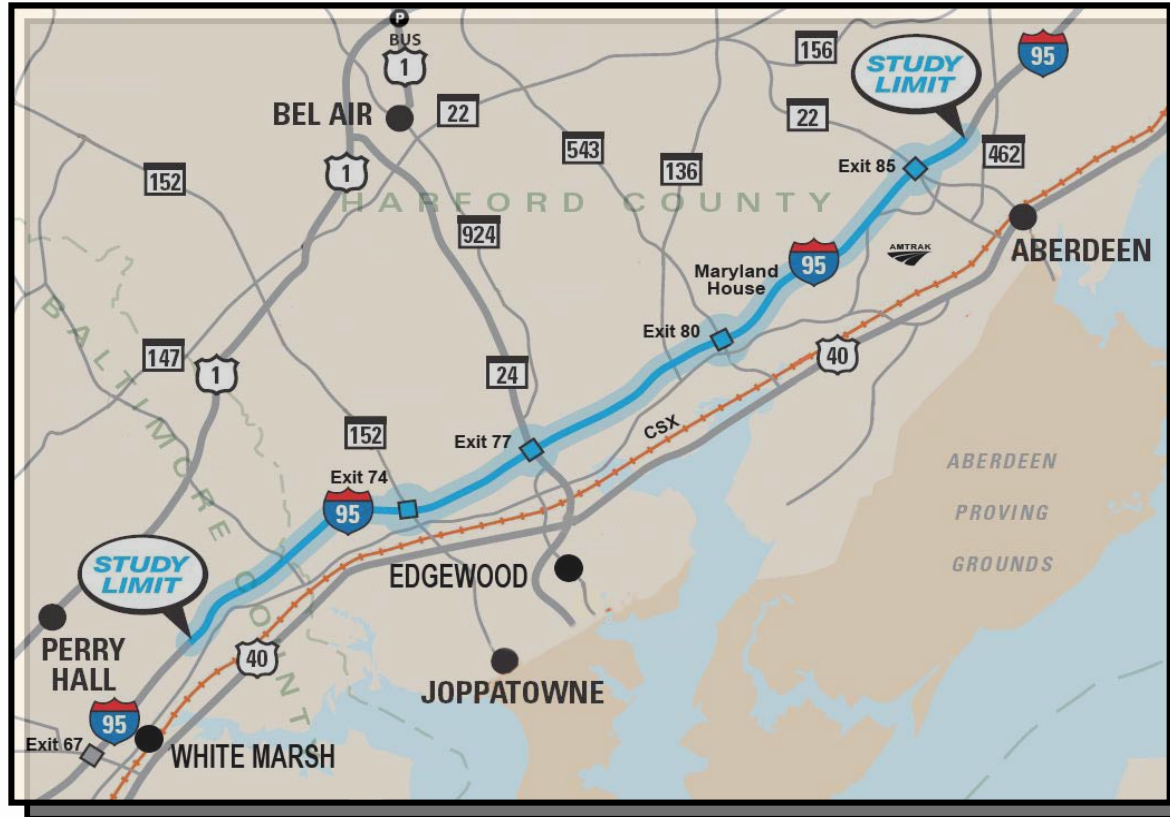


SECTION 200

I-95: NORTH OF MD 43 TO NORTH OF MD 22



Focus Group #5
September 20, 2007

OVERVIEW OF PRESENTATION

- Roles and Responsibilities of the Focus Group
- Project Schedule
- Noise Analysis
- Stormwater Management
- Environmental Stewardship
- Maintenance Facility Study
- Emergency Access Plan
- Park & Ride Improvements
- Public Outreach Efforts

ROLES AND RESPONSIBILITIES OF THE SECTION 200 FOCUS GROUP

- Review the progress of the study and provide input to the Planning Team on information gathered during the study
- Relay information to and from the representative communities and agencies
- Inform the Planning Team of community issues and concerns

SCHEDULE

- *September 19, 2007*..... Agency Coordination Meeting
- *September 24, 2007*..... Draft Environmental Document To Agencies
- *September 20, 2007*..... Focus Group #5
- *October 25, 2007*..... Focus Group #6
- *October 30, 2007*..... Draft Environmental Document Available to Public
- *November 14, 2007*..... Public Hearing
- *Spring, 2008*..... Distribute Final Environmental Document
- *Summer, 2008*..... Signed Final Environmental Document

NOISE ANALYSIS

The Process for Determining Noise Level Impacts:

- Identify Areas that could be Impacted by Increased Noise Levels
- Determine when Current Noise Levels are the Highest
- Estimate Future Noise Levels for each Alternate
- Decide the Best Approach to Mitigate Noise
- Determine if the Noise Barriers are Effective – Reasonable and Feasible

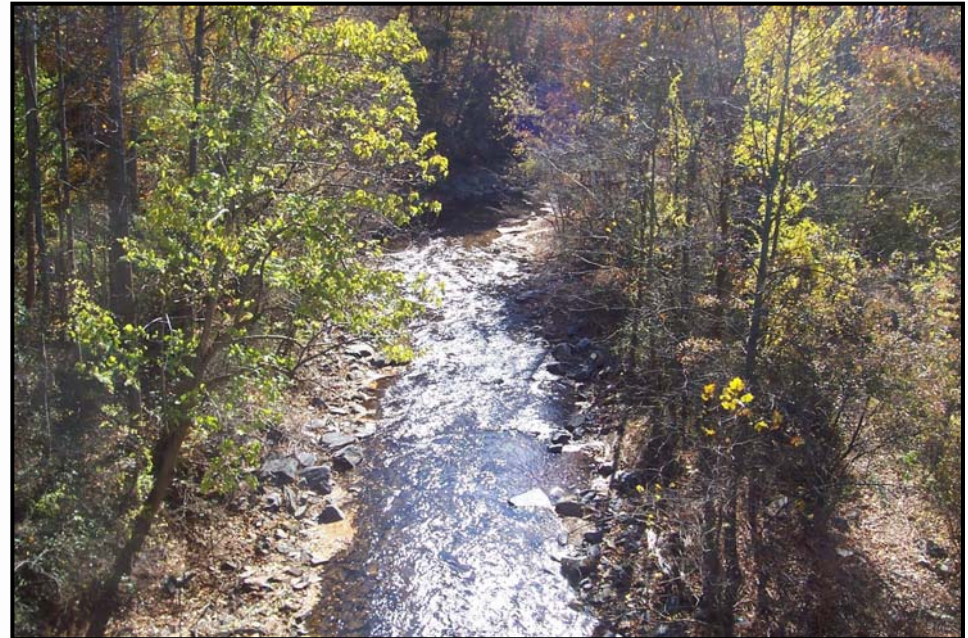
NOISE ANALYSIS

The Findings of the Analysis:

- 24-Hour Measurements were completed at 4 Locations.
- There were 28 Noise Sensitive Areas (NSAs) Identified.
- A total of 132 – 20 Minute Field Measurements were Completed.
- Preliminary Analysis Indicates 7 Noise Walls are Warranted.

STORM MANAGEMENT

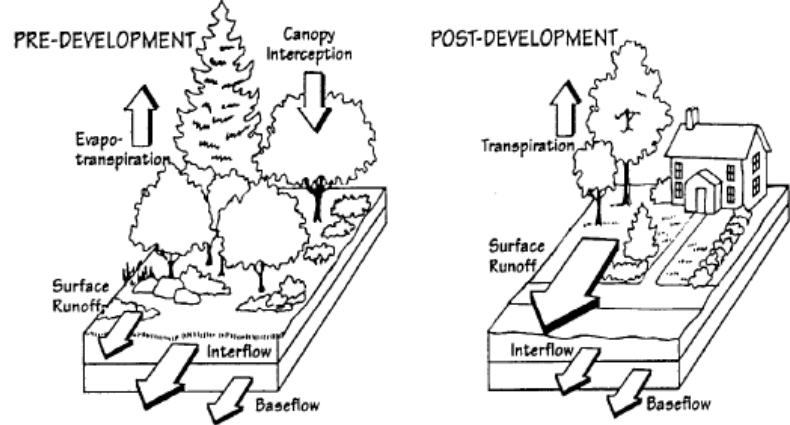
- What is stormwater runoff?
- Why stormwater matters?
- Potential types of SWM facilities that could be used in Section 200.



STORMWATER RUNOFF

- Rainwater or snowmelt may land on vegetation and evaporate. It may land on a field and soak into the ground. It may land on a rooftop, driveway or roadway and travel into a storm drain.
- Any rainwater or snowmelt that does not evaporate or infiltrate into the ground, but instead travels down hill over an impervious surface is considered Stormwater Runoff.

WATER BALANCE



WHY STORMWATER MATTERS

- Declining Water Quality
 - Impervious surfaces accumulate pollutants from the atmosphere and vehicles
 - Pollutants quickly wash off and are rapidly delivered to downstream waters
- Diminishing Groundwater Recharge and Quality
 - Roadway construction projects can create impervious surfaces that prevent natural recharge
 - Many residents and aquatic systems depend on groundwater

WHY STORMWATER MATTERS

- Degradation of Stream Channels
 - Stormwater runoff is a powerful force that influences the geometry of streams
 - Increased impervious areas increase the frequency and magnitude of storm flows



- Increased Overbank Flooding
 - Flow events that exceed the capacity of stream channel spill out into adjacent floodplains.

SWM FACILITIES - PONDS



SWM FACILITIES - WETLAND



ENVIRONMENTAL STEWARDSHIP

Protecting the Diverse and Sensitive Environment that Traverses I-95 requires Focus and Effort

- Environmental Stewardship includes Planning and Carrying Out Actions and Programs in a manner that Minimize Adverse Effects on the Environment without impairing the Project's Goals
- The Environmental Stewardship program includes:
 - Identification of Resources and Buffer Areas
 - Avoidance
 - Minimization of Impacts
 - Mitigation for Unavoidable Impacts

ENVIRONMENTAL STEWARDSHIP

Elements of Environmental Stewardship that have been incorporated:

- Re-Alignment of Ramps
- Retaining Walls/Steep Slopes
- Noise Barriers
- Separate Pedestrian/Bicycle Connections
- Transit Accommodations
- Park & Ride Facilities

ENVIRONMENTAL STEWARDSHIP

Environmental Impacts

	No Build	General Purpose Lanes	Express Toll Lanes
Right of Way	0	30-35 Acres	50-55 Acres
Displacements	0	1-2	1-2
Historic Structures	0	0	0
Prime Farmlands	0	0	0
Woodlands	0	60-80 Acres	120-150 Acres
Wetlands	0	1-2 Acres	2-3 Acres
Waters of the U.S.	0	12,000 - 14,000 L.F.	22,000 – 25,000 L.F.
Noise Walls	0	7	7

Environmental Impacts for this project are not considered significant.

I-95 MAINTENANCE FACILITY STUDY

Needs Analysis Objectives:

- Identify Current and Future Highway and Vehicle Maintenance Requirements
- Recommend Maintenance Facility Improvements
- Develop Implementation Schedules
- Develop Preliminary Cost Estimates

I-95 MAINTENANCE FACILITY STUDY

- Increases within Maintenance One Service Limits

	Existing	Ultimate*	% Increase
Travel Lane Miles	250	400	60%
Shoulder Lane Miles	210	355	70%
Bridges (SF)	394,000	1,711,000	350%
Guard Rail/Barrier Walls (Miles)	75	120	60%
Lighting (Lower Level and High Mast)	575	960	67%
Signs	550	900	65%

EMERGENCY ACCESS PLAN

- Existing jurisdictions and points of access
- Access modifications
- Access Accommodations



EXISTING JURISDICTIONS



LEGEND

-  Kingsville Fire Co.
-  White Marsh Fire Co.
-  Joppa-Magnolia Fire Co.
-  Abingdon Fire Co.
-  Aberdeen Fire Co.
-  MD State Police

ACCESS MODIFICATIONS

- Five existing median openings will be closed between New Forge Road and the Maryland House because they can not fit due to roadway widening toward the median.
 - North of New Forge Road
 - South of Bradshaw Road
 - South of Abingdon Road
 - South of Calvary Road
 - North of MD 543
- ETL alternate utilizes concrete median barrier to separate ETLs from GPLs.

ACCESS ACCOMODATIONS

- Full access at interchanges
 - MD 152, MD 24, MD 543, MD 22
- Gated access to select side roads
 - Bradshaw Road
- Openings in barriers separating ETLs from GPLs
 - Upstream of access points
- 12'-0" to 14'-0" shoulders



Average spacing between access points is 3 miles.

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 included:
 - Evaluate Existing Conditions & Usage Trends
 - Identify Needed Improvements
 - Identify Potential Sites/Property Search
 - Preliminary Site Layouts
 - Preliminary Cost

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

- Near Full Capacity
- 2007 Improvements under Construction
- Existing Site Impacted by Section 200
- Travel Demand Evenly Split North & South of I-95
- Desire for Transit Operations
- Statistics:

Existing Spaces	With New Improvements	Spacing Goal
209	316	325 Expansion up to 500

SECTION 200 PARK & RIDE STUDY

MD 152 Site Search:

- Sizing Requirements: 3+ Acres
- Searched Sites within ½ Mile of Interchange
- Parcel Search
- Initially 5 Sites Under Consideration
- Reduced to 1 Preferred Site

SECTION 200 PARK & RIDE STUDY

MD 152 Park & Ride Improvement:



- Approximately 325 spaces
- New traffic signal required
- Positive Reaction from Property Owner
- Modification to Residential Community Entrance

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	-	200- 250 Expansion up to 500

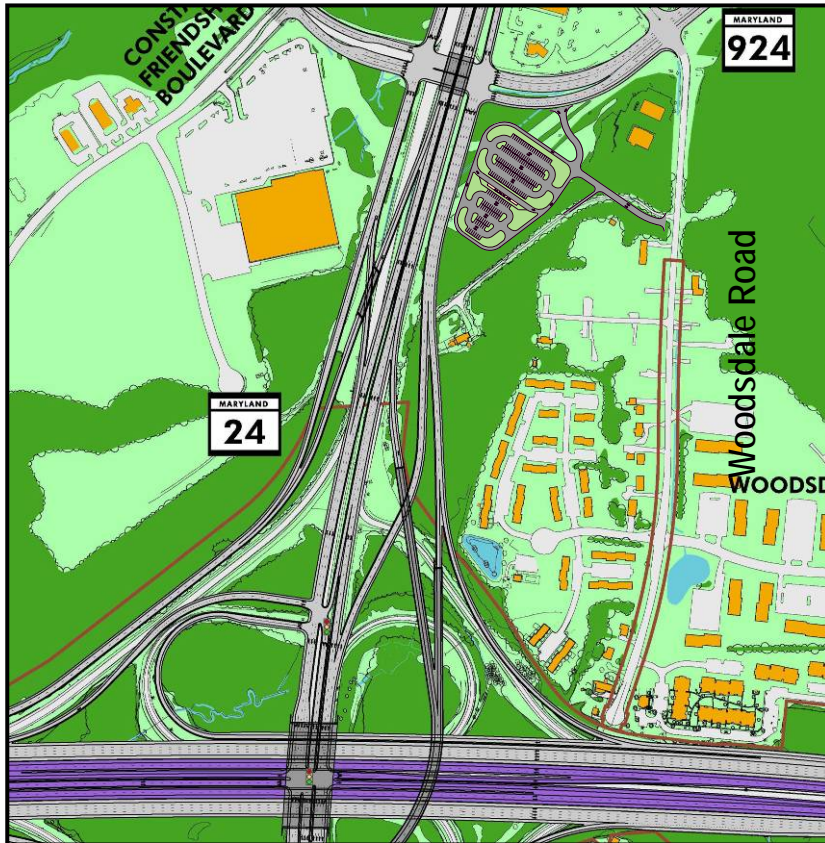
SECTION 200 PARK & RIDE STUDY

MD 24 Site Search:

- Sizing Requirements: 2+ Acres
- Searched Sites within ½ Mile of Interchange
- Parcel Search
- Initially 3 Sites Under Consideration

SECTION 200 PARK & RIDE STUDY

MD 24/MD 924 Park & Ride Improvements:



- Approximately 250 spaces
- Access from MD 924
- Positive Reaction from the Property Owner
- The Majority of Property Required is Impacted by the Interchange Improvements

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

PUBLIC OUTREACH EFFORTS

Outreach Plan: November Public Hearing

Mailing List	<ul style="list-style-type: none"> ▪ Residents within ¼ mi of corridor, and 1 mi of interchanges ▪ Government stakeholders, large employers, businesses ▪ EMS, Fire, Police ▪ Schools (PTA Newsletters) ▪ Aberdeen Proving Ground
Newsletter & Announcement	<ul style="list-style-type: none"> ▪ Newsletter to feature Date/Time/Location ▪ Will be sent to entire mailing list ▪ Extras printed for distribution
Posters	<ul style="list-style-type: none"> ▪ Includes Hearing Date/Time/Location and Directions ▪ To be displayed in malls, libraries, service areas
Distribution of Newsletters & Posters	<ul style="list-style-type: none"> ▪ Large employers (Constant Friendship) ▪ MD & Chesapeake Houses I-95 Service Areas ▪ HEAT Center ▪ Libraries, Malls, Park-N-Rides
Advertising	<ul style="list-style-type: none"> ▪ <u>Baltimore Co:</u> <i>Examiner, Afro-American, NE Booster, Times-Herald</i> ▪ <u>Harford Co:</u> <i>Aegis, APG News, and Record</i>

SECTION 200 PUBLIC HEARING

Date : November 14, 2007

Time: 5:00 PM

Location: William Paca Elementary School

Format:

Open Review of Display Boards

Formal Presentation

Formal Testimony

Written Comments can be provided up to 30 days after the Hearing

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

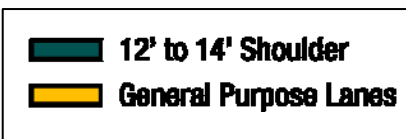
Typical Roadway Section – New Forge Road to MD 24



Typical Roadway Section – MD 24 to MD 543

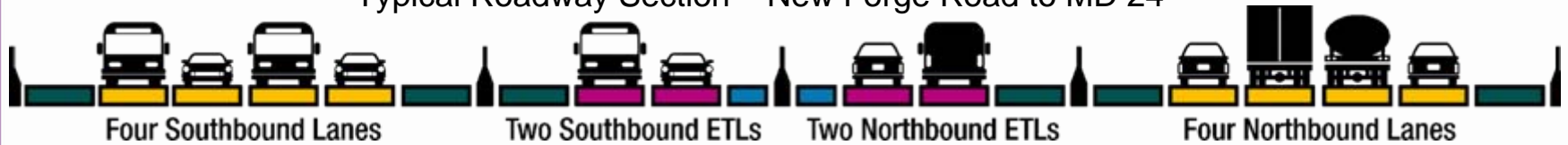


Typical Roadway Section – MD 543 to MD 22

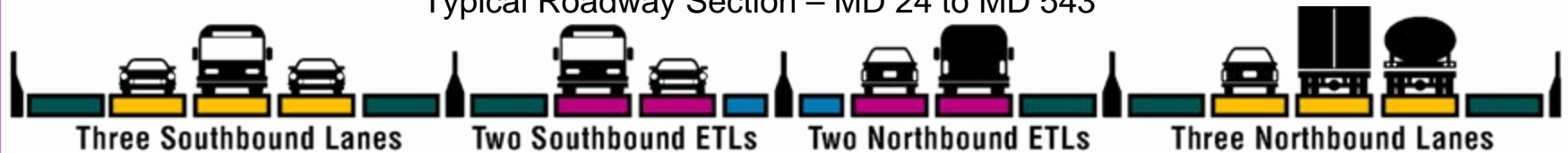


EXPRESS TOLL LANES ALTERNATE

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