

Section 200: I-95, North of MD 43 to North of MD 22

Focus Group Meeting #1

April 5, 2006

6:30 PM to 8:30 PM

Joppa-Magnolia Volunteer Fire Company, Inc.



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Section 200 Planning Team

- Melissa Williams – Planning Manager, Maryland Transportation Authority
- Simela Triandos, Director, Division of Capital Planning, Maryland Transportation Authority
- Dennis Simpson – Deputy Director, Division of Capital Planning, Maryland Transportation Authority
- Mike Perrotta – Acting Project Manager
- Mike Rothenheber – Environmental Project Manager
- Steven Swarr – Assistant Environmental Project Manager
- Mark Parker – Engineering Project Manager
- Brian Riffel – Assistant Engineering Project Manager
- Linda Moreland – Public Involvement



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Roles and Responsibilities of the Section 200 Focus Group

- Review the progress of the study and provide input to the Planning Team on information gathered during the study
- Relay information to and from the representative communities and agencies
- Inform the Planning Team of community issues and concerns



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Composition of the Focus Group

- AAA Mid-Atlantic
- Aberdeen Department of Planning & Community Development
- Army Alliance
- Baltimore County Chamber of Commerce
- Baltimore County Department of Economic Development
- Baltimore Metropolitan Council
- Baltimore Office of Planning Community Planning Group
- Gunpowder Valley Conservancy
- Harford Commuter Assistance
- Harford County Department of Planning and Zoning
- Harford County Chamber of Commerce
- Harford County Sheriff's Office
- Harford County Volunteer Fire & EMS Association
- Joppa/Joppatowne Community Council
- Maryland Conservation Council
- Maryland House Welcome Center
- Maryland Motor Truck Association
- Maryland State Police
- Philadelphia Station HOA
- Presbyterian Homes
- Ripken Stadium/Aberdeen Iron Birds
- Riverside Community Association

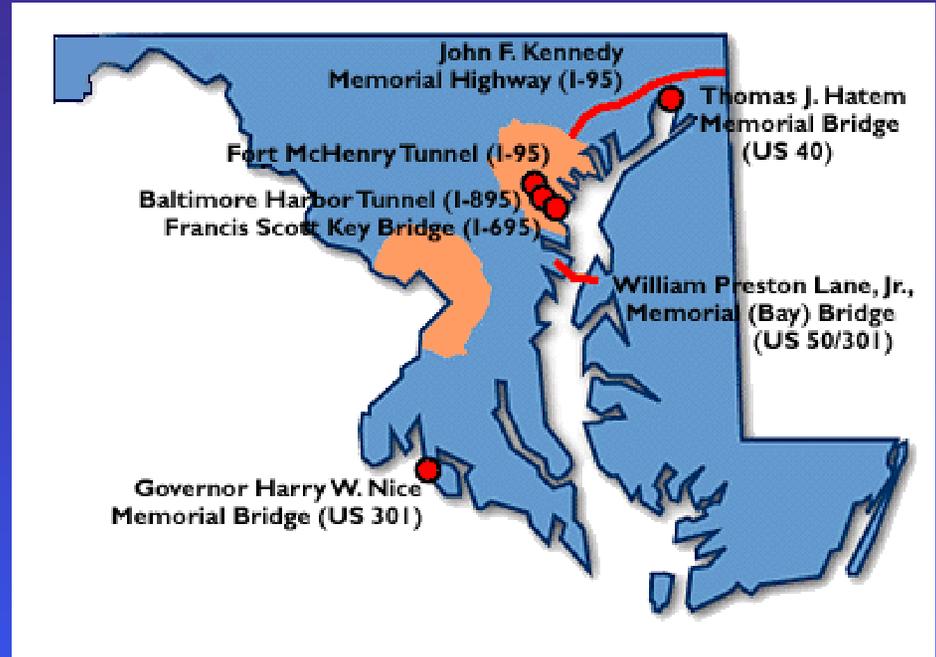


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Maryland Transportation Authority

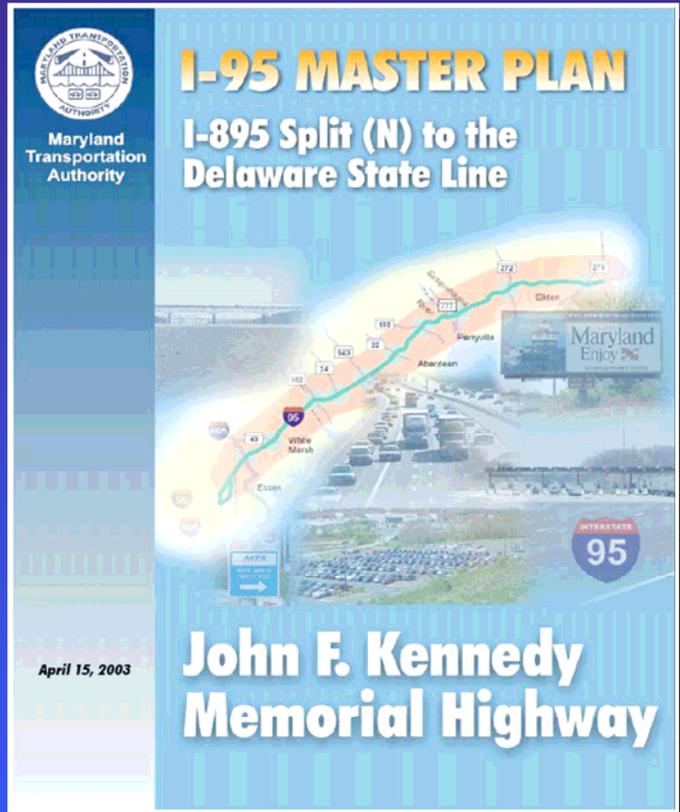
Since 1971, the Maryland Transportation Authority has been responsible for constructing, managing, operating and improving the State's toll facilities, as well as for financing new revenue-producing transportation projects. Currently, the Maryland Transportation Authority operates and maintains seven toll facilities.



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I-95 Master Plan



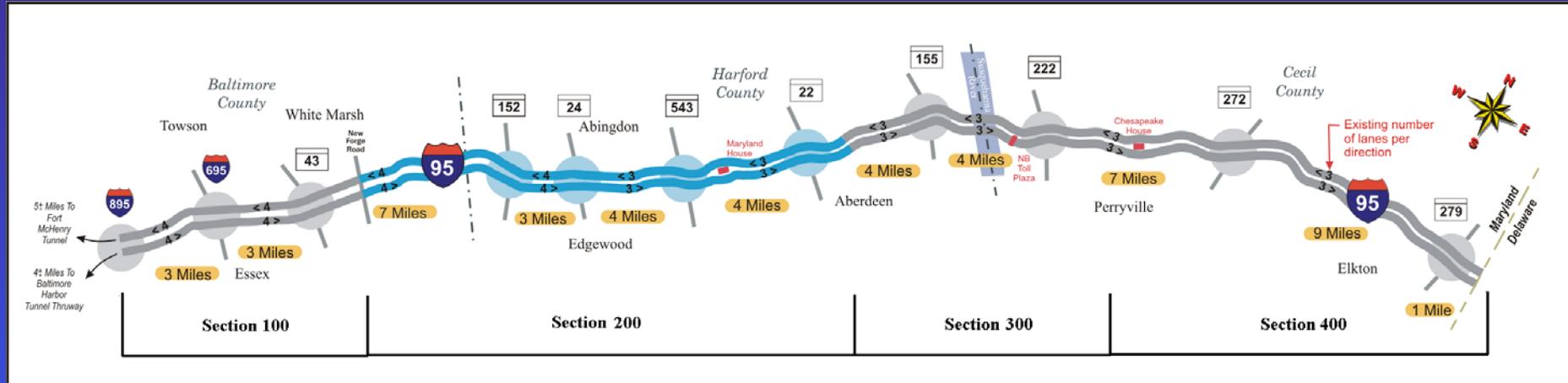
- Study area from I-895 (N) Split to Delaware State Line
- Addresses existing and future transportation needs and safety along I-95
- Identifies four independent projects



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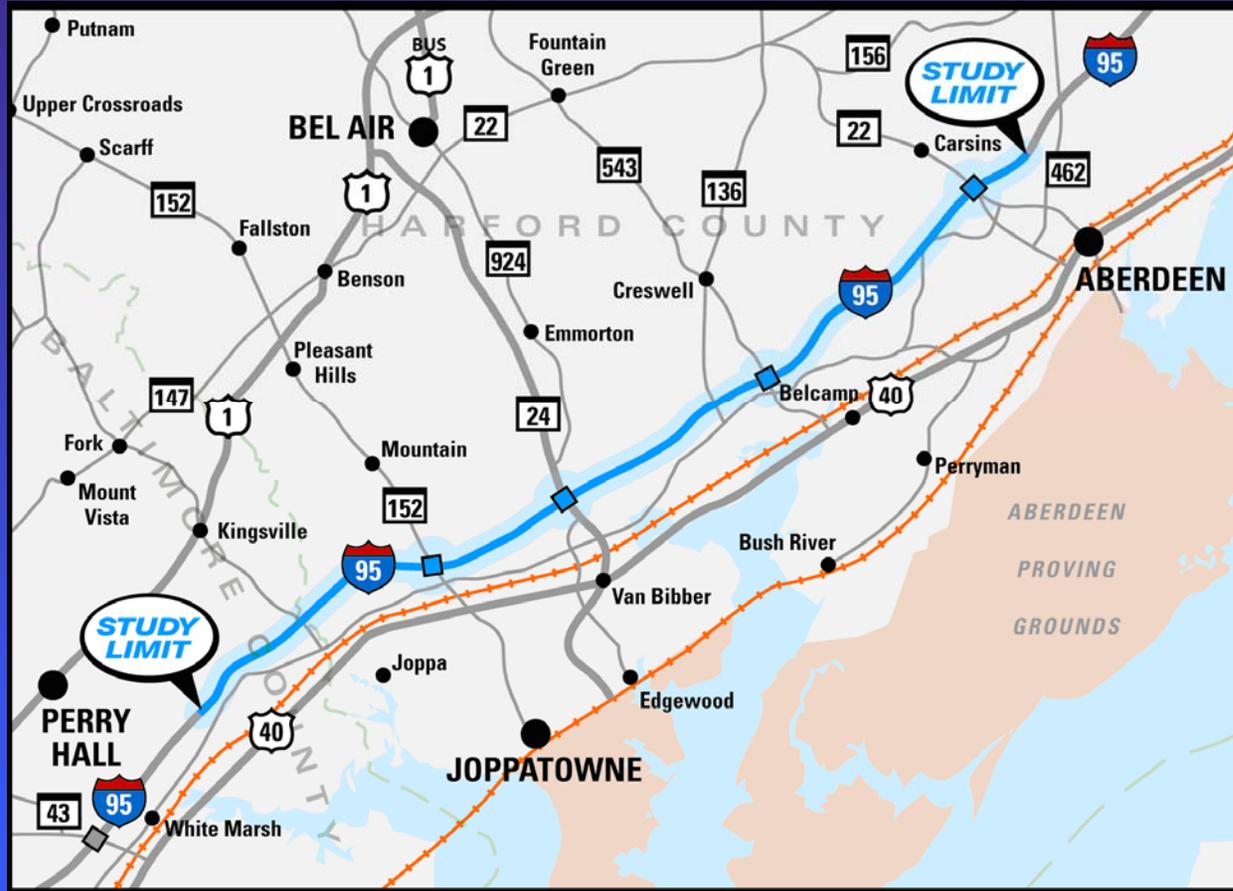
Four Independent Projects from the I-95 Master Plan



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Section 200 Project Area



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Concepts carried forward from I-95 Master Plan

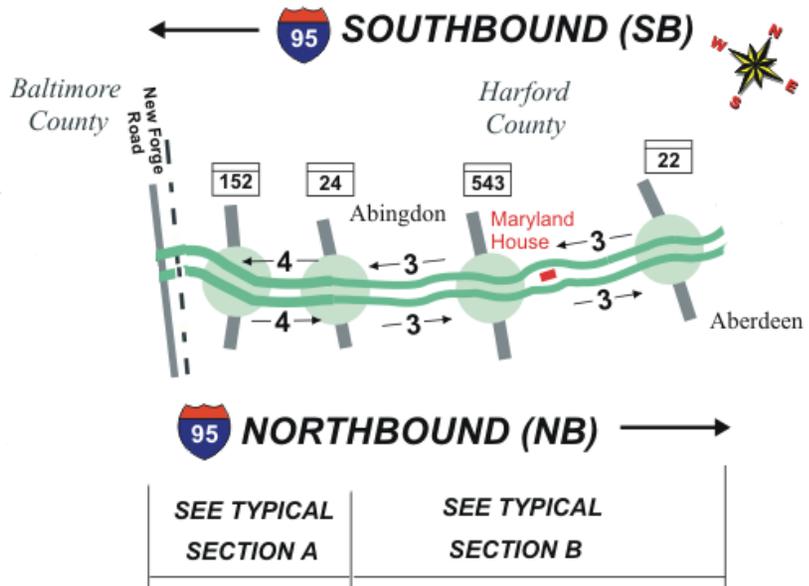
- Concept C-1: No-Build
- Concept C-5: Managed Roadways
- Concept C-6: General Purpose Lanes



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Concept C-1: No-Build



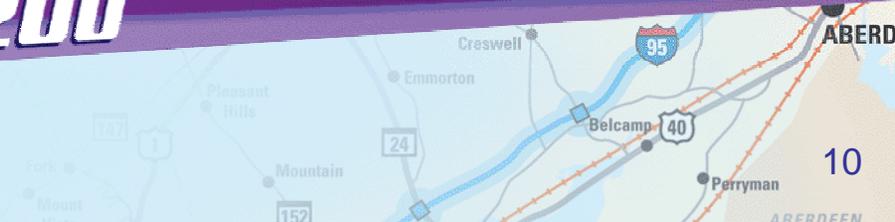
Concept C-1: No-Build Typical Sections



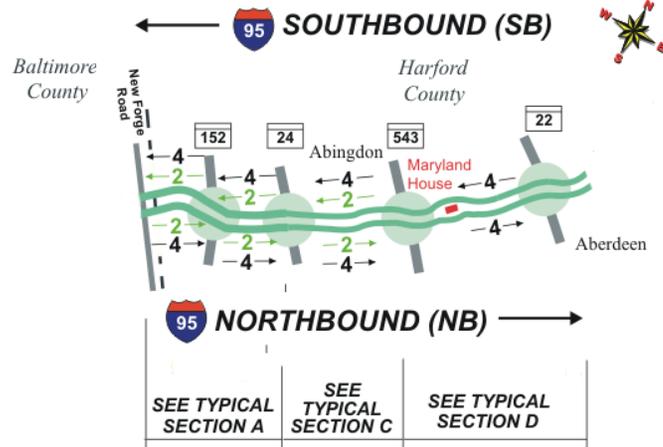
LEGEND
 Existing General Purpose Lanes



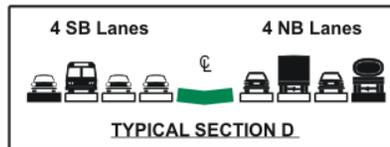
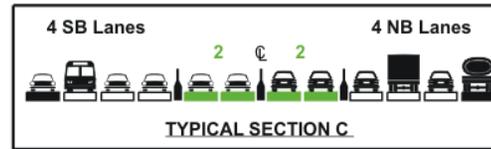
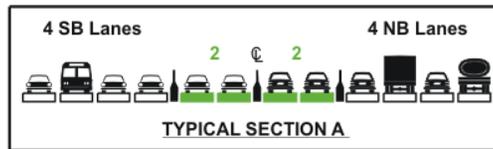
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Concept C-5: Managed Roadways



Concept C-5: Separated Two-Lane Managed Roadways in Median Typical Sections



LEGEND

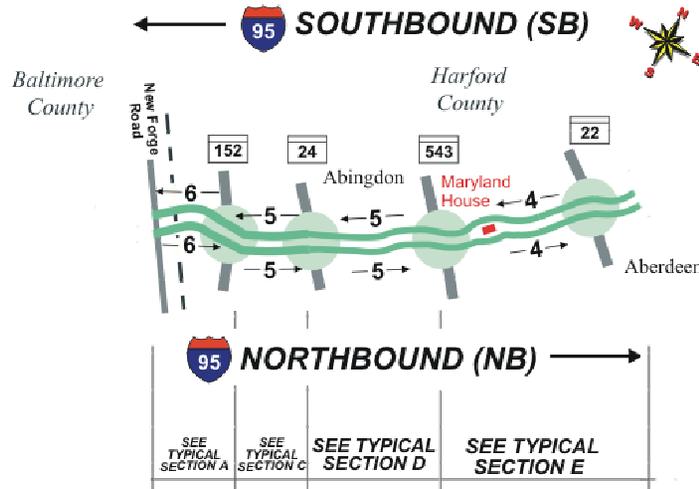
- New Managed Lanes
- New Collector-Distributor (CD) Lanes
- New General-Purpose (GP) Lanes
- Existing General-Purpose (GP) Lanes



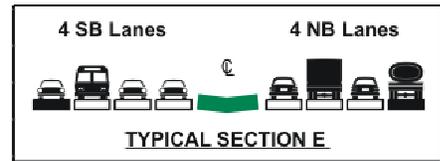
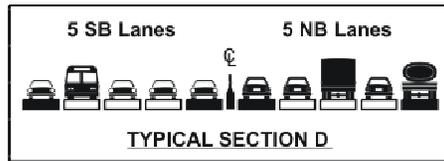
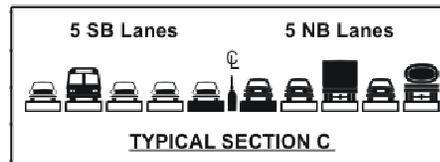
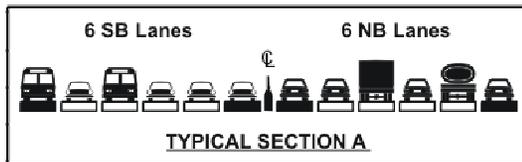
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Concept C-6: General Purpose Lanes



Concept C-6: All General Purpose Lanes Typical Sections



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- New Collector-Distributor (CD) Lan
- New General-Purpose (GP) Lanes
- Existing General-Purpose (GP) Lar



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Break



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Section 200 Project Schedule

- Agency Scoping Meeting – *November 15, 2005*
- Data Gathering – *Spring 2006*
- Focus Group Meetings #1-3 – *Spring and Summer 2006*
- Public Workshop – *Summer 2006*
- Focus Group Meeting #4– *Fall 2006*
- Final Technical Reports – *Fall 2006*
- Alternates Retained for Detailed Study – *Fall 2006*
- Focus Group Meeting #5 – *Winter 2007*
- Draft Environmental Document – *Spring 2007*
- Focus Group Meeting #6 – *Summer 2007*
- Public Hearing – *Summer 2007*
- Final Environmental Document – *Winter 2008*
- Final Decision Document – *Spring 2008*



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Traffic

- Average Daily Traffic (ADT)
- AM Peak Period –Between 6 AM and 9 AM
- PM Peak Period –Between 3:30 PM and 6:30 PM

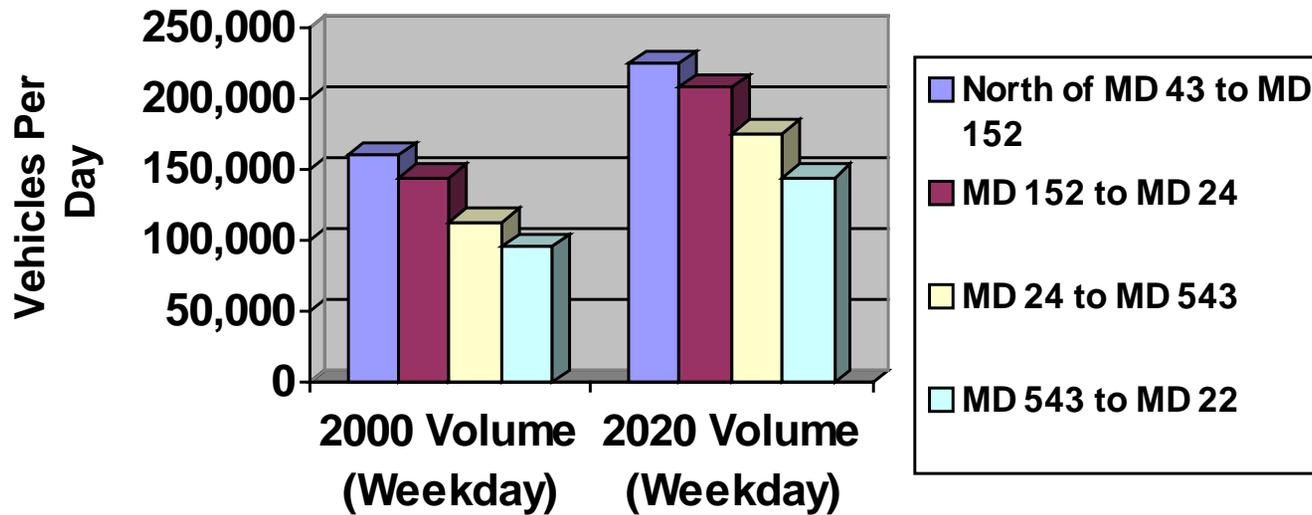


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I-95 Master Plan Traffic Numbers

Vehicles Per Day (2000 vs. 2020 volumes)



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Traffic Definitions

Level of Service



A.) Free Flow - a general rule of comfort and convenience provided to the motorist is excellent.



B.) Stable Flow - the presence of other in the traffic stream begins to affect individual behavior.



C.) Stable Flow - comfort level declines noticeably at this level.



D.) High - Density but Stable Flow - speed and freedom to maneuver are seriously restricted.



E.) Near or At Level of Capacity - driver frustration levels generally high.



F.) Forced or Breakdown Flow - the amount of traffic approaching a point exceeds the amount which can traverse the point gracefully.



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I-95 Master Plan Traffic Numbers

Existing and Future Levels of Service (LOS)

Limits	North of MD 43 to MD 152		MD 152 to MD 24		MD 24 to MD 543		MD 543 to MD 22	
	2000	2020	2000	2020	2000	2020	2000	2020
Southbound								
AM Peak	LOS E	LOS F	LOS D	LOS E	LOS C	LOS E	LOS B	LOS C
PM Peak	LOS C	LOS E	LOS C	LOS D	LOS C	LOS E	LOS B	LOS D
Weekend	LOS D	LOS E	LOS C	LOS E	LOS D	LOS F	LOS D	LOS F
Northbound								
AM Peak	LOS B	LOS D	LOS B	LOS D	LOS C	LOS E	LOS B	LOS D
PM Peak	LOS E	LOS F	LOS E	LOS F	LOS D	LOS F	LOS C	LOS E
Weekend	LOS E	LOS F	LOS D	LOS E	LOS D	LOS F	LOS D	LOS F



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Section 200 Study Purpose

Purpose

The purpose of the Section 200 improvements is to address capacity and safety needs on I-95 from north of MD 43 to north of MD 22. The goal is to improve access, mobility and safety for local regional and inter-regional traffic, including passenger, freight, and transit vehicles.



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Section 200 Study Needs

Need

The study will evaluate improvements according to their ability to address the following needs for Section 200:

- Traffic
- Safety
- Land Use/Economic Development



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Traffic

Expectations for year 2030

- Failure of LOS during AM and PM peak periods from north of MD 43 to MD 24
- Failure of LOS for Weekend peak hours
- Peak hour will turn into peak periods
- Increase in the amount of diverting traffic to alternative routes, such as US 40, US 1, and MD 7



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Safety

- The accident rate for Section 200 is higher than similar state highways.
- From 2002 to 2004, accidents normally identified as congestion-related (side-swipe and rear-end) accounted for 50% of all accidents.
- The number and severity of congestion-related accidents would likely increase if congestion is not addressed.



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Land Use/Economic Development

- Maryland's 1997 Smart Growth and Neighborhood Conservation Act
- The Harford County 2004 Master Plan and Land Use Element Plan Development Envelopes
- There are seven major economic development initiatives within the study area:
 - Route 40 Revitalization
 - Box Hill Corporate Center
 - Hefner Property
 - Waters Edge Corporate Campus
 - Perryman Development
 - Higher Education and Technology (HEAT) Center
 - Ripken Stadium Complex



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Section 200 Interchanges

- MD 152 Interchange
 - “Diamond” interchange
 - Old Mountain Road bridge
 - Existing Park-and-Ride Facility
 - 108-inch water utility line
- MD 24 Interchange
 - Three-quadrant Cloverleaf interchange
 - Phase 1 and 2 of interchange improvements
 - 108-inch water utility line



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Section 200 Interchanges and Travel Plaza

- MD 543 Interchange
 - “Diamond” interchange
 - Frontage/access road
- MD 22 Interchange
 - Two-quadrant Cloverleaf interchange
 - Recently re-built to accommodate greater traffic service demands
 - MD 22 bridge designed to accommodate I-95 widening
- Maryland House Travel Plaza
 - Initial services are same as today – gas, car service, restroom, information, food/beverage
 - MdTA is currently studying facility improvements as part of a separate project.



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Environmental Considerations

Cultural Resources

- Parks and Recreation Areas
- Historic Structures and Archeology



Natural Resources

- Watersheds
- Waterways
- Wetlands
- Terrestrial Habitat
- Rare, Threatened and Endangered Species Areas
- Forests

Socioeconomic Resources

- Community Facilities and Services
- Environmental Justice Communities



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Natural Environment

- Over 30 stream crossings
- Field studies are being conducted to verify the location of waterways and wetlands.
- Major waterways:
 - Big Gunpowder Falls
 - Little Gunpowder Falls
 - Winters Run
 - Bynum Run
 - Bird River
 - Bush River



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Gunpowder Falls State Park

- 16,000 acres of land
- Park includes Big and Little Gunpowder Falls Rivers
- Located within Harford and Baltimore Counties



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Public Involvement Activities

- Agency Scoping Meeting
- Focus Group Meetings
- Public Workshop
- Public Hearing
- Website
- Flyers
- Mailings
- Environmental Justice Outreach



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Additional Focus Group Meetings

- Two meetings before the Public Workshop (May and June)
- Three meetings between the Public Workshop and the Public Hearing



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Contact Information

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