

I. INTRODUCTION

The Section 200: I-95 project, from north of MD 43 to north of MD 22 (hereinafter referred to as Section 200), is one of four independent projects identified in the *I-95 Master Plan, I-895 Split (N) to the Delaware State Line* (hereinafter referred to as the I-95 Master Plan), which was adopted by the Maryland Transportation Authority (MDTA) in April 2003 (**Figure I-1**). The approximately 17 mile long Section 200 Study Area is located in Baltimore and Harford Counties, Maryland, and extends north along I-95 from north of the MD 43 interchange to north of the MD 22 interchange.

On November 30, 2007, the Federal Highway Administration (FHWA) and MDTA released the Environmental Assessment (EA) document for Section 200. On December 13, 2007, a public hearing was held to present the findings of the study documented in the EA and to receive public comment. Public comments were received and addressed by MDTA (**Appendices G and H**). On November 16, 2008, MDTA selected the Express Toll Lanes Alternative as its Preferred Alternative.

This Finding of No Significant Impact (FONSI) has been prepared in accordance with the National Environmental Policy Act (NEPA) to document and support FHWA's determination that the Preferred Alternative would not have a significant effect on the human, natural and cultural environment. Based upon this determination, an Environmental Impact Statement (EIS) is not required for this project. In addition, the FONSI describes the process that FHWA and MDTA undertook to select Express Toll Lanes Alternative as the Preferred Alternative. This FONSI is based on the detailed analysis of environmental impacts documented in the EA, as well as technical reports and studies, agency correspondence, and public input that were prepared or received during the NEPA study.

Figure I-1. I-95 Master Plan's Four Independent Projects

