



MDTA Project Team

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- Maryland Transportation Authority (MDTA) is responsible for constructing, managing, operating, and improving toll facilities in Maryland.
- All MDTA projects and services are funded through toll dollars.



Discussion Overview

- I-95 ETL Northbound Extension Program Phase II Overview
- Design Changes that Impact Phase II Permit
- Changes to Impacts and Mitigation Need





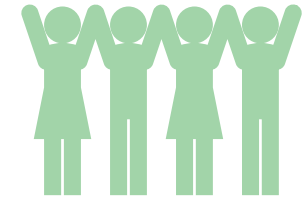
Purpose and Need



Provide congestion relief
and reduce travel times



Improve safety for users



Improve quality of life



I-95 EXPRESS TOLL LANES (ETL) NORTHBOUND EXTENSION



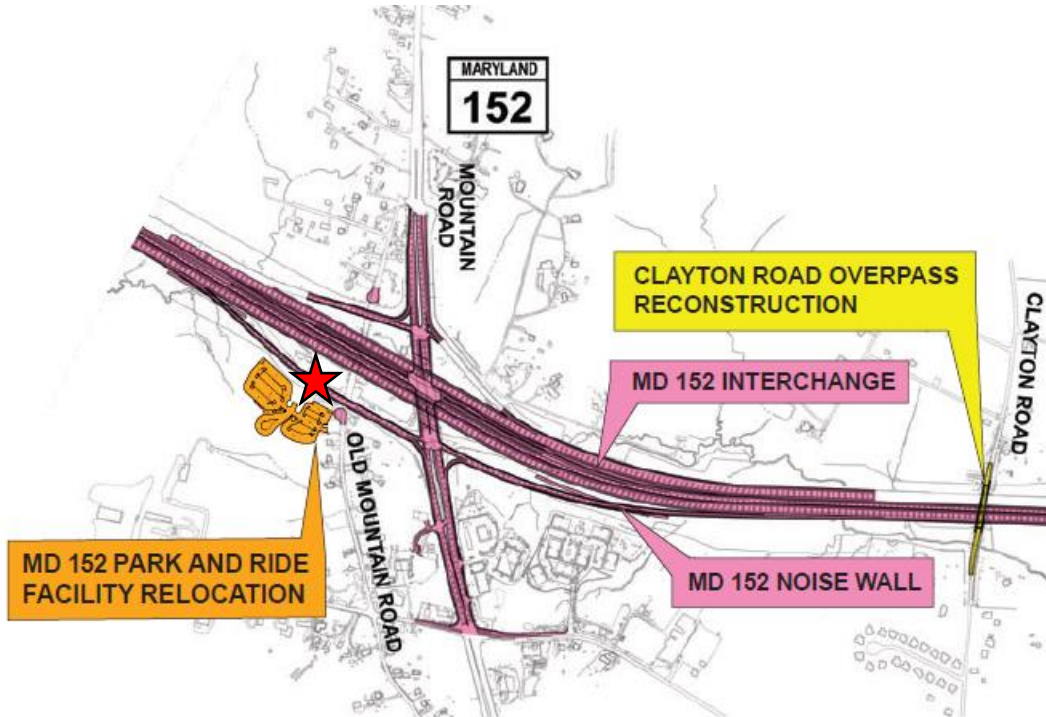
IMPLEMENTATION SEQUENCE		
CONTRACT		ANTICIPATED CONSTRUCTION SCHEDULE
PHASE II		
KH-3023	MD 24/MD 924 PARK AND RIDE	COMPLETED
KH-3022	CLAYTON ROAD OVERPASS RECONSTRUCTION	COMPLETED
KH-3032	OLD MOUNTAIN ROAD ADVANCE UTILITY BORE	COMPLETED
MR-3027	DMS RELOCATION FROM ABINGDON ROAD TO BYNUM RUN	COMPLETED
KH-3029	ABINGDON ROAD OVERPASS RECONSTRUCTION	COMPLETED
KH-3019	MD 152 INTERCHANGE I-95 NB TWO-LANE ETL EXTENSION MD 152 NOISE WALL	COMPLETED
KH-3020	I-95 NB ETL EXTENSION FROM HAHN BRANCH TO BYNUM RUN NOISE WALL ON NB I-95 NORTH OF ABINGDON ROAD	UNDER CONSTRUCTION
KH-3040	MD 24 NB AUXILIARY LANE FROM MD 924 THROUGH SINGER ROAD INTERSECTION	UNDER CONSTRUCTION
KH-3031	NOISE WALL ON SB I-95 SOUTH OF CALVARY ROAD	COMPLETED
KH-3030	NOISE WALL ON SB I-95 AT MD 24 / WOODSDALE	COMPLETED
KH-3021	MD 24 INTERCHANGE I-95 NB TWO-LANE ETL EXTENSION	UNDER CONSTRUCTION
KH-3038	ECCLESTON MITIGATION (BY OTHERS)	COMPLETED
KH-3036	WILLOUGHBY BEACH AND DAY'S COVE FOREST MITIGATION	COMPLETED
KH-3043	MD 152 PARK AND RIDE FACILITY RELOCATION	SPRING 2026 – WINTER 2026/2027

* Construction Advertisement dates and Schedule are anticipated and subject to change





New Impacts

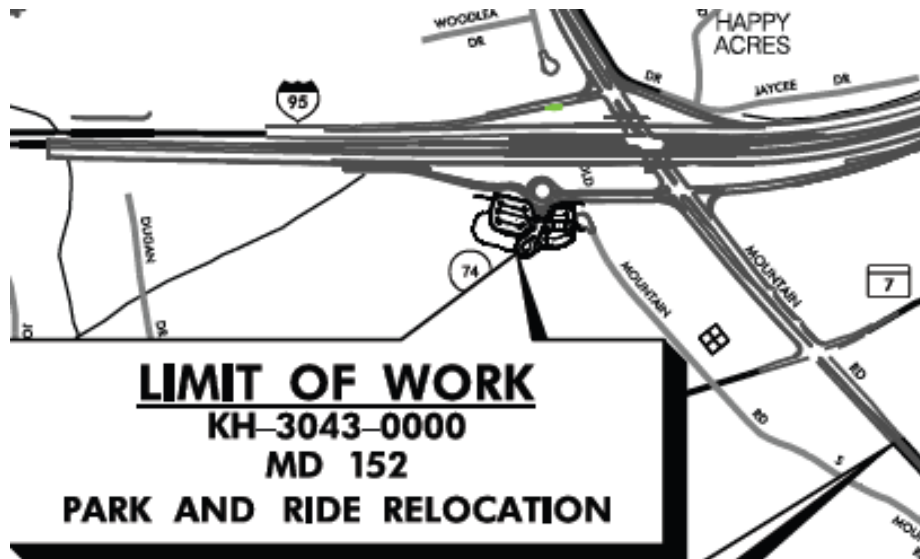


- MD 152 Park and Ride at Old Mountain Road
- Installation of deer exclusion fence at offsite Eccleston Mitigation Site (very minor impacts)



I-95 EXPRESS TOLL LANES (ETL) NORTHBOUND EXTENSION

MD 152 P&R



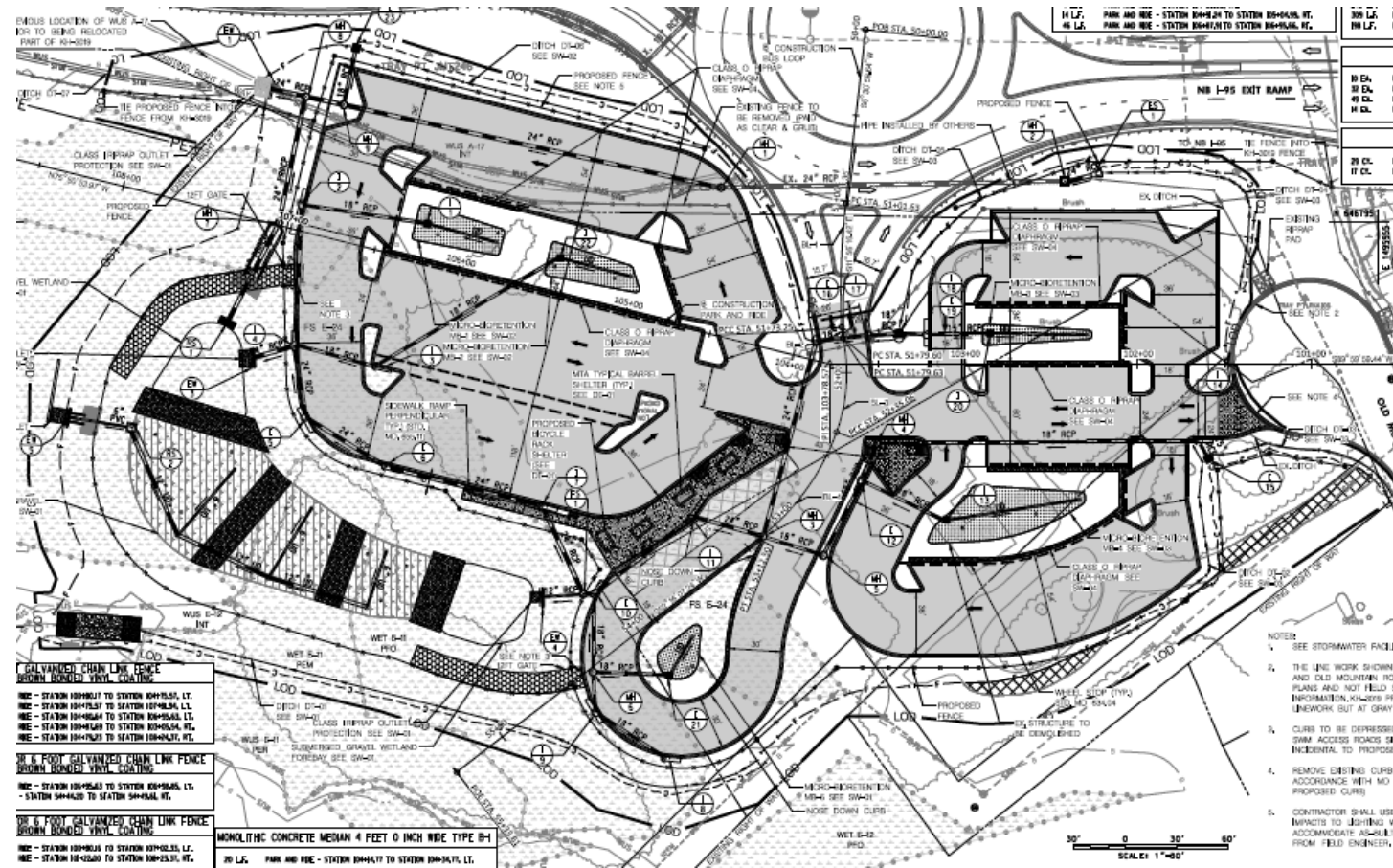
- Proposed to replace the previous P&R
- 8 sites considered in total
- Previously proposed location at Franklinville Road
- Location to the south of I-95 was chosen based on public input, which remains within the county development envelope



I-95 EXPRESS TOLL LANES (ETL) NORTHBOUND EXTENSION

Avoidance and Minimization

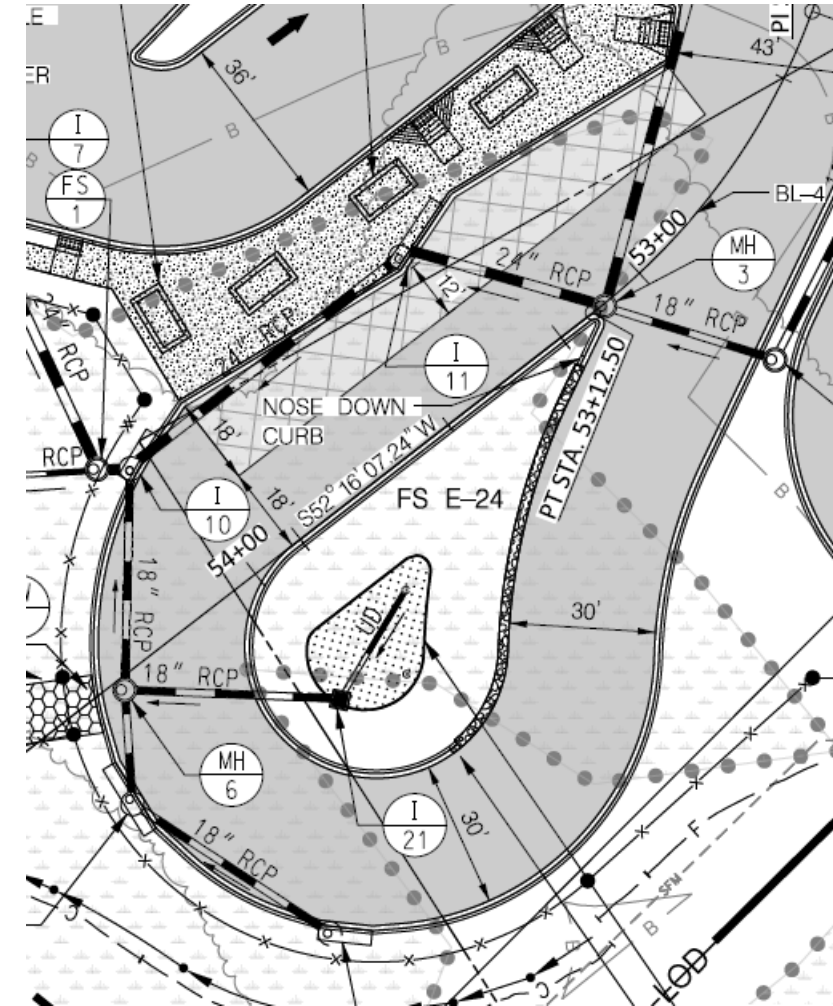
- P&R has been placed as close to the exit ramp as possible to maximize use of open space and minimize impacts
- Open space on site was utilized as efficiently as possible
- Proposed grading mimics existing conditions as much as possible; 2:1 slopes used to limit grading impacts





Avoidance and Minimization

- Minimized SWM footprint by using green spaces in P&R for microbioretentions where possible
- Size of SWM facilities outside of wetlands have been maximized to minimize SWM within wetlands
- All proposed SWM facilities are filter practices with no extended storage or wet pools – avoids thermal impacts to Use III streams





I-95 EXPRESS TOLL LANES (ETL) NORTHBOUND EXTENSION

Resource Impacts and Mitigation Requirements

<i>Resource</i>	<i>Current Impacts</i>		<i>Change From Prev. Mod Impacts</i>	
	<i>Permanent</i>	<i>Temporary</i>	<i>Permanent</i>	<i>Temporary</i>
Stream (LF)	24,683	2,531	389	-178
Stream (SF)	208,577	35,984	2,033	-266
Floodplain (SF)	110,657	766,567	-16	-6,936
Wetland (SF)	239,289	150,827	97,531	-5,587
Wetland Buffer (SF)	416,602	192,270	28,331	-655
<i>Resource</i>	<i>Required Mitigation (MDE)</i>		<i>Change From Prev. Mod Required Mitigation (MDE)</i>	
Wetlands (SF)	427,389		175,025	
Waterways (LF)	9,743		388	
Decrease in impact		Increase in impact		

Additional mitigation requirements are met at existing mitigation sites.