



WELCOME

TO THE PUBLIC WORKSHOP FOR THE I-495 & I-270 MANAGED LANES STUDY

This handout includes:

- a guide for navigating the Workshop
- a summary of information presented at the Workshop
- a comment form for you to leave here or mail in later

Station 1: Study Overview

- What is the I-495 & I-270 Managed Lanes Study?
- Why is the Study needed?
- How long will the Study last?

Station 2: Alternatives Development and Screening Process

- How were the alternatives developed?
- What are the alternatives screening criteria?
- What alternatives are being retained?

Station 3: Traffic Analyses

- What would my travel time savings be?

Station 4: Alternatives Retained for Detailed Study (ARDS)

- Are the alternatives close to my property/community?
- What are the needs and how are you reducing the needs?
- How will the alternatives affect traffic?

Station 5: Potential Property Needs

- What happens if my property is needed?

Station 6: Noise

- What happens if my property is impacted by noise?

Station 7: Stay Connected

- How do I provide feedback on the Study?

**Presentations by
Lisa Choplin and
Jeff Folden**

- Weekday presentations 6:30 p.m. and 7:30 p.m.
- Saturday presentations 10:00 a.m. and 11:00 a.m.
- Presentations are the same and will provide an overview of where we are today with time for questions and answers.



PUBLIC WORKSHOPS

Thursday, April 11th

6:30 p.m. - 8:30 p.m.
Prince George's Sports and
Learning Complex
8001 Sheriff Rd
Landover, MD 20785

Saturday, April 13th

10:00 a.m. - 12:00 p.m.
Thomas Pyle Middle School
6311 Wilson Ln
Bethesda, MD 20817

Tuesday, April 23rd

6:30 p.m. - 8:30 p.m.
Eleanor Roosevelt High School
7601 Hanover Pkwy
Greenbelt, MD 20770

Wednesday, April 24th

6:30 p.m. - 8:30 p.m.
Eastern Middle School
300 University Blvd E
Silver Spring, MD 20901

Thursday, April 25th

6:30 p.m. - 8:30 p.m.
Thomas Wootton High School
2100 Wootton Pkwy
Rockville, MD 20850

Saturday, April 27th

10:00 a.m. - 12:00 p.m.
Suitland Community Center
5600 Regency Ln
Suitland-Silver Hill, MD 20746

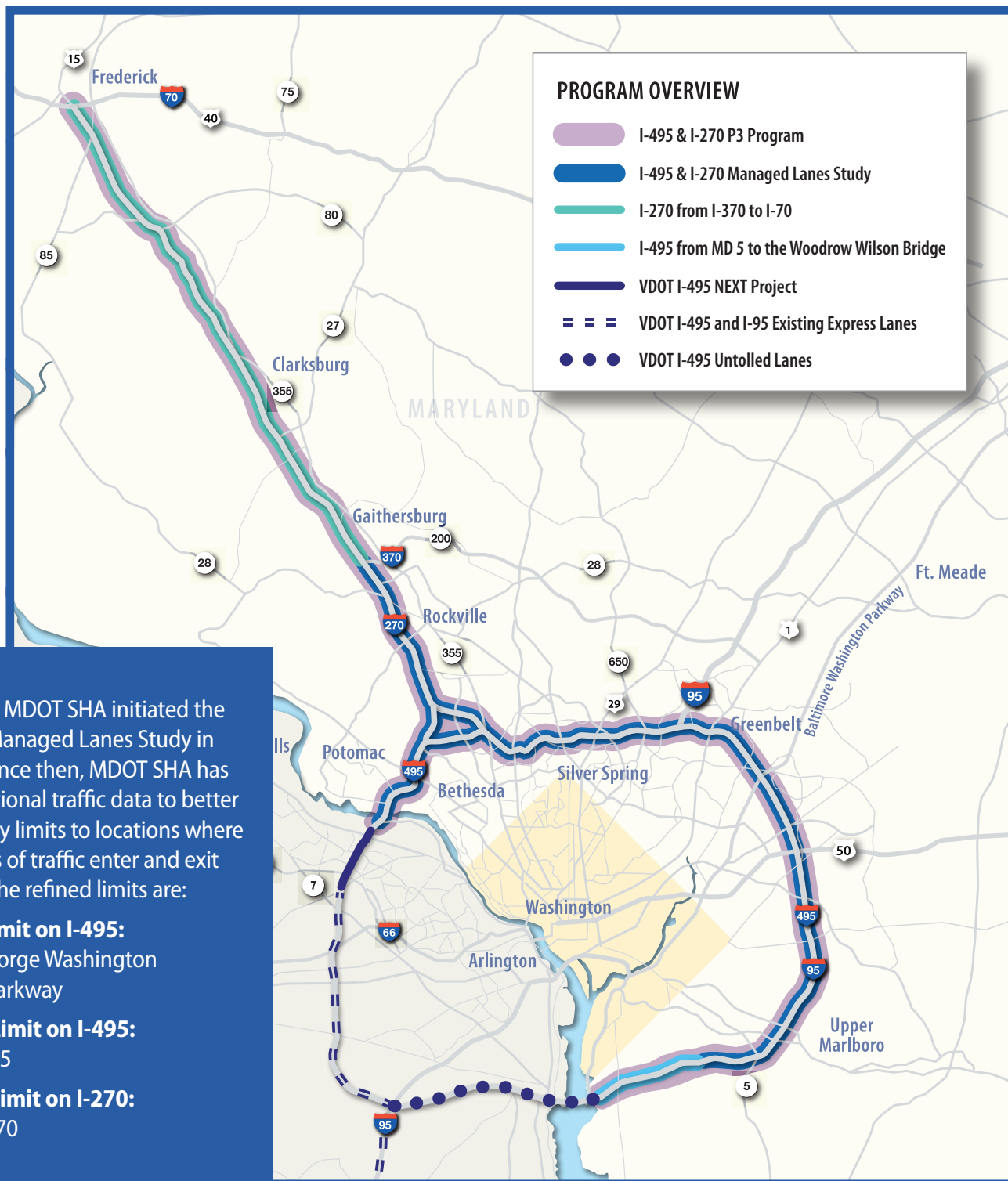
Tuesday, May 14th

6:30 p.m. - 8:30 p.m.
Oxon Hill High School
6701 Leyte Dr
Oxon Hill, MD 20745

Thursday, May 16th

6:30 p.m. - 8:30 p.m.
Seneca Valley High School
19401 Crystal Rock Dr
Germantown, MD 20874





The FHWA and MDOT SHA initiated the I-495 & I-270 Managed Lanes Study in March 2018. Since then, MDOT SHA has gathered additional traffic data to better refine the Study limits to locations where heavy volumes of traffic enter and exit the highway. The refined limits are:

- **Western Limit on I-495:**
south of George Washington Memorial Parkway
- **Southern Limit on I-495:**
west of MD 5
- **Northern Limit on I-270:**
north of I-370

All materials presented at today's Public Workshop, including display boards, presentation, and this handout, are available on the Study website, 495-270-p3.com. The interactive alternatives mapping shown on the computer at today's Public Workshop is also accessible at the study website.

STUDY OVERVIEW

Purpose of Public Workshops

At today's Public Workshop, you will be able to view the engineering, traffic, environmental, and financial analyses for the Screened Alternatives as well as the recommendations for the Alternatives Retained for Detailed Study (ARDS) in the Draft Environmental Impact Statement (DEIS).

I-495 & I-270 P3 Program and I-495 & I-270 Managed Lanes Study

The overall I-495 & I-270 Public-Private Partnership (P3) Program will include improvements to over 70 miles of interstate in Maryland. The P3 Program is needed to address existing and future traffic conditions.

The I-495 & I-270 Managed Lanes Study, required to follow the National Environmental Policy Act (NEPA) process, is the first element in the I-495 & I-270 P3 Program. Ultimately the I-495 & I-270 Managed Lanes Study Environmental Impact Statement (EIS) will document the existing and future traffic, roadway, and environmental conditions used to identify alternatives and assess potential effects, including those presented today.

Study Need

Traffic congestion in the National Capital Region is among the worst in the nation. On I-495 and I-270, heavy traffic lasts between seven and 10 hours every day. This gridlock extends onto local roads, as drivers look for ways to avoid the congestion.

With regional population expected to grow by nearly 1.2 million people by 2040, the travel time for everyone's trip on I-495 and I-270 is expected to increase, further stressing the system.

Transportation studies show that both transit and highway improvements are required to meet future travel needs. For a highway system as extensive and vital as I-495 and I-270, the necessary investment for improvements must be large-scale and sustainable, or we will be stuck in never-ending traffic. The consequence of inaction will severely impact the quality of life for Maryland's citizens, and dampen the State's economy.

The Federal Highway Administration (FHWA) and the Maryland Department of Transportation State Highway Administration (MDOT SHA) have undertaken the I-495 & I-270 Managed Lanes Study to evaluate solutions that could accommodate traffic growth and provide more reliable travel times. Concurrent with the Study, MDOT SHA has begun a separate Public-Private Partnership (P3) process to enable the use of resources and innovation from the private sector to design, build, finance, operate, and maintain these potential transportation improvements to address the Study goals.



PURPOSE AND NEED

PURPOSE

Develop a travel demand management solution(s) that addresses congestion, improves trip reliability on I-495 and I-270 within the study limits and enhances existing and planned multimodal mobility and connectivity.

NEEDS

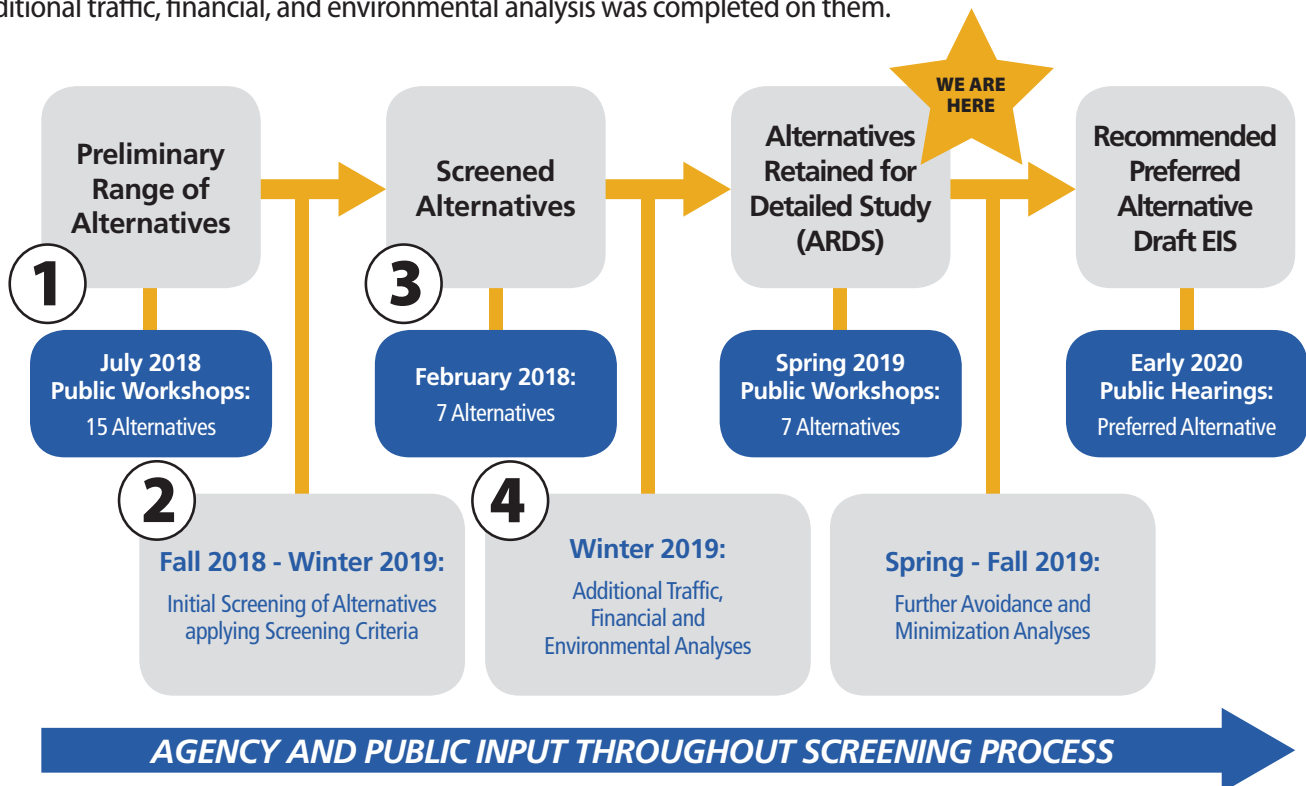
- Accommodate Existing Traffic and Long-Term Traffic Growth
- Enhance Trip Reliability
- Provide Additional Roadway Travel Choices
- Accommodate Homeland Security
- Movement of Goods and Services

GOALS

- Financial Viability
- Environmental Responsibility

ALTERNATIVES DEVELOPMENT AND SCREENING PROCESS

- 1 In July 2018, MDOT SHA presented the Preliminary Range of Alternatives to the public. To narrow the 15 Preliminary Range of Alternatives, MDOT SHA performed an initial screening to determine each alternative's ability to meet the Study Purpose and Need.
- 2 The Screening Criteria were based on the transportation needs and goals outlined in the Study's Purpose and Need and were applied to each alternative. If a Preliminary Alternative did not meet the Purpose and Need Screening Criteria, MDOT SHA recommended dropping it from further consideration.
- 3 Seven alternatives from the Preliminary Range of Alternatives were carried forward.
- 4 Additional traffic, financial, and environmental analysis was completed on them.



RECOMMENDED ALTERNATIVES RETAINED FOR DETAILED STUDY (ARDS)

Following the completion of the additional traffic, financial, and environmental analyses, MDOT SHA determined that all seven of the Screened Alternatives meet the Study Purpose and Need to some extent; therefore, all seven alternatives are being carried forward as the Recommended Alternatives Retained for Detailed Study (ARDS). These alternatives are listed below and are presented for your feedback at the Public Workshop today:

- **Alternative 1:** No Build
- **Alternative 5:** 1 HOT Managed Lane on I-495 and I-270
- **Alternative 8:** 2 ETL Managed Lanes on I-495 + 1 ETL and 1 HOV Managed Lane on I-270
- **Alternative 9:** 2 HOT Managed Lanes on I-495 and I-270
- **Alternative 10:** 2 ETL Managed Lanes on I-495 + 2 ETLs and 1 HOV on I-270
- **Alternative 13B:** 2 HOT Managed Lanes on I-495 + 2 Reversible HOT Managed Lanes on I-270
- **Alternative 13C:** ETL Managed Lanes on I-495 Reversible ETL Managed Lane + 1 HOV Managed lane on I-270

HOT - High-Occupancy Toll Lane

ETL - Express Toll Lane

HOV - High-Occupancy Vehicle

SCREENING CRITERIA

The Screening Criteria were used for both levels of screening: 1) from Preliminary Range of Alternatives (July 2018) to Screened Alternatives (February 2019) and 2) from Screened Alternatives (February 2019) to Alternatives Retained for Detailed Study (ARDS) (April 2019). The Screening Criteria are outlined below:



ENGINEERING

- Accommodating existing traffic and long-term traffic growth
- Enhancing travel time reliability
- Providing additional travel choice while retaining the general-purpose lanes
- Evaluating complex operating configurations that lead to driver confusion



HOMELAND SECURITY

- Accommodating Homeland Security by providing additional capacity to assist in accommodating population evacuation and the ability to quickly coordinate a traffic response by allowing use by emergency responders



FINANCIAL VIABILITY

- Evaluating potential construction costs compared to potential traffic in managed lanes



MOVEMENT OF GOODS AND SERVICES

- Improving movement of goods via truck freight travel and enhancing the movement of services by improving access to employment centers



MULTI-MODAL CONNECTIVITY

- Improving multi-modal connectivity by enhancing to and between existing transit facilities near the corridor and accommodating new or modified transit service within the alternative



ENVIRONMENTAL

- Considering key environmental resources: require additional property, and impact parks, historic properties, and wetlands and waters

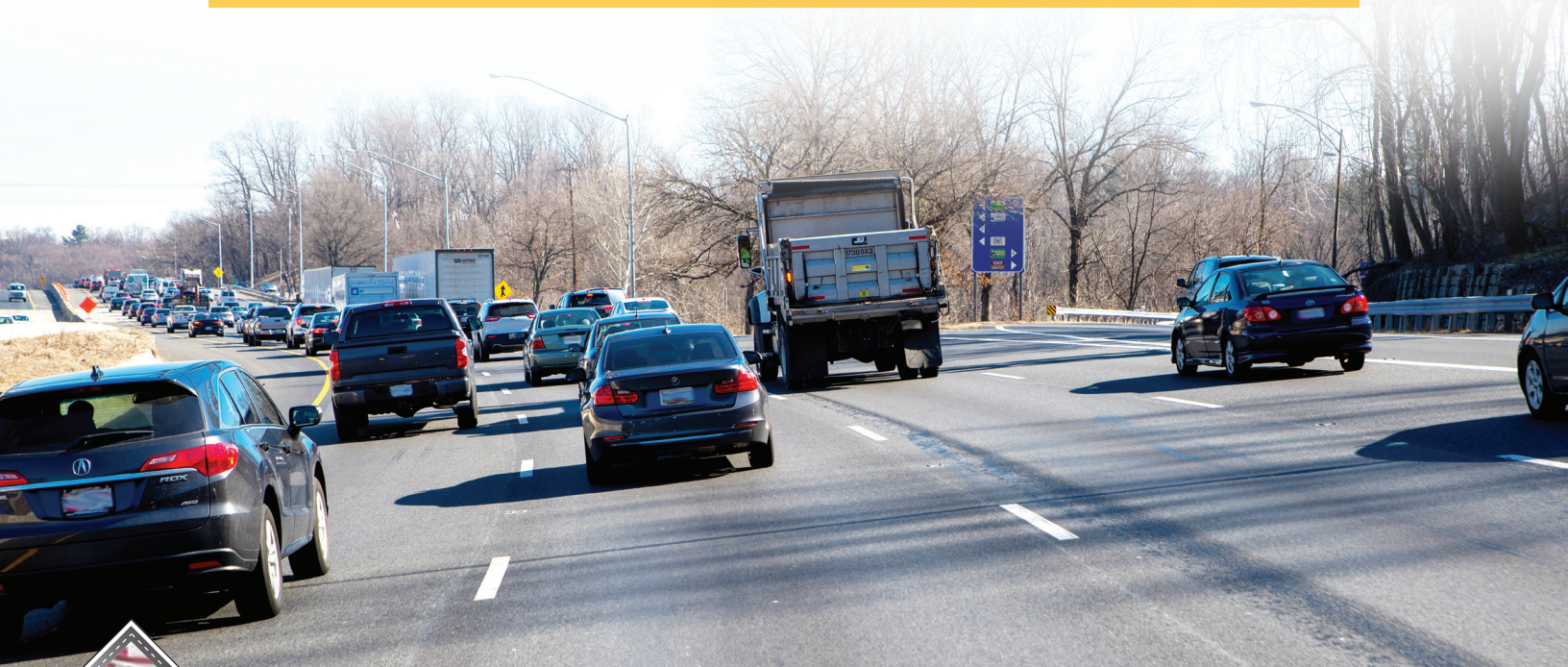
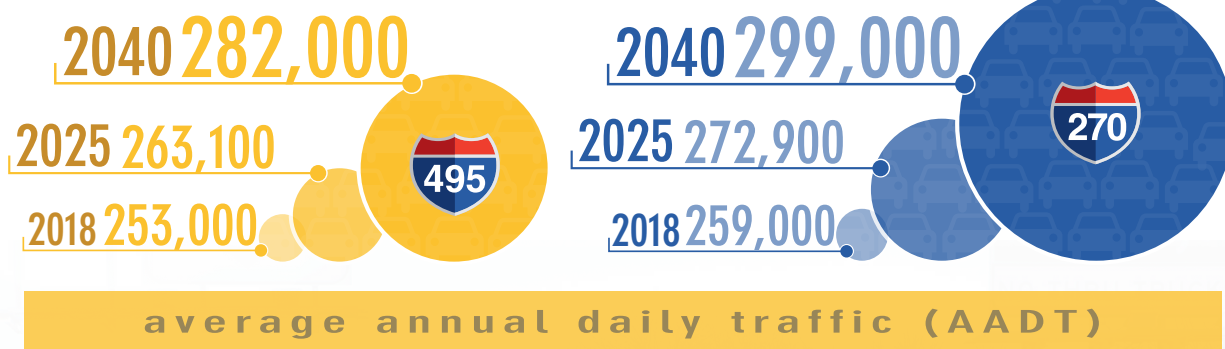


What about Transit Alternatives?

Previous studies have concluded that ***no single solution***, either transit or highway, would provide significant relief to the long-term demand; therefore, both are needed. The Capital Beltway/Purple Line Study were originally one planning study. As the Purple Line is under construction; we are now studying the Beltway improvements. Although transit brings revenue through fares, it is not financially viable because it requires a major government investment/subsidies and the state does not have these financial resources. While the National Capital Region Transportation Planning Board Constrained Long Range Plan proposes both highway and transit improvements, including the Purple Line, Corridor Cities Transitway Bus Rapid Transit, and increased train capacity/frequency along MARC lines, this study is focused on the highway aspect of the plan.

Multimodal Considerations

Public buses will be allowed to use the managed lanes to enhance transit mobility and connectivity to existing and planned transit facilities. Improving the highway system will provide a less congested and more reliable route for bus transit. MDOT has committed to working with WMATA to consider the results of the ***Washington Area Transformation Bus Study. Direct and indirect access*** to existing transit stations and transit-oriented developments will be included at Greenbelt, New Carrollton, Branch Avenue, Silver Spring, and Shady Grove metro stations.



Traffic Operations

The Screened Alternatives were evaluated to determine how they would operate in 2040 traffic conditions using the following considerations:

- **Average Delay:** average amount of time each vehicle is delayed while trying to reach its destination.
- **Person Throughput:** number of people that pass a given point in the roadway network in a set amount of time; accounts for high-occupancy vehicles and buses.
- **Travel Time and Speed:** comparison of travel time and average speed during the peak hours to the expected travel time and speed under No Build condition.

Alternative 5 (1 HOT Lane) performed the least favorably in all categories with the highest delays and lowest person throughputs. It generally showed improvements compared to the No Build, but it did not perform as well as the other Screened Alternatives.

Alternative 8 (2 ETL - 495) (1 ETL & 1 HOV - 270) showed improvements compared to the No Build and outperformed Alternative 5, but it did not perform as well as Alternative 9 or Alternative 10, particularly on I-270.

Alternative 9 (2 HOT Lanes) and **Alternative 10** (2 ETL - 495) (2 ETL & 1 HOV - 270) generally performed the most favorably because they both reduced system-wide average delay by over 30% compared to the No Build in the AM and PM peak periods. Alternatives 9 and 10 also had significant increases in person-throughput at key corridor locations during both peak periods.

Alternative 13B (2 HOT - 495) (2 REV. HOT - 270) and **Alternative 13C** (2 ETL - 495) (2 REV. ETL & 1 HOV - 270) showed improvements compared to the No Build and Alternative 5; however, neither performed as well as Alternatives 9 and 10. Alternative 13C slightly outperformed Alternative 13B.

Additionally, there are challenges with reversible lanes and single-lane systems that are difficult to observe in the traffic models. On single-lane systems (Alternatives 5 and 8), slow moving vehicles can create a "snail effect," slowing down all other vehicles behind them. When the direction is switched on reversible lanes (Alternatives 13B and 13C) there are challenges with downtime, no improvement in the off-peak direction, and negative impacts to transit vehicles in the off-peak direction.



My Commute

Visit the "My Commute" station to calculate your travel time savings and the projected travel speed benefits along the highway, personalized to your specific route.

TRAVEL TIME CALCULATOR RESULTS

My Commute

Period: AM PM
(CIRCLE ONE)

From Interchange:

To Interchange:

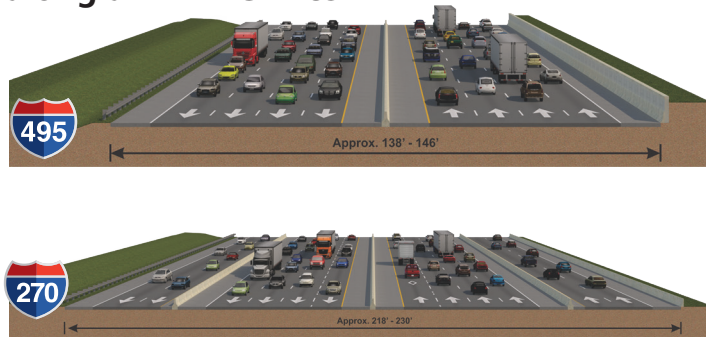
	Time (minutes)	Speed (mph)
No Build		
Build (General Purpose)		
Build (HOT/ETL)		
Improvement Per Trip	minutes	mph



RECOMMENDED ALTERNATIVES RETAINED FOR DETAILED STUDY (ARDS)

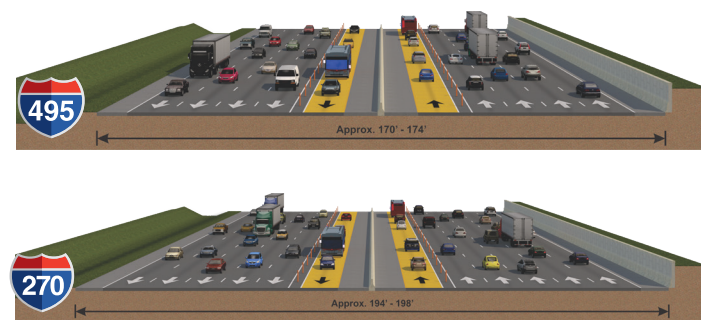
ALT 1: No Build (Existing)

All projects in the Financially Constrained Long Range Transportation Plan (CLRP) including I-270 Innovative Congestion Management (ICM) Improvements, Purple Line, Corridor City Transitway BRT, and increased trip capacity and frequency along all MARC lines.



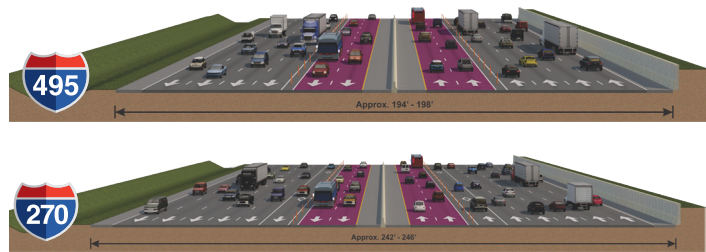
ALT 5: 1 HOT Managed Lane

Add one HOT managed lane in each direction on I-495 and convert one existing HOV lane in each direction to a HOT managed lane on I-270



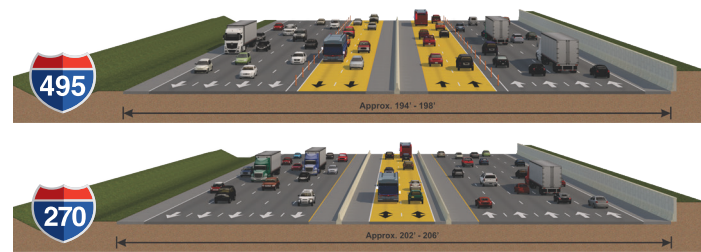
ALT 10: 2 ETL Managed Lanes and 1 HOV Managed Lane (I-270 only)

Add two ETL managed lanes in each direction on I-495 and on I-270 and retain one existing HOV lane in each direction on I-270 only



ALT 13B: 2 HOT Managed Lanes on I-495 and 2 Reversible HOT Managed Lanes on I-270

Add two HOT managed lanes in each direction on I-495 and convert existing HOV lanes to two HOT managed reversible lanes on I-270 while maintaining General Purpose lanes

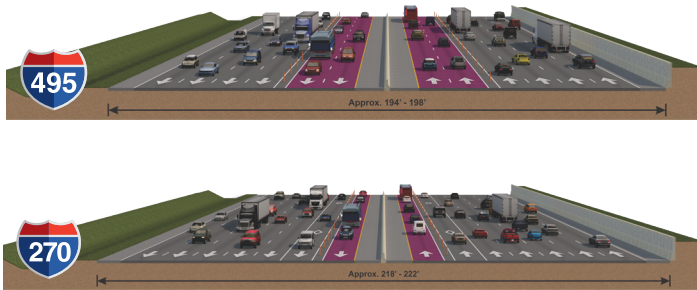


WORKSHOP HANDOUT

After additional traffic, financial and environmental analysis, all the Screened Alternatives are being recommended to be retained for detailed study in the Environmental Impact Statement because they each meet the Study's Purpose and Need to some extent.

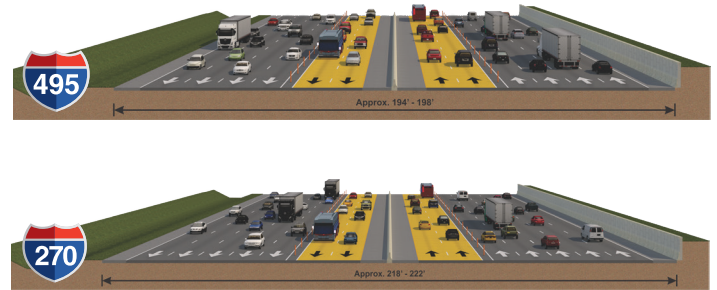
ALT 8: 2 ETL Managed Lanes on I-495 and 1 ETL and 1 HOV Managed Lane on I-270

Add two ETL managed lanes in each direction on I-495 and add one ETL managed lane and retain one HOV lane in each direction on I-270



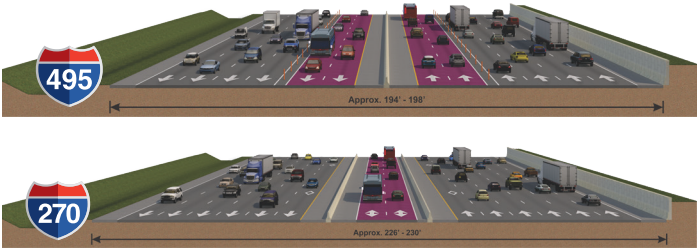
ALT 9: 2 HOT Managed Lanes

Add two HOT managed lanes in each direction on I-495 and convert one existing HOV lane to a HOT managed lane and add one HOT managed lane in each direction on I-270



ALT 13C: 2 ETL Managed Lanes on I-495 and Reversible ETL Managed Lane plus 1 HOV Managed lane on I-270

Add two ETL managed lanes in each direction on I-495 and add two managed, reversible ETLs on I-270 while retaining HOV lanes adjacent to General Purpose lanes.



What are High-Occupancy Toll Lanes (HOT)?

Dedicated managed lanes within highway rights-of-way that single-occupancy vehicle (SOV) motorists may use by paying a variably priced toll and high-occupancy vehicle (HOV) motorists may use by paying a discounted toll or no toll at all. Toll payments may vary by time of day and level of congestion.

What are Express Toll Lanes (ETL)?

Dedicated managed lanes within highway rights-of-way that any motorist, regardless of vehicle occupancy, may use by paying a variably priced toll.

PRELIMINARY EFFECTS COMPARISON OF SCREENED ALTERNATIVES BY PROGRAM PHASE

PROGRAM PHASE 1: I-495 from the George Washington Parkway to I-95

	Resources	Alt 1 No Build	Alt 5	Alt 8	Alt 9	Alt 10	Alt 13B	Alt 13C
ENVIRONMENTAL	Number of Parks/ Recreation Facilities	0	17	18	18	18	18	18
	Number of National Register Historic Properties	0	9	9	9	9	9	9
	100-Year Floodplain (acres)	0	97	98	98	98	98	98
	Unique and Sensitive Areas (acres)	0	278	283	283	283	283	283
	Forest canopy (acres)	0	560	574	574	575	574	574
	Wetlands (acres)	0	4	4	4	4	4	4
	Waters of the US (miles)	0	11	11	11	11	11	11
	Noise Receptors Impacted	0	1714	2152	2152	2152	2152	2152
ENGINEERING	Total Right-of-way Required (acres)	0	112	125	125	126	125	125
	Number of Properties Directly Effectuated	0	463	552	552	554	552	552
	Number of Residential Relocations	0	25	34	34	34	34	34
	Number of Business Relocations	0	3	3	3	3	3	3
	Width of Pavement on I-495 (feet)	138-146	170-174	194-198	194-198	194-198	194-198	194-198
	Width of Pavement on I-270 (feet)	218-230	N/A	N/A	N/A	N/A	N/A	N/A

PROGRAM PHASE 2A: I-270 from I-495 to I-370

	Resources	Alt 1 No Build	Alt 5	Alt 8	Alt 9	Alt 10	Alt 13B	Alt 13C
ENVIRONMENTAL	Number of Parks/ Recreation Facilities	0	12	12	12	12	12	12
	Number of National Register Historic Properties	0	8	8	8	8	8	8
	100-Year Floodplain (acres)	0	6	6	6	6	6	6
	Unique and Sensitive Areas (acres)	0	46	47	47	50	47	49
	Forest canopy (acres)	0	274	277	277	286	277	282
	Wetlands (acres)	0	2	2	2	2	2	2
	Waters of the US (miles)	0	3	3	3	3	3	3
	Noise Receptors Impacted	0	537	634	634	745	575	625
ENGINEERING	Total Right-of-way Required (acres)	0	65	68	68	76	68	73
	Number of Properties Directly Effectuated	0	178	197	197	234	197	213
	Number of Residential Relocations	0	0	0	0	0	0	0
	Number of Business Relocations	0	0	0	0	0	0	0
	Width of Pavement on I-495 (feet)	138-146	N/A	N/A	N/A	N/A	N/A	N/A
	Width of Pavement on I-270 (feet)	218-230	194-198	218-222	218-222	242-248	202-206	226-230

WORKSHOP HANDOUT



POTENTIAL PHASING

- To implement the improvements of a build alternative, a potential phasing plan would be considered. It would be proposed in three phases.
- Phase 1 would start on I-495 at the George Washington Parkway, include improvement of the American Legion Bridge, and extend to I-95.
- Phase 2A on I-270 would start at I-495 and extend to I-370.
- Phase 2B on I-495 would start at I-95 and extend to west of MD 5.
- This phasing would address the most congested freeway segments first and allow Phases 2A and 2B to be delivered concurrently.
- Phase 1 would be anticipated to begin shortly after approval of a Record of Decision and Phases 2A and 2B would be anticipated to begin within two years of beginning of Phase 1.

PROGRAM PHASE 2B: I-495 from I-95 to west of MD 5

	Resources	Alt 1 No Build	Alt 5	Alt 8	Alt 9	Alt 10	Alt 13B	Alt 13C
ENVIRONMENTAL	Number of Parks/ Recreation Facilities	0	15	15	15	15	15	15
	Number of National Register Historic Properties	0	8	8	8	8	8	8
	100-Year Floodplain (acres)	0	21	23	23	23	23	23
	Unique and Sensitive Areas (acres)	0	84	84	84	84	84	84
	Forest canopy (acres)	0	582	598	598	598	598	598
	Wetlands (acres)	0	14	15	15	15	15	15
	Waters of the US (miles)	0	14	14	14	14	14	14
	Noise Receptors Impacted	0	1410	1684	1684	1684	1684	1684
ENGINEERING	Total Right-of-way Required (acres)	0	129	146	146	146	146	146
	Number of Properties Directly Effected	0	587	708	708	708	708	708
	Number of Residential Relocations	0	0	0	0	0	0	0
	Number of Business Relocations	0	1	1	1	1	1	1
	Width of Pavement on I-495 (feet)	138-146	170-174	194-198	194-198	194-198	194-198	194-198
	Width of Pavement on I-270 (feet)	218-230	N/A	N/A	N/A	N/A	N/A	N/A

NOTES:

- All alternatives follow the existing highways, therefore, the quantities are similar.
- Property and environmental needs are preliminary at this point in the Managed Lanes Study. As the study moves forward, further avoidance and minimization to reduce property and environmental needs will be evaluated and prioritized. This includes incentivizing the private sector through innovation.
- Preliminary impacts in tables assume total impacts; temporary and permanent impacts will be differentiated in the DEIS.
- The Air Quality Analysis for the Study is still ongoing. The methodologies and assumptions used in the assessment will be outlined in the DEIS and supporting documentation.
- Noise receptors are noise sensitive land uses which include residences, schools, places of worship, parks, among others.

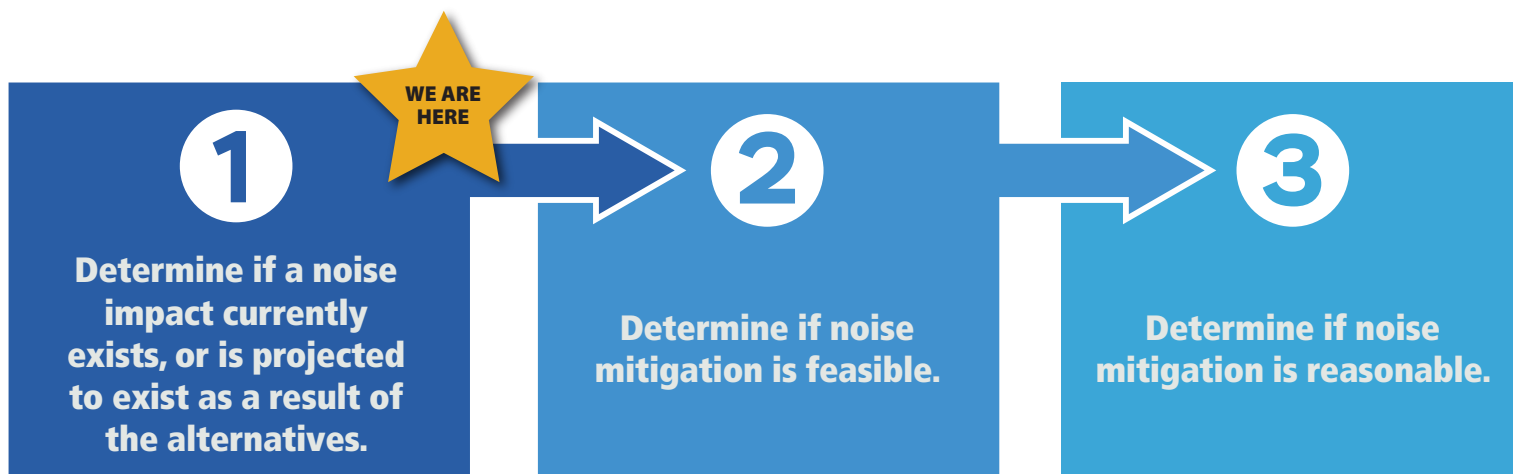
Preliminary Capital Cost Estimates

Preliminary cost estimates for each Screened Alternative were developed for the full length of the study limits. These estimates include costs for construction, engineering, right-of-way, and contingencies, to account for the preliminary level of the current study.

Alternative 1 (No Build)	Alternative 5 (1 HOT Lane)	Alternative 8 (2 ETL - 495) (1 ETL & 1 HOV - 270)	Alternative 9 (2 HOT Lanes)	Alternative 10 (2 ETL - 495) (2 ETL & 1 HOV - 270)	Alternative 13B (2 HOT - 495) (2 REV. HOT - 270)	Alternative 13C (2 ETL - 495) (2 REV. ETL & 1 HOV - 270)
N/A	\$7.72B - \$8.56B	\$8.76B - \$9.70B	\$8.71B - \$9.64B	\$9.05B - \$10.02B	\$8.61B - \$9.54B	\$8.92B - \$9.87B

How Do We Study Noise Impacts?

As part of NEPA, MDOT SHA evaluates the need for noise mitigation when alternatives consider widening of an existing highway. This evaluation includes three requirements:



I-495 & I-270 MANAGED LANES STUDY SCHEDULE



Reduction of Potential Property Needs

Property and environmental needs are preliminary at this point in the Managed Lanes Study. As the study moves forward, further avoidance and minimization to reduce property and environmental needs will be evaluated and prioritized. This includes, incentivizing the private sector through innovation.

How have we reduced potential property needs?

At this early stage, considering the information available and level of design for each alternative, we have attempted to stay within existing rights-of-way to the extent possible to avoid and/or minimize potential property needs from residents and businesses.

In locations where potential property needs were identified, a series of adjustments was applied to reduce the amount of potential property needed. This included reducing grass and grading areas next to the roadway and including retaining walls.

How will we continue to reduce potential property needs?

MDOT SHA is committed to working with residents and businesses to identify approaches that could further reduce potential property needs or mitigate any effects to property as this process moves forward.

Further avoidance and minimization is a priority as the development process moves forward. This includes continuing to evaluate the reduction of property needs as the preferred alternative is identified and refined. Also, MDOT SHA will engage and incentivize the private sector through innovation to reduce property needs.

Tolling

Once MDOT SHA receives agency and public input on the Recommended Alternatives Retained for Detailed Study, the preferred alternative **may** involve new roadway lanes that are tolled.

The choice to use the tolled lanes or general purpose lanes will always be in the hands of the traveler. The general purpose lanes that are free today **will be free in the future** regardless of the preferred alternative that is selected.

Managed Lanes help everyone. For example:

- The Express Toll lanes on I-95 north of Baltimore have resulted in a 12% reduction in delay for those in the general purpose lanes.
- In Virginia, over the last 5 years, trends show a 7% reduction in travel time on the I-495 northbound general purpose lanes in the morning peak and a 15% reduction in travel time on the I-95 southbound general purpose lanes in the evening peak.
- Experience in Virginia on I-495 and I-95 shows most users spend less per month on tolls than they do on a single tank of gas.





STAY CONNECTED

MDOT SHA is committed to keeping the public informed about this important Study. Learn more about the Study:



Visit **495-270-p3.com**



Call toll free **833-858-5960**



Email Study team
495-270-p3@sha.state.md.us



Sign up for email notifications on the
website **495-270-p3.com**

PROVIDE FEEDBACK

We want your comments on the seven recommended Alternatives Retained for Detailed Study (ARDS). Comments for the ARDS will be accepted through June 14, 2019. Please comment through one of these methods:



Hard copy comment form that can be
dropped off at the workshops or in the mail



Email **495-270-p3@sha.state.md.us**



Provide oral comments to the verbatim
recorder

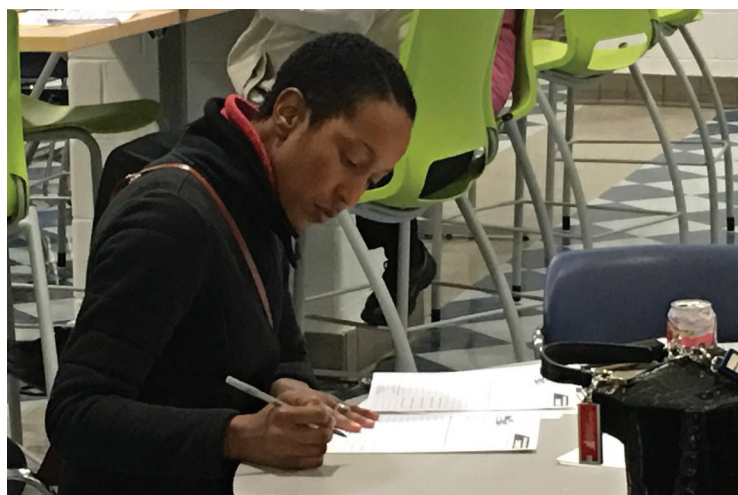
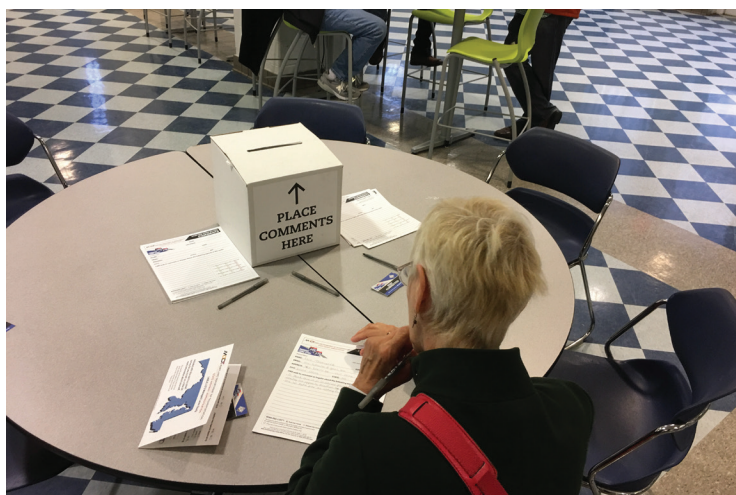


By mail at:

Maryland Department of Transportation
State Highway Administration
I-495 & I-270 P3 Office
707 North Calvert Street
Mail Stop P-601
Baltimore, MD 21202



Online comment form **495-270-p3.com**





MEETING LOCATION:

NAME: _____ DATE: _____

EMAIL: _____

ADDRESS: _____

CITY: STATE: ZIP:

What are your comments on the seven recommended Alternatives Retained for Detailed Study (ARDS)?

	Good	Okay	Poor
1. The information presented was easy to understand?			
2. The presentation was informative and useful?			
3. The presenters responded well to my questions?			
4. Meeting information was in the language I requested?			
5. How can MDOT communicate more effectively?			

Poor



Poor



Poor



Poor



5. How can MDOT communicate more effectively?

☐ Check here if you prefer email communications only

You may use this form or send your comments electronically to **495-270-P3@sha.state.md.us**, or via the website at **495-270-P3.com**.

ATTN: LISA B. CHOPLIN, DIRECTOR
I-495 & I-270 P3 OFFICE
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
707 NORTH CALVERT STREET MS P-601
BALTIMORE MARYLAND 21298-6521

POSTAGE WILL BE PAID BY ADDRESSEE

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FIRST-CLASS MAIL PERMIT NO. 17715 BALTIMORE MD

NO POSTAGE
NECESSARY
IF MAILED
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