

SECTION 100: I-95, I-895(N) SPLIT TO NORTH OF MD 43



Focus Group Meeting #1

September 11, 2003

6:30 – 8:30 PM

White Marsh Public Library

Project Team

- Keith Duerling, PE – Director of Engineering, Maryland Transportation Authority
- Roxane Mukai, PE, PTOE – Manager of Traffic Engineering & Planning, Maryland Transportation Authority
- Melissa Kosenak – Project Manager, Maryland Transportation Authority
- Jack Moeller, PE – Engineering Project Manager
- Charles Utermohle, PE – Environmental Project Manager
- Ken Goon, AICP – Maryland Transit Administration

Public Involvement

Focus Group

- Series of meetings with community representatives

Advertised Public Meetings

- Presentation of project information
- Opportunity for public comments

Miscellaneous

- Newsletter
- Public Outreach

Project Website

- On-line source for project information and updates
- Opportunity for public comments



Section 100 Website

www.mdtransportationauthority.com

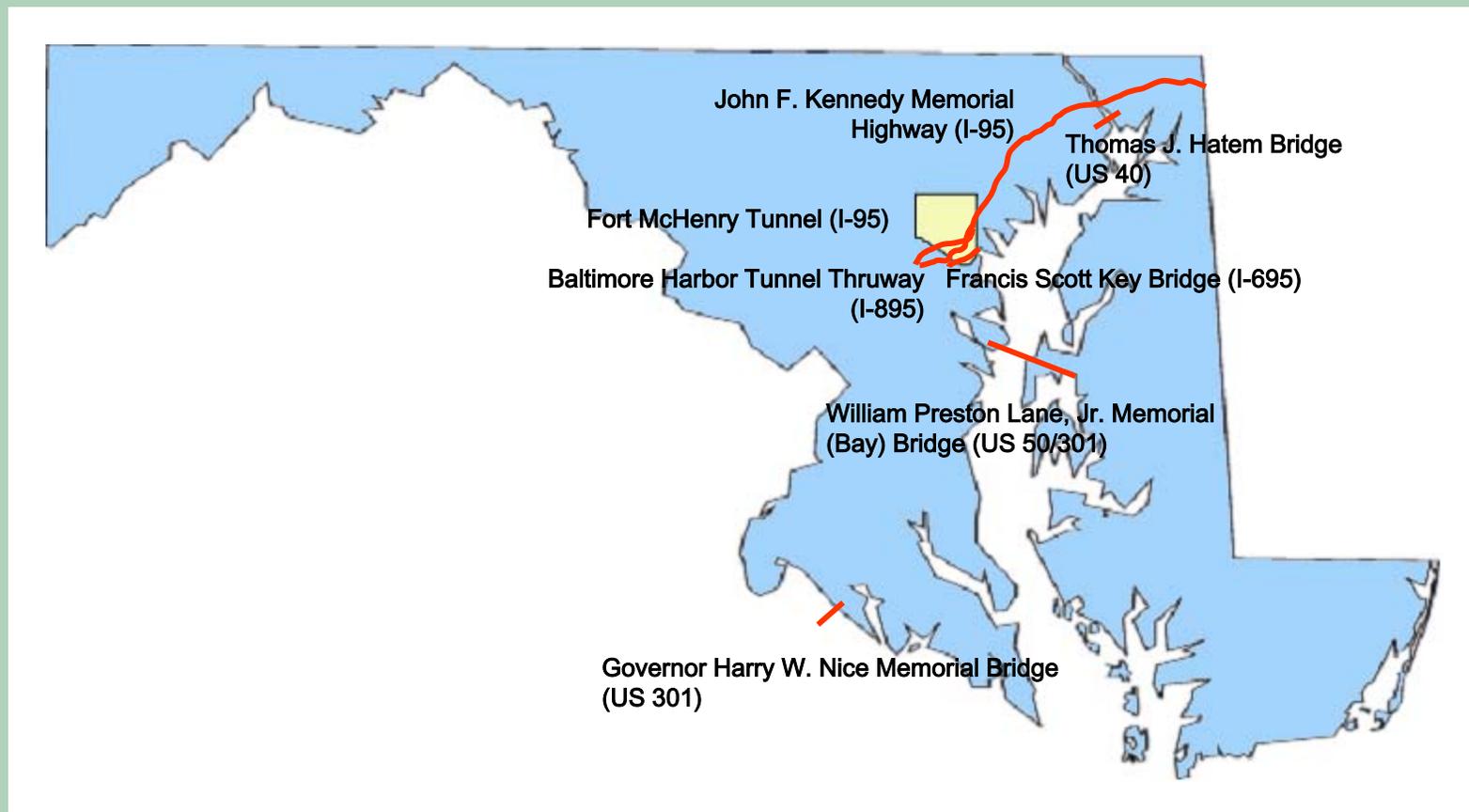
- Click on **Project Planning Studies**
- Click on **Section 100**

Roles and Responsibilities of the Section 100 Focus Group

- Meet with Project Team approximately every three weeks until November 18th Workshop
- Educate community on team efforts and decisions; provide feedback at future meetings
- Provide local information/perspectives to ensure that proposed improvements are sensitive to local concerns.

Maryland Transportation Authority

The Authority is the State agency that owns and operates Maryland's seven toll facilities:



I-95 Master Plan

I-895 Split (N) to the Delaware State Line

Background Information



John F. Kennedy Memorial Highway

Four Independent I-95 Projects

- Section 100: I-95, I-895(N) Split to North of MD 43
- Section 200: North of MD 43 to North of MD 22
- Section 300: North of MD 22 to North of MD 222
- Section 400: North of MD 222 to Delaware State Line

Traffic Definitions

- Average Annual Daily Traffic - The total volume of traffic passing a given point in both directions for one year divided by the days in a year
- AM Peak Hour - The highest volume of traffic between 6 AM and 9 AM
- PM Peak Hour - The highest volume of traffic between 3:30 PM and 6:30 PM
- Level of Service - A measure of how a roadway or intersection operates. Levels range from “A” to “F” with “A” being the best, “F” being the worst

Traffic Characteristics

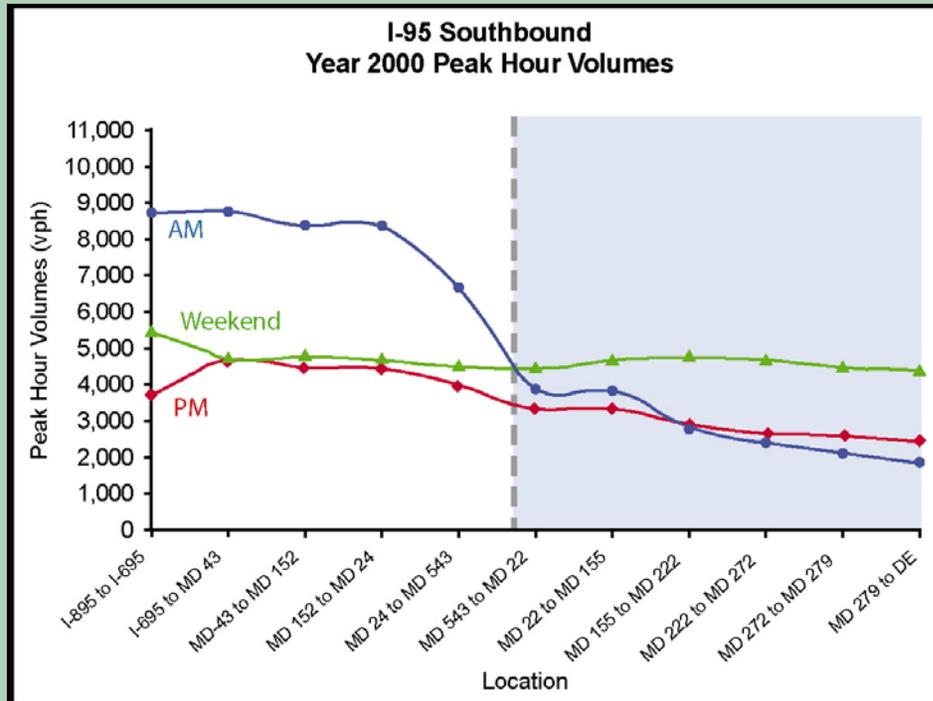
Average Vehicle Occupancy (Excluding Trucks)

North of MD 43	1 Person	2 Person	3+ Person
Weekday Peak	88%	11%	1%
Weekday Off Peak	73%	26%	1%

At Susquehanna River

Weekday	69%	21%	10%
Weekend	37%	39%	24%

Comparison of WeekDAY vs. WeekEND Volumes (Year 2000 Peak-Hour Traffic Volumes)



***FAST FACT:
WEEKEND TRAFFIC***

Hourly traffic volumes at the Susquehanna River are 40 to 50% higher on a weekEND day than a weekDAY.

Existing Transit Service

- MTA MARC Penn Line
- AMTRAK
- SEPTA R2 Commuter Rail
- MTA Core Bus Service
- MTA Commuter Bus Service
- Harford County Bus Service
- Cecil County Bus Service
- Private Bus Companies

Freight at Susquehanna River

Freight Trains

- Approximately 4,800 freight cars per day

Trucks on I-95

- Approximately 1,200 light trucks



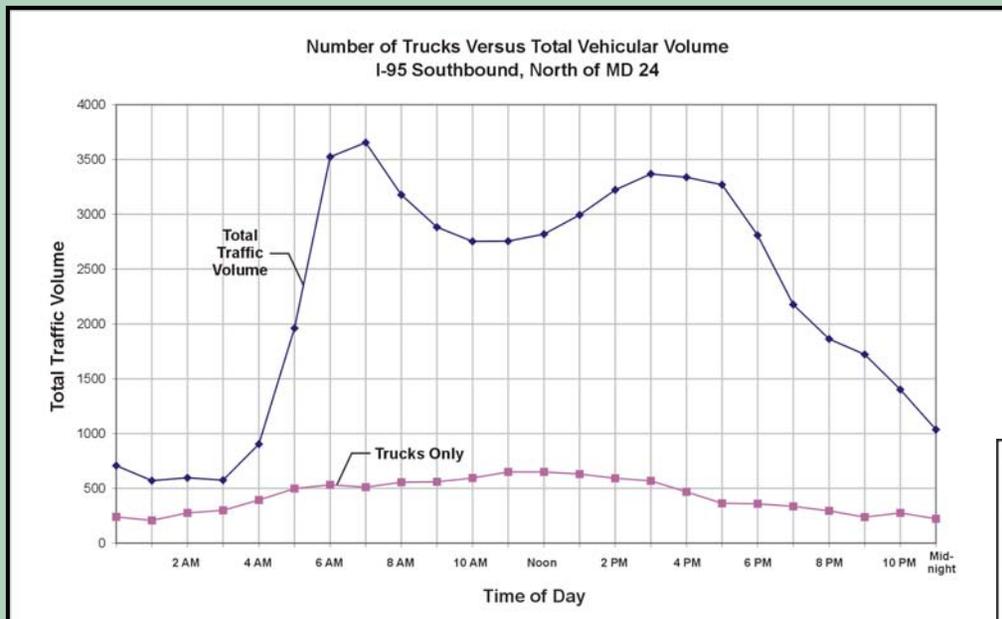
1,100 medium trucks



8,500 heavy trucks



WeekDAY Truck Characteristics (Year 2000)



***FAST FACT:
TRUCK TRAFFIC***

Commercial truck traffic volumes on all sections of I-95 remain fairly constant throughout the day, while passenger vehicle volumes fluctuate.

Existing Year 2000 and Design Year 2020 No-Build ADT's

Section	Segment		Average Daily Traffic		Year LOS "F" is anticipated
			2000	2020	
100	1	I-895/I-95 split North to I-695	154,000	220,000	Existing
	2	I-695 to MD 43	165,000	231,000	
	3	MD 43 to MD 152	160,000	224,000	2005
200	4	MD 152 to MD 24	145,000	208,000	2010 to 2015
	5	MD 24 to MD 543	114,000	175,000	
	6	MD 543 to MD 22	96,000	145,000	
300	7	MD 22 to MD 155	83,000	127,000	2015
	8	MD 155 to MD 222	77,000	118,000	
	9	MD 222 to MD 272	75,000	116,000	2020
400	10	MD 272 to MD 279	75,000	118,000	Beyond 2020
	11	MD 279 to Delaware State Line	67,000	108,000	

Conceptual Highway Alternatives

General Purpose (GP) Lanes

Lanes open to all traffic.

Tolled Lanes

Managed lanes on which vehicles are charged a toll. Electronic monitoring and payment is anticipated.

Tolled Expressway

Highway on which vehicles are charged a toll.

Managed Lanes

Lanes separated from the General Purpose Lanes and operating under some form of restricted use. Management strategies may include restrictions at access locations (at ramps); by time of day (peak, off-peak); by vehicle type (trucks, buses); by type of use (commercial or occupancy); by price (tolling) or by direction.

Conceptual Highway Alternatives

High Occupancy Vehicle (HOV) Lanes

Lanes on which only vehicles with the driver and at least one or more passengers are permitted.

Shared Transit Lane

Managed lanes on which transit vehicles are permitted in combination with another vehicle class.

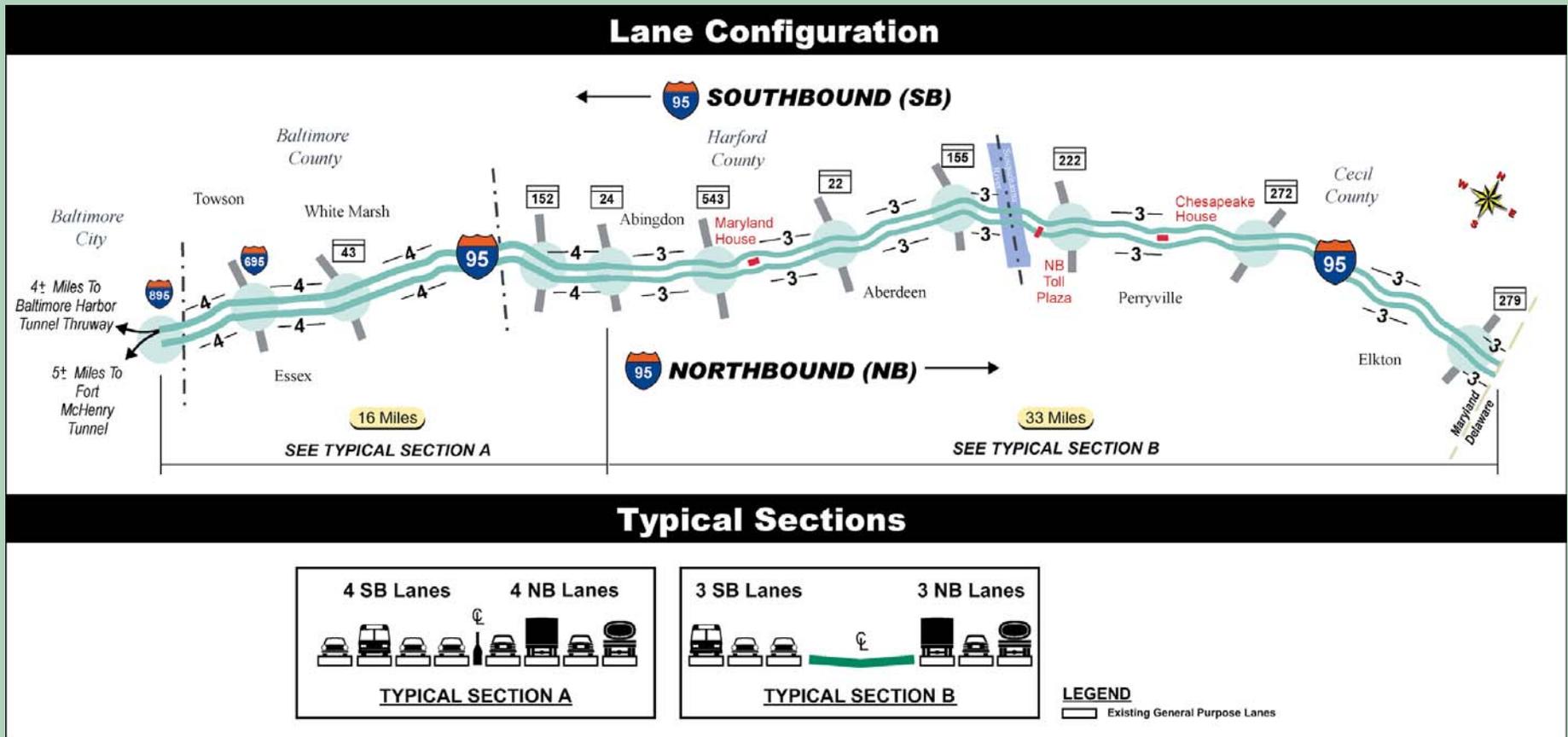
Truck Only Lanes

Managed lanes which are restricted to truck use only. Restricted use could be limited to specific time periods.

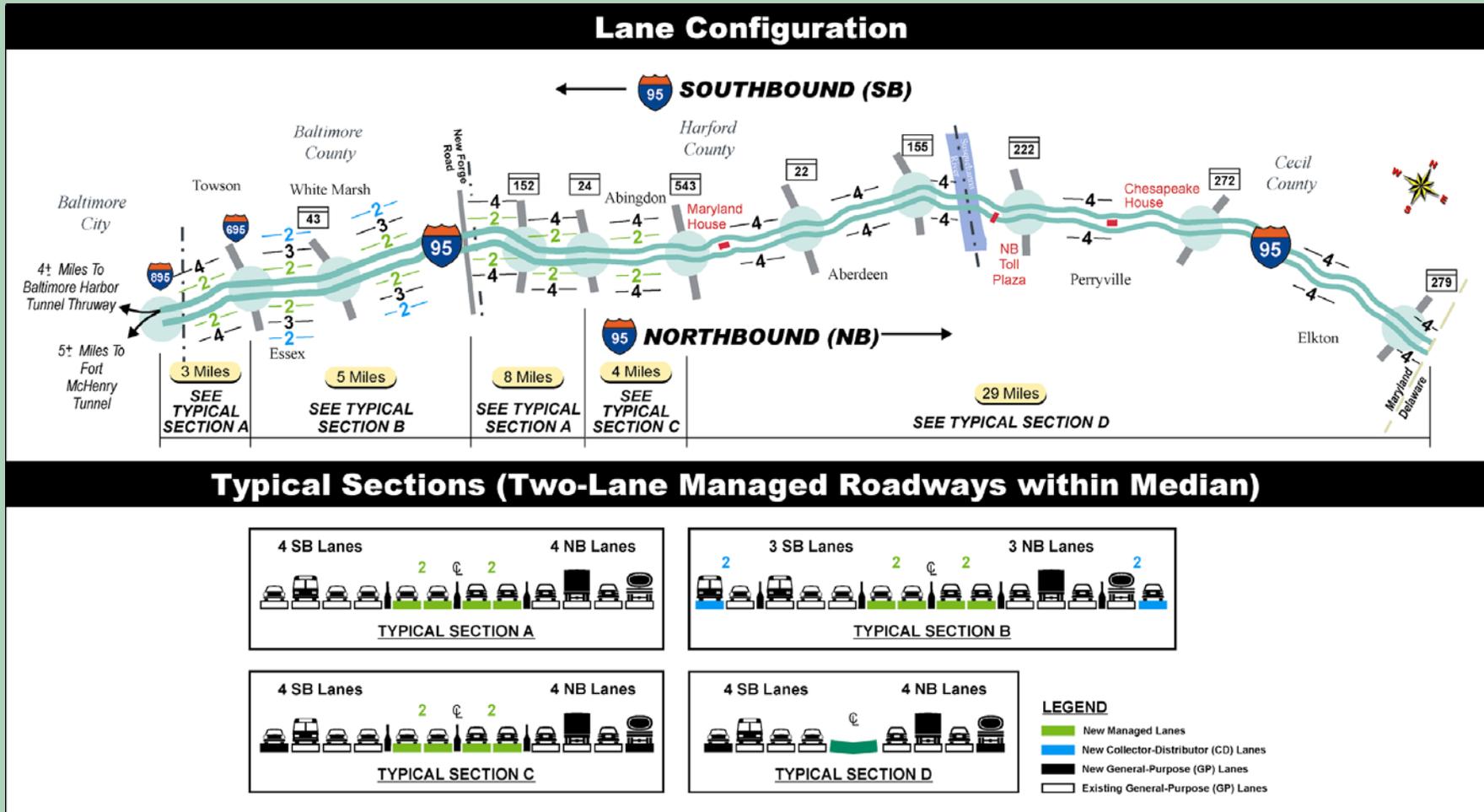
Collector-Distributor (C-D) Roads

Lanes separated from through traffic on I-95 where reduced speed merge, diverge and weave movements would occur more safely.

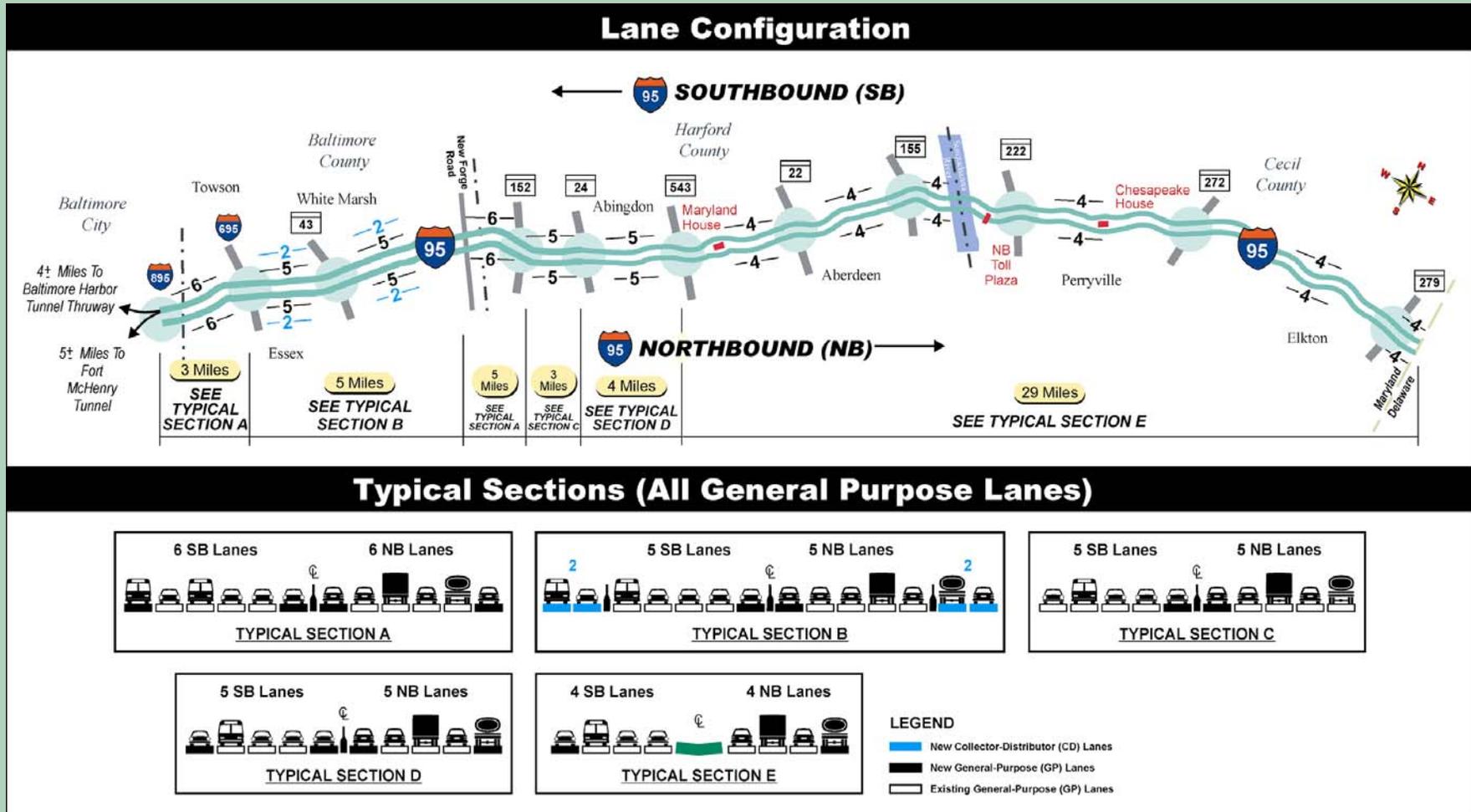
Master Plan Concept C-1: No - Build



Master Plan Concept C-5: Managed Roadways



Master Plan Concept C-6: General Purpose Lanes



Estimated Costs and Schedule

JFK Section	Estimated Costs	
	Approximate Cost	Time of Need
100	\$750 million	Today
200	\$600 million	2005-2015
300	\$350 million	2015
400	\$350 million	2020

I-95 Master Plan approved by Authority April 2003

JFK Section	Preliminary Project Planning Schedule	
	Start Date	Length of Project Planning
100	2003	2-3 years
200	2005	3-4 years
300	2007	3-4 years
400	2012	2-3 years

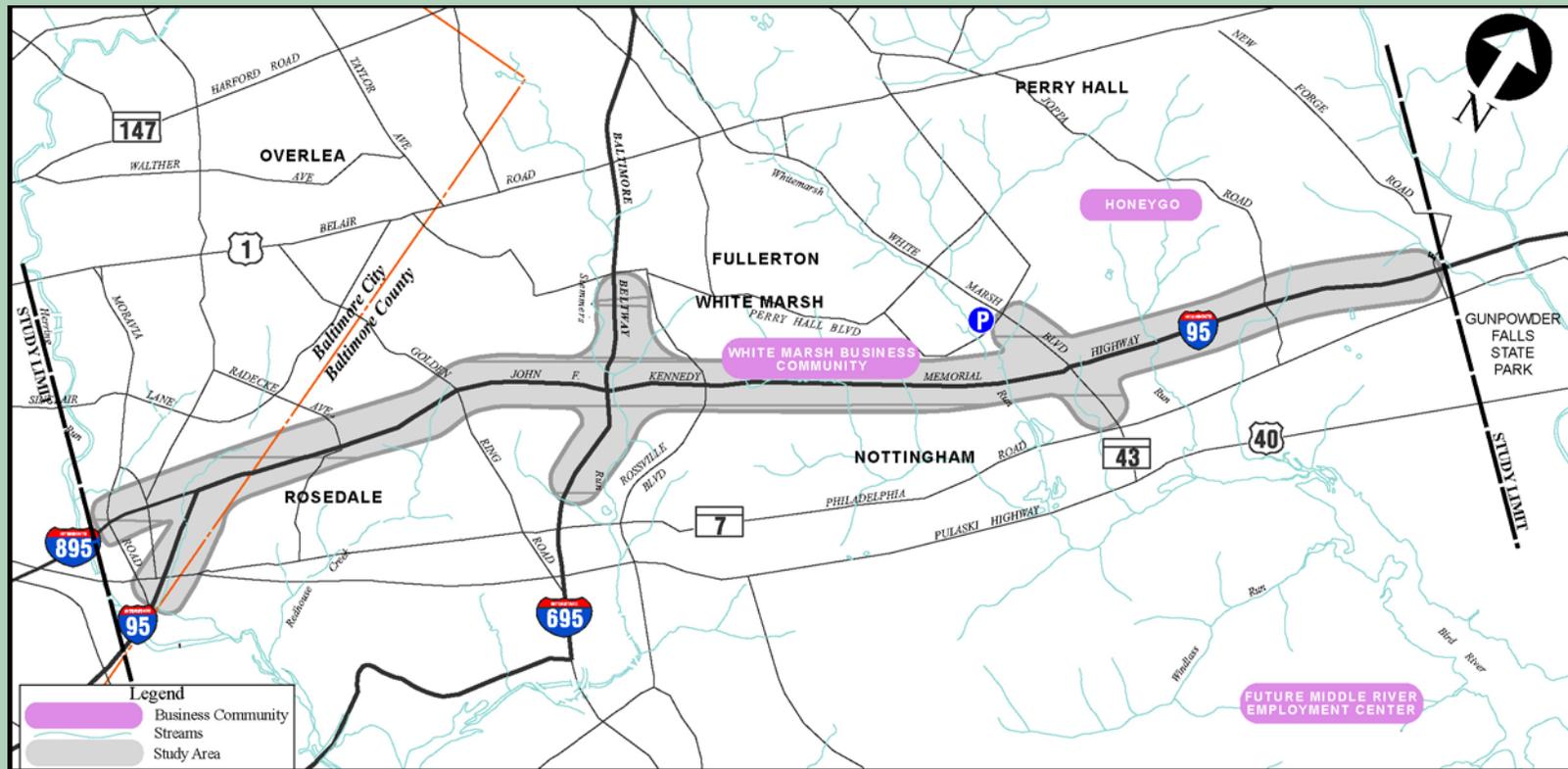
SECTION 100:

I-95, I-895(N) SPLIT TO
NORTH OF MD 43

Section 100 Project Schedule

Summer 2003	Initial Project Planning
Fall 2003	Conduct Public Workshop
Winter 2004	Develop Alternates Retained for Detailed Study (ARDS)
Spring 2004	Conduct Public Hearing
Spring 2005	Final Project Planning, Select Alternative
Spring 2005	Complete Environmental Process
Summer 2005/Fall 2006	Final Design
Fall 2006	Begin Construction

Study Area



Section 100 Purpose and Need

Purpose: The purpose of the proposed action is to address capacity and safety needs on Section 100 and thereby improve access, mobility and safety for local, regional and inter-regional traffic, including passenger, freight and transit vehicles.

Need: The proposed action is intended to address the following capacity and safety needs on Section 100:

Capacity Needs

- Section 100 is the most congested section of I-95 in Maryland north of Baltimore City.
- Currently, Section 100 operates at LOS F during the morning and evening rush hour.
- By 2025, Section 100 is also expected to operate at LOS E and F during weekend peak periods.
- Increased congestion levels will extend the existing peak hour into a period of several hours duration and increase the level of diversion to alternate routes, such as the community oriented US 1, US 40 and MD 7.

Safety Needs

- The accident rate on Section 100 is lower than the statewide average rate for comparable urban interstates in Maryland.
- However, the total number of accidents on Section 100 is increasing, especially in the vicinity of the I-895, I-695 and MD 43 interchanges, where large volumes of merging, diverging and weaving movement occur.
- At some locations, left hand exit and entrance treatments, limited auxiliary lane lengths and restricted sight distance may increase the potential for accidents.
- If anticipated congestion levels are not addressed, an increase in the number and severity of accidents would likely occur.

Public Transit

The Authority is coordinating with the Maryland Transit Administration to ensure compatibility of

I-95 improvements with existing transit services and short / long range transit plans including:

- An extension of Baltimore Regional Rail System.
- Access for commuter bus service to I-95.
- Access for bus park and ride lots to I-95.

Land Use/Economic Development

- I-95 is a major transportation facility that influences inter- / and intra-regional road transportation.
- I-95 provides access to local and regional inter-modal terminals including the Port of Baltimore.
- The Section 100 study area is located within Baltimore County's designated Priority Funding Area (PFA).
- The Section 100 study area is located on the Urban side of Baltimore County's Urban Rural Demarcation Line (URDL) established 30 years ago.
- Major on-going developments in the vicinity of the study area include the White Marsh Town Center, the Middle River Employment Center and the Honeygo Development.

Environmental Considerations

Natural Resources

- Waterways
- Wetlands
- Terrestrial Habitat
- Rare, Threatened and Endangered Species Areas
- Hazardous Materials
- Air Quality
- Noise Quality

Cultural Resources

- Archaeological Sites
- Historic Sites, Districts and Landmarks
- Parks and Recreation Areas

Socio-Economic Resources

- Community Facilities & Services
- Environmental Justice Communities

Natural Wetlands and Habitat

- Review wetland and terrestrial habitat within the study area
- Assess quality, function and value of these resources with respect to:
 - Terrestrial habitat
 - Threatened or endangered species
 - Waters of the United States and wetlands
 - Aquatic habitat and water quality

Potential Hazardous Waste Issues

- Review potential sites within the study area through preliminary field reconnaissance and coordination with the Maryland Department of Environment
- Assess the condition of identified sites
- Determine possible avoidance measures

Cultural Resources - Archaeological

- Review sites recorded with the Maryland Historical Trust (MHT) and the National Register of Historic Places
- Assess the condition of recorded sites
- Determine the sensitivity of the project area, develop a plan for field survey (Phase IA Report)

Cultural Resources - Historic Properties

- Review historic properties recorded with the Maryland Historical Trust (MHT) and the National Register of Historic Places
- Survey the project area for historic properties
- Conduct a Determination of Eligibility (DOE) study for historic properties

Air and Noise

- Document noise sensitive areas
- Assess potential impact to noise sensitive areas and local air quality
- Investigate abatement strategies

Upcoming Focus Group Meetings

Meeting # 2

Date: September 30, 2003

Time: 6:30 – 8:30 PM

Location: Perry Hall M.S.
4300 Ebenezer Road

Topics will include:

- Conceptual alternatives
- Environmental overview
- Focus Group meeting #3
- Upcoming Public Workshop

Meeting #3

Date: October 21, 2003

Date Rescheduled for October 27, 2003

Time: 6:30 – 8:30 PM

Location: Perry Hall M.S.
4300 Ebenezer Road

Topics will include:

- Alternatives considered
but dropped
- Public workshop materials
- Focus Group role at workshop

Public Workshop November 18th