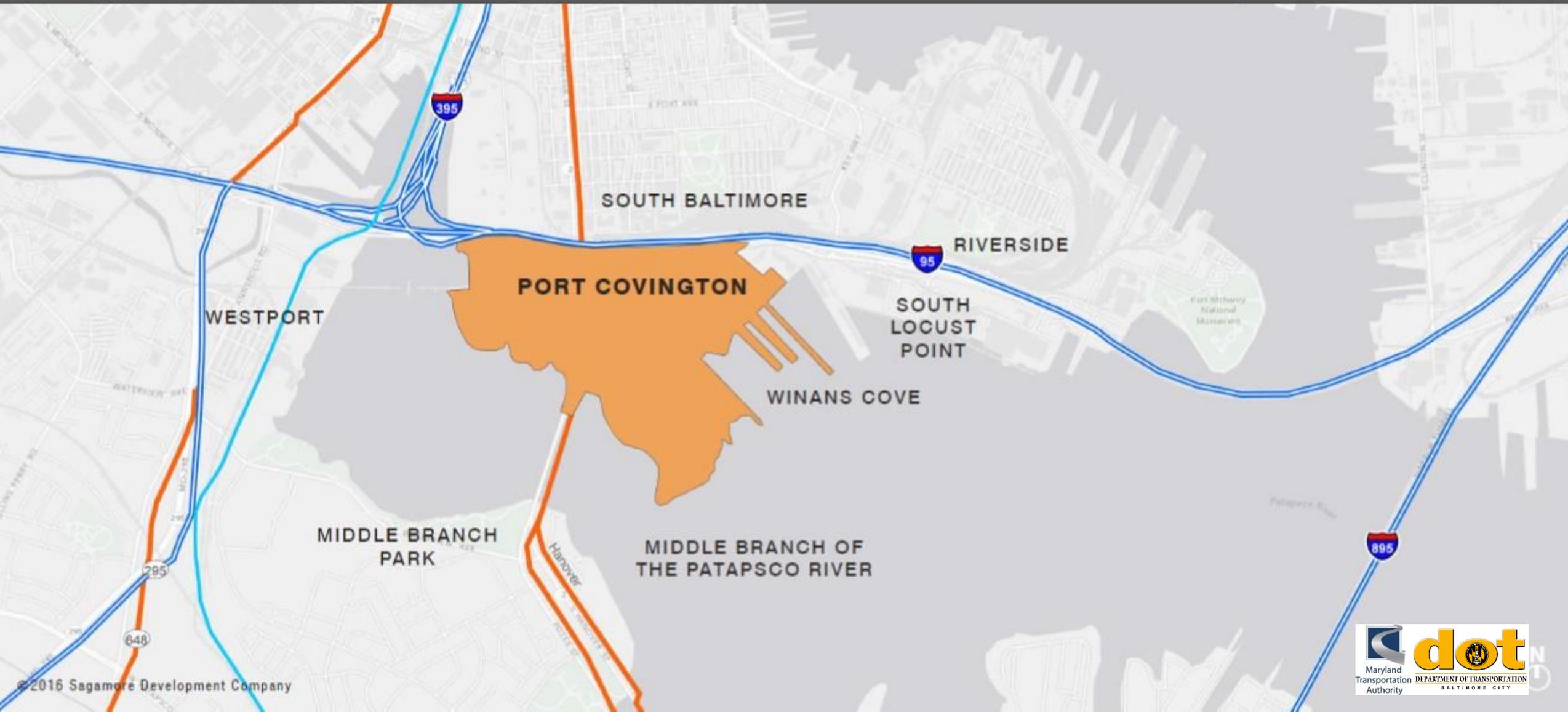




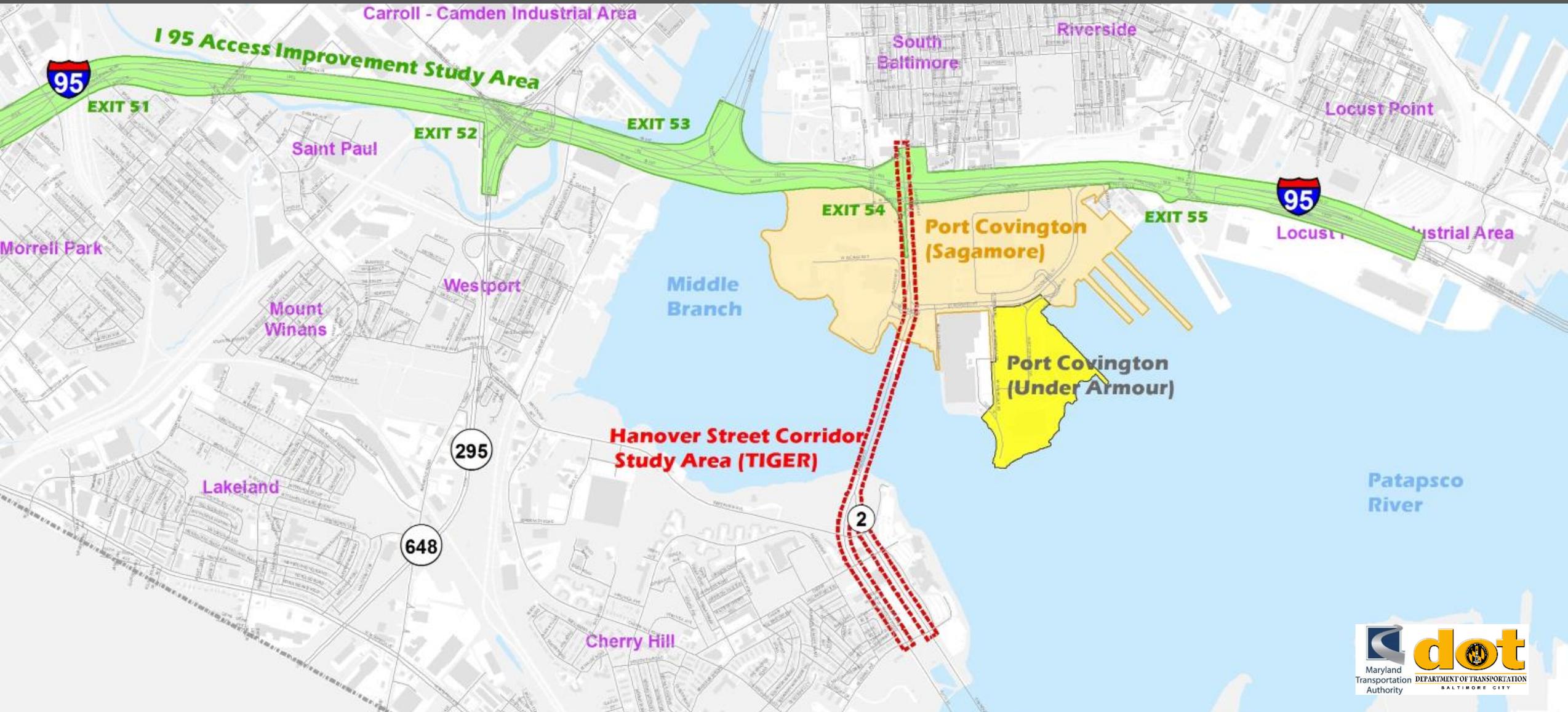
I-95 Access Improvements

Presentation to Baltimore Regional Transportation Board
November 22, 2016

The Port Covington Peninsula



Ongoing Projects



Study Corridor

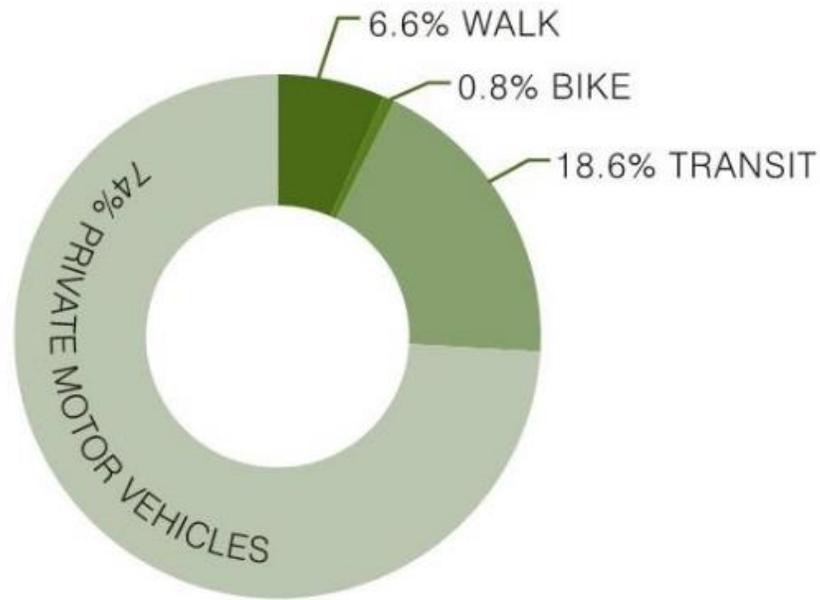


Preliminary Purpose and Need

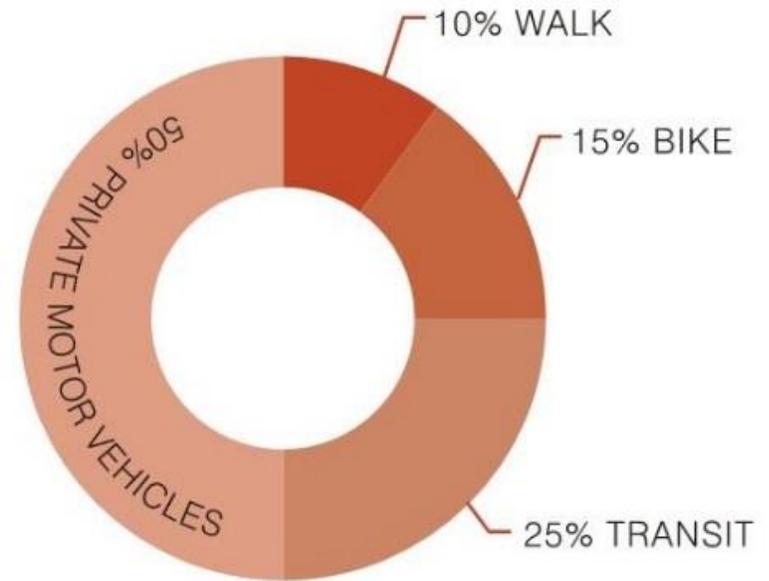
1. Ongoing and planned development in the Port Covington peninsula that will result in **increased transportation demand to Port Covington and increased traffic on I-95**
2. Existing capacity and roadway geometry not adequate to meet projected traffic demands
3. Support for economic development and land use changes at Port Covington
4. Limited multi-modal connections around and across I-95 in the vicinity of Port Covington in Baltimore.



Port Covington Mode Split Goals

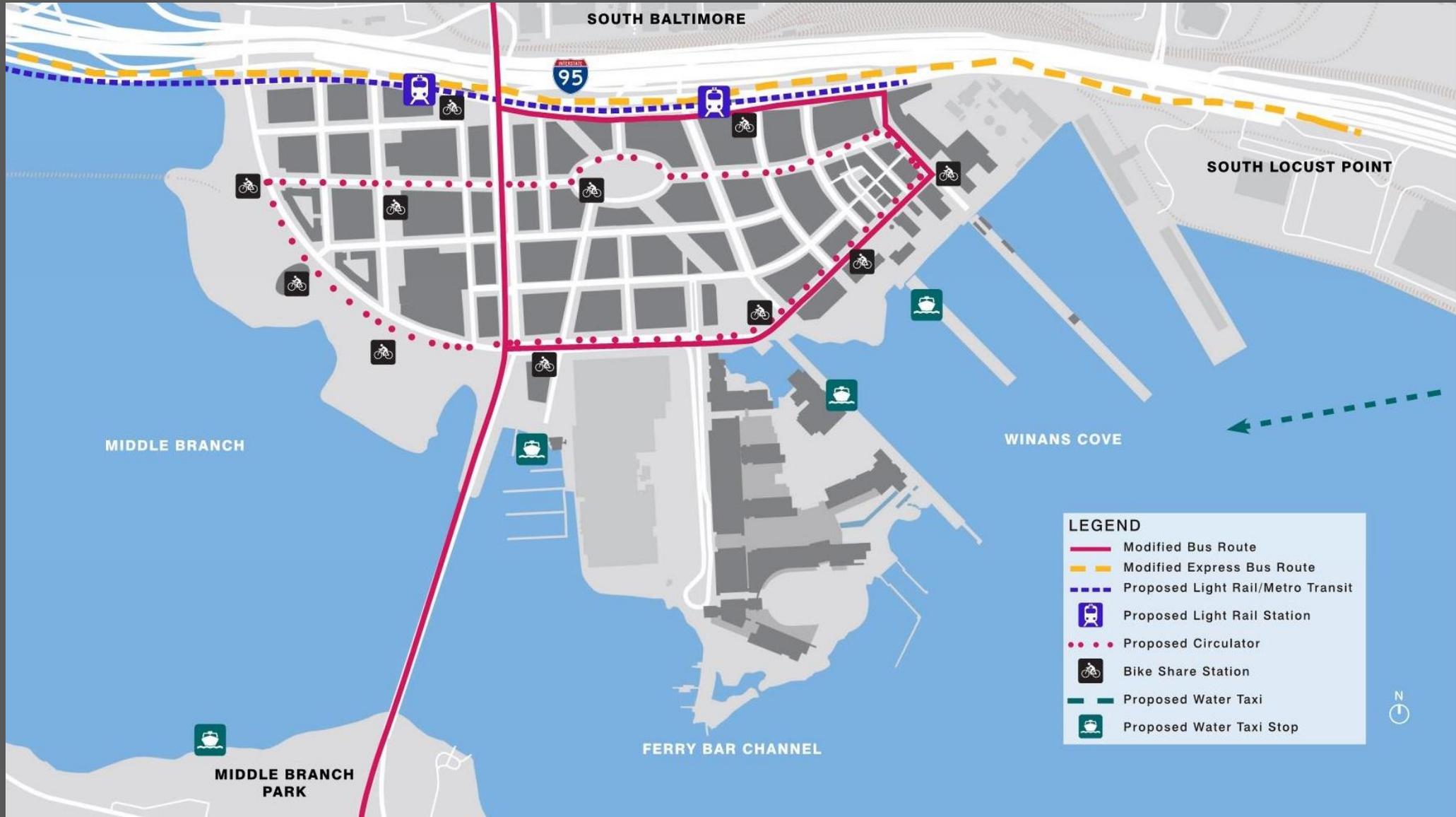


**CURRENT CITY OF
BALTIMORE MODE SHARE**



**PROPOSED
PORT COVINGTON
MODE SHARE**

Port Covington Proposed Transit Circulation



Port Covington Pedestrian & Bicycle Network



Current Status

- Received comments on Draft Purpose and Need from resource agencies
- Traffic modeling, Alternatives development and Environmental analyses underway
- Public Open Houses Held
 - Dr. Carter G. Woodson Elementary/Middle School - November 2
 - National Federation of the Blind - November 5



Alternatives Analysis

- Alternatives built from elements, each with several options
- Technical reports will analyze all the alternatives
- One Build Alternative will be developed based on ability of element options to meet Purpose and Need
- The EA would focus on detailed analysis of the No-Build and Build Alternatives



Environmental Studies

To evaluate potential effects to the natural, built and human environment, the following studies are being conducted:

- Socioeconomic: Community Resources and Community Cohesion
- Air Quality
- Hazardous Materials
- Natural Environments: Wetlands, Streams
- Cultural Resources: Historic Structures, Archeological Resources
- Environmental Justice Analysis
- Indirect and Cumulative Effects



NEPA Schedule

Open House Meetings (Complete)	Fall 2016
Identify Alternatives	Fall 2016
Environmental Analyses	Fall/Winter 2016
Publish Draft Environmental Assessment	Spring 2017
Public Hearing	Spring 2017
Respond to Comments	Summer 2017
Final Environmental Document	Fall 2017

I-95 Existing Traffic Issues

- I-95 NB at I-395 (Exit 53)
- I-95 SB between Hanover Street and I-395 (Weave Section)
- I-95 NB between C-D Road (from Caton Avenue) and MD 295 (Weave Section)
- I-95 NB between I-395 and Hanover Street (Weave Section)
- I-95 approaching the Fort McHenry Tunnel
- I-95 SB at the I-395 On Ramp

Preliminary Traffic Model Results

Freeway/Ramp Segment	Ramp Analysis	Existing AM		2040 No Build AM		Existing PM		2040 No Build PM	
		LOS	Speed (mph)	LOS	Speed (mph)	LOS	Speed (mph)	LOS	Speed (mph)
Interstate 95 Northbound									
From I-695 to <u>Caton Avenue/C-D Roadway</u>	Weave	F	-	F	-	F	-	F	-
Washington Boulevard Off Ramp	Diverge	D	52.9	E	53.5	D	53.2	E	52.9
From <u>Caton Avenue/C-D Roadway</u> to MD 295	Weave	D	48.2	E	44.0	D	47.2	D	44.5
I-395 Off Ramp	Capacity	UNDER	-	OVER	-	UNDER	-	UNDER	-
I-295 On Ramp	Merge	B	59.0	C	57.0	D	54.0	F	-
From I-395 to Hanover Street	Weave	B	50.4	F	-	E	42.2	F	-
<u>McComas Street</u> Off Ramp	Diverge	C	53.3	C	52.0	E	52.7	E	51.5
Key Highway On Ramp	Merge	B	58.0	C	57.0	D	56.0	F	-
Interstate 95 Southbound									
Key Highway Off Ramp	Diverge	D	50.4	F	-	B	51.1	C	49.2
<u>McComas Street</u> On Ramp	Merge	D	55.0	E	51.0	B	58.0	C	57.0
From Hanover Street to I-395	Weave	E	40.6	F	-	C	49.4	F	-
I-295 Off Ramp	Diverge	D	57.8	F	57.1	B	59.8	D	59.5
I-395 On Ramp	Capacity	UNDER	-	UNDER	-	UNDER	-	OVER	-
I-295 On Ramp	Merge	C	58.0	F	-	C	57.0	F	-
From Washington Boulevard to <u>Caton Avenue</u>	Weave	E	46.2	F	-	D	48.4	F	-
From <u>Caton Avenue</u> to I-695	Weave	D	51.4	F	-	D	50.6	F	-



ELEMENT D (HANOVER) SB ON-RAMP

ELEMENT G PEDESTRIANS & BICYCLISTS

ELEMENT A (HANOVER) NB OFF-RAMP

ELEMENT E HANOVER STREET

ELEMENT D (MCCOMAS) SB ON-RAMP

ELEMENT G PEDESTRIANS & BICYCLISTS

ELEMENT C SB OFF-RAMP

ELEMENT F MCCOMAS STREET

ELEMENT A (MCCOMAS) NB OFF-RAMP

ELEMENT B NB ON-RAMP

MIDDLE BRANCH PATAPSCO RIVER

MARYLAND 2

0 200 400
GRAPHIC SCALE (FT)



SOUTH BALTIMORE

EAST HEATH STREET

EAST BARNEY STREET

EAST WELLS STREET

EAST MCCOMAS STREET

EAST CROMWELL STREET

WEST MCCOMAS STREET

SOUTH CHARLES STREET

SOUTH HANOVER STREET

LIGHT STREET

JOHNSON STREET

COVINGTON STREET

BELT STREET

JACKSON STREET

WEBSTER STREET

KEY HIGHWAY

EAST FORT AVENUE

LOCUS POINT

RIVERSIDE PARK

CSX RIVERSIDE RAILYARD

HARRIS TEETER

FRANCIS SCOTT KEY ELEMENTARY

LATROBE PARK

ANDRE STREET

FORT MCKENRY TUNNEL

SWANN PARK

SCHUSTER CONCRETE

CITY GARAGE

BALTIMORE SUN

PORT COVINGTON

NGK-LOCKE, INC.

UNDER ARMOUR

FORMER WAL-MART

BGE

EXELON

CRUISE MARYLAND TERMINAL

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SUMMARY OF ELEMENTS & OPTIONS

INTERSTATE 95 ACCESS IMPROVEMENTS STUDY



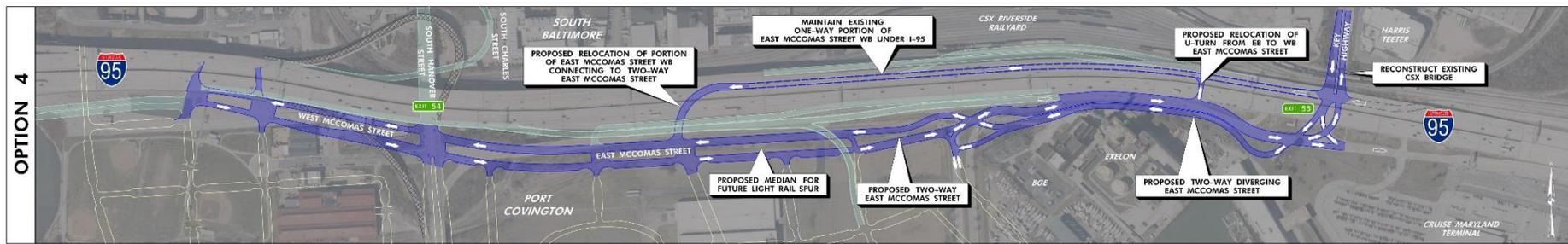
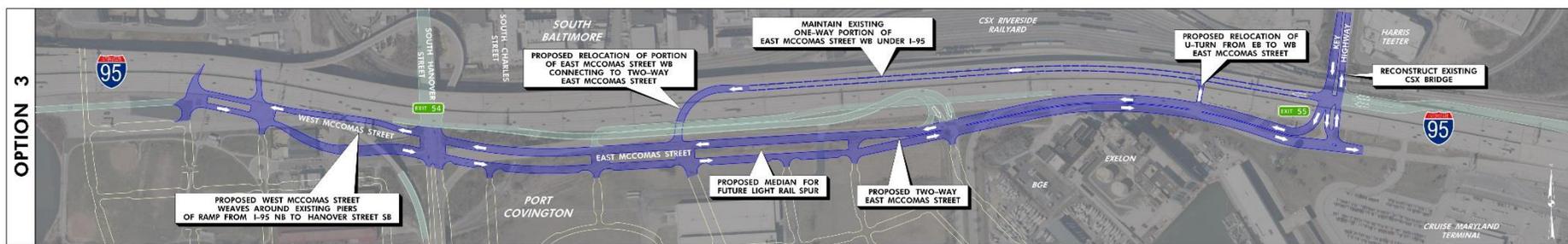
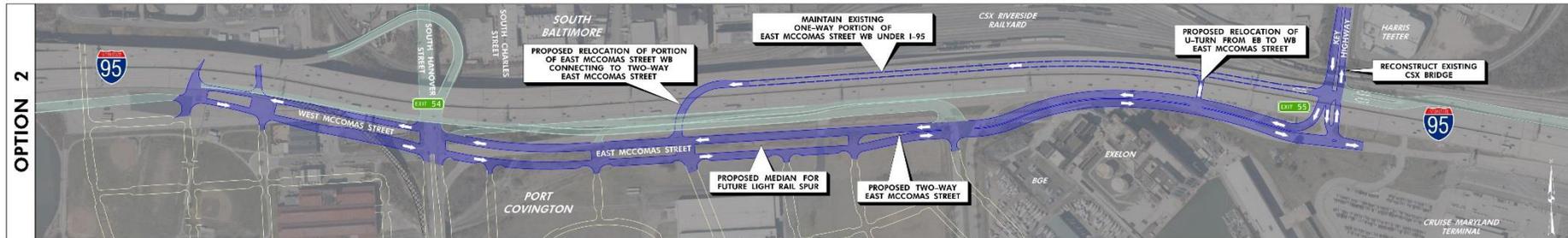
	Element A NB Off-Ramps: Hanover St & McComas St	Element B NB On-Ramps: Key Highway	Element C SB Off-Ramps: Key Highway	Element D SB On-Ramps: Hanover St & McComas St	Element E Hanover St	Element F McComas St	Element G Pedestrians & Bicyclists
Option 1 / No-Build	Maintain Existing Ramp from I-95 NB to Hanover St SB Maintain Existing Ramp from I-95 NB to McComas St EB	Maintain Existing Ramp from Key Hwy/E McComas St to I-95 NB	Maintain Existing Ramp from I-95 SB to Key Hwy/E McComas St	Maintain Existing Ramp from Hanover St NB to I-95 SB Maintain Existing Ramp from E McComas St WB to I-95 SB	Maintain Existing S Hanover St	Maintain Existing Two-Way Portion of E McComas St Maintain Existing EB and WB One-Way Portions of E McComas St	Maintain Existing Sidewalks on Hanover St and Key Hwy
Option 2	Proposed Ramp Spur from I-395 NB Ramp to McComas St & Proposed Ramp Spur from MD 295 NB Ramp to McComas St Proposed Ramp from I-95 NB to Two-Way McComas St	Proposed Ramp from Hanover St to I-95 NB with Spur from E McComas St & Maintain Existing Ramp from Key Hwy/E McComas St to I-95 NB	Proposed Widening of Existing Ramp from I-95 SB to Key Hwy/E McComas St	Widen Portion of Existing Ramp from Hanover St NB to I-95 SB Maintain Existing Ramp from E McComas St WB to I-95 SB	Widen Existing S Hanover St & Match Proposed Two-Lane Ramp	Proposed Two-Way E McComas St Maintain Existing WB One-Way Portion of E McComas St	Widen Existing Sidewalks on Hanover St and Key Hwy & Proposed Sidewalk Adjacent to E McComas St & Proposed Share Use Path Over CSX Tracks/Under I-95
Option 3	Proposed Ramp from MD 295 NB Off-Ramp to McComas St & Maintain Existing Ramp from I-95 NB to Hanover St SB Proposed Ramp from I-95 NB to Two-Way McComas St, Weaving Between I-95 Piers	Proposed Ramp from E McComas St to I-95 NB & Maintain Existing Ramp from Key Hwy/E McComas St to I-95 NB	Proposed Two-Lane Exit Ramp from I-95 SB to Key Hwy/E McComas St	Proposed Ramp from Hanover St @ Wells St Intersection to I-95 SB Reconstruct Portion of Existing Ramp from E McComas St WB to I-95 SB	Widen Existing S Hanover St & Match Existing Ramp	Proposed Two-Way E McComas St & Weave Around Existing Ramp Piers Maintain Existing WB One-Way Portion of E McComas St	Widen Existing Sidewalks on Hanover St and Key Hwy & Proposed Sidewalk Adjacent to E McComas St & Proposed Share Use Path Over CSX Tracks/Under I-95
Option 4	Proposed Ramp from Caton Ave On-Ramp & Proposed Ramp Spur from I-395 SB Ramp to McComas St Proposed Ramp from I-95 NB to Diverging McComas St & Proposed Spur to Access Port Covington		Proposed Ramp from I-95 SB to Key Hwy/E McComas St & Maintain Existing Ramp from I-95 SB to Key Hwy/E McComas St		Widen Existing S Hanover St & Match Proposed Realigned Ramp	Proposed Two-Way E McComas St with Diverging Section Maintain Existing WB One-Way Portion of E McComas St	Widen Existing Sidewalks on Hanover St and Key Hwy & Proposed Sidewalk Adjacent to Diverging E McComas St & Proposed Share Use Path Over CSX Tracks/Under I-95

Element F – McComas Street

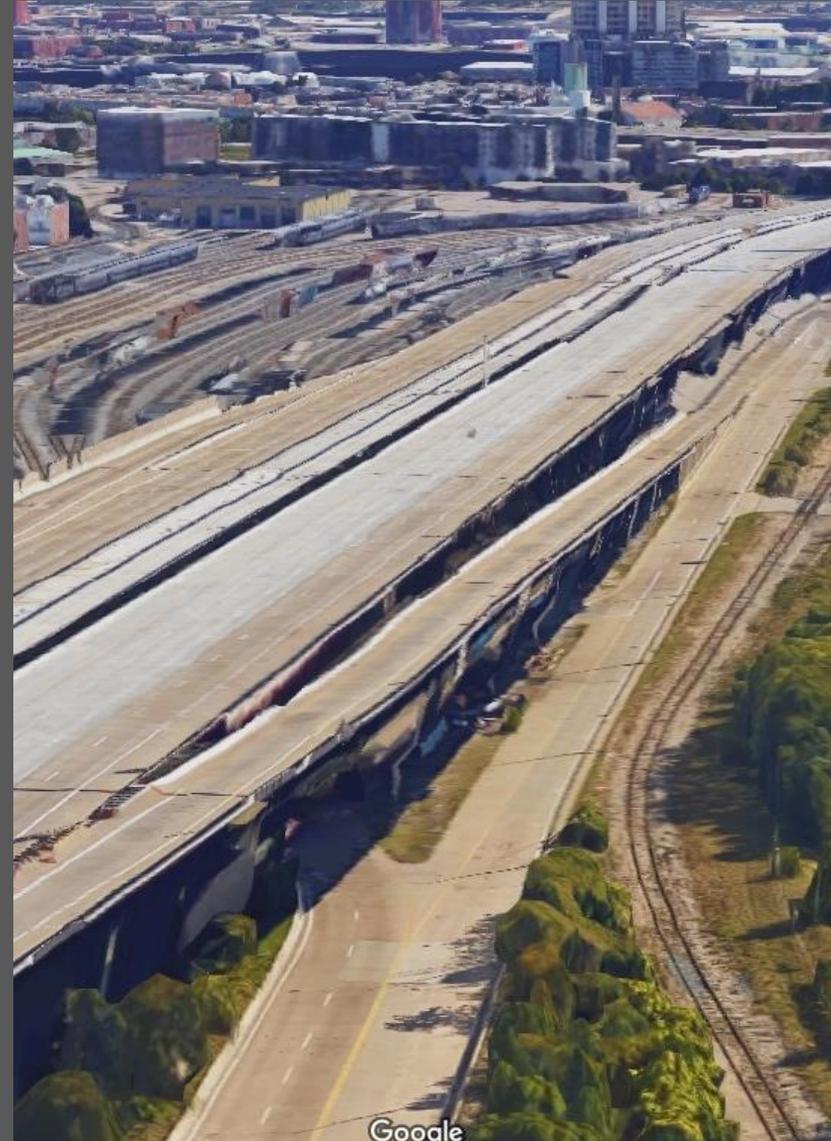
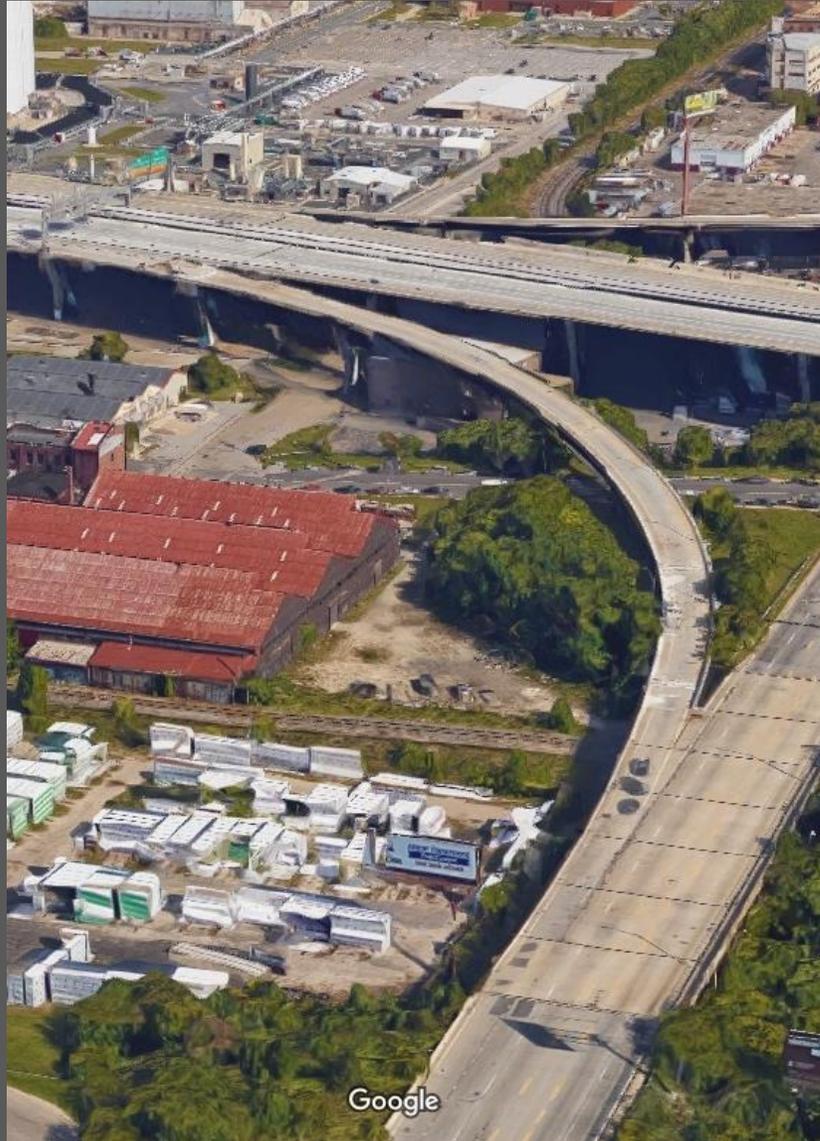


ELEMENT F – MCCOMAS STREET

INTERSTATE 95 ACCESS IMPROVEMENTS STUDY



Element A – Northbound Off-Ramps



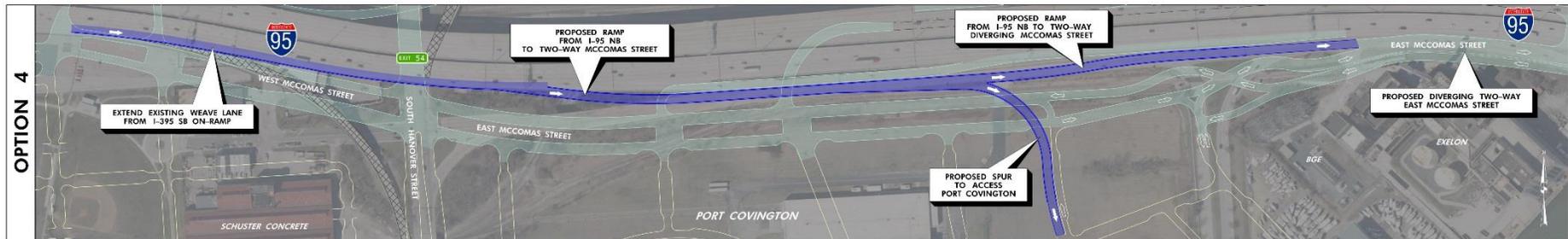
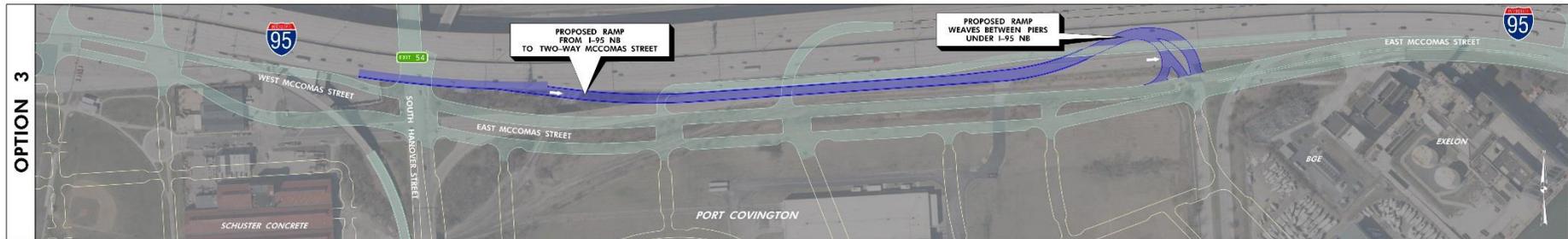
ELEMENT A (HANOVER) – NORTHBOUND OFF-RAMP

INTERSTATE 95 ACCESS IMPROVEMENTS STUDY

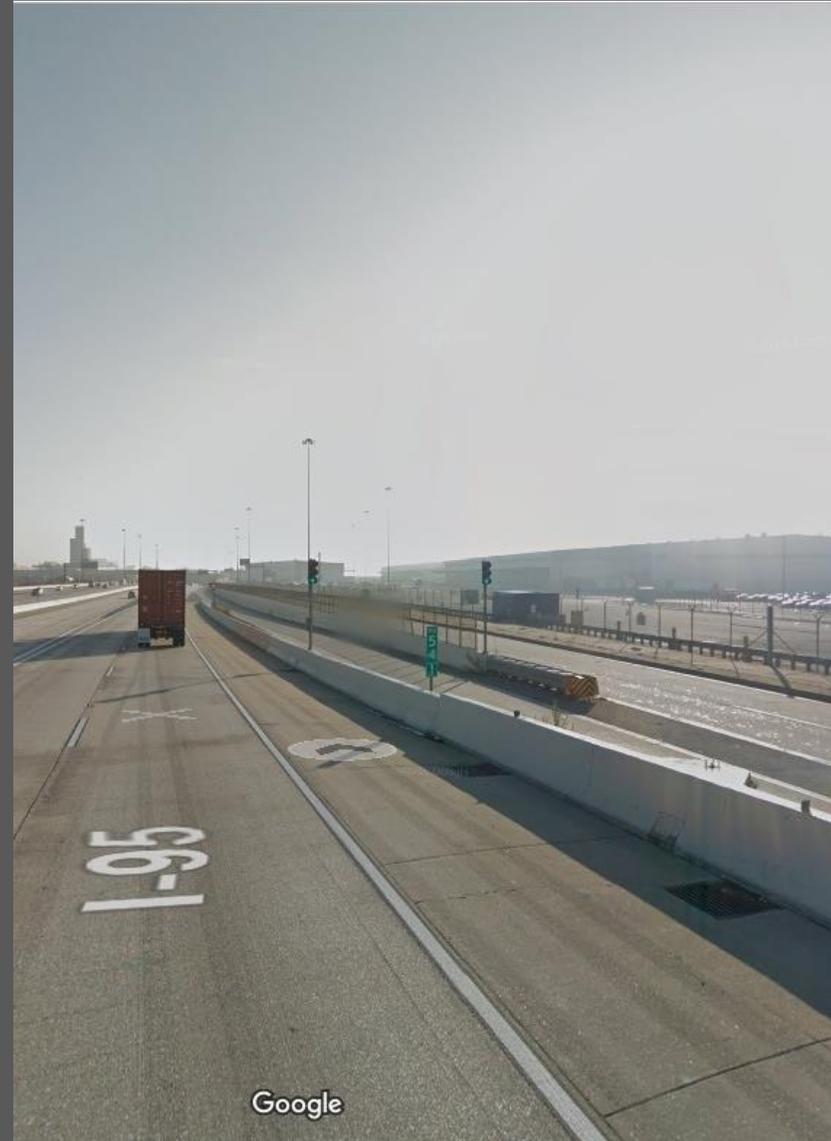


ELEMENT A (MCCOMAS) – NORTHBOUND OFF-RAMP

INTERSTATE 95 ACCESS IMPROVEMENTS STUDY



Element B – Northbound On-Ramps



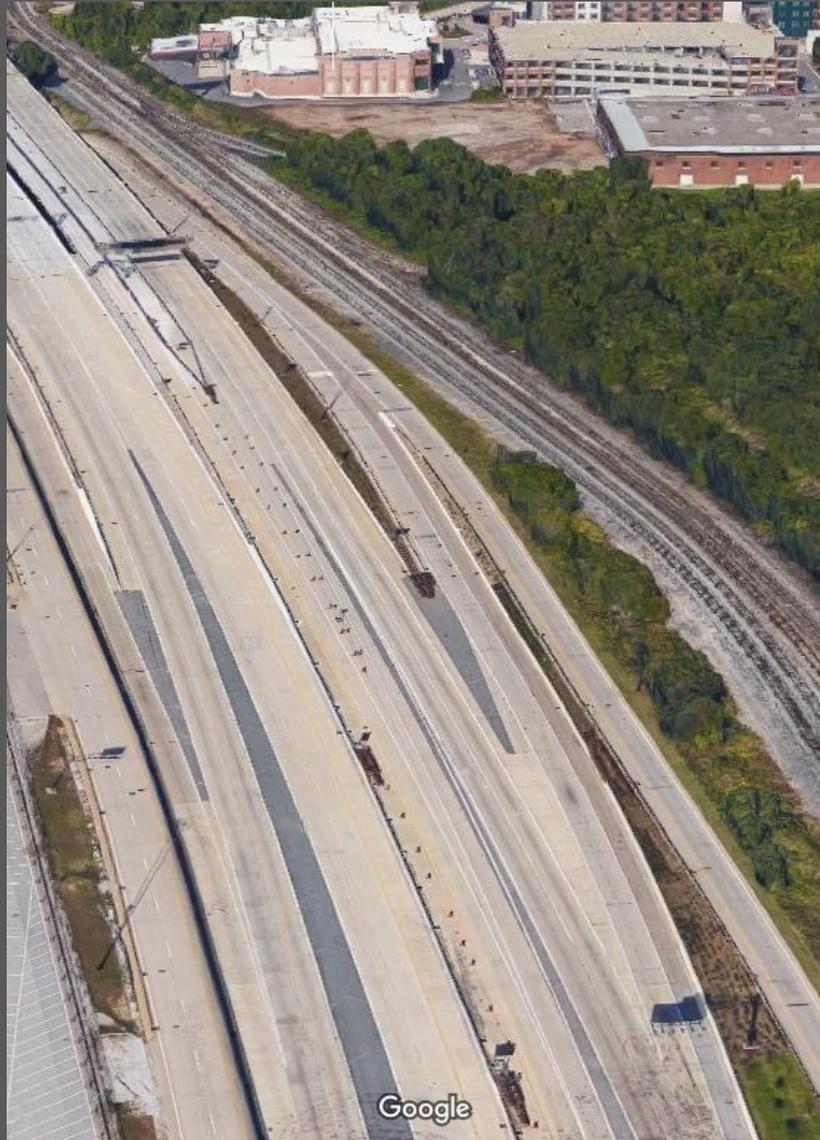
ELEMENT B – NORTHBOUND ON-RAMPS



INTERSTATE 95 ACCESS IMPROVEMENTS STUDY



Element C – Southbound Off-Ramps

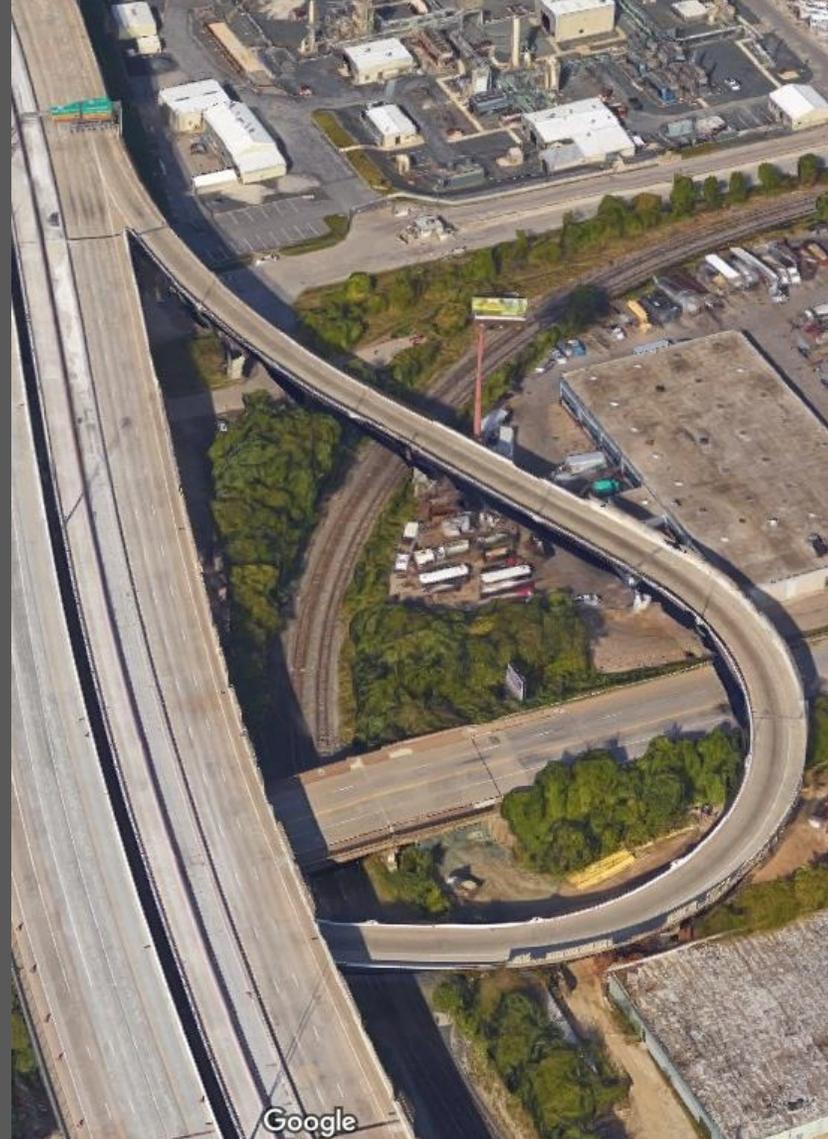
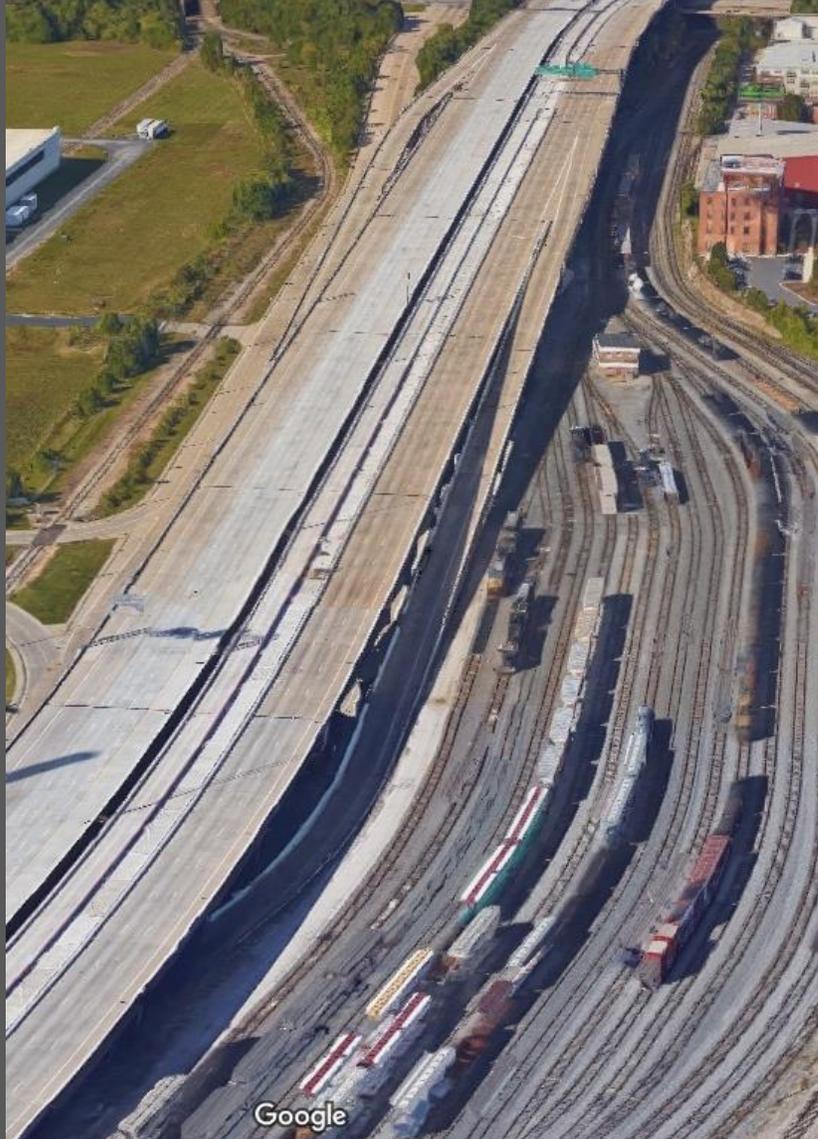


ELEMENT C – SOUTHBOUND OFF-RAMPS

INTERSTATE 95 ACCESS IMPROVEMENTS STUDY

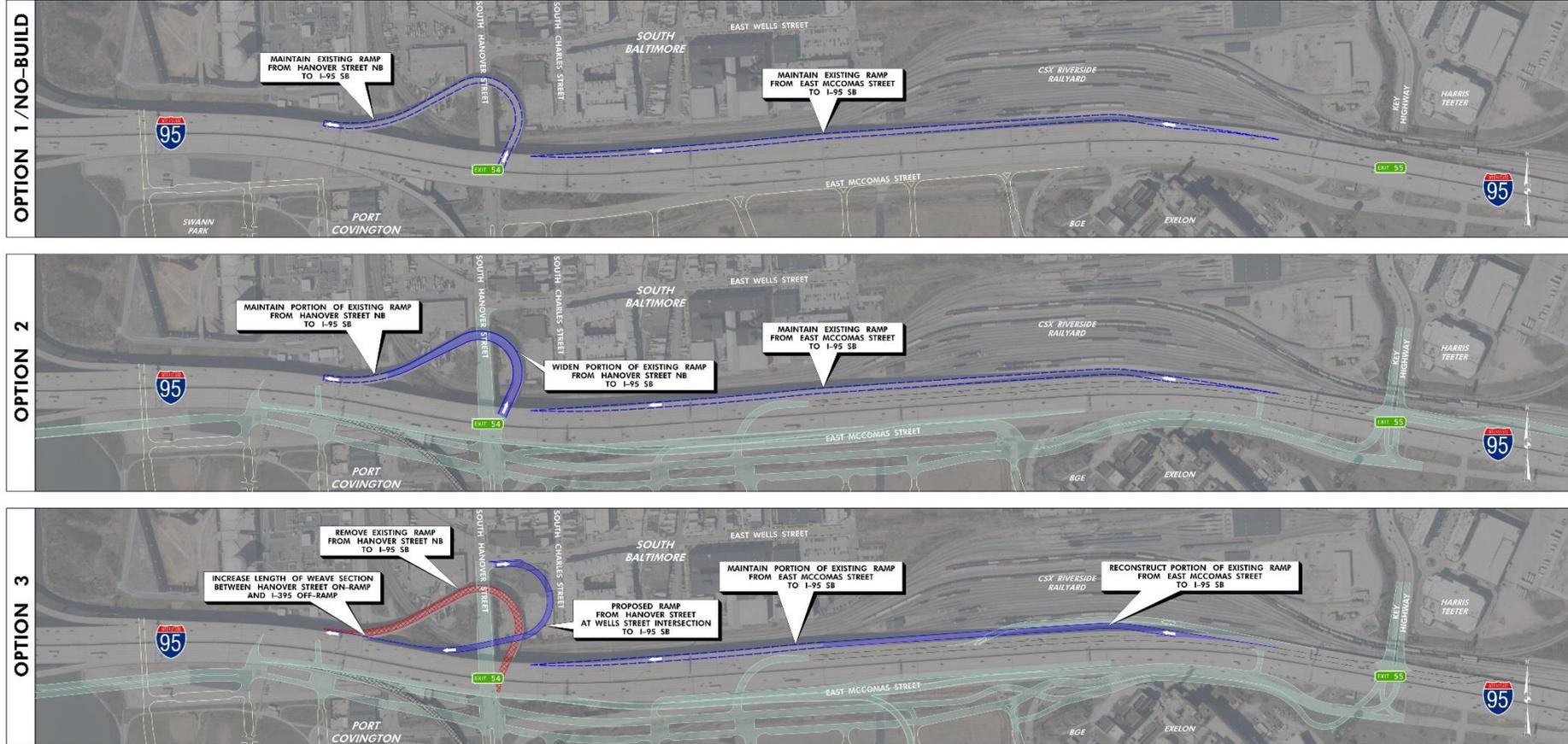


Element D – Southbound On-Ramps



ELEMENT D – SOUTHBOUND ON-RAMPS

INTERSTATE 95 ACCESS IMPROVEMENTS STUDY



Element E – Hanover Street



ELEMENT E – HANOVER STREET

INTERSTATE 95 ACCESS IMPROVEMENTS STUDY



OPTION 1 / NO-BUILD



OPTION 2



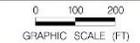
OPTION 3



OPTION 4



LEGEND	PROPOSED ELEMENT OF I-95 ACCESS IMPROVEMENTS	OTHER ELEMENTS OF I-95 ACCESS IMPROVEMENTS	EXISTING ELEMENT TO BE MAINTAINED	EXISTING ELEMENT TO BE REMOVED	OTHER EXISTING ELEMENTS TO BE REMOVED	ROADWAY FEATURES TO BE BUILT BY OTHERS
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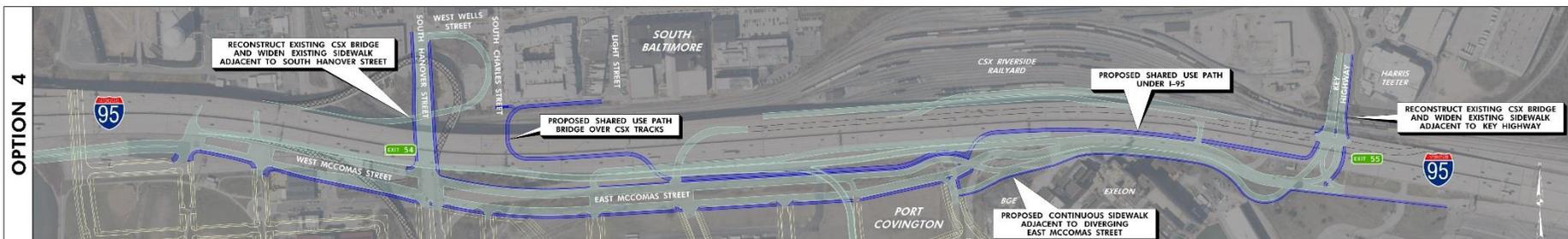
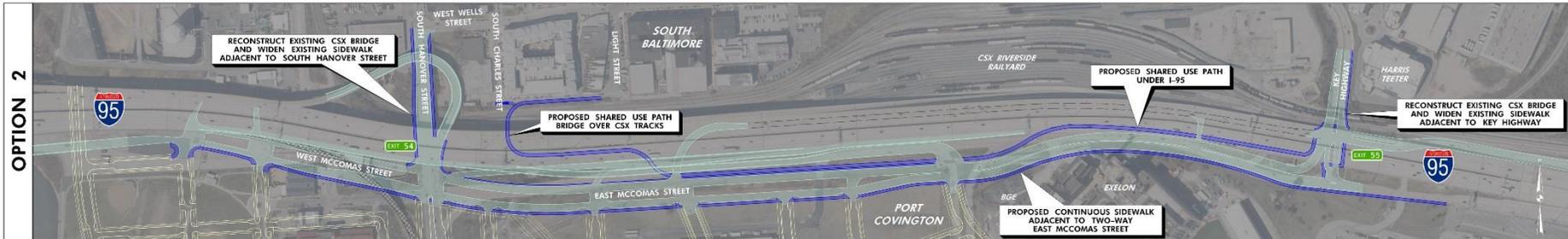


Element G – Pedestrians & Bicyclists



ELEMENT G – PEDESTRIANS & BICYCLISTS

INTERSTATE 95 ACCESS IMPROVEMENTS STUDY



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Thank you!

Any questions?