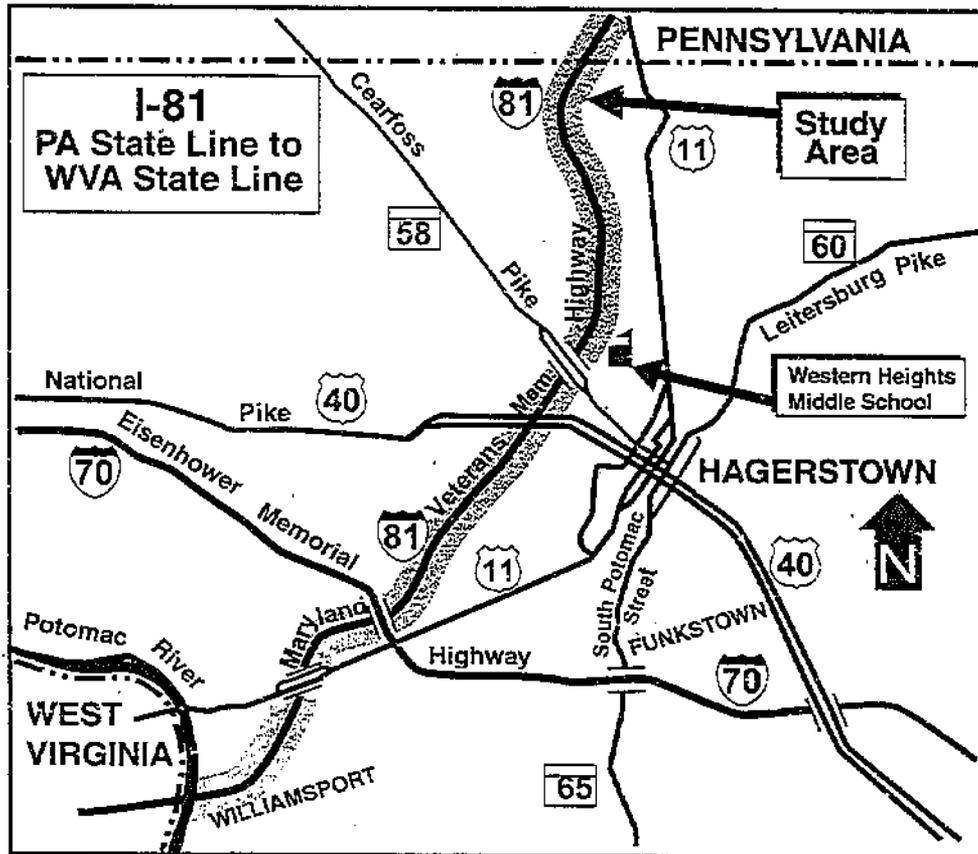


I - 81

From the West Virginia State Line
to the Pennsylvania State Line

ALTERNATES

Public Workshop



Project # WA128B11

Thursday, June 20, 2002

Displays Available
5:00 PM to 8:00PM

Western Heights Middle School
1300 Marshall Street
Hagerstown, MD 21740



Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION



US Department of Transportation
FEDERAL HIGHWAY ADMINISTRATION

PUBLIC WORKSHOP LOCATION

SITE:

Western Heights Middle School

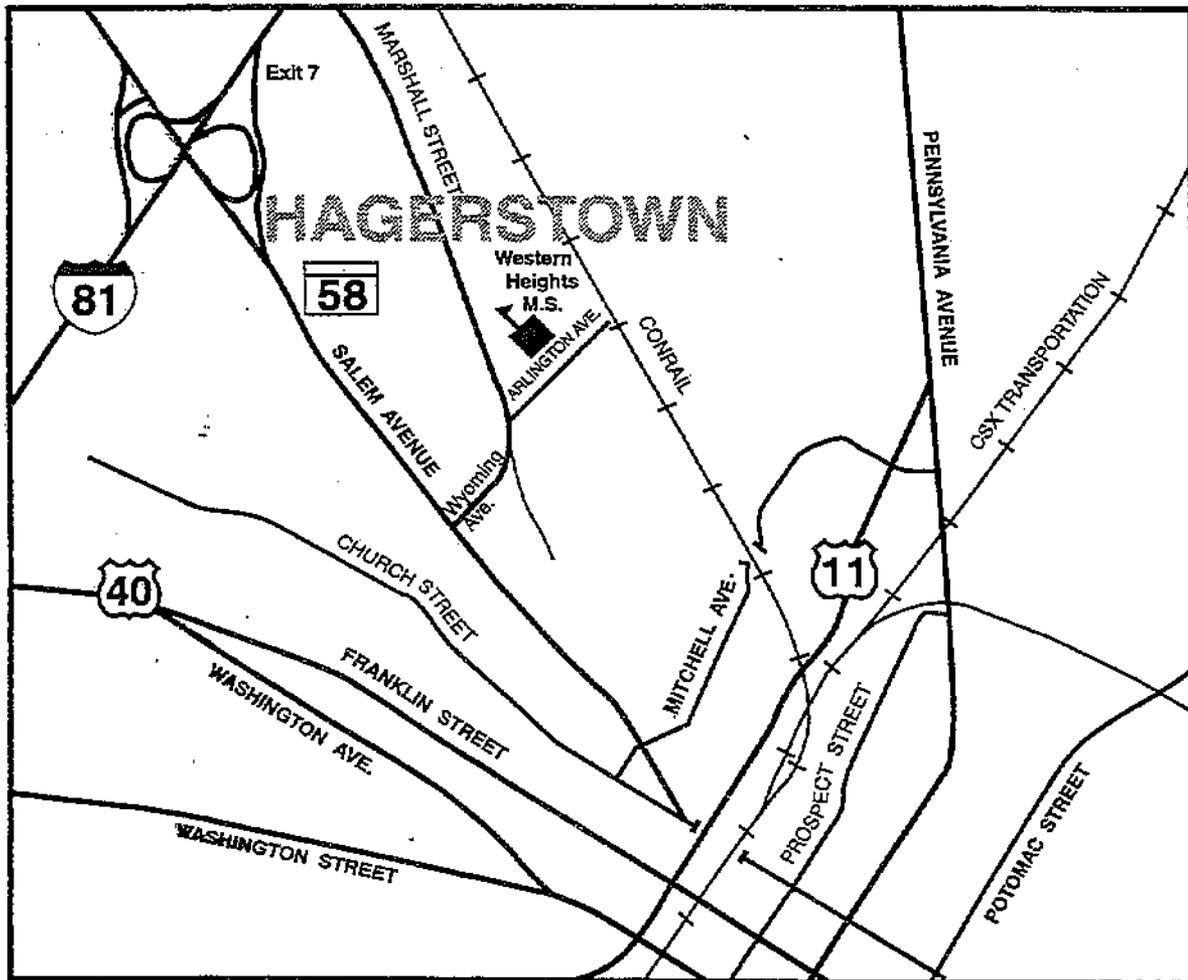
1300 Marshall Street

Hagerstown, MD 21740

5:00 PM – 8:00 PM

DIRECTIONS:

Take I-81 to the MD-58 East exit towards Salem Avenue / Hagerstown. Bear right on Salem Avenue. Continue on MD-58 and turn left at the first traffic light onto Wyoming Avenue. Bear left on Marshall Street. The school will be on the right.



PURPOSE OF THE WORKSHOP

The purpose of the Workshop is to acquaint the public with the State Highway Administration's (SHA) Project Planning Study, to present the findings of the conceptual engineering and preliminary environmental studies, and to provide a forum for public comment on the overall project planning process and alternates presented.

The workshop is co-sponsored by the State Highway Administration (SHA) and the Federal Highway Administration (FHWA) in cooperation with Washington County. The workshop is being conducted in an interactive format and includes project information stations that address specific topics and alternates. Displays will be available for review between 5:00 PM and 8:00 PM. There will be no formal presentation.

SHA and Washington County representatives are present to answer your questions and receive your comments.

HOW TO COMMENT ON THE PROJECT

The public is encouraged to participate in the workshop to ensure citizen input in the planning process. These studies are preliminary and your comments will be considered as the project progresses. You may choose any or all of the following methods to submit your comments:

- Give comments to SHA or County representatives at the workshop.
- Fill out the brochure comment card, drop in the box at the meeting or mail.
- Contact the SHA Project Team members following tonight's meeting.

PROJECT MAILING LIST

The brochure comment card can also be used to add your name to the project mailing list. You may also add your name by signing in with the meeting receptionist located at the front door. If you received a copy of this brochure in the mail, you are already included on the list.

PURPOSE OF THE PROJECT

The purpose of this project is to improve traffic operations and safety along I-81 from the West Virginia State Line to the Pennsylvania State Line and to address needed transportation improvements in a manner consistent with Maryland's Smart Growth Initiative.

PROGRAM STATUS

The project is included in the Secondary Development and Evaluation Section of the Maryland Department of Transportation's Consolidated Transportation Program (CTP) for 2002-2007 and is funded for Project Planning only. Following approval of the project's location and design, if a build alternate is selected, the project will become eligible for inclusion the future programs for engineering, right-of-way acquisition and construction.

PROJECT NEED

The traffic conditions along this I-81 segment has deteriorated over time, as the area through which it passes has developed considerably. Increasing truck traffic and geometric deficiencies in ramp configurations and acceleration/deceleration lane lengths at the interchanges have created merge and weave problems along the 12-mile corridor contributing to a high number of accidents. Approximately 34% of the vehicles using I-81 are trucks, representing one of the highest rates in the state.

TRAFFIC OPERATIONS —

The 1999 Average Daily Traffic ranged from 30,000 to 62,000 vehicles per day with the section between I-70 and Halfway Boulevard having the highest volumes. The volumes are projected to increase to 55,000 -102,000 by the year 2025.

A Level of Service (LOS) analysis for 1999 and 2025 was performed. Level of Service (LOS) is a measure of the congestion experienced by drivers, and ranges from A (free flow with little or no congestion) to F (failure with stop-and-go conditions). LOS is normally computed for the peak periods of the typical day, with LOS D (approaching unstable flow) or better generally considered acceptable for highways in urban and suburban areas. At LOS E, volumes are near or at the capacity of the highway. LOS F represents conditions in which there are operational breakdowns with stop-and-go traffic and extremely long delays at signalized intersections.

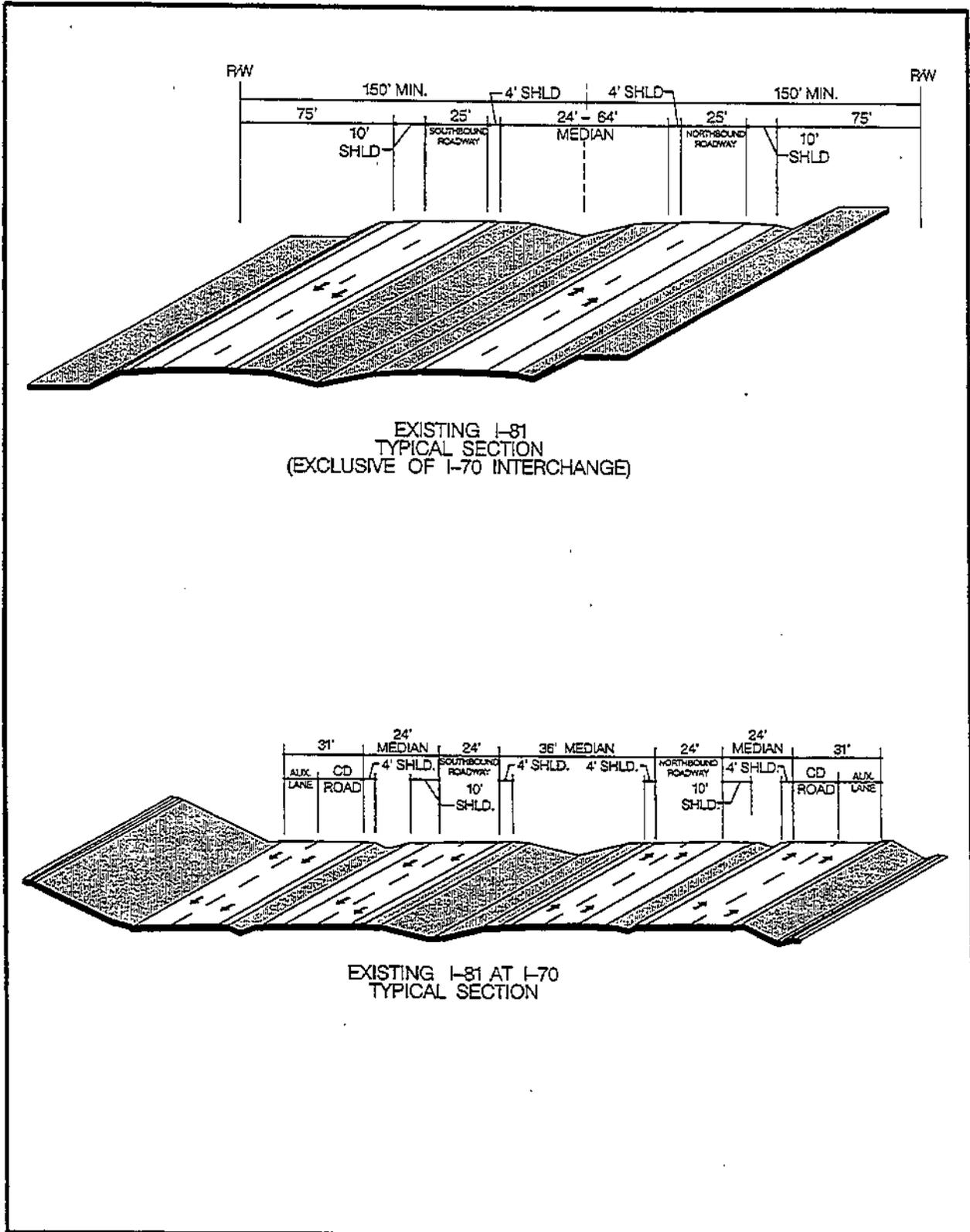
Currently, I-81 operates at level of service "A" to "D" with the interchange at I-70 operating at Level of Service D. The mainline of I-81 operates at Level of Service "C" or better. By 2025, with the increase in traffic volumes, the Level of Service along the mainline will deteriorate to Level of Service "E" with the I-70 and Halfway Boulevard interchanges falling to Level of Service "F" if no improvements are made.

TRAFFIC SAFETY —

Over the past three years, from 1997 through 2000, there have been a total of 276 reported accidents along I-81. Of these, 95 (35%) involved heavy trucks. The rates for fatal accidents and truck related accidents were significantly higher than the standard average rates for similar type of highways.

The existing roadway on I-81 includes a four-lane divided roadway with two 12-foot lanes in each direction with 4-foot inside shoulders, 10-foot outside shoulders, and a variable (24'-64') grass median. A 2-lane collector / distributor roadway exists through the I-70 interchange.

Existing Typical Sections



I-81 Improvement Project

THE DIMENSIONS SHOWN ARE FOR THE PURPOSE OF DETERMINING COST ESTIMATES AND ENVIRONMENTAL IMPACTS, AND ARE SUBJECT TO CHANGE DURING THE FINAL DESIGN PHASE.

Figure 1
Not to Scale

RELATED PROJECTS

- Washington County has programmed the widening of Maugans Avenue to 5 lanes east of the interchange and 3 lanes to the west.
- West Virginia is widening I-81 to 6 lanes up to Falling Waters.
- Pennsylvania is studying widening I-81 from the Maryland line north.
- Hagerstown Regional Airport is extending the runway to accommodate larger aircraft.

INTERMODAL CONNECTIVITY

Hagerstown Regional Airport – Located off of Showalter Road, between I-81 and US 11, the airport provides daily passenger service by US Airways Express to and from Pittsburgh with Baltimore-Washington International Airport (BWI).

“Hub City” of Hagerstown – Located east of I-81, the City of Hagerstown provides three rail lines operating in Washington County – CSX, Norfolk Southern, and the Winchester and Western – all of which roughly parallel the major road corridors. Amtrak and MARC train commuter service is available in Martinsburg, West Virginia, off of I-81, south of the Maryland line.

Park and Ride – There is currently one 17-space commuter park and ride site east of I-81 at the MD 58 interchange. The MTA’s bus route 991 transports commuters from the park and ride lot to the Washington Metro Area Transit Administration’s Shady Grove Metro Station.

LAND USE

The I-81 corridor contains primarily commercial/industrial land use along the entire length with scattered areas of residential communities. It is located within Washington County’s designated growth area and passes

through the State’s Smart Growth Priority Funding Area. Several locations along I-81 are state-designated Enterprise Zones: Interstate Industrial Park, Washington County Business Park, and the Airport Business Park. The Washington County Regional Airport is extending the runway, which will allow larger planes to land making the surrounding area more accessible. Several more industrial parks are proposed to be built along the I-81 Corridor, as well as a 1000-unit housing development, which will be located north of US 40 on the west side of I-81.

ALTERNATES CURRENTLY UNDER CONSIDERATION

ALTERNATE 1 (No-BUILD)

Other than routine maintenance and safety improvements, no major improvements will be made under this alternate. This will serve as the basis for comparison for other options.

ALTERNATE 2 – INTERCHANGE IMPROVEMENTS

This alternate proposes to upgrade the existing roadway and interchanges to current design standards. This will include providing adequate acceleration/deceleration lanes and shoulders. Interchange radii would be brought up to current standards. Alternate interchange schemes have been developed which include removal of the existing loop ramps to eliminate weave movements. The mainline roadway would remain as four lanes. The interchange improvements are as follows:

I-81 @ MD 68 – No major changes are proposed at this interchange. Traffic volumes will be reviewed and if needed, acceleration/deceleration lanes will be designed based on current standards. (See Sheet 1)

I-81 @ US 11 – No major changes other than review traffic and bring to current standards. (See Sheet 1)

I-81 @ I-70 – All ramps would be redesigned to meet existing AASHTO design standards. Acceleration/deceleration lanes would be extended to provide merge areas. Ramp terminals will need to be redesigned based on alternate selected for mainline. The collector distributor would be extended to permit better acceleration and deceleration lengths and remove the weave between the Halfway Boulevard ramp from the mainline. (See Sheet 1)

I-81 @ Halfway Boulevard – This interchange was recently reconstructed. No major changes are anticipated under this alternate. (See Sheet 1)

I-81 @ Route 40 – The ramps in the northwest and southeast quadrants of this interchange would be improved to meet existing design standards. Traffic will be reviewed to determine if loop ramps can be replaced by slip ramps to eliminate weave between ramp terminals. (See Sheet 1)

I-81 @ Route 58 – The ramps in the southwest and northeast quadrants of this interchange would be redesigned to meet AASHTO standards. The acceleration / deceleration lanes at this interchange would be also extended in order to meet design standards and accommodate growing traffic volumes along I-81. A second alternate would be to eliminate the loops and use existing off ramps to signalized intersections on Route 58. (See Sheet 1)

I-81 @ Maugansville Road - Alternate routes will be investigated and if feasible, the interchange would be closed. (See Sheet 1)

I-81 @ Maugans Avenue – Maugans Avenue is being widened by the county to 5 lanes east of the interchange and 3 lanes to the west. There are two alternates to be considered at this interchange. One being the installation of a circular ramp in the northwest quadrant for traffic accessing I-81 South from Maugans Avenue

West. The second alternate is to install an additional lane on the ramp from Maugans Avenue to I-81 South. (See Sheet 1)

I-81 @ Showalter Road – All ramps need to be redesigned to meet existing standards and to alleviate the weaving problem at this interchange. The acceleration and deceleration lanes along the east side of I-81 need to be extended in order to avoid traffic back-ups. Elimination of the loop ramps will be investigated. (See Sheet 1)

I-81 @ State Line Road – This interchange is half in Pennsylvania and half in Maryland. No major changes are anticipated. (See Sheet 1)

ALTERNATE 2A– INTERCHANGE IMPROVEMENTS W/COLLECTOR-DISTRIBUTOR ROADS

Under this alternate, the above interchange improvements would be implemented as well as the construction of a 2-lane collector-distributor (C-D) road, which would extend from the US 11 interchange to just North of the US 40 interchange. This will remove the merge and weave problems from the mainline between these interchanges. All interchanges will need to be modified to connect with the C-D road. A C-D roadway currently exists through the I-70 interchange and would be brought up to standards and extended. (See Sheet 1)

ALTERNATE 3 – INSIDE WIDENING

This alternate consists of widening the existing I-81 corridor on the inside towards the median. A 12-foot lane and a variable (4'-10") shoulder would be added to the inside of the existing roadway providing three 12-foot lanes, a 10-foot outside shoulder and a variable (4'-10") inside shoulder. Interchange Improvements will also be included. (See Sheet 1)

ALTERNATE 3A – INSIDE WIDENING W/COLLECTOR-DISTRIBUTOR ROADS

This alternate includes widening I-81 on the inside of the existing roadway and the construction of a 2-lane C-D roadway, which would extend from the US 11 interchange to the US 40 interchange, removing the merge and weave problems from the mainline between these interchanges.
(See Sheet 1)

ALTERNATE 4 – OUTSIDE WIDENING

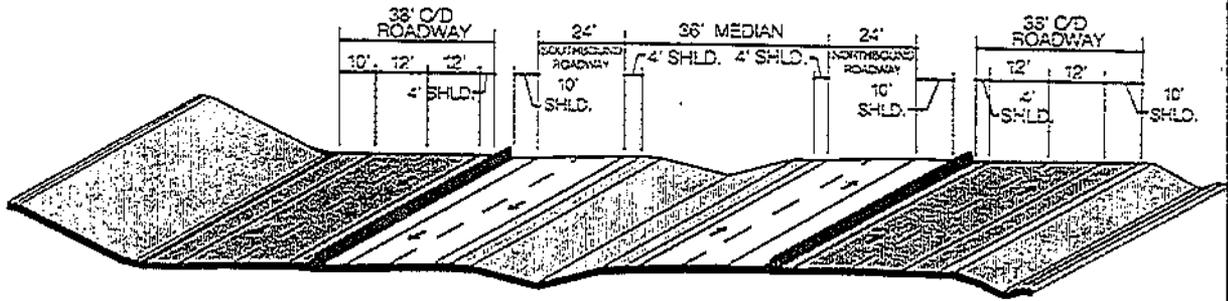
This alternate consists of widening I-81 along the outside of the roadway. A 12-foot lane and a variable (10') shoulder would be added to the outside of the existing roadway, providing three 12-foot lanes, a 10-foot outside shoulder and a variable (4'-10') inside shoulder in each direction.
(See Sheet 1)

ALTERNATE 4A – OUTSIDE WIDENING W/COLLECTOR-DISTRIBUTOR ROADS

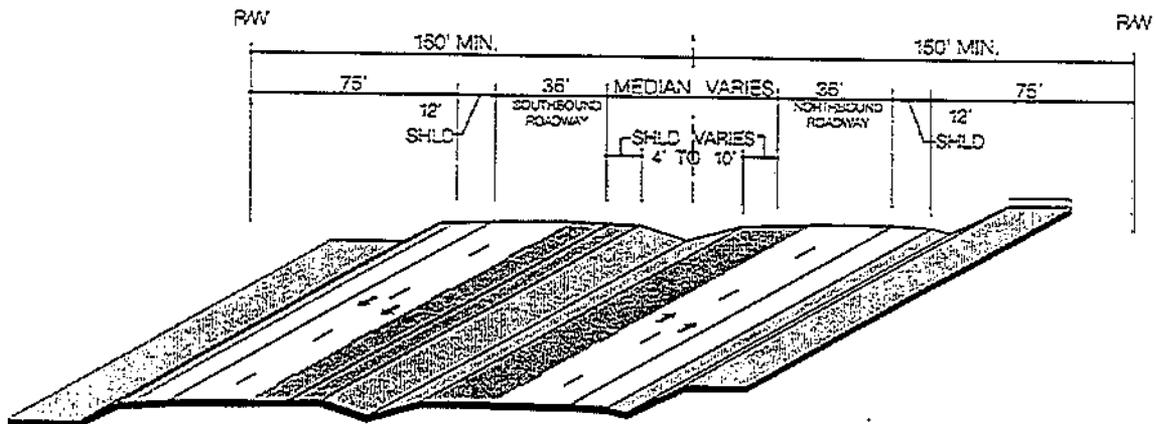
This alternate includes widening I-81 along the outside of the roadway, as stated above, and the construction of a 2-lane C-D roadway from the US 11 interchange to the US 40 interchange to further eliminate the merge and weave problems along I-81. (See Sheet 1)

See Figure 2 for Typical Sections of the Alternates.

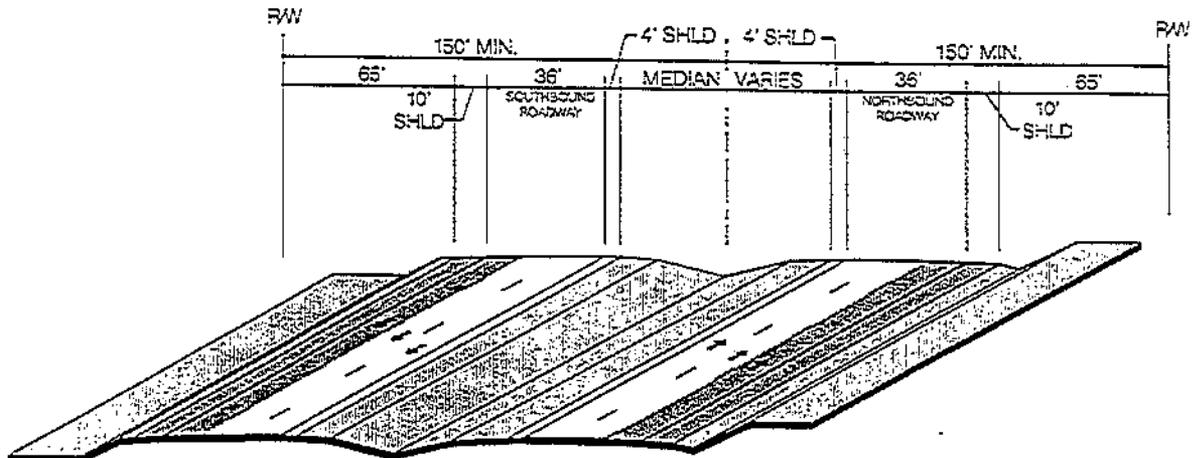
Typical Sections Alternatives 2A, 3 and 4



ALTERNATIVE 2A - COLLECTOR / DISTRIBUTOR EXTENSION



ALTERNATIVE 3 - INSIDE WIDENING



ALTERNATIVE 4 - OUTSIDE WIDENING



I-81 Improvement Project

THE DIMENSIONS SHOWN ARE FOR THE PURPOSE OF DETERMINING COST ESTIMATES AND ENVIRONMENTAL IMPACTS, AND ARE SUBJECT TO CHANGE DURING THE FINAL DESIGN PHASE.

Figure 2
Not to Scale

ENVIRONMENTAL RESOURCE SUMMARY

In conjunction with the engineering studies, an environmental inventory was completed to identify the socio-economic, cultural, and natural resources within the study area. The impacts associated with various alternates under consideration are indicated in the Summary of Impacts table in this brochure.

SOCIO-ECONOMIC ENVIRONMENT

Existing land use within the study corridor is primarily commercial and industrial along the entire length of I-81, interspersed with agricultural, institutional and residential use. Deciduous forest is found along I-81 on the southern portion of the project area. Industrial and commercial developments occur on the eastern side of I-81 and along the interchanges. Industrial facilities include Interstate Industrial Park on MD 68 (Exit 1) and Washington Business Park prior to US 40 (Exit 6). The Washington County Business Airpark and Regional Airport are situated adjacent to I-81 and north of Showalter Road in the northern portion of the project area. Agricultural uses occur in patches along I-81 on the western side. Between 12 and 38 acres of prime farm land soils may be impacted by build alternates. Residential areas include Williamsport, Halfway, Lakeside Park Mobile Home Park, Hagerstown and Maugansville. Schools include Springfield Middle School, Williamsport Elementary School, Williamsport High School and Hickory Elementary School. Proposed land use is projected to include expansion of both commercial and residential uses.

The proposed project is consistent with the Comprehensive Plan for Washington County adopted in 1981 and subsequent amendments to the plan. The I-81 project is located within the Hagerstown Regional Growth Area and the

Priority Funding Area (PFA) designated by Washington County. The intent of the Smart Growth Areas Act (1997) is to limit sprawl and direct state funding for growth related projects toward County-designated Priority Funding Areas.

The Chesapeake and Ohio (C & O) National Historical Park, located in the southern portion of the project area, is the only publicly owned and publicly used park identified along I-81. The C&O Canal and Trail run adjacent to the Potomac River from Washington D.C. to Cumberland, Maryland.

The adoption of any of the proposed build-alternates would require right-of-way acquisition from adjacent parcels. Additionally, from 13 to 44 residential displacements and from 2 to 4 business displacements could result from the construction of the build alternates. The number of affected parcels and displacements for each alternate is included in the Summary of Impacts and Cost table. To date, no minority or low-income communities have been identified and avoid disproportionately high and adverse effects on minority, low income, elderly, or handicapped populations.

CULTURAL RESOURCES

The State Highway Administration, in consultation with the Maryland Historical Trust (MHT) and other consulting parties, has identified two historic resources in the study area that are listed on the National Register of Historic Places (NR) or eligible for the National Register of Historic Places (NRE) – the C&O Canal National Historical Park (NR) and the Garden of Eden (NRE). Both sites are located at the south end of the I-81 corridor near the Potomac River and the MD 68 (Conococheague Road) interchange. An assessment of archeological potential has revealed known archeological sites in the area and concludes that undisturbed portions of the project area are likely to contain additional archeological resources. Therefore, further archeological study will be required. The MHT

has concurred with our determination of eligibility for these sites and also on the assessment of archeological potential. Coordination with the Maryland Historical Trust will continue throughout the study to determine project effects on significant cultural resources.

NATURAL ENVIRONMENT

Based on a review of the Federal Emergency Management Agency (FEMA) mapping for Washington County, FEMA designated 100-year floodplains associated with several unnamed tributaries to Conococheague Creek and the Potomac River occur within the I-81 study area. Impacts to 100-year floodplains range from 0.00 to 0.24 acres for the build alternates.

Wetland corridor identification and field investigations have identified palustrine, forested wetlands in the northeastern quadrant of the I-70 interchange and palustrine emergent and forested wetlands in the northwestern quadrant. Smaller palustrine forested emergent and/or scrub wetlands exist in the northern section of the project, north of MD 68, north of US 11, north of US 40, and within the MD 58 interchange. Impacts to wetlands range from 0.00 to 1.31 acres for build alternates. A jurisdictional determination will be obtained from the Army Corps of Engineers so that the necessary permits can be obtained.

The northern portion of I-81 crosses Toms Run, Rush Run, and an unnamed tributary to Conococheague Creek. I-81 crosses Semple Run, an unnamed tributary to Semple Run, an unnamed tributary to the Conococheague, and an unnamed tributary to the Potomac River further to the south. I-81 crosses the mainstream of the Potomac River below Williamsport, south of the confluence of the Conococheague and the Potomac. In total, nine stream crossings are required with each build alternate. The Conococheague and its tributaries are designated as Use IV-P, recreational trout waters including a

public drinking water supply. The Potomac River mainstem and any tributaries flowing directly into the Potomac River within the study area are designated as Use I-P, for water contact recreational and the protection of aquatic life including a public drinking water supply.

Generally, no in-stream work is permitted in Use I streams during the period of March 1 through June 15, inclusive, during any year. Likewise, in-stream work is prohibited in Use IV streams during the periods of March 1 through May 31, inclusive, during any year. Coordination with the United States Fish and Wildlife Service indicates that no federally proposed or listed endangered or threatened species are known to exist within the project area. Coordination with the Maryland Department of Natural Resources indicates that although there are no state listed rare, threatened, or endangered animal or plant species within the immediate project area, there are records for species of state concern that are known to have occurred within the general project area. These include several state threatened or endangered animal species, mainly associated with tributaries to the Conococheague, and a state endangered and two state threatened plant species may occur along the shoreline area of the Potomac. In addition, forest areas adjacent to I-81 may contain Forest Interior Dwelling Bird Habitat. Woodland impacts for the build alternates range from 3.31 to 16.74 acres. Conservation of this habitat is strongly encouraged by DNR. Finally, the Conococheague and its tributaries have been identified as priority streams for rare freshwater mussel inventory work, and have high likelihood of providing freshwater mussel habitat. Maintenance of water quality is crucial to the existence of these mussels.

Impacts to these natural resources are presented on the Summary of Impacts table in this brochure. All of the alternates would also have the potential to deliver additional stormwater runoff to waterway channels. Impacts to downstream water quality will be minimized through the use of stormwater management in accordance with Maryland

I-81 from West Virginia State Line to the Pennsylvania State Line

Summary of Impacts and Cost

ALTERNATIVE	RESOURCES	No-Build	Interchange Improvements	Interchange Improvements with Collector/Distributor (G/Ds) Roads	Inside Widening	Inside Widening with C/D Roads	Outside Widening	Outside Widening with C/D Roads
1	Displacements							
	a. Residential	0	13	43	13	43	13	44
	b. Business/Commercial	0	2	2	2	2	2	4
	TOTAL DISPLACEMENTS	0	15	45	15	45	15	48
2	No. of Properties							
	a. Residential	0	24	36	24	36	33	44
	b. Business/Commercial	0	21	49	21	49	46	57
	c. Parkland/Recreation Area	0	1	1	1	1	1	1
	d. Church/School	0	0	1	0	1	2	3
	e. Historical/Archaeological	0	0	0	0	0	2	2
TOTAL PROPERTIES	0	46	87	46	87	99	107	
3	Right-of-Way Required - Acres							
	a. Residential	0	9.9	17.1	9.9	17.1	10.8	17.7
	b. Business/Commercial	0	19.6	33.0	19.6	33.0	22.1	41.9
	c. Parkland/Recreation Area	0	2.5	2.5	2.5	2.5	2.5	7.6
	d. Church/School	0	0.0	2.0	0.0	2.0	0.7	2.6
	e. Historical/Archaeological	0	0.0	0.0	0.0	0.0	0.6	0.6
TOTAL ACRES	0	32.0	54.5	32.0	54.5	36.6	70.3	
4	Number of Stream Crossings	0	9.0	9.0	9.0	9.0	9.0	9.0
	100-Year Floodplain (acres)	0	0.0	0.2	0.0	0.2	0.1	0.2
	Wetlands Affected (acres)	0	0.6	0.7	0.6	0.7	0.0	1.3
	Woodlands Affected (acres)	0	3.8	16.7	3.8	16.7	3.3	23.0
	Area of Prime Farmland Affected	0	12.0	14.0	12.0	14.0	12.0	38.0
	COST RANGES (MILLIONS)	\$0	\$150 - \$155	\$210 - \$215	\$255 - \$260	\$315 - \$320	\$385 - \$390	\$425 - \$430

Department of the Environment (MDE) guidelines. Sediment and erosion control plans will also be developed and approved by MDE to minimize potential impacts during construction.

Noise and air quality analyses will be considered once alternates retained for detailed study have been selected.

ADJACENT RELATED PROJECTS

The following projects are underway or planned within the study area:

- Studies are underway in West Virginia and Pennsylvania to widen I-81 to six lanes.
- Runway expansion at Hagerstown Regional Airport by Washington County.
- Washington County plans to extend Halfway Boulevard to MD 63.
- I-70/I-81 Interchange Safety Study is investigating current safety issues at the interchange and recommending improvements.
- Maugans Avenue Study is evaluating impacts of widening Maugans Avenue to 5 lanes on the existing structures and interchange.

REMAINING STEPS IN THE PLANNING PROCESS

The following steps are required to complete the Project Planning Process:

- Evaluate and assess public and agency comments resulting from studies to date and from this alternates public workshop.
- Select alternatives for detailed study (Fall 2002).
- Perform detailed engineering and environmental analysis.
- Hold Location/Design Public Hearing (Summer/Fall 2003).
- Obtain Location and Design Approvals (2004).

NON-DISCRIMINATION IN FEDERALLY ASSISTED AND STATE-AID PROGRAMS

Should you have any questions concerning non-discrimination in federally assisted and state-aid programs, please contact:

Mr. Walter Owens, Jr. Director
Office of Equal Opportunity
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202
410-545-0315

RIGHT OF WAY AND RELOCATION ASSISTANCE

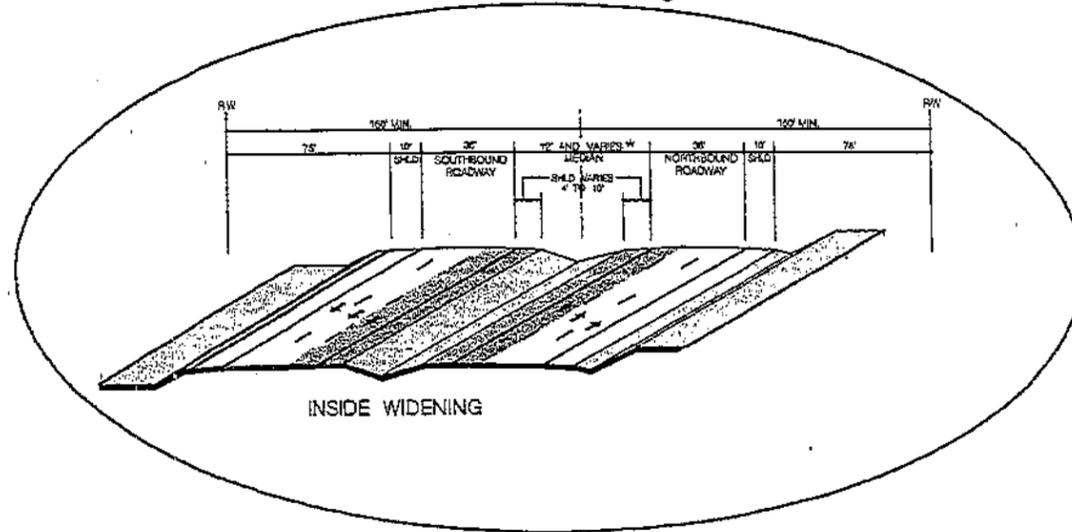
The proposed project may require additional right-of-way. Residential and commercial relocations may be required. For information regarding right-of-way and relocation assistance, please contact:

Mr. Dornn Armentrout
District 6, Office of Real Estate
State Highway Administration
1251 Vocke Road
LaVale, MD 21502
301-729-8472

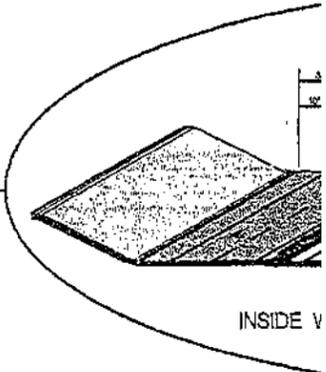
YOUR OPINION MATTERS

These workshops are intended to provide an opportunity for the public to discuss with our project team its thoughts and concerns about the project and to provide written comments to us. The project team will carefully review and consider the concerns and preferences expressed by the public during these public meetings. To assist you in providing comments, we have provided a pre-paid postage mailer as well as team member addresses and telephone numbers.

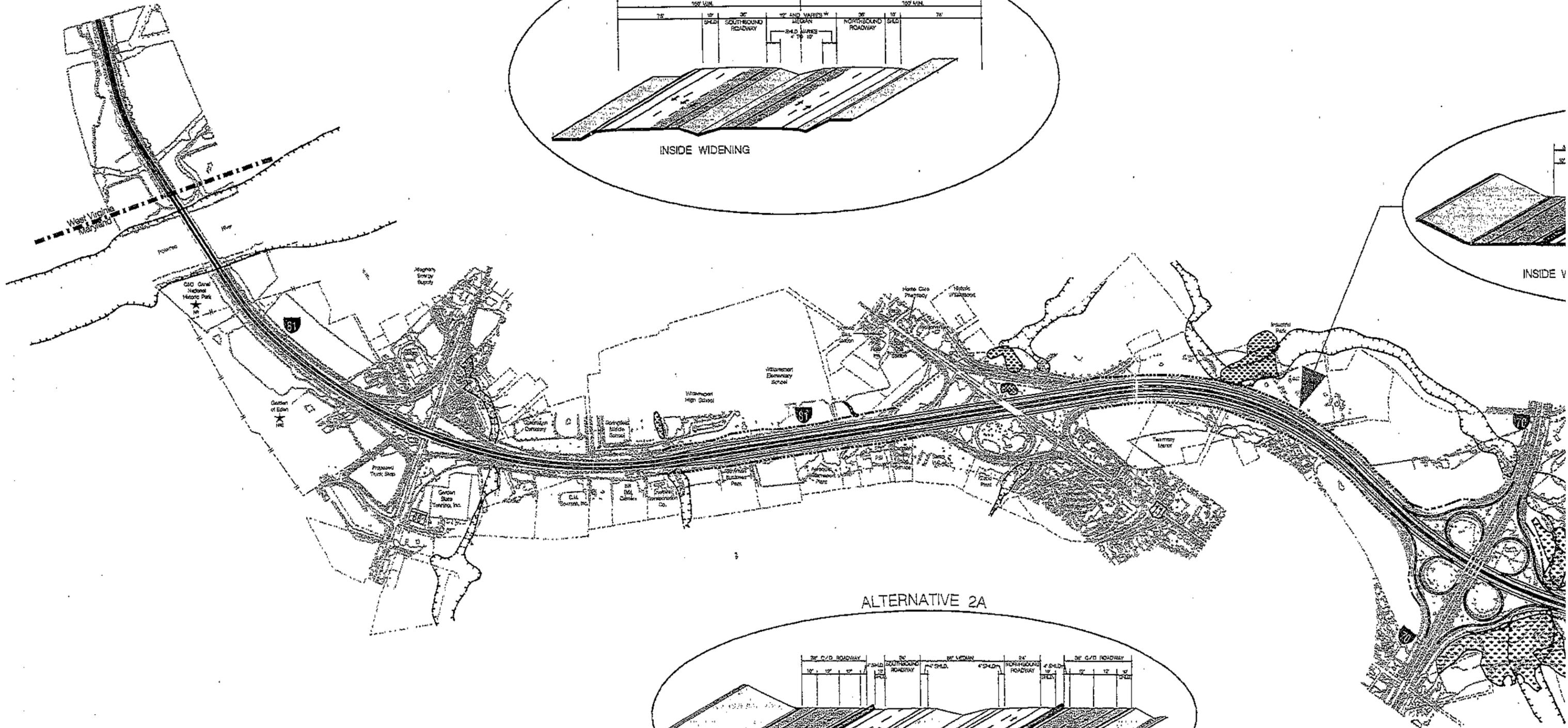
ALTERNATIVE 3



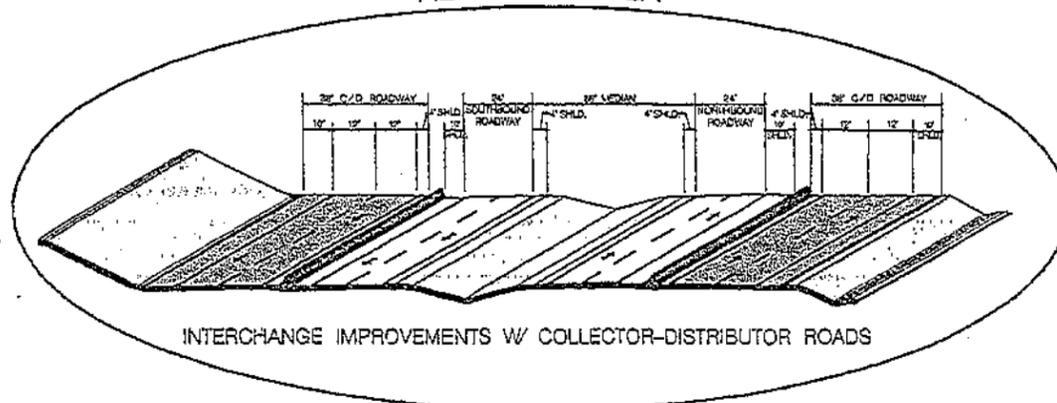
INSIDE WIDENING



INSIDE V



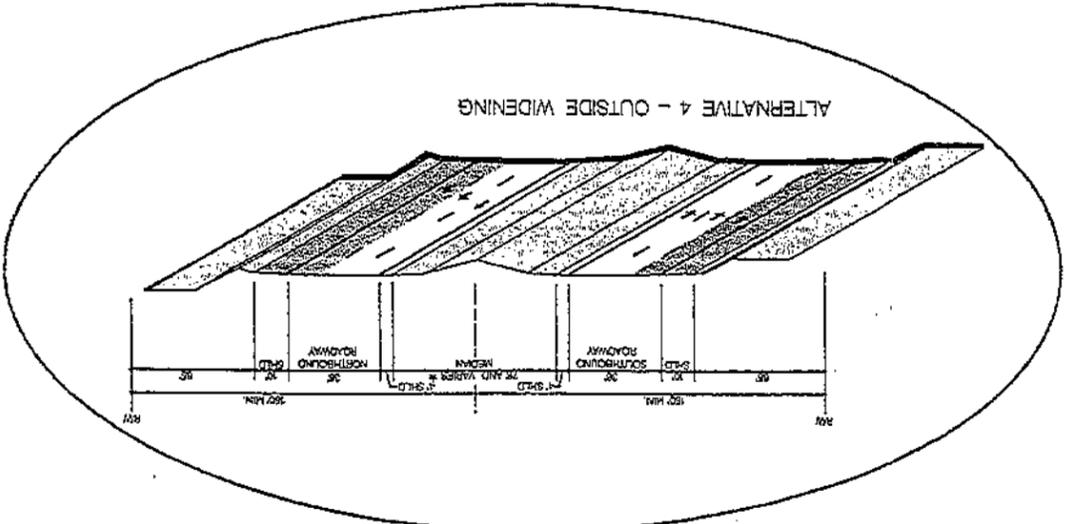
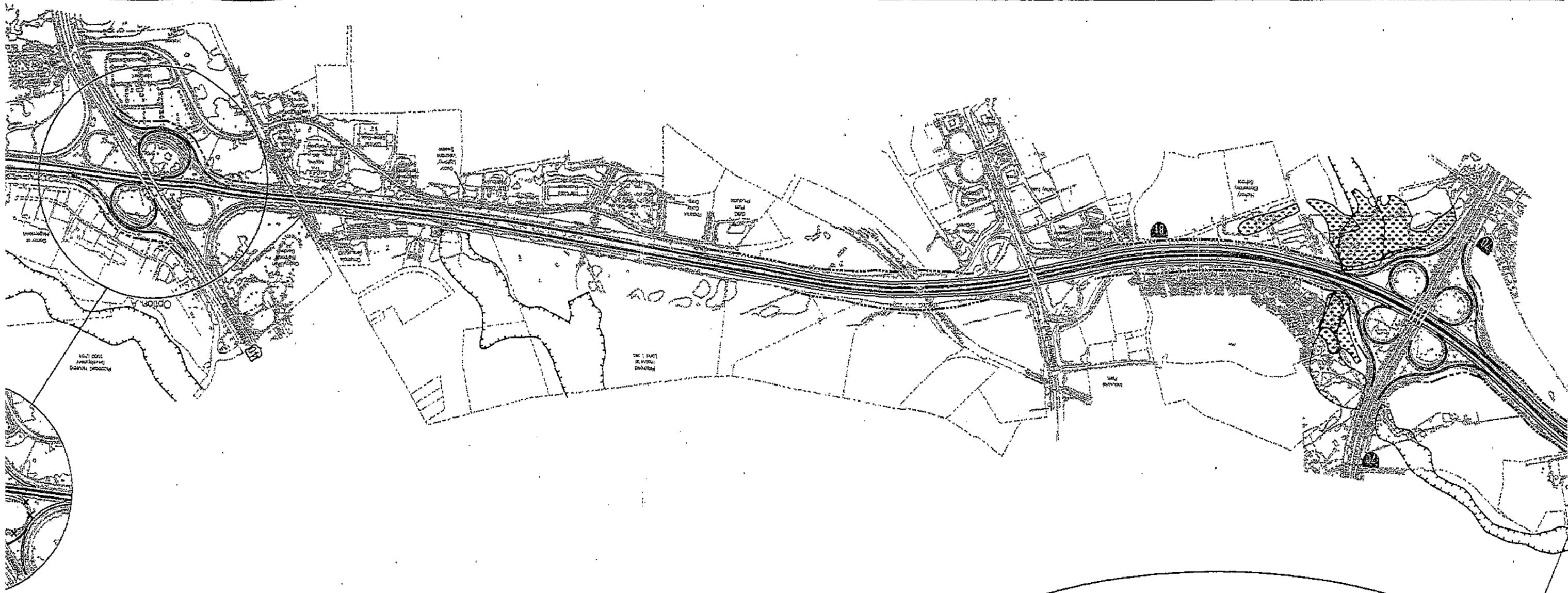
ALTERNATIVE 2A



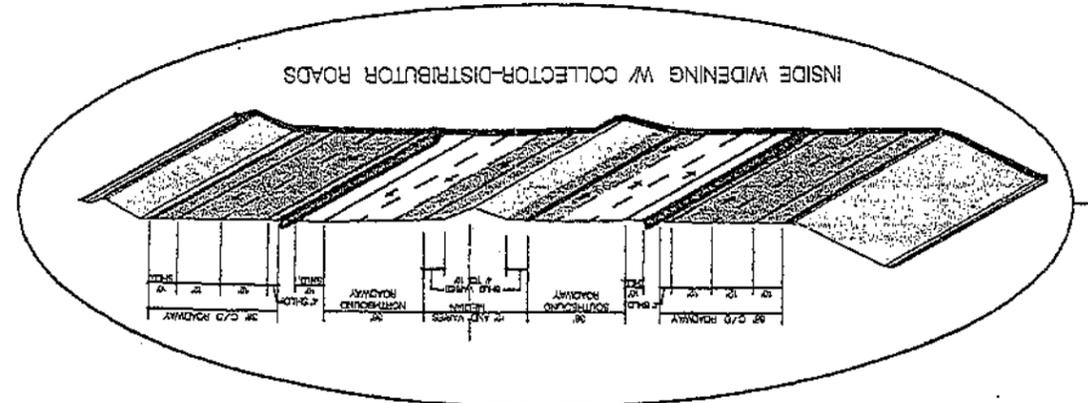
INTERCHANGE IMPROVEMENTS W/ COLLECTOR-DISTRIBUTOR ROADS

LEGEND

	Proposed Improvement		Wetlands
	Existing Right-of-Way		National Register (Historic Site)
	Existing Property Lines		National Register Eligible
	Proposed Right-of-Way		National Register Eligible
	Flood Plain Boundary		Historical Boundary



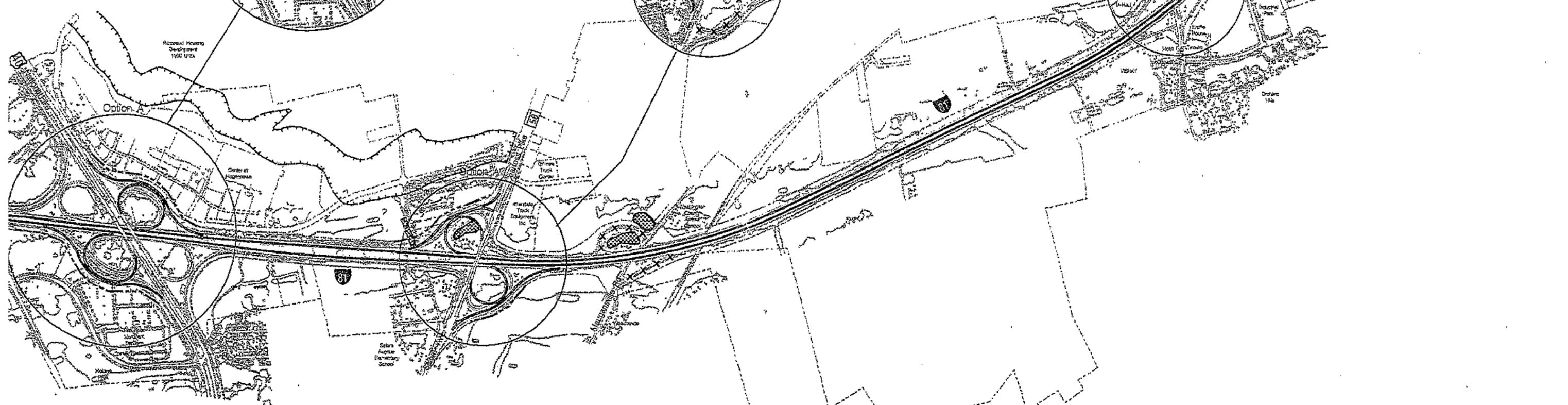
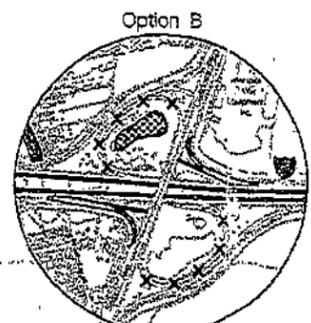
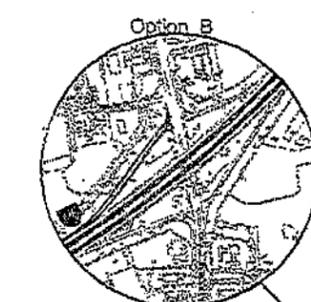
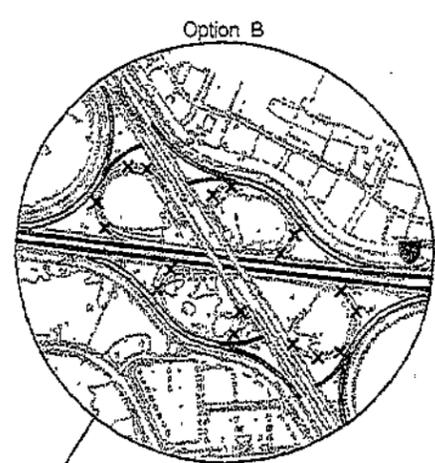
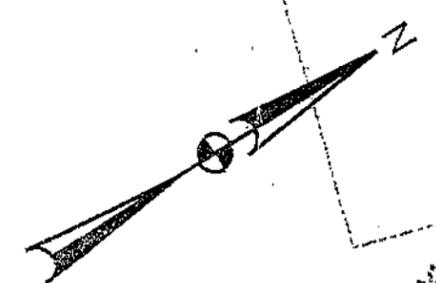
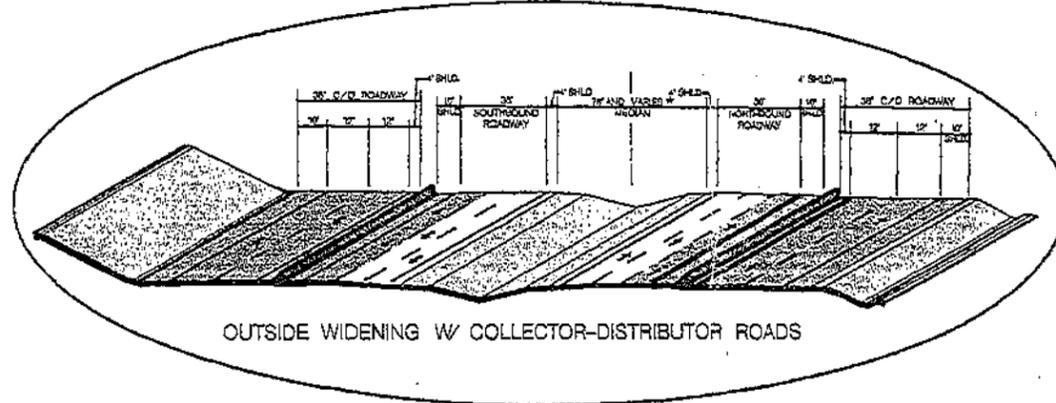
ALTERNATIVE 4

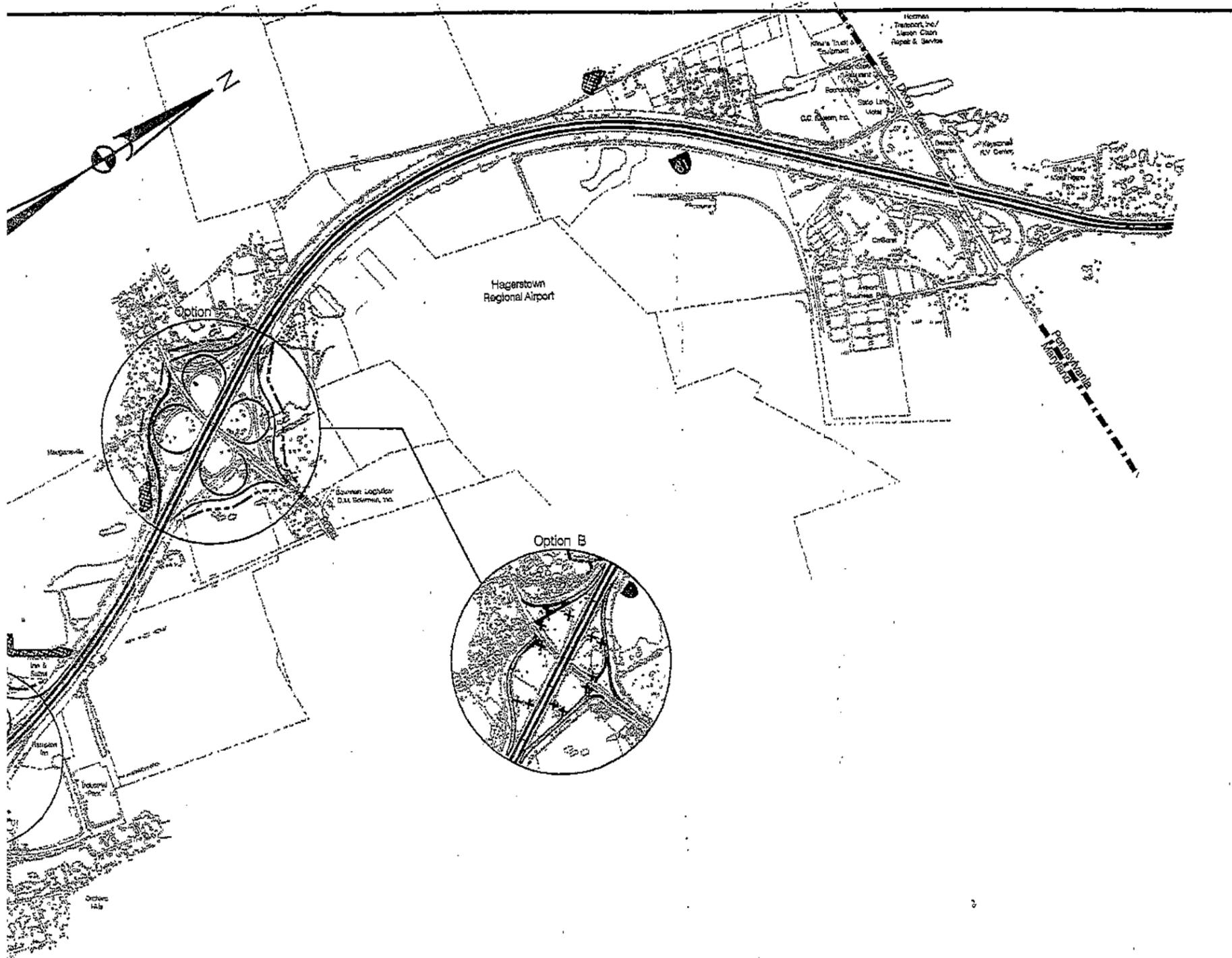


ALTERNATIVE 3A

INSIDE WIDENING W/ COLLECTOR-DISTRIBUTOR ROADS

ALTERNATIVE 4A





I-81 IMPROVEMENT PROJECT		
ALTERNATIVE 3A - INSIDE WIDENING W/ COLLECTOR-DISTRIBUTOR ROADS		
 STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION HIGHWAY DESIGN DIVISION	SCALE: 1" = 1200'	SHEET 1

HOW ARE WE DOING?

In an effort to improve the effectiveness of our public involvement and outreach programs, we would appreciate it if you would take a few minutes to answer this questionnaire.

Please circle the most appropriate number

	Poor			Excellent	
Clarity of the brochure	1	2	3	4	5
Was each part of the brochure easy to understand?					
Purpose of Workshop	1	2	3	4	5
Purpose of the Project	1	2	3	4	5
Adjacent Related Projects	1	2	3	4	5
Program Status	1	2	3	4	5
Project Need	1	2	3	4	5
Existing Roadway	1	2	3	4	5
Intermodal Connectivity	1	2	3	4	5
Environmental Resources Summary	1	2	3	4	5
Alternatives Currently Under Consideration	1	2	3	4	5
Remaining Steps in Planning Process	1	2	3	4	5

Which part of the brochure was the most valuable?

Which part of the brochure was the least valuable?

What suggestions do you have for improvement?

Thank you for answering this questionnaire. You may either leave it at the receptionist's table as you leave or return it to us by mail.

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