I-95 ETL Northbound Extension

BMC Presentation

March 2018
PROJECT TEAM

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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
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**

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

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<thead>
<tr>
<th>IMPLEMENTATION SEQUENCE</th>
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<tbody>
<tr>
<td>CONTRACT</td>
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<tr>
<td>--------------------------</td>
</tr>
<tr>
<td>1. KH-3012 RECONSTRUCT BRADSHAW ROAD OVERPASS</td>
</tr>
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<td>2. KH-3016 SECTION 100 NOISE WALL (1-NB)</td>
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<td>3. SECTION 100 NOISE WALL (4-SB)</td>
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<tr>
<td>4. KH-3015 RECONSTRUCT OLD JOPPA ROAD OVERPASS</td>
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<td>5. KH-3010 AUXILIARY LANE MD 152 TO MD 24 MODIFY MD 24/Md 924 RAMP</td>
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<td>KH-3009 SINGLE LANE ETL EXTENSION</td>
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<td>6. KH-3014 5TH LANE TO MD 152</td>
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<td>KH-3013 SECTION 200 NOISE WALL (2-NB)</td>
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<td>7. SECTION 200 NOISE WALL (5-SB)</td>
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<td>TOTAL</td>
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OUTREACH EFFORTS
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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?