



# **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](mailto:wpines@mdta.state.md.us)

**GEC Project Managers:** *Dave Greenwood, CDM Smith*

410-227-8680 (Direct)  
[dgreenwood@i-95gec.com](mailto:dgreenwood@i-95gec.com)

*Mike Rothenheber, JMT*

410-316-2260 (Direct)  
[mrothenheber@jmt.com](mailto: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

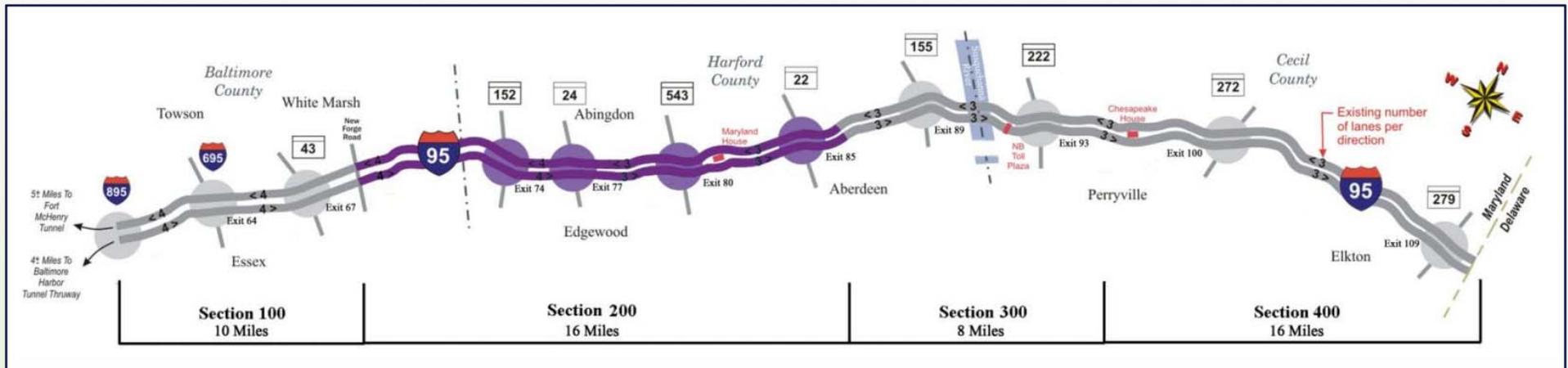




# I-95 MASTER PLAN

## 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

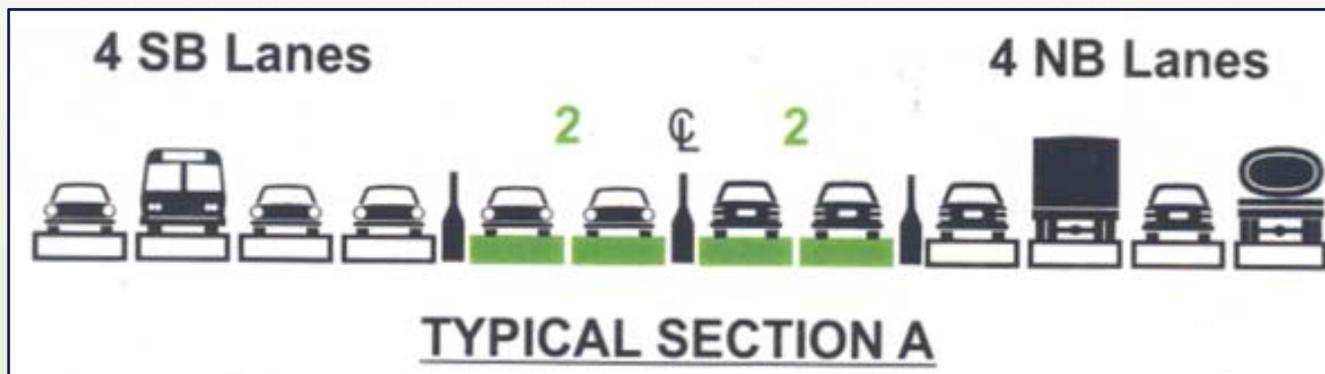




# SECTION 100

## Overview

- 1<sup>st</sup> 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

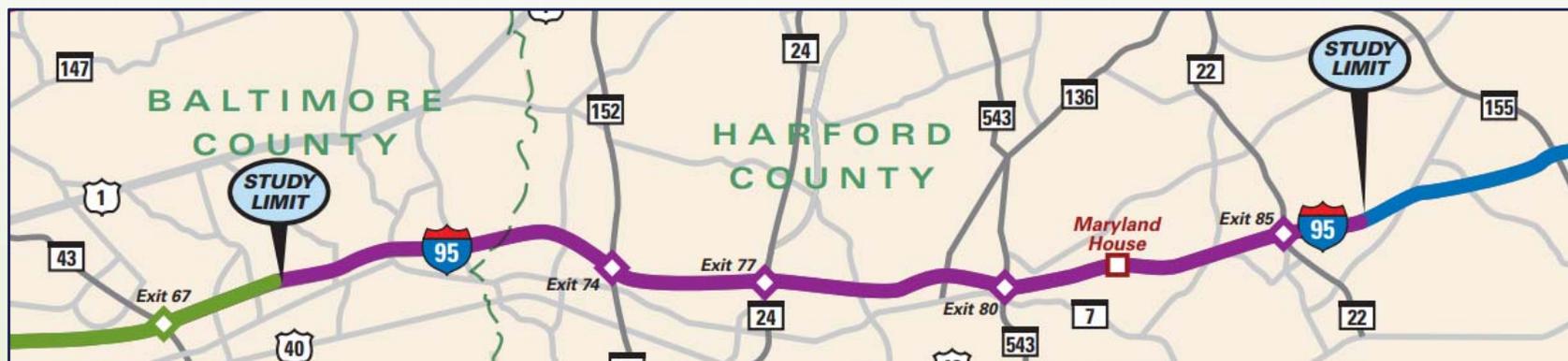




# SECTION 200

## Overview

- 2<sup>nd</sup> 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)

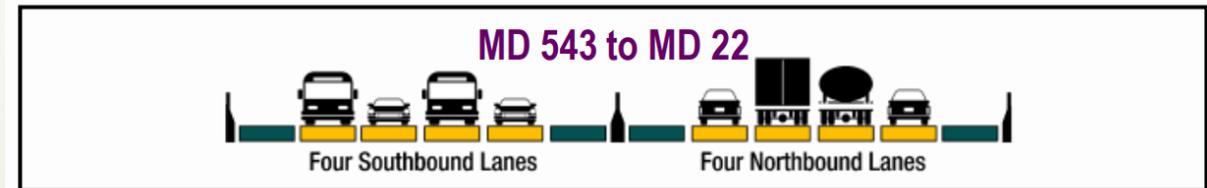
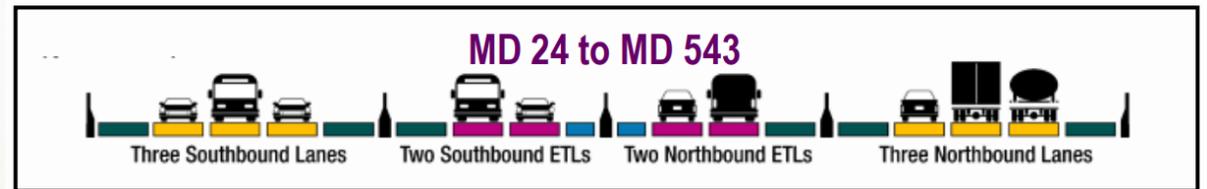
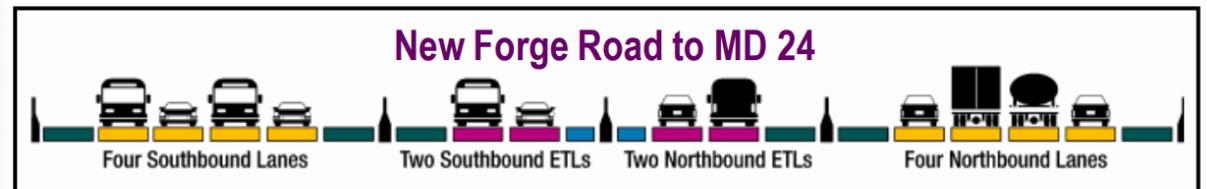




# SECTION 200

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

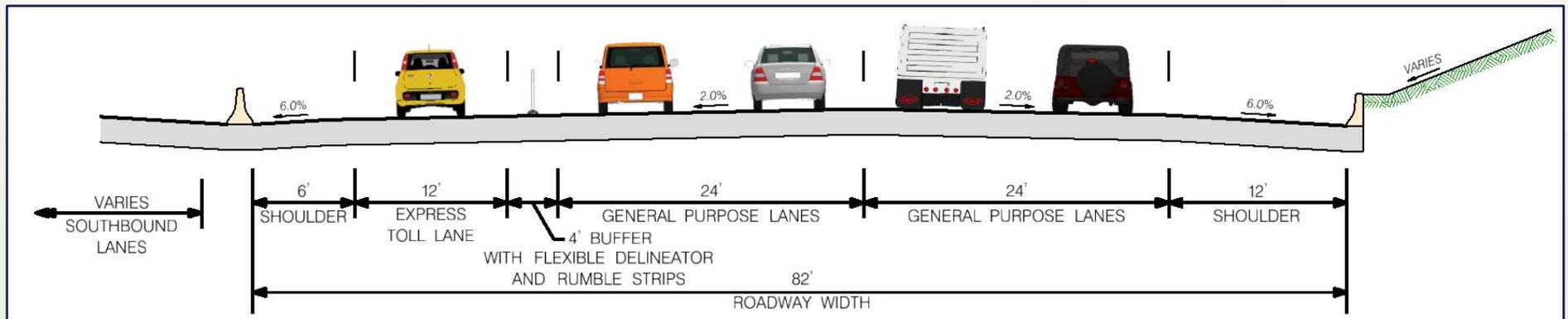




# I-95 ETL NORTHBOUND EXTENSION

## 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

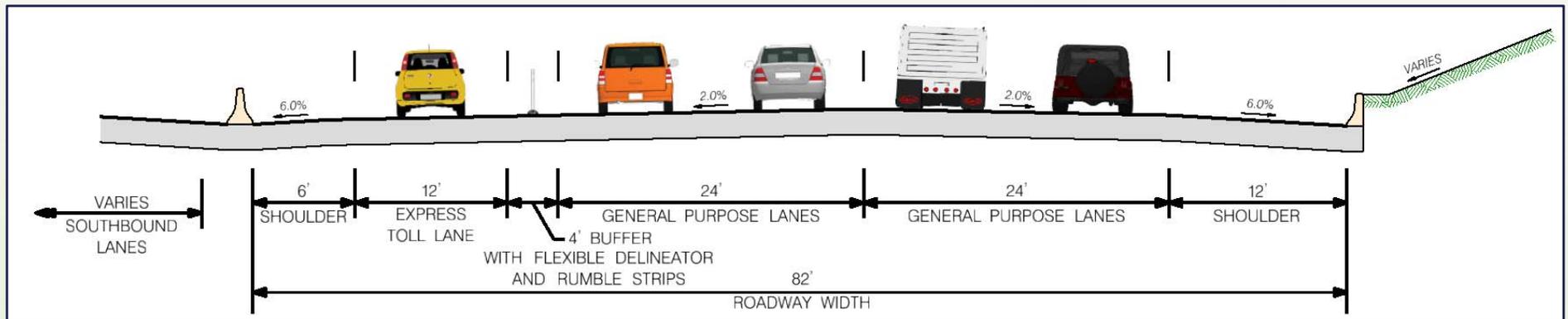




# I-95 ETL NORTHBOUND EXTENSION

## Proposed Improvements

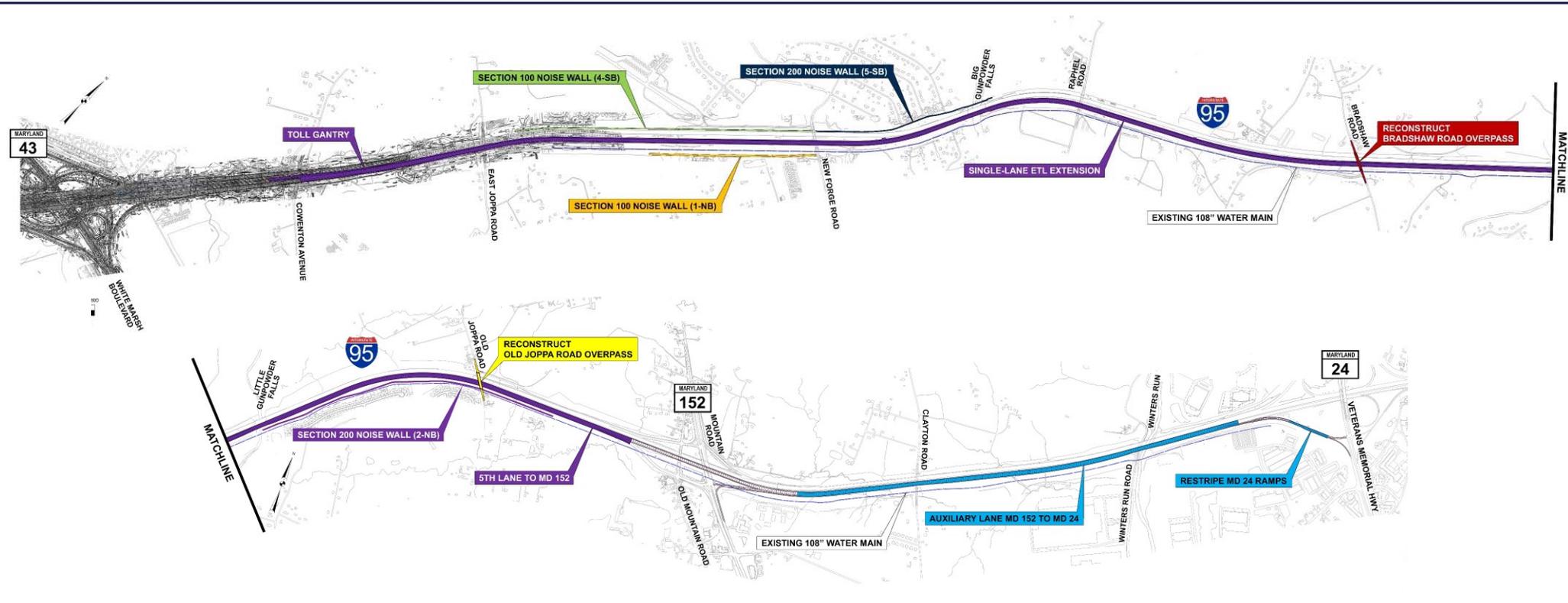
- Minor modifications to MD 24 / MD 924 off-ramp
- Noise Walls
- Reconstruct Overpasses at Bradshaw Road and Old Joppa Road
- New ITS System





# 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
<b>TOTAL</b>				<b>\$210.0M</b>





# **OUTREACH EFFORTS**

February, 2018

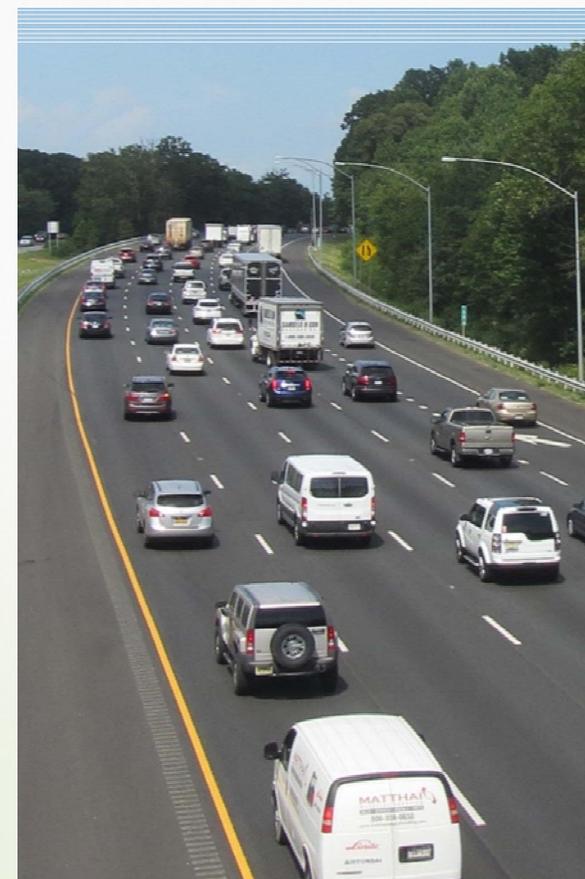




# OUTREACH EFFORTS

## 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 26<sup>th</sup> and 27<sup>th</sup> 2018
- BMC Briefings
- *Noise Wall Survey (Future)*
- *Tolling Hearings (Future)*





**QUESTIONS?**

