



**SHA's DECISION ON  
INTERIM CONNECTION FOR  
FIRST SEGMENT OF THE ICC  
June 17, 2008**

The first seven-mile segment of the ICC from I-370 to MD 97 (also referred to as Contract A) will be open to revenue generating traffic in the fall of 2010, approximately 12 to 15 months in advance of the balance of the ICC connecting to I-95. SHA is opening this first segment early because it will help relieve traffic congestion and provide a safer travel route for motorists currently using some of the most congested secondary roadways in the area. Coupled with the improvements along MD 28 east of MD 97 as discussed below, opening this first segment of the ICC to traffic will have immediate and measurable benefits to all people that currently use these secondary roads.

This decision is based on technical assessments of several connection options, as well as discussions with the surrounding communities and community leaders, elected officials, and other stakeholders. SHA will construct a temporary connection from the ICC to existing MD 28. This connection will include both an eastbound and westbound link to the ICC. This temporary connection will include the following:

- A temporary two-way ramp to and from the ICC to a new signalized intersection with MD 28, approximately 700 feet west of Wintergate Drive.
- Two lanes in each direction along MD 28 from west of the intersection with the temporary ramp connection to east of the Wintergate Drive intersection.

In order to ensure SHA's commitment to achieving the same or better traffic Level of Service (LOS) at the critical MD 28/MD 97 intersection with the opening of the first segment, Contract A also includes capacity and traffic signal modifications at the MD 28/MD 97 intersection. These include a new northbound lane along MD 97, through the intersection with MD 28, and a second left turn lane from southbound MD 97 to eastbound MD 28. SHA will also modify the configuration of westbound MD 28 and signal phasing/timing to improve the operation of this intersection. The combination of these improvements and the temporary connection to MD 28 will improve traffic operations at the MD 28/MD 97 intersection over the existing conditions with the opening of Contract A in 2010.

With the temporary ICC ramp connection to MD 28 and improvements to the MD 28/MD 97 intersection improvements in place, the MD 28/MD 97 intersection will experience an average operational improvement of between a 15 and 30 percent reduction in delay for all traffic at the intersection. This improvement level occurs because additional lanes are provided through the intersection and because some ICC traffic is removed from the intersection since additional access to the ICC is provided at the temporary ramp connection/intersection with MD 28 to the east. Also, because the ICC removes traffic from currently heavily congested intersections along MD 28 at Bel Pre Road and MD 115, these intersections will also operate better than they would without Contract A open.



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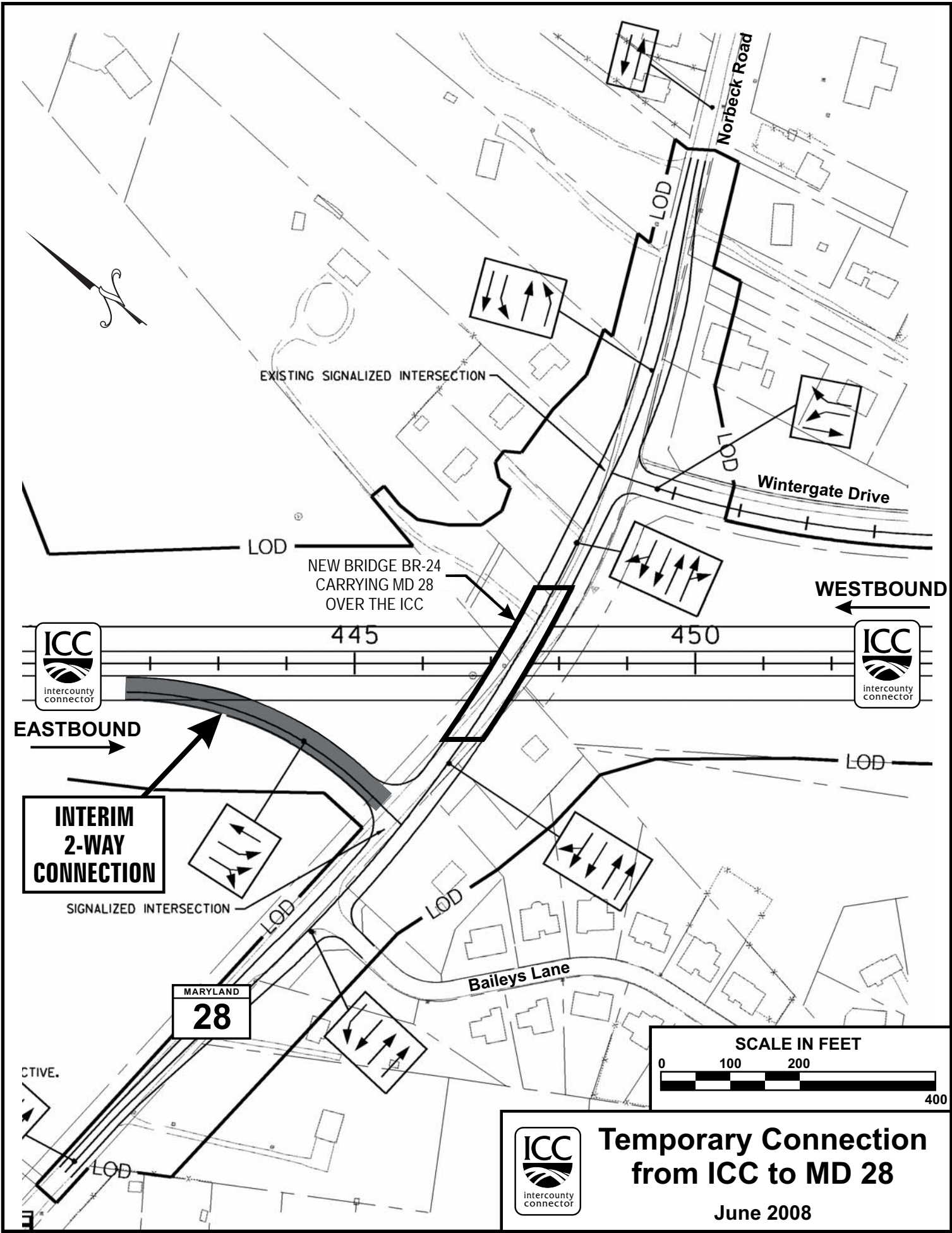
Currently, during the morning rush hours, traffic backs up along westbound MD 28 between Wintergate Drive and Emory Lane, primarily due to congestion at the MD 28 intersections with Bel Pre Road, MD 115 and MD 97. Contract A of the ICC will draw traffic off MD 28 at these intersections and will improve the traffic movement from MD 97 to the west.

During the evening rush hours, the eastbound traffic is stop-and-go through the same intersections, and then moves heavily but steadily past Norbeck Boulevard heading to the east. The congestion at the MD28/MD 97 intersection, the intersections to the west of MD 97, the loss of a lane, and the curve in the roadway alignment on MD 28 between MD 97 and Norbeck Boulevard are the primary reasons this occurs. While Contract A will add some traffic to MD 28, the additional traffic is added east of this bottleneck area and the operational consequences of these traffic increases are offset by the widening of MD 28 through the adjacent intersections to the temporary connection.

Listed below are benefits of the temporary two-way connection with MD 28:

- Traffic operations will improve at several intersections along MD 28, including the MD 28/MD 97 intersection and the MD 28/Norbeck Boulevard intersection.
- There is a reduction in ICC-bound trips through the MD 28/MD 97 intersection since temporary access to and from the ICC is provided at the MD 28 crossing of the ICC.
- There is a reduction in the number of trips along MD 28 through Norbeck Boulevard.
- No additional right-of-way is required for the temporary connection to MD 28.
- The additional construction cost of this temporary connection to MD 28 is minimal.

Opening the first segment of the ICC will not only bring traffic and safety benefits to the residents of the communities between I-270 and Georgia Avenue, but also to all travelers who use these secondary roads. Those travelers trying to access jobs will have a choice starting in late 2010 for this portion of their trip. Many of the secondary roads between I-270 and Georgia Avenue are also experiencing an unusually high volume of accidents, and they all have accident rates significantly higher than the rate for a highway designed like the ICC. The rate, intensity and frequency of accidents are expected to be reduced on many of these roadways once the first segment of the ICC is opened. Examples include, Muncaster Mill Road, Gude Drive, Norbeck Road, Midcounty Highway and portions of Randolph Road.



# Temporary Connection from ICC to MD 28

June 2008