



**Appendix H**

**Options Dropped**

**General Purpose Lanes**

**(w/o C-D lanes)**

## APPENDIX H

### DESCRIPTION OF OPTIONS DROPPED GENERAL PURPOSE LANES WITHOUT C-D LANES

**I-95 / I-895(N) Interchange – General Purpose Alternate / Option 2A (See Appendix G, Sheet 1A)** - 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.

*Option 2A allows I-95 to remain the exit movement and I-895 to remain the through movement. This is inconsistent with the driver's expectation that exits will be made to the right side of the freeway.*

*Option 2A has been dropped from further consideration.*

**I-95 / I-695 Interchange – General Purpose Alternate / Option 2B (See Appendix G, Sheet 3E)** - 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 the three lanes fed by the two-lane ramp from eastbound I-695 and the single-lane ramp from westbound I-695.

On southbound I-95, four general-purpose lanes carry through the interchange. North of the interchange, the three-lane ramp divides to form 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 the 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.

*Option 2B largely retains the existing geometry through base widening, therefore not providing the improvements provided by Option 2A, which include improvements to positive guidance and driver expectancy by removing the braided roadways and relocating left-hand entries and exits to the right of the I-95 and I-695 roadways. Option 2B requires a low speed 30 mph loop ramp to accommodate the movement from northbound I-95 to westbound I-695. Option 2B also has more environmental impacts than Option 2A.*

*Option 2B has been dropped from further consideration.*

**I-95 / MD 43 Interchange – General Purpose Alternate / Option 2A (See Appendix G, Sheet 5A)** - 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 five general-purpose lanes northbound and four lanes southbound. Two through lanes are provided on MD 43, with additional lanes added or dropped at interchange ramps.

Approaching the interchange from the south, the two-lane exit ramp divides into one lane each to eastbound MD 43 and westbound MD 43. The southbound approach to the interchange is a similar configuration, with the two-lane exit ramp dividing into one lane each to westbound MD 43 and to 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.

*Option 2A requires construction of two additional bridge structures more than Option 2B. It has greater impact on adjacent development as well as a higher construction cost.*

*Option 2A has been dropped from further consideration.*