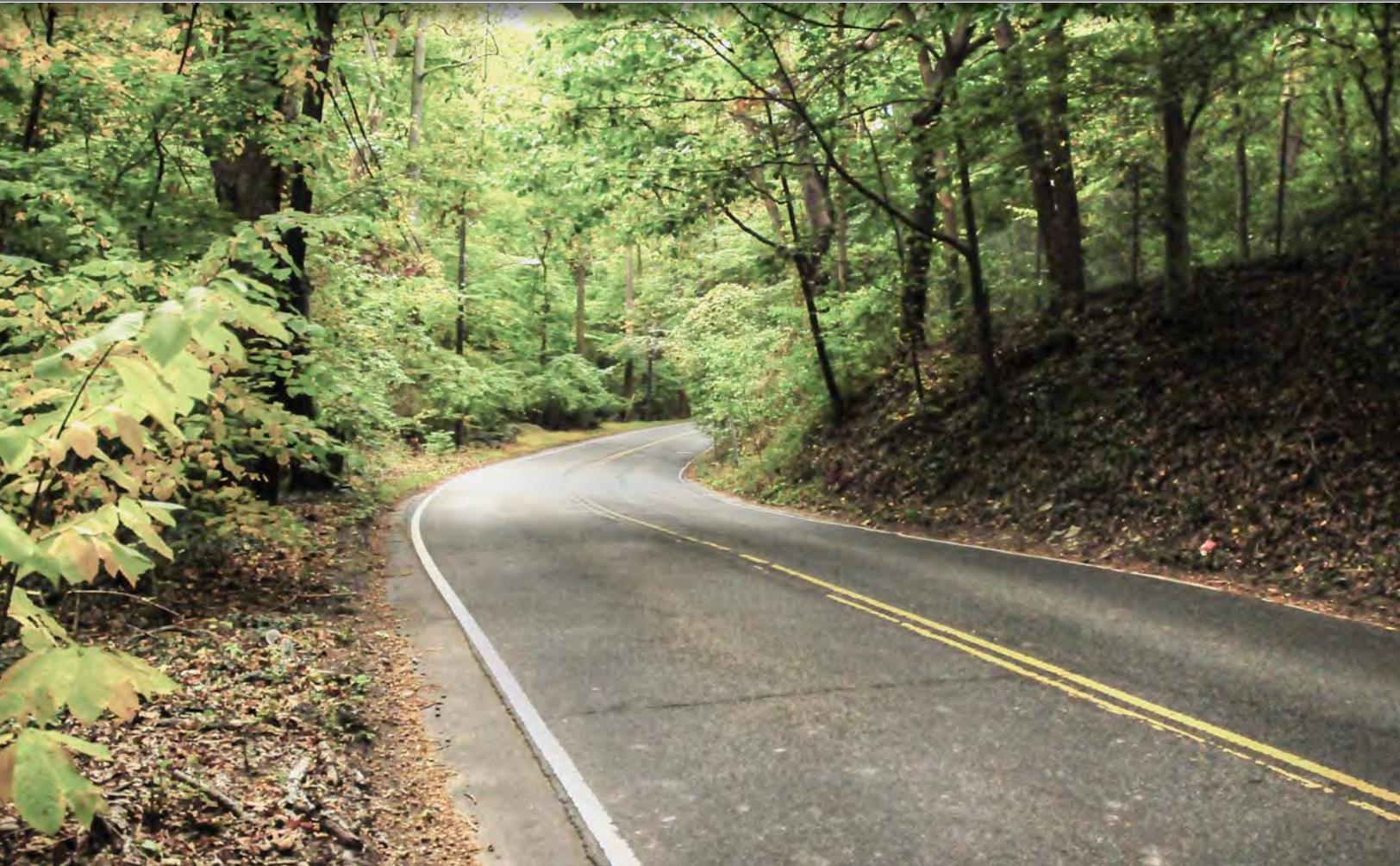


BROAD BRANCH ROAD, NW WASHINGTON, DC

PUBLIC MEETING

November 8, 2012
6:30 pm – 8:30 pm



OVERVIEW

The District Department of Transportation (DDOT) and the Federal Highway Administration (FHWA) are proposing the rehabilitation of the 1.7-mile segment of Broad Branch Road between Linnean Avenue and Beach Drive along the northwestern border of Rock Creek Park. Prior to moving the project through final design and construction, the proposed action will be evaluated as part of an Environmental Assessment (EA) that is being prepared in accordance with the National Environmental Policy Act of 1969 (NEPA), Section 106 of the National Historic Preservation Act, the FHWA's Environmental Impact and Related Procedures (23 CFR 771). FHWA is the lead federal agency for the project with the National Park Service (NPS) serving as a Cooperating Agency.

The purpose of the proposed action is to rehabilitate Broad Branch Road to satisfy operational and safety needs and done so in a manner keeping with the setting of the project area. Context sensitive solutions will take into account the adjoining land uses – residential developments and wooded areas to the west and Rock Creek Park to the east. Improvements to the corridor will consider all modes of transportation including bicycles and pedestrians.

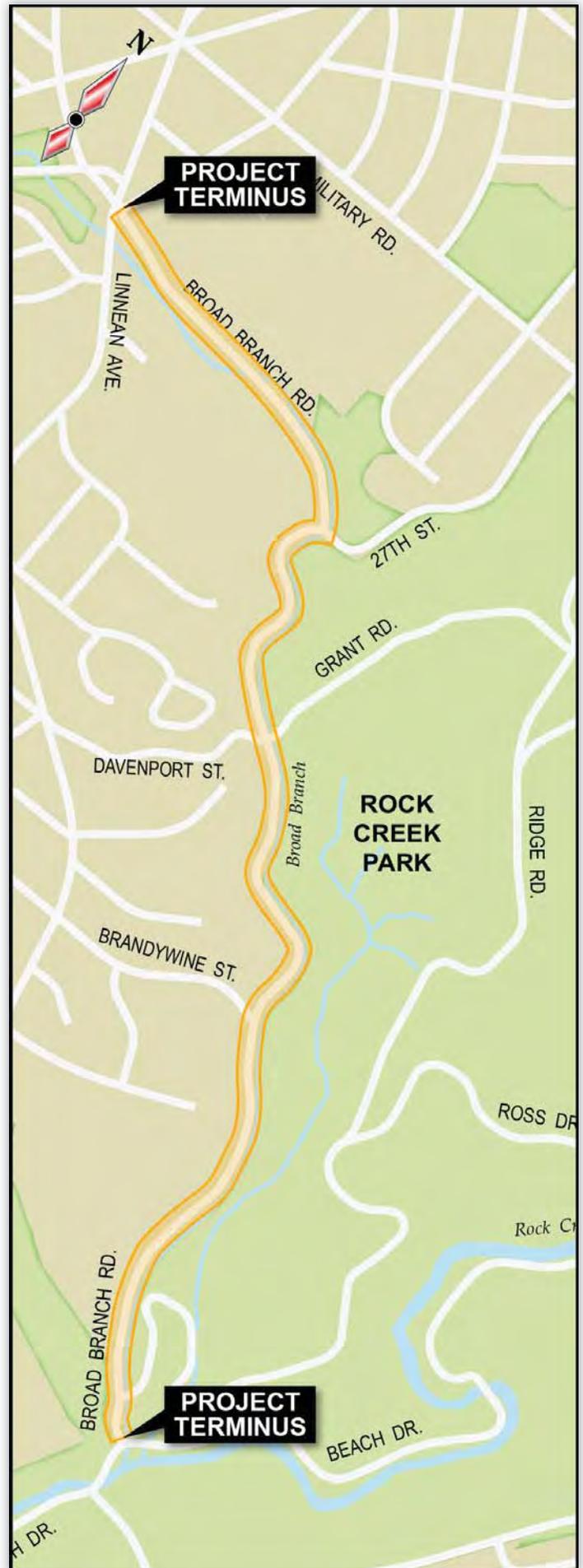
PURPOSE OF TONIGHT'S PUBLIC MEETING

The purpose of tonight's meeting is to engage the public in the project's development and to allow you an opportunity to provide comments on the project as well as the improvement alternatives being considered. Plans depicting the engineering concepts, as well as displays of other technical information will be reviewed with the meeting attendees. The meeting will also serve to provide a means to meet with individuals who are interested in the preservation of historic structures and features in the corridor.

DESIGN OBJECTIVES

In order to develop the improvement concepts, the project team established a set of objectives that consider the agency and public comments received during the initial scoping process. These objectives were used to guide the team in the developing of improvement concepts and options that best satisfy the project's needs and requirements.

- Create a safe facility for all travel modes – auto, bicycle and pedestrian
- Effectively manage stormwater runoff
- Avoid / minimize use of parkland by staying within the DDOT right-of-way to the extent possible
- Preserve and protect environmental resources – both man-made and natural
- Utilize environmentally sensitive materials and designs that are in keeping with the context of the project area



ALTERNATIVES

Three candidate build alternatives, plus a no-action alternative, have been identified for further detailed evaluation. Each was developed to satisfy the project objectives while minimizing environmental impacts. The alternatives are described below and the three candidate build alternatives are illustrated on the pages which follow.

No Action Alternative 1

Under the No Action Alternative, the improvements to Broad Branch Road would include minor restoration activities (safety and routine maintenance) that maintain the continuing operation of the existing roadway. While the No Action Alternative does not meet the purpose and need of the project, it provides a basis for comparing the environmental consequences of the Candidate Build Alternatives.

Candidate Build Alternative 2

Alternative 2 represents the minimum width alternative that meets the project's purpose and need. Along the entire length of Broad Branch Road, this alternative consists of two 10-foot wide travel lanes with standard curb and gutter on both sides of the roadway. A new T-intersection is proposed at Brandywine Street. New 5-foot wide sidewalk will be provided on west side of the roadway extending from Linnean Avenue for approximately 1,000 feet along the open green space. Retaining walls will be provided on both the sides to keep proposed improvements within existing right-of-way. The existing storm drain outfall locations will be maintained and stormwater management will be improved by providing bio-swales/rain gardens where space is available along with water quality catch basins. An optional 5-foot wide sidewalk can be provided on west side from Soapstone Creek to the parking lot entrance just north of Beach Drive.

Candidate Build Alternative 3

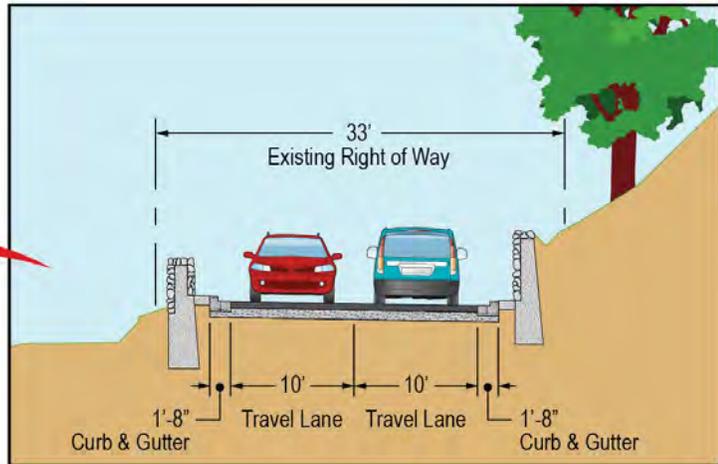
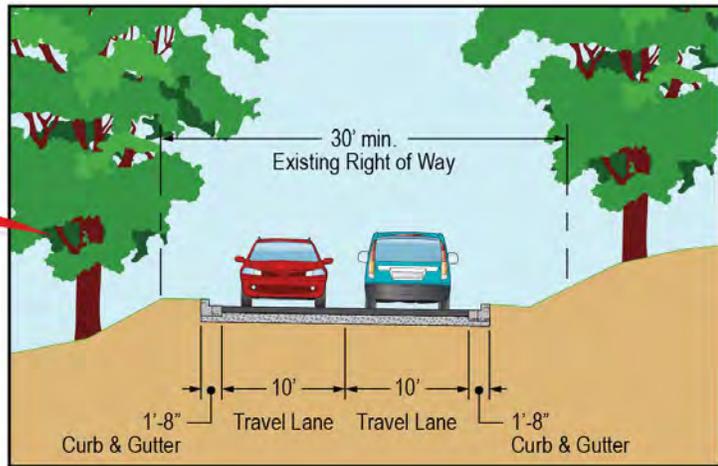
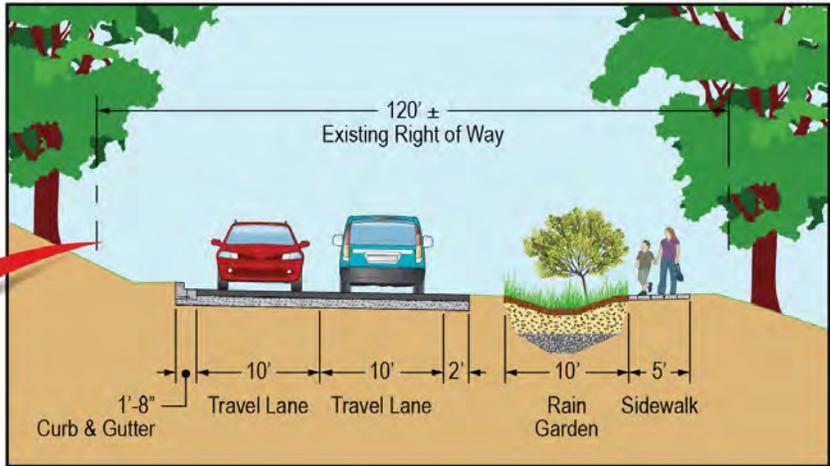
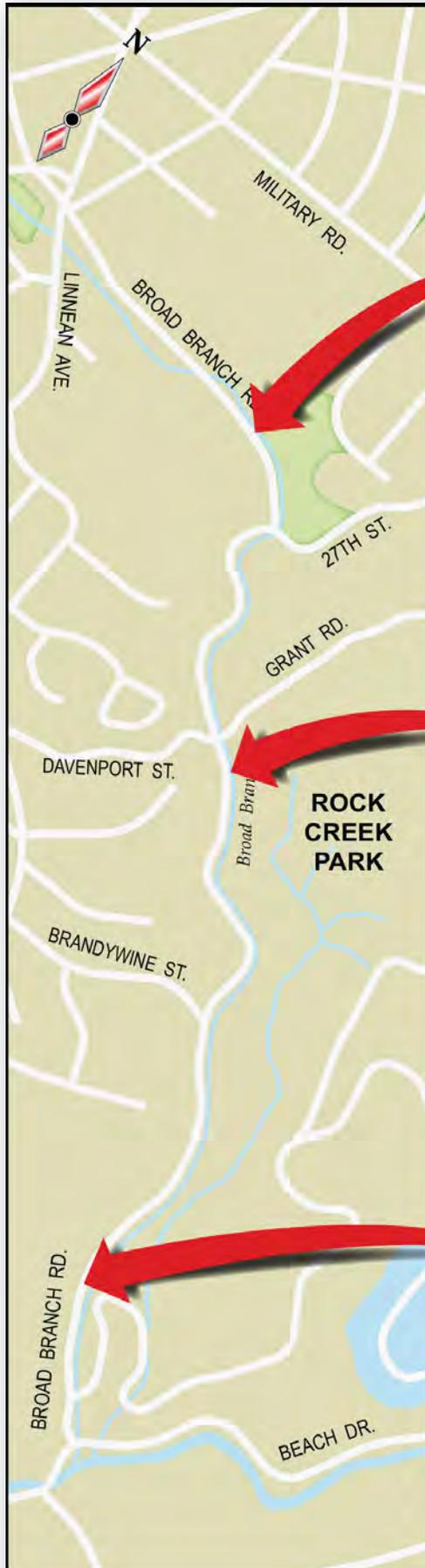
Alternative 3 consists of two 10-foot wide travel lanes with standard curb and gutter on both sides of the entire roadway. A new T-intersection is proposed at Brandywine Street. This alternative will also have a 6-foot wide sidewalk on the west side of the roadway for the entire length. A 4-foot wide planting strip will separate the sidewalk and roadway in several sections. Additional right-of-way will be required to accommodate the proposed sidewalk and planting strip. Retaining walls will be provided on both sides of the roadway to minimize steep side slopes. The existing storm drain outfall locations will be maintained and stormwater management will be improved by providing bio-swales/rain gardens where space is available along with water quality catch basins.

Candidate Build Alternative 4

Alternative 4 is the widest of the project alternatives and consists of two 10-foot wide travel lanes, a 4-foot wide bike lane on east side, and standard curb and gutter on both sides of the roadway. A new T-intersection is proposed at Brandywine Street. A 4-foot wide planting strip will separate the sidewalk and roadway in several sections. Additional right-of-way will be required to accommodate proposed sidewalk and planting strip. Retaining walls will be provided on both sides of the roadway to minimize steep side slopes. The existing storm drain outfall locations will be maintained and stormwater management will be improved by providing bio-swales/rain gardens where space is available along with water quality catch basins.



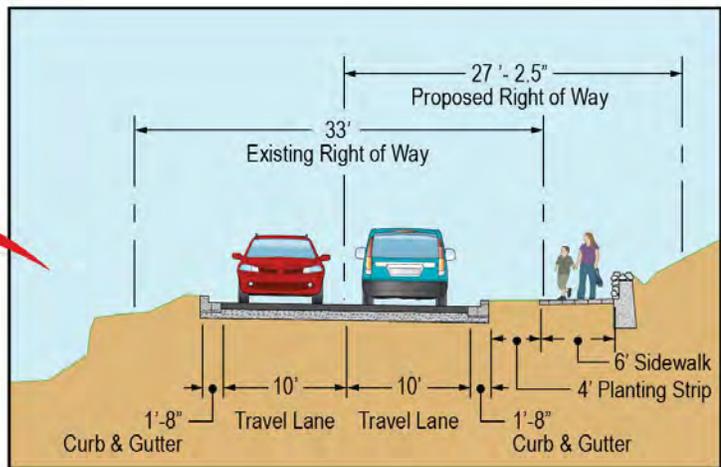
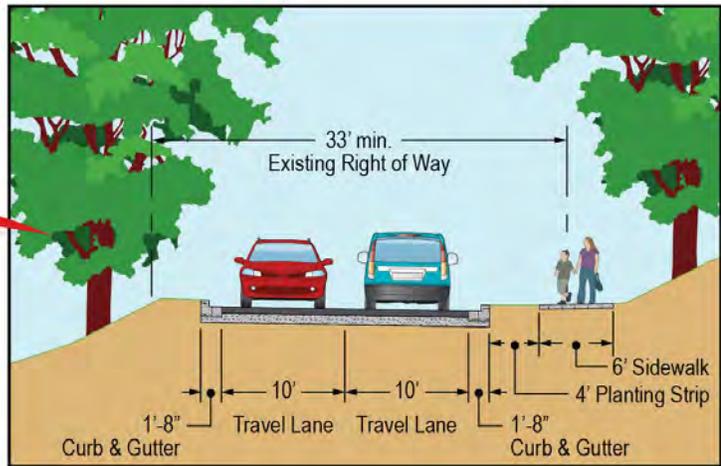
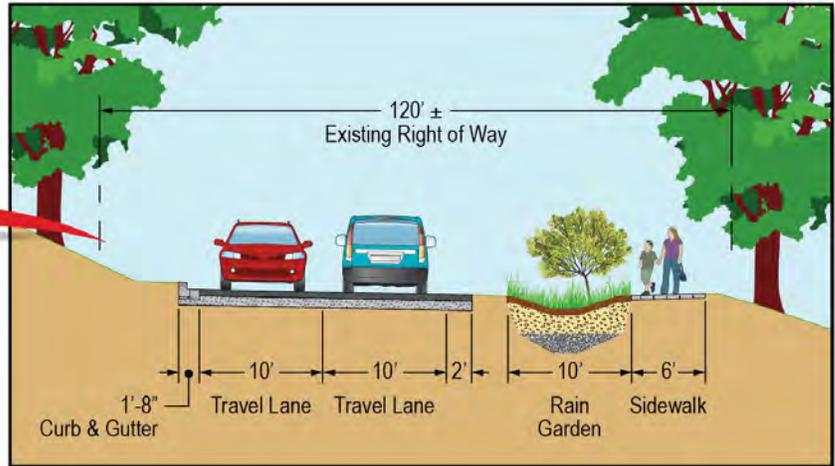
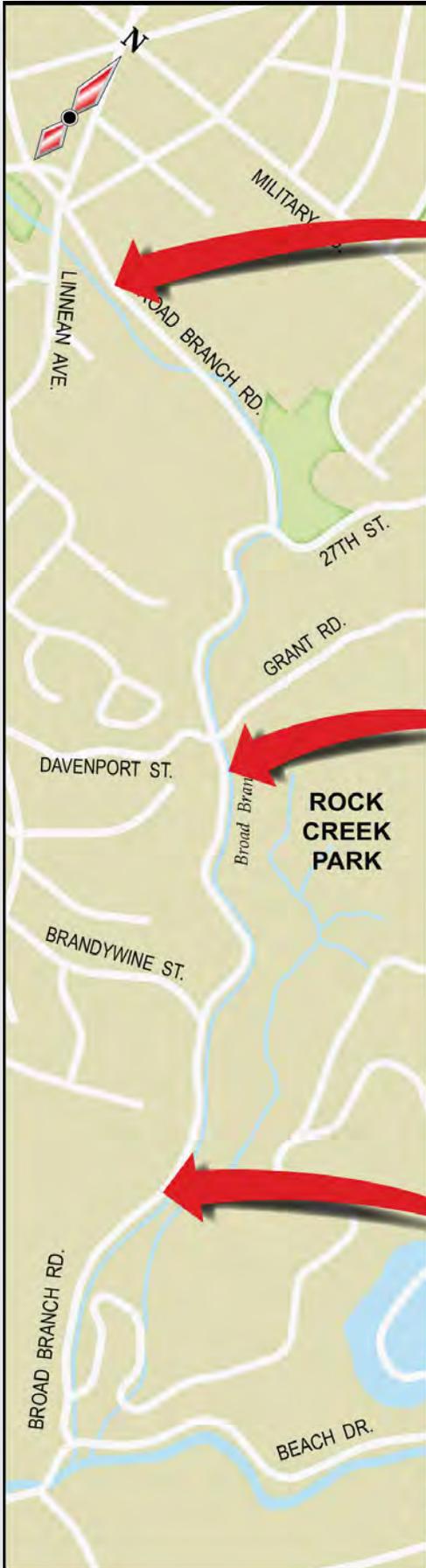
CANDIDATE BUILD ALTERNATIVE 2



Note: The three illustrations shown above are representative of the typical cross-sections for this alternative; however, they will vary slightly depending on the physical features along the roadway. All views are looking southbound along the roadway.

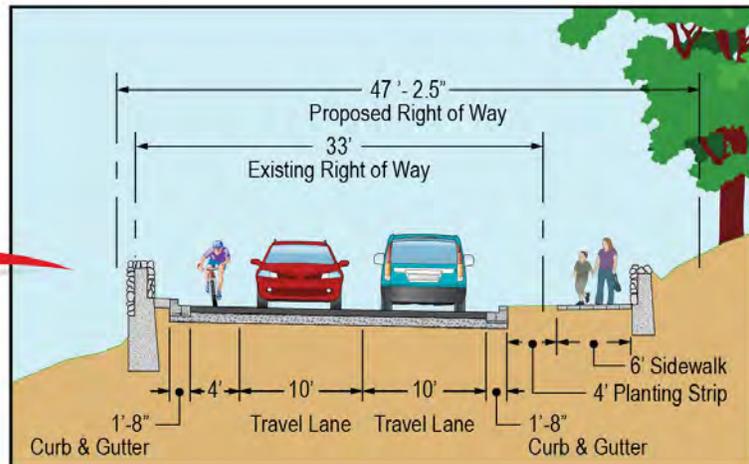
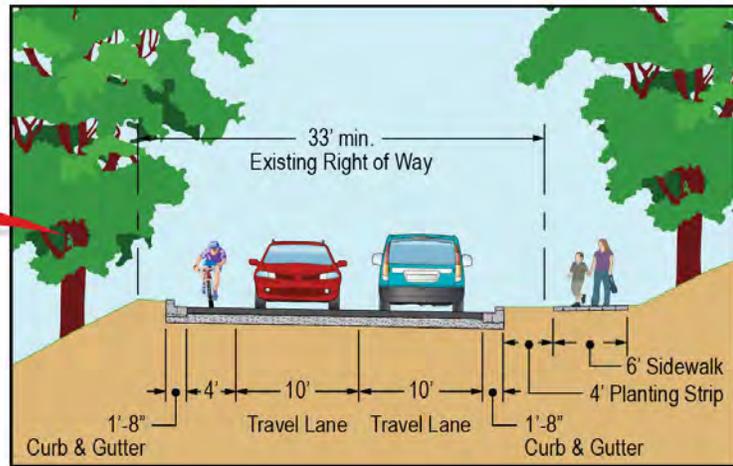
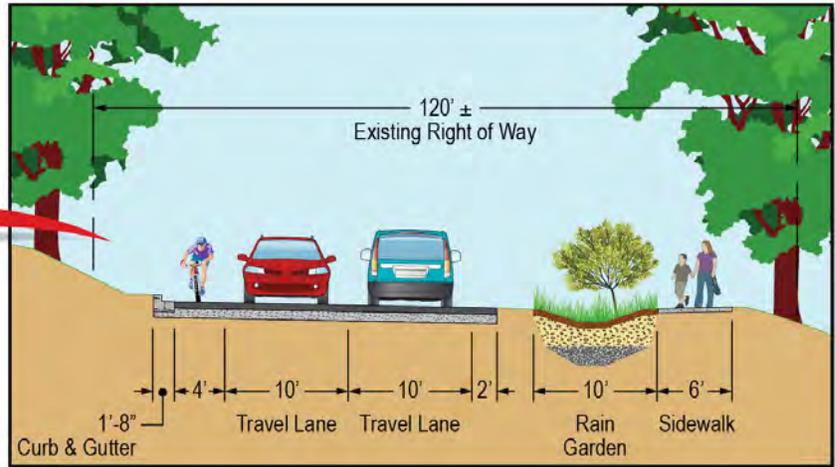
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CANDIDATE BUILD ALTERNATIVE 3



Note: The three illustrations shown above are representative of the typical cross-sections for this alternative; however, they will vary slightly depending on the physical features along the roadway. All views are looking southbound along the roadway.

CANDIDATE BUILD ALTERNATIVE 4



Note: The three illustrations shown above are representative of the typical cross-sections for this alternative; however, they will vary slightly depending on the physical features along the roadway. All views are looking southbound along the roadway.

BBR009

PROJECT SCHEDULE

Milestone	Date
Project Kick-off	March 2011
Public Scoping Meeting	July 2011
Initial Alternatives	Summer 2012
<small>WE ARE HERE</small> Public Alternatives Meeting	Fall 2012
Environmental Assessment	Winter 2013
Public Hearing	Spring 2013
Decision Document	Summer 2013

TELL US WHAT YOU THINK

Tonight

- Fill out a comment form
- Talk to the Court Reporter

Email

BroadBranch@parsons.com

Mail

Stephen Walter
Parsons Transportation Group
100 M Street, SE, Suite 1200
Washington, DC 20003

Project Website

www.BroadBranchRdEA.com

DDOT is committed to ensuring that no person is excluded from participation in, or denied the benefits of, its projects, programs, and services on the basis of race, color, national origin, or gender, as provided by Title VI of the Civil Rights Act of 1964 or on the basis of disability as provided by the Americans with Disabilities Act.

Thank you for your interest and participation in this project.



District Department of Transportation
55 M Street, SE
Washington, DC 20003
www.ddot.dc.gov