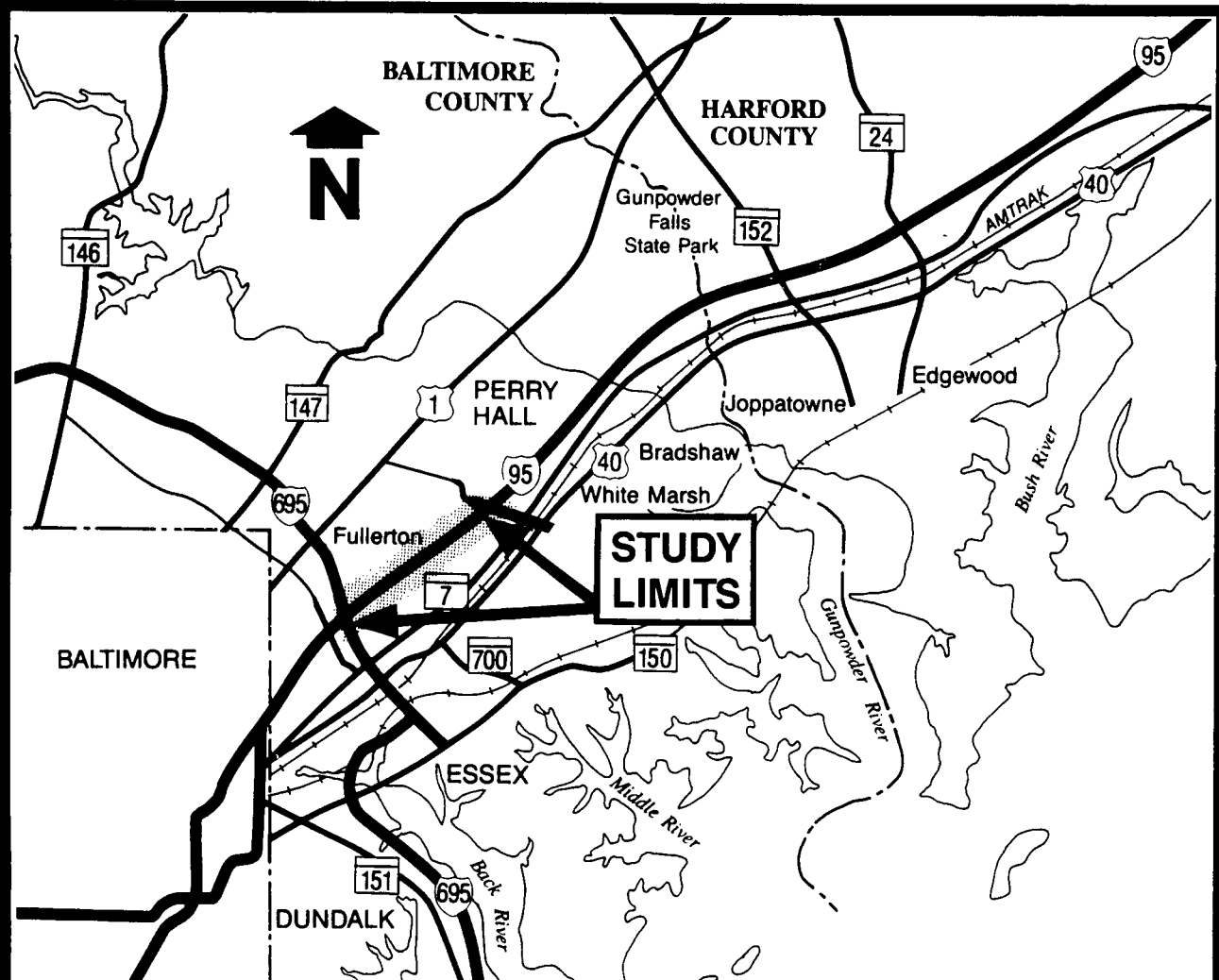


FINDING OF NO SIGNIFICANT IMPACT

FOR CONTRACT NO. AW 897-101

Interstate Route 95 from Interstate Route 695
to Maryland Route 43, Baltimore County



prepared by
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

and
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

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FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT

FOR

I-95 WIDENING FROM I-695 to MD 43

BALTIMORE COUNTY

The FHWA has determined that this project will not have any significant impact on the environment. This finding of no significant impact is based on the Environmental Assessment and the attached information, which summarizes the assessment and documents the selection of Alternate 2. The Environmental Assessment has been independently evaluated by the FHWA and determined to adequately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required.

July 27, 1988
Date

Herman Rodriguez
For Acting Division Administrator

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I.
RECORD OF
DECISION

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MEMORANDUM OF ACTION OF ADMINISTRATOR HAL KASSOFF
MONDAY, JUNE 13, 1988

* * *

Concurrence With Prior Action

A Final Environmental Document, i.e., a Finding of No Significant Impact, is being prepared on the project listed below. The document will be submitted to the Federal Highway Administration, recommending the noted improvements be approved, for location and design.

1. State Contract No. AW-897-101-072
I-95 from the I-695/I-95 Interchange to Md. Rte. 43
PDMS No. 251036

Recommended Improvements - Inside widening of I-95 and the Transportation Systems Management improvements at the I-95/I-695 Interchange.

The decision to proceed in this manner was made by the Administrator, at staff meetings held on March 15 and March 22, 1988.

Copy: Mr. J. A. Agro, Jr.
Mr. B. B. Myers
Mr. N. J. Pedersen
Mr. R. D. Douglass
Mr. E. S. Freedman
Mr. A. M. Capizzi
Mr. C. R. Olsen
Mr. L. H. Ege, Jr.
Ms. S. E. White
Ms. C. D. Simpson
Mr. C. Bialecki ✓
Contract AW-897-101-072



Maryland Department of Transportation
State Highway Administration

Richard H. Traino
Secretary
Hal Kassoff
Administrator

June 10, 1988

MEMORANDUM

TO: Mr. William I. Slacum, Secretary
State Roads Commission

FROM: Neil J. Pedersen, Director *Neil J Pedersen*
Office of Planning and
Preliminary Engineering

SUBJECT: Contract No. AW 897-101-072
Interstate Route 95 from the
I-695/I-95 Interchange to MD 43
PDMS No. 251036

RE: SELECTION OF ALTERNATE

The Project Development Division is preparing a Finding of No Significant Impact (FONSI) for the subject project. It is anticipated that this document will be ready to submit to the Federal Highway Administration during the month of June, 1988. The decision to proceed with the FONSI, recommending the inside widening of I-95 and the Transportation Systems Management (TSM) improvements at the I-695/I-95 interchange for location/design approval, was made by Administrator Kassoff at meetings held on March 15 and 22, 1988.

A summary of these meetings, including the Project Management Team Recommendation of inside widening and the TSM Alternate, is attached.

This information is being sent to you as part of the procedure by which you submit the action to Mr. Kassoff, receive his approval, formally record, and file this action.

I concur with the above information:

[Signature]

Hal Kassoff, Administrator

6/13/88

Date

NJP:eh

Attachment

cc: Mr. John Agro
Mr. Bob B. Myers
Mr. Robert D. Douglass
Mr. Earle S. Freedman
Mr. Anthony M. Capizzi
Mr. Charles R. Olsen
Mr. Louis H. Ege, Jr.
Ms. Sue Ellen White

My telephone number is (301) 333-1110



**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

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June 10, 1988

MEMORANDUM

TO: Mr. Louis H. Ege, Jr.
Deputy Director
Project Development Division

FROM: Sue Ellen White *sew*
Project Manager

SUBJECT: Contract No. AW 897-101-072
I-95 from I-695 to MD 24
P.D.M.S. No. 251036

RE: Selected Alternate

A meeting was held at SHA Headquarters in Baltimore on March 15, 1988 to obtain the Administrator's approval of the team's recommendation for the I-95 widening and improvements to the interchanges at I-695 and MD 152.

The meeting was convened at 9:30 a.m. in the Administrator's conference room, 400A, with the following persons in attendance:

Mr. Hal Kassoff	Administrator, SHA
Mr. Anthony P. Frate	Executive Secretary, Maryland Transportation Authority
Mr. Neil Pedersen	Director, Office of Planning and Preliminary Engineering
Mr. Robert Douglass	Acting Deputy Chief Engineer
Mr. Robert Olsen	District Engineer, District #4
Mr. Charles Walsh	Project Development Division
Ms. Sue Ellen White	Project Development Division
Mr. Carl Bialecki	Project Development Division
Mr. Robert Lambdin	Project Development Division
Mr. Joseph Hopkins	Project Development Division
Mr. Jack Moeller	Maryland Transportation Authority
Mr. Pete Clay	Maryland Transportation Authority
Mr. Chris Larson	Right of Way, District #4
Mr. Steve Gay	Federal Highway Administration
Mr. Raymond Weber	Bureau of Planning & Program Development
Mr. Robert Cunningham	Bureau of Accident Studies
Ms. Patricia Williams	Bureau of Accident Studies
Ms. Kellie Gauer	Bureau of Accident Studies
Ms. Diane Myers	Bureau of Traffic Projects
Mr. William Richardson	Bureau of Traffic Projects
Mr. Ronald Burns	Johnson, Mirmiran and Thompson, P.A.

My telephone number is (301) _____

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The discussion focused around the proposed widening within the median of I-95, between I-695 and MD 24, and interchange improvements at I-695 and MD 152. Below is a summary of the discussion.

This project is split between two authorities. The portion at I-95 between I-695 and MD 43, including the I-695 interchange, is the responsibility of SHA. The section of I-95 under study between MD 43 and MD 24, including the MD 152 interchange, is the responsibility of the Maryland Transportation Authority (MdTA). SHA, however, does the planning for MdTA projects. That is why the section between MD 43 and MD 24 is included in this study.

The lowest cost improvement to address the existing conditions within the I-95/I-695 interchange would require restriping for three (3) through lanes southbound through the interchange and rehabilitating the shoulders of the southbound lanes to serve as an exit lane to the east.

SHA questioned the cost estimate for the portion of improvements under MdTA jurisdiction, based on SHA cost per mile factors. MdTA is comfortable with their estimate.

A decision on which improvements to the I-95/I-695 interchange to include with the I-95 widening was discussed. The Administrator decided another meeting attended by Gordon Dailey and Tom Hicks, should be held on March 22, 1988 to discuss them. (The decisions resulting from this meeting are included in this memorandum.)

The concept of providing a loop ramp in the northeast quadrant of MD 152 was raised. MdTA has briefly looked at this proposal and found significant constraints. The loop will be studied in more detail. This further study should include loops with radii of 270' and 300' with a wrap around outer ramp to minimize impacts to affected properties.

Also at MD 152, providing a dual left turn movement for the northbound to westbound movement on the existing ramp at MD 152, in lieu of a loop, will be studied further.

The feasibility of closing the Old Mountain Road Bridge over I-95, to eliminate traffic operational conflicts with the ramps, was also discussed. Currently Old Mountain Road intersects the existing MD 152 ramps, providing access to a park-n-ride lot, and also serves as a bypass for the congested intersection of MD 152 and the I-95 ramps. MdTA feels that closing Old Mountain Road is not feasible because of heavy use of the park-n-ride lot which is currently being expanded. The investigation of relocating the lot, as well as options for eliminating the intersection of Old Mountain Road and the I-95 ramps, will be studied in further detail.

The MD 152 interchange improvements should be included in the Project Planning Study and Environmental Document for the widening of MD 152, instead of the I-95 study, in case it is decided later that federal funding should be used for the improvements.

MdTA will do the design work for all of the I-95 widening and for the MD 152 interchange improvements. SHA, District 4, will do the design work for the I-695 interchange improvements. MdTA will oversee the construction of all of the improvements, the widening as well as the MD 152 improvements and the I-95/I-695 improvements. SHA will reimburse MdTA for the costs associated with the portion of construction in the section under SHA's jurisdiction.

The following information summarizes the decisions made at the March 22 meeting regarding which elements of the I-95/I-695 interchange improvements are to be constructed:

- Widening the eastbound to southbound ramp from one to two lanes.

- Extending the deceleration lane for the eastbound to northbound movement.

- Extending the acceleration lane for the southbound to eastbound movement.

- Extending the acceleration lane for the westbound to southbound movement.

- Restriping southbound I-95 through the interchange to provide three through lanes (to be done by District #4 in the summer of 1988).

- Extending the deceleration lane for the southbound to eastbound movement (to be done by District #4 in the summer of 1988).

- Providing an auxiliary lane on eastbound I-695 from the I-95/I-695 interchange to MD 7 (this element was included at a subsequent meeting of Tom Hicks, Darrell Wiles and Ron Burns).

At the cost-reduction meetings conducted at SHA, subsequent to the March 15 meeting with the Administrator, it was decided that W-beam steel guardrail, rather than a concrete double faced barrier, would be placed in the I-95 median, between I-695 and MD 43.

The preceeding is a summary of the decision making process that occurred for the I-95 widening project, including improvements to the interchanges at I-695 and MD 152, as it was perceived by the writer. If there are any corrections necessary, please contact the writer promptly.

SEW:ss

cc: Attendees
Mr. Robert Tresselt
Mr. John Bruck
Mr. Thomas Watts
Ms. Barbara Ostrom
Ms. Cynthia Simpson
Ms. Catherine Pecora

II.
**COMPARISON OF
ALTERNATES**

TABLE I

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Comparison of Alternates

Interstate Route 95 from Interstate Route 695
to Maryland Route 43

<u>Analysis Item</u>	<u>No-build</u>	<u>Build</u>
<u>Socio-economic Impacts</u>		
1. Residential Displacements	0	0
2. Minorities Relocated	0	0
3. Business Displacements	0	0
4. Total Properties Affected	0	1
5. Historic Sites Affected	0	0
6. Archeological Sites Affected	0	0
7. Public Recreational Lands Affected	0	0
8. Consistency with Land Use Plans	No	Yes
<u>Natural Environmental Impacts</u>		
1. Loss of Natural Habitat (woodland acres)	0	0
2. Effect on Threatened or Endangered Species	0	0
3. Stream Crossings	0	0
4. Wetland Areas Affected	0	0
5. 100-year Floodplains Affected (acreage)	0	0
6. Prime Farmlands Soils Affected (acreage)	0	0
7. Air Quality Impacts (sites exceeding S/NAAQS)	0	0
8. Noise Sensitive Areas (NSAs exceeding Federal Noise Abatement Criteria or Experiencing a 10 dBA or greater increase)	3	4
Total Costs (1987 dollars in thousands)	---	\$22,300

III.
SUMMARY OF
ACTIONS AND
RECOMMENDATIONS

A. Background

1. Purpose of the Project

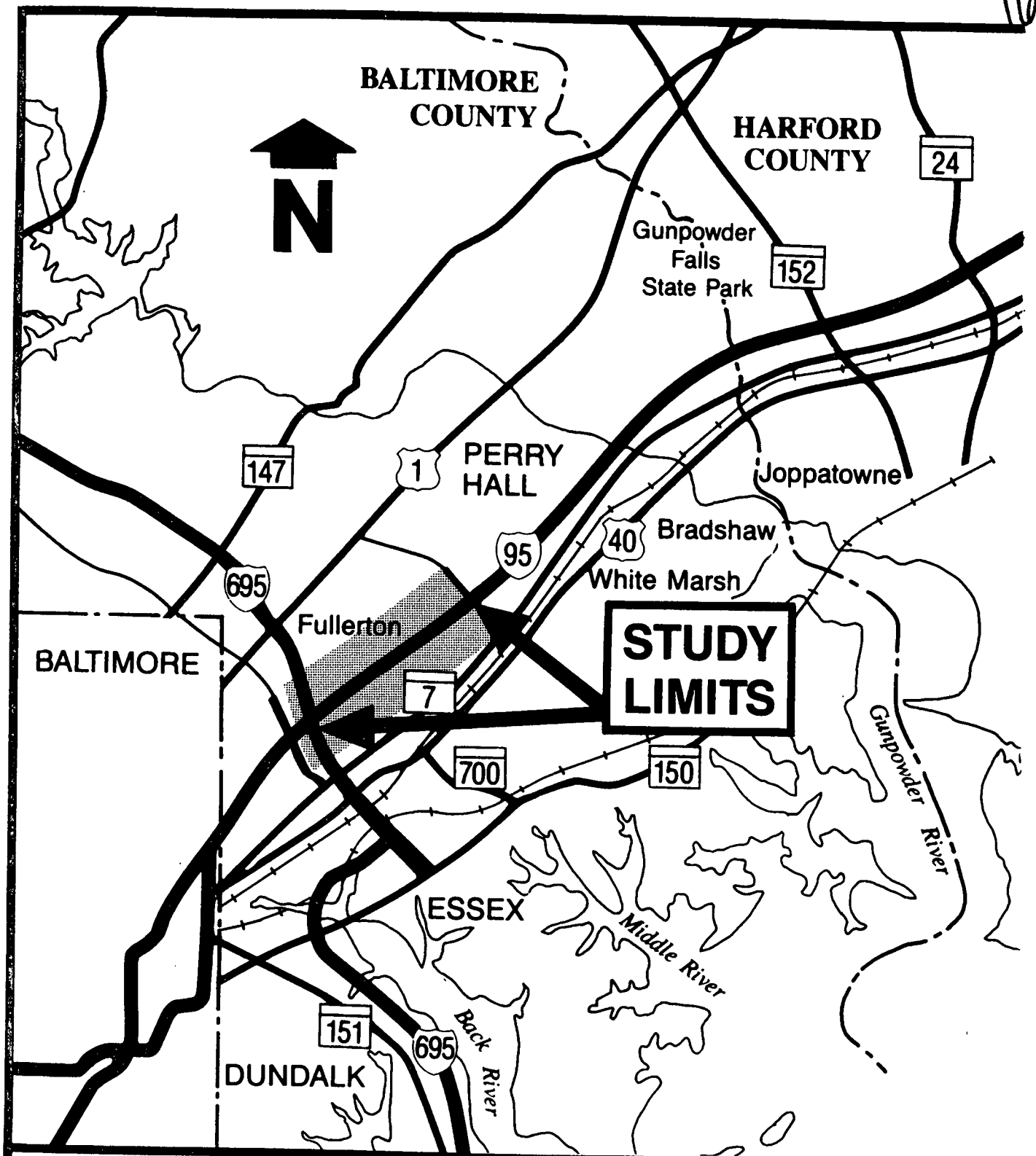
The purpose of this study is to relieve existing congestion along the Interstate Route 95 (I-95) corridor, between Interstate Route 695 (I-695) or the Baltimore Beltway and Maryland Route 43, including improving the I-95/I-695 interchange. (See Figure 1 for the project location.) Currently, congestion occurs both during commuting peak hours and on weekends.

I-95 is the major north-south highway along the east coast of the United States, as well as an important commuter route in the Baltimore area. Significant amounts of development are planned in the corridor in both Baltimore and Harford Counties. This project addresses the need for additional capacity due to the proposed development.

2. Program History

I-95 serves as a principal arterial on Maryland's Primary Highway System and is on the Federal Aid Interstate System. Between I-695 and Maryland Route 43, the road was opened to traffic in 1963 and was named the Northeastern Expressway. The road was constructed as a six-lane facility designed to ultimately be eight lanes.

The I-95/I-695 interchange was also opened to traffic in the early 1960's. The project is currently listed in the Interstate Construction Program of the Fiscal Year 1988-1993 Consolidated Transportation Program. Project Planning studies are scheduled to be completed in the summer of 1988 with Engineering beginning immediately thereafter. Construction is scheduled to begin in Fiscal Year 1991.



**INTERSTATE
ROUTE 95**

I-695 to MD RTE 43

STUDY AREA

FIGURE 1

3. Funding

Planning, Engineering, and Right-of-Way Acquisition will be 100% State funded. Federal participation is anticipated in the Construction Phase.

Phase II/III (Project Planning/Preliminary Design) studies are being performed by State Highway Administration (SHA) personnel. The responsibility for Phase IV (Final Design) will be split between the Maryland Transportation Authority and SHA's Engineering District

4. The Transportation Authority will design the mainline widening in conjunction with their project to widen I-95 between Maryland Route 43 and Maryland Route 24. SHA District 4 will design improvements to the I-95/I-695 interchange.

4. Project Schedule

Location/Design Approval	Summer, 1988
Construction Advertisement	Fiscal 1990
Construction Notice to Proceed	Fiscal 1991

B. Alternates

1. Alternates Considered

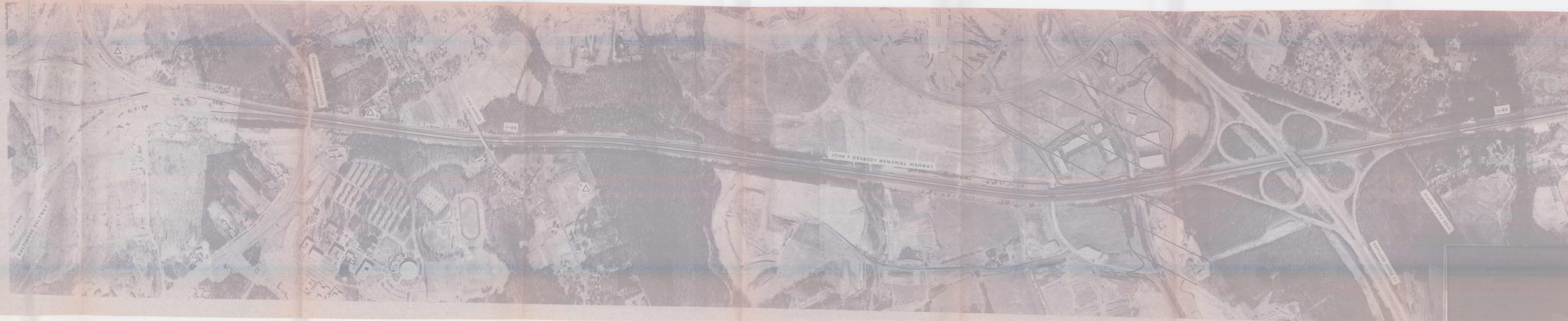
a. Alternate 1- The No-Build Alternate

Under the No-Build Alternate, there would be no expenditure of funds except for routine maintenance. This alternate would not offer any improvement in traffic operation or capacity. No long range improvements would be realized and as development in the corridor continues, the accident rate and congestion would be expected to increase.

b. Alternate 2- The Build Alternate

(Selected Alternate)

Under the Build Alternate one lane would be added to I-95 in each direction, within the median, from I-695 to Maryland Route 43 (See Figure 2). This widening would tie into existing acceleration



and deceleration lanes at the I-95/I-695 interchange and would require no right-of-way acquisition. The typical section for the proposed mainline improvements is shown in Figure 3.

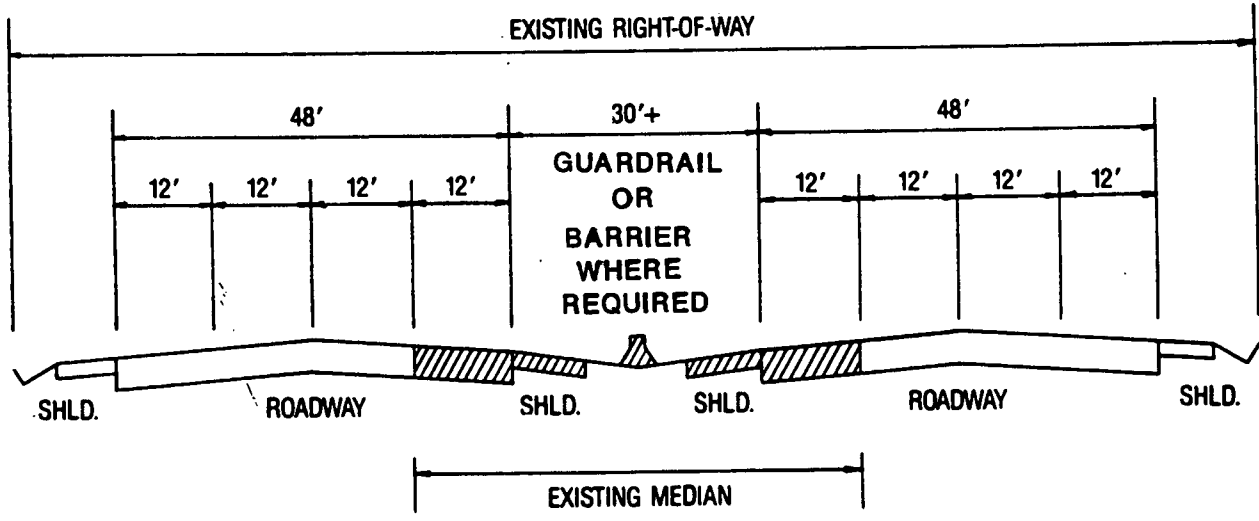
As part of the Build Alternate, improvements are also proposed at the I-95/I-695 interchange (See Figure 4). These improvements include widening the eastbound I-695 to southbound I-95 ramp from one to two lanes, extending the deceleration lane for the movement from eastbound I-695 to northbound I-95 and extending the acceleration lane for the movement from southbound I-95 to eastbound I-695.



Improvements at this interchange also include extending the deceleration lane for the movement from southbound I-95 to eastbound I-695, extending the acceleration lane from westbound I-695 to southbound I-95, providing an auxiliary lane on eastbound I-695 to Maryland Route 7 and providing three through lanes on I-95 through the interchanges. No bridge reconstruction would be necessary. A minor right-of-way take of approximately 0.02 acres would be required from one residential property.

To the north, the widening within the median would tie into a widening project being completed by the Maryland Transportation Authority. That project also consists of the addition of one lane in each direction within the median. The limits of that project are from Maryland Route 43 to Maryland Route 24 and include the addition of two ramps at the existing partial interchange at Maryland Route 152. This project was also discussed at the November 12, 1987 Public Hearing.

The I-695 interchange improvements would tie into another SHA project planning study which consists of the widening of I-695 between Maryland Routes 140 and 702. This study also includes further improvements to the interchange of I-95 and I-695.


PROPOSED TYPICAL SECTION I-95 MAINLINE WIDENING

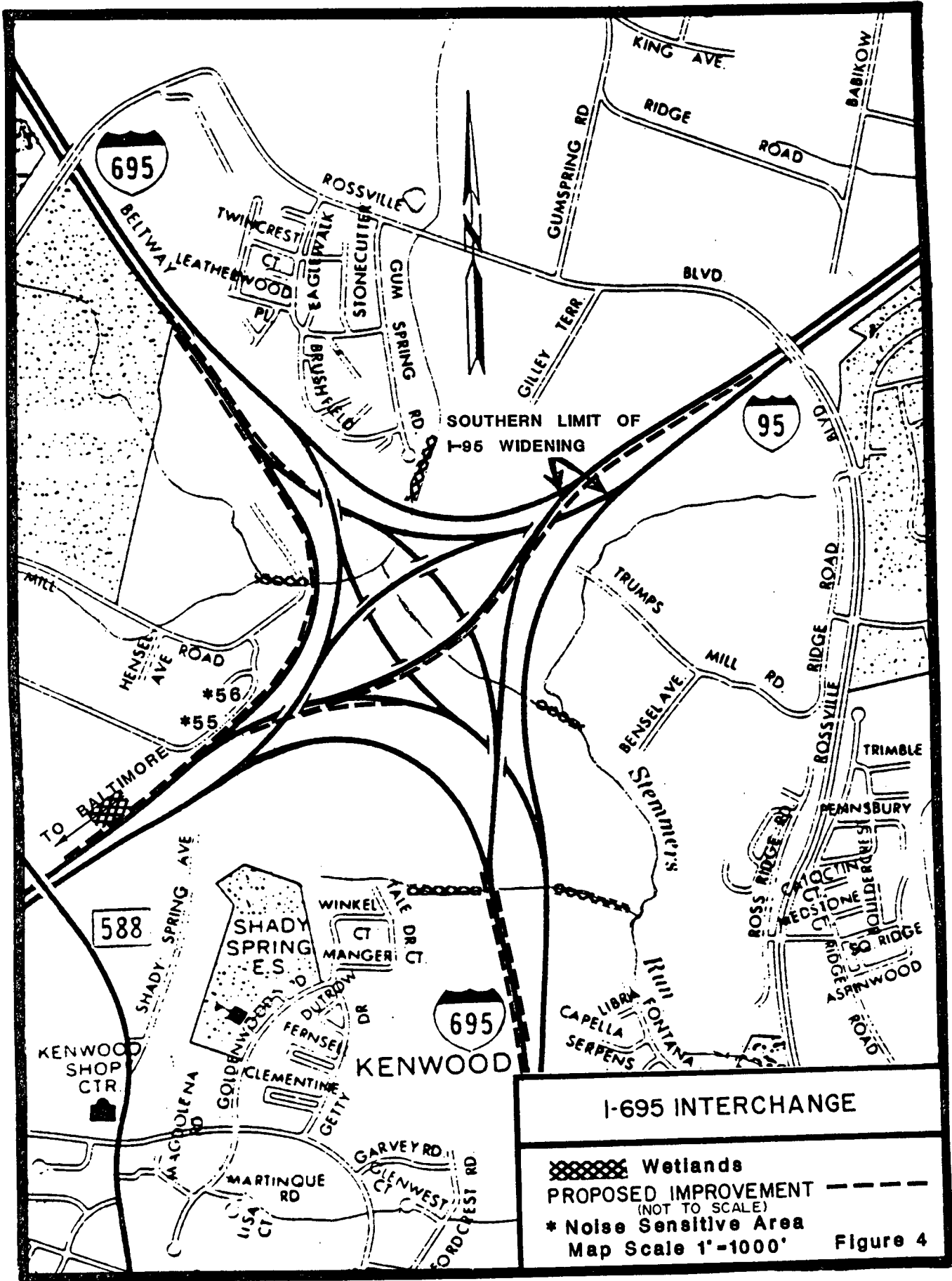


-  New Construction
-  Existing Pavement



Not to Scale

The dimensions shown are for the purpose of determining cost estimates and environmental impacts, and are subject to change during the final design phase.

 Maryland Department of Transportation State Highway Administration	
Interstate Route 95 From Interstate Route 695 to Maryland Route 43	
ALTERNATE 2	
Scale: None	FIGURE 3



I-695 INTERCHANGE

 **Wetlands**
PROPOSED IMPROVEMENT 
 (NOT TO SCALE)
 * **Noise Sensitive Area**
Map Scale 1"=1000' **Figure 4**

That project is currently in the Project Plannig phase. A Location/Design Public Hearing is scheduled for the fall of 1988. 22

2. Service Characteristics

a. Traffic Service

Currently, the section of I-95 under study, as well as the interchange with I-695, is congested for a few hours almost every day. The roadway is at capacity and traffic experiences delay both during peak hours and on weekends. Because the interchange is the junction of two major heavily traveled roadways, there are a significant number of merges and diverges. This causes both operational and safety problems.

Development planned in both Baltimore and Harford Counties will continue to stress the road system and the congestion and delays will continue to increase. The widening of I-95 and the improvements to the I-695 interchange will provide relief for these problems.

b. Safety

Accident data along I-95 and at the I-695 interchange indicate that this area experiences a greater than average number of accidents compared to similar roads throughout the State. The types of accidents which occur frequently are side swipes, fixed object, and parked car accidents.

If no improvements are made, the present accident patterns are expected to continue. If the proposed improvements are made, traffic is expected to flow more smoothly, with fewer accidents caused by congestion.

3. Design Considerations

The design characteristics of the proposed widening and interchange improvements will be consistent with the design characteristics of the existing roadways. This would be for

a 70 mph design speed. The proposed typical section for the widening is shown in Figure 3.

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4. Environmental Summary

An Environmental Assessment summarizing the impacts of the selected alternate was circulated to the appropriate agencies and individuals in October of 1987. The document was also made available for public review, prior to the Location/Design Public Hearing.

The improvements to the I-95/I-695 interchange were not addressed in the Environmental Assessment because these improvements were added to the project after the Environmental Assessment was written. The improvements were discussed at the Public Hearing. The following section summarizes the potential impacts of the selected alternate.

a. Relocation Impacts

The selected alternate would require no business or residential relocations.

Title VI Statement

It is the policy of the Maryland SHA to ensure compliance with provisions of Title VI of the Civil Rights Act of 1964, and related civil rights laws and regulations which prohibit discrimination on the grounds of race, color, sex, national origin, age, religion, physical or mental handicap in all SHA program projects funded in whole or in part by the Federal Highway Administration. The SHA will not discriminate in highway planning, highway design, highway construction, the acquisition of right-of-way, or the provision of relocation advisory assistance. This policy has been incorporated into all levels of the highway planning process in order that proper consideration may be given to the social, economic, and environmental effects of all highway projects. Alleged discriminatory actions should be addressed to the Equal Opportunity Section of the Maryland State Highway Administration for investigation.

b. Historic and Archeological Impacts

No historic or archeological sites will be affected by the selected alternate.

c. Natural Environmental

Floodplains

Because the project consists of widening over existing culverts, no floodplains will be affected by this project.

Wetlands

Wetland surveys of the median where the widening will take place and of the area of the I-95/I-695 interchange show that although wetlands are located in the vicinity of the interchange (see Figure 4), none will be affected by this project.

Surface Water

Branches of Whitemarsh Run and Stemmers Run comprise the surface water resources in the study area. Whitemarsh Run drains into Bird River, which forms an inlet on the Chesapeake Bay. No modifications of the existing culverts are proposed for the crossing of Whitemarsh Run and Stemmers Run.

The increase of impervious surfaces resulting from the proposed improvements would produce a proportionate increase in the amount of roadway runoff. Stormwater runoff would be managed under the Department of Environment's Stormwater Management Regulations. These regulations will require stormwater management practices in the following order of preference:

- On site infiltration
- Flow attenuation by open vegetated swales and natural depressions
- Stormwater retention structures
- Stormwater detention structures

It has been demonstrated that these measures can significantly reduce pollutant loads and control runoff.

Threatened or Endangered Species

There are no populations of Federally listed threatened or endangered plant or animal species in the study area.

Wildlife Habitats

No terrestrial or aquatic habitats would be affected by the proposed action.

d. Noise Quality

In accordance with the Federal Aid Highway Program Manual Volume 7, Section 7, Chapter 3, this project was analyzed for noise impacts under the Type I program. As was described previously, the proposed project consists of two additional lanes in the median of existing I-95.

The Type I program applies to new construction or reconstruction projects. Noise mitigation is considered under this program when Federal Noise Abatement Criteria is equaled or exceeded. The Noise Abatement Criteria for residential areas is 67 decibels.

Potential noise impacts were determined by the identification and consideration of the following items:

- (1) Identification of existing land use.
- (2) Determination of existing noise levels.
- (3) Prediction of future design year noise levels.
- (4) Determination of potential traffic noise impacts.

The existing noise levels, as well as the future design year build and no-build noise levels, are shown in Table 1. As can be seen, both future build and no-build levels will approach or exceed the Noise Abatement Criteria. There would be a maximum 5 decibel

TABLE 2
SUMMARY OF NOISE STUDIES
INTERSTATE ROUTE 95 FROM
INTERSTATE ROUTE 695 TO MARYLAND ROUTE 43

Noise Sensitive Area	Number Protected Residences-a	Present	Noise Levels (dBA)		Barriers		Wall Only Total	Cost		
			Projected No-Build 2015	Projected Build 2015	Length ft.	Height		Per Residence	With Berm Total-b	Fed Residence-b
1	2	66	67	69	1,500	14	567,000	283,500	NF	NF
2	4	70	75	75	1,340	14	578,800	144,700	505,200	126,300
3	NA	58	60	60	NA	NA	NA	NA	NA	NA
55	10	65	66	67	850	10	234,900	23,490	NF	NF
56	included in #55	71	70	72	included in #55		included in #55		NF	NF

NA = Not Applicable (do not exceed Federal criteria)

NF = Not Feasible

a Residences with Build noise levels over criteria that would receive a minimum of 5 dBA of attenuation with a wall or berm

b Cost based on area of noise wall required only at \$27 per square foot

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increase with the build alternate when compared to existing noise levels. Thus, noise mitigation was considered that would achieve a substantial noise reduction.

Several factors were considered when determining if noise abatement should be considered. These included whether noise mitigation is reasonable, feasible and warranted. Several types of noise mitigation were also investigated and considered for this project. In order to determine if noise mitigation is warranted, a comparison was made between existing noise levels and projected build levels and also between build levels and no-build noise levels in the future design year of the project. As stated previously, there would be a maximum of a 5 decibel increase when comparing the build alternate noise levels with existing noise levels. However, when comparing build and no-build noise levels in the design year, the build levels are a maximum of only 2 decibels higher than the no-build condition, a difference that is not discernible. This indicates that a significant increase in noise levels or impacts is not predicted as a direct result of the roadway project. The increase in predicted noise levels over existing levels would not be a result of the proposed project, but rather it would be a function of the normal increase in traffic resulting from planned area growth and development. A significant change in noise levels between the no-build and build alternatives should not be expected.

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Also considered was when did the noise sensitive areas become exposed to the noise source. It has been determined that the majority of residences in the vicinity of the proposed I-95/I-695 interchange improvements were built in 1978, after initial construction of I-95 and I-695. The transportation facilities were opened for traffic before these homes were occupied. Individuals purchasing these homes were aware of I-95 and I-695. I-95 and I-695 have always been major transportation facilities intended to carry high volumes of traffic and all types of conventional vehicles.

The feasibility and effectiveness of noise mitigation was also considered in the decision making process. The State Highway Administration designs noise barriers to achieve a 7-10 decibel reduction in noise levels. However, any noise receptor which will receive a 5 decibel reduction is considered when determining the cost effectiveness of a barrier. Cost effectiveness is determined by dividing the total number of sensitive sites, in a specified noise sensitive area, that will receive at least a 5 dBA reduction in noise levels into the total cost of the noise mitigation. The State Highway Administration has established approximately \$40,000 per residence protected as being the maximum cost for a barrier that is considered reasonable. The analysis completed shows that the barriers investigated at noise sensitive areas 1 and 2 (see Figure 4) along I-95 would exceed \$40,000. A barrier for noise sensitive area 55 would not exceed the \$40,000 per residence limit. Table 1 shows the approximate length and height barrier needed to obtain a 7-10 decibel reduction, the total cost of the barrier, the number of sites receiving at least a 5 decibel reduction, and the cost per

residence. The table includes noise sensitive areas that would experience future design year noise levels of 67 decibels. Noise barriers in the form of walls would achieve the design goal of reducing noise levels 7-10 decibels for all noise sensitive areas. It would be physically feasible to construct the barriers. However, all areas except noise sensitive area (NSA) 55 would exceed the State Highway Administration's \$40,000 upper limit and are not cost-effective. Barriers are not recommended for NSA's 1 and 2.

A barrier for NSA 55 is cost-effective, but the residences within the noise sensitive area were built after construction of the I-95/I-695 interchange. Furthermore, the selected alternate would only result in a 1 dBA increase over the No-Build Alternate. This barrier was not recommended. Noise mitigation will again be considered at this site as part of the ongoing planning study to widen I-695, the Baltimore Beltway between Maryland Routes 140 and 702.

In addition to noise walls, other abatement measures were considered as outlined in the Federal-Aid Highway Program Manual 7.7.3. These include:

1. Traffic Management Measures (e.g. traffic control devices and signing for prohibition of certain vehicles [heavy trucks], time use restrictions for certain types of vehicles, modified speed limits and exclusion lane designations).

These types of measures are not appropriate for an interstate highway serving high volumes of through traffic. It is not possible to prohibit heavy trucks from this type of facility.

2. Alterations of Horizontal and Vertical Alignment.
 This also is not a reasonable alternate because the project consists of widening the existing facility. It is not possible to make significant changes to either the horizontal or vertical alignment.

3. Acquisition of Real Property or Property Rights to Establish Buffer Zones or Install Earth Berms.
 Existing residential development immediately adjacent to the roadway makes it infeasible to acquire significant amounts of property for buffer areas. Earth berms were investigated at NSA's, 1, 2, and 55. Berms were not considered feasible at NSA's 1 and 55 due to limited right-of-way, existing cut slopes equal to or in excess of 2:1, and locations where berm placement would require the filling, relocation or major alteration in drainage or wetland areas. At NSA 2, the use of earth berms would reduce the cost per residence to \$126,300, which would still not be cost-effective.

After giving consideration to all of the above information, it has been determined that noise mitigation is not warranted under the current project based on the following factors:

1. There is little difference between the future noise levels for the expanded facility and the future traffic noise levels for the no-build alternate.

2. A majority of the development occurred after initial construction of the highway.

3. All but one area exceeds the State Highway Administration's cost limit for noise mitigation. This area will be studied further for noise abatement under the proposed widening of I-695.

4. Mitigation measures in lieu of walls is not practicable.

During the final design of the project, landscaping and vegetative planting will be incorporated into the plans for the project to screen residential areas from the roadway to the extent reasonable.

As with any major construction project, areas around the construction site are likely to experience varied periods and degrees of noise impact. This type of project would probably employ the following pieces of equipment that would likely be sources of construction noise:

Bulldozers and Earth Movers

Graders

Front End Loaders

Dump and Other Diesel Trucks

Compressors

Generally, construction activity would occur during normal working hours on weekdays. Therefore, noise intrusion from construction activities probably would not occur during critical sleep or outdoor recreating periods.

Maintenance of construction equipment will be regular and thorough to minimize noise emissions because of inefficiently tuned engines, poorly lubricated moving parts, poor ineffective muffling systems, etc.

Temporary fencing will be considered in heavy residential areas, where feasible, to screen construction activities.

e. Air Quality

Three (3) receptors were studied to determine the effects of the selected and No-Build alternates on the air quality for the

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median widening. No violations of the State and National Ambient Air Quality Standards for the 1-hour and 8-hour concentrations would occur under either alternate in either analysis year 1995 or 2015.

f. Parklands

The project will no impact on parklands.

5. Estimated Costs

The following costs for Alternate 2, the selected alternate, were calculated on a cost per mile basis since no detailed mapping was available during the planning stages of the project.

Project Planning	300,000
Engineering	2,000,000
Right-of-Way	3,000
Construction	<u>20,000,000</u>
Total	22,303,000

These costs vary from the costs in the Environmental Assessment and the project brochure. This is due to additional information determining costs made available after the document was on display.

C. Summary of Public Involvement

1. Combined Location/Design Public Hearing

Public notice of the start of Project Planning activities for the widening and interchange improvements was made in the media in May, 1987. In that notice, the public was afforded the opportunity to request that a Public Hearing be held. Several requests for a Hearing were received and a Location/Design Public Hearing was held on November 12, 1987 at the Perry Hall Senior High School. Eleven people, including three elected officials, commented.

2. Positions Taken

a. Elected Officials

Delegate Donna M. Felling spoke in support of the selected alternate but expressed a desire that construction begin earlier. At the time of the Hearing, construction was slated to begin in Fiscal Year 1993. Delegate Felling also expressed concern about lack of noise attenuation on this project. She feels that natural screening or noise barriers should be provided.

Delegate William J. Burgess also supported the selected alternate. He expressed concern about water runoff and suggested that noise barriers be considered as part of the project.

Senator Thomas L. Bromwell mentioned support for noise barriers and emphasized the problems with unplanned growth. He stated that adequate roads should be in place before development occurs.

Delegate Joseph Lutz also expressed his support for this project.

b. Agencies

The Department of the Army foresees no impacts to the floodplain of existing and proposed Corps projects.

The Department of Natural Resources, Forest, Park and Wildlife Service has determined that there are no threatened or endangered species in the project area.

The U.S Department of the Interior, Fish and Wildlife Service has indicated that no Federally listed or proposed endangered or threatened species are known to exist in the project impact area.

The Environmental Protection Agency has no objection to the further development of this project from an air quality analysis standpoint.

The Maryland Historical Trust concurs with the State Highway Administration's determination that there are no significant historic standing structures or archeological sites located in the project area.

c. Citizens and Associations

Two citizens spoke in support of the selected alternate. Four citizens expressed concern about noise and requested that noise barriers be constructed. One citizen mentioned a concern about air quality. The other speakers mentioned issues which were not pertinent to the project. One citizen spoke about another study, and the others discussed the Transportation Authority's project immediately to the north.

D. Recommendations

The unanimous recommendation of the Project Planning team is that Alternate 2, as described herein, be processed for Location and Design Approvals.

Alternate 2 was the only build alternate presented for consideration at the Public Hearing. The only controversial issue associated with this alternate is the lack of noise barriers being proposed. Under current criteria, noise barriers where warranted were not found to be reasonable.

IV.
PUBLIC HEARING
COMMENTS

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PUBLIC HEARING COMMENTS

On November 12, 1987, a Combined Location/Design Public Hearing for the project was held at Perry Hall Senior High School in Perry Hall, Maryland. Environmental and engineering analyses were presented and public comments were received on this project.

The following is a summary of the public statements made at the Hearing and the responses. A complete transcript of the Hearing is available for review at the Project Development Division, 707 North Calvert Street, Baltimore, Maryland 21202. Written comments and concerns received subsequent to the Public Hearing are included in the Correspondence Section (Section V) of this document.

1) Delegate Donna Felling

She thanked SHA for the opportunity to speak and indicated her support for the Build alternate (Alternate 2) and the I-95/ Maryland Route 152 interchange reconstruction.

She asked that construction begin earlier than mid 1992.

She asked that the SHA and the local government consider an additional interchange north of White Marsh and south of Maryland Route 152. She requested that SHA consider natural screening or other noise barrier options for residents adjacent to I-95.

SHA RESPONSE:

Alternate 2, the Build Alternate, which includes the I-95 widening and the I-95/I-695 interchange is the selected alternate

In addition to noise walls, earth berms were studied. See the noise discussion in the Environmental Summary which begins on page III-7. Landscape will be considered in the final design of the project.

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The State Highway Administration will investigate the need for an interchange north of Maryland Route 43 with local planning bodies if Baltimore County requests a study of this issue.

2) Delegate William Burgess

He supports the project. However, he feels that consideration should be given to a ramp off I-95 north of Perry Hall.

He was concerned about problems with water runoff and noise levels, and would like SHA to reconsider the feasibility of building noise barriers. He had problems with the cost/residence limit.

SHA RESPONSE:

Alternate 2 is the selected alternate. Stormwater management plans will be developed during the Design phase. This plan will be reviewed and approved by the Maryland Department of the Environment. As stated above neither earth berms nor barrier walls for noise abatement were found to be reasonable.

See Response 1) for additional interchange.

3) Senator Thomas Bromwell

He expressed concern with uncontrolled development and would like adequate roads to be put in before development takes place.

SHA RESPONSE:

Zoning and development is outside the responsibility of the State Highway Administration. The Highway Administration does coordinate with appropriate planning agencies during the development of a project to ensure consistency with the land use plans.

4) Charles Brockmeyer, 2220 Jaycee Drive, Joppa

He expressed concern about the maintenance of relocated Jaycee Drive in the vicinity of I-95 and Maryland Route 152. He was

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concerned about the grade of existing Jaycee Drive at the intersection of I-95 and Maryland Route 152. He would like some kind of barrier or screening at Jaycee Drive.

SHA RESPONSE:

Harford County will maintain Jaycee Drive before and after relocation. Grades on Jaycee Drive will be determined during the Final Design Phase. Vegetative screening or privacy fencing will be investigated during final design.

5) Preston Snedegar, 4928 Ridge Road

He agreed with the need for additional lanes on I-95. However, he is concerned about being denied a noise barrier. He would like to know more detail about costs and materials for wall construction.

SHA RESPONSE:

Alternate 2, the Build Alternate, will provide the additional lanes.

The costs of an earth berm or a wall were not reasonable. The costs of wall-type noise barriers are figured at \$27 a square foot, based on average costs of walls built recently by the SHA. See the Noise Quality section of this document for additional information.

6) Paula Dernette Thompson, 12139 Eastern Avenue

She was concerned about the extension of Maryland Route 43 to Eastern Avenue (Maryland Route 150).

SHA RESPONSE:

The District Engineer offered to discuss the project after the meeting as Maryland Route 43 Extended is a separate study.

7) Bob Church, 612 Yorkshire Drive, Edgewood

He is submitting a petition asking that Maryland Route 152 be expanded from Kemble Road, near Edgewood Arsenal to U.S. Route 1. The petition also includes a request to provide a northbound ramp from Maryland Route 152 to I-95 to serve Edgewood, Joppa, Joppatowne, Maryland Route 7, and the Maryland Route 40 areas.

He also asked if the expansion of Maryland Route 152 was considered.

SHA RESPONSE:

Alternate 2, the Build Alternate, would include ramps to and from the north on I-95 at Maryland Route 152. Maryland Route 152 is a separate study which is just beginning the Project Planning process.

8) Herbert J. Hackey, 15818 East Avenue

He wants a noise barrier where the ramp widening is proposed for the I-695/I-95 interchange.

SHA RESPONSE:

A barrier was not considered reasonable in this area. This area will also be analyzed under the I-695 widening study.

9) Dr. Pullen, 1807 Jerusalem Road, Harford County. Little Gunpowder Improvement Association.

He stated that an interchange at Maryland Route 152 should not be constructed. There is too much commuter traffic there now.

SHA RESPONSE:

The partial diamond interchange at I-95 and Maryland Route 152 would be completed as part of Alternate 2.

10) Kathleen Kleinsmith, 1011 Old Mountain Road North, Little Gunpowder Association.

She stated that the traffic figures showed low numbers on the northbound movement to the I-95/Maryland Route 152 interchange.

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She also suggested signing on I-95 to notify people that if they get off at Maryland Route 152, they can't get back on the Interstate.

She expressed concern about air quality and noise levels, and opposed widening Maryland Route 152 to serve traffic which will use a new incinerator.

SHA RESPONSE:

Projected traffic volumes to and from the north at Maryland Route 152 are relatively low compared to the volumes on the ramps to and from the south. It is still desirable, however, to provide the new ramps in order to serve the needs of the individuals who currently must detour to Maryland Route 24 for these movements.

If an alternate is not selected that adds these movements to the I-95/Maryland Route 152 interchange, citizens could request signing from the Maryland Transportation Authority, who administer this portion of the highway.

The Air Quality analysis showed that under the Build Alternate and No-Build Alternate, there will not be any violation of State or National Air Quality Standards.

A study of feasibility of earth berms and wall type noise barriers was completed. The results of this study are found on p.III-7.

The widening of Maryland Route 152 to serve other traffic needs is a separate Project Planning study.

11) Bill Whitehead, 1516 Clayton Road

He felt that noise levels were already "unacceptably high". He stated that since the noise studies were completed in the summer, noise levels would be even higher in the winter.

SHA RESPONSE:

Noise studies were completed. The model used adjusts for time of year that noise is measured.

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V.
CORRESPONDENCE

A. Written Comments Received Subsequent to the Location/Design
Public Hearing November 12, 1987, and Responses

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

44

Contract No. AW 897-101-072
Interstate Route 95
from Interstate Route 695 to Maryland Route 24
PDMS No. 251036
Location/Design Public Hearing
Thursday, November 12, 1987 - 7:30 p.m.

PROJECT DEVELOPMENT DIVISION
Nov 20 9 58 AM '87

NAME VERNON G. ADAMS DATE 11-17-87
ADDRESS 5812 EAST AVE
CITY/TOWN BALTO. STATE MD. ZIP CODE 21206

PLEASE PRINT

I/We wish to comment or inquire about the following aspects of this project:

As a follow-up to the meetings held on Nov. 11, 1987
I do request a copy of the "Noise Level Readings"
recently taken on East Ave. I am particularly interested
since it was pointed out in the meeting previously mentioned
that even though the exit ramp (from 695) to Rte 95 southbound
would be widened from one (1) to two (2) lanes that no
consideration whatsoever would be given to erecting a
"Sound Barrier" between the homes on East Ave and the pro-
posed widened exit ramp. We are told that present noise levels
are not "high enough" to warrant a barrier. My, and others in the
neighborhood, question is, "When were these surveys conducted?"
Has your office ever conducted a survey between 8:00 PM Sunday
and 9:00 AM Monday? You should be here - the noise is one thing -
the vibrations caused by trucks actually moves items on dining room
tables. Friday between 1:00 & 7:00 PM is another "bad" time.
If the proposed widening is in a northerly direction from the
existing single lane I cannot understand the reluctance of
the State / Federal Governments to erect a sound barrier.

Thank you,
Vernon G. Adams

- Please add my/our name(s) to the Mailing List.*
- Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



**Maryland Department of Transportation
State Highway Administration**

45
Richard H. Trainor
Secretary
Hal Kassoff
Administrator

April 27, 1988

Re: Contract No. AW 897-101-072
Interstate Route 95
Interstate Route 695 to
Maryland Route 24
PDMS No. 251036

Mr. Vernon G. Adams
5812 East Avenue
Baltimore, Maryland 21206

Dear Mr. Adams:

Thank you for your comments concerning the proposed improvements to the Interstate Route 95/Baltimore Beltway interchange.

Five sites along East Avenue were monitored for noise on August 18, 1987 between 1:25 p.m. and 3:00 p.m. for a period of approximately 10 minutes. The results are as follows:

<u>Location</u>	<u>Time</u>	<u>Leg</u>
5832 East Avenue	1:28 p.m.	61.3 dBA
5820 East Avenue	1:40 p.m.	64.8 dBA
5816 East Avenue	2:00 p.m.	65.5 dBA
5812 East Avenue	2:15 p.m.	66.1 dBA
5807 East Avenue	2:30 p.m.	71.2 dBA

The sites are close to one another so the highest one was considered as representative of the area.

If the ramp is not widened the noise level is expected to remain the same through the year 2010. With the widening the level will be 72 decibels. A noise barrier would reduce the level to 64 decibels. If constructed, the barrier would be 10 feet high and 870 feet long. At \$27/square foot the cost comes to \$234,900. This square foot cost is based on recent estimates for noise wall construction in Maryland. The wall would protect 10 houses.

My telephone number is (301) 333-6431

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21202

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Mr. Vernon G. Adams
Page Two

In order for a noise barrier to be constructed there is a list of criteria which must be met. The East Avenue neighborhood meets the criteria that requires the noise level to exceed 67 decibels. It, however, fails the criteria which says that the majority of the homes significantly affected by the barrier must have been built before the road was constructed.

Currently another project planning study is being conducted concerning the widening of the Baltimore Beltway between Maryland Route 140 and 702. This study proposes additional modifications to the interchange at the Beltway and Interstate Route 95 and noise barriers in the vicinity of East Avenue will again be considered as part of that study.

If you have any additional questions or comments concerning this project, please write to me in Room 313, 707 North Calvert Street, Baltimore, Maryland 21202 or call (301) 333-1139.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by:

Sue Ellen White
Sue Ellen White
Project Manager

LHE/SEW/ih

cc: Mr. C. Robert Olsen
Mr. Jack Moeller
Mr. Charles Adams

Nottingham
Village, Inc.

12004 (S01) 825-0545

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November 20, 1987

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
2323 West Joppa Road
Brooklandville, Maryland 21022

Attention: Mr. C. Robert Olsen

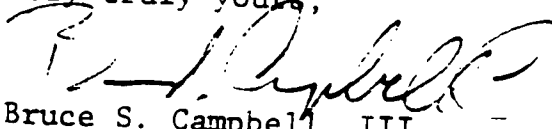
Re: Contract No. AW 897-101-072
Interstate Route 95

Gentlemen:

We were in attendance at the combined location/design public hearing held on November 12, 1987 for the proposed improvements to Interstate Route 95 as referenced above. We hereby offer our support for the proposed widening of I-95 from I-695 to Route 24 as described in the project literature. Although we assume it will not be the case, we wish to be on record as opposing any design modifications which would restrict the proposed cross-section or vertical alignment of the future Campbell Boulevard as it passes under I-95. Campbell Boulevard is located in the White Marsh Town Center with its present terminus just west of I-95. It is planned to continue to the east, ultimately tying into Route 40.

We would be happy to discuss any details concerning Campbell Boulevard with you. As design documents proceed, we would appreciate the opportunity to review the specific details concerning this underpass.

Very truly yours,


Bruce S. Campbell, III
Vice President and Director
of Land Development

BSC.III:jlr

cc: Mr. Neil J. Pedersen
Mr. John J. Trenner-Baltimore County



**Maryland Department of Transportation
State Highway Administration**

48
Richard H. Trainor
Secretary
Hal Kassoff
Administrator

February 3, 1988

Re: Contract No. AW 897-101-072
Interstate Route 95,
Interstate Route 695 to
Maryland Route 24
PDMS No. 251036

Mr. Bruce S. Campbell, III
Vice President and Director of Land Development
Nottingham Village, Inc.
100 West Pennsylvania Avenue
Towson, Maryland 21204

Dear Mr. Campbell:

Thank you for your comments concerning the widening of
Interstate Route 95.

As part of this project, the bridge over Campbell Road will
be widened. The size of the opening now provided will remain
essentially the same.

If you have any questions regarding the specific design
details involved in widening the bridge over Campbell Boulevard,
please contact Mr. Jack Moeller, who will be in charge of the
project design, at 563-7190.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by:

Sue Ellen White
Sue Ellen White
Project Manager

cc: Mr. Louis H. Ege, Jr.
Mr. Jack Moeller
Mr. Earle S. Freedman

My telephone number is (301) 333-6431

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21202

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. AW 897-101-072
Interstate Route 95
from Interstate Route 695 to Maryland Route 24
PDMS No. 251036
Location/Design Public Hearing
Thursday, November 12, 1987 - 7:30 p.m.

PROJECT DEVELOPMENT DIVISION
Nov 9 3 42 PM '87

NAME Michael C. Etzel DATE 11/11/87

PLEASE PRINT ADDRESS 5816 East Ave.

CITY/TOWN Balto. STATE Md. ZIP CODE 21206

I/We wish to comment or inquire about the following aspects of this project:

We feel that since the study indicates an increase in traffic of 90% by the year 2015, Noise barriers should be constructed as part of the I-695 INTERCHANGE PROJECT on page 7 of the pamphlet. We certainly disagree with the study about the rise in noise level, since this will bring traffic ever closer to our homes. The fact that the cost per residence exceeds the allowable cost is sheer folly. We have had studies in this area before & have been told that the noise level was high & that was 6 or 7 yrs ago. Now you want to move the ramp closer & are telling us that the noise level will not increase that much. You must think that we are very gullible. Incidentally, the reason why we didn't get a barrier yrs ago was due to lack of money. Instead of a barrier we were given trees.

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

How will they hold up under all of this construction, etc.?



**Maryland Department of Transportation
State Highway Administration**

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Richard H. Traino
Secretary
Hal Kassoff
Administrator

February 3, 1988

Re: Contract No. AW 897-101-072
Interstate Route 95,
Interstate Route 695 to
Maryland Route 24
PDMS No. 251036

Mr. Michael C. Etzel
5816 East Avenue
Baltimore, Maryland 21206

Dear Mr. Etzel:

Thank you for your comments concerning the proposed improvements to the Interstate Route 95/Baltimore Beltway interchange. They will be considered in the decision making process.

The State Highway Administration has two types of noise abatement programs. These are known as Type I and Type II. The Type I program addresses noise impacts created by new construction or reconstruction projects. Noise mitigation is considered under this program when significant noise impacts result from the proposed project. If there is a significant increase in noise levels as a result of the project, additional criteria must also be satisfied before a determination is made on the reasonability and feasibility of barriers. These include effectiveness of the barriers, cost effectiveness, acceptance by a majority of impacted property owners, and availability of funds.

The Type II program addresses noise abatement for noise sensitive land uses along existing highways. Existing noise levels at a majority of receptors within a defined project area must exceed Federal Noise Abatement Criteria, for that land use, and a majority of the receptors experiencing those noise levels must have existed prior to the construction of the highway.

If these two criteria are satisfied, the criteria of effectiveness of barrier, costs, availability of funds, and acceptability to the majority of property owners are applied.

Your neighborhood was considered under the Type II program. The proposed modifications of the Interstate Route 95/Baltimore Beltway Interchange will not increase the capacity of the interchange, but move existing traffic more efficiently than the existing interchange. Your neighborhood does not qualify under the Type II program because the majority of homes were constructed after Interstate Route 95 and the Baltimore Beltway were built and opened to traffic. The purchasers of the homes were aware of the two roadways and the related noise levels.

My telephone number is (301) _____

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-400-6000

Mr. Michael C. Etzel
Page 2

However, the State Highway Administration also has an ongoing planning study to widen the Baltimore Beltway between Maryland Routes 140 and 702. Your neighborhood will be considered for noise mitigation under the Type I program as part of that project. The results of that study will not be complete until the fall of 1988.

If you have any additional questions or comments concerning this project, please write to me in Room 313, 707 North Calvert Street, Baltimore, Maryland 21202 or call (301) 333-6431.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Sue Ellen White
Sue Ellen White
Project Manager

- cc: Mr. C. Robert Olsen (w/incoming)
- Mr. Jack Moeller "
- Mr. Anthony M. Capizzi "
- Mr. Pete Clay "
- Mr. Charles Adams

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

PROJECT DEVELOPMENT DIVISION
NOV 6 9 29 PM '87

Contract No. AW 897-101-072
Interstate Route 95
from Interstate Route 695 to Maryland Route 24
PDMS No. 251036
Location/Design Public Hearing
Thursday, November 12, 1987 - 7:30 p.m.

NAME HERBERT J. HACKE DATE 10/29/87
PLEASE PRINT ADDRESS 518 EAST AVE
CITY/TOWN ADLTS STATE MI ZIP CODE 21206

I/We wish to comment or inquire about the following aspects of this project:

I HAVE A CONCERN REGARDING THE I-695 TO I-95
AND SIDING SINCE MY PROPERTY IS DIRECTLY ADJACENT THIS
CONSTRUCTION MY CONCERN IS OF THE NOISE LEVEL
THAT WILL OCCUR AS TRAFFIC GETS EVEN CLOSER TO MY PROPERTY.
AS I UNDERSTAND YOUR PROPOSALS STATE THAT NOISE IS A MINOR
INCIDENT THIS IS IN ERROR PRESENTLY THE NOISE CREATED FROM
LARGE TRUCKS IS SUFFICIENT TO BE READILY NOTICED EVEN WITH A CLOVE
OF HOUSE. BY CREATING A LINE EVEN CLOSER WHICH WILL PRIMARILY BE
THE BLUE LINE THE NOISE LEVEL WILL INCREASE SIGNIFICANTLY. THERE IS
A PROPOSED UPGRADE FROM I-695 TO I-95 WHICH RESULTS IN MORE POWER
LINES AND TRUCKS WHICH CREATES EXTREME NOISE LEVELS FOR
WHICH NOISE LEVELS SHOULD BE MINIMIZED IN THE EARLY MORNING
WHEN A TRUE STANDARD COULD BE DEVELOPED.
I IMPLORE YOU TO CONSIDER NOISE BARRIERS TO BE ERECTED ON
THE BLUE SECTION TO HELP ELIMINATE SOME OF THE NOISE
PROBLEMS THAT PRESENTLY EXIST AND WILL BECOME EVEN WORSE
WITH THIS PROJECT.

H. Hacke

- Please add my/our name(s) to the Mailing List.*
- Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation
State Highway Administration

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Richard H. Trainor
Secretary
Hal Kassoff
Administrator

February 3, 1938

Re: Contract No. AW 897-101-072
Interstate Route 95,
Interstate Route 695 to
Maryland Route 24
PDMS No. 251036

Mr. Herbert J. Hacke
5813 East Avenue
Baltimore, Maryland 21206

Dear Mr. Hacke:

Thank you for your comments concerning the proposed improvements to the Interstate Route 95/Baltimore Beltway interchange. They will be considered in the decision making process.

The State Highway Administration has two types of noise abatement programs. These are known as Type I and Type II. The Type I program addresses noise impacts created by new construction or reconstruction projects. Noise mitigation is considered under this program when significant noise impacts result from the proposed project. If there is a significant increase in noise levels as a result of the project, additional criteria must also be satisfied before a determination is made on the reasonability and feasibility of barriers. These include effectiveness of the barriers, cost effectiveness, acceptance by a majority of impacted property owners, and availability of funds.

The Type II program addresses noise abatement for noise sensitive land uses along existing highways. Existing noise levels at a majority of receptors within a defined project area must exceed Federal Noise Abatement Criteria, for that land use, and a majority of the receptors experiencing those noise levels must have existed prior to the construction of the highway.

If these two criteria are satisfied, the criteria of effectiveness of barrier, costs, availability of funds, and acceptability to the majority of property owners are applied.

Your neighborhood was considered under the Type II program. The proposed modifications of the Interstate Route 95/Baltimore Beltway interchange will not increase the capacity of the interchange, but move existing traffic more efficiently than the existing interchange. Your neighborhood does not qualify under the Type II program because the majority of homes were constructed after Interstate Route 95 and the Baltimore Beltway were built and opened to traffic. The purchasers of the homes were aware of the two roadways and the related noise levels.

My telephone number is (301) _____

Teletypewriter for Impaired Hearing or Speech
393-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
202 Metro - Robert B. Baltimore, Maryland 21203-0717

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Mr. Herbert C. Hacks
Page 2

However, the State Highway Administration also has an ongoing planning study to widen the Baltimore Beltway between Maryland Routes 140 and 702. Your neighborhood will be considered for noise mitigation under the Type I program as part of that project. The results of that study will not be complete until the fall of 1988.

If you have any additional questions or comments concerning this project, please write to me in Room 313, 707 North Calvert Street, Baltimore, Maryland 21202 or call (301) 333-6431.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by:

Sue Ellen White
Project Manager

- cc: Mr. S. Robert Olsen (w/incoming)
- Mr. Jack Moeller "
- Mr. Anthony M. Capizzi "
- Mr. Pete Clay "
- Mr. Charles Adams

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PROJECT
DEVELOPMENT
DIVISION

Dec 21 7 04 AM '87

8619 Trumps Mill Road
Baltimore, Maryland 21237
December 16, 1987

Ms. Sue Ellen White
Project Manager
Project Development Division
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Ms. White:

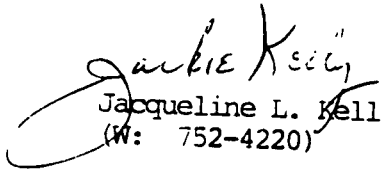
It is my understanding that there was a public hearing on November 12, 1987 concerning the proposed widening of State Road Interstate 95 which may affect the area in which I live. I have spoken with my councilman who gave me your name to contact. I request that you forward to me whatever literature is available concerning the proposed widening, etc. I would very much like to be kept informed as to the progress of this plan and request that my name be added to your list and that I be informed as much as possible.

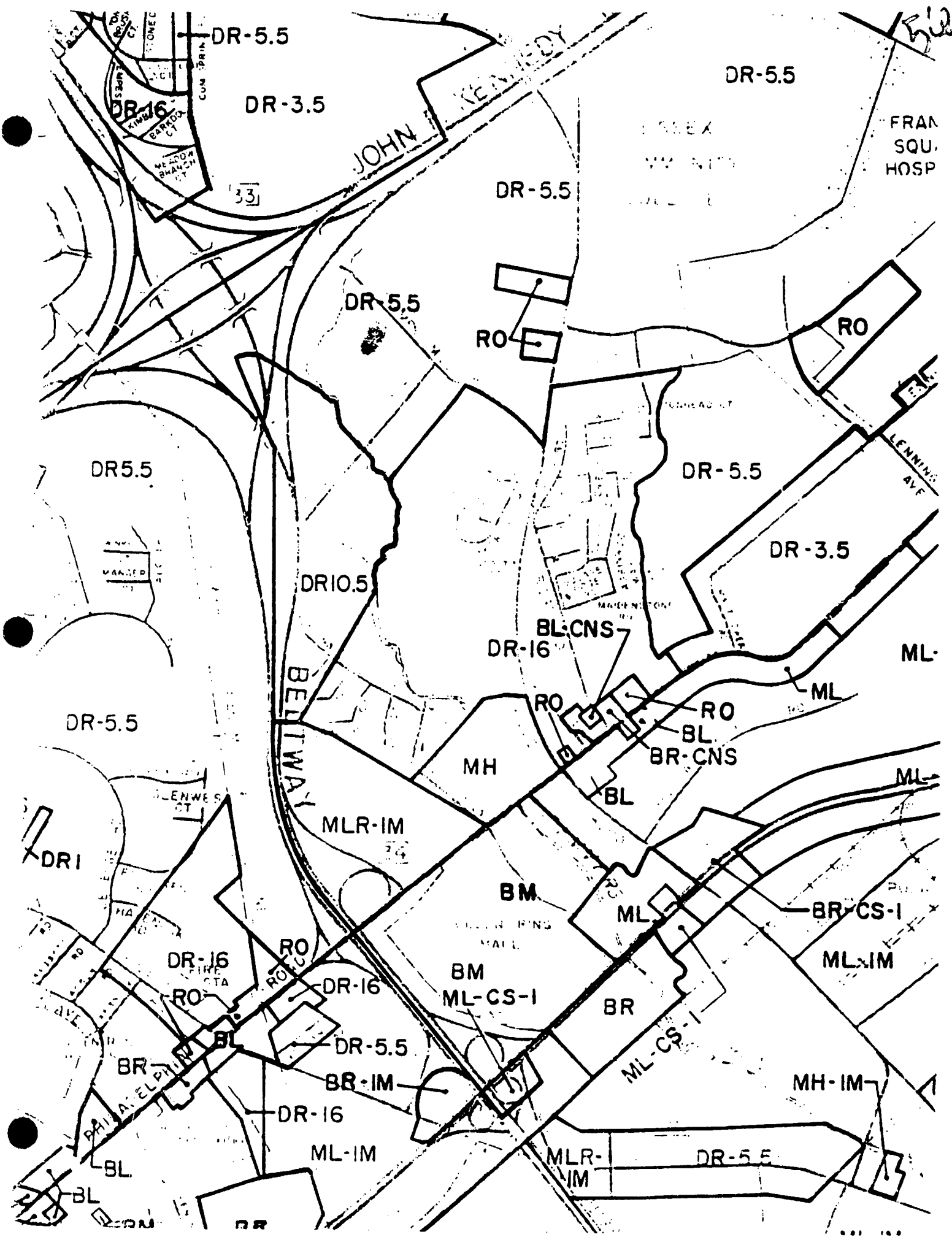
As you may already know, the noise level in the area in which I live is great. Adding another lane to I-95 would only seem to increase the traffic and therefore the noise. Has the possibility of a "wall" been explored?

I have been told that due to the lack of voices that this would not even be considered. If this is true, this is truly unfortunate.

I look forward to hearing from you in this regard at your earliest opportunity.

Very truly yours,


Jacqueline L. Kelly
(W: 752-4220)





**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

February 3, 1988

Re: Contract No. AW 897-101-072
Interstate Route 95,
Interstate Route 695 to
Maryland Route 24
PDMS No. 251036

Ms. Jacqueline L. Kelly
8619 Trumps Mill Road
Baltimore, Maryland 21237

Dear Ms. Kelly:

Thank you for your comments concerning the proposed improvements to the Interstate Route 95/Baltimore Beltway interchange. They will be considered in the decision making process.

The State Highway Administration has two types of noise abatement programs. These are known as Type I and Type II. The Type I program addresses noise impacts created by new construction or reconstruction projects. Noise mitigation is considered under this program when significant noise impacts result from the proposed project. If there is a significant increase in noise levels as a result of the project, additional criteria must also be satisfied before a determination is made on the reasonability and feasibility of barriers. These include effectiveness of the barriers, cost effectiveness, acceptance by a majority of impacted property owners, and availability of funds.

The Type II program addresses noise abatement for noise sensitive land uses along existing highways. Existing noise levels at a majority of receptors within a defined project area must exceed Federal Noise Abatement Criteria, for that land use, and a majority of the receptors experiencing those noise levels must have existed prior to the construction of the highway.

If these two criteria are satisfied, the criteria of effectiveness of barrier, costs, availability of funds, and acceptability to the majority of property owners are applied.

Your neighborhood was considered under the Type II program. The proposed modifications of the Interstate Route 95/Baltimore Beltway Interchange will not increase the capacity of the interchange, but move existing traffic more efficiently than the existing interchange. Your neighborhood does not qualify under the Type II program because the majority of homes were constructed after Interstate Route 95 and the Baltimore Beltway were built and opened to traffic. The purchasers of the homes were aware of the two roadways and the related noise levels.

My telephone number is (301) _____

Ms. Jacqueline L. Kelly
Page 2

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However, the State Highway Administration also has an ongoing planning study to widen the Baltimore Beltway between Maryland Routes 140 and 702. Your neighborhood will be considered for noise mitigation under the Type I program as part of that project. The results of that study will not be complete until the fall of 1988.

If you have any additional questions or comments concerning this project, please write to me in Room 313, 707 North Calvert Street, Baltimore, Maryland 21202 or call (301) 333-6431.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by:

Sue Ellen White
Sue Ellen White
Project Manager

cc: Mr. C. Robert Olsen (w/incoming)
Mr. Jack Moeller "
Mr. Anthony M. Capizzi "
Mr. Pete Clay "
Mr. Charles Adams

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

59

Contract No. AW 897-101-072
Interstate Route 95
from Interstate Route 695 to Maryland Route 24
PDMS No. 251036
Location/Design Public Hearing
Thursday, November 12, 1987 - 7:30 p.m.

PROJECT DEVELOPMENT DIVISION
NOV 24 9 27 AM '87

NAME William R. LEIN DATE Nov 24 1987
PLEASE PRINT ADDRESS 8609 Trumps Mill Road
CITY/TOWN Balto. STATE Md. ZIP CODE 21237

I/We wish to comment or inquire about the following aspects of this project:

① Storm Water: Our property is the second property from I-95 to the southeast. The boundary line between my property and my neighbors is what originally was a small drainage stream feeding into Stemmers Run. Prior to the construction of I-95, this small stream drained only woodlands and fields. Now it is draining all of the paved surfaces of I-95 from near the Rosville Blvd. overpass to where it enters a branch of this small stream. My property is on the outside turns of this stream and receives the most severe erosion during heavy runoff. To date, there has been ^{no} help for storm water control to the property owners. Additional construction will undoubtedly increase runoff into this stream and Stemmers Run causing further destruction to our property.

② Noise Abatement: We question the locations used, the time of day for testing, and the methods and conclusions reached from the noise studies. There were no tests made in our neighborhood. The time of 9 A.M. to 4 P.M. is not the noisiest period of the day. The averaging method does not reflect the highest decibel levels. And last but not least, after all of these questionable methods, the noise level still exceeds the federal standards but nothing is to be done. The proposed widening will result in more traffic moving faster creating more noise to

- Please add my/our name(s) to the Mailing List.*
- Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already

adversely effect the health of the residents and to further detract from our property values



**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

February 3, 1988

Re: Contract No. AW 897-101-072
Interstate Route 95,
Interstate Route 695 to
Maryland Route 24
PDMS No. 251036

Mr. William R. Lein
8609 Trumps Mill Road
Baltimore, Maryland 21237

Dear Mr. Lein:

Thank you for your comments concerning the proposed improvements to the Interstate Route 95/Baltimore Beltway interchange. They will be considered in the decision making process.

The State Highway Administration has two types of noise abatement programs. These are known as Type I and Type II. The Type I program addresses noise impacts created by new construction or reconstruction projects. Noise mitigation is considered under this program when significant noise impacts result from the proposed project. If there is a significant increase in noise levels as a result of the project, additional criteria must also be satisfied before a determination is made on the reasonability and feasibility of barriers. These include effectiveness of the barriers, cost effectiveness, acceptance by a majority of impacted property owners, and availability of funds.

The Type II program addresses noise abatement for noise sensitive land uses along existing highways. Existing noise levels at a majority of receptors within a defined project area must exceed Federal Noise Abatement Criteria, for that land use, and a majority of the receptors experiencing those noise levels must have existed prior to the construction of the highway.

If these two criteria are satisfied, the criteria of effectiveness of barrier, costs, availability of funds, and acceptability to the majority of property owners are applied.

Your neighborhood was considered under the Type II program. The proposed modifications of the Interstate Route 95/Baltimore Beltway Interchange will not increase the capacity of the interchange, but move existing traffic more efficiently than the existing interchange. Your neighborhood does not qualify under the Type II program because the majority of homes were constructed after Interstate Route 95 and the Baltimore Beltway were built and opened to traffic. The purchasers of the homes were aware of the two roadways and the related noise levels.

My telephone number is (301) _____

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451

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Mr. William R. Lein
Page 2

However, the State Highway Administration also has an ongoing planning study to widen the Baltimore Beltway between Maryland Routes 140 and 702. Your neighborhood will be considered for noise mitigation under the Type I program as part of that project. The results of that study will not be complete until the fall of 1988.

The stormwater problem you cited has been investigated. Stormwater management controls and channel protection will be included in the final design of the widening project to minimize any further erosion. Our District personnel will periodically check on the situation to ensure a hazardous situation does not occur.

If you have any additional questions or comments concerning this project, please write to me in Room 313, 707 North Calvert Street, Baltimore, Maryland 21202 or call (301) 333-6431.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by:

Sue Ellen White
Sue Ellen White
Project Manager

cc: Mr. C. Robert Olsen (w/incoming)
Mr. Jack Moeller "
Mr. Anthony M. Capizzi "
Mr. Pete Clay "
Mr. Charles Adams

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

62

Contract No. AW 897-101-072
Interstate Route 95
from Interstate Route 695 to Maryland Route 24
PDMS No. 251036
Location/Design Public Hearing
Thursday, November 12, 1987 - 7:30 p.m.

PROJECT DEVELOPMENT DIVISION
Nov 24 9 28 AM '87

NAME Mr. & Mrs. Augustine J Mack DATE 11/23/87
PLEASE PRINT ADDRESS 5814 East Avenue
CITY/TOWN Baltimore STATE MD ZIP CODE 21206

I/We wish to comment or inquire about the following aspects of this project:

Since 1980, the residents of East Ave have been requesting a sound barrier and/or ^{dense} shrubbery in the state-owned property. Our properties directly face southbound I-95 (heavily traveled by trucks and 695). Mr. Altender stated, in 1980, that probably within 10 years, the state would have funding to provide a barrier. A Mr. Kenneth Polchack had stated we were somewhere around fifth on this list. However, both men pointed out that six on East Ave were new homes (built after the highway) and would have to wait for this project. No one would take into consideration the Sneeys, whose property directly adjoins the state, and many other residents on East Ave, Trumps Mill Rd and Green Acres Community, all directly affected by this horrendous noise & pollution which worsens yearly. In talking with highway officials in the past, most were quick to point out, "Well, you bought your home knowing the highway was there." Our reply then was, "It's hard to tell on a Sunday afternoon (when most people do not regard real estate purchases) just how much noise is generated by trucks and cars." And now, our reply is, "If state officials could not foresee the problem with the volume of traffic, then how, as laymen, could we foresee it?" We are particularly distressed regarding the Sneeys' property. After Thursday's meeting, we learned that state workers cut down shrubbery along that portion of property near their home. The workers stated we were getting a barrier, but that was incorrect. Can someone tell us why dense shrubbery would be removed in this area? It has made the volume of noise worse for our neighbors. And, I thought the median strip was to be used to widen the highway - why then is the hill being touched? The residents of East Ave should be provided with a sound barrier immediately. Our quality of life is directly affected by noise and pollution. We have seen sound barriers provided along 695 for many homes built after 1975, as well as barriers coming off exit ramps where one or two homes may exist, and which the decibel level does not exceed our situation. If we, as taxpayers, can provide money for more highways, we must protect and provide our neighbors with barriers. We urge our state officials to respond to our requests.

- Please add my/our name(s) to the Mailing List.*
- Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation
State Highway Administration

63
Richard H. Trainor
Secretary
Hal Kassoff
Administrator

April 27, 1988

Re: Contract No. AW 897-101-072
Interstate Route 95,
Interstate Route 695 to
Maryland Route 24
PDMS No. 251036

Mr. and Mrs. Augustine J. Mack
5814 East Avenue
Baltimore, Maryland 21206

Dear Mr. and Mrs. Mack:

Thank you for your comments concerning the proposed improvements to the Interstate Route 95/Baltimore Beltway interchange. I would like to address some of the issues you raised.

The widening of Interstate Route 95 north of the Beltway to Maryland Route 24 in Harford County is being done within the existing median. The widening of the ramp between the eastbound Beltway and southbound Interstate Route 95 will be done on the outside.

Fencing was recently constructed to screen residences along East Avenue, in the area where the shrubbery was removed.

The State Highway Administration has two types of noise abatement programs. These are known as Type I and Type II. The Type I program addresses noise impacts created by new construction or reconstruction projects. Noise mitigation is considered under this program when substantial noise impacts result from the proposed project. If there is a substantial increase in noise levels as a result of the project noise barriers will be considered. Additional criteria must also be satisfied as to the reasonability of barriers. These include effectiveness of the barriers, cost effectiveness, acceptance by a majority of impacted property owners, and availability of funds and whether the majority of the impacted homes were constructed before or after the roadway.

The Type II program addresses noise abatement for noise sensitive land uses along existing highways. Existing noise levels at a majority of receptors within a defined project area must exceed Federal Noise Abatement Criteria, for that land use, and a majority of the receptors experiencing those noise levels must have existed prior to the construction of the highway.

My telephone number is (301) 333-6431

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062
707 North Calver

64
Mr. and Mrs. Mack
Page 2

The criteria of effectiveness of barrier, costs, availability of funds, and acceptability to the majority of property owners are also applied.

Your neighborhood was considered under the Type II program. The proposed modifications of the Interstate Route 95/Baltimore Beltway Interchange will not increase the capacity of the interchange, but move existing traffic more efficiently than the existing interchange. Your neighborhood does not qualify under the Type II program because the majority of homes were constructed after Interstate Route 95 and the Baltimore Beltway were built and opened to traffic. The purchasers of the homes were aware of the two roadways and the related noise levels.

However, the State Highway Administration also has an ongoing planning study to widen the Baltimore Beltway between Maryland Routes 140 and 702. Your neighborhood will be considered for noise mitigation under the Type I program as part of that project. The results of that study will not be complete until the fall of 1988.

If you have any additional questions or comments concerning this project, please write to me in Room 313, 707 North Calvert Street, Baltimore, Maryland 21202 or call (301) 333-6431.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by:

Sue Ellen White
Sue Ellen White
Project Manager

cc: Mr. C. Robert Olsen (w/incoming)
Mr. Charles Adams

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

65

Contract No. AW 897-101-072
Interstate Route 95
from Interstate Route 695 to Maryland Route 24
PDMS No. 251036
Location/Design Public Hearing
Thursday, November 12, 1987 - 7:30 p.m.

PROJECT DEVELOPMENT DIVISION
NOV 3 9 14 AM '87

NAME JACK & JOYCE MARSTON DATE 10-29-87

PLEASE PRINT ADDRESS 5828 EAST AVE.

CITY/TOWN BALTO. STATE MD. ZIP CODE 21206

I wish to comment or inquire about the following aspects of this project:

THE NOISE LEVEL AT MY FRONT
BEDROOM (FACING I-95) HAS INCREASED
GOTTEN WORSE SINCE I MOVED HERE
10YRS. AGO. I HAVE INSTALLED STORM
WINDOWS TO TRY TO REDUCE THE
NOISE IT ONLY HELPS A LITTLE I HAVE
TRIED EARPLUGS + ALWAYS SLEEP
WITH A PILLOW ON MY HEAD. WE HAVE
HAD 3 SERIOUS ACCIDENTS RIGHT IN
FRONT OF MY HOUSE. I WORRY ABOUT
A TRUCK EXPLODING OR LEAKING SOME
HAZARDOUS MATERIAL. I HAVE SPENT
THOUSANDS IN IMPROVING MY HOUSE AS
LIKE IT HERE EXCEPT FOR IGS. IF
YOU WIDEN THIS ROAD THE TRAFFIC &
NOISE WILL BE WORSE. CAN YOU
INSTALL THE WALLS I SEE ON
THE BELTWAY? DON'T DECREASE THE
VALUE OF MY PROPERTY

- Please add my/our name(s) to the Mailing List.*
- Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

February 3, 1988

Re: Contract No. AW 897-101-072
Interstate Route 95,
Interstate Route 695 to
Maryland Route 24
PDMS No. 251036

Mr. and Mrs. Jack Marston
5828 East Avenue
Baltimore, Maryland 21206

Dear Mr. and Mrs. Marston:

Thank you for your comments concerning the proposed improvements to the Interstate Route 95/Baltimore Beltway interchange. They will be considered in the decision making process.

The State Highway Administration has two types of noise abatement programs. These are known as Type I and Type II. The Type I program addresses noise impacts created by new construction or reconstruction projects. Noise mitigation is considered under this program when significant noise impacts result from the proposed project. If there is a significant increase in noise levels as a result of the project, additional criteria must also be satisfied before a determination is made on the reasonability and feasibility of barriers. These include effectiveness of the barriers, cost effectiveness, acceptance by a majority of impacted property owners, and availability of funds.

The Type II program addresses noise abatement for noise sensitive land uses along existing highways. Existing noise levels at a majority of receptors within a defined project area must exceed Federal Noise Abatement Criteria, for that land use, and a majority of the receptors experiencing those noise levels must have existed prior to the construction of the highway.

If these two criteria are satisfied, the criteria of effectiveness of barrier, costs, availability of funds, and acceptability to the majority of property owners are applied.

Your neighborhood was considered under the Type II program. The proposed modifications of the Interstate Route 95/Baltimore Beltway Interchange will not increase the capacity of the interchange, but move existing traffic more efficiently than the existing interchange. Your neighborhood does not qualify under the Type II program because the majority of homes were constructed after Interstate Route 95 and the Baltimore Beltway were built and opened to traffic. The purchasers of the homes were aware of the two roadways and the related noise levels.

My telephone number is (301) _____

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Mr. and Mrs. Marston
Page 2

However, the State Highway Administration also has an ongoing planning study to widen the Baltimore Beltway between Maryland Routes 140 and 702. Your neighborhood will be considered for noise mitigation under the Type I program as part of that project. The results of that study will not be complete until the fall of 1988.

If you have any additional questions or comments concerning this project, please write to me in Room 313, 707 North Calvert Street, Baltimore, Maryland 21202 or call (301) 333-6431.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by:

Sue Ellen White
Sue Ellen White
Project Manager

cc: Mr. C. Robert Olsen (w/incoming)
Mr. Jack Moeller "
Mr. Anthony M. Capizzi "
Mr. Pete Clay "
Mr. Charles Adams

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. AW 897-101-072
Interstate Route 95
from Interstate Route 695 to Maryland Route 24
PDMS No. 251036
Location/Design Public Hearing
Thursday, November 12, 1987 - 7:30 p.m.

PROJECT
DEVELOPMENT
DIVISION
Nov 6 9 34 AM '87

NAME George M. Munnery DATE 10/28/87

PLEASE PRINT ADDRESS 5830 East Ave

CITY/TOWN Baltimore STATE MD ZIP CODE 21206

I/We wish to comment or inquire about the following aspects of this project:

ON PAGE 7 - I-695 INTERCHANGE SKINNIS A PROPOSED
EXIT TO BR BRIDGE FROM 695 EASTBOUND TO 95 SOUTH
TOWARDS BALTO CITY. MY HOME IS A TOWN HOUSE
LOCATED NOW DIRECTLY ABOVE THE INTERCHANGE LINK OF
95.

QUESTION - WILL A SOUND BARRIER WALL BE
CONSTRUCTED TO CUT DOWN ON THE NOISE LEVEL
OF THE HIGHWAY TRAFFIC. IT IS ALMOST
UNBEARABLE NOW.

IF NOT I WOULD OPPOSE THIS PROJECT.

IF AFTER THAT SOMETHING NEEDS TO BE DONE
TO CUT DOWN ON THE ACCIDENTS AT THIS LOCATION.

- Please add my/our name(s) to the Mailing List.*
- Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



**Maryland Department of Transportation
State Highway Administration**

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Richard H. Trainor
Secretary

Hal Kassoff
Administrator

February 3, 1988

Re: Contract No. AW 897-101-072
Interstate Route 95,
Interstate Route 695 to
Maryland Route 24
PDMS No. 251036

Mr. George M. Mullaney
5830 East Avenue
Baltimore, Maryland 21206

Dear Mr. Mullaney:

Thank you for your comments concerning the proposed improvements to the Interstate Route 95/Baltimore Beltway interchange. They will be considered in the decision making process.

The State Highway Administration has two types of noise abatement programs. These are known as Type I and Type II. The Type I program addresses noise impacts created by new construction or reconstruction projects. Noise mitigation is considered under this program when significant noise impacts result from the proposed project. If there is a significant increase in noise levels as a result of the project, additional criteria must also be satisfied before a determination is made on the reasonability and feasibility of barriers. These include effectiveness of the barriers, cost effectiveness, acceptance by a majority of impacted property owners, and availability of funds.

The Type II program addresses noise abatement for noise sensitive land uses along existing highways. Existing noise levels at a majority of receptors within a defined project area must exceed Federal Noise Abatement Criteria, for that land use, and a majority of the receptors experiencing those noise levels must have existed prior to the construction of the highway.

If these two criteria are satisfied, the criteria of effectiveness of barrier, costs, availability of funds, and acceptability to the majority of property owners are applied.

Your neighborhood was considered under the Type II program. The proposed modifications of the Interstate Route 95/Baltimore Beltway Interchange will not increase the capacity of the interchange, but move existing traffic more efficiently than the existing interchange. Your neighborhood does not qualify under the Type II program because the majority of homes were constructed after Interstate Route 95 and the Baltimore Beltway were built and opened to traffic. The purchasers of the homes were aware of the two roadways and the related noise levels.

My telephone number is (301) _____

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

Mr. George M. Mullaney
Page 2

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However, the State Highway Administration also has an ongoing planning study to widen the Baltimore Beltway between Maryland Routes 140 and 702. Your neighborhood will be considered for noise mitigation under the Type I program as part of that project. The results of that study will not be complete until the fall of 1988.

If you have any additional questions or comments concerning this project, please write to me in Room 313, 707 North Calvert Street, Baltimore, Maryland 21202 or call (301) 333-6431.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by:

Sue Ellen White
Sue Ellen White
Project Manager

cc: Mr. C. Robert Olsen (w/incoming)
Mr. Jack Moeller "
Mr. Anthony M. Capizzi "
Mr. Pete Clay "
Mr. Charles Adams

November 9, 1987

Nov 12 2 07 PM '87

PROJECT
DEVELOPMENT
DIVISION

1. Do you project an ever increasing amount of traffic on I-95?
2. The study of our communities sound problems were investigated on what dates?
3. Was the study (noise) taken only during daylight hours? , or was the study taken during all hours of the day and the night? Which specific documented hours?
4. What qualifications did the members of the research group hold? Are the members audiologists? , or are they just meter readers?
5. What were the specifications used for this noise study? What Federal government, State government; regulations were used? Is there a governing body or trade group that regulates these specifications?
6. According to the latest available statistics do my children as well as my neighbors have an increased risk of suffering diminished capacity in hearing as a result of the increasing road noise?
7. A new church is now being built on 5 acres that front on I-95. Five (5) acres of trees had to be cleared. Was the noise study taken after the tract of land was cleared of trees? Would this major change invalidate the current noise study?
8. How long will it take for the new accurate sound study? Will it be restudied?
9. If a sound barrier wall is not built will the community receive a dramatic property tax decrease because of the loss of free and uninterrupted use of their respective properties?
10. Will the State Road Commission document for each Homeowner, the actual noise level increase in written form to allow the individual Homeowner to challenge their property accessments?
11. How much Revenue is projected to be raised from the 5¢ a gallon tax increase on gasoline? Is this pool of money from these tax increase to be used for road construction and maintenance?
12. The noise study, although inaccurate on the low side, has determined that this area, Ridge Road, warrants a sound barrier wall. The State Roads has available funds and traffic noise is projected to continually increase? Now isn't it the perfect time to build a sound barrier wall for the future as well as the present?

- 13. Under your current system of accessing only the increase of noise directly attributed to a single lane expansion, we, the community will never receive a sound barrier wall even if lanes are added forever at the rate of one lane at a time.
- 14. What are all of the factors that preclude our community from receiving a sound barrier wall?
- 15. What different types of walls have been built on I-95 in the State of Maryland? What were they constructed of and what was their cost per square foot and for linear foot? What was their height?
- 16. Was the contract for the existing sound barrier walls open for competitive bidding?
- 17. Have all alternatives for a less expensive sound barrier wall been explored?
- 18. Will you review a preliminary design for a much reduced costs sound barrier wall that I have designed?
- 19. How long will it take you to compile the answers to my questions?
- 20. Can we obtain signatures of registered voters and bring this issue to a vote, or is that specifically against the Law?
- 21. I take objection to your State Roads comments that you are only considering the increase in noise directly related to the expansion of one lane of I-95. It should be noted that most of the residents were living here long before I-95 was built. These residents had to contend with an ever increasing noise level.

Now, they are told by the State Roads Commission that only a certain percent increase in noise directly attributed to the one lane expansion can be addressed.

Can the State work with the community for a creative solution that can solve everyones problems? Who from the State will be assigned as the liaison person?

Sincerely,

Preston R. Snedegar
 Preston R. Snedegar



**Maryland Department of Transportation
State Highway Administration**

14
Richard H. Traino
Secretary
Hal Kassoff
Administrator

April 28, 1988

Re: Contract No. AW 897-101-072
Interstate Route 95 from
Interstate Route 695 to
Maryland Route 24
PDMS No. 251036

Mr. Preston R. Snedegar
4928 Ridge Road
Baltimore, Maryland 21237

Dear Mr. Snedegar:

Thank you for your comments concerning the proposed widening of Interstate Route 95. Included in this letter are responses to the questions you raised.

Traffic on Interstate Route 95 is expected to continue to increase. As long as people choose to commute in private automobiles, trucking remains as a primary means of transporting goods and development continues, traffic will increase. Interstate Route 95 is the most important facility serving north/south travel on the east coast.

Noise monitoring was conducted in your area on June 23, 1987, during the daylight hours. The monitoring is typically done for a 20 minute period between 9:00 a.m. and 3:00 p.m. Traffic during these hours has a higher mix of trucks. The measurements were taken by an individual trained in all aspects of highway noise analysis and was completed in accordance with Volume 7, Chapter 7, Section 3 of the Federal Highway Administration Federal-Aid Program Manual.

According to the noise model, there is not expected to be any measurable difference in the predicted noise levels between the No-Build and Build Alternates. Thus, noise levels are not expected to increase significantly when the road is widened in the median.

If you could provide us with a map showing the 5 acre area that was cleared and the date the clearing was done, we will review the noise readings taken and will evaluate whether the study results would be different under the current conditions.

My telephone number is (301) 333-6431

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062
707 North Calvert St. Baltimore, MD 21202

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Mr. Snedegar
Page 2

The noise analysis completed used state-of-the-art methodology and is as accurate as possible. Another noise analysis will not be completed.

The State Highway Administration is not involved with property assessments. Questions regarding property values should be directed to the tax assessors office. Upon request, a copy of the noise analysis will be provided.

The nickel a gallon tax increase will raise approximately 530 million dollars for highway construction over a five year period.

A barrier was considered in the Ridge Road area. However, in order to warrant a barrier a neighborhood or group of homes must meet a list of reasonability criteria. Your neighborhood meets the criteria regarding the noise level being above 67 decibels; however, it fails the criteria regarding a 5 decibel increase of the Build versus the No-Build situation. The noise level in your area is expected to be the same, with or without the additional lane, in the year 2015. Your neighborhood also fails the criteria regarding the cost of the barrier being no more than \$40,000.00 per affected residence. In this case the cost with a berm or wall would be \$126,000.00 per residence.

If your neighborhood was to meet all of these criteria, we would then consider the construction date of each of the homes. Barriers would only be constructed if a majority of the impacted homes existed before the road was built. Other items which would also be considered are whether the barriers are acceptable to the affected residences and whether money is available for construction.

Sound barrier walls can be constructed out of several types of materials including concrete, wood or metal. The maximum height being 22 feet. Barriers higher than that are considered visual intrusions. The construction of barriers is open for competitive bidding and we are open to considering less expensive barriers if they are effective in reducing sound. The average cost of the barriers is 27 dollars per square foot.

Following the Public Hearing, a study was conducted to investigate the feasibility on constructing earth berms in conjunction with noise walls to lessen the cost. Though the costs were reduced, the cost per residence was still above the State criteria.

Mr. Snedegar
Page 3

We would be willing to review the noise barrier you designed. You should provide your design to Mr. Charles Adams, Chief of the Bureau of Landscape Architecture, Room 225, 2323 West Joppa Road, Brooklandville, Maryland 21022.

The noise policy was established so that we might determine fairly where barriers should be constructed with our limited resources. If you have specific questions about the policy, you should contact Mr. Adams at 321-3521.

We will be happy to work with you to resolve any problems.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by:

Sue Ellen White
Sue Ellen White
Project Manager

LHE/SEW/ih

cc: Mr. C. Robert Olsen
Mr. Charles Adams
Ms. Cynthia Simpson

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**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

PROJECT DEVELOPMENT DIVISION
Nov 24 9 28 AM '87

Contract No. AW 897-101-072
Interstate Route 95
from Interstate Route 695 to Maryland Route 24
PDMS No. 251036
Location/Design Public Hearing
Thursday, November 12, 1987 - 7:30 p.m.

NAME Nottingham Improvement Association, Inc. DATE Nov.19,1987

PLEASE PRINT ADDRESS 2226 Ravenwood Rd. Balto. Md. 21237

CITY/TOWN Balto. STATE Md. ZIP CODE 21237

I/We wish to comment or inquire about the following aspects of this project:

Nottingham Village is located east of I-95, between the south
branch of the Whitemarch Run and Rt.7, north of Kings Court and south
of the proposed Campbell's Blvd. The drainage from I-95 in this area
is carried off by our stream, which is grossly inadequate to handle the
present flow. As a result, during any heavy rain the properties at the
lower end of the village are flooded.

The present culvert under Rt.7 cannot handle this flow; thus
ponding takes place before the water rises and flows over Rt.-7.
The homeowners in our area are very concerned that this widening project
be handled properly and not add to our problems. A number of homeowners
in Kings Court share our problem and concerns.

O. G. Turner
President

- Please add my/our name(s) to the Mailing List.*
- Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

18

February 10, 1988

RE: Contract No. AW 897-101-072
Interstate Route 95
Interstate Route 695 to
Maryland Route 24
PDMS No. 251036

Mr. O. G. Turner, President
Nottingham Improvement Association, Inc.
9226 Ravenwood Road
Baltimore, Maryland 21237

Dear Mr. Turner:

Thank you for your letter concerning the flooding problems near Nottingham Village. As part of the final design phase we will address the effects of additional drainage due to the widening of Interstate Route 95.

If you have additional questions concerning this subject, please contact Mr. Jack Moeller at (301) 563-7190. Mr. Moeller is Director of Engineering for the Maryland Transportation Authority. He is responsible for the final design phase of the project.

Very truly yours.

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Sue Ellen White
Sue Ellen White
Project Manager

LHE:SEW:ds

cc: Mr. C. Robert Olsen (W/Attach.)
Mr. Jack Moeller " "
Mr. James K. Gatley " "

My telephone number is (301) 333-1139

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 3300-1600

B. Correspondence From Elected Officials



HOUSE OF DELEGATES

ANNAPOLIS, MARYLAND 21401-1991

JOSEPH LUTZ
HARFORD COUNTY

MEMBER
ECONOMIC MATTERS COMMITTEE
ML16

HARFORD COUNTY OFFICE ADDRESS:

1004 CHURCHVILLE ROAD
BEL AIR, MARYLAND 21014
639-0800

ANNAPOLIS OFFICE:

328 HOUSE OF DELEGATES BUILDING
ANNAPOLIS, MARYLAND 21401-1991
BALTIMORE AREA 641-3300
WASHINGTON AREA 888-3200

October 15, 1987

Mr. Charles R. Olsen
Metropolitan District Engineer
2323 W. Joppa Road
Brooklandville, Maryland 21022

DEAR MR. Olsen:

I have received notice of the Location/Design Public Hearing to be held on November 12, 1987. I am, unfortunately, unable to attend but wanted to assure you that I fully support the project.

Please call on me if I can be of any assistance.

Sincerely,

Joe Lutz
Vice-Chairman
Economic Matters Committee

JL:kf

C. Correspondence From Government Agencies



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III

841 Chestnut Building
Philadelphia, Pennsylvania 19107

DEC 30 1987

Ms. Cynthia D. Simpson, Chief
Environmental Management
Project Development Division (Room 310)
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203-0717

Re: Interstate Route 95 from
Interstate Route 695 to MD Route 24 (88-12-253)

Dear Ms. Simpson:

In accordance with the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, EPA has reviewed the Draft Air Quality Analysis for the above referenced project. We are satisfied with the approach outlined for analyzing air quality impacts. We suggest, however, that future SIP revisions account for any increased vehicle miles traveled as a result of the project.

Thank you for including EPA in the early coordination of this report. Should you have any questions or if we can be of further assistance, please contact Lynn P. Rothman or Harold A. Frankford at 215/597-7336 or 597-1325 respectively.

Sincerely,

Jeffrey M. Alper, Chief
NEPA Compliance Section

PROJECT
DEVELOPMENT
DIVISION

JAN 11 10 44 AM '88



United States Department of the Interior

FISH AND WILDLIFE SERVICE
DIVISION OF ECOLOGICAL SERVICES
1325 VIRGINIA STREET
ANNAPOLIS, MARYLAND 21401

September 3, 1987

Ms. Cynthia D. Simpson
Chief, Environmental Management
Maryland Department of Transportation
P. O. Box 717
707 North Calvert Street
Baltimore, Maryland 21203-0717

Dear Ms. Simpson:

This responds to your recent requests for information on the presence of Federally listed endangered or threatened species within the following project areas:

<u>PDMS No.</u>	<u>Project</u>	<u>County</u>
132059	MD Rt. 32 relocation	Howard
032119	MD Rt. 43 ext'n from I-95 to Rt. 150	Baltimore
042035	MD Rt. 4/260 interchange improvements	Calvert
251036	I-95 widening	Baltimore and Harford

Except for occasional transient individuals, no Federally listed or proposed endangered or threatened species are known to exist in the project impact areas. Therefore, no Biological Assessment or further Section 7 Consultation is required with the Fish and Wildlife Service (FWS). Should project plans change, or if additional information on the distribution of listed or proposed species becomes available, this determination may be reconsidered.

This response relates only to endangered species under our jurisdiction. It does not address other FWS concerns under the Fish and Wildlife Coordination Act or other legislation.

Thank you for your interest in endangered species. If you have any questions or need further assistance, please contact Judy Jacobs of our Endangered Species staff at (301) 269-5448.

Sincerely yours,

G. A. Mun

Glenn Kinser
Supervisor
Annapolis Field Office



DEPARTMENT OF THE ARMY
BALTIMORE DISTRICT, CORPS OF ENGINEERS
P.O. BOX 1718
BALTIMORE, MARYLAND 21203-1718

81

16 December 1987

Planning Division

Mr. Neil J. Pedersen
Director
Office of Planning and Preliminary Engineering
State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203-0717

PROJECT DEVELOPMENT DIVISION
DEC 23 3 34 PM '87

Dear Mr. Petersen:

Reference your request for review and comment of the Environmental Assessment (EA) for the widening of Interstate Route 95 between Interstate Route 695 and Maryland Route 43 in Baltimore County, Maryland. The comments provided below address the Corps of Engineers (Corps) areas of concern, including direct and indirect impacts on existing and/or proposed Corps projects, flood control hazard potentials, and permit requirements under Section 404 of the Clean Water Act.

There are no existing or proposed Corps projects that would be affected by the work described in the EA. In addition, since the proposed expansion of I-95 will use the median over the culvert for Marsh Run, there will be no impacts on the flood plain.

A Department of the Army permit under Section 404 of the Clean Water Act is required for any discharge of fill or dredge material into waters of the United States, including streams and wetlands, for the construction of any stormwater management or sediment control structures associated with the proposed project. Waters of the United States, if involved, should be delineated for review and verification made by the Corps. In addition, an application for permit must be made to the Corps. The list of stormwater management practices, in order of preference, should include stormwater retention and detention structures on uplands as a priority over stormwater retention and detention in waters of the United States. Any questions regarding Department of the Army permits should be directed to Mr. Steve Harman in the Baltimore District Regulatory Branch (301-962-4252).

If you have any other questions on this matter, please call me or my action officer, Mr. Larry Lower, at (301) 962-4905.

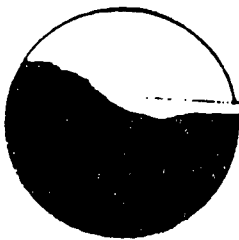
Sincerely,

James F. Johnson
Chief, Planning Division

RECEIVED

DEC 23 1987

Division Chief of
PLANNING & PRELIMINARY ENGINEERING



Maryland Department of Natural Resources

Forest, Park and Wildlife Service
Tawes State Office Building
Annapolis, Maryland 21401

William Donald Schaefer
Governor

PROJECT DEVELOPMENT DIVISION
M.D.
10 04 AM '87

Torrey C. Brown, M.D.
Secretary
Donald E. MacLauchlan
Director

September 16, 1987

Mr. Louis Ege, Jr.
Deputy Director
Md. Dept. of Transportation
707 North Calvert Street
Baltimore, MD 21203-0717

RE: Contract No. AW 897-101-072
Interstate Rt. 95 from Inter-
state Rt. 695 to Md. Rt. 24-
Widening PDMS No. 251036

Dear Mr. Ege:

We have completed part of our investigation in response to your request regarding the above referenced project. There are no known threatened or endangered species in the median of I-95 in Baltimore and Harford Counties.

A current relocation move of our Heritage Program will delay their comments at least for another two weeks. If you have any questions regarding the above please give me a call at 974-3776.

Sincerely,

James Burtis, Jr.
Assistant Director

JB:emp

cc: Boone
Therres

Telephone: _____
DNR TTY for Deaf: 301-974-3683



Maryland Department of Natural Resources

Forest, Park and Wildlife Service
Tawes State Office Building
Annapolis, Maryland 21401

William Donald Schaefer
Governor

PROJECT
DEVELOPMENT
DIVISION
MAY 5 1987
Torrey Brown
Secretary
Donald M. ...
Director

September 25, 1987

Mr. Louis Ege, Jr.
Deputy Director
MD Department of Transportation
707 North Calvert Street
Baltimore, MD 21203-0717

RE: Contract No. AW 897-101-072
Interstate Rt. 95 from Inter-
state Rt. 695 to Md. Rt. 24
Widening - PDMS No. 251036

Dear Mr. Ege:

This is in response to your request for information regarding the above referenced project. It has been reviewed by Jonathan McKnight of our Heritage Program.

There is no record in the Heritage Program data base of any State rare, threatened or endangered species or unusual community at this project area.

If you have any questions please don't hesitate to call.

Sincerely,

James Burtis, Jr.
James Burtis, Jr.
Assistant Director

JB:emp

cc: Boone

Telephone: _____
DNR TTY for Deaf: 301-974-3683

MARYLAND
HISTORICAL



TRUST

87
William Donald Scheffer
Governor

Jacqueline H. Rogers
Secretary, DHCD

Oct 28 2 10 PM '87

PROJECT
DEVELOPMENT
DIVISION

October 23, 1987

Ms. Cynthia Simpson, Chief
Environmental Management
Maryland Department of Transportation
State Highway Administration
P.O. Box 717
707 North Calvert Street
Baltimore, Maryland 21203-0717

RE: Contract No. AW 897-101-072
Interstate Route 95 from
Interstate Route 695 to
Maryland Route 24
PDMS No. 251036

Dear Ms. Simpson:

Thank you for your letter of October 14, 1987 concerning the above-referenced project. Our office concurs that there are no significant historic standing structures located in the area you outlined on your attached map.

Your cooperation is appreciated.

Sincerely,

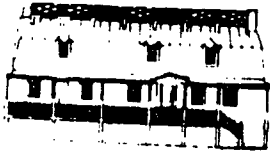
George J. Andreve
Project Review and Compliance Administrator
Office of Preservation Services

GJA/AHL/jja

cc: Ms. May C. Robinson
Mr. Paul McKean
Ms. Sallie Van Rensselaer
Mr. Charles Montgomery
Ms. Rita Suffness
Mr. Paul Wettlaufer

Department of Housing and Community Development
Shaw House, 21 State Circle, Annapolis, Maryland 21401 (301) 974-4450, 757-9000
Temporary Address: Arnold Village Professional Center, 1517 Ritchie Highway, Arnold, Maryland 21012

MARYLAND
HISTORICAL



TRUST

William Donald Schaefer
Governor

J. Randall Evans
Secretary, DECD

August 28, 1987

PROJECT
DEVELOPMENT
DIVISION
SEP 3 2 03 PM '87

Mr. Louis H. Ege, Jr.
Deputy Director
Project Development Division
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203-0717

RE: Contract No. AW 897-101-072
I-95 from I-695 to MD Rt. 43
PDMS No. 251036
Baltimore County, Maryland

Dear Mr. Ege:

This office has reviewed the above-referenced project for effects to archeological resources. In our opinion, construction of the proposed lane additions within the existing median for the above-referenced project will have no effect upon significant archeological resources. Therefore, archeological investigations are not warranted for this particular project.

Sincerely,

Richard B. Hughes
Chief Administrator,
Archeological Programs
Office of Management and Planning

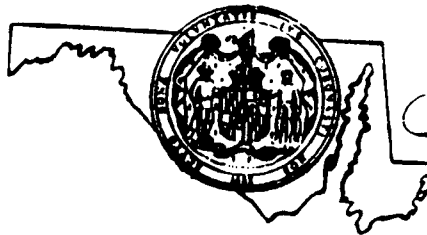
RBH/BCB/tmc

cc: Dr. Joseph Hopkins
Mr. Tyler Bastian
Ms. May C. Robinson
Mr. Paul McKean

Maryland

Department of Economic and Community Development
Shaw House, 21 State Circle, Annapolis, Maryland 21401 (301) 974-2212, 774-2438
Temporary Address: Arnold Village Professional Center, 1517 Ritchie Highway, Annapolis, Maryland 21012

State of



Maryland

DEPARTMENT OF THE ENVIRONMENT

201 WEST PRESTON STREET • BALTIMORE, MARYLAND 21201
AREA CODE 301 • 228-

William Donald Schuster
Governor

Martin W. Walsh, Jr.
Secretary

December 22, 1987

Ms. Cynthia D. Simpson, Chief
Environmental Management
Project Development Division
707 North Calvert Street, Room 310
Baltimore, Maryland 21202

PROJECT DEVELOPMENT DIVISION
Dec 29 9 49 AM '87

RE: Interstate Route 95
Contract No. AW 897-101-472
From Interstate Route 695 to
Maryland Route 24
P.D.M.S. No. 251036

Dear Ms. Simpson:

I have reviewed the air impact analysis performed for the proposed improvements of Interstate 95 between Maryland Route 695 and Maryland Route 24 in Baltimore County and concur with its conclusions.

Given the expected increase in traffic predicted for the region, the Department believes that the build alternate will yield the best air quality for the area.

The proposed project is consistent with the transportation control portion of the State Implementation Plan for the Metropolitan Baltimore Intrastate Air Quality Control Region. Furthermore, adherence with the provisions of COMAR 10.18.06.03D will ensure that the impact from the construction phase of this project will be minimal.

Thank you for the opportunity to review this analysis.

Sincerely,

Mario E. Jorquera, Chief
Division of Air Quality Planning
and Data Systems
Air Management Administration



HARFORD COUNTY GOVERNMENT



November 13, 1987

PROJECT DEVELOPMENT DIVISION
NOV 18 10 09 AM '87

State Highway Administration
Office of Planning and
Preliminary Engineering
Box 717
Baltimore, Maryland 21203

RE: Contract No. Aw 897-101-072
I-95 to MD. Route 24
DDMS No. 251036

Gentlemen:

Please include the following comments in the hearing transcript for the above referenced project. Harford County supports the Build Alternate #2 as presented at the location/design public hearing, except that we would request that in addition to completing the diamond interchange at MD. Route 152, cloverleaf loops be added for movements to and from Baltimore from MD. Route 152. It is our feeling that these loops are vital to provide for the safe, efficient flow of traffic at this interchange during morning and evening peak hours. The significant development in the Route 40 Corridor (Edgewood/Joppatowne) as well as the present and projected traffic volumes from the Fallston area, point to the necessity of these improvements.

We thank you for the opportunity to participate in the planning of this project. If you have any questions, do not hesitate to contact Thomas F. Smith at 979-2000, Extension 359.

Sincerely yours,

Thomas F. Smith, P.E., Director
Department of Public Works

William G. Carroll, Director
Department of Planning & Zoning

TFS:JMC:nr

TO: H. Freeman
I-95 File

SNA

Maryland Department of Transportation
State Highway Administration

91
Richard H. Traino
Secretary

Hal Kassoff
Administrator

November 27, 1987

Re: Contract No. AW 897-101-072
Interstate Route 95, Interstate
Route 695 to Maryland Route 24
PDMS No. 251036

Mr. Thomas F. Smith
Mr. William G. Carroll
220 South Main Street
Bel Air, Maryland 21014

Dear Messrs. ^{Tom} Smith and ^{Bill} Carroll:

Thank you for your recent letter concerning our proposed improvements to Interstate Route 95. We appreciate your support for the widening of the existing roadway.

We are studying loop ramps for the movements to and from Baltimore in response to several requests. They were not initially considered because they will require a substantial amount of right-of-way and will displace residents and possibly businesses. Also, we will be studying widening and reconstructing the ramp toward Baltimore in the southwest quadrant. If either of these options is found to be feasible, they will be considered by the team before a recommendation for the alternate to be built is made to the State Highway Administrator.

If you have any additional questions regarding this project, please contact me or the Project Manager, Sue Ellen White at 333-1139.

Very truly yours,

Neil

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP/ih

cc: Mr. Louis H. Ege, Jr.
Ms. Sue Ellen White

My telephone number is (301) _____

Teletypewriter for Impaired Hearing or Speech
333-7885 Baltimore Metro - 565-0451 D.C. Metro - 1-300-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21202-2717