



## Information Presentation

Commission Meeting: November 7, 2019

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<b>PROJECT</b> <b>I-495 and I-270 Managed Lanes Study</b>	<b>NCPC FILE NUMBER</b> 7984
<b>SUBMITTED BY</b> Maryland Department of Transportation	<b>NCPC MAP FILE NUMBER</b> 00.00(40.00)45006
<b>PRESENTERS</b> Michael Weil, NCPC Staff Caryn Brookman / Lisa Choplin / Jeff Folden, Maryland Department of Transportation	

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The purpose of this information presentation is to brief the Commission on the Interstate-495/270 Managed Lanes Study and respond to staff and Commission comments since the last information presentation in July. The Maryland Department of Transportation (MDOT) and Federal Highway Administration are undertaking an Alternatives Analysis/Environmental Impact Statement (EIS) study to identify alternatives that would accommodate future travel demand along I-495 and part of I-270 in Maryland. This past July, MDOT briefed the Commission on their proposed six “build” alternatives (known as Alternatives Retained for Detailed Study) that consist of widening I-495 and a section of I-270 (between the Intercounty Connector and Beltway) with managed lanes, similar to High Occupancy Toll (HOT) lanes in Virginia and the Intercounty Connector (ICC) in Maryland.

Based on individual commissioner comments from the July presentation, staff sent a letter to MDOT requesting they evaluate an additional alternative (the MD200 Alternative) that could meet the purpose and need of the project without impacting Capper Cramton land (see attached letter). This alternative would re-route traffic to the ICC instead of expanding the northside of the I-495, between I-95 and I-270.

At this information presentation, MDOT will brief the Commission on the following:

- The MD200 Alternative analysis and MDOT’s finding that it does not meet the study’s purpose and need.
- MDOT’s decision to eliminate the only other “lesser build” alternative (Alternative 5 - one-lane Beltway expansion in each direction).
- A reduction in the amount of Capper Cramton land needed for the project.
- Transit service planning and on-going agency coordination.

While the Commission does not have review jurisdiction over Capper-Cramton park development without formal submission by the Maryland-National Capital Park and Planning Commission (MNCPPC), NCPC is participating as a cooperating agency in the NEPA process should the Commission need to exercise its review authority in the future. To date, MNCPPC has not concurred with the alternatives, and MDOT is scheduled to present its MD200 Alternative analysis to MNCPPC on November 20<sup>th</sup>. At this time, NCPC staff is evaluating the following:

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**Has MDOT adequately evaluated a range of alternatives that avoid the use of Capper Cramton parkland?**

While MDOT evaluated the MD200 as it relates to traffic congestion, its decision to eliminate the MD200 Alternative and Alternative 5 from further evaluation has narrowed the alternative set in terms of impacts to Capper Cramton land. The five remaining build alternatives all expand the Beltway with two lanes in each direction, requiring the same amount of Capper Cramton land.

According to MDOT, they have been able to reduce the overall impact (known as Limit of Disturbance) to Capper Cramton land from 20 to 9 acres across three parks (Rock Creek, Sligo Creek, Northwest Branch). The significant affected area change is in Rock Creek Park, which was reduced from 14 to 3 acres. The current LOD includes all land anticipated for construction, including permanent and temporary uses. MDOT is assuming that all impacted areas are permanent for the purpose of the EIS, meaning that each impact area could be reduced in the future as plans are refined. At this time, NCPC staff do not have a comprehensive understanding of the specific impacts of the alternatives (dismissed or not), the proposed mitigation, and the cost of mitigation versus cost of the alternatives. It is staff's understanding this information will be available in the Draft EIS and 4(f) analysis.

IN REPLY REFER TO:  
NCPC File No. 7984

August 12, 2019

Ms. Lisa B. Choplin, DBIA  
Director, I-495 & I-270 P3  
Office  
Maryland Department of Transportation  
State Highway Administration  
707 North Calvert Street, P-601  
Baltimore, Maryland 21202

Re: I-495/270 Managed Lanes Study Information Presentation – Commission Comments

Dear Ms. Choplin:

Thank you for attending our July 2019 meeting to brief the Commission on the I-495/270 Managed Lanes Study (Study). We offer this follow-up letter to summarize the Commission's comments regarding MDOT's request for NCPC concurrence on the proposed Alternatives Retained for Detailed Study (ARDS).

Overall, we appreciate MDOT's commitment to begin analyzing an additional alternative to address the Commission's concern that there is not a broad enough range of alternatives for NCPC to meet its NEPA obligation for review and approval of Capper Cramton land. As previously stated, pursuant to the 1930 Capper Cramton Act, NCPC has an approval authority for all changes to Capper Cramton land. In accordance with a Memorandum of Understanding between NCPC and the Maryland National Capital Planning Commission (MNCPPC), Capper Cramton land is to only be used for parkland and park-related uses such as trail access, stormwater management, and recreational uses. NCPC's authority pursuant to the Act and MOU requires the Commission to protect this land. Accordingly, NCPC has consistently interpreted its Capper Cramton authority to only allow non-parkland uses in limited circumstances provided it is for another public use, it has been determined that no feasible alternative exists, and sufficient mitigation is provided to offset parkland loss. Therefore, it is important to provide the Commission and the public with the utmost certainty that all reasonable alternatives have been fully and consistently analyzed should the NCPC have to consider using Capper Cramton land for future highway expansion. The Commission will only consider a non-park use if the EIS analysis shows that no other feasible alternative exists.

The Commission requested that MDOT add one additional build alternative (known as the "Maryland 200 Diversion Alternative" described below) that does not require any use of Capper-Cramton parkland during its July meeting. In response, we understand that MDOT will screen the new alternative to determine whether it adequately meets the Study's purpose and need. At this time, MDOT is only committing to add this alternative as a separate EIS build option if found to meet the State-established purpose and need criteria thresholds. We also understand that if the Maryland 200 Diversion Alternative is not carried through as a fully evaluated alternative in the EIS, the MD200 alternative and any other alternatives that do not impact Capper Cramton land will be evaluated as part of the 4(f) process.

Given the degree of uncertainty at this time regarding the extent of analysis of parkland avoidance alternatives, NCPC is currently not able to offer its concurrence. We will not be able to concur with the ARDS until MDOT adequately demonstrates that there are no feasible and prudent alternatives that would avoid use of Capper Cramton land. NCPC needs this analysis to satisfy its legal obligations under NEPA for the federal action we must take for use of such land. As the analysis moves forward, the burden is on MDOT to provide quantifiable data and a robust comparison among all the alternatives to justify any elimination of alternatives that do not impact Capper Cramton land.

Our request is supported in the purpose and need statement where MDOT commits to working with agency partners to meet all regulatory requirements to ensure protection of significant environmental resources. It is also supported by the Memorandum of Understanding Implementing One Federal Decision Under Executive Order 13807 (MOU) signed by multiple Federal agencies including the U.S. Department of Transportation (parent of the Federal Highway Administration) on April 9, 2018. The MOU clearly states that to fulfill the needs of an agency's authority, there may be alternatives that require analysis beyond what is necessary for the lead agency.

It is also important to note that Capper Cramton land is owned by the State of Maryland and under the jurisdiction of the Maryland National Capital Park and Planning Commission (MNCPPC), with whom NCPC executed the MOU for park protection. As such, NCPC can only consider an application for Capper Cramton land if MNCPPC is the applicant.

At the July Commission meeting, NCPC provided several other comments regarding the project which are summarized below:

- The additional alternative (called the MD200 alternative), which MDOT should include in the EIS as a separate build alternative, would encompass dynamic signage and highway improvements that encourage greater use of the Intercounty Connector (ICC) as an east-west travel route rather than expanding the northern Beltway section between I-95 and I-270. It would still include widening of the I-270 segment. The alternative would avoid park impacts and could help to alleviate overall traffic congestion. MNCPPC has also requested evaluation of this alternative.
- To address existing traffic congestion, the State should not wait for completion of the EIS to implement dynamic signing on I-95, which could make better use of the ICC when there is heavy congestion on the northern section of the Beltway today.
- MDOT should plan to accommodate regional travel growth through a more multimodal approach rather than through highway-widening improvements, which tend to grow travel demand and do not fully accommodate long-term travel demand. Associated long-term environmental and societal costs tend to outweigh shorter-term travel benefits that may result from such improvements.

Ms. Lisa B. Choplin, DBIA  
Page Three

- MDOT needs to clearly document the transportation modeling process to convey future benefits from the Purple Line, Corridor Cities Transitway, and other planned multimodal connectivity improvements in the EIS report. The study analysis should include quantitative data that considers such regional projects as part of each EIS alternative. Lastly, the State should be transparent about how the information from the Transit Working Group influences planning decisions within the study process.
- The National Park Service (NPS) is a study participant with a focus on protecting and preserving the park-like character of area parkways (George Washington Memorial Parkway, Clara Barton Parkway, Baltimore-Washington Parkway, Suitland Parkway) from potential managed lane development. NPS does not have a legislative authority that readily allows federal property under their jurisdiction to be used for transportation purposes, and the State should plan accordingly.

Moving forward, we request that MDOT present its determination of whether the new MD200 alternative meets the purpose and need at the completion of its screening process, prior to the release of the Draft EIS and preferred alternative. At that time, the Commission will determine whether to concur with the set of EIS alternatives. Please coordinate with Michael Weil at 202-482-7253 and/or [michael.weil@ncpc.gov](mailto:michael.weil@ncpc.gov) for the best Commission meeting date and with any other questions you may have.

The full video and transcript of the meeting are available on our website at [www.ncpc.gov](http://www.ncpc.gov). We look forward to continuing our work with MDOT on the Managed Lanes Study, with the intent of ensuring a diligent study process that ultimately meets the needs of the State, local jurisdictions, and the interests of the Commission.

Sincerely,



Marcel Acosta  
Executive Director, National Capital Planning Commission

cc: Ms. Caryn J. G. Brookman, Maryland State Highway Administration  
Ms. Ms. Tammy Stidham, National Park Service  
Ms. Gwen Wright, Montgomery County Planning Department  
Ms. Carol Rubin, Montgomery County Planning Department  
Ms. Laura Connelly, Prince George's County Planning Department  
Ms. Jeanette Mar, Federal Highway Administration - Maryland Division  
Ms. Megan Cogburn, Federal Highway Administration - National Headquarters

# I-270 & I-495 Managed Lanes Study

Maryland Department of Transportation  
State Highway Administration

Information Presentation

# Study Location



# MD 200 Alternative

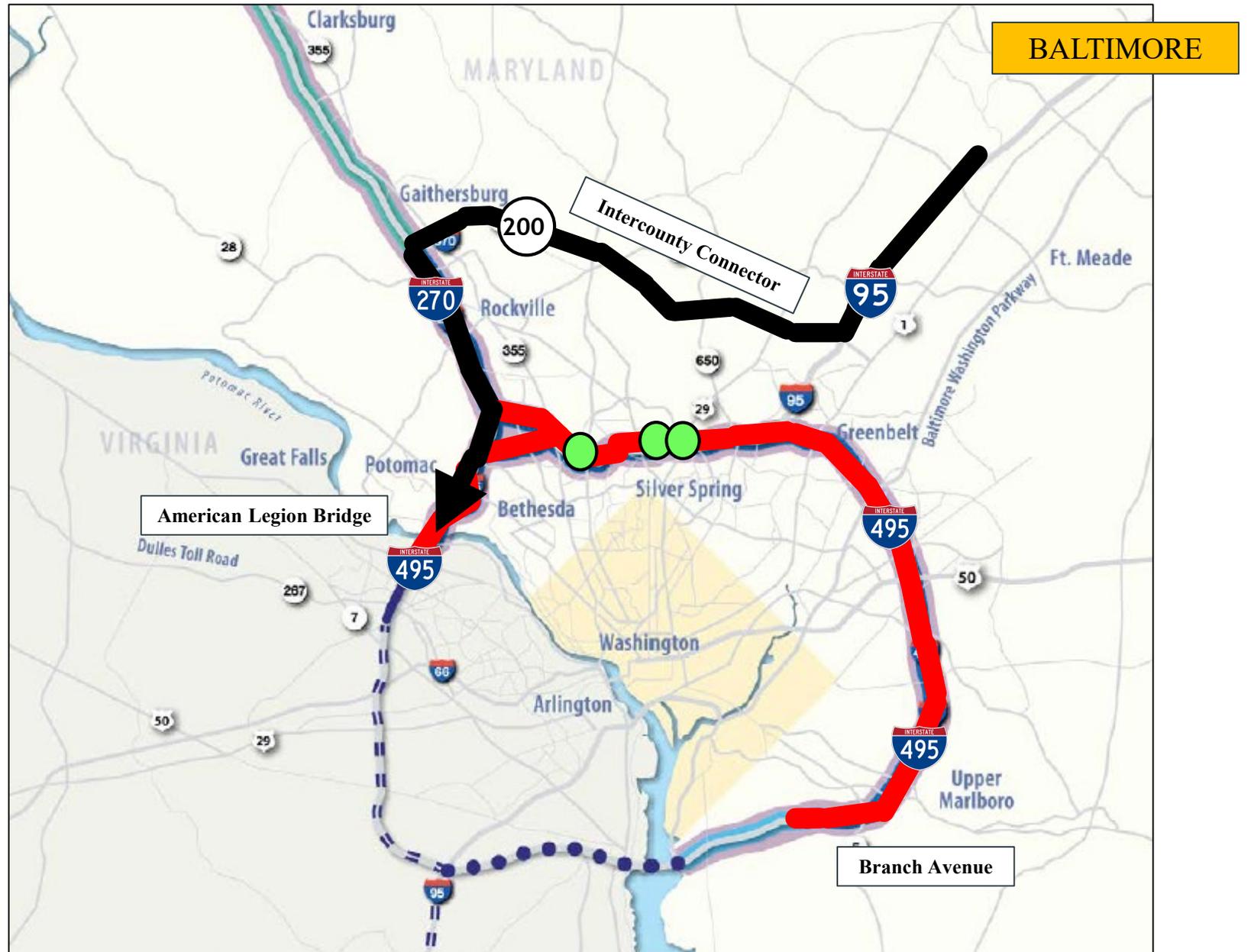
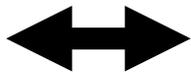
Capper-Cramton park



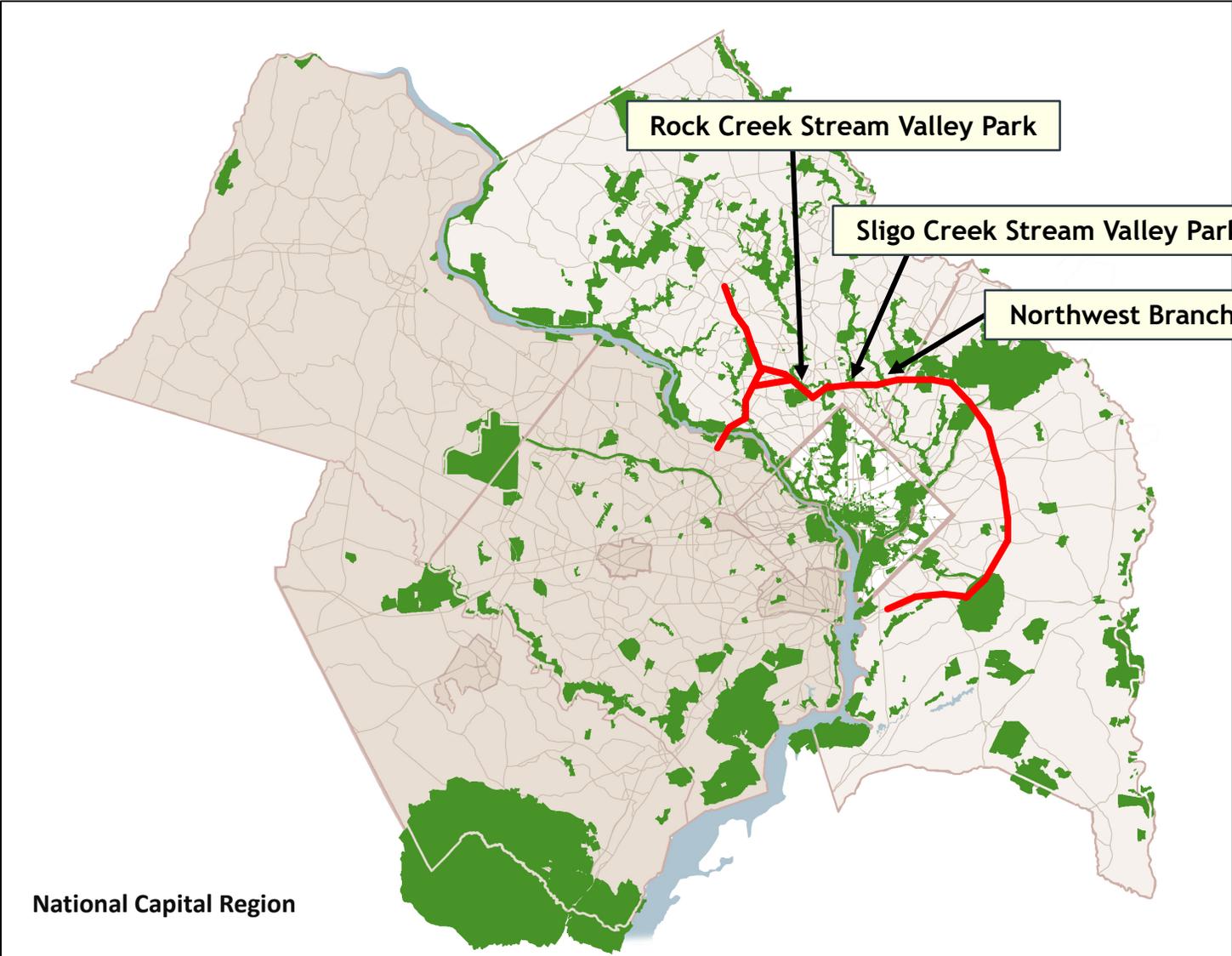
study area



DIVERTED regional "pass-through" travel route



# Federal Interest



Capper-Cramton  
Parkland

# Federal Interest – Northwest Branch Stream Valley Park



# Federal Interest – Sligo Creek Stream Valley Park



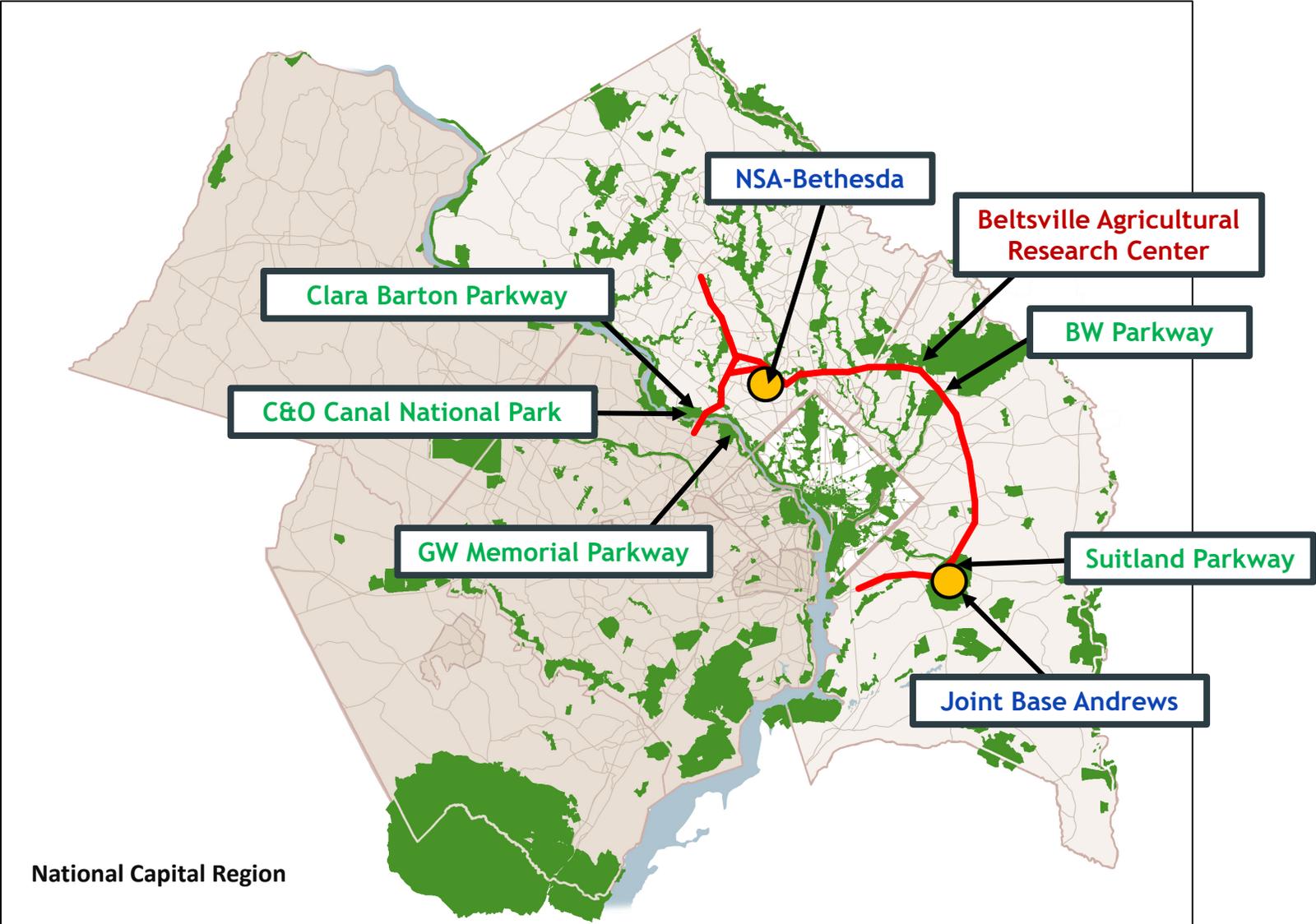
# Federal Interest – *Rock Creek Stream Valley Park*



# Federal Interest – *Rock Creek Stream Valley Park*

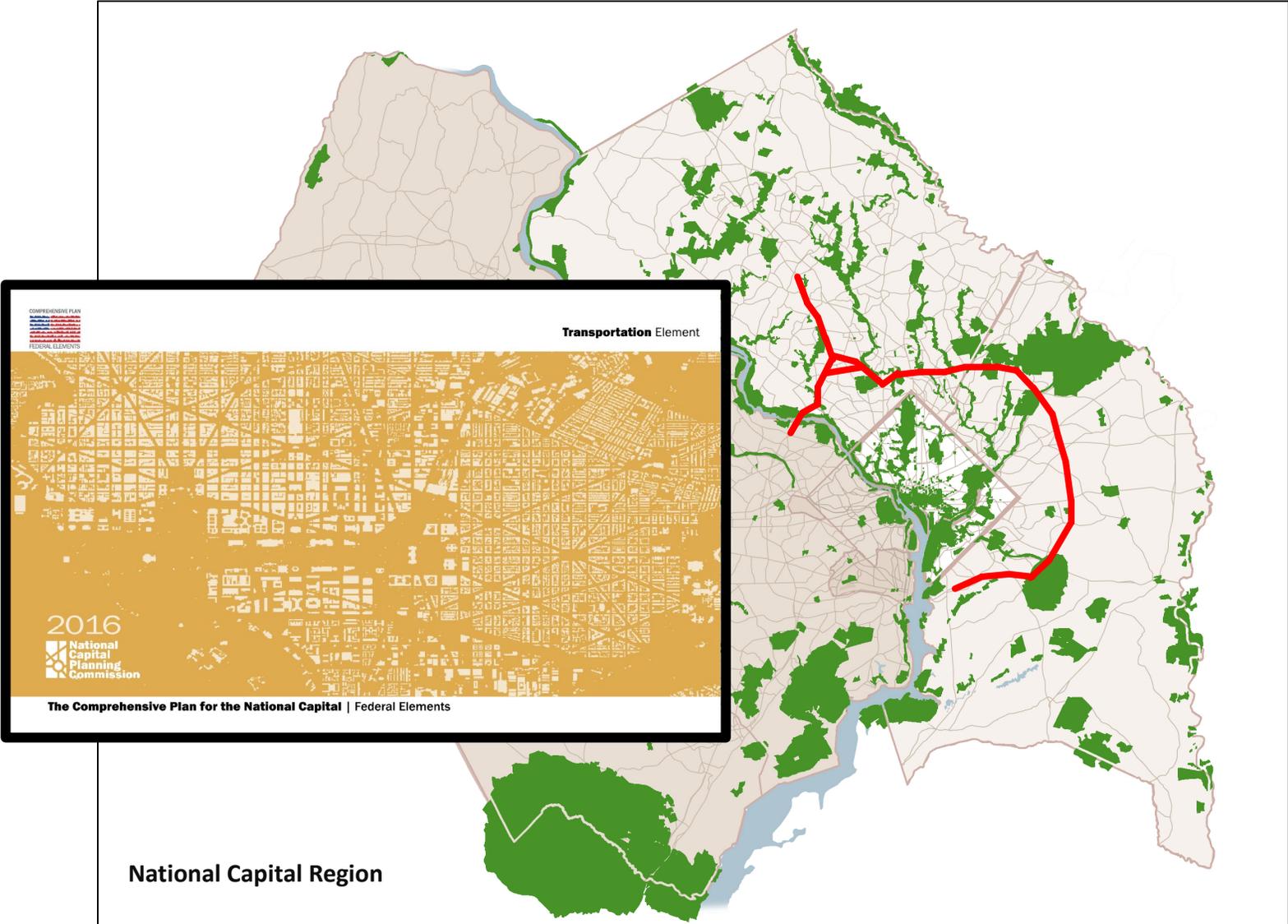


# Federal Interest



## Federal Facilities and Parkways

# Federal Interest



## Regional Transportation Planning

# July 2019 NCPC Comments

- **Request that MDOT analyze MD 200 Alternative to determine whether it meets study Purpose & Need, and report back to the Commission.**
- The State should implement dynamic signing on I-95 to make better use of the Intercounty Connector when there is heavy congestion on the northside of the Beltway.
- MDOT should accommodate regional travel growth through a more multimodal approach rather than through highway-widening improvements, which grow travel demand. Associated long-term environmental/societal costs outweigh shorter-term travel benefits from such improvements.
- Clearly document transportation modeling process to convey future benefits from the Purple Line, Corridor Cities Transitway, and other planned multimodal connectivity improvements.
- How the Transit Working Group influences planning decisions.



# Managed Lane Study Presenters:

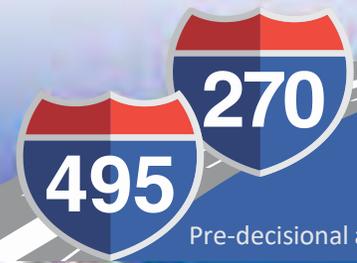
Lisa Choplin, Director

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Jeff Folden, Deputy Director

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Caryn Brookman, Environmental Program Manager





# Agenda

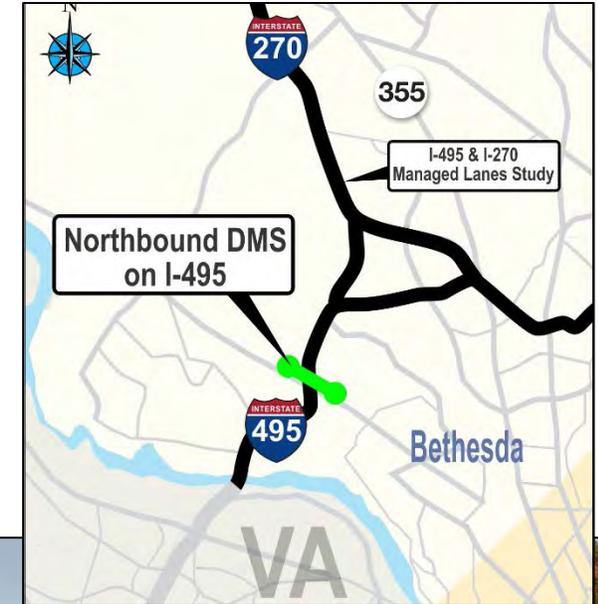
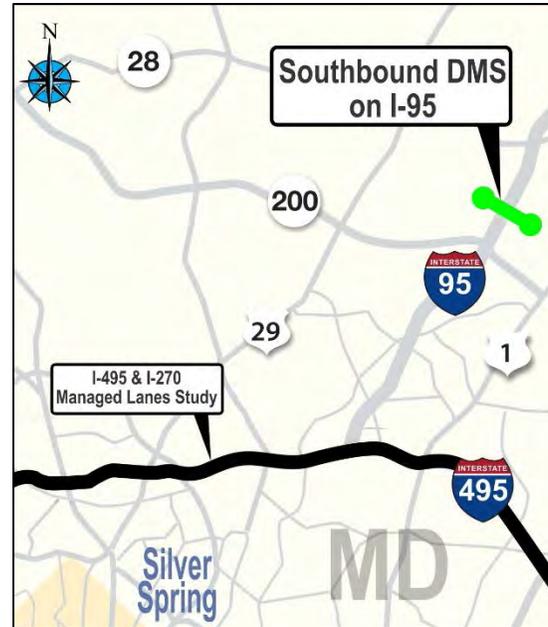
- Response to Prior Comments (July 11<sup>th</sup> Commission Meeting and August 12<sup>th</sup> Letter)
  - *Direct motorists to ICC/MD 200 through dynamic signing on I-95*
  - *Document transportation modeling process to convey benefits of Purple Line, CCT, others*
  - *Accommodate regional travel growth thru multimodal approaches*
  - *Transparency of how Transit Working Group influences planning decisions*
- MD 200 (ICC) Diversion Alternative
- Alternative 5 – One HOT Lane Alternative
- Avoidance and Minimization of Impacts
- Next Steps





## Response to Comments: Direct Motorists to ICC

- Use existing dynamic message signs (DMS) to communicate options for travelers to/from Virginia
  - Existing DMS on SB I-95 north of ICC
  - Existing DMS on I-495 Inner Loop north of River Road
- MDOT SHA and MDTA are coordinating implementation of DMS messaging





## Response to Comments: Transportation Modeling Process

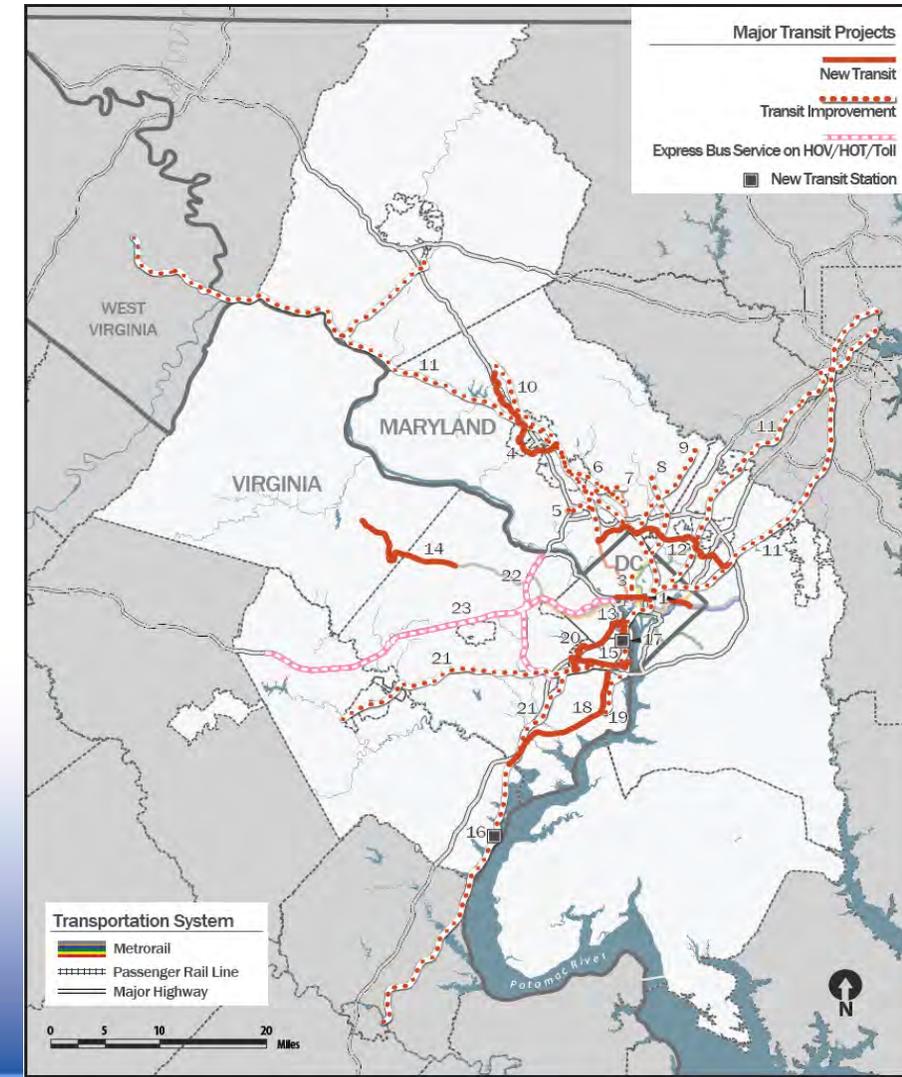
- MDOT SHA used the National Capital Region Transportation Planning Board (TPB) Metropolitan Washington Council of Governments Travel Demand Forecasting Model (MWCOCG model) to forecast traffic in 2040
  - Regionally accepted model used by state and local transportation agencies for projects in Washington, DC metro area
- Model used to develop AM and PM peak period traffic volumes for 2040 No Build and Build Alternatives
- Peak period volumes used in traffic simulation models to determine future No Build and Build Alternatives traffic operations





## Response to Comments: Transportation Modeling Assumptions

- 2040 MWCOG model includes all projects in Constrained Long-Range Plan (CLRP), including:
  - Purple Line Light Rail
  - Corridor Cities Transitway
  - US 29 Bus Rapid Transit (BRT)
  - Randolph Road BRT
  - North Bethesda Transitway
- 2040 land use assumptions in MWCOG model were provided by each County
- 2040 traffic will be updated to 2045 using recently approved model update
- 2045 MWCOG model includes recently added transportation projects from CLRP including County BRTs:
  - MD 586/Veirs Mill Road BRT
  - MD 650 BRT
  - MD 355 BRT





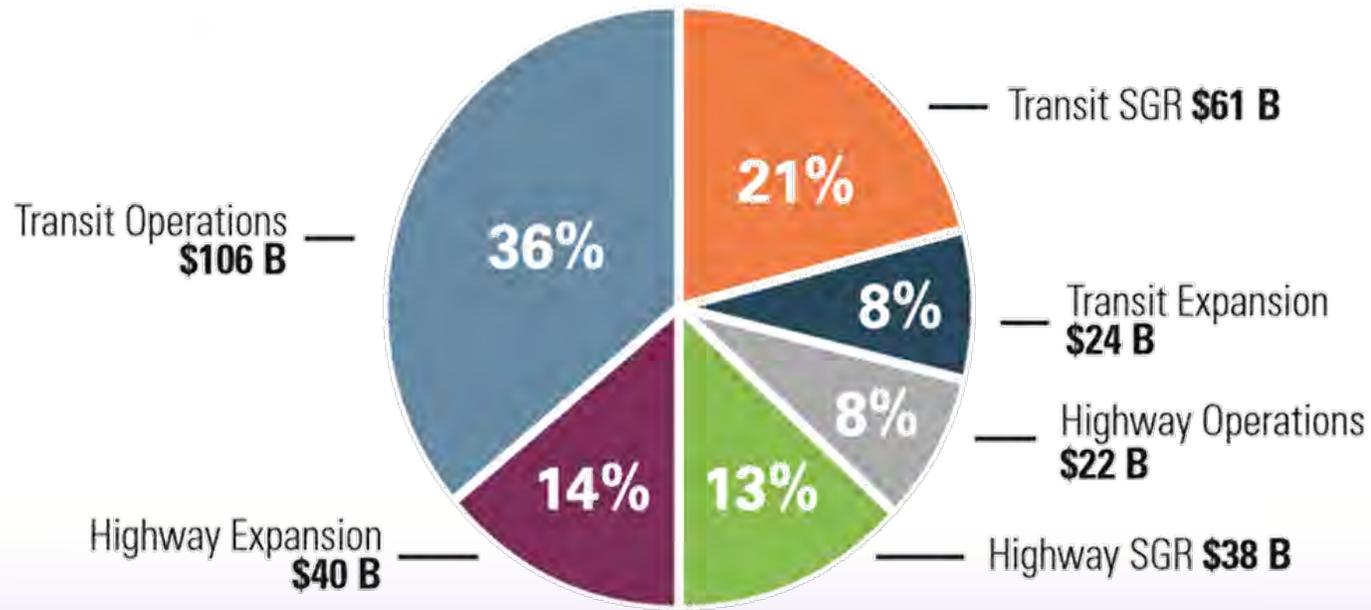
# Response to Comments: Accommodate Regional Travel Growth Through Multimodal Approaches

- Visualize 2045 prepared by National Capital Region Transportation Planning Board (TPB) included **Seven Aspirational Initiatives**





# Response to Comments: Accommodate Regional Travel Growth Through Multimodal Approaches



**Total: \$291.1 Billion**

\*Units in Billions SGR State of Good Repair

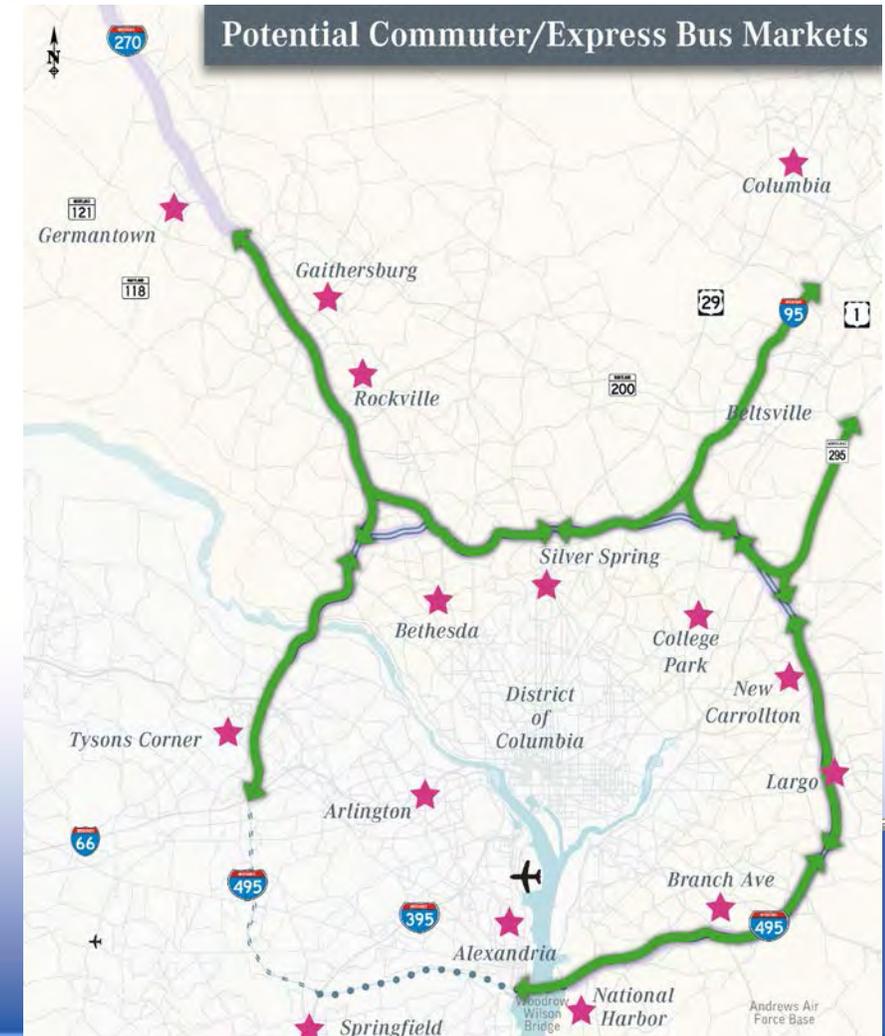
- Substantial Planned Future Commitment to Transit in the National Capital Region
  - 66% Public Transportation (\$191 B)
  - 34% Highways (\$100 B)





## Response to Comments: Accommodate Regional Travel Growth Through Multimodal Approaches

- Opportunities and Potential Benefits for Transit
  - *Faster, more reliable* bus trips and *reduced* travel times
  - Potential for *new* express bus routes to VA
  - Service for underserved suburb-to-suburb transit markets
  - Managed lanes can be *new* transit “fixed-guideway”
  - Incentivize new transit service/routes with free use of managed lanes

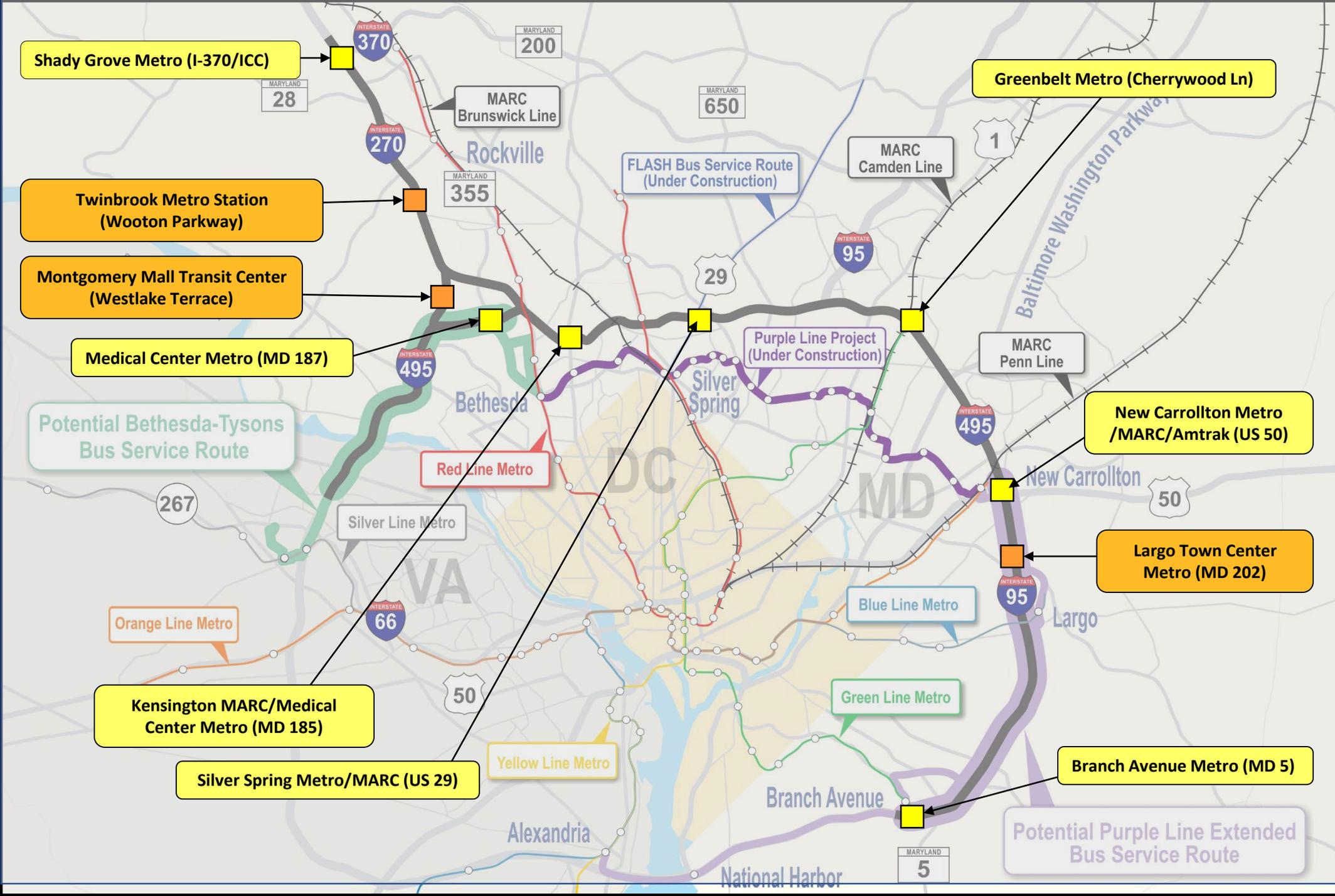




## Response to Comments: Accommodate Regional Travel Growth Through Multimodal Approaches

- HOT, Carpools, Vanpools and Travel Demand Management are complimentary to Managed Lanes
  - Free or reduced tolls for HOVs
  - Increase corridor person throughput
  - Encourage use of “Commuter Connections” and Incentrip App



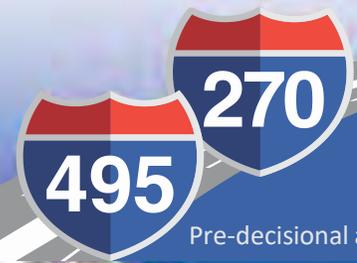


Proposed Managed Lanes access points are based on preliminary traffic and revenue analysis and may change as more detailed analyses are completed.



## Response to Comments: Transit Working Group (TWG)

- Four meetings held since May 2019 kick off by MDOT Secretary Pete Rahn
- Explore ways managed lanes can support transit service
- Work collaboratively with Individual transit agencies - working group meetings have been held or are planned:
  - Montgomery, Prince George's, Frederick and Charles Counties
  - MDOT MTA
  - WMATA
- Outcomes:
  - Identifying park and ride lot needs
  - Brainstorming additional transit service ideas
  - Identifying existing constraints to service
  - Recommending new or modified access to transit





## MD 200 (ICC) Diversion Alternative: *Purpose*

- Responsive to agency requests to evaluate alternative that ***completely avoids*** sensitive and important resources on topside of I-495
- ***Divert traffic*** on topside of I-495 to MD 200 (ICC) express toll highway
- Analyses completed ***to same level of detail*** as Screened Alternatives to determine ability to meet purpose and need
- Determine if alternative would ***meet purpose and need*** and thus be considered ***reasonable alternative*** to carry forward for detailed study in DEIS





## I-495 & I-270 Managed Lanes Study: *Purpose and Need*

The purpose of the I-495 & I-270 Managed Lanes Study is to develop a travel demand management solution(s) that ***addresses congestion, improves trip reliability*** on I-495 and I-270 within the study limits and ***enhances existing and planned multimodal mobility and connectivity***.

### Needs:

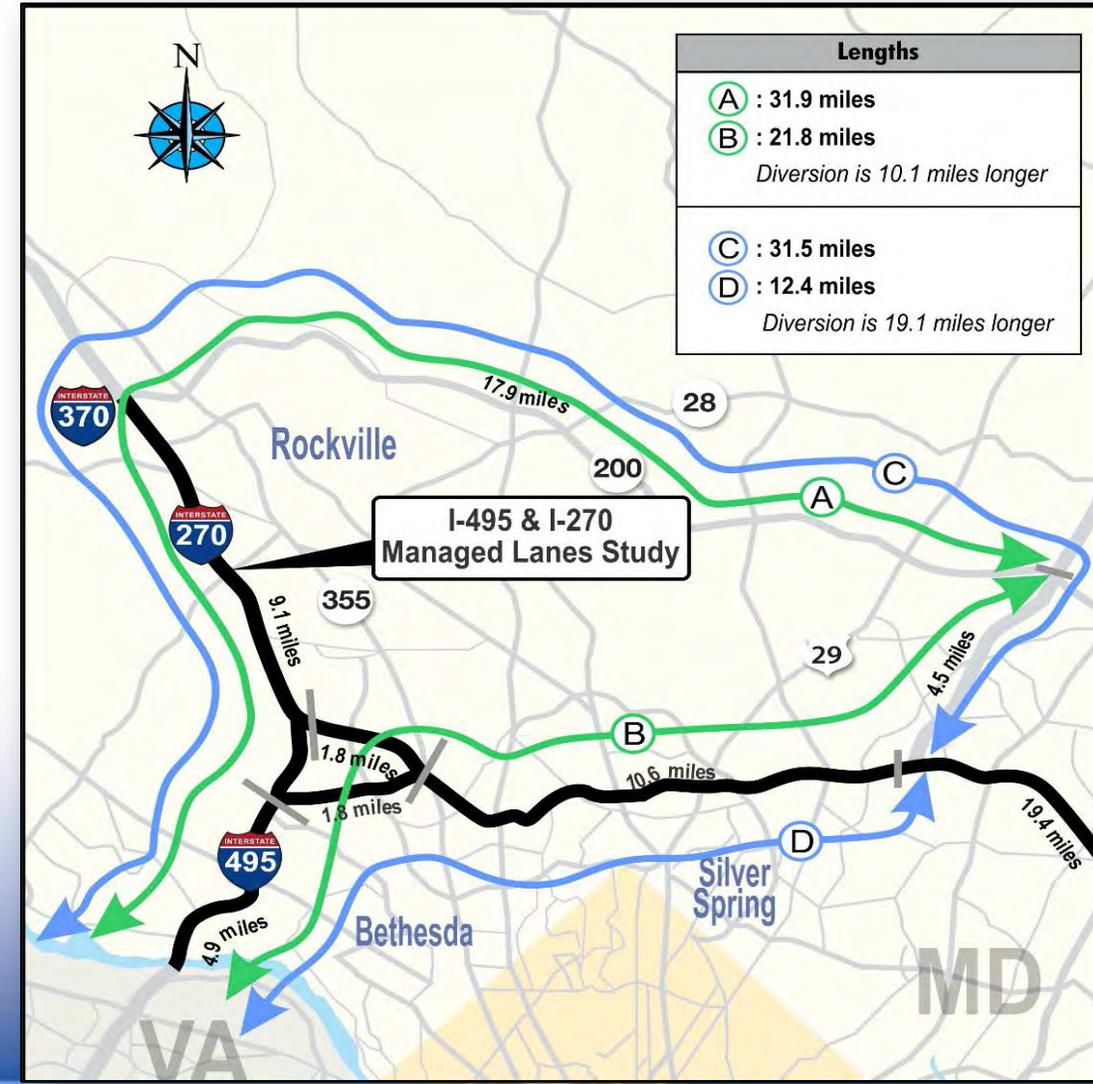
- Accommodate Existing Traffic and Long-Term Traffic Growth
- Enhance Trip Reliability
- Provide Additional Roadway Travel Choices
- Accommodate Homeland Security
- Improve the Movement of Goods and Services





# MD 200 (ICC) Diversion Alternative

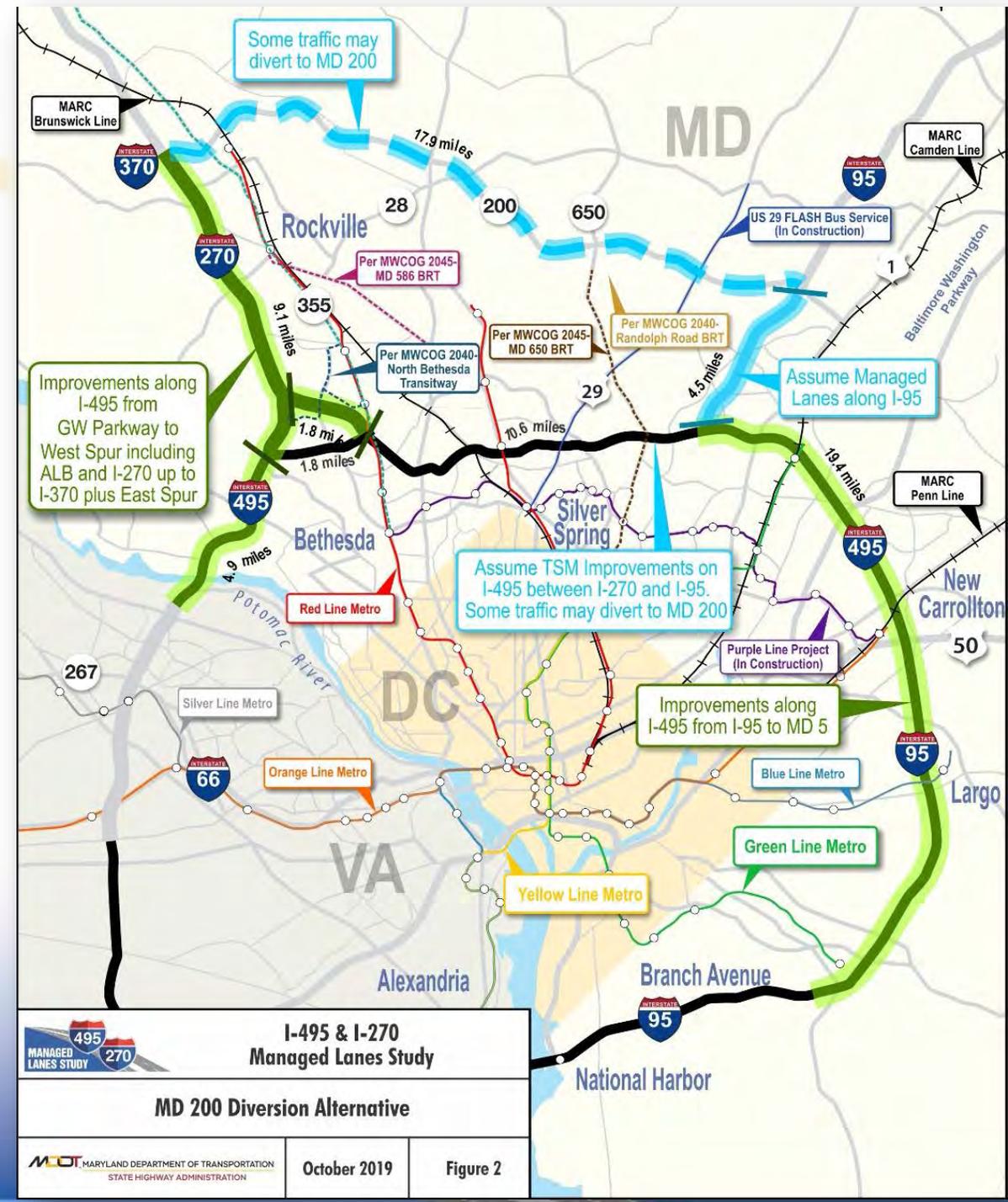
- **Route A/B Diversion (green arrows):**
  - Traffic traveling between I-95 and ALB
  - **15 %** of WB AM peak traffic travels from I-95 to ALB
  - **11%** of NB PM peak traffic travels from ALB to I-95
- **Route C/D Diversion (blue arrows):**
  - 495 traffic between ALB and I-495 east of I-95
  - **6%** of traffic on ALB travels from 495 east of 95 and vice versa





## MD 200 (ICC) Diversion Alternative

- I-495 West Side (green) – 2 managed lanes
- I-495 East Side (green) – 2 managed lanes
- I-270 (green) – convert HOV lanes, add managed lane
- I-95 (blue) – 2 managed lanes
- I-495 between I-270 and I-95
  - No widening
  - Include Ramp Metering and Signal Optimization





## MD 200 (ICC) Diversion Alternative: *Traffic Results*

- Detailed traffic analysis performed at *same level as Screened Alternatives*
- **Does not meet Purpose and Need** based on traffic metrics and screening criteria

Metric	Rank Among Screened Build Alternatives
System-Wide Delay	7 of 7
Average Speed	7 of 7
Failing (LOS F) Segments	7 of 7
Travel Time Index	6 of 7
Person Throughput	6 of 7
Effect on Local Network	2 of 7
Latent Demand Served	7 of 7
Travel Time Savings	7 of 7





## MD 200 (ICC) Diversion Alternative: *Traffic Results*

- How would MD 200 Diversion Alternative affect travel?

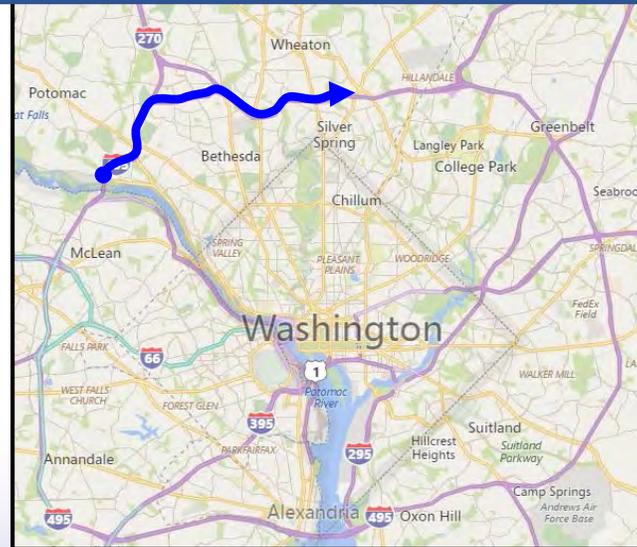




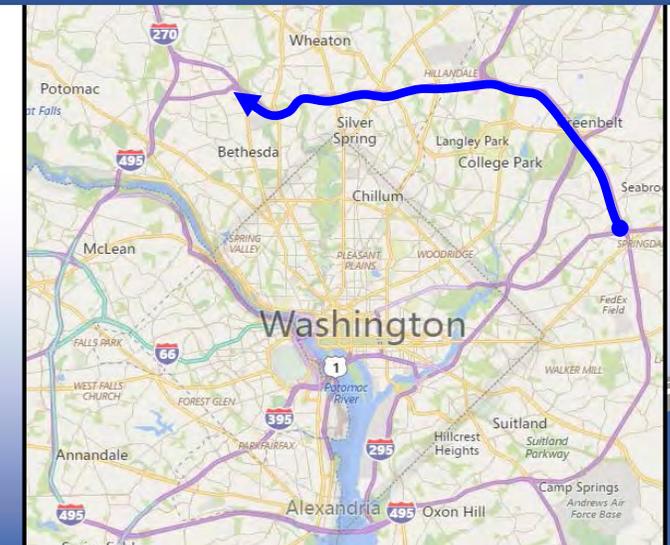
# MD 200 (ICC) Diversion Alternative: *Traffic Results*

- How would MD 200 Diversion Alternative affect travel?  
Increases commute times significantly compared to ARDS

Clara Barton Parkway to US 29 – 57 minutes vs. 28 minutes



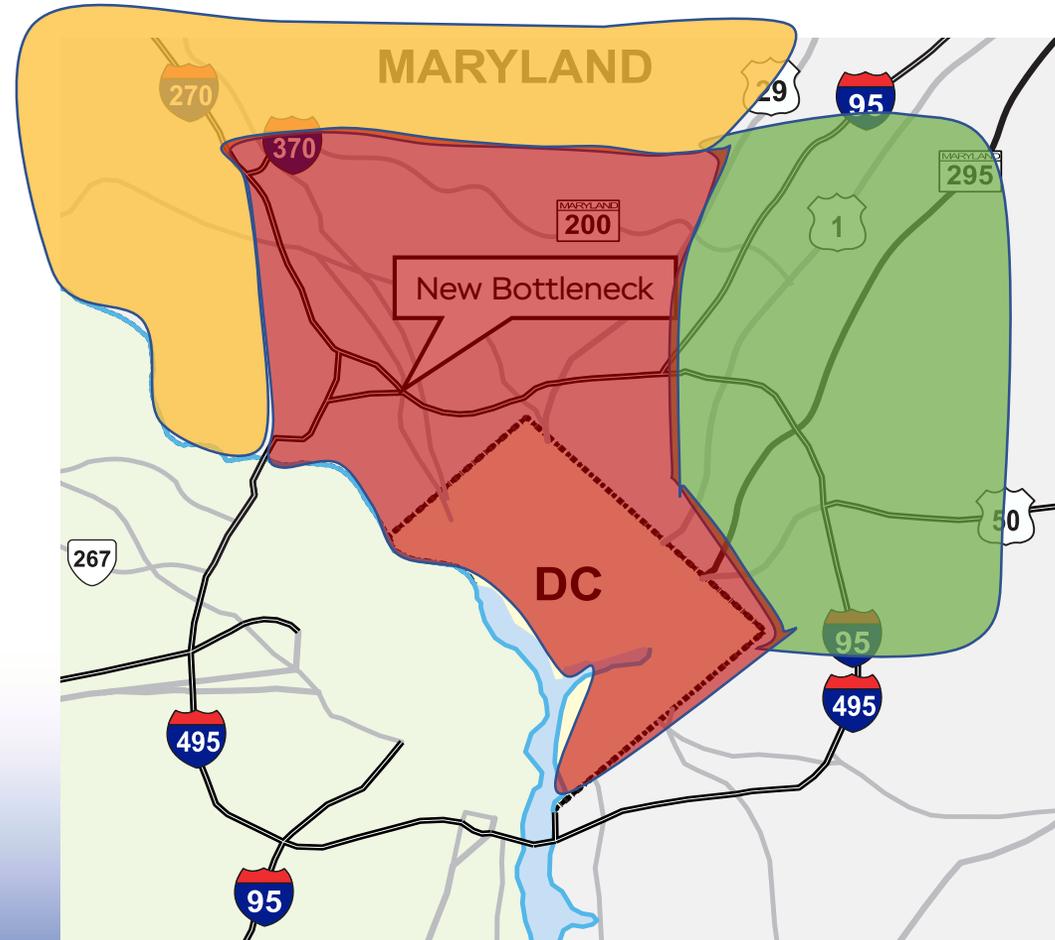
US 50 to MD 355 – 54 minutes vs. 20 minutes (worse than No Build)





## MD 200 (ICC) Diversion Alternative: *Traffic Results*

- **How would MD 200 Diversion Alternative affect travel on local roads?**
  - D.C.: Over 6,500 more vehicle-hours of delay vs. the Alternatives Retained for Detailed Study (ARDS)
  - Montgomery County: More congested east-west arterials
  - Prince George's County: Some benefit due to I-95 widening





## MD 200 (ICC) Diversion Alternative: *Traffic Results*

- **How would MD 200 Diversion Alternative affect travel?**



- More idling vehicles lead to higher emissions on top side near parks and dense development
- Carbon emissions per mile:
  - Increase significantly with lower speeds, when cars are stuck in stop-and-go traffic\*
  - Barely change between 35 and 65 miles per hour in a trip\*

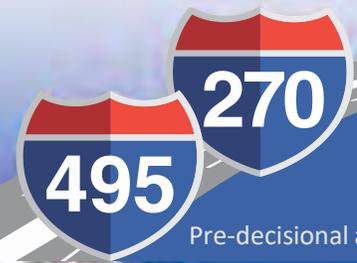
\*The Natural Resources Defense Council, Inc. – The Speed Sweet Spot, August 2015)  
<https://www.nrdc.org/onearth/speed-sweet-spot>





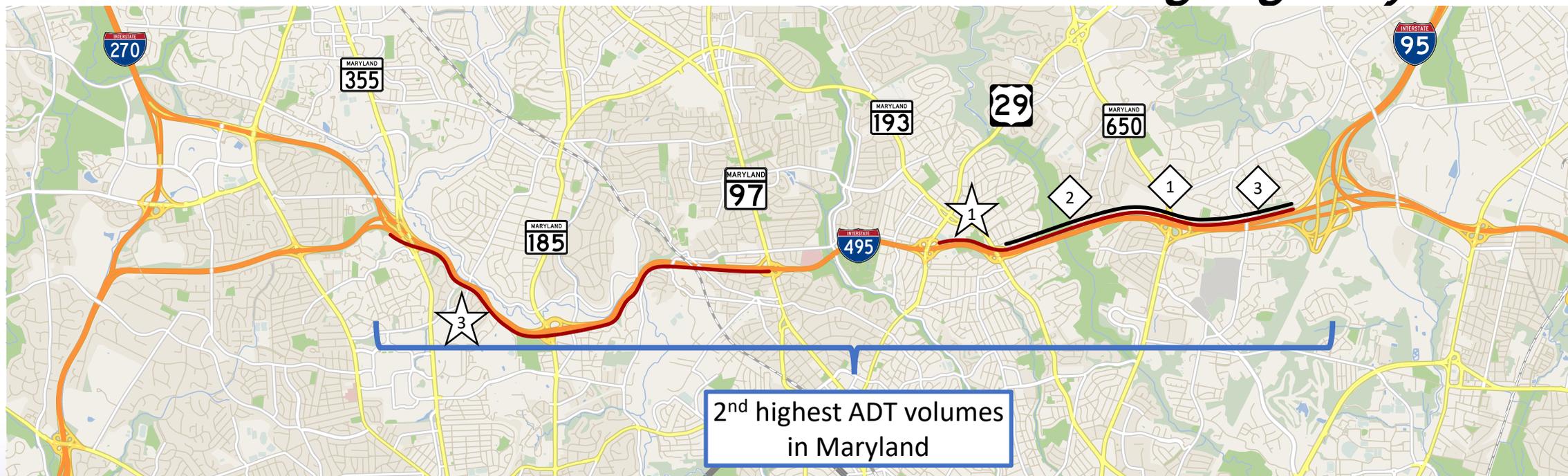
## MD 200 (ICC) Diversion Alternative: *Traffic Results*

- **Why is Diversion Alternative insufficient as a long-term solution?**
  - Does not address worst-performing segments in Maryland
  - MD 200 cannot sufficiently accommodate excess demand





# MD 200 (ICC) Diversion Alternative: *Fails to Address Worst Performing Highway Sections*



### AM Most Congested Freeway Sections

- ★ Outer Loop from I-95 to US 29

### PM Most Congested Freeway Sections

- ★ Inner Loop from East Spur to MD 97

### AM Most Unreliable Freeway Segments (based on Planning Time Index)

- ◇ 1 Outer Loop @ MD 650
- ◇ 2 Outer Loop from MD 650 to MD 193
- ◇ 3 Outer Loop from I-95 to Prince George's County Line

Source: 2018 Maryland State Highway Mobility Report





## MD 200 (ICC) Diversion Alternative: *MD 200* *Projected Capabilities*

- Traffic growing at faster rate than regional traffic – 2018 traffic more than double 2012 traffic
- Projected traffic expected to reach capacity in 2027 on some segments and by 2040 for remaining segments
- Limited capacity on MD 200 to accommodate traffic diverting from I-495 in 2040





## MD 200 (ICC) Diversion Alternative: *Environmental Results*

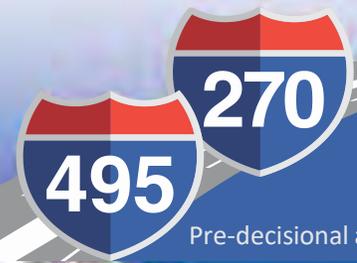
- General **decrease in environmental and property impacts**; but new impacts along I-95
- **Park Properties**
  - 12 park properties avoided including Rock Creek SVP, Sligo Creek Park/Parkway, Northwest Branch SVP
  - Not total avoidance because 35 other parks still impacted
- **Reduces Impacts**
  - 1 acre less of wetland impacts
  - 30,000 linear feet less stream
  - 250 acres less forest impact
- **New Impacts**
  - 42 linear feet of new impact to Paint Branch
  - 153 acres more of Sensitive Species Review Area along I-95





## MD 200 (ICC) Diversion Alternative: *Conclusion*

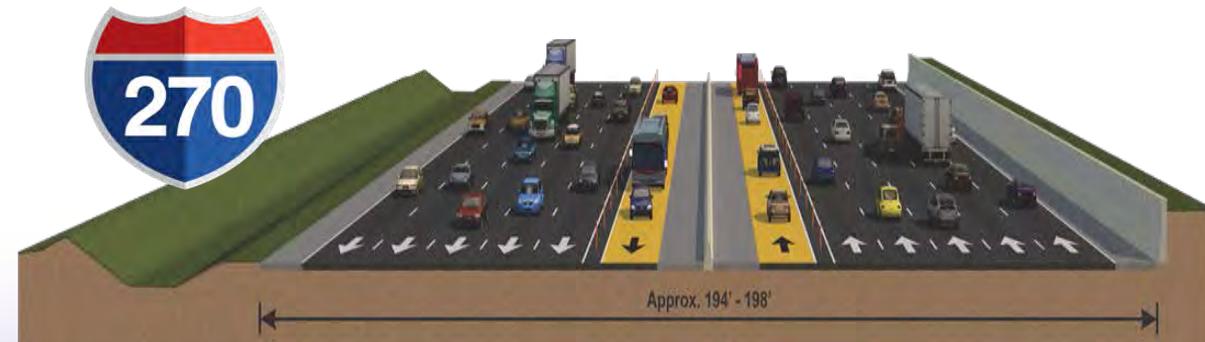
- Performed ***extensive analyses over 3 months*** using multiple engineering teams to determine reasonableness
- ***Does not meet*** Purpose and Need
- Performs ***worse than all build screened alternatives*** in most metrics
- ***Not considered a reasonable alternative*** to be retained for analysis in DEIS





## Alternative 5: *One HOT Lane Alternative*

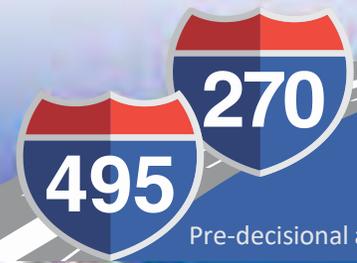
- Alternative 5 consists of adding **one HOT lane** on I-495 and **conversion of the existing HOV lane** on I-270 to a HOT lane





## Alternative 5: *One HOT Lane Alternative*

- Performed **worst of screened alternatives** in all traffic metrics
- Additional financial analysis completed showed that it is **not financially viable**
- Based on FHWA's **review of the traffic analysis** and in review of **new financial information**, Alternative 5 is **not being retained** for detailed study in the DEIS as a reasonable alternative





# Alternatives Retained for Detailed Study

ALTERNATIVE	DESCRIPTION
<b>Alternative 1</b>	No Build
<b>Alternative 8</b>	2-Lane, ETL Managed Lanes Network on I-495 and 1-ETL and 1-Lane HOV Managed Lane on I-270
<b>Alternative 9</b>	2-Lane, HOT Managed Lanes Network on both I-495 & I-270
<b>Alternative 10</b>	2-Lane, ETL Managed Lanes Network on I-495 & I-270 plus 1-Lane HOV Managed Lane on I-270 only
<b>Alternative 13B</b>	2-Lane, HOT Managed Lanes Network on I-495; HOT Managed, Reversible Lane Network on I-270
<b>Alternative 13C</b>	2-Lane, ETL Managed Lanes Network on I-495, ETL Managed, Reversible Lane Network and 1-Lane HOV Managed Lane on I-270





# Avoidance and Minimization of Impacts

- Further evaluation of ARDS, direct access locations and additional coordination with regulatory agencies, has resulted in **refinement of LOD**
- Continued avoidance and minimization measures have included:
  - **Retaining walls**
  - **Modifying direct access locations**
  - **Modifying ramp design**
  - **Slight alignment shifts**
  - **Underground stormwater facilities**
- Overall reduction in impacts from April include:
  - **25 acres less in right-of-way**
  - **20 acres less in Section 4(f) properties**
  - **4 acres less in wetlands**
  - **10 acres less in floodplains**



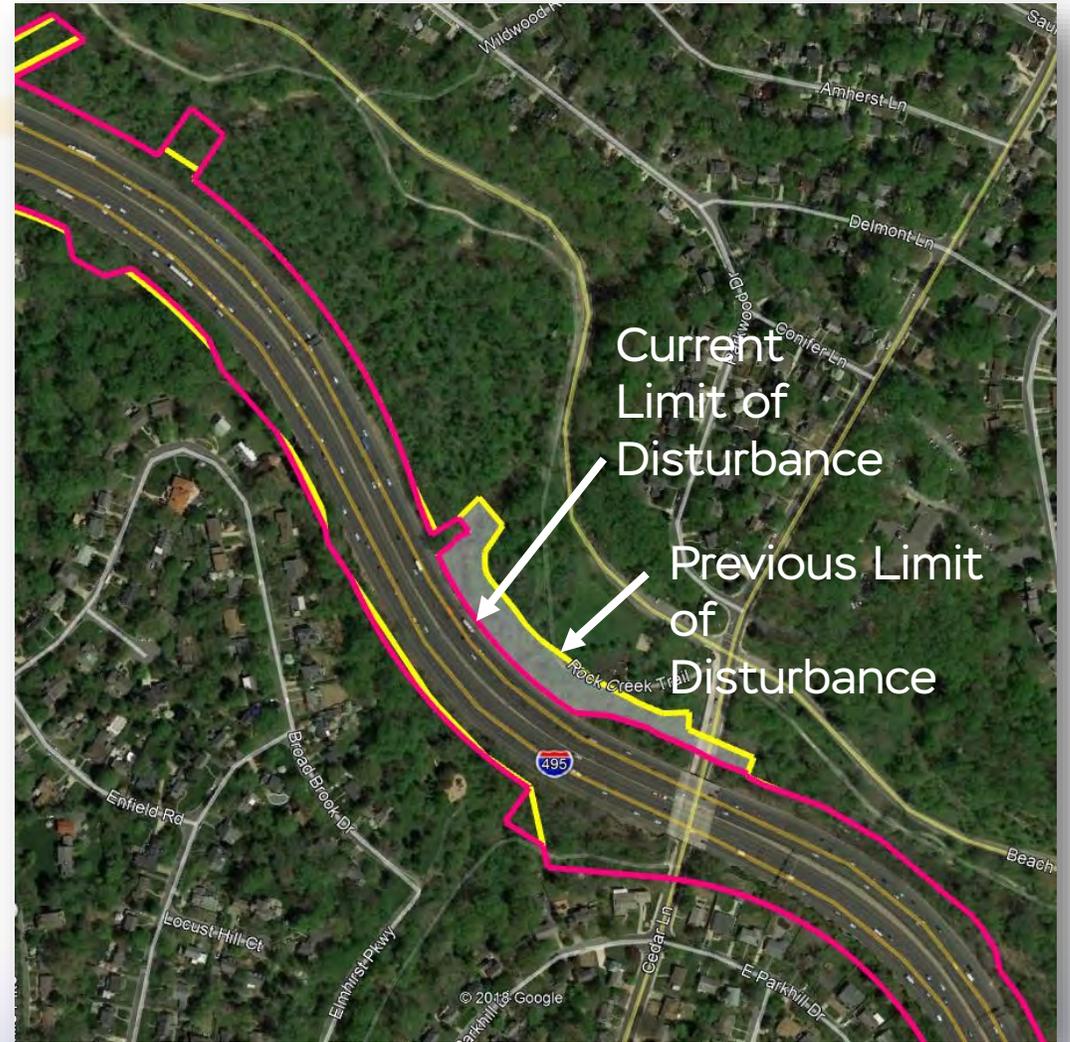
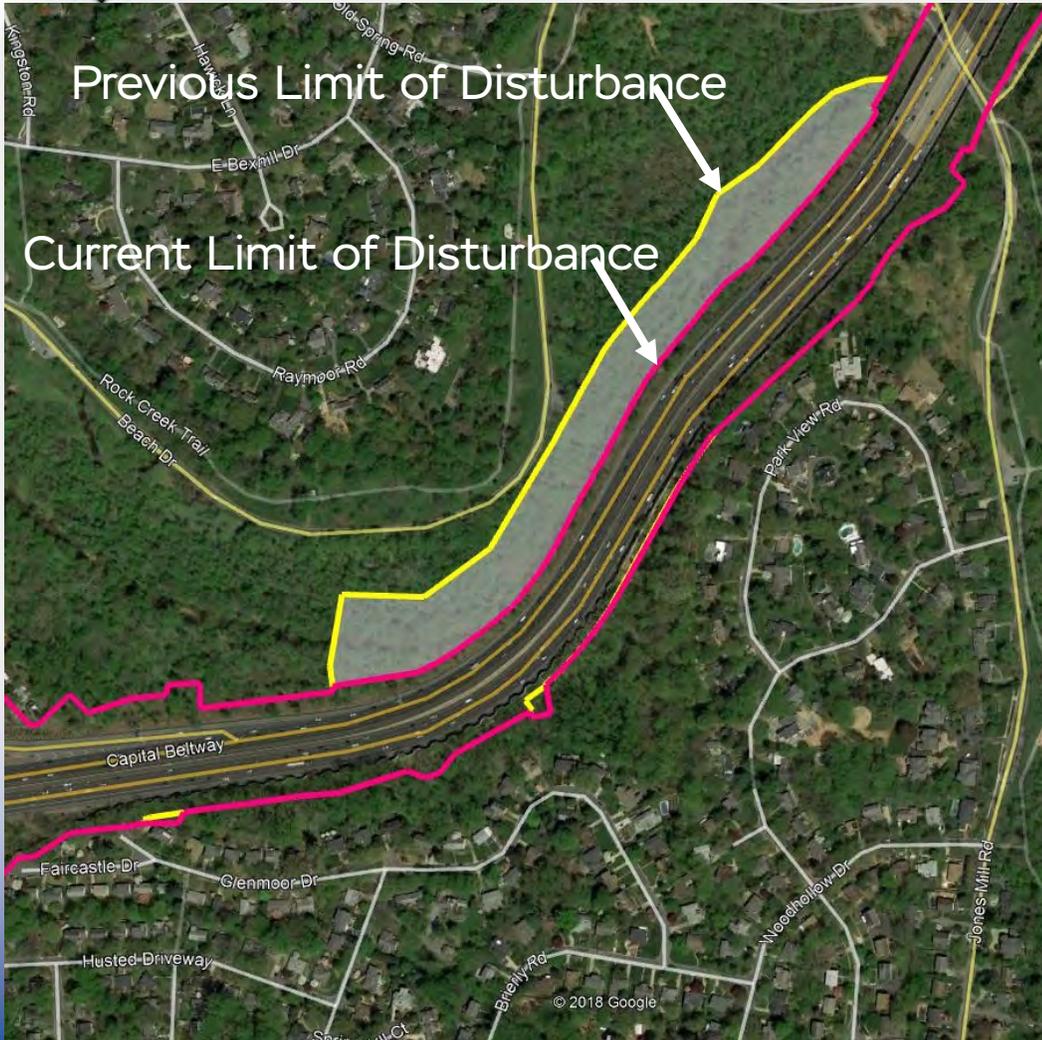


# Avoidance and Minimization of Impacts Capper Cramton Stream Valley Parks

- Rock Creek Stream Valley Park
  - Slight shift of I-495 toward Inner Loop
  - Retaining walls along both directions
  - Avoidance of relocation of Rock Creek

Resource	Estimated Reduction
Rock Creek Park	10.8 acres (74% reduction)
Wetlands	0.5 acre (45% reduction)
Rock Creek	3,288 linear feet (88% reduction)







# Avoidance and Minimization of Impacts Capper Cramton Stream Valley Parks

- Sligo Creek SVP and Northwest Branch SVP
  - Retaining walls along both directions
  - Avoided more sensitive resources on north side at Northwest Branch SVP
  - Bridge will need to be replaced within 10 years, regardless



Resource	Total Impacts	Estimated Temporary Impacts	Estimated Permanent Impacts
Sligo Creek SVP	3.2 acres	0.6 acre	2.6 acres
Northwest Branch SVP	3.2 acres	2.9 acres	0.3 acre

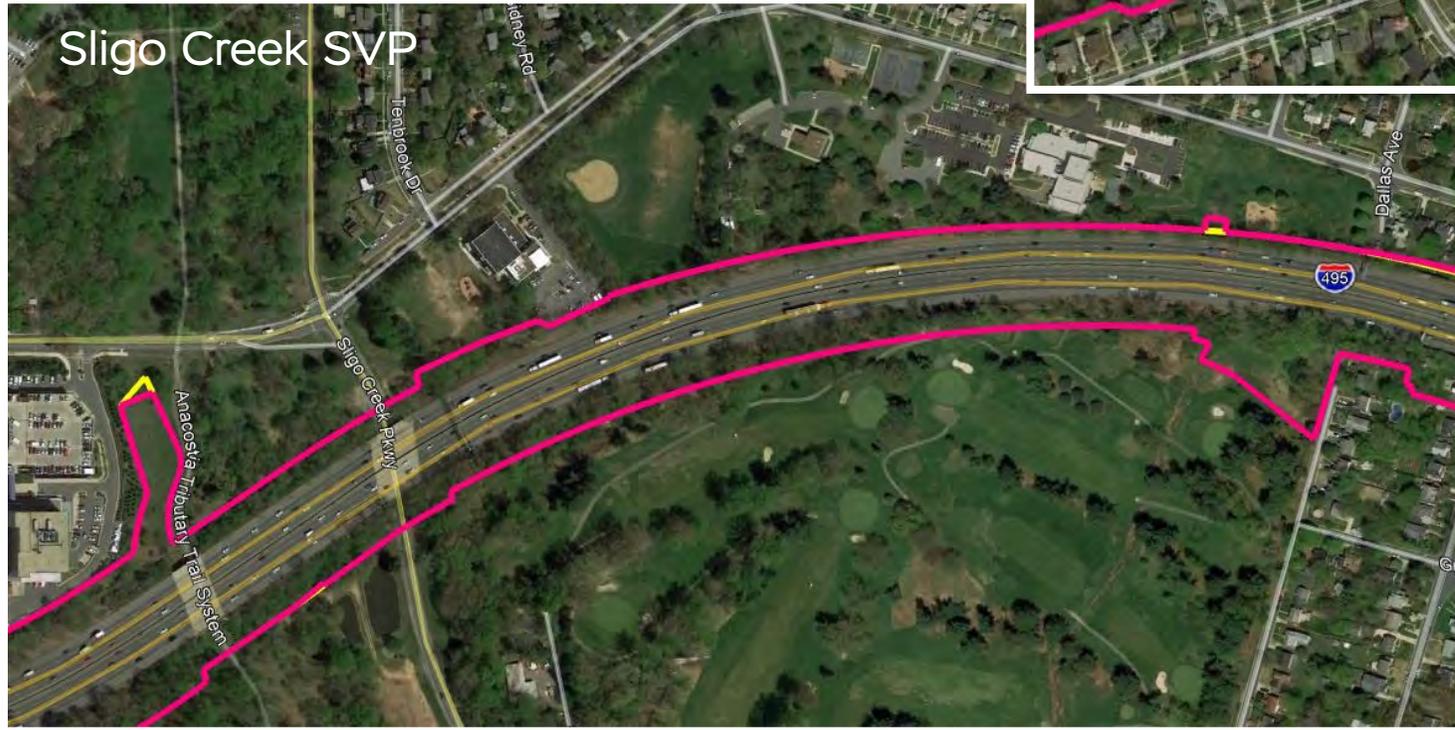


**MDOT** MARYLAND DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION

# Northwest Stream Valley Park



# Sligo Creek SVP





## In Summary...

- Actively working with MDTA to increase utilization of MD 200 through dynamic signing
- Examining transit opportunities through Transit Work Group and including transit/HOV elements in ARDS to encourage and support non-SOV travel
- Conducted thorough analysis of MD 200 (ICC) Diversion Alternative to determine reasonableness to carry forward into DEIS
- Incorporated park minimization options to significantly reduce impacts to Capper Cramton funded parkland





## Next Steps

- ✓ Continue developing avoidance and minimization measures
- ✓ Identify mitigation for unavoidable impacts
- ✓ Develop DEIS and Section 4(f) Evaluation
- ✓ Identify recommended preferred alternative and seek concurrence from cooperating agencies
- ✓ Publish DEIS/Section 4(f) Evaluation spring 2020
- ✓ Hold series of public hearings spring 2020





# Questions

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Lisa Choplin, Director

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Jeff Folden, Deputy Director

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Caryn Brookman, Environmental Program Manager

