



Maryland Transportation Authority

Wes Moore, Governor
Aruna Miller, Lt. Governor
Paul J. Wiedefeld, Chairman

Board Members:

Dontae Carroll	Cynthia D. Penny-Ardinger
William H. Cox, Jr.	Jeffrey S. Rosen
W. Lee Gaines, Jr.	Samuel D. Snead, MCP, MA
Mario J. Gangemi, P.E.	John F. von Paris

Bruce Gartner, Executive Director

June 25, 2024

Ms. Jennifer Bird
Maryland Department of the Environment
Nontidal Wetlands and Waterways Division
c/o KCI Technologies, Inc.
936 Ridgebrook Road
Sparks Glencoe, Maryland 21152

SUBJECT: KH-3043-0000 I-95 ETL NB MD 152 Park and Ride Facility Relocation, Final Review (90%) Design Avoidance and Minimization Memo

The Maryland Transportation Authority (MDTA) is submitting impact plates for the Final Review (90%) design phase for the I-95 Express Toll Lanes Northbound Extension MD 152 Park and Ride Relocation contract KH-3043-0000. The Park and Ride relocation is necessitated by the KH-3019 interchange design which eliminates the previous Park and Ride location. MDTA proposes to relocate the Park and Ride to a site adjacent to Old Mountain Road. The design has been updated since the concept level due to safety concerns identified by the Maryland Transit Administration (MTA) associated with accommodating bus service. The Park and Ride layout has been revised to include a bus turnaround that is separate from the proposed 214 parking spaces.

Several avoidance and minimization measures were incorporated into the final review design.

- The project site is bounded by the I-95 roundabout to the north, wetlands and WUS E-11 to the south, wetlands to the west and Old Mountain Road to the east.
- The proposed park and ride facility has been proposed directly adjacent to the I-95 exit ramp and I-95 roundabout. By positioning the P&R as far north as possible, the use of available open space has been maximized, minimizing the impacts to sensitive environmental features.
- To minimize the stormwater management footprint, the green spaces within the Park and Ride have been utilized to provide microbioretentions, wherever possible. Additionally, the Park and Ride grading has been kept close to the proposed roundabout and adjacent Old Mountain Road cul-de-sac.
- The Park and Ride relocation is proposing six stormwater management facilities to address water quality and quantity requirements. Four of the six facilities have been located outside of existing wetlands and the sizes of these facilities have been maximized within the site parameters. As a result of limited open space, two SWM facilities have been proposed within existing wetlands. The first facility is proposed within the southwestern quadrant to help satisfy SWM quantity and quality requirements. This facility has been located to avoid impacts to WUS E-11 that borders the project to the south. The second facility has been

located within the cul-de-sac of the bus turnaround to maximize the available proposed green space. To avoid thermal impacts to the downstream Use III stream, all proposed SWM facilities are filter practices with no permanent wet pools or extended storage.

- To minimize impacts of the overall fill embankment grading for the P&R, the proposed grading mimics the existing conditions as much as possible, with the pavement area draining to the western edge to a natural low point. Additionally, 2:1 slopes were utilized wherever possible to limit grading impacts.
- An unstable stream (WUS E-11) runs along the southern boundary of the project. While MDTA had considered restoring this stream, the consulting stream restoration engineer advised against it due to the unstable nature of the soils in the area. As a result, the proposed improvements were designed to provide as much buffer from the stream as possible. Impacts to WUS E-11 have been avoided.
- A submerged gravel wetland is proposed in the southwest corner of the Park and Ride and has been designed to avoid impacts to WUS E-11. However, the proposed grading for the submerged gravel wetland impacts WUS E-12. In addition to the submerged gravel wetland a toe ditch along the park and ride embankment has been graded to discharge into WUS E-12. WUS E-12 will be stabilized to receive the toe ditch flows.
- Impacts to the southern portion of WET E-11 are considered a complete take as the source of hydrology from the east has been directed to the embankment toe ditch and discharges into WUS E-12. The reduced hydrology to WET E-11 and adjacent WUS E-11 may limit future erosion in WUS E-11.
- WUS A-17 Relocated from KH-3019 will be impacted under this contract due to construction of an outfall from a SWM feature that will tie into this stream. Although the impacts from the two contracts overlap, the impacts from KH-3019 were considered permanent but self-mitigating while the KH-3043 impacts will require mitigation. Therefore, impacts to the relocated area of stream, referred to as Relocated WUS A-18, have been added to the impact tables and plates to track this impact separately. Additionally, a portion of WUS A-17 temporarily impacted under KH-3019 will be piped as part of the Park and Ride construction.
- Revisions to erosion and sediment control design have resulted in slight increases to impacts to WET E-11 PFO, WET A-16 PFO, and their buffers.

Below is a summary of design-related impact changes since the previous milestone:

- Impacts to WUS E-11 have been avoided and impacts to WUS E-12 have been reduced.
- Impacts to WET E-11 PFO and its buffer have increased.
- Impacts to WET A-16 PFO and its buffer have increased.

Ms. Jennifer Bird

June 25, 2024

Page 3

The design team will continue to evaluate and implement additional avoidance and minimization measures as the project progresses to the final design phase. Should you have any questions or need additional information, please do not hesitate to contact me at (410) 537-8200 or bwolfe3@mdta.state.md.us or Erin Markel at (410) 459-3959 or emarkel@jmt.com.

Sincerely,

A handwritten signature in blue ink that reads "Brian Wolfe for".

Brian Wolfe, P.E.

Director of Project Development

cc: David Greenwood, P.E., Project Manager, WMO, MDTA
Erin Markel, PWS, Natural & Cultural Resources, JMT
Michael Rothenheber, P.E., Project Manager, JMT
Eric Gonitzke, P.E., Project Manager, Jacobs
Matt Hynson, USACE
Leyla Lange, JMT