



**Intercounty Connector**  
**Mandatory Referral No. 06809-SHA-1**  
**Status Report #20**

**Prepared 3/18/2010 for the 3/25/2010 Roundtable Discussion**

This memorandum provides an update on notable activities that have occurred since Status Report #19 on November 19, 2009 including:

1. Upper Paint Branch Special Protection Area
2. Impact Avoidance and Minimization
3. Environmental Stewardship (ES) and Compensatory Mitigation (CM) Projects
  - A. Review Process
  - B. Upper Paint Branch Projects
  - C. Northwest Branch Stream Restoration
  - D. Reforestation – Casey Property
4. Park Facility Projects
  - A. Lake Frank Trail
  - B. Llewellyn Fields
  - C. Olney Manor Dog Park
  - D. Woodlawn Barn
  - E. Wayfinding
  - F. Redland Middle School Shared Use Path
5. Design Submittal Process
6. Transit Operations Plan and Park-and-Ride Lots
7. Construction Update

**1. Upper Paint Branch Special Protection Area**

The interim and final erosion and sediment control plans for the Upper Paint Branch SPA were approved on January 22, 2010. More details on the construction activities are included at the end of this report.

**2. Impact Avoidance and Minimization**

The current design for Contracts A, B and C has resulted in a reduction in environmental impacts (Table 1).

**Table 1. ICC – Impact Reductions – Based On Current Design**

Contract	Stream (LF)	Ephemeral (LF)	Wetland (AC)		Wetland Buffer (AC)	Open Water (AC)	Floodplain (AC)	FIDS (AC)	Forest (AC)	Parkland (AC)	Potential Stream Restoration (LF)
			PFO	PEM							
A	-1758	655	-0.69	-0.1	-0.13	-0.11	-3.57	-5.8	-39.1	-5.2	2475
B	-1763	0	-1.34	-0.14	-1.25	-2.67	-1.7	-1.42	-17.7	-4.48	
C	-1930	-1924	-0.79	-17.64	-4.93	-2.67	-9.85	-1.93	-26.17	-1.7	
<b>TOTAL</b>	<b>-5451</b>	<b>-1269</b>	<b>-2.82</b>	<b>-17.88</b>	<b>-6.31</b>	<b>-5.45</b>	<b>-15.12</b>	<b>-9.15</b>	<b>-52.87</b>	<b>-11.38</b>	<b>2475</b>

These reductions demonstrate the effectiveness of both the incentives incorporated within the design-build process and the continuing efforts of the Interagency Work Group (IAWG) throughout the implementation process. The approving agencies may be able to consider revisions to some of the compensatory requirements, but remain bound by the combination of ROD commitments, permit requirements, federal and state regulations, and local agreements. The stewardship projects are above and beyond impact mitigation and therefore are not directly affected by impact reduction activities.

**3. Environmental Stewardship (ES) and Compensatory Mitigation (CM) Projects**

The ICC project includes a commitment to avoid, minimize and mitigate impacts to the environment, as well as provide environmental improvements in the form of stewardship projects. Many of these projects involve stream work, forest planting and wetland creation and will occur on parkland. Design is underway for the majority of the compensatory mitigation and environmental stewardship projects.

**A. Review Process**

The Parks Department, SHA and MdTA now have a master agreement to be used in place of the park permit process for the ICC ES-CM projects on parkland. This memorandum of understanding (MOU), described in Status Report #16 last year, streamlines the process of implementing ES/CM projects on parkland by consolidating interagency agreements unique to the ICC mitigation and stewardship projects in a common document. All of the ES-CM projects located in the Upper Paint Branch must be completed before the ICC opens to traffic per Maryland Department of the Environment (MDE) Water Quality Certification permit special condition. These projects will be reviewed as Mandatory Referrals.

The State Highway Administration (SHA) is completing a number of stream restoration, wetland creation, and stormwater management projects throughout Montgomery and Prince George’s Counties. The compensatory mitigation projects are required to be completed to offset environmental impacts from the construction of the ICC. SHA has also committed to numerous environmental stewardship projects that go beyond the mitigation requirements, by restoring pre-existing degraded environmental conditions that are in close proximity to the ICC. The entire compensatory mitigation and environmental stewardship package consists of approximately 70 projects that are located throughout the Paint Branch, Northwest Branch, Rock Creek, Great Seneca Creek, and Indian Creek watersheds.

SHA has agreed to follow Montgomery County’s review process by having mandatory referrals

for all of the ES/CM projects. Some of the mandatory referrals may be reviewed administratively such as the Redland Middle School Shared Use Path, as described in Section 4 of this report. The reforestation projects will be reviewed under procedures currently used for similar public and private projects. The design of the reforestation projects does not necessitate the need for a mandatory referral. M-NCPPC staff will continue to work closely with SHA on these projects.

In addition, a number of projects are being undertaken to compensate for losses of park facilities. Descriptions of the status of ongoing projects follow the environmental stewardship projects.

#### B. Upper Paint Branch Projects

Many of the ES/CM projects are focused in the Upper Paint Branch Special Protection Area due to the watershed's high water quality and unique self-sustaining brown trout population. There are a total of 32 ES/CM projects located in the Upper Paint Branch watershed, 8 of which have been completed (Figure 1, Table 2). There are 3 wetland creation projects, 5 stream restoration projects, and 24 stormwater management projects. The MDE Water Quality Certification permit requirements state that all of the Upper Paint Branch ES/CM projects must be completed prior to or concurrent with highway construction in that watershed. With the deadline for the completion of these projects scheduled for the end of 2011, the Planning Board's review of the mandatory referrals for these projects will occur in either late spring or early summer of this year.

Figure 1. Upper Paint Branch Environmental Stewardship and Compensatory Mitigation Projects

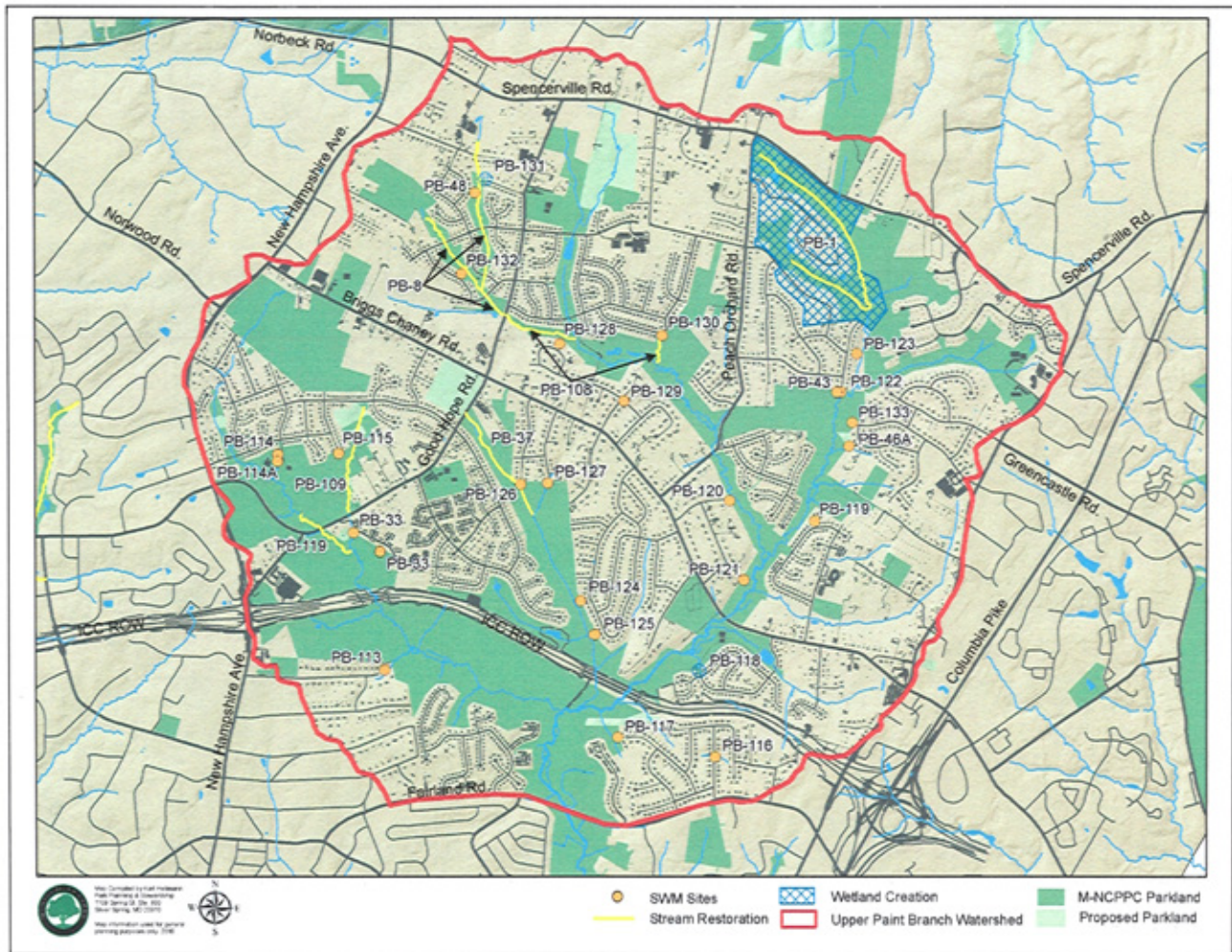


Table 2. Upper Paint Branch Environmental Stewardship and Compensatory Mitigation Site List

Site	ES/CM	Type	Proposed Units	Status
PB-1	CM	Wetland	12 acres	Preliminary Investigation
PB-8	CM	Stream	1200 linear feet	Preliminary Investigation
PB-33	CM	SWM Pond Retrofit	80.0 acres	Concept
PB-37	ES	Stream	2700 linear feet	Preliminary Investigation
PB-43	CM	Proposed SWM Pond	40.0 acres	Concept
PB-46A	CM	SWM Pond Retrofit	22.0 acres	Concept
PB-48	CM	Bioretention retrofit	20.0 acres	Concept
PB-108	ES	Stream	2400 linear feet	Preliminary Investigation
PB-109	ES	Stream	2500 linear feet	Preliminary Investigation
PB-113	ES	Biotrenches	63.0 acres	Concept
PB-114A	CM	Proposed SWM Pond	70.0 acres	Concept
PB-114 & 115	ES	Biotrenches	44.3 acres	Concept
PB-116 & 117	ES	Biotrenches	100.3 acres	Preliminary Investigation
PB-118	ES	Wetland	51.4 acres	Preliminary Investigation
PB-119	CM	Stream	1000 linear feet	Preliminary Investigation
PB-119	ES	Biotrenches	19.6 acres	Preliminary Investigation
PB-120 & 121	ES	Biotrenches	14.4 acres	Preliminary Investigation
PB-122 & 123	ES	Biotrenches	64.7 acres	Completed
PB-124 - 127	ES	Biotrenches	74.2 acres	Completed
PB-128 & 129	ES	Biotrenches	21.6 acres	Completed
PB-130	ES	LID Techniques	74.00 acres	Preliminary Investigation
PB-131	ES	Wetland	12.0 acres	Preliminary Investigation
PB-132	ES	Underground WQ trench	12.0 acres	Preliminary Investigation
PB-133	ES	Biotrenches	80.1 acres	Preliminary Investigation

State Highway Administration Plan Review Process:

1. Concept Phase
2. Preliminary Investigation Design (30%)
3. Semi-Final Design (60%)
4. Final Design (90%)
5. Plans, Specs and Estimates (100%)

### C. Northwest Branch Stream Restoration

NW-160/170 consists of an ICC stream restoration project that is located on parkland along the mainstem of Northwest Branch. The project is 17,735 linear feet (3.35 miles) in length. Site NW-160 is located along the Northwest Branch from Bonifant Road south to the Indian Springs Golf Course. It includes approximately 11,724 linear feet of stream restoration to the Northwest Branch. Site NW-170 is located along the Northwest Branch from Bonifant Road north to the Batchellors Forest tributary. It includes approximately 6,011 linear feet of stream restoration to the Northwest Branch; 2,088 linear feet is categorized as compensatory mitigation (from

Bonifant Road to the Contract B Bridge #28) and 3,923 linear feet is categorized as environmental stewardship (Contract B Bridge #28 to Batchellors Forest tributary). The southernmost portion of NW-170, east of Northwest Branch, is an existing wetland creation site, ICC mitigation project NW-128.

Restoration activities feature the use of large wood structures in place of the typical stone and rock structures. Wood structures will either be placed along stream banks to prevent bank erosion or in the center of the stream channel to increase aggradation of the streambed. This method of raising the elevation of the streambed will also allow the stream to access the floodplain during storm events. This innovative approach takes advantage of trees harvested from the ICC ROW, and will yield a more natural and esthetically appealing project when complete. The project was approved by the Planning Board on July 23, 2009. Construction began along the northern portion of NW-170 in the first week of March. Environmental Quality Resources is the contractor who will be constructing the project. They are now installing the first access road from Layhill Road, which is located in Layhill Park just north of the Park entrance. This access will allow the contractors to reach the northern most limits of the project. Tentatively the contractors plan to have this northern access road complete along with a portion of the in-stream work prior to the stream closure period, which is from April 15 –August 1. There are extensive access roads that will continue to be installed for NW-160 and 170 during the stream closure period. Coordination between M-NCPPC and SHA will continue throughout the construction phases of the project.

#### D. Reforestation

The ICC is required to mitigate forest impacts under the Maryland Forest Conservation Law. Review and approval of the reforestation projects is under the jurisdiction of the Maryland Department of Natural Resources. The ICC is required by the Maryland Forest Conservation Law to plant approximately 737 acres of forest. Of those, 217 acres will be planted onsite, within the ICC Right-of-Way by the design builder. Approximately 520 acres will be planted on public land. Approximately 295 acres of the 520 will be planted on M-NCPPC sites and on land that will be transferred to M-NCPPC (the remainder will be planted on land owned by WSSC and other agencies). The ICC will be planting approximately 167 acres of forest in the Upper Rock Creek and the Upper Paint Branch SPAs. The ICC Team has worked closely with Parks to identify suitable parcels for reforestation and this coordination is ongoing. Most of these sites are scheduled to be planted in the fall of 2010 and in 2011. Once planted, the maintenance and monitoring of these sites will be conducted for 5 years for the SPA plantings and 2 years for all other areas. As with forest mitigation projects associated with the typical development review process, mandatory referrals will not be required for these projects.

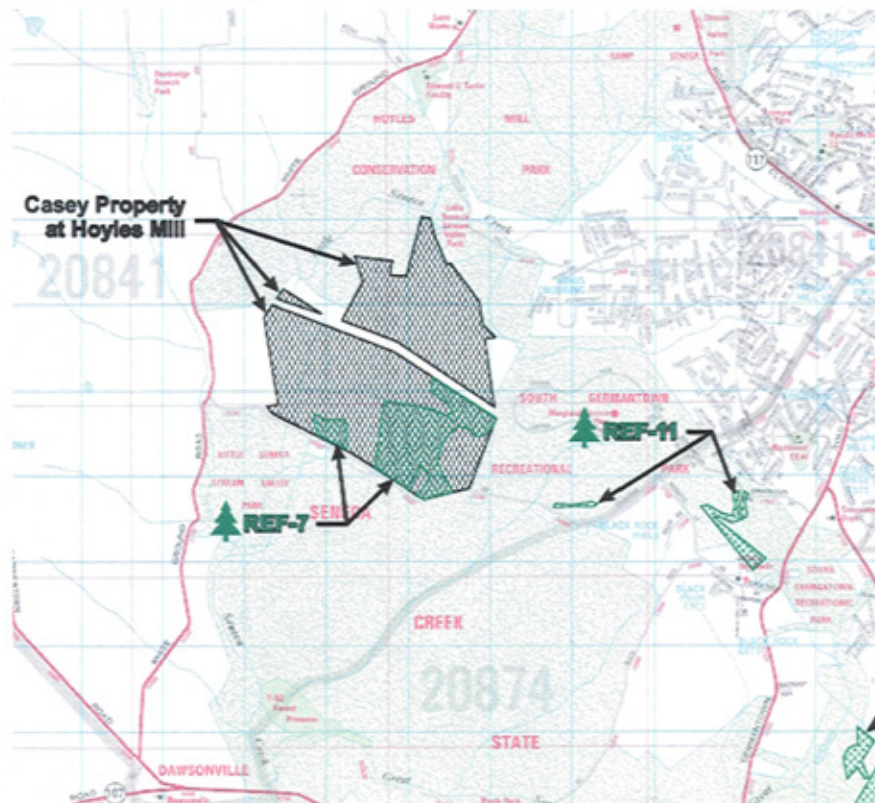
#### *Casey Property*

Approximately 93 acres will be planted on the Casey Property at Hoyles Mill near Poolesville (Figure 2). This reforestation area is part of a 459-acre parcel that will become public parkland adjacent to existing parkland. The planting plans for the Casey Property have been reviewed by Park staff. This spring the site will undergo cleanup activities, including the demolition of dilapidated farm structures. Invasive species removal in preparation for the fall planting will be

conducted after the cleanup is completed.

Public meetings for the reforestation areas have been held. Information on the Casey property was presented at a meeting on March 9, 2010 at Goshen Elementary School. Reforestation of the Rock Creek SPA was presented at a public meeting on March 11, 2010 at Redland Middle School.

Figure 2. Casey Property Reforestation Project



#### 4. Park Facility Projects

##### A. Lake Frank Trail

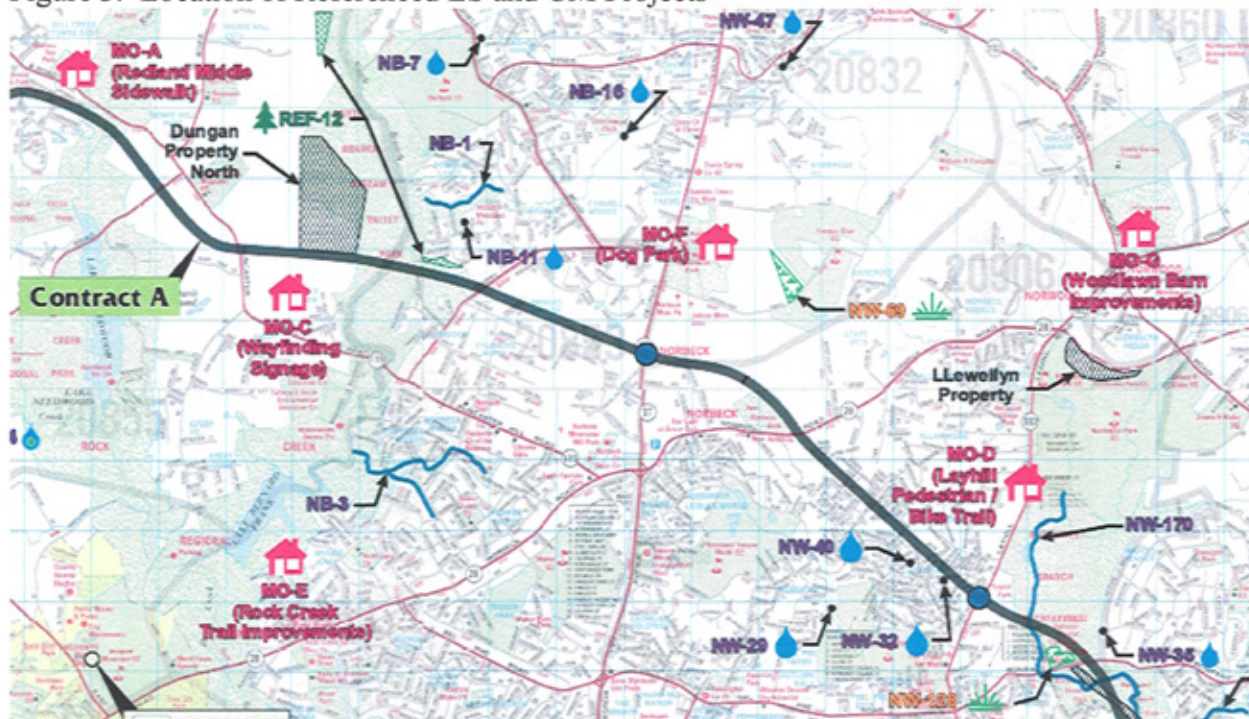
This trail will link the Rock Creek hiker-biker trail to the trail system on the east side of Lake Frank with an ADA-accessible connection. A trail connection that would create a multiple-use loop trail system between Lake Needwood and Lake Frank, as well as an accessible hard surface hiker-biker trail connection to the existing Rock Creek Trail was originally proposed in the 2000 Rock Creek Regional Park Master Plan. The current alignment of this connection, which follows the alignment of an existing natural surface trail, was proposed and approved in the Upper Rock Creek Trail Corridor Plan in 2008. The alignment is located approximately 130 feet from the nearest residential property line and is visually and physically separated from the adjoining properties by a berm, existing woodlands, and a small stream. Only three residential properties

along the alignment are located less than 200 feet in distance from the proposed trail alignment.

Immediate property owners are opposed to the trail alignment, as it will bring future regional trail use to this portion of the park. M-NCPPC staff has met several times with neighbors and community representatives over the last year and has carefully considered various alternatives presented by the neighbors (see Attachment A). Staff feels that the trail alignment approved by the Montgomery County Planning Board in the Upper Rock Creek Trail Corridor Plan is consistent with the existing use of this area as a trail, provides a direct and easily accessible connection to the future trail system, and results in significantly less environmental impact to forested areas than other alternatives presented by the neighbors. Agency staff has met with State Senator Michael Lenett, and a plan for additional visual screening of the neighboring properties has been prepared by SHA for incorporation into the final design.

SHA is beginning design for the trail. They estimate that design will be completed and the construction contract awarded by Spring of 2011. Construction will take approximately one year, and the trail is expected to be completed by early 2012 (Site MO-E in Figure 3).

Figure 3. Location of Referenced ES and CM Projects



## B. Llewellyn Fields

The Llewellyn Property will provide 23.2 acres of replacement parkland developed with athletic fields and parking to mitigate for active recreation facilities removed by the ICC project. The Planning Board approved Phase I of the project on January 21, 2010. M-NCPPC is requesting a refinement to the ICC Record of Decision for the type of athletic fields. The revision requested



will include three rectangular fields, one football field, one baseball field, and parking. This concept was approved by the Planning Board. Detailed design is set to start in 2010 with project completion anticipated in Fall 2012 (Llewellyn Property in Figure 3).

#### C. Olney Manor Dog Park

This approximately 1.0-acre park provides separate facilities for large and small dogs. It includes an informational kiosk, benches, trash receptacles, and plastic bag dispensers for trash. Additional netting will be installed to prevent fly balls from the adjacent playing field from entering the dog park area. An open house celebration will be planned after the installation (Site MO-F in Figure 3).

#### D. Woodlawn Barn

The conversion of the 1832 stone bank barn into a visitor center is planned on the Woodlawn Manor property. The project generally consists of the rehabilitation and improvement of the premises, focusing on the themes of the Underground Railroad, the Quaker experience in Montgomery County, and the barn as an artifact. The center will also serve as a trailhead for the Underground Railroad Experience Trail and a gateway to historic Sandy Spring. All work shall conform to the Secretary of the Interiors Standards. The design phase started in February and will continue throughout 2010. After the construction phase is complete, the opening of the facility is anticipated in Spring 2013. (Site MO-G in Figure 3).

#### E. Wayfinding

This project will provide signage to assist motorists in identifying heritage tourism sites located in the vicinity of the ICC. The project is coordinated with historical entities in Montgomery County (Heritage Montgomery) and Prince George's County (Anacostia Heritage). Signage is to be installed within one year of completion of the ICC.

#### F. Redland Middle School Shared Use Path Project

As part of the Community Stewardship package for the ICC, SHA has proposed to construct an eight-foot-wide pervious concrete, shared-use path on the south side of Muncaster Mill Road (MD115) from Applewood Lane to just east of Olde Mill Run (Site MO-A in Figure 3). This 1,200 foot path will enhance access to Redland Middle School. At the eastern end, a crosswalk would be striped to provide a better connection to the school on the north side of MD115. Muncaster Mill Road would remain an open-section road and the proposed path would be separated from the roadway by a minimum seven-foot-wide grass swale. Some modifications would be made to the Olde Mill Run intersection to improve safety for users of the path.

This project has minimal impact to adjacent properties and, because it is on the south side of MD 115, it is located outside of the Upper Rock Creek Special Protection Area. Staff is not aware of any community concerns arising from the SHA public outreach on the project. Consistent with

the County intent of reducing public meeting requirements on non-controversial sidewalk projects, staff intends to approve the mandatory referral for this project administratively.

## **5. Design Submittal Process**

The ICC is being constructed as a design-build process, with construction ongoing as final designs are being completed. M-NCPPC has been receiving plan submittals from SHA as they are received from the Design-Builder, and has had the opportunity to comment on the designs and on any concerns or impacts to County environmental resources. At this time, the designs for Contracts A, B and C are between 95 and 97% complete.

A projectwide re-evaluation was completed for the time frame of May 2006, when the Record of Decision (ROD) was signed, through December 31, 2009. The review was prepared at the request of FHWA to re-evaluate the information found in the 2006 Final Environmental Impact Statement (FEIS) and the 2006 Record of Decision (ROD), specifically addressing all of the post ROD refinements. The evaluation concluded that there is no new information or set of circumstances relevant to environmental concerns and bearings on the proposed actions or its impacts that would result in significant impacts not identified in the FEIS or ROD. Based on the foregoing, the FEIS remains valid and adequate and a supplemental EIS is not required.

## **6. Transit Operations Plan and Park-and-Ride Lots**

The State Highway Administration and Maryland Transit Administration are coordinating on the location and design of park-and-ride lots to support ICC bus transit routes. The ICC Record of Decision identified expected park-and-ride lots at both the Georgia Avenue (MD 97) and Layhill Road (MD 182) interchanges. The MTA recently conducted an assessment of park-and-ride needs in the ICC corridor. This analysis indicates that the park-and-ride lot at Layhill Road is likely unneeded and that the park-and-ride lot in the southwestern quadrant of the ICC interchange with Georgia Avenue should be approximately 200 spaces. The finding regarding the needs at Georgia Avenue requires further coordination with planning for the Georgia Avenue Busway, as a park-and-ride lot at the ICC interchange would likely be able to functionally replace the existing park-and-ride lot about a half mile to the south at Norbeck Road (MD 28). This coordination will occur before the Georgia Avenue park-and-ride lot is submitted for mandatory referral review later this year. The following paragraphs provide background on the several transportation studies.

### Background

#### *ICC Record of Decision*

In May 2006, the Federal Highway Administration (FHWA) issued a Record of Decision (ROD) for the Intercounty Connector (ICC) project. It approved the Preferred Alternative

in the Final Environmental Impact Statement (FEIS) that was complete in January 2006. As shown in Figure 4, the project is divided into five “contracts.” The construction schedule for each “contract” is as follows:

- Contract A: Construction began in November 2007 and is expected to be complete in Fall 2010.
- Contract B: Construction began in January 2009 and is expected to be complete in late 2011.
- Contract C: Construction began in April 2008 and is expected to be complete in late 2011.
- Contract D: Deferred
- Contract E: TBD

Figure 4. ICC Preferred Alignment



The ROD identifies new park-and-ride (P&R) lots at the southwest quadrant of ICC/Georgia Ave (MD 97) and the northeast quadrant of ICC/Layhill Road (MD 182). The ROD also states that SHA will fund capital and operating improvements for east-west express bus service based on the results of a transit service planning study.

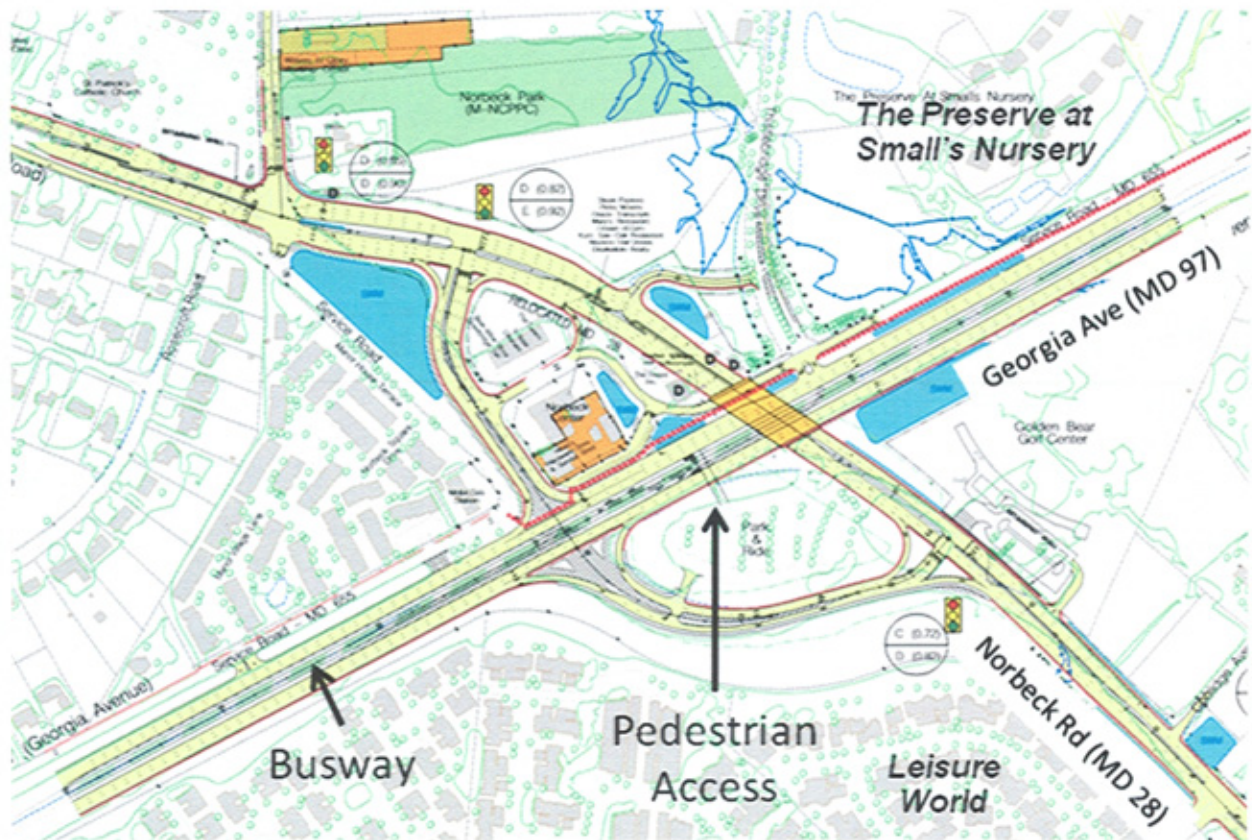
### *Georgia Avenue Busway Study*

In 1998, M-NCPPC completed the *Georgia Avenue Busway Study*, which evaluated the feasibility of providing a busway on Georgia Avenue (MD 97) between Glenmont and Olney. The report found that the busway was feasible and that demand justifies a two-lane bi-directional busway in the median. It also indicated that most of the right-of-way was available.

## *MD 28 and MD 97 Improvement Study*

In 2003, the Maryland State Highway Administration completed the *MD 28 and MD 97 Improvement Study*, which evaluated several options for replacing the signalized intersection with a grade separated intersection. The recommended alternative depresses a relocated Norbeck Rd (MD 28) below Georgia Ave (MD 97) as shown in Figure 5. The design incorporates the Georgia Ave busway in the median, with a station located on Georgia Ave (MD 97) just south of Norbeck Rd (MD 28). The existing P&R lot would be retained, with the relocated MD 28 passing along the north side of the lot. Direct pedestrian access from the P&R lot to a busway station could be provided by a pedestrian bridge over the northbound lanes of Georgia Avenue, as shown in Figure 5. An alternative access could be provided via the sidewalk on the south side of relocated MD 28 below the northbound lanes of Georgia Ave (MD 97) with ramps and/or stairs providing access to a busway platform in the Georgia Avenue median.

Figure 5. Georgia Ave and Norbeck Rd Recommended Intersection Improvement



### Issues

Two transportation issues are discussed in the following paragraphs:

1. Transit Operations Plan
2. Park-and-Ride Lots

## *Transit Operations Plan*

The Intercounty Connector (ICC) Transit Operations Plan is divided into two phases. Phase I is designed for opening day service in Fall 2010, when the first seven-mile segment of the ICC between I-370 and Georgia Ave (MD 97) opens (Contract A). It contains two routes. Phase II is designed for completion of the ICC (Contract B and C) and includes two additional routes plus modifications to the alignment of the Phase I routes to use the new sections of the ICC between Georgia Ave (MD 97) and Interstate 95. Phase II completion is currently estimated to be Winter 2011/2012.

### Phase I:

- **Route 201: Gaithersburg to BWI Airport**  
This route would operate seven days per week with hourly service accommodating 14 daily round-trips between the Gaithersburg P&R lot (I-270 & Quince Orchard Rd/MD 124) and BWI Airport.
- **Route 202: Gaithersburg to NSA/Fort Meade**  
This route would be a peak period service, operating Monday through Friday. It would provide transportation to NSA and Fort Meade employees from the Gaithersburg P&R lot. There would be three trips in the morning peak, three trips in the evening peak, and one midday trip between the Gaithersburg P&R lot and Fort Meade.

### Phase II:

- **Route 203: Columbia to Bethesda**  
This route would be a peak period service, operating Monday through Friday. It would provide transportation to the Rockville and North Bethesda employment centers, National Naval Medical Center, Columbia Town Center, Columbia Gateway Business Park, and the Johns Hopkins Applied Physics Lab. There would be three trips in the morning peak, three trips in the evening peak, and one midday trip in both directions between Columbia and Bethesda.
- **Route 204: Urbana to College Park**  
This route would be a peak period service, operating Monday through Friday. It would provide transportation to Food and Drug Administration (FDA) employees in White Oak and University of Maryland (UMD) employees from five P&R lots in Frederick County and Montgomery County. There would be three trips in the morning, three trips in the evening, and one midday trip between the Urbana P&R lot in Frederick County and College Park.

A summary of the routes is provided in the table below. Maps illustrating the routes in Phase I and Phase II are attached.

Table 3. ICC Route Summary

Phase	Route Number	Route Description	Service Span	Frequency One-Way	One-Way Distance	One-Way Travel Time
Phase I Fall 2010	201	Gaithersburg to BWI Airport	Sunday-Saturday: 4:00 am to 10:00 pm	60 minutes	47 miles	75 minutes
	202	Gaithersburg to NSA/Ft. Meade	Monday – Friday: 3 am trips 3 pm trips 1 mid-day	60 minutes	46 miles	75 minutes
Phase II Winter 2011/12	203	Columbia to Bethesda	Monday – Friday:  3 am trips 3 pm trips 1 mid-day	30 minutes	37 miles	77 minutes
		Bethesda to Columbia		30 minutes	41 miles	85 minutes
	204	Urbana to College Park	Monday – Friday: 3 am trips 3 pm trips 1 mid-day	30 minutes	43 miles	70 minutes

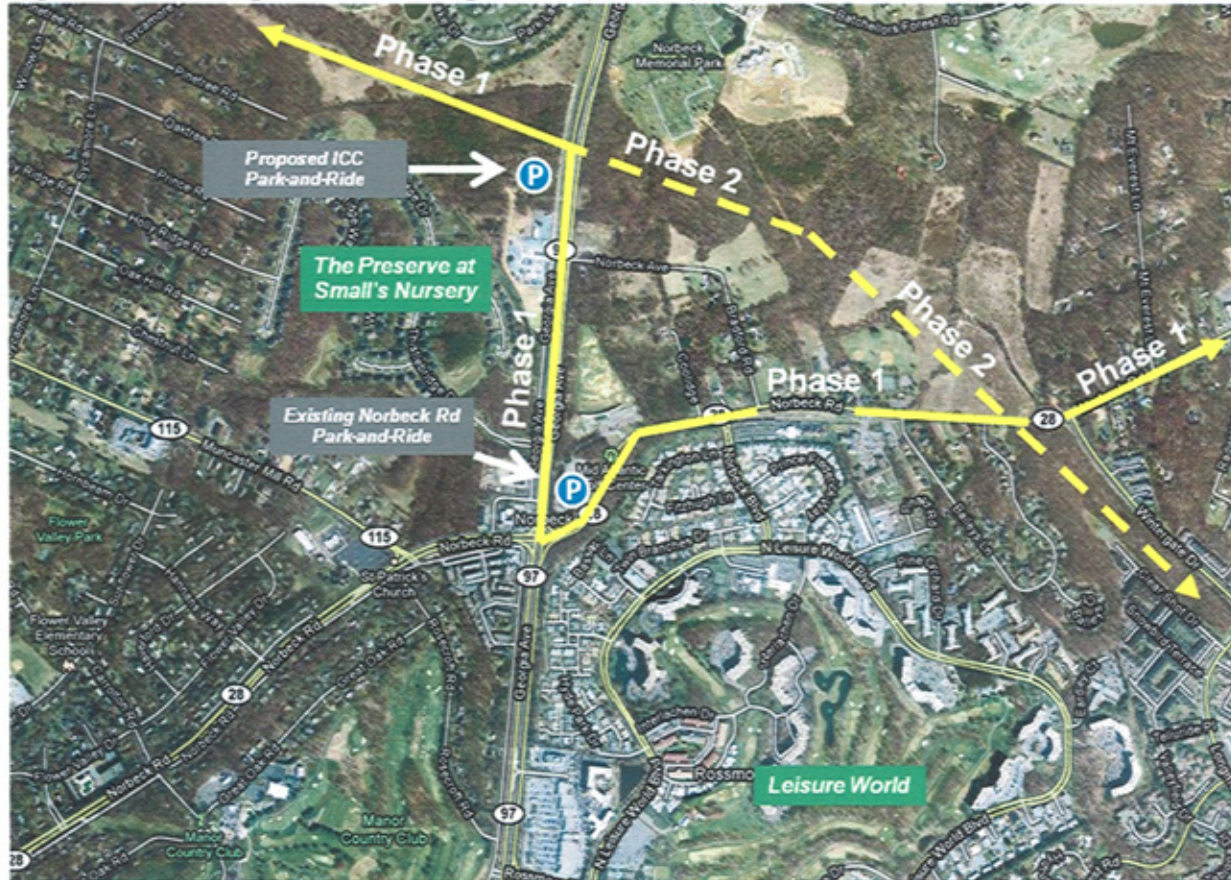
Source: Intercounty Connector Bus Service Plan, Revised (January 19, 2010)

### *Park and Ride Lots*

The transit service planning study, conducted after the ROD, recommends building a new P&R lot at Georgia Ave (MD 97) / ICC with 200 spaces and recommends against constructing the P&R lot at Layhill Road (MD 182), due to a lack of demand. These changes require a ROD refinement. The existing P&R lot at Georgia Ave (MD 97) and Norbeck Rd (MD 28) would continue to be used when Phase I of the ICC opens (see Figure 6). When Phase II of the ICC opens, SHA plans to replace the existing Georgia Ave/Norbeck Rd P&R lot, which is located ½ mile south of the ICC, with a new P&R lot at the ICC/MD 97 interchange. This would reduce the travel time of the ICC express bus routes. According to MTA, there is funding to build only 120 of the planned 200 spaces at the new ICC P&R lot. The site of the proposed ICC P&R lot is on SHA property

adjacent to the Small's Nursery Preserve community, in an area originally planned for an ICC interchange ramp. This area is currently serving as a staging area for ICC construction materials.

Figure 6. ICC Alignment at Georgia Ave (MD 97)



It is likely that there will be community concern that a new P&R lot on MD 97 with 200 spaces is too many, especially when there are unused spaces at the existing P&R lot about ½ mile south along MD 97 at MD 28. While routes running between Shady Grove and Muirkirk would only stop at the P&R lot immediately adjacent to the ICC, routes between Olney and Glenmont (not using the ICC at all) or between Shady Grove and Glenmont, could theoretically stop at either P&R lot along MD 97 and shouldn't need to stop at both.

Options to discuss include:

1. Open new P&R lot at Georgia Ave / ICC and maintain existing P&R lot at Georgia Ave (MD 97) / Norbeck Rd (MD 28) and
  - a. 200 spaces at new P&R lot
  - b. Less than 200 spaces at new P&R lot



2. Open 200 space lot at Georgia Ave / ICC and close existing P&R lot at Georgia Ave (MD 97) / Norbeck Rd (MD 28), which would enable a different use for that property.

Staff concurs that the MTA proposal to construct the proposed ICC park-and-ride lot and, in the long range, close the existing Norbeck Road park-and-ride lot makes sense from the perspective of transportation functionality. The interests of the local community still need to be factored into the review process. MTA will conduct a community meeting in Spring 2010 to review these findings before proceeding with a determination on the ROD refinement and new P&R design. Staff will provide an update to the Planning Board after the next phase of community coordination.

## 7. Construction Update

This update is from November 1, 2009 through March 9, 2010. Contracts A, B and C are all under construction. Construction on the Western Operations Facility is also underway. There have not been any environmental noncompliance issues. Progress was made on culvert and bridge construction in spite of the record-breaking snowfall. Construction included round the clock operations in order to finish the instream work at several culverts before the March 1 time-of-year restriction.

<u>Approximate Percent Complete</u>	<u>Open to Traffic – Estimated Date</u>
Contract A – 67%	Late 2010
Contract B – 29%	Late 2011
Contract C – 54%	Late 2011

Some of the more noticeable construction is noted below:

### *Contract A*

- The Metro Access Road interchange is close to final grade with base and paving started as well as landscaping and fencing
- The Deckover structure in Winters Run (BR-16) progressed including switching traffic onto a completed portion of the deckover
- The third and fourth (final) arches for the westbound Rock Creek bridge were poured and all the girders on the eastbound bridge were set
- Opened Needwood Road bridge over ICC to traffic
- Completed permanent Culvert CC between Needwood and Muncaster Mill Roads
- Began construction of Muncaster Mill Road bridge
- Finished setting girders and preparing for concrete bridge deck placement over North Branch Rock Creek (BR-20)
- Switched all MD 97 traffic to new northbound bridge and started foundation work for new southbound MD 97 bridge

*Contract B*

- Clearing/grubbing, utility work, early grading and drainage from Contract A break through MD 650 interchange. Entered SPA
- Continued harvesting of bamboo for the National Zoo at several locations
- Devised approach to enter SPA from MD 650 with minimal impact for the winter months: clearing only enough to install erosion and sediment controls and a haul road to access and start work on piers and abutments for the bridges over Good Hope and Gum Springs/Paint Branch
- Installed temporary bridge over Culvert 9 area (Montgomery County Depot drainage tributary)
- Installed temporary bridge over Good Hope
- Built haul road to SPA from US 29 and started installation of erosion and sediment controls

*Contract C*

- Advanced setting of steel for multiple bridges over existing US 29
- Shifted traffic and started work on Briggs Chaney Road bridge foundations
- Sound wall work

# Attachment A. Lake Frank Trail Connection Alternatives

## Lake Frank Connector



CRITERIA	ALIGNMENT N North Dam, Neighbor's Preference	ALIGNMENT L Senator Lenett's Proposal	ALIGNMENT B Approved Corridor Plan
Consistency with Approved Planning Documents	• Consistent	• Consistent	• Consistent
ADA Compliance	• Compliant (max. 5% grade)	• Compliant (max. 5% grade)	• Compliant (max. 5% grade)
Nearest designated trail parking	<ul style="list-style-type: none"> <li>• Avery Road parking lot</li> <li>• Lake Needwood parking lot</li> <li>• Aspen Hill Local Park (accessible)</li> <li>• Proposed new parking area on Avery Road is inadvisable due to traffic safety issues, large tree disturbance, and location of existing road drainage swale</li> </ul>	<ul style="list-style-type: none"> <li>• Avery Road parking lot</li> <li>• Lake Needwood parking lot</li> <li>• Aspen Hill Local Park (accessible)</li> </ul>	<ul style="list-style-type: none"> <li>• Avery Road parking lot</li> <li>• Lake Needwood parking lot</li> <li>• Aspen Hill Local Park (accessible)</li> </ul>
Connectivity between Rock Creek Trail and Upper Rock Creek Trail System	• Longest connection to North Olney hard surface trail system (1.5 miles from underpass at Norbeck Road)	• Less direct connection to North Olney hard surface trail system (1.1 miles from underpass at Norbeck Road)	• Shortest, most direct connection to North Olney hard surface trail system (0.7 mile from underpass at Norbeck Road)
Length of New Connector Segment	• Shortest: 1,920 linear feet	• Longest: 4,580 linear feet	• 2,545 linear feet
Total Vertical Elevation Change along Alignment	• 165 feet from Route 28 to connection point on east side of dam	• Most elevation change: 182 feet from Route 28 to connection point on east side of dam	• Least elevation change/shaltest profile: 100 feet from Route 28 to connection point on east side of dam
Grading	• Steep cross slopes are present and would require retaining walls above and below the trail to limit the extent of grading and clearing	• Cross slopes are present that would require retaining walls to limit the extent of grading and clearing	• Alignment is level, minimal grading is needed to construct trail, does not require retaining walls
Structures Required (bridges, boardwalk, retaining walls, culverts)	<ul style="list-style-type: none"> <li>• Retaining walls (Approximately 1,660 linear feet of wall—walls needed above and below trail for 830 feet)</li> <li>• Bridges/Boardwalk – approximately 5 locations at seeps or swales</li> <li>• Bridge/Boardwalk crossing of historic mill race (if approved by Cultural Resources staff)</li> </ul>	<ul style="list-style-type: none"> <li>• Boardwalk (260 linear feet) – to avoid impact to mature trees</li> <li>• Bridge (60 feet) – 1 location</li> <li>• Retaining walls – requires more retaining walls than Alignment N, however walls would be lower in height</li> </ul>	<ul style="list-style-type: none"> <li>• Boardwalk (200 linear feet) – to avoid impact to mature trees</li> <li>• Bridge (60 feet) – 1 location over drainage area</li> </ul>
Constructability	<ul style="list-style-type: none"> <li>• Overall: Most difficult alternative</li> <li>• Rock outcrops were visible along approximately 43% of the length of the trail (830 linear feet).</li> <li>• Blasting would be required to remove rock, which is not likely to be permitted near the dam structure. Alternative removal method would be core drilling stone and removal with a backhoe, which would be time consuming and expensive</li> <li>• A wide limit of disturbance would be required for truck access to remove rock</li> </ul>	• Requires more grading and limit of disturbance than Alignment B.	<ul style="list-style-type: none"> <li>• Overall: Easiest alternative</li> <li>• Requires minimal grading, which results in a narrow limit of disturbance to construct trail.</li> </ul>
Amount of tree/forest impact (trees greater than 12" diameter)	<ul style="list-style-type: none"> <li>• A wide limit of disturbance is required (for rock removal and required grading for cross slope)</li> <li>• Removes approximately 20-30 large trees (most are 20" diameter or larger hickory, tulip poplar, beech)</li> </ul>	• Alignment on east side of ridge removes more large trees than Alignment B, but fewer than Alignment N.	<ul style="list-style-type: none"> <li>• Minimal need for grading allows narrow limit of disturbance</li> <li>• Approximately 51% of the length of the trail is in existing cleared areas</li> <li>• Removes two large trees (one 10" diameter tree and one quadruple stem - 8" diameter per stem tree)</li> </ul>
Quality of impacted vegetation	• Vegetation throughout entire length of corridor is large hardwood trees with minimal invasive understory	• Quality of vegetation on east side of ridge is similar to Alignment B. Quality of vegetation on west side of ridge is similar to Alignment N.	<ul style="list-style-type: none"> <li>• Approximately 51% of length of corridor is open meadow, disturbed area or invasive species</li> <li>• Approximately 49% of corridor is large hardwood trees with minimal invasive understory</li> </ul>
Views/proximity between trail and homes	• Furthest distance with no views to homes	<ul style="list-style-type: none"> <li>• If trail is located on west side of ridge views to homes are limited to the north section of the connector,</li> <li>• If trail is located on east side of ridge (with less disturbance to higher quality trees), homes will be more visible in winter than Alignment B, but will be a further distance away (240 feet at closest point to a property line)</li> </ul>	<ul style="list-style-type: none"> <li>• Nearest alignment to residences (closest property line is 130 feet from trail, only 3 properties are less than 200 feet from trail)</li> <li>• A forested berm provides screening between residences and trail. Most of trail is below the sight line of the houses, except for the southern section of the alignment which has a greater distance separation (approximately 250-400 feet from property lines)</li> </ul>
Other Issues	• Proposed alignment crosses mill race at Horner's Mill archaeological site – may necessitate further study	• Proposed alignment crosses gas line – requires approval from utility company	• Proposed alignment crosses gas line – requires approval from utility company
Relative Cost	• Cost will be higher than Alignment B due to presence of rock outcrops, the need for retaining walls and structures, and additional forest clearing	• Cost will be higher than Alignment B due to longer length of trail and additional clearing required	<ul style="list-style-type: none"> <li>• SHA Stated Cost Estimate: \$1,116,670</li> <li>• Cost is approved by SHA</li> </ul>

