SECTION 200

I-95, North of MD 43 to North of MD 22

Focus Group #3

April 26, 2007

SECTION 200:

I-95, North of MD 43 to North of MD 22

Overview of Presentation

- Project Schedule
- June Open House
- I-95/MD 24/MD 924 Improvements
- Section 200 Traffic Studies
- Park and Ride Study
- Police/EMS/Maintenance Access
- Environmental Update
- Mainline Alternates and Interchange Options

Project Schedule

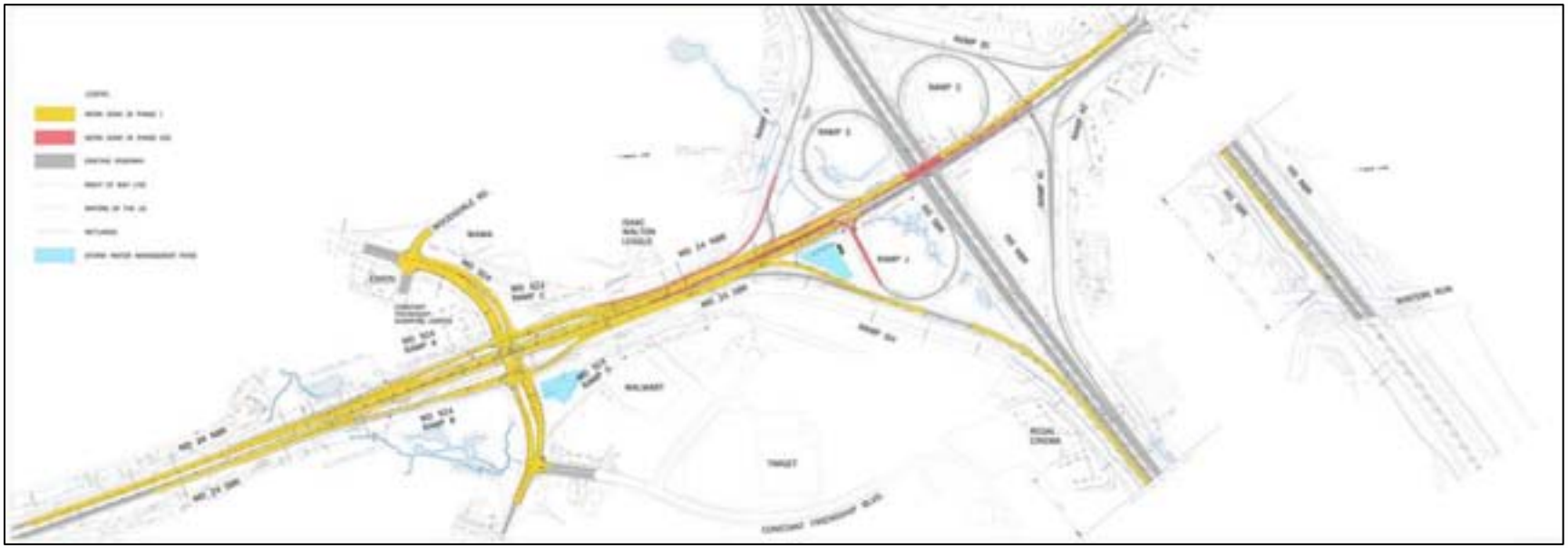
☑	Agency Scoping Meeting	November 15, 2005
☑	Environmental Data Collection	Winter 2005 to Fall 2006
☑	Focus Group Meeting #1	April 5, 2006
☑	Focus Group Meeting #2	May 24, 2006
☑	Public Workshop	June 22, 2006
☑	Focus Group Meeting #3	April 26, 2007
☐	I-95 Open Houses	June 26 & 28, 2007
☐	Final Technical Reports	Spring/Summer 2007
☐	Alternates Retained for Detailed Study	Summer 2007
☐	Public Hearing	Fall 2007
☐	Final Environmental Document	Spring 2008
☐	Final Decision Document	Fall 2008
☐	Design/Construction	To Be Determined

June Open House

Dates: June 26th & 28th, 2007
Locations: Baltimore County: To Be Determined
Harford County: Old Post Road Elementary School

- Information Presented During the Open House:
  - I-95 Express Toll Lanes Construction
  - I-95/MD 24/MD 924 Improvements Construction
  - Section 200 Planning Study – Detailed Alternates
  - Travel Plaza Improvements
    (Maryland House and Chesapeake House)
  - Hatem Bridge Redecking
  - E-ZPass
  - How Can You Stay Informed?

I-95/MD 24/MD 924 Improvements



- First Phase Toward Ultimate Section 200 Improvements
- Advertise for Bids in March 2007
- Notice to Proceed for Construction on June 30, 2007
- Construction Completed in Fall 2009

Section 200 Traffic Studies

- Safety Needs
- New Traffic Model
- 2000 Versus 2005
- 2025 Versus 2030

Section 200 Traffic Studies

- Safety Needs
- New Traffic Model
- 2000 Versus 2005
- 2025 Versus 2030

- The accident rate for Section 200 is higher than similar state highways.
- Approximately 50 percent of the reported accidents were identified as congestion related.
- The highest number of accidents within Section 200 occur near the I-95/MD 24 Interchange.
- The number and severity of congestion-related accidents would likely increase if congestion is not addressed.

Section 200 Traffic Studies

- Safety Needs
- New Traffic Model
- 2000 Versus 2005
- 2025 Versus 2030

- The Baltimore Metropolitan Regional Traffic Model has recently been updated.
- Previously special studies were completed to include BRAC.

Section 200 Traffic Studies

- Safety Needs
- New Traffic Model
- 2000 Versus 2005
- 2025 Versus 2030

- Slightly higher volumes were seen in comparing 2000 versus 2005.
- The overall Level of Services remained the same.
- South of MD 152 currently operates at LOS E, during both the AM and PM peak hours.

Section 200 Traffic Studies

- Safety Needs
- New Traffic Model
- 2000 Versus 2005
- 2025 Versus 2030

- 2030 traffic volumes are also slightly higher than in 2025. In 2030, there will be LOS F during both the AM and PM to south of MD 543.
- Also, in 2030, there will be LOS F during the weekends.

Section 200 Park & Ride Study

Purpose of Study:

- In association with the Section 200 planning study, the MdTA, in coordination with MTA & SHA, initiated a study to determine the needed improvements to the park & ride facilities serving the I-95 from MD 43 to MD 22. This study will:
  - Evaluate Existing Conditions & Usage Trends
  - Identify Needed Improvements
  - Identify Potential Sites/Property Search
  - Preliminary Site Layouts
  - Preliminary Cost

Section 200 Park & Ride Study

- Methodology
  - Long Range Plans (Including BRAC)
  - Associated Traffic Studies
  - Proposed Development
  - Trend Analysis for 10 Years
  - Existing Conditions
  - Inter-Modal Accommodations for Transit
  - Travel Demand

Section 200 Park & Ride Study

MD 43:

- Findings
  - No Impacts to Existing Site
  - MTA Maintained Facility
  - Available Spaces – 755
  - Not at Full Capacity

Section 200 Park & Ride Study

MD 152:

- Findings
  - Improvements to begin 2007
  - Existing Site Impacted by Section 200
  - Travel Demand Evenly Split North & South of I-95
  - Desire for Transit Service
  - Statistics:

Existing Spaces	With New Improvements	Spacing Goal
209 (Near Capacity)	300+	**300-325**

Section 200 Park & Ride Study

MD 24:

- Findings
  - Desire to Maintain Existing Site to the South
  - Develop a New Site to the North
  - Desire for Transit Service
    - MTA's Top Priority
  - Statistics:

	Existing Spaces	Spacing Goal
Current Site	53	**53**
New Northern Site	-	**175-200**

Section 200 Park & Ride Study

MD 543 & MD 22:

- Findings
  - MD 543
    - No Impacts to Existing Site
    - Usage Trends:

Existing Spaces	2006 Utilization	Projected Utilization
133	9	27

  - MD 22
    - No Impacts to Existing Site
    - Usage Trends:

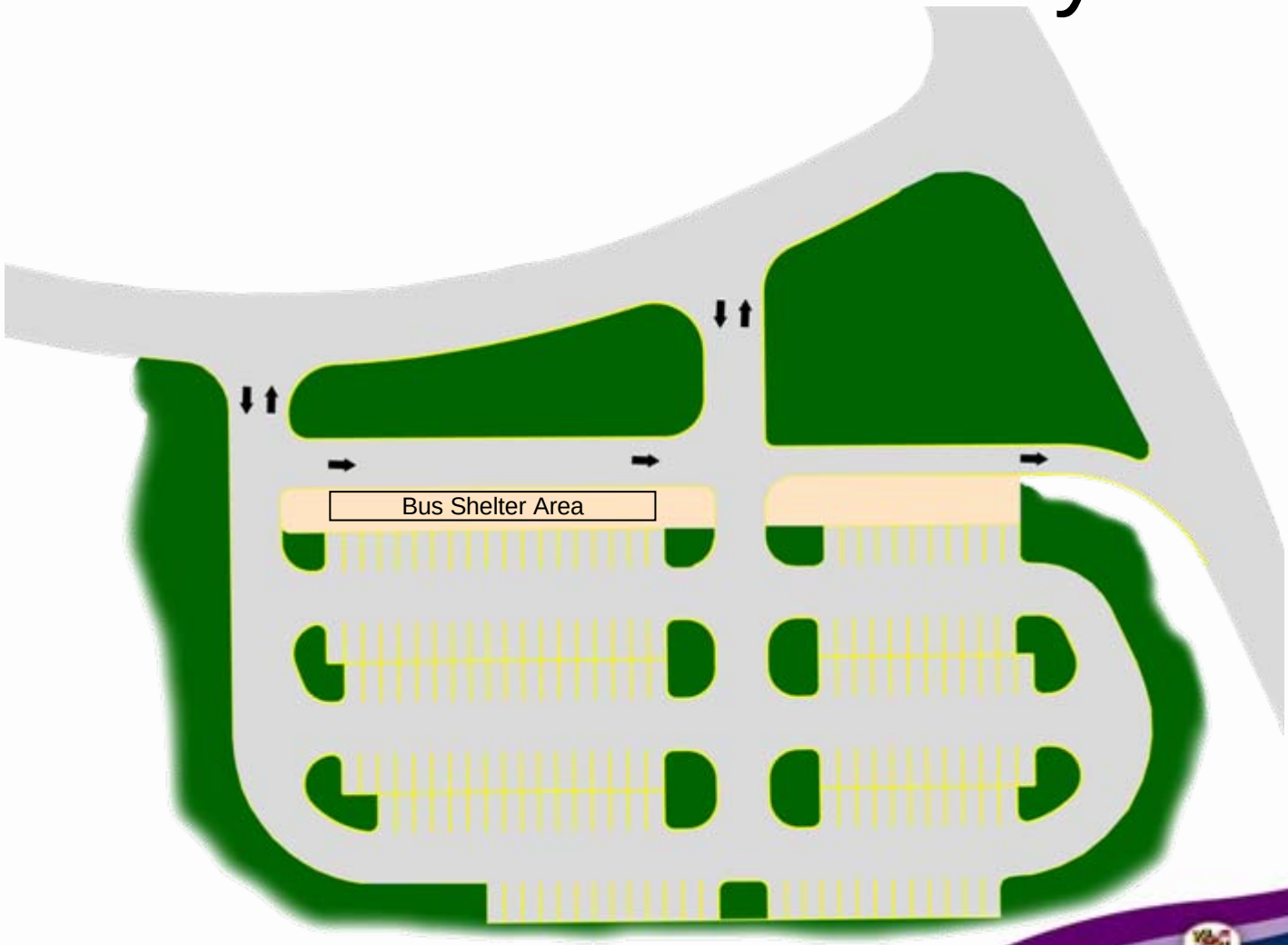
Existing Spaces	2006 Utilization	Projected Utilization
64	10	32

Section 200 Park & Ride Study

Site Search for MD 152 & MD 24/MD 924:

- Sizing Requirements: 2 - 4 Acres per Site
- Searched Sites up to 1 Mile of Interchange
- Parcel Search

General Park & Ride Layout



Police / EMS / Maintenance Access

- Identify Existing Coverage Limits
- Identify Access Modifications
  - All existing median openings will be closed
  - Barrier separated ETLs
- Identify Potential Access Points
    - Interchanges
    - Overpass Crossovers
    - Barrier openings
- Share Alternates with Responders

Overpass Crossovers

- Connect To Overpassing Roadway
- Allow Change In Direction Along I-95
- Provide Additional Point Of Access to I-95
- Automatic Gates Restrict Unauthorized Access
  - Card Or Siren Activated

Environmental Update

- Identification of Resources
  - Natural Environmental
  - Cultural and Historic
  - Social and Economic
  - Hazardous Materials
  - Noise and Air Quality
- Consideration during Alternates Analysis

Preliminary Environmental Analysis

- A total of 121 Wetland Habitats were delineated.

  Between 1-3 Acres may be impacted.
- A total of 198 Streams were delineated. Anticipated impacts may Include:
  - 22 Stream Crossings
  - 16 Parallel Streams
  - Numerous Drainage Channels
  - Stream within the Interchange Areas
- Several hundred acres of Woodlands/Forest were delineated. Anticipated impacts may include:
  - Approximately 50’ along the Forest Edge
  - Within the Interchange Areas

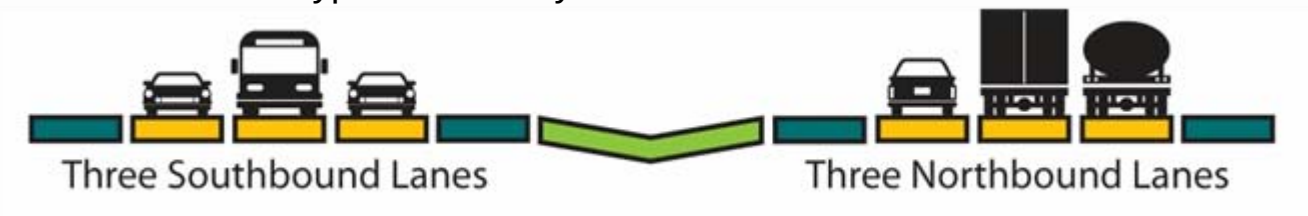
Mainline Alternates and Interchange Options

- No-Build Alternate
- General Purpose Lane Alternate
- Express Toll Lane Alternate

No-Build Alternate

Typical Roadway Section – New Forge Road to MD 24

Typical Roadway Section – MD 24 to MD 22



12' to 14' Shoulder
General Purpose Lanes
2' to 100' Median

General Purpose Lane Alternate

Typical Roadway Section – New Forge Road to MD 24

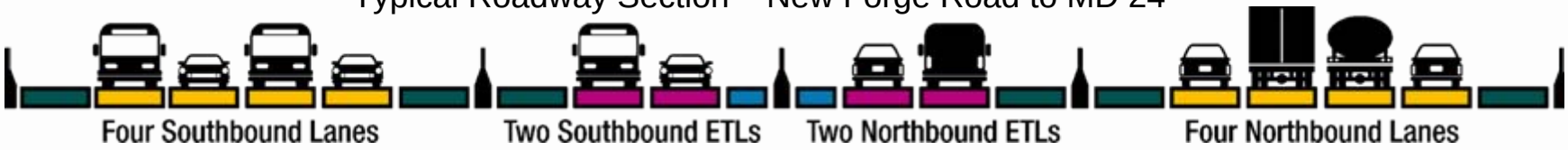
Typical Roadway Section – MD 24 to MD 543

Typical Roadway Section – MD 543 to MD 22

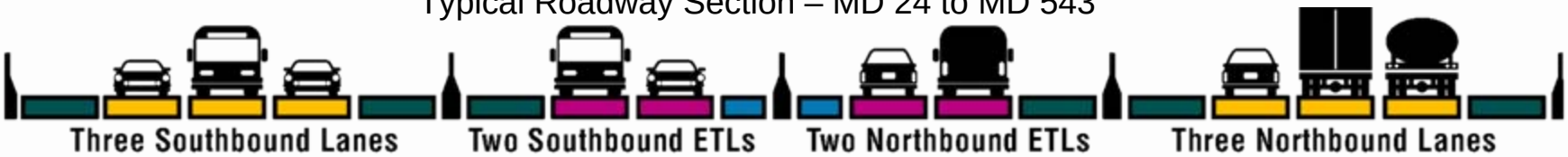
12' to 14' Shoulder
General Purpose Lanes

Express Toll Lanes Alternate

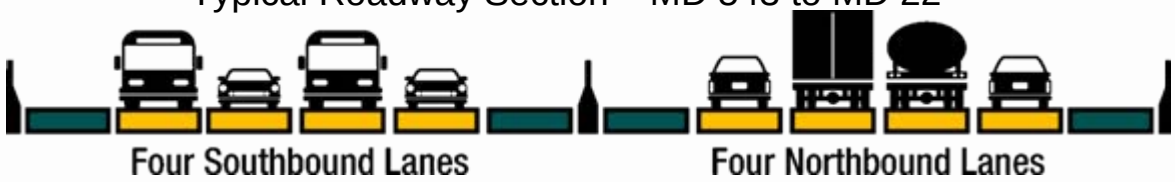
Typical Roadway Section – New Forge Road to MD 24



Typical Roadway Section – MD 24 to MD 543



Typical Roadway Section – MD 543 to MD 22



Express Toll Lanes
General Purpose Lanes
6' Shoulder
12' to 14' Shoulder

Anticipated Construction Activities

- Pavement Resurfacing
- Full Depth Pavement Construction
- New Signing and Marking
- New Storm Drain Systems
- New Stormwater Management Facilities
- New Bridge Structures
- New Retaining Wall Structures
- New Interchange Lighting
- Utility Relocations

MD 152 No Build Option

MD 152 GPL Option 1

MD 152 GPL Option 4

MD 152 ETL Option 1A

MD 152 ETL Option 4A

MD 152 ETL Option 4B

MD 24 No Build Option

MD 24 GPL Option 2

MD 24 ETL Option 2

MD 543 No Build Option

MD 543 GPL Option 1

MD 543 GPL Option 7

MD 543 ETL Option 6A

MD 543 ETL Option 7

MD 22 No Build Option

MD 22 GPL Option 1