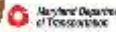


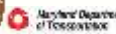
Public Meeting #3

Thursday, February 16, 2012
6:30 – 8:30 PM
Greenbelt Community Center
15 Crescent Road
Greenbelt, MD 20770



Welcome

Lewis Grimm, P.E.
Federal Highway Administration,
Eastern Federal Lands Highway Division,
Project Manager



Agenda

- Presentation (7:00PM)
 - Welcome
 - Study Overview
 - Public Involvement Process and Comment Themes
 - Existing Study Area
 - Options Development
 - Impacts Analysis
 - Cost Estimates
 - Feasibility Study Conclusions
 - Draft Congressional Report
 - Public Questions and Comments
- Adjournment (8:30 PM)



Enabling Legislation



“The Committee directs the FHWA’s Office of Federal Lands Highways to work with the National Park Service and the Maryland State Highway Administration to **determine the feasibility of adding a third northbound and a third southbound lane** for Maryland Route 295/Baltimore Washington Parkway from the intersection with Interstate 695 to New York Avenue in the District of Columbia.”

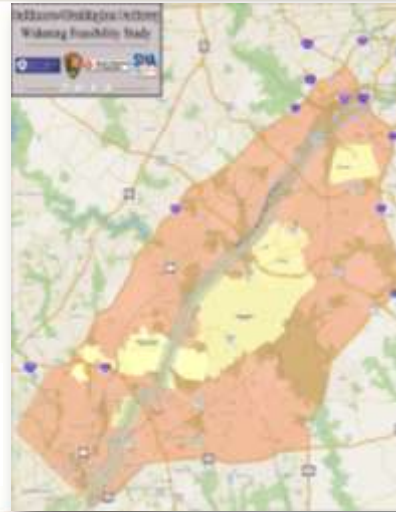
*FY 2010 Consolidated Appropriations Bill
December 16, 2009*



Study Area Boundaries

- Interstate 695 to the north
- New York Ave/U.S. Route 50 to the south
- MD Route 3 and Interstate 97 to the east
- Interstate 95 to the west

-  Baltimore Washington Parkway Study Corridor
-  Study Area



Map Source: B-W Parkway Widening Feasibility Study – Study Area Map

Study Focus

- The study focuses on five aspects of feasibility, as follows:
 - **Transportation impacts** – the influence of additional lane capacity on mainline operations.
 - **Physical effects** – effects of various approaches to accomplish widening, considering a variety of typical sections and/or design standards (i.e. SHA vs. NPS).
 - **Environmental impacts** – identification of considerations that would have to be dealt with in the NEPA process.
 - **Political / Public impacts** – implications of widening as it pertains to the interests of various stakeholders including agencies with ownership interest, regional planners, and the public.
 - **Ownership and Management** – impacts of ownership and management of the Parkway and the implications of a potential widening on these factors.



Study Partners

- Study Sponsors



Maryland Department
of Transportation



- Technical Advisory Committee (TAC)
 - State Agencies, Federal Agencies, Local Governments
- Study Area Residents and Businesses



Scope, Process, and Schedule

- Draft Feasibility Study Final Report to Congress developed and under FHWA/NPS review

Task Name	2011												2012			
	April	May	June	July	August	September	October	November	December	January	February	March				
1.0 Study Management																
2.0 Data Collection																
3.0 Public Involvement/Participation																
4.0 Travel Demand Model Development																
5.0 Alternatives Development																
6.0 Alternatives Analysis																
7.0 Draft Feasibility Study Final Report																
8.0 Final Feasibility Study Reports																

- Where we are today: February 16, 2012



Public Involvement Process

- Technical Advisory Committee Meetings
- Stakeholder Interviews
- Three Public Meetings
 - Public Meeting #1 – July 20, 2011
 - Public Meeting #2 – November 17 2011
 - Public Meeting #3 – February 16, 2012



Previous Public Meetings

- Public Meeting #1 - July 20, 2011
 - Meade Middle School, Fort Meade, MD.
 - Introduced the study to the public and other stakeholders.
 - Approximately 40 people participated in the 1st Public Meeting.
- Public Meeting #2 - November 17, 2011
 - Greenbelt Community Center, Greenbelt, MD.
 - Over 40 people participated in the 2nd Public Meeting.
 - Presented the existing conditions and the four widening options that were considered at the October 14, 2011 TAC Meeting.



Summary of Comments by Themes

- Direct connectivity between Washington and Baltimore; other North-South alternatives are limited in the area.
- Alternative mobility options along the corridor (e.g. extend the Green Line alignment) need considerations.
- An open mind towards the study is needed by all.
- Congestion and its impact on economic development opportunities (and vice versa).



Summary of Comments by Themes

- The addition of an extra lane will only increase demand and promote greater impacts.
- Widening the Parkway, regardless of the use of the additional lane, does not provide a long-term solution to congestion.
- Widening may have negative safety implications (e.g. possible degradation in safety due to extra lane and limited gap/clearance between opposite lanes).
- Widening will have negative community impacts (e.g. noise, aggravate barrier within divided communities).



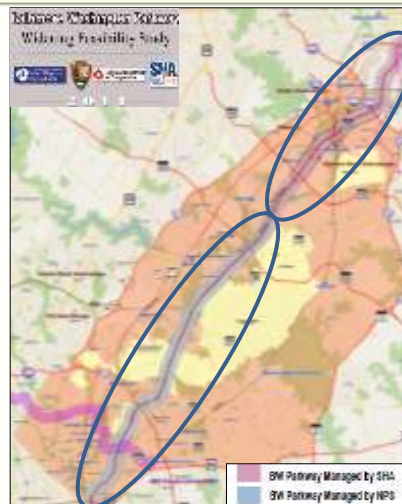
Summary of Comments by Themes

- The aesthetic, historic, and natural values of the Parkway need to be preserved.
- Concerned for natural and environmental impacts caused by widening (e.g. impacts on wildlife, trees, air quality, light pollution, heat island effect).
- The environment is an important component but should not be an overriding element.



Facility Ownership and Management

- B-W Parkway owned & operated by SHA between Baltimore City and MD 175 and NPS between MD 175 and New York Ave/US 50 split.
- NPS Section is 6 lanes from US 50 to MD 450 and 4 lanes from MD 450 to MD 175.
- SHA is currently widening MD 295 from 4 to 6 lanes between I-195 and I-695.
- SHA is planning to widen MD 295 from 4 to 6 lanes between MD 100 and I-195.



Map Source: B-W Parkway Widening Feasibility Study Major - Transportation Routes Map

Traffic Considerations

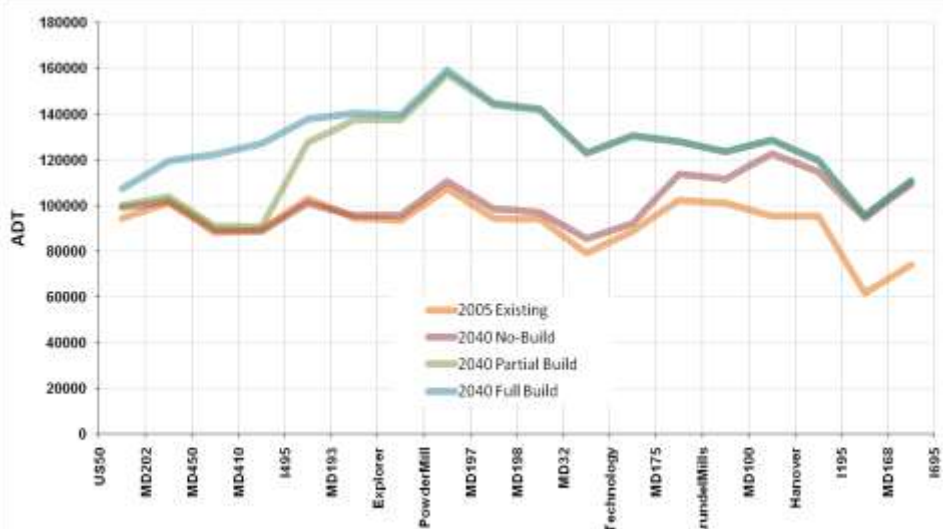
- Local Land Use, Population and Employment Projections

	2005	2040	growth
Population	6,262,508	8,613,982	38%
Employment	3,700,075	5,457,004	47%

- Traffic Forecasts
 - From 2005 to 2040, up to **34%** increase in north-south trips between Baltimore and Washington, D.C.



Estimated Traffic Volumes



Source: Metropolitan Washington Council of Governments (MWCOC) Model version 2.2, Land Use Round 8.0

16

Traffic Analysis Summary

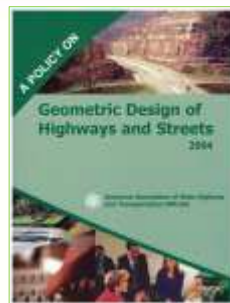
- A widened Parkway will carry more traffic.
- A widened Parkway will not necessarily be less congested than experienced today.
- Therefore, we can move more vehicles through the corridor, but at similar levels of congestion as observed today.



Widening Options

Four options were evaluated:

- AASHTO Outside Widening Option
- AASHTO Inside Widening Option
- NPS Outside Widening Option
- NPS Inside Widening Option



AASHTO Standards

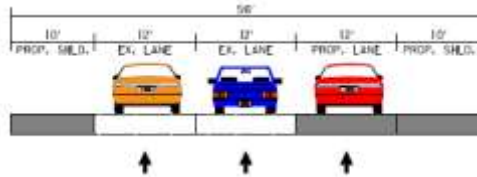


NPS Standards



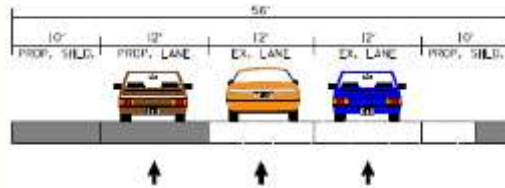
AASHTO Options

AASHTO Outside Widening Option



Drawings not to scale

AASHTO Inside Widening Option



LEGEND
 EXISTING PAVEMENT: [white box]
 PROPOSED PAVEMENT: [grey box]



AASHTO Outside Widening Option

“Before” and “After” Conditions



“Before”

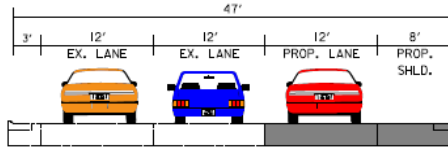


“After”



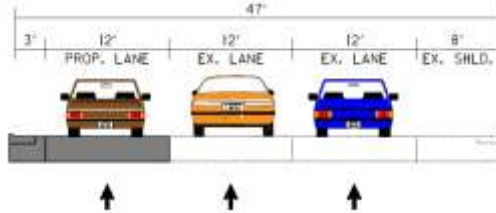
NPS Options

NPS Outside Widening Option



Drawings not to scale

NPS Inside Widening Option



LEGEND

EXISTING PAVEMENT	
PROPOSED PAVEMENT	
EXISTING CURB	
PROPOSED CURB	



NPS Inside Widening Option "Before" and "After" Conditions



"Before"



"After"



Definition of Impact Types

- Direct Impacts are full and/or partial takes to:
 - Residential, commercial and governmental and institutional properties.
 - Natural environmental resources including wetlands, floodplains and streams.
 - Parks and interchanges.
- Quality of Life Impacts are disturbances to:
 - A defined buffer area adjacent to properties and communities.
 - Impacts include noise, air, visual and aesthetic value.
 - These impacts will not be quantified at this level of study but will be assessed qualitatively.



Constructability Impacts

CONSTRUCTABILITY IMPACTS	AASHTO Standards		NPS Standards	
	Outside	Inside	Outside	Inside
Widening Options				
Major Interchange Reconstruction* (Each)	11	2	11	2
Bridge Replacement Only (Each)	7	5	7	4
Bridge Widening** (Each)	7	6	7	6

*Includes Bridge Replacement and Ramp Reconfiguration

** Baltimore Washington Parkway Bridges

Note: Direct impacts are approximate based on a high level engineering analysis. Should the study progress beyond this point, a more detailed determination of direct impact, such as the possible need for additional structures (such as the barriers or retaining walls), should be assessed.



Potential Property Impacts

POTENTIAL PROPERTY IMPACTS	AASHTO Standards		NPS Standards	
	Outside	Inside	Outside	Inside
Widening Options				
Residential (Each)	13-14	0-1	13-14	0
Commercial (Each)	2	1	2	0
Institutional (Each)	1-2	0-1	1-2	0

Note: Direct impacts are approximate based on a high level engineering analysis. Should the study progress beyond this point, a more detailed determination of direct impacts can be made. These impacts represent minimal slivers of land along the Parkway right-of-way, rather than impacts to property (housing or building).



Potential Environmental and Cultural Impacts

POTENTIAL ENVIRONMENTAL AND CULTURAL IMPACTS	AASHTO Standards		NPS Standards	
	Outside	Inside	Outside	Inside
Widening Options				
Forest Impacts, Inside Existing ROW (Percent of total acres*)	35%	26%	25%	9%
Wetland Area Crossings (Each)	18	6	18	0
Stream/Rivers/Floodplain Areas (Each)	6	6	6	6
Sensitive Species Areas (Each)	5	5	5	5
Potential Historic Properties (Each)	4	2	4	2
Potential Park Properties (Each)	2	1	2	1

* Total Forest Area Inside Existing ROW is approximately 678 acres.
Forest Impacts Outside Existing ROW are minimal.

Note: Direct impacts are approximate based on a high level engineering analysis. Should the study progress beyond this point, a more detailed determination of direct impacts can be made.



Estimated Costs

COSTS (2011 Dollars in Millions)	AASHTO Standards		NPS Standards	
	Outside	Inside	Outside	Inside
Widening Options				
Construction Costs	\$ 450	\$ 326	\$ 427	\$ 274
Preliminary Engineering (10%)	\$ 45	\$ 33	\$ 43	\$ 27
Construction Support* (15.5%)	\$ 70	\$ 51	\$ 66	\$ 42
TOTAL COST	\$ 565	\$ 410	\$ 536	\$ 343

* Construction support covers inspection, field offices, testing and other support costs incurred by the owner during construction.

Note: Capital costs estimates developed using the Maryland Department of Transportation SHA 2011 Highway Construction Cost Estimating Manual. There will be additional mitigation costs that will have to be considered if the study moves forward in the future.



Other Estimated Cost Factors

Right of Way Costs:

- Identified impacts - only potential encroachments into narrow slivers of land adjacent to the Parkway boundary.
- Majority, if not all, of the land impacts could be mitigated if study moves forwards.
- Consequently, no costs for Right of Way acquisition included in the study.



Other Estimated Cost Factors

Operations and Maintenance Costs (O & M):

- Would likely increase by approximately \$300,000 - \$400,000 annually.
- Estimated by applying increased lane miles and structure areas to unit prices taken from the 2011 National Park Service O&M budget.
- Includes labor and materials for typical parkway maintenance items.



Other Estimated Cost Factors

Construction Costs for Park Aesthetics:

- Additional landscaping and aesthetic treatment of structures costs included.
- Decorative concrete/stone treatment costs included for NPS options.
- Aesthetic architectural treatments of piers and abutments included in bridge costs.
- Landscaping cost increased to account for plantings indicative of a parkway.



Conclusions

- This feasibility study has a limited scope of work:
 - Evaluate feasibility of adding a north and a south bound general purpose lane for a minimum three-lanes in each direction.
 - Assess transportation impacts of additional capacity on mainline operations.
 - Examine the physical effects of applicable design approaches.
 - Appraise the environmental considerations to be dealt with in future studies.
 - Identify public and political concerns of various stakeholders including agencies with ownership interest, regional planners, and the public.
 - Assess impacts on ownership and management of the Parkway.



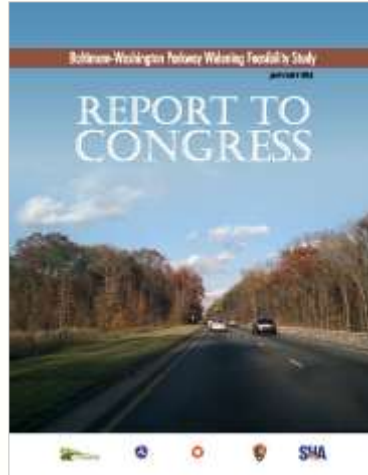
Conclusions

- If the study moves forward, a more comprehensive evaluation should consider:
 - The transportation needs within the context of the existing and future network of transportation facilities and services in the entire Baltimore to Washington travel corridor.
 - A wider array of modal and user options addressing traffic and transportation needs on the Parkway itself and within the larger Study Corridor.
 - A detailed examination of the effects on the natural, socio economic, cultural, and built environments, through a proactive public and agency process.
 - Incorporation of a context sensitive solutions approach to addressing the needs and developing design and engineering recommendations.
 - Implications of impairment on the status of the B-W Parkway as one of the region's premier National Park resources.



Next Steps

- Summarize Meeting # 3 Comments
- Finalize and Submit Report to Congress



Content of Report to Congress

- Study Background and Focus
- Alternatives Definition
- Transportation Impacts
- Physical Effects
- Environmental Analysis and Effects
- Public and Political Considerations
- Ownership and Management Consideration
- Conclusions
- Appendix of Supporting Technical Information



Public Questions and Comments



Maryland Department of Transportation



Where to find more information

- Website
 - Eastern Federal Lands – <http://www.efl.fhwa.dot.gov>
- Contact Information

Mr. Lewis G. Grimm, P.E.
 Planning Team Leader
 Eastern Federal Lands Highway Division
 Federal Highway Administration
 21400 Ridgetop Circle
 Sterling, Virginia 20166
 Tel: 703-404-6289 | Fax: 703-404-6217
 E-mail: lewis.grimm@dot.gov

Ms. Greer Gillis, P.E.
 Consultant Project Manager
 Parsons Brinckerhoff
 1401 K Street, NW, Suite 300
 Washington, DC 20005
 Tel: 202-661-5301
 Fax: 202.661.5300
 Email: gillis@pbworld.com



THANK YOU FOR YOUR PARTICIPATION

