Appendix E

Master Plan Concepts

(with C-D Lanes)

APPENDIX E

MASTER PLAN CONCEPTS WITH C-D LANES

Concept C-5: Managed Lanes with C-D Lanes

Mainline - This concept includes two managed lanes per direction between I-895 and north of MD 43 plus additional general-purpose lanes as needed to operate between LOS E and LOS F. In addition, a barrier-separated C-D road is provided from I-695 to north of MD 43. In order to provide the desired level of service, this concept would require the following number of lanes per direction:

- Four general purpose lanes in each direction of I-95 from approximately ¼ mile south of the I-895 interchange to the point where I-95 merges with I-895,
- Two managed lanes and four general purpose lanes in each direction between the I-895 split and I-695,
- A two-lane managed roadway, a three-lane general purpose roadway and a 2-lane C-D roadway in each direction between I-695 and MD 43
- And north of MD 43, the roadway would transition from the seven-lane section (two-lane managed, three-lane general purpose and two-lane C-D) in each direction into the existing four-lanes in each direction.

The managed lanes could operate under a single management strategy 24-hours per day, or on a "time-share basis" with different restrictions at different times of day. Management strategies could include restrictions at access locations (ramps), by time of day (peak/off-peak), by vehicle-type (trucks/buses), by type of use (commercial / high occupancy vehicle (HOV)), or by price (variable or fixed). Managed lanes would be designed for flexibility so that management strategies can be modified over time to maximize person moving capacity, optimize vehicle carrying capacity and achieve transportation and community goals.

I-95 / I-895 Interchange - Managed Lanes Alternate / Concept 3A - This option adjusts the configuration of the existing interchange by relocating the southbound roadway of I-95 and the northbound roadway of I-895 to make I-95 the through movement in the interchange. Southbound I-95 would be relocated adjacent to the existing northbound roadway of I-95, whereas the northbound general purpose lanes of I-895 would be relocated to a grade-separated crossing over the proposed northbound and southbound roadways of I-95. The inside managed lane from southbound I-95 connects to the outside of southbound I-895 and the outside managed lane continues alongside the northbound I-95 general purpose roadways.

Approaching from the south, I-95 northbound would be widened in the median approximately ¼ mile south of the interchange to form a new managed lane in addition to the existing three general purpose lanes. The three general purpose northbound lanes of I-95 would merge with the two general purpose lanes of northbound I-895 that transitions from a five-lane to a four-lane general purpose roadway approximately ¼ mile north of the merge point.

Approaching from the south, the two northbound lanes of I-895 would be relocated to a grade-separated crossing over both the proposed northbound and southbound roadways of I-95. North of the proposed grade crossing, a one-lane ramp would diverge from the left of northbound I-895

to become the second northbound managed lane and the two relocated northbound lanes of I-895 would merge from the right with the three northbound lanes of I-95.

Approaching from the north, the general-purpose lanes of I-95 split into the two-lane southbound general purpose roadway for I-895 and the three-lane general-purpose roadway for I-95. The two managed lanes would split to the single-lane off-ramp to southbound I-895 and the single managed lane within the median of I-95. The fourth lane of southbound I-95 (most likely the outside general purpose lane) would be carried through the interchange and dropped at a point approximately ¼ mile south of the interchange. The third lane of I-895 would be carried through the interchange and becomes an auxiliary lane that ends with the off-ramp to Moravia Road. The inside managed lane from southbound I-95 connects to the outside of southbound I-895 and the outside managed lane continues in the median alongside of the southbound I-95 general-purpose lanes.

I-95 / I-895 Interchange - Managed Lanes Alternate / Concept 3B - This option adjusts the configuration of the existing interchange by relocating the southbound roadway of I-95 and the northbound roadway of I-895 to make I-95 the through movement in the interchange. Southbound I-95 would be relocated adjacent to the existing northbound roadway of I-95, whereas the northbound general purpose lanes of I-895 would be relocated to a grade-separated crossing over both proposed northbound and southbound roadways of I-95. Traffic moving from the southbound managed roadway to southbound I-895 must merge with southbound I-895 general-purpose traffic and weave across southbound I-895 traffic to exit via Moravia Road.

Approaching from the south, I-95 would be widened in the median beginning approximately ¼ mile south of the interchange to form the managed lane. The three northbound general purpose lanes of I-95 would merge with the two general purpose lanes of northbound I-895 before transitioning from a five-lane to a four-lane general purpose roadway approximately ¼ mile north of the merge point. A separate one-lane ramp exiting from the left side of northbound I-895 would be grade-separated over the southbound lanes of I-95 to merge with the managed lane within the median of I-95.

Approaching from the south, the two-lanes of I-895 northbound would diverge from southbound I-895, cross over the northbound and southbound roadways of I-95 and merge with I-95 from the right, north of the interchange.

Approaching from the north, the four general-purpose lanes of I-95 split into a two-lane southbound general purpose roadway for I-895 and a three-lane general-purpose roadway for I-95. The two-lane managed roadway would split to a single-lane off-ramp to southbound I-895 that crosses southbound I-95 and a single-lane managed lane that remains on the interior of the southbound I-95 general-purpose roadway. The fourth lane of southbound I-95 (most likely the outside general purpose lane) would be carried through the interchange and dropped at a point approximately ¼ mile south of the interchange.

There is minimal distance to allow traffic to weave from the southbound managed lane across the two southbound lanes of I-895 to Moravia Road, as well as from Moravia Road across the two northbound lanes of I-895 to the northbound managed lane of I-895. Both of these movements may warrant separate flyover ramps or slip ramps further to the north.

I-95 / I-695 Interchange - Managed Lanes Alternate / Concept 3A - This option improves the geometry and driver expectancy on I-95 by untwisting the braided mainline of I-95 and replacing all left-hand entrances and exist with more conventional right-hand entrances and exits. However, the braided alignment is retained on I-695 to make efficient connections between the I-95 and I-695 roadways, but all general purpose ramps are reconfigured to make right-hand, single-point connections. The exit ramps typically split to separate ramps with opposing directions of travel for the destination route. Left-hand merge and diverge ramps are retained for the managed lane ramps on I-695. Most of the merges and diverges occur off of the mainline roadways for I-695 and I-95 (on the ramps themselves), limiting the number of lane drops that must occur on the mainline. This option requires a four-level interchange and is compatible with planned high occupancy vehicle (HOV) lanes on I-695, west of I-95.

Through the interchange, I-95 consists of four general-purpose lanes in each direction, with a C-D roadway providing access between the north leg of I-95 and ramps connecting both directions of I-695. Three-lanes are generally provided on the mainline of I-695, with additional lanes added or dropped at interchange ramps.

Approaching from the south on northbound I-95, the four-lane general-purpose roadway of northbound I-95 splits into a four-lane northbound general purpose roadway for I-95 and a two-lane, right-hand exit that ultimately splits to eastbound and westbound I-695. North of the I-695 interchange, the entrance ramps from I-695 merge together to form a separate C-D roadway. This C-D roadway parallels the four-lane general-purpose roadway through the MD 43 interchange.

Approaching from the south on northbound I-95, the two-lane managed roadway runs parallel and adjacent to the median edge of the northbound general-purpose roadway of I-95. South of the interchange, traffic in the northbound managed roadway would have the option of continuing through the interchange on the two-lane managed roadway or exiting to either direction of I-695 through a common right-hand, single-lane exit. North of the interchange, traffic would enter the managed roadway through a common right-hand, two-lane entrance that merges back into a two-lane managed roadway via a series of lane drops.

Approaching from the north on the southbound general purpose roadway of I-95, traffic would have the option of remaining on the four-lane general purpose roadway through the interchange or slipping onto the C-D road to exit onto I-695. At the interchange, the C-D roadway would split into separate ramps for entry onto the eastbound and westbound roadways of I-695. South of the interchange, traffic from both directions of I-695 would enter on the right at a single-point with a two-lane entrance ramp and merge via a series of lane drops into a four-lane general-purpose roadway.

Approaching from the north, the two-lane managed roadway runs adjacent to the median edge of the southbound general-purpose roadway of I-95. North of the interchange, traffic would have the option of remaining on the two-lane managed roadway through the interchange or exiting to either direction of I-695 through a common right-hand, single-lane exit. South of the interchange, traffic would enter the managed roadway through a common right-hand, two-lane entrance that merges back into the two-lane managed roadway via a series of acceleration lanes and lane drops.

Approaching the interchange from the west, traffic on eastbound I-695 would have the option of continuing through the interchange on the three-lane eastbound general purpose roadway, entering either the northbound or southbound managed lane of I-95 from a common left-hand, single-lane exit in the median or entering the northbound or southbound general purpose lanes through a common right-hand, two-lane exit on the outside of the eastbound roadway. East of the interchange, traffic from both the general purpose and managed ramps would enter via a common, right-hand entrance.

Approaching the interchange from the east, traffic on westbound I-695 would have the option of remaining on the three-lane westbound general purpose roadway or entering the managed or general-purpose lanes of I-95 from a common right-hand, two-lane ramp. Traffic on this common ramp would ultimately split between a two-lane ramp to the northbound managed / general-purpose roadways of I-95 and a single-lane southbound ramp to the southbound managed/general purpose roadways of I-95. West of the interchange, traffic from both the northbound and southbound directions of the I-95 managed roadway would merge from the median of I-695 into westbound I-695 through a series of acceleration lanes and lane drops. Similarly, traffic from both the northbound and southbound directions of the I-95 general-purpose roadway would merge with the three-lane westbound I-695 general-purpose roadway through a series of acceleration lanes and lane drops.

A short weaving distance may be created between the entrance from southbound I-95 onto eastbound I-695 and the exit to MD 7. This weaving distance will be examined. Weaving distances between the managed lane median ramps and the US 1 interchange (0.7 miles) will also be evaluated.

I-95 / I-695 Interchange - Managed Lanes Alternate / Concept 3B - This option effectively adds managed movements to General Purpose Option 2B via additional directional ramp connections with left-hand exits and entrances from the medians of I-95 and I-695. This option would be compatible with SHA's planned future high occupancy vehicle (HOV) lanes along I-695 west of I-95.

I-95 through the interchange consists of four general-purpose lanes in each direction, with a C-D roadway providing access between the north leg of I-95 and ramps connecting both directions of I-695. A minimum of two-lanes are generally provided on the mainline of I-695, with additional lanes added or dropped at interchange ramps. The general-purpose lanes moving from the portion of I-695 west of the interchange to the portion of I-95 south of the interchange would be two-lane. All other general purpose and managed ramps would be one-lane.

Approaching from the south, I-95 traffic would have the option of continuing on the four-lane general-purpose roadway or exiting onto the common three-lane, left-hand exit to both eastbound and westbound I-695. The northbound general purpose and managed roadways would then cross over southbound I-95, westbound I-695, eastbound I-695, on existing alignment and then go under southbound I-95 a second time before the C-D roadway (ramps from northbound and southbound I-695) eventually merges into the northbound roadway via a series of acceleration lanes and lane drops north of the MD 43 interchange.

Approaching from the south, the two-lane managed roadway runs in the median immediately adjacent to the northbound I-95 general-purpose lanes. South of the interchange, traffic in the

northbound managed roadway would have the option of continuing through the interchange on the two-lane managed roadway, exiting to eastbound I-695 with a right-hand exit, or exiting to westbound I-695 with a left-hand exit. Just north of I-695, a single-lane ramp from eastbound I-695 would merge from the left before the general-purpose roadway crosses under southbound I-95. After this crossing, the acceleration lane drops and the on-ramp from westbound I-95 merges from the left. The acceleration lane for this ramp drops about ¼ mile north of the interchange to tie back into a two-lane managed roadway.

Approaching from the north, traffic on the southbound general purpose roadway of I-95 would have the option of remaining on the four-lane general purpose roadway through the interchange or slipping off to the right onto the two-lane C-D road. The C-D road later splits into separate ramps for entry onto the eastbound and westbound roadways of I-695. The southbound general-purpose roadway continues on existing alignment across northbound I-95, eastbound I-695 and westbound I-695. Between the bridges over westbound I-695 and eastbound I-695, the loop ramp from westbound I-695 merges with the four-lane general-purpose roadway with an acceleration lane that drops south of the northbound I-95 overpass bridge. Beyond this lane drop, traffic from eastbound I-695 would enter the southbound roadway on the right with a two-lane entrance ramp and merge via a series of lane drops into the four-lane general-purpose roadway.

Approaching from the north, the southbound managed roadway of I-95 runs in the median adjacent to the southbound general purpose roadway. North of the interchange, traffic would have the option of remaining on the two-lane managed roadway through the interchange or exiting to either direction of I-695 through left-hand exits at two separate locations north of both I-695 roadways. South of the interchange, traffic will enter the managed roadway from I-695 through two left-hand entrances / acceleration lanes at separate locations south of both I-695 roadways.

Approaching from the west, traffic on eastbound I-695 would have the option of continuing through the interchange on the eastbound two-lane general purpose roadway, entering either the northbound or southbound managed lane of I-95 from two separate left-hand exits, or entering the northbound or southbound general purpose lanes of I-95 through a common right-hand exit. East of the interchange, traffic from both directions of the I-95 general-purpose lanes would merge into eastbound I-695 via a common, right-hand entrance ramp through a series of acceleration lanes and lane drops. Traffic would also merge from both directions of the I-95 managed roadway through two separate left-hand entrances.

Approaching from the east, traffic on westbound I-695 would have the option of remaining on the two-lane westbound general purpose roadway, entering the southbound managed lane of I-95 from a left-hand exit, entering southbound general purpose I-95 from a right-hand exit (loop ramp), or entering the northbound general purpose and northbound managed lanes of I-95 through a common right-hand exit. West of the interchange, traffic from both directions of the I-95 general-purpose lanes would merge into westbound I-695 via a common, right-hand entrance ramp through a series of acceleration lanes and lane drops. Traffic would also merge from both directions of the I-95 managed roadway through two separate left-hand entrances.

A short weaving distance (0.25 miles) may be created from the northbound managed roadway on eastbound I-695 to the MD 7 interchange. Further analysis will be required to determine if this

weaving distance is sufficient. Weaving distances between the managed lane median ramps and the US 1 interchange (0.8 miles) will be also be evaluated between the managed roadway and the US 1 interchange.

I-95 / MD 43 Interchange - Managed Lanes Alternate / Concept 3A – This concept proposes to split the MD 43 through lanes to provide a managed-lane-only interchange. Single-lane ramps provide for all movements to and from the managed lanes.

I-95 through the interchange consists of two managed lanes and three general-purpose lanes, with C-D roads providing access to the MD 43 ramps. Two through lanes are generally provided on MD 43, with additional lanes added or dropped at interchange ramps.

Approaching the interchange from the south, the three-lane C-D roadway would widen to four-lanes, with two-lanes exiting to MD 43 and two-lanes continuing northbound. The two MD 43 exit lanes would then divide, with one lane each to eastbound and westbound MD 43. The ramp from eastbound MD 43 to I-95 would form a third C-D lane, with a fourth added from westbound MD 43.

The southbound approach to the interchange is a similar configuration, with the three-lane C-D roadway widening to four-lanes. Two C-D lanes exit to MD 43 and two-lanes continue southbound. The two MD 43 exit lanes would then divide, with one lane to westbound MD 43 and the other to eastbound MD 43. The ramp from westbound MD 43 to I-95 would form a third C-D lane, with a fourth added from eastbound MD 43.

A single exit point is provided from eastbound and westbound MD 43, with each ramp further dividing to provide access to either northbound or southbound I-95 via direct ramp connections.

I-95 / MD 43 Interchange - Managed Lanes Alternate / Concept 3B - The features of this concept include a single exit point on each approach with direct connections provided for all interchange movements. All weaving within the interchange is eliminated under this concept. Single-lane ramps provide for all movements to and from the managed lanes, with the lanes connecting directly to MD 43 at a signalized intersection on the structure over I-95.

I-95 through the interchange consists of two managed lanes and three general purpose lanes, with C-D roads providing access to the MD 43 ramps. Two through lanes are generally provided on MD 43, with additional lanes added or dropped at interchange ramps.

Approaching from the south, the three-lane C-D roadway would widen to four-lanes, with a single-lane ramp exiting to eastbound MD 43, and another lane exiting to the loop ramp to westbound MD 43. The on-ramp from MD 43 would add the third northbound C-D lane.

Approaching from the north, the three-lane C-D roadway widens to four-lanes. A single-lane ramp exits to westbound MD 43 and another lane exits to the loop ramp to eastbound MD 43. The ramps from westbound and eastbound MD 43 would add a third and fourth southbound C-D lane, respectively.

Concept C-6: General Purpose Lanes with C-D Lanes

Mainline **-** This concept includes the provision of additional general purpose lanes to accommodate the projected traffic demand. In addition, a barrier-separated collector-distributor (C-D) road is provided from I-695 to north of MD 43. In order to reach a desirable weekday and weekend level of service E and D, respectively, this concept would consist of:

- four-lanes in each direction of I-95 from approximately ¼ mile south of the I-895 interchange to the point where I-95 merges with I-895,
- six-lanes in each direction between the I-895(N) Split and I-695,
- five mainline and two C-D lanes per direction between I-695 and MD 43,
- and north of MD 43, the roadway would transition from five mainline and two C-D lanes per direction to the existing four-lanes per direction.

I-95 / I-895(N) Interchange – General Purpose Alternate / Concept 2A **-** This option widens I-895 and I-95 on existing alignment, retaining I-895 as the through movement. Approaching from the south, I-95 northbound will be widened by one lane beginning approximately ¼ mile south of the interchange. The resulting four-lanes will merge with the two northbound lanes of I-895 to form the six-lanes of I-95 northbound.

Approaching from the north, the six-lanes of I-95 split to the three-lanes of southbound I-895 and the four-lanes of southbound I-95. The four-lane southbound roadway of I-95 crosses over both the northbound and southbound roadways of I-895, requiring widening of the existing overpass. The fourth lane of I-95 would be dropped approximately ¼ mile south of the interchange. The third lane of southbound I-895 ends with the off-ramp to Moravia Road.

I-95 / I-895(N) Interchange – General Purpose Alternate / Concept 2B - This option reconfigures the existing interchange by relocating the southbound roadway of I-95 and the northbound roadway of I-895 to make I-95 the through movement in the interchange. Southbound I-95 is relocated immediately adjacent to the existing northbound roadway of I-95, whereas northbound I-895 is relocated to cross over the proposed northbound and southbound roadways of I-95.

Approaching from the south, I-95 northbound would be widened by one lane approximately ¼ mile south of the interchange. The resulting four-lanes will merge with the two-lanes of northbound I-895 to form six-lanes on I-95 northbound.

Approaching from the south, the two northbound lanes of I-895 would diverge from southbound I-895, cross over both the northbound and southbound roadways of I-95, and merge with I-95 from the right.

Approaching from the north, I-95 southbound splits into three-lanes for southbound I-895 and four-lanes for southbound I-95. The fourth lane on southbound I-95 continues to approximately

¼ mile south of the interchange. The third lane of southbound I-895 ends with the off-ramp to Moravia Road.

<u>I-95 / I-695 Interchange – General Purpose Alternate / Option 2A</u> **-** This interchange option is a fully directional interchange which removes the braided mainline roadways on both I-95 and I-695 and replaces them with mainline roadway alignments that remain side-by-side. This improves the interchange geometry and improves driver expectancy by replacing all left-hand entrances and exits with more conventional right-hand entrances and exits.

I-95 northbound, south of the interchange consists of six general-purpose lanes. Four-lanes carry through the interchange northbound, while three-lanes exit to become the two-lane ramp to westbound I-695 and the one-lane ramp to eastbound I-695.

I-95 northbound, north of the interchange, consists of four general-purpose lanes and a three-lane collector-distributor road formed by the two-lane ramp from eastbound I-695 and the single-lane ramp from westbound I-695. North of the interchange, the collector-distributor road tapers from three to two-lanes.

On southbound I-95, four general-purpose lanes carry through the interchange. In addition, there is a three-lane, collector-distributor road that terminates into the one-lane ramp from I-95 southbound to I-695 eastbound and the two-lane ramp from I-95 southbound to I-695 westbound.

I-95 southbound, south of the interchange, consists of four general-purpose lanes and a three-lane entrance formed from the two-lane ramp from eastbound I-695 and the single-lane ramp from westbound I-695. This three-lane ramp merges with the four southbound general-purpose lanes. The outside entrance lane drops, leaving six general-purpose lanes south of the interchange.

Approaching from the east, the four westbound lanes of I-695 divide. Two-lanes carry through the interchange on I-695 and two-lanes exit, forming a one-lane ramp to I-95 northbound and a one-lane ramp to I-95 southbound.

West of the interchange, a two-lane ramp from southbound I-95 and a two-lane ramp from northbound I-95 join the I-695 westbound roadway, forming a six-lane section westbound on I-695. This six-lane section tapers to meet the existing lanes in the vicinity of the US 1 interchange.

Approaching from the west, the existing three-lanes of I-695 transition to four-lanes. Two-lanes then proceed through the interchange while three-lanes exit, forming the two-lane ramp to I-95 northbound and the two-lane ramp to I-95 southbound.

East of the interchange, a one-lane ramp from southbound I-95 and a one-lane ramp from northbound I-95 are merged to a two-lane section before adjoining the I-695 eastbound roadway. The resulting four-lane section tapers to meet the existing three-lanes of eastbound I-695.

<u>I-95 / I-695 Interchange – General Purpose Alternate / Option 2B</u> - This interchange option maintains the braided mainline roadways on both I-95 and I-695. All left-hand exits and

entrances are retained. The movement from westbound I-695 to southbound I-95 is replaced with a loop ramp.

I-95 northbound, south of the interchange consists of six general-purpose lanes. One additional lane is developed before the interchange. Four-lanes carry through the interchange northbound, while two-lanes exit to the left to provide a two-lane ramp to westbound I-695 and one lane exits to the right to provide a one-lane ramp to eastbound I-695.

I-95 northbound, north of the interchange consists of four general-purpose lanes and a three-lane collector-distributor (C-D) road formed by the two-lane ramp from eastbound I-695 and the single-lane ramp from westbound I-695. North of the interchange the C-D road tapers from three to two-lanes.

On southbound I-95, four general-purpose lanes carry through the interchange. North of the interchange, the three-lane C-D road terminates into the one-lane ramp from I-95 southbound to I-695 eastbound and the two-lane ramp from I-95 southbound to I-695 westbound.

I-95 southbound, south of the interchange, consists of four general-purpose lanes and a two-lane entrance ramp from westbound I-695. The two roadways merge to form six general-purpose lanes south of the interchange.

Approaching from the east, the four westbound lanes of I-695 divide. Two-lanes carry through the interchange on I-695 and two-lanes exit - one as a directional ramp to northbound I-95 and one as a loop ramp to southbound I-95.

West of the interchange, a two-lane ramp from southbound I-95 and three-lanes on I-695 merge to form a five-lane section westbound on I-695. This five-lane section tapers to three-lanes between I-95 and the US 1 interchange.

Approaching from the west, I-695 consists of four-lanes that tie to the existing three-lane section approximately 4,800 feet west of I-95. Two-lanes carry eastbound traffic through the interchange on I-695. A two-lane exit is provided to northbound I-95 and a two-lane exit is provided to southbound I-95.

East of the interchange, a one-lane ramp from southbound I-95 and a one-lane ramp from northbound I-95 merge into a two-lane section prior to joining I-695 eastbound. The resulting four-lanes of eastbound I-695 taper back to the existing three-lane section.

I-95 / MD 43 Interchange – General Purpose Alternate / Option 2A - This option provides a single exit point on each approach with direct connections provided for all interchange movements. All weaving within the interchange is eliminated under this concept.

I-95 through the interchange consists of four general-purpose lanes, with C-D roads providing access to the MD 43 ramps. Two through lanes are generally provided on MD 43, with additional lanes added or dropped at interchange ramps.

Approaching the interchange from the south, the three-lane C-D roadway would widen to four-lanes, with two-lanes exiting to MD 43 and two-lanes continuing northbound. The two MD 43

exit lanes would then divide, with one lane each to eastbound and westbound MD 43. The ramp from eastbound MD 43 to I-95 would form a third C-D lane, with a fourth added from westbound MD 43.

The southbound approach to the interchange is a similar configuration, with the three-lane C-D roadway widening to four-lanes. Two C-D lanes exit to MD 43 and two-lanes continue southbound. The two MD 43 exit lanes would then divide, with one lane to westbound MD 43 and the other to eastbound MD 43. The ramp from westbound MD 43 to I-95 would form a third C-D lane, with a fourth added from eastbound MD 43.

A single exit point is provided from eastbound and westbound MD 43, with each ramp further dividing to provide access to either northbound or southbound I-95 vie direct ramp connections.

I-95 / MD 43 Interchange – General Purpose Alternate / Option 2B - This interchange concept is a partial cloverleaf configuration, with two half-signals on MD 43 at the spur ramps. All weaving within the interchange is eliminated.

I-95 through the interchange consists of four general purpose lanes, with C-D roads providing access to the MD 43 ramps. Two through lanes are generally provided on MD 43, with additional lanes added or dropped at interchange ramps.

Approaching the interchange from the south, the C-D road widens to four-lanes, with a single-lane ramp exiting to eastbound MD 43, and another lane exiting to the loop ramp to westbound MD 43. The on-ramp from MD 43 would add the third northbound C-D lane.

The southbound approach to the interchange is a similar configuration, with the three-lane C-D roadway widening to four-lanes. A single-lane ramp exits to westbound MD 43, and another lane exiting to the loop ramp to eastbound MD 43. The on-ramp from MD 43 would add the third southbound C-D lane.