

WHEN:	WHERE:
<b>Wednesday, September 30, 2015</b> 5:30 PM to 8:00 PM	<b>South Hagerstown High School</b> 1101 S Potomac St. Hagerstown, MD 21740
<p>There will be no formal presentation. Arrive at any time during workshop hours.</p>	

## REQUEST FOR ASSISTANCE

The Maryland Relay Service can assist teletype users at 7-1-1. Persons requiring assistance to participate (interpreter for hearing/speech difficulties or assistance with the English language) should contact Ms. Harris by September 21, 2015.

*SHA appreciates the patience and cooperation of the community and apologizes for any inconvenience. SHA reminds motorists to "Think Orange" when driving through work zones by staying alert and slowing down. Always buckle up, and please drive safely.*

## Attend the Public Workshop!

### See Inside for More Details

Larry Hogan, Governor | Pete K. Rahn, Secretary  
Boyd K. Rutherford, Lt. Governor | Douglas H. Simmons, Acting Administrator



## PROJECT NEWSLETTER • SUMMER/FALL 2015

### PUBLIC WORKSHOP SCHEDULED

The Maryland Department of Transportation, State Highway Administration (SHA) has initiated the I-70 at MD 65 South Potomac Street Project Planning Study and has scheduled an **Informational Public Workshop for Wednesday, September 30, 2015, in Hagerstown.**

The workshop will provide information on the study's purpose and need, the proposed alternatives under consideration, and a summary of the environmental, traffic, and other analyses completed to date. Maps and other exhibits will be on display, and project team members will be available to answer project-related questions and receive comments. (See back page for more details)

### PURPOSE OF THE PROJECT

The purpose of the project is to improve capacity at the I-70/MD 65 interchange and adjacent roadway approaches in anticipation of future development in the vicinity and to address the need to replace the I-70 bridges over MD 65.

### NEED FOR THE PROJECT

The following areas of need were identified within the project area:

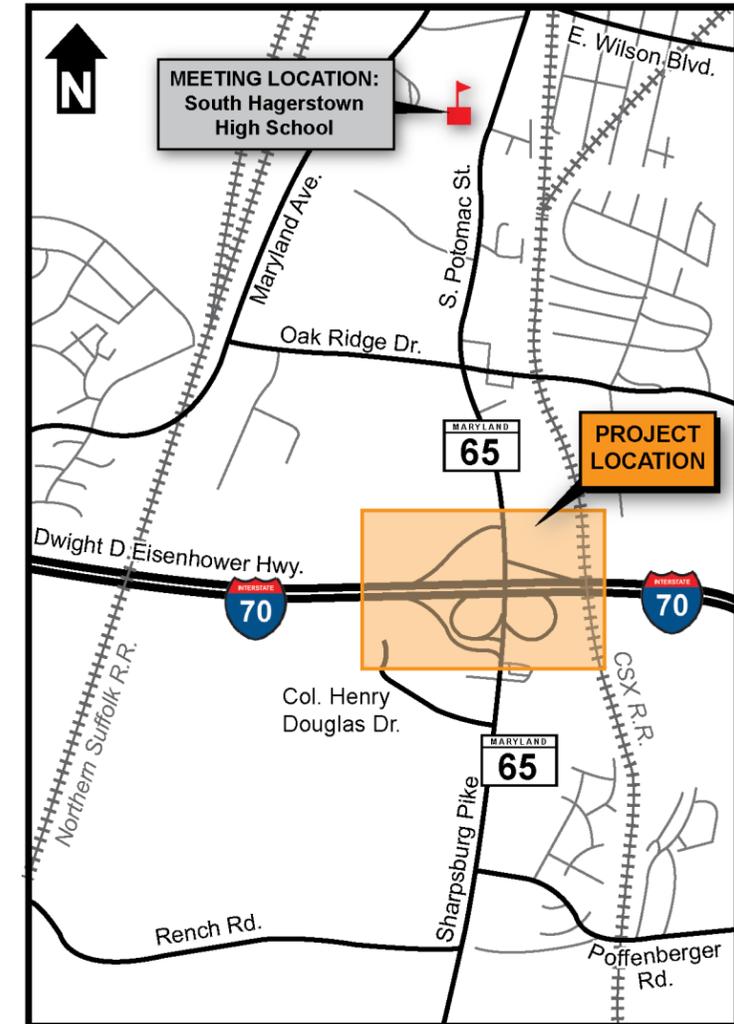
- Increase roadway capacity
- Improve vehicular mobility/safety
- Support economic development
- Replace bridges nearing end of usable life

### PUBLIC INVOLVEMENT

For additional information about the project, please contact the project team members listed below or for information about other Washington County projects visit our website at [www.roads.maryland.gov](http://www.roads.maryland.gov) and click on **Projects and Studies, SHA Projects Page, Washington County**, or use the QR Code below.



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## PROPOSED ALTERNATIVES

After considering the purpose and need of the project, the alternatives to be studied include: the No-Build Alternative (Alternative 1), Build Alternative 2 – Diamond Interchange I-70 Inside Widening, Alternative 2A – Modified Diamond Interchange I-70 Inside Widening, Alternative 3 – Diamond Interchange I-70 Outside Widening (Recommend to Drop), Alternative 4 – Diamond Interchange Plus Redundant Westbound Loop Ramp and Alternative 5 – Full Cloverleaf Interchange I-70 Inside Widening. With the exception of Alternative 3, these alternatives (2, 2A, 4 and 5) will be developed in further detail as the study progresses. A description of each proposed alternative is provided below and on the mapping insert:

### Alternative 1 - No-Build

No major improvements are proposed under the No-Build Alternative. Minor short-term improvements would occur as part of routine maintenance and safety operations. The No-Build Alternative does not address the purpose and need for the project. It serves as a baseline for comparing the impacts and benefits associated with the Build alternatives.

### Alternative 2 – Diamond Interchange – I-70 Inside Widening

This alternative reconstructs most of the interchange, reconfiguring it similar to a traditional diamond interchange.

- Realigns I-70 westbound off-ramp to tie-in across the existing westbound on-ramp intersection
- Widens I-70 westbound on-ramp to two lanes, and extends acceleration lanes along I-70
- Removes all eastbound on/off ramps, and re-aligns new slip ramps to form a diamond configuration
  - New ramps to tie-in north of park-and-ride lot (park-and-ride lot will be partially impacted)
- Realigns I-70 westbound off-ramp and I-70 eastbound on-ramp – requires new bridges over CSX tracks over MD 65 and CSX tracks
- Widens I-70 to the inside

### Alternative 2A – Diamond Interchange – I-70 Inside Widening

Alternative 2A is similar to Alternative 2. The only difference is the location at which the eastbound I-70 ramps tie-in to MD 65. Under this alternative, the ramps are re-aligned further south than Alternative 2 to utilize as much of the existing ramps as possible.

- Westbound on/off ramps (north of I-70) same as Alternative 2
- Removes all eastbound loop ramps
- Realigns new I-70 eastbound ramp adjacent to existing I-70 eastbound off-ramp
- I-70 eastbound off-ramp remains at current location – left-turn lanes added to intersection
- Realigned I-70 eastbound on-ramp will require new bridges over the CSX tracks
- Realigned I-70 eastbound on-ramp will impact the existing park-and-ride lot
- Widens I-70 to the inside

### Alternative 3 – Diamond Interchange – I-70 Outside Widening (Recommend to Drop)

This alternative is identical to Alternative 2, but involves I-70 outside widening rather than inside widening. It is recommended that this alternative be dropped from further study. Existing I-70 has a sufficiently wide median to accommodate an additional lane to be widened to the inside while maintaining sufficient clear-zone and not requiring a guardrail. Additionally, even with an additional lane towards the median, there would be sufficient green space to accommodate future drainage needs and potential Environmental Site Design (ESD) facilities. The new directional ramp in the southeast quadrant of the interchange would partially impact the park-and-ride lot.

### Alternative 4 – Diamond Interchange Plus Redundant Westbound Loop Ramp

Alternative 4 is a modification to Alternative 2 (also applicable to Alternatives 2A and 3), which includes an additional on-ramp from northbound MD 65 to westbound I-70. This redundant loop ramp is proposed on the northeast quadrant of the interchange.

- Same as Alternatives 2 or 2A, but includes an additional westbound I-70 loop on-ramp
- Provides a choice lane on northbound MD 65 to access westbound I-70
- Requires additional inside widening on the I-70 structure over MD 65
- Requires barrier separation between the I-70 mainline and the on-ramp acceleration lane
- Reduces number of lanes and acceleration length for westbound slip ramp compared to Alternatives 2 and 2A
- Removes the existing park-and-ride lot in the southeast quadrant of the interchange

### Alternative 5 – Full Cloverleaf Interchange – I-70 inside widening

Alternative 5 modifies the existing interchange configuration to a full cloverleaf interchange.

- Adds two new loop ramps on the north side of I-70 (to and from westbound I-70) and removes the existing left-turn slip ramps to and from both northbound and southbound MD 65.
- Adds a new directional ramp from northbound MD 65 to eastbound I-70 and a reconfigured directional ramp from westbound I-70 to northbound MD 65, in similar locations as shown in Alternatives 2 through 4.
- Adds a continuous auxiliary lane along both northbound and southbound MD 65 underneath I-70 to serve as an acceleration and deceleration lane for the loop movements
- Widens northbound and southbound MD 65 in the median underneath I-70 to include an additional through lane
- Adds a new auxiliary lane on westbound I-70 to serve as an acceleration and deceleration lane between the two new loop ramps.

## TRAFFIC SUMMARY

The existing Average Daily Traffic (ADT) along I-70 within the project area ranges from 63,900 vehicles per day (vpd) east of MD 65 to 67,000 vpd west of MD 65. The ADT along MD 65 within the project area ranges from 16,255 vpd north of Prime Outlets Boulevard to 23,110 vpd south of I-70 and north of Colonel Henry K. Douglas Drive.

The 2020 AM and PM peak hour volumes were developed using the 2015 traffic volumes as a base, then adding trips for planned developments that are expected to affect the study area. Additionally, a 1.5 percent annual growth rate, derived from SHA's Maryland Statewide Model, was applied. The ADT along the MD 65 corridor is expected to range from 32,300 to 45,700 vpd in 2020.

## ENVIRONMENTAL SUMMARY

### Socioeconomic Resources

Portions of a residential community are located at the western end of the project area north of I-70. While part of this townhome community is located within the project area for the project, the community is physically separated from the I-70 mainline by forested open space. The community's primary access to I-70 is via MD 632 (Downsville Pike). There is no direct access to the community from the I-70/MD 65 interchange.

Based on findings derived from the Environmental Protection Agency's (EPA) online mapping tool, the potential for minority and low-income populations to be present in the study area is low. Further outreach and additional research of the demographic and economic characteristics will be completed as the study progresses to more definitively determine if minority and/or low-income populations are present and how they may be affected by the project.

Existing land use within the study area is a mixture of residential, commercial, industrial, institutional, and agricultural uses. Commercial land is most prominent throughout the project area and comprises most of the land adjacent to MD 65. Future commercial developments within the project area also include the Wal-Mart Supercenter and the Sharpsburg Pike Antietam Center development across from Colonel Henry K. Douglas Drive.

### Cultural Resources

Initial cultural resources investigations identified one property, the Log House (WA-I-415), that was included in the Maryland Inventory of Historic Properties. The structure is no longer standing. In addition to buildings along MD 65, there are early twentieth century houses facing Oak Ridge Road in the northern project limits that will require additional architectural investigations.

There is also a record of one previous archaeological survey, which includes an area in the western end of the project area. Additional research will be conducted to determine if archeological surveys would be required.

In accordance with 36 CFR 800, comments on historic properties are requested from the public.

### Natural Resources

An unnamed tributary to Antietam Creek is the only stream within the project area. The stream begins within the existing loop ramp from eastbound I-70 to northbound MD 65 and flows southeast. The stream is classified as Use IV P waters and has a stream use restriction from March 1 through May 31, inclusive.

A 100-year floodplain associated with the unnamed tributary to Antietam Creek is located within the project area in the southeast quadrant of the I-70/MD 65 interchange.

According to desktop sources, there are four wetlands in the project area. Three are located in the southeast quadrant of the I-70/MD 65 interchange, and the fourth is located in the southwest quadrant. A wetland delineation will be required to confirm the presence and boundaries of these and any other wetlands in the project area.

Forested land is primarily concentrated in the eastern end of the project area. There is also forest land in the northwest and southwest quadrant of the I-70/MD 65 interchange. To the east of MD 65, the majority of the area north of I-70 is forested.

### Air Quality

The entire project area is located in a PM 2.5 annual (1997 standard) maintenance area. A more detailed air quality analysis will be completed as the project moves forward.

### Noise

Based on the existing land uses in the vicinity of the proposed interchange improvements, potentially noise-sensitive land uses are present. Detailed traffic noise analyses will be completed once the project alternatives are developed.

## NEXT STEPS

Anticipated Purpose and Need concurrence . . . . .Late 2015  
Location/Design Approval . . . . .Fall 2016

