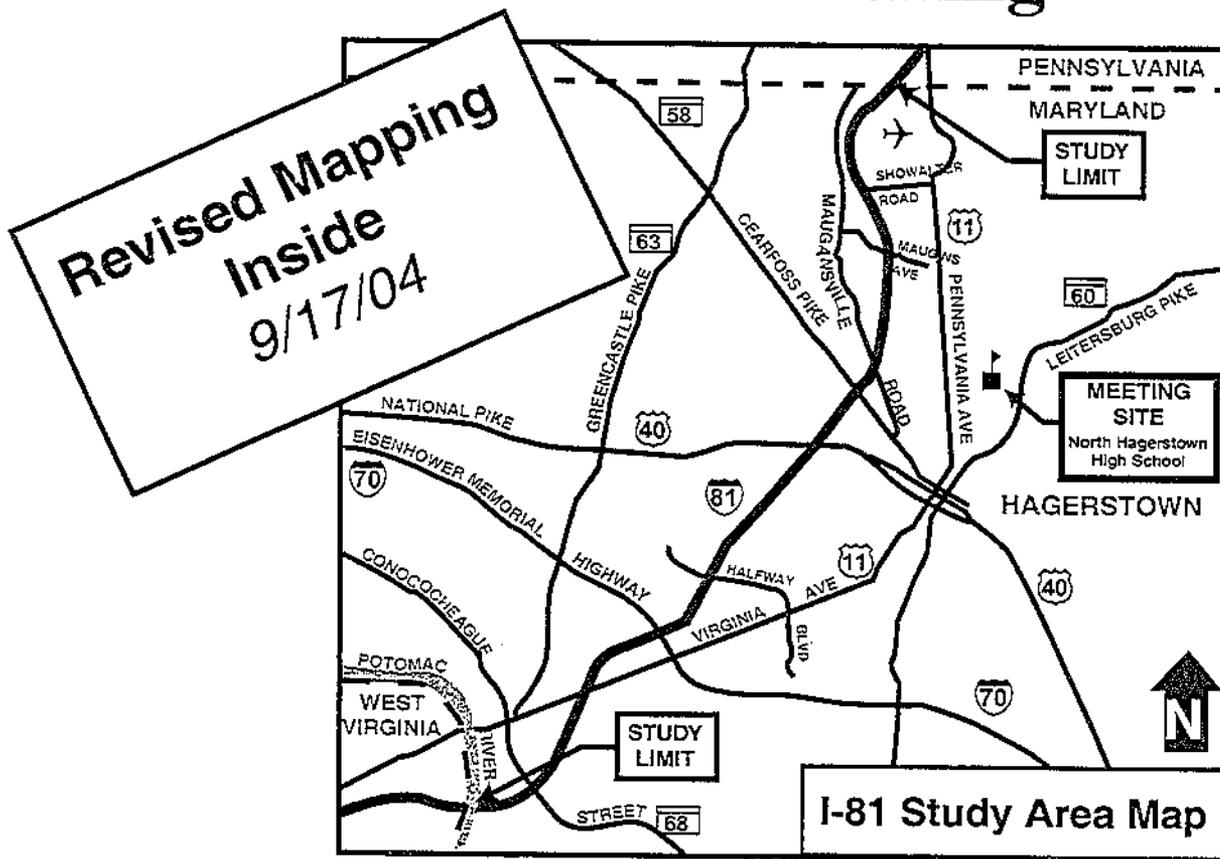


# I-81 Improvement Project

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.  
Monday through Friday at:

Library Room C-604  
707 North Calvert Street  
Baltimore, MD 21211  
(410) 545-5553

Hagerstown Shop  
18320 Col. Henry K. Douglas Drive  
Hagerstown, MD 21740  
(301) 791-4790

Washington County Free Library  
100 South Potomac Street  
Williamsport, MD 21795  
(301) 739-3250

Williamsport Memorial Library  
104 East Potomac Street  
Williamsport, MD 21795  
(301) 223-7027

## **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  
Mailstop C-411  
707 North Calvert Street  
Baltimore, MD 21202  
Telephone: (410) 545-0412  
E-Mail: [rveeramachaneni@sha.state.md.us](mailto:rveeramachaneni@sha.state.md.us)

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

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

## **FEDERAL HIGHWAY ADMINISTRATION**

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

# Summary of Impacts and Estimated Costs for Recommended Alternates

RESOURCES	ALTERNATE								WEIGH STATION		
	1	2	2A	3	3A	3A, Option B	1	2		3	4
	No-Build	Interchange Improvements	Interchange Improvements w/ Collector-Distributor Roads	Inside Widening	Inside Widening w/ Collector-Distributor Roads	Two Lane I-81 Mainline Parallel to the Collector-Distributor Road	Dual Toll Plaza Btwn. Potomac River and Conococheague Street	Toll Plazas at North and South ends of I-81, tolling drivers entering MD	Toll Plazas at North and South ends of I-81, tolling drivers exiting MD	Dual Toll Plazas at North and South ends of I-81	SB I-81 between Halfway Blvd and US 40
<b>Socio-Economic Environment</b>											
<b>1 Displacements</b>											
a. Residential	0	0	0	0	0	0	0	0	0	0	0
b. Business/Commercial	0	2	2	2	2	2	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>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>2 No. of Properties &amp; Resources Affected</b>											
a. Residential	0	14	16	15	18	18	2	4	3	7	1
b. Business/Commercial	0	12	17	12	17	17	0	1	2	3	0
c. Parkland/Recreation Area	0	0	0	1*	1*	1*	0	0	0	0	0
d. Church/School	0	0	0	0	0	0	0	0	0	0	0
e. Historical/Archaeological	0	0	0	1*	1*	1*	1	1	0	1	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>3 Right-of-Way Required - Acres</b>											
a. Residential	0	6.70	8.95	6.80	9.30	7.70	5.28	5.08	5.36	10.44	11
b. Business/Commercial	0	9.40	18.20	9.40	18.50	18.30	0	1.31	3.93	3.24	0
c. Parkland/Recreation Area	0	0	0	1.20*	1.20*	1.20*	0	0	0	0	0
d. Church/School	0	0	0	0	0	0	0	0	0	0	0
e. Historical/Archaeological	0	0	0	1.20*	1.20*	1.20*	2.47	4.39	0	2.47	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>Natural Environment</b>											
<b>1 Number of Stream Crossings</b>											
a. Linear Feet of Stream (Total)	0	6,254	7,186	8,239	9,953	9,149	0	0	0	0	0
Perennial	0	1,892	2,420	3,517	4,348	4,348	0	0	0	0	0
Intermittent	0	3,022	1,590	652	1,906	1,906	0	0	0	0	0
Epifaunal/Interrittent	0	3,177	2,372	3,187	2,895	2,895	0	0	0	0	0
Epifaunal	0	883	804	883	804	0	0	0	0	0	0
100-Year Floodplain Affected (acres)	0	2.00	4.00	2.10	4.00	4.00	0	0	0	0	0
Wetlands Affected (acres)	0	1.00	1.60	1.00	1.00	1.00	0	0	0	0	0
Wetlands Affected (acres)	0	7.00	15.00	7.00	16.00	16.00	6.86	4.08	4.70	6.86	11
Areas 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
Agricultural Land Affected (acres)	0	4.00	9.00	4.00	11.00	11.00	0.11	5.19	0.07	5.25	0
Urban or Built-Up Land (acres)	0	6.00	6.00	6.00	6.00	6.00	0	0	0	0	0
<b>Cost.</b>											
Preliminary Engineering	\$0	\$30-\$35	\$40-\$45	\$55-\$60	\$60-\$65	\$60-\$65	\$5-\$10	\$5-\$10	\$5-\$10	\$5-\$10	\$1-\$5
Right-of-Way	\$0	\$10-\$15	\$15-\$20	\$10-\$15	\$20-\$25	\$20-\$25	\$5-\$10	\$5-\$10	\$5-\$10	\$5-\$10	\$5-\$10
Construction	\$0	\$190-\$195	\$240-\$245	\$350-\$355	\$400-\$405	\$400-\$405	\$25-\$30	\$10-\$15	\$10-\$15	\$10-\$15	\$10-\$15
<b>Total</b>	<b>\$0</b>	<b>\$130-\$135</b>	<b>\$295-\$300</b>	<b>\$515-\$520</b>	<b>\$480-\$485</b>	<b>\$480-\$485</b>	<b>\$35-\$40</b>	<b>\$10-\$15</b>	<b>\$10-\$15</b>	<b>\$50-\$55</b>	<b>\$16-\$30</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

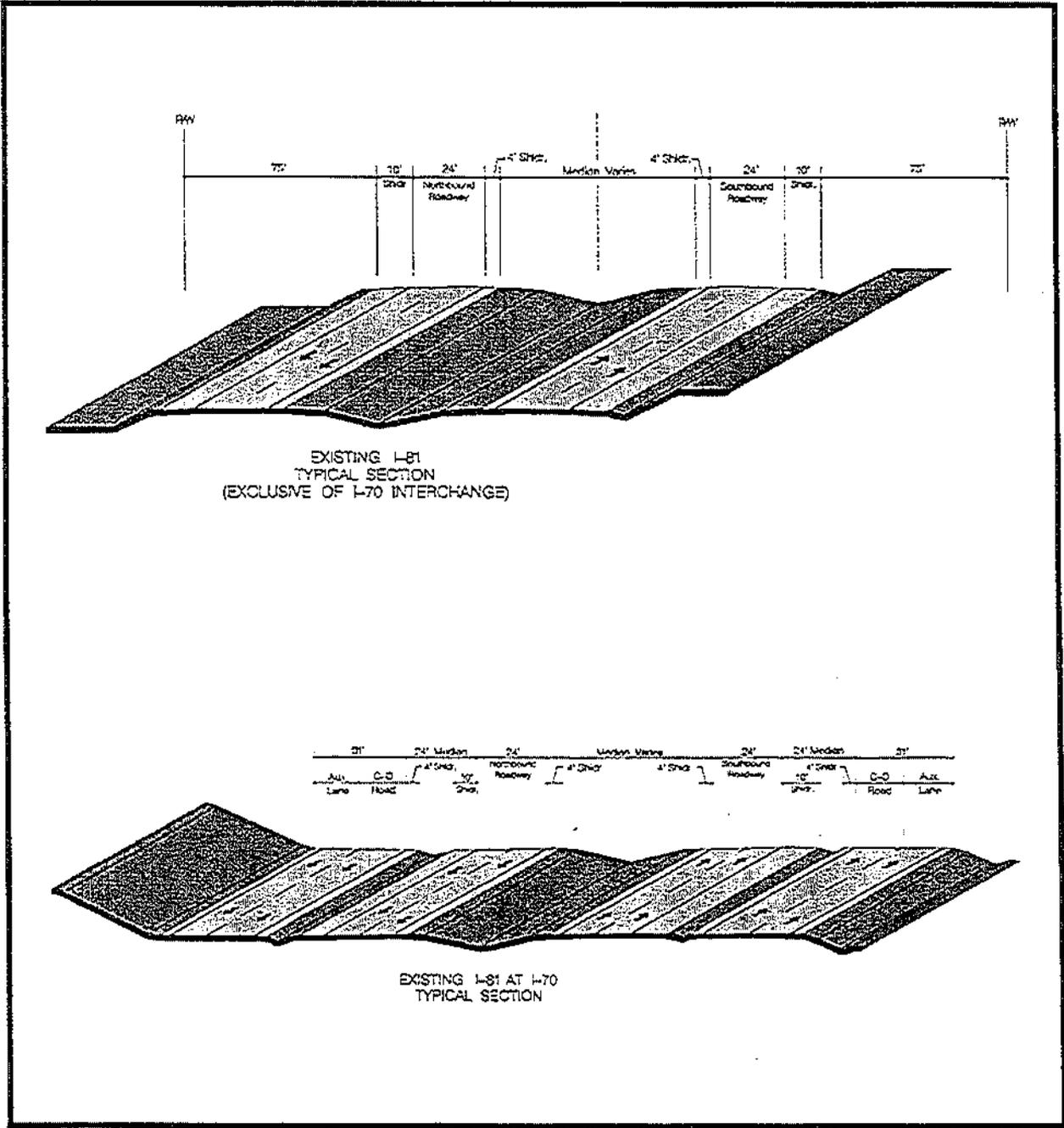
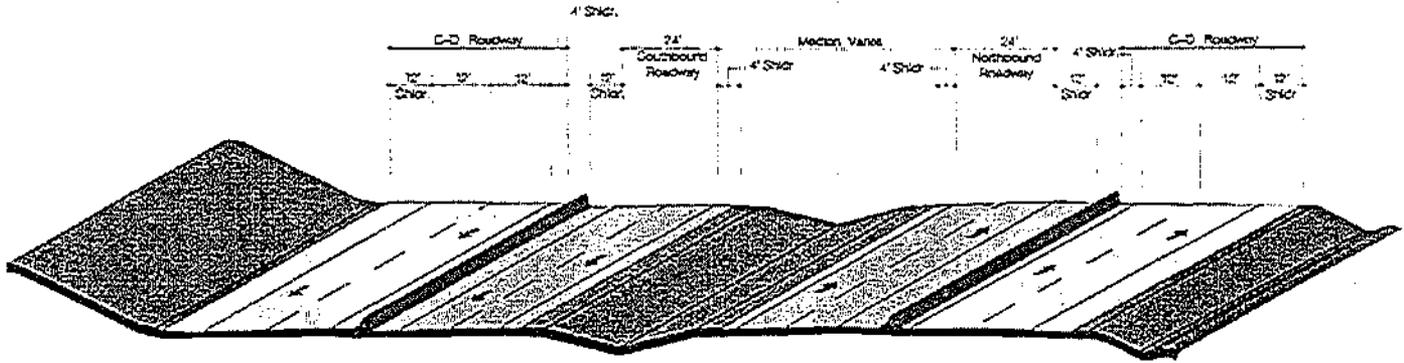
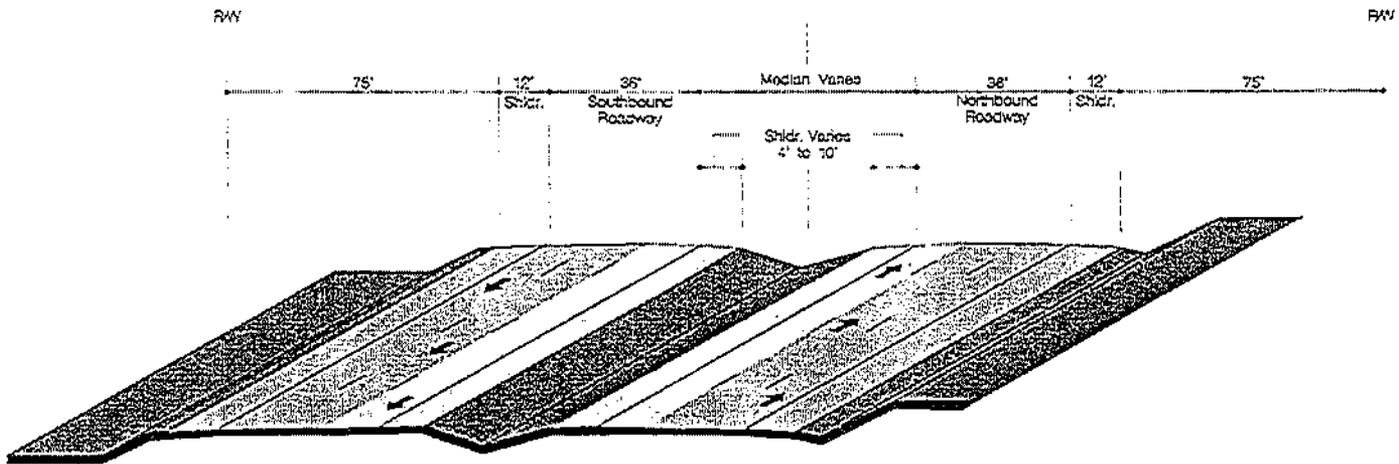


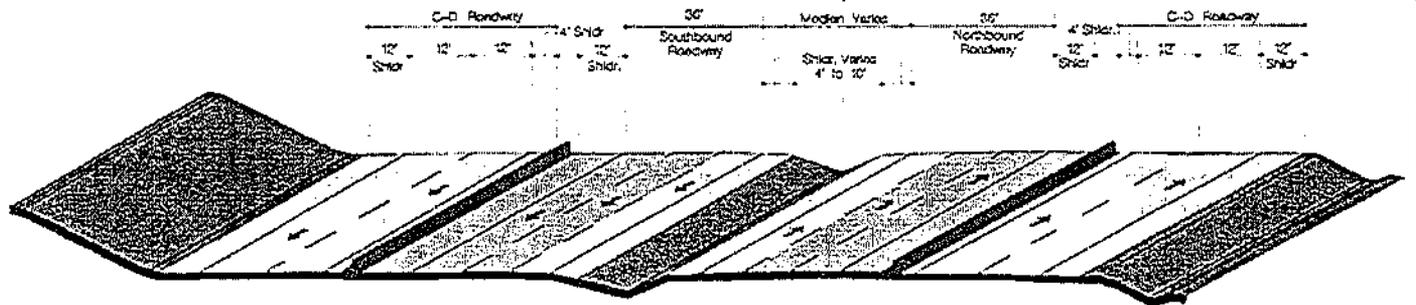
Figure 2 - Typical Sections  
 Alternates Retained for Detailed Study



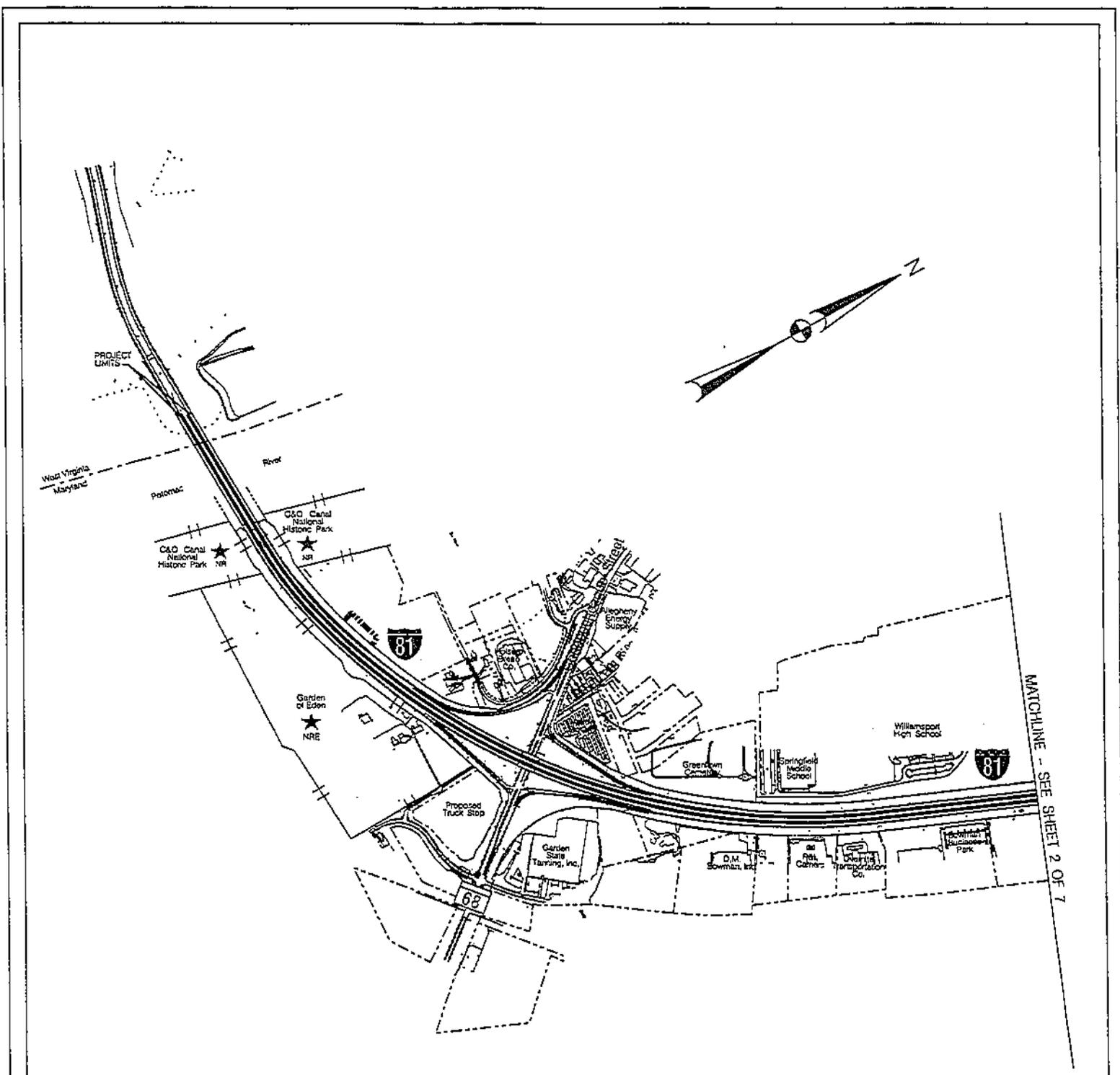
Alternate 2A - Interchange Improvements w/ Collector-Distributor Roads



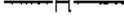
Alternate 3 - Inside Widening



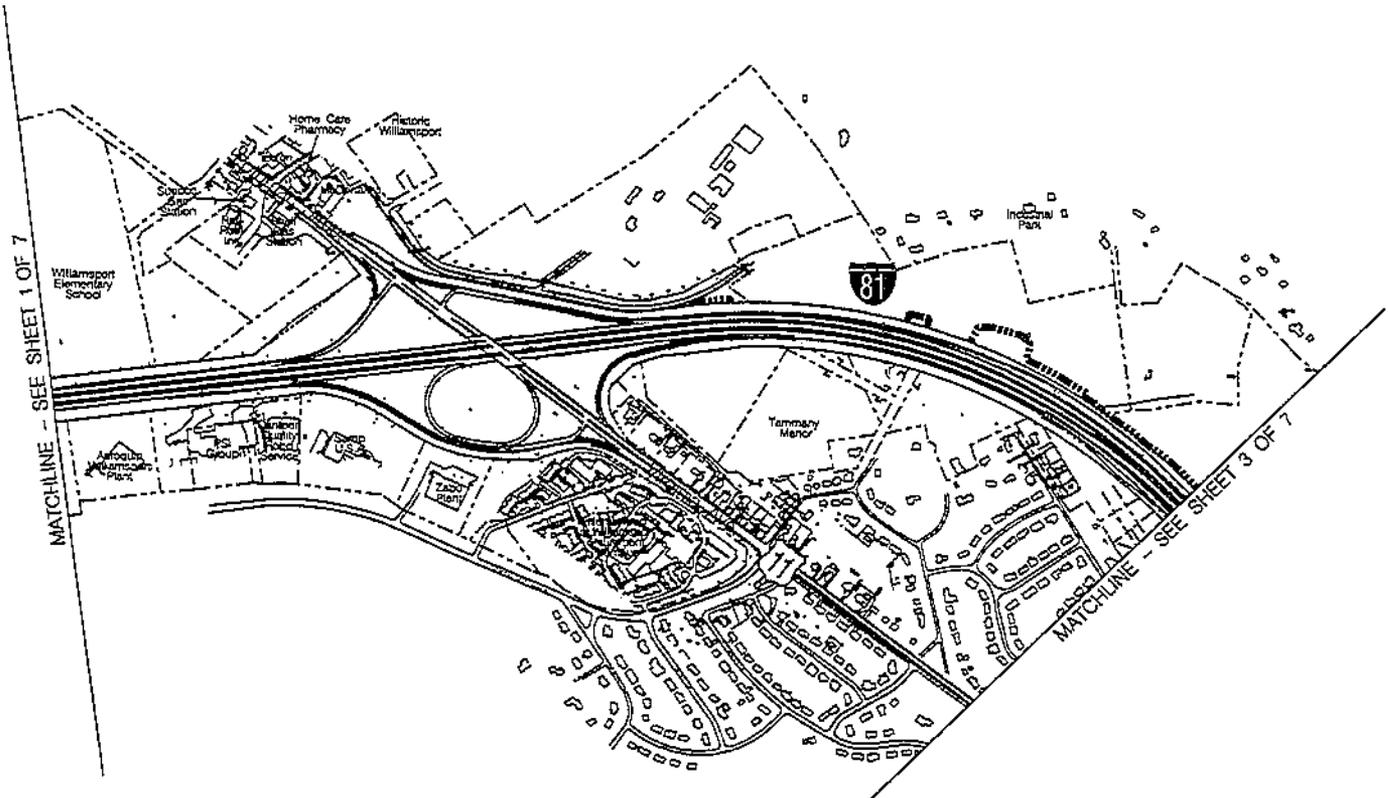
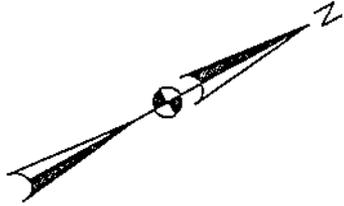
Alternate 3A - Inside Widening w/ Collector-Distributor Roads



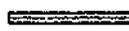
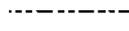
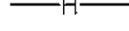
**LEGEND**

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

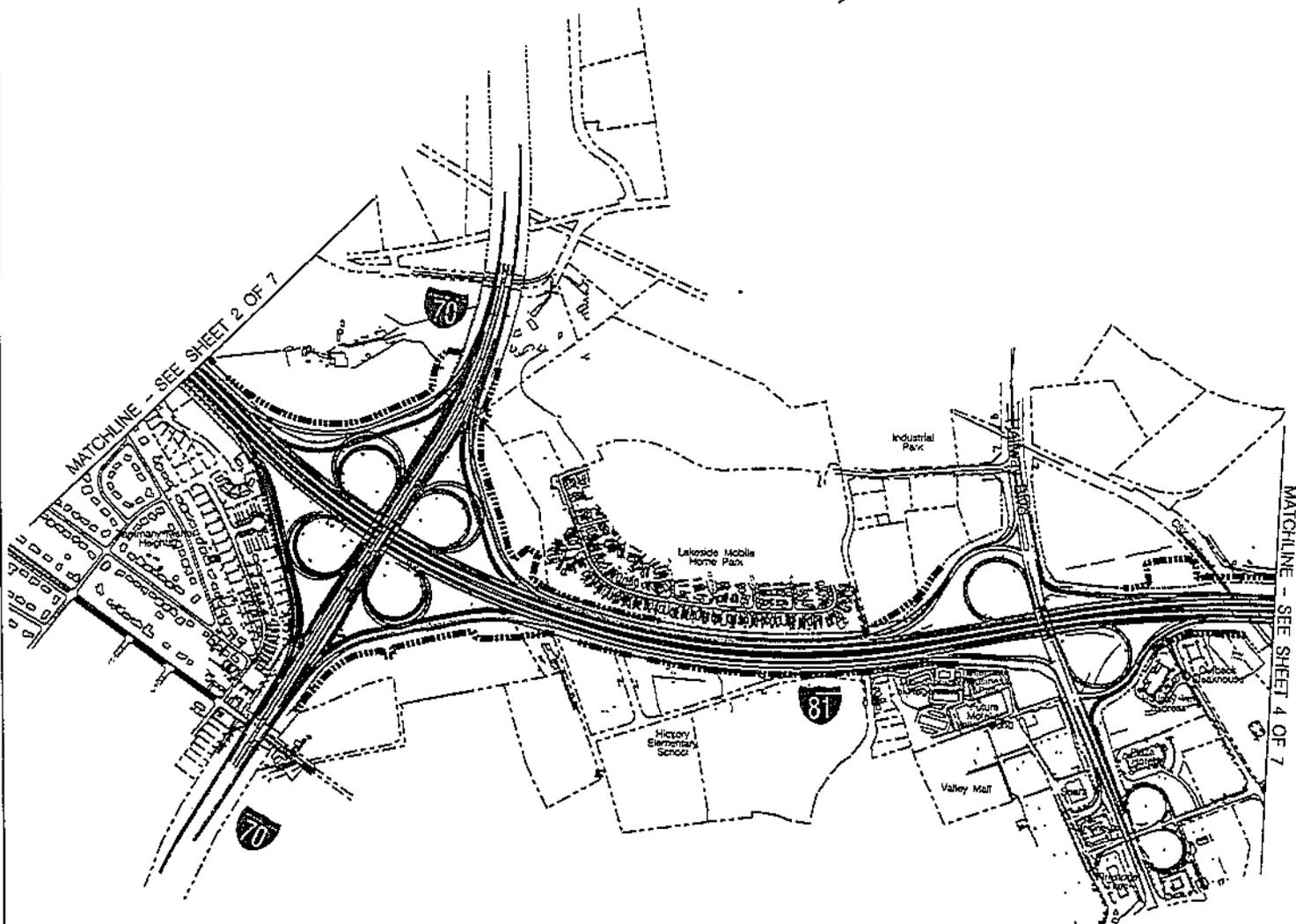
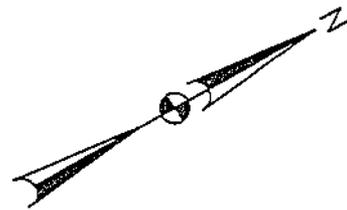
<b>I-81 Improvement Project</b> Alternate 3A - Inside Widening w/ Collector-Distributor Roads	
	Maryland Department of Transportation <b>STATE HIGHWAY ADMINISTRATION</b> PROJECT PLANNING DIVISION
Sheet No. <b>1</b> of <b>2</b>	SCALE: 1" = 1200'

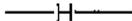


**LEGEND**

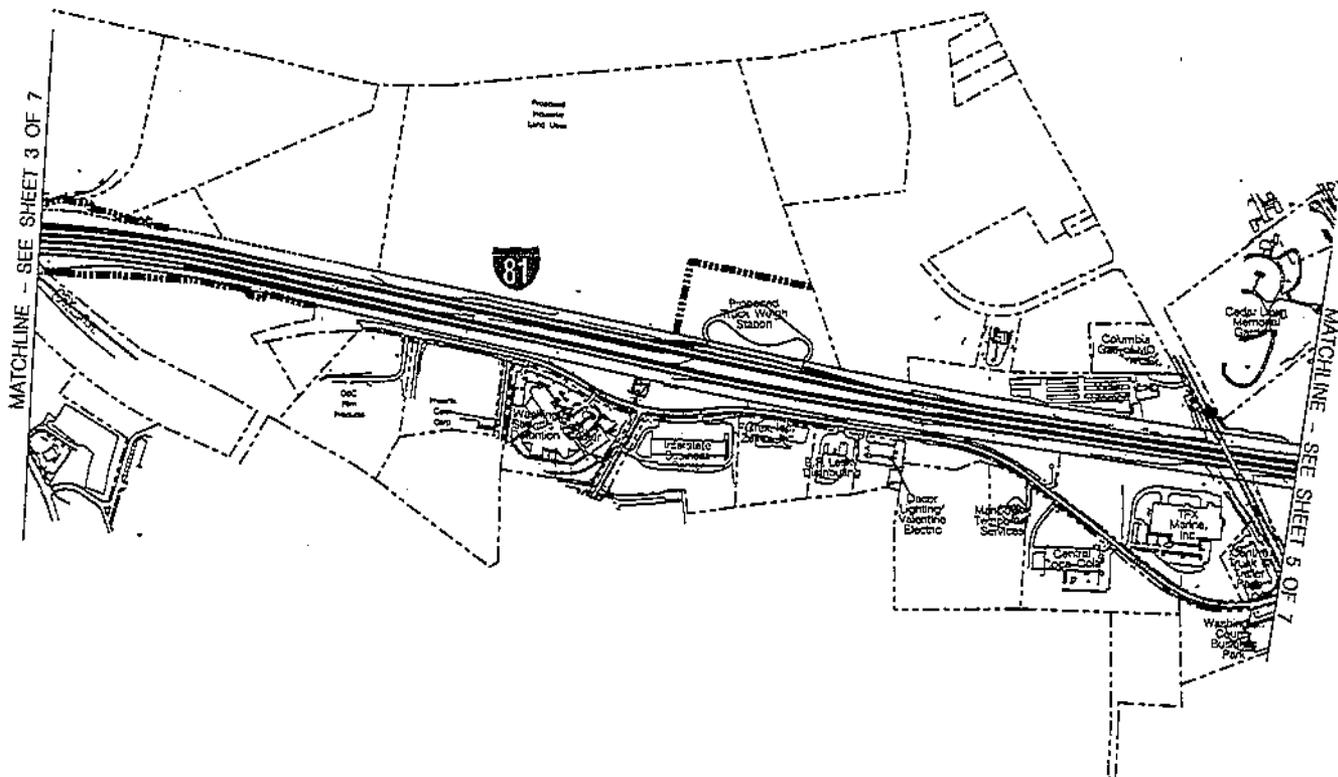
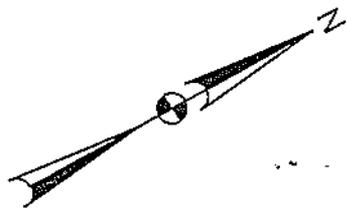
-  Proposed Improvement
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<b>I-81 Improvement Project</b> Alternate 3A - Inside Widening w/ Collector-Distributor Roads	
 Maryland Department of Transportation STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION	Sheet No. 2 of 7 SCALE: 1" = 1200'

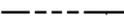
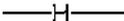


-  Proposed Improvement
-  Existing Right-of-Way
-  Existing Property Lines
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-  National Register Eligible
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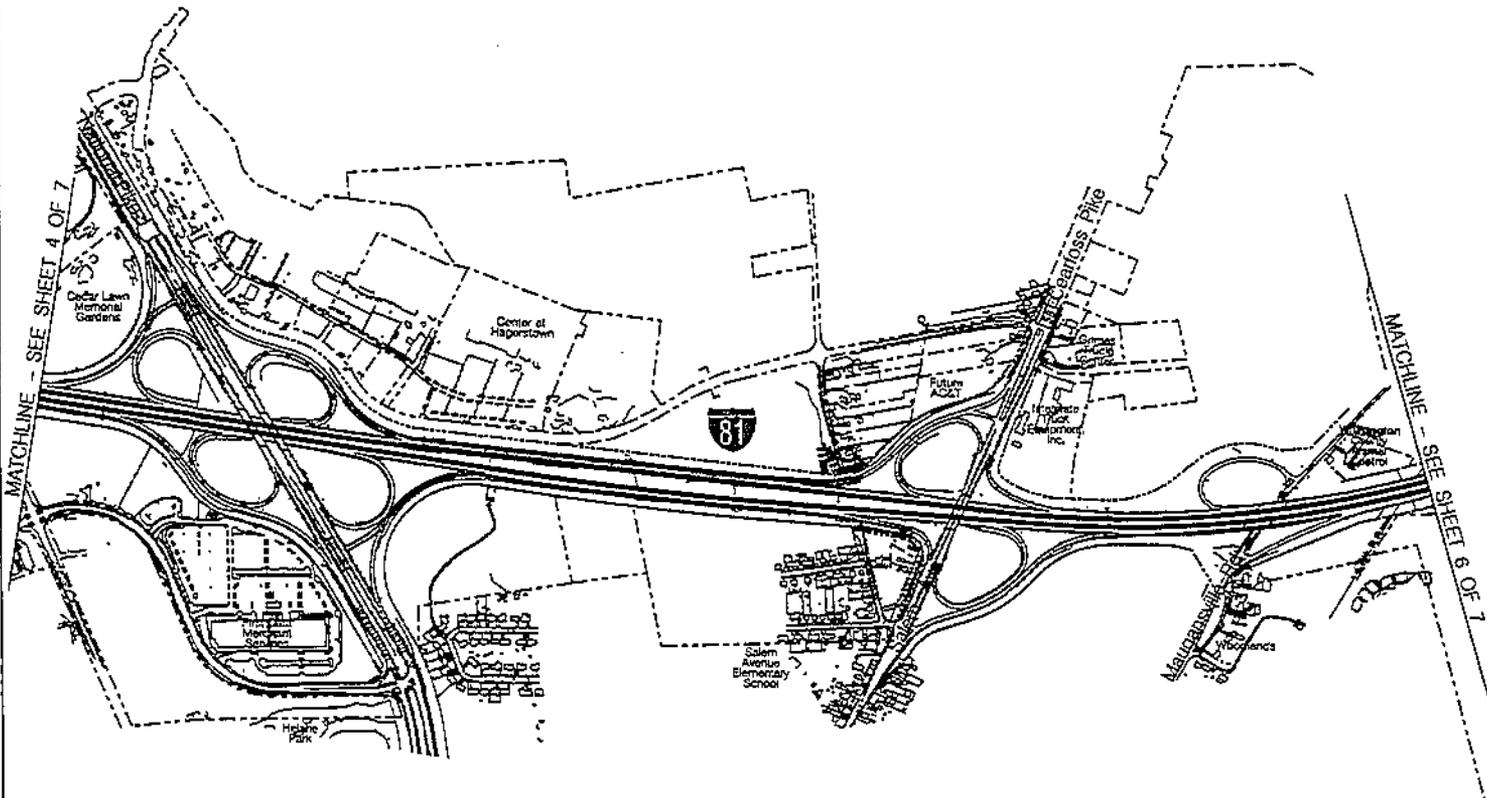
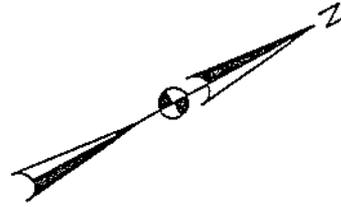
<b>I-81 Improvement Project</b> Alternate 3A - Inside Widening w/ Collector-Distributor Roads	
 Maryland Department of Transportation STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION	Sheet No. <u>2</u> of <u>7</u> SCALE: 1" = 1200'



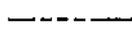
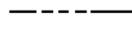
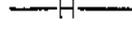
**LEGEND**

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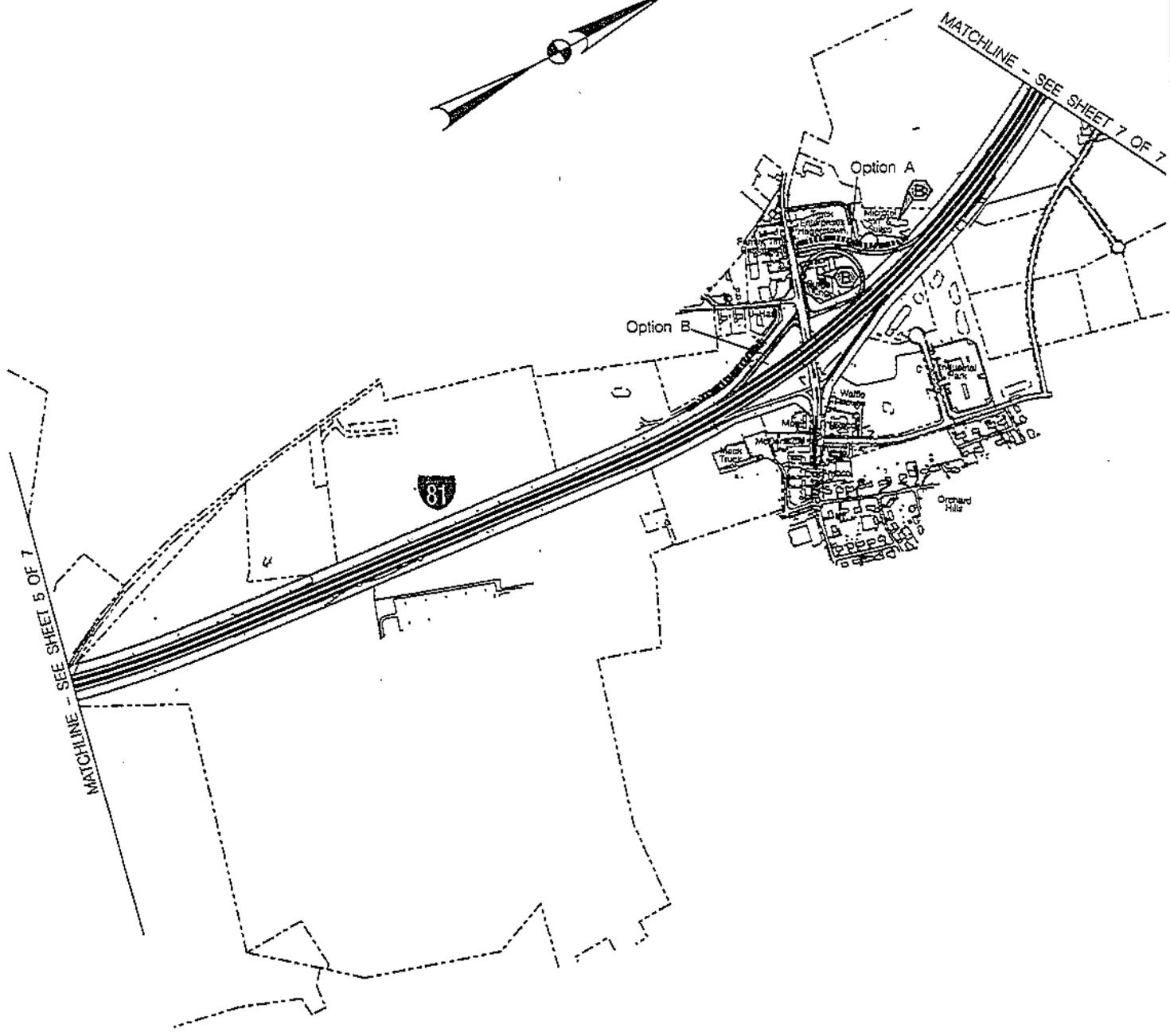
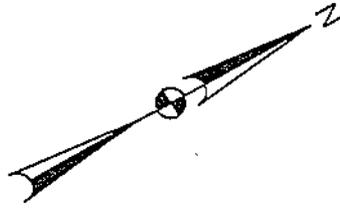
<b>I-81 Improvement Project</b> Alternate 3A - Inside Widening w/ Collector-Distributor Roads	
 Maryland Department of Transportation STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION	Sheet No. <u>4</u> of <u>7</u> SCALE: 1" = 1200'



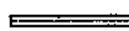
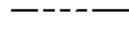
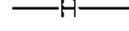
**LEGEND**

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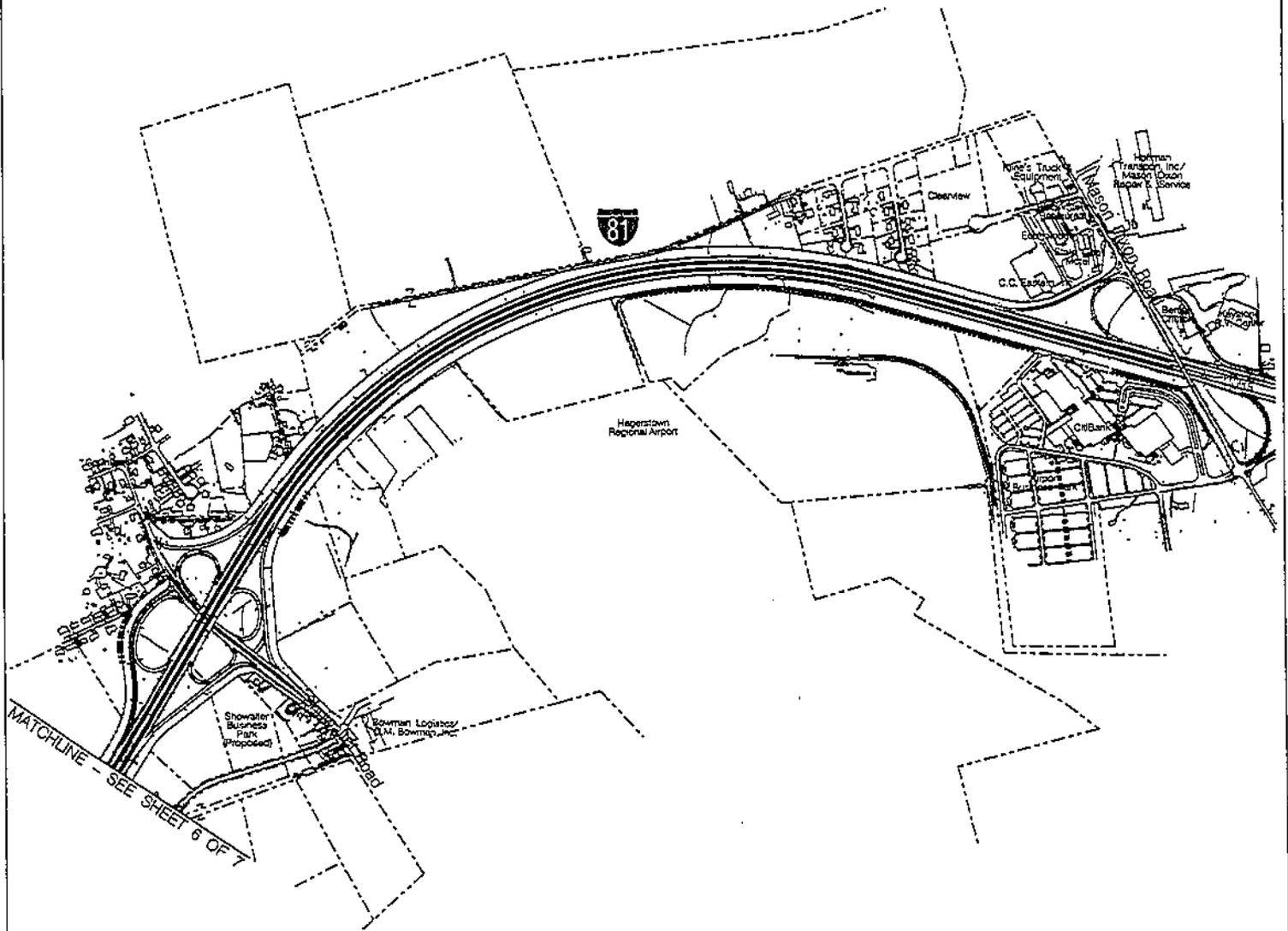
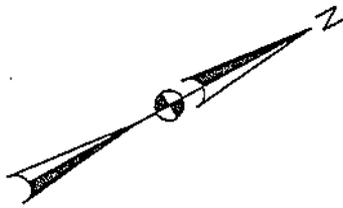
<b>I-81 Improvement Project</b> Alternate 3A - Inside Widening w/ Collector-Distributor Roads	
 Maryland Department of Transportation STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION	Sheet No. <u>5</u> of <u>7</u> SCALE: 1" = 1200'



**LEGEND**

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

<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**

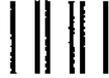
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-  Existing Right-of-Way
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<b>I-81 Improvement Project</b> Alternate 3A - Inside Widening w/ Collector-Distributor Roads	
 Maryland Department of Transportation STATE HIGHWAY ADMINISTRATION PROJECT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





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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
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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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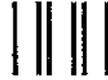
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**STATE HIGHWAY ADMINISTRATION**  
Project Planning Division  
Mail Stop C-301  
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