

I-270/US 15 Multi-Modal Corridor Study

Administrative Action

Environmental Assessment/Alternatives Analysis

Submitted pursuant to Section 102(2)(c), PL 91-190 of the National Environmental Policy Act of 1969: 42 USC 4332(2); 49 USC Section 303 (formerly Section 4(f) of the Department of Transportation Act of 1966); 49 USC Sections 5301(e), 5309(e)(2)-(7), 5323(b) and 5324(b) (formerly Sections 3(d), 3(i) and 14 of the Federal Transit Act, as amended; CEQ Regulations (40 CFR 1500 (et seq.)); National Historic Preservation Act of 1966, Section 106 (16 USC Section 470f); Executive Order 11990 (Protection of Wetlands); Executive Order 11988 (Floodplain Management); and Executive Order 12898 (Environmental Justice).

Prepared by:

Maryland Department of Transportation
State Highway Administration
Maryland Transit Administration

US Department of Transportation
Federal Highway Administration
Federal Transit Administration


Cooperating Agencies

US Environmental Protection Agency

US Army Corps of Engineers


Date: 5/26/09

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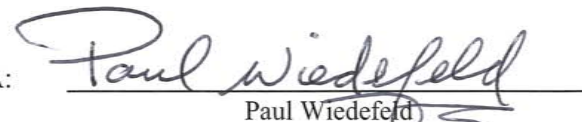
Date: 5/22/09

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Date: 5/26/09

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Paul Wiedefeld
Administrator

The purpose of the I-270/US 15 Multi-Modal Corridor Study is to investigate options to relieve congestion and improve safety conditions along the I-270/US 15 Corridor. The I-270/US 15 Corridor is approximately 31 miles long and extends from the Shady Grove Metro Station (south of I-370) in Montgomery County, Maryland, to the US 15/Biggs Ford Road intersection, north of the City of Frederick in Frederick County, Maryland. Alternatives under consideration include the No-Build Alternative, the Transportation Systems Management/Transit Demand Management Alternative, and Alternatives 3A/B, 4A/B, 5A/B/C, 6A/B and 7A/B, which consist of several combinations of highway and transit strategies including general-purpose lanes, auxiliary lanes, High Occupancy Vehicle (HOV) lanes, Express Toll Lanes (ETLs), collector-distributor (CD) lanes, light rail transit (LRT) on the Corridor Cities Transitway (CCT), bus rapid transit (BRT) on the CCT, Premium Bus, and others. This document describes and summarizes the potential transportation and environmental impacts, costs, and a comparative evaluation of the multi-modal transportation Alternatives 6A/B and 7A/B, which propose ETLs and general-purpose lanes with either LRT or BRT on the CCT (refer to **Table S-2** in the Summary Chapter for a summary of impacts). This document is provided as a companion to the 2002 Draft Environmental Impact Statement (DEIS), which provided an evaluation of Alternatives 3A/B, 4A/B and 5A/B/C (refer to **Table S-2**).

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Information on the date, time, and location of the public hearing will be published in local and regional newspapers. Comments on this document are due within 60 days, or by July 31, 2009, and may be submitted in writing to the above addresses or made orally or in writing at the public hearings.