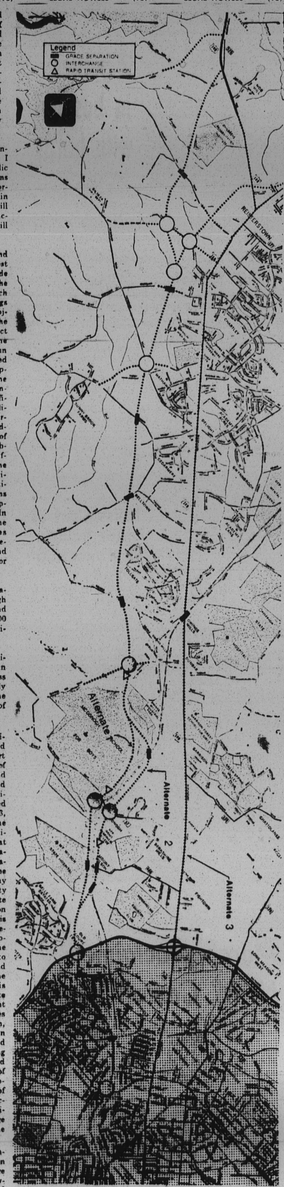
An extension of Glyndon Drive, from Reisterstown Road to relocated U.S. Route 140 (proposed Northwest Expressway) with an interchange at relocated Maryland Route 30, is proposed as a part of this project. Existing Stockdale Avenue would be closed by the proposed construction of Glyndon Drive and a turnaround provided at the terminus.

Relocated Maryland Route 30 is proposed as a controlled access arterial highway with full control of access between intersecting cross grade streets. At-grade intersections are planned at relocated Cockey Mill Road, Westminster Pike, and the extension of Butler Road.

The rapid transit portion of the project, for the purpose of this hearing, is the section of the rapid transit line in the Northwest Transportation Corridor, most of which is planned to be constructed within the median of the above described proposed Northwest Expressway, all within Baltimore County. The entire 28 mile Phase I System, which includes the Northwest and South Lines, was proposed to have 20 stations, and extends from Owings Mills in the Northwest to Charles Center and continue to Friendship Airport and Marley to the South. In addition to the 20 stations originally adopted in the Phase I Plan, a 21st station at McDonogh Road is now proposed for adoption.

The proposed alignment for that portion of the Rapid Transit which is located in the Northwest Transportation Corridor is described as follows:

At the western boundary line of Baltimore City, the transit route is located between Wabash Avenue and the Western Maryland Railway Company's right of way and is descending from aerial structure to a 1400 foot tunnel underpassing the northbound roadway of the proposed



Northwest Expressway and bringing it into the median of the highway south of Milford Mill Road. The transit line then proceeds in the median to its terminus. The transit line in the Northwest Transportation Corridor is approximately 6 miles in length, and extends from the Baltimore City Line to its terminus in Owings Mills in the vicinity of Painters Mill Road.

The above description is the general alignment of the Phase I System for which this public hearing is being held. Stations within the Northwest Transportation Corridor are proposed in the vicinity of Milford Mill Road, Old Court Road, McDonogh Road, and Painters Mill Road in Owings Mills.

The anticipated acquisition and easements for the Northwest Transportation Corridor include whole and partial takings. The owners of any property which would be subject to such takings by the transit portion of the project, and by that length of the highway portion of the project within the median of which the transit portion is proposed to run have been notified by registered letter that their property or properties will be required should the transportation facilities be constructed as proposed; this notification has been given in compliance with regulations of the Urban Mass Transportation Administration, U.S. Department of Transportation. Additional publicly-owned facilities may be affected by the alignment of the transit line. As such public facilities become specifically identified in final design, negotiations will be undertaken with the appropriate public agencies. In addition, it is possible that some minor additional properties and/or easements may be required, since final survey and design must be completed prior to the definitive determination.

The proposed rapid transit station in the vicinity of Milford Mill Road will provide access and parking for approximately 3,800 cars, and will require the acquisition of some 33 acres of land. The proposed terminal station in the vicinity of Painters Mill Road in Owings Mills will provide access and parking for approximately 800 cars, and will require the proposed acquisition of some 9.5 acres of land.

The proposed stations in the vicinity of Milford Mill Road and in the vicinity of Old Court Road, while a part of Phase I of the Rapid Transit project, and while a part of the proposed Northwest Transportation Corridor, are not specifically involved in the hearing on April 11, 1973, as they are located between the Baltimore Beltway and the Baltimore City-County Line. That portion of the transportation facility (the Northwest Transportation Corridor) proposed to be constructed between the Beltway and the Baltimore City-County Line, is the subject of a separate public hearing to be held on April 4, 1973. That hearing is being separately and simultaneously advertised, and the proposed highway portion of the project inside of the Beltway to Baltimore City, and the Rapid Transit from the Beltway to the Baltimore City-County Line is fully described on the separate and simultaneous advertisement and public notice. For purposes of completeness of description, however, the proposed station in the vicinity of Milford Mill Road will provide access and parking for approximately 800 cars, and will require the acquisition of some 16 acres of land. The proposed station in the vicinity of Old Court Road will provide access and parking for approximately 550 cars, and will require the proposed acquisition of some 7.5 acres of land.

The rapid transit line in the entire Northwest Transportation Corridor, from the Baltimore City Line to its terminus in Owings Mills, will cost an estimated $42,563,000 or $43,947,000, depending on a choice of alternative routings for the Corridor between the Baltimore Beltway and Reisterstown, and 5 businesses for either alternative routing, which has been mentioned in the previous paragraph, and for which a public hearing will be held on April 11, 1973. That portion of the above stated displacement of families and businesses which is attributable to the section from the Baltimore Beltway to Owings Mills, is estimated at 6 or 7 families and 0 businesses, depending upon which of the alternatives is chosen.

Consideration will be given to the special needs of the elderly and physically handicapped persons using the Rapid Transit System. The specific features include, but are not limited to, special elevators at every station, grading areas around stations sloped without steps, walkways with a minimum width of 48 inches with a slope of no more than 2 percent, special parking spaces for handicapped at stations, ramps with level spots every 30 feet,