Health fair slated Monday at Morgan St.

The first annual Spring Community Health Fair is slated at Morgan State College's Hughes Stadium for Monday 9:30 a.m. to 3 p.m.

The day-long event, open to the public, will be comprised of 17 health, education and community service organizations displaying their services.

In the event bad weather forces a postponement of the affair, a rain date has been scheduled for April 9.

The Pan-Hellenic Council at Morgan State and the Baltimore City Advisory Council of the Maryland Tuberculosis and Respiratory Disease Association are cosponsoring the event.

* * *

Spokesmen for the affair see the Health Fair as a way to inform not only members of the college community, but also the public in general of the health services available in Baltimore.

Organizations participating are: Red Cross, Provident Hospital, testing for sickle cell anemia and blood pressure, Maryland Diabetes Association, American Cancer Society, National Foundation of March of Dimes, Planned Parenthood Association of Maryland and the Maryland Society for the Prevention of Blindness.

Also taking part will be the Baltimore Social Service and Health departments, the Neighbourhood Family Planning Center, Health and Welfare Council of Central Maryland, Morgan's Spokesman newspaper, Echo House, Douglas Memorial Meals on Wheels and the Drug Abuse Center of Maryland.

Double murder victims buried

Funeral services for George Elsey, 38, of 2600 N. Bentalou St. were held March 20 at the Herbert E. Nutter Funeral Home. Burial followed at Crest Hill Cemetery, Glen Burnie.

Mr. Elsey was the son of Mr. and Mrs. Earl R. Elsey Sr. of Baltimore.

In addition to his parents, he is survived by five children and two grandchildren.

Mr. Elsey was one of two men found dead in a home in the 600 block Whitelock St., both with gunshot wounds in the chest. In addition, police report, Mr. Elsey's throat had been cut and there was a phone cord around his neck.

Police are looking for two suspects.

Another victim, James Williams, 42, 1700 block E. 25th St., last rites were held at the Morton and Dyett Funeral Home, March 20.

Williams is buried in the Arbutus Memorial Park and is survived by his wife, Mrs. Dorcell Williams; his mother, Mrs. Judy Williams; and three stepdaughters. Misses Connie Carry, Nina and Burnett Lolloyd.

Law career workshop at S.C. State

ORANGEBURG, S.C.—Civil Rights Attorney Matthew Perry and S. C. Attorney General Daniel McLeod shared the platform at a workshop on legal education and law career opportunities sponsored by the Social Sciences Department Friday at South Carolina State College.

Perry, who gave the keynote address in White Hall Auditorium, told of the role of blacks in the American legal profession.

McLeod described how S.C. is recruiting minorities into the law profession.

Leo Kerford, former dean of the South Carolina State College Law School, presided at the legal education symposium. William C. Hine was coordinator.

A GOOD CITIZEN is registered and prepared to VOTE. Do so today at Supervisors of Election, Fayette and Gay St. Monday through Friday, 8:30 a.m. to 4 p.m.

Mother Margret
Spiritual Healer, Reader and Advisor
Helps with all problems of life. She positively guarantees on sickness marriage, worry, trouble, or in doubt. I will give good luck to you immediately. Born gifted by the power of God.
1816 E. MONUMENT ST.
Phone 675-9545
—Across from Johns Hopkins Hospital

BOARD OF ESTIMATES

Pilot Schools' money disbursed

Over $210,000 in federal money originally set for the Pilot Schools Program were shifted by vote of the Board of Estimates on Wednesday to four other Model Cities (MCA) activities.

Pilot Schools ended abruptly on March 15 along with over a half dozen other Model Cities programs by MCA director William Sykes in anticipation of a 45 per cent cut back on federal funds.

* * *

Some $50,000 of the total is now considered the federal government's share of the $137,000 in renovations set for the Provident Community Health Center.

$70,000 goes to the Central Neighborhood Improvement Association for rebuilding the Martin DePorres Gymnamium and Hall for a recreation center and community hall for Area "A" residents.

$26,140 is transferred to the Area "E" Housing Corporation to renovate the Area "E" Council Office and Community Services Center.

Finally, $65,850 goes to Area "G" Community Council to transform three buildings into a Council office and Out-Reach Center.

* * *

The Board also transferred $300,000 from the Mayor's Coordinating Council in Criminal Justice to Community Self Help grants, increasing the total Self Help grants to over $665,000.

And, City Jail received $104,000 to pay for damages from the Feb. 24 riot in the juvenile section. The Westchester Fire Insurance Company will pay over $100,000 on this claim.

Dr. Mary F. Berry named to U. of M. post

Dr. Mary F. Berry, author of works on black history and University of Maryland associate professor of history and director of the Afro-American studies program at the College Park campus, has been named interim chairman of the new division of behavioral and social sciences.

Her books include "Negro Troops in Blue and Gray" and "Black Resistance-White Law: A History of Constitutional Racism in America."

The division she now heads includes the economics, geography, government and politics, information systems management, speech and audio science, sociology, psychology departments and programs of Afro-American studies, linguistics and anthropology.

She also runs the College of Business and Management, the bureau of business and economic research, and the bureau of governmental research, as well as the Institutes of criminal justice and criminology.

Dr. Berry is from Nashville, Tenn., and lives in Washington.

A guest lecturer and speaker, she has written several articles and book reviews.

She is also a consultant for the U.S. Department of Health, Education and Welfare's Office of Civil Rights.

LEGAL NOTICE

PUBLIC NOTICE

CORRIDOR LOCATION
PUBLIC HEARING

NORTHWEST EXPRESSWAY

PATTERSON AVENUE
IN BALTIMORE CITY
TO THE BALTIMORE BELTWAY
AND PORTION OF

PHASE 1 RAPID TRANSIT

SUDBROOK JUNIOR
HIGH SCHOOL
APRIL 4, 1973
7:00 p.m. Auditorium
Bedford Rd. And Alter St.

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 Bedford 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 20, 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 as an extension 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 carrying Old Court Road over the project, and proposed overpass structures at relocated Milford Mill Road and relocated Sudbrook Lane which will carry those traffic factilities 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 1200 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 29 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 29 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. 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 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 stations 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 500 cars, and will require the proposed acquisition of some 9.5 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. These alternative routings, being outside the Beltway, are fully described in the separate and simultaneous advertisement for the public hearing on that portion of the Northwest Transportation Corridor outside of the Beltway, which hearing will be held on April 11, 1973. That portion of the above stated estimated costs of the rapid transit line which is attributable to the section from the Baltimore City Line to the Baltimore Beltway, is estimated at $19,480,000, no matter which of the alternatives outside of the Beltway is chosen, should the project be constructed as proposed. The funding of this expense will be as follows: two-thirds funding will be sought from the Federal Government; the remaining one-third, the local share, will be derived from the Consolidated Transportation Fund of the Maryland Department of Transportation.

The proposed Northwest Expressway and rapid transit line, from the Baltimore City Line to its terminus in Owings Mills, is estimated to displace 25 or 26 families, 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.

Federal laws and regulations require that the project be described and that certain matters—such as relocation advisory assistance and moving cost reimbursement programs—be discussed at the Corridor Location Public Hearing, and also require the presence of State and local governmental officials to give such descriptions. These legally required presentations, and the presentation of the views of the governmental officials present, will be given first, before the first registered speaker from the general public is heard.

ALTERNATIVES

Under discussion will be four (4) alternatives as described below. See map. In addition, members of the public are free to propose for discussion and consideration alternative solutions to the movement of people and goods in the Northwest Transportation Corridor.

Alternate #1

The project as previously described between Interstate Route 695 (Baltimore Beltway) and existing U.S. Route 140 as a new facility called the Northwest Expressway, the median of which is proposed to contain part of the length of Phase I of the Baltimore Region Rapid Transit System. In this project, as proposed and described above, the involved portion of Phase I of the Baltimore Region Rapid Transit is constructed, for a short length prior to joining the Expressway median, approximately 3,000 feet across the City-County line in Baltimore County, in a right of way to the east of and parallel and adjacent to the highway portion of the project right of way described above from the beginning point of Baltimore City.

Alternate #2

Same as Alternative #1 for the purpose of this public hearing.

Alternate #3

The widening and reconstruction of existing Reisterstown Road (existing U.S. Route 140) from the Baltimore City Line to the Baltimore Beltway. This alternative would not involve the construction of the "Northwest Expressway" in any form or location; a portion of the Phase I Rapid Transit would be located in the median of the said Reisterstown Road (existing U.S. Route 140) from Interstate Route 695 (Baltimore Beltway), extending 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 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) are to be closed by the construction and provided with cul-de-sacs or tee-turnarounds as follows: Carroll Green 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 at-grade streets. At-grade intersections are planned at relocated Cockeys 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 29 stations, and extends from the Owings Mills in the Northwest to Charles Center and continue to Friendship Airport and Marley to the South. In addition to the 29 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 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 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. These alternative routings, being outside the Beltway, are fully described in the separate and simultaneous advertisement for the public hearing on that portion of the Northwest Transportation Corridor outside of the Beltway, which hearing will be held on April 11, 1973. That portion of the above stated estimated costs of the rapid transit line which is attributable to the section from the Baltimore City Line to the Baltimore Beltway, is estimated at $19,480,000, no matter which of the alternatives outside of the Beltway is chosen, should the project be constructed as proposed. The funding of this expense will be as follows: two-thirds funding will be sought from the Federal Government; the remaining one-third, the local share, will be derived from the Consolidated Transportation Fund of the Maryland Department of Transportation.

The proposed Northwest Expressway and rapid transit line, from the Baltimore City Line to its terminus in Owings Mills, is estimated to displace 25 or 26 families, 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.

Federal laws and regulations require that the project be described and that certain matters—such as relocation advisory assistance and moving cost reimbursement programs—be discussed at the Corridor Location Public Hearing, and also require the presence of State and local governmental officials to give such descriptions. These legally required presentations, and the presentation of the views of the governmental officials present, will be given first, before the first registered speaker from the general public is heard.

ALTERNATIVES

Under discussion will be four (4) alternatives as described below. See map. In addition, members of the public are free to propose for discussion and consideration alternative solutions to the movement of people and goods in the Northwest Transportation Corridor.

Alternate #1

The project as previously described between Interstate Route 695 (Baltimore Beltway) and existing U.S. Route 140 (Westminster Pike), being the relocation of U.S. Route 140 as a new facility called the Northwest Expressway, the median of which is proposed to contain a part of the length of Phase I of the Baltimore Region Rapid Transit System between Interstate Route 695 (Baltimore Beltway) and Painters Mill Road. Also included is the relocation of Maryland Route 30 as previously described.

Alternate #2

Alternate #2 is identical to Alternate #1, except in the area between Interstate Route 695 (Baltimore Beltway) and Painters Mill Road, where the project would be located to the east of and parallel to the Eastern Maryland Railway. North of the Baltimore Beltway interchange, the alignment curves to the north and crosses over the Western Maryland Railway approximately 1200 feet south of Mt. Wilson Lane. It then parallels the east side of the Western Maryland Railway to a point approximately 3500 feet north of McDonogh Road. The alignment then swings to the west to re-cross the Western Maryland Railway and rejoin Alternate #1, just south of Painters Mill Road.

Alternate #3

Alternate #3 is the widening and reconstruction of existing Reisterstown Road (existing U.S. Route 140) from Interstate Route 695 (Baltimore Beltway) to Reisterstown. This alternative would not involve the construction of the "Northwest Expressway" in any form or location; a portion of the Phase I Rapid Transit was planned to be located in the median of the said Expressway, and thus, if the Expressway is not built, the rapid transit line in Northwest Baltimore County will have to be re-studied and re-evaluated for future consideration at a later date.

Alternate #4

The "do nothing" alternative. No improvement within the Northwest Transportation Corridor.

BY ORDER of the State Highway Administration and Mass Transit Administration this 21st day of March, 1973.

James J. O'Donnell, Acting Administrator
State Highway Administration

Walter J. Addison
Administrator
Mass Transit Administration

ORDER NO. D-14274

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 Franklin Senior High School, located at 12000 Reisterstown Road, Reisterstown, Maryland, on April 11, 1973, beginning at 7:00 p.m. The hearing will adjourn at 11:00 p.m. The Franklin Senior High School facilities have been reserved for the next evening April 12, 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 11, 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 20, 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 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) are to be closed by the construction and provided with cul-de-sacs or tee-turnarounds as follows: Carroll Green 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 at-grade streets. At-grade intersections are planned at relocated Cockeys 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 29 stations, and extends from the Owings Mills in the Northwest to Charles Center and continue to Friendship Airport and Marley to the South. In addition to the 29 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 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 station 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 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. These alternative routings, being outside the Beltway, are fully described in the separate and simultaneous advertisement for the public hearing on that portion of the Northwest Transportation Corridor outside of the Beltway, which hearing will be held on April 11, 1973. That portion of the above stated estimated costs of the rapid transit line which is attributable to the section from the Baltimore City Line to the Baltimore Beltway, is estimated at $19,480,000, no matter which of the alternatives outside of the Beltway is chosen, should the project be constructed as proposed. The funding of this expense will be as follows: two-thirds funding will be sought from the Federal Government; the remaining one-third, the local share, will be derived from the Consolidated Transportation Fund of the Maryland Department of Transportation.

The proposed Northwest Expressway and rapid transit line, from the Baltimore City Line to its terminus in Owings Mills, is estimated to displace 25 or 26 families, depending on the 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 6 or 7 families and 0 businesses, depending on 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 per cent, 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.

Federal laws and regulations require that the project be described and that certain matters—such as relocation advisory assistance and moving cost reimbursement programs—be discussed at the Corridor Location Public Hearing, and also require the presence of State and local governmental officials to give such descriptions. These legally required presentations, and the presentation of the views of the governmental officials present, will be given first, before the first registered speaker from the general public is heard.

ALTERNATIVES

Under discussion will be four (4) alternatives as described below. See map. In addition, members of the public are free to propose for discussion and consideration alternative solutions to the movement of people and goods in the Northwest Transportation Corridor.

Alternate #1

The project as previously described between Interstate Route 695 (Baltimore Beltway) and existing U.S. Route 140 (Westminster Pike), being the relocation of U.S. Route 140 as a new facility called the Northwest Expressway, the median of which is proposed to contain a part of the length of Phase I of the Baltimore Region Rapid Transit System between Interstate Route 695 (Baltimore Beltway) and Painters Mill Road. Also included is the relocation of Maryland Route 30 as previously described.

Alternate #2

Alternate #2 is identical to Alternate #1