

Appendix H:
Public Hearing Comments



I-95 Section 200 Public Hearing Comments
 William Paca Elementary School
 December 13, 2007

Your comments and opinions are very important. The Maryland Transportation Authority will carefully review all information provided on this form. Your comments will become part of the public record for the project.

* See attached printed copy

Thank you for your participation and contributions to this important transportation project.

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

PLEASE PRINT YOUR INFORMATION

Name: Mark Anderson
 Community/Organization (if applicable): _____
 Address: 3849 Old Federal Hill Rd
 City, State, Zip: Jarrettsville, MD 21084
 Email Address: _____
 Phone No.: 410-937-9449

If you are unable to complete this form today, please return it to the address below by January 21, 2008.

Maryland Transportation Authority
 Melissa Williams, Planning Manager
 2310 Broening Highway
 Baltimore, MD 21224
 Phone: 866-713-1596 (toll free) or 410-537-5651
 Fax: 410-537-5653

P①

I-95 Section 200 Public Hearing Comments – Typed Copy provide with form
 William Paca Elementary School
 December 13, 2007

Comments:

First let me say that I applaud the Maryland Transportation Authority for engaging the public in discussions for the public record about this project. The I-95 corridor is incredibly important for Harford County residents for work, education, commerce, and pleasure travel.

I have seen and contemplated all of the options proposed, and have mixed thoughts about any single aspect of the proposal. While the final solution will likely be unable to please everyone, I have several general thoughts.

1. Though the proposed ETA lanes have obvious advantages, I prefer the GPL lane option.
 - a. The GPL option takes dramatically less land area, finances, and overall construction time to construct, maintain, and administrate.
 - b. ETA lanes could potentially create additional concerns such as lack of emergency egress/turn-around areas.
 - c. ETA lanes also require twice the infrastructure to create and maintain with regards to every single interchange – for every single directional off/on ramp, there must be 2 to accommodate the general lanes and the ETA lanes. This seems an extreme waste of resources.
2. I am opposed to the toll collection component of the ETA project – or any additional road project regardless of ETA/GPL. This is not based on a mere ‘I don’t want to pay’ mentality. Residents of Harford County are far more subject to existing tolls and fees than compared with the rest of the metropolitan area:
 - a. Most crossings of the Susquehanna River are tolled at a staggering \$5.
 - b. Other travel north requires more tolls, in Delaware, at the Delaware Memorial Bridge, and into the NJ Turnpike. While these outside state tolls are not necessarily the responsibility of the MTA to consider, it should be noted for the record due to the already-burdened toll drivers in Harford County.
 - c. Commuters into downtown Baltimore City and southward encounter yet another toll collection point at the Tunnels/Key Bridge.
 - d. Combine these toll points with the already significantly higher vehicle titling, registration, and renewal fees (compared with other jurisdictions), and the forthcoming 20% increase in the vehicle purchase excise tax, additional tolls to fund projects, no matter how noble, are pushing citizens to the breaking point.
 - e. Residents of northeastern Maryland seem to bear the brunt of tolls, while residents of the Baltimore-Washington areas, Frederick, Howard/Montgomery/AA county and others in the core population areas of the state enjoy toll-free driving, despite the major investments in infrastructure that have happened in their respective areas.
 - f. Though I applaud consideration given to low-income families and residents as outlined in the public hearing materials, I also believe the flip side is no less fair: financially higher commuters won’t be bothered by the tolls; low-income commuters will get in ‘free’ (or at highly reduced/subsidized costs); and those in the middle are stuck with the burden, again.
3. With the ETA option, most Harford County interchanges seem to have a component where the middle lanes will exit ‘up’ into the cross roads. This is difficult for me to articulate in words, but my concern is this: the plans I viewed at the hearing are remarkably similar to the center-style exits used in Atlanta, Georgia, where this past spring a bus loaded with students accidentally plowed off a similar ramp and off a bridge, resulting in a major accident. Many news outlets highlighted the style of ramp construction as a contributing cause, and several news outlets reported studies indicating the same. Though I don’t have specific, concrete analysis of that event, I do use it as a basis of concern for similar-style off-ramps used in the ETA option.
4. In the ETA option breakdowns of “average times”, I noticed that there wasn’t significant time reductions in the ETA average commute times compared with the GPL times! I was actually very surprised at the, relatively speaking, minimal differences in times. 22 minutes compared with 26 minutes seems trivial for the amount of resources and cost to construct.

P(2)

5. Overall, I feel that from my commuting and those of my family and friends, all have one similar observation: the commuting nightmares for Harford County I-95 commuters don't come from the actual travel down I-95 to and through White Marsh --- they come from the interchange with I-695, I-895, and overall congestion from that point into (morning)/out of (evening) the city. If The 895-White Marsh corridor commute problems were somehow fixed, the ripple effect would be immediately felt by commuters into Harford County. In the evening rush, however, the main choke point north of White Marsh becomes the interchange with MD 24. A re-alignment of this interchange, which is proposed in all of the plans (and, could even be done without the GPL or ETL lanes!), would potentially solve this problem regardless of ETL/GPL lane increases.
6. I strongly support several parts of the plan that are not so visible, such as incorporating biking/pedestrian upgrades to the interchanges. Another very important part of the project is the redevelopment of the 2 bridges over the Gunpowder River and Little Gunpowder River. These bridges are through State Parkland, and as a frequent user of trails surrounding the I-95 crossings, I can attest that the existing bridges provide for treacherous conditions for those who attempt to go under them. Lengthening the bridges and providing for safe access on the trails under them would be a huge improvement -- not only for the interstate itself, but the parkland and trails under them!
7. One minor consideration I wish to comment on -- for this and all major roadway projects undertaken in the state -- involves creating roadways that are built to accommodate persons with certain anxieties. I personally have been affected with a profound fear of heights and the various perceptions that go with heights my entire life. In many new construction projects all over the region, I see higher and higher ramps, road surfaces, bridges, and the like. Granted, necessity often forces these designs, but I wish to appeal to the MTA to strongly consider the anxieties of motorists who have trouble dealing with roadways and ramps that are high, sharp-banked, have high-elevation changes, or have small shoulder/side areas. The interchange already being re-built at 95/695 in White Marsh is an obvious example: several of the flyover ramps are significantly high, with sweeping curves, elevation changes, and a deal of superelevation. Though the final product may be far more different in appearance than at its current stage of construction, I still worry about my own future use of many of those new ramps. I simply ask that wherever possible, solutions involving the least amount of height and elevation changes, etc. be embraced! Where this is not possible, I encourage use of visibility barriers, large shoulders, and even foliage and trees to help with the visibility perception of 'danger' in those projects that must involve heights. The fear of heights is one of the most common everyday anxieties people face. Anything roadway construction managers can do to alleviate this anxiety is helpful -- and makes road travel safer for everyone.

Overall, I was pleased to see the amount of study and detail in all of the plans presented at the public hearing. I am hopeful that whatever is selected will improve the travel situation in the area.

Sincerely,



Mark T. Anderson
3849 Old Federal Hill Road
Jarrettsville, MD 21084
410-937-9449



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December 13, 2007

Your comments and opinions are very important. The Maryland Transportation Authority will carefully review all information provided on this form. Your comments will become part of the public record for the project.

The accommodation for bicycle & pedestrian access fails to recognize the role and value of bike lanes. The description of bike-ped facilities - do

Thank you for your participation and contributions to this important transportation project.

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PLEASE PRINT YOUR INFORMATION

Name: _____
 Community/Organization (if applicable): _____
 Address: _____
 City, State, Zip: _____
 Email Address: _____
 Phone No.: _____

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Maryland Transportation Authority
Melissa Williams, Planning Manager
2310 Broening Highway
Baltimore, MD 21224
Phone: 866-713-1596 (toll free) or 410-537-5651
Fax: 410-537-5653



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The open spots in between the ETLs should be made into shoulders. This will give us (Fire/EMs) space to land the Trooper (Aviation units) in the ETLs instead of closing G.P.L.s to land the Troopers. The shoulder on the inside corner of exit 71A also to assist Emergency Units may be sixteen to eighteen feet if possible

Thank you for your participation and contributions to this important transportation project.

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

PLEASE PRINT YOUR INFORMATION

Name: Jesse Spruell
 Community/Organization (if applicable): Fire/EMs
 Address: _____
 City, State, Zip: Edgewood, MD 21040
 Email Address: _____
 Phone No.: _____

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To whom it May Concern:

This is a written response to the public input meeting scheduled for December 13, 2007 hearing at the Wm. Paca Elem. School for the changes to I 95 and Md 152. They are in no particular order and all have equal concern:

- Joppa Magnolia Vol. Fire Company – Access is new but questionable in meeting their needs. Will the gate slow down response time and endanger lives in this area?
- Closing and removal of Old Joppa Rd. Bridge – This is and never been a safety issue since there have be very few accidents and no fatalities. It does increase the ability to safely access the Park and rides at a safe speed.
- I have not observed a bike trail being added on Md. 152 to address that safety issue
- At every meeting I have attended the DPW personnel have talked about the greater speeds in the new pay lanes. When questioned closely they say it is the same posted limits not increases. This is for State coffers only.
- The Dev. Envelope of Harford County the Commuter Park and Rides should not be placed outside the envelope. The citizens here have clearly stated the plans that they want not only in the Zoning Plan but in the legislative Joppa/Joppatowne Com. Plan. We do **NOT** want expansion of the development envelope nor encroachment into the wetlands.
- We do not need four or more additional traffic signals to give preference to the pay lanes. The timing in that area is poor enough now and causes backups during rush now. Adding more will greatly increase the backups heading West and the cause an increase to Md. 152, which again is outside the envelope and not wanted by the citizens living in the area.
- You are showing **NO** improvements to Md. 7 to accommodate the increased traffic when it is inside the Development Envelope. The truck traffic has already increased today and having trouble making right and left turns off Md. 152. This is bad getting worse. Also the configuration changes will increase the likeliness of accidents happening.
- You seem to be dumping the increasing and newly created problems on the Locals.

- I can not believe P&Z gave their approval to encroachment into the Dev. Envelope when they have worked so hard over the years to come up with the Plans that are now legislated with the community help.
- Don't meet the Federal Standards on Hwys. at the cost of the LOCALS.
- The new Wawa and Holiday Inn Express are inside the Dev. Env. And will add to the increased traffic The entrances to these facilities will be very short with increased chances of causing accidents.
- Our MASTER PLAN says to preserve and protect. This goes against that legislated Plan.

These are comments from:

Susan B. Heselton
105 Haverhill Road
Joppa, Md. 21085
sheselton@cs.com



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I've lived in Harford Co since 1998. ~~My~~ My work/jobs have primarily been located in downtown Baltimore City/Inner Harbor, Towson, and Owings Mills area. My concerns are with the I-95 + I-695 intersection. I do not understand how the general purpose + ETL proposals address the congestion created by the Harbor tunnel and the Ft. McHenry tunnel, and the traffic westbound on I-695 from I-95 to I-83 exits. It seems that these speedways on I-95 are only sending traffic a lot faster into the tunnel + I-695 bottle-necks.

Has any considerations on mass transit options (ie light rails, trains) been addressed to alleviate the daily commute problem for locals. Thank you for your participation and contributions to this important transportation project.

- Add'l Concerns:*
- Please add my/our name(s) to the Project Mailing List.
 - Please delete my/our name(s) from the Project Mailing List.

PLEASE PRINT YOUR INFORMATION

Name: Yeong-Min Choi
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Phone No.: 410-913-6042

*- ETL barriers in cases of emergency + major accidents.
- ETL exit ramps + merge ramps are located on the left; this is not a good idea. There are potentially too many issues related to merge traffic.*

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Woods Dale is a better choice for crossing I-95 at Rt 24. Connect pre-existing communities. Easier to locate, generally a better solution.

Please include pocket lane in area where bicycle must cross lane that are entering or exiting I-95. Signage and marking of bike lanes as they cross the access ramps

Thank you for your participation and contributions to this important transportation project.

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PLEASE PRINT YOUR INFORMATION

Name: Offie Clark
 Community/Organization (if applicable): _____
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 City, State, Zip: Aberdeen Md 21001
 Email Address: ultraoffie@gmail.com
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I AM LOCATED JUST ACCROSS (NORTH) ~~END~~ ^{OF} THE Gunpowder Development ALONG I-95. I WAS TOLD BY YOUR REP THAT THE NORTH SIDE OF I-95 WILL NOT GET A NOISE ABATEMENT WALL BECAUSE SO FEW PEOPLE ARE IMPACTED BY THE NOISE ON THE NORTH SIDE OF I-95 IN MY AREA. FACT IS, THERE ARE 50+ HOME HOUSES BUILT ALONGSIDE I-95 IN THE Gunpowder DEVELOPMENT. THERE ARE ONLY ABOUT 20 HOMES ON THE NORTH SIDE AFFECTED BY THE NOISE. THE NOISE LEVEL ON THE NORTH SIDE OF I-95 INCREASED DRAMATICALLY AFTER THE Gunpowder DEVELOPMENT WAS BUILT. THE NOISE THAT EXISTED PRIOR TO Gunpowder DEVELOPMENT ABSORBED THE NOISE. AFTER THE DEVELOPMENT (OVER)

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

PLEASE PRINT YOUR INFORMATION

Name: Ken Holcomb
 Community/Organization (if applicable): SELF
 Address: 2716 OLD JOYPA RD
 City, State, Zip: JOYPA, MD. 21085
 Email Address: None
 Phone No.: 410-676-9220

If you are unable to complete this form today, please return it to the address below by January 21, 2008.

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The noise was reflected back off of the houses toward me and my neighbors on the north side of I-95. You are welcome to come to my place to hear and view the problem that currently exists and will only increase with the I-95 widening proposal. In my opinion, if one ~~person~~ person/family is adversely impacted by the noise level in my area, a noise abatement wall is justified!



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The poster describing bicycle-pedestrian facilities fails to recognize the role of bike lanes. Literature published in the peer reviewed literature has documented that bike lanes are the safest for cycling. Because they are regulatory - ~~they~~ (black text on white sign) bike lanes provide higher visibility of the rights of a cyclist to use the roadway. Both the AASHTO Bike Facilities Design Guide (1999) and the MUTCD (2003) provide design guidance for bike lanes. Design =>

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PLEASE PRINT YOUR INFORMATION

Name: Jeff Springer, PE
Community/Organization (if applicable): _____
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City, State, Zip: Bel Air, MD 21015
Email Address: springj.k1@comcast.net
Phone No.: _____

If you are unable to complete this form today, please return it to the address below by January 21, 2008.

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guides developed by states (e.g. Washington, ~~Arizona~~ Wisconsin) provide examples of specific design features to accommodate cyclists & pedestrians.

~~All crossings~~ All facilities crossing I-95 @ interchanges should have ~~to~~ designated bike lanes!

- Jeffrey C. Springer, P.E.

December 13, 2007

COMMENTS ON RELOCATION OF PARK AND RIDE LOT AT EXIT 74

- CURRENT LOT AT EXIT 74 LOCATED ON OLD MOUNTAIN ROAD S. IN JOPPA IS ONE OF THE BEST UTILIZED IN THE STATE
- CURRENT SITE PROVIDES EXCELLENT AND SAFE ACCESS TO BOTH THE LOT AND EXIT ROADS
- CURRENT SITE IS UTILIZED BY PASSENGER CAR, TRUCK AND LARGE BUS TRAFFIC
- CURRENT SITE HAS BEEN GREATLY EXPANDED TO MEET INCREASED NEED
- MDTA'S STATED PLAN TO RELOCATE LOT WEST OF I-95 ON MD 152 COULD RESULT IN SIGNIFICANT DROP IN USAGE
- FROM GENERAL OBSERVANCE, MOST PARKING LOT USERS ORIGINATE FROM EAST SIDE OF I-95
- NO SIGNAGE HAS BEEN POSTED ALERTING LOT USERS OF MDTA RELOCATION EFFORT
- NO SURVEY WAS MADE TO OBTAIN LOT USERS INPUT
- DRAFT OPTIONS PROPOSED BY MDTA ARE STILL IN THE PUBLIC COMMENT PERIOD
- MDTA SOLICITED INTEREST FROM PRIVATE LAND OWNER FOR PARKING LOT SITE
- FOCUS GROUP MEMBERS AND PUBLIC WERE UNAWARE THAT MDTA WAS IN PROCESS OF NEGOTIATING CONTRACT FOR LAND

- FOCUS GROUP UNAWARE OF OTHER SITES CONSIDERED AND COST INVOLVED.
- SELECTED SITE IS OUTSIDE THE APPROVED DEVELOPMENT ENVELOPE AND WILL DISTURB A SENSITIVE WETLAND AREA
- SELECTED SITE IS NOT IN APPROVED PRIORITY FUNDING AREA
- MDTA PUBLIC BROCHURES AND NOTICES FAIL TO MENTION PLANNED RELOCATION OF PARK AND RIDE
- CLOSING OFF OLD MTN RD S WILL CUL DE SAC MANY RESIDENCES AND MAKE LARGE VEHICLE TRAVERSE DIFFICULT
- REMOVAL OF OLD MTN RD S BRIDGE WILL REQUIRE ADDITIONAL FIXED TRAFFIC LIGHT INTERSECTIONS FOR BOTH RESIDENCES AND NEW LOT.

Judy Rose
 1215 Old Mountain Road S.
 Joppa, MD 21085

(410) 676-9318

December 13, 2007

GENERAL COMMENTS

REGARDING I-95 SECTION 200 HIGHWAY IMPROVEMENTS

- MDTA GIVEN LEAD – OBVIOUS GOAL TO GENERATE MORE REVENUE FOR THE STATE (TRANSLATES TO ET LANES)
- EMPHASIS ON CONSTRUCTING EXPRESS TOLL LANES OVER THE NO-BUILD AND GP OPTIONS
- FEDERAL REQUIREMENTS FOR FULL PUBLIC PARTICIPATION AND INVOLVEMENT JUST A FORMALITY
- FOCUS GROUP AND PUBLIC NOT INVOLVED IN SELECTION OF OPTIONS AND NOT PRIVY TO ALL INFORMATION
- REQUIRED CITIZEN REVIEW AND INPUT IS INCOMPLETE – YET FINAL DECISION-MAKING PROCESS IS BASICALLY COMPLETED
- HIGHWAY WIDENING IS A SHORT-TERM SOLUTION FOR CONGESTION - CITIZENS' GOAL IS TO GET CARS OFF THE ROADS
- FUTURE HOLDS FEWER OPTIONS FOR WHAT WILL BE MORE COSTLY TRANSIT SOLUTIONS
- FEEL USAGE OF ETL WILL NOT JUSTIFY CONSTRUCTION COSTS AND FUTURE MAINTENANCE
- CITIZENS' COMMENTS ACROSS STATE INDICATE NEED FOR TRANSIT NOT MORE HIGHWAY EXPANSION
- MARC AND LIGHT RAIL IMPROVEMENTS SHOULD GREATLY REDUCE TRAFFIC ON I-95 AND OTHER ARTERIAL ROADS
- EXPANDED CSX SERVICE WOULD CONTRIBUTE TOWARD LESSENING FREIGHT TRAFFIC ON I-95 AND ARTERIAL ROADS

- **NEED COMPREHENSIVE COST COMPARISON OF BOTH COSTS AND BENEFITS OF ALTERNATE TRANSIT SYSTEMS OVER HIGHWAY EXPANSION**
- **NEED COMPREHENSIVE REVIEW OF OTHER U.S. CITIES REGARDING SIMILAR PROJECTS SUCH AS HIGHWAY 91 IN CA**
- **NEED TO EXTEND REVIEW AND COMMENT PERIOD PRIOR TO DECISION PENDING COMPREHENSIVE STUDY OF COSTS**
- **MD 152 AND MD 7 WILL REQUIRE ADDITIONAL FIXED LIGHT INTERSECTION TO ALLOW RESIDENTIAL TRAFFIC SAFE PASSAGE DUE TO MDTA PLANNED CUTOFF OF COUNTY ROADWAY**
- **HIGHWAY EXPANSION FUNDS WOULD BE BETTER SPENT IN ASSISTING COMMON TRANSIT GOALS WITHIN STATE AND LOCAL AREAS TO HELP IMPROVE AND EXPAND EXISTING BUS AND RAIL SYSTEMS**
- **PREFER TO SEE THE RESULTS OF THE IMPROVEMENTS PERFORMED ON SECTION 100 BEFORE EXPENDING FURTHER TAXPAYER FUNDS ON OTHER THAN SAFETY ISSUES IN REMAINING SECTIONS 200 THRU 400**

**Judy Rose
1215 Old Mountain Road S.
Joppa, MD 21085**

(410) 676-9318

Shawn Schmelzer

From: Melissa Williams
Sent: Tuesday, January 22, 2008 11:57 AM
To: Shawn Schmelzer
Subject: FW: Additional Comments Re I-95
Attachments: Additional Input Re I-95.doc

Melissa Williams
Planning Manager
Maryland Transportation Authority
Capital Planning Division
2310 Broening Highway
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Baltimore, MD 21224
(410) 537-5651
mwilliams9@mdta.state.md.us

From: judy rose [mailto:joppajudy@msn.com]
Sent: Monday, January 21, 2008 4:57 PM
To: LindaM; Melissa Williams
Subject: Additional Comments Re I-95

Howdy:

These are general comments I think I neglected to submit during workshop. They are how I and apparently a lot of the public feel in general when it comes to our transportation needs.

Thanks for the opportunity.

Judy Rose

January 21, 2008

COMMENTS ON HIGHWAY EXPANSION AND NEW CONSTRUCTION

POSITIVE:

- TRAFFIC CONGESTION MAY BE IMPROVED FOR A LIMITED PERIOD OF TIME

NEGATIVES:

- CITIZEN INPUT NOT SOLICITED AT INITIATION OF PLANNING
- DESSIMINATION OF INFORMATION TO PUBLIC IS SKETCHY
- COST COMPARISONS OF ALTERNATIVES NOT PERFORMED.
- EXPANSION AND NEW CONSTRUCTION PLANS REJECTED BY CITIZENS AND COMMUNITY/CITIZEN GROUPS
- NOT IN KEEPING WITH ENVIRONMENTAL GOALS - INCREASES AIR, WATER AND LAND POLLUTION, MORE NOISE AND LIGHTS
- RESULTS IN MORE CARS ON THE ROAD, NOT LESS AS DESIRED BY PUBLIC
- INCREASES FUEL CONSUMPTION AND VEHICULAR EMISSIONS
- REQUIRES EXPENSIVE, UNSIGHTLY SOUND BARRIERS
- INCREASES NEED FOR MORE LAND ACQUISITION
- DISTURBS/DESTROYS FORESTS, WETLANDS AND SENSITIVIE HABITAT AREAS NECESSARY FOR WILDLIFE AND ALSO VISUALLY PLEASING TO THE TRAVELLERS
- INCREASES ACCIDENT/PERSONAL INJURY/SAFETY INCIDENTS

- INCREASES HIGHWAY MAINTENANCE COSTS, SUCH AS SNOW DEBRIS REMOVAL, RESURFACING, SIGNAGE, BRIDGE WORK CAMERAS, ETC.
- ADDITIONAL POLICING AND EMERGENCY SERVICES PERSONNEL AND EQUIPMENT/VEHICLES REQUIRED
- PROMOTES UNDESIRABLE DEVELOPMENT AND LAND USE
- WILL NOT STAND THE TEST OF TIME AND WILL BECOME CONGESTED WITHIN A FEW SHORT YEARS
- CITIZENS WILL EXPERIENCE VASTLY REDUCED QUALITY OF LIFE DUE TO TRAFFIC CONGESTION, STRESS, ROAD RAGE, POLLUTION, ETC.
- DOES NOT ADDRESS INCREASING NUMBERS OF ELDERLY, HANDICAPPED, AND DISENFRANCHISED CITIZENS WHO NEED TRANSIT ALTERNATIVES
- FUTURE OPTIONS WILL HAVE BECOME MORE LIMITED, IF NOT IMPOSSIBLE TO ACHIEVE; THEY MOST CERTAINLY WILL BE MORE COSTLY
- DEFLECTS SCARCE FUNDS FROM ULTIMATE GOAL - PUBLIC TRANSIT
- THE AGAIN, CITIZEN INPUT WAS REJECTED OUT-OF-HAND BY DECISION MAKING BODIES

Judy Rose
1215 Old Mountain Road S.
Joppa, MD 21085

(410) 676-9318

Shawn Schmelzer

From: Melissa Williams
Sent: Friday, January 18, 2008 2:44 PM
To: Shawn Schmelzer
Subject: FW: I-95 Section 200 Comments

Citizen inquiry to prepare a response for

Melissa Williams
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 Capital Planning Division
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 mwilliams9@mdta.state.md.us

From: APOLLO6732@aol.com [mailto:APOLLO6732@aol.com]
Sent: Friday, January 18, 2008 12:28 PM
To: Melissa Williams; MdTA I95SEC200
Cc: Andrew.Harris@senate.state.md.us; Nancy.Jacobs@senate.state.md.us;
 Barry.Glassman@senate.state.md.us; Susan.McComas@house.state.md.us; Daniel.Riley@house.state.md.us;
 Donna.Stifler@house.state.md.us; JB.Jennings@house.state.md.us; Mary.Dulany.James@house.state.md.us;
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 ppgutwald@harfordcountymd.gov; Phil Humbertson; raris@baltometro.org; rbcooper@harfordcountymd.gov;
 Virginia.Sanders@mail.house.gov
Subject: I-95 Section 200 Comments

Dear Ms. Williams,

My comments about the proposed I-95 Section 200 plan could probably fill a book, but I will try to keep them brief and to the point. In the past, I have been a strong opponent to this whole idea of changing/rearranging our section of I-95 here in Harford County. I have not changed my mind, I am still opposed....especially to the idea of closing off Old Mountain Road. This idea is ludicrous, and as for a supposed safety concern, that too is bogus. I spoke with some members of the Joppa-Magnolia Volunteer Fire Company, and was told that there have not been any accidents where Old Mountain Rd. and the Rt. 152 exit ramp intersect.

As for relocating the Rt. 152/I-95 Park & Ride--newly refurbished--to another location further up Mountain Rd. (Rt. 152), that is **UNACCEPTABLE!** The location was shown at the Dec. 13, 2007 Public Hearing is a wetland area, and is outside the Development Envelope. Thinking of this brings to mind a song's lyrics: "they pave Paradise and put up a parking lot". This is what government, and development seems to be best at doing....not to mention all the **MONEY** it will cost!

Speaking of costs, those sound barriers that were also shown on the renderings....they are very costly! Construction materials, especially concrete/cement, and steel, have skyrocketed. And the construction of such barriers will make I-95 when (not if) accidents occur, a heat bowl in the summer. Plus those 26 ft. high barriers are not noted for their aesthetically pleasing appearance.

And last, but not least, those toll lanes AKA "Lexus lanes".....who's bright idea was that? Can you just imagine what it will be like on I-95 when (again, not if) an accident would occur inside those wimpy, little lanes? I would not want to be there....not even as a witness to say "I told you so!"

I hope the MdTA can go back to the drawing board and rethink some of its ideas. The ones displayed at the

1/18/2008

Dec. 13 public hearing were not acceptable to many Harford County residents.....especially myself.

Sincerely,
 Carolyn Hicks
 1404 Old Joppa Road
 Joppa, MD 21085

Start the year off right. Easy ways to stay in shape.
<http://body.aol.com/fitness/winter-exercise?NCID=aolcmp00300000002489>

1/18/2008



I-95 Section 200 Public Hearing Comments
 William Paca Elementary School
 December 13, 2007

Your comments and opinions are very important. The Maryland Transportation Authority will carefully review all information provided on this form. Your comments will become part of the public record for the project.

Thank you for your participation and contributions to this important transportation project.

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

PLEASE PRINT YOUR INFORMATION

Name: WAYNE HOWELL
 Community/Organization (if applicable): _____
 Address: 3004 OLD MOUNTAIN ROAD SOUTH
 City, State, Zip: JOPPA MD. 21085
 Email Address: _____
 Phone No.: _____

If you are unable to complete this form today, please return it to the address below by January 21, 2008.

Maryland Transportation Authority
 Melissa Williams, Planning Manager
 2310 Broening Highway
 Baltimore, MD 21224
 Phone: 866-713-1596 (toll free) or 410-537-5651
 Fax: 410-537-5653

Planning Team;

I would like to express my concern regarding this project, as a registered voter and land owner in the (section 200) I-95 widening area of Harford County. I have lived at the (152) Inter-change for approximately 20 years and have observed many occasions of congestion. These incidents usually begin south of the 152 Inter-change, mainly at the I-695 Inter-change this is the worst problem area on the I-95 Corridor. Rarely do back-ups start at the 152 Interchange and when they do it's because of an accident in the vicinity, and I stress rarely because accidents are few and far between. Which, I might add when ever any accidents happen the emergency vehicles have no problem accessing the crash site as (MDTA's) project concerns seem to highlight, or suggest is a critical consequence of the current road width or make-up, and is one of the main reasons for the Section 200 Project. Another problem area is Mountain Road North of I-95 where MDTA proposes to add two additional traffic lights to the three existing traffic lights for a total of five in less than a one half mile distance, this is only going to compound the major congestion that already plagues this area. Before any project is considered to alter the 152 inter-change a study of the north bound congestion every night on 152 North bound, North of I-95 should be a priority. Furthermore, frequently traffic backs-up past the 152 Inter-change on the North Bound lanes from the congestion of traffic trying to exit onto the congested North Bound 24. Additionally as a Maryland tax payer I feel that any enhancement of this highway system should be accessible to everyone with out the added attribute of a user cost. Being a user of this system every day to access my place of employment in Baltimore City I already have to pay a toll to utilize the tunnel system. This new toll burden along with the increase in Maryland Property, Sales, and Income taxes is making it increasingly unaffordable to access my place of employment in a safe and timely matter.

Thank You,

The Metropolitan Planning Organization for the Baltimore
Baltimore Regional Transportation Board



January 11, 2008

Ms. Melissa Williams
Planning Manager
Maryland Transportation Authority
Division of Capital Planning
2310 Broening Highway, Suite 150
Baltimore, MD 21224

RE: Maryland Transportation Authority's Section 200 MD 24 Interchange Option –
Bicycle and Pedestrian Considerations DUE BY JANUARY 13

Dear Ms. Williams:

As Chairman of the Baltimore Regional Transportation Board (BRTB), I am forwarding the following comments on behalf of the BRTB's Bicycle and Pedestrian Advisory Group (BPAG) with regard to the I-95 Section 200 MD 24 Interchange Option – Bicycle and Pedestrian Considerations:

The crossing of I-95 at MD 24 has been recognized since the 1977 Harford County Bicycle Survey as a crucial component to the Harford County transportation system, and has a documented high level of latent demand. Some form of accessible, easy to use crossing must be considered now, as the current work on the MD 24 Interchange will affect its usability for decades to come.

The two options meet two very different needs. The Woodsdale Road option represents the best solution for commuters, only 1500' longer than traveling on MD 24. It would also connect with the proposed Park-and-Ride to be located at Woodsdale and MD 924, providing a critical link for multi-modal transportation options.

The Winters Run option would complete an important part of the Harford County Land, Preservation, Parks, and Recreation Plan. The southern half of the Winters Run Greenway Trail is already developed. The current I-95 bridge prohibits connecting the north and south sides. The Harford County Parks and Recreation Capitol Plan allocates acquisition and development costs of \$1.9 million in the 2011-2015 period for the northern portion of the Winters Run Greenway. Providing continuity between the north and south sections is a high priority. Additionally, the construction of the new lanes on I-95 as part of the Section 200 project will necessitate the replacement of the section that crosses Winters Run.

For these reasons, BPAG recommends the following actions:

- Create an underpass for hikers and cyclists at the Winters Run crossing when reconstructing the bridge over Winters Run for the Section 200 project to link the lower and upper trails for the Winters Run Greenway
- Provide a bicycle-pedestrian bridge between Woodsdale and Van Bibber

On behalf of the Bicycle and Pedestrian Advisory Group, thank you for the opportunity to review and comment on the proposed I-95 Section 200 MD 24 Interchange Option – Bicycle and Pedestrian Considerations.

Sincerely,

A handwritten signature in black ink that reads "Carl Balsler". The signature is written in a cursive, flowing style.

Carl Balsler, Chairman
Baltimore Regional Transportation Board

cc: The Honorable David R. Craig
Pete Gutwald, Planning Director, Harford County
Keith Kucharek, Regional Planning, SHA
Mary Keller, TEP, SHA
Mary Deitz, Regional Planning, SHA
Dennis Yoder, Regional Planning, SHA



I-95 Section 200 Public Hearing Comments
 William Paca Elementary School
 December 13, 2007

Your comments and opinions are very important. The Maryland Transportation Authority will carefully review all information provided on this form. Your comments will become part of the public record for the project.

Two simple points: (1) If the budget becomes a problem, you can put the noise barriers up last. I think they're ugly. (2) The wetlands areas should be left alone. They are natural and not renewable. I've been taught that wetlands are natural filters. (The Aberdeen water is ~~not~~ not that great.) I think we should not bother wetlands, wherever they are.

Thank you for your participation and contributions to this important transportation project.

- Please add my/our name(s) to the Project Mailing List.
I believe I'm already on the mailing list.
- Please delete my/our name(s) from the Project Mailing List.

PLEASE PRINT YOUR INFORMATION

Name: DEBORAH HARRISON
 Community/Organization (if applicable): _____
 Address: 822 RANDOLPH DRIVE
 City, State, Zip: ABERDEEN MD 21001
 Email Address: _____
 Phone No.: _____

If you are unable to complete this form today, please return it to the address below by January 21, 2008.

Maryland Transportation Authority
 Melissa Williams, Planning Manager
 2310 Broening Highway
 Baltimore, MD 21224
 Phone: 866-713-1596 (toll free) or 410-537-5651
 Fax: 410-537-5653

Shawn Schmelzer

From: Melissa Williams
Sent: Friday, January 18, 2008 3:01 PM
To: Shawn Schmelzer
Subject: FW: Citizen Inquiry: Anderson

Melissa Williams
 Planning Manager
 Maryland Transportation Authority
 Capital Planning Division
 2310 Broening Highway
 Suite 145
 Baltimore, MD 21224
 (410) 537-5651
mwilliams9@mdta.state.md.us

From: Melissa Williams
Sent: Friday, January 18, 2008 11:18 AM
To: 'Rothenheber, Mike'; 'Swarr, Steve'; Roberts, Mark; briffel@wrallp.com
Cc: Shawn Schmelzer
Subject: Citizen Inquiry: Anderson

Mike & Brian,

I received an inquiry from Mrs. Shirley Anderson regarding impacts to 8 acres of wooded land on Woodlea Drive (SW quad of 95/152 interchange, dead end off of Old Mountain Road). The property is deeded to her husband, Stephen H. Anderson III. Please prepare a response to her inquiry and return to me. Based on the level of impacts, we can decide how to respond to her, ie, phone email or snail mail.

Her contact info is as follows:
 (410) 228-8924
shirleykywst@aol.com
 5448 Cassons Neck Rd.
 Cambridge, MD 21613

Thanks!

Melissa

Melissa Williams
 Planning Manager
 Maryland Transportation Authority
 Capital Planning Division
 2310 Broening Highway
 Suite 145
 Baltimore, MD 21224
 (410) 537-5651
mwilliams9@mdta.state.md.us

1/18/2008

Shawn Schmelzer

From: Melissa Williams
Sent: Friday, January 18, 2008 3:02 PM
To: Shawn Schmelzer
Subject: FW: I-95 expansion in Harford County

Melissa Williams
Planning Manager
Maryland Transportation Authority
Capital Planning Division
2310 Broening Highway
Suite 145
Baltimore, MD 21224
(410) 537-5651
mwilliams9@mdta.state.md.us

From: jhardy [mailto:jhardy@bcpl.net]
Sent: Thursday, January 10, 2008 3:29 PM
To: Melissa Williams
Subject: I-95 expansion in Harford County

I attended the Dec 13 meeting at William Pace Elementary school concerning the options for expanding 16 miles of I-95 in Harford County. Probably by the time a solution to the expansion of I-95 is decided, funding is secured and the work is finally finished, we'll be congested again. Therefore, I propose another option: better access to public transportation.

Funding efficient public transportation should solve the problems along this 16 mile stretch of I-95 and be the smart move for other heavily traveled sections. I can't imagine anyone denying the need to curb the use of auto fuel, cut pollution and alleviate water run off to the bay and the tributaries.

Public transportation that is efficient and scheduled properly can alleviate congestion. This would be good planning for now and into the future to save our resources, water, land and air.

Janet Hardy
1423 Abingdon Road
Abingdon MD 21009

1/18/2008

Shawn Schmelzer

From: Melissa Williams
Sent: Friday, January 18, 2008 3:02 PM
To: Shawn Schmelzer
Subject: FW: Noise Containment at Honeygo Ridge

Melissa Williams
Planning Manager
Maryland Transportation Authority
Capital Planning Division
2310 Broening Highway
Suite 145
Baltimore, MD 21224
(410) 537-5651
mwilliams9@mdta.state.md.us

From: C Chow [mailto:cchowus@hotmail.com]
Sent: Thursday, January 03, 2008 6:16 PM
To: MdTA I95SEC200
Subject: Noise Containment at Honeygo Ridge

To: Melissa Williams, Planning Manager
Maryland Transportation Authority
By email

Ms Williams,

I was unable to attend the December 13, 2007 Public Hearing and wanted to submit my issue.

I live in a housing development near Philadelphia Road and New Forge Road. I'm concerned that additional section 200 traffic lanes will raise the noise level in my neighborhood.

Section 100 of the I-95 ETL expansion included noise wall placement 3-14 Overlook at Perry Hall up to New Forge Road. Continuing noise barriers on the east side of I-95 past New Forge Road would help reduce noise.

During the development of the plan I'd want designers to consider continuing the noise barriers from Section 100 of the I-95 ETL expansion North past New Forge Road and implement any other engineering to reduce the noise in our neighboring communities.

Thank you,
Collin Chow

11507 Asbury Court
Whitemarsh MD
21162
410.336.0442

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1/18/2008

Shawn Schmelzer

From: Melissa Williams
ent: Friday, January 18, 2008 3:02 PM
To: Shawn Schmelzer
Subject: FW: MdTA Plan to pave wetlands

Melissa Williams
Planning Manager
Maryland Transportation Authority
Capital Planning Division
2310 Broening Highway
Suite 145
Baltimore, MD 21224
(410) 537-5651
mwilliams9@mdta.state.md.us

-----Original Message-----

From: al morey [mailto:bowtieal@yahoo.com]
Sent: Thursday, December 20, 2007 11:28 AM
To: Melissa Williams
Subject: MdTA Plan to pave wetlands

Dear Melissa. My name is Clarence "Al" Morey and I live on 6.12 acres of woodland which is in the Woodland Protection program, and I possess acreage along Winters Run, part of which is wetland and a part of the natural resource district, both of which preclude us from building thereon. The stream runs to Otter Point Creek, and we, and the farmers here are trying to protect the Chesapeake Bay. Thus, we are distressed that a proposal to pave over wetlands will further endanger the Bay when we and our county of Harford does not allow its citizens to disrupt the wetlands. For this and other reasons, which others will use, we are opposed to this program. Respectfully submitted for your consideration.

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Shawn Schmelzer

From: Melissa Williams
ent: Tuesday, January 22, 2008 11:49 AM
To: Shawn Schmelzer
Subject: FW: I95 changes in Harford.

Melissa Williams
Planning Manager
Maryland Transportation Authority
Capital Planning Division
2310 Broening Highway
Suite 145
Baltimore, MD 21224
(410) 537-5651
mwilliams9@mdta.state.md.us

-----Original Message-----

From: al morey [mailto:bowtieal@yahoo.com]
Sent: Sunday, January 20, 2008 1:09 PM
To: Melissa Williams
Cc: Moon; Sally LaBarre; judy blomquist
Subject: I95 changes in Harford.

Dear, Melissa. I have several concerns about the proposals for I95 changes near Joppa. First, there are the unsightly barriers, and which provide no other protection than noise: i.e, pollution reduction and views of the countryside for some are not a consideration. The toll lanes have no business on an interstate since they were for the public and not for the separation of the public or the privileged. Secondly, there is a part which plans to put the park-and-ride on wetlands, further endangering the fragile Chesapeake Bay; on our property next to Winters Run, and where I have lived for over half a century, I cannot build any permanent structure on wetlands or the natural resource district, and where, to help protect the Bay, we are enrolled in the Woodland Protection Program. We do not believe the Maryland Transportation Authority has the right to pave wetlands any more than we. Thirdly, there is a part which would dead-end historic Old Mountain Road. Please find a better way to improve or change this situation. Thank you. Al Morey.

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Shawn Schmelzer

From: Melissa Williams
Sent: Friday, January 18, 2008 3:02 PM
To: Shawn Schmelzer
Subject: FW: Section 200

Melissa Williams
Planning Manager
Maryland Transportation Authority
Capital Planning Division
2310 Broening Highway
Suite 145
Baltimore, MD 21224
(410) 537-5651
mwilliams9@mdta.state.md.us

From: Szeliga, Kathy [mailto:kszeliga@senate.state.md.us]
Sent: Thursday, December 20, 2007 9:49 AM
To: MdTA I95SEC200
Subject: Section 200

Please include me on your email update list.

Thanks.

Kathy Szeliga
Office of Senator Andrew P. Harris
Chief of Staff
7th Legislative District, Baltimore and Harford Counties

414 James Senate Office Building
110 College Avenue
Annapolis, MD 21401
(410) 841-3706
(800) 492-7122 x3706
(410) 841-3750 (fax)

1/18/2008

Shawn Schmelzer

From: Melissa Williams
Sent: Friday, January 18, 2008 3:02 PM
To: Shawn Schmelzer
Subject: FW: Section 200 - contact list

Melissa Williams
Planning Manager
Maryland Transportation Authority
Capital Planning Division
2310 Broening Highway
Suite 145
Baltimore, MD 21224
(410) 537-5651
mwilliams9@mdta.state.md.us

From: MdTA I95SEC200
Sent: Tuesday, December 04, 2007 9:16 AM
To: Melissa Williams; Walid Saffouri
Subject: FW: Section 200 - contact list

From: Jerry Antosh[SMTP:JANTOSH@TWGI.NET]
Sent: Tuesday, December 04, 2007 9:16:06 AM
To: MdTA I95SEC200
Subject: Section 200 - contact list
Auto forwarded by a Rule

I'm sending this to you because I received an error message when I tried to send via the "SUBMIT" button.

To join the mailing list, please fill out the following:

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Name:

Company/Organization
(if any):

Address:

City:

State:

1/18/2008

ZIP:

Phone:

Phone Type: Home Work Other

E-mail:

Jerry Antosh
Real Estate Manager
The Wills Group-SMO
6355 Crain Hwy. La Plata, MD 20646
OFF: (301) 609 - 8108
CELL: (301) 602-9081
Fx: (301) 932-3668
jantosh@twgi.net

Shawn Schmelzer

From: Melissa Williams
Sent: Friday, January 18, 2008 3:03 PM
To: Shawn Schmelzer
Subject: FW: Section 200 web site not kept current

Melissa Williams
Planning Manager
Maryland Transportation Authority
Capital Planning Division
2310 Broening Highway
Suite 145
Baltimore, MD 21224
(410) 537-5651
mwilliams9@mdta.state.md.us

-----Original Message-----
From: MdTA I95SEC200
Sent: Thursday, November 29, 2007 11:09 AM
To: Melissa Williams; Walid Saffouri
Subject: FW: Section 200 web site not kept current

From: Robert Bruce [SMTP:ROBERT1BRUCE@COMCAST.NET]
Sent: Thursday, November 29, 2007 11:08:57 AM
To: MdTA I95SEC200
Subject: Section 200 web site not kept current
auto forwarded by a Rule

I understand that there is a public meeting on December 13, 2007, yet I see no reference to it on a site claiming to have been updated yesterday, 28 Nov. I also noticed that the Focus Group meetings stop in May, yet I am aware of at least meetings on Sep 20 and Oct 25.

The whole point of your site is to give public visibility to the Section 200 decision making process, so that you may claim our full participation when you decide to do what you were going to do anyway. How about keeping it current?

Bob Bruce

Shawn Schmelzer

From: Melissa Williams
Sent: Tuesday, January 22, 2008 11:53 AM
To: Shawn Schmelzer
Subject: FW: Comments on I 95 Section 200 Plan

Melissa Williams
Planning Manager
Maryland Transportation Authority
Capital Planning Division
2310 Broening Highway
Suite 145
Baltimore, MD 21224
(410) 537-5651
mwilliams9@mdta.state.md.us

-----Original Message-----
From: Robert Bruce [mailto:Robert1Bruce@comcast.net]
Sent: Sunday, January 20, 2008 3:16 PM
To: Melissa Williams
Subject: Comments on I 95 Section 200 Plan

I have several concerns about the I 95 Section 200 study now in progress. Most of these have surfaced from others, but they all need repeating, as they do not seem to be having any influence.

I am first concerned about the strategy being employed by the state of Maryland for the I 95 improvement program from Section 100 north, though I am commenting here on Section 200. The project is officially considering three options: status quo, which solves nothing; adding additional free lanes; and adding a captive toll highway and an additional free lane. It has been clear that only the toll system is being actively considered and promoted; the other improvement option is for window dressing. The project is being managed by the organization that manages toll highways. Further, the state is clearly relying on the resultant tolls to pay for the project. Indeed, I doubt the state would be able to fund the free lanes option, should it be allowed to win the competition. If we raise a stink about the toll lane approach, then we will get nothing--the status quo option. With Section 100 being a done-deal up to Rte 43, the status quo may be acceptable in the near term, as the overwhelmingly primary choke point on the highway is the I 95/ I 695 interchange, being elaborately reworked in Section 100.

I do, however, recommend the option of adding just the free lanes. It is safer and substantially less costly in both money and environmental disruption. I am under no delusion that expanding the highway will solve anything. If you build it, they will come, as has been clearly demonstrated by all the I 95 and (especially) I 695 projects undertaken.

Might I add that it appears to be only we up here in "the sticks" who are asked to pay for our Interstate improvements. I remember the \$0.25 toll booths we used to have in Harford County, removed only after it was demonstrated that the bridge tolls were more than sufficient to service the bonds.

Since it is clear that only the toll highway option will survive the study, the rest of my comments address that "option".

I am concerned about the excessive cost of building the toll highway within a highway, particularly with its elaborate and environmentally unfriendly eight lane interchanges necessitated by the completely closed toll highway system. Speaking of cost, snow removal in the closed toll highway will require a fleet of new front end loaders and dump trucks to haul it away, unless you just plan to use snow blowers to heave it over the barriers onto the free lanes (they're not paying anyway).

I am concerned about safety of the enclosed two-lane toll highway system. I am sure you

can produce studies to show how safe it is, but I am also sure that independent studies could show the opposite. The conclusion depends on who is paying the bill and what answer they want.

Allowing buses and tractor-trailers onto the captive two-lane toll highway is particularly raven, a disaster waiting to happen. When it does, there will be total chaos, as the barriers will make it nearly impossible for traffic behind the accident to avoid becoming involved.

Then the barriers will make it very difficult to clear the accident or to get to the injured people. Do we lift the stretchers over the barriers onto the free lanes? Are the bus and tractor-trailer tolls needed that much to force you to add them to the already inherently risky design?

I am concerned about the eight access point interchanges planned for each intersection, necessitated by the captive nature of the toll highway within a highway design. There is no way for anyone to exit the toll highway except at an interchange, making it impossible for traffic to adjust itself as traffic conditions change. Once on the tollway drivers will be trapped there until they reach their final destination, and the same for drivers in the free lanes. This contributes to the problems with safety, cost and environmental degradation. With this option, it would at least be less costly and less environmentally degrading to skip some exits from the toll system. This would also speed up the large portion of the traffic who will use the toll lanes to get through Harford County as fast as possible. I recommend skipping possibly Rte 543 and especially Rte 152 where the new exit will destroy the only functional park and ride lot on the I 95 system (the one just expanded). The Rte 152 replacement lot will be further from the highway, OUTSIDE THE PRIORITY FUNDING AREA, and in an environmentally sensitive area. In the example of the Rte 152 exit, the I 95 toll lanes should have an egress to the free lanes several miles before Rte 152 to allow vehicles sufficient time to merge and move right to use the free lane exit to Rte 152. Maryland can still capture their toll money; just move the sensor you were going to place at the Rte 152 toll exit to the egress point. Having such egress points may also potentially improve safety if toll lane traffic becomes too intense for some drivers, or in case of accidents. Personally, I also do not want to create conditions on Rte 152 to expedite development of the Fallston area, outside the development envelope, currently being targeted by the developers.

Robert J. Bruce
507 Millwood Drive
Fallston, MD 21047
410-877-7146

Shawn Schmelzer

From: Melissa Williams
Sent: Friday, January 18, 2008 3:03 PM
To: Shawn Schmelzer
Subject: FW: Written Comments for 13 December 2007 Hearing

Melissa Williams
Planning Manager
Maryland Transportation Authority
Capital Planning Division
2310 Broening Highway
Suite 145
Baltimore, MD 21224
(410) 537-5651
mwilliams9@mdta.state.md.us

From: MdTA I95SEC200
Sent: Saturday, November 10, 2007 6:49 AM
To: Melissa Williams; Walid Saffouri
Subject: FW: Written Comments for 13 December 2007 Hearing

From: USBOHEMIAN@aol.com[SMTP:USBOHEMIAN@AOL.COM]
Sent: Saturday, November 10, 2007 6:49:11 AM
To: MdTA I95SEC200
Subject: Written Comments for 13 December 2007 Hearing
Auto forwarded by a Rule

I live in Abingdon and I received an update in the mail today concerning the I-95 Section 200 study. Unfortunately I will not be able to attend the 13 December 2007 hearing, thus I would like to submit my input in writing. Of the three options being looked at for Section 200 > No Build, General Purpose Lanes, and Express Toll Lanes - **in my opinion I favor the Express Toll Lanes option.** I drive this stretch of the road Monday thru Friday and sometimes on the weekends. If you leave prior to 6 am going southbound on 95 traffic is not too congested, but if you leave after 6 am there is quite a bit of traffic. So obviously something needs to be done to ease the congestion thus the No-Build option is not favorable to me. The General Purpose Lanes option looks to be dangerous especially with 6 lanes of traffic southbound & northbound between New Forge Road & MD24. I can only imagine what it would be like for someone to attempt to attempt to move from the far left lane over to the far right lane in an attempt to get to an exit ramp. **For this reason I support the Express Toll Lanes option that would provide 6 lanes southbound & northbound and from the drawings in the mailings it appears as if there would be barriers between the GPL & Express Toll Lanes thus making it safer since drivers would not be able to change lanes across all 6 lanes of traffic due to the barriers. This would also give commuters options to either stay in the GPL lanes and pay no toll or to take the Express Toll Lanes and pay a toll. For all these reasons I support the Express Toll Lanes Option for I-95 Section 95.**

Christopher Rudolf
Abingdon, Maryland

1/18/2008

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1/18/2008

Shawn Schmelzer

From: Melissa Williams
Sent: Tuesday, January 22, 2008 12:03 PM
To: Shawn Schmelzer
Subject: FW: I-95 Section 200

Melissa Williams
Planning Manager
Maryland Transportation Authority
Capital Planning Division
2310 Broening Highway
Suite 145
Baltimore, MD 21224
(410) 537-5651
mwilliams9@mdta.state.md.us

From: Patti Dallam [mailto:pattidallam@yahoo.com]
Sent: Friday, January 18, 2008 5:33 PM
To: Melissa Williams
Subject: I-95 Section 200

Proposed commuter parking area:

- Not in Development Envelope
- Not in Priority Funding Area
- Harford County's 2004 Master Plan totally ignored
- I-95 within 1 mile of MD Rt. 40, available land and within the PFA
- Proposed parking area heavily covered wetlands and impervious surface is unacceptable.

Design and use of a dedicated lane on I-95 is dangerous and difficult to keep clear. Any type accident will stop all traffic and create a huge problem for the emergency personnel.

Please rethink this location and proposed solution.

Patricia M. Dallam
pattidallam@yahoo.com
1121 Hollingsworth Rd.
Joppa, Md. 21085

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1/22/2008

Shawn Schmelzer

From: Melissa Williams
Sent: Tuesday, January 22, 2008 12:02 PM
To: Shawn Schmelzer
Subject: FW: Comment on I-95 Section 200 Proposals

Melissa Williams
Planning Manager
Maryland Transportation Authority
Capital Planning Division
2310 Broening Highway
Suite 145
Baltimore, MD 21224
(410) 537-5651
mwilliams9@mdta.state.md.us

From: karen.heavey@comcast.net [mailto:karen.heavey@comcast.net]
Sent: Friday, January 18, 2008 4:02 PM
To: MdTA I95SEC200
Subject: Comment on I-95 Section 200 Proposals

To Whom It May Concern:

Although I was unable to attend the recent presentation on Dec 13, 2007 I did review the information posted on your website.

I believe the no-build option would be the best choice.

Any increase in the number of traffic lanes will only encourage more development; Harford county will lose it's rural character. Also, increasing the number of cars on the road and the ensuing traffic jams will result in more pollution and more fuel consumption.

The money not spent on road construction could then be spent to upgrade and expand mass transportation in the area. The MARC system in particular needs to have increased service to and from Perryville, including weekends.

As a resident of Aberdeen, sandwiched between I-95 and Route 40, my vote is for the No-build option for I-95 Section 200.

Sincerely,
Karen Heavey
634 West Bel Air Ave
Aberdeen, Maryland 21001

1/22/2008

Shawn Schmelzer

From: Melissa Williams
Sent: Tuesday, January 22, 2008 11:54 AM
To: Shawn Schmelzer
Subject: FW: SOUND STUDY BARRIER -I95 SECTION 200-GUNPOWDER HARFORD COUNTY SECTION

Melissa Williams
Planning Manager
Maryland Transportation Authority
Capital Planning Division
2310 Broening Highway
Suite 145
Baltimore, MD 21224
(410) 537-5651
mwilliams9@mdta.state.md.us

From: 50mustang@comcast.net [mailto:50mustang@comcast.net]
Sent: Sunday, January 20, 2008 9:49 PM
To: MdTA I95SEC200
Cc: mpeacock@dchweb.org; tpsi@tpsi.net
Subject: SOUND STUDY BARRIER -I95 SECTION 200-GUNPOWDER HARFORD COUNTY SECTION

Hello Ms Williams,

We are very interested in the changes on the I95 section toll lane expansion which borders our GUNPOWDER/ GUNPOWDER RIDGE neighborhood(SECTION #15 on map). I95 is within 50 feet from our neighborhood. When I attended a meeting the fall 2007, I spoke to several people at the meeting about the SOUND STUDY which was performed in Jan 2007. There appears to be no information about these studies. One of the men, (I believe Michael Rasburg?) explained the sound study was still under investigation and our neighborhood would be informed when the studies were completed. My neighbors and I saw the sound machines setup on 2 corners of the properties which would CLEARLY HEAR the LOAD RUMBLES AND ENGINES of the traffic running 55+mph by trucks, cars, emergency vehicles daily. Needless to say, if ADDITIONAL lanes are added beginning at the Harford County line of I95, the sound will be UNBEARABLE AND DEAFING to any human in the area.

Last week at a HOA meeting for our GUNPOWDER development, this was the top subject of the night and our HOA management company, TRENTON PROPERTIES will be sending a letter to find more details about the SOUND STUDY AND WHEN/IF A SOUND BARRIER will be constructed behind the GUNPOWDER neighborhood. We have the complete support of the entire development to pursue the findings and research if a SOUND BARRIER WALL could be provided for our development of 300+ single family homes.

Here is my testimony...

We have lived in the development for 5 years and love our home, EXCEPT the sounds of I95 - 24 HOURS X 7 DAYS X 365 YEAR. We can not only hear the ROAR of the traffic, but the sounds of 18 WHEELER TRUCKS RUNNING OFF THE ROAD ONTO THE RUBBLE STRIPS and EMERGENCY VEHICLES RACING TO ACCIDENTS ALONG I95 DAILY/NIGHTLY. After sitting

1/22/2008

in traffic on a regular basis and paying an ANNUAL HIGHWAY TAX just because we live in Harford County. Hopefully, you will understand how this effects everyone in their homes and family backyards alone.

Can you PLEASE tell us who to contact and what our development can do to PLEAD for a SOUND BARRIER WALL to help keep the sound out of our homes and yards? We have also installed CARBON MONOXIDE DETECTORS around the home to ensure the fumes from the traffic are not entering into the homes.

Thank you for your time and in advance for your understanding and cooperation in this matter.

Very concerned HARFORD COUNTY GUNPOWDER RESIDENT,

Mary Peacock
1612 Bridewells Court
Joppa, MD 21085
410-679-6042

1/22/2008

Shawn Schmelzer

From: Melissa Williams
Sent: Tuesday, January 22, 2008 11:54 AM
To: Shawn Schmelzer
Subject: FW: SOUND STUDY BARRIER -I95 SECTION 200-GUNPOWDER HARFORD COUNTY SECTION

Melissa Williams
 Planning Manager
 Maryland Transportation Authority
 Capital Planning Division
 2310 Broening Highway
 Suite 145
 Baltimore, MD 21224
 (410) 537-5651
mwilliams9@mdta.state.md.us

From: Peacock, Mary [<mailto:mpeacock@dchweb.org>]
Sent: Sunday, January 20, 2008 10:09 PM
To: 50mustang@comcast.net; MdTA I95SEC200
Cc: tpsi@tpsi.net; sellefson@tpsi.net
Subject: RE: SOUND STUDY BARRIER -I95 SECTION 200-GUNPOWDER HARFORD COUNTY SECTION

Hello Sherri at Trenton Properties,
 Please follow-up with MTA about the SOUND BARRIER STUDIES as discussed at the Jan 15th HOA Gunpowder meeting.
 Thank you,

Mary Lee Peacock

1612 BRIDEWELL COURT

JOPPA, MD 21085
mpeacock@DCHweb.org

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From: 50mustang@comcast.net [<mailto:50mustang@comcast.net>]
Sent: Sunday, January 20, 2008 9:49 PM
To: mdtaI95sec200@mdta.state.md.us
Cc: Peacock, Mary; tpsi@tpsi.net
Subject: SOUND STUDY BARRIER -I95 SECTION 200-GUNPOWDER HARFORD COUNTY SECTION

1/22/2008

Hello Ms Williams,

We are very interested in the changes on the I95 section toll lane expansion which borders our GUNPOWDER/ GUNPOWDER RIDGE neighborhood(SECTION #15 on map). I95 is within 50 feet from our neighborhood. When I attended a meeting the fall 2007, I spoke to several people at the meeting about the SOUND STUDY which was performed in Jan 2007. There appears to be no information about these studies. One of the men, (I believe Michael Rasburg?) explained the sound study was still under investigation and our neighborhood would be informed when the studies were completed. My neighbors and I saw the sound machines setup on 2 corners of the properties which would CLEARLY HEAR the LOAD RUMBLES AND ENGINES of the traffic running 55+mph by trucks, cars, emergency vehicles daily. Needless to say, if ADDITIONAL lanes are added beginning at the Harford County line of I95, the sound will be UNBEARABLE AND DEAFING to any human in the area.

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Very concerned HARFORD COUNTY GUNPOWDER RESIDENT,

Mary Peacock
 1612 Bridewells Court
 Joppa, MD 21085
 410-679-6042

1/22/2008

Shawn Schmelzer

From: Melissa Williams
Sent: Tuesday, January 22, 2008 11:55 AM
To: Shawn Schmelzer
Subject: FW: *SPAM* RE: SOUND STUDY BARRIER -I95 SECTION 200-GUNPOWDER HARFORD COUNTY SECTION

Melissa Williams
 Planning Manager
 Maryland Transportation Authority
 Capital Planning Division
 2310 Broening Highway
 Suite 145
 Baltimore, MD 21224
 (410) 537-5651
mwilliams9@mdta.state.md.us

From: sellefson@tpsi.net [mailto:sellefson@tpsi.net]
Sent: Monday, January 21, 2008 9:01 AM
To: Peacock, Mary
Cc: 50mustang@comcast.net; MdTA I95SEC200
Subject: Re: *SPAM* RE: SOUND STUDY BARRIER -I95 SECTION 200-GUNPOWDER HARFORD COUNTY SECTION

Thank you for your email. I will present this to the Board.

Sherri Ellefson, CMCA, AMS
 Trenton Property Services, Inc.
 126 South Main Street
 PO Box 767
 Bel Air, MD 21014

Balt - 410-879-8333
 Local- 410-838-4600
 Fax- 410-879-8560
 Email: sellefson@tpsi.net
www.tpsi.net

"Peacock, Mary"

<mpeacock@dchweb.org>

To: <50mustang@comcast.net>, <mdtai95sec200@mdta.state.md.us>

cc: <tpsi@tpsi.net>, <sellefson@tpsi.net>

01/20/2008 10:09 PM Subject: *SPAM* RE: SOUND STUDY BARRIER -I95 SECTION 200-GUNPOWDER HARFORD COUNTY SECTION

Hello Sherri at Trenton Properties,
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1/22/2008

Mary Lee Peacock

1612 BRIDEWELL COURT

JOPPA, MD 21085

mpeacock@DCHweb.org

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From: 50mustang@comcast.net [mailto:50mustang@comcast.net]
Sent: Sunday, January 20, 2008 9:49 PM
To: mdtai95sec200@mdta.state.md.us
Cc: Peacock, Mary; tpsi@tpsi.net
Subject: SOUND STUDY BARRIER -I95 SECTION 200-GUNPOWDER HARFORD COUNTY SECTION

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1/22/2008

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Very concerned HARFORD COUNTY GUNPOWDER RESIDENT,

Mary Peacock
1612 Bridewells Court
Joppa, MD 21085
410-679-6042

Shawn Schmelzer

From: Melissa Williams
Sent: Thursday, January 24, 2008 7:06 AM
To: Shawn Schmelzer
Subject: FW: I-95 "200" Plan for Harford Co.

Melissa Williams
Planning Manager
Maryland Transportation Authority
Capital Planning Division
2310 Broening Highway
Suite 145
Baltimore, MD 21224
(410) 537-5651
mwilliams9@mdta.state.md.us

-----Original Message-----
From: Cathy Heimerl [mailto:ceheimerl@yahoo.com]
Sent: Wednesday, January 23, 2008 12:39 PM
To: Melissa Williams
Subject: I-95 "200" Plan for Harford Co.

Dear Ms Williams,

I, Catherine Heimerl, a taxpayer and resident of Harford County wish to protest the plan being proposed for I - 95 in the Joppa/Mt. Road area.

Has your office considered other options? What has been discussed regarding Public Transportation?

Thank you for reading this. I look forward to learning more information about your future plans.

Catherine Heimerl
108 Paradise Dr.
Havre de Grace, MD 21078

Looking for last minute shopping deals?
Find them fast with Yahoo! Search. <http://tools.search.yahoo.com/newsearch/category.php?category=shopping>

Shawn Schmelzer

From: Melissa Williams
Sent: Thursday, January 24, 2008 6:58 AM
To: Shawn Schmelzer
Subject: FW: Proposal for section200

Melissa Williams
Planning Manager
Maryland Transportation Authority
Capital Planning Division
2310 Broening Highway
Suite 145
Baltimore, MD 21224
(410) 537-5651
mwilliams9@mdta.state.md.us

From: asweatman@comcast.net [mailto:asweatman@comcast.net]
Sent: Tuesday, January 22, 2008 4:02 PM
To: Melissa Williams
Subject: Proposal for section200

Dear Ms Williams I tried to contact you yesterday to meet the deadline for comments but I gather your department was closed for the holiday.

I wish to object to several points in the plan for Section 200

1. Noise barriers are not necessary at this site since there are few residential properties nearby affected by noise from I95. Also they would be unsightly and expensive.
2. Extra lanes on I95 will encourage more single occupancy cars using the highway. Travel time to Baltimore and back in the rush hour is unlikely to be shortened since the existing bottlenecks near Baltimore will remain.
3. The existing Park and Ride at I95 and R152 functions well. Moving it will take up land outside the development envelope and impinge on wetlands.

Overall these proposed changes focus too much on travel by car and fail to include mass transit options. We should be working on incentives to encourage HOV use and expanding bus and train services on or parallel to the I95 and R40 corridors.

Respectfully submitted

Alan Sweatman, M.D.

1/24/2008

ANTHONY & LYNNE DENICOLIS

**12456 Wolbert Way
Kingsville, Maryland 21087
410-679-1141**

January 21, 2008

Maryland Transportation Authority
Melissa Williams, Planning Manager
2310 Broening Highway
Baltimore, Maryland 21224

Dear Melissa:

We enjoyed meeting you and talking with you at the I-95 Section 200 Public Meeting on December 13, 2007 at William Paca Elementary School. We are delayed in mailing you these comments as Tony had to undergo emergency open heart bypass surgery the beginning of January.

We are upset and concerned about the widening of the highway. In the 20 years we have lived here, we have seen the levels of traffic and noise increase significantly. Now all of that will be brought even closer to our home.

Clearly, the levels of noise, air pollution, and ground water pollution will all rise due to the increase in traffic and the closer proximity of the highway to our home. Since we rely on a well for our drinking water, what safeguards have been and will be taken to insure that our ground water remains safe to drink? We would suggest that yearly well-water monitoring take place, starting now, and continue each year during the construction and also beyond the construction.

Melissa Williams

January 21, 2008

page 2

We are also concerned about the effects of vibration on the foundation of our house. Have vibration studies been done to determine the effects on buildings within a certain distance from the road? We would suggest that vibration studies be conducted now, and also continue yearly, both during the construction phase and post-construction to monitor this potential problem. Also, if blasting is needed for the road or for the Bradshaw Road bridge, that would be a potential problem as well.

The 92-inch water line that runs from the Susquehanna River to the Lake Montebello treatment plant runs alongside I-95 and also runs right under our driveway. What precautions will be taken to safeguard the structural integrity of the water line? What effects will increased vibration have on this water line?

We have attended the meetings and hearings on both Section 100 and now Section 200. We have been told that a sound barrier wall being erected is highly unlikely due to low population density. The noise will be unbearable. We are concerned about ground water contamination. The effects of vibration on both the water line and our house are of concern to us.

We would like for the State of Maryland to consider buying our property. We have a lot of environmental concerns, and clearly this project will cause the value of our property to decline.

At the very least, could the State plant stands of bamboo all along the total length of our property line and extend out beyond that to act as a noise buffer and a visual screen? We have planted some of this ourselves, and it works fairly well. The foliage stays year-round, there is no maintenance, and the growth becomes dense rather quickly.


Melissa Williams

January 21, 2008

Page 3

We sincerely hope that our needs and concerns can be addressed.

Sincerely,


Anthony & Lynne DeNicolis

CC:

Martin J. O'Malley, Governor

James T. Smith, Baltimore County Executive

Councilman Vincent J. Gardina, Baltimore County 5th District

State Senator Andrew P. Harris, District 7

State Delegate Patrick L. McDonough, District 7

State Delegate J.B. Jennings, District 7

State Delegate Richard K. Impallaria, District 7

Congressman Wayne T. Gilchrest, 1st Congressional District

Senator Benjamin L. Cardin, U.S. Senate

Senator Barbara A. Mikulski, U.S. Senate

December 17, 2007

Melissa Williams, Planning Manager

Maryland Transportation Authority

2310 Broening Highway

Baltimore, MD 21224

Dear Ms. Williams,

I attended the public hearing on December 13, 2007 at William Paca Elementary School. I was quite impressed with all the exhibits and you should be complimented for an excellent presentation. I was pleased that there was little if any credible opposition to the project offered at the hearing. If there had been, I would have gotten up to speak myself as I support the Express Toll Lane option as the only viable alternative in the long run. I come to this conclusion from a unique perspective.

I lived in northern Harford County from 1980 to 1989. Back then my biggest concern was taking the curves on Jarrettsville Pike and Dulaney Valley Road too fast – there was NOT a lot of traffic back then. Later, as those routes began to get congested, I started coming down MD152 to I-95S to get south of Baltimore City where I worked. I could cover the 44 mile trip in about 45-50 minutes as there was simply very little rush-hour traffic on either MD152 or I-95S.

I moved to Hunt Valley in 1989. While I was there (or possibly just prior to moving) I attended a public hearing on how the State was going to improve the roads in the area; widen York Road, connect Paper Mill Road to Shawan Road, add an exit to I-83, etc. There was more than modest objection to the plans and eighteen years later little of that plan has been completed. Now, the Hunt Valley area has some of the

worst rush-hour traffic congestion in the County – it's probably even worse than what was predicted at that hearing. I can't even imagine how bad it would be if I-83 had the non-local thru traffic I-95 has.

Earlier this year I moved back to Harford County and now live near MD152 and I-95 exit 74. I am astonished how much the traffic has increased on both roads in the last 18 years. While it may not be as bad as Hunt Valley is now, if the "No-Build" option is taken here (like adoption of the no-build option in Hunt Valley 18 years ago) the current situation can only get worse, much worse. The "General Purpose Lanes" option is the absolute VERY LEAST that should be considered to avoid a catastrophe in the coming 10-20 years.

However, because I-95 carries so very much Northeast Corridor thru traffic I believe the "Express Toll Lanes" option is the only viable alternative to address the long-term problem. In fact, I'm not sure you have taken the proposal far enough. If not in SECTION 200, then in a later study, assuming SECTION 200 ETL is completed; someone should start looking at continuing the ETLs all the way down to, and thru, the Fort McHenry Tunnel. If you really want to expedite the flow of non-local traffic, that's the way to do it.

If there is anything I can do to assist in obtaining funding and approval for SECTION 200 ETL, please feel free to contact me.

Regards,


James M. Thompson

1403-K Joppa Forest Drive

Joppa, MD 21085

443-756-3630



I-95 Section 200 Public Hearing Comments
William Paca Elementary School
December 13, 2007

Your comments and opinions are very important. The Maryland Transportation Authority will carefully review all information provided on this form. Your comments will become part of the public record for the project.

I would like to know what plans are for public transportation who is responsible? What plans are being made? (Besides Marc) Which public officials are involved? Will there be adequate parking areas along section 200 so people can take advantage of public transportation? What about smaller buses that go to less stops. Where & when are public meetings to discuss public transportation?

Thank you for your participation and contributions to this important transportation project.

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

PLEASE PRINT YOUR INFORMATION

Name: LUCA ANDERSON
Community/Organization (if applicable): _____
Address: 313 Wheel Road
City, State, Zip: Del Air 21015
Email Address: _____
Phone No.: 410-569-0661

If you are unable to complete this form today, please return it to the address below by January 21, 2008.

Maryland Transportation Authority
Melissa Williams, Planning Manager
2310 Broening Highway
Baltimore, MD 21224
Phone: 866-713-1596 (toll free) or 410-537-5651
Fax: 410-537-5653



I-95 Section 200 Public Hearing Comments
William Paca Elementary School
December 13, 2007

Your comments and opinions are very important. The Maryland Transportation Authority will carefully review all information provided on this form. Your comments will become part of the public record for the project.

The current design does not make any provision for safe passage of pedestrians or bicyclists across the I-95 interchange along W/24. Changes to the interchange will worsen the existing unsafe conditions make pedestrian/bicyclist crossing more hazardous.

Thank you for your participation and contributions to this important transportation project.

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

PLEASE PRINT YOUR INFORMATION

Name: John Kestla
Community/Organization (if applicable): _____
Address: 8021 MAJ RD
City, State, Zip: Del Air, MD 21014
Email Address: John Kestla @ Comcast.net
Phone No.: 442-421-4317

If you are unable to complete this form today, please return it to the address below by January 21, 2008.

Maryland Transportation Authority
Melissa Williams, Planning Manager
2310 Broening Highway
Baltimore, MD 21224
Phone: 866-713-1596 (toll free) or 410-537-5651
Fax: 410-537-5653



I-95 Section 200 Public Hearing Comments
 William Paca Elementary School
 December 13, 2007

Your comments and opinions are very important. The Maryland Transportation Authority will carefully review all information provided on this form. Your comments will become part of the public record for the project.

*Living on Red Maple Drive which borders RT 95,
 Highway noise is a concern. I would appreciate
 consideration of a sound barrier for a short distance
 north of the RT 24 Interchange. I like the idea
 of a bike path, either route is ok by me.*
Thanks
Jay Byrle

Thank you for your participation and contributions to this important transportation project.

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

PLEASE PRINT YOUR INFORMATION

Name: Gerry Babyak
 Community/Organization (if applicable): _____
 Address: 2518 Red Maple Drive
 City, State, Zip: Abingdon MD
 Email Address: gbabyak@lifocum.com
 Phone No.: 443-922-9344

If you are unable to complete this form today, please return it to the address below by January 21, 2008.

Maryland Transportation Authority
 Melissa Williams, Planning Manager
 2310 Broening Highway
 Baltimore, MD 21224
 Phone: 866-713-1596 (toll free) or 410-537-5651
 Fax: 410-537-5653



I-95 Section 200 Public Hearing Comments
 William Paca Elementary School
 December 13, 2007

Your comments and opinions are very important. The Maryland Transportation Authority will carefully review all information provided on this form. Your comments will become part of the public record for the project.

*We have a house that backs up to
 95. We are very pleased to see
 that the noise impact will be
 addressed by both of the plans!
 (noise abatement walls)*
*Also, thank you for considering the
 environmental impacts of your plan.*

Thank you for your participation and contributions to this important transportation project.

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

PLEASE PRINT YOUR INFORMATION

Name: Yvonne & Chris Wagner
 Community/Organization (if applicable): _____
 Address: 925 Hookers Mill Road
 City, State, Zip: Abingdon MD 21009
 Email Address: wagner5@comcast.net
 Phone No.: 410-569-4868

If you are unable to complete this form today, please return it to the address below by January 21, 2008.

Maryland Transportation Authority
 Melissa Williams, Planning Manager
 2310 Broening Highway
 Baltimore, MD 21224
 Phone: 866-713-1596 (toll free) or 410-537-5651
 Fax: 410-537-5653



I-95 Section 200 Public Hearing Comments

William Paca Elementary School
December 13, 2007

Your comments and opinions are very important. The Maryland Transportation Authority will carefully review all information provided on this form. Your comments will become part of the public record for the project.

Please supply with hard copy of alternate display within the vicinity of address below.

What is height of proposed noise wall in the vicinity of the address below?

Request recorded for household by Steve Zeebler of the project team. Household does not have access to the internet.

Thank you for your participation and contributions to this important transportation project.

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

PLEASE PRINT YOUR INFORMATION

Name: Mr. John Davis
Community/Organization (if applicable):
Address: 5420 Forge Road
City, State, Zip: White Marsh, MD 21162
Email Address:
Phone No.:

If you are unable to complete this form today, please return it to the address below by January 21, 2008.

Maryland Transportation Authority
Melissa Williams, Planning Manager
2310 Broening Highway
Baltimore, MD 21224
Phone: 866-713-1596 (toll free) or 410-537-5651
Fax: 410-537-5653

DATE: 1/21/08 TIME: 3:00 P.M.

TO: NAME: John D. Porcari

COMPANY: Maryland Highway Authority

TELECOPIER FAX NO: 410-537-5653

FROM: NAME: William Cronin

COMPANY: Retired Highway Contractor, Owner

NUMBER OF PAGES INCLUDING COVER PAGE: 1

TRANSMISSION SENT BY:

I-95 Express Toll Lanes - Comment Form

1/21/08 2:32 PM

5 Express Toll Lanes Comment Form Submittal

William Cronin
Retired Highway Contractor

226 Mt Royal Avenue
Aberdeen, MD, 21001
410-272-1972
Docroyall@aol.com

William Cronin's comments:

Golden Opportunity to build a second roadway next to Interstate 95. Little used Toll lanes could be moved to the outside of 95 lanes for a roadway to carry local traffic for easy access to exits, eliminate the costly cross over ramps from toll lanes to exits. Soon there must be some way to maintain traffic north/south traffic when 95 is shut down for hours. A new road will soon be needed as well as a second Tydings bridge. Now is the time to best use the entire right-a-way in the best interests of all. Retired Highway Owner.

IF TRANSMISSION IS NOT COMPLETE, CALL:

410 272-1972