

EXISTING INTERCHANGES ARE BEING EVALUATED

As part of the I-95 Section 200 project planning study, the Authority will be evaluating existing interchanges to determine what improvements are needed so they can accommodate the proposed I-95 alternates. The interchanges will be modified to provide capacity for future traffic demand while operating in a safe and effective manner for drivers, pedestrians, and cyclists. The preliminary interchange options, which were presented at the June 2006 workshop, can be seen on the I-95 Section 200 website www.mdtransportationauthority.com.



We want to hear from you!

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 concerns, questions or ideas. For project information or questions:

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SECTION 200

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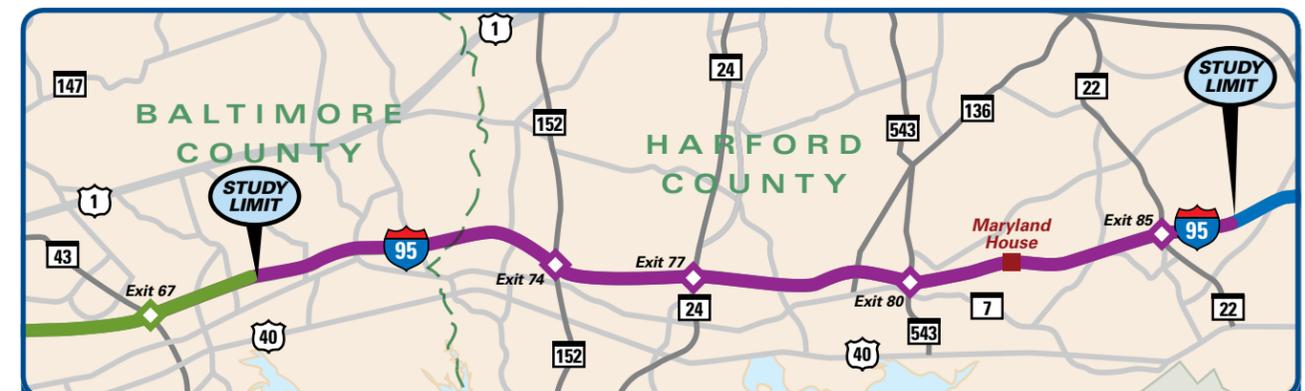
January 2007

JUNE PUBLIC WORKSHOP DRAWS A CROWD



Over 100 citizens attended the June 22 Public Workshop at Old Post Road Elementary School in Abingdon. At the workshop, the Authority presented three conceptual alternates: No Build, General Purpose Lanes, and Express Toll LanesSM (for easing traffic congestion and improving motorist safety along Section 200 of I-95). In addition, interchange options for each alternate were presented for MD 152, MD 24, MD 543 and MD 22.

The Maryland Transportation Authority thanks all the citizens and Focus Group members (see story below) who took the time to participate and make this workshop a success.



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.

FOCUS GROUP PROVIDES VALUABLE INPUT

The Section 200 Focus Group broadly represents community and civic groups, business interests, emergency services, users of I-95, property owners along I-95 and local government or elected officials. Throughout the planning process, the Focus Group provides the planning team with feedback on the improvement alternates and environmental review activities. The group met on April 5 and May 24, 2006, and will meet again in spring 2007.



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PROJECT PLANNING SCHEDULE

✓ November 15, 2005
Agency Scoping Meeting

✓ June 22, 2006
Public Workshop

■ Spring 2007
Final Technical Reports

■ Spring 2007
Alternates Retained for Detailed Study

■ Fall 2007
Draft Environmental Document

■ Fall 2007
Public Hearing

■ Spring 2008
Final Environmental Document

■ Summer 2008
Draft Decision Document

■ Fall 2008
Final Decision Document

REVIEW OF ENVIRONMENTAL RESOURCES UNDERWAY

As part of the National Environmental Policy Act (NEPA), the project planning team is currently conducting environmental reviews to inventory the existing environmental resources within the Section 200 study area. The results from the inventories will be documented in technical reports. The technical reports will determine and analyze the environmental impacts for each of the proposed alternates and interchange options.

The impact analysis will assist the Authority in making a determination on which alternates and interchange options have the least impact on the environment. The project planning team will be preparing the following environmental technical reports:

- Socioeconomic
- Natural Environmental Resources
- Archaeology
- Historic Structures
- Hazardous Wastes
- Air Quality
- Noise

PROJECT PLANNING TEAM IS LOOKING AT NOISE IMPACTS

With a transportation improvement like Section 200, the Authority looks at noise impacts and considers noise abatements for existing properties along the road if future noise levels are expected to approach or exceed 67 decibels or will increase more than 10 decibels. The Authority uses the Federal Highway Administration's (FHWA) noise policies and criteria as the basis for its noise guidelines.



The project planning team used a sound meter to take decibel readings at each Noise Sensitive Area (NSA). The decibel readings will be analyzed and noise abatement determinations made for each NSA.

The Section 200 project planning team is looking at how noise levels from the project might impact surrounding neighborhoods. They will do this using the following process:

1. Identify areas within the project that could be impacted by increased noise levels - homes, parks, churches, hospitals, schools, and businesses.
2. Determine current noise levels by taking measurements at different locations to determine when levels are the highest. This information, along with the number of vehicles and the speed they travel, is entered into a traffic-noise computer model.
3. Using the traffic-noise model estimate future noise levels and areas of impact for each alternate that is being considered.
4. Decide if noise abatements are reasonable and feasible for areas impacted. The cost of the abatements must not exceed \$50,000 per benefited residence and must have the support of the residents.

A final Noise Technical Report will be completed in spring 2007.

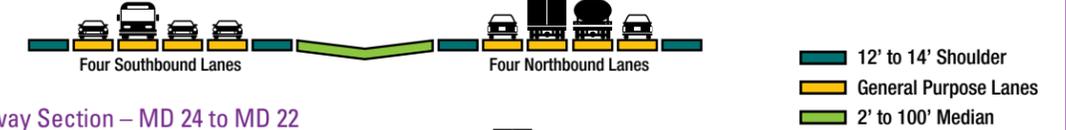
OPTIONS BEING STUDIED FOR I-95 SECTION 200

From North of MD 43 to North of MD 22.

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 GPLs per direction from north of MD 43 to MD 24 (Currently there are four lanes)
- Five GPLs per direction between MD 24 and MD 543 (Currently there are three)
- Four GPLs from MD 543 to the project limits north of MD 22 (Currently there are three lanes)

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



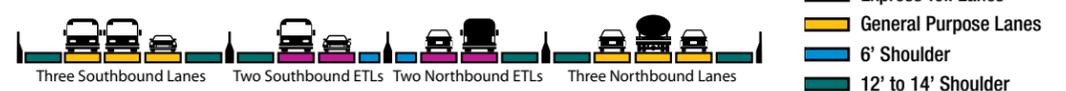
Express Toll Lanes

Two Express Toll Lanes (ETLs)SM would be added per direction, from New Forge Road to MD 543. GPLs would be maintained in both directions. 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-ZPassSM, 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

