



I-95 ETL Northbound Extension

BMC Presentation

March 2018

February, 2018





PROJECT TEAM

MDTA Project Manager: *Will Pines*

Director of Project Development, MDOT - MDTA
410-456-8045 (Direct)
wpines@mdta.state.md.us

GEC Project Managers: *Dave Greenwood, CDM Smith*

410-227-8680 (Direct)
dgreenwood@i-95gec.com

Mike Rothenheber, JMT

410-316-2260 (Direct)
mrothenheber@jmt.com



GOVERNOR'S FUNDING ANNOUNCEMENT

December 19, 2017

- Governor Larry Hogan Announced \$461 Million for Baltimore Traffic Relief, including:
 - \$210 million to extend the northbound I-95 Express Toll Lanes (ETL) for 7.75 miles from north of MD 43 in Baltimore County to MD 24 in Harford County.





PRESENTATION OUTLINE

Goals of Today's Meeting

- Project Background
- I-95 ETL Northbound Extension
- Outreach Efforts
- Questions / Open Discussion



PROJECT BACKGROUND

February, 2018

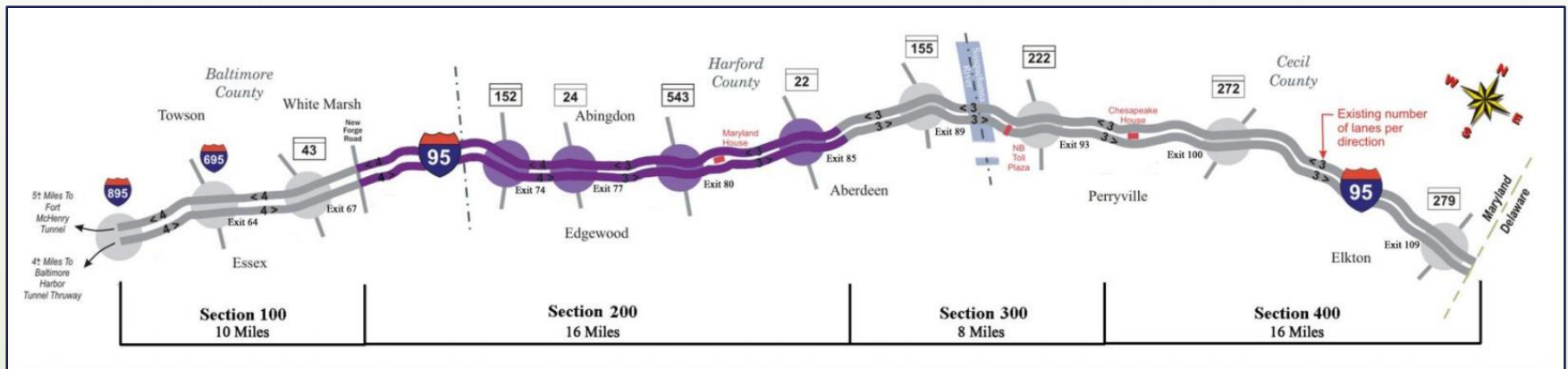




I-95 MASTER PLAN

Overview

- Study took place between 2000 and 2002
- Study area encompassed 49 miles of I-95 from the I-95/I-895(N) split to the Delaware State Line
- Identified four independent projects:
 - Sections 100, 200, 300, and 400

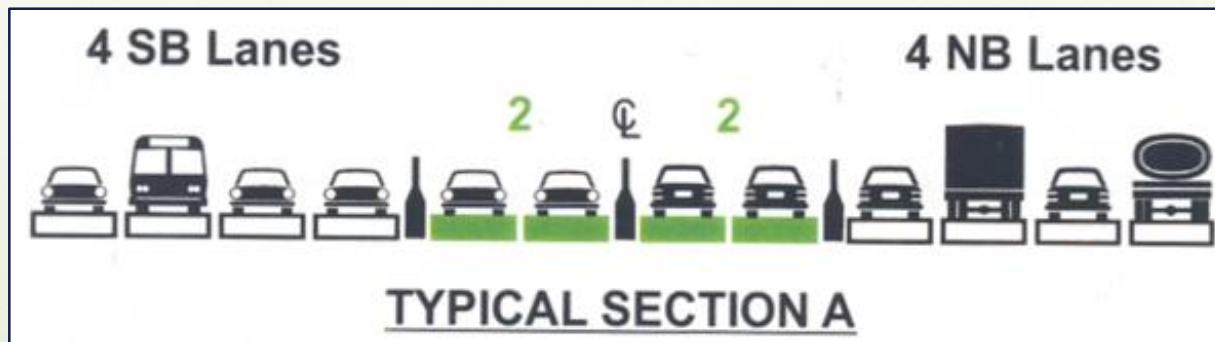




SECTION 100

Overview

- 1st independent project identified in I-95 Master Plan
- Opened to traffic in December 2014
- Project elements include:
 - Improvements to I-95 from the I-895(N) Split to north of MD 43
 - Two barrier-separated toll lanes in each direction
 - Interchange modifications at I-895, I-695, and MD 43





SECTION 100

Remaining Elements

- Remaining Proposed Improvements:
 - Noise Walls north of MD 43
 - Permitting Process Complete
 - Select ETL Ramps at I-695

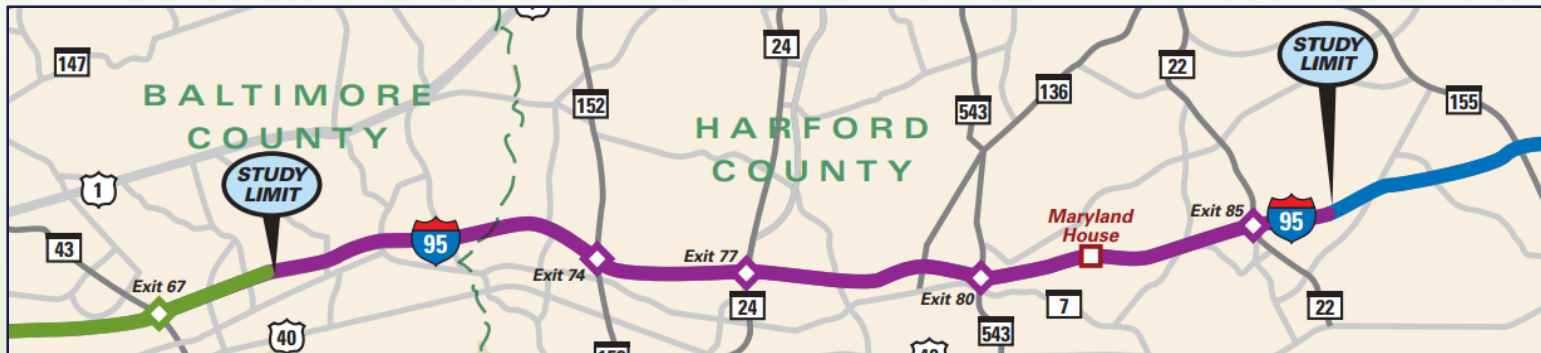




SECTION 200

Overview

- 2nd project identified in I-95 Master Plan
- Project Planning began in Fall 2005
- NEPA Documentation completed and approved
 - PACM: March 18, 2010
 - FONSI: January 28, 2011
- Estimated Cost at over \$1.6B





SECTION 200

Purpose and Need

- Address **capacity** and **safety** needs on Section 200 and thereby improve access, mobility, and safety for local, regional, and inter-regional traffic, including passenger, freight, and transit vehicles.
- **Capacity:** Forecasted traffic volumes expected to increase 40 – 50% from 2005 to 2030
- **Safety:** Corridor has crash rate 12% higher than similar state-maintained highways, identified as Candidate Safety Improvement Segment (CSIS)

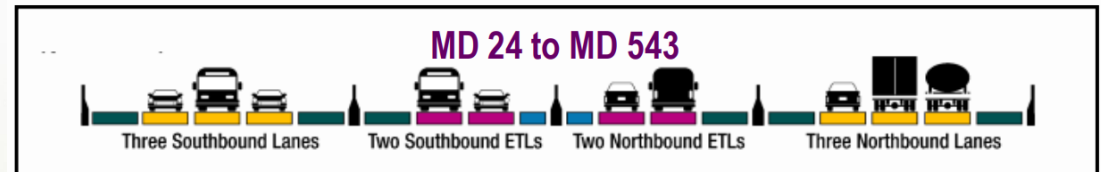
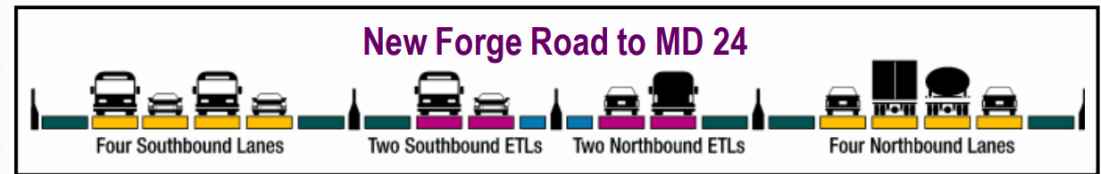




SECTION 200

Proposed Improvements

- 17 miles of improvements, from north of MD 43 to north of MD 22
- Four interchanges: MD 152, MD 24, MD 543, and MD 22
 - Park and Ride Facilities
 - Pedestrian and Bicycle Facilities
 - Noise Abatement
 - Environmental Mitigation





SECTION 200

Identified Impacts

RESOURCE CATEGORY	FONSI IMPACTS (ETL Alternative)
TOTAL ROW (acres)	52.6
Properties Affected (number)	96
Residential Displacements (number)	0
Commercial Property Displacements (number)	1
Wetlands (acres)	1.19
Stream Impacts (linear feet)/(square feet)	9,931 / 61,113
Floodplain (acres)	9.5
Woodland (acres)	127
Threatened/Endangered Species (species)	0
NR/NRE Historic Sites (number)	0
NR/NRE Archaeological Sites (number)	0
Noise Sensitive Areas (number)	7 NSAs
Air Quality Sites Exceeding CO S/NAAQS (number)	0
Section 4(f) Resources (number)	0

Source: FONSI, December 2010





SECTION 200

Implementation Approach

- Considered remaining elements from Section 100 improvements
- Evaluated current traffic capacity and operational conditions
- Evaluated current traffic safety conditions
- Evaluated various traffic design years
- Identified various funding availability scenarios
- Reviewed the benefits for the existing ETL customers
- Reviewed the quality of life and environmental resources
- Considered engineering requirements
- Evaluated interim improvements versus the ultimate Section 200 improvements



I-95 ETL Northbound Extension

February, 2018

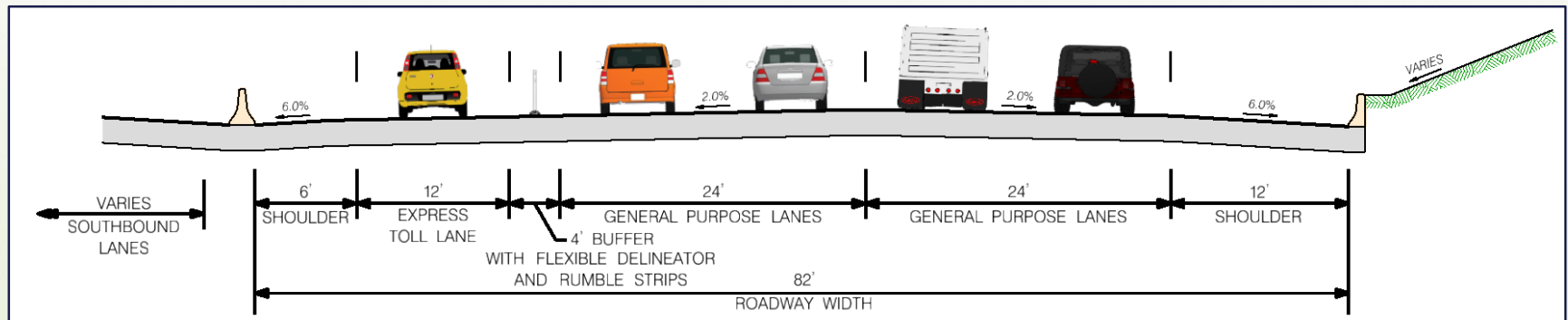




I-95 ETL NORTHBOUND EXTENSION

Proposed Improvements

- One-Lane Northbound ETL Facility, north of MD 43 to south of MD 152
- Slip Ramp north of MD 43 from ETL Facility to GPLs
- Fifth lane to MD 152, with a lane drop at MD 152 interchange
- Auxiliary lane from MD 152 to MD 24 / MD 924 interchange

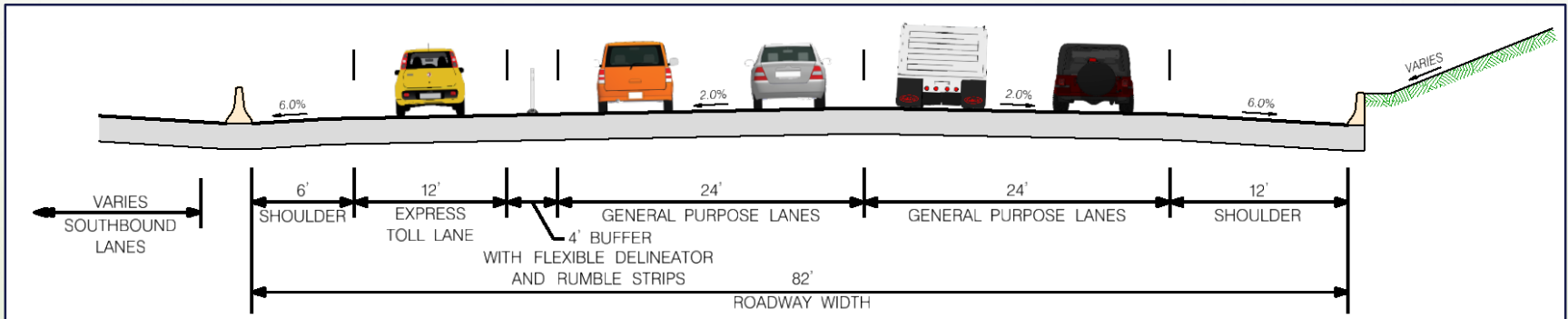




I-95 ETL NORTHBOUND EXTENSION

Proposed Improvements

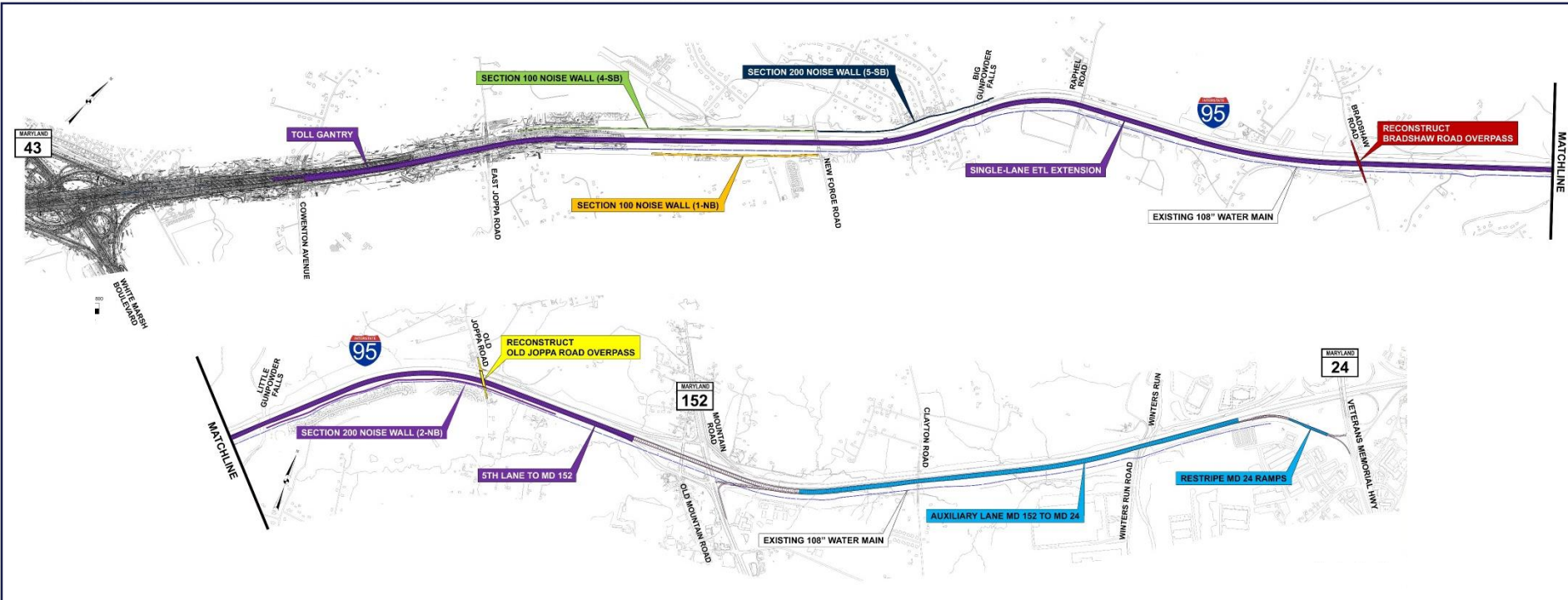
- Minor modifications to MD 24 / MD 924 off-ramp
- Noise Walls
- Reconstruct Overpasses at Bradshaw Road and Old Joppa Road
- New ITS System





I-95 ETL NORTHBOUND EXTENSION

Proposed Improvements





I-95 ETL NORTHBOUND EXTENSION

Proposed Improvements

- 7 Construction Contracts

IMPLEMENTATION SEQUENCE				
		CONTRACT	CONSTRUCTION SCHEDULE	2017 PROGRAM COST
1.	KH-3012	RECONSTRUCT BRADSHAW ROAD OVERPASS	1/19 - 7/20	\$11.5M
2.	KH-3016	SECTION 100 NOISE WALL (1-NB)	1/19 - 12/19	\$10.1M
3.	————	SECTION 100 NOISE WALL (4-SB)	1/19 - 12/19	\$13.4M
4.	KH-3015	RECONSTRUCT OLD JOPPA ROAD OVERPASS	5/19 - 9/20	\$10.5M
5.	KH-3010	AUXILIARY LANE MD 152 TO MD 24 MODIFY MD 24/MD 924 RAMP	3/19 - 6/21	\$39.0M
6.	KH-3009	SINGLE LANE ETL EXTENSION	7/20 - 12/22	\$93.6M
	KH-3014	5TH LANE TO MD 152		
	KH-3013	SECTION 200 NOISE WALL (2-NB)		
7.	————	SECTION 200 NOISE WALL (5-SB)	————	\$11.0M
TOTAL				\$210.0M





OUTREACH EFFORTS

February, 2018

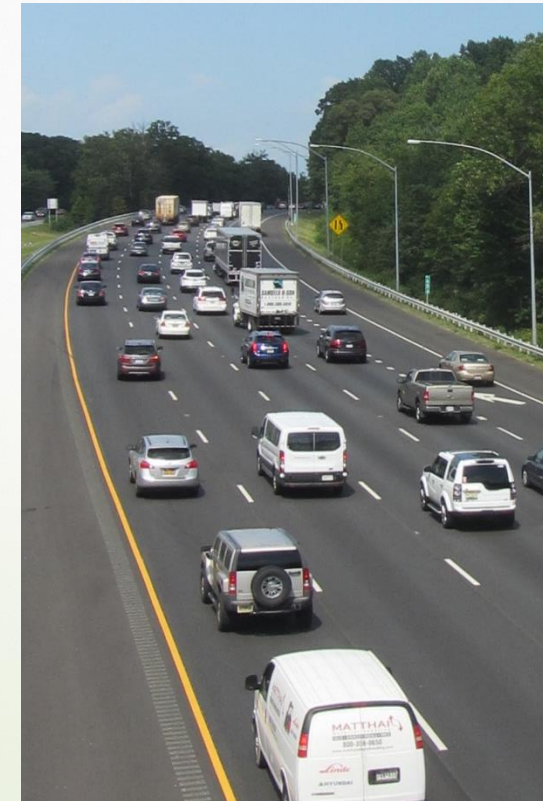




OUTREACH EFFORTS

I-95 ETL Northbound Extension

- Baltimore County Briefing
- Harford County Briefing
- Emergency Medical Service (EMS) Coordination
- School Transportation Coordination
- Environmental Agency Coordination
- MDOT SHA Coordination
- Public Meetings
 - February 26th and 27th 2018
- BMC Briefings
- *Noise Wall Survey (Future)*
- *Tolling Hearings (Future)*





QUESTIONS?

