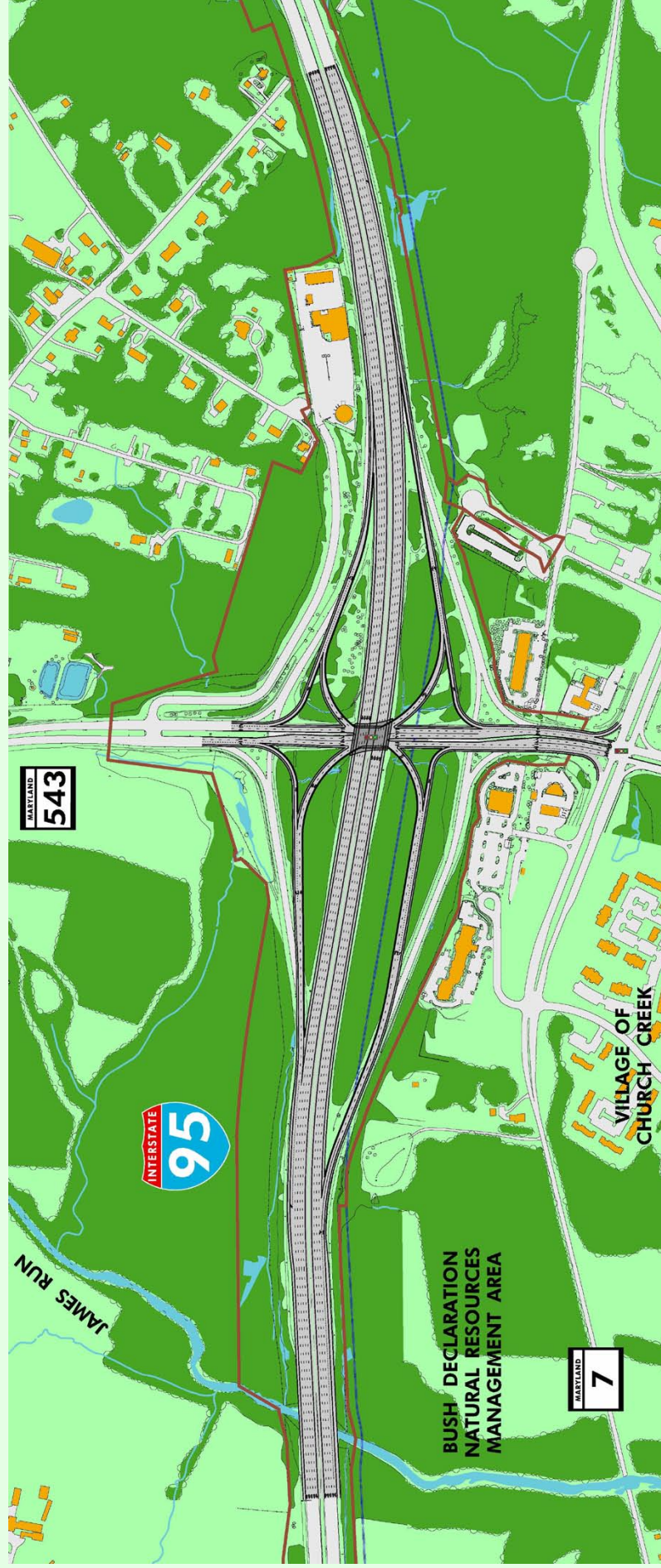
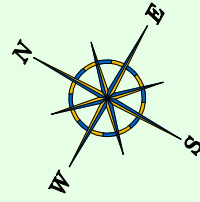


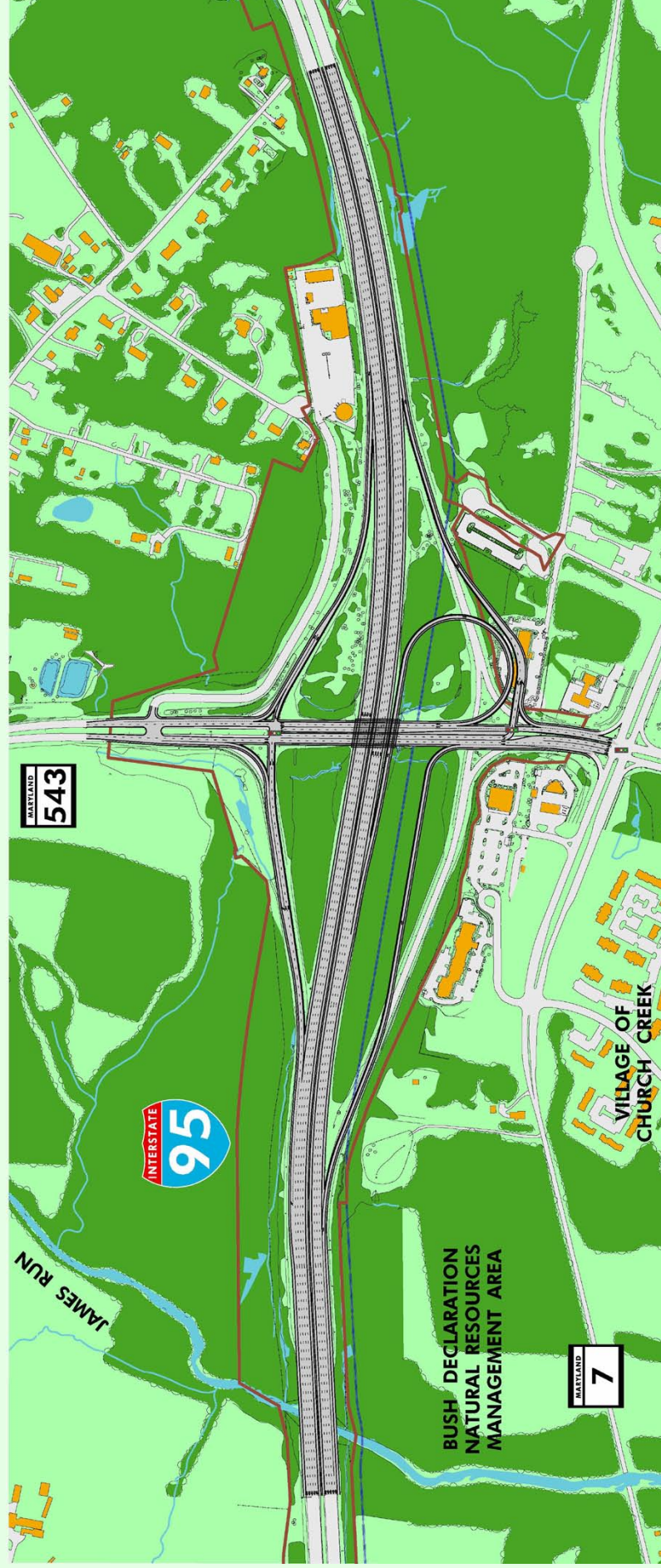
- GENERAL PURPOSE LANES
- PROPOSED BRIDGE / OVERPASS
- EXISTING 108-INCH WATER MAIN
- TRAFFIC FLOW
- TRAFFIC SIGNALS
- APPROXIMATE RIGHT-OF-WAY LINE



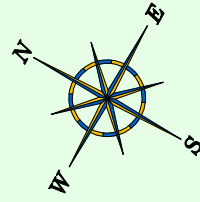
**FIGURE 15 - GENERAL PURPOSE LANE - I-95 AT MD 543 INTERCHANGE
OPTION 3: SINGLE POINT URBAN DIAMOND**



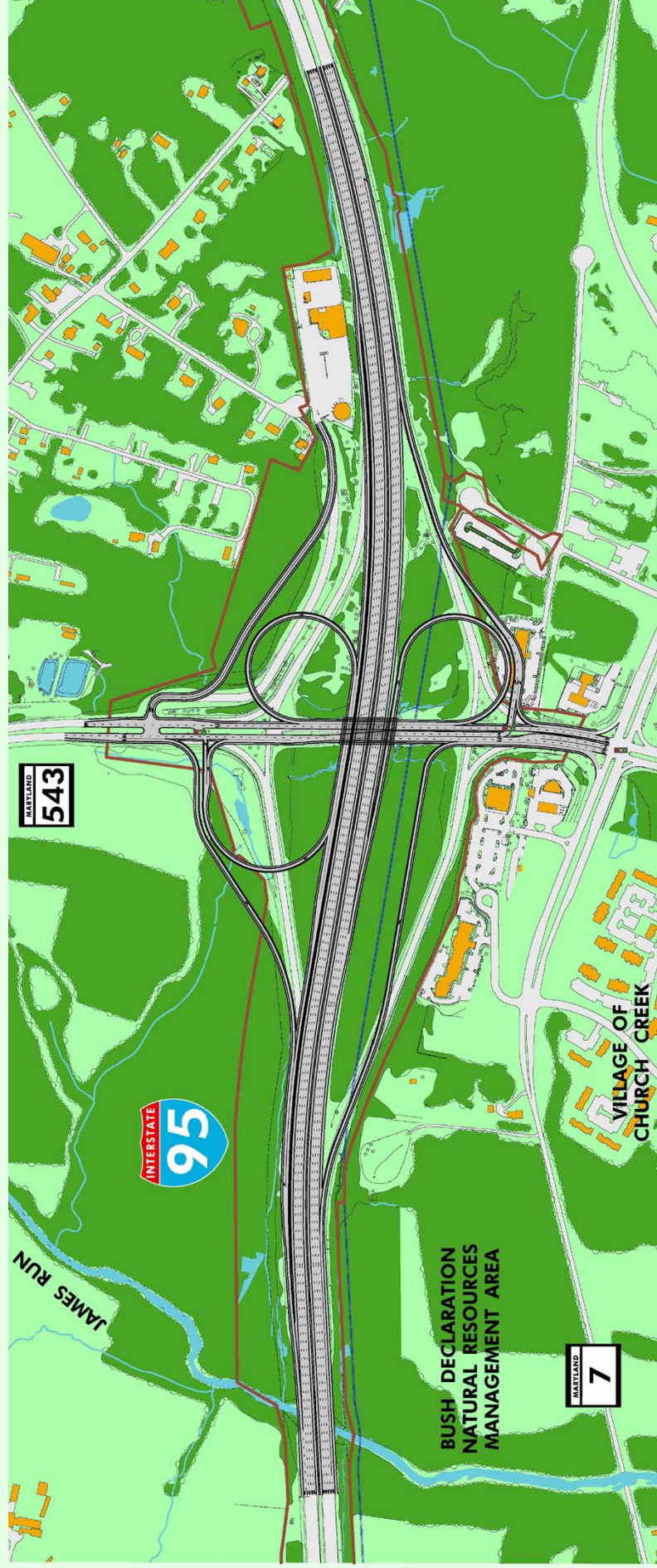
- GENERAL PURPOSE LANES
- PROPOSED BRIDGE / OVERPASS
- EXISTING 108-INCH WATER MAIN
- TRAFFIC FLOW
- TRAFFIC SIGNALS
- APPROXIMATE RIGHT-OF-WAY LINE



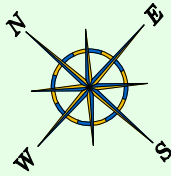
**FIGURE 16 - GENERAL PURPOSE LANE - I-95 AT MD 543 INTERCHANGE
OPTION 4: PARTIAL CLOVERLEAF - SINGLE LOOP**



- GENERAL PURPOSE LANES
- PROPOSED BRIDGE / OVERPASS
- EXISTING 108-INCH WATER MAIN
- TRAFFIC FLOW
- TRAFFIC SIGNALS
- APPROXIMATE RIGHT-OF-WAY LINE



**FIGURE 17 - GENERAL PURPOSE LANE - I-95 AT MD 543 INTERCHANGE
OPTION 5: PARTIAL CLOVERLEAF - TRIPLE LOOP WITH CD ROADS**



- GENERAL PURPOSE LANES
- PROPOSED BRIDGE / OVERPASS
- EXISTING 108-INCH WATER MAIN
- TRAFFIC FLOW
- TRAFFIC SIGNALS
- APPROXIMATE RIGHT-OF-WAY LINE



**FIGURE 18 - GENERAL PURPOSE LANE - I-95 AT MD 22 INTERCHANGE
OPTION 1: PARTIAL CLOVERLEAF - DOUBLE LOOP WITH MODIFICATIONS CD ROADS**

D. Express Toll Lanes Alternate

1. Mainline

A combination of General Purpose Lanes (GPLs) and Express Toll Lanes (ETLs) would be added to I-95 to accommodate the projected increase in traffic. Under this alternate, I-95 in each direction would have:

- Two ETLs and four GPLs from north of MD 43 (where Section 100 ends) to north of MD 543.
- Four GPLs from MD 543 to project limits north of MD 22.

I-95 from New Forge Road to MD 543



I-95 from MD 543 to MD 22



Figure 19 – Preliminary Express Toll Lane Alternate - Typical Roadway Section

2. Express Toll Lane Interchange Options

a. I-95/MD 152 Interchange

Figure 20 - Option 1A: Diamond with ETL Median Access Ramps

Figure 21 - Option 1B: Diamond with ETL Flyover Access Ramps

Figure 22 - Option 2: Tight Diamond with ETL Flyover Access Ramps

Figure 23 - Option 3: Single Point Urban Diamond with ETL Flyover Access Ramps

Figure 24 - Option 4A: Partial Cloverleaf – Single Loop with ETL Median Access Ramps

Figure 25 - Option 4B: Partial Cloverleaf – Single Loop with ETL Flyover Access Ramps

Figure 26 - Option 5A: Partial Cloverleaf – Double Loop with ETL Median Access Ramps

Figure 27 - Option 5B: Partial Cloverleaf – Double Loop with ETL Flyover Access Ramps

b. I-95/MD 24 Interchange

Figure 28 - Option 1: Partial Cloverleaf – Double Loop with ETL Flyover Access Ramps

c. I-95/MD 543 Interchange

Figure 29 - Option 1A: Diamond with ETL Median Access Ramps

Figure 30 - Option 1B: Diamond with ETL Flyover Access Ramps

Figure 31 - Option 2: Tight Diamond with ETL Flyover Access Ramps

Figure 32 - Option 3: Single Point Urban Diamond with ETL Flyover Access Ramps

Figure 33 - Option 4A: Partial Cloverleaf – Single Loop with ETL Median Access Ramps

Figure 34 - Option 4B: Partial Cloverleaf – Single Loop with ETL Flyover Access Ramps

Figure 35 - Option 5A: Partial Cloverleaf – Triple Loop with ETL Median Access Ramps

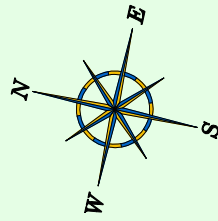
Figure 36 - Option 5B: Partial Cloverleaf – Triple Loop with ETL Flyover Access Ramps

Figure 37 - Option 6A: Partial Cloverleaf – Double Loop with
ETL Median Access Ramps

Figure 38 - Option 6B: Partial Cloverleaf – Double Loop
with ETL Flyover Access Ramps

d. I-95/MD 22 Interchange

Figure 18 - Option 1: Partial Cloverleaf – Double Loop with
Modifications to CD roads



- GENERAL PURPOSE LANES
- EXPRESS TOLL LANES
- PROPOSED BRIDGE / OVERPASS
- EXISTING 108-INCH WATER MAIN
- TRAFFIC FLOW
- TRAFFIC SIGNALS
- APPROXIMATE RIGHT-OF-WAY LINE

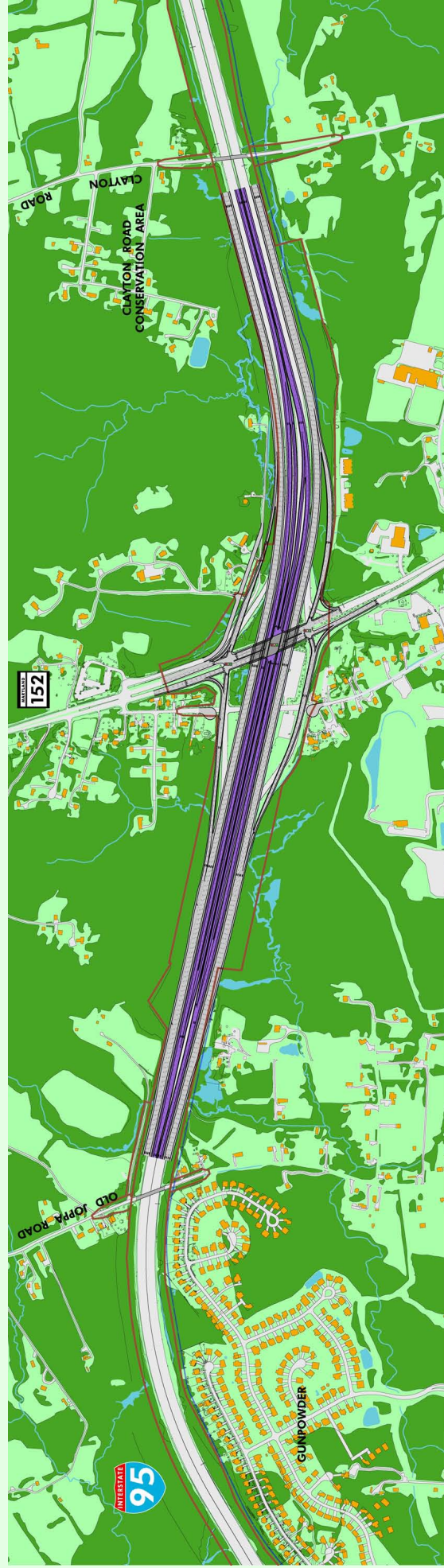
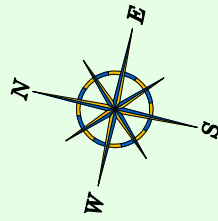


FIGURE 20 - EXPRESS TOLL LANE - MD 152 INTERCHANGE
OPTION 1A: DIAMOND WITH ETL MEDIAN ACCESS RAMPS



- GENERAL PURPOSE LANES
- EXPRESS TOLL LANES
- PROPOSED BRIDGE / OVERPASS
- EXISTING 108-INCH WATER MAIN
- TRAFFIC FLOW
- TRAFFIC SIGNALS
- APPROXIMATE RIGHT-OF-WAY LINE

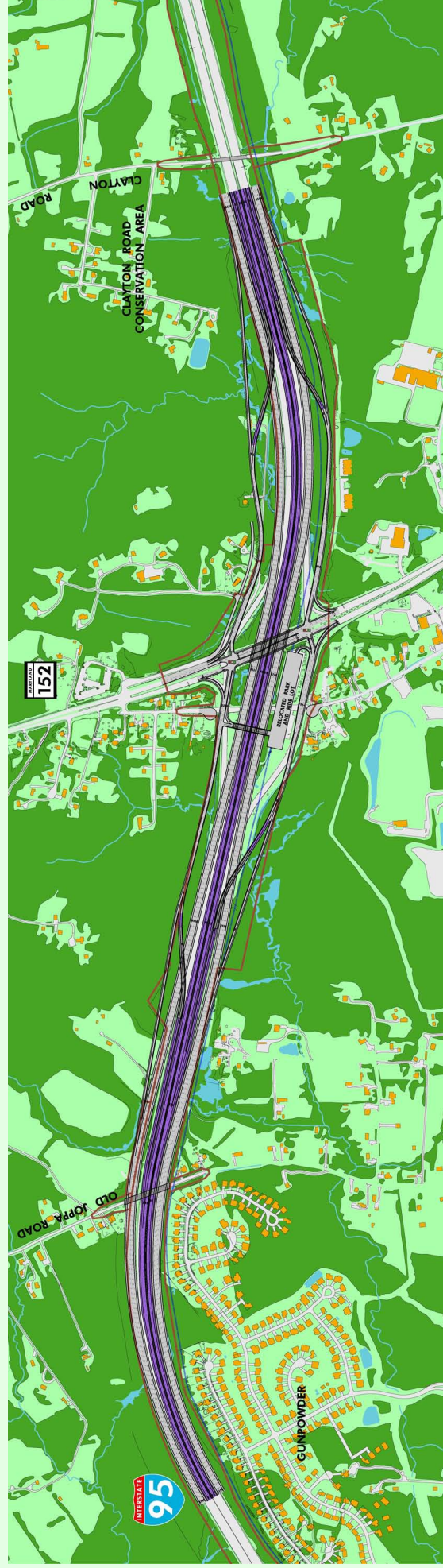
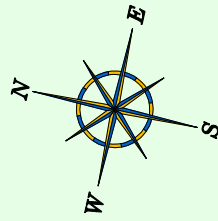
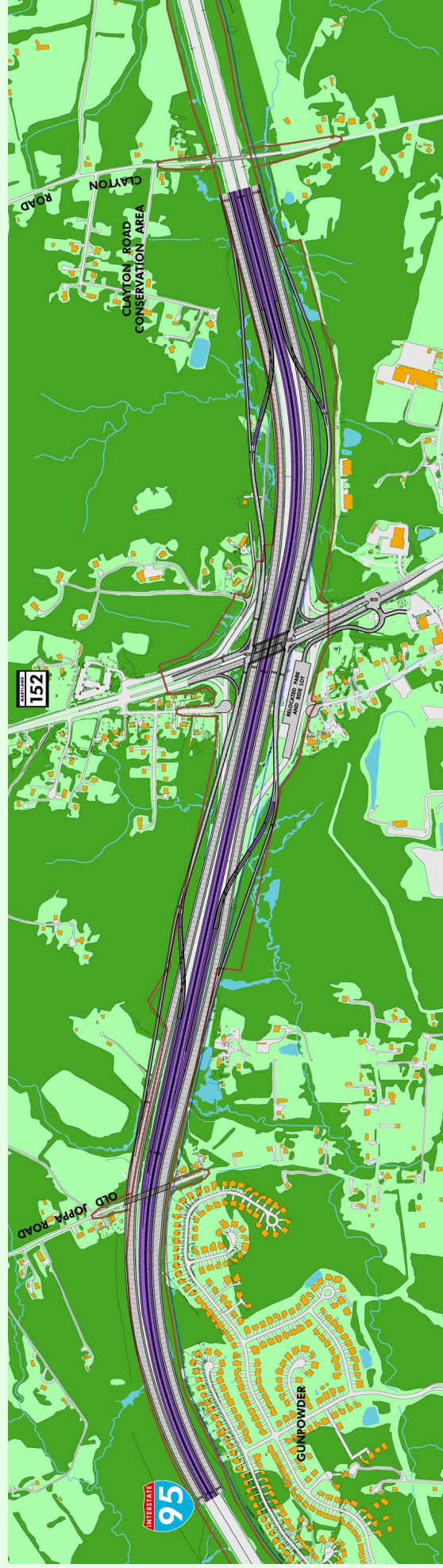


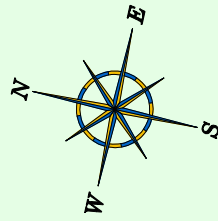
FIGURE 21 - EXPRESS TOLL LANE - MD 152 INTERCHANGE
OPTION 1B: DIAMOND WITH ETL FLYOVER ACCESS RAMPS



- GENERAL PURPOSE LANES
- EXPRESS TOLL LANES
- PROPOSED BRIDGE / OVERPASS
- EXISTING 108-INCH WATER MAIN
- TRAFFIC FLOW
- TRAFFIC SIGNALS
- APPROXIMATE RIGHT-OF-WAY LINE



**FIGURE 22 - EXPRESS TOLL LANE - MD 152 INTERCHANGE
OPTION 2: TIGHT DIAMOND WITH ETL FLYOVER ACCESS RAMPS**



- GENERAL PURPOSE LANES
- EXPRESS TOLL LANES
- PROPOSED BRIDGE / OVERPASS
- EXISTING 108-INCH WATER MAIN
- TRAFFIC FLOW
- TRAFFIC SIGNALS
- APPROXIMATE RIGHT-OF-WAY LINE

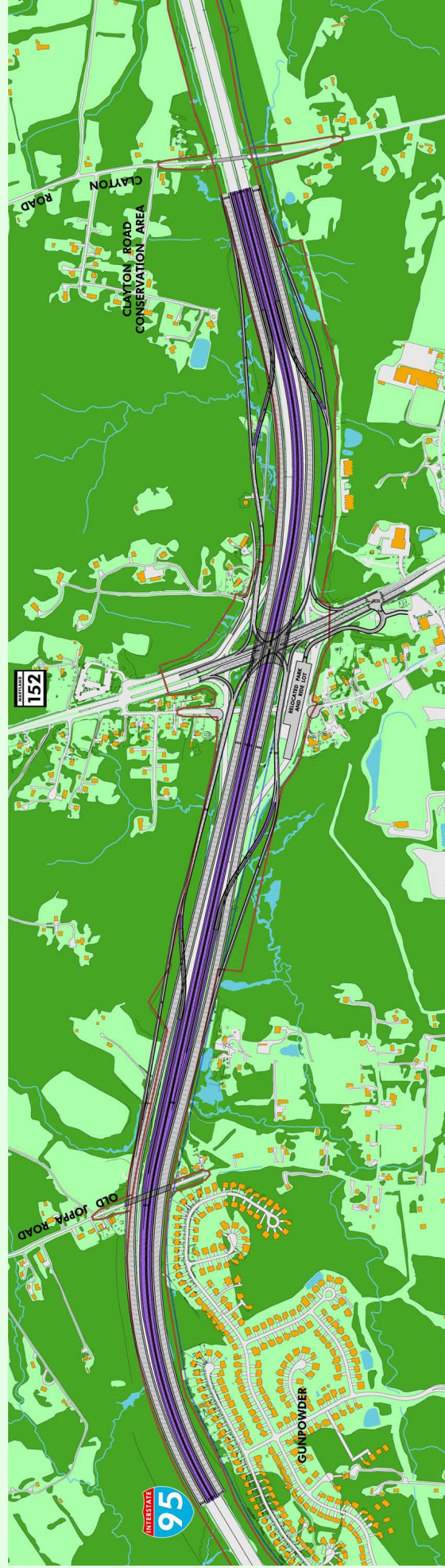
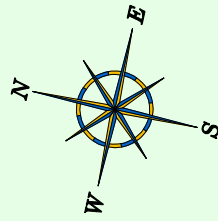
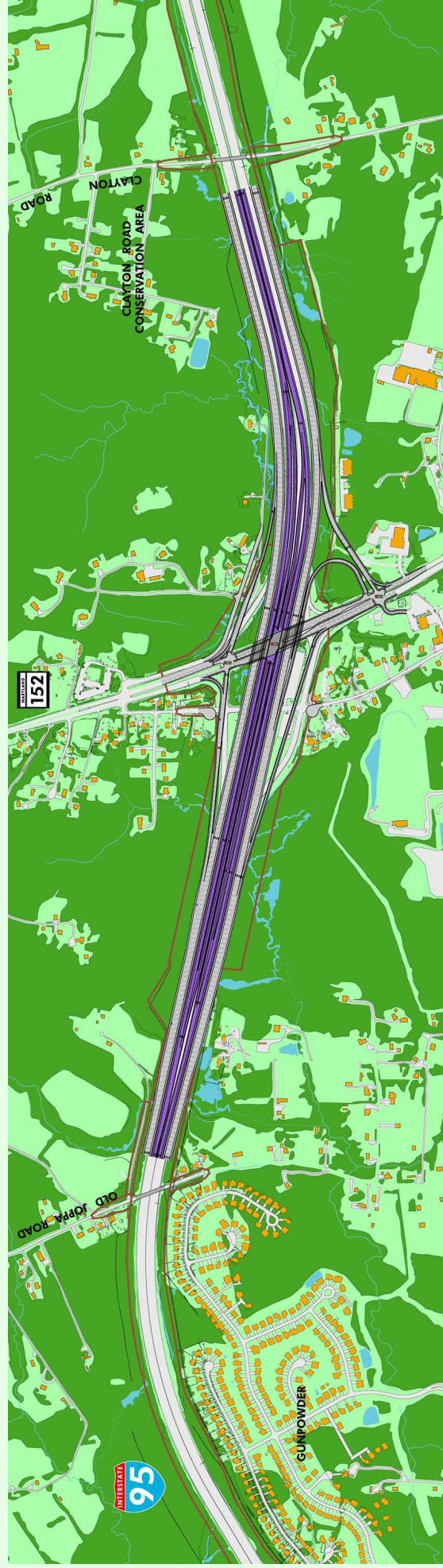


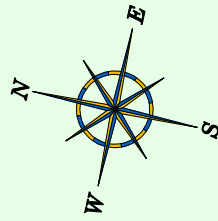
FIGURE 23 - EXPRESS TOLL LANE - MD 152 INTERCHANGE
OPTION 3: SINGLE POINT URBAN DIAMOND WITH ETL FLYOVER ACCESS RAMPS



- GENERAL PURPOSE LANES
- EXPRESS TOLL LANES
- PROPOSED BRIDGE / OVERPASS
- EXISTING 108-INCH WATER MAIN
- TRAFFIC FLOW
- TRAFFIC SIGNALS
- APPROXIMATE RIGHT-OF-WAY LINE



**FIGURE 24 - EXPRESS TOLL LANE - MD 152 INTERCHANGE
OPTION 4A: PARTIAL CLOVERLEAF - SINGLE LOOP WITH ETL MEDIAN ACCESS RAMPS**



- GENERAL PURPOSE LANES
- EXPRESS TOLL LANES
- PROPOSED BRIDGE / OVERPASS
- EXISTING 108-INCH WATER MAIN
- TRAFFIC FLOW
- TRAFFIC SIGNALS
- APPROXIMATE RIGHT-OF-WAY LINE

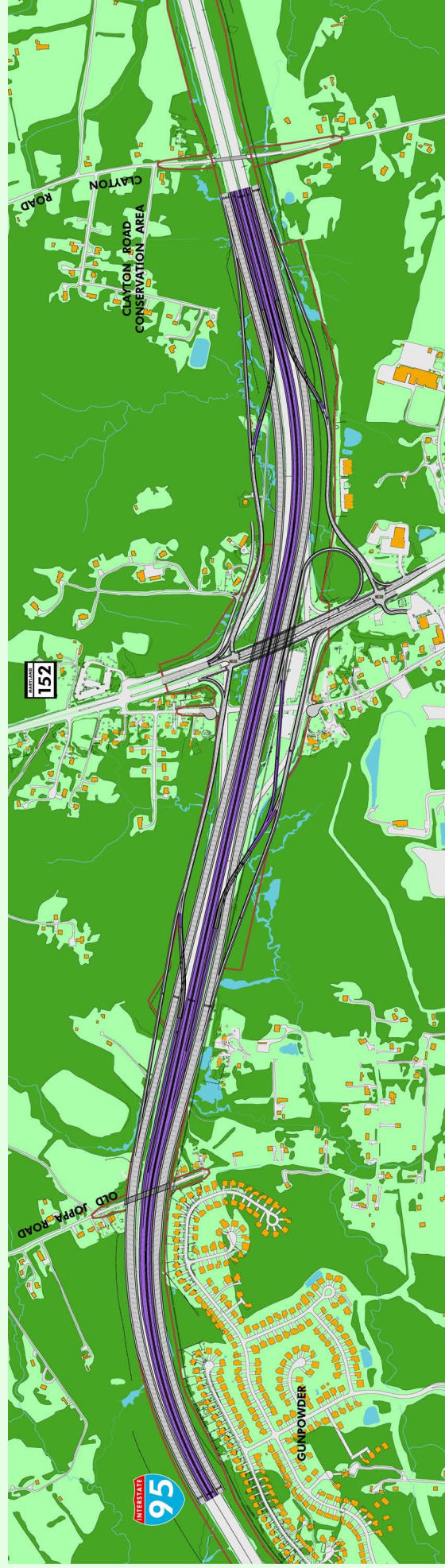
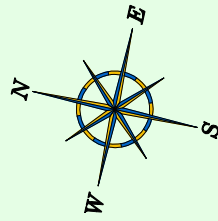


FIGURE 25 - EXPRESS TOLL LANE - MD 152 INTERCHANGE
 OPTION 4B: PARTIAL CLOVERLEAF - SINGLE LOOP WITH ETL FLYOVER ACCESS RAMPS



- GENERAL PURPOSE LANES
- EXPRESS TOLL LANES
- PROPOSED BRIDGE / OVERPASS
- EXISTING 108-INCH WATER MAIN
- TRAFFIC FLOW
- TRAFFIC SIGNALS
- APPROXIMATE RIGHT-OF-WAY LINE

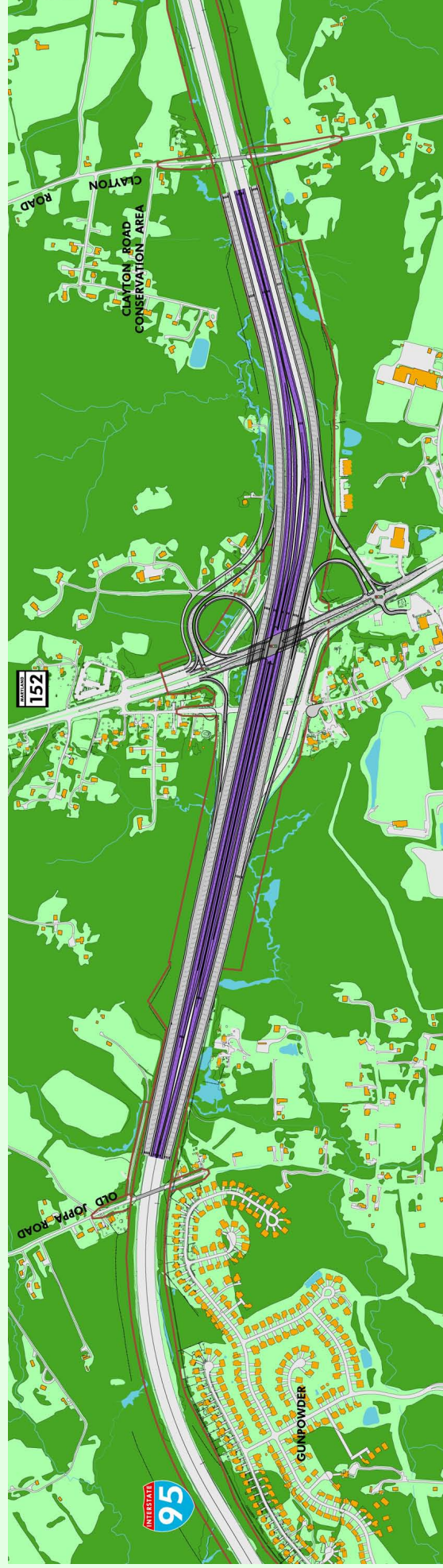
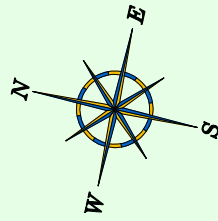


FIGURE 26 - EXPRESS TOLL LANE - MD 152 INTERCHANGE
OPTION 5A: PARTIAL CLOVERLEAF - DOUBLE LOOP WITH ETL MEDIAN ACCESS RAMPS



- GENERAL PURPOSE LANES
- EXPRESS TOLL LANES
- PROPOSED BRIDGE / OVERPASS
- EXISTING 108-INCH WATER MAIN
- TRAFFIC FLOW
- TRAFFIC SIGNALS
- APPROXIMATE RIGHT-OF-WAY LINE

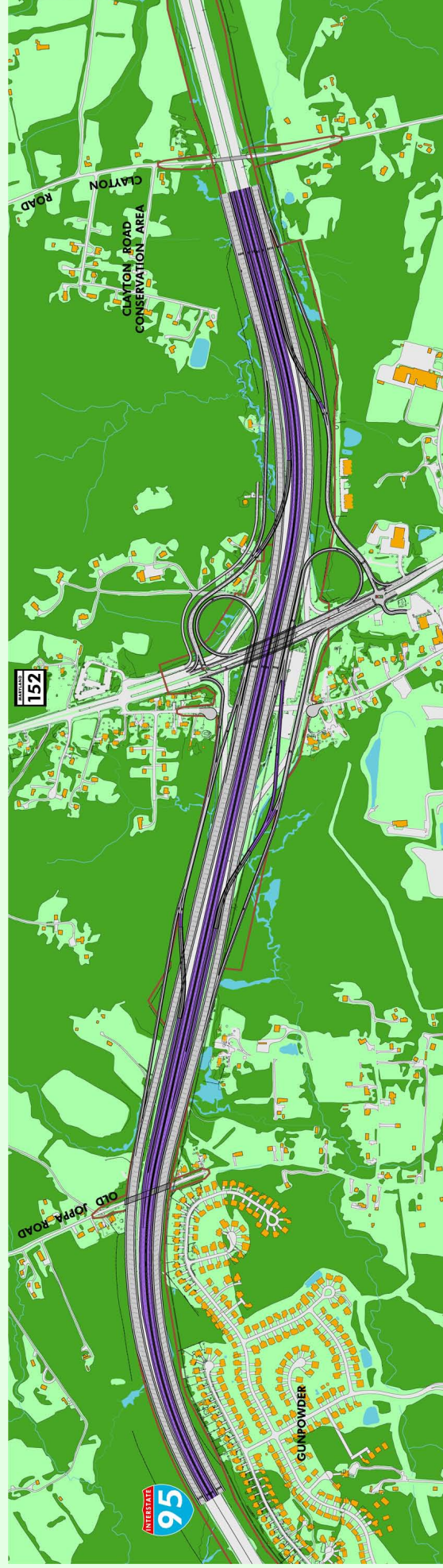
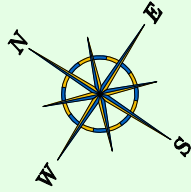
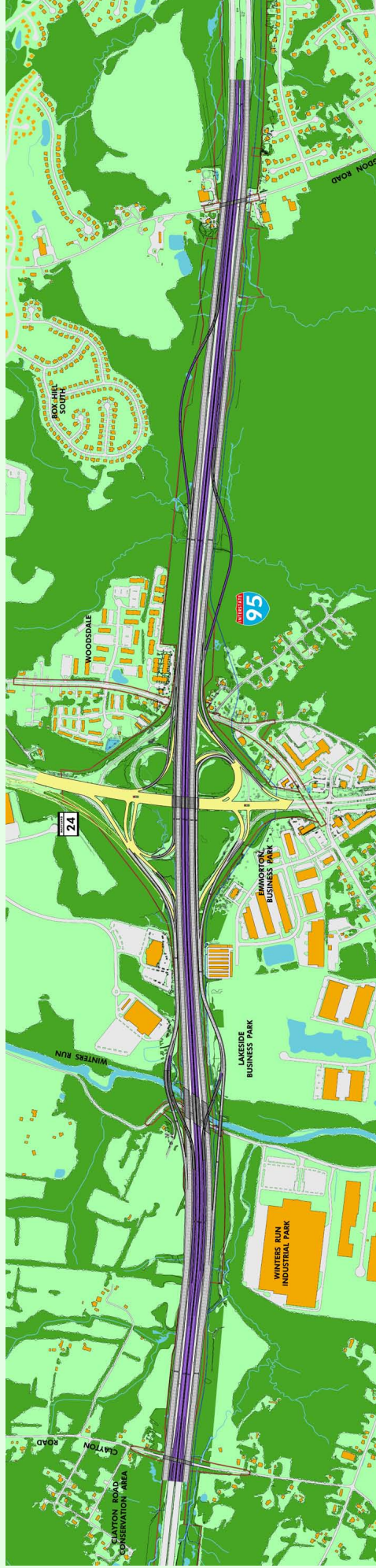


FIGURE 27 - EXPRESS TOLL LANE - MD 152 INTERCHANGE
OPTION 5B: PARTIAL CLOVERLEAF - DOUBLE LOOP WITH ETL FLYOVER ACCESS RAMPS



- GENERAL PURPOSE LANES
- EXPRESS TOLL LANES
- PHASE 1 MD 24 / MD 924 IMPROVEMENTS
- PHASE 2 MD 24 / MD 924 IMPROVEMENTS
- EXISTING 108-INCH WATER MAIN
- TRAFFIC FLOW
- TRAFFIC SIGNALS
- APPROXIMATE RIGHT-OF-WAY LINE



**FIGURE 28 - EXPRESS TOLL LANE - MD 24 INTERCHANGE
OPTION 1: PARTIAL CLOVERLEAF - DOUBLE LOOP WITH ETL FLYOVER ACCESS RAMPS**