



I-95 Express Toll Lanes Northbound Extension
Tier II Social and Economic Justification

November 1, 2021



1.0 INTRODUCTION

1.1 Project Summary

The Maryland Transportation Authority (MDTA) owns, operates, and maintains a 50-mile portion of tolled Interstate 95 (I-95) in Maryland, beginning north of Baltimore City and extending to the Delaware state line. To address safety and congestion concerns, the MDTA is proposing the first implementation phase of the I-95 Section 200 project, referred to as the I-95 Express Toll Lanes (ETL) Northbound Extension Project. The project consists of an extension of the ETLs from the Section 100 project limits (north of MD 43) to north of MD 24, reconstruction of the interchanges at MD 152 and MD 24, relocation of the existing MD 152 Park and Ride, construction of a new Park and Ride at MD 24/MD 924, installation of Intelligent Transportation System (ITS) technology, and construction of associated noise walls and stormwater management facilities. These improvements will be divided into multiple contracts in two phases to be constructed between 2019 and completed by approximately the end of 2027.

A portion of the project area is located within the Otter Point Creek 1 Catchment, which is considered to be Tier II High Quality Waters. Nine contracts are located entirely or partially within this catchment including the following:

Phase I

- KH-3010: I-95 Auxiliary Lane from MD 152 to MD 24; Modify MD 24/MD 924 Ramp

Phase II

- KH-3019: MD 152 Interchange; Two-lane ETL Extension; MD 152 Noise Wall
- KH-3020: I-95 ETL Extension from Haha Branch to Bynum Run; Noise Wall on NB I-95 North of Abingdon Road
- KH-3021: MD 24 Interchange and Two-lane ETL Extension
- KH-3022: Clayton Road Overpass Reconstruction
- KH-3023: MD 924 and MD 24 Park and Ride
- KH-3030: Noise Wall on SB I-95 at MD 24/Woodsdale Road
- KH-3036: Willoughby Beach Road Mitigation*
- KH-3040: MD 24 NB Auxiliary Lane from MD 924 through Singer Road Intersection

*This contract is within Otter Point Creek 1 Tier II Catchment Area. However, the work within Otter Point Creek 1 Tier II Catchment Area only includes tree planting and does not have impacts requiring Tier II Review, erosion and sediment control, or wetland/waterway/floodplain permitting review.

1.2 Impacts, Avoidance and Minimization

A worst-case Limit of Disturbance (LOD) for each contract was developed based on preliminary design, which has been continually refined using avoidance and minimization measures to reduce impacts to environmental resources. The impacts have been further decreased as each contract proceeds through the final design process.

The following outlines the anticipated project-wide impacts to streams, Tier II stream buffers, and existing forest cover.

STREAMS

Proposed impacts to streams and associated Tier II stream buffers are anticipated to result primarily from proposed stormwater management practices, culvert improvements, the replacement of multiple bridge structures (including the Clayton Road Overpass bridge, the MD 24 bridge over I-95, and the southbound portion of the I-95 bridge over Winters Run), the installation of noise walls, and proposed roadway widening along I-95 including the interchange ramps. The project also includes the relocation of the park and ride at MD 152 and construction of a new park and ride at the MD 24/MD 924 interchange. Permanent impact to streams along the whole corridor under both Phase I and Phase II of the project is anticipated to be 30,292 linear feet. Temporary impact is anticipated to be 3,793 linear feet of streams. Within the Tier II Catchment, 16,400 linear feet of streams are impacted. Impacts to Tier II stream buffers are not yet finalized.

FOREST

As currently proposed, the project will result in 159 acres of forest impact, resulting from the need to clear along the entire corridor within the project limits. Impacts to forest within the Tier II Catchment would be approximately 86 acres. Overall, the unavoidable forest impacts are being coordinated through MD DNR and in compliance with the Maryland Reforestation Law requirements.

AVOIDANCE AND MINIMIZATION

The following avoidance and minimization measures have been included in the project's design to reduce impacts to existing forest cover, streams, wetlands, and Tier II stream buffers wherever practicable.

Phase I:

- The Big Gunpowder Falls bridge was redesigned to eliminate the existing pier in the stream and avoid the need to construct additional piers within the stream, therefore improving the condition of the stream and associated floodplain.
- The Little Gunpowder Falls bridge was redesigned to eliminate both existing piers located within the floodplain at the edge of the stream, therefore improving the condition of the stream and the associated floodplain.
- Both bridges will use precast concrete girders, which do not require painting, therefore limiting any future potential for paint fragments to enter the streams.
- Retaining walls were included in design to provide space to maximize stormwater management treatment while limiting impacts to adjacent resources. Additionally, MDTA minimized required excavation and therefore reduced the LOD size around eight out of 11 retaining walls by utilizing post and lagging techniques.
- Signs, and lighting will be located within existing or proposed impervious areas where possible, to minimize impacts to adjacent resources.
- Steeper, reinforced slopes were used throughout the project corridor to avoid extending culverts in most locations, therefore limiting impact to downstream waters.
- All storm drain outfalls were stabilized to prevent erosion to downstream resources.
- The proposed ITS fiberoptic cable installation will be placed in the concrete median barrier along I-95 away from resources.

- Proposed fence replacement has been limited to areas with degraded fence only, and where possible avoiding fence replacement in areas where resources are present.
- Stormwater management features have been relocated where possible away from resources.
- Appropriate sediment control measures will be utilized project-wide throughout construction, with redundant E&S controls within the Tier II Catchment.

Phase II:

- The proposed ITS fiberoptic cable installation will be placed in the concrete median barrier along I-95 and northbound MD 152 primarily between guardrail and light poles, where the least natural resources are present.
- The I-95 northbound right shoulder along the Winters Run bridge was reduced to 4' to minimize impacts to Winters Run.
- The MD 152 interchange configuration was designed around the Baltimore City-owned 108-inch water line, avoiding its relocation and subsequent impacts to resources.
- Compared to planning level design, the current design has reduced the number of proposed travel lanes on MD 152 southbound, south of I-95.
- Retaining walls were included in design to limit impacts to adjacent resources.
- A number of waterways are proposed to be partially or completely relocated on-site to minimize impacts to these resources.
- LOD was refined and removed where possible from interchange cloverleaves to minimize disturbance and avoid extensive resources located within these areas.
- In many areas, the steepest possible slopes are proposed for roadway embankment grading, in an effort to avoid disturbing adjacent resources.
- To reduce stream disturbance during culvert replacement at the Clayton Road Overpass, a combination of temporary sheet piling and sandbag diversion will be used to minimize excavation and associated temporary impacts. Additionally, the proposed box culvert structure and associated outlet protection design have been minimized to the maximum extent possible, while satisfying the necessary requirements.
- The length of the proposed noise wall along southbound I-95, south of Calvary Road, has been reduced to minimize impacts to adjacent resources.
- Appropriate sediment control measures will be utilized project-wide throughout construction, with redundant E&S controls within the Tier II Catchment.

1.3 Mitigation Measures

As design of individual contracts is advancing, MDTA continues to explore opportunities for reforestation onsite within the MDTA right-of-way. Aside from the mitigation site searches, described below in further detail and summarized in **Appendix 1**, reforestation along the I-95 corridor totaling a minimum of 18.77 acres is proposed within the project LOD to offset clearing of vegetation for the planned improvements. Although efforts to provide onsite reforestation are being considered to the maximum extent practicable, it is not feasible to provide a 1:1 replacement of onsite reforestation due to right-of-way constraints.

MDTA has undertaken a mitigation site search for offsite reforestation opportunities within the Otter Point Creek 1 Tier II Catchment. The Otter Point Creek 1 Catchment is located within existing developed

areas of Harford County including parts of Jarrettsville, Bel Air, Fallston, Joppa and Edgewood. The Catchment is partially within a Priority Funding Area (PFA), the Edgewood/Joppa Enterprise Zone, and Harford County's Development Envelope (**Figure 1**). These designations are all consistent with smart growth principles of directing development and redevelopment activities within areas with adequate public infrastructure. Land uses within the Tier II Catchment are primarily residential and commercial in the southern portion, with residential and agricultural uses in the northern portion. Due to the developed nature of the area, undeveloped land that is suitable for reforestation activities is not widely available within this watershed.

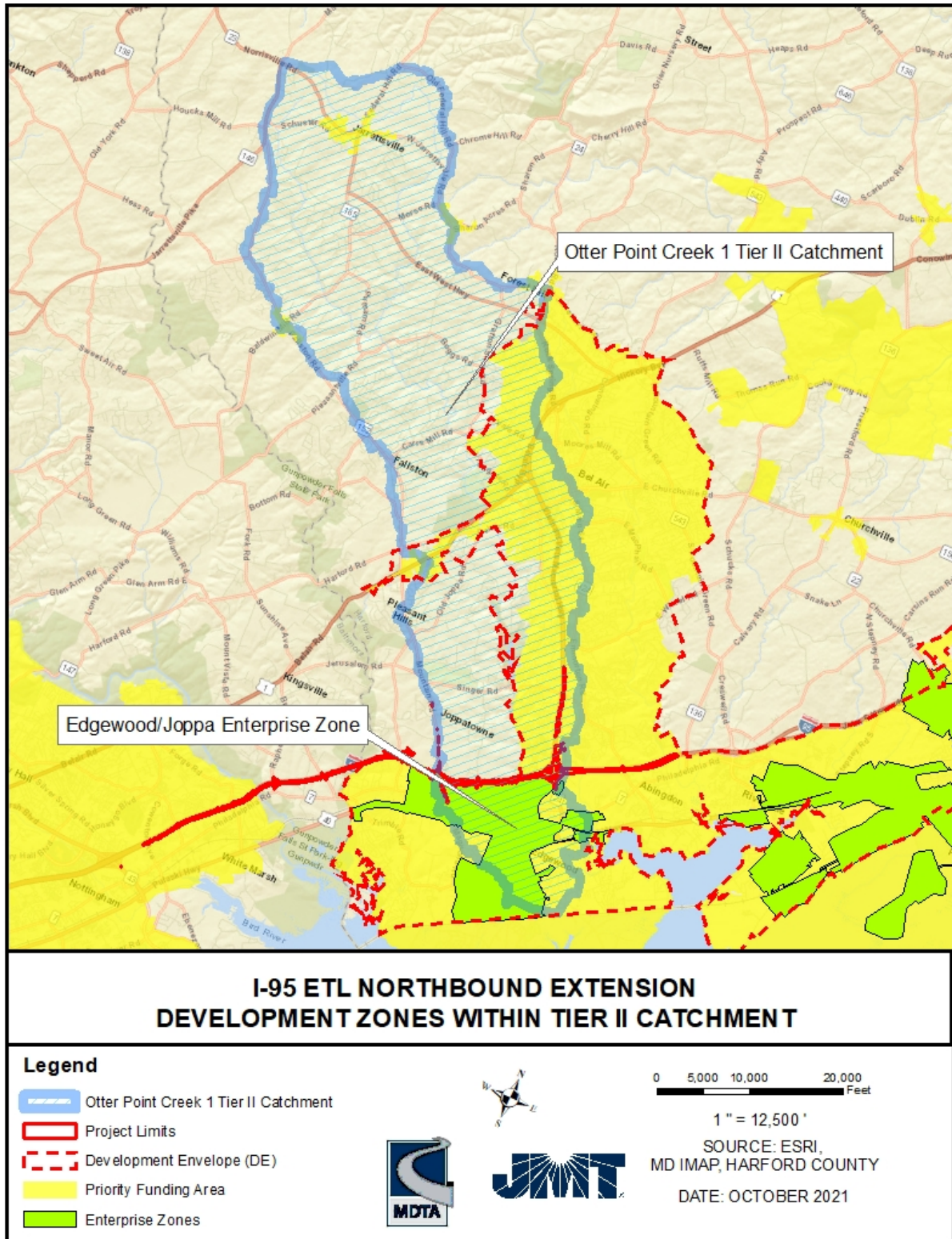
In an effort to help identify planting areas, MDTA coordinated with Harford County to conduct a site search of available Harford County-owned parcels that may be suitable for reforestation activities. Each site was evaluated for several criteria including:

- Location within the Tier II watershed;
- the amount of available non-forested area;
- potential impacts to cultural resources;
- special designations such as Maryland Department of Natural Resources (DNR) Program Open Space;
- conflicts with existing or planned uses.

Ultimately, over 100 Harford County Owned sites were evaluated. Many of the sites were eliminated from further consideration because they were already forested or developed, others had been designated by Harford County for another planned use. A few sites, namely Edgeley Grove Park and Willoughby Beach Park were supported by both MDTA and the Harford County Parks & Recreation; however, both of these parks were designated as Program Open Space (POS) land. MDTA was advised by DNR that planting on POS land would not be acceptable because it would prohibit future recreational activities that the POS program is designed to support.

Planting at both Willoughby Beach Park and an adjacent parcel owned by Izaak Walton league was considered prior to the Park property being eliminated due to the POS designation. The parcel owned by the Izaak Walton League is still in consideration because it is not encumbered by the POS designation. This 48-acre property is mostly wooded with an open area that could be used for planting. MDTA continues to coordinate with the Izaak Walton League to determine how much of the site can be used for offsite reforestation.

Figure 1: Development Zones within Tier II Catchment



After exhausting offsite reforestation opportunities within the original search criteria, MDTA explored the potential for conservation of properties within the Tier II watershed. The former Izaak Walton League property adjacent to the project limits was acquired by MDTA due to right-of-way impacts for the MD 24 interchange. The site is within the Otter Point Creek 1 Tier II Catchment and currently has 3.22 acres of forest that could be placed under a conservation easement (see **Appendix 2**).

A second site at the corner of MD 152 and Franklinville Road (owned by MDTA) could be placed under a conservation easement for Tier II Mitigation. The site is located partially within the Otter Point Creek 1 Tier II Catchment and currently has 3.99 acres of forest that could be placed under a conservation easement, of which 2.85 acres are located within the Tier II boundary according to GIS level data (see **Appendix 2**). This site also has a Palustrine Forested Wetland on the site that would be conserved within the proposed easement.

In total, MDTA is proposing a minimum reforestation of 18.77 acres of forest within the Otter Point Creek 1 Tier II Catchment as mitigation for impacts within the watershed. MDTA is proposing a minimum offsite conservation of 7.21 acres of forest within the Otter Point Creek 1 Tier II Catchment as mitigation for impacts within the watershed. Additional efforts will continue to be evaluated to provide additional mitigation credit toward unavoidable impacts within the Tier II Catchment.

Mitigation Location	Mitigation Description
On-site along corridor	18.77 acres of reforestation
Former Izaak Walton League Property	Conservation of 3.22 acres of forest
Franklinville Road	Conservation of 3.99 acres of forest
TOTAL	18.77 acres of reforestation on-site and 7.21 acres of forest conservation off-site.

1.4 Antidegradation Policy

Title 40 of the Code of Federal Regulations requires all states to develop and adopt an antidegradation policy that protects water quality in the state (40CFR131.12) and requires states to maintain the condition of high quality waters at a level that is better than the minimum standard to meet designated uses. The Code of Maryland Regulations (COMAR) 26.08.02.04-1 includes Maryland’s antidegradation policy, which describes the process by which potential impacts to water quality within a Tier II catchment may be permitted.

Assimilative capacity is defined in regulation as the difference between the Tier II water quality at the time the stream segment was designated as Tier II waters and the water quality criterion. If an impact to the Tier II waters cannot be avoided, or if no assimilative capacity remains, the applicant must provide the Maryland Department of the Environment (MDE) with a social and economic justification for permitting limited degradation of water quality. The Otter Point Creek 1 Catchment has no assimilative capacity remaining to accommodate increased discharge and a potential impact to water quality that could result from the project.

1.5 Document Purpose

The purpose of the Social and Economic Justification is to demonstrate both that potential impacts associated with the project that cannot be fully avoided, minimized, or mitigated, and that the public

benefit provided by the project justifies a potential lowering of water quality in the Tier II catchment. Even after impacts from the I-95 ETL Northbound Extension project have been avoided and minimized to the maximum extent practicable, some impacts to the Otter Point Creek 1 Catchment are unavoidable. Due to the existing location of the roadway and Right-of-Way constraints, moving I-95 to a different alignment outside of the Otter Point Creek 1 Catchment is not a reasonable or feasible option. MDTA will demonstrate that the project provides an extraordinary economic and social public benefit, which justifies the project compared to the value of ecological services or water quality benefit that the Tier II waters provide.

2.0 SOCIOECONOMIC CONTRIBUTIONS OF THE PROJECT

2.1 Social and Economic Importance and Benefit

The purpose of the I-95 ETL Northbound Extension project is to improve safety and relieve congestion along this segment of the I-95 corridor. At the time that the Planning Study for Section 200 was completed, forecasted traffic volumes through the corridor were predicted to increase between 40 and 50 percent from 2005 to 2030. The corridor also has a crash rate that is 12 percent higher than similar state-maintained highways and has been identified as a Candidate Safety Improvement Segment by the State of Maryland.

Currently, the southbound lanes in this section operate at a traffic Level of Service D to E (near failing) during morning peak hours, and northbound lanes operate at a Level of Service E during peak evening hours. Without the proposed improvements, it is anticipated that hours of congestion within this segment of road will increase from the current total of less than 10 hours for the entire week to over 30 hours by 2030. By then, this section of I-95 is projected to operate at a Level of Service F (failing) during both peak periods and weekend peak hours.

The Program is part of the Baltimore Traffic Relief Plan announced by Governor Hogan in December 2017 ([Governor Larry Hogan Announces \\$461 Million for Baltimore Traffic Relief - MDOT \(maryland.gov\)](https://www.maryland.gov/governor/larry-hogan/announcements/2017/12/14/governor-larry-hogan-announces-461-million-for-baltimore-traffic-relief)). On June 15, 2018, Governor Hogan announced an additional investment of funds towards the Program ([Hogan Administration Adds \\$890 Million to Extend I-95 Express Toll Lanes - Toll Roads News](https://www.maryland.gov/governor/larry-hogan/announcements/2018/06/15/governor-larry-hogan-announces-890-million-to-extend-i-95-express-toll-lanes)). When complete, the Program would address the updated current and future (2040) northbound I-95 congestion, operational and safety needs. I-95 is a major thoroughfare for interstate commerce and also facilitates the flow of local, commuter, and commercial traffic in the area. The corridor provides a transportation connection to the Port of Baltimore and BWI International Airport. The proposed improvements are greatly needed based on current traffic levels and future traffic level projections and would serve to increase quality of life for numerous communities through traffic relief, safety improvements, the addition of several new noise walls, and the rehabilitation of seven bridges that are more than 50 years old. The improvements would maintain community cohesion by maintaining local roadway networks over I-95.

The project is partially located within PFAs (see **Figure 1**). The 1997 Smart Growth legislation provides exceptions for project funding that does not occur within designated PFAs. These exceptions include projects that are *necessary to protect public health or safety or are related to commercial or industrial activity* that cannot be accommodated in an already developed area. This project is proposed to address both capacity and safety needs along I-95 and is therefore compliant with Smart Growth initiatives. In addition, the project corridor is an existing transportation facility that connects two PFAs and is therefore consistent with Smart Growth initiatives.

The project is also partially within and directly adjacent to the Edgewood/Joppa Enterprise Zone which borders I-95 from south of the MD 152 interchange to east of the MD 24 interchange as shown on **Figure 1**. Enterprise Zones are designated by the Maryland Department of Commerce to encourage job creation, retain and spur expansion of businesses, promote development and occupancy of vacant properties, and support the revitalization of existing industrial areas. The I-95 ETL Northbound Extension project will support these goals by improving capacity and safety of a major component of the transportation network serving this Enterprise Zone. Reducing congestion and increasing traffic capacity will facilitate travel within the Enterprise Zone, allowing commuters and residents to more easily patronize businesses accessed via I-95. Corridor improvements may additionally serve to attract new businesses to the area, expanding development of underutilized land and buildings and creating new jobs. Buses and trucks that service the area will benefit from capacity and safety improvements that will allow these services to be more accessible to the surrounding businesses and community.

The I-95 ETL Northbound Extension is consistent with Harford County's 2017 Master Plan. Additionally, outside efforts being made by Harford County to improve water quality and reduce the impacts of current and future development in the area will provide protection to the watershed during this project, supplementing the best management practices that will be included in the Program's design.

The Harford County Master Plan includes holistic transportation planning as one of its "Big Ideas," recognizing the need for safe and reliable transportation access as the population continues to grow and calls for a focus on development within priority funding areas in an effort to preserve swaths of undeveloped land outside of these areas. The county anticipates an increase of 41,000 new residents by 2040, adding to the already high levels of congestion and traffic accidents along the heavily used I-95 corridor.

The Harford County Master Plan encourages the county to employ practices that will allow future development activities to be less impactful on water quality, especially through partnership with citizen groups and non-profit organizations that are involved in restoration projects. The Master Plan specifically mentions Tier II waters within the county, and states that innovative designs and best management practices will be required for development in Tier II watersheds to reduce the footprint of such projects. Suggestions for implementation include reducing impervious cover, developing design standards that emphasize natural landscapes, requiring native plants in landscape plans, and evaluating height restrictions to potentially minimize the impervious footprint. The county intends to engage the community by training citizen groups to perform water quality monitoring, expanding outreach and education efforts through installation of small-scale stormwater management devices (rain barrels, rain gardens, and conservation landscaping), and partnering with other branches of government to create stormwater management demonstration projects. Additionally, specific stormwater management requirements for various types of projects are included in Chapter 214 of the Harford County code.

The I-95 contracts are complying with the spirit and intent of these initiatives by minimizing the acreage of impervious surfaces by reducing the width of the shoulders and utilizing Environmental Site Design for stormwater management to the Maximum Extent Practicable.

2.2 Method of Financing and categorized project costs

The total estimated cost of the I-95 ETL Northbound Extension Program is 1.07 Billion. Table 1 below shows the breakdown of the estimate costs by phase:

Phase	Amount
Engineering	\$90,300,000
Construction	\$971,800,000
Right-of-Way	\$8,200,000
Total	\$1,070,300,000

The I-95 ETL Northbound Extension is funded entirely through toll funding collected by MDTA along toll facilities throughout Maryland. There are no State Transportation funds or State General funds used in financing the Program.

3.0 SOCIOECONOMIC BENEFITS OF HIGH-QUALITY WATERS

Tier II watersheds cover approximately 20 percent of the State of Maryland. Healthy streams and forested stream buffers provide natural beauty and recreation for residents and visitors. From an economic standpoint, Tier II streams and watersheds slow runoff, treat stormwater, and increase infiltration. These processes result in a decreased risk of flood and erosion, therefore protecting valuable infrastructure. Healthy streams and watersheds increase property values for homeowners and businesses, particularly waterfront properties. Healthy tributaries to the Chesapeake Bay also promote the health of the Bay, which supports a vibrant economy through fisheries, recreational opportunities, tourism, real estate, and shipping.

Costs to maintain the streams and forested habitat within the watershed by providing 1:1 mitigation for all forest cover loss and stream impacts would total \$31,171,837 based on preliminary estimates for impacts within the Tier II Catchment. The cost for providing 1:1 mitigation for the approximate 86 acres of forest loss within the Tier II watershed would total \$13,486,224. The cost of providing mitigation at a 1:1 mitigation ratio for linear stream impacts for Phase II alone would total \$19,204,400.

4.0 CONCLUSION

This narrative demonstrates that the I-95 ETL Northbound Extension project’s eventual benefit to the communities along the I-95 corridor justifies the unavoidable increase of discharges within the Tier II catchment, as well as any associated impacts. The Otter Point Creek 1 Tier II Catchment is located within several overlapping development zones, and the I-95 ETL Northbound Extension project supports future development. Maintaining the existing conditions in order to avoid discharges into the Tier II Catchment would exacerbate traffic congestion and safety concerns creating economic impacts to the region. The long-term social and economic benefits of the project outweigh the social and economic benefits of maintaining the Tier II Catchment in its current state, and the project is consistent with the economic goals and planning policies in place for the area.

References:

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Appendix 1: Mitigation Site Search

**COUNTY-OWNED AND OPEN SPACE PARCELS WITH ADDITIONAL GI POTENTIAL
IN THE OTTER POINT CREEK WATERSHED**

COUNTY-OWNED PARCELS									
#	FEATURE	OWN_1	OWN_2	LEGAL_1	LEGAL_2	LEGAL_3	FORESTED/NOT FORESTED	RECOMMENDED SUITABLE	NOTES
1	01015109	BOARD OF EDUCATION OF	HARFORD COUNTY	245.23 ACRES	600 W WHEEL ROAD	HARFORD GLEN PARK 200/30	FORESTED	SUITABLE	Mostly forested. Includes Atkisson Reservoir, lots of wetlands. There is an approx. 9 acres of open space that could be potentially used for planting but it looks like its being currently used for trails/possibly learning areas. Ruled out after further coordination with Board of Ed.
16	01378082	HARFORD COUNTY MARYLAND		28.49 ACRES	S S TOLLGATE ROAD	W CONSTANT FRIENDSHIP	FORESTED	NOT SUITABLE	Site is 100% forested.
17	01388037	HARFORD COUNTY MARYLAND		32.82 ACRES	E S ROUTE 24	S OF NORRIS CORNER	FORESTED	NOT SUITABLE	Site is 100% forested.
18	01393170	HARFORD COUNTY MARYLAND		8.37 ACRES	ARUNDEL ROAD	W OF ABINGDON	FORESTED	NOT SUITABLE	Site is 100% forested with Winter' Run bisecting it.
19	03043193	HARFORD COUNTY	METROPOLITAN COMMISSION	0.177 ACRES	711 BERNADETTE DRIVE	SEWAGE PUMPING STATION	NOT FORESTED	NOT SUITABLE	Open, maintained lawn adjacent to pumping station.
20	03043274	HARFORD COUNTY COMMISSIONERS		19.89 AC	N/W S ROUTE 1	HEAVENLY WATERS PARK	FORESTED	NOT SUITABLE	Approx. 1.5 acres of useable open land adjacent to Bel Air Bypass (US 1)
21	03043282	HARFORD COUNTY MARYLAND		189.78 AC	608 TOLLGATE ROAD	AQUILA SCOTT HOUSE	MOSTLY NOT FORESTED	SUITABLE	South of Tollgate road is Harford County Farm Fair/Equestrian Center. North of Tollgate Road is Heavenly Waters Park- potential areas of open cropland that can be used for plantings. Approx. 50 acres of the parcel along the north side of Tollgate road is forested, the rest is cropland. Ruled out due to use as parking area for farm fair.
25	03062171	HARFORD COUNTY MARYLAND		PAR A 237.67 AC	864 SMITH LANE	EDGELEY GROVE 111/56-57	HALF FORESTED/HALF NOT FORESTED	SUITABLE	Approx. 100 acres is forested, the rest is being used as cropland. Ruled out due to POS-encumbered
26	03205142	HARFORD COUNTY		PUMP STATION .466 AC	802-A DEEP RIDGE ROAD	FAIRWIND FRMS S7 P 54/70	FORESTED	NOT SUITABLE	None.
28	03289664	BOARD OF EDUCATION	OF HARFORD COUNTY	LOT 1 20.67 ACRES	200 OSBORNE PARKWAY	FOR LAKES ELEM P 87/105	NOT FORESTED	SUITABLE	Approx. 2 acres of open space adjacent to Forest Lakes Elem. School - not used for ball fields or SWM. Ruled out because potential school uses.
30	03363740	HARFORD COUNTY MARYLAND		LOT 48 2.91 AC	1112 TIMBERLEA DRIVE	SADDLE VIEW PT 108/98	FORESTED	NOT SUITABLE	Most of parcel is about 25' wide, eventually opens up to bigger area but is all forested.
32	03394697	HARFORD COUNTY MARYLAND		PUBLIC LOT 14955 SF	1551 BLAKES LEGACY DR	BLAKE'S LEGACY 138/10	NOT FORESTED	NOT SUITABLE	Parcel is currently being used for some sort of power or pumping station.
	01073168	HARFORD COUNTY MARYLAND		45.503 AC	N S WILLOUGHBY BEACH RD	E OF EDGEWOOD PT 18/95			
OPEN SPACE PARCELS									
#	FEATURE	OWN_1	OWN_2	LEGAL_1	LEGAL_2	LEGAL_3			
36	01005812	LAKESIDE BUSINESS PARK PROPERTY	OWNERS ASSOCIATION INC	OPEN SPACE 14.28 AC	OFF LAKESIDE BOULEVARD	LAKESIDE BUS PT 112/38			
37	01103628	BOARD OF EDUCATION OF	HARFORD COUNTY	OPEN SPACE 14.601 AC	OFF ROYAL FERN COURT	PLUMTREE EST REV P 89/56			
38	01197320	WEST SHORE HOMEOWNERS	ASSOCIATION INC	OPEN SPACE 5.062 AC	OFF STARBOARD COURT	WEST SHORE P5 PT 57/60			
39	01227432	VILLAGE OF CONSTANT BRANCH	TOWNHOUSE ASSOCIATION INC	OPEN SPACE 6.03 AC	MILFORD COURT	CRISFIELD CROSS P 66/53			
40	01237306	CONSTANT FRIENDSHIP HOMEOWNERS	ASSOCIATION INC	OPEN SPACE 1.919 AC	RT 24 & TRELIS LANE	CONSTANT FRNDSHP PT 69/3			
41	01243691	VILLAGE OF CONSTANT BRANCH	TOWNHOUSES ASSOCIATION INC	OPEN SPACE 3.954 AC	OFF NANTICOKE COURT	CRISFIELD CROSS P 70/110			
42	01244140	VILLAGE OF CONSTANT BRANCH	TOWNHOUSES ASSOCIATION INC	OPEN SPACE 3.386 AC	NANTICOKE COURT	CRISFIELD CROSS P 70/111			
43	01258443	CONSTANT FRIENDSHIP HOMEOWNERS	ASSOCIATION INC	OPEN SPACE 6.659 AC	OAKTON WAY	CONST FRNDSHP S8 P 78/2			
44	01259199	CONSTANT FRIENDSHIP HOMEOWNERS	ASSOCIATION INC	OPEN SPACE 7.689 AC	ASHTON LANE	CONST FRNDSHP S8 P 78/2			
45	01265725	LAURA'S LANDING HOMEOWNER	ASSOCIATION INC	OPEN SPACE 37814 SF	OFF BERG WAY	LAURA'S LANDING P 79/7			
46	01266322	BOARD OF EDUCATION OF	HARFORD COUNTY	OPEN SPACE 3.572 AC	N S WHEEL ROAD	COUNTRY WALK S3 P 82/99			
47	01283219	CONSTANT WOODS COMMUNITY	ASSOCIATION INC	OPEN SPACE 3.91 AC	OFF NORTH BRANCH COURT	CONSTANT WOODS PT 106/63			
48	01284843	WINTERS RUN HOMEOWNERS	ASSOCIATION INC	OPEN SPACE 3.848 AC	OFF SINGER ROAD	WINTERS RUN MAN P 83/30			
49	01285173	WINTERS RUN HOMEOWNERS	ASSOCIATION INC	OPEN SPACE 2.597 AC	OFF SINGER ROAD	WINTERS RUN MAN PT 83/31			
50	01287478	WINTERS RUN MANOR TOWNHOME	COMMUNITY ASSOCIATION INC	OPEN SPACE 5.58 AC	OFF KATELAND COURT	WINTERS RUN MAN PT 90/25			
51	01326066	MONMOUTH MEADOWS HOMEOWNERS	ASSOCIATION INC	OPEN SPACE 4.16 AC	OFF SINGER ROAD	MONMOUTH MD 100/6 117/67			
52	01326287	MONMOUTH MEADOWS HOMEOWNERS	ASSOCIATION INC	OPEN SPACE 5.36 AC	OFF SINGER ROAD	MONMOUTH MEAD S1 P106/79			
53	01326880	CONSTANT FRIENDSHIP HOMEOWNERS	ASSOCIATION INC	OPEN SPACE 39.08 AC	OFF DUNNIGAN DRIVE	CONST FRNDSHP 2 100/38			
54	01328077	CONSTANT FRIENDSHIP HOMEOWNERS	ASSOCIATION INC	OPEN SPACE 1.53 AC	OFF GREENTREE CIRCLE	CONST FNDNSHP P 101/61			
55	01328786	CONSTANT FRIENDSHIP	HOMEOWNERS ASSOC INC	OPEN SPACE 16.12 AC	OFF TOLLGATE ROAD	CONST FRNDSHP 2 P 102/23			
56	01333216	CONSTANT FRIENDSHIP HOMEOWNERS	ASSOCIATION INC	OPEN SPACE 2.26 AC	OFF FORELAND GARTH	CONST FRNDSHP 2 P103/100			
57	01336037	CONSTANT FRIENDSHIP HOMEOWNERS	ASSOCIATION INC	OPEN SPACE 2.98 AC	OFF FORELAND GARTH	CONST FRIEND 2 P105/78			
58	01342355	CONSTANT FRIENDSHIP HOMEOWNERS	ASSOCIATION INC	PASS OP SPACE 3.95AC	FREESTONE COURT	CONST FRNDSHP II P 108/9			
59	01363492	POSNER VICTOR ESTATE OF		OPEN SPACE 7.84 AC	OFF WHEEL ROAD	MONMOUTH MEAD P 117/68			
60	01364022	MONMOUTH MEADOWS PHASE VI	ASSOCIATION INC	OPEN SPACE 6.76 AC	OFF BERWICK COURT	MONMOUTH MEAD P 117/65			
61	01365681	WALTON'S RETREAT HOMEOWNERS	ASSOCIATION INC	OP SPACE 1D 2.23 AC	OFF RETREAT COURT	WALTON'S RETREAT P117/12			
62	03031039	BLAKE'S LEGACY LLC		PASS OP SP 3A 5.93 A	SADDLE VIEW WAY	BLAKE'S LEGACY 138/62			
63	03038467	COUNCIL OF UNIT OWNERS	OF THE POND CONDOMINIUM INC THE	OPEN SPACE 8.835 AC	OFF DELCREST DRIVE	DURHAM MANOR PT 69/83			
64	03220443	FAIRWIND FARMS HOMEOWNERS	ASSOCIATION INC	OPEN SPACE .1934 AC	OFF KILBER COURT	FAIRWIND FARMS PT 57/67			
65	03237613	DURHAM MANOR HOMEOWNER'S	ASSOCIATION INC	OPEN SPACE 8.572 AC	OFF DELLCREST DRIVE	DURHAM MANOR S1 PT 68/71			

#	FEATURE	OWN_1	OWN_2	LEGAL_1	LEGAL_2	LEGAL_3			
66	03237788	DURHAM MANOR HOMEOWNER'S	ASSOCIATION INC	OPEN SPACE 6.509 AC	OFF DELLCREST DRIVE	DURHAM MANOR S1 PT 68/72			
67	03238016	DURHAM MANOR HOMEOWNER'S	ASSOCIATION INC	OPEN SPACE 6.216 AC	DELLCREST DRIVE	DURHAM MANOR S1 PT 68/73			
68	03238350	DURHAM MANOR HOMEOWNER'S	ASSOCIATION INC	OPEN SPACE 2.234 AC	OFF REBA COURT	DURHAM MAN S1 P 61/5			
69	03238784	DURHAM MANOR HOMEOWNER'S	ASSOCIATION INC	OPEN SPACE 6.015 AC	BETH BRIDGE CIRCLE	DURHAM MANOR S1 PT 68/74			
70	03246256	FAIRWIND FARMS HOMEOWNERS	ASSOCIATION INC	OPEN SPACE 6.43 AC	ADJ ROSEFIELD COURT	FAIRWIND FRMS P 61/107			
71	03246264	FAIRWIND FARMS HOMEOWNERS	ASSOCIATION INC	OPEN SPACE 1.163 AC	ADJ ROSEFIELD COURT	FAIRWIND FRMS P 61/107			
72	03256421	DURHAM MANOR HOMEOWNER'S	ASSOCIATION INC	OPEN SPACE 2.8614 AC	OFF ANNATANA DRIVE	DURHAM MANOR S2 P 66/69			
73	03283038	ROSEFIELDS COMMUNITY	ASSOCIATION INC	OPEN SPACE 1.201 AC	OFF BRANDY DRIVE	ROSEFIELDS S8 PT 78/46			
74	03302229	ROSEFIELDS COMMUNITY	ASSOCIATION INC	OPEN SPACE 1.79 AC	OFF BRANDY DRIVE	ROSEFIELDS S8 PT 84/90			
75	03306003	FOREST LAKES SUBDIVISION	ASSOCIATION INC	OPEN SPACE 3.48 AC	OFF BEAR CREEK DRIVE	N W OF BEL AIR			
76	03334457	FOREST LAKES SUBDIVISION	ASSOCIATION INC	OPEN SPACE 3.99 AC	ROCK SPRING ROAD	S OF FOREST HILL			
77	03349284	FALLSTON VALLEY FARMS HOMEOWNERS	ASSOCIATION INC	OPEN SPACE 0.78 AC	OFF HIDDEN VALLEY COURT	FALLSTON VAL FRMS 102/56			
78	03353508	EULER MICHAEL A	EULER JACQUELINE	OPEN SPACE 1.54 AC	OFF COACHMAN COURT	FALLSTON VAL FRMS 102/54			
79	03354563	FOREST LAKES SUBDIVISION	ASSOCIATION INC	OPEN SP 7H 5.05 AC	OFF MEDALLION COURT	FOREST LAKE S7 P104/35			
80	03354660	FOREST LAKES SUBDIVISION	ASSOCIATION INC	OP SP 7J 0.7 AC	OFF MEDALLION COURT	FOREST LAKE S7 P104/36			
81	03354792	FOREST LAKES SUBDIVISION	ASSOCIATION INC	OP SPACE 7K 1.42 AC	OFF MEDALLION COURT	FOREST LAKE S7 P 104/37			
82	03355004	FOREST LAKES SUBDIVISION	ASSOCIATION INC	OP SPACE 7L 0.66 AC	OFF MEDALLION COURT	FOREST LAKE S7 P 104/39			
83	03355837	FOREST VIEW DRIVE HOMEOWNERS	ASSOCIATION INC	PASS OP SP A 0.92 AC	END FOREST VIEW DRIVE	FOREST VIEW PT 200/6			
84	03363503	SADDLE VIEW HOMEOWNERS	ASSOCIATION INC	OPEN SPACE 10.18 AC	OFF SADDLE VIEW WAY	SADDLE VIEW PT 108/94			
85	03374432	GRAFTON RIDGE HOMEOWNERS	ASSOCIATION INC	OPEN SPACE 3.18 AC	OFF GRAFTON RIDGE COURT	GRAFTON RIDGE PT 115/27			
86	03392279	RICHARDSON'S LEGACY HOMEOWNERS	ASSOCIATION INC	OPEN SPACE A 3.97 AC	PLOWMAN WAY	RICHARDSONS LEGCY 135/83			
87	03394700	BLAKE'S LEGACY LLC		OP SPACE 1A 8.76 AC	BLAKES LEGACY DRIVE	BLAKE'S LEGACY 138/11			
88	03394719	BLAKE'S LEGACY LLC		OP SPACE 1B 10.59 AC	BLAKES LEGACY DRIVE	BLAKE'S LEGACY 138/12			
89	03394727	BLAKE'S LEGACY LLC		OP SPACE 1C 11.75 AC	BLAKES LEGACY DRIVE	BLAKE'S LEGACY 138/13			
90	03395278	BLAKE'S LEGACY LLC		OP SPACE 2E 14.27 AC	SWEARINGEN DRIVE	BLAKE'S LEGACY 140/22			
91	03398240	MAGNESS MILL HOMEOWNERS	ASSOCIATION INC	PASS OP SP A 3.117 A	COLONNADE LANE	MAGNESS OVERLOOK 143/90			
92	03398332	MAGNESS MILL HOMEOWNERS	ASSOCIATION INC	PASS OP SP 4.73 SC	BUGGY RIDE ROAD	MAGNESS OVERLOOK 142/28			
93	03399357	KANARAS LLC		PASS OP SP J&L 2.67	STAYMAN COURT	APPLE TREE ORCH 201/67			
94	03400078	HIGH RIDGE PROPERTIES LLC		PASS OP SP B 1.93 AC	COZY OAK LANDING	MAGNESS OVERLOOK 203/91			
95	03400217	HIGH RIDGE PROPERTIES LLC		PASS OP SP A 3.76 AC	IRON GATE ROAD	MAGNESS OVERLOOK 205/14			
96	03400260	HIGH RIDGE PROPERTIES LLC		PASS OP SP B 3.45 AC	IRON GATE ROAD	MAGNESS OVERLOOK 205/15			
97	04103300	KRAFT FARM ESTATES	HOMEOWNERS ASSOCIATION INC	OPEN SPACE 3.24 AC	OFF GEORGEANNA COURT	KRAFT FARM EST P 117/25			
98	04106172	CHARLES LANDING HOMEOWNERS	ASSOCIATION INC	OPEN SPACE 1.15 AC	OFF TROUT FARM ROAD	CHARLES LANDING P 128/72			

Tier II Potential Planting Sites:

01- 103067 - Harford Land Trust

- Site is still in consideration and MDTA continues to work with the current property owners to identify the amount of plantable area present on the site.

Sites Considered in Detail but Eliminated:

01-098861 – Cedar Drive/Edgewood Elem.

- 28.88 acres
- Submitted to IPaC – only NLEB hit – Online Certification Letter Sent 4/18/19
- Submitted to DNR Trilogy Application on 4/18/19
- MHT Letter addendum sent 5/10/19
- Site ruled out because it was former DOD housing that was transferred to the County and is now part of the Edgewood Area study with Housing and Economic Development.

01- 073168 – Willoughby Beach Park

- Site ruled out because it is Program Open Space encumbered.

01-031716/Edgewater Drive

- 4.38 acres
- Submitted to IPaC – Online Certification Letter Sent 4/18/19
- Submitted to DNR Trilogy Application on 4/18/19
- MHT Letter addendum sent 4/18/19
- Site ruled out because it is Program Open Space encumbered.

03-043282/Tollgate

- 183.16 acres
- Submitted to IPaC – NLEB and Bog Turtle hits – 4/18/19
 - Jess spoke with Gwen Gibson (DNR) 4/22/19 – she is forwarding to Scott for bog turtle review.
- Submitted to DNR Trilogy Application on 4/18/19
- MHT Letter addendum on 4/18/19
- Site ruled out because half of the property is the Old Tollgate Landfill- tree plantings not allowed. The other half of the property is the Equestrian Center and there is no room for tree plantings.

03-189235/North Tollgate

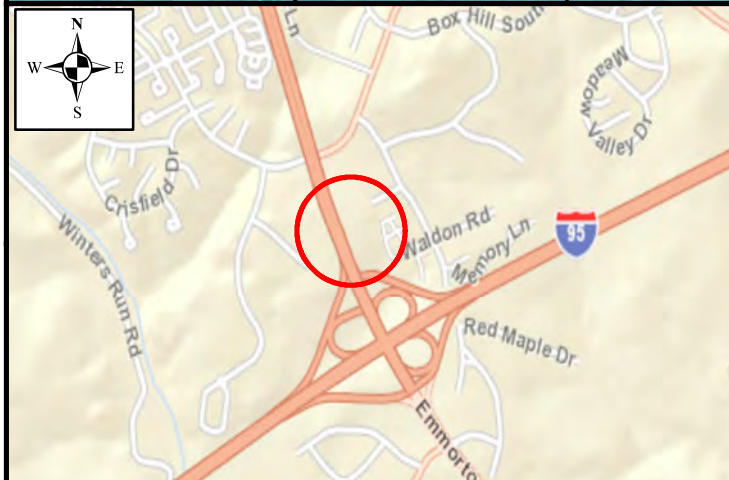
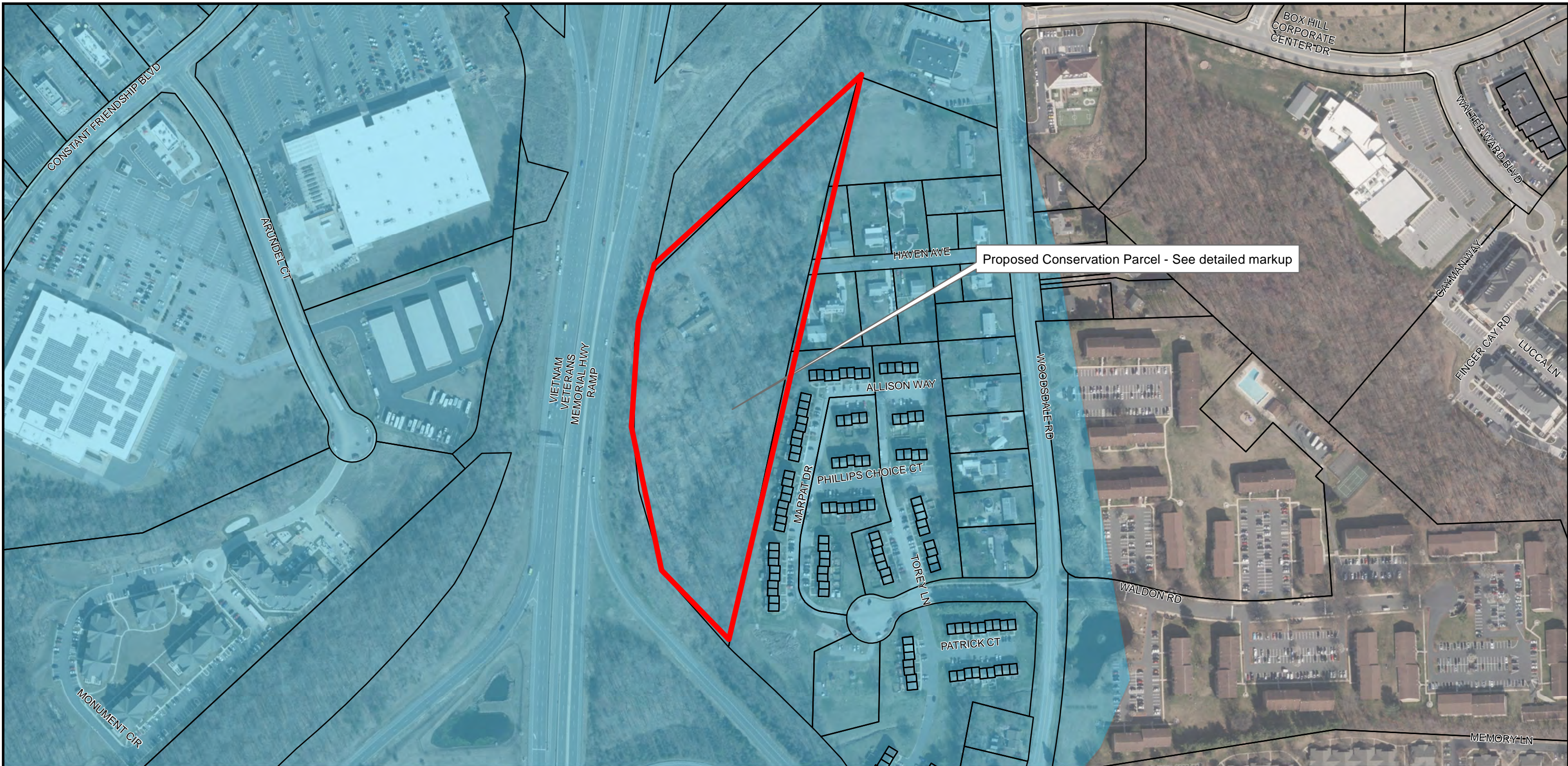
- 27.33 acres
- Submitted to IPaC – NLEB and Bog Turtle hits
 - Jess spoke with Gwen Gibson (DNR) 4/22/19 – she is forwarding to Scott for bog turtle review.
- Submitted to DNR Trilogy Application on 4/18/19

- MHT Letter addendum sent to Jen on 4/18/19
- Vale Road Park property. This property was ruled out because it is in Harford County's CIP for design and development in FY 21 and FY 22.

04-085787/Norrisville

- 26.32 acres
- Submitted to IPaC – NLEB and Bog Turtle hits – 4/18/19
 - Jess spoke with Gwen Gibson (DNR) 4/22/19 – she is forwarding to Scott for bog turtle review.
- Submitted to DNR Trilogy Application on 4/18/19
- MHT Letter addendum sent to Jen on 4/18/19
- Preston Property. Property ruled out because is Program Open Space encumbered and site may be developed by Harford County with a building and playing field.

Appendix 2: Mitigation



I-95 ETL NORTHBOUND EXTENSION PROPOSED TIER II CONSERVATION

Legend

- TierII Watershed
- Parcels



DATE: OCTOBER 2021



0 135 270 540
Feet

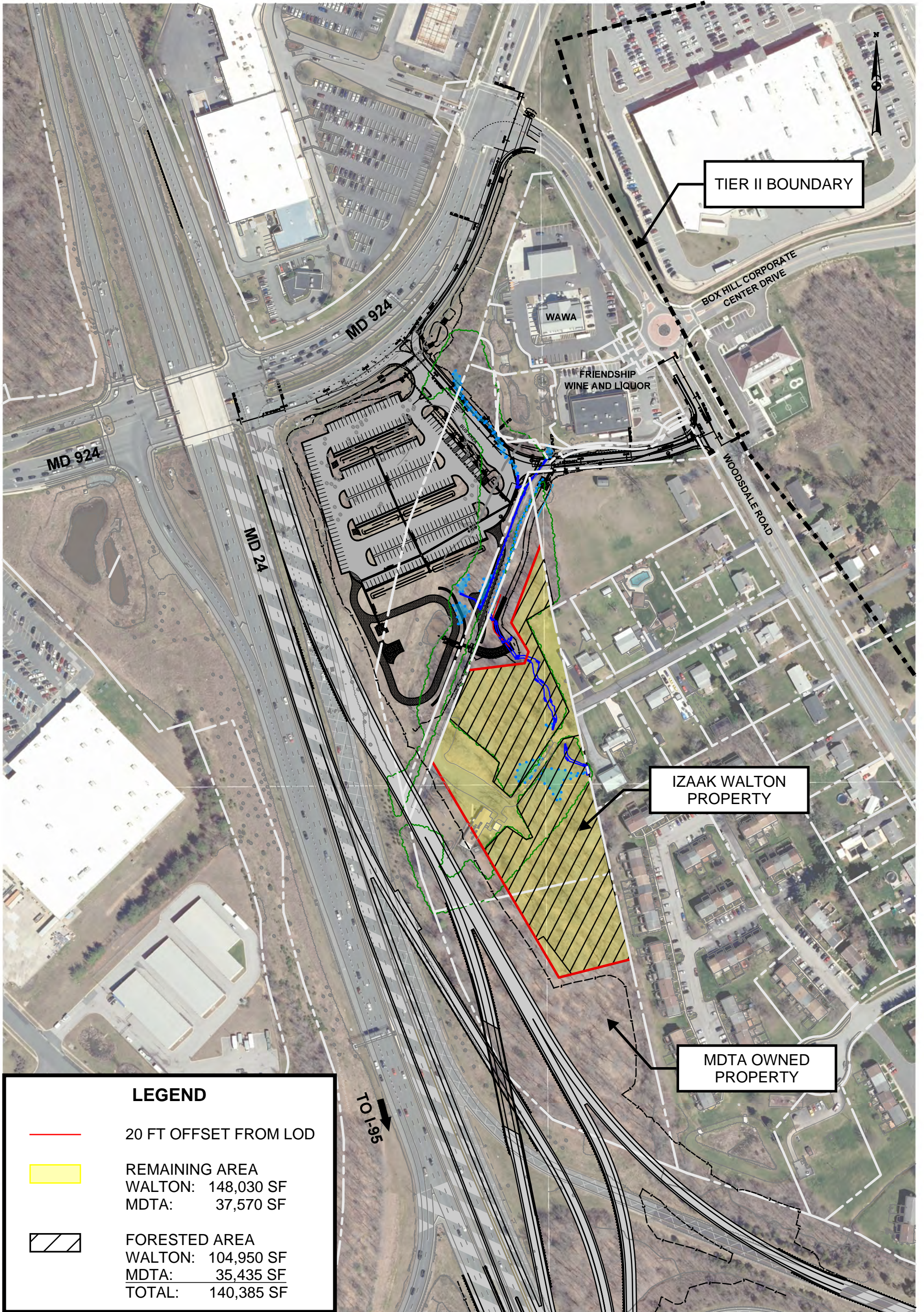
1" = 250'

SOURCE: ESRI, MD IMAP, MDE


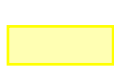
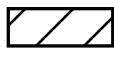
TIER II CONSERVATION



Maryland
Transportation
Authority

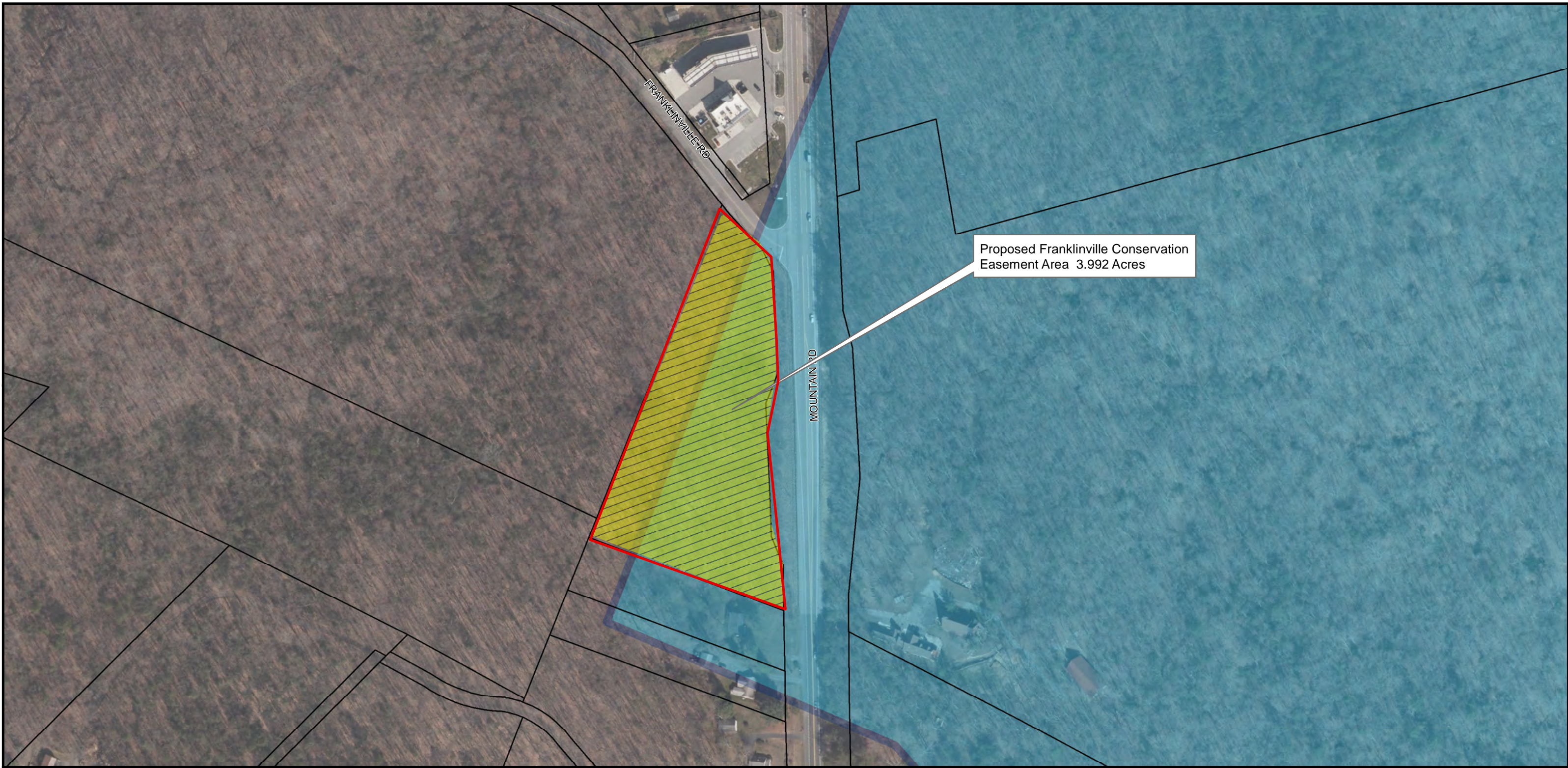


LEGEND

-  20 FT OFFSET FROM LOD
-  REMAINING AREA
WALTON: 148,030 SF
MDTA: 37,570 SF
-  FORESTED AREA
WALTON: 104,950 SF
MDTA: 35,435 SF
TOTAL: 140,385 SF

OCTOBER 2021

100' 0 100' 200'
SCALE: 1" = 100'



Proposed Franklinville Conservation Easement Area 3.992 Acres



I-95 ETL NORTHBOUND EXTENSION PROPOSED TIER II CONSERVATION- FRANKLINVILLE ROAD SITE

Legend

- Tier II Watershed
- Parcels



DATE: OCTOBER 2021



0 105 210 420 Feet

1" = 200'

SOURCE: ESRI, MD IMAP, MDE