

VII. PROJECT COMMITMENTS

During the planning phase of this study, MDTA has coordinated with USACE, MDE, EPA, U.S. Fish and Wildlife Service (USFWS), and NMFS to ensure that the Section 200 project has avoided/minimized impacts to environmental resources and ensured that the appropriate mitigation efforts were being implemented for the impacts from the project. In addition, the project team has been involved in an extensive public outreach process and coordination with local jurisdictions and key stakeholders. The MDTA has also created a list of project commitments, in coordination with Federal, State and local agencies, to ensure all efforts to avoid/minimize impacts to environmental resources; the appropriate mitigation design standards will be implemented; and appropriate design functions are implemented into the Express Lane Tolls Alternative design during the design and construction phases of this project. Please refer to **Table VII-1** for a full list of the commitments for the Section 200 project.

Table VII-1. Project Commitments

Plate #	Resource	Location (Station #)	Environmental Commitment
General	Gonzalez Mitigation Site	N/A	NMFS will receive an estimate of the amount (cubic yardage) and grain-size composition of material upstream of the ford. The estimate will be completed in detail before final design begins. MDTA will continue to coordinate with NMFS, USACE, EPA, and MDE during the final design of this mitigation site.
9 P&R	WET TRN-1 and WUS 25B	2100+00	The design of the MD 152 Park and Ride facility must minimize impacts to any environmental resources consistent with what is document in the FONSI. It must avoid impacts to WET TRN-1 and implement the proposed stream relocation for WUS 25B. The new park and ride must be constructed prior to impacts to the existing park and ride.
9 and 9A	Firehouse	2020+00	Future design must include the proposed access to the firehouse as proposed in the design included in this document. The final design must be coordinated with the fire department.

Plate #	Resource	Location (Station #)	Environmental Commitment
2	Big Gunpowder Falls and Gunpowder Falls State Park	620+00	In this location, a retaining wall will be used to avoid impacts to Gunpowder Falls State Park. The proposed bridge span will be lengthened and widened and all bridge piers will be located outside of the Big Gunpowder Falls. The proposed bridge will ensure that a standard trail can be provided under the bridge.
6	Little Gunpowder Falls and Gunpowder Falls State Park	739+00	A retaining wall will be used at this location, northwest and southeast of I-95, to avoid impacts to Gunpowder Falls State Park. The retaining walls in this location will be constructed using a minimally impactful construction technique to avoid impacts to the adjacent parkland. The proposed bridge span will be lengthened and widened and all bridge piers will be located outside of the Little Gunpowder Falls.
12	Winter's Run	607+00	Retaining wall will be used along southbound I-95, just north of Winter's Run, to avoid impacts to the stream. Please see the description of the Winter's Run Mitigation Site in Section IV for additional commitments.
19	Abingdon Road Water Plant	N/A	MDTA will avoid impacts to the Harford County pumping station at Abingdon Road. MDTA has a MOU with Harford County that allows the County to construct a 115 inch water supply tunnel under I-95 containing multiple water supply lines connecting the Abingdon Water Treatment Plant to the Susquehanna regional water supply line on the east side of I-95. Harford County will be responsible for the design, construction, operation, maintenance and ownership of the new 115 inch water supply tunnel.
21	James Run	11+00	Must ensure that the hydraulics downstream are adequate when the floodplain restrictions are removed when the new span is constructed. The existing concrete slope should be stopped short to connect to a retaining wall and allow the stream to meander below.

Plate #	Resource	Location (Station #)	Environmental Commitment
26	Maryland House Travel Plaza	N/A	Access will be maintained to the Maryland House Travel Plaza during construction.
27	WET 21E and WET 19E	1241+00 and 1255+00	The LOD should be tightened and fill slope be pulled back in the area of a high quality waters/wetland area: WUS 16E-ee, WUS 16E-c, and WET 21E. Also, the LOD should be tightened and fill slopes be pulled back in the area of WUS 14E-aa and WET 19E, and requested no relocation of WUS 15E-bb or WUS 14E-dd. A head wall should be incorporated and associated retaining wall from Stations 1252+00 to 1258+00
N/A	Pedestrians and Bicycles	N/A	The I-95/MD 24/MD 924 interchanges are complex and include several high speed ramps and weaves. To enhance pedestrian and bicycle safety, a separate pedestrian/bicycle bridge north of the interchange connecting Woodsdale Road and Walton Road will be provided. Pedestrians and bicycles will then be prohibited from within the I-95/MD 24 Interchange.
N/A	108" Waterline	N/A	The proposed improvements will impact portions of the 108" waterline located on the east side of I-95. MDTA will continue to coordinate with Baltimore City and Baltimore and Harford Counties.
N/A	Gray's Run Mitigation Site	N/A	MDTA will develop a flow model during design in order to provide necessary passage for migratory fish species. Please refer to the Gray's Run Mitigation Site in Section IV for additional commitments.