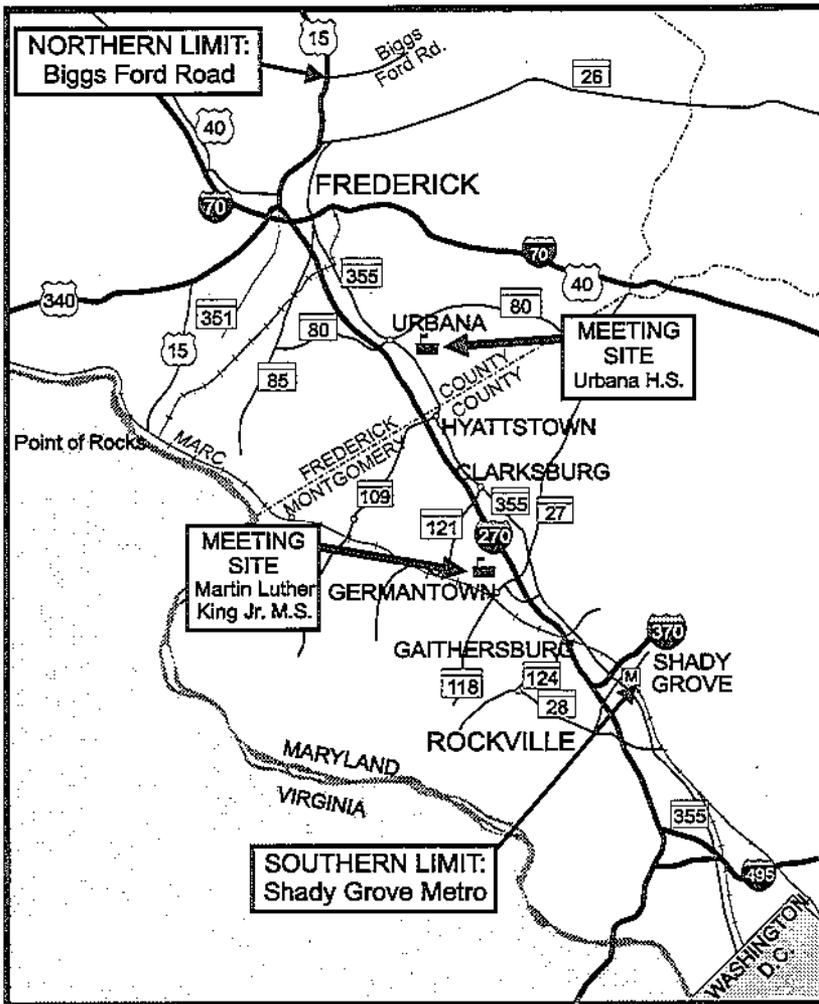


I-270 / US 15

Multi-Modal Corridor Study

INFORMATIONAL

Public Meetings



Montgomery County

Monday, February 12, 2001

5:30 - 8:30 PM

Martin Luther King, Jr.
Middle School
13737 Wisteria Drive
Germantown, Maryland 20874

SNOW DATE: March 14, 2001

Frederick County

Tuesday, February 20, 2001

5:30 - 8:30 PM

Urbana High School
3471 Campus Drive
Urbana, Maryland 21754

SNOW DATE: March 8, 2001

Project No. FR192811



US Department of Transportation
FEDERAL HIGHWAY ADMINISTRATION

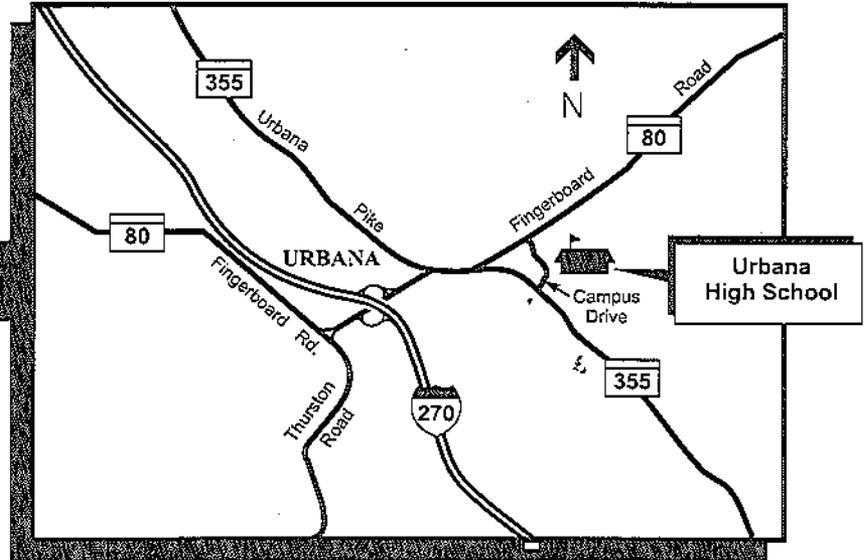
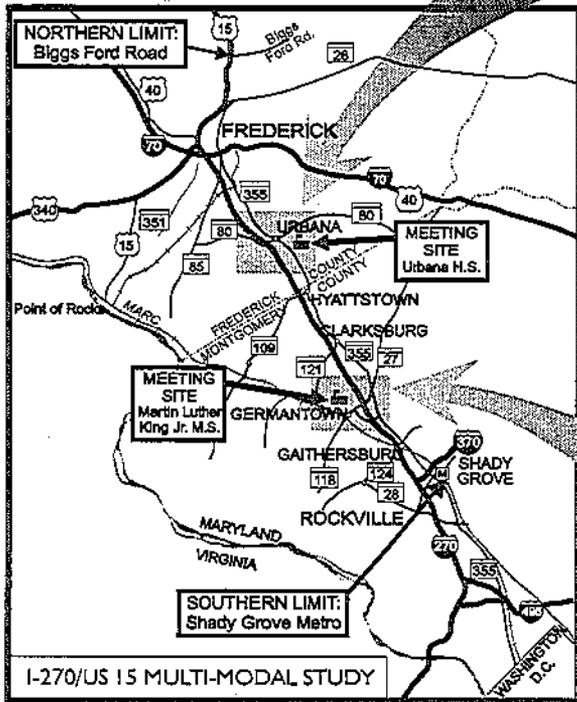


Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION



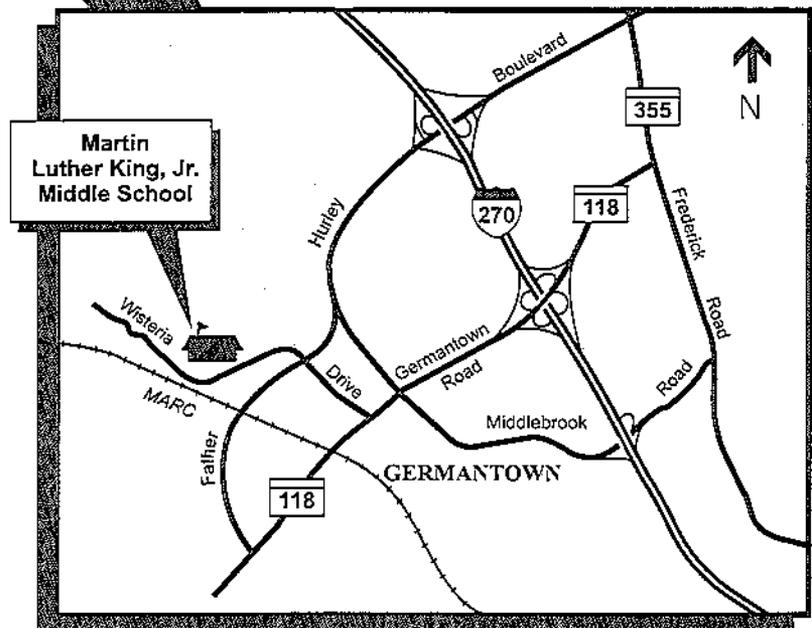
MASS TRANSIT ADMINISTRATION
Maryland Department of Transportation

MEETING LOCATIONS



Tuesday, February 20, 2001
 5:30 - 8:30 PM
 Urbana High School
 3471 Campus Drive
 Urbana, Maryland 21754

Snow Date: March 8, 2001



Monday, February 12, 2001
 5:30 - 8:30 PM
 Martin Luther King, Jr. Middle School
 13737 Wisteria Drive
 Germantown, Maryland 20874

Snow Date: March 14, 2001

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GREETINGS

Greetings from the I-270/US 15 Multi-Modal Corridor Project Team! Thank you for your interest and involvement in this comprehensive multi-modal planning study. The purpose of this brochure is to invite you to attend the upcoming Informational Public Meeting(s) and to inform you of the recent project development activities, including more detailed engineering evaluations, travel demand projections, cost evaluations and environmental studies, as well as to alert you of upcoming activities and meetings.

INTRODUCTION

The I-270/US 15 Multi-Modal Corridor Study was initiated as a jointly sponsored project between the State Highway Administration (SHA) and the Mass Transit Administration (MTA). The Project Team, which consists of a multi-jurisdictional team of federal, State and local governmental agencies, has been evaluating several transportation strategies and alternates to help relieve current and projected congestion and improve safety conditions along the I-270/US 15 Corridor. Extending from the Shady Grove Metrorail Station to the US 15/Biggs Ford Road intersection, this "Technology Corridor" provides a critical link between the Washington, D.C. metropolitan area and both central and western Maryland, and is an essential corridor for carrying local and long distance trips, both within and beyond the Corridor.

PURPOSE OF THE STUDY

The purpose of the I-270/US 15 Multi-Modal Corridor Study is to investigate options that relieve congestion and improve safety conditions along the I-270/US 15 Corridor due to existing and projected growth within the Corridor. If nothing is done, transportation congestion, traffic operations and safety conditions will worsen significantly with many roadways and intersections being forced to handle more volume than the current capacity allows, thus significantly increasing travel times.

PURPOSE OF THE MEETING(S)

The purpose of this meeting is to acquaint you with the Project Planning Study, to present the recent project products, and to provide a forum for public comment on the overall project planning process and alternates under consideration. Products on display at both meetings will include:

- engineering plans for proposed highway alignment and proposed transit alignment improvements,
- typical sections and artist renderings of possible improvements,
- travel demand projections for alternates under consideration, including highway traffic volumes and transit ridership,
- preliminary cost assessments,

- a review of environmental activities, and
- a review of upcoming project activities.

The meeting is co-sponsored by Maryland's State Highway Administration (SHA) and Mass Transit Administration (MTA), in cooperation with federal, state and local Project Team representatives. The meeting is being conducted in an interactive format and includes:

- Project information stations that address specific topics and alternates.
- Project Team representatives to answer your questions and receive your comments.

The meeting is being conducted in an open house format. There will be a recurring slideshow to acquaint the public with the study. Information stations will be set up throughout the room presenting various aspects of the project via displays and/or handouts.

**New Information
at the
Public Meetings Includes:**

- More Detailed Engineering Plans of Highway and Transitway Alignments
- Preliminary Right-of-way and Environmental Impacts
- Preliminary Cost Estimates
- Traffic Conditions for 2020 No Build and Build Scenarios

HOW TO COMMENT ON THE PROJECT

Public input and feedback is an integral part of the study. The public is encouraged to participate in the meeting(s) and provide input regarding issues that may affect the decision making process.

You may also mail your comments by filling out the pre-addressed, postage-paid comment form included in this brochure.

You may add your name and address to the mailing list for the study by placing your name and address on the sign in sheet located at the front entrance. If you have received this brochure in the mail, you are already on the mailing list.

PROGRAM STATUS

This project is included in the Interstate Development and Evaluation portion of MDOT's FY 2000-2005 Consolidated Transportation Program (CTP), the list of funded transportation projects, and is currently funded only for the planning phase. Following approval of the project's location and design, if a "build" alternate is selected, the project will become eligible for inclusion in future programs for final design, right-of-way acquisition and construction.

PUBLIC INVOLVEMENT

As part of the I-270/US 15 Multi-Modal Corridor Study, the public has been involved throughout the development of the project. This involvement has been through various public workshops and hearings, newsletters, news articles, briefings, presentations and discussions with community organizations and business organizations, and an active focus group. Below is a list of past key dates involving public involvement efforts relating to this study.

- **June, 1994:** Initiated Major Investment Study (MIS)/National Environmental Policy Act (NEPA) Study jointly sponsored by the SHA and the MTA.
- **May, 1995:** Public Initiation Meeting to familiarize the public with the project development process and the project goals, as well as to present information regarding the environment, regional growth, travel forecasting, land use, and transportation strategies, such as High Occupancy Vehicle (HOV) lanes, general-purpose lanes, and transit.
- **Winter, 1995/ 1996:** Public Alternates Workshop to share the progress of the study with the public and gain opinions on the initial results of the transportation strategies analyses. Consequently, the conclusion from this phase of the study showed no single strategy alone would satisfy the corridor's transportation needs.
- **March, 1997:** Alternates Workshop/Public Hearing to share the study progress with the public and

gain feedback on the additional results of the transportation strategies analyses, which yielded the investigation of additional strategies (such as extended Collector-Distributor (C-D) lanes, premium bus service, and proposed new interchanges).

- **Fall, 1998:** Concluded the first stage or Major Investment Study (MIS) portion of Study where concepts/strategies are initially evaluated, and recommended alternates for detailed planning study.

FOCUS GROUP

A Focus Group, comprised of local residents, community leaders, and business managers/owners, has been meeting periodically with the Project Team to assist in the development of proposed transitions and the identification of possible mainline, interchange and intersection improvements, as well as local traffic circulation, access and aesthetic concerns. Comments and suggestions received from the focus group have been evaluated and incorporated into the preliminary concepts, where possible. Thus far, the Focus Group has met over a dozen times and provided valuable comments and pointed out issues that will help guide the Project Team throughout the remaining stages of the project planning process.

PROJECT NEED

Traffic counts were collected in 1998 and are being used as base conditions, as shown for some segments along I-270 and US 15 (Table 1). The 1998 existing

daily traffic volumes along the I-270/US 15 Corridor vary greatly depending upon location, with traffic volumes generally increasing as one approaches Washington, D.C. In addition, peak hour Levels of Service (LOS) show many sections within the Corridor failing. Level of Service is a measure of traffic operations during a peak travel hour, and is designated using a grading system. LOS "A" indicates free flowing traffic, while "F" indicates failure characterized by severe congestion and delays. Generally, LOS "E" is regarded as the lowest acceptable operating condition. Typically, in the I-270/US 15 Corridor, the morning peak period generally is from 6 AM to 9 AM. However, due to congestion, volumes similar to those during peak hour exist for several hours at some locations along I-270.

Traffic conditions are projected for the year 2020, the design year, using the regionally

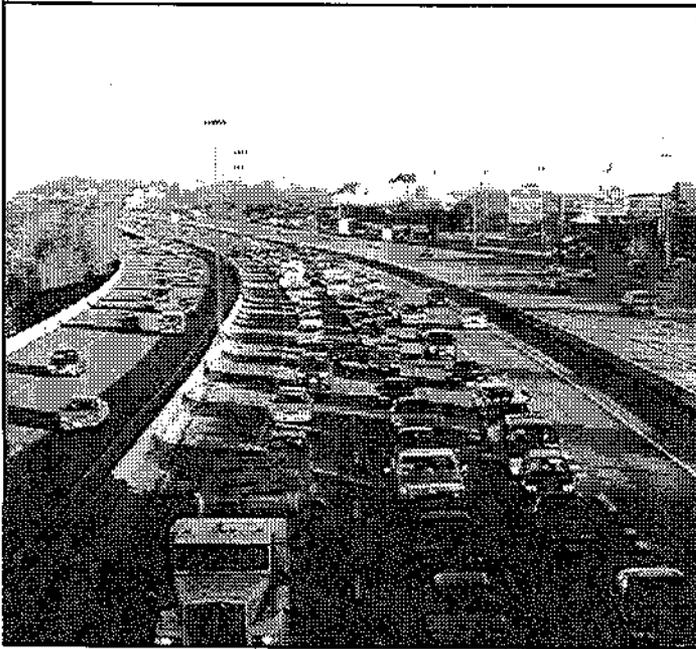
adopted (Metropolitan Washington Council of Governments) travel demand model with the land use and roadway network from local master plans. Significant population and employment growth within the Corridor is expected through the year 2020. This growth will create travel demand exceeding what the existing transportation system can handle, resulting in increased congestion, travel times and accidents. Anticipated and planned locations of this residential and commercial growth are located in activity centers, such as Frederick, Urbana, Clarksburg, Germantown and Gaithersburg.

At the present time, most of the mainline segments of the I-270/US 15 Corridor experience recurring congestion during the peak commuting periods. Based on the projected volumes, congestion will worsen causing greater delays and unsafe travel conditions. Even with all the

**Table 1:
No-Build Average Daily Traffic (ADT) Volumes & Peak Period Levels of Service (LOS)**

Location	1998 ADT Volumes	2020 ADT Volumes	% Growth	Peak Period LOS (Mainline Lanes)	
				1998 AM(PM)	2020 AM(PM)
I-270 between Shady Grove Road and I-370	174,900	215,100	23%	F(C)	F(F)
I-270 between MD 124 and Middlebrook Road	119,600	194,400	63%	E(E)	F(F)
I-270 between MD 118 and Father Hurley Boulevard	83,100	133,200	60%	D(E)	F(F)
I-270 between the County Line and MD 80	68,350	76,800	12%	F(F)	F(F)
I-270 between MD 80 and MD 85	71,250	99,500	40%	F(F)	F(F)
US 15 between Opossumtown Pike and MD 26	68,700	96,900	41%	E(E)	F(F)
US 15 between Hayward Road and Biggs Ford Road	35,700	49,300	38%	C(C)	D(D)

planned improvements to the Corridor, which will provide increased capacity (for more vehicles), overall congestion is expected worsen. In addition, the peak periods will continue to lengthen.



Accident rate information was gathered for 6 segments along I-270 and US 15 in Montgomery and Frederick Counties over a 3 year study period, January 1, 1996 to October 31, 1999. While the rear end accident rate on 3 of 4 sections of I-270 (I-370 – MD 124, MD 118 – MD 124 and MD 121 – I-70) was higher than the statewide average, the overall accident rate for 5 of the 6 study sections was lower than, or consistent with, the comparable statewide average accident rate. The exception to this was the section of US 15 from I-70 to MD 26, which had an overall accident rate that qualified as being significantly high.

On US 15, between I-70 and MD 26 during this study period, the following accident types were significantly higher than the statewide average: rear end (45.9 per 100 million vehicle miles (mvm), fixed objects

(14.8 per 100mvm), left turn (0.3 per 100mvm), property damage (81.5 per 100mvm), and injury (36.2 per 100mvm) accidents.

THINKING BEYOND THE PAVEMENT/CO SENSITIVE DESIGN

As part of this project, public comments and ideas have been included. Coordination will continue with the Montgomery County and Frederick County Departments of Public Works and Transportation, the Maryland – National Capital Park and Planning Commission (M-NCPPC), the Cities of Gaithersburg, Rockville, and Frederick, and the project Focus Group to ensure that “Thinking Beyond the Pavement”, or Context Sensitive Design, concepts, which preserve and enhance the community’s character while improving transportation in the project area, have been incorporated wherever possible.

“Thinking Beyond the Pavement” addresses such issues as:

- Pedestrian circulation and safety
- Local traffic circulation to and from the neighborhoods and businesses
- Control of speed
- Disturbance to traffic circulation during construction
- Access to mass transit
- Right-of-way impacts

- Problems of neighborhood roads for traffic cut-through use
- Effects on police, fire, and emergency rescue response time
- Effects of firehouse location on congestion
- Bicycle access along Corridor Cities Transitway (CCT)
- Aesthetics/Landscape/Streetscape Opportunities
- Other specific community issues
- I-370 to MD 124: Three general-purpose lanes, one HOV lane, and two collector-distributor, or local, lanes northbound; four general-purpose lanes southbound.
- MD 124 to MD 118: Three general-purpose lanes and one HOV lane northbound; four general-purpose lanes southbound.
- MD 118 to MD 121: Two general-purpose lanes and one HOV lane northbound; three general-purpose lanes southbound.
- MD 121 to I-70: Two general-purpose lanes northbound and southbound.

Your comments will help assure that the transportation alternatives are being developed to improve access in relation to the local character and the aesthetic desires of the community. We encourage you to comment on "Thinking Beyond the Pavement" issues using the comment card at the back of this brochure.

EXISTING CONDITIONS

HIGHWAYS

Originally built in the early 1950s as a 4-lane freeway called the Washington National Pike (US 240), the travel route now referred to as I-270 has been improved and widened over the years. Currently, the facility is configured as follows:

I-270

- Y-split (just north of I-495) to I-370: Three general-purpose lanes, one High Occupancy Vehicle (HOV) lane, and two collector-distributor, or local, lanes northbound-and southbound.

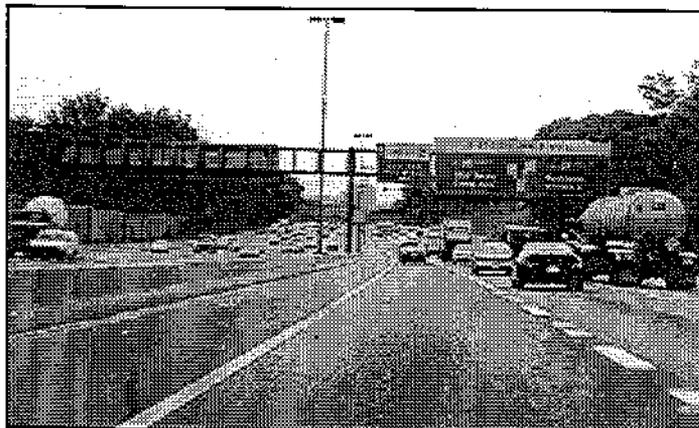
US 15

- I-70 to MD 26: Four lane divided fully access-controlled roadway.
- MD 26 to Biggs Ford Road: Four lane divided highway, with access provided by means of at-grade intersections. Left turns onto US 15 from side roads are generally prohibited in this area, and U-turn bays are located within the median to provide for this movement.

HIGH OCCUPANCY VEHICLE (HOV) LANES

High Occupancy Vehicle (HOV) lanes currently exist on the east and west spurs (both northbound and southbound) of I-270 from I-495 north to the Y-split and both northbound and southbound on I-270 from the Y-split to I-370. HOV lanes also exist on northbound I-270 from I-370 to MD 121. These HOV lanes have been evaluated since their implementation and

have been meeting national standards. For example, the average auto occupancy for I-270 is 1.37 and the travel time savings is approximately four to seven minutes (September, 1998).



PARK AND RIDE LOTS

A system of park and ride lots is available throughout the project area to accommodate ridersharing. These facilities range in size from 15 spaces (Dickerson MARC Station) to 5,791 spaces (Shady Grove Metro Station).

TRANSIT - MARC

The project area is served by several transit-systems, including the Mass Transit Administration (MTA), the Washington Metropolitan Area Transit Authority (WMATA), Montgomery County, and Frederick County.

Commuter rail service is available in the Corridor through MTA's Maryland Rail Commuter Service (MARC) system. MARC offers service from Martinsburg, West Virginia through Point of Rocks, Maryland to Washington, D.C. The stations along this corridor are primarily oriented toward commuters working in downtown Washington, D.C., as well as commuters who work in Rockville, Silver Spring or

other locations along the Metrorail system (through transfers made in Rockville, Silver Spring and Union Station). MARC currently serves approximately 2,320 riders during the peak period. Frederick County TRANSIT currently operates a "Meet the MARC" shuttle service between Point of Rocks and the City of Frederick, which transports an average of 57 people during the peak period. Service on the extension to Frederick is expected to begin in late 2001.

TRANSIT - METRORAIL

The northwestern terminus of the Washington Metropolitan Area Transit Authority's (WMATA) Metrorail Red Line system is the Shady Grove Metro Station, which is located at the southern end of the project area. Direct connections to Metrorail from MARC are available in Rockville and Silver Spring. Metrorail provides service to the south, but does not currently provide service into or through the project area. Currently, based on the average of March, April, May, and June budgets, 8,000 people enter the Shady Grove Metro Station during the morning (5:30-9:30 AM) peak period. The station serves as a major intermodal transfer facility, with about 1,800 people entering the station by bus. The station provides 5,791 parking spaces for commuters with an additional 2,000 parking spaces planned to be built by 2010.

TRANSIT - FEEDER BUS SERVICES

Approximately 980 riders per day use Frederick TRANSIT's local bus system. This system operates primarily within the City of Frederick, but also provides service

to other locations in Frederick County, such as the Francis Scott Key Mall. In addition, MTA has a contract for a privately operated commuter bus service (#991) between Hagerstown, Frederick and the Shady Grove Metro Station. This service currently transports 182 riders during the morning peak period on a typical weekday. Montgomery County provides bus service within the project area via the Montgomery County Ride-On program, which generally operates in support of Metrorail, Metrobus and MARC services. In the Gaithersburg/Northern Rockville area, Ride-On serves approximately 23,000 riders per day. Metrobus service provided by WMATA primarily serves the areas south of the Shady Grove Metro Station.



ALTERNATES UNDER CONSIDERATION

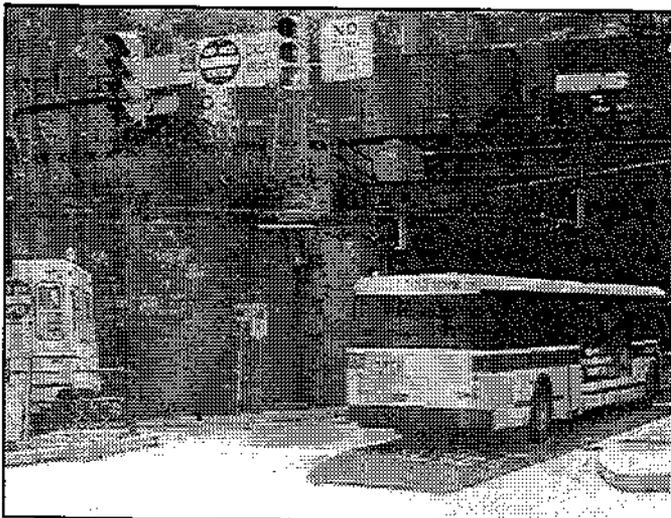
At the Winter 1995/1996 Alternates Workshops, it was concluded that no single transportation strategy alone would solve the transportation needs in the Corridor. Therefore, several of the transportation strategies were packaged together into Combination Alternates and discussed with the Project Team and the public. Five alternates comprise the outcome of these discussions, including a Baseline Alternate, Transportation System Management/Transportation Demand Management (TSM/TDM) Strategies Alternate and Combination Alternates A, B, and C, which have been approved by the federal and State resource and regulatory agencies for further, more detailed, consideration.

All build alternates (Combination Alternates A, B, C) include TSM/TDM strategies, interchange improvements, widening structures to accommodate any highway or transit improvement and new interchanges at US 15/Biggs Ford Road, US 15/Trading Lane, US 15/MD 26 (improved), US 15/Patrick Street (improved), US 15/Jefferson Street (improved), I-270/MD 85 (improved), I-270/MD 80 (improved), I-270/MD 75 Extended, I-270/MD 109 (improved), I-270/MD 121 (improved), I-270/Newcut Road, I-270/Middlebrook Road (improved), I-270/Watkins Mill Road Extended, and I-270/MD 117 (improved).

Please refer also to Figures 1, 2, and 3 depicting the combination alternates and typical sections.

NEW STRATEGIES STUDIED

Based on interest from the general public, the Focus Group and the Project Team representatives, two new components have been incorporated into this study. The first new component includes the evaluation of a Bus Rapid Transit (BRT) mode along the Corridor Cities Transitway (CCT). Bus Rapid Transit is a busway that provides an integrated bus system with significantly faster speeds, improved reliability and increased convenience. This can be accomplished through exclusivity (separate bus alignment), traffic signal preferences, shorter passenger stops (with a pre paid fare and/or no steps for boarding), special infrastructure (stations similar to light rail stations), integrated bus services and transit-oriented land use already being developed by the local jurisdictions for all CCT transit modes.



The second new component includes the evaluation of High Occupancy/Toll (HOT) lanes. HOT lanes are managed lanes reserved for high occupancy vehicles, generally at a lesser or no cost, while low occupancy vehicles would be able to use these restricted lanes for a fee. The goal of an HOT lane is to more efficiently manage the available capacity of the HOV lanes during the peak commuting periods.

BASILINE (NO-BUILD) MODIFIED ALTERNATE

- Consists of the elements adopted from the 1997 Constrained Long Range Transportation Plan (e.g. MARC commuter train extension from Point of Rocks in Frederick County to the City of Frederick).
- The Baseline has been modified to reflect more accurately current and programmed conditions within the I-270/US 15 corridor. Therefore, the southbound HOV lane between MD 121 and I-370 would be excluded since it is part of several Combination Alternates.

- No major capacity improvements would be made on I-270 or US 15. Only routine maintenance and spot improvements are included.

TSM/TDM STRATEGIES ALTERNATE

- Highway Widening – None.
- TSM/TDM Strategies – Consists of ridesharing, telecommuting, vanpooling, additional park and ride lots, a hiker/biker trail, and Intelligent Transportation Systems (ITS) Technology.

Please note that each alternate includes the same TSM/TDM strategies, which will be defined as needed.

- Transit Improvements – Consists of improved bus service including new routes and increased frequency on existing routes.

COMBINATION ALTERNATE A

- Highway Widening – Consists of additional general-purpose lanes in both counties, extended HOV lanes, auxiliary and Collector-Distributor (C-D) lanes, and interchange improvements.
- Transit Improvements – Consists of the Corridor Cities Transitway (CCT) from the Shady Grove Metro Station to COMSAT as a separate alignment for a busway or light rail transit system. Both the light rail transit (LRT) and bus rapid transit (BRT) modes are being evaluated as part of the Corridor Cities Transitway Alignment. Therefore, both Combination Alternate A-1 (LRT) and

Combination Alternate A-2 (BRT) are being evaluated.



COMBINATION ALTERNATE B

- Highway Widening – Consists of additional general-purpose lanes in both counties, extended HOV lanes, auxiliary and Collector-Distributor (C-D) lanes, and interchange improvements. For this alternate, both high occupancy vehicles and express “premium” bus services would utilize the inside HOV lane. By adding the HOT option, this alternate could evaluate the possibility of single occupancy vehicles purchasing their admittance into this lane for a premium, more reliable trip, based on the “value” of their trip and the traffic flow in the HOV/HOT lane. Therefore, Combination Alternate B with a HOT lane option will be evaluated.
- Transit Improvements – Consists of premium/express bus service from the Shady Grove Metro Station to Frederick as a busway along the HOV lanes of I-270 with exclusive slip ramps for key intermodal connections.

COMBINATION ALTERNATE C

- Highway Widening – Consists of additional general-purpose lanes in both counties, extended HOV lanes, auxiliary and Collector-Distributor (C-D) lanes and interchange improvements. As per the Montgomery County Master Plans, only one additional inside lane is being pursued on I-270 between MD 121 and I-70. This lane will be evaluated as either an HOV lane or a general use lane.
- Transit Improvements – Consists of the Corridor Cities Transitway (CCT) from the Shady Grove Metro Station to COMSAT as a separate alignment for a busway or light rail transit system. Both the light rail transit (LRT) and bus rapid transit (BRT) mode are being evaluated as part of the Corridor Cities Transitway Alignment. Therefore, both Combination Alternate C-1 (LRT) and Combination Alternate C-2 (BRT) are being evaluated.

COMPONENTS NOT CARRIED FORWARD

- Watkins Mill Road Extended Interchange with I-270. This is a separate project planning study.
- LRT to Frederick. This study shows 2020 demand for a LRT only to COMSAT, however right-of-way preservation from COMSAT to Frederick is recommended through the master plan process for future consideration.
- Technology Blvd. Between MD 75 Extended and MD 80. This is a local

roadway being pursued by the county as part of the regional plan update.

TRAVEL DEMAND

TRAFFIC PROJECTIONS

As shown in Table 2, if a build alternate, such as Combination Alternates A-1 (LRT), A-2 (BRT) or B, is constructed, daily traffic volumes on I-270 and US 15 north of I-370 are projected to be higher than for the Baseline or No-Build Alternate. The build alternates are forecasted in 2020 to accommodate up to 15% more traffic than the Baseline in the southern end of the corridor, nearly 27% more near the border between Montgomery and Frederick Counties and 15% more at the northern terminus of the project area. If any of these combination alternates are constructed, it is projected that they will relieve some of the anticipated I-270/US 15 congestion projected for the Baseline or No-Build Alternate. Furthermore they will help to relieve some congestion on parallel roads, such as MD 355.

Table 2: 2020 Build Scenario¹ Average Daily Traffic (ADT) Volumes & Percent Growth from 2020 No-Build

Location	Combination Alternates A-1 (LRT), A-2 (BRT), B	
	2020 ADT Volumes	Percent Growth from 2020 No-Build
I-270 between Shady Grove Road and I-370	219,800	2%
I-270 between Watkins Mill and Middlebrook Road	223,800	15%
I-270 between MD 118 and Father Hurley Boulevard	162,300	22%
I-270 between the County Line and MD 109	97,700	27%
I-270 between MD 80 and MD 85	139,900	41%
US 15 between Opossumtown Pike and MD 26	106,800	10%
US 15 between Hayward Road and Biggs Ford Road	56,600	15%

1. Build scenario represents a MWCOC Round 6.1 land use evaluation of Combination Alternates A-1 (LRT), A-2 (BRT), and B.

PROJECTED PEAK HOUR CONDITIONS

Table 3 illustrates projected peak hour operating conditions on I-270 and US 15 along the corridor. In the City of Frederick, traffic analyses have shown that three through lanes plus one auxiliary lane (currently two through lanes in each direction) would operate at an acceptable level of service in most areas along US 15. There is one area along US 15 (between US 40/MD 144 and Jefferson Street) where the level of service (LOS) would operate at a failing LOS (LOS F), which is highlighted in the table below.

Along I-270 in Frederick County, traffic conditions would generally operate at an acceptable LOS, except along northbound I-270 through the Monocacy National Battlefield between MD 85 and MD 80.

Along I-270 in Montgomery County, traffic congestion significantly increases, resulting in poor LOS conditions.

Between the County Line and MD 118, traffic would operate at LOS D/E conditions southbound and LOS E/F conditions northbound. From the MD 118 interchange to south of the I-370 interchange, peak hour traffic volumes result in LOS E/F conditions along the mainline and C-D lanes in both peak directions, even with the inclusion of additional auxiliary lanes along the Collector-Distributor (C-D) lanes.

Table 3: 2020 Build Scenario¹ AM(PM) Peak Hour Mainline Level of Service (LOS)

US 15 Interchanges	Southbound		Northbound	
North of Biggs Ford Road	B(A)		A(B)	
Biggs Ford Road to Trading Lane	C(A)		A(C)	
Trading Lane to MD 26	C(C)		C(E)	
MD 26 to Opossumtown Pike	C(C)		B(C)	
Opossumtown Pike to 7 th Street	C(C)		B(C)	
7 th Street to Rosemont Avenue	C(D)		C(C)	
Rosemont Avenue to US 40/MD 144	D(D)		D(E)	
US 40/MD 144 to Jefferson Street	F(E)		D(E)	
Jefferson Street to I-70 (I-270)	D(D)		C(E)	
I-270 Interchanges	C-D Lanes	Mainline	Mainline	C-D Lanes
I-70 to MD 85	-	E(C)	B(D)	-
MD 85 to MD 80	-	E(C)	C(F)	-
MD 80 to Proposed MD 75	-	D(C)	B(E)	-
Proposed MD 75 to MD 109	-	D(C)	B(E)	-
MD 109 to MD 121	-	D(C)	B(E)	-
MD 121 to Proposed Newcut Road	-	D(C)	B(E)	-
Proposed Newcut Road to Father Hurley Boulevard ²	E(C)	E(C)	B(E)	C(E)
Father Hurley Boulevard to MD 118	D(C)	D(B)	A(E)	C(F)
MD 118 to Middlebrook Road	E(C)	F(B)	A(F)	D(D)
Middlebrook Road to Proposed Watkins Mill Road	F(E)	F(B)	B(E)	C(E)
Proposed Watkins Mill Road to MD 124	F(E)	E(A)	B(F)	D(E)
MD 124 to MD 117	E(D)	E(B)	B(F)	D(E)
MD 117 to I-370	F(E)	F(B)	B(F)	D(F)
South of I-370	E(D)	F(B)	B(F)	D(F)

1 Build scenario represents a MWCOCG Round 6.1 evaluation of Combination Alternates A-1 (LRT), A-2(BRT), and B. Additional auxiliary lanes beyond those proposed in the Combination Alternates have been proposed in order to improve LOS. An auxiliary lane was proposed along southbound I-270 from the eastbound I-70 to southbound I-270 acceleration lane to the westbound MD 85 deceleration lane. In addition, auxiliary lanes were proposed along the northbound and southbound I-270 Collector-Distributor (C-D) Lanes.

2 C-D lanes begin (southbound I-270)/end (northbound I-270) north of Father Hurley Boulevard.

TRANSIT MODE AND RIDERSHIP

The Project Team ultimately plans to utilize mode characteristics, ridership, and cost information, as well as public input, in order to make a mode recommendation once an alternate is selected. Some of the factors that will be considered in this study for the transitway mode recommendation

will attempt to address basic operational, technical and system characteristics in categories of consistency/compatibility, flexibility, staging potential, marketing, patronage, costs and other measures of effectiveness, where applicable. The table below provides a comparison of the daily boardings on the modes under consideration in these areas.

Table 4: Patronage (Daily Boardings) Comparison of I-270 Transit Components

	Modified Baseline Alternate	TSM Alternate	Combo-A (LRT) Alternate	Combo-A (BRT) Alternate	Combo-B (Premium Bus) Alternate-Original	Combo-C1 (LRT) Alternate	Combo-C2 (BRT) Alternate**
Light Rail (Busway) Boardings	N/A	N/A	7,100	13,400	11,300	7,200	13,500
Germantown to COMSAT	N/A	N/A	2,900	6,300	5,300	2,900	6,300
Germantown South	N/A	N/A	4,200	7,100	6,000	4,300	7,200
Project Area MARC Boardings	8,300	7,400	5,600	4,700	3,700	5,600	4,700
Germantown South MARC Boardings	4,500	4,200	3,300	2,600	1,600	3,300	2,600
Transfers From LRT/BRT to Metro	N/A	N/A	4,600	11,000	9,400	4,600	11,000
Metro Rail Boardings	14,400	14,500	15,000	20,500	21,700	15,000	20,500
Rockville	4,900	5,500	3,600	4,100	4,900	3,600	4,100
Shady Grove	9,500	9,000	11,400	16,400	16,800	11,400	16,400
Project Area Feeder and Local Bus Boardings	13,000	21,900*	14,700	21,600	26,500	14,600	21,500

* Including J8/J9 Buses
 ** Refined Transit Results

COST & COST EFFECTIVENESS

Preliminary cost assessments have been prepared for the alternates under consideration, as shown in Table 5. These costs include design, right-of-way and construction costs. In addition, cost effectiveness of the various transit modes under consideration have been evaluated and are shown in Table 6.

Table 5: Preliminary Cost Estimates Based on Each Alternate

ALTERNATE	ESTIMATED COSTS
Baseline (No-Build) Alternate	-
TSM/TDM Strategies Alternate	-
Combination Alternate A-1 (LRT)	\$2.4 Billion
Combination Alternate A-2 (BRT)	\$2.2 Billion
Combination Alternate B (no HOT)	\$1.7 Billion
Combination Alternate C-1 (LRT)	\$2.1 Billion
Combination Alternate C-2 (BRT)	\$1.9 Billion

Table 6: Preliminary Cost Effectiveness of Transit Modes

	LRT	BRT
Corridor Cities Transitway (CCT) Capital Cost*	\$700 M	\$500 M
Corridor Cities Transitway (CCT) Cost per mile (approximately 14 miles)*	\$50 M	\$36 M
Cost per mile of National Recent Experience	\$46.1 M	\$28.1 M
Farebox Recovery (Corridor Cities Transitway)	65%	42%
Cost Effectiveness – Stage II Preliminary (Shady Grove to COMSAT)	\$29.14	\$10.42
Cost Effectiveness National Average (Cost per new rider)	\$10.80	\$6.65

*Costs have been rounded.

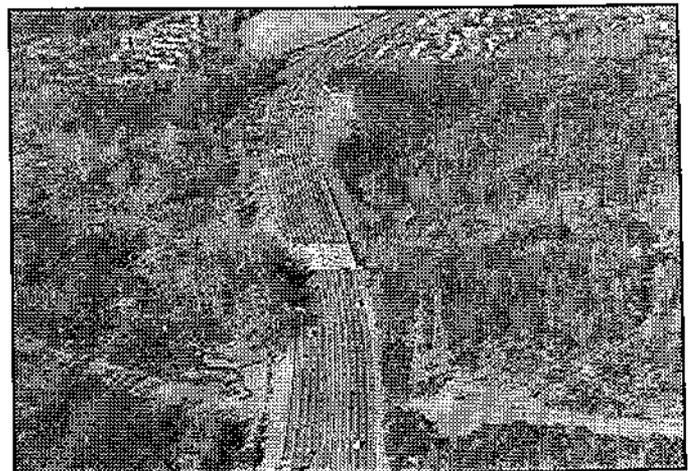
ENVIRONMENTAL UPDATE

Environmental resources have been identified throughout the project area. Impacts to these and other resources will be further evaluated by the Project Team, and have been valuable in determining what strategies to carry forward for detailed study and, ultimately, will be instrumental in identifying the preferred alternate.

NATURAL RESOURCES

Numerous stream crossings occur along the I-270/US 15 Corridor within the project area. These streams provide recreational opportunities, as well as a habitat for

warm and cold water fish, other aquatic life, and wildlife. Since proposed improvements may involve construction in these streams and their associated non-tidal wetlands and 100-year floodplains, the team will coordinate with appropriate federal and state environmental agencies to identify impacts as well as to assess



opportunities to avoid or minimize impacts.

The Monocacy River is a State-designated Wild and Scenic River, which will require protection of shoreline vegetation to preserve the water quality.

I-270 traverses the Maryland Piedmont Sole Source Aquifer, a major source of drinking water, between MD 118 (Germantown) and MD 80 (Urbana).

Woodlands are adjacent to the corridor in many areas and could also be affected. No federally listed threatened or endangered species are located within the study corridor, however, one state-listed rare animal species, the Southern Pygmy Shrew, is known to inhabit the project area. Three State Rare plants may also exist in the area. Prime farmland soils and soils of statewide importance are located throughout the Corridor.

SOCIO-ECONOMIC RESOURCES

Most of the build alternates being considered are consistent with the various Montgomery and Frederick County master plans along the corridor. Right-of-way acquisition, residential and business displacements including effects to any minority or low-income communities will be determined in the next stage of the alternates development process.

Land uses throughout the project area are variable. The southern portion of the project area, generally south of MD 121, consists of residential (a mixture of single-family homes, townhomes, and condominiums) and commercial with office/industrial development along both

sides of I-270. North of MD 121, most of the anticipated development is concentrated east of I-270, consisting mainly of office/light industrial uses. Most of the land west of I-270 is expected to remain agricultural/conservation. Residential and some commercial land uses exist in Clarksburg and Urbana. Land uses in the vicinity of the Frederick area contain a mixture of residential and commercial, with some agricultural and industrial designations north of the Frederick City limits.

Twenty-seven publicly owned parks, recreation and wildlife areas are located in the study corridor, including some larger parks such as Seneca Creek State Park, Great Seneca Park, Black Hill Regional Park, Little Bennett Regional Park and the Monocacy National Battlefield Park.

SMART GROWTH/NEIGHBORHOOD CONSERVATION INITIATIVE

Maryland's Smart Growth Areas Act limits state funding for growth-related projects to areas designated by local jurisdictions as Priority Funding Areas (PFAs). PFAs are existing communities and other locally designated areas, as determined by local jurisdictions in accordance with the Act. The Act is intended to direct development to existing towns, neighborhoods, and business areas by directing State infrastructure improvements to those places.

The PFA boundaries in Montgomery and Frederick counties show that portions of the I-270/US 15 improvements are outside of these boundaries. While the I-270/US 15 Corridor crosses through several PFAs, there are a few improvements planned in

less dense and more rural areas, including north of Clarksburg, northern and southern Urbana and north of the City of Frederick. Two proposed new interchanges, which are part of all of the Combination Alternates, are located outside of PFAs. They include MD 75 Extended (Southern Urbana) and Biggs Ford Road (north of the City of Frederick). Please note that MD 75 Extended would only have access to/from the east side of I-270. If a growth-related project is located outside of a PFA, it will be subject to an exception, some of which must be approved by the Board of Public Works. This approval must occur before the project can be funded for subsequent phases of development such as design, right-of-way acquisition or construction.

CULTURAL RESOURCES

The Project Team, in consultation with Maryland Historical Trust and other parties, has identified historic resources and historic districts in the project area that are listed on or considered eligible for the "National Register of Historic Places." These resources will be identified in the environmental document prepared for the project. In accordance with Section 106 procedures of the National Historic Preservation Act, the upcoming Informational Public Meetings provide the opportunity for continuing public input regarding historic resources. If you would like to get these resources list please feel free to contact Michelle Hoffman (SHA) at 410-545-8547.

Please note that the Monocacy National Battlefield is a National Historic Landmark and Park, which is bisected by I-270. Effects to this resource will be evaluated

during the next phase of Project Planning. There are no significant archeological sites located within the project area.



Detailed noise and air quality analyses will be undertaken during the next stage of the planning study.

OTHER TRANSPORTATION PROJECTS

The Maryland Department of Transportation is engaged in a variety of efforts to find solutions to the I-270 Corridor's transportation problems. There are a number of other projects ongoing in the study Corridor which are related to traffic studies in the I-270/US 15 Multi-Modal Corridor Study:

MARC Frederick Extension (From The Point of Rocks to Frederick): The Maryland Mass Transit Administration (MTA) is extending the Maryland Commuter Rail (MARC) system to provide service from Point of Rocks to Frederick, Maryland. The MARC system presently consists of two lines between Washington, D.C. and Baltimore, Maryland, (one of which extends into north of Baltimore and

Perryville, Maryland) and a third line between Washington, D.C. and Brunswick, Maryland, with extended service into Martinsburg, West Virginia. The Frederick extension will involve track, signal, and station/yard improvements on an existing freight line. In addition to the extension, MTA is embarking on a major procurement of additional commuter rail coaches and locomotives for MARC to meet anticipated system-wide demand. The estimated cost of the project is \$131.6 million. Ridership forecast for 2015 is 1,600 daily passengers on the Frederick Extension. Contact person: Lorenzo Bryant (MTA) 410-767-3754.

I-270/Watkins Mill Road Extended Study:

The purpose of the I-270 project at Watkins Mill Road Extended is to provide improved access (vehicular, pedestrian, bicycle, and transit) to and from the transportation network to accommodate and provide sufficient capacity to serve planned economic development in designated growth areas (Priority Funding Areas) of northern Gaithersburg. In addition, it is important to improve access to the Metropolitan Grove MARC Station to facilitate increased transit use. There are seven alternates and various access options under consideration in this project which include the no build alternate; the baseline alternate, which would extend Watkins Mill Road with no interstate access; and several different interchange configurations. Contact person: Michelle Hoffman (SHA) 410-545-8547.

MD 117 Corridor Study: This project includes proposed modifications along MD 117 Corridor intersections. This project is currently in the planning phase; however much of the MD 117 Corridor will

be designed and constructed as part of other studies (listed below). Alternates include auxiliary lanes and an off-street hiker/biker trail. Contact person: Dennis Atkins/Stephanie Yanovitz (SHA) 410-545-8548/8532.

Congestion Relief Study (CRS): There is an interim project to relieve congestion along the MD 117 corridor centered at the intersection with MD 124. New sidewalks and bikeways are to be included. This project is currently in design and is funded for construction in 2003. Contact person: Jim Wesselhoff (SHA) 410-545-8886. In addition, there is an interim project to relieve congestion at the intersection of MD 355 and MD 124. This project is currently in construction. Contact person: Brian Boyer (SHA) 301-519-3716.

MD 117 (From I-270 to Muddy Branch Road): This project includes improvements to the interchange including the implementation of a Park-and-Ride facility. Improvements are also proposed along MD 117. New sidewalks and bikeways are included. The project is currently in design and is funded for construction in 2001. Contact person: Marty Cohn (SHA) 410-545-8901.

MD 124/I-270 Interchange Modifications: This project is under construction and includes modifications to the interchange, including the implementation of a Park-and-Ride facility. One ramp is to be eliminated and another modified. This project is scheduled to be completed in Spring 2001. Contact person: Brian Boyer (SHA) 301-519-3176.

MD 85 Study: MD 85, between Spectrum Drive and English Muffin Way was recently

added as a separate project planning study to evaluate highway widening in the corridor. Contact person: Dennis Atkins (SHA) 410-545-8548.

I-270 and MD 80 Improvements: Developer improvements have been completed at I-270 and MD 80. These improvements have relocated MD 80 from I-270 to MD 355 and widened the road from a two-lane undivided roadway to a 4-lane divided roadway. This project also included the reconfiguration of the I-270/MD 80 Park and Ride lot to incorporate both a north and south lot expanding from 193 spaces to 392 spaces. In addition, the relocation of MD 355 from north Urbana to south of Urbana along with a new I-270 northbound to MD 80 eastbound ramp is in final design with a tentative construction date of FY 2004.

I-270 and I-70 Improvements: The improvements at I-270/I-70 will provide the missing movements from I-270 northbound to I-70 eastbound and I-70 westbound to I-270 southbound, an additional through lane on eastbound and westbound I-70, widening the existing New Design Road to four lanes and widening the existing ramps. These improvements are underway and are scheduled to be completed Fall 2001.

I-270/ MD 355 Interchange: This project is phase IIA of the I-70 project, which includes the replacement of the existing eastbound ramps at I-70 to MD 355, reconstruction of MD 85 at the MD 355 intersection, and widening of MD 355 from south of I-70 for approximately 2500 linear feet. Other improvements include the addition of sidewalks, bicycle compatibility

lanes, ADA compliance, drainage improvements, curb & gutter replacement, signal reconstruction and landscaping. This phase of the I-70 project will improve the local traffic pattern movements in this area. Contact person: Allen Jacobs (SHA) 410-545-8832.

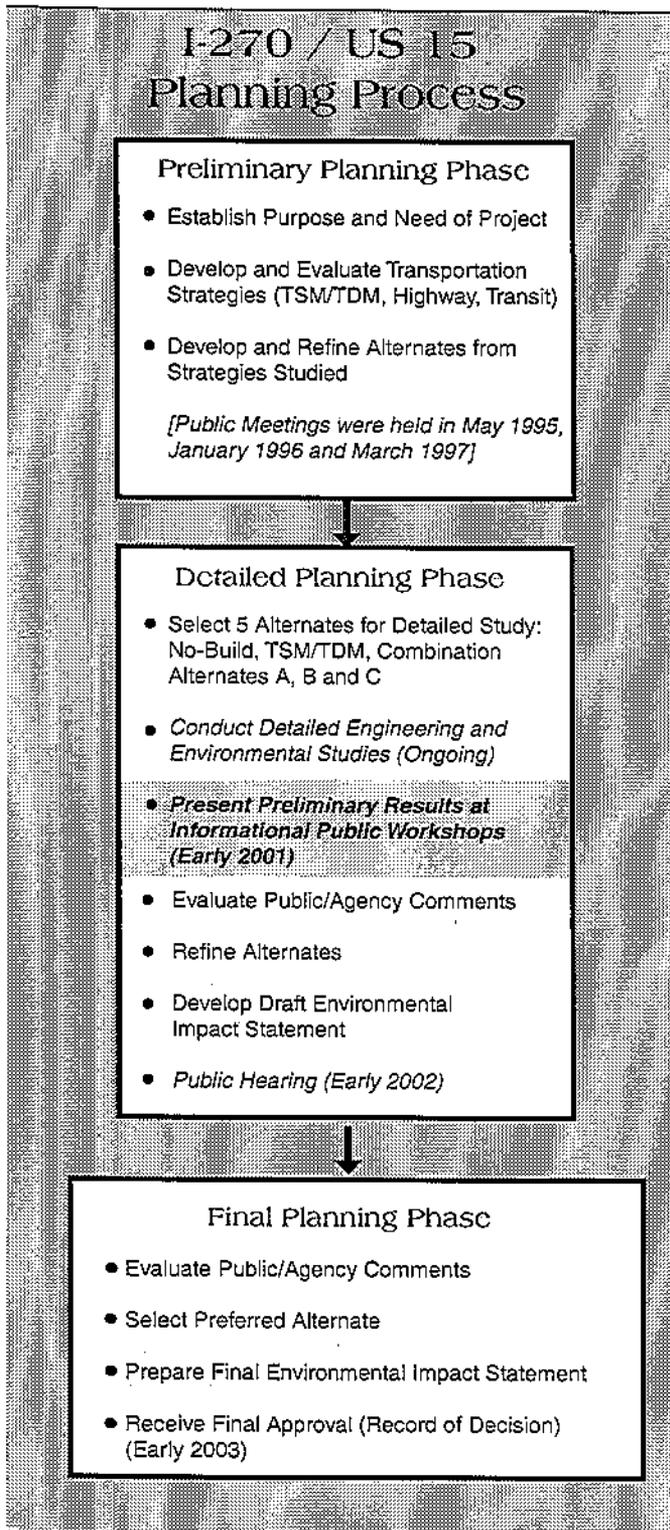
Variable Pricing: Maryland has initiated a one-year feasibility study for value pricing on ten congested facilities in the Baltimore/Washington region, including the Maryland portion of I-495, the Capital Beltway and I-270 from I-495 to I-70. Variable pricing is an innovative approach to travel demand management, by providing a system of fees or tolls, which vary according to the level of congestion. Strategies, similar to telephone and airline fees, place a higher fee or "value" during the peak time, when congestion is heaviest and delay is at its worst. The purpose of variable pricing is to provide a premium, more reliable option to travelers, encouraging some peak period users to shift to off-peak periods, High Occupancy Vehicle (HOV) lanes, transit, or less congested routes. To find out more about this study, please visit our web page at www.mdotvaluepricing.com.

REMAINING STEPS IN THE PROJECT PLANNING PROCESS

The Project Team is conducting detailed planning studies in order to better answer your questions on specific traffic issues, engineering alignments and impacts, which should take another year (refer to Figure 4). SHA and MTA will consider public input as a result of this and other meetings, as well as agency comments in finalizing the alternates to be included in

the Draft Environmental Impact Statement (DEIS). A Public Design Hearing is tentatively scheduled for Early 2002.

A Record of Decision or Location Approval on "one" selected alternate, which will be granted by the Federal Highway and Federal Transit Administrations, would subsequently be anticipated in 2003, which would make the project eligible for Federal funding for final design, right-of-way acquisition and construction for various segments of the selected alternate.



NON-DISCRIMINATION IN FEDERALLY ASSISTED AND STATE-AID PROGRAMS

Should you have any questions concerning non-discrimination in federally assisted and State-Aid programs, please contact:

State Highway Administration
Mr. Walter Owens, Jr., Director
Office of Equal Opportunity
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202
Phone: 410-545-0315
Email: wowens@sha.state.md.us

Mass Transit Administration
Mr. Sam Glasscho, Manager
MBE/EEO
Mass Transit Administration
6 Saint Paul Street
Baltimore, Maryland 21202
Phone: (410) 767-8362

RIGHT-OF-WAY AND RELOCATION ASSISTANCE

The proposed project may require additional right-of-way. For information regarding right-of-way and relocation assistance, please contact:

SHA Montgomery County

Mr. Richard Ravenscroft, Chief
District #3 Office of Real Estate
State Highway Administration
9300 Kenilworth Avenue
Greenbelt, Maryland 20770
Phone: 301-513-7455
Toll Free: 800-749-0737
Email: dravenscroft@sha.state.md.us

SHA Frederick County

Mr. Frank E. Knapp, III
District #7 Office of Real Estate
State Highway Administration
5111 Buckeystown Road
Frederick, Maryland 21704
Phone: (301) 624-8156
Toll Free: (800) 635-5119

MTA Montgomery & Frederick Counties

Ms. Adele Stephens, Director
Office of Real Estate
Mass Transit Administration
6 Saint Paul Street
Baltimore, Maryland 21202
Phone: (410) 767-3695

MEDIA USED FOR MEETING NOTIFICATION

Advertisements for this meeting appeared in the following:

THE BALTIMORE SUN
THE WASHINGTON POST
THE MONTGOMERY GAZETTE
THE MONTGOMERY JOURNAL
THE AFRO-AMERICAN (D.C.)
EL MONTGOMERY
THE ASIAN FORTUNE
THE WASHINGTON JEWISH WEEK
THE FREDERICK NEWS POST
THE FREDERICK GAZETTE

A news release was distributed to local newspapers, and public service announcements of this Public Hearing were furnished to radio stations serving the project area. In addition, those persons who are currently on the project mailing list received direct notice of this meeting.

THANK YOU

The Project Team thanks you for your continued interest and participation in the I-270/US 15 Multi-Modal Corridor Study. Your comments are greatly appreciated! If you have any questions, please feel free to contact either Michelle Hoffman, the State Highway Administration's Project Manager, or Lorenzo Bryant, the Mass Transit Administration's Project Manager.

**TABLE 7
I-270/US 15 MULTI-MODAL CORRIDOR STUDY
SHADY GROVE METRO STATION TO BIGGS FORD ROAD
PRELIMINARY ENVIRONMENTAL RESOURCE IMPACT CHART**

Impacts	Baseline Modified (No-Build)	TSM/TDM	Total ^A Busway	Total ^A LRT	Total ^A Opt 5	Total ^A Opt 6	Total ^A Opt 10	Total ^A Opt 11	Combination Alternate A				Combination Alternate B			Combination Alternate B (HOT)			Combination Alternate C ^C								
									Opt 1	Opt 2	Opt 3	Total ^B Busway	Total ^B LRT	Opt 1	Opt 2	Opt 3	Opt 1	Opt 2	Opt 3	Opt 1	Opt 2	Opt 3	Total ^B Busway	Total ^B LRT			
Length (Miles)	-	-	14	14	1.3	2.3	TBD	0.5	33.5	33.5	33.5	-	-	33.5	33.5	33.5	33.5	33.5	33.5	33.5	33.5	33.5	-	-			
Socio-Economic Environment																											
1. Displacements	-	TBD	0	0	0	2	TBD	1	27	27	TBD	27	27	27	27	TBD	27	27	TBD	27	27	TBD	TBD	TBD	TBD	TBD	
2. Number of Properties & Resources	-	TBD	120	120	5	20	TBD	10	446	TBD	TBD	566	566	446	TBD	TBD	446	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD		
3. Right-of-Way Required - Acres	-	TBD																									
Parkland or Recreation Area	-	TBD	5	5	0	0	TBD	0	40	30	TBD	45	45	40	30	TBD	40	30	TBD	TBD	TBD	TBD	TBD	TBD	TBD		
TOTAL	-	TBD	200	200	60	50	TBD	6	450	TBD	TBD	650	650	450	TBD	TBD	450	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD		
Natural Environment																											
1. Number of Stream Crossings	-	TBD	15	15	2	0	TBD	0	48	47	48	63	63	48	47	48	48	47	48	48	47	48	48	47	48	63	63
2. 100-Year Floodplain Affected - Acres	-	TBD	5	5	0	0	TBD	0	40	TBD	TBD	45	45	40	TBD	TBD	40	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	
3. Wetlands Affected - Acres	-	TBD	10	10	TBD	TBD	TBD	TBD	25	TBD	TBD	35	35	25	TBD	TBD	25	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	
4. Waters of the US Affected - Other than Wetlands - LF	-	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	
5. Woodlands Affected - Acres	-	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	
6. Stream Relocations - LF	-	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	
7. Affected Threatened or Endangered	-	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	
8. Area of Prime Farmland Affected	-	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	
Noise																											
Number of NSAs Exceeding Abatement Criteria or Increasing 10 dBA or More over	-	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	
Air																											
CO Violations of 1-Hour or 8-Hour Standards	-	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	
Costs																											
Preliminary Engineering (\$ Millions)	PRELIMINARY COST ESTIMATES CONTINUE TO BE REFINED/EVALUATED - SEE TABLE 5 IN BROCHURE FOR MORE INFORMATION																										
Right-of-Way (\$ Millions)																											
Construction (\$ Millions)																											
Total Cost (\$ Millions)																											

Option 1: Continuous C-D Lanes from I-370 (SB)/MD 124 (NB) to Father Hurley Boulevard.

Option 2: Continuous C-D Lanes from I-370 (SB)/MD 124 (NB) to Watkins Mill Road and from south of Middlebrook Road to Father Hurley Blvd.

Option 3: No C-D Lanes extended north from I-370 (SB)/MD 124 (NB).

Option 4: Watkins Mill Road Interchange (separate planning study).

Option 5: Newcut Road Interchange.

Option 6: MD 75 Extended Interchange.

Option 7: Technology Boulevard (no longer included in this study).

Option 8^C: Combination Alternate C with HOV Lane.

Option 9^C: Combination Alternate C with General Purpose Lane.

Option 10: I-270/MD 109 Interchange Improvements.

Option 11: Shockley Drive/Spectrum Drive Overpass.

Notes: A. Transit and interchange/overpass impacts are shown for quantification of impacts only; Neither transit nor the interchanges are stand-alone alternatives.

B. Total column assumes maximum C-D lane scenario (i.e., Option 1, not Options 2 or 3), as well as Options 5, 6, 10, and 11.

C. Combination Alternate C will be evaluated with one additional lane in each direction from MD 121 to I-70, as either a high occupancy vehicle (HOV) lane (Option 8) or a general use (GU) lane (Option 9).

D. Total impacts do not include impacts associated with direct access ramps or transitway yard and shop facilities.

TBD = Impact To Be Determined

WORK IN PROGRESS - UPDATED INFORMATION WILL BE AVAILABLE AT THE WORKSHOPS

