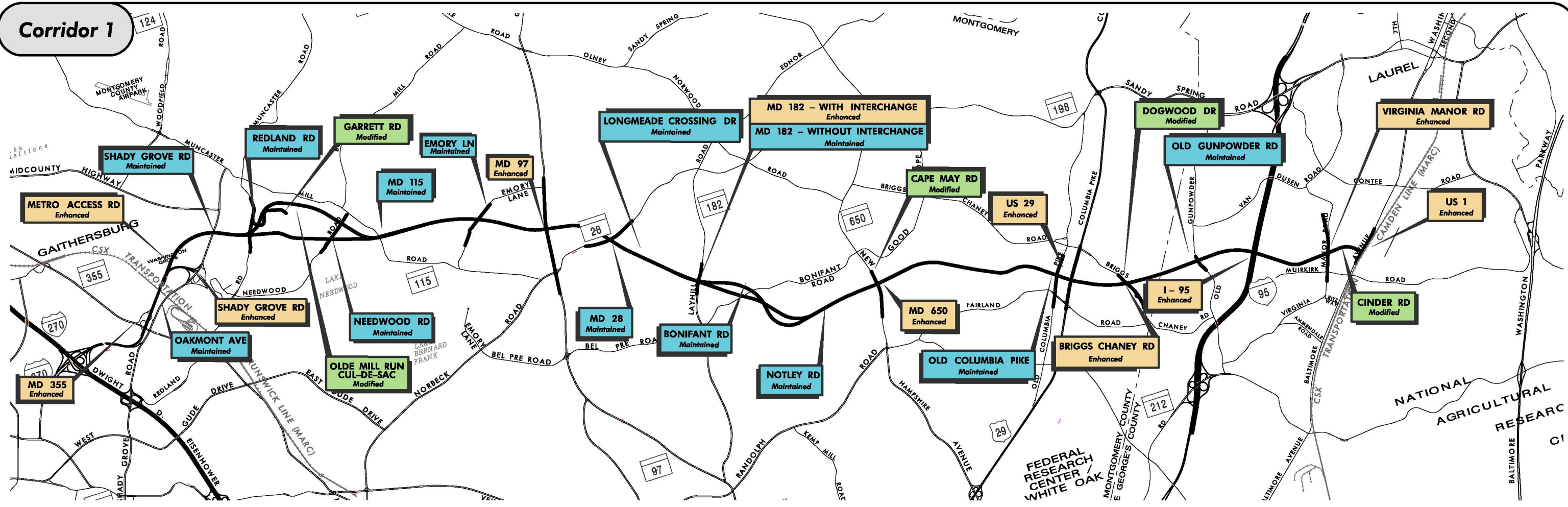


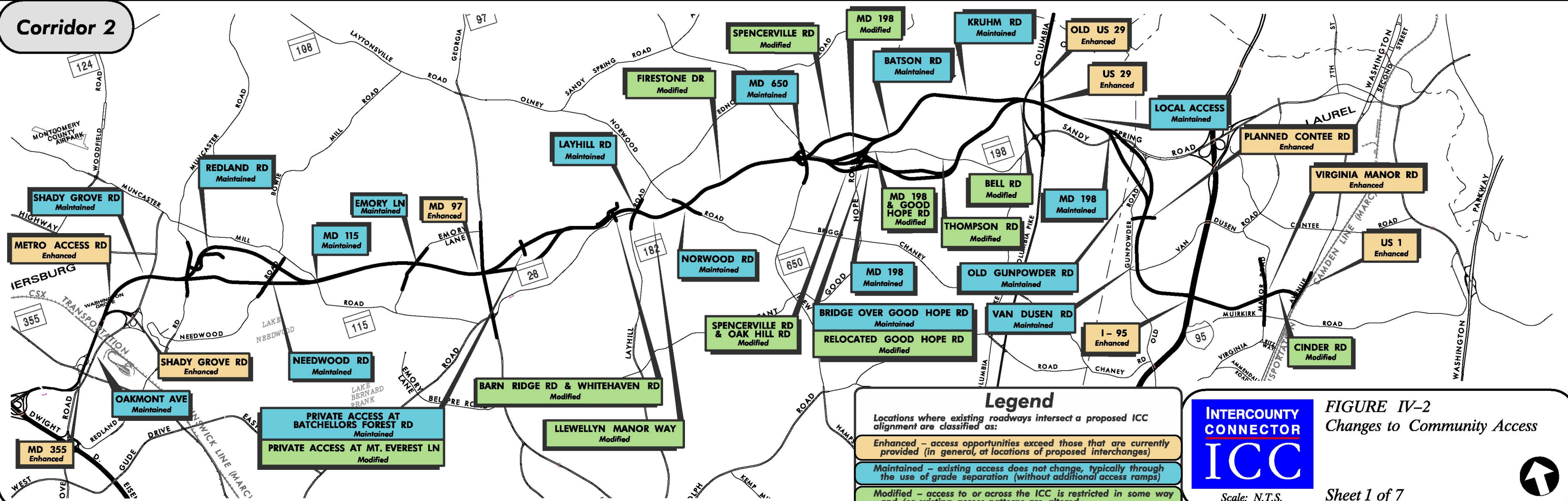
INTERCOUNTY CONNECTOR
ICC
 Scale: N.T.S.

FIGURE IV-1
 Community Areas

Corridor 1



Corridor 2



Legend

Locations where existing roadways intersect a proposed ICC alignment are classified as:

- Enhanced** - access opportunities exceed those that are currently provided (in general, at locations of proposed interchanges)
- Maintained** - existing access does not change, typically through the use of grade separation (without additional access ramps)
- Modified** - access to or across the ICC is restricted in some way and /or existing access patterns are altered



FIGURE IV-2
Changes to Community Access

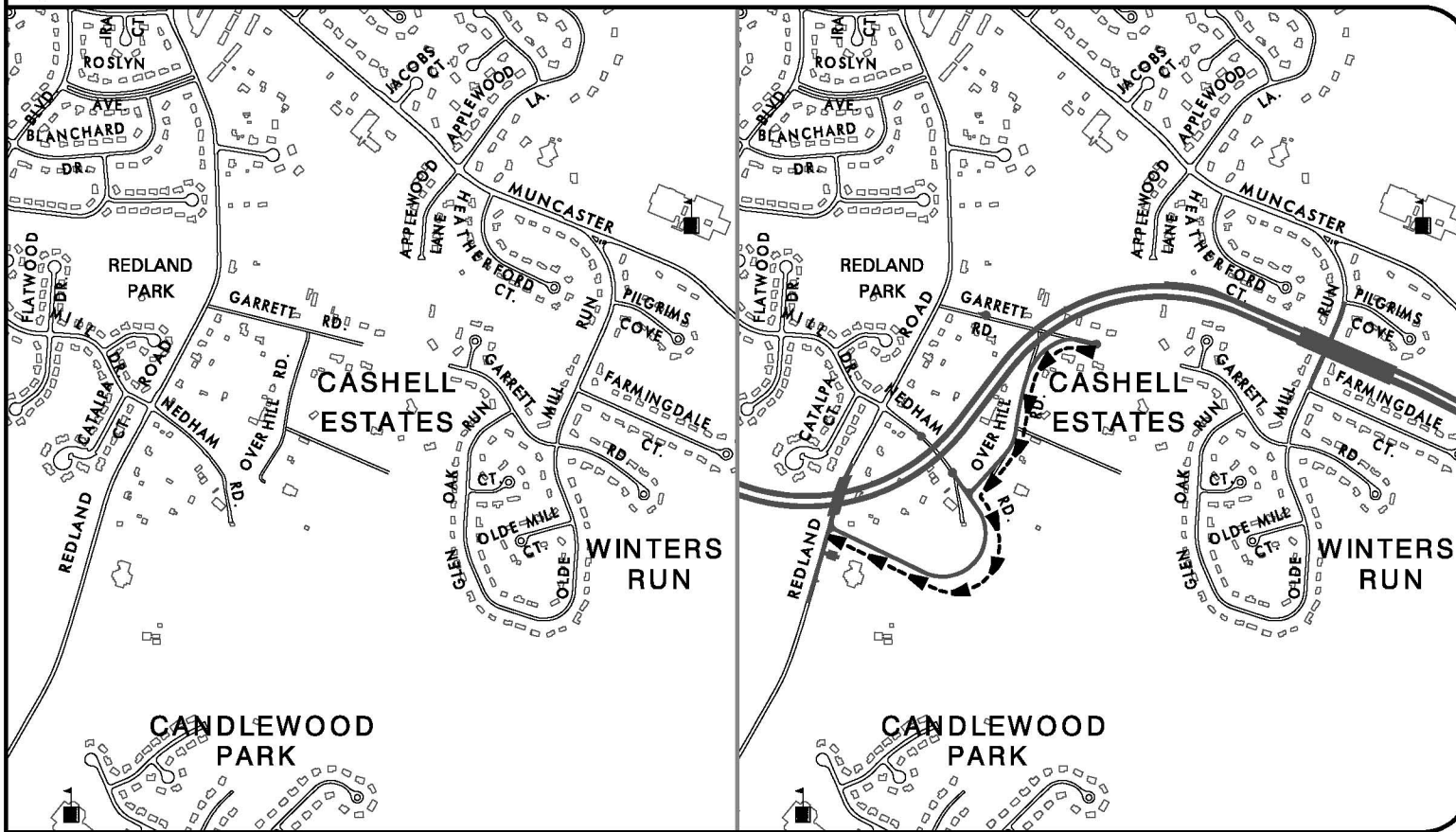
Scale: N.T.S.



CORRIDOR 1 ROCK CREEK OPTION C - GARRETT ROAD MODIFIED

Existing

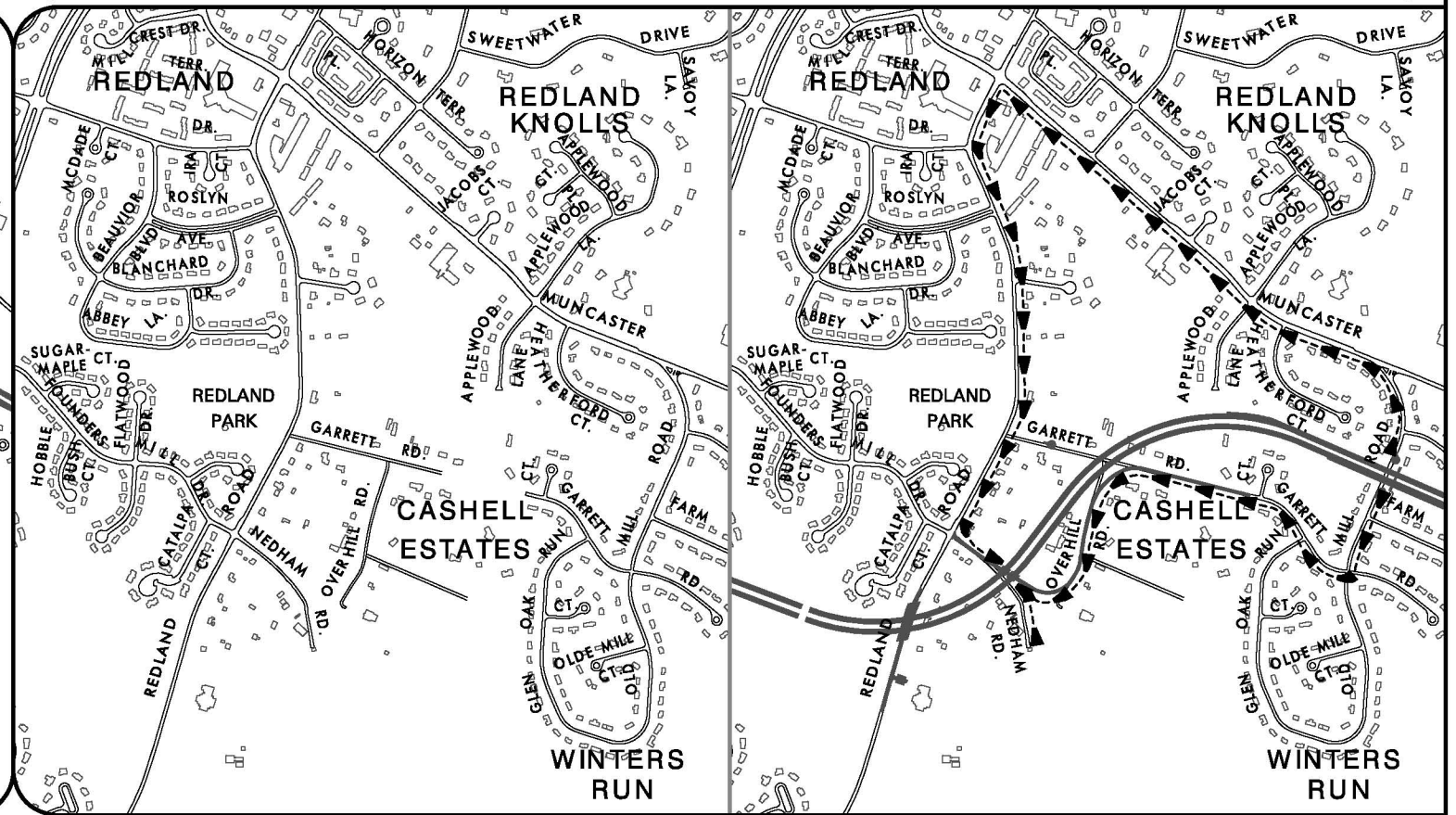
Proposed



CORRIDOR 1 ROCK CREEK OPTION C - OLDE MILL RUN - CUL-DE-SAC MODIFIED

Existing

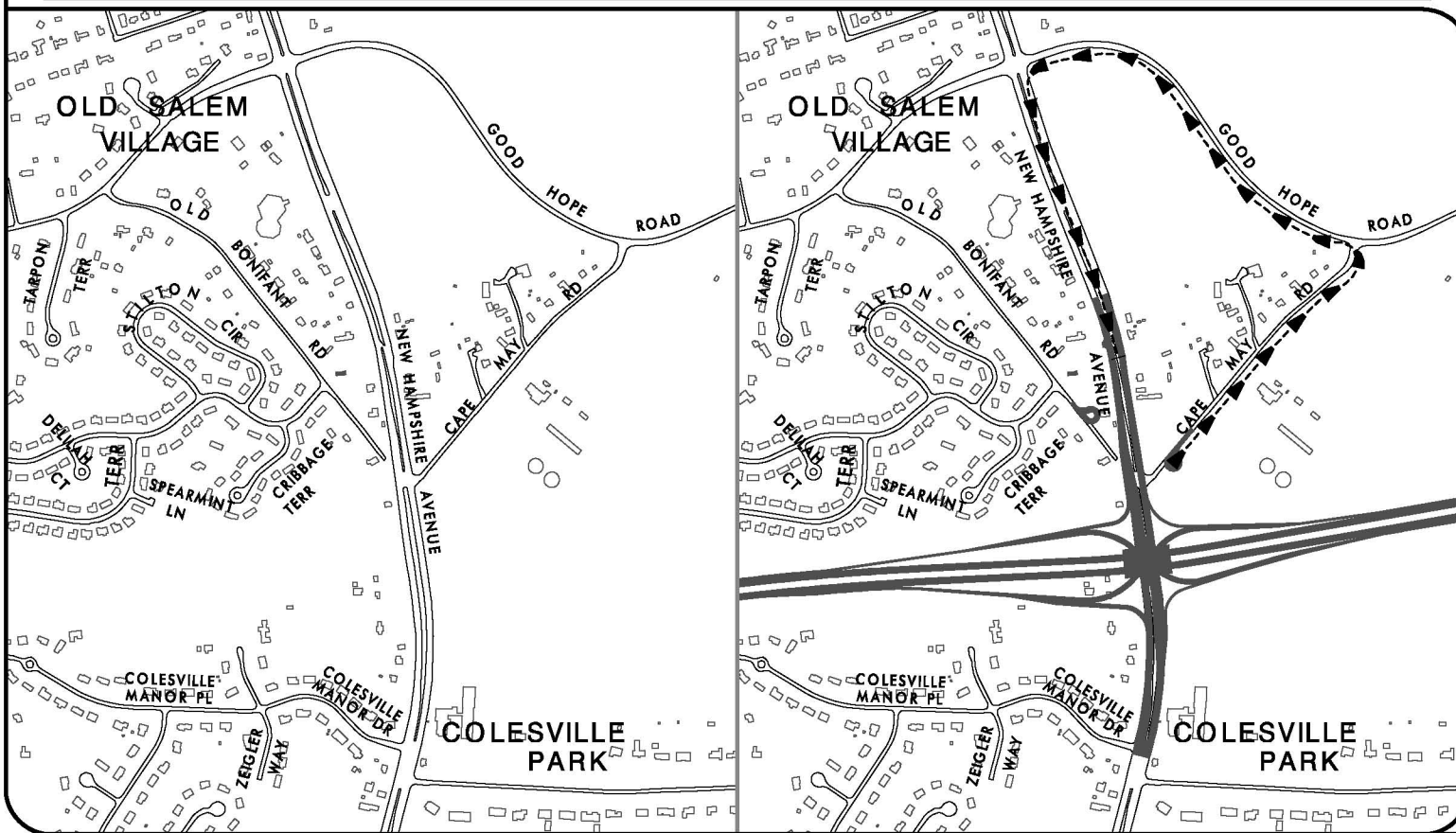
Proposed



CORRIDOR 1 CAPE MAY ROAD MODIFIED

Existing

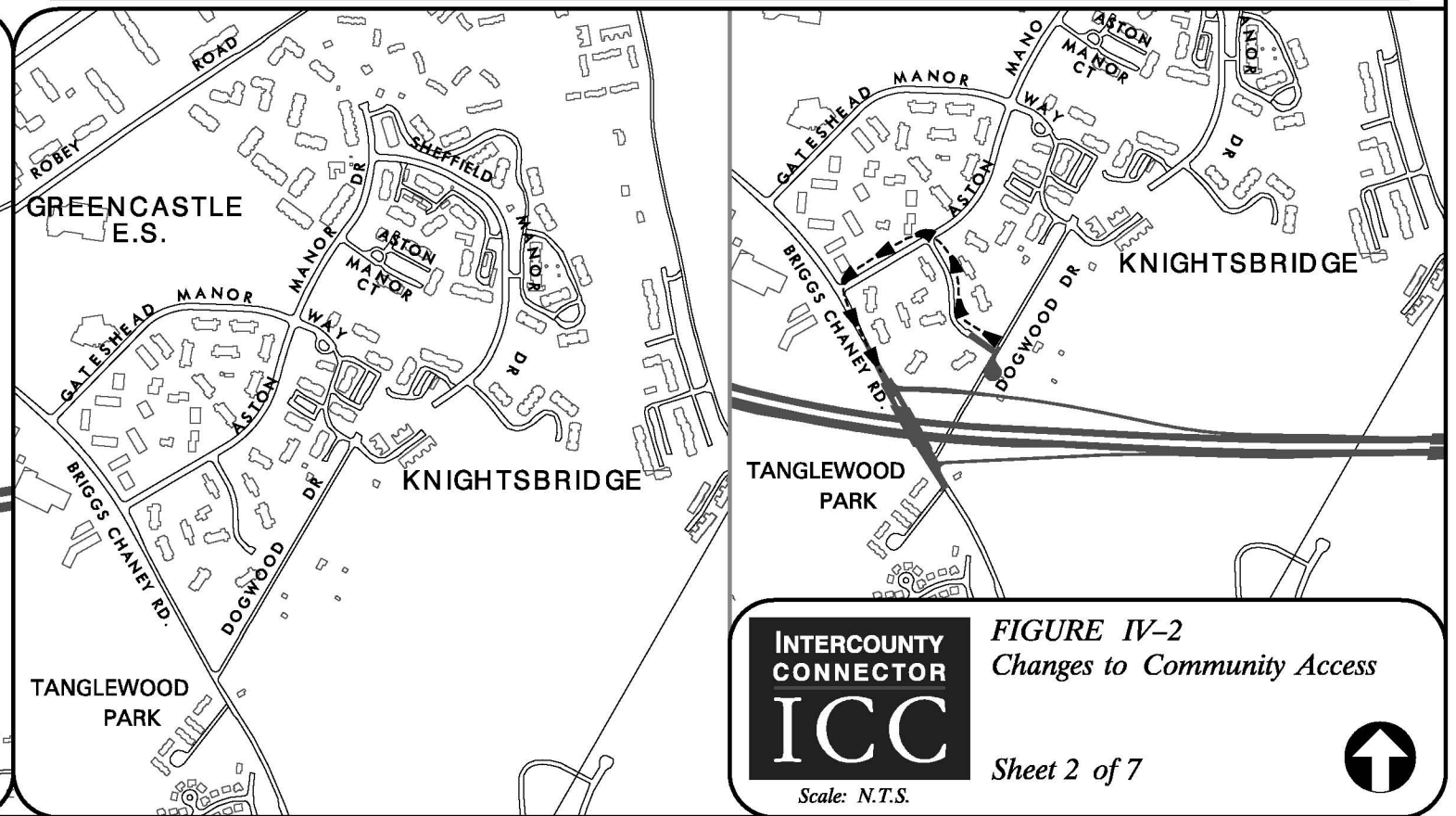
Proposed



CORRIDOR 1 DOGWOOD DRIVE MODIFIED

Existing

Proposed

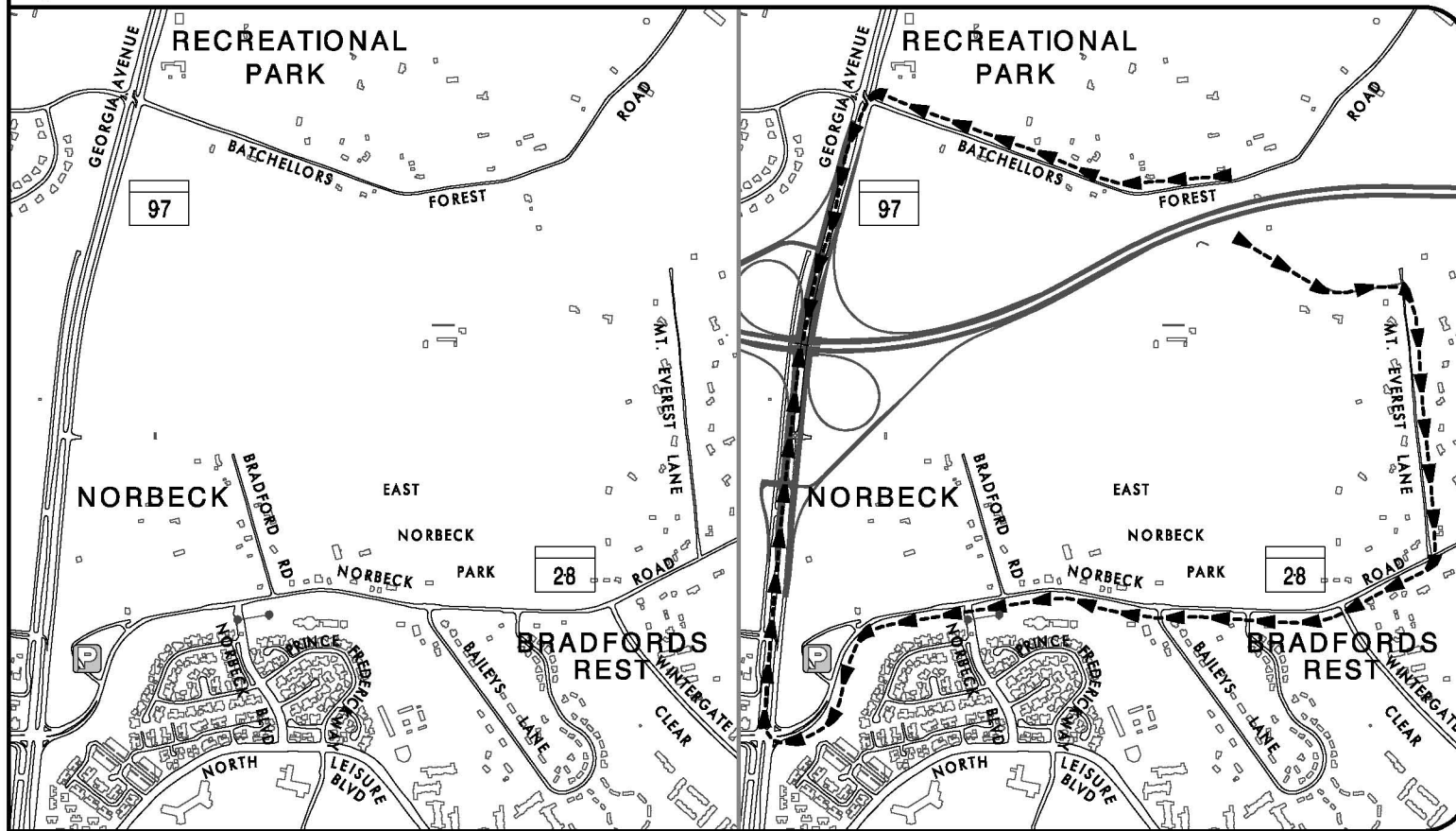


INTERCOUNTY CONNECTOR
ICC
 Scale: N.T.S.

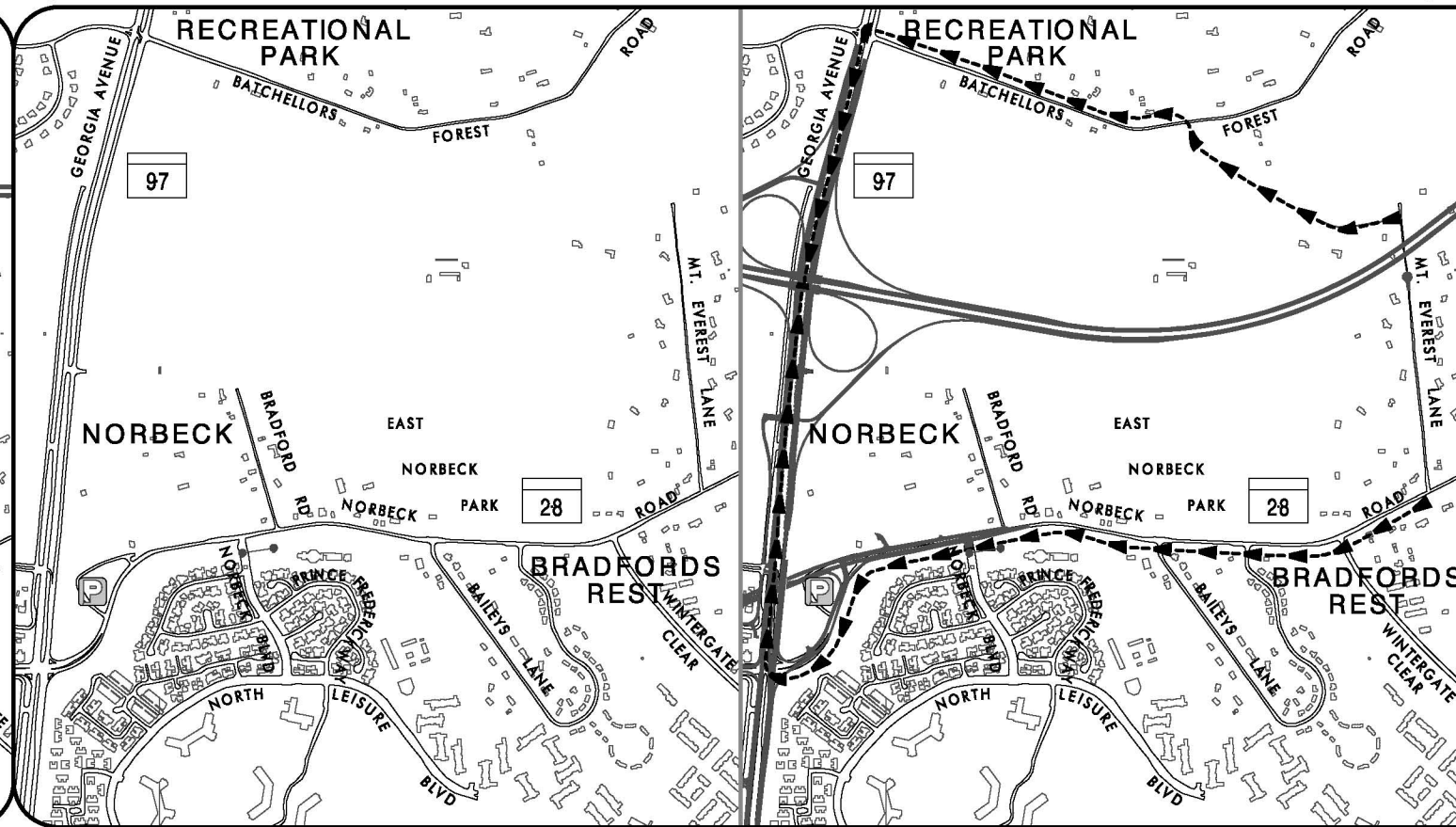
FIGURE IV-2
Changes to Community Access

Sheet 2 of 7

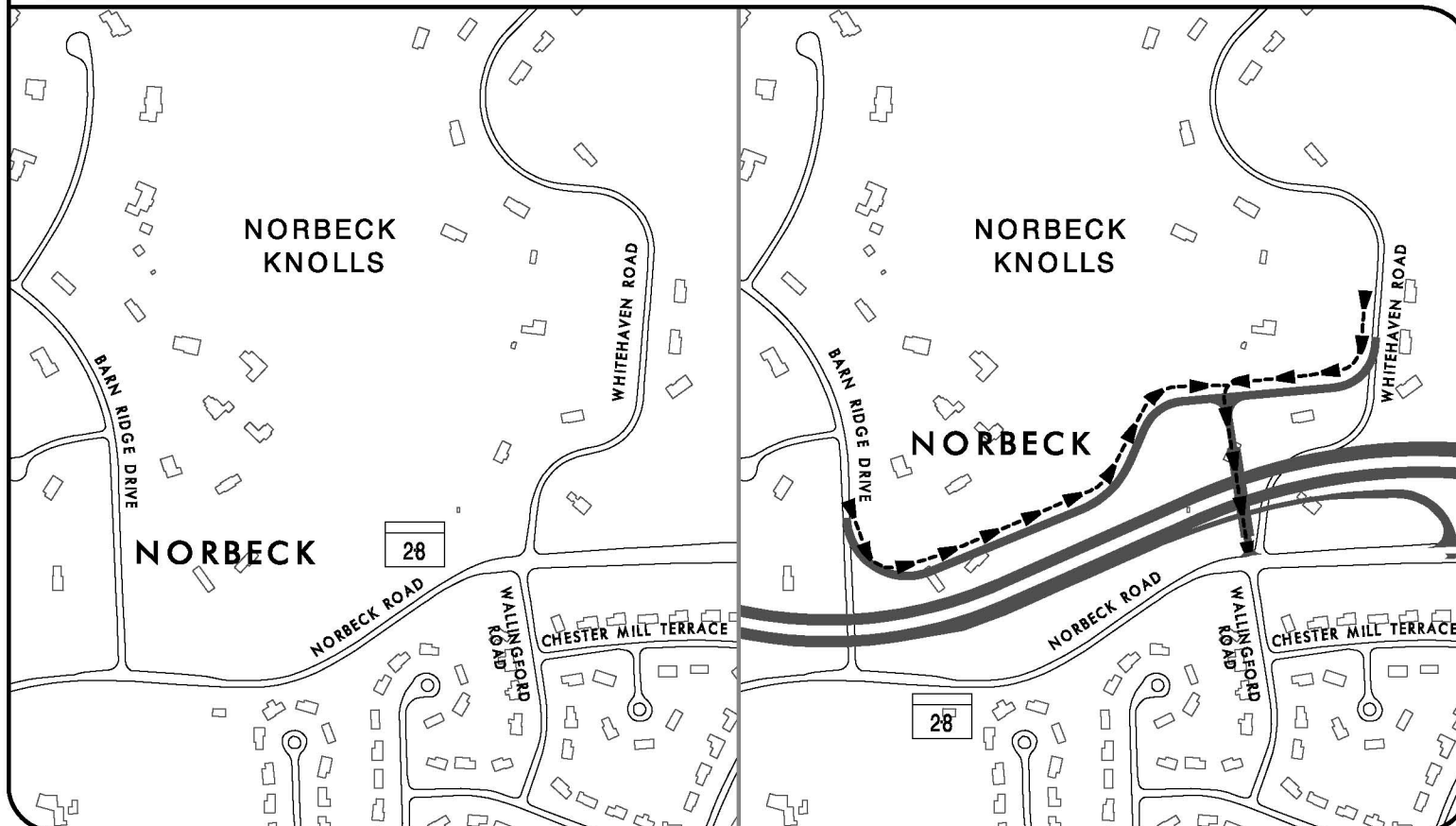
CORRIDOR 2 NORBECK OPT. B - PRIVATE ACCESS AT MT. EVEREST LN. MODIFIED
 Existing Proposed



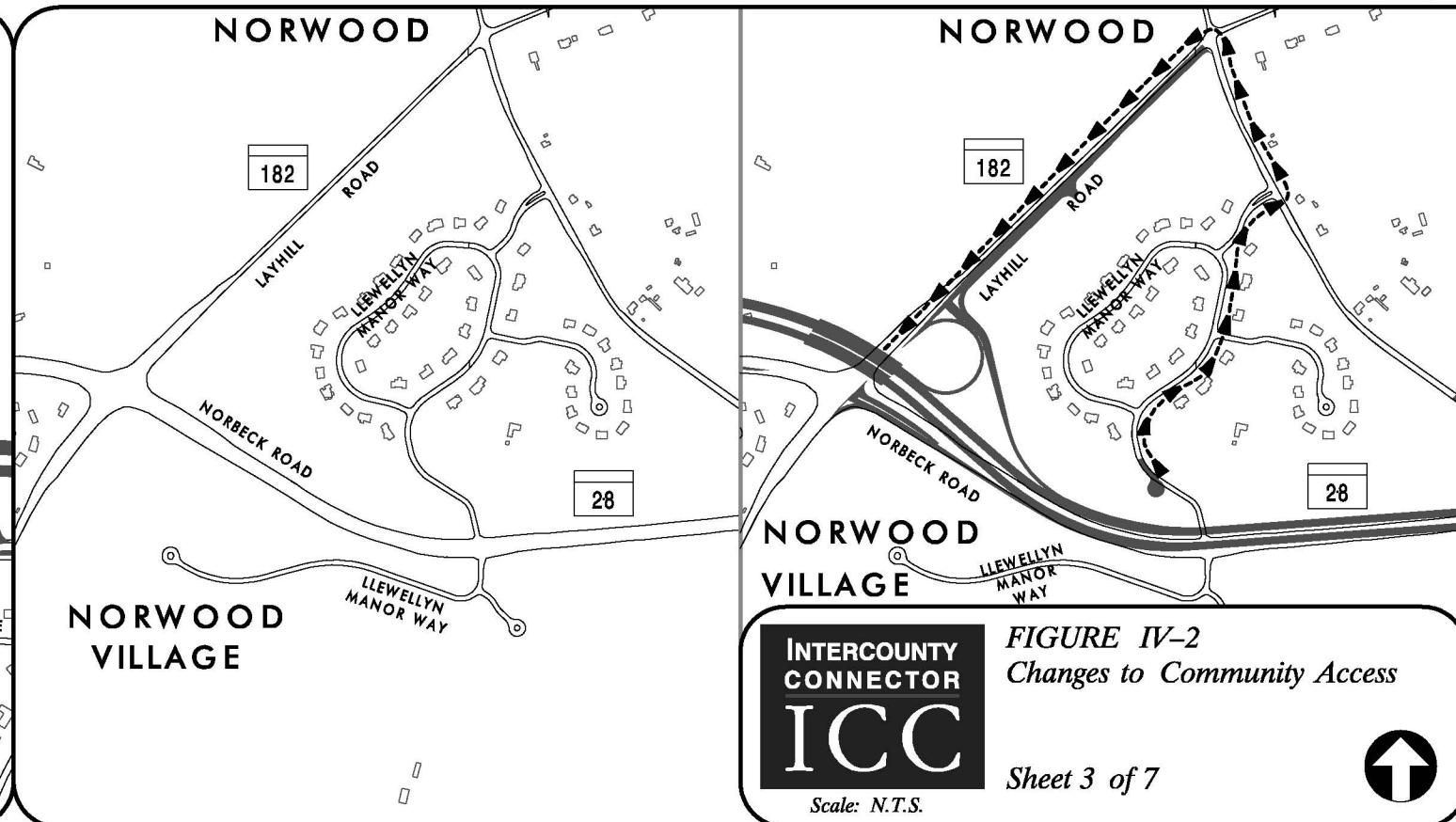
CORRIDOR 2 NORBECK OPT. A - PRIVATE ACCESS AT MT. EVEREST LN. MODIFIED
 Existing Proposed



CORRIDOR 2 - BARN RIDGE RD & WHITEHAVEN RD MODIFIED
 Existing Proposed



CORRIDOR 2 - LLEWELLYN MANOR WAY MODIFIED
 Existing Proposed



INTERCOUNTY CONNECTOR
ICC
 Scale: N.T.S.

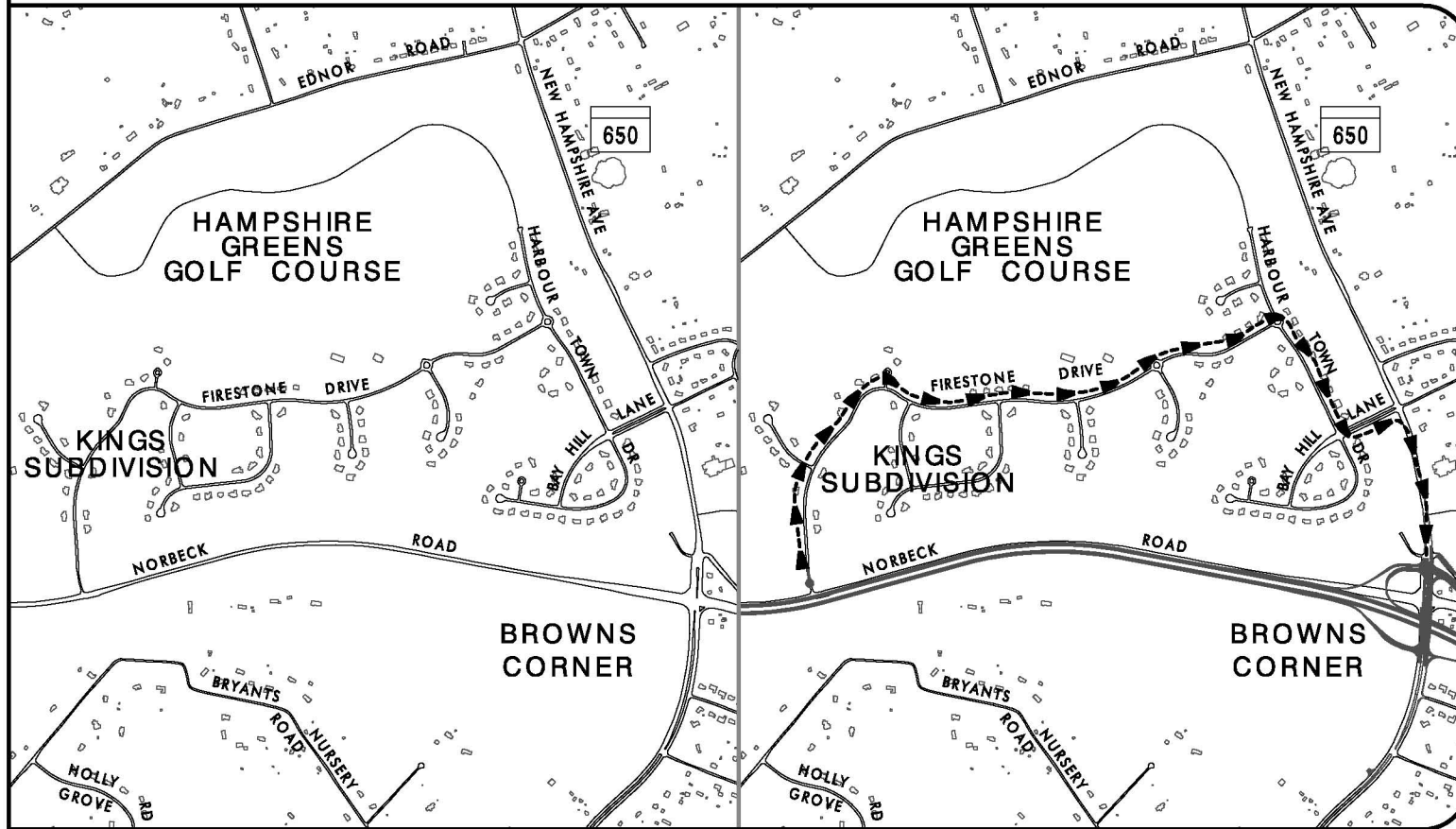
FIGURE IV-2
 Changes to Community Access

Sheet 3 of 7

CORRIDOR 2 - FIRESTONE DRIVE MODIFIED

Existing

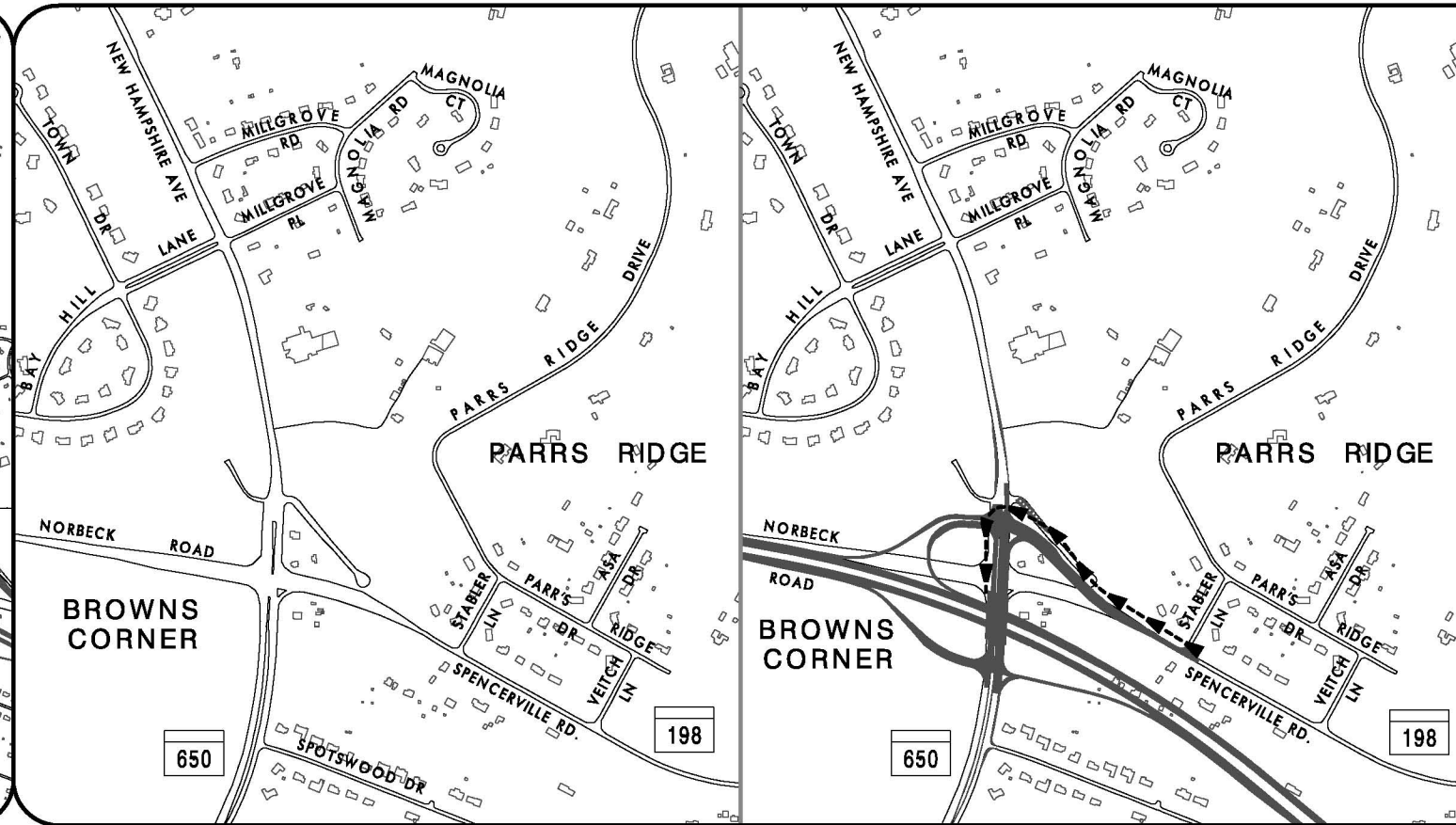
Proposed



CORRIDOR 2 SPENCERVILLE OPTION A - SPENCERVILLE ROAD MODIFIED

Existing

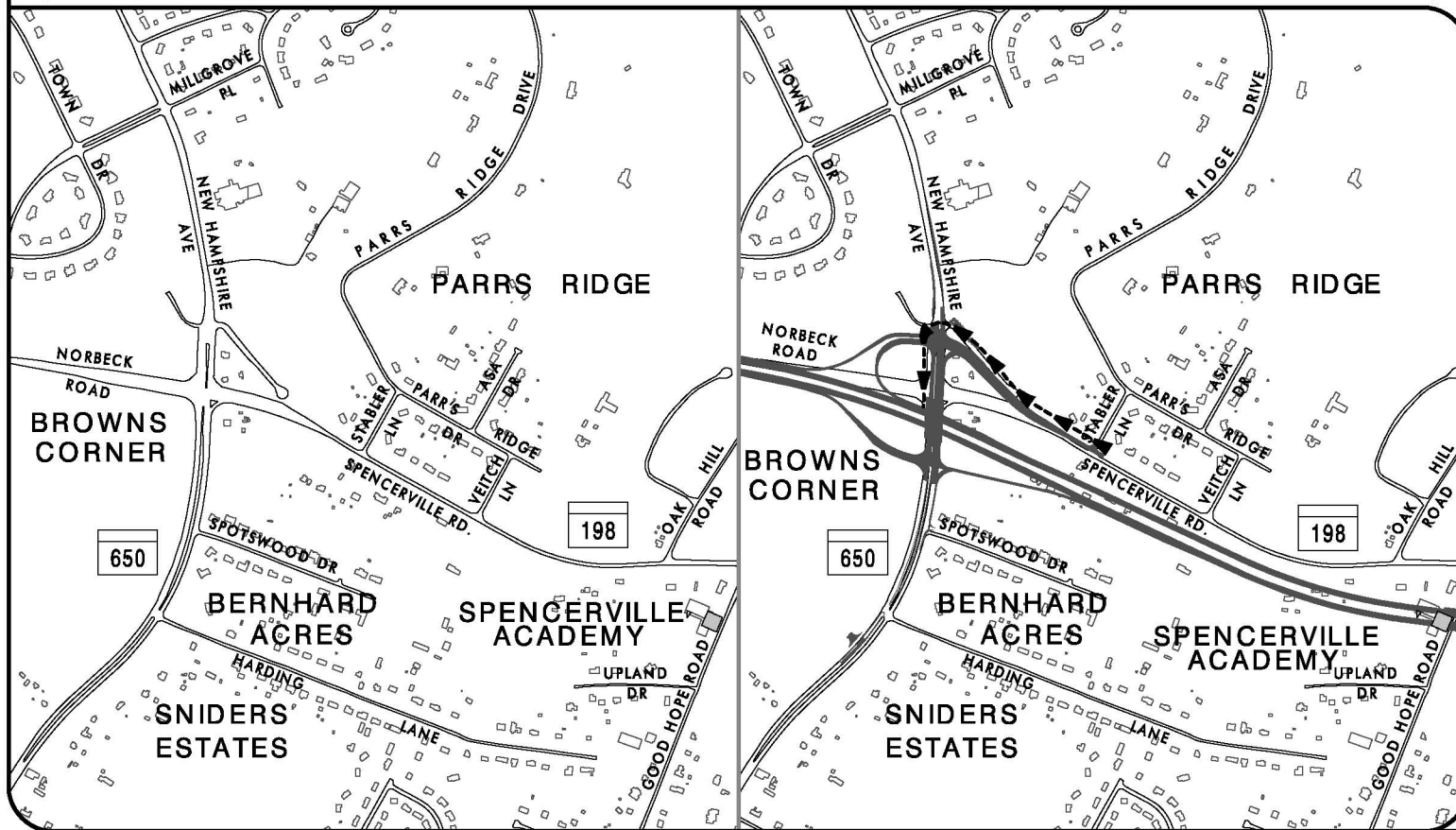
Proposed



CORRIDOR 2 SPENCERVILLE OPTION B - SPENCERVILLE ROAD MODIFIED

Existing

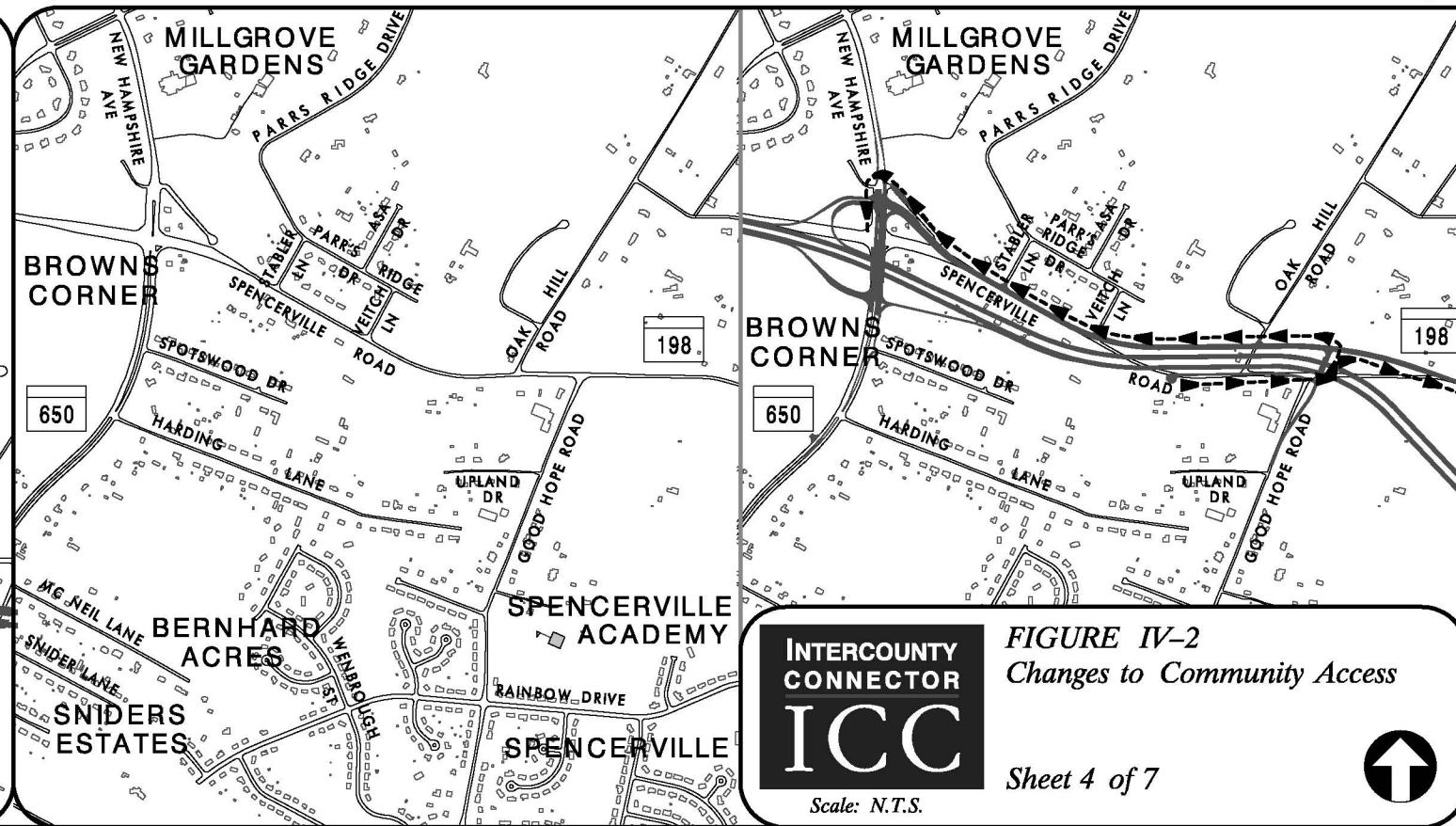
Proposed



CORRIDOR 2 SPENCERVILLE OPT. C - SPENCERVILLE RD & PRIVATE ACCESS MOD

Existing


Proposed



INTERCOUNTY CONNECTOR
ICC
 Scale: N.T.S.

FIGURE IV-2
Changes to Community Access

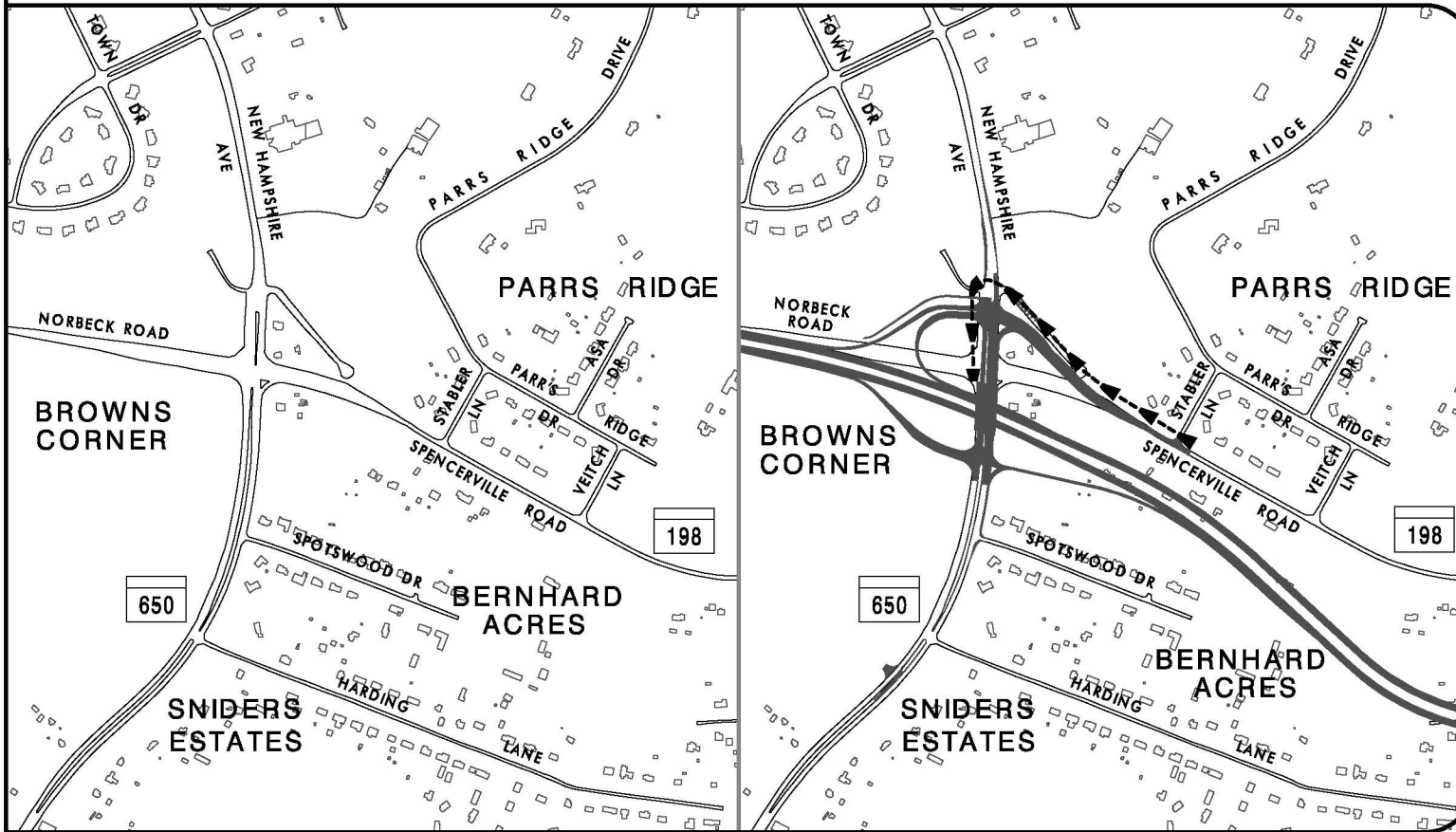
Sheet 4 of 8



CORRIDOR 2 SPENCERVILLE OPTION A – SPENCERVILLE ROAD MODIFIED

Existing

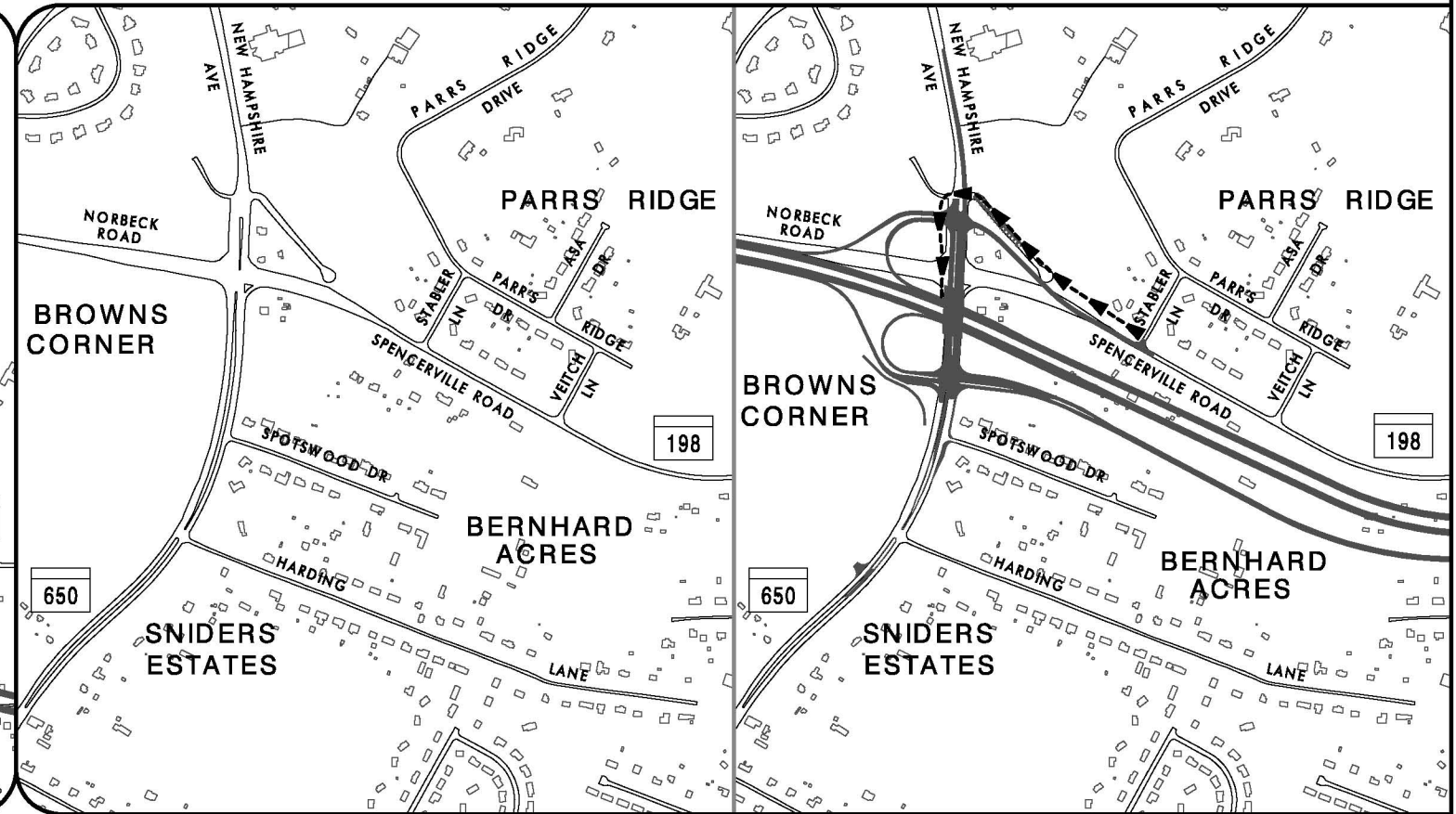
Proposed



CORRIDOR 2 SPENCERVILLE OPTION B – SPENCERVILLE ROAD MODIFIED

Existing

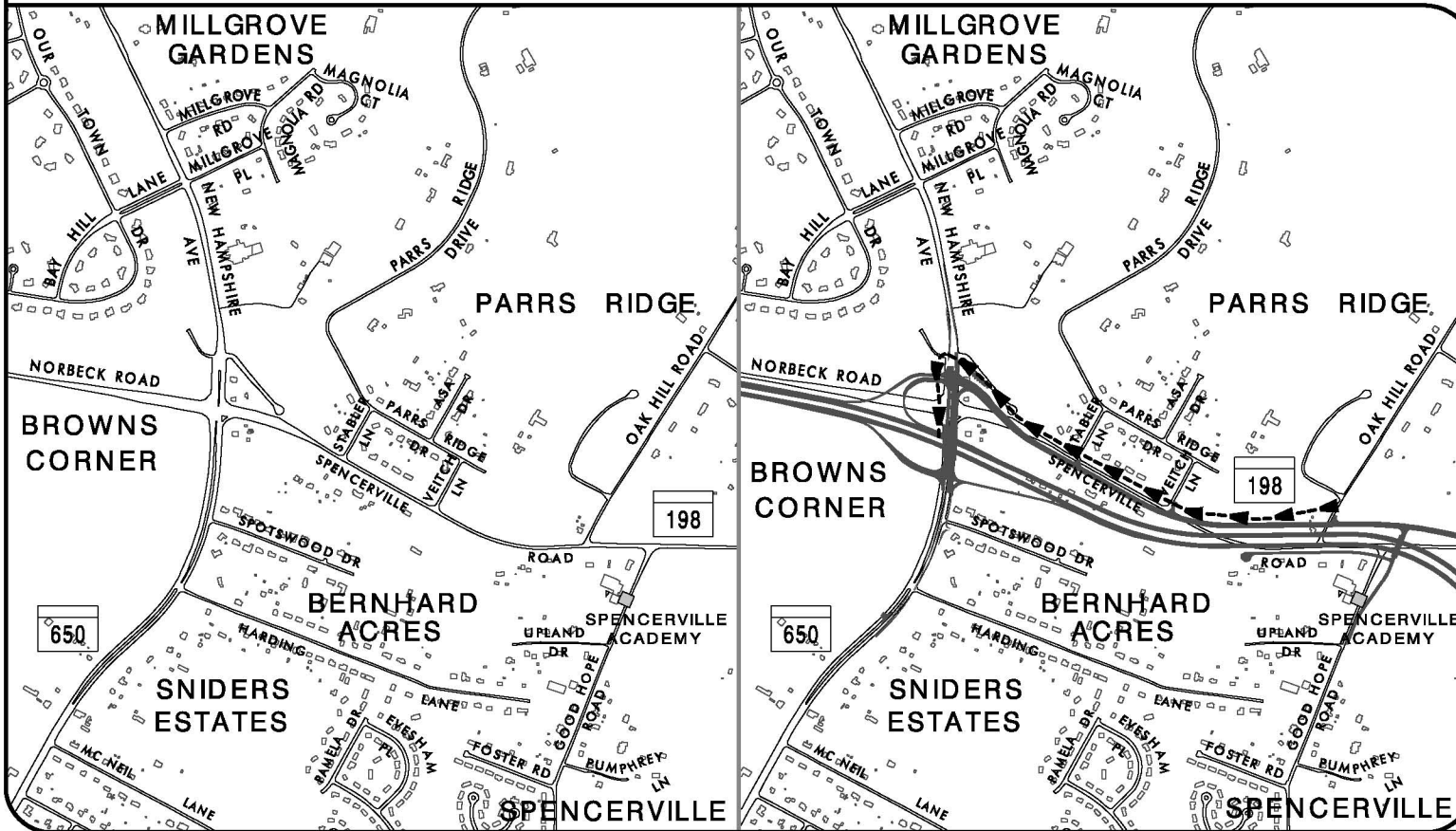
Proposed



CORRIDOR 2 SPENCERVILLE OPT C – SPENCERVILLE RD & OAK HILL RD MOD

Existing

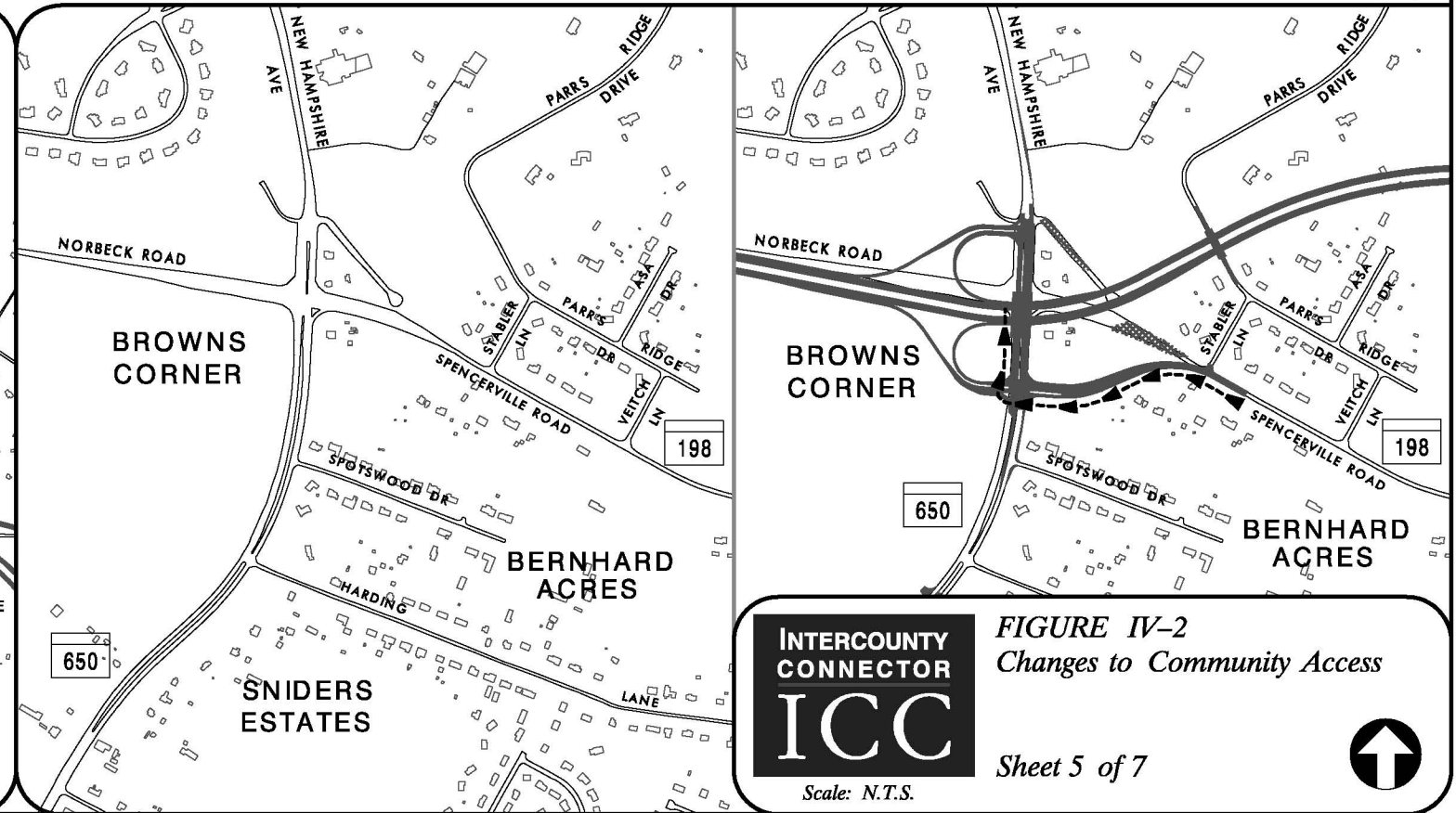
Proposed



CORRIDOR 2 SPENCERVILLE OPTION D – SPENCERVILLE ROAD MODIFIED

Existing

Proposed



INTERCOUNTY CONNECTOR
ICC
 Scale: N.T.S.

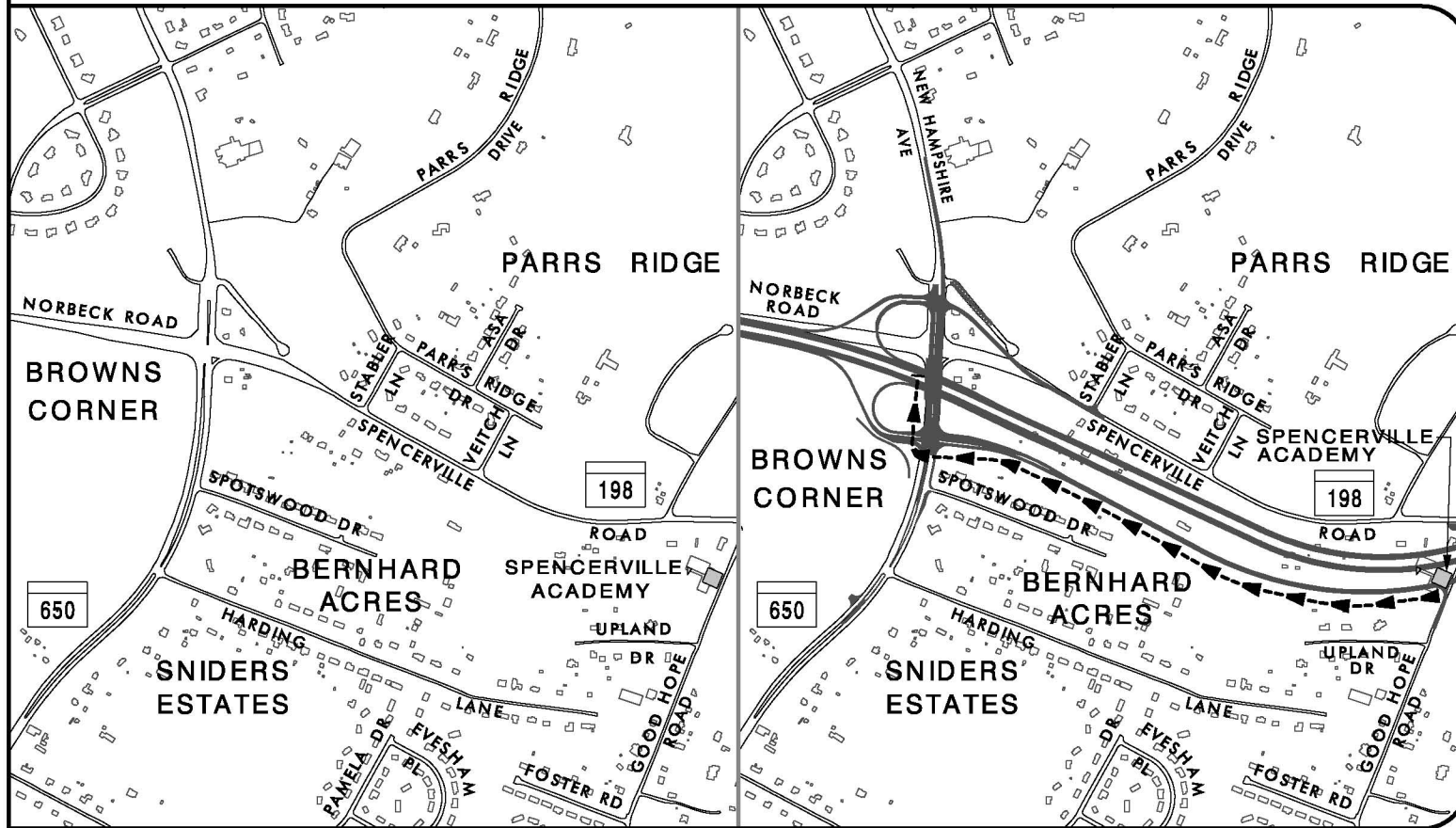
FIGURE IV-2
Changes to Community Access

Sheet 5 of 7

CORRIDOR 2 SPENCERVILLE OPTION C - MD 198 MODIFIED

Existing

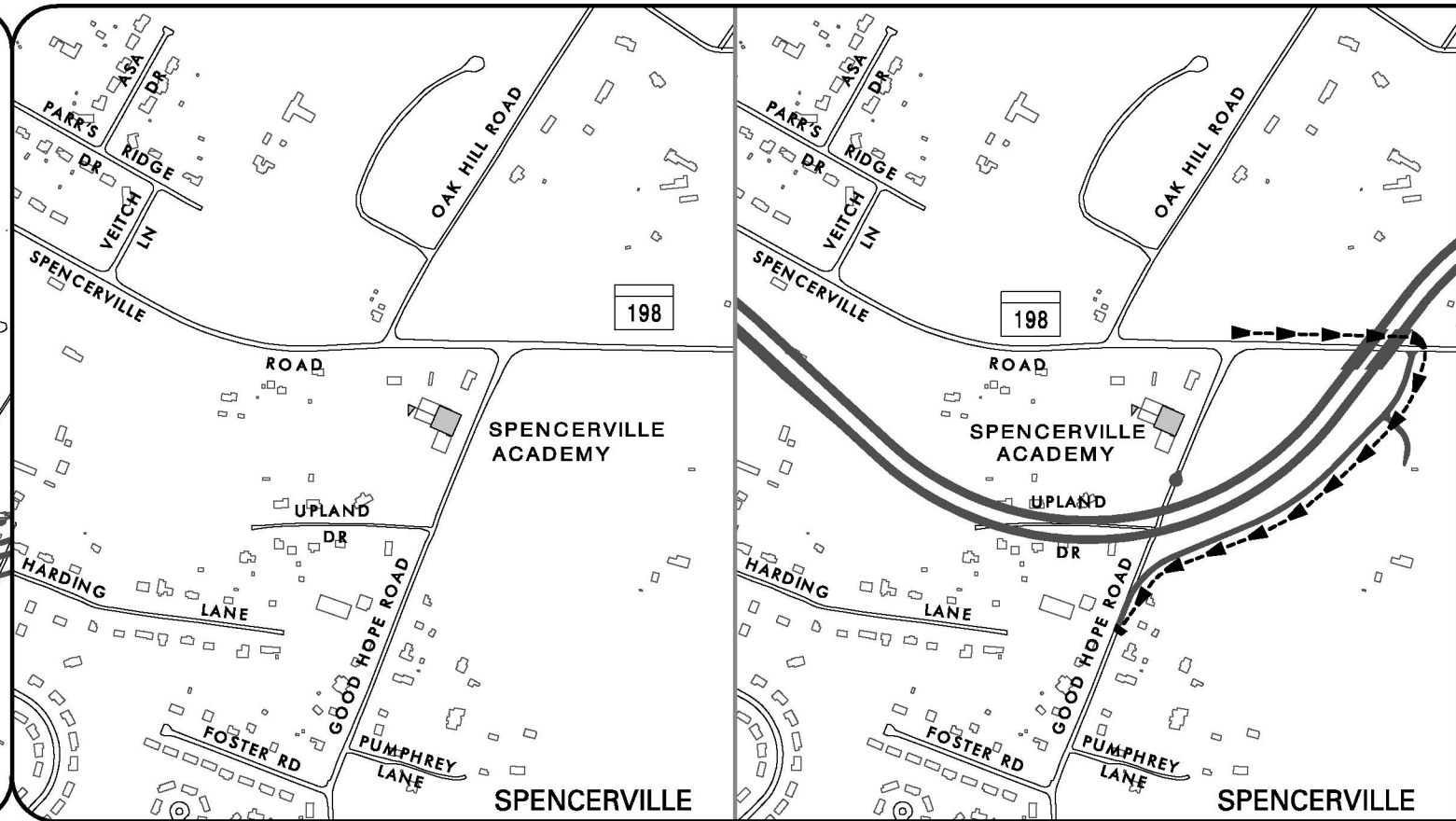
Proposed



CORRIDOR 2 BURTONSVILLE OPT A - RELOCATED GOOD HOPE RD MOD

Existing

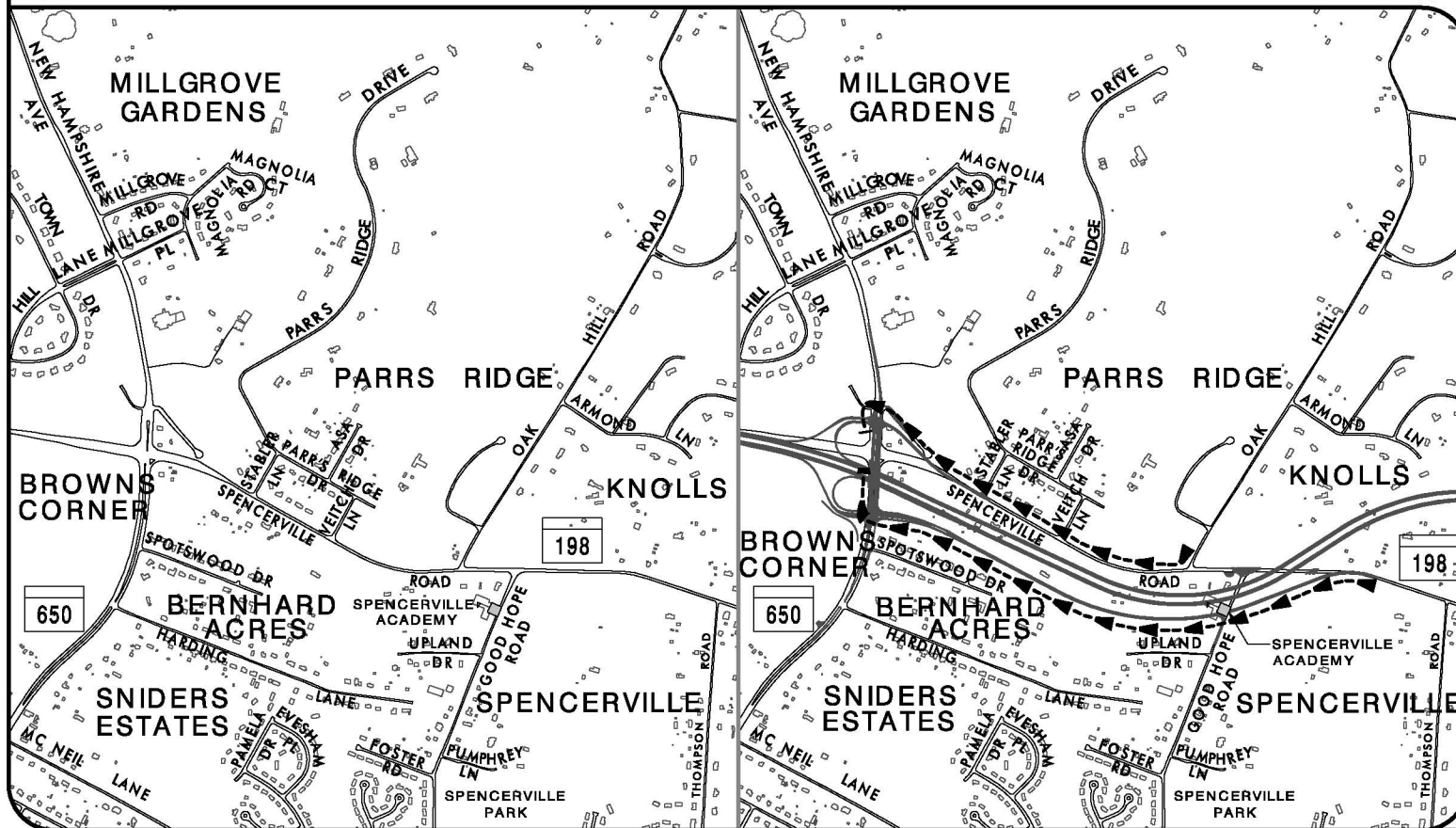
Proposed



CORRIDOR 2 BURTONSVILLE OPT B - MD 198 & GOOD HOPE RD MOD

Existing

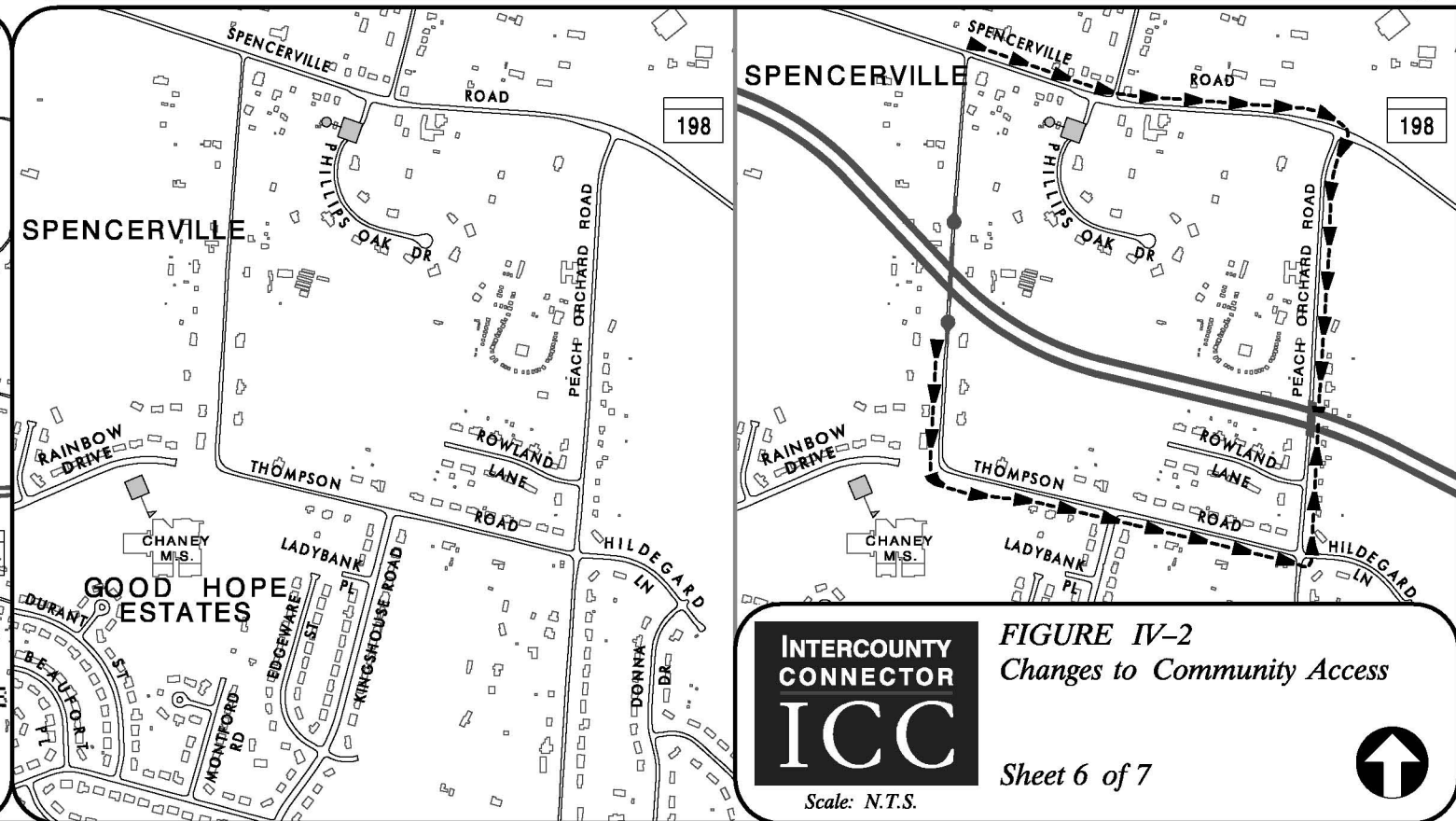
Proposed



CORRIDOR 2 BURTONSVILLE OPTION A - THOMPSON ROAD MODIFIED

Existing


Proposed



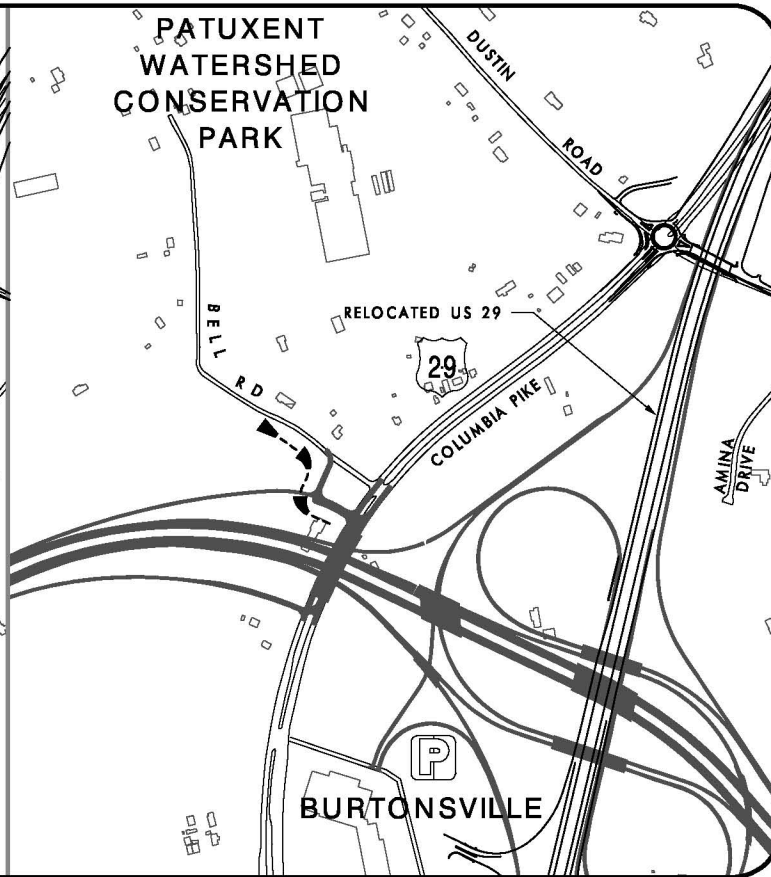
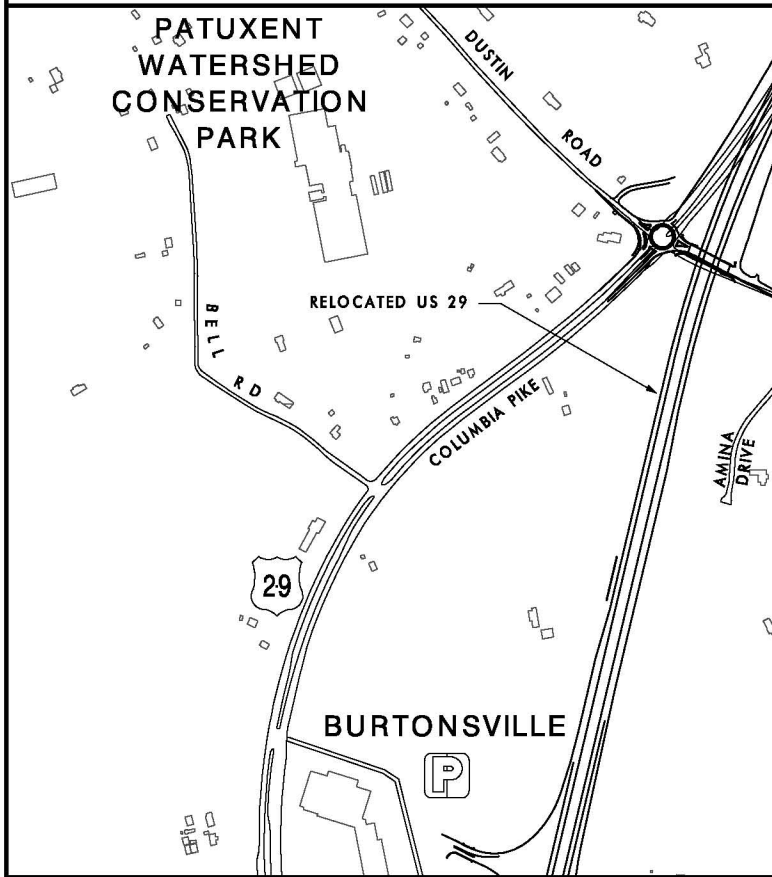
INTERCOUNTY CONNECTOR
ICC
 Scale: N.T.S.

FIGURE IV-2
Changes to Community Access

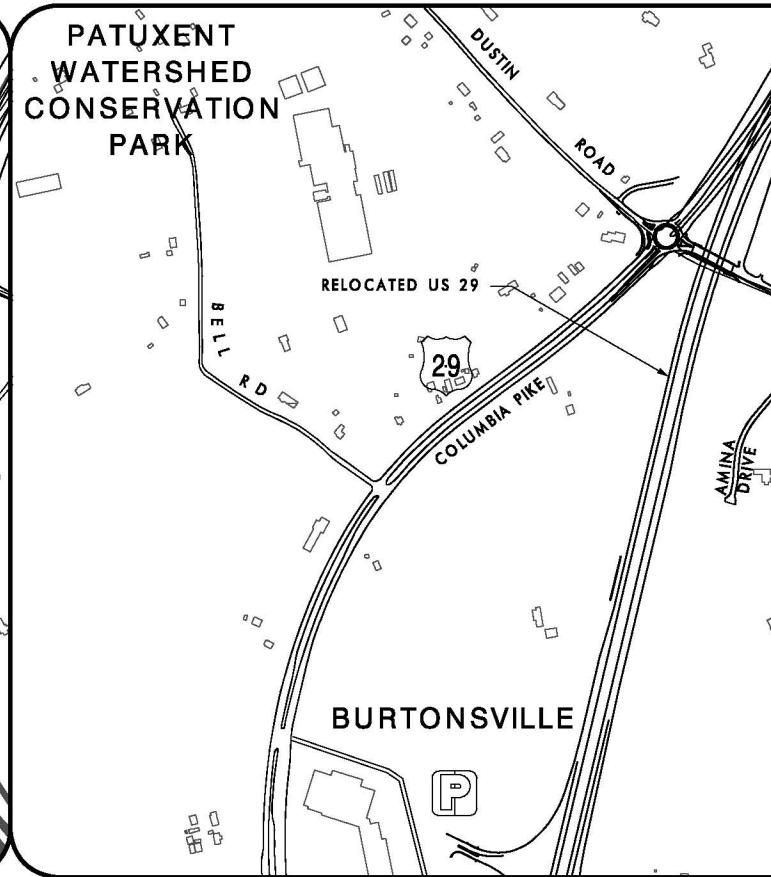
Sheet 6 of 7



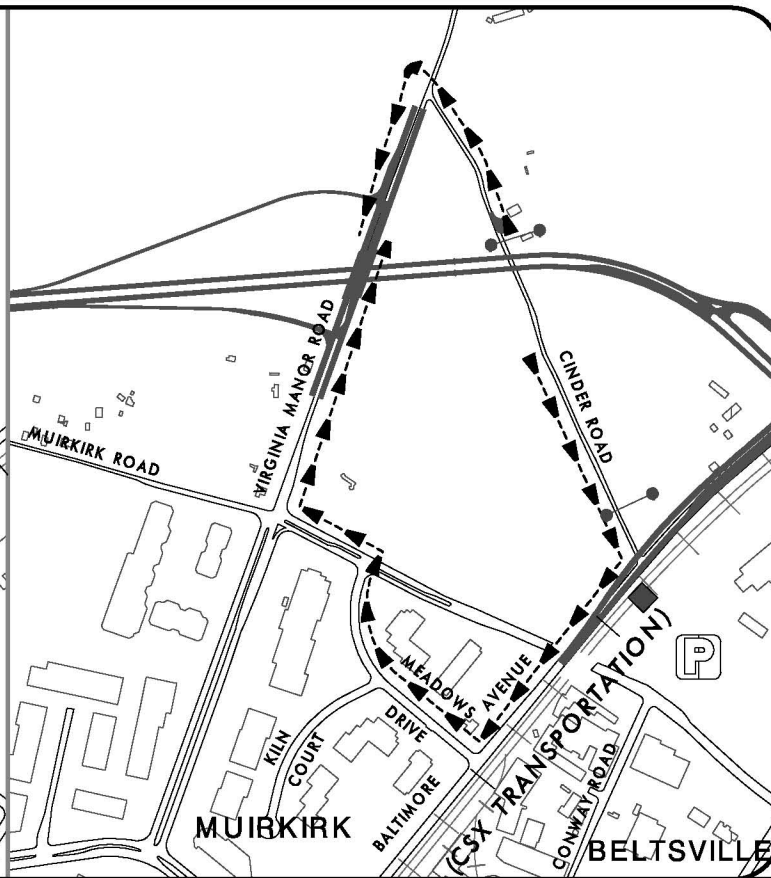
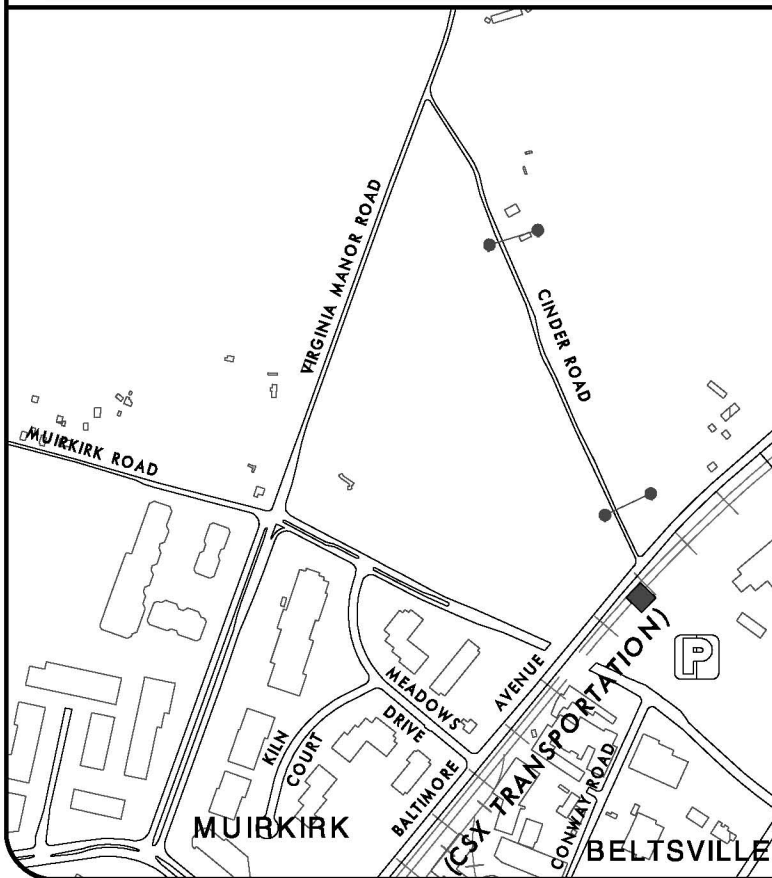
CORRIDOR 2 BURTONSVILLE OPTION A – BELL ROAD MODIFIED
Existing Proposed



CORRIDOR 2 BURTONSVILLE OPTION A – BELL ROAD MODIFIED
Existing Proposed



CORRIDOR 1 AND 2 – CINDER ROAD MODIFIED
Existing Proposed

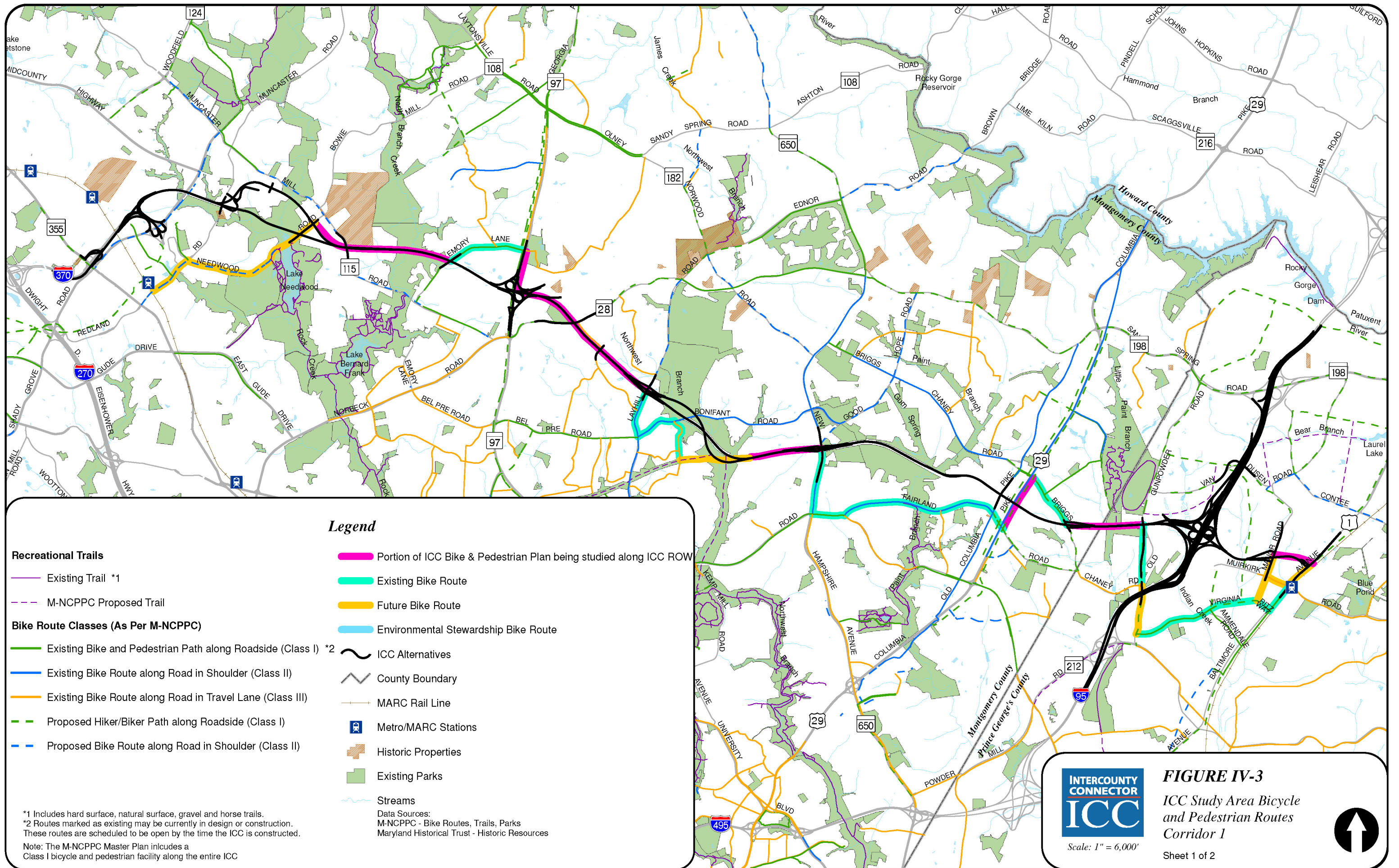


INTERCOUNTY CONNECTOR
ICC

FIGURE IV-2
Changes to Community Access

Scale: N.T.S.

Sheet 7 of 7



Legend

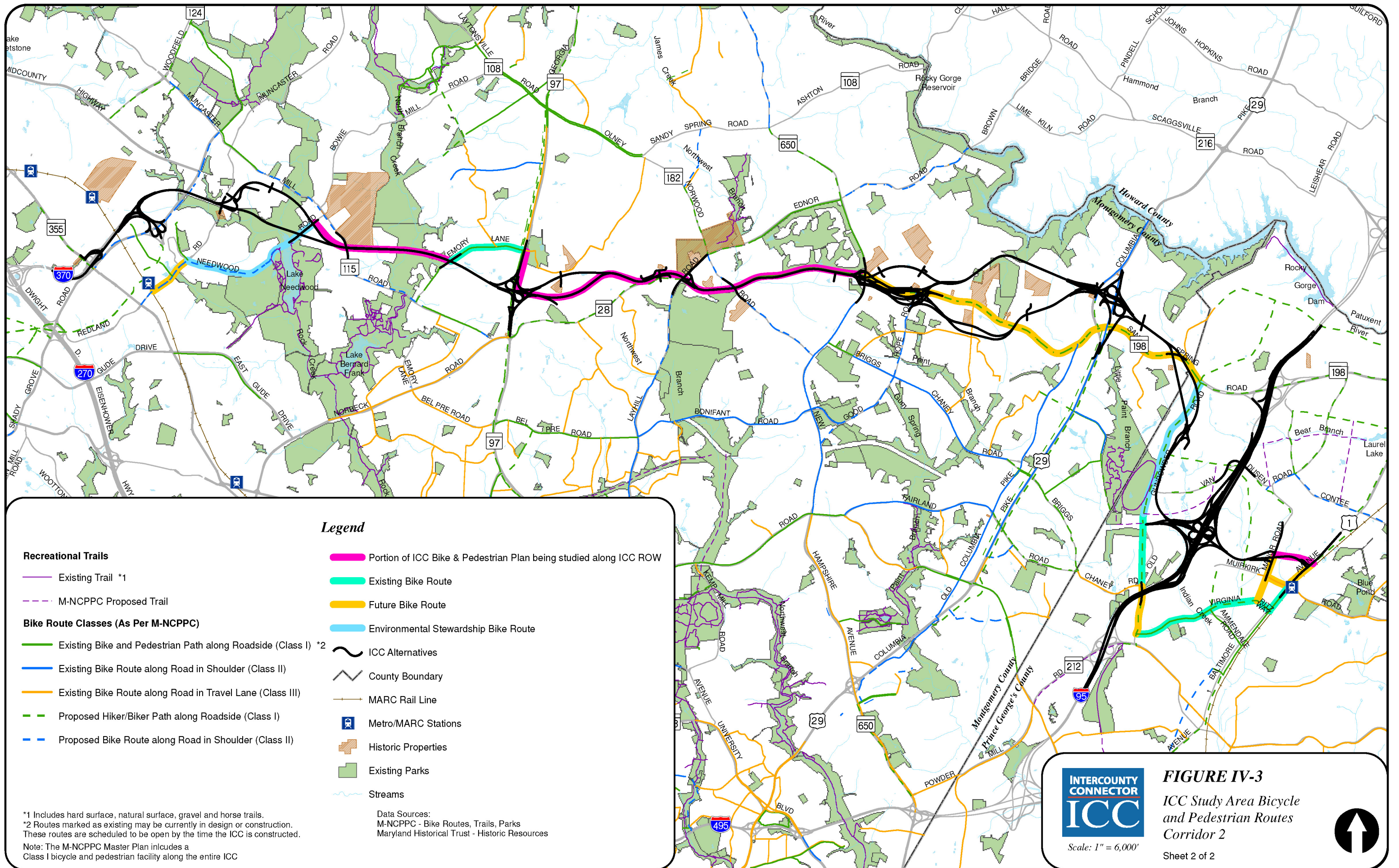
- Recreational Trails**
- Existing Trail *1
 - - - M-NCPPC Proposed Trail
- Bike Route Classes (As Per M-NCPPC)**
- Existing Bike and Pedestrian Path along Roadside (Class I) *2
 - Existing Bike Route along Road in Shoulder (Class II)
 - Existing Bike Route along Road in Travel Lane (Class III)
 - - - Proposed Hiker/Biker Path along Roadside (Class I)
 - - - Proposed Bike Route along Road in Shoulder (Class II)
- ICC Alternatives
- County Boundary
- MARC Rail Line
- 🚇 Metro/MARC Stations
- 🏠 Historic Properties
- 🌳 Existing Parks
- 🌊 Streams
- Data Sources:
 M-NCPPC - Bike Routes, Trails, Parks
 Maryland Historical Trust - Historic Resources
- *1 Includes hard surface, natural surface, gravel and horse trails.
 *2 Routes marked as existing may be currently in design or construction. These routes are scheduled to be open by the time the ICC is constructed.
 Note: The M-NCPPC Master Plan includes a Class I bicycle and pedestrian facility along the entire ICC



FIGURE IV-3
 ICC Study Area Bicycle and Pedestrian Routes
 Corridor 1

Scale: 1" = 6,000'





Recreational Trails

- Existing Trail *1
- - - M-NCPPC Proposed Trail

Bike Route Classes (As Per M-NCPPC)

- Existing Bike and Pedestrian Path along Roadside (Class I) *2
- Existing Bike Route along Road in Shoulder (Class II)
- Existing Bike Route along Road in Travel Lane (Class III)
- - - Proposed Hiker/Biker Path along Roadside (Class I)
- - - Proposed Bike Route along Road in Shoulder (Class II)

Legend

- Portion of ICC Bike & Pedestrian Plan being studied along ICC ROW
- Existing Bike Route
- Future Bike Route
- Environmental Stewardship Bike Route
- ~ ICC Alternatives
- - - County Boundary
- MARC Rail Line
- Metro/MARC Stations
- Historic Properties
- Existing Parks
- Streams

*1 Includes hard surface, natural surface, gravel and horse trails.
 *2 Routes marked as existing may be currently in design or construction. These routes are scheduled to be open by the time the ICC is constructed.
 Note: The M-NCPPC Master Plan includes a Class I bicycle and pedestrian facility along the entire ICC

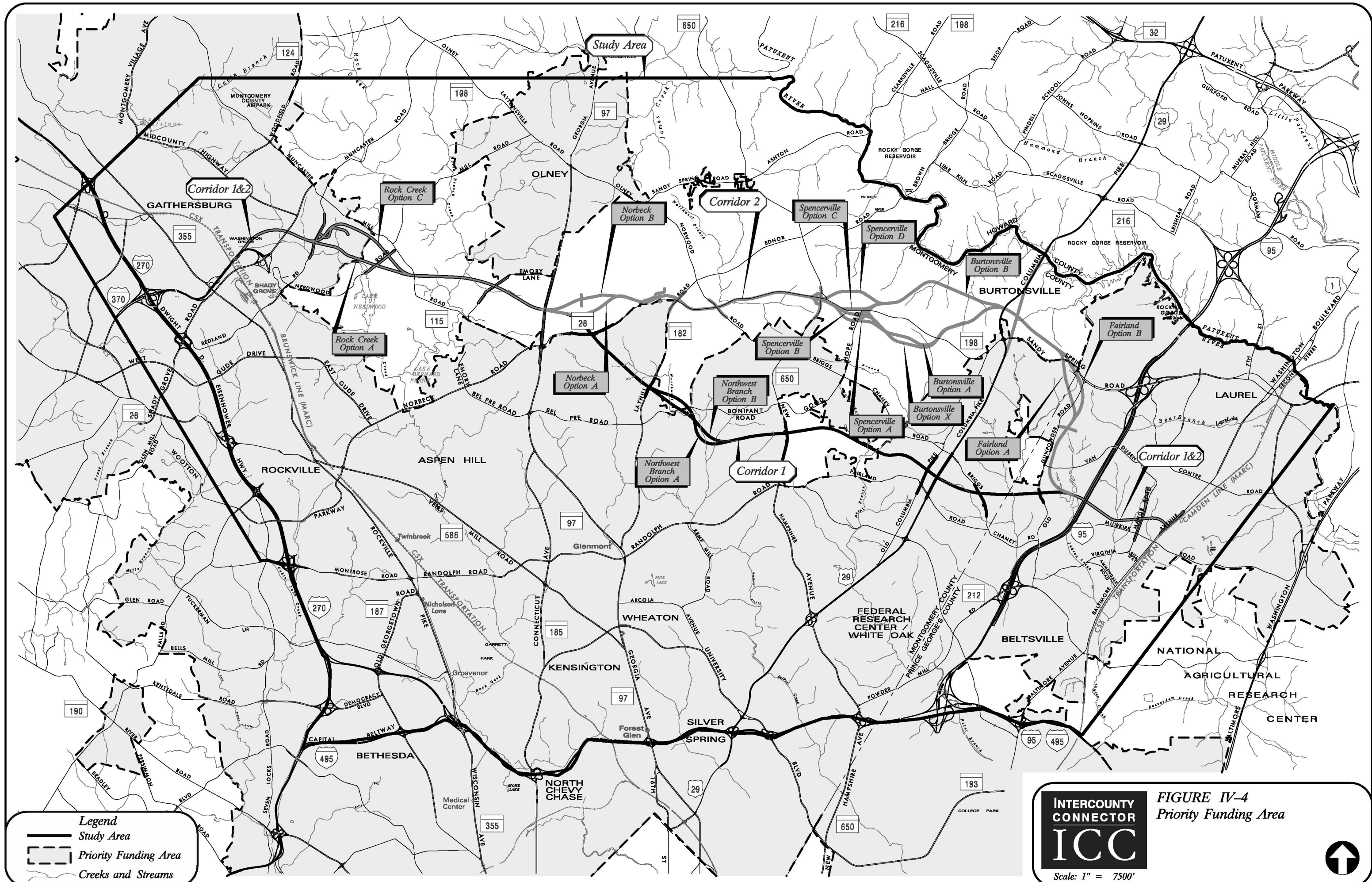
Data Sources:
 M-NCPPC - Bike Routes, Trails, Parks
 Maryland Historical Trust - Historic Resources

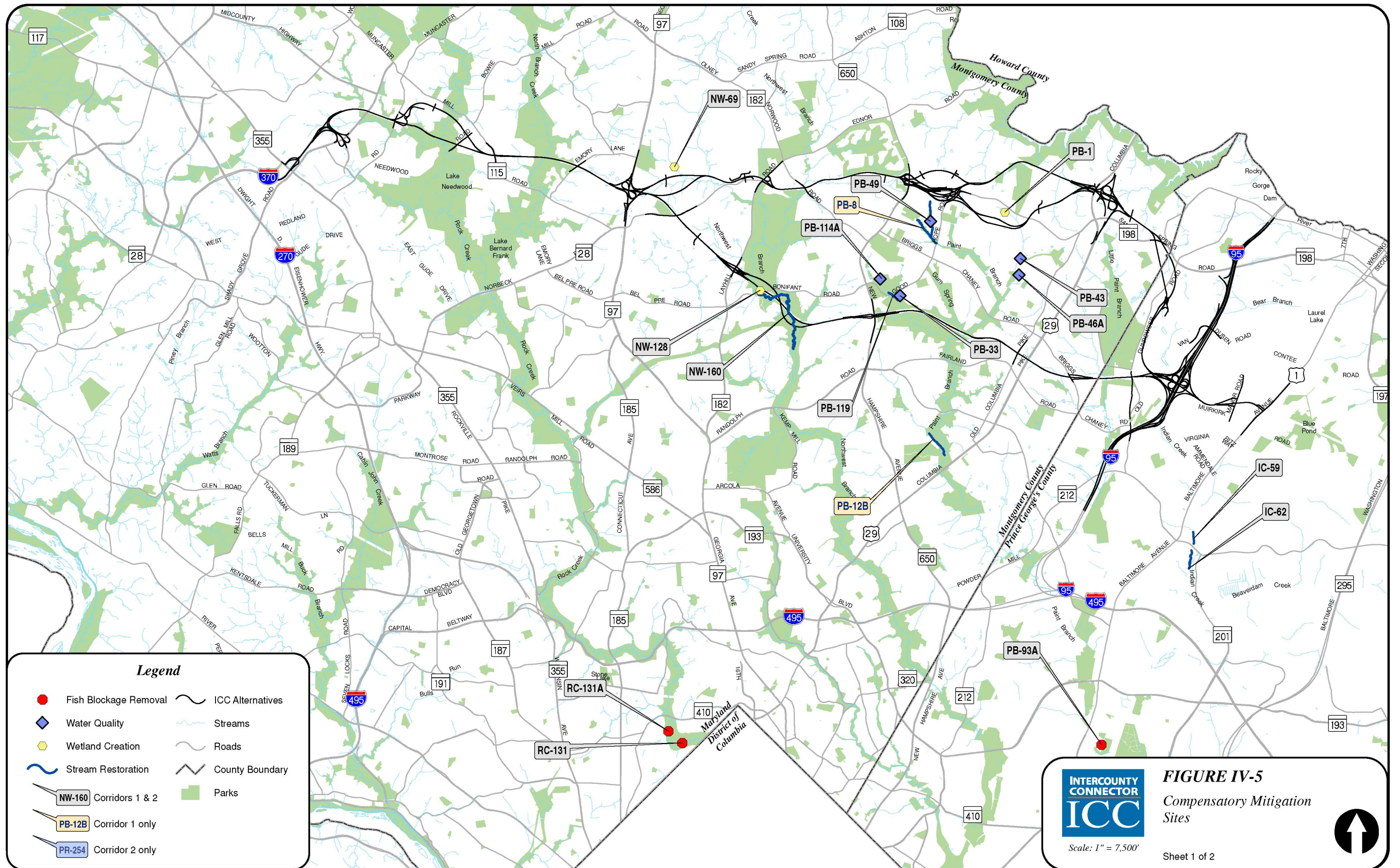


FIGURE IV-3
 ICC Study Area Bicycle and Pedestrian Routes Corridor 2

Scale: 1" = 6,000'







Legend

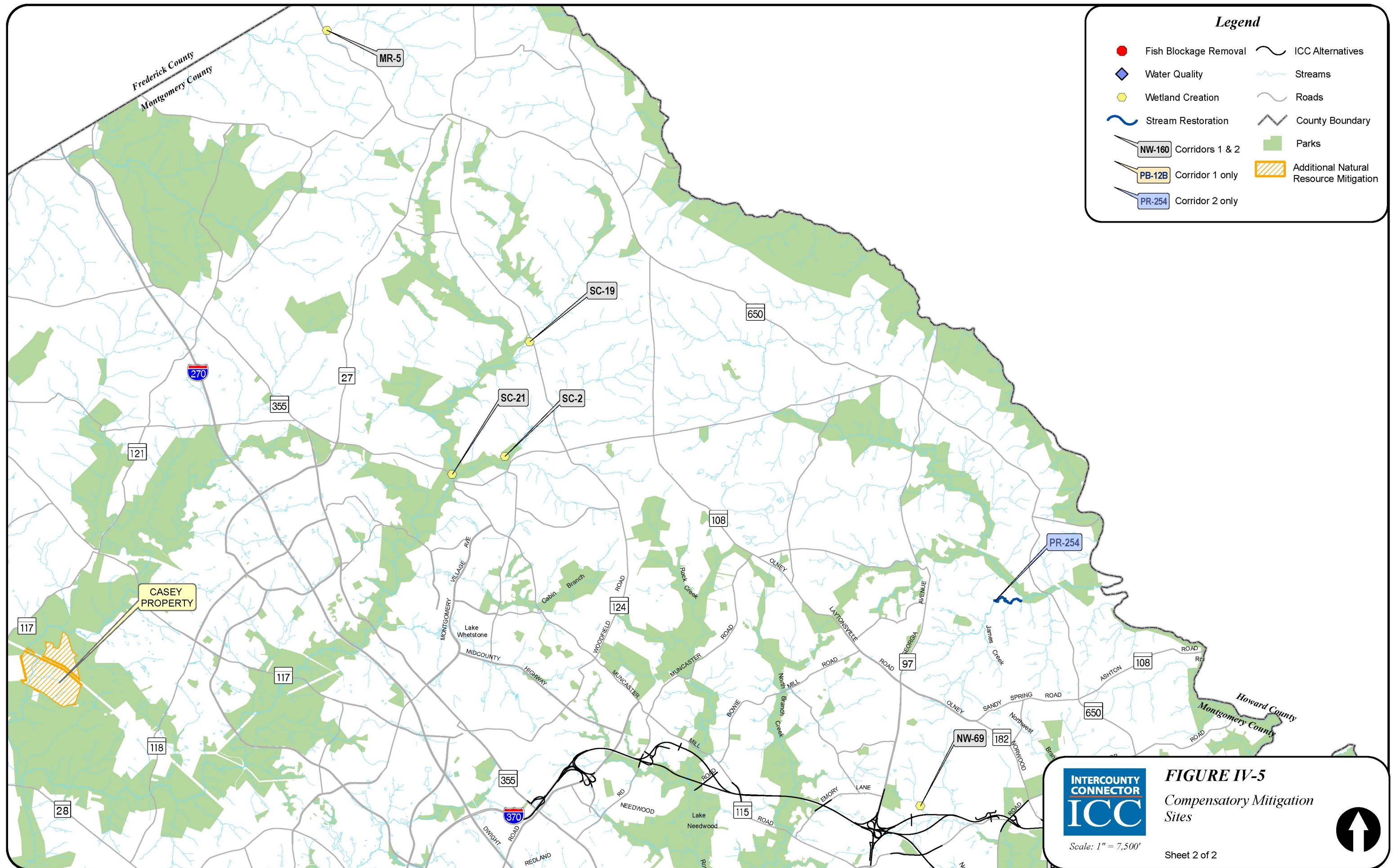
- Fish Blockage Removal
- ◆ Water Quality
- ◆ Wetland Creation
- ~ Stream Restoration
- NW-160 Corridors 1 & 2
- PB-12B Corridor 1 only
- PR-254 Corridor 2 only
- ~ ICC Alternatives
- ~ Streams
- ~ Roads
- ~ County Boundary
- Parks

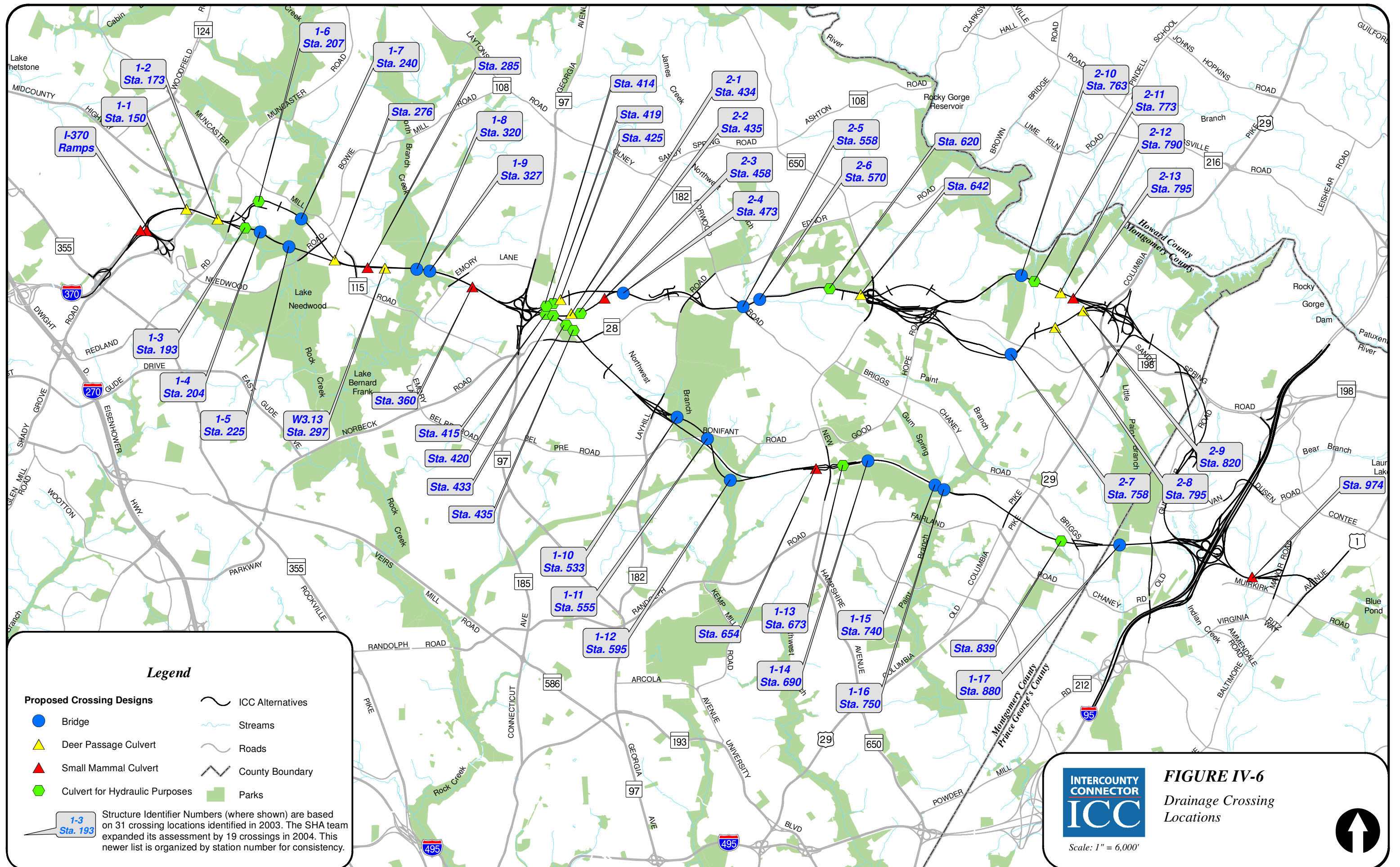


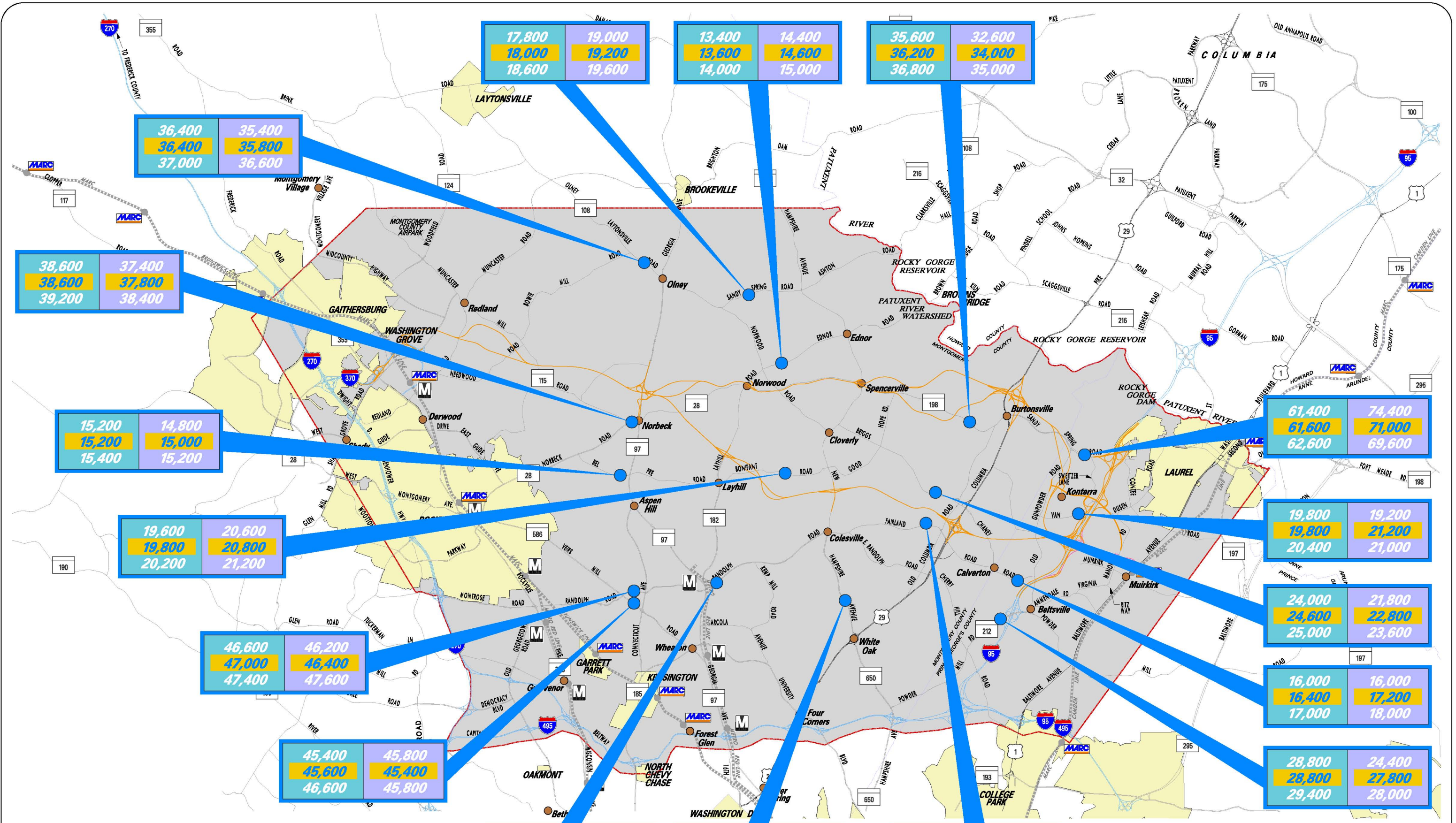
Scale: 1" = 7,500'

FIGURE IV-5
Compensatory Mitigation Sites









Legend

- Study Area Boundary
- Municipalities
- Metro Station
- Proposed Alignments

Average Daily Traffic per Toll Rate		Peak / Off-Peak Toll per mile
Corridor 1	Corridor 2	
46,600	46,200	\$0.13 / \$0.09
47,000	46,400	\$0.17 / \$0.13
47,400	47,600	\$0.26 / \$0.17

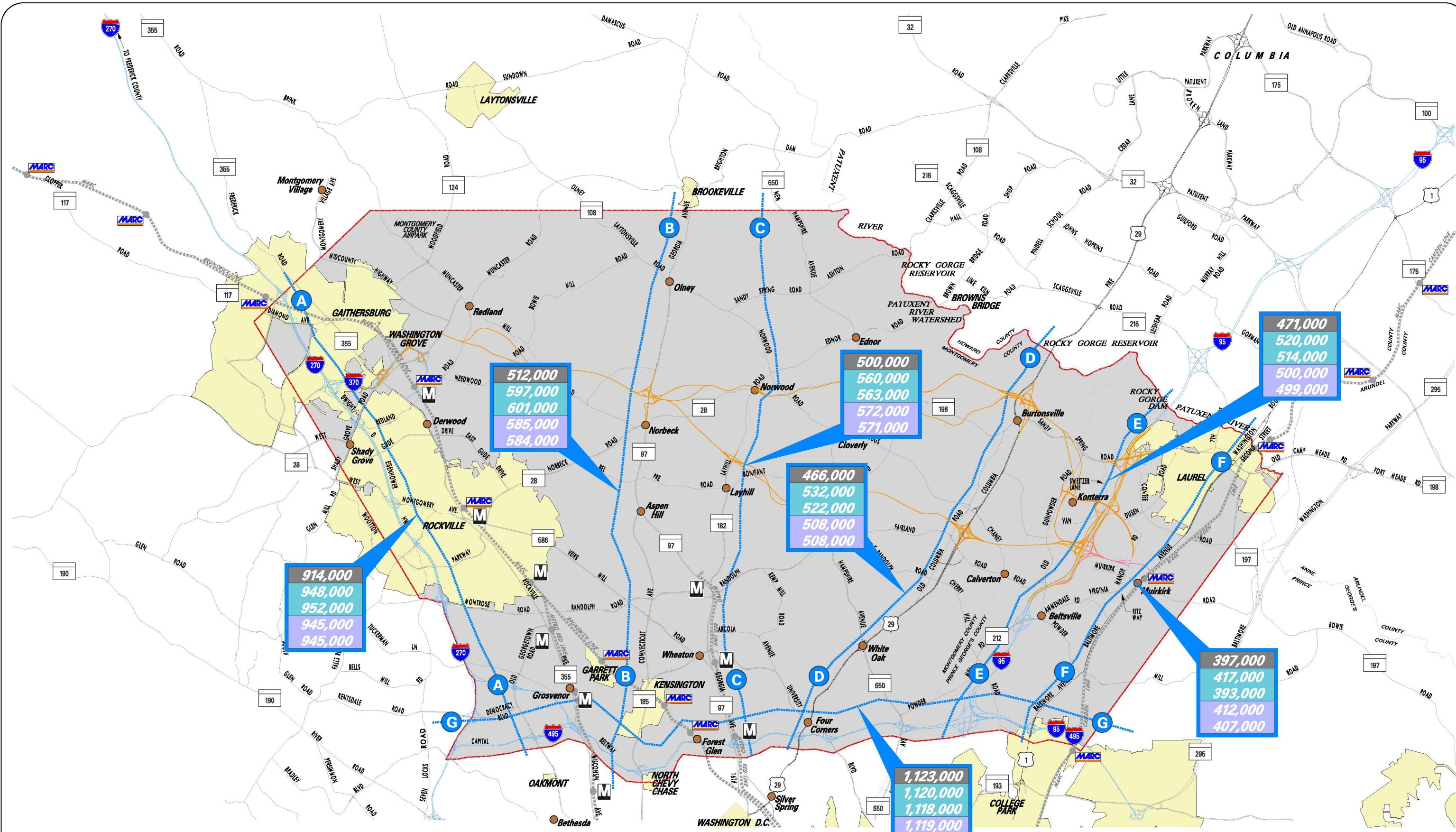
(Toll rates in 2004 Dollars)

INTERCOUNTRY CONNECTOR
ICC

FIGURE IV-7
Toll Sensitivity
2030 Average Weekday
Daily Traffic

Scale: 1" = 10,000'

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Legend

- Study Area Boundary
- Municipalities
- Metro Station
- Screenlines

Average Weekday Daily Traffic 2030

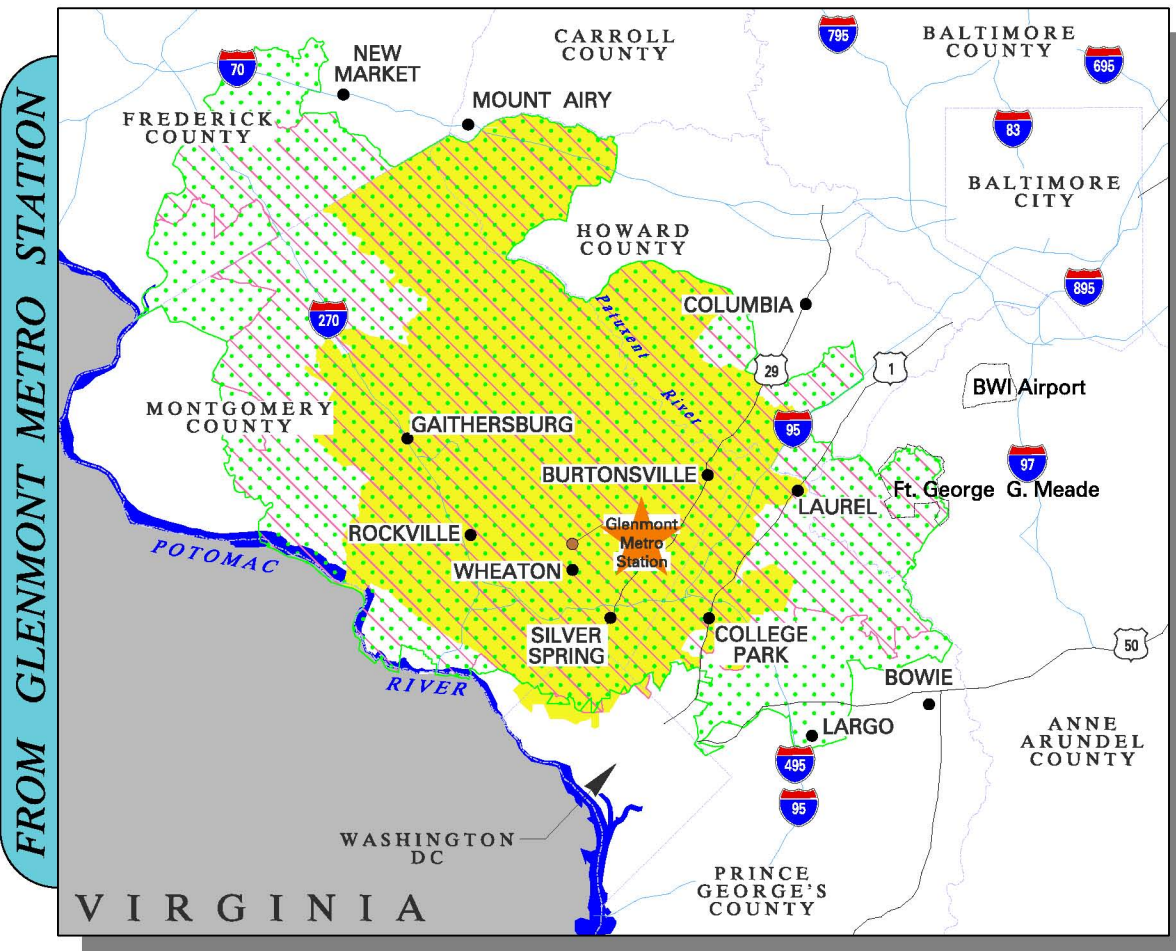
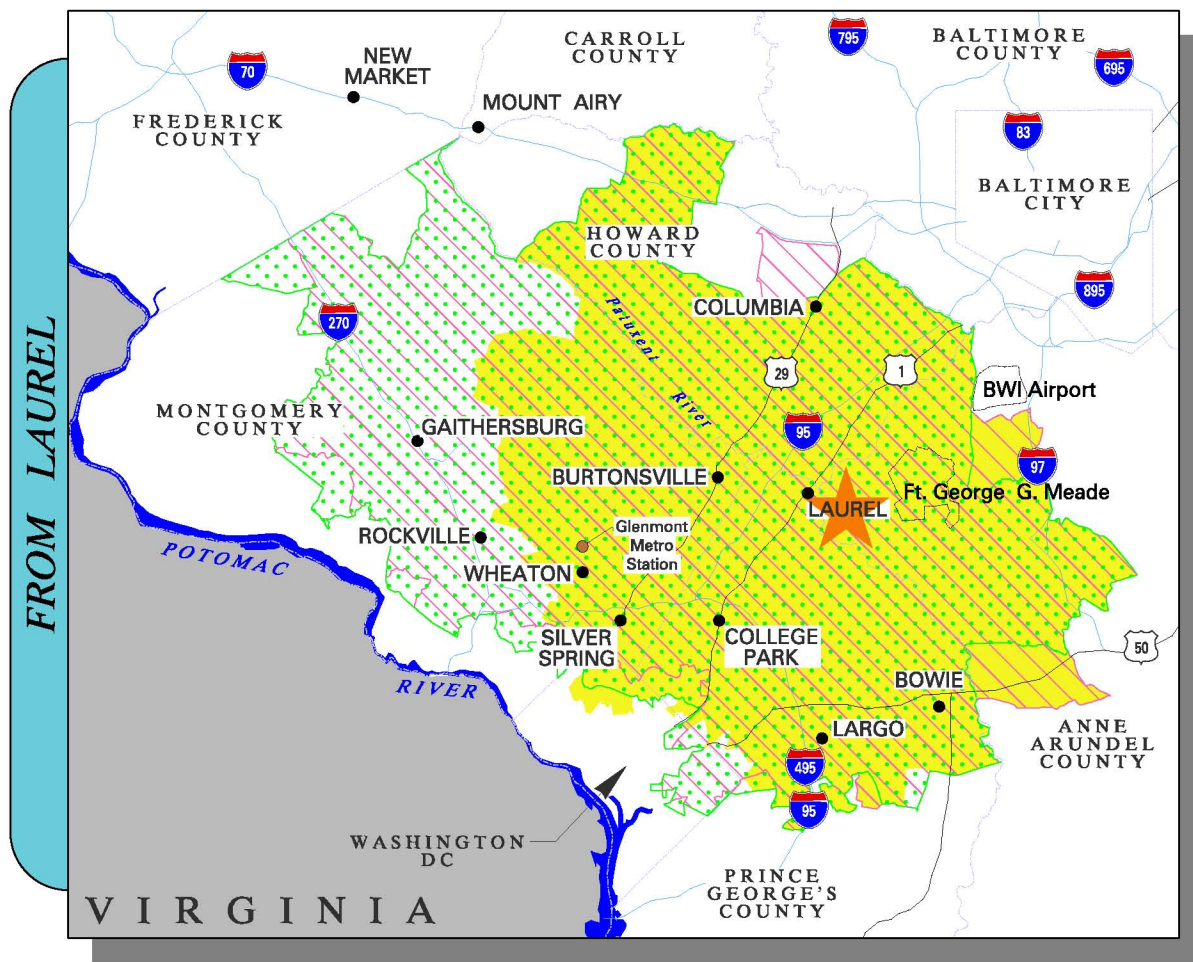
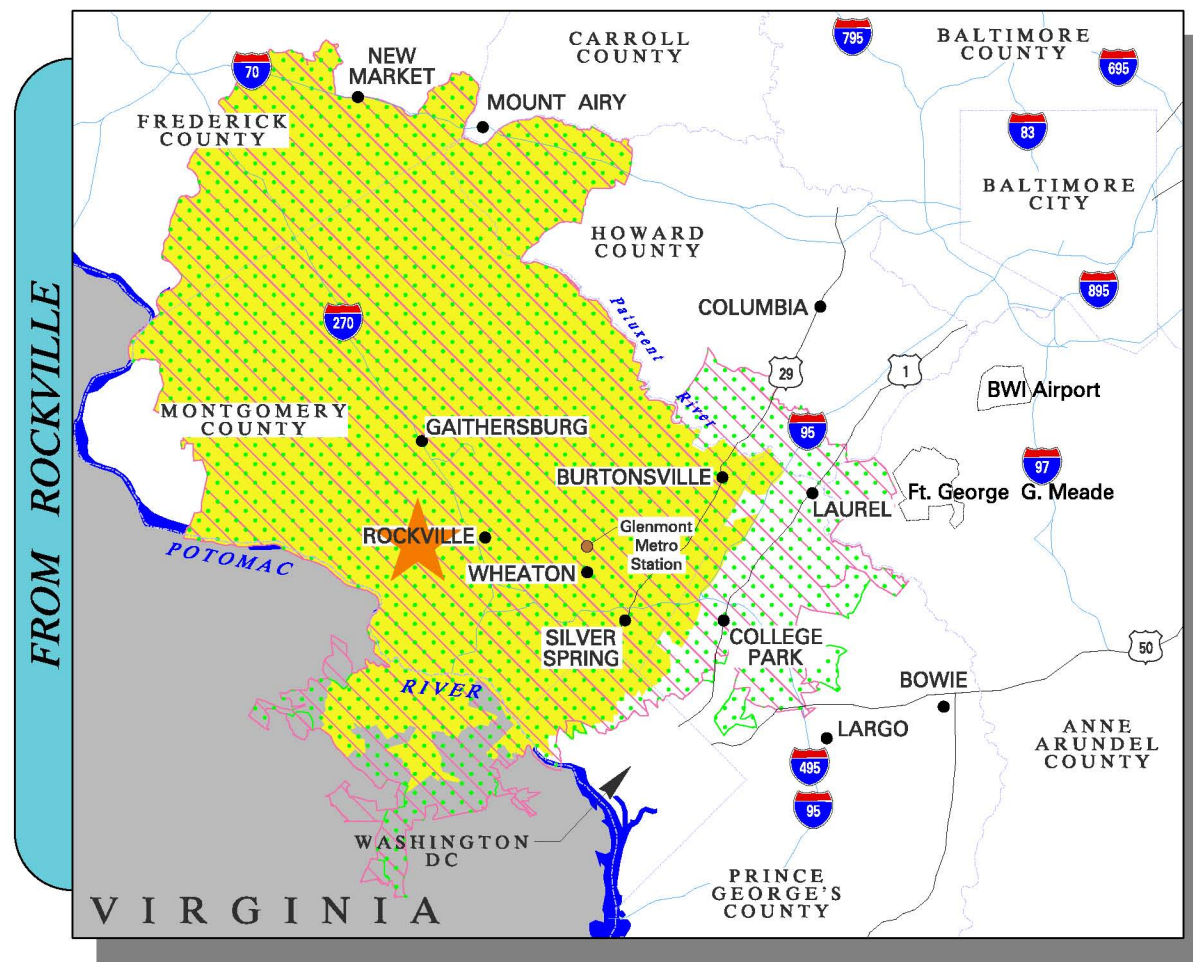
100,000	2030 No-Action
140,000	Corridor 1 Full
130,000	Corridor 1 Truncated
150,000	Corridor 2 Full
140,000	Corridor 2 Truncated

INTERCOUNTRY CONNECTOR
ICC

FIGURE IV-8
Screenline Analysis
2030 Average Daily
Weekday Traffic

Scale: 1" = 10,000'

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2030 Accessibility Comparison			
	No-Action	Corridor 1	Corridor 2
Total Number of Job Opportunities Within 45 Minutes Reachable By Study Area Households	585,640	741,584	692,282

Legend

★ Center of Accessibility Area

Areas Reachable from Centroid Within 45 minutes (in 2030 AM Peak Hour)

- No-Action
- Corridor 1
- Corridor 2



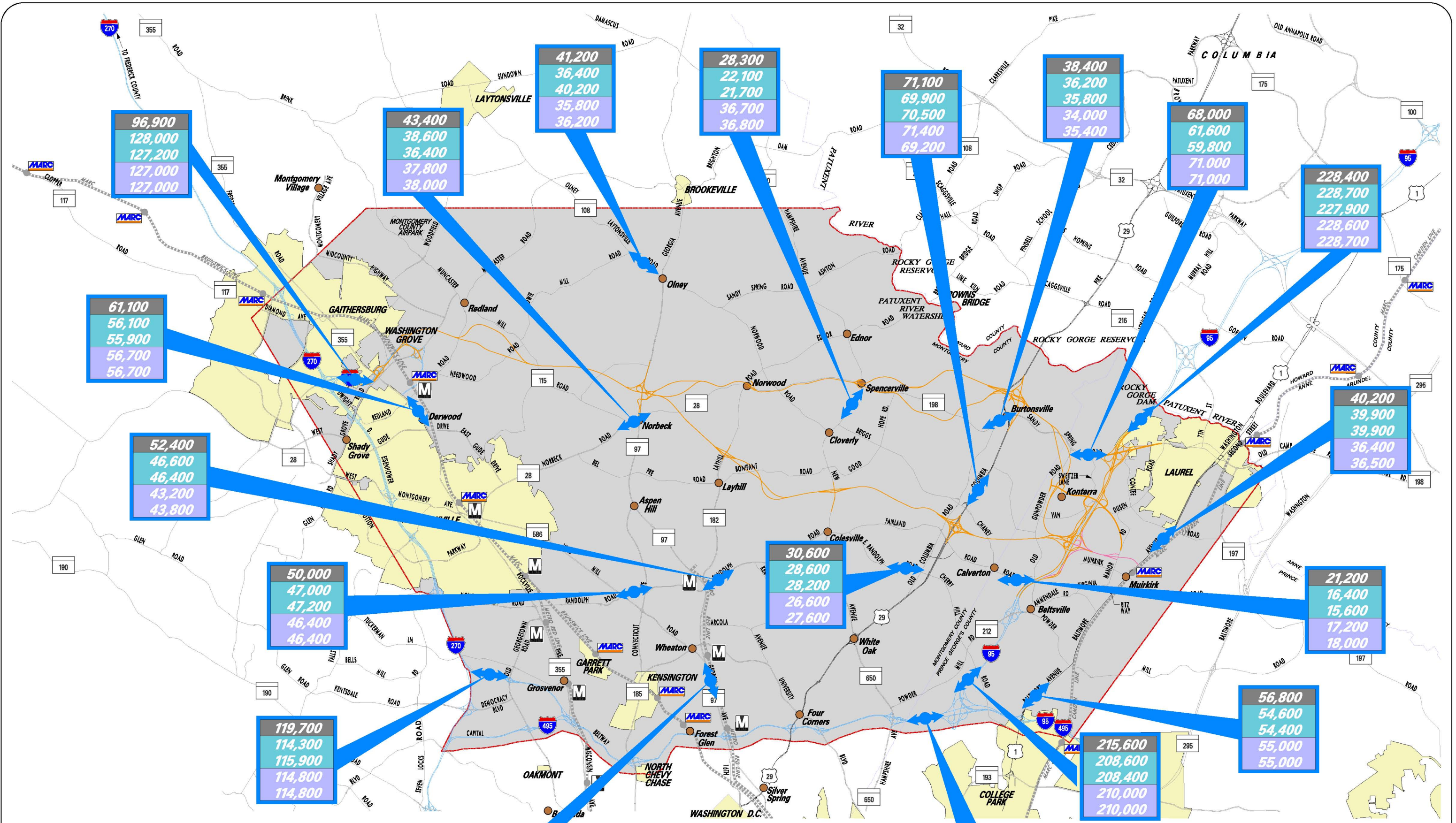
INTERCOUNTY CONNECTOR
ICC

FIGURE IV-9
Comparison of Accessibility to Jobs Reachable Within 45 Minutes (2030 AM Peak Period)

Scale: 1" = 50,000'

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Legend

- Study Area Boundary
- Municipalities
- M Metro Station
- Proposed Alignments

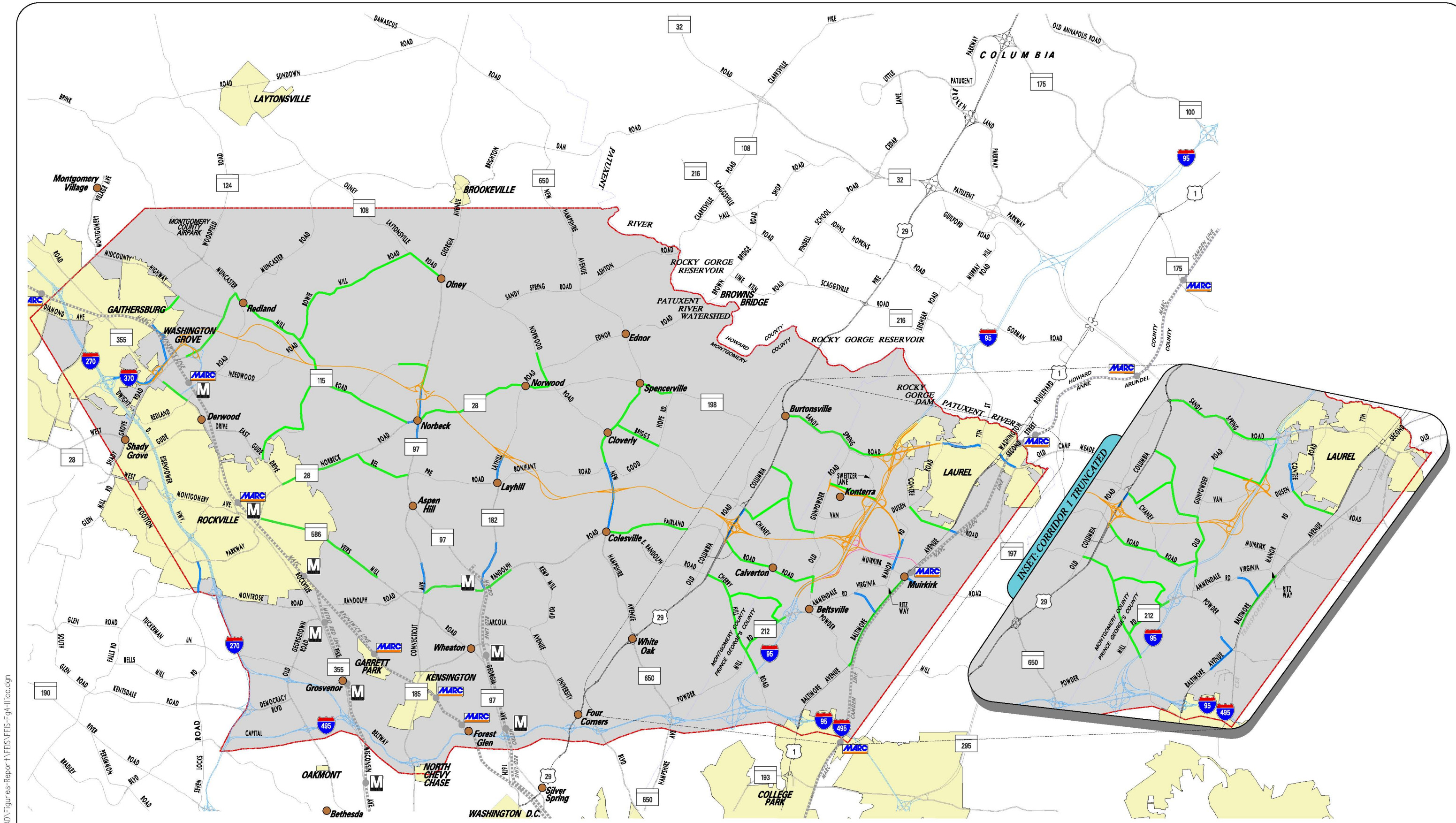
100,000	2030 No-Action
140,000	Corridor 1 Full
130,000	Corridor 1 Truncated
150,000	Corridor 2 Full
140,000	Corridor 2 Truncated

INTERCOUNTY
CONNECTOR

ICC

FIGURE IV-10
Average Daily
Weekday Traffic
At Selected Locations

Scale: 1" = 10,000'



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Legend

- Study Area Boundary
- Municipalities
- Metro Station
- Corridor 1 Alignment
- ADT Decreases more than 10% (Compared to No-Action)
- ADT Increases more than 10% (Compared to No-Action)

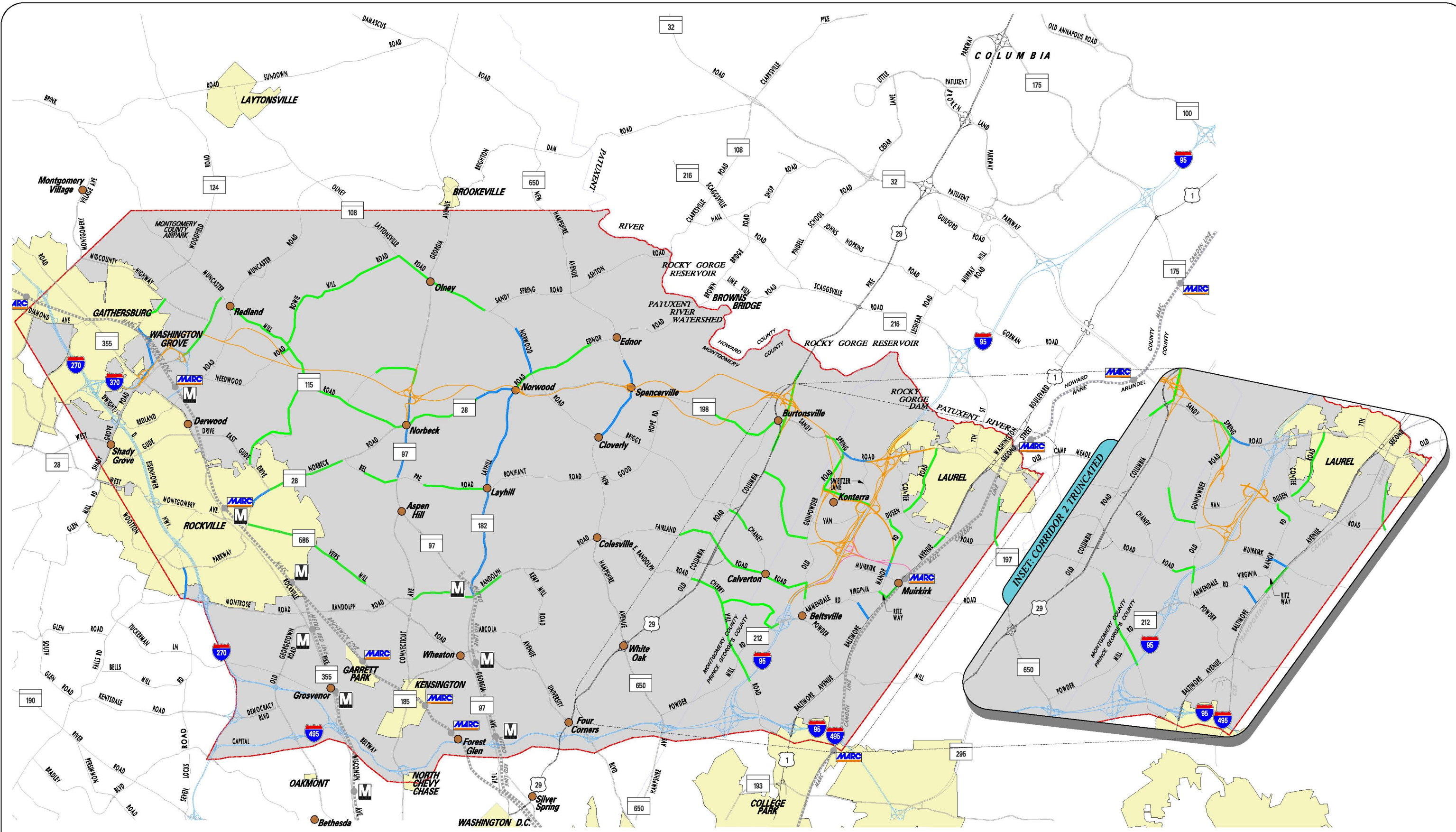
INTERCOUNTRY CONNECTOR

ICC

Scale: 1" = 10,000'

FIGURE IV-11

Changes in 2030 Average Daily Weekday Traffic Corridor 1 / No-Action



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Legend

- Study Area Boundary
- Municipalities
- M Metro Station
- Corridor 2 Alignment
- ADT Decreases more than 10% (Compared to No-Action)
- ADT Increases more than 10% (Compared to No-Action)

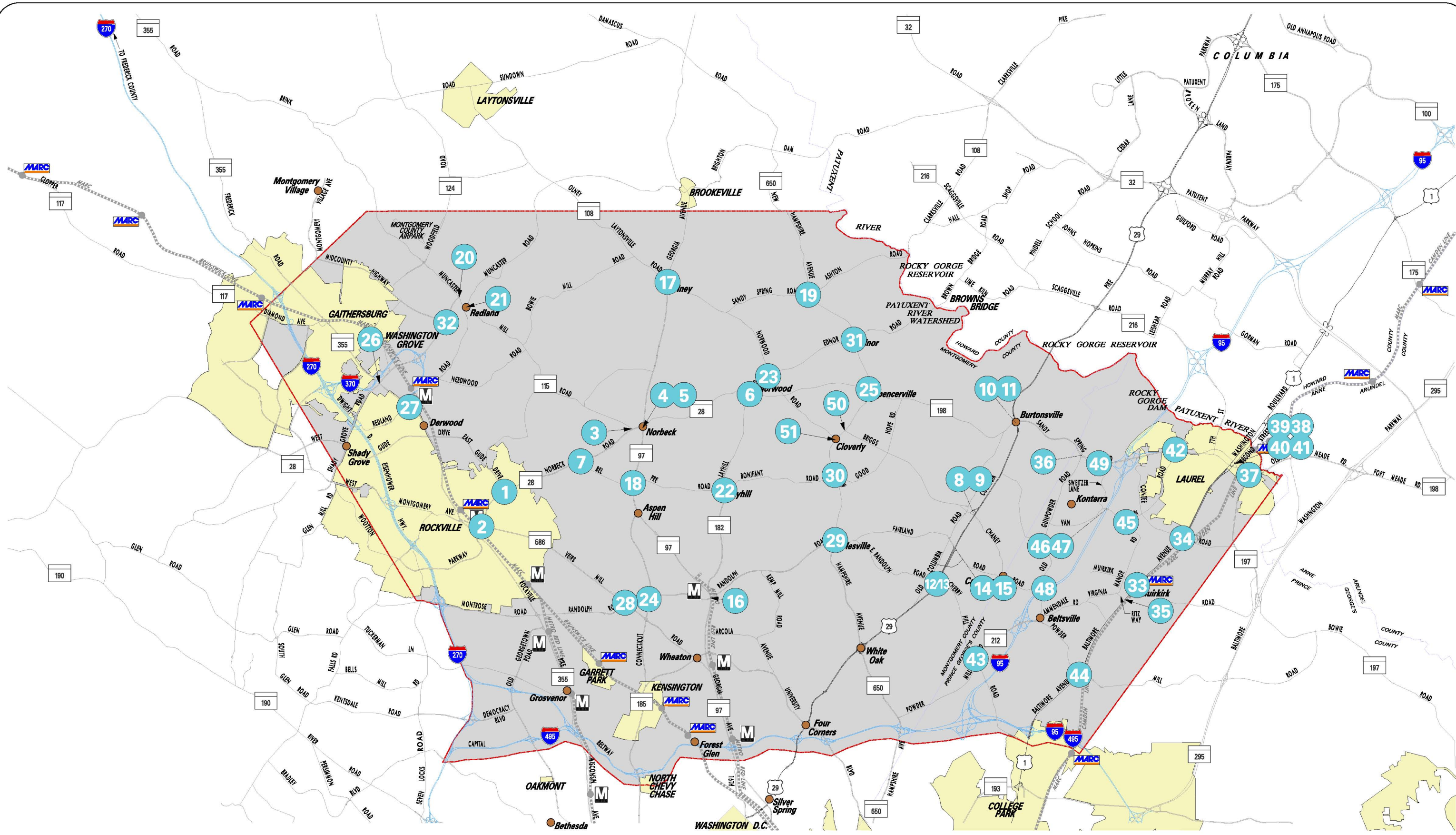
INTERCOUNTRY CONNECTOR

ICC

Scale: 1" = 10,000'

FIGURE IV-12

Changes in 2030 Average Daily Weekday Traffic Corridor 2 / No-Action



Legend

- Study Area Boundary
- Municipalities
- M Metro Station

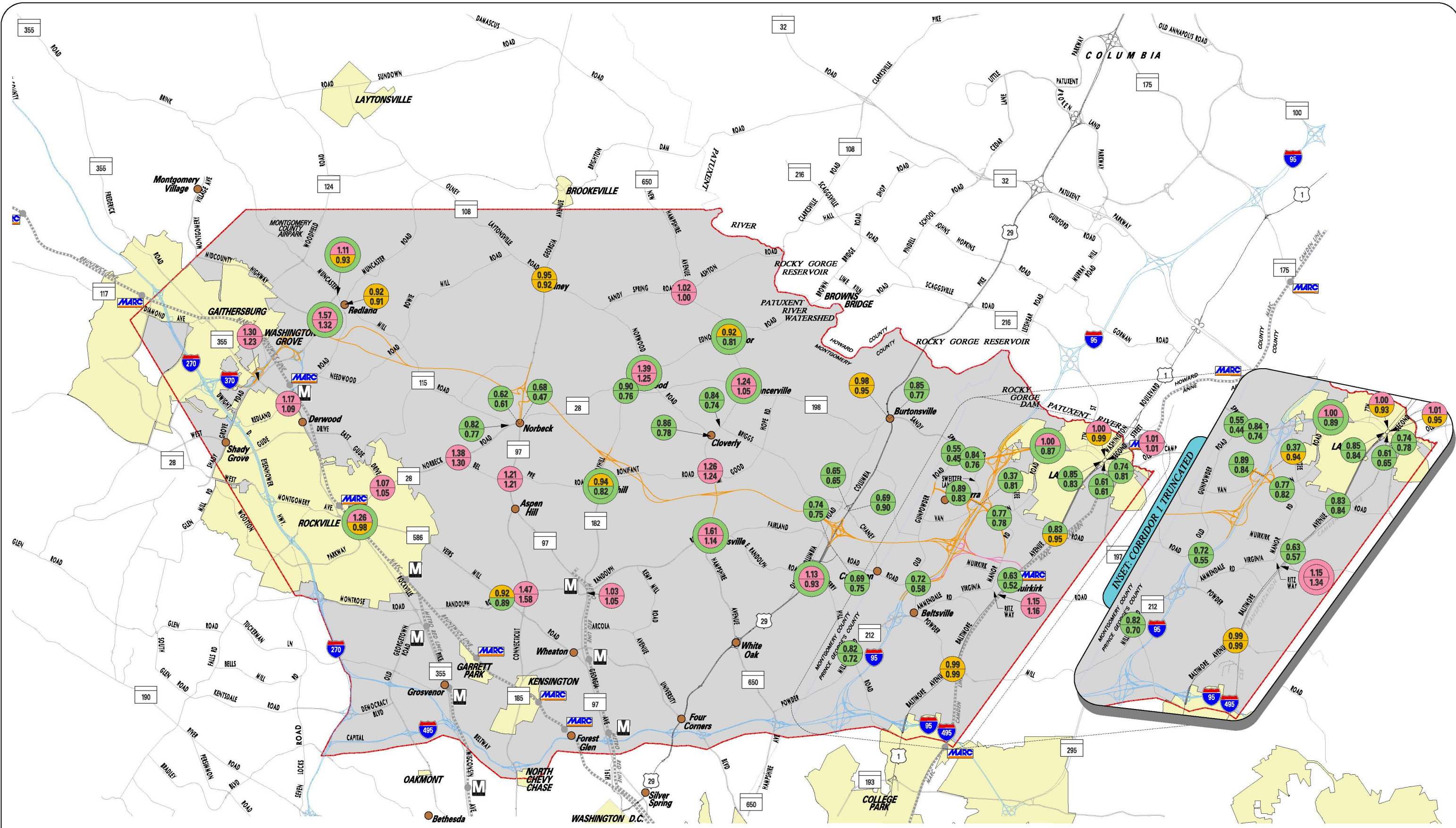
16 Intersection Number

NOTE:
Intersection number corresponds to tables I-3 and I-4 in Chapter I

FIGURE IV-13
Study Area Intersections Key Map

Scale: 1" = 10,000'

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Legend

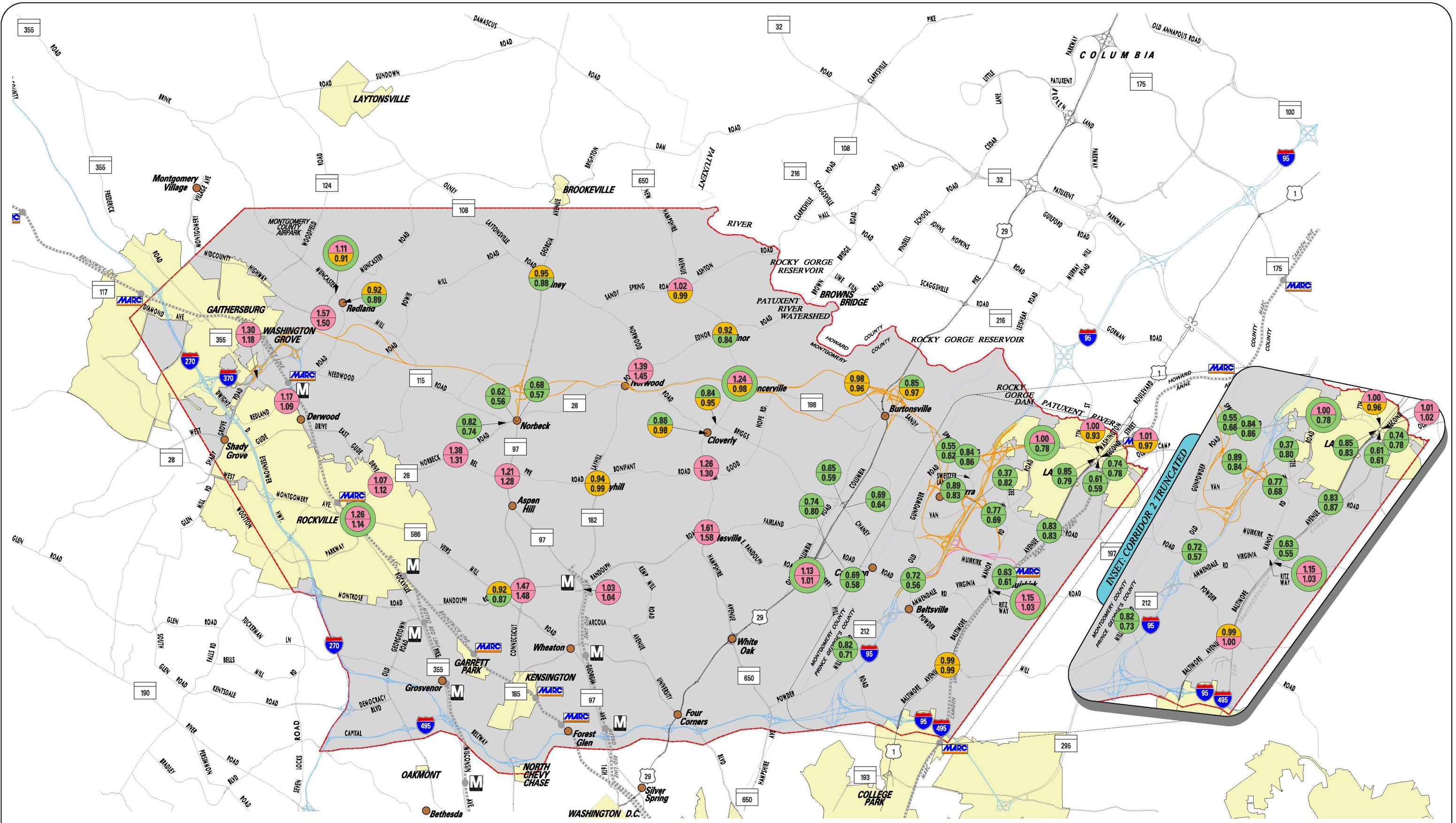
- Study Area Boundary
- Municipalities
- Metro Station
- Corridor 1 Alignment
- V/C In No-Action
- V/C In Corridor 1
- Intersections at LOS EF
- Volume / Capacity Improved by >10%
- Volume / Capacity Worsens by >10%
- V/C ≤ 0.90 (LOS ≥ D)
- V/C = 0.91-0.99 (LOS E)
- V/C ≥ 1.00 (LOS F)

INTERCOUNTY CONNECTOR
ICC

Scale: 1" = 10,000'

FIGURE IV-14
Corridor 1 (Full and Truncated)
2030 Intersection Operations
AM Peak Hour





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Legend

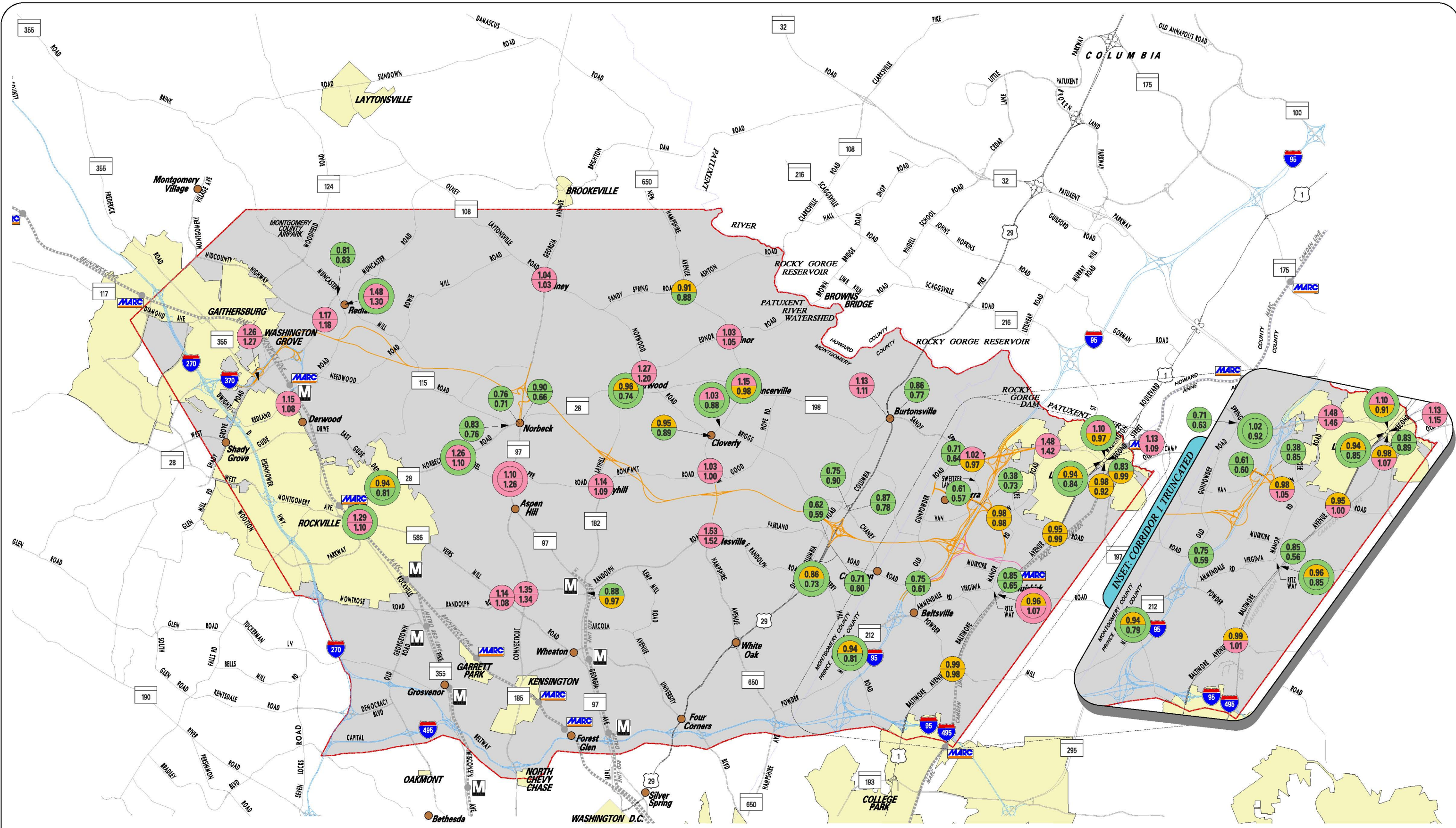
- Study Area Boundary
- Municipalities
- Metro Station
- Corridor 2 Alignment
- V/C In No-Action
- V/C In Corridor 2
- V/C \leq 0.90 (LOS \geq D)
- V/C = 0.91-0.99 (LOS E)
- V/C \geq 1.00 (LOS F)
- Intersections at LOS EF
- Volume / Capacity Improved by $>10\%$
- Volume / Capacity Worsens by $>10\%$

INTERCOUNTY CONNECTOR
ICC

Scale: 1" = 10,000'

FIGURE IV-15
Corridor 2 (Full and Truncated)
2030 Intersection Operations
AM Peak Hour





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Legend

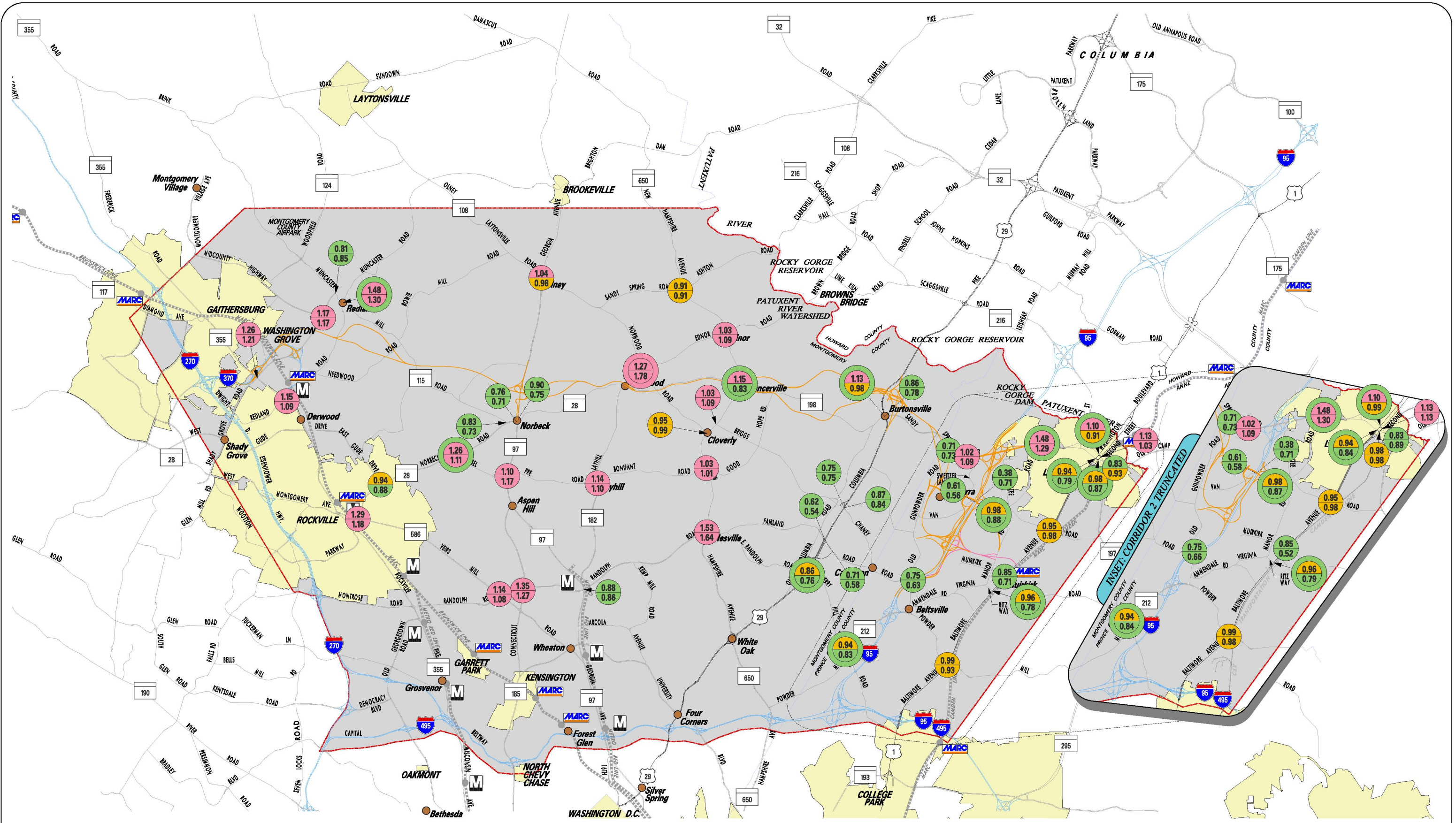
- Study Area Boundary
- Municipalities
- Metro Station
- Corridor 1 Alignment
- V/C In No-Action
- V/C In Corridor 1
- Intersections at LOS EF
- Volume / Capacity Improved by >10%
- Volume / Capacity Worsens by >10%
- V/C ≤ 0.90 (LOS ≥ D)
- V/C = 0.91-0.99 (LOS E)
- V/C ≥ 1.00 (LOS F)

INTERCOUNTY CONNECTOR
ICC

Scale: 1" = 10,000'

FIGURE IV-16
Corridor 1 (Full and Truncated)
2030 Intersection Operations
PM Peak Hour





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Legend

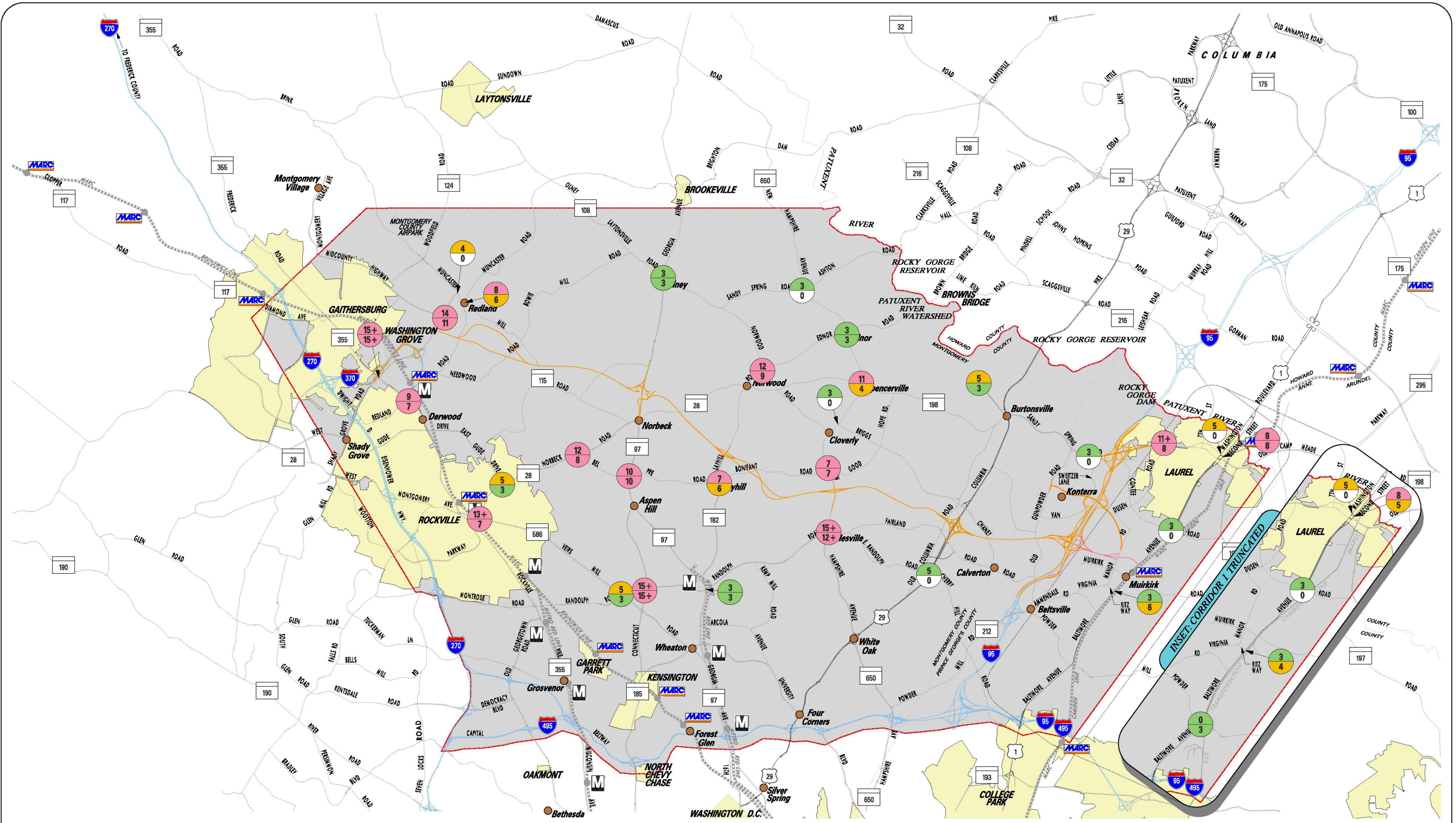
- Study Area Boundary
- Municipalities
- Metro Station
- Corridor 2 Alignment
- V/C In No-Action
- V/C In Corridor 2
- Intersections at LOS E/F
- Volume / Capacity Improved by >10%
- Volume / Capacity Worsens by >10%

INTERCOUNTY CONNECTOR
ICC

Scale: 1" = 10,000'

FIGURE IV-17
Corridor 2 (Full and Truncated)
2030 Intersection Operations
PM Peak Hour





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Legend

- Study Area Boundary
- Municipalities
- M Metro Station
- Corridor 1 Alignment
- 2030 No-Action Hours of Congestion
- 2030 Corridor 1 Hours of Congestion
- 1-3 Hours Daily
- 4-6 Hours Daily
- 7+ Hours Daily

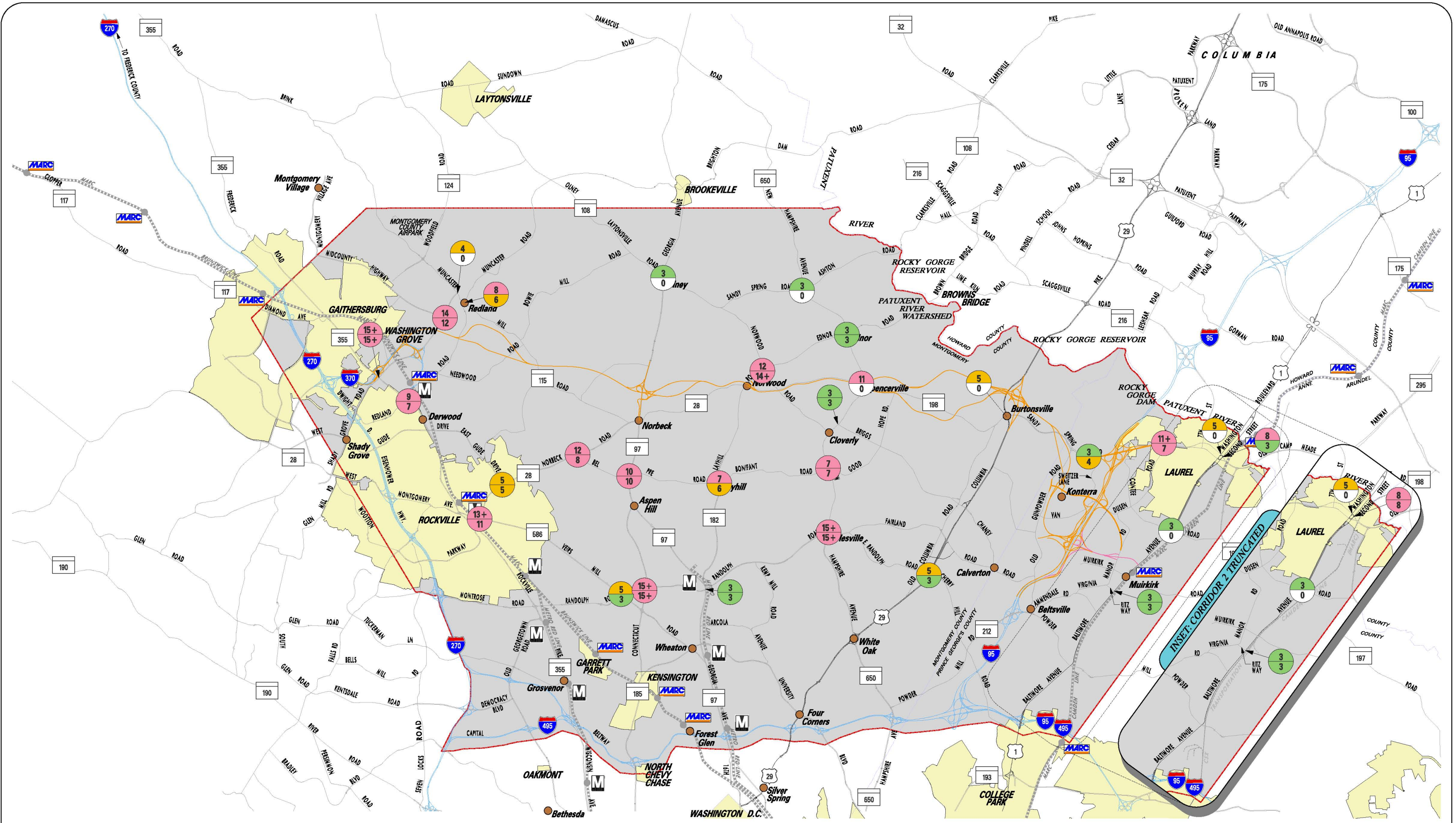
**INTERCOUNTRY
CONNECTOR**

ICC

Scale: 1" = 10,000'

FIGURE IV-18

**2030 No-Action /Corridor 1 Hours
At Capacity Comparison
(Daily Total)**



D:\202828666\CAD\Figures-Report\FEIS\FEIS-Fg4-19icc.dgn

Legend

- Study Area Boundary
- Municipalities
- M Metro Station
- Corridor 2 Alignment
- 2030 No-Action Hours of Congestion
- 2030 Corridor 2 Hours of Congestion
- 1-3 Hours Daily
- 4-6 Hours Daily
- 7+ Hours Daily
- 15+ Hours Daily

**INTERCOUNTRY
CONNECTOR**

ICC

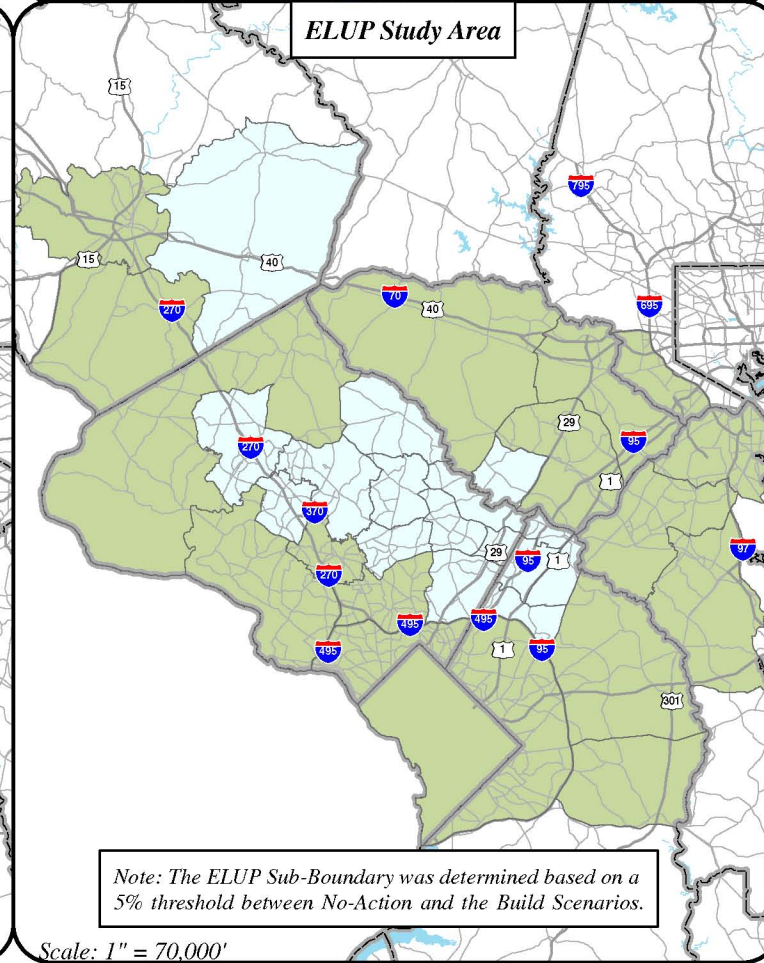
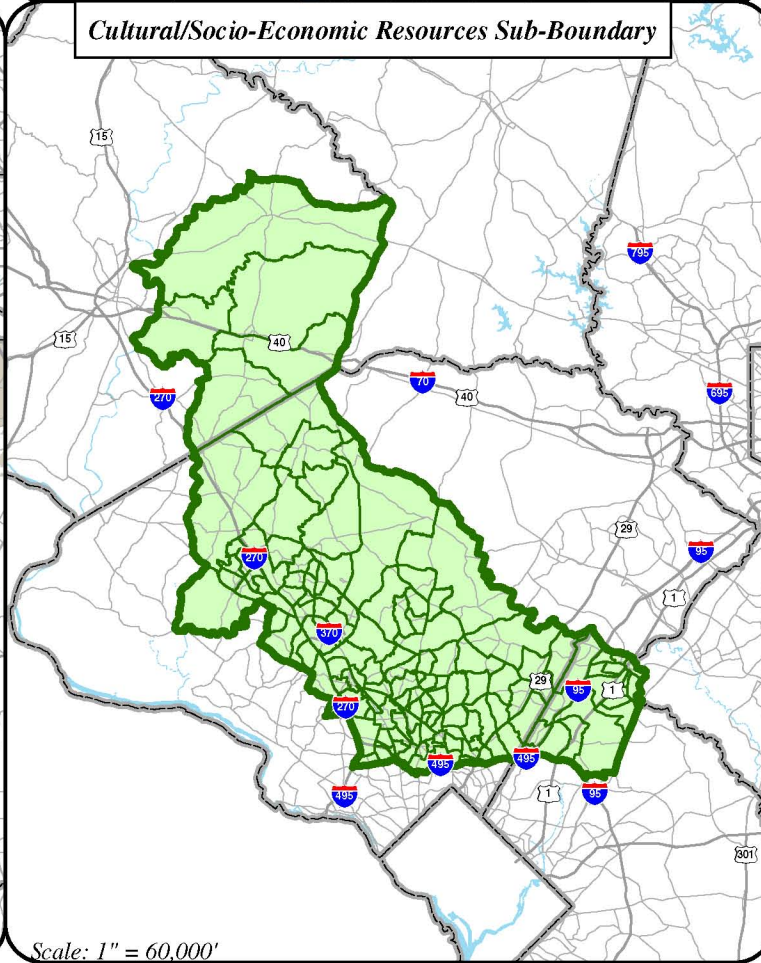
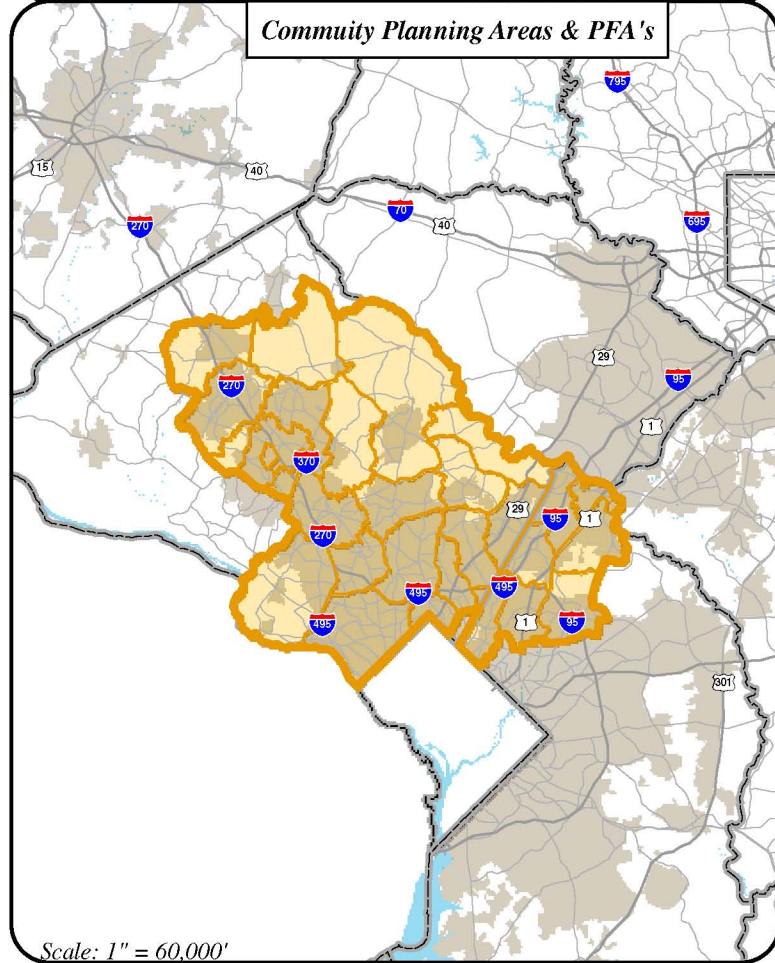
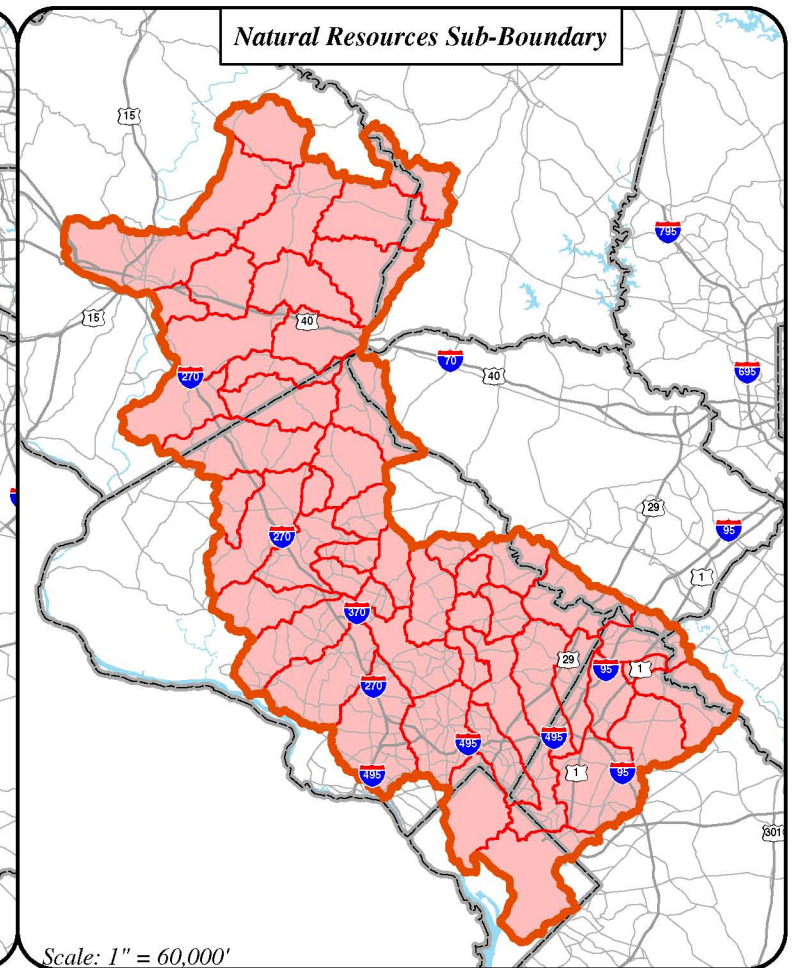
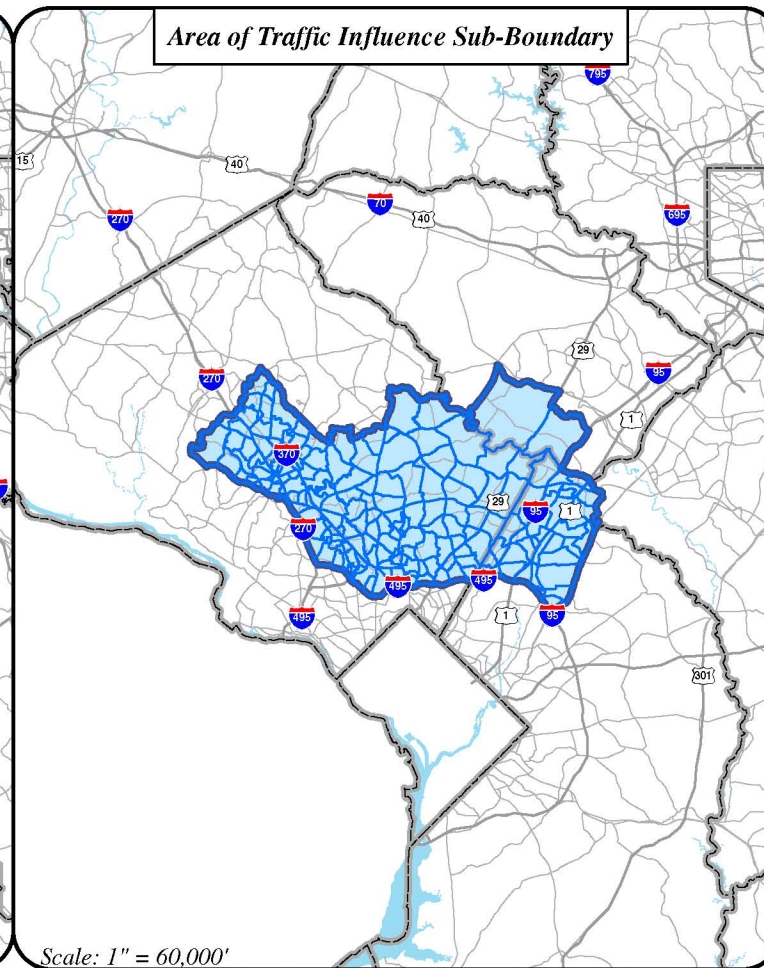
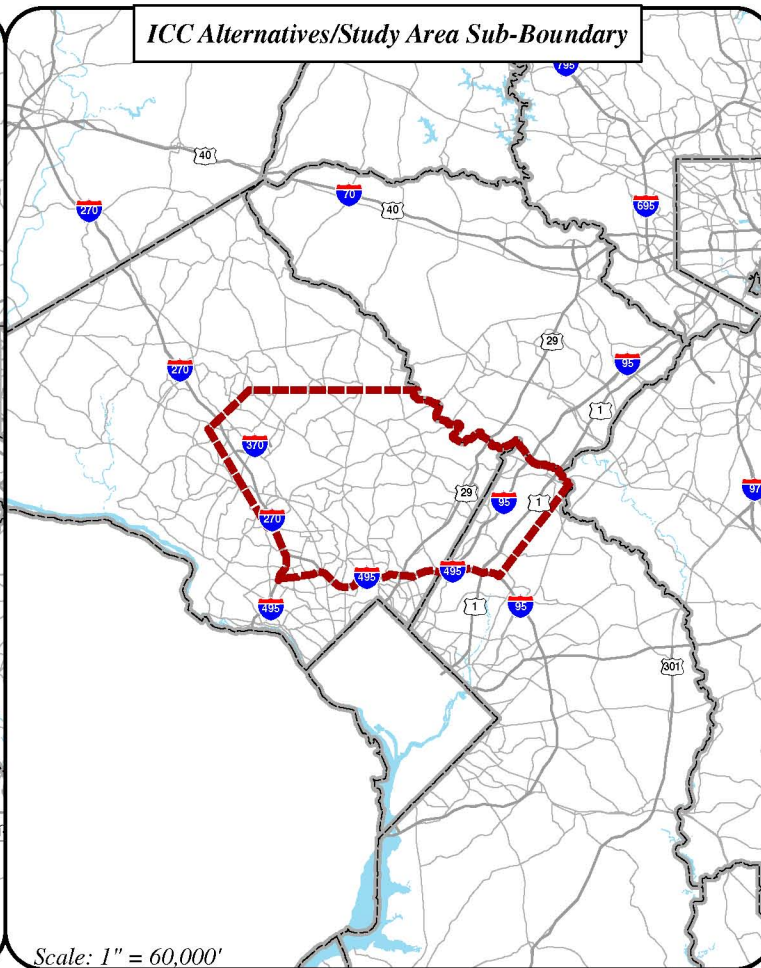
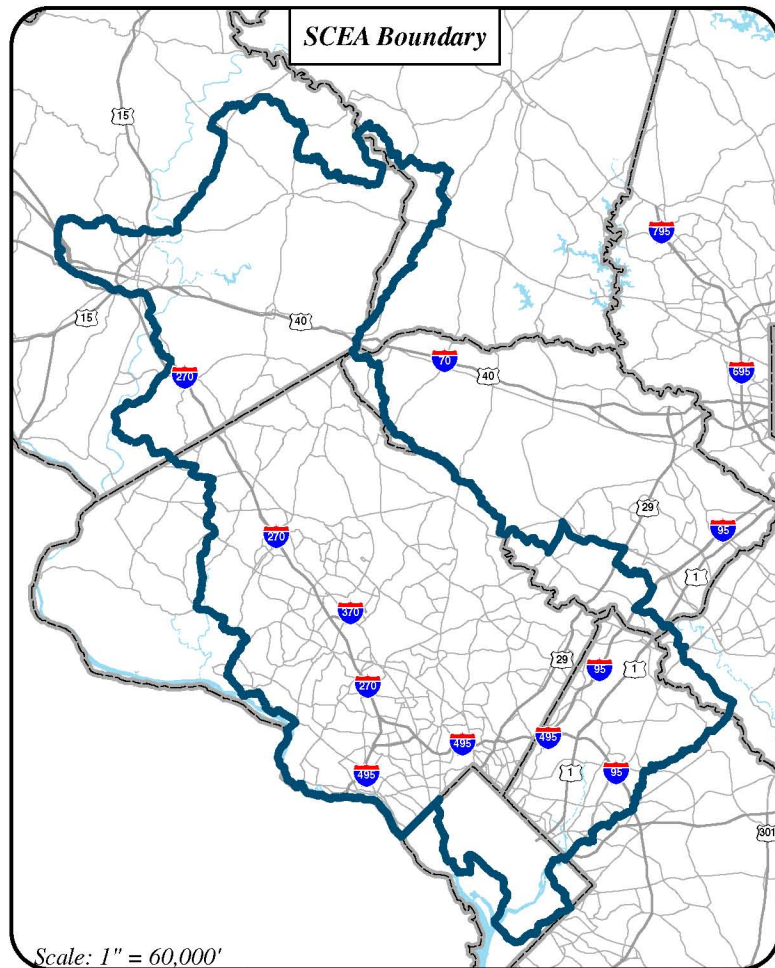
Scale: 1" = 10,000'

FIGURE IV-19

2030 No-Action /Corridor 2 Hours

At Capacity Comparison

(Daily Total)

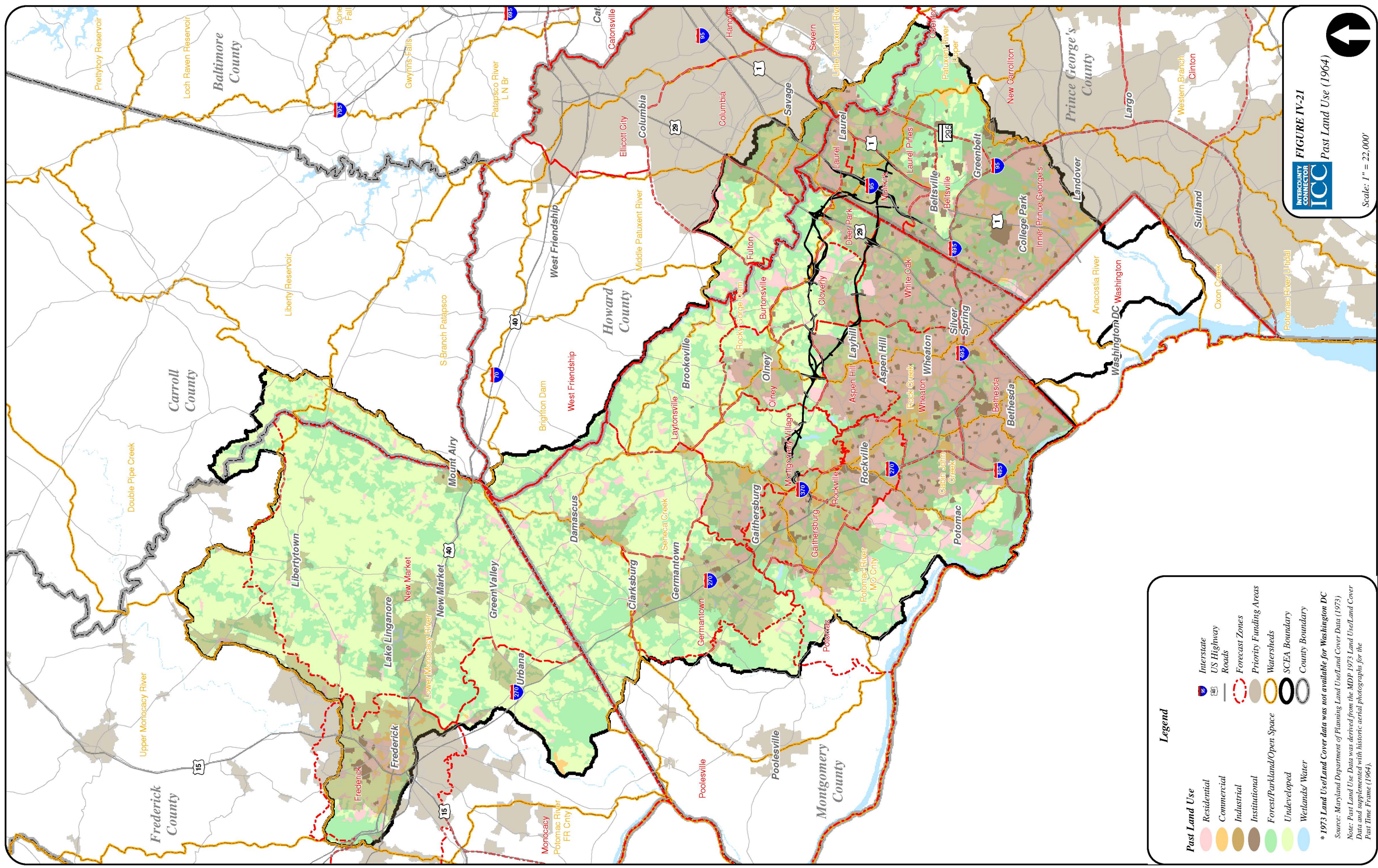


LEGEND

- Interstate
- US
- SCEA Boundary
- ICC Alternatives/Study Area Sub-Boundary
- Area of Traffic Influence Sub-Boundary
- Area of Traffic Influence
- Natural Resources Sub-Boundary
- Natural Resources Boundary
- Community Planning Areas
- Community Planning Area Sub-Boundary
- Priority Funding Areas
- Cultural and Socio-Economic Sub-Boundary
- Cultural and Socio-Economic Boundary
- ELUP Sub-Boundary
- ELUP Study Area
- County Boundary
- Water

INTERCOUNTY CONNECTOR **FIGURE IV - 20**
Composite of Study Area Sub-Boundaries

Note: The ELUP Sub-Boundary was determined based on a 5% threshold between No-Action and the Build Scenarios.



Legend

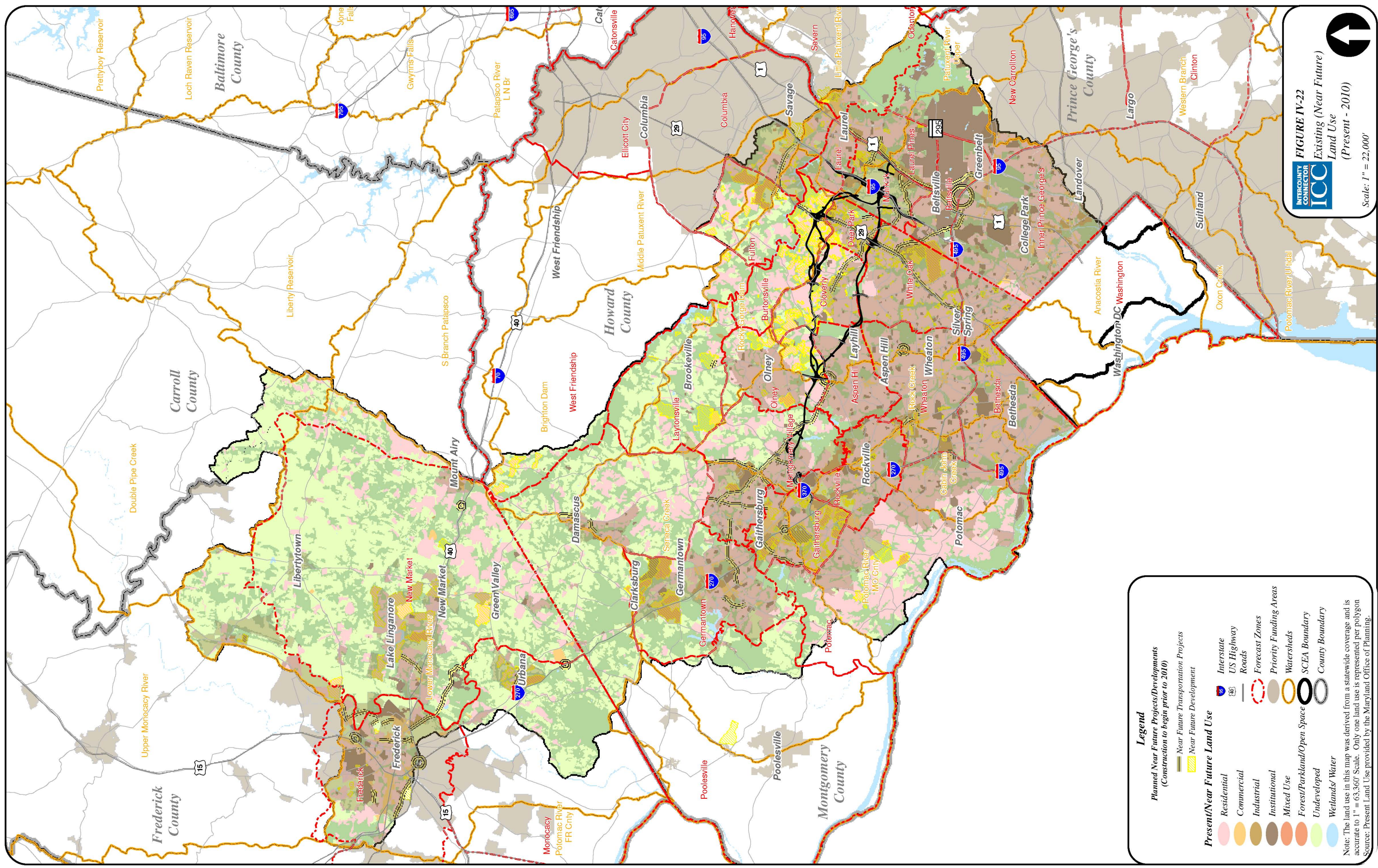
Residential	Interstate
Commercial	US Highway
Industrial	Roads
Institutional	Forecast Zones
Forest/Parkland/Open Space	Priority Funding Areas
Undeveloped	Watersheds
Wetlands/ Water	SCEA Boundary
	County Boundary

** 1973 Land Use/Land Cover data was not available for Washington DC*
 Source: Maryland Department of Planning Land Use/Land Cover Data (1973)
 Note: Past Land Use Data was derived from the MDP 1973 Land Use/Land Cover Data and supplemented with historic aerial photographs for the Past Time Frame (1964).

ICC
 INTERCOUNTY CONNECTOR

FIGURE IV-21
 Past Land Use (1964)

Scale: 1" = 22,000'



Legend

**Planned Near Future Projects/Developments
(Construction to begin prior to 2010)**

- Near Future Transportation Projects
- Near Future Development

Present/Near Future Land Use

- Residential
- Commercial
- Industrial
- Institutional
- Mixed Use
- Forest/Parkland/Open Space
- Undeveloped
- Wetlands/ Water

Infrastructure and Funding:

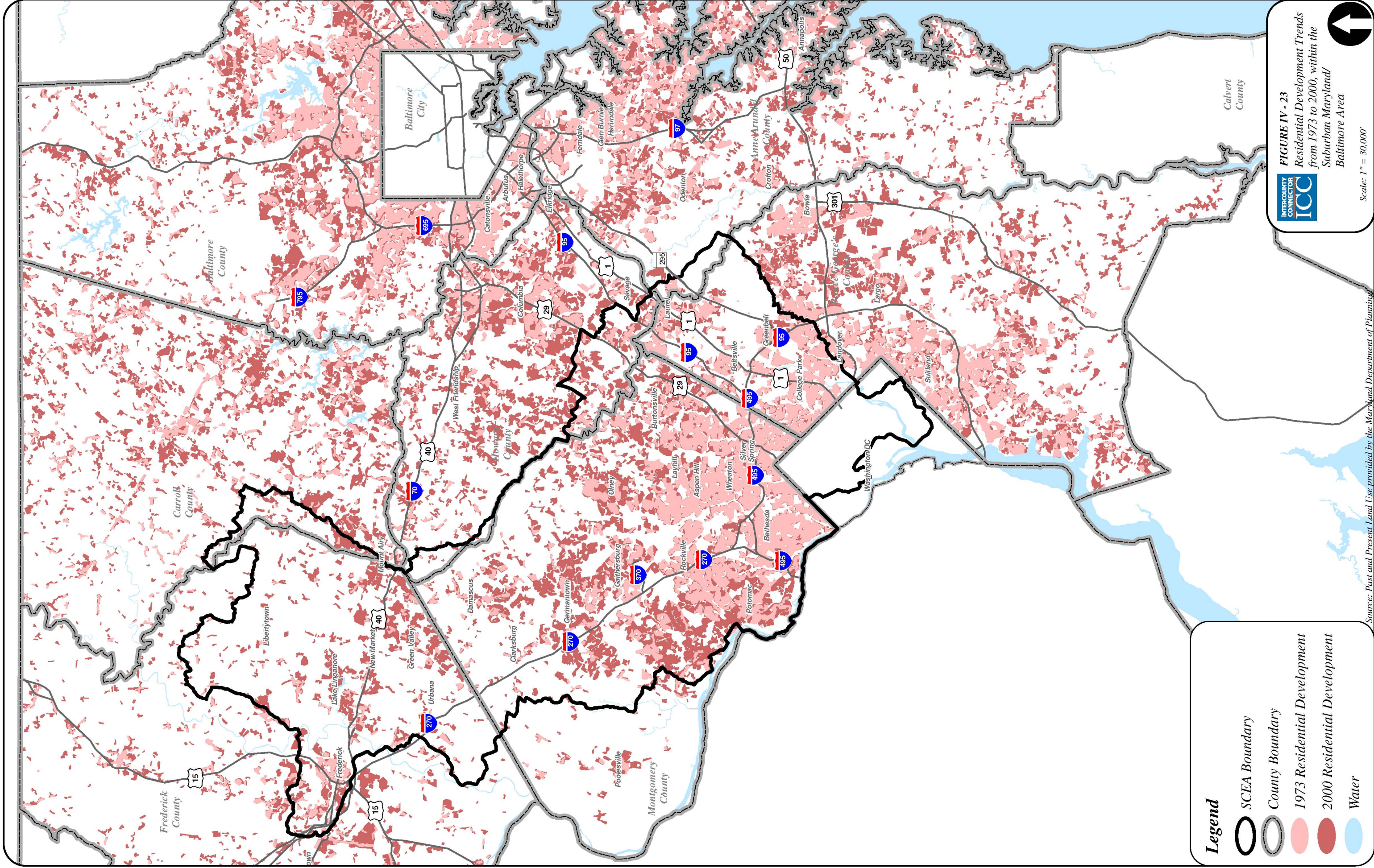
- Interstate
- US Highway
- Roads
- Forecast Zones
- Priority Funding Areas
- Watersheds
- SCEA Boundary
- County Boundary

Note: The land use in this map was derived from a statewide coverage and is accurate to 1" = 63,360' Scale. Only one land use is represented per polygon
 Source: Present Land Use provided by the Maryland Office of Planning.

ICC
 INTERCOUNTY CONNECTOR

FIGURE IV-22
 Existing (Near Future)
 Land Use
 (Present - 2010)

Scale: 1" = 22,000'



Legend

- SCEA Boundary
- County Boundary
- 1973 Residential Development
- 2000 Residential Development
- Water

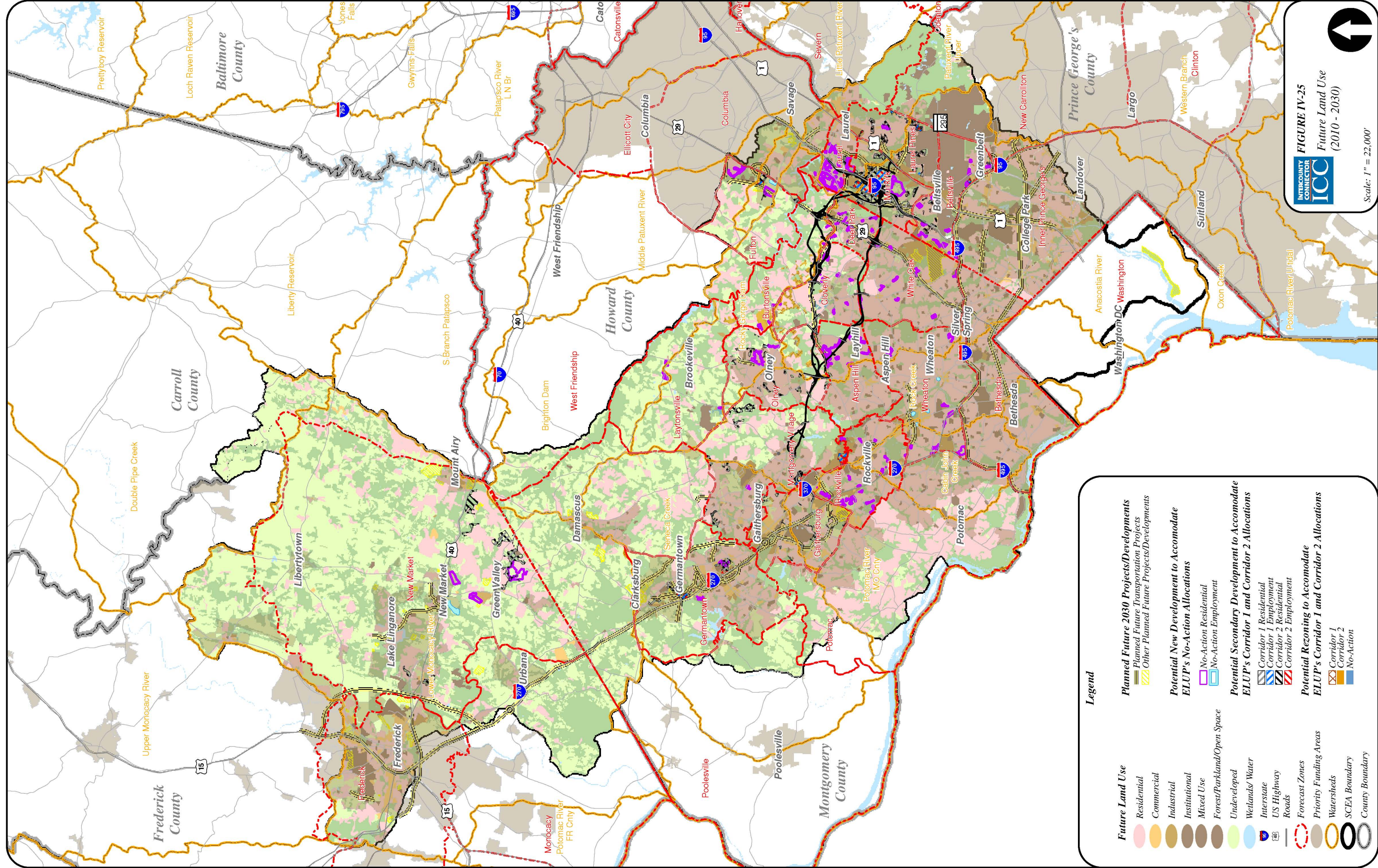


FIGURE IV - 23
 Residential Development Trends
 from 1973 to 2000, within the
 Suburban Maryland/
 Baltimore Area



Scale: 1" = 30,000'

Source: Past and Present Land Use provided by the Maryland Department of Planning
 G:\4752\18\Docs\RPA\Preliminary FEIS\08_03 Submittal\SCEA\Figures\Fig_IV-23_Past-Present-Trend.mxd



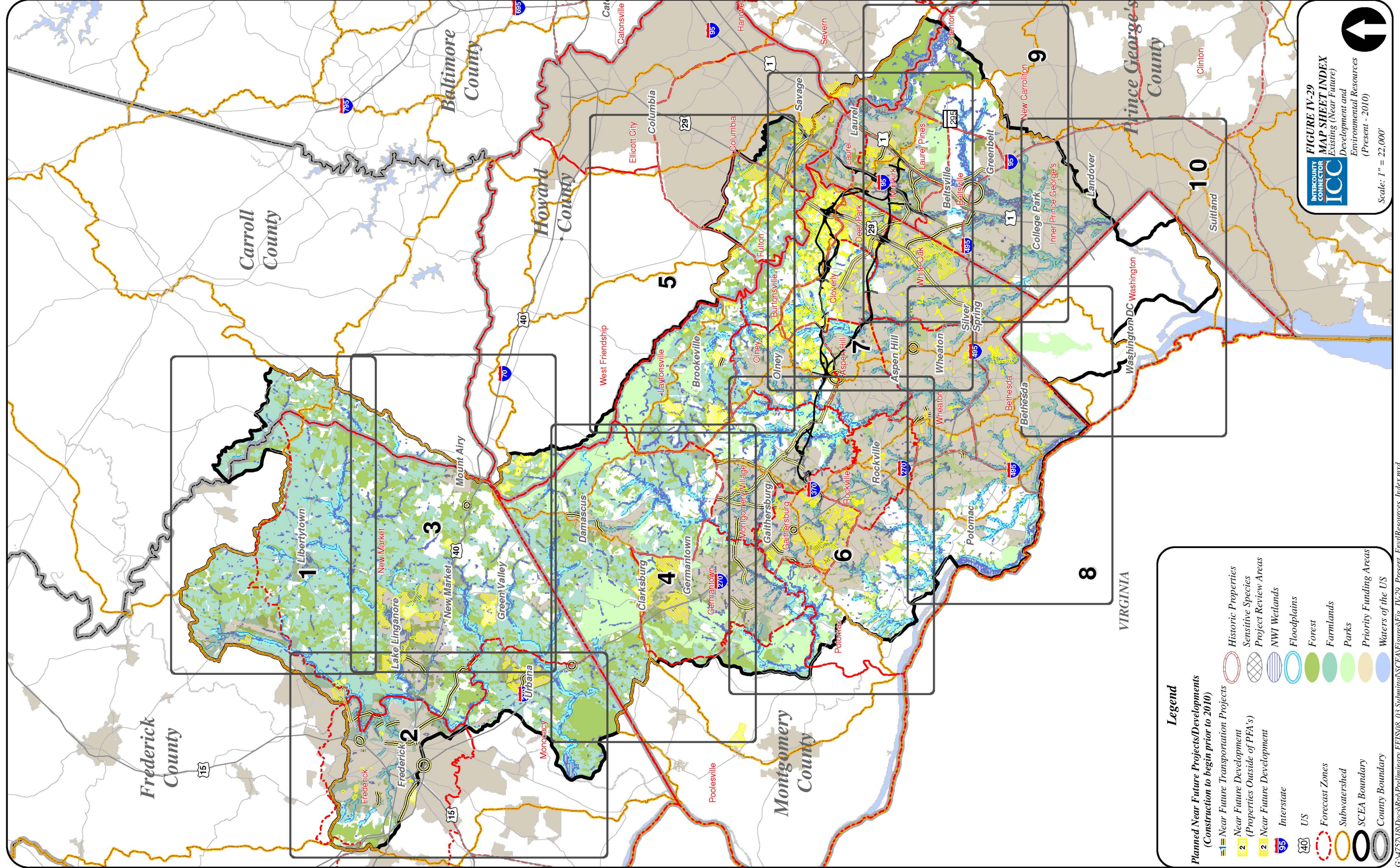
Legend

Future Land Use	Planned Future 2030 Projects/Developments
Residential	Planned Future Transportation Projects
Commercial	Other Planned Future Projects/Developments
Industrial	Potential New Development to Accommodate
Institutional	ELUP's No-Action Allocations
Mixed Use	No-Action Residential
Forest/Parkland/Open Space	No-Action Employment
Undeveloped	Potential Secondary Development to Accommodate
Wetlands/ Water	ELUP's Corridor 1 and Corridor 2 Allocations
Interstate	Corridor 1 Residential
US Highway	Corridor 2 Residential
Roads	Corridor 2 Employment
Forecast Zones	Potential Rezoning to Accommodate
Priority Funding Areas	ELUP's Corridor 1 and Corridor 2 Allocations
Watersheds	Corridor 1
SCEA Boundary	Corridor 2
County Boundary	No-Action

FIGURE IV-25
Future Land Use
 (2010 - 2030)

Scale: 1" = 22,000'





Legend

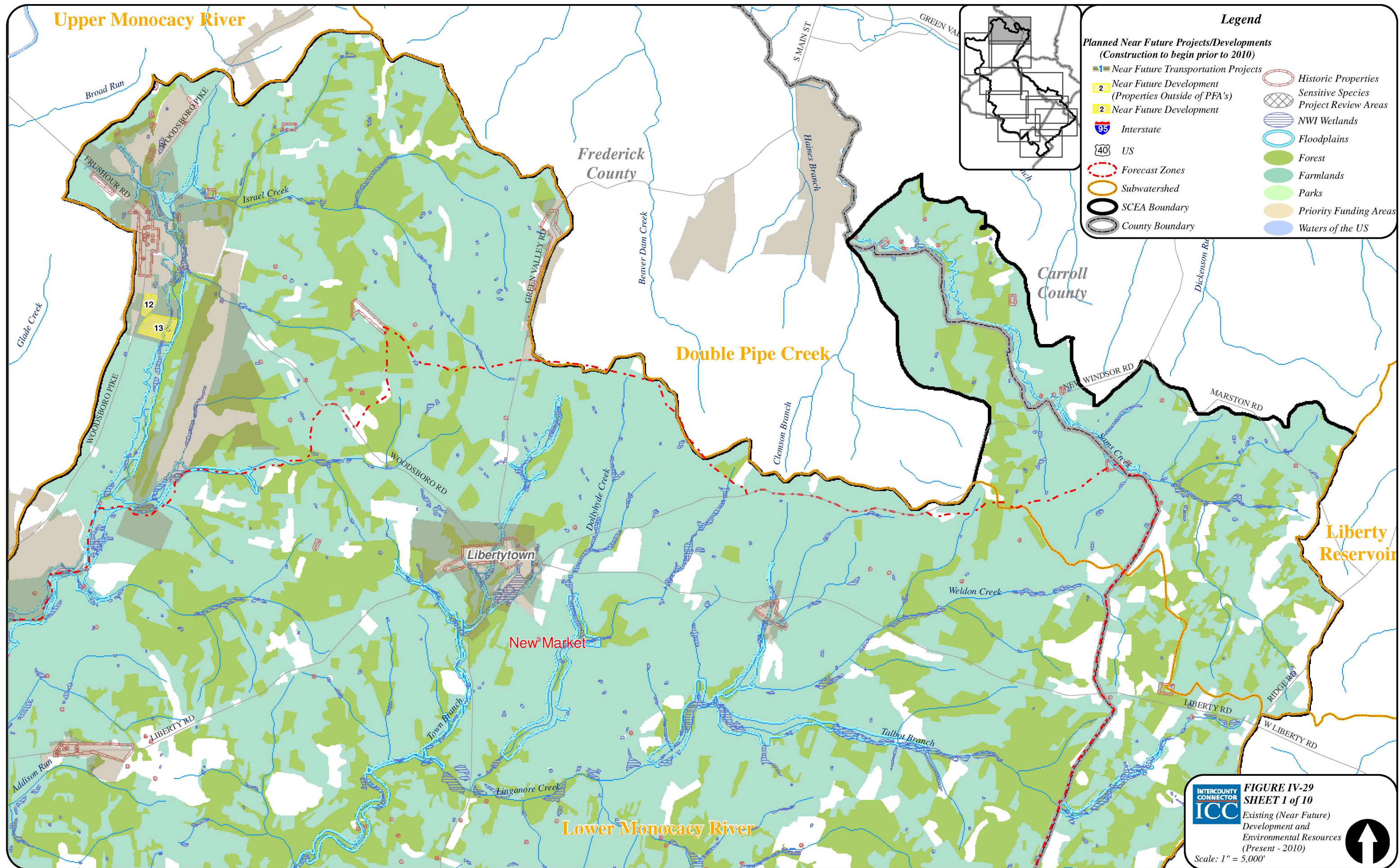
**Planned Near Future Projects/Developments
(Construction to begin prior to 2010)**

- 1 Near Future Transportation Projects
- 2 Near Future Development (Properties Outside of PFA's)
- 2 Near Future Development
- 95 Interstate
- 40 US
- Forecast Zones
- Subwatershed
- SCEA Boundary
- County Boundary

- Historic Properties
- Sensitive Species
- Project Review Areas
- NWI Wetlands
- Floodplains
- Forest
- Farmlands
- Parks
- Priority Funding Areas
- Waters of the US

**FIGURE IV-29
MAP SHEET INDEX**
Existing (Near Future)
Development and
Environmental Resources
(Present - 2010)

Scale: 1" = 22,000'



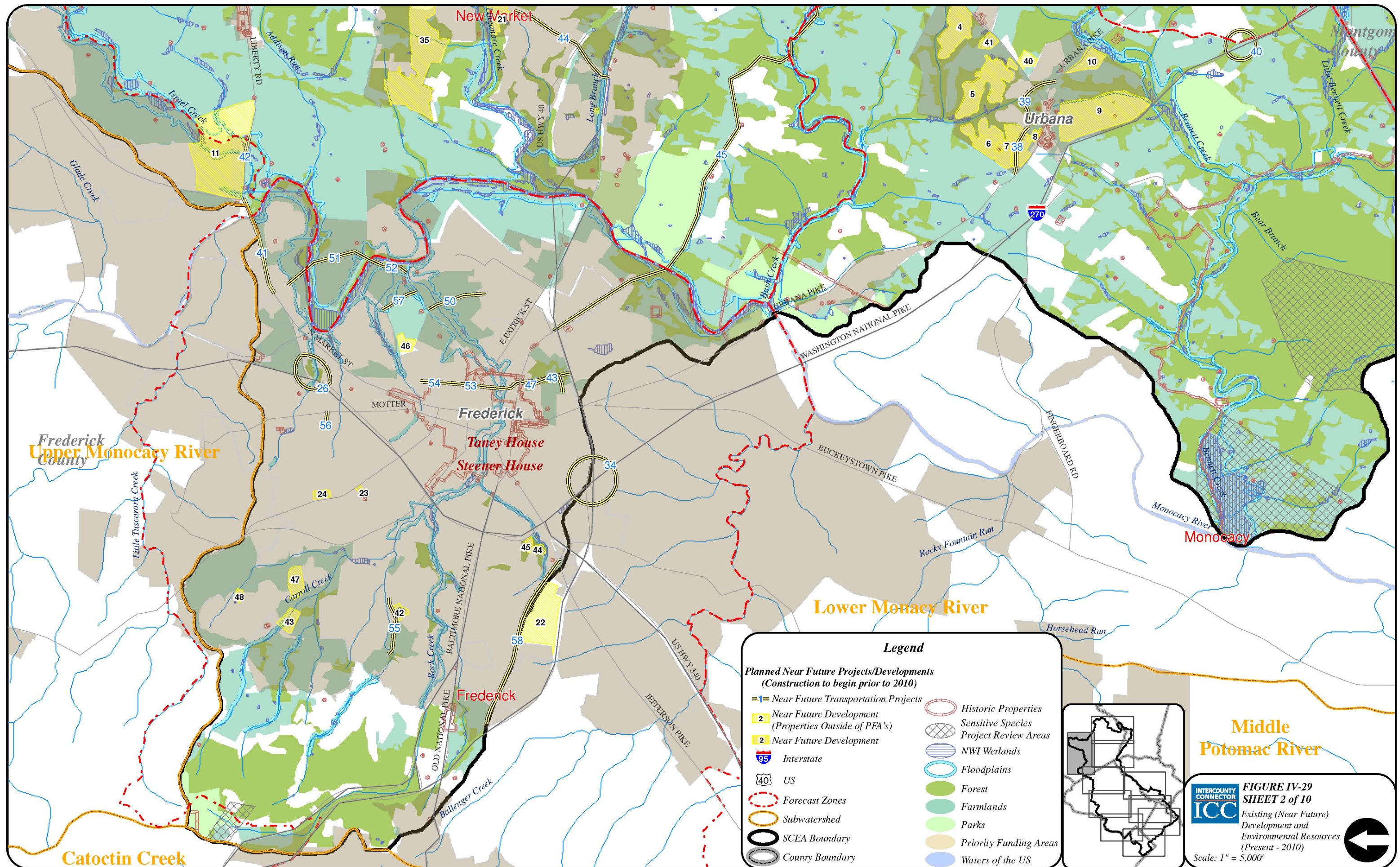


FIGURE IV-29
SHEET 2 of 10
 Existing (Near Future) Development and Environmental Resources (Present - 2010)
 Scale: 1" = 5,000'

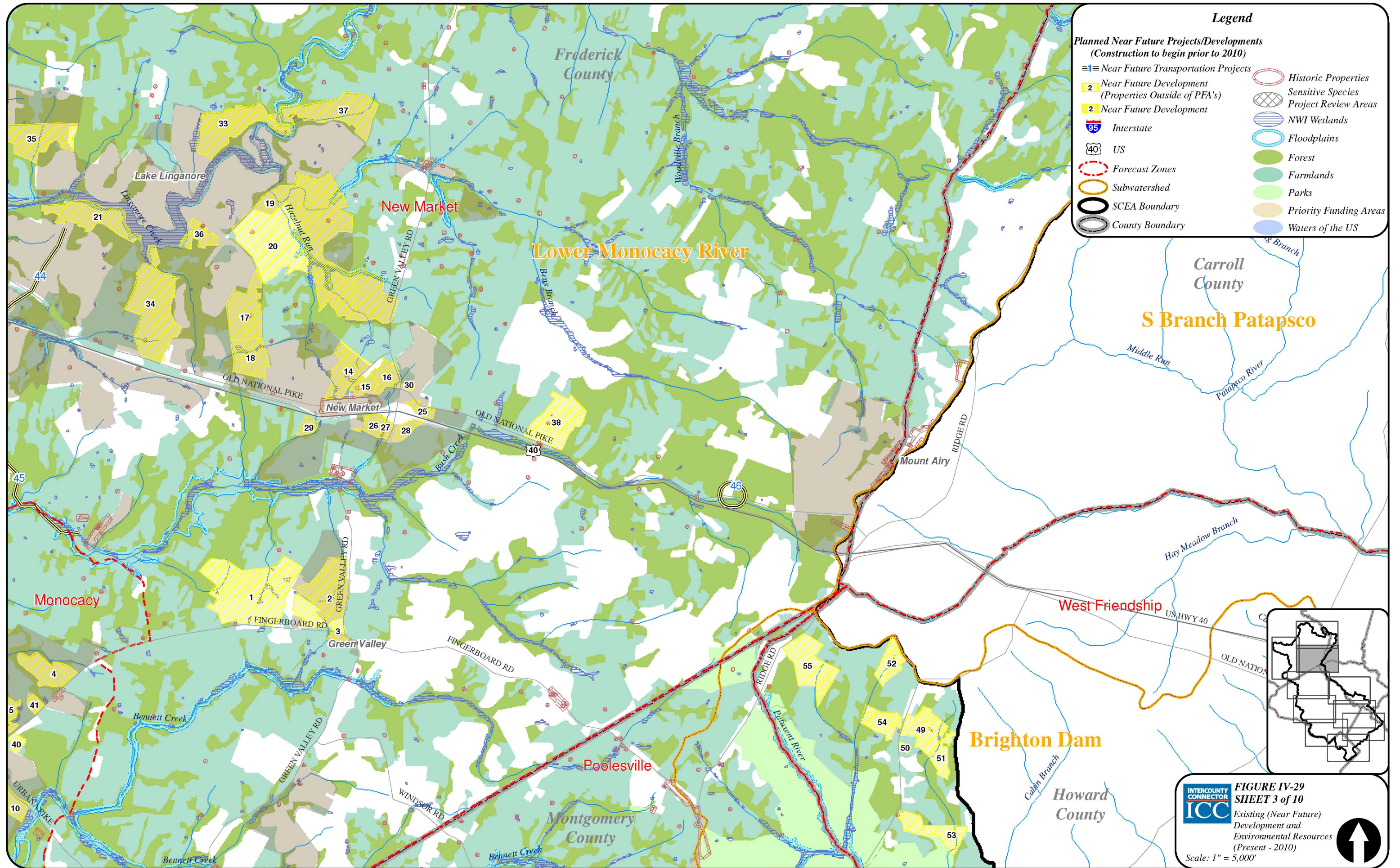


FIGURE IV-29
SHEET 3 of 10
 Existing (Near Future) Development and Environmental Resources (Present - 2010)
 Scale: 1" = 5,000'

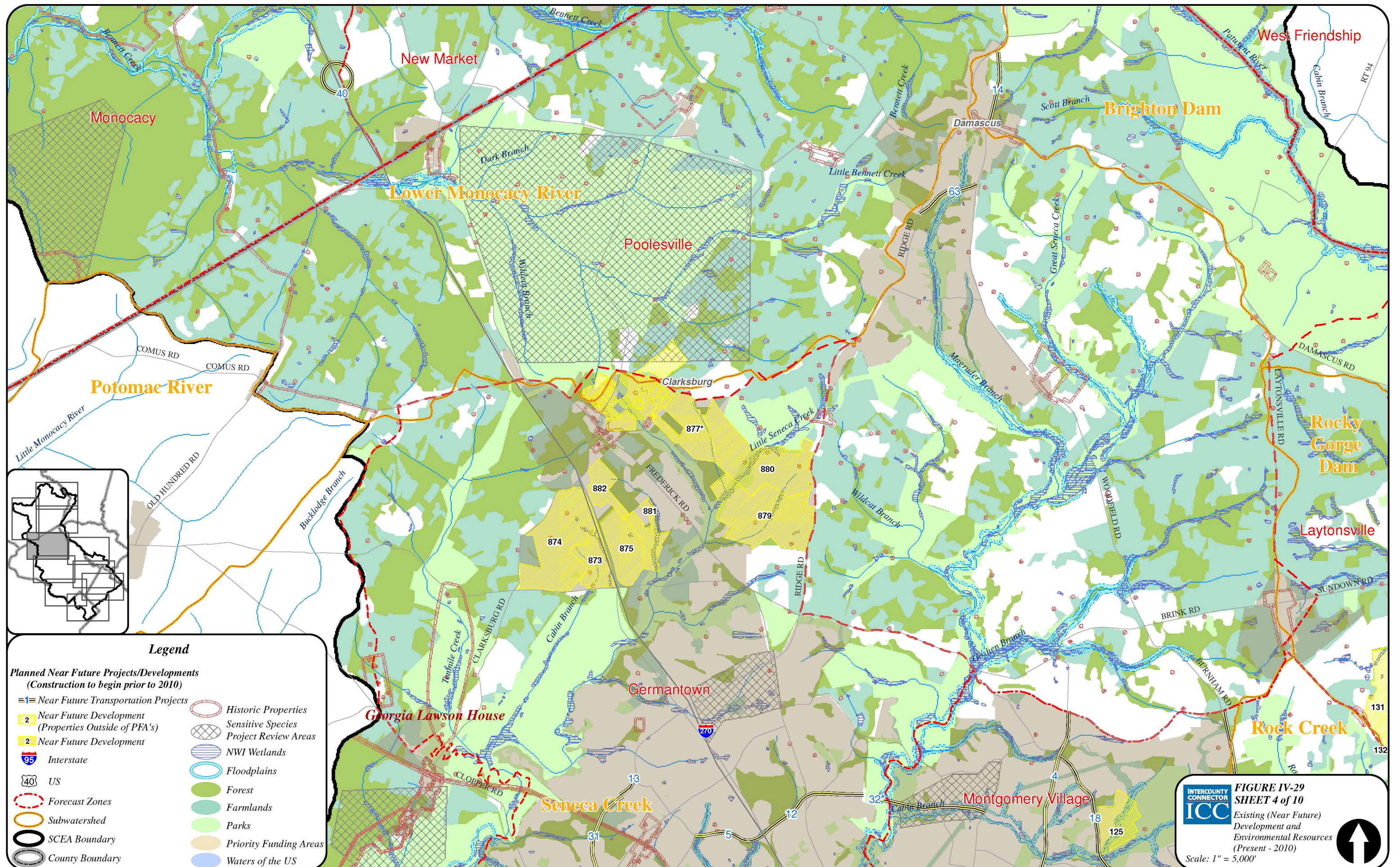
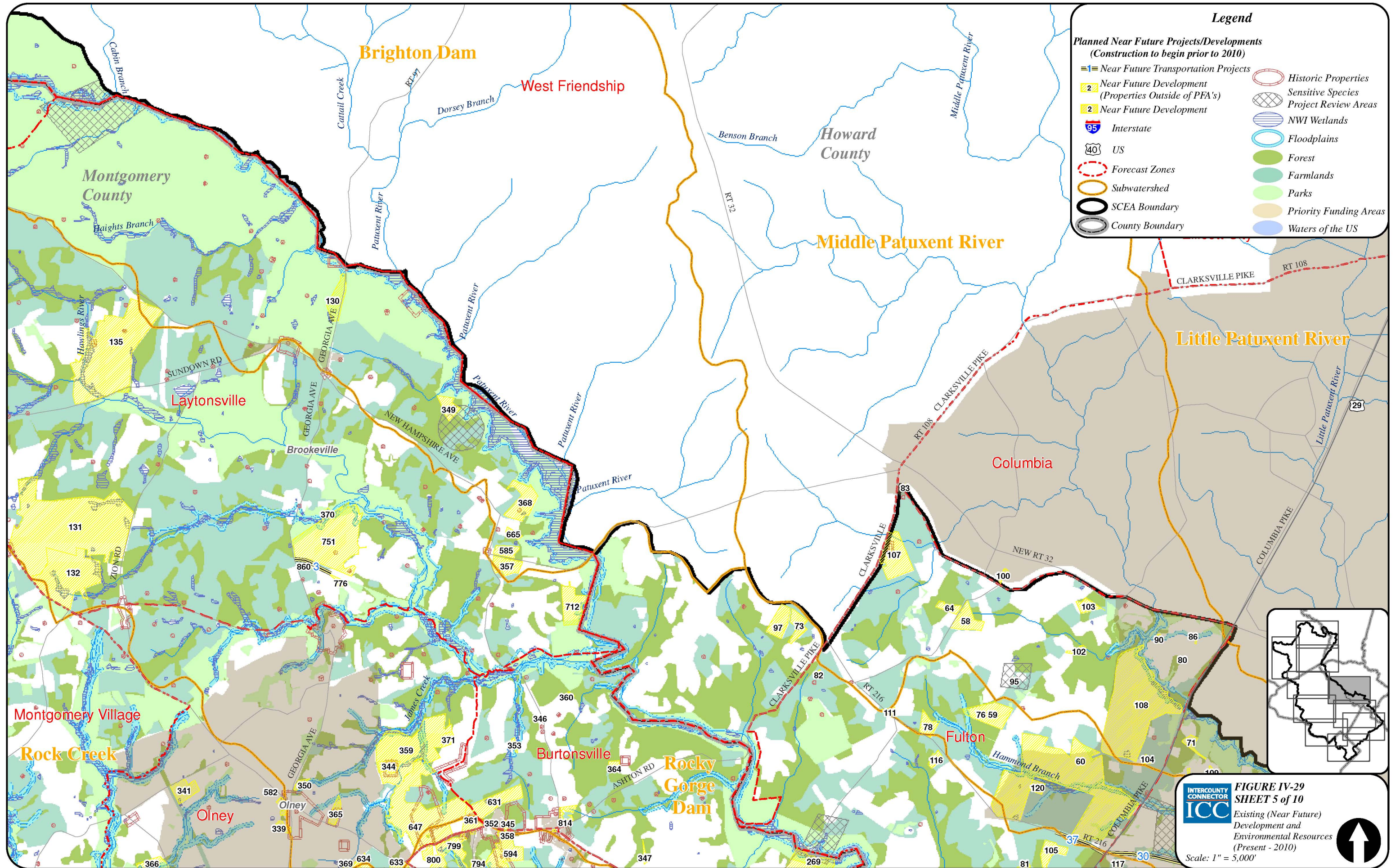


FIGURE IV-29
SHEET 4 of 10
 Existing (Near Future) Development and Environmental Resources (Present - 2010)
 Scale: 1" = 5,000'



Legend

Planned Near Future Projects/Developments (Construction to begin prior to 2010)

- ≡ Near Future Transportation Projects
- 2 Near Future Development (Properties Outside of PFA's)
- 2 Near Future Development

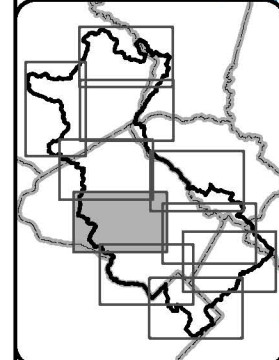
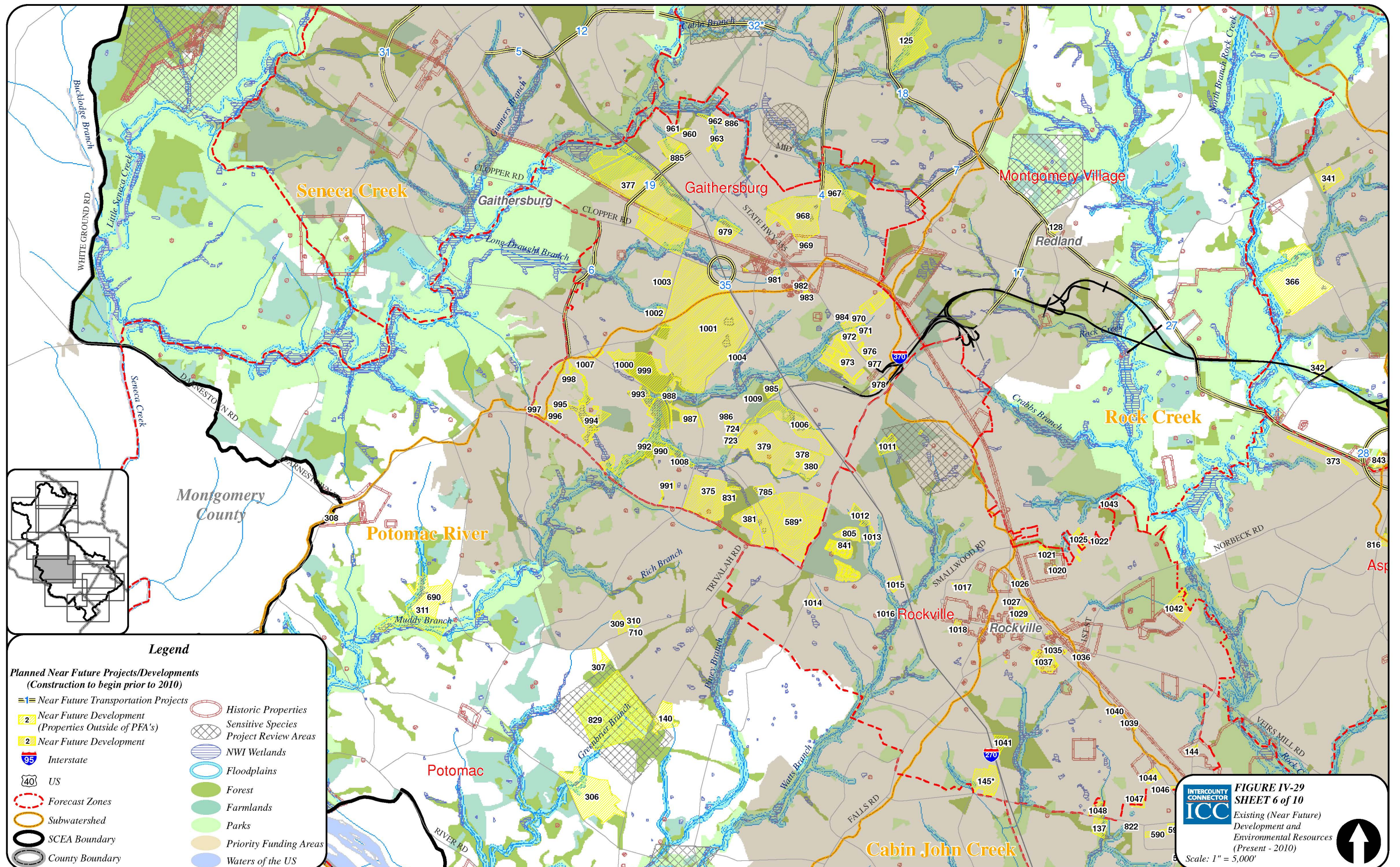
Interstate
 US
 Forecast Zones
 Subwatershed
 SCEA Boundary
 County Boundary

Historic Properties
 Sensitive Species Project Review Areas
 NWI Wetlands
 Floodplains
 Forest
 Farmlands
 Parks
 Priority Funding Areas
 Waters of the US

INTERCOUNTY CONNECTOR
ICC

FIGURE IV-29
SHEET 5 of 10
 Existing (Near Future)
 Development and
 Environmental Resources
 (Present - 2010)

Scale: 1" = 5,000'



Legend

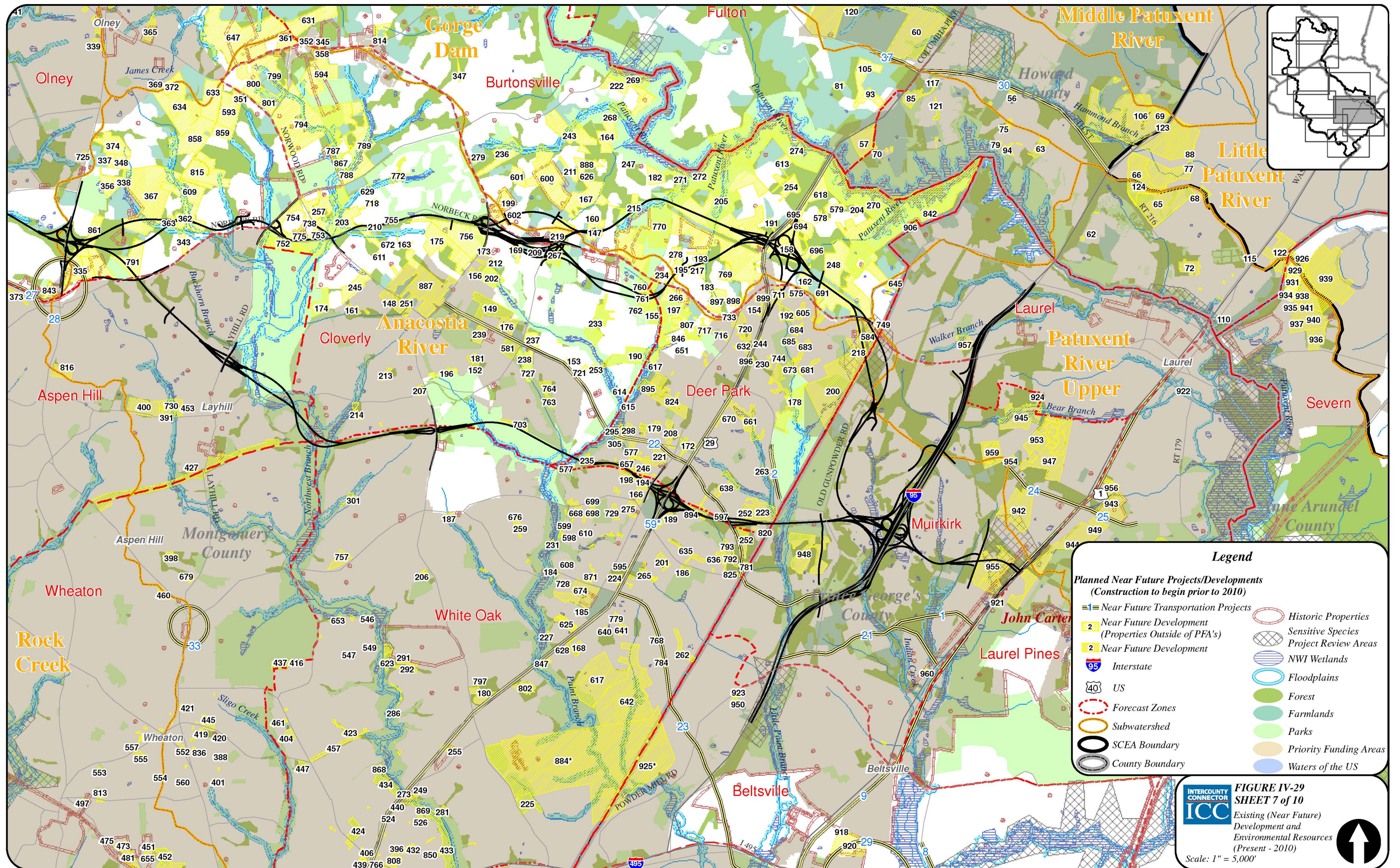
- Planned Near Future Projects/Developments
(Construction to begin prior to 2010)**
- Near Future Transportation Projects
 - Near Future Development (Properties Outside of PFA's)
 - Near Future Development
 - Interstate
 - US
 - Forecast Zones
 - Subwatershed
 - SCEA Boundary
 - County Boundary
 - Historic Properties
 - Sensitive Species Project Review Areas
 - NWI Wetlands
 - Floodplains
 - Forest
 - Farmlands
 - Parks
 - Priority Funding Areas
 - Waters of the US

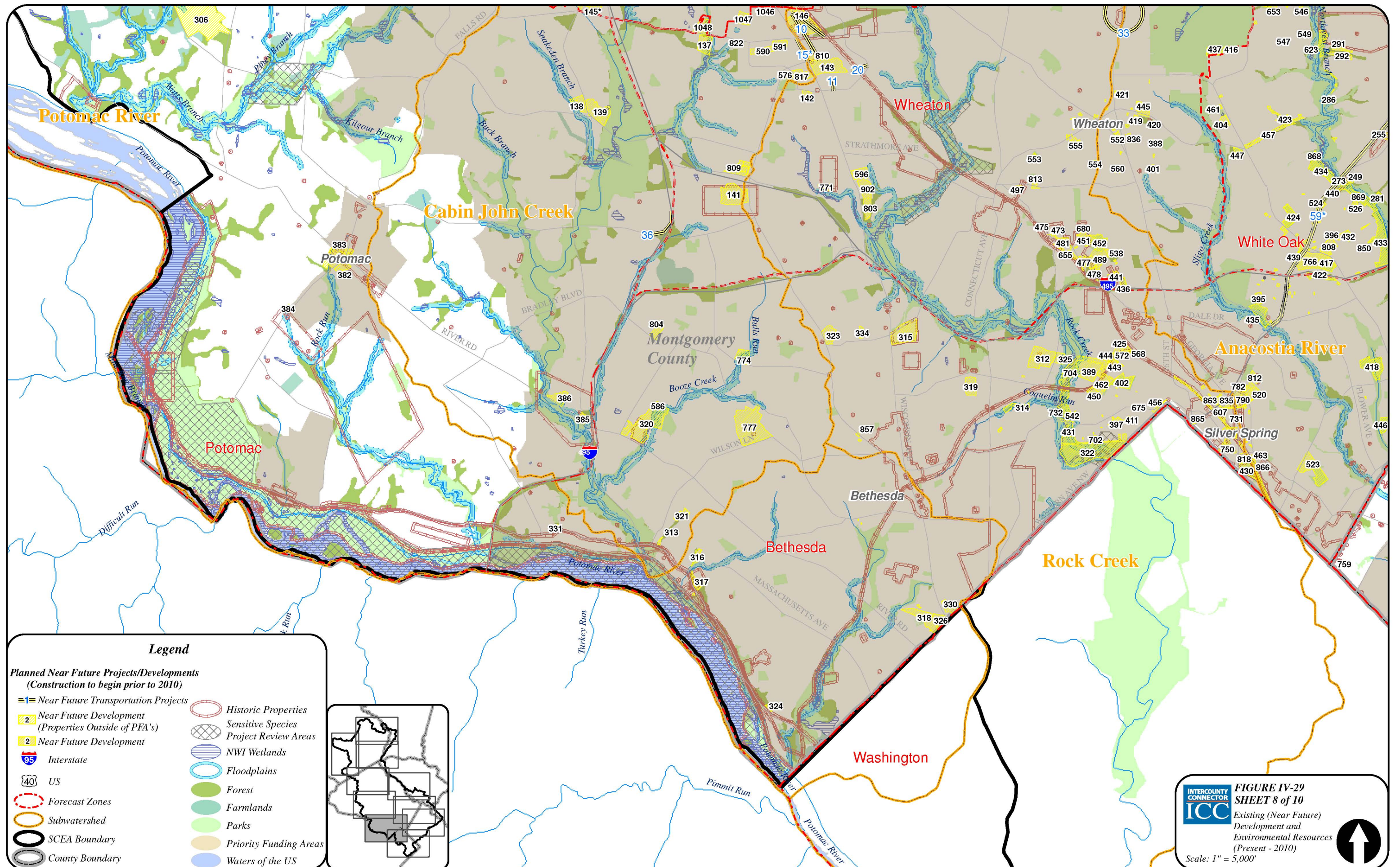
INTERCOUNTY CONNECTOR
ICC

FIGURE IV-29
SHEET 6 of 10

Existing (Near Future)
 Development and
 Environmental Resources
 (Present - 2010)

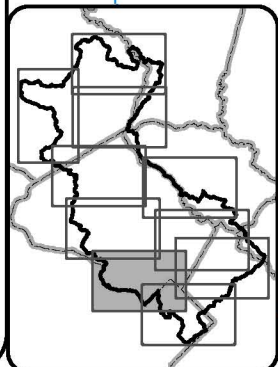
Scale: 1" = 5,000'





Legend

- Planned Near Future Projects/Developments
(Construction to begin prior to 2010)**
- Near Future Transportation Projects
 - Near Future Development (Properties Outside of PFA's)
 - Near Future Development
 - Interstate
 - US
 - Forecast Zones
 - Subwatershed
 - SCEA Boundary
 - County Boundary
 - Historic Properties
 - Sensitive Species Project Review Areas
 - NWI Wetlands
 - Floodplains
 - Forest
 - Farmlands
 - Parks
 - Priority Funding Areas
 - Waters of the US

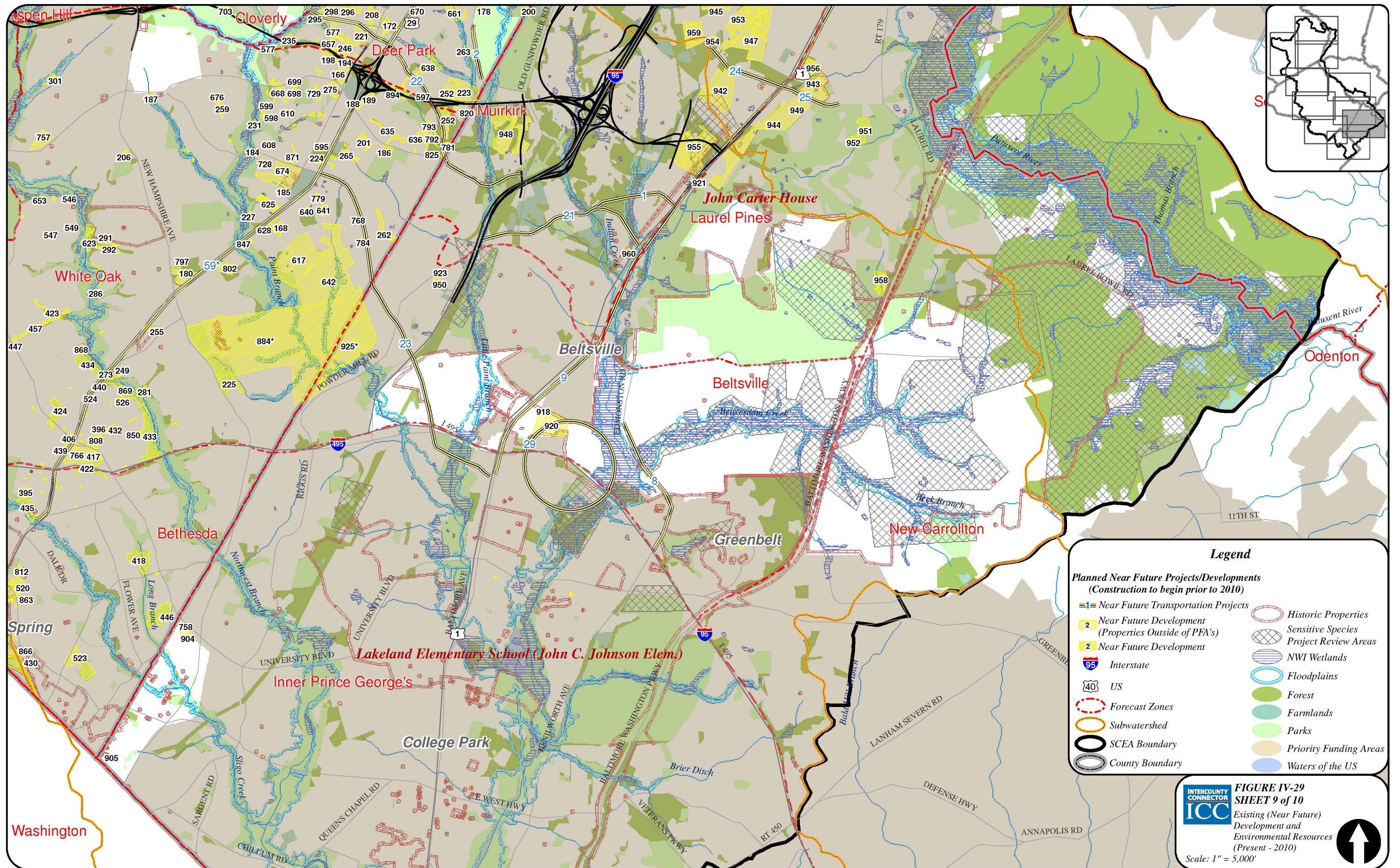


**INTERCOUNTY CONNECTOR
ICC**

**FIGURE IV-29
SHEET 8 of 10**

Existing (Near Future)
Development and
Environmental Resources
(Present - 2010)

Scale: 1" = 5,000'



Legend

**Planned Near Future Projects/Developments
(Construction to begin prior to 2010)**


- 1 Near Future Transportation Projects
- 2 Near Future Development (Properties Outside of PFA's)
- 2 Near Future Development
- 95 Interstate
- 40 US
- Forecast Zones
- Subwatershed
- SCEA Boundary
- County Boundary
- Historic Properties
- Sensitive Species Project Review Areas
- NWI Wetlands
- Floodplains
- Forest
- Farmlands
- Parks
- Priority Funding Areas
- Waters of the US

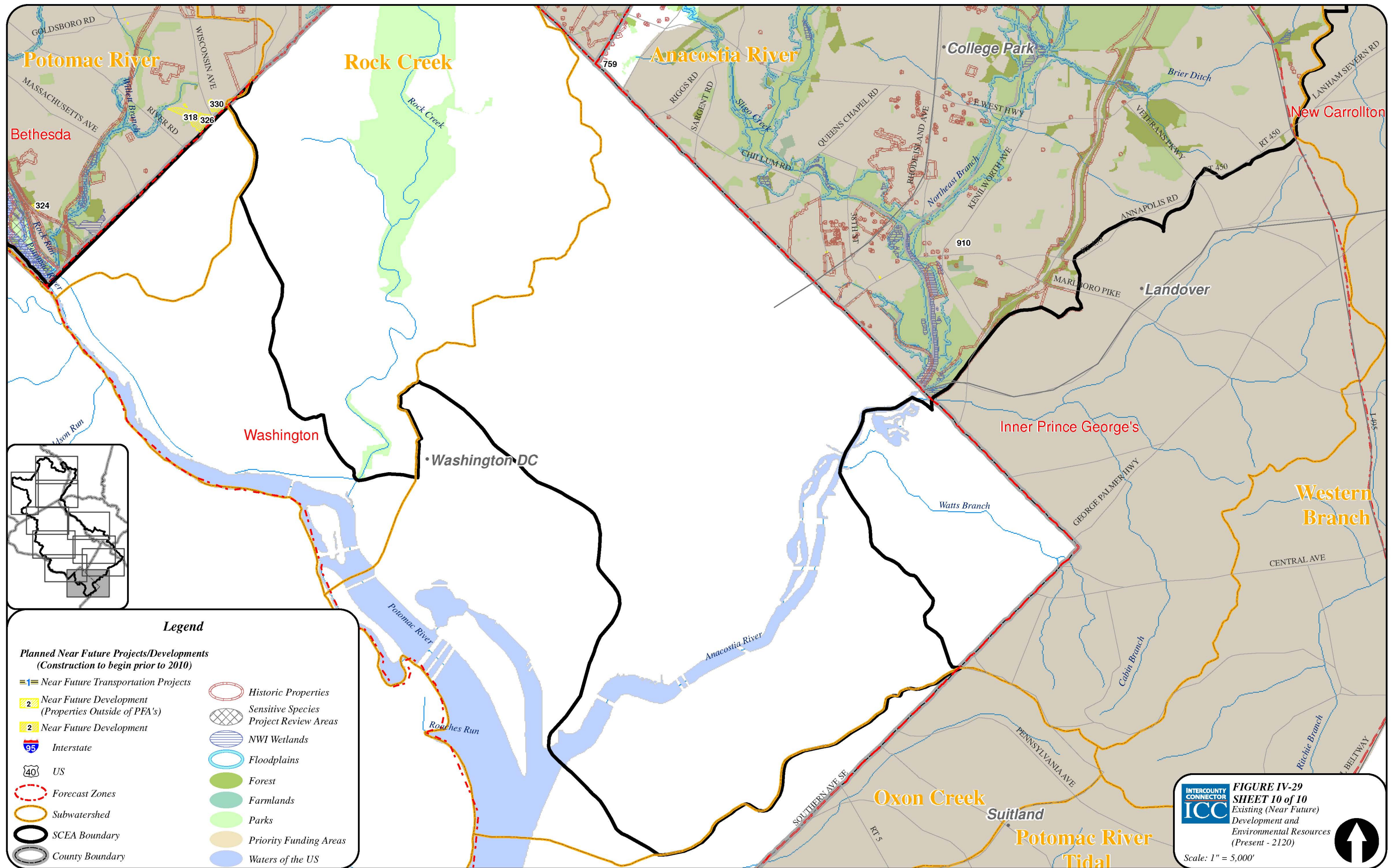
**INTERCOUNTY CONNECTOR
ICC**

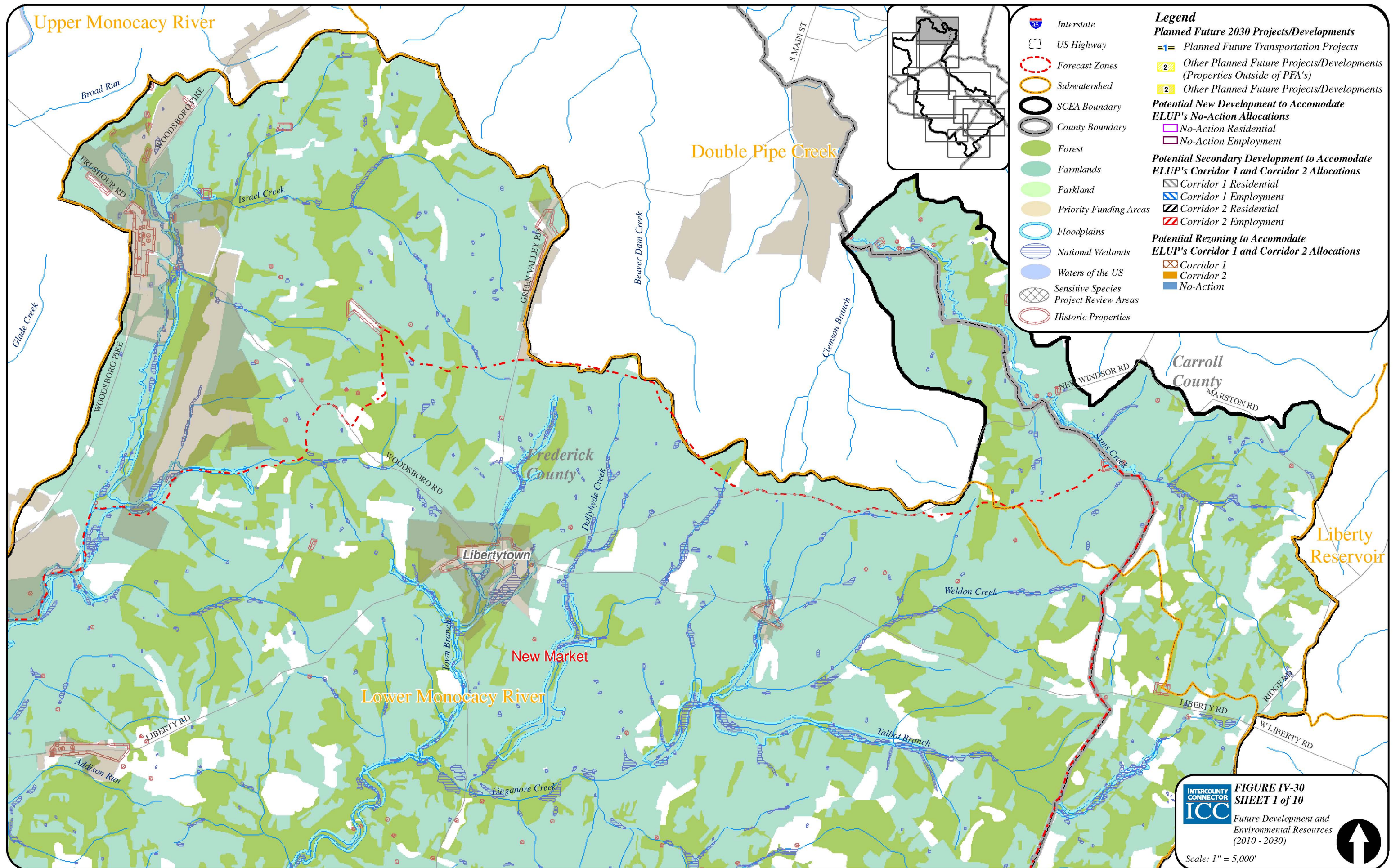
**FIGURE IV-29
SHEET 9 of 10**

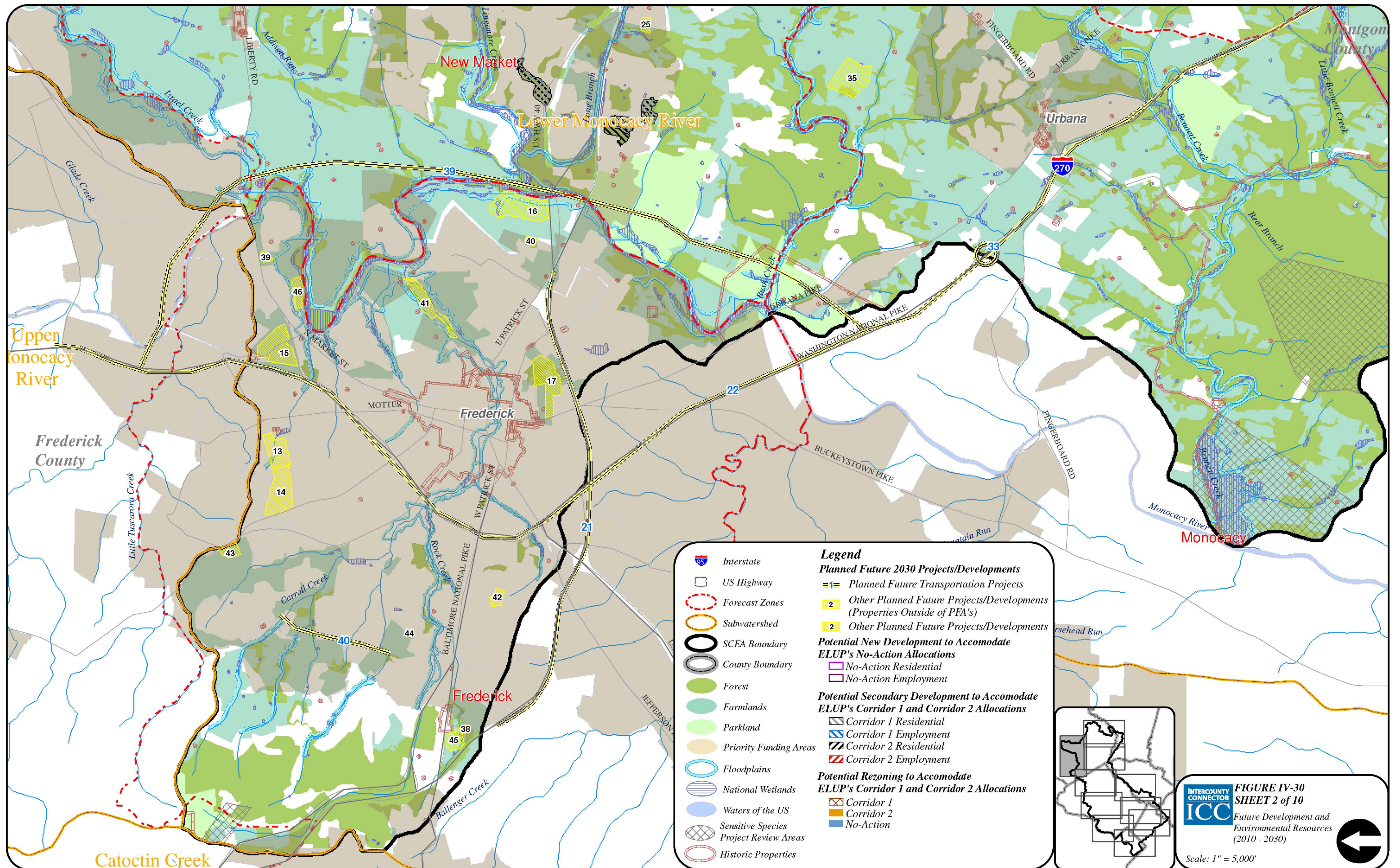
Existing (Near Future)
Development and
Environmental Resources
(Present - 2010)

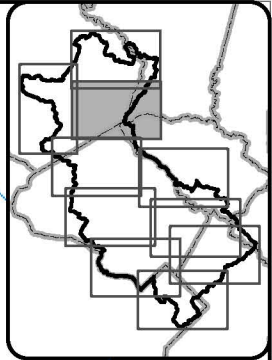
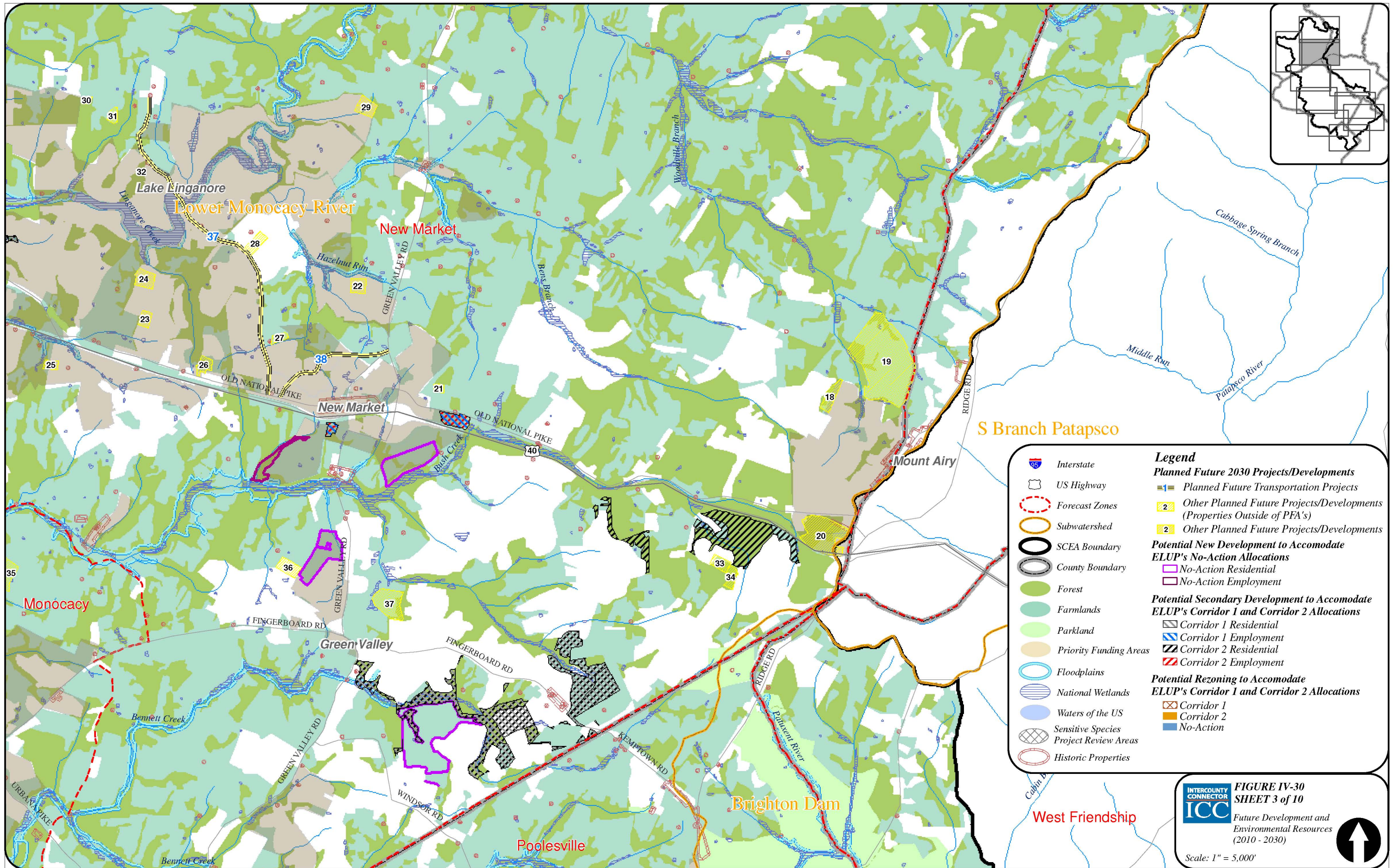
Scale: 1" = 5,000'











Legend

Planned Future 2030 Projects/Developments

- Planned Future Transportation Projects
- Other Planned Future Projects/Developments (Properties Outside of PFA's)
- Other Planned Future Projects/Developments

Potential New Development to Accomodate ELUP's No-Action Allocations

- No-Action Residential
- No-Action Employment

Potential Secondary Development to Accomodate ELUP's Corridor 1 and Corridor 2 Allocations

- Corridor 1 Residential
- Corridor 1 Employment
- Corridor 2 Residential
- Corridor 2 Employment

Potential Rezoning to Accomodate ELUP's Corridor 1 and Corridor 2 Allocations

- Corridor 1
- Corridor 2
- No-Action

Other Legend Items:

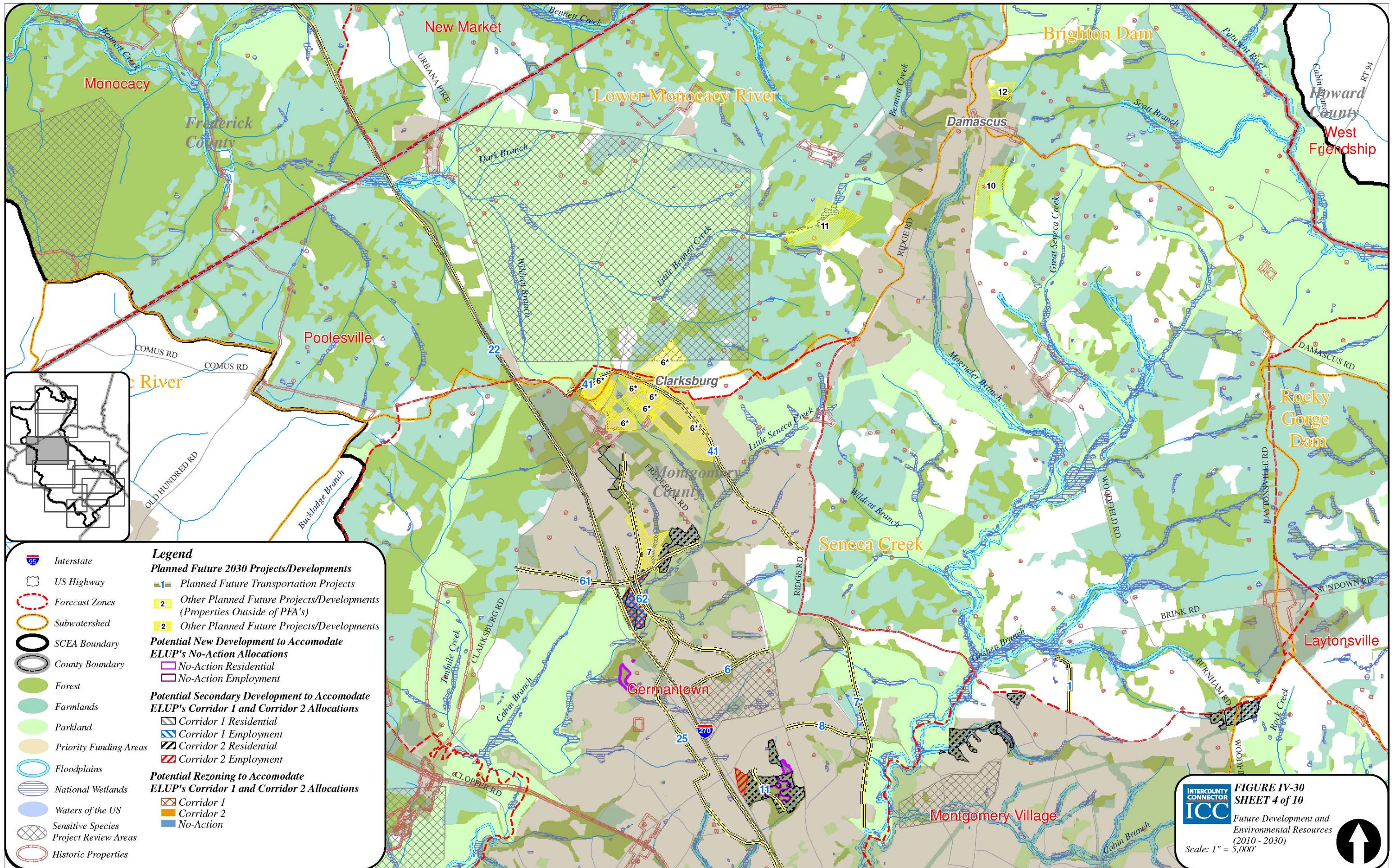
- Interstate
- US Highway
- Forecast Zones
- Subwatershed
- SCEA Boundary
- County Boundary
- Forest
- Farmlands
- Parkland
- Priority Funding Areas
- Floodplains
- National Wetlands
- Waters of the US
- Sensitive Species Project Review Areas
- Historic Properties

INTERCOUNTY CONNECTOR
ICC

FIGURE IV-30
SHEET 3 of 10

Future Development and Environmental Resources (2010 - 2030)

Scale: 1" = 5,000'



Legend

Planned Future 2030 Projects/Developments

- 1= Planned Future Transportation Projects
- 2= Other Planned Future Projects/Developments (Properties Outside of PFA's)
- 2= Other Planned Future Projects/Developments

Potential New Development to Accomodate ELUP's No-Action Allocations

- No-Action Residential
- No-Action Employment

Potential Secondary Development to Accomodate ELUP's Corridor 1 and Corridor 2 Allocations

- Corridor 1 Residential
- Corridor 1 Employment
- Corridor 2 Residential
- Corridor 2 Employment

Potential Rezoning to Accomodate ELUP's Corridor 1 and Corridor 2 Allocations

- Corridor 1
- Corridor 2
- No-Action

INTERCOUNTY CONNECTOR
ICC
FIGURE IV-30
SHEET 4 of 10
 Future Development and
 Environmental Resources
 (2010 - 2030)
 Scale: 1" = 5,000'



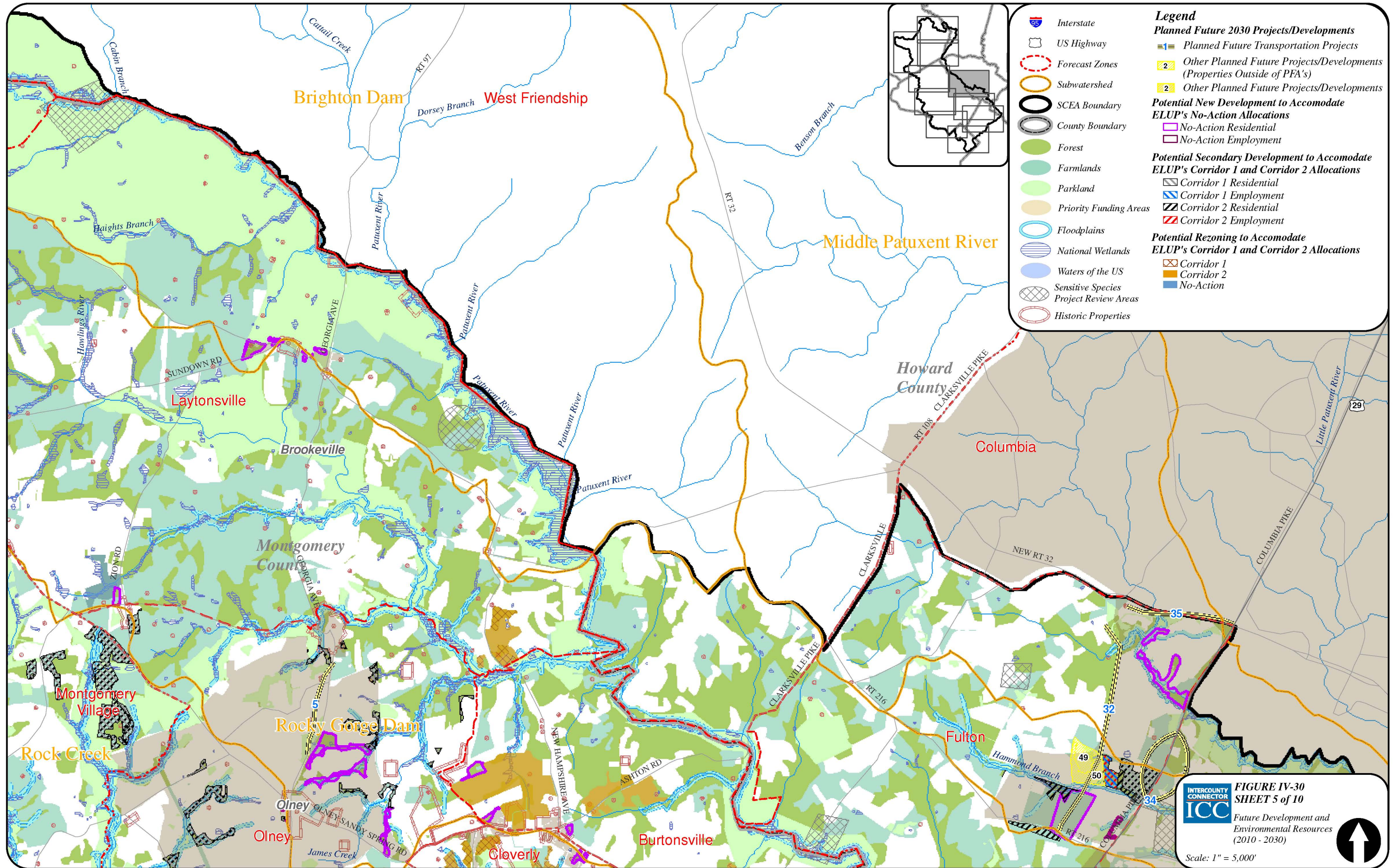
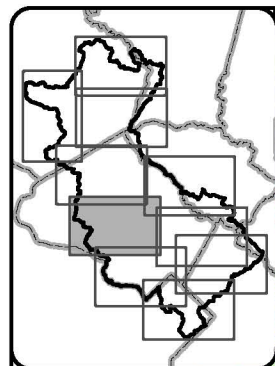
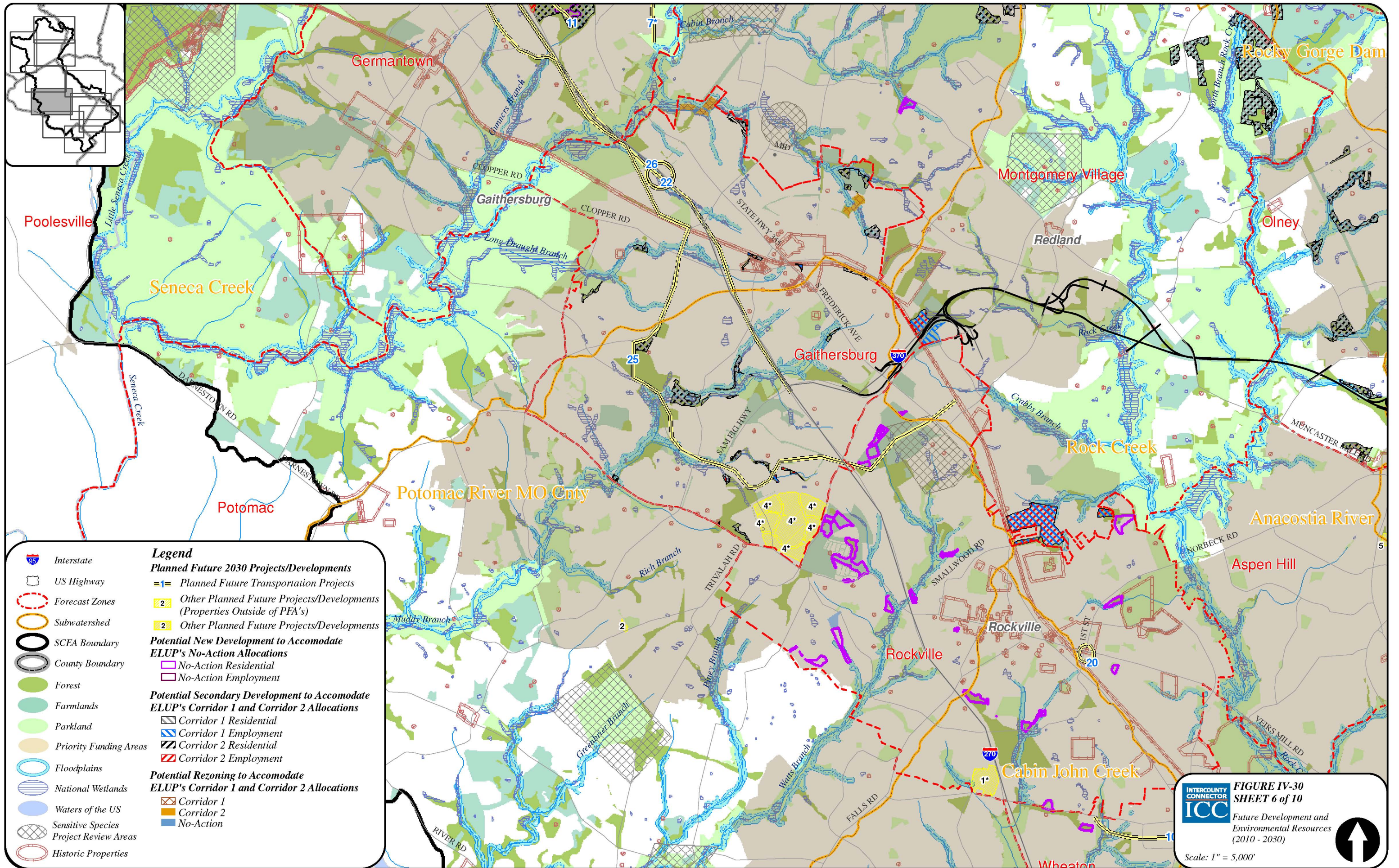


FIGURE IV-30
SHEET 5 of 10
 Future Development and
 Environmental Resources
 (2010 - 2030)
 Scale: 1" = 5,000'



Legend

Planned Future 2030 Projects/Developments

- Planned Future Transportation Projects
- Other Planned Future Projects/Developments (Properties Outside of PFA's)
- Other Planned Future Projects/Developments

Potential New Development to Accomodate ELUP's No-Action Allocations

- No-Action Residential
- No-Action Employment

Potential Secondary Development to Accomodate ELUP's Corridor 1 and Corridor 2 Allocations

- Corridor 1 Residential
- Corridor 1 Employment
- Corridor 2 Residential
- Corridor 2 Employment

Potential Rezoning to Accomodate ELUP's Corridor 1 and Corridor 2 Allocations

- Corridor 1
- Corridor 2
- No-Action

Other Legend Items:

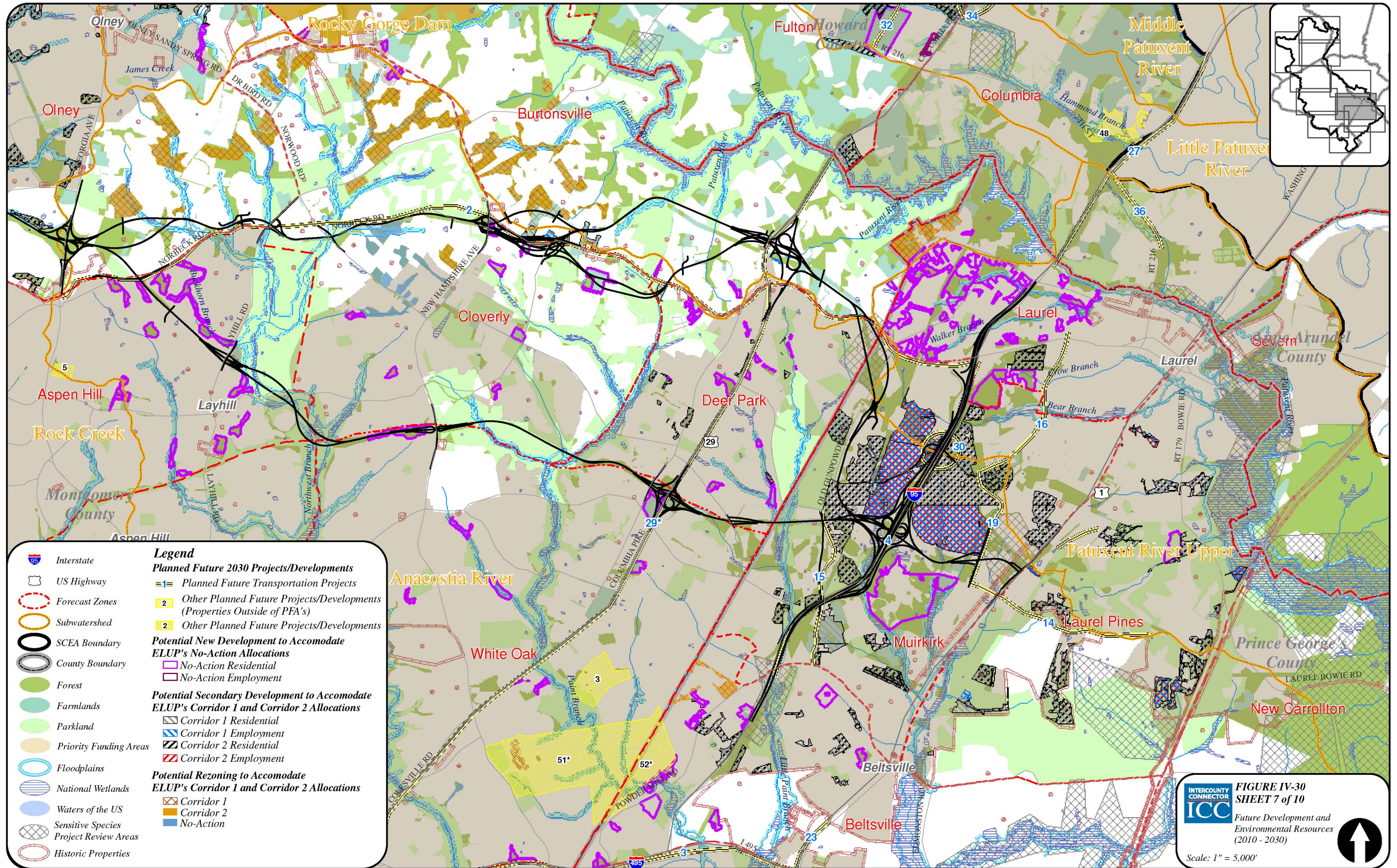
- Interstate
- US Highway
- Forecast Zones
- Subwatershed
- SCEA Boundary
- County Boundary
- Forest
- Farmlands
- Parkland
- Priority Funding Areas
- Floodplains
- National Wetlands
- Waters of the US
- Sensitive Species Project Review Areas
- Historic Properties

INTERCOUNTY CONNECTOR (ICC)

FIGURE IV-30 SHEET 6 of 10

Future Development and Environmental Resources (2010 - 2030)

Scale: 1" = 5,000'



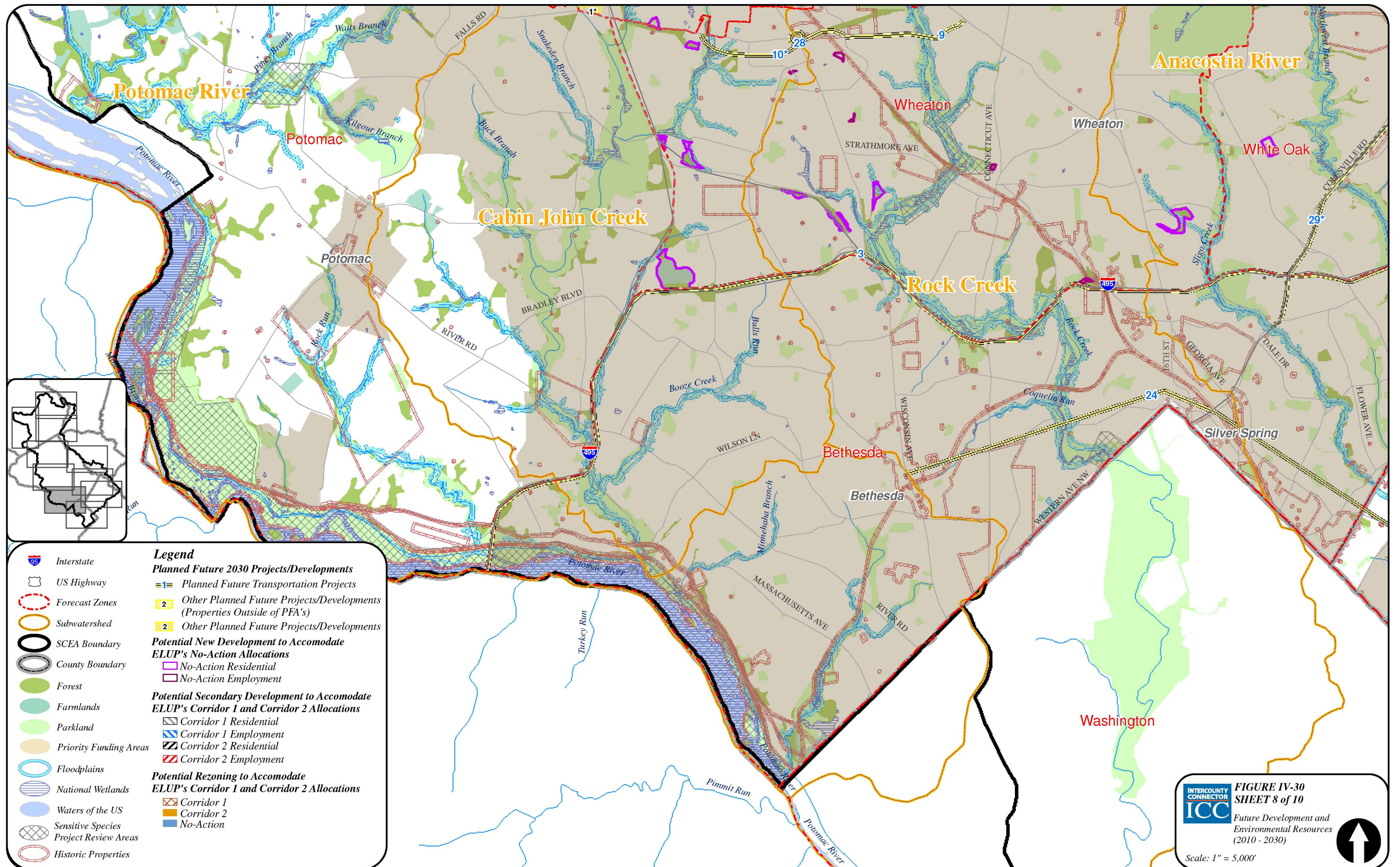
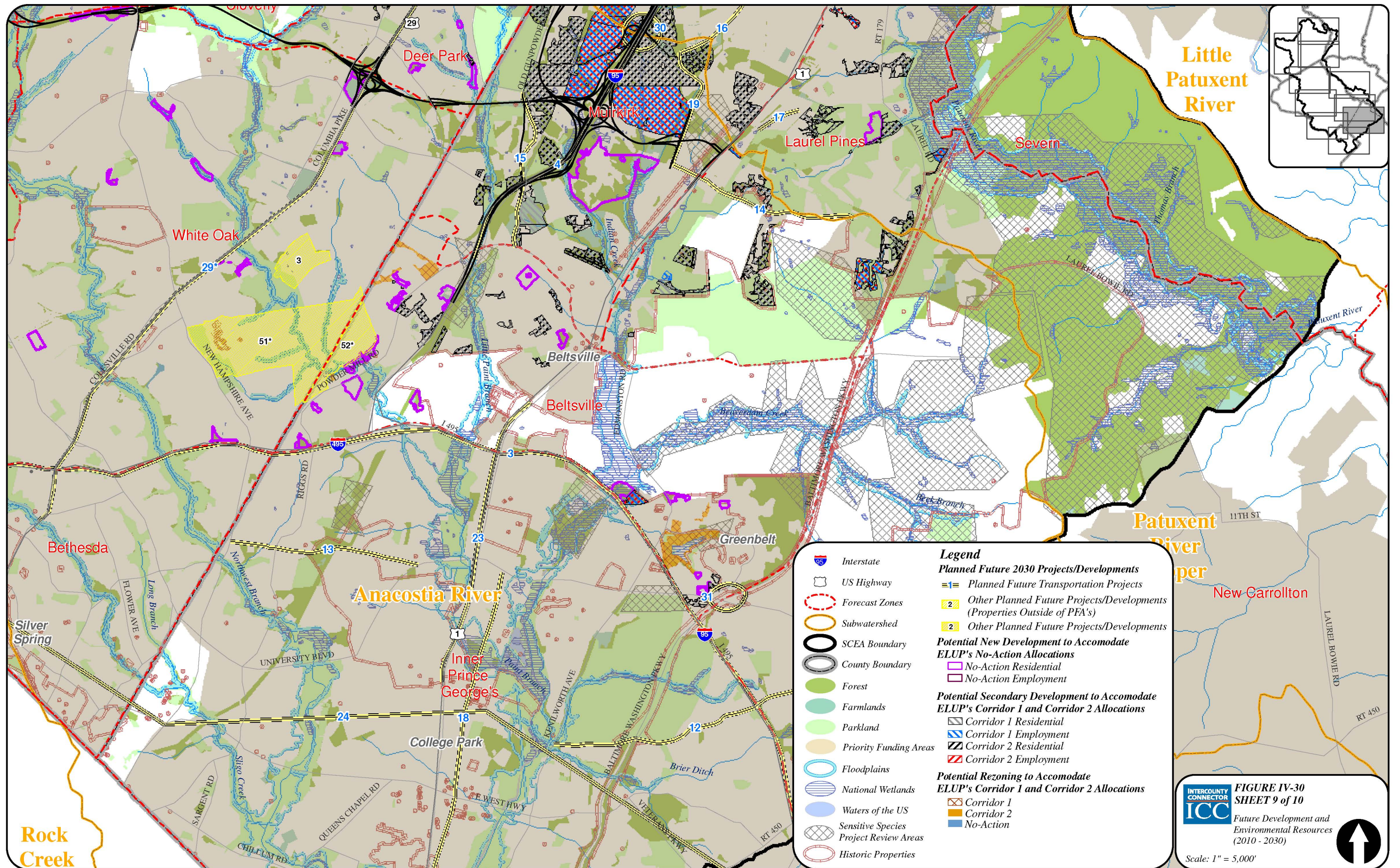
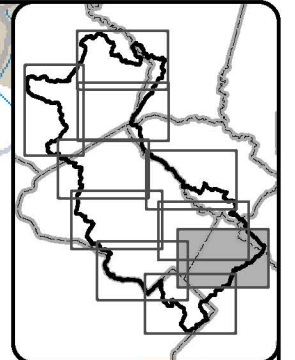


FIGURE IV-30
SHEET 8 of 10
 Future Development and
 Environmental Resources
 (2010 - 2030)
 Scale: 1" = 5,000'



Little Patuxent River



Legend

Planned Future 2030 Projects/Developments

- Planned Future Transportation Projects
- Other Planned Future Projects/Developments (Properties Outside of PFA's)
- Other Planned Future Projects/Developments

Potential New Development to Accommodate ELUP's No-Action Allocations

- No-Action Residential
- No-Action Employment

Potential Secondary Development to Accommodate ELUP's Corridor 1 and Corridor 2 Allocations

- Corridor 1 Residential
- Corridor 1 Employment
- Corridor 2 Residential
- Corridor 2 Employment

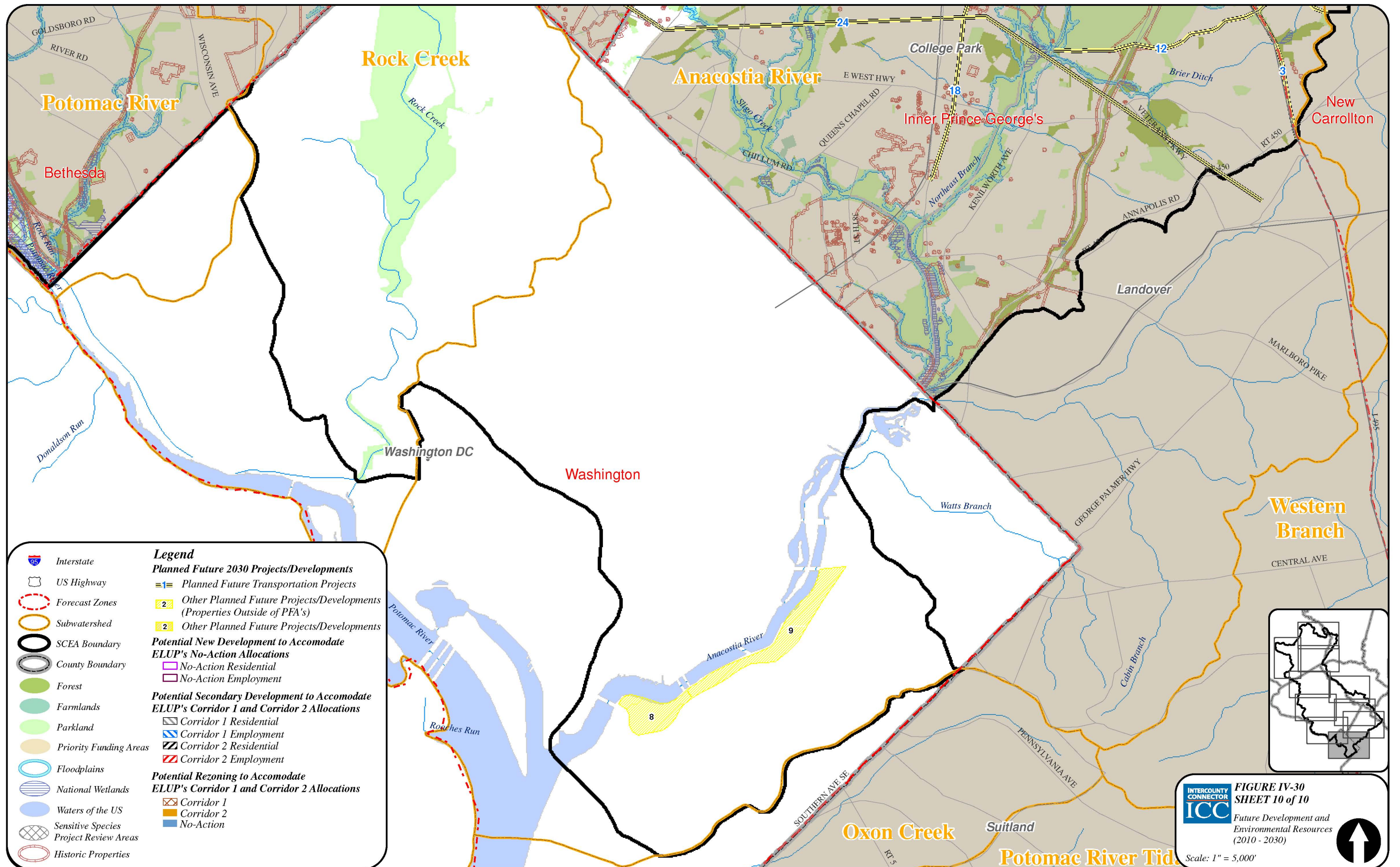
Potential Rezoning to Accommodate ELUP's Corridor 1 and Corridor 2 Allocations

- Corridor 1
- Corridor 2
- No-Action

Other Legend Items:

- Interstate
- US Highway
- Forecast Zones
- Subwatershed
- SCEA Boundary
- County Boundary
- Forest
- Farmlands
- Parkland
- Priority Funding Areas
- Floodplains
- National Wetlands
- Waters of the US
- Sensitive Species Project Review Areas
- Historic Properties

ICC **FIGURE IV-30 SHEET 9 of 10**
 Future Development and Environmental Resources (2010 - 2030)
 Scale: 1" = 5,000'



Legend

Planned Future 2030 Projects/Developments

- Planned Future Transportation Projects
- Other Planned Future Projects/Developments (Properties Outside of PFA's)
- Other Planned Future Projects/Developments

Potential New Development to Accomodate ELUP's No-Action Allocations

- No-Action Residential
- No-Action Employment

Potential Secondary Development to Accomodate ELUP's Corridor 1 and Corridor 2 Allocations

- Corridor 1 Residential
- Corridor 1 Employment
- Corridor 2 Residential
- Corridor 2 Employment

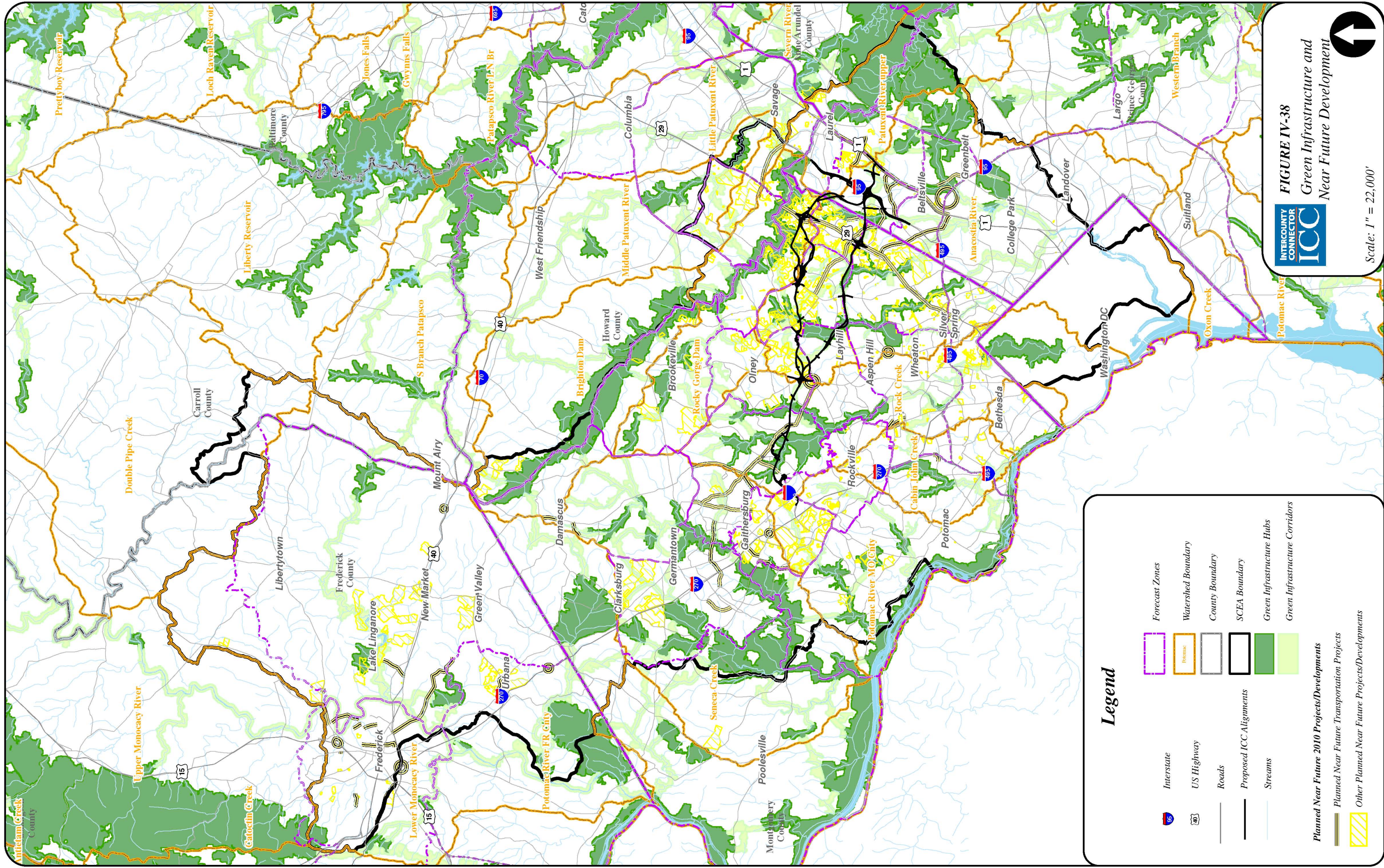
Potential Rezoning to Accomodate ELUP's Corridor 1 and Corridor 2 Allocations

- Corridor 1
- Corridor 2
- No-Action

INTERCOUNTY CONNECTOR
ICC

FIGURE IV-30
SHEET 10 of 10
 Future Development and
 Environmental Resources
 (2010 - 2030)

Scale: 1" = 5,000'



Legend

	Interstate		Forecast Zones
	US Highway		Watershed Boundary
	Roads		County Boundary
	Proposed ICC Alignments		SCEA Boundary
	Streams		Green Infrastructure Hubs
	Planned Near Future 2010 Projects/Developments		Green Infrastructure Corridors
	Planned Near Future Transportation Projects		
	Other Planned Near Future Projects/Developments		

FIGURE IV-38

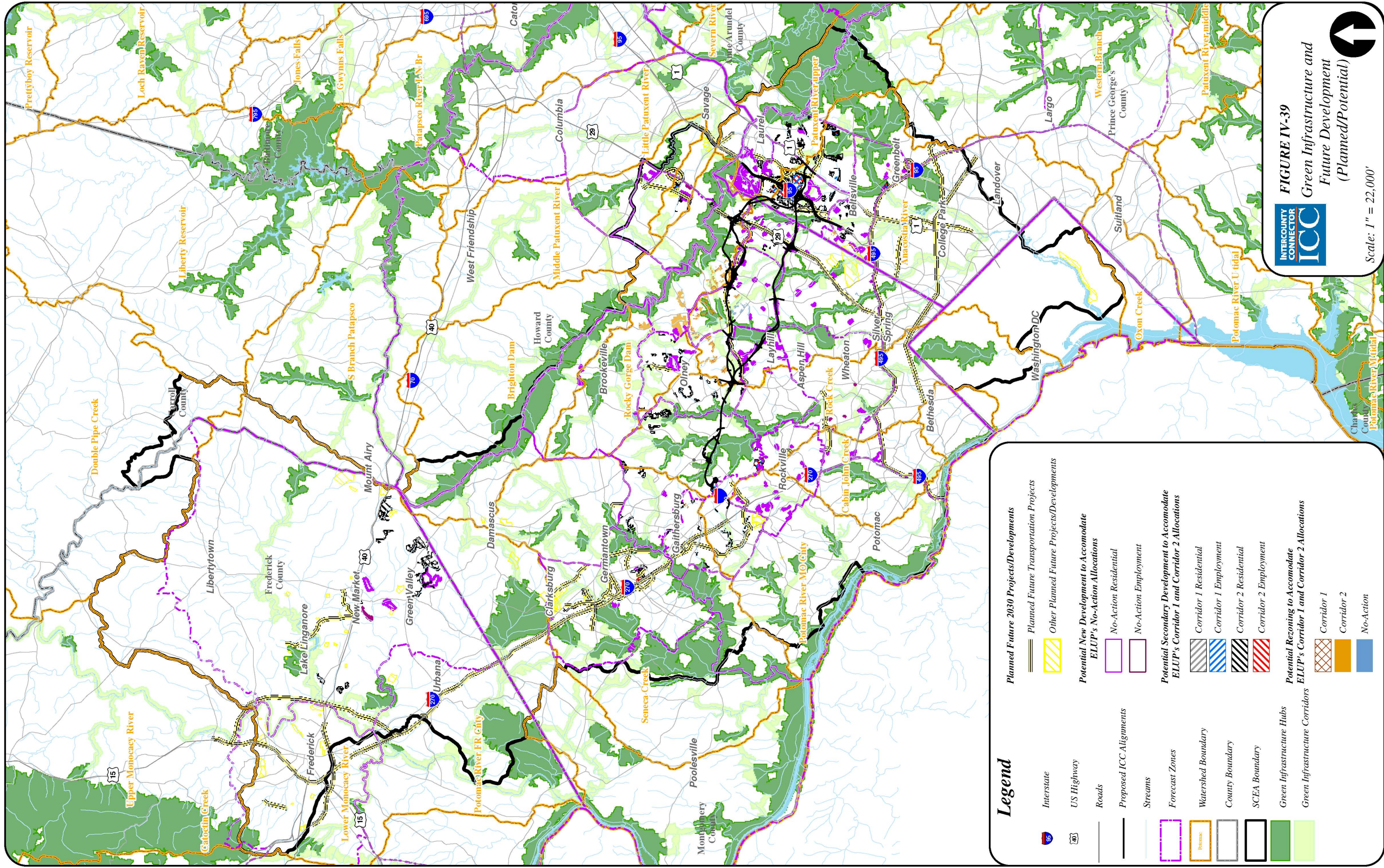
Green Infrastructure and Near Future Development



Scale: 1" = 22,000'



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Legend

- Interstate
- US Highway
- Roads
- Proposed ICC Alignments
- Streams
- Forecast Zones
- Watershed Boundary
- County Boundary
- SCEA Boundary
- Green Infrastructure Hubs
- Green Infrastructure Corridors
- Planned Future Transportation Projects/Developments
- Other Planned Future Projects/Developments
- Potential New Development to Accommodate ELUP's No-Action Allocations
- No-Action Residential
- No-Action Employment
- Potential Secondary Development to Accommodate ELUP's Corridor 1 and Corridor 2 Allocations
- Corridor 1 Residential
- Corridor 1 Employment
- Corridor 2 Residential
- Corridor 2 Employment
- Potential Rezoning to Accommodate ELUP's Corridor 1 and Corridor 2 Allocations
- Corridor 1
- Corridor 2
- No-Action

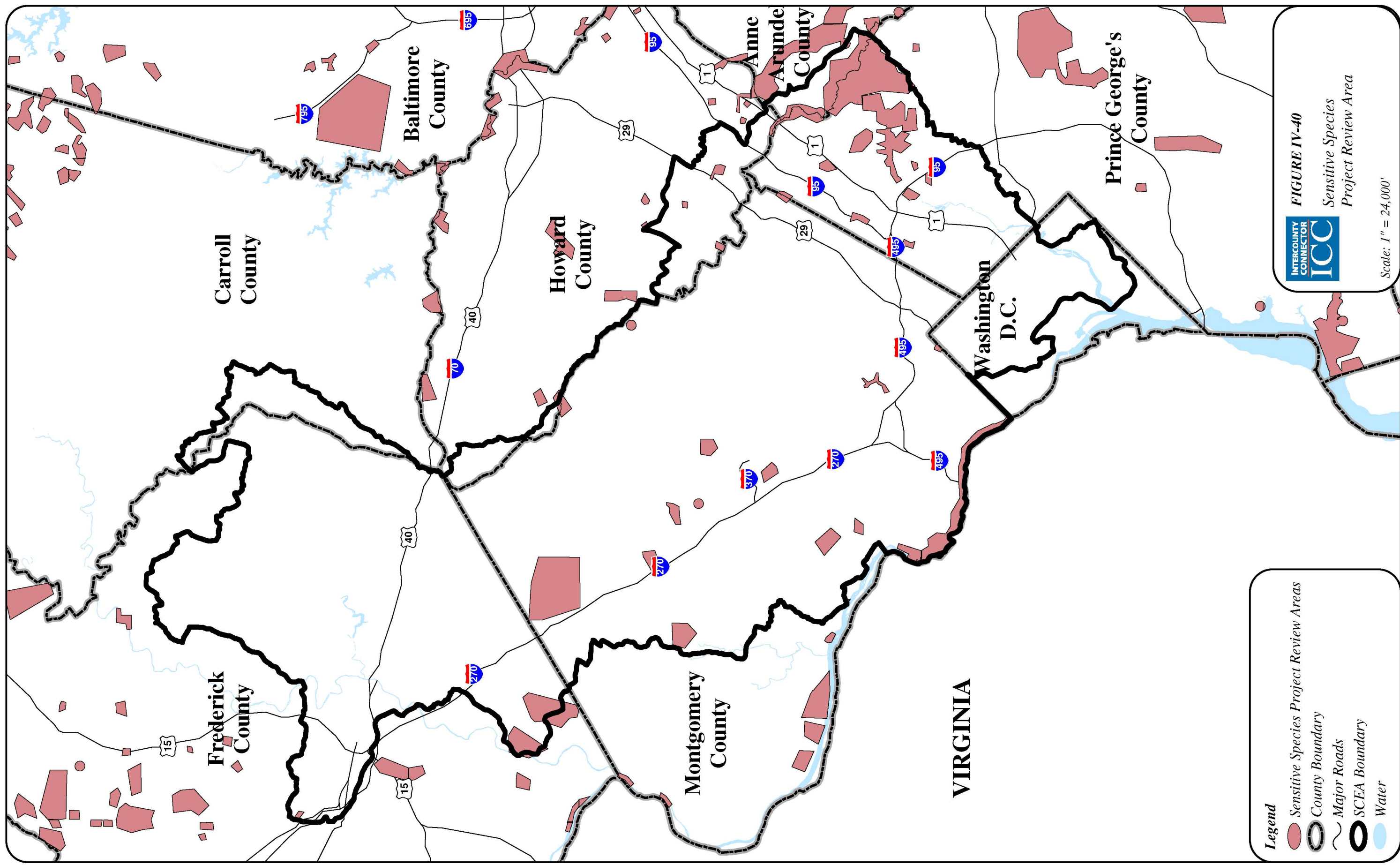
FIGURE IV-39

Green Infrastructure and Future Development (Planned/Potential)



Scale: 1" = 22,000'





Legend

- Sensitive Species Project Review Areas
- County Boundary
- Major Roads
- SCEA Boundary
- Water

FIGURE IV-40
Sensitive Species
Project Review Area

INTERCOUNTY CONNECTOR
ICC

Scale: 1" = 24,000'