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MARYLAND DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION

LOCATION/DESIGN PUBLIC HEARING

**I-81 IMPROVEMENT PROJECT**

West Virginia State Line to  
Pennsylvania State Line

OCTOBER 6, 2004

7:00 p.m.

North Hagerstown High School  
1200 Pennsylvania Avenue  
Hagerstown, Maryland, 21742

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1 MR. FRED CROZIER:

2 Good evening, ladies and gentlemen.

3 My name is Fred Crozier and I'm the District  
4 Engineer for the State Highway Administration  
5 for District 6, which includes Washington,  
6 Allegany, and Garrett counties. I'll be the  
7 hearing officer this evening.

8 On behalf of the State Highway  
9 Administration, I'd like to welcome all of you  
10 to this Location Design Public Hearing for the  
11 Interstate 81 Improvement project.

12 First, I'd like to recognize the  
13 elected officials that are here this evening.  
14 First, I saw earlier Greg Snook, who is the  
15 chairman of the Washington County Commissioners.  
16 Greg, welcome. And we also have Heidi Mackley,  
17 representing Senator Donald Munson. Are there  
18 any other elected officials here this evening?  
19 Welcome, Commissioners. Thank you for being  
20 here.

21  
22 This evening's proceedings are being  
23 recorded and the transcript will be an official

1 part of the project record. The transcript will  
2 be available in about eight weeks for reviewing  
3 and copying. You can find a copy at the State  
4 Highway Administration's Hagerstown shop and at  
5 the Baltimore office. The addresses of these  
6 places are indicated in your brochure. We  
7 recommend that anybody who wishes to review the  
8 transcript, first call the district office or  
9 the project manager to make sure that it's  
10 available and make arrangements to view it.

11  
12 An Environmental Assessment has been  
13 prepared for this project and it's available for  
14 review at the locations listed in the brochure.

15 The purpose of the public hearing  
16 tonight is to provide all interested persons the  
17 opportunity to present their views regarding the  
18 proposed improvement alternates for Interstate  
19 81 from the West Virginia state line to the  
20 Pennsylvania state line. We will hold the  
21 formal record open until November 8th to receive  
22 written comments relative to the improvement  
23 proposals.

1                   Our highway development process  
2 consists of four distinct phases: Project  
3 Planning, Engineering or Final design, Right-of-  
4 Way Acquisition, and Construction.

5                   This project currently is in the  
6 Project Planning Phase. During this phase, the  
7 location and the general design features of the  
8 project are defined. Project planning  
9 activities include preliminary engineering,  
10 environmental studies, agency coordination, and  
11 public involvement.

12                   The next phase of Highway  
13 Development is Engineering or Final Design.  
14 During this phase, construction drawings are  
15 prepared and the final right-of-way requirements  
16 are determined. The Right-of-Way Acquisition  
17 Phase usually begins about halfway through the  
18 design phase when the final property  
19 requirements have been determined. The  
20 construction phase could begin after Final  
21 Design is complete and right-of-way has been  
22 acquired.  
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This project is listed in the Interstate Development and Evaluation section of a document called the Fiscal Year 2004-2009 Consolidated Transportation Program, or CTP. The project is currently funded for Project Planning only. If the study concludes with the selection of a build alternate, the project would become a candidate for inclusion in future programs for design, right-of-way acquisition, and construction.

After careful consideration of all the comments received as a result of this evening's public hearing, including the written comments received during the comment period, the project planning team will recommend an alternate for selection by the State Highway Administrator. Location approval from the Federal Highway Administration is anticipated in Fall of 2005.

We'd now like to direct your attention to the brochure that's been prepared for your information. If you haven't received a

1 copy, we have copies available at the  
2 receptionist desk outside. I would urge you to  
3 review the brochure to enhance your  
4 understanding of the project alternates.

5 Names, addresses, and telephone  
6 numbers of the members of the project planning  
7 team responsible for this project are listed in  
8 the brochure and inquiries should be directed to  
9 those persons.

10 Interested groups and individuals  
11 who are not already on the mailing list for this  
12 project are encouraged to submit their names to  
13 our receptionist. This list will be used to  
14 distribute future project information.

15 At this time, I'd like to introduce  
16 the representatives from State Highway  
17 Administration who will be making presentations  
18 this evening. First, Nicole Washington. She's  
19 Project Manager for the State Highway  
20 Administration. Odessa Phillip, Environmental  
21 Manager for State Highway. Butch Armentrout,  
22 he's our District #6 Right-Of-Way Chief at our  
23

1 District Office. And Tony Dixon, representing  
2 the Office of Equal Opportunity for State  
3 Highway Administration.

4 Now at this time I'd like to re-  
5 introduce Nicole Washington. She's the Project  
6 Manager for this improvement study and she's  
7 going to present a brief project summary and  
8 description of the alternates that are under  
9 consideration. Nicole?

10 MS. NICOLE WASHINGTON:

11 Thank you, Fred. Good evening,  
12 ladies and gentlemen. The purpose of the I-81  
13 project planning study is to address safety  
14 concerns and manage congestion along I-81 from  
15 the West Virginia state line to the Pennsylvania  
16 state line. Traffic conditions along this  
17 segment of I-81 have deteriorated over time, due  
18 to increasing truck traffic volumes and  
19 inadequate interchange configurations and  
20 lengths of merge lanes.

21 The Study Team has identified  
22 transportation alternates that address the  
23

1 project need while minimizing impacts to the  
2 social, cultural, and natural environment. A  
3 decision on these alternates will be made after  
4 the impacts and comments from the public and  
5 review agencies have been considered.

6 Six alternates, including five build  
7 and a no-build alternate are under  
8 consideration. In order to fund and expedite  
9 the construction of improvements, several toll  
10 options are being considered. We are also  
11 considering a truck weigh station along the  
12 corridor. The toll and truck weigh station  
13 options could be combined with any of the build  
14 alternates.

15 The first alternate is the No-Build  
16 Alternate. The No-Build Alternate consists of  
17 routine maintenance and spot improvements.  
18 These minor improvements would not be expected  
19 to affect roadway capacity or major safety  
20 concerns as they would be part of the normal  
21 maintenance and safety operations.

22 With the no-build alternate, several  
23

1 of the interchange ramps are expected to operate  
2 at Level of Service E or F. The mainline of  
3 I-81 will drop to Level of Service E for the  
4 section from I-70 to US 40.

5 The next alternate is Alternate 2,  
6 which consists of interchange improvements.

7 Under this alternate, adequate  
8 acceleration/deceleration lanes and shoulders  
9 will be provided at the interchanges.

10 Reconstruction of several interchanges is  
11 proposed to improve safety and weave movements  
12 on I-81.

13 With the interchange improvements  
14 alternate, all ramps will operate at Level of  
15 Service D or better with the exception of the  
16 southbound ramps at Halfway Blvd and I-70, which  
17 will operate at Level of Service E and F.

18 At Exit 1 - MD 68/MD 63, the  
19 acceleration lane from Conococheague Street to  
20 Southbound I-81 would be extended.

21 At Exit 2 - US 11, all of the  
22 acceleration/deceleration lanes will be extended  
23

1 except for the deceleration lane that extends  
2 from Northbound I-81 to US 11.

3 At Exit 3 - I-70, all ramps will be  
4 redesigned to meet AASHTO design standards and  
5 acceleration/deceleration lanes will be  
6 extended. The collector/distributor road will  
7 be extended, and an auxiliary lane will be  
8 constructed on the I-81 from I-70 to Halfway  
9 Boulevard in the northbound direction.

10 No major changes are anticipated at  
11 Exit 4 (Halfway Boulevard).

12 At Exit 5 - US 40, the ramps in the  
13 northwest and the southeast quadrants will be  
14 replaced with slip ramps. This will help  
15 improve the weave movement distances. In  
16 addition, auxiliary lanes will be constructed  
17 along both directions between the US 40 and  
18 MD 58 interchanges.

19 At Exit 6 - MD 58,  
20 acceleration/deceleration lanes will be extended  
21 to meet AASHTO design standards.

22 No major changes are anticipated at  
23

1 Exit 7 (Maugansville Road).

2 At Exit 8 - Maugans Avenue, Maugans  
3 Avenue is being widened by Washington County.  
4 The State Highway Administration has two options  
5 that are under consideration. One option is the  
6 installation of a circular-shaped ramp in the  
7 northwest quadrant for the Maugans Avenue West  
8 to I-81 southbound traffic. The other option is  
9 the construction of an additional lane on the  
10 ramp from Maugans Avenue to I-81 south.

11 For the interchange at Exit 9 -  
12 Showalter Road - the ramps in the northwest and  
13 southeast quadrants will be removed and replaced  
14 with slip ramps. This will eliminate the  
15 inadequate weave movements between the loop  
16 ramps. Furthermore, the  
17 acceleration/deceleration lanes along the east  
18 side of I-81 would be extended. An auxiliary  
19 lane would also be provided along southbound  
20 I-81 from Showalter Road to Maugans Avenue.

21 At Exit 10 - PA 163, the existing  
22 acceleration lanes will be extended.  
23

1                   The third alternate, Alternate 2A,  
2 consists of interchange improvements and a  
3 collector/distributor road. This alternate  
4 would incorporate all the improvements mentioned  
5 with Alternate 2. In addition, it also includes  
6 a 2-lane collector/distributor road which  
7 extends from south of I-70 to north of Halfway  
8 Boulevard. This road serves the I-70 and  
9 Halfway Boulevard interchanges in both  
10 directions.

11                   This construction of a  
12 collector/distributor road through the I-70 and  
13 Halfway Boulevard interchange would improve the  
14 operation along I-81 to a Level of Service "A"  
15 by keeping all the ramp movements on the  
16 collector-distributor road.

17                   The next alternate, Alternate 3,  
18 consists of widening I-81 to the inside. This  
19 alternate would add an additional lane on both  
20 sides of I-81 on the inside towards the median.  
21 This alternate also includes the interchange  
22 improvements that were described in Alternate 2.  
23

1                   Widening I-81 to three lanes in each  
2 direction would improve operations to a Level of  
3 Service "C" and above for the entire length.

4                   The next alternate, Alternate 3A,  
5 consists of widening I-81 to the inside and  
6 adding a collector/distributor road. This  
7 alternate would add an additional lane on both  
8 sides of the I-81 on the inside towards the  
9 median. It would also include the interchange  
10 improvements and collector/distributor road that  
11 was described in Alternate 2A.

12                   The next alternate, Alternate 3A  
13 Option B, consists of widening I-81 to the  
14 inside. It would also include interchange  
15 improvements and collector/distributor road that  
16 is described in Alternate 2A. The difference  
17 between this alternate and the previous  
18 alternate is the collector/distributor road area  
19 between the I-70 and Halfway Boulevard  
20 interchanges. In this area, I-81 would be two  
21 lanes in each direction.

22                   The cost of these improvements  
23

1 ranges from \$150 to \$450 million. Although  
2 there has recently been an increase in the  
3 Transportation Trust Fund, it alone is not the  
4 ultimate solution. Major roadway improvements,  
5 like widening I-81, cannot be paid for solely by  
6 the Transportation Trust Fund. We may have to  
7 look at alternative funding. In order to help  
8 fund the project and move it forward to  
9 construction, the use of tolls is proposed.  
10 Several toll options were under consideration,  
11 including:

12           Option 1, tolls would be paid by  
13 drivers entering and exiting the state at the  
14 West Virginia state line. The toll plazas would  
15 be located at the bridge across the Potomac  
16 River just south of the Conococheague Street  
17 interchange.  
18

19           Option 2, tolls would be paid by  
20 drivers entering the state. The plazas would be  
21 located on the southbound lanes between  
22 Showalter and Mason Dixon Road and on the  
23 northbound lanes at the Potomac River bridge.

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1                   Option 3, tolls would be paid by  
2 drivers exiting the state. The plazas would be  
3 located on the southbound lanes between  
4 Conococheague Street and the Potomac River  
5 bridge and on the northbound lanes between  
6 Showalter and Mason Dixon Road.

7                   Option 4, tolls will be paid by all  
8 drivers entering and leaving the state at both  
9 the West Virginia and Pennsylvania state lines.  
10 Toll plazas would be located for both directions  
11 at the Potomac River bridge and between  
12 Showalter and Mason Dixon Road.

13                   The toll plazas will consist of two  
14 high speed electronic lanes and five cash lanes.  
15 A toll rate range of \$0.50 to \$2.00 was analyzed  
16 for each option. If a toll option is chosen,  
17 discounted rates for commuters would be  
18 available.

19                   In order to understand the effects  
20 of the tolls on surrounding roads, we have also  
21 completed a traffic impact study. We have  
22 analyzed existing and future traffic along US 11  
23

1 and MD 63. In 2025, without tolls along I-81,  
2 traffic operations are near-failing conditions  
3 at the US 11 and MD 63/68 intersection. Based  
4 on this very conservative analysis, if tolls are  
5 implemented along I-81, traffic may potentially  
6 divert to these local roads. Neither US 11 nor  
7 MD 63 can accommodate this increase in the  
8 number of vehicles, so it is likely that these  
9 users will return to I-81. The State Highway  
10 Administration will implement additional  
11 measures to minimize these diversions.

12  
13 Another option that is being  
14 considered as part of this study is a joint  
15 truck weigh and inspection station. We have  
16 been working with West Virginia to identify  
17 potential locations for a joint truck weigh and  
18 inspection station. A location along southbound  
19 I-81 between US 40 and Halfway Boulevard has  
20 been identified as a potential site.

21 Odessa Philip will now present the  
22 preliminary results of the environmental studies  
23 performed for this project. Odessa?

1 MS. ODESSA PHILIP:

2 Thank you, Nicole. The State  
3 Highway Administration conducted a detailed  
4 environmental analysis of the study area to  
5 determine the environmental consequences of the  
6 proposed alternates. A comparison of impacts  
7 for each alternate and option is provided in the  
8 summary of impacts table in your brochure.

9 The project is located within the  
10 priority funding area as designated by  
11 Washington County. The build alternates under  
12 consideration are consistent with the Washington  
13 County Land Use Plan adopted in 1981 and  
14 subsequent amendments. Existing land use within  
15 the study area consists of  
16 commercial/industrial, and residential uses.  
17 The proposed land use in the project area  
18 includes expansion of both industrial and  
19 residential uses.  
20

21 No residential displacements are  
22 required with any of the build alternates. The  
23 interchange improvements under the build

1 alternates would displace two businesses and  
2 require between 15 to 27 acres of right-of-way  
3 acquisition. The toll options would require  
4 acquisition of an additional 9 to 15 acres of  
5 right-of-way. The weigh and inspection station  
6 would require acquisition of 11 acres of right-  
7 of-way.

8  
9 Due to enhanced accessibility,  
10 emergency response times in the study area would  
11 be improved with Alternate 3 and Alternate 3A,  
12 the inside widening and interchange  
13 improvements.

14 Two historic properties were  
15 identified within the study area. The  
16 Chesapeake and Ohio Canal National Historical  
17 Park is listed on the National Register of  
18 Historic Places and the Garden of Eden Farm is  
19 eligible for listing on the National Register of  
20 Historic Places. Under Alternates 3 and 3A, the  
21 inside widening of the bridge over the Potomac  
22 River would permanently effect approximately 228  
23 square feet of land in the Historical Park. The

1 proposed widening would require 1.2 acres of  
2 temporary use for construction activities. The  
3 Maryland Historical Trust has determined that  
4 the build alternates would have a "no adverse  
5 effect" on significant historic structures or  
6 archeological resources. In accordance with  
7 section 106 of the National Historic  
8 Preservation Act, this public hearing provides  
9 the opportunity for public input regarding  
10 effects to historic resources.

11           The build alternates would convert  
12 between 4 and 11 acres of prime farmland soils  
13 to other uses. One active farm would be  
14 affected by the toll options.

15           For the build alternates, the  
16 floodplain impacts range from 0 to 4 acres.  
17 These floodplains are associated with the  
18 Potomac River, Semple Run, and several unnamed  
19 tributaries. Sediment and erosion control  
20 measures and stormwater management practices,  
21 which are approved by the Maryland Department of  
22 the Environment, will be strictly enforced  
23

1 during and after construction to minimize  
2 impacts to water quality.

3 Six wetlands exist in the project  
4 area. Specifically, these wetlands are located  
5 in the northeastern and northwestern quadrants  
6 of the I-70 interchange and in the southern  
7 portion of the project. Impacts to wetlands  
8 range from 0 to 1.0 acre for the build  
9 alternates.

10 The Environmental Assessment serves  
11 as an application for the U.S. Army Corps of  
12 Engineers authorization to discharge dredged or  
13 fill material into waters of the U.S., including  
14 jurisdictional wetlands, that are regulated  
15 pursuant to section 404 of the Clean Water Act  
16 (33 USC 1344). Coordination with the Maryland  
17 Department of the Environment also ensures that  
18 the document satisfies the alternates analysis  
19 requirements of the state's wetland permit  
20 review. Application for the state permit will  
21 be made subsequent to the alternate selection  
22 process.  
23

1                   The decision to issue the Section  
2                   404 permit will be based on an evaluation of the  
3                   probable impacts including the direct,  
4                   secondary, and cumulative impacts of the  
5                   proposed project on the public interest. This  
6                   decision will reflect the national concern for  
7                   the protection and utilization of important  
8                   resources.

9                   The Corps is soliciting comments  
10                  from the public; federal, state, and local  
11                  agencies and officials; Native American tribes,  
12                  and other interested parties in order to  
13                  consider and evaluate the aquatic impacts of  
14                  this proposed activity. Any comments pertaining  
15                  to aquatic resources that are received will be  
16                  considered by Mr. Joseph Davia, of the Corps, to  
17                  determine whether to issue, modify, condition,  
18                  or deny a permit for this proposal. To make  
19                  this decision, Public Hearing comments regarding  
20                  the assessment of impacts to endangered species,  
21                  historic properties, water quality, general  
22                  environmental effects and other public interest  
23

1 factors listed above are taken into account.

2           Within the state of Maryland, I-81  
3 crosses Tom's Run, Rush Run, an unnamed  
4 tributary to Conococheague Creek, Semple Run,  
5 the mainstream of the Potomac River and some  
6 smaller unnamed tributaries.

7           Woodland impacts for the build  
8 alternates range from 0 to 16 acres.

9           An air quality analysis indicates  
10 that the state and national ambient air quality  
11 standards for carbon monoxide will not be  
12 exceeded under the no-build or build alternates.

13           Ambient noise level measurements  
14 were conducted within the study area. Although  
15 noise walls are not recommended, other measures  
16 such as landscaping will be used to provide  
17 visual screening.

18           This concludes the environmental  
19 overview. Please refer to your brochures for  
20 additional information.

21           Mr. Butch Armentrout of District 6  
22 Right-of-Way will now describe the procedures by  
23

1 which right-of-way is acquired for highway  
2 projects. Butch?

3 MR. BUTCH ARMENTROUT:

4 Thank you, Odessa. Good evening,  
5 ladies and gentlemen. The acquisition of right-  
6 of-way and relocation assistance for this  
7 project cannot be undertaken until funds are  
8 programmed and included in the Consolidated  
9 Transportation Program. The procedures for  
10 acquiring properties by the State Highway  
11 Administration differ somewhat from the normal  
12 real estate transaction between individuals.

13 The State Highway Administration is  
14 required to secure at least one appraisal on  
15 each affected property and to offer the owners  
16 the amount determined by the appraisal to be  
17 just compensation for the property rights to be  
18 acquired. Each property owner will be provided  
19 an opportunity to accompany the appraiser during  
20 the inspection of the property. After just  
21 compensation is established, a real estate  
22 officer will meet with you or contact you by  
23

1 letter to discuss the acquisition and how the  
2 construction will affect your property.

3           At that time, our representatives  
4 will also answer your questions and explain the  
5 offer. If the state and the property owner  
6 cannot reach an agreement through negotiations,  
7 the rights of the property owner will be  
8 protected by acquiring the property rights  
9 through the Eminent Domain Process.

10           This process provides a means for  
11 the property owner's point of view to be heard  
12 and permits the amount of just compensation to  
13 be established by either a board of property  
14 review, a judge, or a jury based on the  
15 testimony given on behalf of both the owner and  
16 the state. I assure you that we will make every  
17 effort to keep our negotiations on friendly  
18 terms.

19           In addition to the amount paid for  
20 the property, the state's Relocation Assistance  
21 Program will provide advisory assistance and may  
22 provide certain monetary payments to homeowners  
23

1 and tenants which may relocate. Additional  
2 allowances may be paid for moving expenses.  
3 Each case will be analyzed and you will be  
4 informed of your eligibility by the Relocation  
5 Assistance Officer to the project. No person  
6 will be relocated without a minimum, and I  
7 stress that, a minimum of 90 days notice. Each  
8 case will be analyzed and you will be informed  
9 of your eligibility by the relocation assistance  
10 officer to the project.

11  
12 Brochures entitled "Your Land and  
13 Your Highways" and "Relocation: Your Rights and  
14 Benefits" are available from the receptionist.  
15 These brochures explain the procedures used by  
16 the State Highway Administration for acquiring  
17 rights-of-way and explains your rights and  
18 benefits provided through the Relocation  
19 Assistance Program. It should answer any of  
20 your questions regarding the acquisition process  
21 and the relocation assistance program.

22 Right-of-way and relocation  
23 information for each alternate is shown in the

1 summary of alternates in the project brochure.

2           Representatives of the State  
3 Highway Administration are available at the  
4 mapping wall displays to answer any specific  
5 questions that you may have regarding this  
6 project. I will be available afer the meeting  
7 to answer any questions you may have regarding  
8 the Relocation Assistance Program.

9           At a later date, if questions  
10 arise, feel free to contact me at my office in  
11 LaVale. The address and phone number can be  
12 found in the project brochure. Toney Dixon will  
13 now summarize the department's Title VI program.  
14 Toney?

15           MR. TONEY DIXON:

16           Thank you, Butch. Good evening,  
17 ladies and gentlemen. I am an Equal Opportunity  
18 Officer from the Office of Equal Opportunity at  
19 the State Highway Administration and I will  
20 explain the significance of Title VI and  
21 Executive Order 12898 - The Environmental  
22 Justice Act - as they relate to this joint  
23

1 Public Hearing. Title VI is an amendment of the  
2 1964 Civil Rights Act, which prohibits  
3 discrimination on the grounds of race, color or  
4 national origin in programs receiving federal  
5 financial assistance. Supplemental legislation  
6 also prohibits discrimination on the basis of  
7 sex, age, religion, physical and/or mental  
8 handicap.

9  
10 To assure compliance with this  
11 important mandate, the State Highway  
12 Administration has established a Title VI Unit.  
13 To date, each of our offices involved in this  
14 project has complied with this mandate. It is  
15 the Title VI Unit's responsibility to make sure  
16 that all phases of the I-81 improvements are  
17 completed in a non-discriminatory fashion from  
18 the initial planning stages through the actual  
19 construction of the project.

20 The purpose of the Environmental  
21 Justice Executive Order is to identify and  
22 address disproportionately high and adverse  
23 human health impacts on minority and low income

1 populations. An important objective of this  
2 order is to encourage public participation of  
3 these groups in the planning process.

4 I am requesting your participation  
5 in assisting us in our compliance efforts to  
6 ensure that all phases of the transportation  
7 process are carried out successfully. For more  
8 specific information concerning Title VI  
9 legislation and environmental justice, I refer  
10 you to the brochures which are on the  
11 receptionist's table.

12  
13 However, if you feel that you have  
14 been the recipient of any type of discriminatory  
15 treatment, you may address your concerns in  
16 writing to Ms. Jennifer Jenkins, Director for  
17 the Office of Equal Opportunity, at the address  
18 listed in the brochure.

19 I will now turn the Public Hearing  
20 over to Fred Crozier. Fred?

21 MR. FRED CROZIER:

22 Thanks, Toney. This concludes the  
23 formal presentation. We also have a comment box

1 that's been placed on the receptionist's table  
2 for written comments. You can submit written  
3 comments on the mailers that are included in the  
4 project brochures as well. As I mentioned  
5 earlier, all the testimony will be made part of  
6 the project record and will be considered in the  
7 decision making process.

8 We're now preparing to receive the  
9 testimony of anyone who wishes to comment on  
10 this project. Are the microphones ready? Okay,  
11 we're going to start with the elected officials.  
12 Are there any elected officials who would like  
13 to make a statement at this time? Greg?

14  
15 MR. GREG SNOOK:

16 Thank you very much, Fred. My name  
17 is Greg Snook and I am currently the president  
18 of the Board of County Commissioners. First of  
19 all, I would like to thank you and the entire  
20 State Highway Department for the Hearing tonight  
21 to give us the opportunity to comment on these  
22 options.

23 As you know, we are the only County

1 that is affected by this improvement and it's a  
2 huge project. We understand that it will take  
3 quite a while to complete it. I have several  
4 comments in reference to some of the things that  
5 I'd like to go through. Starting on Exit 2, I'd  
6 like some consideration to be given to the  
7 southbound lane for consideration of a loop  
8 instead of getting off, which is there at Route  
9 11, the southbound traffic coming around and  
10 looping onto Route 11. I think you currently  
11 have no changes being proposed to that  
12 intersection or that interchange there.

13  
14 The second comment I would like to  
15 make is at Exit 4 where I did see on the charts  
16 out there where you're expanding the loops to  
17 meet the new AASHTO standards. I think that is  
18 highly recommended because of the accidents  
19 there. My comment actually ties in with if  
20 you're traveling 81 north and you want to merge  
21 onto 70 East, that merge lane is rather short,  
22 and if consideration could be given to that to  
23 lengthening that or some type of safety option.

1                   Proceeding on up the road there,  
2 the one drawing on sheet 4 of 7 talks about the  
3 proposed truck scales. As you know, that side  
4 of the interstate is our largest business part  
5 that we have in Washington County and in  
6 consideration not only with using that valuable  
7 property for other business, because there  
8 actually is a business right beside there that  
9 is under construction at the current time, we  
10 would like you to consider possibly moving that  
11 to another area on 81 farther north, up between  
12 the Maugans Avenue and, I believe it's Route 58.  
13 I think the length of that stretch there is long  
14 enough to permit the long ramps for the trucks.

15                   The third item that I'd like to  
16 mention is also on sheet 5 of 7, Route 58, which  
17 is the southbound off-ramp. It looks to me like  
18 there was no proposed improvements on that ramp  
19 and that is a very short and you have to take a  
20 hard right to enter onto the Cedar Falls Pike  
21 end.  
22

23                   Heading up 81, in reference to Exit

1 8, I know there's two options being considered,  
2 option A and B. On option A, I'd like you to  
3 consider the southbound off ramp that will be  
4 coming off. We were currently working with the  
5 development of a future business park in that  
6 area. I'll call it Debhura Plaza or Business  
7 Park, I guess. We want to make sure that that  
8 off-bound ramp lines up with the new proposed  
9 road that we're looking at to putting into that  
10 business park there.

11  
12 Last but not least, in reference to  
13 the tolls, the current Board of Commissioners  
14 has not taken a position on the tolls yet. I  
15 have spoken to Nicole earlier and she has  
16 offered to come up at a future date to talk to  
17 us a little bit more about this project. So we  
18 will probably have a more thorough discussion  
19 with her and some other individuals at that  
20 time. I will share with you that we are  
21 concerned about the local businesses because  
22 I-81 is one of our major business parks, and  
23 also the effect it would have on attracting new

1 businesses. As you know, our competition for  
2 economic development in Washington County is  
3 really not to the east of us in Maryland, but  
4 it's more to the north and south of us, both in  
5 Pennsylvania, West Virginia, and Virginia. In  
6 doing that, I think it would probably put us at  
7 a little bit of a disadvantage, but we need to,  
8 I guess, take into account all the facts at the  
9 current time.

10  
11 The second thing I would also like  
12 to mention is I haven't had any discussion with  
13 the other states in reference to what they're  
14 going to be doing with tolls, but I think for  
15 Maryland just to do it and not some of the  
16 adjoining states could present or compound the  
17 problems to us. So, again, thank you very much  
18 for the time.

19 MR. FRED CROZIER:

20 Thank you, Commissioner Snook. Are  
21 there any other elected officials that would  
22 like to comment tonight? Okay. Let's see, we  
23 have three other individuals that have signed up

1 to speak. And first on the list, we have Chris  
2 South.

3 MR. CHRIS SOUTH:

4 Good evening. My name is Chris  
5 South and I would, first of all, as Mr. Snook  
6 did, like to thank you, ladies and gentlemen,  
7 for giving us the opportunity to address our  
8 concerns to you this evening.

9 My wife and I own a home within the  
10 town limits of Williamsport that we use for our  
11 personal residence. And I am extremely  
12 concerned about the impact that the toll options  
13 that are under consideration with this project  
14 would have on the quality of life in  
15 Williamsport. All four of the toll options that  
16 have been detailed in the booklet announced at  
17 this Hearing would, according to the State  
18 Highway Administration Traffic Impact study,  
19 create significant traffic diversions onto the  
20 streets of Williamsport.

21 Allow me to elaborate on your  
22 traffic diversion projections. For purposes of  
23

1 my analysis, I used what I believe is a  
2 reasonable assumption, and that is that 75  
3 percent of the traffic diversion would occur  
4 daily in the fourteen hour period between 7a.m.  
5 and 9p.m. Given that assumption, the proposed  
6 toll options would divert the following amounts  
7 of additional traffic onto the streets of  
8 Williamsport during that fourteen hour period  
9 each day.

10  
11 Option number one, would add  
12 between 11.3 and 16.3 additional vehicles per  
13 minute. Stated another way, this is one  
14 additional vehicle every four to five seconds on  
15 the streets of Williamsport.

16 Option number two would add between  
17 5.8 and 9.9 additional vehicles per minute.  
18 Stated another way, this would add one  
19 additional vehicle every six to ten seconds on  
20 the streets of Williamsport.

21 Toll option number three would add  
22 between 6.2 and 13.5 additional vehicles per  
23 minute. Stated another way, this is one

1 additional vehicle every four to ten seconds on  
2 the streets of Williamsport.

3 Toll option number four would add  
4 between 13.4 and 23.2 additional vehicles per  
5 minute. Stated in another way, this is one  
6 additional vehicle every two to five seconds on  
7 the streets of Williamsport.

8 In addition to all this incremental  
9 traffic, there are three traffic lights between  
10 the Route 11 bridge and the Route 11/Route 81  
11 interchange where your reports states that the  
12 traffic would either exit or re-enter Interstate  
13 81. The three traffic lights mean that at best  
14 the traffic can move only 65 to 75 percent of  
15 the time in the north-south direction due to red  
16 signals that allow traffic flow into and out of  
17 the three cross-streets.

18 What all this analysis means is  
19 that any of the four options currently under  
20 consideration would translate into gridlock in  
21 the town of Williamsport. It would make it  
22 nearly impossible for local residents to get  
23

1 into and out of town to work, to take their kids  
2 to school, and the like. Such congestion would  
3 also likely have a devastating effect on  
4 downtown businesses. It would also likely cause  
5 the town additional expenses for increased law  
6 enforcement.

7  
8 Now let me talk about an  
9 alternative tolling option because I don't like  
10 to pose a problem without offering a possible  
11 solution or an alternative. As I understand the  
12 goal of placing tolls on the upgraded I-81, the  
13 State Highway Administration needs to glean  
14 tolls from those folks using I-81 as a route  
15 through that area in order to provide the funds  
16 to allow construction of this upgrade and hence,  
17 convenience for those same out-of-state  
18 travelers sooner rather than later. By keeping  
19 the maximum number of vehicles on I-81, you  
20 maximize the toll revenue and minimize the  
21 disruption to Washington County residents. That  
22 means we need to keep the traffic on I-81. This  
23 could best be accomplished if the tollbooths

1 were placed at a location that would not provide  
2 an easy alternative north/south routing.

3           The most logical place to build the  
4 tolling stations and accomplish this goal,  
5 appears to be in both the northbound and the  
6 southbound lanes in the vicinity of the proposed  
7 truck weigh station, that is, between Halfway  
8 Boulevard and US-40. Travelers would not have  
9 easy access to an alternative north/south route,  
10 or at least a convenient north/south route, and  
11 would therefore remain on I-81 to pay the toll  
12 and to minimize the local traffic congestion.

13           In summary, I understand the  
14 importance of this upgrade, both to interstate  
15 commerce and to local economic development.  
16 However, I implore you not to make the good  
17 people of Williamsport, or any other Washington  
18 County community for that matter, suffer in  
19 order to provide a better road for users of I-  
20 81. Most of whom are either non-residents or  
21 commercial users. There are other available  
22 tolling options and if none of those options are  
23

1 viable, perhaps we should defer this project  
2 until the state can afford it through the  
3 Highway Trust Fund. Thank you for your time.

4 MR. FRED CROZIER:

5 Thank you, Mr. South. Okay, we  
6 have a couple of other folks that have signed up  
7 to speak and I didn't mention earlier, but after  
8 the ones that are signed up to speak, we will  
9 also take testimony from anybody here in the  
10 audience that would like to offer it. Next we  
11 have Mr. Timothy Lung.

12 MR. TIMOTHY LUNG:

13 I'm usually used to sitting on the  
14 other side of the podium, so if I tend to become  
15 bureaucratic, I'll try to control myself. I'm  
16 here representing the Cumberland Valley Cycling  
17 Club and the Antietam Velo Club. I'm an avid  
18 cyclist and promoter of cycling events in  
19 Washington County and I also happen to be a  
20 professional land use planner, with over twenty  
21 years of both private and public sector  
22 experience in land use planning and civil  
23

1 engineering.

2 We recognize the need to make  
3 improvements to I-81 to address traffic  
4 congestion on this road. However, our  
5 organization is opposed to the toll options that  
6 are being proposed because they failed to  
7 adequately address the impact that the diversion  
8 traffic would have on the needs of the cycling  
9 and pedestrian public. Washington County  
10 actively promotes our County as a destination  
11 for cyclists to come and enjoy our good roads  
12 for riding.

13 Our cycling organization also  
14 promotes numerous events in the County which  
15 attracts hundreds of cyclists to our area to  
16 enjoy our good roads. And we have our local  
17 folks that use cycling for recreational purposes  
18 and a means to get back and forth to work. So,  
19 we're concerned that the added traffic on the  
20 nearby road network will severely compromise  
21 these roads in regard to their ability to  
22 accommodate cyclists and pedestrians. The  
23

1 Washington County Comprehensive Plan does  
2 address bicycle and pedestrian mobility in the  
3 County. And it appears that your environmental  
4 review did not address the impacts of the toll  
5 option on the surrounding roads in regard to the  
6 needs of the cyclists and pedestrians.

7  
8 So, we would urge you to take that  
9 into consideration in further study. We would  
10 recommend that you work with the state bicycle  
11 coordinator in regard to how this could be  
12 addressed as well as any other means.

13 On the political side of this  
14 project, we would urge our local delegation to  
15 demand that adequate and sufficient funding be  
16 channeled up this way to make this project work  
17 without the need for the toll option. Thank  
18 you.

19 MR. FRED CROZIER:

20 Thank you, Mr. Lung. The last one  
21 we have that's registered to speak, is it Raj  
22 Patel?

23 MR. RAJ PATEL:

1                    Thank you for the opportunity to  
2 speak to you guys. It's about sheet number 6 of  
3 7, which is option B and option A. Currently,  
4 you have two businesses that will be impacted.  
5 One is a Burger King and the other one is a  
6 Microtel Inn & Suites. I am one of the owners  
7 of Microtel Inn & Suites, and having proposal A  
8 put on, would very dramatically impact us  
9 because it's our business, we worked very hard  
10 to put this hotel together, and it's also my  
11 residence. So we would not prefer Option A.  
12 And it's probably more costly because you'll  
13 have to take over Burger King and our hotel as  
14 well. And when the gentleman over there spoke  
15 about the appraisal values and all that, he  
16 didn't mention anything about pre-payment  
17 penalties that are on loans and stuff like that.  
18 Currently, our pre-payment penalty we would be  
19 out 8 or 7 hundred thousand dollars. Thank you  
20 for the opportunity.  
21

22                    MR. FRED CROZIER:

23                    Thank you, Mr. Patel. Okay, that's

1 all the folks that have signed up to speak, but  
2 is there anyone else in the audience this  
3 evening that would like to comment on the  
4 project? Please, come to the microphone and  
5 give us your name and your comments.

6 MR. MYRON MARTIN:

7 My name is Myron Martin, I live at  
8 13235 Maugansville Road. We live within seeing  
9 distance of Interstate 81 and I can sit in my  
10 living room and watch the traffic. I've lived  
11 there all my life. It used to be whenever you  
12 heard the fire alarm go, you went and looked out  
13 the window to see what was going on. Now, you  
14 don't even look. It's all the time.

15 I mean the interstate is backed up  
16 quite frequently and almost every time there's a  
17 shower of rain the sirens are going. There's a  
18 wreck. Something has happened. We just had a  
19 bad wreck on the interstate three weeks ago, was  
20 it? Four? Tractor-trailer. And anybody that  
21 lives in Hagerstown, for eight hours, everything  
22 is a gridlock. And I think somebody really  
23

1 needs to think about this toll thing. Think  
2 about the impact and talking about environmental  
3 impact, of all the vehicles that has to start  
4 and stop. Just the fuel use that that will cost  
5 the economy.

6 I have a truck business and we have  
7 a fleet of trucks. You cross the Potomac River  
8 bridge, if you can be running the speed limit  
9 when you cross that bridge, you can coast to  
10 Halfway Boulevard. If you come across that  
11 bridge and something slows you down to 30 mph,  
12 you're 30, 35 mph the whole way to Halfway  
13 Boulevard. Think about the backups that  
14 tollbooths are going to create on 81. All the  
15 brakes, screeching all day and all night long,  
16 trucks starting and stopping. It seems to me  
17 there needs to be a way to raise taxes,  
18 federally, state, somehow. Why create another  
19 bureaucracy that needs to be manned 24 hours a  
20 day, 7 days a week? It never stops once you  
21 start it.

22 I mean, the two dollars, what is  
23

1 that? I mean if we got to send you two dollars  
2 for every one of our vehicles that goes on 81,  
3 maybe we need to have an honorary system like  
4 the light-rail system is or something that, you  
5 know, we have so many trucks, we'll use the  
6 interstate so much, we'll send the state some  
7 money rather than starting and stopping.

8  
9 Another thing is the truck weigh  
10 station. Any of you traveling on Interstate 81,  
11 when you come by Exit 6 going south, and  
12 especially if you're in a truck, you almost  
13 always have to be in the left hand lane because  
14 there's cars constant coming on the Interstate.  
15 Now, if all the trucks are in the right-hand  
16 lane, how are those cars to get in the left two  
17 lanes? They're going to be jumping between  
18 trucks and then what are we going to have?  
19 Rear-end collisions. Are we talking about  
20 safety or are we talking about dollars? Thank  
21 you for your time.

22 MR. FRED CROZIER:

23 Thank you, Mr. Martin. Would

1 anyone else like to comment? Yes, sir.

2 MR. JOHN SLAYMAN:

3 My name is John Slayman, the Mayor  
4 of Williamsport and I want to thank Chris South,  
5 I want to compliment Mr. South for doing a fine  
6 job. My biggest concern is, if we go through  
7 with this, and speaking on behalf of the Mayor,  
8 Council and the town of Williamsport,  
9 maintenance on our streets of Williamsport, you  
10 know the first thing you're going to hit is the  
11 exit at Marlow to make the shortcut to come  
12 through Williamsport to bypass the tolls, which  
13 is access to 63/68, which goes north and east.  
14 The consideration for maintenance support for  
15 Route 11. Thank you for having me here this  
16 evening. Thank you for coming.

17 MR. FRED CROZIER:

18 Thank you, Mayor. Anyone else this  
19 evening who would like to comment? Yes, sir.

20 MR. ADMA FULTON:

21 Thank you all for the opportunity  
22 to speak on this subject.  
23

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MR. FRED CROZIER:

Sir, can you give us your name,  
please, for the record?

MR. ADMA FULTON:

I'm sorry. It's Ad Fulton. I live  
at 9004 National Pike, Boonesboro, Maryland.

MR. FRED CROZIER:

Thank you.

MR. ADMA FULTON:

Adma. A-D-M-A. Okay. We operate,  
I guess, five convenience stores, convenience  
store travel centers which serve people from the  
interstate. I just think the toll situation, if  
Maryland is the only one, it's going to create a  
stigma that the people are not going to be real  
happy with. What this means to me, we have a  
motel and a lot of other people, there's a lot  
of businesses on this corridor. I mean, we're  
like ten miles wide. West Virginia's got thirty  
miles. They're already wider than us, there's  
no tolls. And I don't think they're proposing  
tolls. So it's an anti-business thing.

1 Fed-Ex is putting 800, I'm not sure how  
2 many square feet, but a large facility in right  
3 now off Halfway Boulevard. A lot of trucks are  
4 going to run that. This is slapping them in the  
5 face. And I don't think it's a smart move. In  
6 my opinion, from a common-sense standpoint, why  
7 not lobby after the election, lobby the federal  
8 government, raise the tax on a federal level,  
9 and go ahead and rebuild the interstates.  
10 They're 45 and 50 years old. That's the most  
11 sensible way. Everybody's on a level playing  
12 field. This thing, there's going to be a lot of  
13 people bypassing and it's just like the  
14 gentleman said from Williamsport, it's going to  
15 create a lot of traffic on the roads that aren't  
16 really adequate for it. Keep them on the  
17 interstate. Thank you.

18  
19 MR. FRED CROZIER:

20 Thank you, Mr. Fulton. Is there  
21 anyone else that would like to speak this  
22 evening? Going once, going twice?

23 MR. STEVE CLARK:

1 My name is Steve Clark. My wife  
2 and I have a residence on Hopewell Road, just  
3 outside of Williamsport. And I really have a  
4 question more than a statement. The fact that  
5 no noise walls was recommended just shocked me.  
6 Is there availability, can the public get a copy  
7 of the ambient noise test? Because I feel  
8 certain there must be an error some way. That  
9 can't be right.

10  
11 MS. NICOLE WASHINGTON:

12 All of the noise studies that were  
13 completed for this study are included in the  
14 Environmental Assessment, which is on display at  
15 the Washington County Library. A copy is also  
16 available at the Williamsport Library. It's  
17 also on display at the Hagerstown shop which is  
18 off Maryland 65.

19 MR. STEVE CLARK:

20 Okay. That's great. Thanks very  
21 much.

22 MR. FRED CROZIER:

23 Thank you, Mr. Clark.

1 MR. RAJ PATEL:

2 Could we hear that response from  
3 Ms. Washington, please?

4 MS. NICOLE WASHINGTON:

5 Yes.

6 MR. FRED CROZIER:

7 You want to say that on the  
8 microphone? Yes, Nicole will tell you where you  
9 can find the results of the noise findings.

10 Nicole Washington:

11 The noise analysis that we  
12 conducted for the study is in the Environmental  
13 Assessment that we talked about in the script.  
14 The Environmental Assessment is on display at  
15 the Washington County Library, it's also on  
16 display at the Williamsport Memorial Library,  
17 it's also on display at the Hagerstown shop,  
18 which is off of Maryland 65.

19 MR. FRED CROZIER:

20 Thanks, Nicole. Would anyone else  
21 like to testify? Yes, sir.

22 SPEAKER:  
23

1                   What is the time frame of this  
2 project?

3                   MR. FRED CROZIER:

4                   Well, depending on the alternates  
5 chosen, some of the alternates are incremental  
6 improvements to the interchanges and some of the  
7 most costly and long-range options are widening  
8 of the interstate, so I would think some of the  
9 short-range options could occur within the next  
10 three or four years.

11                  MS. NICOLE WASHINGTON:

12                  If we get funding. We're not  
13 funded right now for anything other than project  
14 planning. The project planning study is  
15 scheduled to be completed in the Fall of 2005.  
16 After that, at the conclusion of that, we don't  
17 have funding for any of the other phases like  
18 final design, right-of-way, and construction.  
19 So depending on the funding, the final design,  
20 like Fred said, depending on how you break out  
21 the construction could be anywhere from one to  
22 five years, and then you have right-of-way,  
23

1 which is one to two years, and then construction  
2 really depends on how it's broken out, it could  
3 be three to five years.

4 SPEAKER:

5 So I guess I'll be old by the time  
6 you get there. Hopefully.

7 MR. FRED CROZIER:

8 Thank you. Also keep in mind if  
9 anyone's not comfortable testifying to the  
10 microphones, we have folks that can take private  
11 testimony as well. Is there anyone else that  
12 would like to testify this evening?

13 Okay. If not, let the record show  
14 that no further verbal comments were offered  
15 tonight. As we indicated earlier, the purpose  
16 of tonight's hearing was to provide an  
17 opportunity for public review and comments on  
18 the project presented this evening. All the  
19 statements and comments received, both oral and  
20 written, will be considered in preparing a final  
21 recommendation to the State Highway  
22 Administration's Administrator. Receipt of the  
23

1 Location/Design Approval will be advertised in  
2 the same newspapers that were used for this  
3 Public Hearing tonight.

4 I would encourage any interested  
5 groups and individuals who are not already on  
6 the mailing list, to give their names to the  
7 receptionist. And we'll use this list to notify  
8 you of upcoming events and to distribute  
9 information relevant to this project.

10 Remember that the hearing record  
11 will remain open until November 8th, 2004, to  
12 receive written statements. We'd like to thank  
13 all of you for attending the hearing tonight  
14 and for the interest that you've shown in the  
15 highway development process as it relates to  
16 this project. This Public Hearing is officially  
17 adjourned. Thank you and good night.

18 (Whereupon, the Location/Design  
19 Public Hearing (I-81) concerning Project No.  
20 WA128B11 was concluded.)  
21  
22  
23

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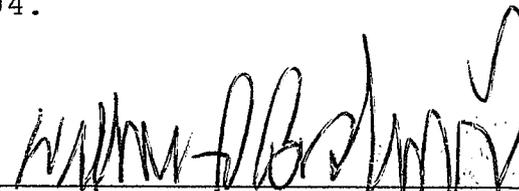
STATE OF MARYLAND

SS:

I, William A. Bodenstein, a Notary Public and qualified Court Reporter of the State of Maryland, do hereby certify that the foregoing transcript was recorded electronically and transcribed under my supervision as herein appears and is an accurate transcript of what is recorded and audible on the tape.

I further certify that I am not of counsel to any of the parties, nor an employee of counsel, nor in any way interested in the outcome of this action.

As witness, my hand and notarial seal this 29th day of October, 2004.



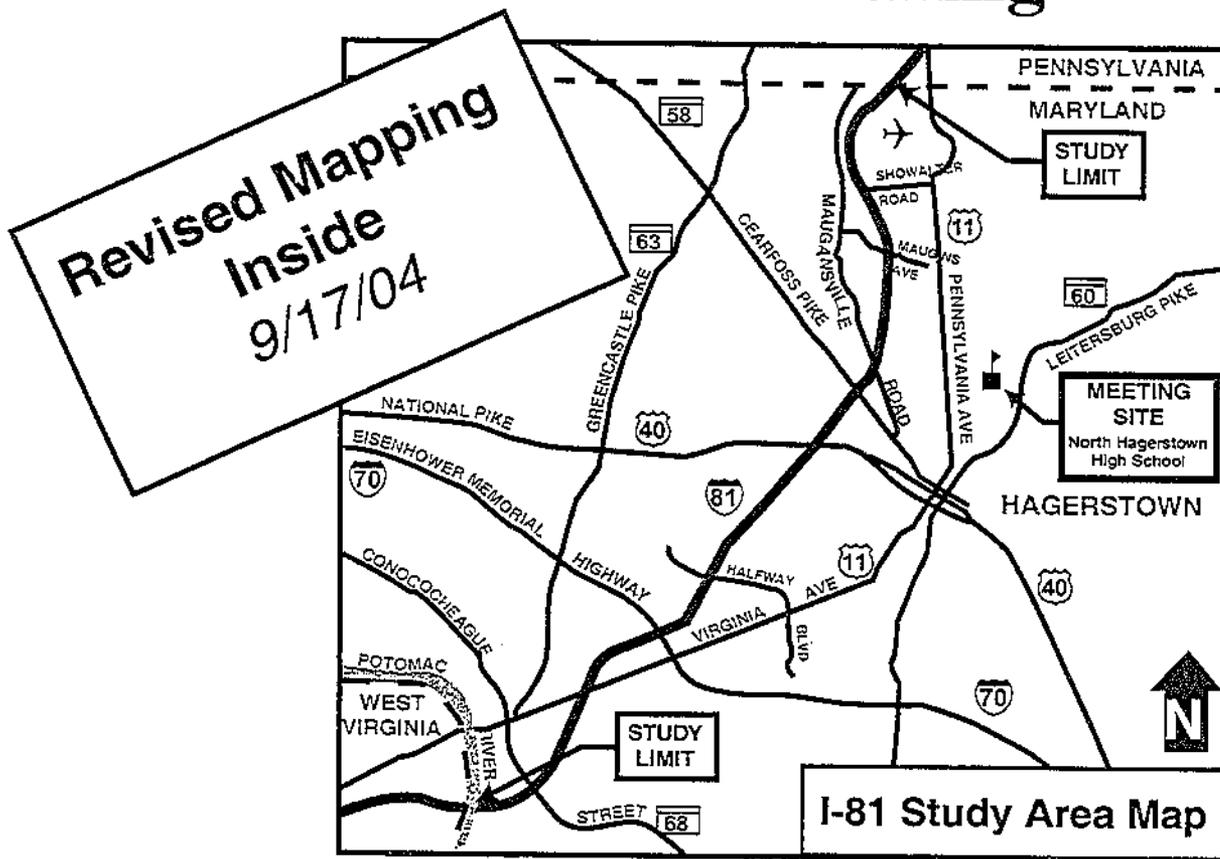
William A. Bodenstein  
Notary Public

My commission expires: 11/1/2007

# I-81 Improvement Project

West Virginia State Line to Pennsylvania State Line

## LOCATION/DESIGN Public Hearing



Wednesday  
October 6, 2004

Displays Available  
5:30 PM - 8:30 PM  
Presentation Beginning  
7:00 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

**This brochure contains maps of the Alternatives Under Consideration that were inadvertently omitted from an earlier version of this booklet. The Study Team apologizes for any inconvenience**

## **INTRODUCTION**

The Maryland State Highway Administration (SHA) and the Federal Highway Administration (FHWA) are conducting a Project Planning study on Interstate 81 (I-81) in Washington County. The segment of I-81 that is being considered for improvement extends from the West Virginia state line to the Pennsylvania state line. A map of the study area is shown on the cover.

## **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.

## **PROJECT BACKGROUND**

Project planning began in 2001. An Alternates Public Workshop was held on June 20, 2002. Seven alternates including the No-Build were presented at this workshop. Since this meeting, Alternate 4 and 4A, the outside widening alternates have been dropped. In addition, financing the improvements with tolls and a truck weigh station were added to the study. An Informational Public Workshop was held on May 26, 2004. Six alternates, including the No-Build were carried forward for more detailed evaluation and are being presented at this Public Hearing. In addition, four toll options and a truck weigh station option are being presented. These options can be combined with any of the alternates.

## **PURPOSE OF THE HEARING**

The purpose of the I-81 Improvement Project Location/Design Public Hearing, which will be held on Wednesday October 6, 2004 at the North Hagerstown High School, is to present the results of the detailed engineering and environmental studies for the proposed improvements as well as the results of the Traffic Impact Study for the toll options. The Public Hearing will provide an opportunity for any interested individual, association, citizen group, or governmental agency to offer oral or written comments for the project record prior to the selection of an alternate for final design and for construction.

## **HEARING FORMAT**

Maps depicting the study alternates will be on display for public viewing beginning at 5:30 p.m. SHA and Federal Highway Administration (FHWA) representatives, as well as representatives from Washington County will be available to answer questions relating to this project. A formal 30-minute presentation will begin at 7:00 p.m., followed by public testimony. The entire proceedings will be recorded and a transcript will be prepared and displayed at public libraries.

## **HOW TO COMMENT ON THE STUDY**

The public is encouraged to participate in the Public Hearing to ensure that their input is a factor in the decision-making process. A postage-paid return mailer is included in this brochure for your use. Additional copies of this mailer will also be available at the Public Hearing. Written comments for inclusion in the Public Hearing Transcript may be submitted until November 8, 2004. 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 or by sending an email to the Project Manager at [nwashington@sha.state.md.us](mailto:nwashington@sha.state.md.us). If you have received a copy of this brochure in the mail, you are already on the list. Oral testimony will be taken at the Public Hearing by those registered to speak after the formal presentation by the Project Team. In addition, comments can be provided in private via a court reporter.

## **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. These issues have contributed to a number of crashes along the highway.

## Safety

From 1998 through 2002, there have been a total of 415 reported crashes along I-81. Of these crashes, 145 (35%) involved heavy trucks. During that same period there were nine fatal crashes along I-81. The rates for fatal crashes and truck related crashes were significantly higher than the statewide average rates for similar type highways.

## Traffic Operations and Congestion

The 1999 Average Daily Traffic ranged from 30,000 to 62,000 vehicles per day along I-81 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. LOS is a measure of the congestion experienced by drivers, and ranges from LOS A (free flow with little or no congestion) to LOS F (failure with stop-and-go conditions). LOS is normally computed for the peak periods of a 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 from LOS A to LOS D with the interchange at I-70 operating at LOS D. The mainline of I-81 operates at LOS C or better. By 2025, with the increase in traffic volumes, the LOS along the mainline will deteriorate to LOS E with the I-70 and Halfway Boulevard interchanges falling to LOS F if no improvements are made.

## Existing Conditions

The existing roadway on I-81 includes a four-lane divided highway 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 (C-D) roadway exists through the I-70 interchange.

See Figure 1 for the existing typical sections of Interstate 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 the other alternates.

### **Alternate 2 – Interchange Improvements**

This alternate consists of upgrades to the existing roadway and interchanges to improve overall operations and safety. This would include providing adequate acceleration/deceleration lanes and shoulders. Interchange radii would be brought up to current American Association of State Highway and Transportation Officials (AASHTO) design standards. Alternate interchange schemes have been developed, which include removal of the existing loop ramps to eliminate weave movements along I-81. The mainline roadway would remain as four lanes. The interchange improvements are as follows:

**I-81 at MD 68** – The acceleration lane provided for traffic coming from Conococheague Street to I-81 south would be extended. (See Sheet 1)

**I-81 at US 11** – All acceleration/deceleration lanes would be extended, except for the deceleration lane provided for traffic coming from I-81 north to US 11. (See Sheet 2)

**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 AASHTO design standards. Acceleration/deceleration lanes would be extended to provide merge areas. Ramp terminals would need to be redesigned based on the alternate selected for the mainline of I-81. The Collector –Distributor (C-D) road would be extended to permit better acceleration/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 Sheet 3)

**I-81 at US 40** – The loop ramps in the northwest (NW) (US 40 west to I-81 south) and southeast (SE) (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 Sheet 5)

**I-81 at MD 58** – The acceleration/deceleration lanes would be extended in order to meet current AASHTO design 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 Sheet 5)

**I-81 at Maugans Avenue** – Maugans Avenue is being widened by Washington County to five lanes east of the interchange and three lanes to the west. Two options are being considered at this interchange. One option is an installation of a circular ramp in the NW quadrant for traffic accessing I-81 south from Maugans Avenue west. The second option is to install an additional lane on the ramp from Maugans Avenue to I-81 south. (See Sheet 6)

**I-81 at Showalter Road** – The ramps from westbound Showalter Road to northbound I-81 and the ramp from eastbound Showalter Road 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 NW (Showalter Road west to I-81 south) and SE (Showalter Road east to I-81 North) 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 Sheet 7)

**I-81 at PA 163** – The existing acceleration lanes would be extended.

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

Under this alternate, the above interchange improvements (for Alternate 2) are proposed as well as the construction of a 2-lane collector-distributor (C-D) road, which would extend approximately 1.2 miles from the I-70 interchange through the Halfway Boulevard interchange. A C-D road currently exists through the I-70 interchange and would be brought up to current AASHTO standards and extended. The I-70 and Halfway Boulevard interchanges would need to be modified to connect with the improved C-D road. This modification would remove the merge and weave problems from the mainline between these interchanges. (See Figure 2 for Typical Section)

#### **Alternate 3 – Inside Widening**

This alternate consists of widening the existing I-81 roadway within the existing median. The roadway would be widened to allow three 12-foot lanes, a 12-foot outside shoulder and a variable (4'-10') inside shoulder. Interchange Improvements from Alternate 2 would also be included. (See Figure 2 for Typical Section)

#### **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 I-70 interchange through 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 2 for Typical Section and for map)

#### **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 3 for the proposed typical sections of the alternates.

## **TOLL OPTIONS UNDER CONSIDERATION**

One of the toll options may be chosen in conjunction with any of the build alternates presented in this brochure. Consideration is being given to utilizing toll financing for the proposed improvements because of the state's financial constraints. The toll options would allow construction of the improvements to begin within the next 10 years whereas waiting for funding from more traditional sources may require the project to be phased over 20 – 30 years.

### **Toll Option 1**

This toll option consists of tolling both directions of I-81 at one location between the Potomac River and Conococheague Street. 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 toll option consists of tolling southbound I-81 between Showalter Road and Mason Dixon 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 plazas, 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 Mason Dixon 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 plazas and only those drivers exiting the state would pay tolls.

### **Toll Option 4**

This option consists of tolling both directions along I-81 between the Showalter Road and Mason Dixon Road interchanges, and between the Potomac River and Conococheague Street. 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 lines.

## **RESULTS OF THE PRELIMINARY TRAFFIC IMPACT STUDY**

In order to analyze the impacts of the toll plazas on the surrounding roadways, a traffic impact study was conducted. The results of this study are summarized below.

### **Toll Option 1**

A toll rate range of \$0.50 to \$2.00 was analyzed for this toll option, and it was found that the heaviest traffic impacts would occur immediately along US 11. Based on the range of toll rates, total vehicles crossing the US 11 Bridge over the Potomac River would increase to an estimated range of 12,700 to 18,300 vehicles per day in 2010. Most of the diverted traffic would return to I-81 at the US 11 interchange. A much more limited shift is shown along MD 63, which is estimated between 600 and 1,200 vehicles per day, depending on toll rates.

### **Toll Option 2**

For a toll rate range of \$0.50 to \$2.00, traffic diversions range from 6,500 to 11,100 at the southern plaza and from 7,100 to 16,700 at the northern plaza. At the northern plaza, traffic levels are lower and it is easier to access alternate routes. Some diversions would also occur along MD 63. As toll rates at the northern plaza increase, the share of traffic diverting to MD 63 tended to increase as compared to US 11.

### **Toll Option 3**

Based on a toll rate range of \$0.50 to \$2.00, traffic diversions range from 6,900 to 11,100 at the northern plaza and 6,900 to 15,100 at the southern plaza. The diversions found for this option are similar to those with Toll Option 2, except that the impacts would be primarily in the opposite directions.

#### **Toll Option 4**

Toll rates range from \$0.50 to \$1.25 for this option. This means if drivers were driving along I-81 from the West Virginia state line and through to the Pennsylvania state line, they would pay between \$1.00 and \$2.50. Traffic diversions range from 13,400 to 20,000 vehicles at the northern plaza and 15,000 to 26,000 vehicles at the southern plaza.

### **TRUCK WEIGH STATION OPTION**

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

A detailed analysis of the build alternates was conducted to determine potential for impacts to socio-economic, natural environmental, and cultural resources. A comparison of these impacts is provided in the Environmental Summary found in the 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 some agricultural, institutional and residential use. Deciduous forest is found along the southern portion of the I-81 project area. Industrial and commercial development occurs on the eastern side of I-81 and at the interchanges. Agricultural uses occur in some areas along the western side of I-81. Between 4 and 11 acres of prime farmland soils may be impacted by the build

alternates. The I-81 project is located in the Hagerstown Regional Growth area. 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 Chesapeake and Ohio Canal National Historical Park (C&O Canal NHP), located in the southern portion of the project area, is owned and operated by the National Park Service and is the only public park identified along I-81. This linear park and towpath runs adjacent to the Potomac River from Washington D.C. to Cumberland, Maryland. Park impacts are discussed in the Cultural Resources section on page 6 of this brochure.

The construction of any of the proposed build alternates would require right-of-way acquisition from adjacent parcels. Although no residential displacements are required, there would be two business displacements for each build alternate. No disproportionately high or adverse effects on low-income or minority populations are anticipated with any of the build alternates being considered for the I-81 project.

The build alternates would reduce traffic congestion, improve safety, and in general, improve the transportation system along I-81. These benefits would positively affect regional business activities by improving access to and from the area, and improving the flow of goods and services carried by trucks along I-81. Likewise, the improvements to I-81 would have a positive affect on local businesses and employment in the area because the access to the different commercial areas along I-81, would be improved. Emergency response time in the study area is expected to improve as a result of the implementation of any of the proposed build alternates. In the short-term, the toll options will be instrumental in helping the State fund and construct the project so that the benefits of the project will be attained sooner. By improving transportation conditions in the study area sooner, movement of goods through the region and access to local businesses would be improved resulting in positive impacts to the

economic environment. Long-term, the cost of tolls may have economic impacts on inter-state commuters, local businesses, and the trucking industry.

## **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 or eligible for the National Register of Historic Places (NRHP). These resources are: 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 the inside widening alternates and several of the toll options.

An assessment of archeological potential has revealed five known archeological sites in the area, as well as several isolated finds. None of these archeological sites were determined eligible for NRHP. Widening the bridge will entail work in the C&O Canal NHP. Because of topographic circumstances, the only portions of the park to have archeological potential are the high terrace above the canal, the towpath, and the Potomac River. To avoid impacts to any potential archeological resources in the park, primary construction staging would be performed from the West Virginia side of the river and from the I-81 median on the terrace top on the Maryland side.

The MHT has concurred with the eligibility for these sites and also on the assessment of archeological potential, and that the project will result in no adverse effects on cultural resources.

## **NATURAL ENVIRONMENT**

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, south of the confluence, 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 as Use IV-P, recreational trout waters including a public drinking water supply. The Potomac River mainstream 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 alternates would also have the potential to deliver additional storm water runoff to waterway channels. Impacts to downstream water quality would be minimized through the use of storm water management in accordance with MDE guidelines. Sediment and erosion control plans would also be developed and approved by MDE to minimize potential impacts during construction.

The State Highway Administration, through consultation with the US Army Corps of Engineers (Corps), has identified waters of the United States, including jurisdictional wetlands, within the I-81 project corridor, which are regulated by Section 404 of the Clean Water Act. This Public Hearing provides the opportunity to present views, opinions and information which will be considered by the Corps in evaluating a Department of the Army permit. All comments received will become part of the formal project record. Copies of any written statements expressing concern for aquatic resources may be submitted to Mr. Joseph P. DaVia, US Army Corps of Engineers, CENAB-OP-RMN, P.O. Box 1715, Baltimore, Maryland 21203-1715, or by e-mail to joseph.davia@usace.army.mil until November 8, 2004.

The Environmental Assessment serves as an application for Corps authorization to discharge dredged or fill material into waters of the U.S.,

including jurisdictional wetlands, that are regulated pursuant to Section 404 of the Clean Water Act (33 USC 1344). Coordination with the Maryland Department of the Environment also ensures that the document satisfies the alternatives analysis requirements of the State's wetland permit review. Application for the State permit will be made subsequent to the alternative selection process.

The decision to issue the Section 404 Permit will be based on an evaluation of the probable impacts including the direct, secondary and cumulative impacts of the proposed project on the public interest. This decision will reflect the national concern for the protection and utilization of important resources. The benefits which may reasonably be expected to accrue from the proposed project must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposed project will be considered, including the cumulative effects. Among these factors are conservation, economics, aesthetics, general environment concerns, wetlands, cultural values, fish and wildlife values, flood hazards, floodplain values, land use, navigational concerns, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food, and fiber production and in general, the needs and welfare of people.

The Corps is soliciting comments from the public; Federal, State and local agencies and officials; Native American Tribes, and other interested parties in order to consider and evaluate the aquatic impacts of this proposed activity. Any comments pertaining to aquatic resources that are received will be considered by the Corps to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, Public Hearing comments regarding the assessment of impacts to endangered species, historic properties, water quality, general environmental effects and other public interest factors listed above are taken into account.

The project is required to obtain water quality certification from the Maryland Department of the Environment in accordance with the Section 401 of the Clean Water Act. Water quality certification

is requested from the Maryland Department of the Environment by way of this public notice. Any written comments concerning the work described above which relate to water quality certification should be sent to Mr. Steve Hurt, Maryland Department of the Environment, Water Management Administration, 1800 Washington Boulevard, Baltimore, Maryland 21230. The Section 401 certifying agency has a statutory limit of one year to make its decision.

The applicant must obtain and State or local government permits which may be required.

The evaluation of the impact of the work described above on the public interest will include application of the guidelines promulgated by the Administrator, US Environmental Protection Agency, under authority of Section 404 of the Clean Water Act.

Federal Emergency Management Agency (FEMA) mapping for Washington County indicates that 100-year floodplains cross the project area in six different locations. Floodplain encroachment for the build alternates ranges from 0 to 4 acres. These floodplains are associated with the Potomac River, Semple Run, and several unnamed tributaries. Wetland corridor identification and field investigations have identified a total of six wetlands in the project area, located in the northeastern and northwestern quadrants of the I-70 interchange and along the southern portion of the project. Corridor wetland impacts range from 0 to 1.7 acres for the build alternates.

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. Woodland impacts from the build alternates range from 0 to 16 acres. Forest areas adjacent to I-81 may contain Forest Interior Dwelling Bird Habitat. Coordination with the 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 quality analyses were performed to determine the effects of the proposed Build Alternates. The State/National Ambient Air Quality Standards would not be exceeded by the build alternates. Ambient noise levels in the project area ranged from 53 to 74 decibels. Predicted noise levels for the Build Alternates are less than 3dBA over No-Build conditions in the design year 2025, therefore in feasible accordance with SHA's noise policy guidelines, no noise abatement measures are recommended for any of the receptors along I-81.

## **REMAINING PLANNING STEPS**

Several steps remain in this project planning study including:

- Evaluate and address public and agency comments on the Environmental Assessment and from the Public Hearing, as well as perform additional studies (if necessary)
- Recommend a preferred alternate to the State Highway Administrator.
- If a 'Build' alternate is selected, complete and distribute the final environmental document addressing the selected alternate.
- Location Approval is obtained from the Federal Highway Administration and Design Approval from the State Highway Administrator for the selected alternate.
- Upon receipt of Location Approval, the project will be eligible to proceed to the final design phase.

## **NON-DISCRIMINATION IN FEDERALLY ASSISTED AND STATE-AID PROGRAMS**

Should you have any additional questions concerning the non-discrimination in federally assisted and State-Aid programs, please contact:

Ms. Jennifer Jenkins, Director  
Office of Equal Opportunity  
State Highway Administration  
707 North Calvert Street  
Baltimore, MD 21202  
Phone: (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 Vocke Road  
LaVale, MD 21502  
(301) 729-8472

## **DOCUMENTS AVAILABLE FOR REVIEW**

Environmental Assessment (Available beginning September 20, 2004)

Location/Design Meeting Transcript (Available on December 30, 2004)

To confirm availability, please call ahead.  
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## **MEDIA USED FOR MEETING NOTIFICATION**

Advertisements for the meeting appeared in the following newspapers:

- The Baltimore Sun
- The Hagerstown Herald

## **THANK YOU**

Thank you for taking the time to review this project material and participate in this Public Hearing. Your comments are greatly appreciated! If you have any questions, please feel free to contact any of the project team members listed on last page of this brochure.

## **STATE HIGHWAY ADMINISTRATION**

Mr. Raja Veeramachaneni, Director  
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Maryland State Highway Administration  
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Baltimore, MD 21202  
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1-800-548-5026  
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## **FEDERAL HIGHWAY ADMINISTRATION**

Ms. Denise King, Environmental Specialist  
Federal Highway Administration  
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Baltimore, MD 21201-2819  
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E-Mail: [denise.king@fhwa.dot.gov](mailto:denise.king@fhwa.dot.gov)

# Summary of Impacts and Estimated Costs for Recommended Alternates

RESOURCES	ALTERNATE								TOLL OPTION				WEIGH STATION
	1	2	2A	3	3A	3A, Option B	1	2	3	4	4		
<b>Socio-Economic Environment</b>													
1 Displacements	0	0	0	0	0	0	0	0	0	0	0	0	0
a. Residential	0	2	2	2	2	2	0	0	0	0	0	0	0
b. Business/Commercial	0	2	2	2	2	2	0	0	0	0	0	0	0
<b>TOTAL DISPLACEMENTS</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>						
2 No. of Properties & Resources Affected	0	14	16	15	18	18	2	4	3	7	1	1	1
a. Residential	0	12	17	12	17	17	0	1	2	3	0	0	0
b. Business/Commercial	0	0	0	1*	1*	1*	0	0	0	0	0	0	0
c. Parkland/Recreation Area	0	0	0	0	0	0	0	0	0	0	0	0	0
d. Church/School	0	0	0	1*	1*	1*	1	1	0	1	0	0	0
e. Historical/Archaeological	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL PROPERTIES</b>	<b>0</b>	<b>26</b>	<b>33</b>	<b>28*</b>	<b>36*</b>	<b>36*</b>	<b>3</b>	<b>6</b>	<b>5</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>1</b>
3 Right-of-Way Required - Acres	0	6.70	8.95	6.80	9.30	7.70	5.28	5.08	5.36	10.44	11	11	11
a. Residential	0	9.40	18.20	9.40	18.50	18.30	0	1.31	3.93	3.24	0	0	0
b. Business/Commercial	0	0	0	1.20*	1.20*	1.20*	0	0	0	0	0	0	0
c. Parkland/Recreation Area	0	0	0	0	0	0	0	0	0	0	0	0	0
d. Church/School	0	0	0	1.20*	1.20*	1.20*	2.47	4.39	0	2.47	0	0	0
e. Historical/Archaeological	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL ACRES</b>	<b>0</b>	<b>16.10</b>	<b>27.15</b>	<b>17.40*</b>	<b>29.00*</b>	<b>27.20*</b>	<b>7.75</b>	<b>10.78</b>	<b>9.29</b>	<b>16.15</b>	<b>11</b>	<b>11</b>	<b>11</b>
<b>Natural Environment</b>													
1 Number of Stream Crossings	0	16	16	20	20	19	0	0	0	0	0	0	0
2 Linear Feet of Stream (Total)	0	6,254	7,186	8,239	9,953	9,149	0	0	0	50	50	0	0
Perennial	0	1,892	2,420	3,517	4,348	4,348	0	0	0	50	50	0	0
Intermittent	0	302	1,590	652	1,906	1,906	0	0	0	0	0	0	0
Epifaunal/Interrittent	0	3,177	2,372	3,187	2,895	2,895	0	0	0	0	0	0	0
Epifaunal	0	883	804	883	804	0	0	0	0	0	0	0	0
3 100-Year Floodplain Affected (acres)	0	2.00	4.00	2.10	4.00	4.00	0	0	0	0	0	0	0
4 Wetlands Affected (acres)	0	1.00	1.60	1.00	1.00	1.00	0	0	0	0	0	0	0
5 Wetlands Affected (acres)	0	7.00	15.00	7.00	16.00	16.00	6.86	4.08	4.70	6.86	11	11	11
6 Area of Prime Farmland Affected (acres)	0	4.00	9.00	4.00	11.00	11.00	0.11	5.19	0.07	5.25	0	0	0
7 Agricultural Land Affected (acres)	0	4.00	9.00	4.00	11.00	11.00	0.11	5.19	0.07	5.25	0	0	0
8 Urban or Built-Up Land (acres)	0	6.00	6.00	6.00	6.00	6.00	0	0	0	0	0	0	0
<b>Cost:</b>	<b>\$0</b>	<b>\$30-\$35</b>	<b>\$40-\$45</b>	<b>\$55-\$60</b>	<b>\$60-\$65</b>	<b>\$60-\$65</b>	<b>\$5-\$10</b>	<b>\$5-\$10</b>	<b>\$5-\$10</b>	<b>\$5-\$10</b>	<b>\$5-\$10</b>	<b>\$1-\$5</b>	<b>\$1-\$5</b>
1 Preliminary Engineering	\$0	\$10-\$15	\$15-\$20	\$10-\$15	\$20-\$25	\$20-\$25	\$5-\$10	\$5-\$10	\$5-\$10	\$5-\$10	\$5-\$10	\$5-\$10	\$5-\$10
2 Right-of-Way	\$0	\$100-\$195	\$240-\$245	\$350-\$355	\$400-\$405	\$400-\$405	\$25-\$30	\$30-\$35	\$30-\$35	\$30-\$35	\$30-\$35	\$10-\$15	\$10-\$15
3 Construction	\$0	\$130-\$235	\$295-\$300	\$415-\$420	\$480-\$485	\$480-\$485	\$35-\$40	\$40-\$45	\$40-\$45	\$40-\$45	\$40-\$45	\$16-\$30	\$16-\$30
<b>Total</b>	<b>\$0</b>	<b>\$190-\$335</b>	<b>\$495-\$510</b>	<b>\$695-\$710</b>	<b>\$800-\$810</b>	<b>\$800-\$810</b>	<b>\$65-\$75</b>	<b>\$75-\$85</b>	<b>\$75-\$85</b>	<b>\$75-\$85</b>	<b>\$75-\$85</b>	<b>\$25-\$35</b>	<b>\$25-\$35</b>

\* A temporary construction easement would be needed from the Chesapeake and Ohio Canal NHP. The Chesapeake and Ohio Canal NHP is considered both a parkland and a historic site, and therefore, it is included in both.

Figure 1 – Existing Typical Sections

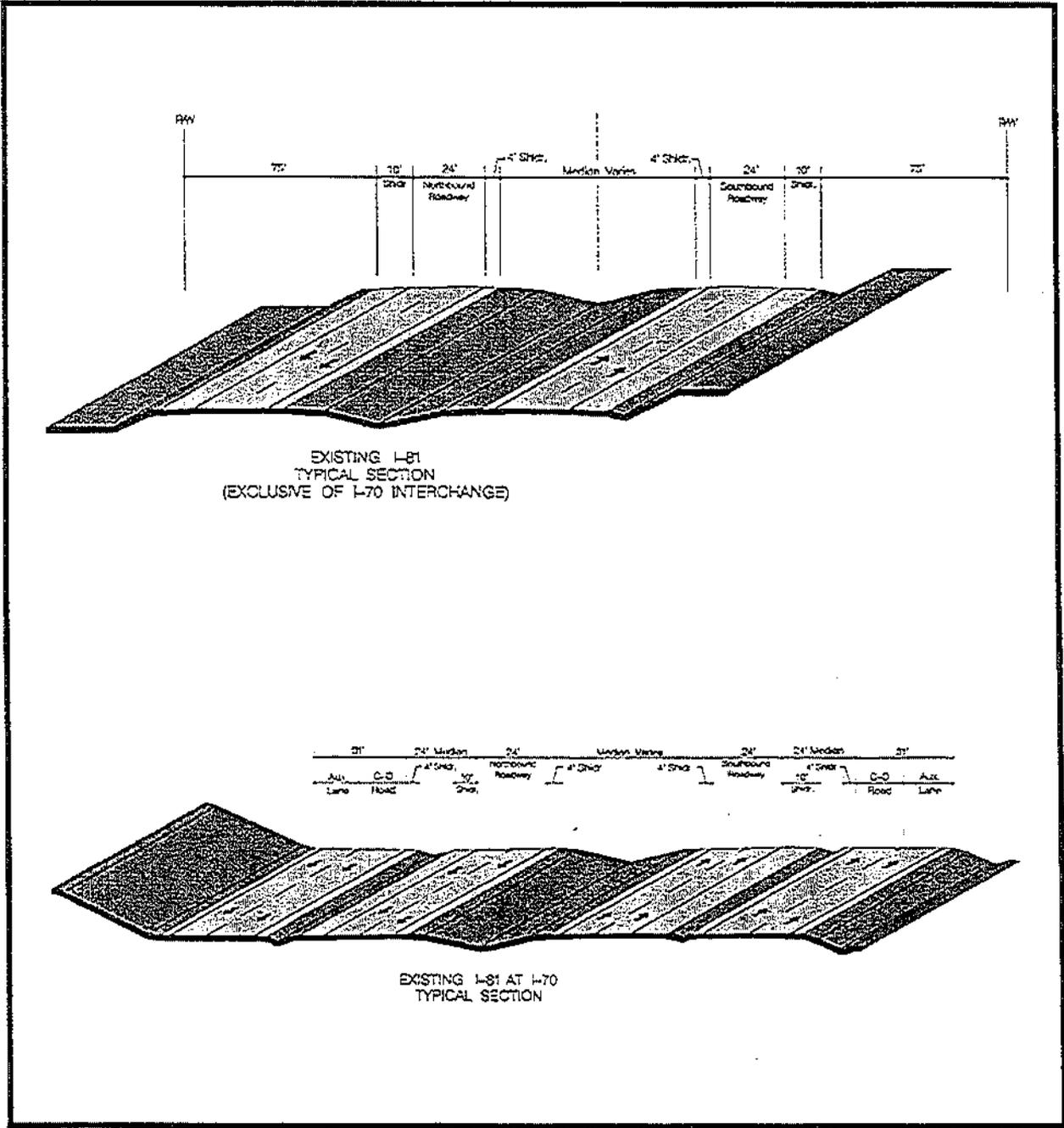
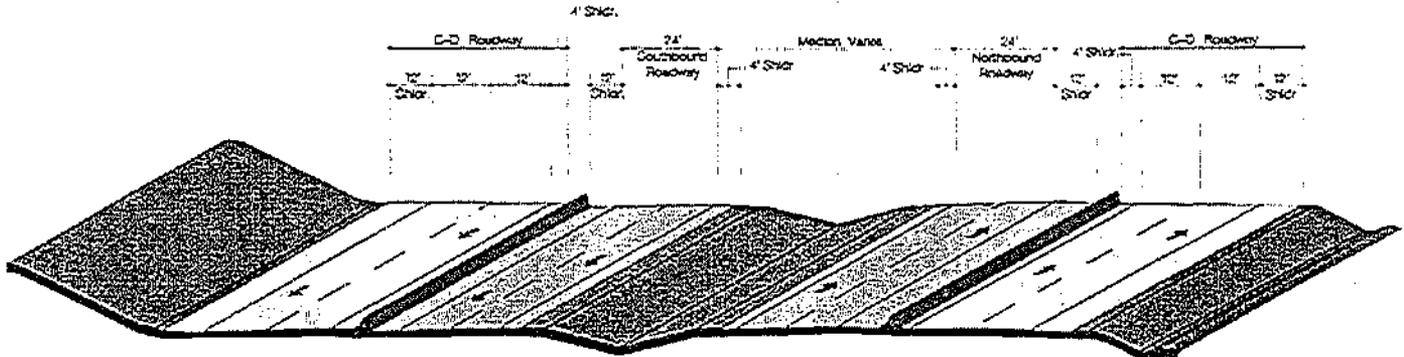
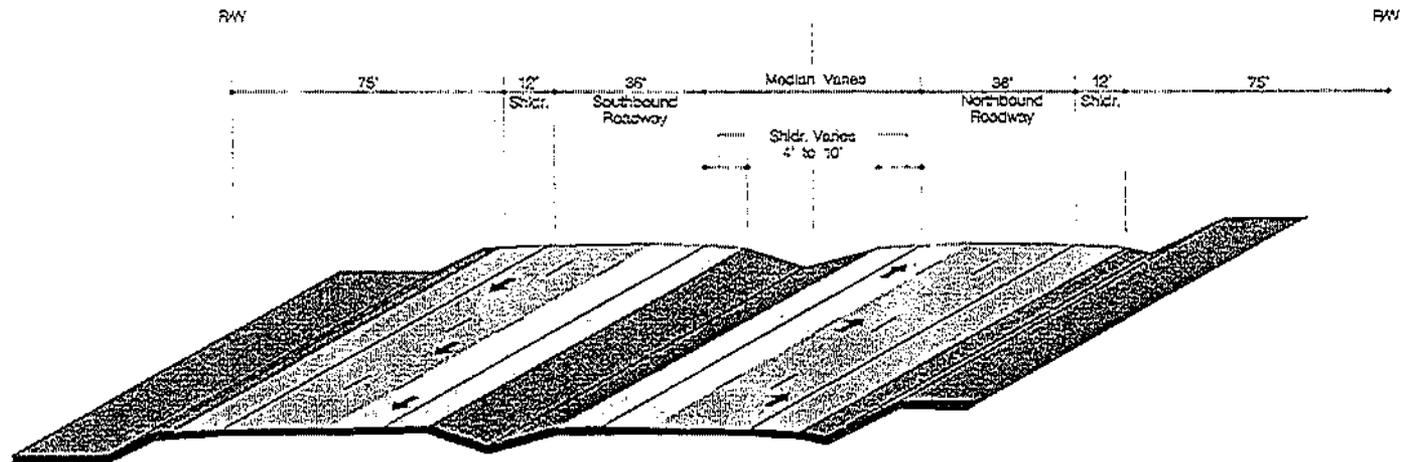


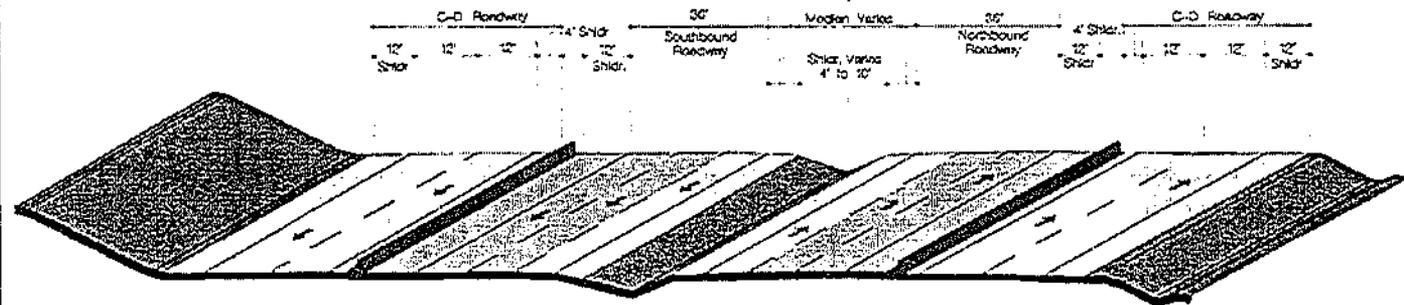
Figure 2 - Typical Sections  
 Alternates Retained for Detailed Study



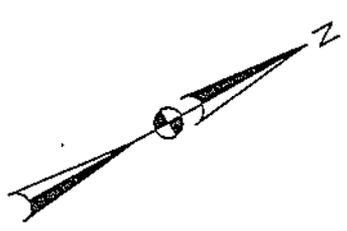
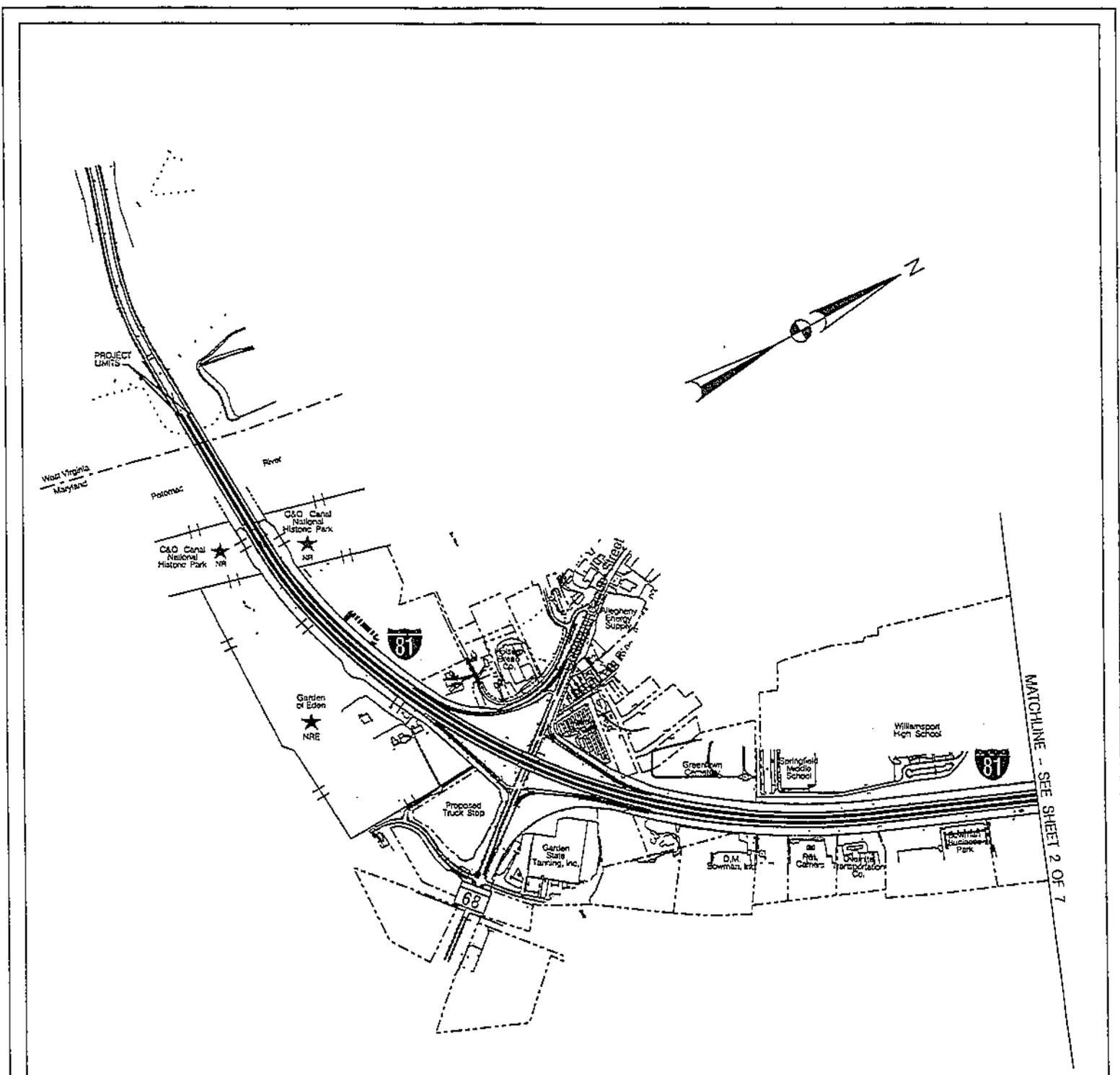
Alternate 2A - Interchange Improvements w/ Collector-Distributor Roads



Alternate 3 - Inside Widening



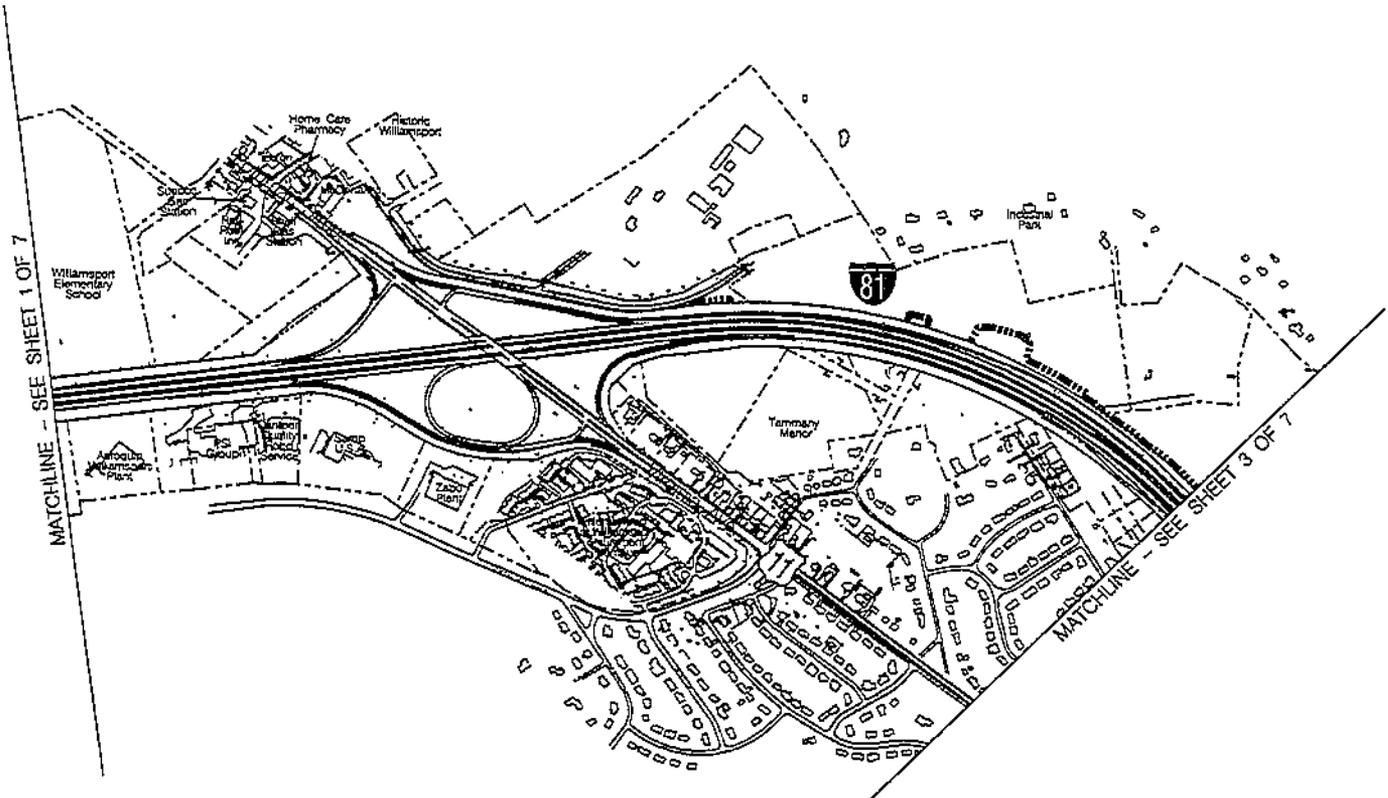
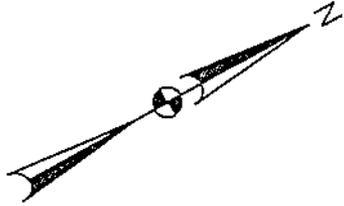
Alternate 3A - Inside Widening w/ Collector-Distributor Roads



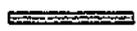
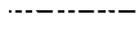
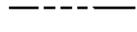
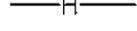
**LEGEND**

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

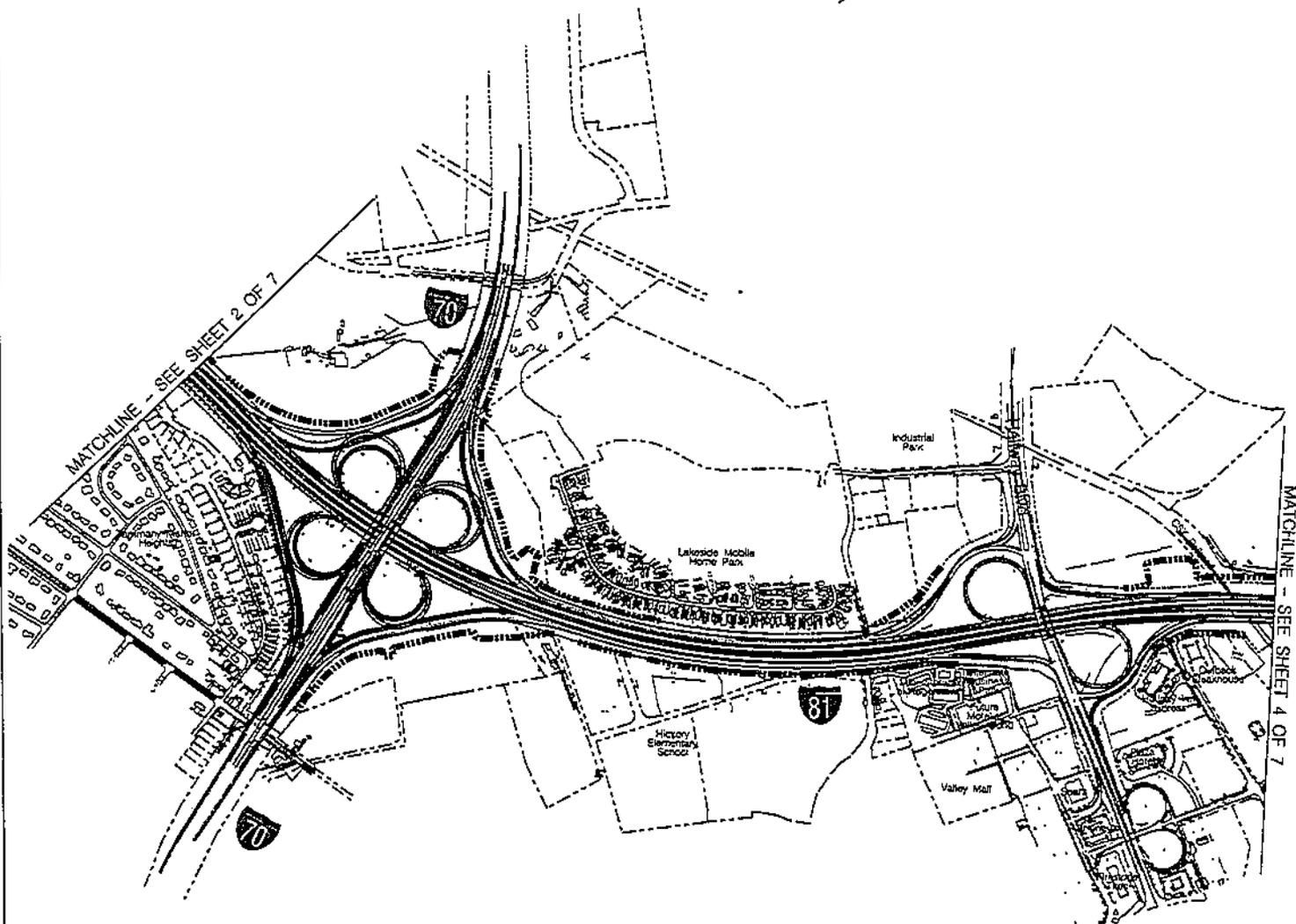
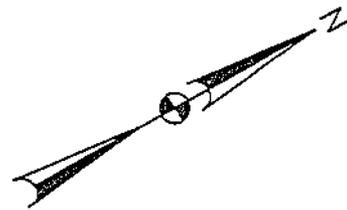
<b>I-81 Improvement Project</b> Alternate 3A - Inside Widening w/ Collector-Distributor Roads	
 Maryland Department of Transportation STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION	Sheet No. <b>1</b> of <b>2</b> SCALE: 1" = 1200'

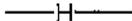


**LEGEND**

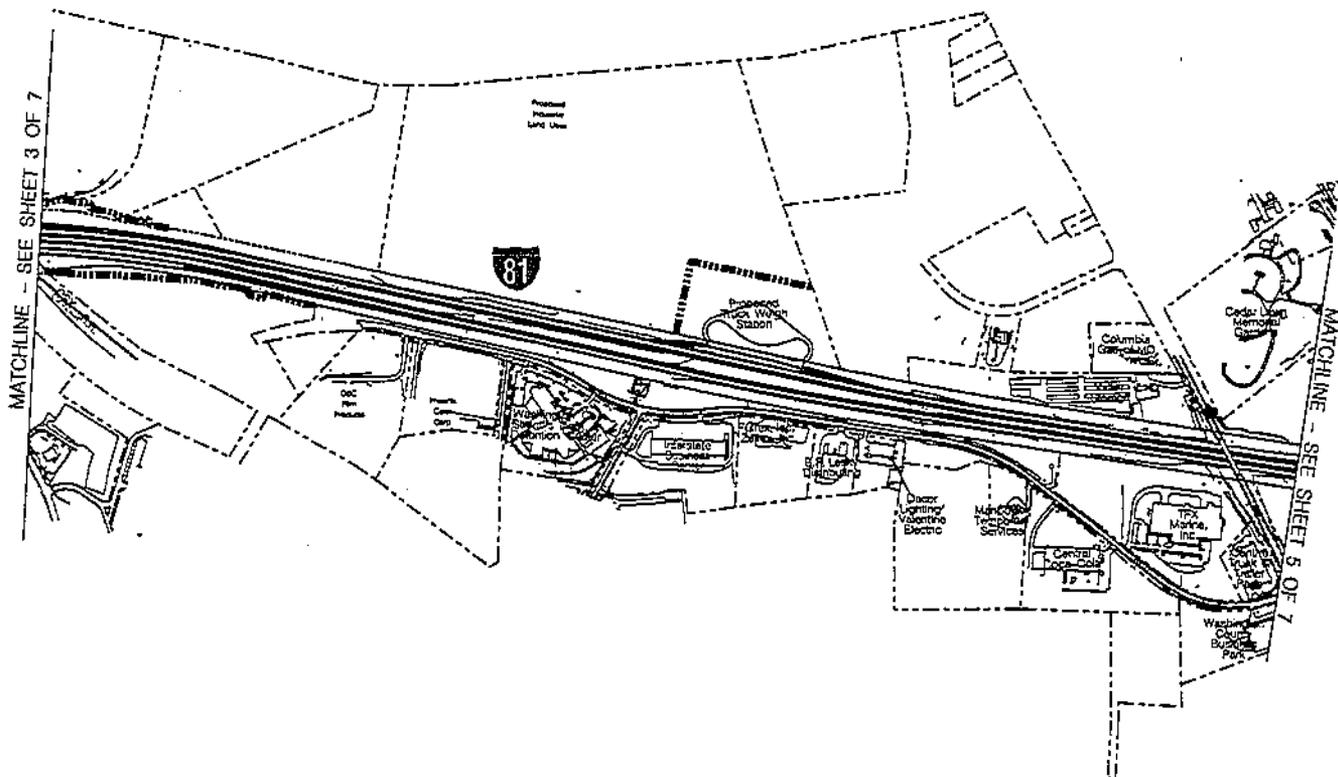
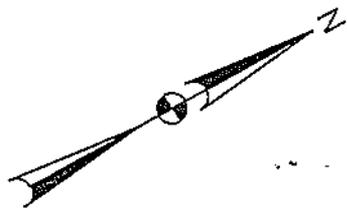
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<b>I-81 Improvement Project</b> Alternate 3A - Inside Widening w/ Collector-Distributor Roads	
 Maryland Department of Transportation STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION	Sheet No. 2 of 2 SCALE: 1" = 1200'

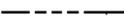
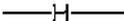


-  Proposed Improvement
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-  Existing Property Lines
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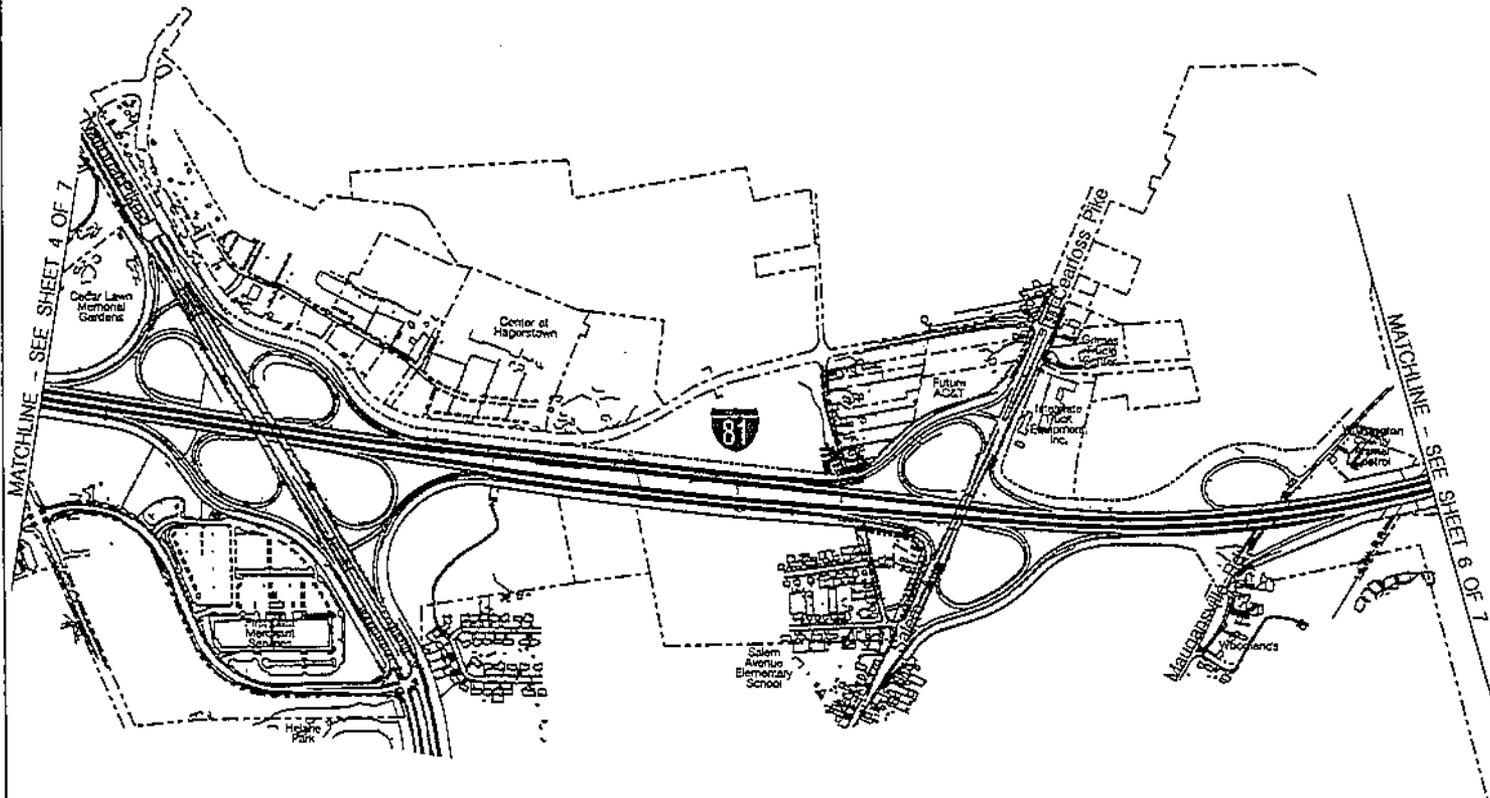
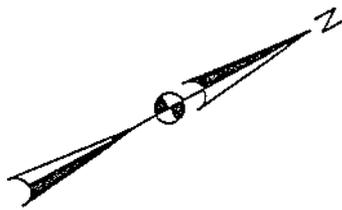
<b>I-81 Improvement Project</b> Alternate 3A - Inside Widening w/ Collector-Distributor Roads	
 Maryland Department of Transportation STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION	Sheet No. <b>2</b> of <b>7</b> SCALE: 1" = 1200'



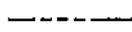
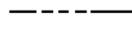
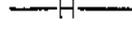
**LEGEND**

-  Proposed Improvement
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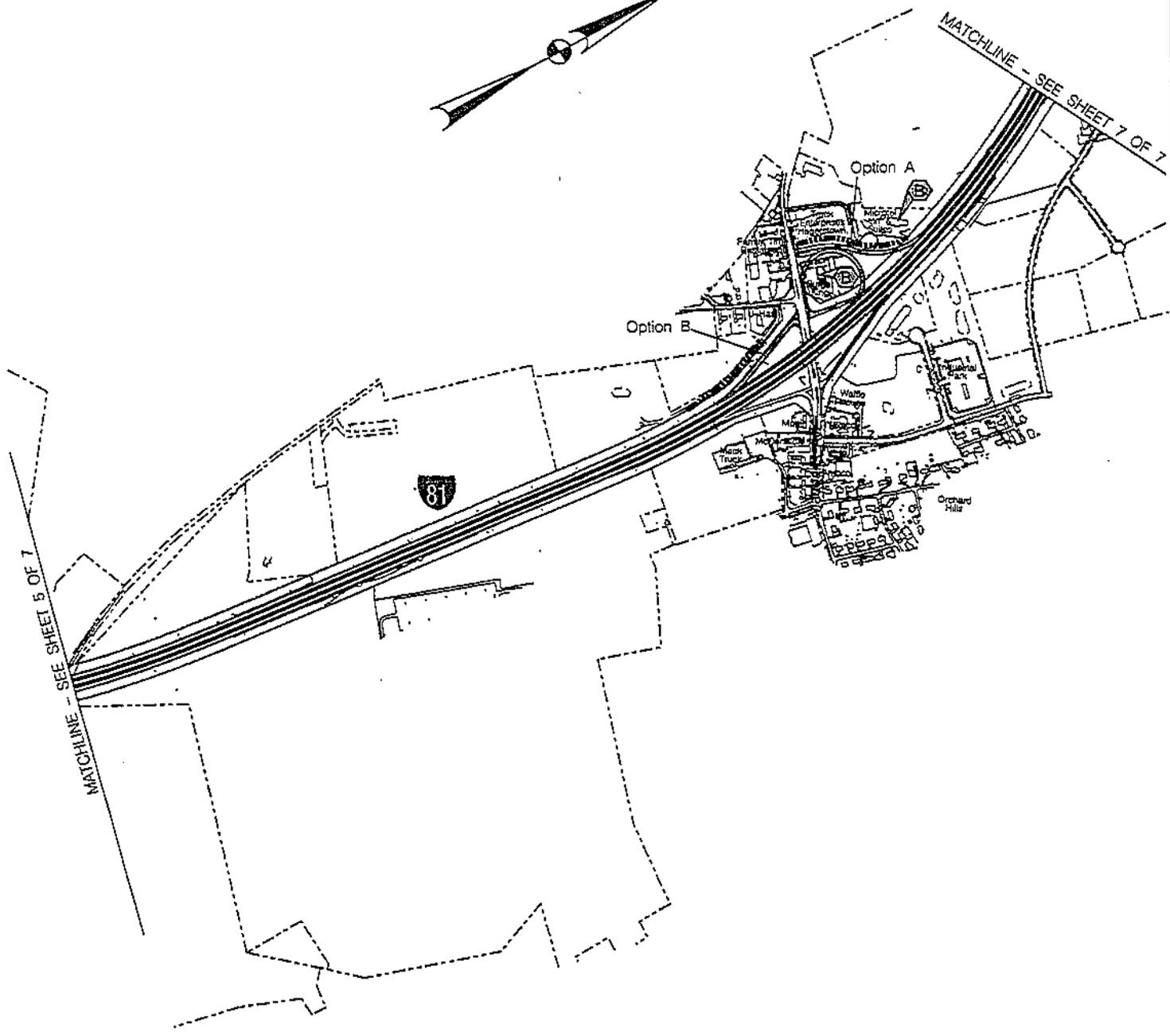
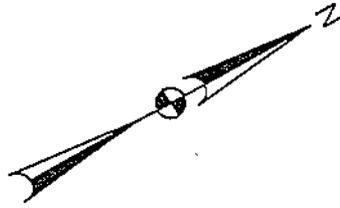
<b>I-81 Improvement Project</b> Alternate 3A - Inside Widening w/ Collector-Distributor Roads	
 Maryland Department of Transportation STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION	Sheet No. <u>4</u> of <u>7</u> SCALE: 1" = 1200'



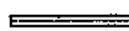
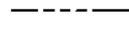
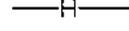
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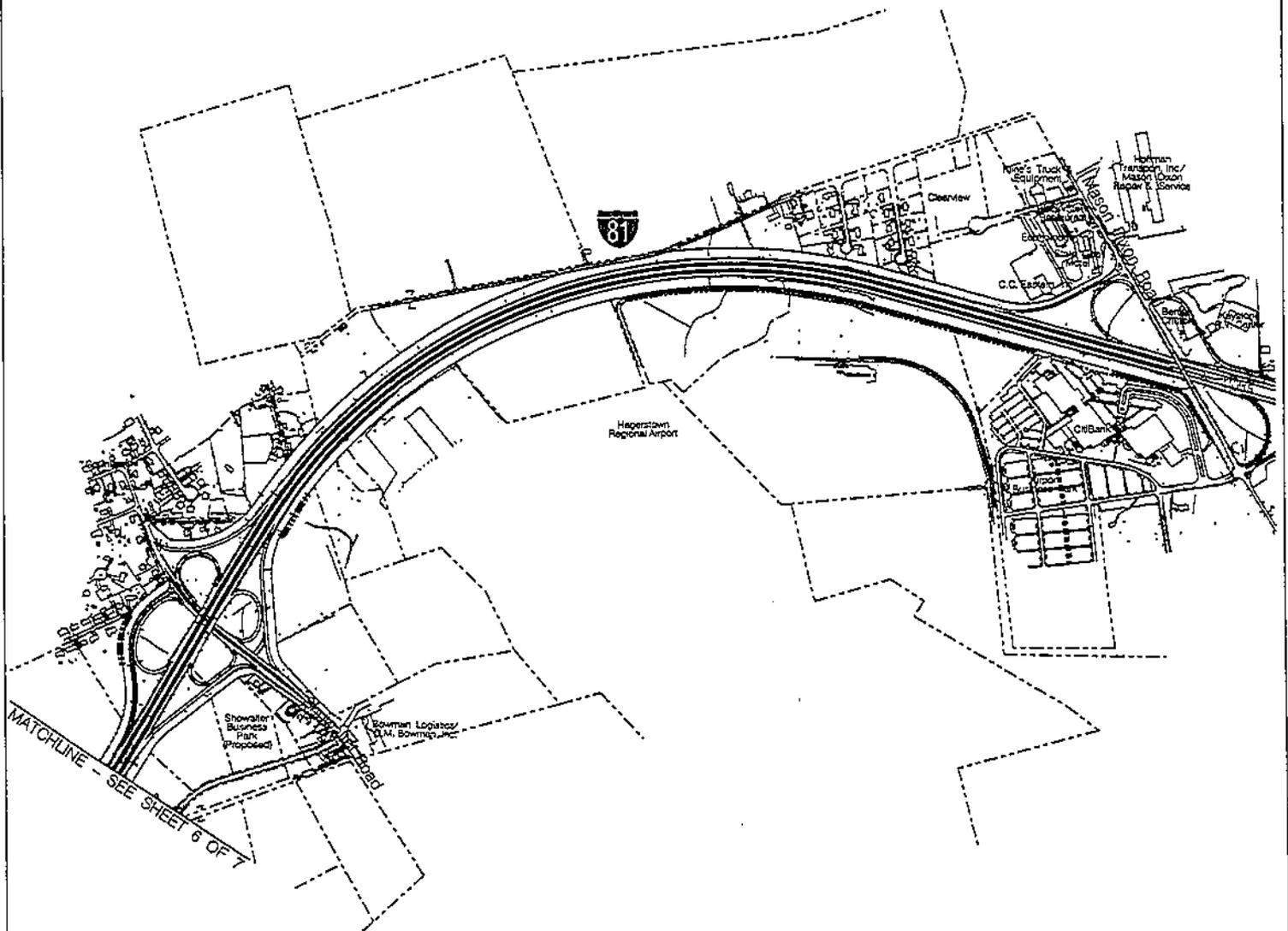
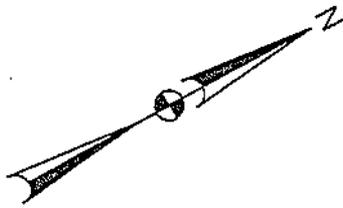
<b>I-81 Improvement Project</b> Alternate 3A - Inside Widening w/ Collector-Distributor Roads	
 Maryland Department of Transportation STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION	Sheet No. <b>5</b> of <b>7</b> SCALE: 1" = 1200'



**LEGEND**

-  Proposed Improvement
-  Existing Right-of-Way
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-  Proposed Right-of-Way
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<b>I-81 Improvement Project</b> Alternate 3A - Inside Widening w/ Collector-Distributor Roads	
 Maryland Department of Transportation STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION	Sheet No. <b>5</b> of <b>7</b> SCALE: 1" = 1200'



**LEGEND**

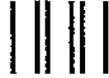
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<b>I-81 Improvement Project</b> Alternate 3A - Inside Widening w/ Collector-Distributor Roads	
 Maryland Department of Transportation STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION	Sheet No. <u>2</u> of <u>2</u> SCALE: 1" = 1200'





From: \_\_\_\_\_  
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**Project Manager**  
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BOX 717  
BALTIMORE, MD 21203-0717

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# Help Us Improve

To help us improve our public involvement program, we would appreciate your thoughts on this **project brochure**.

*Please circle the most appropriate number.*

	Poor			Excellent
Overall, was the brochure useful and informative?	1	2	3	4
<u>Was each part of the brochure easy to understand?</u>				
Purpose of the Study	1	2	3	4
Purpose of the Meeting	1	2	3	4
Public Comments	1	2	3	4
Project Status	1	2	3	4
Project Need	1	2	3	4
Project History	1	2	3	4
Description of Alternatives	1	2	3	4
Maps of Alternatives	1	2	3	4
Tables and Charts	1	2	3	4
Environmental Summary	1	2	3	4
Remaining Steps in Planning Process	1	2	3	4

**Which part of the brochure was most valuable?**

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**Which part of the brochure was least valuable?**

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**How can we improve the brochure?**

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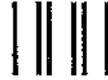
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Thank you for answering this questionnaire. Please return it to us by mail or bring it with you to the meeting.

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**STATE HIGHWAY ADMINISTRATION**  
Project Planning Division  
Mail Stop C-301  
P.O. Box 717  
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**TO:**

