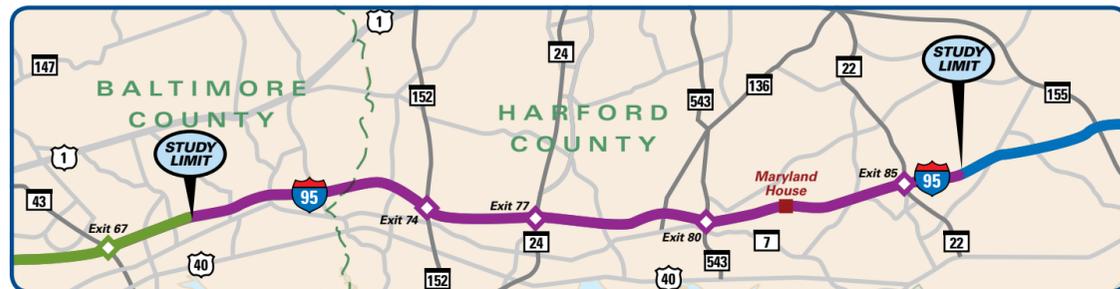


I-95 SECTION 200 OVERVIEW



The Section 200 Study Area is located along I-95, from north of MD 43 to north of MD 22. It is located in Baltimore and Harford counties and includes the MD 152, MD 24, MD 543 and MD 22 interchanges.

ENVIRONMENTAL OVERVIEW

During the planning process for Section 200, field surveys were conducted to identify all of the natural environmental, cultural, and socioeconomic resources in the Section 200 study area. Some of the environmental resources that have been identified and analyzed include wetlands and streams, potential historic structures, potential archaeological sites, noise quality, air quality, hazardous material sites, socioeconomic resources, and recreational areas and parklands. The information gathered about these resources provided the necessary information for the Section 200 project planning team in determining avoidance and minimization efforts for the alternates. Environmental findings will be presented at the Hearing for your review.



ENVIRONMENTAL ASSESSMENT

A detailed Environmental Assessment of the potential impacts related to the alternates has been completed. Copies of the Environmental Assessment document will be available at the libraries in Perry Hall, Joppa, Edgewood, and Aberdeen for public review beginning on October 31, 2007. In addition, the Environmental Assessment and technical documents will be available for review, by appointment, between 9 a.m. and 4 p.m. at the Maryland Transportation Authority offices at 2310 Broening Highway in Baltimore.

The Maryland Transportation Authority, through consultation with the U.S. Army Corps of Engineers (Corps), has identified Waters of the United States, including jurisdictional wetlands, which are regulated by Section 404 of the Clean Water Act. This public hearing provides the opportunity to present views, opinions and information that will be considered by the Corps in evaluating a Department of the Army permit. The Corps regulates discharges of dredged or fill material into wetlands and streams (Waters of the United States). All comments received will become part of the formal project record. This study also satisfies the alternatives analysis requirements of the Maryland Department of the Environment (MDE) for a Maryland Nontidal Wetlands and Waterways Permit for proposed impacts to nontidal wetlands. In addition, a water quality certification, pursuant to Section 401 of the Clean Water Act, will be required from MDE. Written statements expressing concern for aquatic resources may be submitted to Mr. Steve Elinsky, U.S. Army Corps of Engineers, CENAB-OP-RMN, P.O. Box 1715, Baltimore, MD 21203-1715, until December 15, 2007.

Be sure to attend this important Public Hearing!

NOVEMBER 14, 2007
5 p.m. – 8:30 p.m.
WILLIAM PACA ELEMENTARY SCHOOL
2706 OLD PHILADELPHIA ROAD
ABINGDON, MD 21009



If you have received this newsletter, then chances are this project will affect you – where you live, where you work or even how you commute. It is important that you let us know your comments, questions or ideas. For project information or questions:

Melissa Williams, Planning Manager
 Maryland Transportation Authority
 2310 Broening Highway
 Baltimore, MD 21224
 Phone: 410-537-5651
 Toll-free: 866-713-1596
 Fax: 410-537-5653
 Website: www.mdtransportationauthority.com
 click on “capital projects” and “I-95 Section 200”



Maryland Transportation Authority
 2310 Broening Highway
 Baltimore, MD 21224



YOU ARE INVITED TO A PUBLIC HEARING

NOVEMBER 14, 2007
5 p.m. – 8:30 p.m.
WILLIAM PACA ELEMENTARY SCHOOL
2706 OLD PHILADELPHIA ROAD
ABINGDON, MD 21009

Since November 2005, the Section 200 Project Planning Study has been underway to address capacity and safety needs for 16 miles of I-95 from north of MD 43 in Baltimore County to north of MD 22 in Harford County. This public hearing is being held to present the results of the detailed engineering studies and environmental analyses performed since the June 22, 2006 Public Hearing and the June 26 and June 28, 2007 Open Houses. A preferred alternate and interchange options will also be presented. The hearing will provide an opportunity for the public to provide formal comments that will become a part of the project record.



Much work has been done, including environmental data collection, a series of Focus Group meetings, a public workshop, and open houses, detailed engineering, environmental technical reports, consultation with a number of agencies and groups, and detailed evaluation of alternates.

PUBLIC HEARING SCHEDULE

- 5 p.m. - 6:30 p.m. – Review displays, Q & A with project team
- 6:30 p.m. - 7 p.m. – Brief overview of project and Preferred Alternate
- 7 p.m. - 8:30 p.m. – Verbal testimony (limited to five minutes per person)*

* 5 p.m. - 8:30 p.m. private testimony will be taken by a court reporter.

PUBLIC INPUT WILL BE HEARD AND RECORDED

You may give verbal testimony either before the audience or in private to a court reporter. The entire proceedings will be recorded. Written comments for inclusion in the public record may also be submitted until December 15, 2007. The Authority will carefully consider any concerns or preferences expressed by the public.



ALTERNATES BEING STUDIED FOR I-95 SECTION 200

No-Build

The No-Build Alternate retains the same number of lanes along I-95 that exist today. The existing interchanges will remain the same. Routine maintenance and safety upgrades will be done as needed.

Typical Roadway Section – New Forge Road to MD 24



Typical Roadway Section – MD 24 to MD 22



General Purpose Lanes

General Purpose Lanes (GPLs) are like the travel lanes on I-95 today. Under this alternate, additional GPLs would be added to provide the following:

- Six (6) GPLs per direction from north of MD 43 to MD 24 (Currently four lanes each way)
- Five (5) GPLs per direction between MD 24 and MD 543 (Currently three lanes each way)
- Four (4) GPLs from MD 543 to the project limits north of MD 22 (Currently three lanes each way)

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

Two Express Toll Lanes (ETLs)SM would be added per direction, from New Forge Road to MD 543. The existing number of lanes would be maintained in both directions as GPLs to MD 543. Four (4) GPLs per direction would be provided from MD 543 to the project limits north of MD 22. Drivers would have the option of paying a toll to drive in the relatively congestion-free ETLs or driving in the GPLs as they do today. Tolls would be collected electronically at highway speeds by *E-ZPass*[®], with the toll varying based on time of day and traffic conditions. Toll rates would be adjusted periodically with higher rates during peak periods.

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



INTERCHANGE IMPROVEMENTS UNDER CONSIDERATION

Under both build alternates, the interchanges will be modified to accommodate the mainline improvements on I-95 and to provide capacity for future traffic demand while operating in a safe and efficient manner for drivers, pedestrians, and cyclists. Interchange options can be viewed in detail at the hearing. The key features of both the GPL and ETL interchange options are:

I-95/MD 152 INTERCHANGE

GPL OPTION 1, ETL OPTION 1A: DIAMOND

These options consist of a diamond interchange similar to the existing interchange. Diagonal ramps would lead to and from MD 152. These options incorporate cul-de-sacs to eliminate direct access from Old Mountain Road into the interchange ramp area. The ETL interchange option includes median ETL ramp access to MD 152.

GPL OPTION 4, ETL OPTION 4A: PARTIAL CLOVERLEAF

These options consist of a diamond interchange with a single loop ramp from northbound I-95 to northbound MD 152, and diagonal ramps to and from MD 152 for the other movements. These options incorporate cul-de-sacs to eliminate direct access from Old Mountain Road into the interchange ramp area. The ETL interchange option includes median ETL ramp access to MD 152.

I-95/MD 24 INTERCHANGE

GPL OPTION 2, ETL OPTION 2: MD 24/MD 924 FLYOVER RAMP

These options consist of a combination partial cloverleaf/directional configuration, with a single loop in the southwest quadrant from I-95 southbound to MD 24, and a directional flyover ramp from I-95 northbound to MD 24 northbound/MD 924/Tollgate Road. Diagonal ramps would be used for other movements. The ETL interchange option includes median ETL ramp access to MD 24.

I-95/MD 543 INTERCHANGE

GPL OPTION 1: DIAMOND

This option consists of a diamond interchange similar to the existing interchange. Diagonal ramps would lead to and from MD 543. To improve the weaving conditions along MD 543, the I-95 northbound ramps would be realigned to increase the separation between the interchange and MD 7.

GPL OPTION 7, ETL OPTION 7A: PARTIAL CLOVERLEAF

These options include a diamond interchange with a single loop ramp from westbound MD 543 to southbound I-95 and diagonal ramps to and from MD 543 for the other movements. The ETL interchange option includes median ETL ramp access to MD 543. The ETLs would terminate at this interchange, motorist in ETLs will be able to access MD 543 or continue on northbound I-95.

I-95/MD 22 INTERCHANGE

GPL/ETL OPTION 1: PARTIAL CLOVERLEAF

This option would maintain the existing partial cloverleaf configuration with no modifications. The existing interchange has loop ramps in the northwest and southeast quadrants. Since the ETLs would terminate at MD 543, there is only a single GPL option at this interchange.

PURPOSE AND NEED

The purpose of the Section 200 Project Planning Study is to address capacity and safety needs on I-95 from north of MD 43 to north of MD 22. The goal is to improve access, mobility and safety for local, regional and interstate traffic, including passenger, freight, and transit vehicles.



PROJECT PLANNING SCHEDULE

- ✓ Fall 2005 Initial Project Planning
- ✓ June 22, 2006 Public Workshop
- ✓ Spring 2007 Environmental Technical Reports
- ✓ Spring 2007 Developed Alternates Retained for Detailed Study
- ✓ June 26, 2007 I-95 Open House
- ✓ Fall 2007 November 14, 2007 Public Hearing
- Fall 2008 Select Alternates and Complete Environmental Process