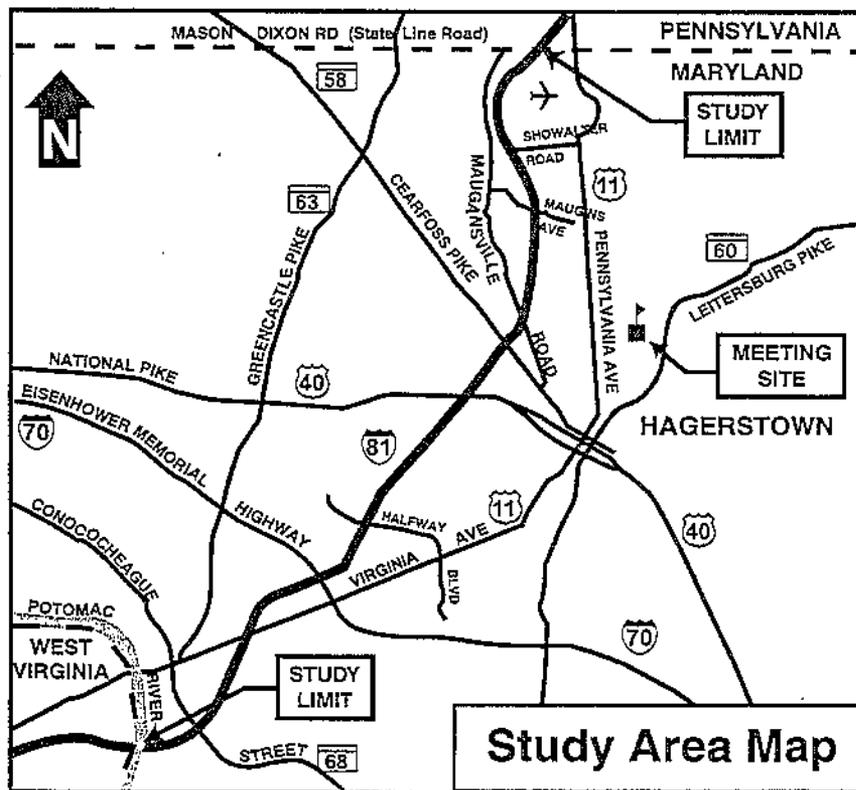


I-81 Improvement Study

INFORMATIONAL Public Workshop



Wednesday
May 26, 2004

Displays Available
5 PM - 8 PM

North Hagerstown
High School
1200 Pennsylvania Avenue
Hagerstown, MD 21742

Project No. WA128B11



Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION



FEDERAL HIGHWAY ADMINISTRATION
US DEPARTMENT OF TRANSPORTATION



PURPOSE OF THE WORKSHOP

The purpose of the workshop is to provide an update for the public on the Maryland State Highway Administration's (SHA) I-81 Improvement Study. The detailed engineering and environmental studies conducted to date will be presented and additional improvement options now being included in the study.

Since the Alternates Public Workshop in 2002, the study team refined the previously presented alternates. In addition, financing of the improvements with tolls and a truck weigh station are now being considered. Currently, all build alternates are being considered with and without tolls. The toll options were designed to help fund the project and move it forward into construction.

The workshop is co-sponsored by the SHA and the Federal Highway Administration (FHWA) in cooperation with Washington County. The workshop project information stations will be set up regarding specific topics, such as alternates. Displays will be available for review between 5:00 PM and 8:00 PM. There will be no formal presentation.

The workshop will provide a forum for public comment on the overall Project Planning Process and alternates presented. SHA and Washington County representatives will be 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. 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.

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.

PROGRAM STATUS

The project is included in the Interstate Development and Evaluation Section of the Maryland Department of Transportation's Consolidated Transportation Program (CTP) for 2004-2009 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 in future programs for engineering, right-of-way acquisition and construction.

PROJECT NEED

Traffic conditions along this segment of I-81 have deteriorated over time. Inadequate interchange ramp configurations and lengths of merge lanes, as well as increasing truck traffic, have created merge and weave problems. This has contributed to a number of crashes along the highway.

TRAFFIC OPERATIONS

During the year 2000, Average Daily Traffic along I-81 ranged from 30,000 to 62,000 vehicles per day with the section between I-70 and Halfway Boulevard having the highest volumes. Approximately 34% of the vehicles using I-81 are trucks, representing one of the highest rates in the state. 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

From 1997 through 2000, there have been a total of 276 reported crashes along I-81. Of these, 95 (34%) involved heavy trucks. The rates for fatal crashes and truck related crashes were significantly higher than the average rates for similar type highways.

EXISTING CONDITIONS

Existing I-81 includes a four-lane divided roadway with two 12-foot lanes in each direction, 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.

See Figure 1 for existing typical sections of I-81.

The I-81 corridor contains primarily commercial/ industrial land use along the entire length. 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. Officials for the Hagerstown Regional Airport; located off Showalter Road between I-81 and US 11, plan to extend 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 1,000-unit housing development, which will be located north of US 40 on the west side of I-81.

ALTERNATES RETAINED FOR DETAILED STUDY

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 of comparison for other options.

Alternate 2 – Interchange Improvements

The upgrade of the existing roadway and interchanges to current design standards is proposed under this alternate. This will include providing adequate acceleration/deceleration lanes and

shoulders. 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 at MD 68 – The acceleration lane that is provided for traffic coming from Conococheague Street to I-81 southbound would be extended. (See Figure 1)

I-81 at US 11 – As traffic volumes are relatively low at this interchange, except along the ramp carrying vehicles from southbound I-81 to US 11, all acceleration/deceleration lanes would be extended, except for the deceleration lane that is provided for traffic coming from I-81 northbound to US 11. (See Figure 1)

I-81 at I-70 – Due to high traffic volumes and numerous ramp accidents, all loop ramps at this interchange would be redesigned to meet current American Association of State Highway Transportation Officials (AASHTO) design standards. Acceleration/deceleration lanes would be extended to provide merge areas. Ramp terminals would be redesigned based on the alternate selected for the mainline. The collector/distributor (C-D) roadway would be extended to permit better acceleration and deceleration lengths and remove the mainline weave between the Halfway Boulevard ramps. An auxiliary lane would be provided on I-81 from I-70 to Halfway Boulevard in the northbound direction, similar to the lane that is currently provided along southbound I-81. (See Figure 1)

I-81 at US 40 – The ramps in the northwest (US 40 west to I-81 south) and southeast (US 40 east to I-81 north) quadrants would be removed and replaced with slip ramps. This would eliminate the weave that currently exists at this interchange and reduce the number of crashes. An auxiliary lane would also be constructed in both directions along I-81 between US 40 and MD 58. (See Figure 1)

I-81 at MD 58 – The acceleration/deceleration lanes would be extended in order to meet current

AASHTO standards and accommodate growing traffic volumes along I-81. A second option would be to eliminate the loop ramps and use the existing off ramps with signalized intersections on MD 58. An auxiliary lane would also be constructed in both directions along I-81 between US 40 and MD 58. (See Figure 1)

I-81 at Maugans Avenue – Maugans Avenue is being widened by the County to 5 lanes east of the interchange and 3 lanes to the west. Two options are being considered by SHA at this interchange. One option is the installation of a circular ramp in the northwest quadrant for traffic accessing I-81 southbound from Maugans Avenue westbound. The second option is to install an additional lane on the ramp from Maugans Avenue to I-81 southbound. (See Figure 1)

I-81 at Showalter Road – The ramps from westbound Showalter Rd to northbound I-81 and the ramp from eastbound Showalter to southbound I-81 have inadequate acceleration lanes and would need to be extended in order to avoid traffic back-ups. To alleviate weaving issues, the loop ramps in the northwest (Showalter Rd west to I-81 southbound) and southeast (Showalter Rd east to I-81 northbound) quadrants would be removed and replaced with slip ramps. An auxiliary lane would be constructed along southbound I-81 from Showalter Road to Maugans Avenue. (See Figure 1)

Alternate 2A– Interchange Improvements w/ Shortened & Modified Collector-Distributor Roads

Under this alternate, the above interchange improvements would be implemented and in addition, a 2-lane collector-distributor (C-D) road would be constructed from the I-70 interchange to the Halfway Boulevard interchange. A C-D roadway currently exists through the I-70 interchange and would be brought up to standards and extended. The I-70 and Halfway Boulevard interchanges would be modified to connect with the improved C-D road. This would remove the merge and weave problems from the mainline between these interchanges. (See Figure 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 12-foot outside shoulder and a variable (4'-10') inside shoulder. Interchange Improvements described for Alternate 2 would also be included. (See Figure 1)

Alternate 3A – Inside Widening w/ Collector-Distributor Roads

This alternate consists of 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 I-70 interchange to the Halfway Boulevard interchange, removing the merge and weave problems from the mainline between these interchanges. The interchange improvements listed in Alternate 2 would also be included. (See Figure 1)

Alternate 3A, Option B – Inside Widening w/ Collector-Distributor Roads

This alternate includes the same improvements listed in Alternate 3A. However, between the I-70 and Halfway Boulevard interchanges, I-81 would continue to be two lanes in each direction.

See Figure 2 for typical sections of the Alternates Retained for Detailed Study (ARDS).

WHY TOLLS?

Due to the state's financial constraints, consideration is being given to utilizing toll financing for the proposed improvements. Toll plazas could be constructed at the north and south ends of I-81. Tolling would allow for the following:

1. Additional funds for construction:

- Without tolls, construction could be phased over approximately 20 years.

- With tolls, the project could be programmed and constructed over a shorter period of time.

2. Minimal impact on Maryland residents:

- At the Pennsylvania state line, approximately 15% of vehicles are Maryland registered.
- At the West Virginia state line, approximately 19% of vehicles are Maryland registered.
- Local trips within Maryland would not be tolled.

TOLL OPTIONS

One of the toll options may be chosen in conjunction with any of the build alternates described earlier in this brochure.

WEIGH STATION

The 12-mile segment of I-81 in Maryland, and the 26-mile segment of I-81 in West Virginia do not have any weigh stations. The two states, in conjunction with the Federal Motor Carrier Safety Administration and FHWA, are exploring alternates for a weigh station that will have the potential for significant improvements in truck safety.

A truck weigh station is proposed on a 10-acre site along the southbound side of I-81 between Halfway Boulevard and US 40.

ENVIRONMENTAL RESOURCE SUMMARY

In conjunction with the engineering studies, detailed environmental analyses are underway to identify the extent of the build alternates' impacts to socio-economic, cultural, and natural resources within the study area. An assessment of air quality and noise impacts is also under way. 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.

Agricultural uses occur in patches along I-81 on the western side. Proposed land use is projected to include expansion of both commercial and residential uses.

Between 4 and 9 acres of prime farmland soils may be impacted by build alternates. The I-81 project is located within the Hagerstown Regional Growth Area. The proposed project is consistent with the Comprehensive Plan for Washington County adopted in 1981 and subsequent amendments to the plan.

Emergency response time in the study area is expected to improve as a result of the implementation of any of the proposed build alternatives.

The Chesapeake and Ohio Canal National Historical Park, located in the southern portion of the project area, is owned and operated by the National Park Service. It is the only public park identified along I-81. The Chesapeake and Ohio Canal National Historical Park and Trail run adjacent to the Potomac River from Washington D.C. to Cumberland, Maryland.

The construction of any of the proposed build alternates would require right-of-way acquisition from 14 to 18 properties. Additionally, there would be 2 to 3 business displacements for each build alternate. To date, no minority or low-income communities have been identified in the study area.

Cultural Resources

The SHA, 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 or eligible for the National Register of Historic Places – the Chesapeake and Ohio Canal National Historical Park and the Garden of Eden. Both sites are located at the south end of the I-81 corridor near the Potomac River and the MD 68 (Conococheague Road) interchange. Impacts to these resources could occur with several of the toll options.

An assessment of archeological potential has revealed known archeological sites in the area. Further archeological study is required in the undisturbed portions of the project area which are likely to contain additional archeological resources.

The MHT has concurred with our determination of eligibility for these sites and also on the assessment of archeological potential. Coordination with MHT 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 up to 4 acres for the build alternates.

Field investigations resulted in the identification of wetlands in the northeastern and northwestern quadrants of the I-70 interchange. Smaller wetlands exist in the southern portion of the project. There will be up to 1 acre of wetlands impacts for the build alternates. A jurisdictional wetland determination will be obtained from the United States Army Corps of Engineers so that the necessary permits can be obtained.

The northern portion of I-81 within the study area crosses Toms Run, Rush Run, an unnamed tributary to Conococheague Creek, Semple Run, the mainstream of the Potomac River below Williamsport, and an unnamed tributary to the

Potomac River further to the south. In total, nine stream crossings are required with each build alternate. Conococheague Creek and its tributaries are designated by the Maryland Department of the Environment (MDE) 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. All of the build 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 MDE guidelines. Sediment and erosion control plans will also be developed and approved by MDE to minimize potential impacts during construction.

Forest areas adjacent to I-81 may contain Forest Interior Dwelling Bird Habitat. Woodland impacts for the build alternates range from 7 to 16 acres. Conservation of this habitat is strongly encouraged by DNR. Coordination with the US 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 (DNR) 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 in the vicinity of tributaries to Conococheague Creek, and along the shoreline area of the Potomac River. Conococheague Creek and its tributaries have been identified as priority streams for rare freshwater mussel inventory work, and have a high likelihood of providing freshwater mussel habitat. Maintenance of water quality is crucial to the existence of these mussels.

AIR AND NOISE

An air and noise quality analysis will be performed to determine any adverse impacts.

REMAINING STEPS

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

- Prepare Draft Environmental Documentation (Summer/Fall 2004)
- Hold Location Design Public Hearing (Fall 2004)
- Receive Location and Design Approvals (Fall 2005)

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 2120
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. Dorrin Armentrout
District 6, Office of Real Estate
State Highway Administration
1251 Vöcke 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.

MEDIA USED FOR NOTIFICATION

- The Frederick News Post
- The Sun Paper
- The Hagerstown Herald

PROJECT TEAM CONTACTS

State Highway Administration

Mr. Raja Veeramachaneni, Director
Office of Planning and Preliminary Engineering
Maryland State Highway Administration
Mailstop C-411
707 North Calvert Street
Baltimore, MD 21202
Telephone: (410) 545-8390
E-Mail: rveeramachaneni@sha.state.md.us

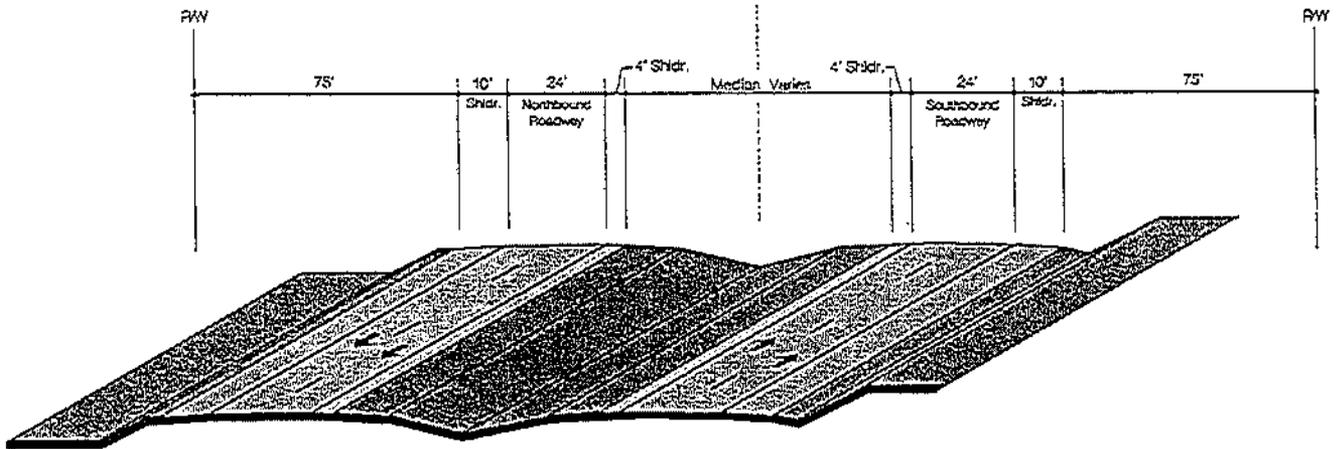
Mr. Fred Crozier, District Engineer
District 6 Office
Maryland State Highway Administration
1251 Vocke Road
LaVale, Maryland 20770
Telephone: (301) 729-8400
E-Mail: FCrozier@sha.state.md.us

Mrs. Nicole Washington, Project Manager
Maryland State Highway Administration
Project Planning Division
707 North Calvert Street
Mail Stop C-301
Baltimore, MD 21202
Telephone: (410) 545-8570 or
Toll Free within Maryland
1-800-548-5026
E-Mail: n.washington@sha.state.md.us

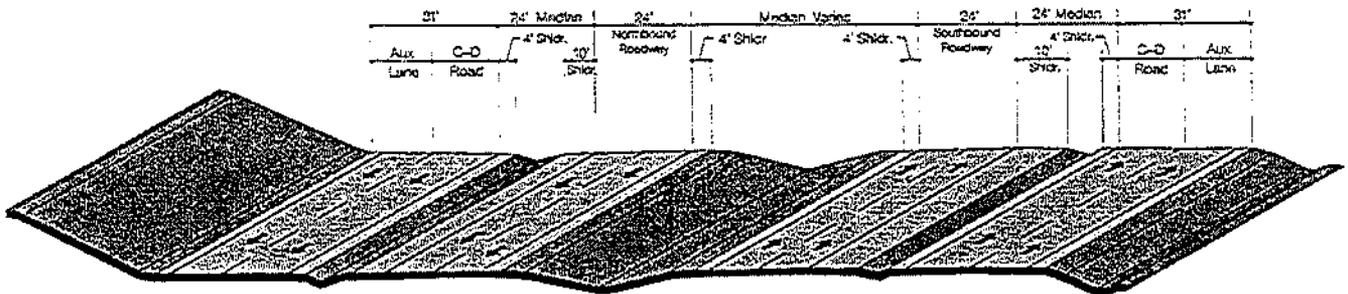
Federal Highway Administration

Ms. Denise King, Environmental Specialist
Federal Highway Administration
10 South Howard Street
Suite 4000
Baltimore, MD 21201-2819
Telephone: (410) 779-7145
E-Mail: denise.king@fhwa.dot.gov

Figure 1 – Existing Typical Sections

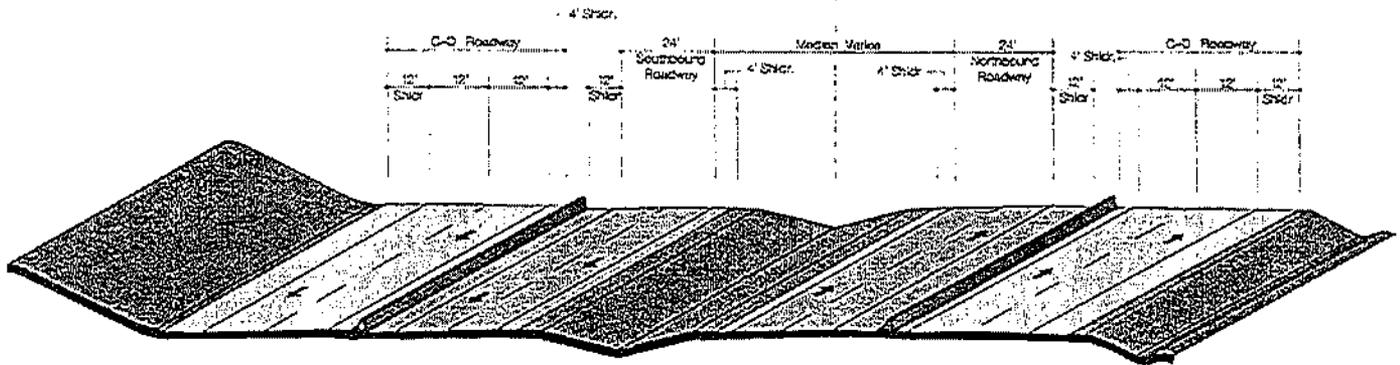


EXISTING I-81
TYPICAL SECTION
(EXCLUSIVE OF I-70 INTERCHANGE)

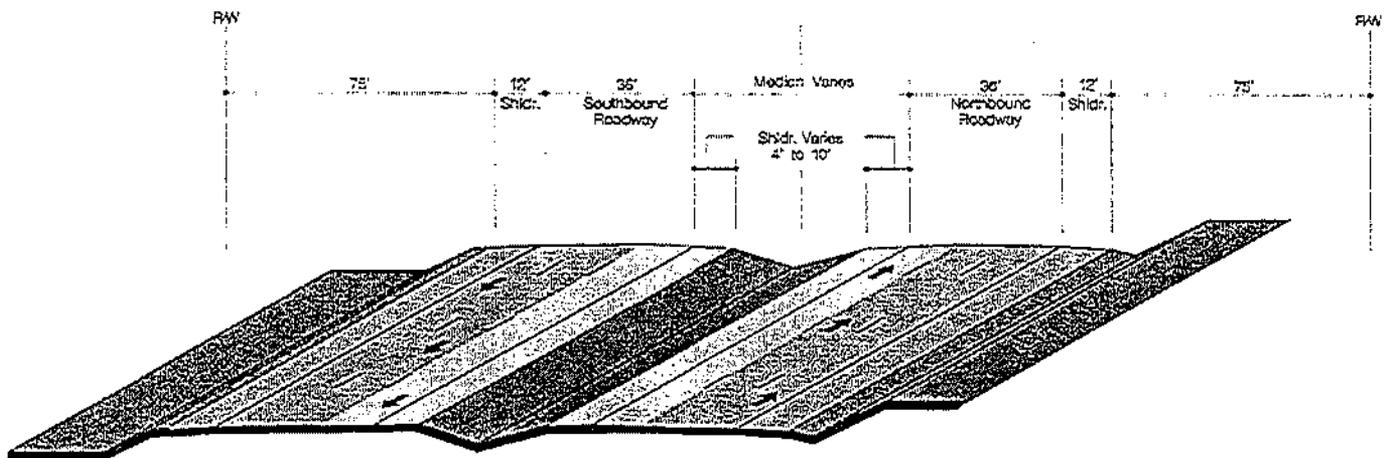


EXISTING I-81 AT I-70
TYPICAL SECTION

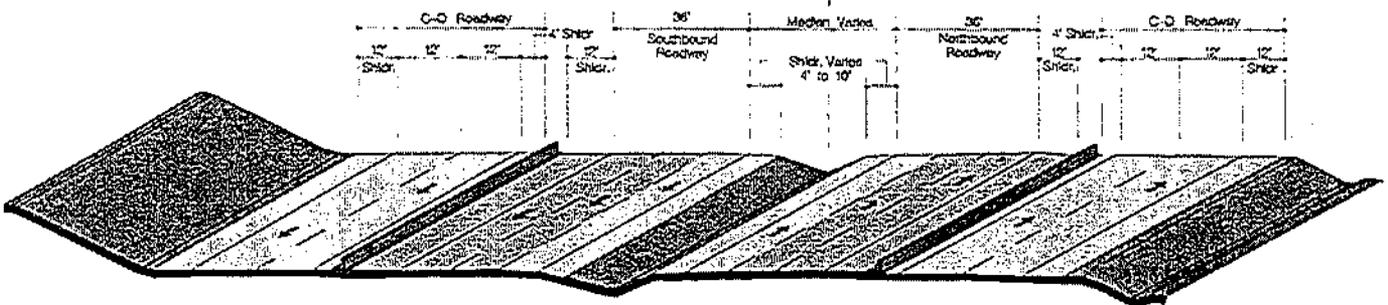
Figure 2 - Typical Sections Alternates Retained for Detailed Study



Alternat 2A - Interchange Improvements w/ Collector-Distributor Roads



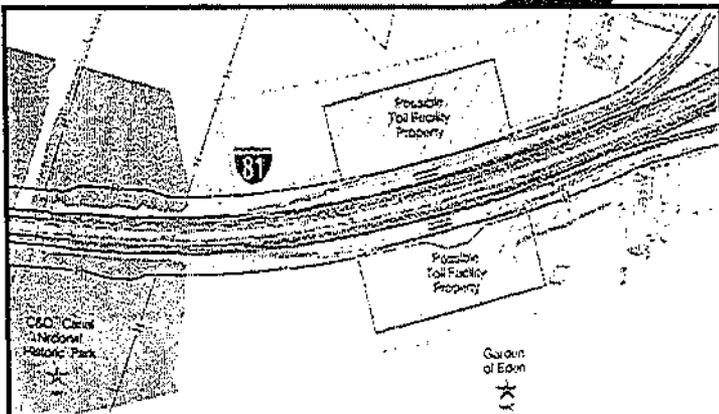
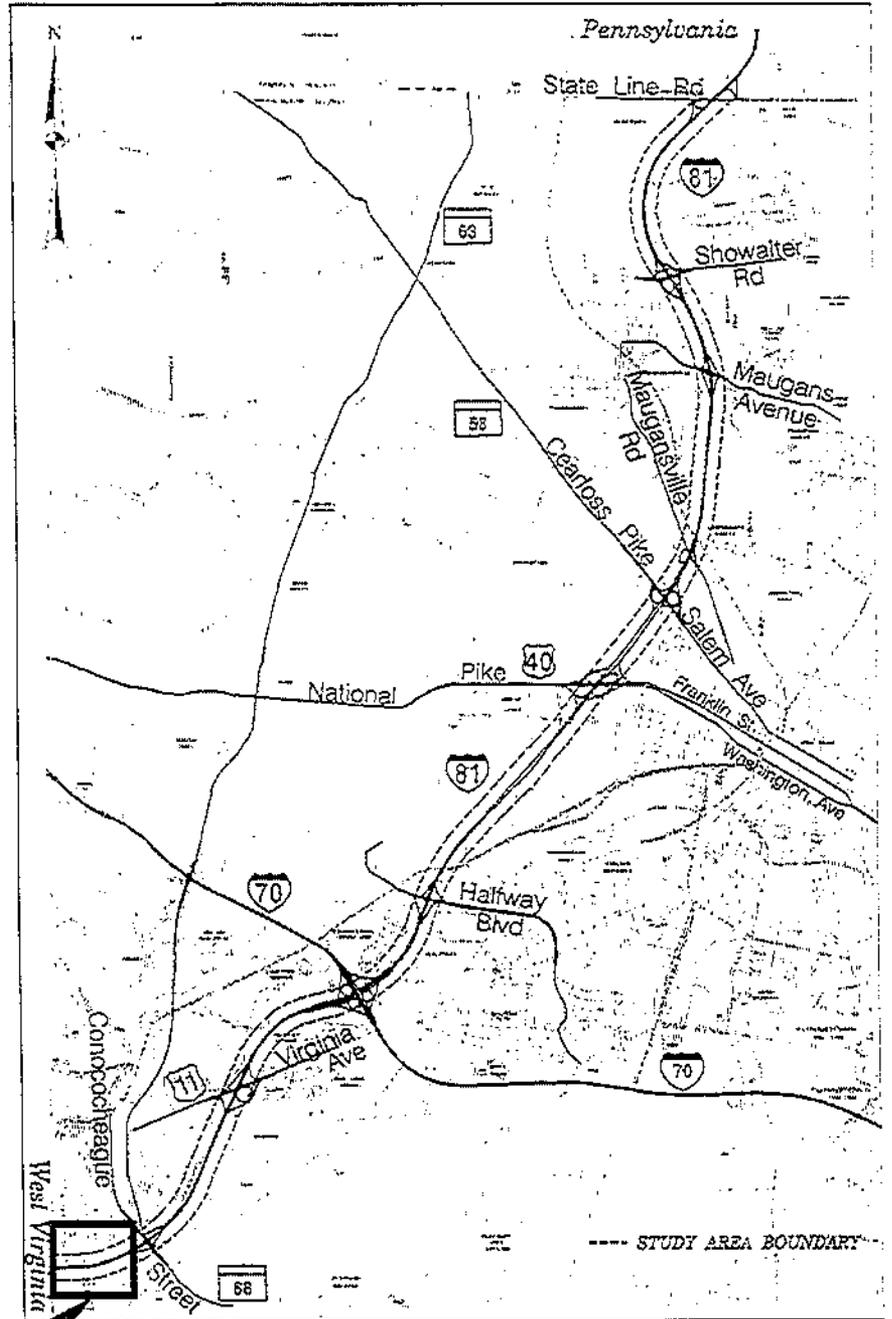
Alternat 3 - Inside Widening



Alternat 3A - Inside Widening w/ Collector-Distributor Roads

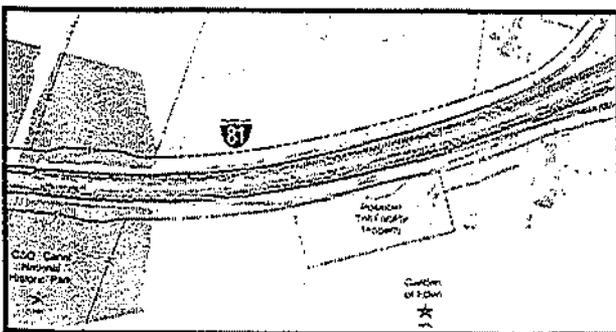
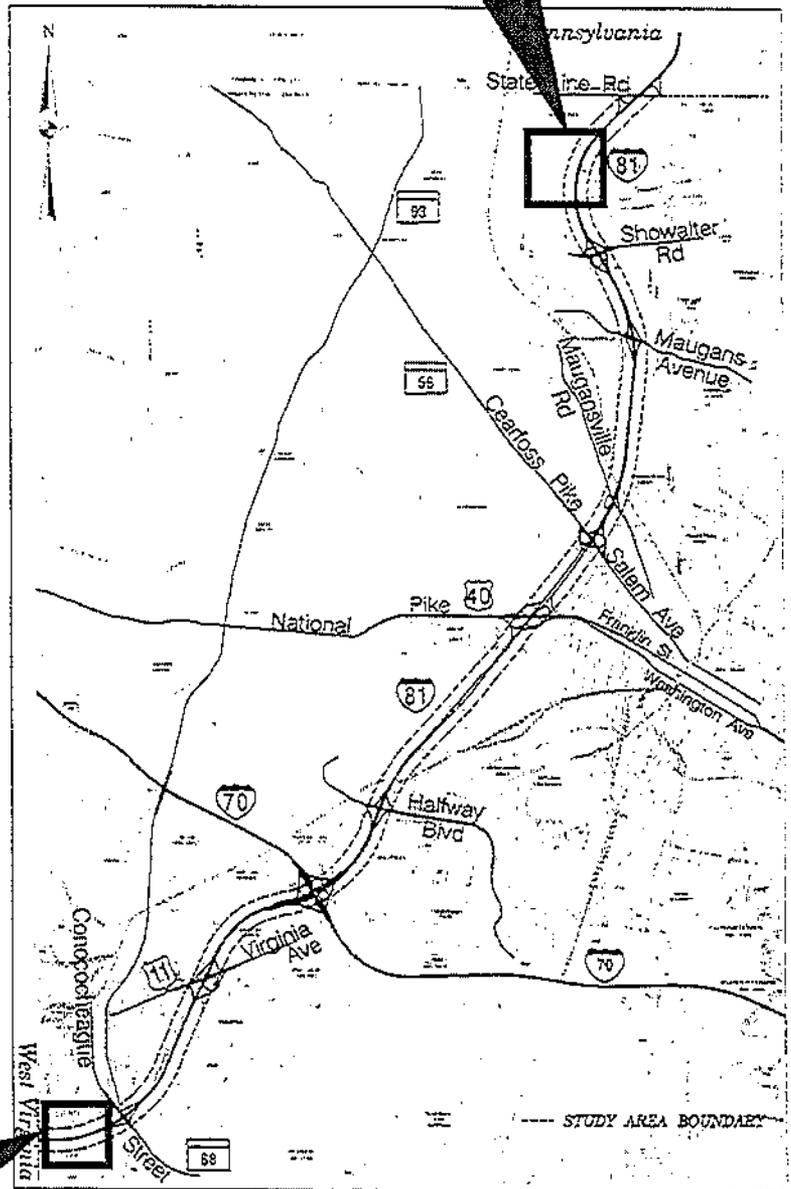
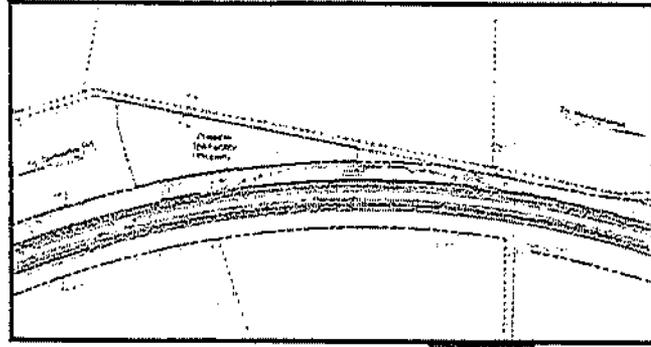
Toll Option 1

This option consists of tolling both directions of I-81 between the Potomac River and Conococheague Street. Through the toll areas, both high speed and cash toll lanes would be provided in each direction along the mainline to accommodate the high traffic volumes. Under this option, drivers would pay tolls as they enter and exit Maryland near the West Virginia state line.



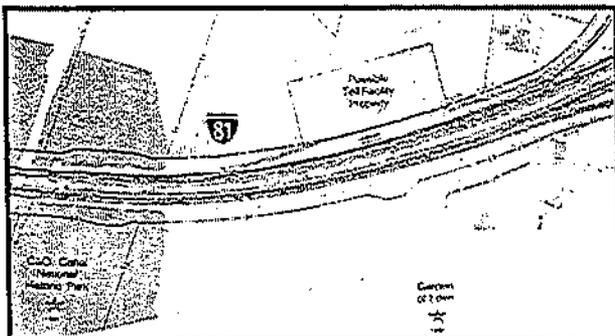
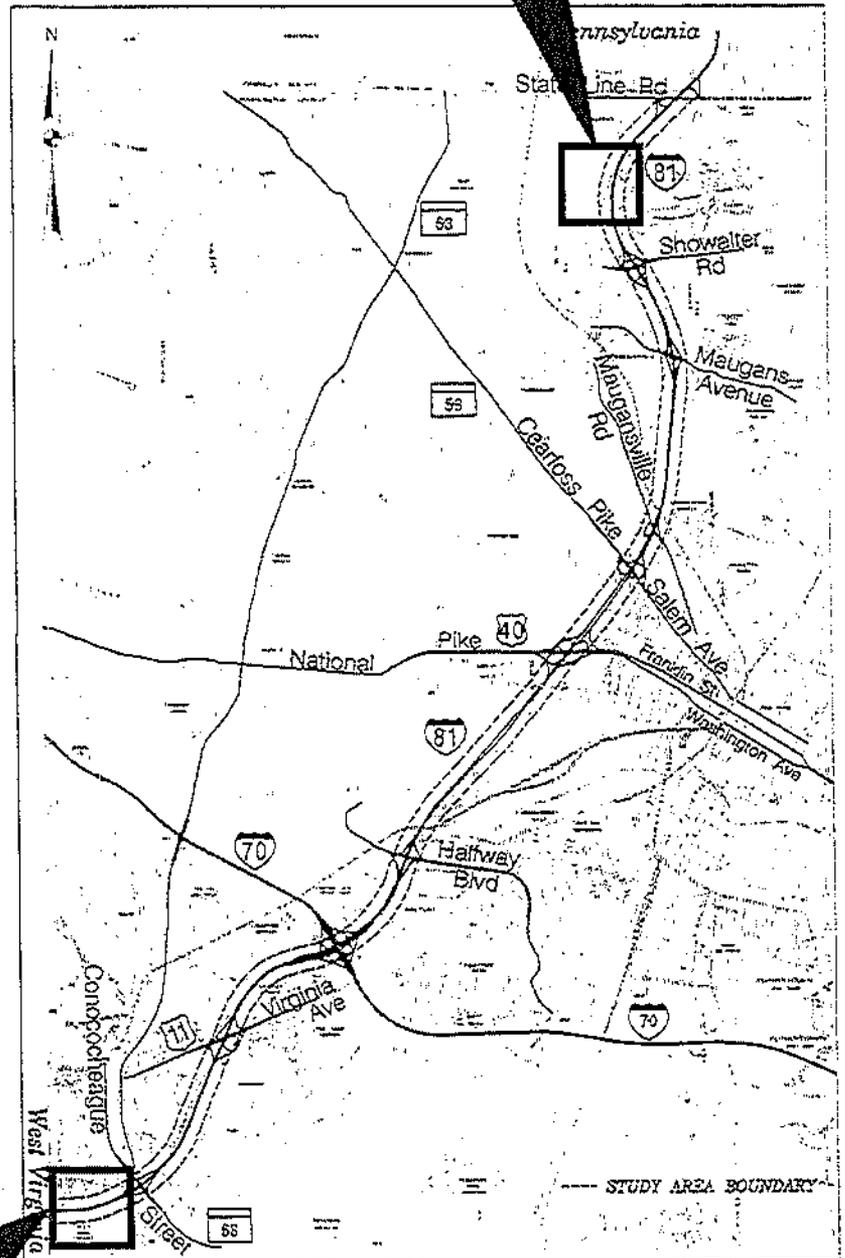
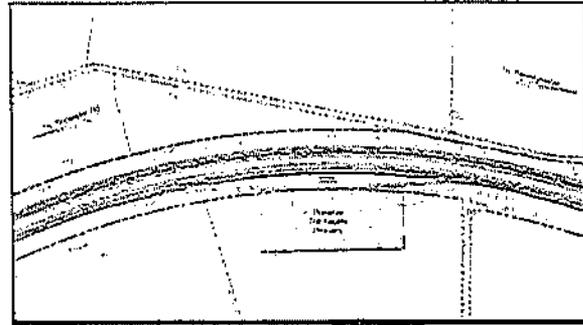
Toll Option 2

This option consists of tolling southbound I-81 between Showalter Road and State Line Road and along northbound I-81 between the Potomac River and Conococheague Street. Both high speed and cash toll lanes would be provided on I-81 through both toll areas, and only those drivers entering the state would pay tolls.



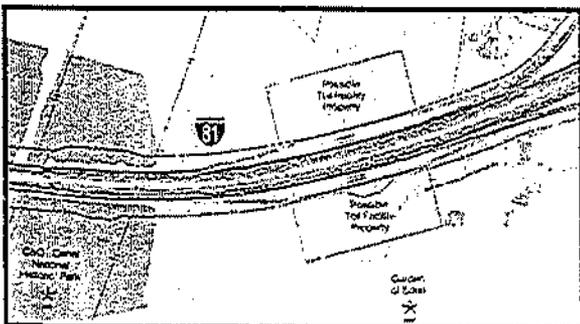
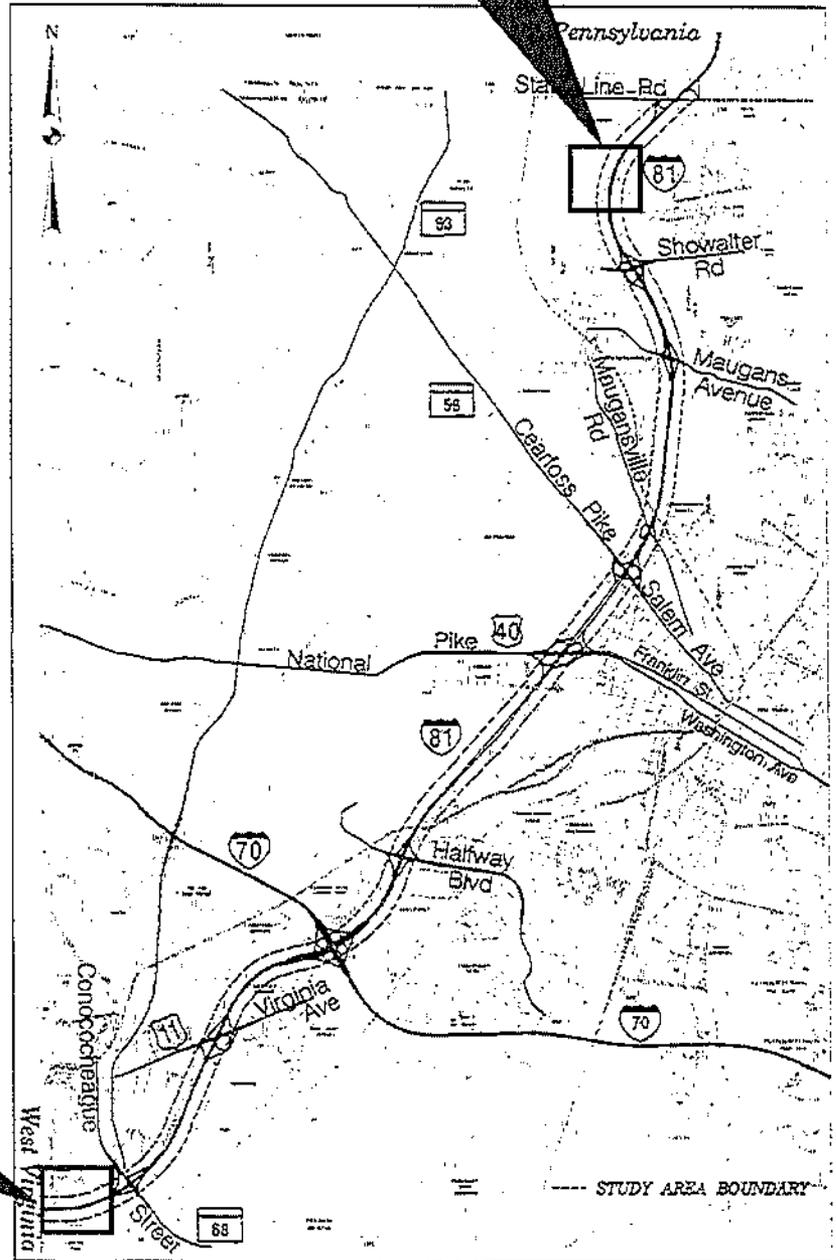
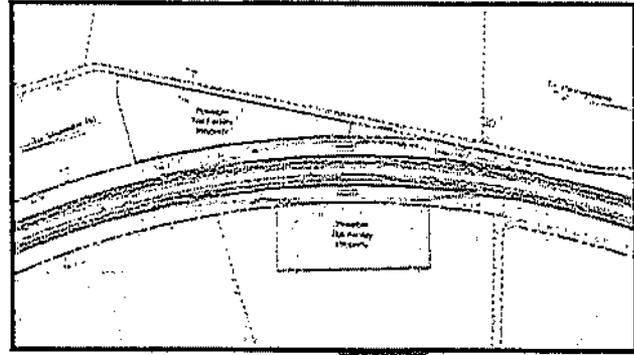
Toll Option 3

This option consists of tolling northbound I 81 between Showalter Road and State Line Road and along southbound I-81 between the Potomac River and Conococheague Street. Both high speed and cash toll lanes would be provided on I 81 through both toll areas, and only those drivers exiting the state would pay tolls.



Toll Option 4

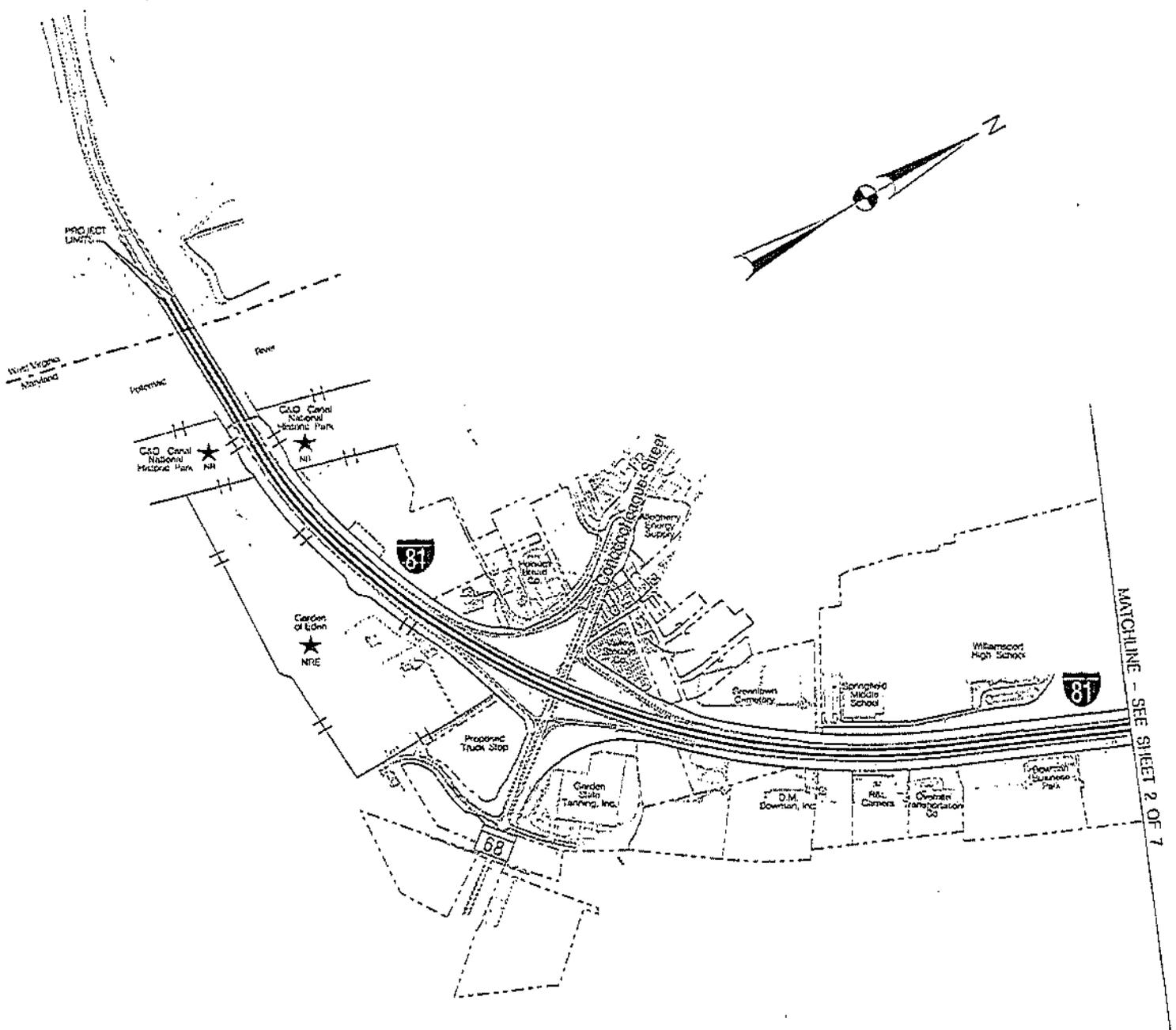
This option consists tolling both directions of I-81 between the Showalter Road and State Line Road, and between the Potomac River and Conococheague Street. Through the toll areas, both high speed and cash toll lanes would be provided in each direction along the mainline to accommodate the high traffic volumes. Under this option, drivers would pay tolls as they enter and exit Maryland near the West Virginia and Pennsylvania state line.



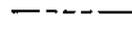
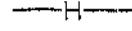
Summary of Impacts and Estimated Costs for Recommended Alternates

RESOURCES	ALTERNATE				TOLL OPTION				WEIGHT STATION	
	1	2	3	4	1	2	3	4		
	No-Build	Interchange Improvements	Interchange Improvements w/ Collector-Distributor Roads	Inside Widening w/ Collector-Distributor Roads	Two Lane I-81 Mainline Parallel to the Collector-Distributor Road	Dual toll facility between Potomac River and Conococheague Street	Toll Plazas at North and South ends of I-81, tolling vehicles entering MID	Toll Plazas at North and South ends of I-81, tolling vehicles exiting MID	Dual toll Plazas at North and South ends of I-81	SR I-81 between Halfway Rivd and US-40
1 Socio-Economic Environment										
1 Displacements	0	0	0	0	0	0	0	0	0	0
a. Residential	0	0	0	0	0	0	0	0	0	0
b. Business/Commercial	0	2	3	3	3	0	0	0	0	0
TOTAL DISPLACEMENTS	0	2	3	3	3	0	0	0	0	0
2 No. of Properties & Resources Affected										
a. Residential	0	11	16	18	18	2	1	3	4	1
b. Business/Commercial	0	12	17	17	17	0	0	0	0	0
c. Parkland/Recreation Area	0	0	0	1*	1*	1*	0	1*	1*	0
d. Church/School	0	0	0	0	0	0	0	0	0	0
e. Historical/Archaeological	0	0	0	1*	1*	2*	1	1*	2*	0
TOTAL PROPERTIES	0	26	33	37	37	5	2	5	7	1
3 Right-of-Way Required - Acres										
a. Residential	0	7	9	10	10	6	6	11	11	11
b. Business/Commercial	0	10	18	19	19	0	0	0	0	0
c. Parkland/Recreation Area	0	0	0	0	0	0	0	0	0	0
d. Church/School	0	0	0	0	0	0	0	0	0	0
e. Historical/Archaeological	0	0	0	0	0	1	5	0	0	0
TOTAL ACRES	0	17	27	29	27	7	11	11	12	11
Natural Environment										
1 Number of Stream Crossings	0	25	26	31	31	0	0	0	0	0
2 Linear Feet of Stream	0	8,388	10,546	11,412	11,412	0	0	0	0	0
3 100-Year Floodplain Affected (acres)	0	2	4	4	4	0	0	0	0	0
4 Wetlands Affected (acres)	0	1	1	1	1	0	0	0	0	0
5 Wetlands Affected (acres)	0	7	15	16	16	6	5	6	6	11
6 Area of Prime Farmland Affected (acres)	0	4	7	9	9	1	6	5	6	0
7 Agricultural Land Affected	0	4	7	9	9	1	6	5	6	0
8 Urban or Built-Up Land (acres)	0	6	6	6	6	0	0	0	0	0
Cost										
Preliminary Engineering	\$0	\$30-\$35	\$40-\$45	\$55-\$60	\$60-\$65	\$5-\$10	\$5-\$10	\$5-\$10	\$5-\$10	\$1-\$5
Right-of-Way	\$0	\$10-\$15	\$15-\$20	\$40-\$45	\$20-\$25	\$5-\$10	\$5-\$10	\$5-\$10	\$5-\$10	\$5-\$10
Construction	\$0	\$190-\$195	\$240-\$245	\$330-\$335	\$400-\$405	\$25-\$30	\$30-\$35	\$30-\$35	\$40-\$45	\$10-\$15
Total	\$0	\$230-\$235	\$295-\$300	\$415-\$420	\$480-\$485	\$35-\$40	\$40-\$45	\$40-\$45	\$50-\$55	\$16-\$30

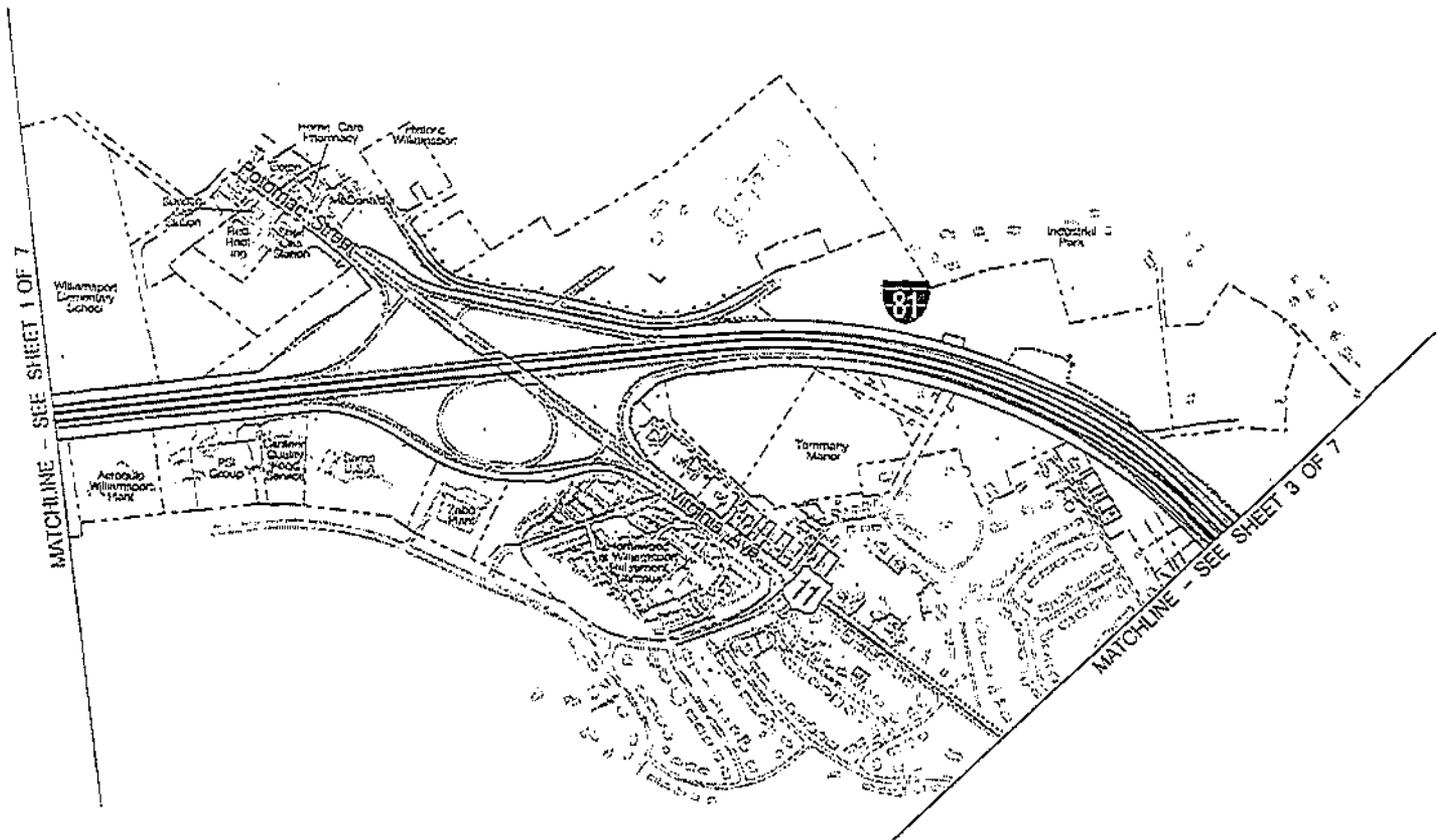
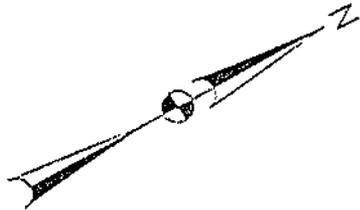
* A temporary construction easement would be needed from the C&O Canal National Historical Park



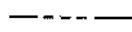
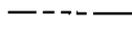
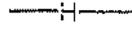
LEGEND

-  Proposed Improvement
-  Existing Right-of-Way
-  Existing Property Lines
-  Proposed Right-of-Way
-  Historical Boundary
-  National Register (Historic Site)
-  National Register Eligible
-  Business Displacement

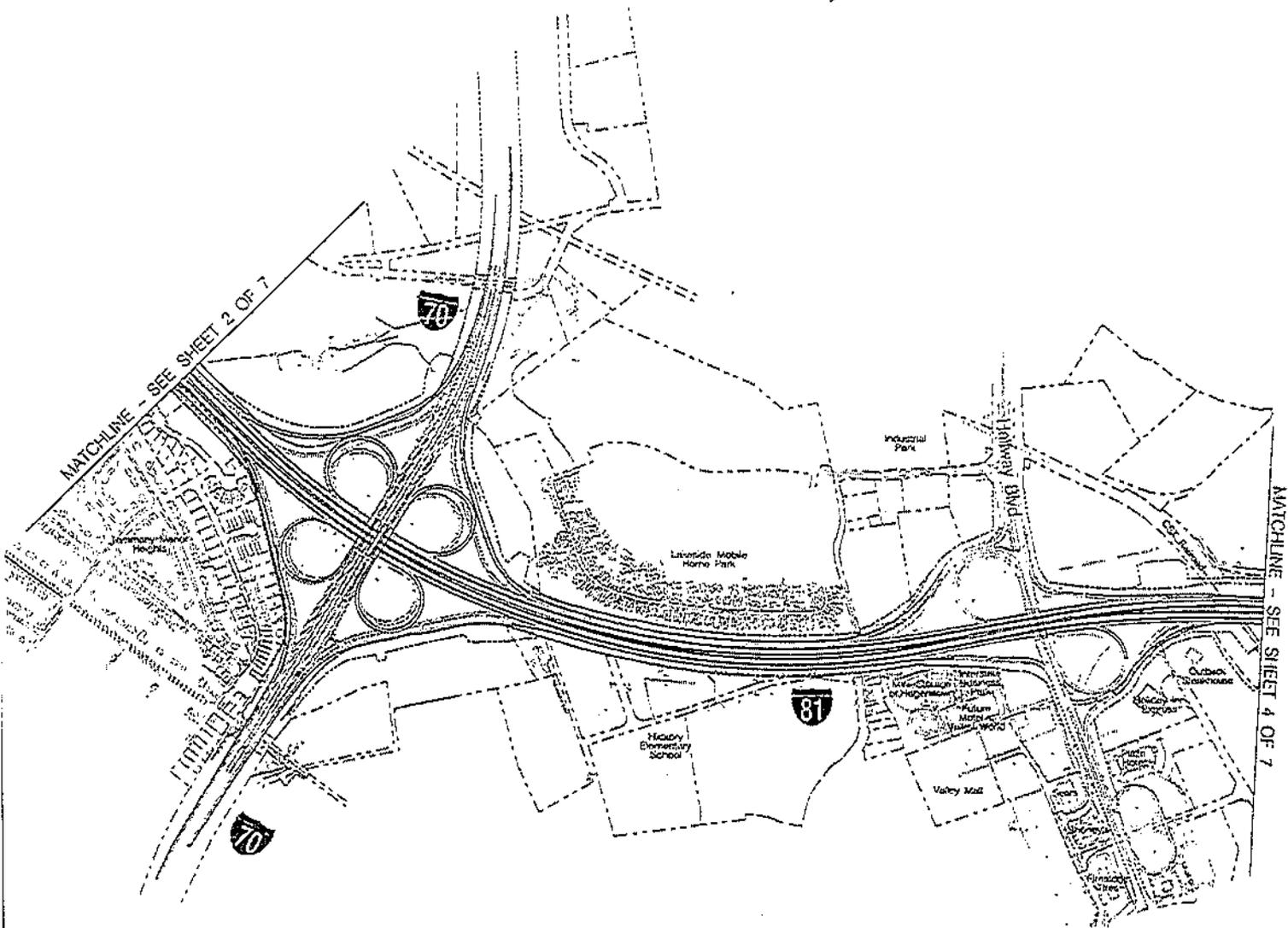
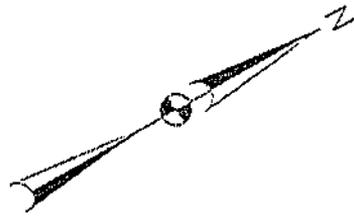
I-81 Improvement Project Alternate 3A - Inside Widening w/ Collector-Distributor Roads	
 Maryland Department of Transportation STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION	Sheet No. J of J SCALE: 1" = 1200'



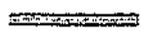
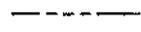
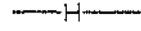
LEGEND

-  Proposed Improvement
-  Existing Right-of-Way
-  Existing Property Lines
-  Proposed Right-of-Way
-  Historical Boundary
-  National Register (Historic Site)
-  National Register Eligible
-  Business Displacement

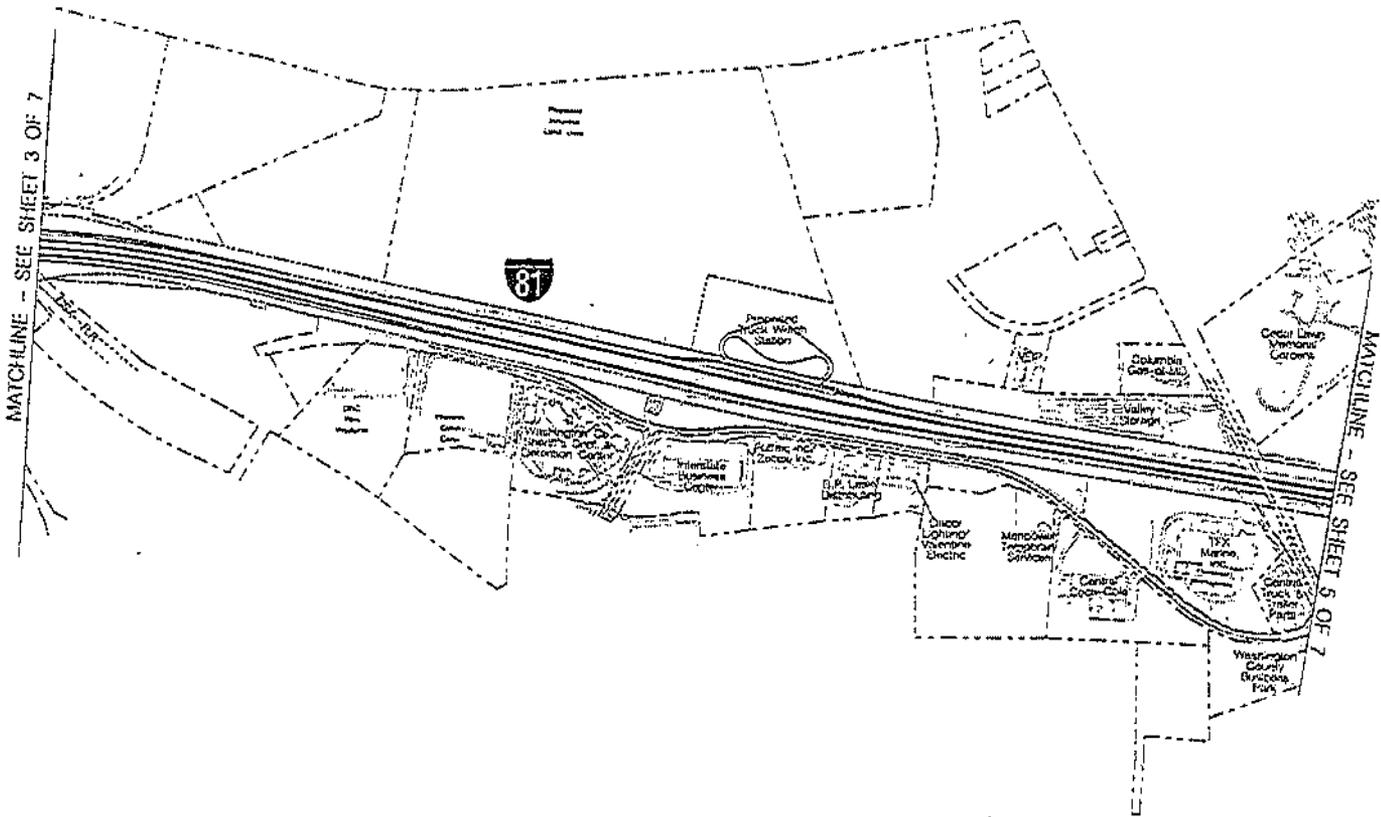
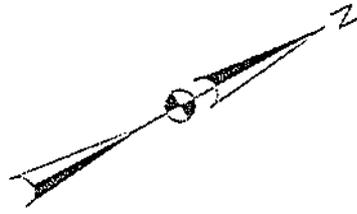
I-61 Improvement Project Alternate 3A - Inside Widening w/ Collector-Distributor Roads	
 Maryland Department of Transportation STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION	Sheet No. 2 of 3 SCALE: 1" = 1200'



LEGEND

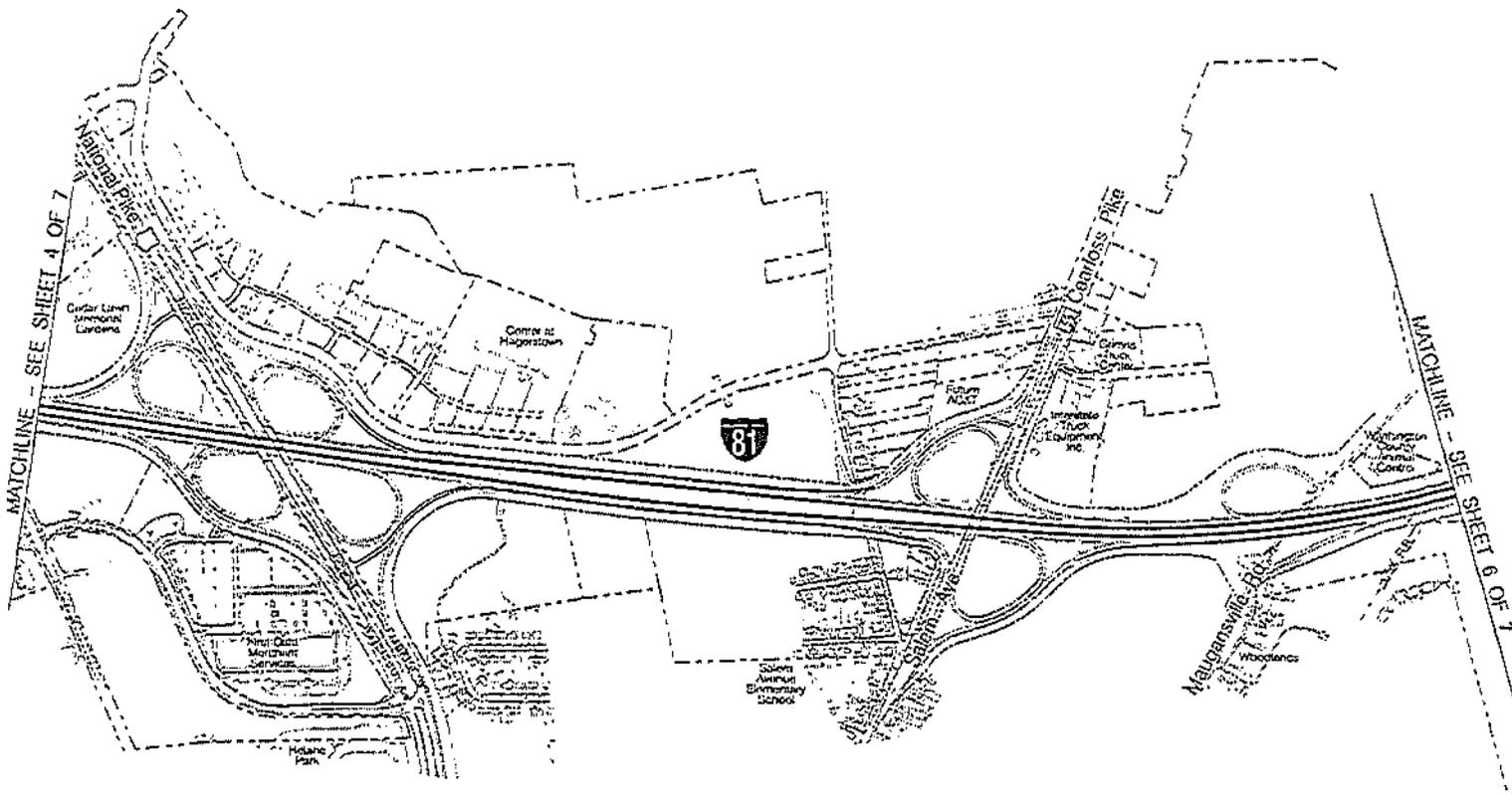
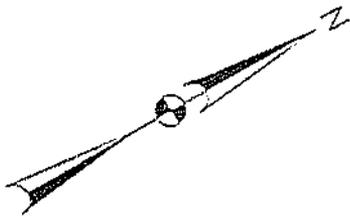
-  Proposed Improvement
-  Existing Right-of-Way
-  Existing Property Lines
-  Proposed Right-of-Way
-  Historical Boundary
-  National Register (Historic Site)
-  National Register Eligible
-  Business Displacement

I-81 Improvement Project Alternate 3A - Inside Widening w/ Collector-Distributor Roads	
Maryland Department of Transportation SHA STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION	Sheet No. <u>3</u> of <u>7</u> SCALE: 1" = 1000'

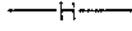


-  Proposed Improvement
-  Existing Right-of-Way
-  Existing Property Lines
-  Proposed Right-of-Way
-  Historical Boundary
-  National Register (Historic Site)
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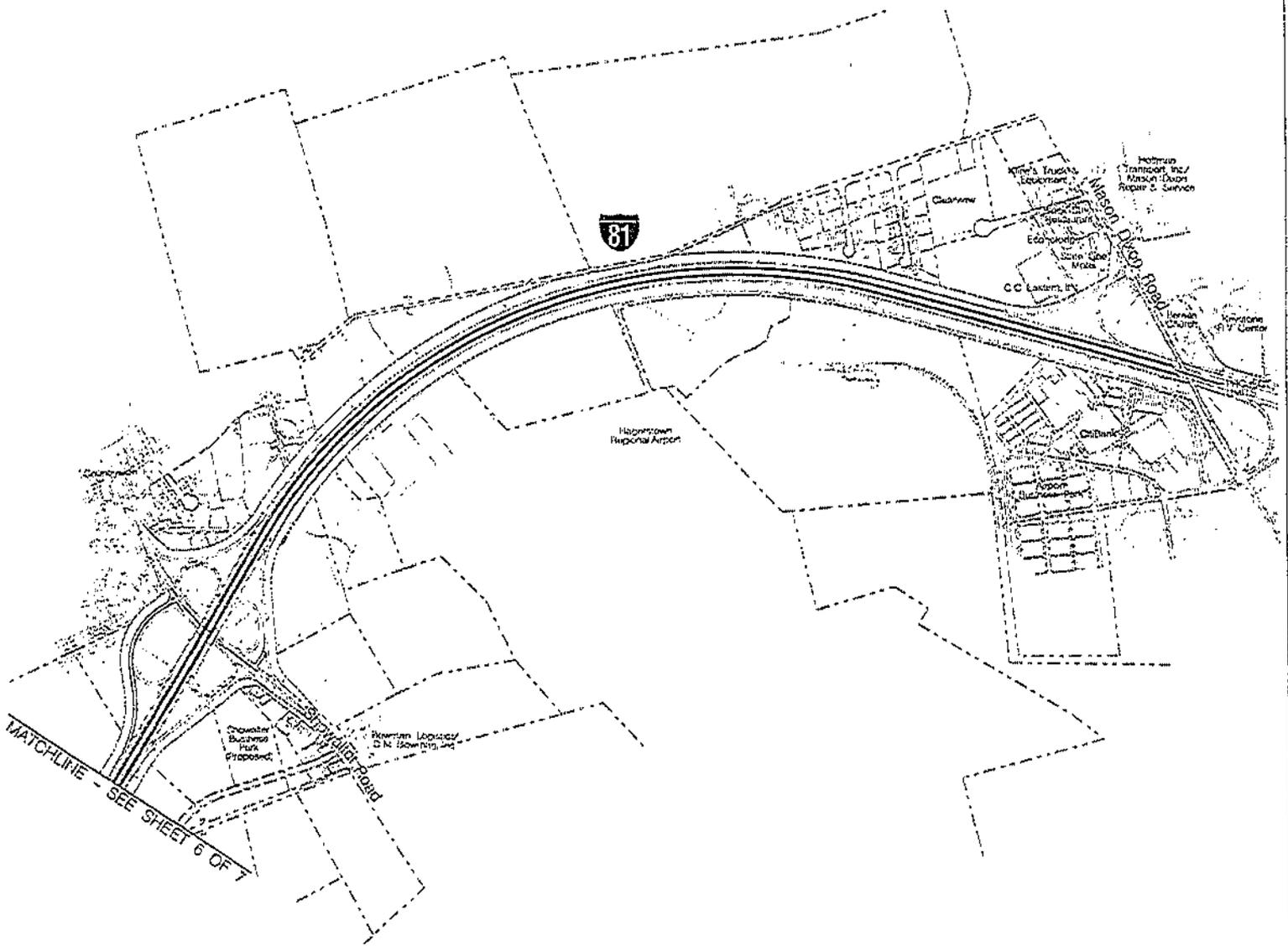
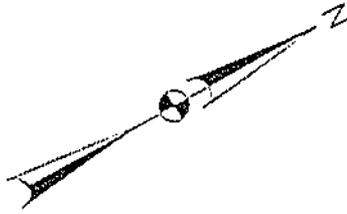
I-81 Improvement Project Alternate 3A - Inside Widening w/ Collector-Distributor Roads	
 Maryland Department of Transportation STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION	Sheet No. 4 of 7 SCALE: 1" = 1200'



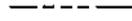
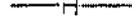
LEGEND

-  Proposed Improvement
-  Existing Right-of-Way
-  Existing Property Lines
-  Proposed Right-of-Way
-  Historical Boundary
-  National Register (Historic Site)
-  National Register Eligible
-  Business Displacement

I-81 Improvement Project Alternate 2A - Inside Widening w/ Collector-Distributor Roads		
 Maryland Department of Transportation STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION	Sheet No. 5 of 7	
SCALE: 1" = 1200'		



LEGEND

-  Proposed Improvement
-  Existing Right-of-Way
-  Existing Property Lines
-  Proposed Right-of-Way
-  Historical Boundary
-  National Register (Historic Site)
-  National Register Eligible
-  Business Displacement

I-81 Improvement Project Alternate 3A - Inside Widening w/ Collector-Distributor Roads	
 Maryland Department of Transportation STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION	Sheet No. 2 of 2 SCALE: 1" = 1200'

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