



**Federal Highway Administration
DelMar Division**

Finding of No Significant Impact

**Section 200: I-95, From North of MD 43 to North of MD 22
Baltimore and Harford Counties, Maryland**

**U.S. Department of Transportation
Federal Highway Administration
and**

Maryland Transportation Authority

In cooperation with the U.S. Environmental Protection Agency
and the U.S. Army Corps of Engineers

The Federal Highway Administration (FHWA) has determined that the Maryland Transportation Authority's Preferred Alternative – Express Toll Lanes Alternative – will have no significant impact on the human, natural or cultural environment. The ETL Alternative involves extending four general purpose lanes (GPLs) and two express toll lanes (ETLs) in each direction along I-95 Section 200, just north of the MD 43 Interchange to the MD 24 Interchange. From MD 24 to MD 543, three GPLs would be retained and two ETLs would be added in each direction. The ETLs would terminate at MD 543 providing four GPLs to the project limits north of MD 22.

The ETL Alternative will require 52.6 acres of right-of-way, and also result in the following impacts: 9,931 linear feet of streams, 1.19 acres of wetlands, 9.5 acres of 100-year floodplain, and 127 acres of woodland.

This Finding of No Significant Impact (FONSI) is based on the Environmental Assessment (EA) that identified and assessed the need and environmental impacts associated with the Section 200 project, as well as appropriate mitigation measures. The EA, as well as the information presented in this FONSI, provide sufficient evidence and analysis for determining that the environmental impacts of the ETL Alternative are not considered significant and an Environmental Impact Statement (EIS) is not required. Furthermore, the project will not establish a precedent for future actions involving significant effects, there are no highly uncertain effects or unique or unknown risks, there are no significant indirect or cumulative effects, and there will be no violation of environmental laws. Therefore, consistent with 40 CFR 1508.27(a), the project will not result in significant impacts. The FHWA and MDTA take full responsibility for the accuracy, scope, and content of the EA and this FONSI.

<i>for</i>	<u>William A. Wade</u>	1/28/2011
	FEDERAL HIGHWAY ADMINISTRATION Nelson Castellanos, Division Administrator, Maryland Division	Date
	<u>Harold M. Bartlett</u>	12/17/10
	MARYLAND TRANSPORTATION AUTHORITY Harold Bartlett, Acting Executive Secretary	Date