

# N CITIZENS COMMENTS AND RESPONSES ON THE INITIAL EA

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Written comments were received from the following citizens on the initial Environmental Assessment published on October 9, 2013. Their statements and responses to their comments are documented herein. *All personal information has been redacted.*

David Jones Bardin .....	N-3	Wendy Jordan .....	N-34
Barry Blechman .....	N-4	Deborah Kavruck.....	N-36
M. Boyd .....	N-5	Chris Kerns .....	N-39
Roy Cloud .....	N-6	Catherine Lagot.....	N-41
Edward B. Cohen and Charlene Barshefsky .....	N-7	Ann La Porta.....	N-42
Susan Conklin.....	N-8	Renee Licht .....	N-44
Maria R. Creighton-Cabezas.....	N-9	Rebecca McClimans.....	N-45
Susan Crudgington.....	N-10	Nora Maccoby .....	N-46
Tony Domenico .....	N-11	William G. McElwain.....	N-47
Joel Anthony Fischman .....	N-12	Jack McKay .....	N-48
Mike & Sabina Gladwin.....	N-14	Gueta Mezzetti .....	N-50
Peter Edward Halle.....	N-15	Phyllis Myers.....	N-52
Ed Hanlon .....	N-18	Phyllis Myers.....	N-54
Barbara Harrison.....	N-20	Richard Oliver .....	N-55
Ulrich Hewer .....	N-22	John & Beverly Ostenso .....	N-57
Ulrich Hewer .....	N-25	Tim Outsa .....	N-59
Dean Housden.....	N-28	Mary Beth Ray.....	N-60
Rosanne Jacuzzi.....	N-30	Mary Beth Ray.....	N-62
Michael Jelen.....	N-31	Mary Rowse.....	N-65
Cliff Johnson .....	N-33	Andrew Salas.....	N-69
		Lorrie Scally .....	N-71

Shelley Schonberger.....	N-72	Michele Wolin .....	N-111
Diane Seibert.....	N-73	Ellen Wormser.....	N-114
Tom Selden .....	N-75	Gretchen Zucker .....	N-118
Maarten Sengers.....	N-76	Anonymous Commenter .....	N-119
Sam Serebin.....	N-77		
Kalim Shah.....	N-79		
Marjorie Share .....	N-80		
Caleb Shreve .....	N-81		
Adam Sieminski .....	N-82		
Sam Simmens.....	N-84		
Randy Speck .....	N-86		
R. Darryl Stephens .....	N-87		
Carol F. Stoel.....	N-90		
Aaron Swerdlow .....	N-91		
Joel L. Swerdlow .....	N-92		
Jennifer, Jake, Alice & Jack Tapper .....	N-93		
Ken Terzian.....	N-94		
Denise Warner .....	N-95		
Steven Weiner.....	N-96		
Eric Weinstein.....	N-98		
Larry Werner .....	N-99		
Clay G. Wescott.....	N-101		
Nancy White .....	N-102		
Don Winkler.....	N-104		
Carolyn Winter.....	N-106		
Michele Wolin.....	N-108		
Michele Wolin.....	N-109		



**From:** [David Bardin](#)  
**To:** [Parsons, BroadBranch](#)  
**Cc:** [Mary Beth Ray](#); [Bob Summersoll](#)  
**Subject:** Improve access and signage for hikers and bikers to and from Broad Branch Road  
**Date:** Saturday, November 09, 2013 9:16:14 PM

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Dear DDOT,

In all your alternatives please add, from south to north, along Broad Branch Road:

- A) At bottom of Soapstone Valley Trail (in paper Audubon Terrace ROW):
  - Prominent sign pointing to Trail Head to inform passing walkers and bikers that Trail exists.
  - Signage warning motorists to be on lookout for hikers emerging from Trail.
- B) At bottom of Albemarle Street paper ROW:
  - At least a zebra marking for those crossing Broad Branch Road.
  - Staircase connection to paved portion of Albemarle Street, with ramps to walk up bikes.
- C) At bottom of Brandywine and Davenport Streets:
  - Signage warning motorists to be on lookout for crossing bikers, hikers.
  - At least zebra markings (possibly stop signs, traffic lights) for those crossing Broad Branch.

Faithfully,

David Jonas Bardin

### Response to David Jones Bardin:

Thank you for your comments.

### Response to comment:

1. As indicated in Section 2.3.1 of the Revised Draft EA, the Preferred Alternative, Alternative 3 Modified, includes a crosswalk and at the intersection of Broad Branch Road and Brandywine Street to facilitate pedestrian access to and use of the new sidewalk on the western side of the road (See Figure B-2 in Appendix B). Features such as signage would be incorporated into more detailed design plans. New crosswalks have been considered wherever connections between existing or planned sidewalks are needed.

**From:** [Barry Blechman](#)  
**To:** [Parsons, BroadBranch](#)  
**Subject:** Broad Branch Road Environmental Assessment  
**Date:** Tuesday, October 22, 2013 5:46:11 PM

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Please forward this question to Mr. Wayne Wilson, DDOT Project manager

Dear Mr. Wilson

I have read the Broad Branch Road Environmental Assessment for Public Comment or, at least, I read the summary carefully and parts of the remainder.. As you can imagine, it is difficult for a layman to understand some of the language and terms of art used in documents like these. I have one question.

As best I can tell, none of the alternatives contemplate replacement of the bridge over Broad Branch at 27th Street or roadway improvements on 27th Street between Broad Branch Road and Military Road. Is this correct?

I would be grateful for your assistance in answering this question.

truly,

Blechman

Yours

Barry

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### Response to Barry Blechman:

Thank you for your comments.

### Response to comment:

1. The proposed project does not include replacement of the bridge over Broad Branch at 27th Street or roadway improvements on 27th Street between Broad Branch and Military Road.

**From:** [BullionBoyd](#)  
**To:** [Parsons, BroadBranch](#)  
**Subject:** Broad Branch Project Comment by M.Boyd  
**Date:** Friday, November 22, 2013 5:04:22 PM  
**Attachments:** photo 1.PNG  
 ATTO0001.txt  
 photo 2.PNG  
 ATTO0002.txt  
 photo 3.PNG  
 ATTO0003.txt  
 photo 4.PNG  
 ATTO0004.txt

Perhaps the project is too large in scope.(?)

The critical pinch point is between Brandywine and getting on to Beach drive ( or Western Ridge Trail) by foot or bike . This area is dangerous for walkers and bikes. This is the only section that needs improvement.....only 1/3 of the entire plan to Linnean Ave.

Everyone North and West of the triangle at Brandywine can walk or bike thru the regular neighborhood streets.

If the Park Service won't allow a switchback trail and stream bridge as photos attached.....then just plan on the pinch section improvements.

A lot less money....the Italians and Hillwood should allow it to promote a good neighbor policy....the little land needed as tax write-off.

That's my comment.

M. Boyd - Forest Hills resident

### Response to M. Boyd:

Thank you for your comments.

### Response to comment:

1. Based on comments received on the EA and subsequent coordination efforts with the affected Sovereign Nations, US State Department, and the National Park Service, Alternative 3 was modified to create the Preferred Alternative. The Preferred Alternative avoids encroachments upon sovereign nation properties located on the west side of Broad Branch Road. While Alternative 3 Modified would require more right-of-way acquisition within Rock Creek Park than the original Candidate Build Alternative 3, the parcels of right-of-way to be acquired are generally less than 1 foot in width and would not alter the function or use of the affected park property (see Section 4.12 of the Revised Draft EA for a more detailed description of the potential impacts to this Section 4(f) resource).

Alternative 3 Modified includes a sidewalk throughout the length of the project, consistent with requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010. A dedicated bicycle lane as presented in Candidate Alternative 4 would require an additional 4 feet of paved surface for the length of the proposed roadway corridor. Although there is sufficient DDOT-owned right-of-way along Broad Branch Road north of 27th Street to accommodate the bicycle lane, this is not the case to the south. The widening to accommodate the bicycle lane would require additional acquisition of properties from Rock Creek Park and was not an acceptable proposal to the National Park Service. Although it does not provide a dedicated bicycle lane, Alternative 3 Modified would improve bicyclist safety along Broad Branch Road by improving sight lines, horizontal curves, and stormwater drainage.

**From:** [Roy Cloud](#)  
**To:** [Parsons, BroadBranch](#)  
**Subject:** Broad Branch Options  
**Date:** Friday, November 22, 2013 4:36:25 PM

Dear DDOT,

Concerning the proposed plans for Broad Branch, I am firmly in favor of Option 2.

Broad Branch going down into the park is a fragile roadbed. Any widening of it will create conditions for soil erosion and will funnel even more water into a watershed that cannot handle the load (the fundamental reason why Rock Creek is dead as a stream is because with every big rainfall, all small aquatic life is scoured clean and killed by the flood of water directed by modern roadways and absence of forest canopy).

Yes, the engineers will say that this can be engineered for, but all systems degrade and bureaucracies rarely fix degradations until long after all manner of damage has been done. Moreover, are you proposing to direct the runoff into a new city sewage line going all the way to Blue Plains? I sincerely doubt it; that runoff will be directed into the creek.

Finally, a sidewalk? Going where? And given that no one actually lives *on* that road, who benefits apart from the contractor?

It's a small road, little used. DDOT doesn't have limitless resources, and I have to imagine that the money and time could be much better spent on other projects (such as revamping the heavily used asphalt path paralleling Rock Creek itself, which has been in terrible shape for well over twenty years -- an obvious and inexpensive improvement that for some reason has never been undertaken).

Roy Cloud

### Response to Roy Cloud:

Thank you for your comments.

### Responses to comments:

1. The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010, which requires the installation of a sidewalk for reconstruction of roadways that are currently lacking sidewalks. Alternative 2 would not meet requirements of the Act throughout the project corridor.
2. The Preferred Alternative would result in an additional 80,176 square feet of impervious surfaces. Design refinements resulted in approximately a 3% reduction in additional impervious surface compared to the original Alternative 3 (see Table 4-1 of the Revised Draft EA). As discussed in Section 4.1.2, the proposed stormwater sewer would include perforations that would allow for some of the stormwater to naturally infiltrate as it travels through the culverts. This type of system, combined with the proposed rain gardens, would improve upon existing conditions by compensating for some of the impervious surfaces and reducing the volume and velocity of stormwater runoff within Broad Branch Road and areas downstream.
3. As described in Section 2.3 of the Revised Draft EA, stormwater management would be accomplished through a closed, underground system, which would collect and treat the runoff and direct it to the existing outfall locations along the corridor. Water quality catch basins will be used, wherever feasible, to screen debris and filter sediment before discharging runoff to existing outfalls at Broad Branch stream.
4. The Preferred Alternative includes a sidewalk along the west side of Broad Branch Road. As discussed in Section 1.2 of the Revised Draft EA, the sidewalk is needed for the safety of pedestrians and is required for reconstruction of the road under the District of Columbia's Priority Sidewalk Assurance Act of 2010. The sidewalk will serve pedestrian travel along Broad Branch Road as well as provide a linkage to the Rock Creek Park trail systems (i.e. Western Ridge Trail and Soapstone Valley Trail) for areas west of Broad Branch Road and areas north of

**From:** [Edward Cohen](#)  
**To:** [Parsons, BroadBranch](#)  
**Subject:** Comment  
**Date:** Tuesday, November 19, 2013 9:27:11 PM

Good day:

Please be advised that as regular users of Broad Branch Road and residents of the District of Columbia, we would urge that the road be repaired in a manner that preserves as many of the trees and as much of the foliage as possible. We recognize that drainage needs to be addressed as well. We also oppose any proposal to straighten the road. While it would also be an improvement to have a narrow sidewalk, we would not want to see the sacrifice of a large number of trees, the sacrifice of a large amount of foliage or the construction of large retaining walls to achieve that result.

Thank you for your consideration.

Edward B. Cohen and Charlene Barshefsky

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### Response to Edward B. Cohen and Charlene Barshefsky:

Thank you for your comments.

### Response to comment:

1. Comment noted. The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010, which requires the installation of a sidewalk for reconstruction of roadways that are currently lacking sidewalks. As indicated in Section 4.1.4 of the Revised Draft EA, tree removal on both sides of the roadway will be limited to the maximum extent possible by minimizing the extent of cut and fill for the proposed improvements. All trees will be protected during construction or replaced according to DDOT's Standard Specifications for Highways and Structures – Section 608 Trees, Shrubs, Vines, and Ground Covers. Straightening the curves on Broad Branch Road is necessary to improve sight lines and safety for motorists and bicyclists. As discussed in Section 4.3.8 of the Revised Draft EA, the use of architecturally compatible designs and materials for construction of the new retaining walls would maintain the aesthetic quality associated with the rural feel of the roadway and match the rural architectural elements that are characteristic of Rock Creek Park.

**From:** [Susan Conklin](#)  
**To:** [Parsons, BroadBranch](#);  
**Subject:** Proposed reconstruction of Broad Branch Road  
**Date:** Friday, November 22, 2013 6:02:52 AM

Please add my support for either options 1 or 2 for the reconstruction of Broad Branch Road. The proposed destruction of parkland of options 3 or 4 would destroy the nature of this area. I understand that certain members of ANC 3/4 have asserted that this road is "unsafe for cyclists." There is no historical accident record or other factual basis for making such an assertion. This road is not a regular commuter road and I find it enjoyable precisely because of its calming, peaceful, drive through the woods feel. I am not inconvenienced in the least by having to drive slowly behind cyclists in order to find a safe place and time to pass the cyclist, including leaving plenty of space for the cyclist.

I strongly object to any proposal that would modify the parkland nature of Broad Branch Road. It was designed to form a part of a national park and should not be treated as an urban road.

Regards,

Susan Conklin

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### Response to Susan Conklin:

Thank you for your comments.

### Response to comment:

1. The Preferred Alternative, Alternative 3 Modified, includes a sidewalk, but not a bike lane along Broad Branch Road. Alternative 3 Modified is the alternative with the least impacts on Rock Creek Park while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010, which requires the installation of a sidewalk for reconstruction of roadways that are currently lacking sidewalks.

**From:** [Maria Creighton](#)  
**To:** [Parsons, BroadBranch](#)  
**Subject:** Add sidewalk on Broad Branch  
**Date:** Friday, November 22, 2013 2:55:27 PM

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Obesity is increasing in our population especially amongst younger folks. This alone is reason that at every opportunity, sidewalks should be built to encourage people to walk and exercise.

I support building sidewalks and pedestrian friendly road throughout our city.

Thanks

Maria R. Creighton-Cabezas

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### Response to Maria R. Creighton-Cabezas:

Thank you for your comments.

### Response to comment:

1. The Preferred Alternative, Alternative 3 Modified, includes the construction of a sidewalk along the west side of Broad Branch Road for the entire length of the project.

**From:** [Susan Crudgington](#)  
**To:** [Parsons, BroadBranch](#)  
**Subject:** Vote on Broad Branch rebuilding  
**Date:** Friday, November 22, 2013 12:06:58 PM

I vote for Plan 2  
 I live at  
 Speed bumps would be the most helpful to bicyclists and the least costly solution.  
 People drive like it's a Le Mans course.  
 Thanks,  
 Susan Crudgington

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### Response to Susan Crudgington:

Thank you for your comments.

### Responses to comments:

1. The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010, which requires the installation of a sidewalk for reconstruction of roadways that are currently lacking sidewalks. Alternative 2 would not meet requirements of the Act throughout the project corridor.
2. Speed bumps would not be consistent with Broad Branch Road's classification as a collector roadway, which includes a minimum design speed of 25 miles per hour in accordance with DDOT's Design and Engineering Manual. Although it does not provide a dedicated bicycle lane, Alternative 3 Modified would enhance safety for pedestrians, cyclists, and motorists by providing a sidewalk and improving sight lines and horizontal curves along Broad Branch Road.



**From:** [Tony Domenico](#)  
**To:** [Parsons, BroadBranch](#)  
**Subject:** Broad Branch Rd. Bike Path  
**Date:** Monday, November 18, 2013 3:35:01 PM

It seems to be a very large expense for a path that already has alternatives, not mention the destruction of so many trees. This project is a big waste of money for no gain.

*Tony Domenico*

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### Response to Tony Domenico:

Thank you for your comments.

### Response to comment:

1. As indicated in Section 1.2 of the Revised Draft EA, the improvements to Broad Branch Road are needed to address deficiencies in the roadway infrastructure and stormwater management system; the safety of motorists, pedestrians, and bicyclists; and linkages to serve pedestrian and bicycle travel along the roadway itself as well as to the Rock Creek Park trail systems.

The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010, which requires the installation of a sidewalk for reconstruction of roadways that are currently lacking sidewalks. As indicated in Section 4.1.4 of the Revised Draft EA, tree removal on both sides of the roadway will be limited to the maximum extent possible by minimizing the extent of cut and fill for the proposed improvements. All trees will be protected during construction or replaced according to DDOT's Standard Specifications for Highways and Structures – Section 608 Trees, Shrubs, Vines, and Ground Covers.

**From:** Fischman  
**To:** Parsons, BroadBranch  
**Subject:** Rehabilitation of Broad Branch Road NW  
**Date:** Thursday, November 07, 2013 7:37:40 PM  
**Attachments:** image002.png

To Whom It May Concern:

I wish to register my support for Alternative 4, actually Alternative 4+. I would support an option for bike riders in both directions and urge that DDOT consider facing the retaining walls in stone and generally use materials in keeping with the park environment. I hope you coordinate closely with the U.S. Commission of Fine Arts on design.

I live at \_\_\_\_\_ The safety issues which DDOT is addressing are important. My wife and I like to walk along Broad Branch and realize how we are taking our lives in our hands each time we do. The rehabilitated version should be accessible and safe for cars, bicycles and walkers.

There have been some issues raised that I believe to be nonsense:

- **Trees:** There are those who bemoan the loss of trees. This is a heavily wooded area. We do not lack for trees.
- **Rural Road:** Broad Branch Road may resemble a two-lane rural road, but this is not a rural area. We may live in a beautiful corner of the city, but this is urban. We are 15 minutes from the Mall.
- **Traffic:** Maybe an improved Broad Branch Road will invite more traffic, but I doubt it. Those who are likely to use it, and they are not few, already know the cut throughs.

We should all be deeply appreciative of the good work that DDOT and other District agencies have put into this project. You have my full support.

Thank you.

**JF**

Joel Anthony Fischman

## Response to Joel Anthony Fischman:

Thank you for your comments.

## Responses to comments:

1. Comment noted. The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010. All of the Candidate Build Alternatives would require impacts to historic resources and parklands protected under Section 4(f) of the U.S. Department of Transportation Act of 1966. The Act requires the selection of the Least Overall Harm Alternative, which has been determined to Alternative 3 Modified.

Based on comments received on the EA and subsequent coordination efforts with the affected Sovereign Nations, US State Department, and the National Park Service, Alternative 3 was modified to create the Preferred Alternative. Alternative 3 Modified avoids encroachments upon sovereign nation properties located on the west side of Broad Branch Road. While Alternative 3 Modified would require more right-of-way acquisition within Rock Creek Park than the original Candidate Build Alternative 3, the parcels of right-of-way to be acquired are generally less than 1 foot in width and would not alter the function or use of the affected park property (see Section 4.12 of the Revised Draft EA for a more detailed description of the potential impacts to this Section 4(f) resource). In addition, Alternative 3 Modified would have fewer impacts to historic resources, trees, and streams than Candidate Build Alternatives 3 and 4.

*(Responses are continued on next page)*

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**To:** [Parsons, BroadBranch](#)  
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- **Traffic:** Maybe an improved Broad Branch Road will invite more traffic, but I doubt it. Those who are likely to use it, and they are not few, already know the cut throughs.

We should all be deeply appreciative of the good work that DDOT and other District agencies have put into this project. You have my full support.

Thank you.

**JAF**

Joel Anthony Fischman

### Response to Joel Anthony Fischman (continued):

For the reasons cited above and within the Revised Draft EA, a dedicated bicycle lane as presented in Candidate Alternative 4 would require an additional 4 feet of paved surface for the length of the proposed roadway corridor. Although there is sufficient DDOT-owned right-of-way along Broad Branch Road north of 27th Street to accommodate the bicycle lane, this is not the case to the south. The widening to accommodate the bicycle lane would require additional acquisition of properties from Rock Creek Park and was not an acceptable proposal to the National Park Service. Although it does not provide a dedicated bicycle lane, Alternative 3 Modified would improve bicyclist safety along Broad Branch Road by improving sight lines, horizontal curves, and stormwater drainage.

2. As discussed in Section 4.3.8 of the Revised Draft EA, the use of architecturally compatible designs and materials for construction of the new retaining walls would maintain the aesthetic quality associated with the rural feel of the roadway and match the rural architectural elements, such as the existing Soapstone Creek Culvert and Grant Road Bridge, that are characteristic of Rock Creek Park. DDOT will continue to coordinate with the National Park Service, DC Historic Preservation Office, and the U.S. Commission of Fine Arts on architectural treatments of the retaining walls.
3. The Preferred Alternative will improve the safety of motorists, pedestrians, and bicyclists with improvements in sight lines and horizontal curves, the addition of sidewalks and crosswalks, repair of degraded facilities, improved lighting, and stormwater facilities.
4. Comment noted.

**From:** [michael.gladwin](#)  
**To:** [Parsons, BroadBranch](#)  
**Subject:** Options for Broadbranch  
**Date:** Thursday, October 31, 2013 9:37:37 PM

Strong preference for no action (Option 1). Alternatives involve unneeded expenditure. Plenty of biking and walking alternatives available. Minimize impact on forest and creek.

Mike & Sabina Gladwin

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### Response to Mike & Sabina Gladwin:

Thank you for your comments.

### Response to comment:

1. As indicated in Section 1.2 of the Revised Draft EA, the improvements to Broad Branch Road are needed to address deficiencies in the roadway infrastructure and stormwater management system; the safety of motorists, pedestrians, and bicyclists; and linkages to serve pedestrian and bicycle travel along the roadway itself as well as to the Rock Creek Park trail systems.

The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010, which requires the installation of a sidewalk for reconstruction of roadways that are currently lacking sidewalks.

As indicated in Section 4.1.4 of the Revised Draft EA, tree removal on both sides of the roadway will be limited to the maximum extent possible by minimizing the extent of cut and fill for the proposed improvements. All trees will be protected during construction or replaced according to DDOT's Standard Specifications for Highways and Structures – Section 608 Trees, Shrubs, Vines, and Ground Covers. Design refinements incorporated into the Preferred Alternative 3 Modified resulted in reduced clearing and grading. This modification reduced the estimated number of trees impacted under Alternative 3 by approximately 18% or 83 trees.

**From:** [Halle, Peter Edward](#)  
**To:** [Parsons, BroadBranch](#)  
**Subject:** Re: Broad Branch Road Renovation Project  
**Date:** Friday, November 08, 2013 11:18:25 AM  
**Attachments:** [image001.png](#)  
[mg\\_info.txt](#)

Thanks.

Among the comments made at the meeting were some good ones regarding coordination.

It is always frustrating to see a road re-built or re-paved, and then cut up a week or a month later to repair or replace utilities. Instead of a well-sealed beautiful new road, you end up with something that looks like a patchwork quilt, as the patches are sometimes done on the cheap, and are not of the quality of the road the District Built.

The problems mentioned at the hearing involved both utility lines (power, telephone and cable?) that will need to be replaced (maybe need to be placed in conduit under the road), and sewer lines that are reportedly "100 years old" beneath. No one mentioned water lines or gas lines, but presumably they are involved too. I know that the gas lines are old and suspect in the neighborhood. Washington Gas will only provide "low pressure" service in our area. I have no idea whether they intend to upgrade that service. But if they do, and if lines run under broadbranch, it would be great to have it done beforehand.

So, coordination means more than communicating between arms of the DC Government, it requires communications with the various utilities that serve the area.

Good luck on completing your work. It is important for the future of our city.

Sent from my iPad

On Nov 8. 2013. at 10:49 AM. "Parsons, BroadBranch" wrote:

Mr. Halle:

Thank you for your comments and your participation at this week's public hearing. All of your comments will be entered into the formal project record and distributed to the project team for consideration.

[Stephen Walter](#)

**BROAD BRANCH ROAD STUDY TEAM**

<image001.png>

**From:** Halle, Peter Edward

## Response to Peter Edward Halle:

Thank you for your comments.

## Responses to comments:

1. DDOT will continue to coordinate with DC Water, Pepco and other utility companies regarding utility relocations or replacements during the project's design phase and construction phases.

*(Comments and responses are continued on next page)*

**Sent:** Monday, November 04, 2013 3:19 PM  
**To:** Parsons, BroadBranch  
**Subject:** Broad Branch Road Renovation Project

I am an abutting landowner.

We have reviewed the environmental assessment, and prefer Alternative 4.

We have lived on Broad Brach Road (the back of our property) for almost 25 years, and have always felt that the current design of the road lacks both sidewalks and bike lanes. Thus, we are on the edge of this fabulous park, but separated from it by an obstacle, a roadway, instead of joined to it by a facility that includes a sidewalk for pedestrian traffic, and bike lanes. We think that construction of a sidewalk and bike lanes will permit pedestrians and bicycle riders to safely walk/bike along the West side of Rock Creek Park for healthy enjoyment. What a wonderful idea.

Here are two suggestions for additional consideration:

1. If the Alternative to eliminate the "Y" at Brandywine and Broad Branch is adopted, and it is replaced with a "T", is there enough space left over to add a small parking area there?
2. There is a "paper alley", or drainage alley between the Chesterfield Place cul de sac, and Broad Branch Road. The paper alley provides a ROW for a storm and sanitary sewer there. But, the grade from Chesterfield down to Broad Branch is so steep that the paper ally will never be converted into a road. Leaving the right of way intact for utilities, can the paper alley be closed as part of this project and sold to the abutting landowners to help finance the project?

Thank you for the opportunity to comment.

**Peter Edward Halle**

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#### Response to Peter Edward Halle (continued):

2. Comment noted. The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010. All of the Candidate Build Alternatives would require impacts to historic resources and parklands protected under Section 4(f) of the U.S. Department of Transportation Act of 1966. The Act requires the selection of the Least Overall Harm Alternative, which has been determined to Alternative 3 Modified.

Based on comments received on the EA and subsequent coordination efforts with the affected Sovereign Nations, US State Department, and the National Park Service, Alternative 3 was modified to create the Preferred Alternative. Alternative 3 Modified avoids encroachments upon sovereign nation properties located on the west side of Broad Branch Road. While Alternative 3 Modified would require more right-of-way acquisition within Rock Creek Park than the original Candidate Build Alternative 3, the parcels of right-of-way to be acquired are generally less than 1 foot in width and would not alter the function or use of the affected park property (see Section 4.12 of the Revised Draft EA for a more detailed description of the potential impacts to this Section 4(f) resource). In addition, Alternative 3 Modified would have fewer impacts to historic resources, trees, and streams than Candidate Build Alternatives 3 and 4.

For the reasons cited above and within the Revised Draft EA, a dedicated bicycle lane as presented in Candidate Alternative 4 would require an additional 4 feet of paved surface for the length of the proposed roadway corridor. Although there is sufficient DDOT-owned right-of-way along Broad Branch Road north of 27th Street to accommodate the bicycle lane, this is not the case to the south. The widening to accommodate the bicycle lane would require additional acquisition of properties from Rock Creek Park and was not an acceptable proposal to the National Park Service. Although it does not provide a dedicated bicycle lane, Alternative 3 Modified would improve bicyclist safety along Broad Branch Road by improving sight lines, horizontal curves, and stormwater drainage.

*(Responses are continued on next page)*



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I am an abutting landowner.

We have reviewed the environmental assessment, and prefer Alternative 4.

We have lived on Broad Brach Road (the back of our property) for almost 25 years, and have always felt that the current design of the road lacks both sidewalks and bike lanes. Thus, we are on the edge of this fabulous park, but separated from it by an obstacle, a roadway, instead of joined to it by a facility that includes a sidewalk for pedestrian traffic, and bike lanes. We think that construction of a sidewalk and bike lanes will permit pedestrians and bicycle riders to safely walk/bike along the West side of Rock Creek Park for healthy enjoyment. What a wonderful idea.

Here are two suggestions for additional consideration:

1. If the Alternative to eliminate the "Y" at Brandywine and Broad Branch is adopted, and it is replaced with a "T", is there enough space left over to add a small parking area there?
2. There is a "paper alley", or drainage alley between the Chesterfield Place cul de sac, and Broad Branch Road. The paper alley provides a ROW for a storm and sanitary sewer there. But, the grade from Chesterfield down to Broad Branch is so steep that the paper ally will never be converted into a road. Leaving the right of way intact for utilities, can the paper alley be closed as part of this project and sold to the abutting landowners to help finance the project?

Thank you for the opportunity to comment.

**Peter Edward Halle**

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#### Response to Peter Edward Halle (continued):

3. As indicated in the discussion of Option C in Section 2.3.1 of the Revised Draft EA, the reconfiguration of the intersection of Broad Branch Road and Brandywine Street to a T-intersection was proposed to reduce the paved area and incorporate additional Low Impact Development techniques in the roadway design with rain gardens in the interior corners of the new intersection. This would contribute to one of the project's primary goals – to effectively manage stormwater runoff.
4. DDOT does not intend to sell or purchase any right-of-way that is not directly required for the construction of the proposed improvements.

**From:** [Hanlon, Edward](#)  
**To:** [Walter, Stephen C](#); [Parsons, BroadBranch](#)  
**Subject:** RE: Broad Branch Road Environmental Assessment - Public Comment  
**Date:** Wednesday, November 20, 2013 8:10:11 AM

Dear Mr. Walter,

I am submitting the following comments on the Broad Branch Road Environmental Assessment. Please let me know if you have any questions or need any additional information on these comments. Thank you, Ed Hanlon

Ed Hanlon  
 Deputy District Manager, DC District, Potomac Appalachian Trail Club

General Comment 1: All options discuss widening of the soapstone creek culvert. Widening of the culvert will be helpful, but the culvert should also be adjusted so that it has greater height as well. The current height (4 feet) is insufficient to handle the large amount of large debris (trees, stumps, boulders, vegetation, other materials) that have a length of much greater than 4 feet that enter and clog the culvert coming downstream from soapstone creek during large rainstorms. This occurs in part because there are a large number of trees and large vegetation and other materials immediately adjacent to soapstone creek, and these materials fall into the creek from erosion during large storms. During large storms, the culvert backs up and broad branch road is flooded with soapstone waters. Any sidewalks that are to be constructed may be expected to become unpassable for weeks after large storms, and stay unusable until the park service can dispatch a crew to unclog them from the debris that overflowed the road due to the clogged culvert. If a large rainstorm occurs during the next month or two, please consider making a field trip to the culvert to check out the size and type of debris I am referring to.

General Comment 2: Although a preferred alternative is not identified in the EA, I recommend Candidate Build Alternative 3, and an amendment to this alternative to do the following: at the intersection of broad branch road and soapstone creek, install an 8 foot high culvert. To accomplish this, consider lowering soapstone creek two feet within 100 feet upstream of the culvert, and raising Broad Branch Road two feet.

Specific comments: For each candidate build alternative, in the discussion on the soapstone creek culvert on the Pages noted below: Recommend an amendment to each alternative to do the following: at the intersection of broad branch road and soapstone creek, install an 8 foot high culvert. To accomplish this, consider lowering soapstone creek two feet within 100 feet upstream of the culvert, and raising Broad Branch Road two feet.

Page S-5, 3<sup>rd</sup> paragraph.  
 Page S-7, second full paragraph

## Response to Ed Hanlon:

Thank you for your comments.

## Responses to comments:

1. The height of the proposed culvert at Soapstone Creek provides the maximum height above the creek without altering the elevation of the roadway or the creek, which would not be practicable. As discussed in Section 4.1.2 of the Revised Draft EA, the elevation of the roadway at the confluence of Soapstone Creek and Broad Branch stream will remain within the 10-year floodplain under the Preferred Alternative (as it would under all of the Candidate Build Alternatives). This means that during a 10-year flood event, waters will overtop the road at the location of the replacement culvert at Soapstone Creek. Although the new culvert will not solve the current flooding problems, it will alleviate them with a larger opening that will convey more water during regular rain events. The wider opening will reduce the frequency of water backup at the culvert and allow for more natural flow to Broad Branch stream which will reduce erosion and damage to infrastructure.
2. Comment noted. As indicated in Section 2.3.1 of the Revised Draft EA, the Preferred Alternative is a modified version of Candidate Build Alternative 3, in which all widening of the roadway is proposed on the east side of the existing roadway to avoid any encroachment upon sovereign nation's properties. As described above, raising the roadway elevation or lowering the elevation of Soapstone Creek is not practicable.
3. Please see above responses regarding the height of the proposed Soapstone Creek culvert replacement.



**Response to Ed Hanlon (continued)**

Page 5-8, third full paragraph  
Page 2-9, last full paragraph

**From:** [Harrison, Barbara \(NBCUniversal\)](#)  
**To:** [Parsons, BroadBranch](#)  
**Cc:**

**Subject:** Bike Lane on Broad Branch Road  
**Date:** Friday, November 22, 2013 4:32:03 PM

Dear DDOT,

Having been a resident of Forest Hills for more than 30 years now, I strongly support the proposal to add a side walk and bike lane to Broad Branch Road. Over the years, I have been among the many who have feared for my life and, even more, for my children's lives, as we try to navigate our way into the park. It is not only a treacherous experience for walkers and bikers, but also for drivers who are often stuck behind those of us on the road with not even a shoulder to escape to.

How fast can you get it built!?! Sooner than later I hope!!

Barbara Harrison

## Response to Barbara Harrison:

Thank you for your comments.

## Responses to comments:

1. The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010. All of the Candidate Build Alternatives would potentially affect historic resources and parklands protected under Section 4(f) of the U.S. Department of Transportation Act of 1966. The Act requires the selection of the Least Overall Harm Alternative, which has been determined to Alternative 3 Modified.

Based on comments received on the EA and subsequent coordination efforts with the affected Sovereign Nations, US State Department, and the National Park Service, Alternative 3 was modified to create the Preferred Alternative. Alternative 3 Modified avoids encroachments upon sovereign nation properties located on the west side of Broad Branch Road. While Alternative 3 Modified would require more right-of-way acquisition within Rock Creek Park than the original Candidate Build Alternative 3, the parcels of right-of-way to be acquired are generally less than 1 foot in width and would not alter the function or use of the affected park property (see Section 4.12 of the Revised Draft EA for a more detailed description of the potential impacts to this Section 4(f) resource). In addition, Alternative 3 Modified would have fewer impacts to historic resources, trees, and streams than Candidate Build Alternatives 3 and 4.

*(Responses are continued on next page)*

**From:** [Harrison, Barbara \(NBCUniversal\)](#)  
**To:** [Parsons, BroadBranch](#)  
**Cc:**

**Subject:** Bike Lane on Broad Branch Road  
**Date:** Friday, November 22, 2013 4:32:03 PM

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How fast can you get it built!?! Sooner than later I hope!!

Barbara Harrison

### Response to Barbara Harrison (continued):

For the reasons cited above and within the Revised Draft EA, a dedicated bicycle lane as presented in Candidate Alternative 4 would require an additional 4 feet of paved surface for the length of the proposed roadway corridor. Although there is sufficient DDOT-owned right-of-way along Broad Branch Road north of 27th Street to accommodate the bicycle lane, this is not the case to the south. The widening to accommodate the bicycle lane would require additional acquisition of properties from Rock Creek Park and was not an acceptable proposal to the National Park Service. Although it does not provide a dedicated bicycle lane, Alternative 3 Modified would improve access to Rock Creek Park and enhance safety for pedestrians, cyclists, and motorists by providing a sidewalk and improving sight lines and horizontal curves along Broad Branch Road.

2. The estimated construction duration for the Preferred Alternative 3 Modified is 30 months.

From: [Ulrich Hewer](#)  
 To: [Walter, Stephen C](#)  
 Cc: [Wilson, Wayne \(DDOT\)](#); [Hameed, Faisal \(DDOT\)](#); [Khan, Saadat \(DDOT\)](#)  
 Subject: Re: Broadbranch Road  
 Date: Wednesday, November 06, 2013 3:19:20 PM  
 Attachments: [image002.png](#)

Mr. Walter,

thank you very much for preparing the set of graphics, I appreciate it. But please do **not** send them as I obtained a hard copy of the full report at last night's meeting, in addition to the summary distributed at the meeting. Also I had studied the full report on Monday morning at the Tenleytown Library.

We **did** meet last night and spoke before the beginning of the meeting about my fear that all 3 Build Alternatives for the Broad Branch Road project are likely to lead to more and faster and therefore more dangerous traffic - a fear that was echoed by several commentators at the Public Hearing last night.

Like many others who spoke last night I continue to believe that Broad Branch Road could be easily repaired and maintained as suggested in Alternative 1, including solving the storm water issues, putting the cables under ground by Pepco and NPS taking care of cutting branches and removing debris after storms, repairing bridges, etc. - **all without removing, possibly, almost 500 trees.**

The city of Washington prides itself - correctly - of being the 'City of Trees'. As citizens we may have little power to resist massive tree removal by large corporations such as Costco, Walmart or construction/building companies. But the citizens of NW DC who are lucky enough to enjoy the park at their footsteps every day should refrain from removing large numbers of trees when better alternatives are available for rehabilitating Broad Branch Road - at much lower cost - available.

Reading the first sentence under section S.2 '*Purpose and Need*', on page S-1 and comparing it with the first sentence about '*Alternative 1 - No Action Alternative*' under S.4.1, on page S-2 of the report leaves

## Response to Ulrich Hewer:

Thank you for your comments.

## Responses to comments:

1. The Preferred Alternative is designed to address existing safety and stormwater management deficiencies along Broad Branch Road. No vehicle-capacity improvements are proposed. Broad Branch Road will continue to have one 10-ft travel lane in each direction. As noted in Section 2.3 of the Revised Draft EA, proposed curbs will provide the additional benefit of traffic calming.
2. As stated in Section 2.2 of the Revised Draft EA, Alternative 1, the No Action Alternative, does not meet the purpose and need of the project. Uncontrolled runoff from the roadway and adjacent parcels would continue to result in pavement deterioration, and the topography in Rock Creek Park would continue to be altered through erosion without proper stormwater management (see Section 4.1.1 of the Revised Draft EA).

As indicated in Section 4.1.4 of the Revised Draft EA, tree removal on both sides of the roadway will be limited to the maximum extent possible by minimizing the extent of cut and fill for the proposed improvements. All trees will be protected during construction or replaced according to DDOT's Standard Specifications for Highways and Structures – Section 608 Trees, Shrubs, Vines, and Ground Covers.

As described in Section 2.2 of the Revised Draft EA, Alternative 1 involves only minor restoration activities (safety and routine maintenance) to maintain the continuing operation of the existing roadway. Such activities would not individually or cumulatively have a significant environmental effect and are thus categorically excluded from the requirement to prepare an EA or EIS under NEPA. A specific list of categorically excluded actions normally not requiring NEPA documentation is set forth in 23 CFR 771.117(c) for FHWA actions. Because improvements that can be made under Alternative 1 would not require a NEPA action or decision by FHWA, such improvements are referred to as the "No Action" Alternative.

little doubt that Alternative 1 would indeed satisfy the purpose and need of the proposed project. ( it is not clear to me why Alternative 1 has been characterized as ' no action alternative' when it clearly contains actions).

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Best regards,

Ulrich

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**From:** "Walter, Stephen C"  
**To:** Ulrich Hewer  
**Cc:** "Wilson, Wayne (DDOT)"

**Sent:** Wednesday, November 6, 2013 1:30 PM  
**Subject:** RE: Broadbranch Road

Mr. Hewer:

I am sorry that I did not have the opportunity to meet with you at last night's public hearing for the Broad Branch Road project. At the request of Mr. Wilson (DDOT's project manager) we had prepared a printed set of the 11 x 17 graphics which depict the project alternatives. These represent the same figures that are presented as Appendix B in the Environmental Assessment report. Our intent was to present these to you at last night's meeting. However, since we did not do so, I will have the printed copy of the figures mailed directly to your address listed below.

We appreciate your interest in the Broad Branch Road project and please do not hesitate to contact us if you have further questions or comments.

---

Stephen Walter  
**BROAD BRANCH ROAD STUDY TEAM**




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**From:** Ulrich Hewer  
**Sent:** Monday, November 04, 2013 9:24 AM  
**To:** Walter, Stephen C  
**Subject:** Broadbranch Road

Good morning Mr. Walter,

If I understand correctly you are the consultant team project leader of the report on the 'Rehabilitation of Broad Branch Road' in NW DC. I

## Response to Ulrich Hewer (continued)

would appreciate it very much if you could send me a copy of the report. I realize that it is available online but since it is quite voluminous and contains several informative maps I would prefer to read the report in hard copy. I could also pick it up at your office if that is acceptable to you.

Thank you very much.

Best regards,

Ulrich Hewer

#### Response to Ulrich Hewer (continued)



From: [Ulrich Hewer](#)  
 To: [Parsons, BroadBranch](#)  
 Subject: Rehabilitation of Broad Branch Road, NW  
 Date: Friday, November 22, 2013 3:43:22 PM

Dear Sir or Madame,

After having studied the Environmental Assessment Section 4(f) Evaluation Report of the Rehabilitation of Broad Branch Road, NW, I have come to the conclusion that

**Alternative 1 - No Action Alternative would satisfy best the demands and need of the project.**

***Alternative 1 is the best option for the following reasons:***

- 1) keeping the road as it is, with minor repair and maintenance( see point 6 below), would maintain the road's character - rather than giving it a different character as proposed under the three other Alternatives outlined in the report;
- 2) the three Candidate Build Alternatives would make Broad Branch road faster and therefore more dangerous;
- 3) totally renewing the Broad Branch road as suggested under the the three Candidate Build Alternatives would invite additional traffic from outside the NW Washington area, including commuter traffic from MD; this would result in additional exhaust fumes damage to trees, bushes and the creek next to the road;
- 4) under Alternative 1 the possible removal of up to 465 trees would be avoided;
- 5) last but certainly not least, the costs associated with the three Candidate Build Alternatives , estimated between 29 and almost 38 million dollars are much too high for renovating a small stretch of a road of 1.5 miles;

**Response to Ulrich Hewer:**

Thank you for your comments.

**Responses to comments:**

1. As indicated in Section 1.2 of the Revised Draft EA, the improvements to Broad Branch Road are needed to address deficiencies in the roadway infrastructure and stormwater management system; the safety of motorists, pedestrians, and bicyclists; and linkages to serve pedestrian and bicycle travel along the roadway itself as well as to the Rock Creek Park trail systems.
2. Minor repair and maintenance actions alone would not address existing deficiencies in the roadway infrastructure and stormwater management system; improve the safety of motorists, pedestrians, and bicyclists; or provide linkages to serve non-vehicular modes of travel along the roadway.

The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the project purpose and need and the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010, which requires the installation of a sidewalk for reconstruction of roadways that are currently lacking sidewalks. The Preferred Alternative minimizes the width of the roadway by utilizing retaining walls and reduced sidewalk widths along portions of the roadway.

As discussed in Section 4.3.8 of the Revised Draft EA, the use of architecturally compatible designs and materials for construction of the new retaining walls and Soapstone Creek Culvert would maintain the aesthetic quality associated with the rural feel of the roadway and minimize impacts to the character and setting of Rock Creek Park.

3. The Preferred Alternative will improve the safety of motorists, pedestrians, and bicyclists with improvements in sight lines and horizontal curves, the addition of sidewalks and crosswalks, repair of degraded facilities, improved lighting, and stormwater facilities. As noted in Section 2.3 of the Revised Draft EA, proposed curbs will provide the additional benefit of traffic calming.

*(Responses are continued on next page)*

From: [Ulrich Hewer](#)  
 To: [Parsons, BroadBranch](#)  
 Subject: Rehabilitation of Broad Branch Road, NW  
 Date: Friday, November 22, 2013 3:43:22 PM

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- 2) the three Candidate Build Alternatives would make Broad Branch road faster and therefore more dangerous;
- 3) totally renewing the Broad Branch road as suggested under the the three Candidate Build Alternatives would invite additional traffic from outside the NW Washington area, including commuter traffic from MD; this would result in additional exhaust fumes damage to trees, bushes and the creek next to the road;
- 4) under Alternative 1 the possible removal of up to 465 trees would be avoided;
- 5) last but certainly not least, the costs associated with the three Candidate Build Alternatives , estimated between 29 and almost 38 million dollars are much too high for renovating a small stretch of a road of 1.5 miles;

**Response to Ulrich Hewer (continued):**

4. The Preferred Alternative is designed to address existing safety and stormwater management deficiencies along Broad Branch Road. No vehicle-capacity improvements are proposed, and no increase in traffic is anticipated.
5. As indicated in Section 4.1.4 of the Revised Draft EA, tree removal on both sides of the roadway will be limited to the maximum extent possible by minimizing the extent of cut and fill for the proposed improvements. All trees will be protected during construction or replaced according to DDOT's Standard Specifications for Highways and Structures – Section 608 Trees, Shrubs, Vines, and Ground Covers.
6. Rehabilitation of Broad Branch Road requires action beyond typical maintenance procedures, including regrading of the roadway and replacement of the existing drainage system with an improved stormwater management system. The Preferred Alternative, Alternative 3 Modified, would address storm water runoff erosion and rehabilitate the road, while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010, which requires the installation of a sidewalk for reconstruction of roadways that are currently lacking sidewalks. Alternative 2 would not meet requirements of the Act throughout the project corridor. The total estimated project cost for Candidate Build Alternative 3 Modified is \$56.25 million (in 2018 dollars), more than the cost of Candidate Build Alternative 2 (\$37.4 million) and Alternative 3 (\$43.7 million) yet less than that of Alternative 4 (\$57.5 million).

*(Responses are continued on next page)*



6) contrary to what the report suggests, Alternative 1 - *No Action* (?) Alternative would include repair and maintenance work of the road in question, such as repairing potholes, stabilizing the edges of the road, regular tree maintenance along the road, putting the electricity cables underground, fixing small bridge and overpass, etc. etc. But these cost would amount to only a fraction of the cost associated with the three Candidate Build Alternatives; moreover they would be stretched over a longer period, freeing resources for more urgent projects in DC ( such as support to the poor, education of disadvantaged children, etc. etc.)

**Suggestion:**

Broad Branch Road is leading into Rock Creek Park and one has to wonder whether it was a good idea to build this road in the first place. The park is a place of extraordinary value for urban hikers, bikers and family outings. The following options should be given serious consideration:

- a) close Broad Branch Road for automobile traffic;
- b) keep one half of the road open for automobile traffic: in the morning for commuter traffic to downtown; and in the evening the other half for commuter traffic from work in downtown DC to NW DC and MD. In each case, the other half of the road would be used for pedestrian and bike traffic.

Sincerely yours,

Ulrich Hewer

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**Response to Ulrich Hewer (continued)**

7. As discussed in Section 2.2 of the Revised Draft EA, the No Action Alternative would include only short-term minor restorations activities (safety and routine maintenance) that maintain the continuing operation of the existing roadway. It would not include stormwater management improvements, such as changing the grade of the roadway for adequate drainage conveyance, installing curb and gutter, reconstructing inadequate stormwater inlets and culverts, and installing bioswales/rain gardens and water quality catch basins. Without these improvements, there would be continued side-slope erosion, ponding of runoff, and deterioration of the roadway pavement. Runoff from the roadway and offsite areas would continue to discharge into Broad Branch without any water quality treatment. In addition, existing safety hazards for motorists, pedestrians, and bicyclists using Broad Branch Road would continue to be present because of limited sight lines, poor lighting, and the lack of separate facilities for pedestrians or bicyclists. Under the No Action Alternative, there would be no pedestrian linkage between neighborhoods west of Broad Branch Road and the Rock Creek Park trails.
8. The project has been closely coordinated with the National Park Service to ensure all proposed improvements minimize potential encroachments on Rock Creek Park lands. The parcels of right-of-way to be acquired from NPS are generally less than 1 foot in width and would not alter the function or use of the affected park property (see Section 4.12 of the Revised Draft EA for a more detailed description of the potential impacts to this Section 4(f) resource).
9. Closure of Broad Branch Road on weekends and partial closure of the roadway would block vehicular access to residential properties that can only be accessed via Broad Branch Road.

**From:** [Dean Housden](#)  
**To:** [Parsons, BroadBranch](#)  
**Cc:**  
**Subject:** Washington D.C. Proposed rehabilitation of Broad Branch Road between Linnean Avenue N.W. and Beach Drive N.W.  
**Date:** Monday, November 18, 2013 1:13:24 PM

*Proposed rehabilitation of Broad Branch Road between Linnean Avenue N.W. and Beach Drive N.W.*

[www.broadbranchrdea.com/public.html](http://www.broadbranchrdea.com/public.html)

I've provided a number of points of objection against all alternatives except for Alternative 1 ... do nothing but repave the road.

There is no need to make every part of Rock Creek Park accessible to the public through sidewalks, bicycle lanes, marked trails etc. It is currently traversed by wide tar trails, through-roads, and myriads of marked and broken trails. The undergrowth is destroyed by human passage and by unsustainable deer herds.

Let's not contribute to further damage to this oasis that provides a ribbon of green sanctuary from city life by installing a quantity of new concrete infrastructure which will serve to further destroy the park.

#### **My identified Points of Objections to Alternatives 2, 3, and 4:**

- They will result in the destruction and removal of numerous trees (between 245 and 364), further reducing green cover in the District
- They will turn what is currently a quiet, bucolic road into a much wider expanse of concrete surface which will result in increased surface water run-off into the constructed culvert ditches and into the watershed, something that we need to be actively working to avoid in the interests of improving conditions in the Chesapeake Bay
- They will likely result in some straightening of the road which will have the unintended consequences of speeding up traffic flow. This will then encourage heavier usage of Broad Branch road with resultant increases in vehicle pollution and litter
- Heavier pedestrian and vehicle usage will increase disturbance to Rock Creek Park wild life and bird life.

**Do nothing but repave the road.**

Regards,  
Dean Housden

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**"Nothing should go into digital media that couldn't be read in court"**

### **Response to Dean Housden:**

Thank you for your comments.

### **Responses to comments:**

1. As indicated in Section 1.2 of the Revised Draft EA, the improvements to Broad Branch Road are needed to address deficiencies in the roadway infrastructure and stormwater management system; the safety of motorists, pedestrians, and bicyclists; and linkages to serve pedestrian and bicycle travel along the roadway itself as well as to the Rock Creek Park trail systems.

2. The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010, which requires the installation of a sidewalk for reconstruction of roadways that are currently lacking sidewalks.

As indicated in Section 4.1.4 of the Revised Draft EA, tree removal on both sides of the roadway will be limited to the maximum extent possible by minimizing the extent of cut and fill for the proposed improvements. All trees will be protected during construction or replaced according to DDOT's Standard Specifications for Highways and Structures – Section 608 Trees, Shrubs, Vines, and Ground Covers.

3. The Preferred Alternative would result in an additional 80,176 square feet of impervious surfaces. Design refinements resulted in approximately a 3% reduction in additional impervious surface compared to the original Alternative 3 (see Table 4-1 of the Revised Draft EA). As discussed in Section 4.1.2 of the Revised Draft EA, the proposed stormwater sewer would include perforations that would allow for some of the stormwater to naturally infiltrate as it travels through the culverts. This type of system, combined with the proposed rain gardens, would improve upon existing conditions by compensating for some of the impervious surfaces and allowing for groundwater regeneration closer to historic volumes.

*(Responses are continued on next page)*

**From:** [Dean Housden](#)  
**To:** [Parsons, BroadBranch](#)  
**Cc:**  
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- Heavier pedestrian and vehicle usage will increase disturbance to Rock Creek Park wild life and bird life.

**Do nothing but repave the road.**

Regards,  
Dean Housden

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= = = = =

**"Nothing should go into digital media that couldn't be read in court"**

**Response to Dean Housden (continued):**

4. The Preferred Alternative is designed to address existing safety and stormwater management deficiencies along Broad Branch Road. No vehicle-capacity improvements are proposed. Broad Branch Road will continue to have one 10-ft travel lane in each direction. As noted in Section 2.3 of the Revised Draft EA, proposed curbs will provide the additional benefit of traffic calming.
5. No increase in vehicle usage of Broad Branch Road is expected due to the above considerations. Increases in pedestrian use of Broad Branch Road as a result of constructing a sidewalk along the west side of the road would not increase noise levels or introduce a new source of disturbance to which wildlife and bird life within Rock Creek Park are not already accustomed.

**From:** [Rosanne Jacuzzi](#)  
**To:** [Parsons, BroadBranch](#)  
**Subject:** Rehabilitation of Broad Branch Road  
**Date:** Wednesday, November 06, 2013 12:02:14 PM

I attended the Public Meeting on November 5 and offered brief comments. After listening to questions and comments of other audience members, I have additional comments to offer, based on my use and appreciation of Broad Branch Road and Rock Creek Park as a bicycling, running and walking enthusiast.

The Road in its current configuration provides a non-intrusive transition from the neighborhood to the Park on its east side. It is a unique jewel, reflecting its history as a country road and the early agrarian nature of the area. I'd like to see this aspect of the Road preserved to the extent possible. I suggest we not encourage use of the road as a "pass through" commute path. We should consider it a neighborhood road and protect it accordingly.

I agree that the Road is a challenge for those on foot or bikes. As a runner I avoid the Road during commute or dark hours, at other times I crisscross the road to remain in the line sight of traffic, or jump off onto nonexistent shoulders when crowded by passing cars. These challenges are part of the unique nature of the Road. However, some of the safety concerns could be solved by modest changes: improving visibility around corners (trim back bushes!); widen the road to include a modest shoulder/gutter; place signs that require motorists to share the road with non-motorized traffic; place cameras to ticket cars traveling over the posted speed limit.

Or perhaps the road could be closed on weekends, like Beach Drive. This would address comments by a number of Forest Hills residents who expressed disappointment in living so close to Rock Creek Park without easy/safe access to the Park and bike trails that begin at the Beach Drive parking lot. An alternative to Road closure could be a multi-use lane from Brandywine to Beach Drive, leaving remainder of the Road significantly unaltered, other than for badly needed repairs and modest shoulder/gutter area.

Not every road needs to be a multipurpose urban artery, particularly at the sacrifice of trees, history, serenity and millions of dollars. I am opposed to the cost and dramatic impact that options 3 & 4 would have on the area. And I believe that Option 2 is more intrusive than absolutely necessary.

Regards,

Rosanne Jacuzzi

## Response to Rosanne Jacuzzi:

Thank you for your comments.

## Responses to comments:

1. The Preferred Alternative, Alternative 3 Modified, minimizes the width of the roadway by utilizing retaining walls and reduced sidewalk widths along portions of the roadway. As discussed in Section 4.3.8 of the Revised Draft EA, the use of architecturally compatible designs and materials for construction of the new retaining walls and Soapstone Creek Culvert would maintain the aesthetic quality associated with the rural feel of the roadway and minimize impacts to the character and setting of Rock Creek Park. Tree removal on both sides of the roadway will be limited to the maximum extent possible by minimizing the extent of cut and fill for the proposed improvements. All trees will be protected during construction or replaced according to DDOT's Standard Specifications for Highways and Structures – Section 608 Trees, Shrubs, Vines, and Ground Covers (see Revised Draft EA Section 4.1.4).
2. Comment noted. The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010, which requires the installation of a sidewalk for reconstruction of roadways that are currently lacking sidewalks.

The Preferred Alternative will improve the safety of motorists, pedestrians, and bicyclists with improvements in sight lines and horizontal curves, the addition of sidewalks and crosswalks, repair of degraded facilities, improved lighting, and stormwater facilities. Closure of Broad Branch Road on weekends would block vehicular access to residential properties that can only be accessed via Broad Branch Road. DDOT does not have plans at this time to install speed cameras as part of this reconstruction project.



# Broad Branch Road

## COMMENT SHEET

November 5, 2013

Thank you for participating in tonight's Public Hearing. Please take a few moments to complete the following questions. You may either leave your completed comment sheet at the designated location or it may be stamped and returned by mail (postmarked by November 22, 2013) to the addressee on the reverse side in order to be included in the Public Hearing record.

1. Of the No Action Alternative and three Candidate Build Alternatives shown tonight, which do you think best satisfies the needs of the project and is in keeping with the project setting?

Option #4 - but as the project develops more though of landscape design to sustain the bacalic setting is needed

2. With respect to the Options, do you find any of them to be more favorable than the others?

Option #4 -

3. What other information would you offer to help decision makers select the best alternative?

Without question I would bike to work rather than drive if Broad Branch Rd. had adequate facilities

4. Are there other issues or concerns that you have regarding this Environmental Study?

The options all rely mainly on conventional/hard construction materials. I'd like to see more green infrastructure options.

Please provide your name and address (optional)

Name: Michael Jelen

☐ Please check if you would like to be added to the project mailing list.

DDOT does not discriminate on the basis of actual or perceived: race, color, religion, national origin, sex, age, marital status, personal appearance, sexual orientation, gender identity or expression, familial status, family responsibilities, matriculation, political affiliation, genetic information, disability, source of income, status as a victim of an intrafamily offense, or place of residence or business as provided by Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act, the D.C. Human Rights Act of 1977, and other related statutes.

Thank you for your comments.

d.  
District Department of Transportation

U.S. Department of Transportation  
Federal Highway Administration

### Response to Michael Jelen:

Thank you for your comments.

### Responses to comments:

1. The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010. All of the Candidate Build Alternatives would potentially affect historic resources and parklands protected under Section 4(f) of the U.S. Department of Transportation Act of 1966. The Act requires the selection of the Least Overall Harm Alternative, which has been determined to Alternative 3 Modified.

Based on comments received on the EA and subsequent coordination efforts with the affected Sovereign Nations, US State Department, and the National Park Service, Alternative 3 was modified to create the Preferred Alternative. Alternative 3 Modified avoids encroachments upon sovereign nation properties located on the west side of Broad Branch Road. While Alternative 3 Modified would require more right-of-way acquisition within Rock Creek Park than the original Candidate Build Alternative 3, the parcels of right-of-way to be acquired are generally less than 1 foot in width and would not alter the function or use of the affected park property (see Section 4.12 of the Revised Draft EA for a more detailed description of the potential impacts to this Section 4(f) resource). In addition, Alternative 3 Modified would have fewer impacts to historic resources, trees, and streams than Candidate Build Alternatives 3 and 4.

(Responses are continued on next page)

## Broad Branch Road

## COMMENT SHEET

November 5, 2013

Thank you for participating in tonight's Public Hearing. Please take a few moments to complete the following questions. You may either leave your completed comment sheet at the designated location or it may be stamped and returned by mail (postmarked by November 22, 2013) to the addressee on the reverse side in order to be included in the Public Hearing record.

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Thank you for your comments.

d.

District Department of Transportation

U.S. Department of Transportation  
Federal Highway Administration

## Response to Michael Jelen (continued):

For the reasons cited above and within the Revised Draft EA, a dedicated bicycle lane as presented in Candidate Alternative 4 would require an additional 4 feet of paved surface for the length of the proposed roadway corridor. Although there is sufficient DDOT-owned right-of-way along Broad Branch Road north of 27th Street to accommodate the bicycle lane, this is not the case to the south. The widening to accommodate the bicycle lane would require additional acquisition of properties from Rock Creek Park and was not an acceptable proposal to the National Park Service. Although it does not provide a dedicated bicycle lane, Alternative 3 Modified would improve access to Rock Creek Park and enhance safety for pedestrians, cyclists, and motorists by providing a sidewalk and improving sight lines and horizontal curves along Broad Branch Road.

As described in Section 2.3.1 of the Revised Draft EA, the Preferred Alternative includes a 10-foot-wide linear rain garden between the sidewalk and the roadway for approximately 1,000 feet southward of Linnean Avenue where the curb and gutter would be located only along the east side of the roadway. South of that to 27th Street, a 4-foot-wide planting strip would separate the sidewalk and roadway for the length of the project and the curb and gutter would be located on both sides. All trees will be protected during construction or replaced according to DDOT's Standard Specifications for Highways and Structures - Section 608 Trees, Shrubs, Vines, and Ground Covers.

- The Options for the proposed project are described in Section 2.3.2 of the Revised Draft EA, and include Option A Expanded Retaining Wall, Option B Sidewalk, and Option C T-Intersection at Brandywine Street.
- Comment noted. Please see response above regarding the Preferred Alternative and right-of-way requirements for a bike lane.
- As noted above, a linear rain garden would be incorporated on the west side, between the sidewalk and the roadway, at the north end of the project to incorporate Low Impact Development (LID) techniques into the roadway redesign by reducing the amount of impervious surface in the project area and increasing green space.

**From:** [Clifton Johnson](#)  
**To:** [Parsons, BroadBranch](#)  
**Subject:** Broad Branch Road Rehabilitation Plans - No Action is best Alternative  
**Date:** Monday, November 04, 2013 3:16:49 PM

Dear Sir/Madam,

My family lives on Utah Avenue, NW and uses Broad Branch on a daily basis for both driving and biking. While we appreciate the desire to make the road more accessible for bikers and other recreational users, we believe the best rehabilitation proposal presented is the No Action alternative. The three other alternatives, particularly alternatives 3 and 4, would necessitate a significant encroachment on the wooded land that adjoins Broad Branch as it skirts Rock Creek Park. Broad Branch in this area is one of the nicest and most scenic roads in the city. Its character is linked to its modest size and the woodland adjoining it. The various proposals entail a significant widening of the road which would eat into the surrounding land, and the retaining walls that would be necessitated would be a scar on the landscape. As a biker, I have had no difficulty biking on the existing road and have been able to do so safely. Further, there are already biking lanes and hiking trails through the Park that can be readily accessed. To the extent better pedestrian access is desired beyond the existing hiking trails, it would seem more promising and less destructive to the woods to reach out to the NPS and consider an additional walking trail on the east side of the creek. Because we need to preserve what woodland we have in the district and any alternatives that substitute asphalt and concrete retaining walls for the land along the road are shortsighted, my family strongly opposes alternatives 3 and 4 and questions the need for even the more modest action proposed in alternative 2. Best regards, Cliff Johnson

### Response to Cliff Johnson:

Thank you for your comments.

### Response to comment:

1. Comment noted. As stated in Section 2.2 of the Revised Draft EA, Alternative 1, the No Action Alternative, does not meet the purpose and need of the project. Uncontrolled runoff from the roadway and adjacent parcels would continue to result in pavement deterioration, and the topography in Rock Creek Park would continue to be altered through erosion without proper stormwater management (see Section 4.1.1 of the Revised Draft EA).

The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010, which requires the installation of a sidewalk for reconstruction of roadways that are currently lacking sidewalks.

As discussed in Section 4.3.8 of the Revised Draft EA, the use of architecturally compatible designs and materials for construction of the new retaining walls would maintain the aesthetic quality associated with the rural feel of the roadway and match the rural architectural elements, such as the existing Soapstone Creek Culvert and Grant Road Bridge, that are characteristic of Rock Creek Park.

Tree removal on both sides of the roadway will be limited to the maximum extent possible by minimizing the extent of cut and fill for the proposed improvements. All trees will be protected during construction or replaced according to DDOT's Standard Specifications for Highways and Structures – Section 608 Trees, Shrubs, Vines, and Ground Covers (see Revised Draft EA Section 4.1.4).



**From:** [Jordan](#)  
**To:** [Parsons, BroadBranch](#)  
**Subject:** broadbranch  
**Date:** Friday, November 22, 2013 6:37:09 PM  
**Attachments:** [ATT00001](#)

I agree with this message. Also, satisfactory bike access to the park via nearby routes already exists.

Thank you.

Wendy Jordan

Like many others, I oppose spending \$40 Million and killing hundreds of trees essentially to build a bike path. There are so many better uses for \$40 Million.

\$40 Million could help improve our schools, our parks, our libraries or the Metro system as well as help provide truly affordable housing.

Why is the public comment period so short? And why does it end on the Friday before Thanksgiving?

### Response to Wendy Jordan:

Thank you for your comments.

### Responses to comments:

1. In efforts to reduce the width of the required right-of-way, the Preferred Alternative 3 Modified does not include dedicated bicycle lanes.
2. The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010, which requires the installation of a sidewalk for reconstruction of roadways that are currently lacking sidewalks.

As indicated in Section 4.1.4 of the Revised Draft EA, tree removal on both sides of the roadway will be limited to the maximum extent possible by minimizing the extent of cut and fill for the proposed improvements. All trees will be protected during construction or replaced according to DDOT's Standard Specifications for Highways and Structures – Section 608 Trees, Shrubs, Vines, and Ground Covers.

As indicated in Section 1.2 of the Revised Draft EA, the improvements to Broad Branch Road are needed to address deficiencies in the roadway infrastructure and stormwater management system; the safety of motorists, pedestrians, and bicyclists; and linkages to serve pedestrian and bicycle travel along the roadway itself as well as to the Rock Creek Park trail systems. Such improvements are consistent with DDOT's mission to enhance the quality of life for residents and visitors by ensuring that people, goods, and information move efficiently and safely with minimal adverse impact on residents and the environment.

*(Responses are continued on next page)*



**From:** [Jordan](#)  
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### Response to Wendy Jordan (continued):

DDOT identifies and develops the transportation-related projects for the District's Capital Improvement Program (CIP) and the annual Capital Budget. The District's CIP budget goes toward improvements or applicable activities associated with streets, bridges, government facilities, public schools, and recreational projects. The rehabilitation of Broad Branch Road, NW, is included in the District's FY 2019 - 2024 Capital Improvements Plan, as well as the Washington Metropolitan Council of Government's FY 2017-2022 Transportation Improvement Program (TIP) and 2016 Financially Constrained Long-Range Plan (CLRP) for the Metropolitan Washington Region.

3. DDOT and FHWA published the EA on October 21, 2013. Consistent with 23 CFR 771.119, the EA was available for public comment for 30 days. Specifically, the public comment period for the EA was open until November 22, 2013.

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### Response to Wendy Jordan (continued):

**From:**  
**To:** [Parsons, BroadBranch](#)  
**Cc:** [Wayne \(DDOT\) Wilson](#); [Mary \(COUNCIL\) Cheh](#); [Faisal \(DDOT\) Hameed](#)  
**Subject:** Broad Branch -- Support Option #1  
**Date:** Friday, November 22, 2013 12:24:28 PM

I disagree the environmental destruction of Broad Branch is necessary.

There are better locations for walking/bike paths.

The Soapstone valley construction will also take down hundreds of trees. 1000 trees could be lost in this area from these two projects. The Soapstone Valley construction could incorporate a walking/cycling path. Many alternative routes already exist for walking/cycling.

Bingham has a path paralleling the road to Beach Drive. Pinehurst trail parallels Oregon and then heads east along Military to Beach or across Military to Ridge. It's easy to take Davenport east from Linnean, cross Broad Branch to Grant, right on Ridge to Beach Drive. Slightly longer, not much. Certainly not worth this massive destruction to the environment to save 5 minutes -- only a small fraction of a mile longer.

We should not be forced to choose from these poorly conceived choices which are the same proposed for Oregon Avenue by the same team.

I support choice #1 in hopes a more intelligent alternative will be created. I support it because the other alternatives are brutal. This environment needs a creative, talented landscape architect with vision and understanding the importance of natural spaces to oversee this project. . Perhaps word can go forth to search for a high caliber, imaginative solution. Top schools for architects might hold a competition for fresh ideas.

Harmony is the path of least resistance. This project should be overseen by a landscape architect with sensitivity to this national park adjacent road. Tree roots drink water and prevent erosion. There must be more clever solutions than 17 foot tall retaining walls like we see along super highways -- a clear indication of awkward contrived placement for a walking/cycling path. What about ground cover plants to help prevent erosion.

I can't imagine what those asking for this path envision. I see tall walls that will increase traffic noise, diminished tree cover and speeding traffic. Why would anyone choose to walk in that mutilated environment when pretty Linnean is adjacent.

Deborah Kavruck

## Response to Deborah Kavruck:

Thank you for your comments.

## Responses to comments:

1. The Preferred Alternative, Alternative 3 Modified, includes a sidewalk along the west side of Broad Branch Road. As discussed in Section 1.2 of the Revised Draft EA, the sidewalk is needed for the safety of pedestrians and is required for reconstruction of the road under the District of Columbia's Priority Sidewalk Assurance Act of 2010. The sidewalk will serve pedestrian travel along Broad Branch Road as well as provide a linkage to the Rock Creek Park trail systems (i.e. Rock Creek Park Trail, Western Ridge Trail, and Soapstone Valley Trail) for areas west of Broad Branch Road.
2. As described in Section 2.1 of the EA, the Candidate Build Alternatives were developed through a multi-step collaborative process with the study team, stakeholders, and the public. The first step in the process was project scoping, which included an agency coordination meeting [March 24, 2011], a public scoping/concept development meeting [July 13, 2011], and an alternatives development meeting with federal and local agency representatives [August 25, 2011]. At these three meetings, input was gathered from the stakeholders and public on the perceived deficiencies and problems within the roadway corridor. In addition, the study team collected information on desirable roadway, stormwater management and drainage, and pedestrian and bicyclist elements that would improve roadway operations and safety. The meetings also provided the stakeholders and public an opportunity to mix-and-match the various roadway, stormwater management, and pedestrian and bicycle elements to develop roadway cross-section concepts. These concepts served as the foundation for the development of the Candidate Build Alternatives. The alternatives were formally presented at a Public Alternatives Meeting on November 8, 2012, in which interested persons were afforded an opportunity to provide comments on the alternatives being considered for the project.

*(Responses are continued on next page)*

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 To: [Wayne \(DDOT\) Wilson](#); [Mary \(COUNCIL\) Cheh](#); [Faisal \(DDOT\) Hameed](#)  
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Deborah Kavruck

### Response to Deborah Kavruck (continued):

- As indicated in Section 1.2 of the Revised Draft EA, the improvements to Broad Branch Road are needed to address deficiencies in the roadway infrastructure and stormwater management system; the safety of motorists, pedestrians, and bicyclists; and linkages to serve pedestrian and bicycle travel along the roadway itself as well as to the Rock Creek Park trail systems.

As described in Section 2.3 of the Revised Draft EA, retaining walls on both sides of the roadway will be designed to be compatible with the roadway setting – see renderings presented in Figures 2-4, 2-5 and 2-6. The higher walls are located on the west side of the roadway and are intended to minimize encroachment outside the DDOT-owned right-of-way and to limit cutting and clearing. Walls on the east side of the roadway will be designed to maintain slope integrity for safety purposes and still provide views of areas to the east from the new sidewalks. The walls are not expected to interrupt views of Rock Creek Park from residences located on the elevated slopes on the west side of the roadway.

Vegetation alone would not address the existing stormwater runoff and erosion issues within the project corridor. The proposed stormwater management improvements would reduce the volume and velocity of stormwater runoff and consequent erosion within the roadway and downstream to Broad Branch.



From: [Chris Kerns](#)  
 To: [Parsons, BroadBranch](#)  
 Subject: Option 4  
 Date: Friday, November 22, 2013 2:35:34 PM

For many reasons, particularly if the District is going to spend a bunch of money on this project in any event, the street should most definitely have both a sidewalk and a bike lane. Therefore, I vote for option four. However, if the District specified porous concrete or asphalt (which would take care of many of the water issues), it could eliminate the gutter on both sides of the roadway, which would save two or 3 feet in width. The reduced size of the roadway would also contribute towards traffic calming. Installing porous concrete or asphalt would also greatly reduce the costs of water runoff pipes and related work.

Chris Kerns

### Response to Chris Kerns:

Thank you for your comments.

### Responses to comments:

1. The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010. All of the Candidate Build Alternatives would potentially affect historic resources and parklands protected under Section 4(f) of the U.S. Department of Transportation Act of 1966. The Act requires the selection of the Least Overall Harm Alternative, which has been determined to Alternative 3 Modified.

Based on comments received on the EA and subsequent coordination efforts with the affected Sovereign Nations, US State Department, and the National Park Service, Alternative 3 was modified to create the Preferred Alternative. Alternative 3 Modified avoids encroachments upon sovereign nation properties located on the west side of Broad Branch Road. While Alternative 3 Modified would require more right-of-way acquisition within Rock Creek Park than the original Candidate Build Alternative 3, the parcels of right-of-way to be acquired are generally less than 1 foot in width and would not alter the function or use of the affected park property (see Section 4.12 of the Revised Draft EA for a more detailed description of the potential impacts to this Section 4(f) resource). In addition, Alternative 3 Modified would have fewer impacts to historic resources, trees, and streams than Candidate Build Alternatives 3 and 4.

*(Responses are continued on next page)*



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Chris Kerns

### Response to Chris Kerns (continued):

For the reasons cited above and within the Revised Draft EA, a dedicated bicycle lane as presented in Candidate Alternative 4 would require an additional 4 feet of paved surface for the length of the proposed roadway corridor. Although there is sufficient DDOT-owned right-of-way along Broad Branch Road north of 27th Street to accommodate the bicycle lane, this is not the case to the south. The widening to accommodate the bicycle lane would require additional acquisition of properties from Rock Creek Park and was not an acceptable proposal to the National Park Service. Although it does not provide a dedicated bicycle lane, Alternative 3 Modified would improve access to Rock Creek Park and enhance safety for pedestrians, cyclists, and motorists by providing a sidewalk and improving sight lines and horizontal curves along Broad Branch Road.

2. Although the use of porous concrete for the roadway would provide improved stormwater management, it would not completely eliminate the need for the other proposed stormwater improvements. The majority of stormwater runoff originates in areas upgrade of the roadway and cause substantial flooding of the roadway. The use of porous roadway treatments alone would not be expected to handle the volumes of runoff shear generally associated with the heavy rainfall events and would therefore require the provision of curb and gutter and other stormwater management facilities. The final stormwater management techniques, including the use of porous pavements, will be determined during the final design phase of the project.

**From:** [Catherine Lagot](#)  
**To:** [Parsons, BroadBranch](#)  
**Subject:** project  
**Date:** Monday, November 18, 2013 11:02:31 AM

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It's the most stupid project.  
We have people ,kids who don't have food on their table ,give them the money .  
To cute almost 500 trees I can't believe we can even think about that . Shame on you

Best regards,  
Catherine Lagot

1

### Response to Catherine Lagot:

Thank you for your comments.

### Response to comment:

1. As indicated in Section 1.2 of the Revised Draft EA, the improvements to Broad Branch Road are needed to address deficiencies in the roadway infrastructure and stormwater management system; the safety of motorists, pedestrians, and bicyclists; and linkages to serve pedestrian and bicycle travel along the roadway itself as well as to the Rock Creek Park trail systems.

From: [Ann and Al La Porta](#)  
 To: [Parsons, BroadBranch](#)  
 Subject: Broad Branch rehabilitation  
 Date: Tuesday, November 05, 2013 9:54:04 PM

I'm sorry I was not able to attend the meeting this evening due to another commitment. Previously I have submitted my opinion; it was never acknowledged and I will submit it again.

I think adding bike lanes and sidewalks to Broad Branch from Linean to Beach is a dreadful idea for several reasons.

1. Broad Branch is not a major commuter route like Beach or Rock Creek. It is a neighborhood street used by residents to access the parkway or to access Conn. Ave. The volume of traffic does not merit sidewalks or bike lanes.
2. Geographically there is no room on either side of the road for extra lanes of any kind. Broad Branch Creek is close to the road on one side. On the other side is a steep slope, part of which is park land and part of which belongs to private owners such as the Peruvian Embassy. To widen the road on the slope side would mean taking land by eminent domain, leveling the slope and taking down possibly hundreds of trees, plus building barriers to prevent erosion. To widen the road of the creek side would mean covering it over. Either option would degrade the nature of the park.
3. If bike lanes were added there is no guarantee that they would be used by the bikers. Bikers rarely use the bike lanes on Beach and Rock Creek but prefer to ride in the road. They complain that it slows them down to have to share the path with joggers, walkers and dogs.

I agree that Broad Branch and 27th Street needs regrading so the rain waters do not rush down 27th and flood the street. However, to commit to a major construction for the possible convenience of a few is a gross waste of the city's funds.

Ann La Porta

## Response to Ann La Porta:

Thank you for your comments.

## Responses to comments:

1. Comment noted. Each of your comments are addressed below.
2. As indicated in Section 1.2 of the Revised Draft EA, the needs for improvements to Broad Branch Road relate primarily to deficiencies in the existing roadway infrastructure and stormwater management system; the safety of motorists, pedestrians and bicyclist; and linkages to serve pedestrian and bicycle travel along the roadway itself as well as to the Rock Creek Park trail systems. Motorists currently encounter hazards associated with navigating the curves in the roadway and risk running off the road or suddenly coming upon pedestrians, bicyclists, or other vehicles using the roadway. This safety concern is not dependent on the volume of vehicular traffic on Broad Branch Road, but on the limited sight distance and lack of separate facilities for pedestrians and bicyclists. The District of Columbia's Priority Sidewalk Assurance Act of 2010 requires the installation of a sidewalk for reconstruction of roadways that are currently lacking sidewalks. The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the Priority Sidewalk Assurance Act.

*(Responses are continued on next page)*



**From:** [Ann and Al La Porta](#)  
**To:** [Parsons, BroadBranch](#)  
**Subject:** Broad Branch rehabilitation  
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Ann La Porta

#### Response to Ann La Porta (continued):

3. Based on comments received on the EA and subsequent coordination efforts with the affected Sovereign Nations, US State Department, and the National Park Service, Alternative 3 was modified to create the Preferred Alternative. Alternative 3 Modified minimizes the width of the roadway by utilizing retaining walls and reduced sidewalk widths along portions of the roadway and avoids encroachments upon sovereign nation properties located on the west side of Broad Branch Road. While Alternative 3 Modified would require more right-of-way acquisition within Rock Creek Park than the original Candidate Build Alternative 3, the parcels of right-of-way to be acquired are generally less than 1 foot in width and would not alter the function or use of the affected park property (see Section 4.12 of the Revised Draft EA for a more detailed description of the potential impacts to this Section 4(f) resource). In addition, design refinements to Alternative 3 Modified reduced the amount of clearing and grading required and would have fewer impacts to trees and streams than Candidate Build Alternatives 3 and 4.
4. The Preferred Alternative does not include a bike lane.
5. Comment noted. The Preferred Alternative is the least impactful, least costly alternative that meets the purpose and need of the project and the requirements of the Priority Sidewalk Assurance Act.

**From:** [Renee Licht](#)  
**To:** [Parsons, BroadBranch](#)  
**Subject:** Comments in response to 4 options  
**Date:** Friday, November 22, 2013 3:18:22 PM

---

I am writing to voice my support for Options 3 and/or 4 now under consideration to improve safety on Broad Branch Road.

I have lived in the Forest Hills neighborhood for almost 21 years. The current situation is extremely dangerous for individuals trying to enjoy the park. During the government shut down, for example, when it was not possible to park in the lot adjacent to Rock Creek Park for individuals wishing to walk in the park, my husband and I were almost struck several times while we walked from the base of Brandywine Street to the entrance to the park. Anything you can do to improve the situation would be a great benefit to the community, without any detriment to the flow of auto traffic.

Sincerely,

Renee Licht

1

### Response to Renee Licht:

Thank you for your comments.

### Response to comment:

1. The Preferred Alternative will improve the safety of motorists, pedestrians, and bicyclists with improvements in sight lines and horizontal curves, the addition of sidewalks and crosswalks, repair of degraded facilities, improved lighting, and stormwater facilities.



**From:** [Recky Email](#)  
**To:** [Parsons, BroadBranch](#)  
**Subject:** Broad branch project  
**Date:** Wednesday, November 20, 2013 8:20:28 PM

---

I live at \_\_\_\_\_ near this project and do not support the proposed construction. Please look to areas of the city that need the attention more than this tiny area of the Park.  
Rebecca McClimans

1

#### Response to Rebecca McClimans:

Thank you for your comments.

#### Response to comment:

1. Comment noted. As indicated in Section 1.2 of the Revised Draft EA, the improvements to Broad Branch Road are needed to address deficiencies in the roadway infrastructure and stormwater management system; the safety of motorists, pedestrians, and bicyclists; and linkages to serve pedestrian and bicycle travel along the roadway itself as well as to the Rock Creek Park trail systems.

**From:** [Nora Maccoby](#)  
**To:** [Parsons, BroadBranch](#)  
**Subject:** sidewalk on broadbranch  
**Date:** Friday, November 22, 2013 10:27:00 AM

---

PLEASE put a sidewalk on Broadbranch to Rock Creek Park.  
As it is - there are bikers and walkers on the road and it is extremely dangerous for everyone.

Thanks,  
Nora Maccoby

1

**Response to Nora Maccoby:**

Thank you for your comments.

**Response to comment:**

1. The Preferred Alternative, Alternative 3 Modified, includes the construction of a sidewalk along the west side of Broad Branch Road for the entire length of the project.

**From:** [McElwain, William](#)  
**To:** [Parsons, BroadBranch](#)  
**Cc:**  
**Subject:** Public Meeting for the Broad Branch Road Environmental Assessment  
**Date:** Friday, November 22, 2013 10:01:25 AM

I am a resident of Forest Hills. I do not live on Broach Branch road, so have no personal stake in the proposed infrastructure development.

Although I am an avid bicyclist, as a taxpayer, I think the proposal for a bike and pedestrian lane would be an absurd expense. A narrow footpath might be welcome, but the more grandiose proposals are disproportionate to the problem. I am also concerned with the tree removal that would be part of any such proposal.

As with many things in the district, a small vocal group purports to represent the views of the community, but they do not.

**William G. McElwain | WilmerHale**

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For more information about WilmerHale, please visit us at <http://www.wilmerhale.com>.

## Response to William G. McElwain:

Thank you for your comments.

## Responses to comments:

1. The Preferred Alternative, Alternative 3 Modified, includes a sidewalk, but not a bike lane along Broad Branch Road. Alternative 3 Modified is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010, which requires the installation of a sidewalk for reconstruction of roadways that are currently lacking sidewalks.
2. As indicated in Section 4.1.4 of the Revised Draft EA, tree removal on both sides of the roadway will be limited to the maximum extent possible by minimizing the extent of cut and fill for the proposed improvements. All trees will be protected during construction or replaced according to DDOT's Standard Specifications for Highways and Structures – Section 608 Trees, Shrubs, Vines, and Ground Covers.

**From:** [Jack McKay](#)  
**To:** [Parsons, BroadBranch](#)  
**Cc:** [Jack](#)  
**Subject:** Public comment  
**Date:** Friday, November 22, 2013 9:46:33 AM  
**Attachments:** [broad\\_branch\\_rehabilitation.Nov.2013.pdf](#)

---

Attached, my contribution to public comments concerning the Broad Branch Rehabilitation project.

-- Jack McKay

### Response to Jack McKay:

Thank you for your comments.

## Recommending Alternative 4 for Broad Branch Road

Jack McKay

November 22, 2013

Bicycling, for recreation and for commuting, is growing rapidly in the District. Bicycle commuting in particular is promoted by DDOT and the District Government, for reducing the torrent of rush-hour cars downtown. Broad Branch Road could be a superb link in the District's bicycling network, working as a "collector" for bicyclists using the Rock Creek Park bike path to work locations downtown and beyond.

Currently it does not, because that road is far too dangerous for bicycling, especially for commuters returning home after sunset. That road may nominally be a bike route, but it is extremely dangerous for bicyclists, being narrow and winding, and afflicted with speeding drivers intolerant of slow-moving bicyclists.

For residents of Mount Pleasant, a bicycle lane on Broad Branch Road would add a mile and a half of safe bicycling through an especially natural and pleasant part of Rock Creek Park. Currently the Rock Creek Park bike path ends, for all practical purposes, where Broad Branch Road begins. That marvelous portion of Broad Branch Road can, under current conditions, be safely enjoyed only from within an automobile. That is shameful. No parkland should be labeled, in effect, "for automobiles only".

Under Alternative 2, Broad Branch would continue to be "for automobiles only", being far too dangerous for use by pedestrians and bicyclists. In a city that is encouraging walking and bicycling, that's clearly not acceptable.

Alternative 3 adds a sidewalk, which in practice would likely become a bicycle path as well. This should be the minimally acceptable approach, opening the road to reasonably safe walking and bicycling. In practice, bicyclists and pedestrians will surely share that sidewalk. Though tolerable, this approach entails bicyclist-pedestrian conflicts. Pedestrians don't like bicyclists flying by, and bicyclist-pedestrian collisions can result in serious injury.

Only Alternative 4 is truly accommodating to both pedestrians and bicyclists. It appears that, compared to Alternative 3, there is no greater loss in trees, and the marginal cost is only about 10% of the total. Given the progressive philosophy of the District today, encouraging commuting to downtown by bicycle, rehabilitation of Broad Branch Road to promote safe use by both pedestrians and bicyclists is clearly the correct choice.

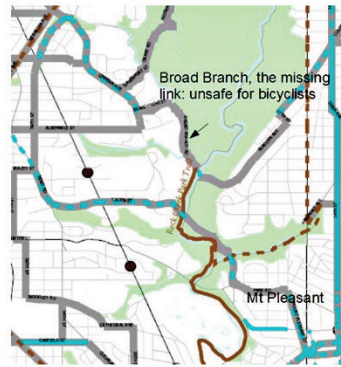


Illustration 1: Broad Branch Road, would be a great encouragement to bicycle commuting, serving as a "collector" feeding into the Rock Creek Park bike path, if made safe for bicyclists.

I am an ANC commissioner in Mount Pleasant, but I'm writing here as simply a longtime resident of the District, and onetime bicycle commuter, with 40 years of experience in bicycling in DC.

## Response to Jack McKay (continued):

### Response to comment:

1. The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010. All of the Candidate Build Alternatives would potentially affect historic resources and parklands protected under Section 4(f) of the U.S. Department of Transportation Act of 1966. The Act requires the selection of the Least Overall Harm Alternative, which has been determined to Alternative 3 Modified.

Based on comments received on the EA and subsequent coordination efforts with the affected Sovereign Nations, US State Department, and the National Park Service, Alternative 3 was modified to create the Preferred Alternative. Alternative 3 Modified avoids encroachments upon sovereign nation properties located on the west side of Broad Branch Road. While Alternative 3 Modified would require more right-of-way acquisition within Rock Creek Park than the original Candidate Build Alternative 3, the parcels of right-of-way to be acquired are generally less than 1 foot in width and would not alter the function or use of the affected park property (see Section 4.12 of the Revised Draft EA for a more detailed description of the potential impacts to this Section 4(f) resource). In addition, Alternative 3 Modified would have fewer impacts to historic resources, trees, and streams than Candidate Build Alternatives 3 and 4.

For the reasons cited above and within the Revised Draft EA, a dedicated bicycle lane as presented in Candidate Alternative 4 would require an additional 4 feet of paved surface for the length of the proposed roadway corridor. Although there is sufficient DDOT-owned right-of-way along Broad Branch Road north of 27th Street to accommodate the bicycle lane, this is not the case to the south. The widening to accommodate the bicycle lane would require additional acquisition of properties from Rock Creek Park and was not an acceptable proposal to the National Park Service. Although it does not provide a dedicated bicycle lane, Alternative 3 Modified would improve access to Rock Creek Park and enhance safety for pedestrians, cyclists, and motorists by providing a sidewalk and improving sight lines and horizontal curves along Broad Branch Road.



**From:**  
**To:** [Parsons, BroadBranch](#)  
**Cc:**  
**Subject:** Broad Branch Road project - especially option 4 - is a huge mistake  
**Date:** Friday, November 22, 2013 4:06:58 PM

My work is in terrorism, so I have been too busy to pay attention before this, but now I'm paying attention.

1. The project will result in higher traffic speeds, more traffic, and reduced property values.
2. It's too expensive per mile, and the prices quoted don't even include purchasing the easements
3. You have to cut too deeply into the hillsides for the expansion and cut down too many trees.
4. You're not serving family bicycle trips by turning this road into the equivalent of Beach Drive. No one will bike it during the week except a very few people, and it's not worth it for that purpose. We have other more important things to spend District and federal money on.
5. Just fix the storm drains and the bridge and leave it alone.
6. It will be a LOT less expensive, less disruptive and keep the character of the entire neighborhood if we just build bike paths- paved- off the roads, which can be designed to double as walking paths.

This project is a farce- a thinly veiled attempt to construct a commuter road for cars and draw more and more traffic into the entire neighborhood.

Gueta Mezzetti  
 Broad Branch Road resident and property owner

## Response to Gueta Mezzetti:

Thank you for your comments.

## Responses to comments:

1. The Preferred Alternative is designed to address existing safety and stormwater management deficiencies along Broad Branch Road. No vehicle-capacity improvements are proposed. Broad Branch Road will continue to have one 10-ft travel lane in each direction. As noted in Section 2.3 of the Revised Draft EA, proposed curbs will provide the additional benefit of traffic calming.
2. Rehabilitation of Broad Branch Road requires action beyond typical maintenance procedures, including regrading of the roadway and replacement of the existing drainage system with an improved stormwater management system. The Preferred Alternative, Alternative 3 Modified, would address storm water runoff erosion and rehabilitate the road, while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010, which requires the installation of a sidewalk for reconstruction of roadways that are currently lacking sidewalks.
3. The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010, which requires the installation of a sidewalk for reconstruction of roadways that are currently lacking sidewalks.

As indicated in Section 4.1.4 of the Revised Draft EA, tree removal on both sides of the roadway will be limited to the maximum extent possible by minimizing the extent of cut and fill for the proposed improvements. All trees will be protected during construction or replaced according to DDOT's Standard Specifications for Highways and Structures – Section 608 Trees, Shrubs, Vines, and Ground Covers.

*(Responses are continued on next page)*

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**Cc:**  
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**Date:** Friday, November 22, 2013 4:06:58 PM

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This project is a farce- a thinly veiled attempt to construct a commuter road for cars and draw more and more traffic into the entire neighborhood.

Gueta Mezzetti  
 Broad Branch Road resident and property owner

#### Response to Gueta Mezzetti (continued):

4. As indicated in Section 1.2 of the Revised Draft EA, the improvements to Broad Branch Road are needed to address deficiencies in the roadway infrastructure and stormwater management system; the safety of motorists, pedestrians, and bicyclists; and linkages to serve pedestrian and bicycle travel along the roadway itself as well as to the Rock Creek Park trail systems. Such improvements are consistent with DDOT's mission to enhance the quality of life for residents and visitors by ensuring that people, goods, and information move efficiently and safely with minimal adverse impact on residents and the environment.

DDOT identifies and develops the transportation-related projects for the District's Capital Improvement Program (CIP) and the annual Capital Budget. The District's CIP budget goes toward improvements or applicable activities associated with streets, bridges, government facilities, public schools, and recreational projects. The rehabilitation of Broad Branch Road, NW, is included in the District's FY 2019 - 2024 Capital Improvements Plan, as well as the Washington Metropolitan Council of Government's FY 2017-2022 Transportation Improvement Program (TIP) and 2016 Financially Constrained Long-Range Plan (CLRP) for the Metropolitan Washington Region.

5. As indicated above, improvements to Broad Branch Road are needed to address safety and connectivity for all modes of travel, as well as improve the roadway infrastructure and stormwater management.
6. The Preferred Alternative, Alternative 3 Modified, includes a sidewalk along the west side of Broad Branch to provide safe travel for pedestrians. The inclusion of the sidewalk meets the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010, which requires the installation of a sidewalk for reconstruction of roadways that are currently lacking sidewalks.
7. As indicated above, the Preferred Alternative is designed to address existing safety and stormwater management deficiencies along Broad Branch Road. No vehicle-capacity improvements are proposed, and no increase in traffic is anticipated.

**From:** [Phyllis Myers](#)  
**To:** [Parsons, BroadBranch](#)  
**Subject:** Re: proposed bike trail, destruction of trees  
**Date:** Tuesday, November 19, 2013 6:06:07 PM

Thanks. who's on the project team? does it include someone from Rock Creek Park or regional NPS?

On Nov 18, 2013, at 8:37 AM, Parsons, BroadBranch wrote:

Ms. Myers:

Thank you for your comments and suggestions. Your comments will be included in the formal project record and distributed to the project team for consideration.

Stephen Walter

**BROAD BRANCH ROAD STUDY TEAM**

<image001.png>

**From:** Phyllis Myers  
**Sent:** Sunday, November 17, 2013 1:44 PM  
**To:** Parsons, BroadBranch  
**Cc:**  
**Subject:** proposed bike trail, destruction of trees

Hello:

I am a long time resident of Chevy Chase DC, a conservation planner and consultant, former trustee of Ctte of 100 and director of its partnership project with Rock Creek Park, chair of parks committee of the American planning Association, and founding member of Friends of Peirce Mill, which resulted in the Mill's restoration, interpretation, and visitor accessibility. I co-authored a pioneering study, National Parks for the Future, for The Conservation Foundation and have worked closely and collaboratively with Rock Creek managers.

In all these activities, I have considered the park an enormous federal gift to our city and our responsibility as stewards to sustain the park for future generations and ward off destructive actions that will diminish its qualities for future generations. There are careful park procedures designed to ensure that all options are considered in a transparent thoughtful manner. The park service for example has been debating what to do about its deer population for quite some time, because of the serious stewardship issues the various alternatives present.

I urge Parsons, Rock Creek Park officials, and the biking community to review the options with an eye to greater transparency and a wider look at alternatives to save the trees.. Although various community notices have been posted, I do not recall any that said, we will destroy 465 trees!

## Response to Phyllis Myers:

Thank you for your comments.

## Responses to comments:

1. The project team responsible for preparation of this EA for the Rehabilitation of Broad Branch Road, NW includes DDOT and FHWA staff and the consultants from Sheladia Associates, Inc and Parsons Transportation Group. The National Park Service is a Cooperating Agency for the EA. As discussed in Section 5.1 of the Revised Draft EA, National Park Service representatives from Rock Creek Park have been involved throughout the scoping, alternatives development, and selection of the Preferred Alternative.
2. The Section 4(f) Evaluation for the Preferred Alternative is provided in Section 4.12 of the Revised Draft EA.

**Response to Phyllis Myers (continued):**

Phyllis Myers

Phyllis Myers

**From:** [Phyllis Myers](#)  
**To:** [Parsons, BroadBranch](#)  
**Subject:** Re: proposed bike trail, destruction of trees  
**Date:** Sunday, November 24, 2013 5:43:12 PM

Hello, Mr. Walter:

is it usual that a project that could trigger substantial tree loss on a national park does not include a representative of NPS or the park on the project team? Has there been a 4(f) assessment of this project?

appreciate this further information.

Phyllis Myers

On Nov 24, 2013, at 9:52 AM, Parsons, BroadBranch wrote:

Ms. Myers;

The project team includes representatives from the sponsoring agencies (the Federal Highway Administration and the District Department of Transportation) and the consultant. The National Park Service is serving as a formal Cooperating Agency for the environmental study. NPS representation includes staff from both Rock Creek Park and the DC Division office.

Stephen Walter  
**BROAD BRANCH ROAD STUDY TEAM**

<image001.png>

**From:** Phyllis Myers  
**Sent:** Tuesday, November 19, 2013 6:06 PM  
**To:** Parsons, BroadBranch  
**Subject:** Re: proposed bike trail, destruction of trees

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Stephen Walter  
**BROAD BRANCH ROAD STUDY TEAM**

## Response to Phyllis Myers:

Thank you for your comments.

## Responses to comments:

1. The project team responsible for preparation of the EA for the Rehabilitation of Broad Branch Road, NW includes DDOT and FHWA staff and the consultants from Sheladia Associates, Inc and Parsons Transportation Group. The National Park Service is a Cooperating Agency for the EA. National Park Service representatives from Rock Creek Park have been involved throughout the scoping, alternatives development, and selection of the Preferred Alternative.
2. DDOT held two public meetings and a public hearing to help inform, as well as solicit input from, the public on the proposed project. The first meeting on July 13, 2011 was a public scoping meeting to introduce the project and provide all interested persons the opportunity to comment on the project. The second meeting on November 8, 2012 provided an update on study activities and invited comments from the community on the preliminary alternatives being considered for the project. The EA, which includes the results of the analysis of effects for the No Action Alternative and the Candidate Build Alternatives, including tree impacts, was made available on the project website, at FHWA's and DDOT's offices and at multiple D.C. public libraries in the vicinity of the project on October 21, 2018. Estimated tree impacts associated with the alternatives were communicated at the public hearing on November 5, 2013.

The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010, which requires the installation of a sidewalk for reconstruction of roadways that are currently lacking sidewalks. As indicated in Section 4.1.4 of the Revised Draft EA, tree removal on both sides of the roadway will be limited to the maximum extent possible by minimizing the extent of cut and fill for the proposed improvements. All trees will be protected during construction or replaced according to DDOT's Standard Specifications for Highways and Structures – Section 608 Trees, Shrubs, Vines, and Ground Covers.



Response to Phyllis Myers (continued):

<image001.png>

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**From:** Phyllis Myers  
**Sent:** Sunday, November 17, 2013 1:44 PM  
**To:** Parsons. BroadBranch  
**Cc:**  
**Subject:** proposed bike trail, destruction of trees

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In all these activities, I have considered the park an enormous federal gift to our city and our responsibility as stewards to sustain the park for future generations and ward off destructive actions that will diminish its qualities for future generations. There are careful park procedures designed to ensure that all options are considered in a transparent thoughtful manner. The park service for example has been debating what to do about its deer population for quite some time, because of the serious stewardship issues the various alternatives present.

I urge Parsons, Rock Creek Park officials, and the biking community to review the options with an eye to greater transparency and a wider look at alternatives to save the trees.. Although various community notices have been posted, I do not recall any that said, we will destroy 465 trees!

Phyllis Myers

Phyllis Myers

**From:** [Rick Oliver](#)  
**To:** [Parsons, BroadBranch](#)  
**Subject:** Broad Branch Project  
**Date:** Sunday, November 17, 2013 7:56:50 PM

---

Dear Sir:

I oppose the construction of any bike path along Broad Branch Avenue. It will destroy the character of the road and is a waste of taxpayer dollars. Bicyclists have become a quintessential special interest – small in number but well-organized and well-financed. Enough is enough.

Regards,  
 Richard Oliver

1

### Response to Richard Oliver:

Thank you for your comments.

### Response to comment:

1. The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010, which requires the installation of a sidewalk for reconstruction of roadways that are currently lacking sidewalks. In efforts to reduce the width of the required right-of-way, the Preferred Alternative 3 Modified does not include dedicated bicycle lanes.

**From:** [Beverly Ostenso](#)  
**To:** [Parsons, BroadBranch](#)  
**Subject:** Dear Mr. Parsons: Our comments regarding improving Broad Branch Road are attached. In sum, we (a) recommend Candidate Build Alternative 2B, and (b) urge minimal vehicular traffic disruption. John & Beverly Ostenso  
**Date:** Monday, October 28, 2013 3:54:21 PM  
**Attachments:** [CmtsBBR.docx](#)

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1

### Response to John & Beverly Ostenso:

Thank you for your comments.

### Responses to comments:

1. The Preferred Alternative, Alternative 3 Modified, meets the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010, which requires the installation of a sidewalk for reconstruction of roadways that are currently lacking sidewalks. Alternative 2 would not meet requirements of the Act throughout the project corridor.

Maintenance of traffic plans included in Appendix E and further refined as part of the project's final design will provide detour arrangements during road closures. It is also recommended that reconstruction of the roadway occur in phases to minimize disruptions from road closures.

*(Responses are continued on next page)*

10/27/13 (CmtsBBr)

**Comments on DDOT's Broad Branch Road Environmental Assessment (EA)**

1. Something needs to be done to improve Broad Branch Road, what is done needs to be done soon, and it needs to be done with minimum loss of use of the existing roadway. This roadway is critical to everyday life both east and west and north and south, and it is unnecessarily dangerous in many places.
2. Each Alternative should achieve the main purpose of this project. The main purpose of this project is "to reconstruct Broad Branch Road and control stormwater runoff." The EA implies that each identified Alternative will achieve this purpose, but it is not clearly stated in each Alternative, and it is least clear in the title and body text of Alternative 1.
3. We recommend Candidate Build Alternative 2B. This Alternative will restore and extend the usefulness of Broad Branch Road, and add a short connecting sidewalk to it. Each day, this road is much used, at many hours, by drivers, pedestrians, bikers and others moving throughout the City. Soapstone Creek currently attracts pedestrians and bikers, who then continue on Broad Branch Road to the parking lot or Rock Creek Park's trail network. A new sidewalk will accommodate them and nicely complement the similar sidewalk recently installed across the Park, along Blagden Avenue.
4. We urge firmer costing and expedited improvement action. We find it important that Candidate Build Alternative 2 can be accomplished almost exclusively within the existing DDOT right-of-way. However, (1) the cost and time implications of adding Option B, and concluding the "minor exceptions" activities, could be significant should be considered; and (2) the approximate project duration of 2 years is grossly excessive IF that means the roadway is unavailable for use during that entire period. Actions specified and taken should include those needed to keep the roadway, including perhaps only segments of the roadway, open to vehicular traffic during construction periods.

**Response to John & Beverly Ostenso (continued):**

2. Comment noted. As indicated above, maintenance of traffic plans and reconstruction of the roadway in phases would minimize disruptions from road closures.
3. As stated in Section 2.2 of the Draft EA and the Revised Draft EA, Alternative 1, the No Action Alternative, does not meet the purpose and need of the project. The first sentence of Section 2.3 of the Draft EA indicates that the three Candidate Build Alternatives will address deficiencies in the existing roadway infrastructure and stormwater management systems; improve the safety of motorists, pedestrians, and bicyclists; and enhance linkages with respect to serving pedestrian and bicycle travel.
4. As noted in Section 2.3.1 of the Revised Draft EA, the Preferred Alternative, Alternative 3 Modified, includes a new sidewalk on the west side of Broad Branch Road and crosswalks at the intersection of Broad Branch Road and Brandywine Street to facilitate pedestrian access to and use of the new sidewalk. Alternative 3 Modified meets the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010; whereas, Alternative 2 does not.
5. Based on comments received on the EA and subsequent coordination efforts with the affected Sovereign Nations, US State Department, and the National Park Service, Alternative 3 was modified to create the Preferred Alternative. Alternative 3 Modified avoids encroachments upon the sovereign nation properties located on the west side of Broad Branch Road. The project also minimizes potential encroachments on Rock Creek Park lands. The parcels of right-of-way to be acquired from NPS are generally less than 1 foot in width and would not alter the function or use of the affected park property (see Section 4.12 of the Revised Draft EA for a more detailed description of the potential impacts to this Section 4(f) resource).
6. As indicated above, maintenance of traffic plans and reconstruction of the roadway in phases would minimize disruptions from road closures.

**From:** [Outsa, Tim S](#)  
**To:** [Wilson, Wayne \(DDOT\)](#); [Parsons, BroadBranch](#)  
**Cc:** [Yarsa, Gabor I \(Gabor\)](#); [Young, Kenneth D](#)  
**Subject:** Rehabilitation of Broad Branch Road between Linnean Avenue NW and Beach Drive NW Environmental Assessment  
**Date:** Monday, October 28, 2013 10:47:22 AM  
**Attachments:** [Scanned from a Xerox multifunction device.pdf](#)

---

Sirs:

Verizon has underground facilities on Broad Branch Road NW between Albemarle Street and Beach Drive about 3-4 feet off the shoulder. The conduits have about 3' of cover and we would like to remain in place. Verizon also has aerial facilities on Pepco poles on the east side of the roadway. Our movement is dependent on what Pepco has proposed for their poles. Please see attached conduit drawings.

Tim Outsa

### Response to Tim Outsa:

Thank you for your comments.

### Response to comment:

1. Thank you for the conduit drawings. DDOT will continue to coordinate with Verizon and Pepco potential utilities conflicts, relocations or replacements during the project's design phase and construction phases.



**From:** [Mary Beth Ray](#)  
**To:** [Walter, Stephen C](#)  
**Cc:** [Hoffman, Paul \(DDOT\)](#); [Wilson, Wayne \(DDOT\)](#); [Hameed, Faisal \(DDOT\)](#); [Adam Tope](#)  
**Subject:** Re: Broad Branch Road - Funding Question  
**Date:** Monday, November 18, 2013 10:56:01 AM  
**Attachments:** [image001.png](#)

- How would the Broad Branch rehabilitation project be funded? Is it an 80 % federal, 20 % local split?
- In addition to the funds needed as specified in the EA, approximately how much additional money might be needed for right of way acquisition, should Option 4 be chosen? What is the source of that additional funding, federal, local, or a split?
- For the Broad Branch/Brandywine intersection, would 3-way stop signs be possible instead of the proposed T intersection that eliminates the triangular park?
- Has the State Dept. been contacted about embassy right of way discussions? If so, have the affected embassies been contacted, and what is their reaction so far?
- ANC 3F meets tomorrow night and it would be helpful to have this info asap.

Thank you,

Mary Beth Ray

Thank you,

Mary Beth Ray

----- Original Message -----

**From:** [Walter, Stephen C](#)  
**To:** [Mary Beth Ray](#)  
**Cc:** [Hoffman, Paul \(DDOT\)](#); [Wilson, Wayne \(DDOT\)](#); [Hameed, Faisal \(DDOT\)](#)  
**Sent:** Monday, November 18, 2013 10:29 AM  
**Subject:** Broad Branch Road - Funding Question

Mary Beth:

Would you please submit your question regarding funding in writing and, in turn, DDOT will provide you with a written answer.

### Response to Mary Beth Ray:

Thank you for your comments.

### Responses to comments:

1. DDOT's intent is to use federal aid funds for the project. Typically, the split is 80% federal and 20% local.
2. Right of Way acquisition estimated will be developed for the selected alternative during the design phase.
3. The T-intersection provides safer movements and allows the excess right-of-way to be incorporated into green space that can be used for stormwater management purposes.
4. DDOT staff has coordinated with the affected Sovereign Nations, US State Department, and the National Park Service following publication of the EA. Based on such coordination, Alternative 3 was modified to create the Preferred Alternative, which avoids encroachments upon sovereign nation properties located on the west side of Broad Branch Road.

You can submit your inquiry as a reply to this message.

Thanks.

Stephen Walter

**BROAD BRANCH ROAD STUDY TEAM**



**Response to Mary Beth Ray (continued):**

From: [Mary Beth Ray](#)  
 To: [Parsons, BroadBranch](#)  
 Subject: Yes to Option 4, with provisos  
 Date: Friday, November 22, 2013 3:04:53 PM  
 Attachments: [Nov13\\_Broad Branch\\_Rd.doc](#)

- As an ANC Commissioner (3F3) in whose single member district most of the Broad Branch project falls, and as a long-time neighbor, I urge you to implement Option 4, with the provisos outlined below.
- ANC 3F voted unanimously in support of Option 4, with similar provisos. A copy of that resolution is attached.
- I commend DDOT, FHA and Parsons for a thoughtful and comprehensive analysis in the Environmental Assessment, and for providing ample opportunity to the community to weigh in with comments and questions.
- On June 18, 2013, ANC 3F passed a resolution unanimously supporting safer pedestrian and cycling access to Rock Creek Park, and minimizing storm water run-off to protect the stream bed and prevent erosion.
- While less intrusive options have been explored, Option 4 appears to be the only vetted option to address these concerns.
- Option 4 will improve access to Rock Creek Park for all modes of transportation.
- Option 4 enhances safety for pedestrians, cyclists and motorists.
- Option 4 improves storm water management.
- Option 4 prevents erosion of soil and tree loss due to erosion.
- Option 4 encourages commuters in both DC and Maryland to cycle, run or walk to work.
- However, I wish to qualify my endorsement of Option 4 with the following provisos:
- DDOT should be proactive in coordinating with other agencies so that all construction work can be timed, where possible, to minimize environmental impact and road closures. For example, DDOT should coordinate with DC Water during its Soapstone sewer improvement project. DDOT should coordinate with PEPCO to bury power lines. And DDOT should coordinate with DDOE to take all reasonable steps to prevent erosion.
- Option 4 estimates that up to 460 trees could be impacted. I encourage DDOT to take all reasonable steps to minimize the number of trees damaged or lost due to this work. Each tree removed should be replaced with a native tree chosen for its ability to thrive in this

## Response to Mary Beth Ray:

Thank you for your comments.

## Responses to comments:

1. The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010. All of the Candidate Build Alternatives would potentially affect historic resources and parklands protected under Section 4(f) of the U.S. Department of Transportation Act of 1966. The Act requires the selection of the Least Overall Harm Alternative, which has been determined to Alternative 3 Modified.

Based on comments received on the EA and subsequent coordination efforts with the affected Sovereign Nations, US State Department, and the National Park Service, Alternative 3 was modified to create the Preferred Alternative. Alternative 3 Modified avoids encroachments upon sovereign nation properties located on the west side of Broad Branch Road. While Alternative 3 Modified would require more right-of-way acquisition within Rock Creek Park than the original Candidate Build Alternative 3, the parcels of right-of-way to be acquired are generally less than 1 foot in width and would not alter the function or use of the affected park property (see Section 4.12 of the Revised Draft EA for a more detailed description of the potential impacts to this Section 4(f) resource). In addition, Alternative 3 Modified would have fewer impacts to historic resources, trees, and streams than Candidate Build Alternatives 3 and 4.

For the reasons cited above and within the Revised Draft EA, a dedicated bicycle lane as presented in Candidate Alternative 4 would require an additional 4 feet of paved surface for the length of the proposed roadway corridor. Although there is sufficient DDOT-owned right-of-way along Broad Branch Road north of 27th Street to accommodate the bicycle lane, this is not the case to the south. The widening to accommodate the bicycle lane would require additional acquisition of properties from Rock Creek Park and was not an acceptable proposal to the National Park Service.

*(Responses are continued on next page)*

**From:** [Mary Beth Ray](#)  
**To:** [Parsons, BroadBranch](#)  
**Subject:** Yes to Option 4, with provisos  
**Date:** Friday, November 22, 2013 3:04:53 PM  
**Attachments:** [Nov13\\_Broad Branch\\_Rd.doc](#)

- As an ANC Commissioner (3F3) in whose single member district most of the Broad Branch project falls, and as a long-time neighbor, I urge you to implement Option 4, with the provisos outlined below.
- ANC 3F voted unanimously in support of Option 4, with similar provisos. A copy of that resolution is attached.
- I commend DDOT, FHA and Parsons for a thoughtful and comprehensive analysis in the Environmental Assessment, and for providing ample opportunity to the community to weigh in with comments and questions.
- On June 18, 2013, ANC 3F passed a resolution unanimously supporting safer pedestrian and cycling access to Rock Creek Park, and minimizing storm water run-off to protect the stream bed and prevent erosion.
- While less intrusive options have been explored, Option 4 appears to be the only vetted option to address these concerns.
- Option 4 will improve access to Rock Creek Park for all modes of transportation.
- Option 4 enhances safety for pedestrians, cyclists and motorists.
- Option 4 improves storm water management.
- Option 4 prevents erosion of soil and tree loss due to erosion.
- Option 4 encourages commuters in both DC and Maryland to cycle, run or walk to work.
- However, I wish to qualify my endorsement of Option 4 with the following provisos:
- DDOT should be proactive in coordinating with other agencies so that all construction work can be timed, where possible, to minimize environmental impact and road closures. For example, DDOT should coordinate with DC Water during its Soapstone sewer improvement project. DDOT should coordinate with PEPCO to bury power lines. And DDOT should coordinate with DDOE to take all reasonable steps to prevent erosion.
- Option 4 estimates that up to 460 trees could be impacted. I encourage DDOT to take all reasonable steps to minimize the number of trees damaged or lost due to this work. Each tree removed should be replaced with a native tree chosen for its ability to thrive in this

### Response to Mary Beth Ray (continued):

Although it does not provide a dedicated bicycle lane, Alternative 3 Modified would improve access to Rock Creek Park and enhance safety for pedestrians, cyclists, and motorists by providing a sidewalk and improving sight lines and horizontal curves along Broad Branch Road. The Preferred Alternative would improve stormwater management and reduce erosion and associated tree loss by incorporating various stormwater management improvements, including perforated stormwater sewers, rain gardens, and water quality catch basins.

2. DDOT will continue to coordinate with other agencies including DC Water, PEPCO and DDOE to minimize environmental impacts within the project corridor, including temporary road closures during construction. Undergrounding of overhead lines is not within the scope of this project.
3. As indicated in Section 4.1.4 of the Revised Draft EA, tree removal on both sides of the roadway will be limited to the maximum extent possible by minimizing the extent of cut and fill for the proposed improvements. All trees will be protected during construction or replaced according to DDOT's Standard Specifications for Highways and Structures – Section 608 Trees, Shrubs, Vines, and Ground Covers.

*(Responses are continued on next page)*



location.

- Option 4 provides for retaining walls at various places along the route. I commend DDOT for limiting the height of the east side retaining wall so that at all points, the maximum height visible to pedestrians, cyclists and drivers is 3.5 feet. However, where technically possible, I request that DDOT engineers seek ways to lower the proposed retaining walls along the west side of the road, so that pedestrians, cyclists and motorists experience a minimal interruption of the natural view.
- I understand the need for acquisition of additional right of way to achieve Option 4, and encourage DDOT to work proactively and constructively with adjacent land owners, including embassies, so that DDOT and the property owners are working in partnership.
- I urge DDOT to incorporate pervious pavement where possible, in particular for the sidewalk and bike path.

Thank you for your consideration. Sincerely,

Mary Beth Ray

4

5

6

#### Response to Mary Beth Ray (continued):

4. As described in Section 2.3 retaining walls on both sides of the roadway will be designed to be compatible with the roadway setting – see renderings presented in Figures 2-4, 2-5 and 2-6. The higher walls are located on the west side of the roadway and are intended to minimize encroachment outside the DDOT-owned right-of-way and to limit cutting and clearing. Walls on the east side of the roadway will be designed to maintain slope integrity for safety purposes and still provide views of areas to the east from the new sidewalks. The walls are not expected to interrupt views of Rock Creek Park from residences located on the elevated slopes on the west side of the roadway.
5. DDOT continued to coordinate with the Sovereign Nations regarding potential impacts to their lands following public distribution of the EA in October 2013. Widening to accommodate a bicycle lane would require acquisition of sovereign nation lands or additional acquisition of National Park Service lands, which was not an acceptable proposal to the Sovereign Nations or National Park Service. Based on comments received on the EA and subsequent coordination efforts with the affected Sovereign Nations, US State Department, and the National Park Service, Alternative 3 was modified to create the Preferred Alternative. Alternative 3 Modified avoids encroachments upon the sovereign nation properties located on the west side of Broad Branch Road.
6. The Preferred Alternative would result in an additional 80,176 square feet of impervious surfaces. Design refinements resulted in approximately a 3% reduction in additional impervious surface compared to the original Alternative 3 (see Table 4-1 of the Revised Draft EA). As discussed in Section 4.1.2, the proposed stormwater sewer would include perforations that would allow for some of the stormwater to naturally infiltrate as it travels through the culverts. This type of system, combined with the proposed rain gardens, would improve upon existing conditions by compensating for some of the impervious surfaces and allowing for groundwater regeneration closer to historic volumes. The use of alternative pavement types, including pervious pavements, will be considered during the project's final design. All such designs must be consistent with DDOT's standard specifications.



**From:**  
**To:** [Parsons, BroadBranch](#)  
**Subject:** Re: Option 1 for Broad Branch Road--no tree destruction  
**Date:** Sunday, November 24, 2013 9:58:06 AM  
**Attachments:** [image001.png](#)

Rock Creek Park is a designated historic area and is subject to federal preservation laws. Have you been in contact with the city's Preservation Office? Have they reviewed the proposals to remove trees, etc.? If so, who has been your contact?

Thanks,  
 Mary

-----Original Message-----

**From:** Parsons, BroadBranch  
**To:** merowse  
**Sent:** Sun, Nov 24, 2013 8:18 am  
**Subject:** RE: Option 1 for Broad Branch Road--no tree destruction

Thank you for your comments. They will be included in the formal project record and distributed to the project team for consideration.

Stephen Walter  
**BROAD BRANCH ROAD STUDY TEAM**



**From:**  
**Sent:** Friday, November 22, 2013 5:32 PM  
**To:**  
 Parsons, BroadBranch  
**Subject:** Option 1 for Broad Branch Road--no tree destruction

I am truly upset at the prospect of hundreds of trees being destroyed in Rock Creek Park in order to create a bike path, sidewalk, etc. I have no objection if DDOT wants to create small cut-outs in the road in order for bikers to pull over if they want to let vehicles pass them and sidewalks in select areas that won't involve tree destruction or retaining walls. But the key is to put these cut-outs and sidewalks in areas where **no tree destruction** will occur.

I do "not" want any trees destroyed for this. I vote for Option No. 1. Maintain the road, do the least amount necessary to keep the road in good shape. This is a historic area and as such plans should be reviewed by the city's Historic Preservation Office.

The National Park Service killed deer in Rock Creek Park last year because they claim they're destroying trees. They may try to do the same this year as well. The deer aren't hurting the trees. Invasive vines are choking them.

It's simply crazy for one agency to want to preserve trees and another be willing to destroy them. It

## Response to Mary Rowse:

Thank you for your comments.

## Responses to comments:

1. As described in Section 5.1 of the Revised Draft EA, the Section 106 process of the National Historic Preservation Act (NHPA) was initiated with the District of Columbia State Historic Preservation Office (DC SHPO) on February 24, 2011 after an introductory project meeting on December 8, 2010. DDOT met with the DC SHPO multiple times to define the Area of Potential Effect, which considered elements of the proposed action; the existence of buildings, vegetation, and terrain; possible visual concerns in terms of changes to viewshed caused by roadway modifications; audible impacts; and construction activities necessary for the proposed action.

On April 18, 2013, FHWA formally initiated consultation under Section 106 of the NHPA with the DC SHPO and requested concurrence with the APE, previously submitted by DDOT for review. Subsequent to the release of the EA in October 2013, a Determination of Effect and draft Section 106 Compliance Review was submitted to DC SHPO and the Advisory Council on Historic Preservation (ACHP). A Draft Memorandum of Agreement (MOA) was prepared and submitted for comment to DC SHPO, NPS, and the Commission of Fine Arts (CFA) in February 2014, and is provided in Appendix O. Although FHWA had not made a formal determination of effect, the agency anticipates that the project will result in an "adverse effect" as a result of reconstruction of the Soapstone Creek Culvert and the project's proximity to contributing elements of the Rock Creek Park Historic District. In consultation with the DC SHPO and NPS, the MOA resolves "adverse effects" to historic properties.

2. As indicated in Section 1.2 of the Revised Draft EA, the improvements to Broad Branch Road are needed to address deficiencies in the roadway infrastructure and stormwater management system; the safety of motorists, pedestrians, and bicyclists; and linkages to serve pedestrian and bicycle travel along the roadway itself as well as to the Rock Creek Park trail systems.

(Responses are continued on next page)

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## Response to Mary Rowse (continued):

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The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010, which requires the installation of a sidewalk for reconstruction of roadways that are currently lacking sidewalks.

As indicated in Section 4.1.4 of the Revised Draft EA, tree removal on both sides of the roadway will be limited to the maximum extent possible by minimizing the extent of cut and fill for the proposed improvements. All trees will be protected during construction or replaced according to DDOT's Standard Specifications for Highways and Structures – Section 608 Trees, Shrubs, Vines, and Ground Covers.

- DDOT and FHWA are conducting Section 106 Consultation with the DC SHPO for the proposed improvements.

*(Responses are continued on next page)*

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It's simply crazy for one agency to want to preserve trees and another be willing to destroy them. It

#### Response to Mary Rowse (continued):

4. Comment noted. As discussed in Section 2.2 of the Revised Draft EA, the No Action Alternative would include only short-term minor restorations activities (safety and routine maintenance) that maintain the continuing operation of the existing roadway. It would not include stormwater management improvements, such as changing the grade of the roadway for adequate drainage conveyance, installing curb and gutter, reconstructing inadequate stormwater inlets and culverts, and installing bioswales/rain gardens and water quality catch basins. Without these improvements, there would be continued side-slope erosion, ponding of runoff, and deterioration of the roadway pavement. Runoff from the roadway and offsite areas would continue to discharge into Broad Branch without any water quality treatment. In addition, existing safety hazards for motorists, pedestrians, and bicyclists using Broad Branch Road would continue to be present because of limited sight lines, poor lighting, and the lack of separate facilities for pedestrians or bicyclists. Under the No Action Alternative, there would be no pedestrian linkage between neighborhoods west of Broad Branch Road and the Rock Creek Park trails.

makes no sense.

A vote for #1 will leave the road as is with maintenance as needed. There would be no massive tree loss.

I support option #1.

Mary Rowse

4

Response to Mary Rowse (continued):

# Broad Branch Road

## COMMENT SHEET

November 5, 2013

Thank you for participating in tonight's Public Hearing. Please take a few moments to complete the following questions. You may either leave your completed comment sheet at the designated location or it may be stamped and returned by mail (postmarked by November 22, 2013) to the addressee on the reverse side in order to be included in the Public Hearing record.

1. Of the No Action Alternative and three Candidate Build Alternatives shown tonight, which do you think best satisfies the needs of the project and is in keeping with the project setting?

Alternative 4

1

2. With respect to the Options, do you find any of them to be more favorable than the others?—

Alternative 4

2

3. What other information would you offer to help decision makers select the best alternative?

Access to the park from the west (Forest Hills) is poor.

3

Running and biking along Broad Branch is dangerous.

4

Must have bike access the entire length: biking up Brandywine is too hard.

4. Are there other issues or concerns that you have regarding this Environmental Study?

Any road access into or near the park will have a negative effect on the park. However, careful design/build of Broad Branch will allow more residents access + enjoyment of the park

5

Please provide your name and address (optional)

Name: Andrew Salas

☐ Please check if you would like to be added to the project mailing list.

DDOT does not discriminate on the basis of actual or perceived: race, color, religion, national origin, sex, age, marital status, personal appearance, sexual orientation, gender identity or expression, familial status, family responsibilities, matriculation, political affiliation, genetic information, disability, source of income, status as a victim of an intrafamily offense, or place of residence or business as provided by Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act, the D.C. Human Rights Act of 1977, and other related statutes.

Thank you for your comments.

d.

District Department of Transportation



U.S. Department of Transportation  
Federal Highway Administration

### Response to Andrew Salas:

Thank you for your comments.

### Responses to comments:

1. Comment noted.
2. Comment noted.
3. The Preferred Alternative, Alternative 3 Modified, will improve pedestrian access to Rock Creek Park by providing a sidewalk along Broad Branch Road. The sidewalk will provide safe pedestrian access to the Park from several locations including 27th Street, Grant Road and Beach Drive. The proposed improvements will also provide safer passage for pedestrians and bicyclists along its entire length.
4. For the reasons cited above and within the Revised Draft EA, a dedicated bicycle lane as presented in Candidate Alternative 4 would require an additional 4 feet of paved surface for the length of the proposed roadway corridor. Although there is sufficient DDOT-owned right-of-way along Broad Branch Road north of 27th Street to accommodate the bicycle lane, this is not the case to the south. The widening to accommodate the bicycle lane would require additional acquisition of properties from Rock Creek Park and was not an acceptable proposal to the National Park Service. Although it does not provide a dedicated bicycle lane, Alternative 3 Modified would improve bicyclist safety along Broad Branch Road by improving sight lines, horizontal curves, and stormwater drainage.

(Responses are continued on next page)



## Broad Branch Road

## COMMENT SHEET

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5

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Thank you for your comments.

d.

District Department of Transportation

U.S. Department of Transportation  
Federal Highway Administration

## Responses to Andrew Salas (continued):

5. Based on comments received on the EA and subsequent coordination efforts with the affected Sovereign Nations, US State Department, and the National Park Service, Alternative 3 was modified to create the Preferred Alternative. Alternative 3 Modified avoids encroachments upon sovereign nation properties located on the west side of Broad Branch Road. While Alternative 3 Modified would require slightly more right-of-way acquisition within Rock Creek Park than the original Candidate Build Alternative 3, the parcels of right-of-way to be acquired are generally less than 1 foot in width and would not alter the function or use of the affected park property (see Section 4.12 of the Revised Draft EA for a more detailed description of the potential impacts to this Section 4(f) resource). These minor encroachments on the park property were reviewed in detail with the National Park Service and determined to have no impact on the Park's functions. Potential effects of the Preferred Alternative on Rock Creek Park are addressed in Section 4.3.10 of the Revised Draft EA and in the Section 4(f) Evaluation in Sections 4.12.1.8 and 4.12.1.9.

**From:** [lorrie.scally](#)  
**To:** [Parsons, BroadBranch](#)  
**Subject:** BroadBranch Road repair  
**Date:** Friday, November 22, 2013 3:50:29 PM

---

As a long time resident of Washington, I live near Rock Creek Park and enjoy the beauty of the area. I vote for the number # 2 option for the Broad Branch Road repair.

1

Please just make necessary repairs to the road. Suggestions # 3 and 4 are not good ideas and \$40 million dollars is a high sum for a 1 1/2 mile area.

2

Lorrie Scally  
 Washington , DC

### Response to Lorrie Scally:

Thank you for your comments.

### Response to comment:

1. The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010, which requires the installation of a sidewalk for reconstruction of roadways that are currently lacking sidewalks. Alternative 2 would not meet requirements of the Act throughout the project corridor.
2. Rehabilitation of Broad Branch Road requires action beyond typical maintenance procedures, including regrading of the roadway and replacement of the existing drainage system with an improved stormwater management system. The Preferred Alternative, Alternative 3 Modified, would address storm water runoff erosion and rehabilitate the road, while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010, which requires the installation of a sidewalk for reconstruction of roadways that are currently lacking sidewalks.

**From:** [Shelley Schonberger](#)  
**To:** [Parsons, BroadBranch](#)  
**Subject:** Plan 3  
**Date:** Friday, November 22, 2013 7:30:35 AM

---

I live on the park and drive it multiple times daily en route to school with carpool and most of my various errands. My thoughts on the rejuvenation proposal is to keep the park as close to natural as possible. I often see pedestrians walking along the roadside which is dicey. I don't see bicyclist as often on the stretch which is under consideration for a bike path, but when I do they are able to ride at a speed that doesn't seem to hinder traffic too much. Actually, going south it's all downhill and they move at a pretty good clip. My biggest "complaint" about creating a bike path AND a walking path is that it will ruin the feel of the park and I can BET you that the bikers will still ride in the road! If one drives down the park to the portions that have a bike path you will notice that the bikers are still riding in the road. My concern is that the path will be built and little used as evidenced by the lower part of the park.  
Respectfully,  
Shelley Schonberger

1

### Response to Shelley Schonberger:

Thank you for your comments.

### Response to comment:

1. The Preferred Alternative, Alternative 3 Modified, includes a sidewalk, but not a bike lane along Broad Branch Road. Alternative 3 Modified is the alternative with the least impacts on Rock Creek Park while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010, which requires the installation of a sidewalk for reconstruction of roadways that are currently lacking sidewalks.

**From:** [Diane Seibert](#)  
**To:** [Parsons, BroadBranch](#)  
**Subject:** Broad Branch Road Rebuild  
**Date:** Wednesday, November 06, 2013 7:59:35 PM

I attended last nights' Public Meeting and wanted to share my thoughts:

1) Broad Branch is clearly in need of rehabilitation. Even though the surface has improved since it was re-paved, it is clear from the eroding road edges and from the surrounding structures (guard rails, power poles etc) that it has been a LONG time since the road received the attention it has needed.

2) If you're going to spend capital funds (several million dollars) in doing the necessary repairs, now is the time to create the road that people obviously need - many bicycles and pedestrians travel on that road - taking their lives in their hands while they do it.

3) MANY people walk/bike/run and enjoy the park on the weekends - people on that side of the park have no way to safely access the park without DRIVING there - which is just crazy since it's less than a mile from many of their homes.

4) I know the trees are a concern to some people, but I think you could have done a better job discussing the very successful tree projects that have sprung up in DC over the past decade - DC Greenworks for example. I think you could have quoted statistics about how many trees are planted in DC each year - probably many more than the 460 or so that need to be cut down to accomplish this project. You could also have discussed any re-planting efforts you are planning as part of the construction project.

5) I would suggest installing a PERMANENT traffic calming device - like permanent traffic cameras to reduce vehicular speed

**I support Build Alternative 4 (Option C)**

--  
Diane Seibert

### Response to Diane Seibert:

Thank you for your comments.

### Responses to comments:

1. The Preferred Alternative, Alternative 3 Modified, will repair the structural deficiencies of the roadway while providing stormwater management improvements to address erosion caused by existing stormwater runoff patterns.
2. The Preferred Alternative will improve the safety of motorists, pedestrians, and bicyclists with improvements in sight lines and horizontal curves, the addition of sidewalks and crosswalks, repair of degraded facilities, improved lighting, and stormwater facilities.
3. See above response.
4. The Preferred Alternative incorporates a reduced typical section and retaining walls to minimize encroachment on the west side of the roadway. The walls will be installed within DDOT-owned right-of-way and thus minimize the extent of grading and tree removal required on the adjacent sloped areas. Design refinements incorporated into the Preferred Alternative 3 Modified resulted in reduced clearing and grading. This modification reduced the estimated number of trees impacted under Alternative 3 by approximately 18% or 83 trees.

All trees will be protected during construction or replaced according to DDOT's Standard Specifications for Highways and Structures – Section 608 Trees, Shrubs, Vines, and Ground Covers.

5. As noted in Section 2.3 of the Revised Draft EA, proposed curbs will provide the additional benefit of traffic calming.

*(Responses are continued on next page)*

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2) If you're going to spend capital funds (several million dollars) in doing the necessary repairs, now is the time to create the road that people obviously need - many bicycles and pedestrians travel on that road - taking their lives in their hands while they do it.

3) MANY people walk/bike/run and enjoy the park on the weekends - people on that side of the park have no way to safely access the park without DRIVING there - which is just crazy since it's less than a mile from many of their homes.

4) I know the trees are a concern to some people, but I think you could have done a better job discussing the very successful tree projects that have sprung up in DC over the past decade - DC Greenworks for example. I think you could have quoted statistics about how many trees are planted in DC each year - probably many more than the 460 or so that need to be cut down to accomplish this project. You could also have discussed any re-planting efforts you are planning as part of the construction project.

5) I would suggest installing a PERMANENT traffic calming device - like permanent traffic cameras to reduce vehicular speed

**I support Build Alternative 4 (Option C)**

--  
 Diane Seibert

### Response to Diane Seibert (continued):

6. Comment noted. The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010. All of the Candidate Build Alternatives would require impacts to historic resources and parklands protected under Section 4(f) of the U.S. Department of Transportation Act of 1966. The Act requires the selection of the Least Overall Harm Alternative, which has been determined to Alternative 3 Modified.

Based on comments received on the EA and subsequent coordination efforts with the affected Sovereign Nations, US State Department, and the National Park Service, Alternative 3 was modified to create the Preferred Alternative. Alternative 3 Modified avoids encroachments upon sovereign nation properties located on the west side of Broad Branch Road. While Alternative 3 Modified would require more right-of-way acquisition within Rock Creek Park than the original Candidate Build Alternative 3, the parcels of right-of-way to be acquired are generally less than 1 foot in width and would not alter the function or use of the affected park property (see Section 4.12 of the Revised Draft EA for a more detailed description of the potential impacts to this Section 4(f) resource). In addition, Alternative 3 Modified would have fewer impacts to historic resources, trees, and streams than Candidate Build Alternatives 3 and 4.

For the reasons cited above and within the Revised Draft EA, a dedicated bicycle lane as presented in Candidate Alternative 4 would require an additional 4 feet of paved surface for the length of the proposed roadway corridor. Although there is sufficient DDOT-owned right-of-way along Broad Branch Road north of 27th Street to accommodate the bicycle lane, this is not the case to the south. The widening to accommodate the bicycle lane would require additional acquisition of properties from Rock Creek Park and was not an acceptable proposal to the National Park Service. Although it does not provide a dedicated bicycle lane, Alternative 3 Modified would improve bicyclist safety along Broad Branch Road by improving sight lines, horizontal curves, and stormwater drainage.



**From:** [Selden, Thomas M. \(AHRQ\)](#)  
**To:**  
**Subject:** Broad Branch  
**Date:** Friday, November 22, 2013 9:45:40 AM

I am writing to register my strong opposition to the plans being proposed for Broad Branch. There is simply not enough space in that narrow valley to incorporate a wider road and a bike/hike trail. If you attempt to make this dual purpose, you'll destroy the very thing to which you're seeking to provide access. I'm fine with closing the road on weekends, like Bingham Drive. Or I'm fine with leaving the road as is. But destroying the valley in the name of improving access to the Park makes no sense to me.

If DC has this much extra money, why not address the problem of overcrowding and large class sizes in our public schools? Murch Elementary is losing resources on a per student basis, yet we are thinking about a massive public works project to destroy Broad Branch valley just because we have the extra money to do it? I couldn't disagree more.

Tom Selden

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### Response to Tom Selden:

Thank you for your comments.

### Responses to comments:

1. As indicated in Section 1.2 of the Revised Draft EA, the improvements to Broad Branch Road are needed to address deficiencies in the roadway infrastructure and stormwater management system; the safety of motorists, pedestrians, and bicyclists; and linkages to serve pedestrian and bicycle travel along the roadway itself as well as to the Rock Creek Park trail systems. The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010, which requires the installation of a sidewalk for reconstruction of roadways that are currently lacking sidewalks.
2. The proposed improvements are consistent with DDOT's mission to enhance the quality of life for residents and visitors by ensuring that people, goods, and information move efficiently and safely with minimal adverse impact on residents and the environment. Rehabilitation of Broad Branch Road requires action beyond typical maintenance procedures, including regrading of the roadway and replacement of the existing drainage system with an improved stormwater management system. The Preferred Alternative, Alternative 3 Modified, would address storm water runoff erosion and rehabilitate the road, while meeting the requirements of the Sidewalk Assurance Act (as noted above). The total estimated project cost for Candidate Build Alternative 3 Modified is \$56.25 million (in 2018 dollars), more than the cost of Candidate Build Alternative 2 (\$37.4 million) and Alternative 3 (\$43.7 million) yet less than that of Alternative 4 (\$57.5 million).

DDOT identifies and develops the transportation-related projects for the District's Capital Improvement Program (CIP) and the annual Capital Budget. The District's CIP budget goes toward improvements or applicable activities associated with streets, bridges, government facilities, public schools, and recreational projects. The rehabilitation of Broad Branch Road, NW, is included in the District's FY 2019 - 2024 Capital Improvements Plan, as well as the Washington Metropolitan Council of Government's FY 2017-2022 Transportation Improvement Program (TIP) and 2016 Financially Constrained Long-Range Plan (CLRP) for the Metropolitan Washington Region.

**From:**  
**To:** [Parsons, BroadBranch](#)  
**Subject:** broad branch road rehab project public comment  
**Date:** Friday, November 01, 2013 5:03:17 PM

Hi,

As a Forest Hills resident who lives about a block from Broad Branch Rd and Brandywine, I wanted to voice strong support for rebuilding the road with a bike lane and sidewalk, or at a minimum, at least with a sidewalk. This is probably a once in a lifetime opportunity to substantially improve bike and pedestrian access to Rock Creek Park and downtown, improve residents life expectancy (more on that below) and overall neighborhood quality of life.

Active bike commuters to downtown from Forest Hills and Chevy Chase like me basically have two primary route options, one is Broad Branch to the Rock Creek Park bike path, the other is to commute down Connecticut Ave. The former is a safer route in theory because the bike path away from the road for much of the way, but for the Broad Branch section, which is obviously narrow, with lots of blind curves, shrubbery along the sides that push bikers further into the road, and fast moving traffic. I am a pretty experienced biker and probably braver (or dumber!) than most, so I still bike Broad Branch. But my days feel numbered when cycling this road, and am sure that this dangerous section dissuades a lot of others, thus driving them onto Connecticut Ave and/or its sidewalks. There these bikers become a greater impediment to traffic and pedestrian flow. Having a safer bike route along Broad Branch would be both great for bikers and for traffic flow, especially given the clear trends towards increasing numbers of bikers on the road.

Forest Hills is nice because it is adjacent to Rock Creek Park. Even though I live practically adjacent to the park, to actually access and pick up a trail in you have to do a substantial detour. As with biking, you cannot easily jog or walk along Broad Branch, the shortest route to a trail. In fact, the road is probably even a greater deterrent to pedestrians than to bikers, as at least on bike you can move along with traffic a bit. The rare brave Broad Branch walker or jogger that does venture out look like scared rabbits nervously dodging cars coming around blind curves at speed. I think most people in my neighborhood would welcome a sidewalk to have easier and far safer park access.

Trees are great and their destruction in widening the road to accommodate a sidewalk and bike path is not necessarily welcome. But overall, the benefits of bike friendly commuting and park access far outweigh the cost of tree loss in my mind. If other commenters lament too much about the loss of trees caused by both a bike lane and a sidewalk, as no doubt some will, at a minimum a narrower option with just a sidewalk would already be a major improvement to get pedestrians and frankly bikers - they will probably use it too - away from the cars.

Thank you for your consideration.

Maarten

BSG Consulting : A Partnership of John Black & Associates, Ltd. ,  
 Albemarle, Inc., and Garity Consulting Group, Inc.

## Response to Maarten Sengers:

Thank you for your comments.

## Response to comment:

1. The Preferred Alternative, Alternative 3 Modified, will improve pedestrian access to Rock Creek Park by providing a sidewalk along Broad Branch Road. A dedicated bicycle lane as presented in Candidate Alternative 4 would require an additional 4 feet of paved surface for the length of the proposed roadway corridor. Although there is sufficient DDOT-owned right-of-way along Broad Branch Road north of 27th Street to accommodate the bicycle lane, this is not the case to the south. The widening to accommodate the bicycle lane would require additional acquisition of properties from Rock Creek Park and was not an acceptable proposal to the National Park Service. Although it does not provide a dedicated bicycle lane, Alternative 3 Modified would improve bicyclist safety along Broad Branch Road by improving sight lines, horizontal curves, and stormwater drainage.

**From:** [Sam Serebin](#)  
**To:** [Parsons, BroadBranch](#)  
**Subject:** I support Plan 4 for Broad Branch Road  
**Date:** Thursday, November 21, 2013 10:12:48 PM

Please count this as support for the proposal to rebuild Broad Branch road while adding both a sidewalk and bike lane.

Please also count this as support for adding more dedicated and divided bike lanes throughout the city.

And finally, please find a way of creating a safe fully divided route from upper NW along Wisconsin or thereabouts to the Capital Crescent Trail.

Thanks,  
 Sam Serebin

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### Response to Sam Serebin:

Thank you for your comments.

### Responses to comments:

1. The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010. All of the Candidate Build Alternatives would require impacts to historic resources and parklands protected under Section 4(f) of the U.S. Department of Transportation Act of 1966. The Act requires the selection of the Least Overall Harm Alternative, which has been determined to Alternative 3 Modified.

Based on comments received on the EA and subsequent coordination efforts with the affected Sovereign Nations, US State Department, and the National Park Service, Alternative 3 was modified to create the Preferred Alternative. Alternative 3 Modified avoids encroachments upon sovereign nation properties located on the west side of Broad Branch Road. While Alternative 3 Modified would require more right-of-way acquisition within Rock Creek Park than the original Candidate Build Alternative 3, the parcels of right-of-way to be acquired are generally less than 1 foot in width and would not alter the function or use of the affected park property (see Section 4.12 of the Revised Draft EA for a more detailed description of the potential impacts to this Section 4(f) resource). In addition, Alternative 3 Modified would have fewer impacts to historic resources, trees, and streams than Candidate Build Alternatives 3 and 4.

*(Responses are continued on next page)*

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And finally, please find a way of creating a safe fully divided route from upper NW along Wisconsin or thereabouts to the Capital Crescent Trail.

Thanks,  
 Sam Serebin

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2

### Response to Sam Serebin (continued):

For the reasons cited above and within the Revised Draft EA, a dedicated bicycle lane as presented in Candidate Alternative 4 would require an additional 4 feet of paved surface for the length of the proposed roadway corridor. Although there is sufficient DDOT-owned right-of-way along Broad Branch Road north of 27th Street to accommodate the bicycle lane, this is not the case to the south. The widening to accommodate the bicycle lane would require additional acquisition of properties from Rock Creek Park and was not an acceptable proposal to the National Park Service. Although it does not provide a dedicated bicycle lane, Alternative 3 Modified would improve bicyclist safety along Broad Branch Road by improving sight lines, horizontal curves, and stormwater drainage.

2. Comment noted. The proposed project focuses on improving pedestrian and bicyclist safety within the Broad Branch Road corridor. DDOT's Bicycle Program is committed to providing safe and convenient bicycle access throughout the city. DDOT's 2005 DC Bicycle Master Plan includes proposed multi-use trails within Northwest DC, specifically along Nebraska Avenue, Massachusetts Avenue, and Dalecarlita Parkway.

**From:** [Sharon and Kalim Shah](#)  
**To:** [Parsons, BroadBranch](#)  
**Subject:** Broadbranch road rebuild  
**Date:** Friday, November 22, 2013 8:40:07 AM

---

I would vote for Option 2, rebuild as is with storm drainage.

best  
Kalim

1

#### Response to Kalim Shah:

Thank you for your comments.

#### Response to comment:

1. The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010, which requires the installation of a sidewalk for reconstruction of roadways that are currently lacking sidewalks. Alternative 2 would not meet requirements of the Act throughout the project corridor.



From: on behalf of [Marjorie Share](#)  
 To: [Parsons, BroadBranch](#)  
 Subject: COMMENTS  
 Date: Friday, November 22, 2013 4:05:51 PM

I support #2 because it will satisfy safety and environmental concerns. I have ridden the route--from Brandywine to the National Mall--for decades. Being able to enter the Park at Tilden works extremely well.

Thank you.  
 Marjorie Share

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### Response to Marjorie Share:

Thank you for your comments.

### Response to comment:

1. The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010, which requires the installation of a sidewalk for reconstruction of roadways that are currently lacking sidewalks. Alternative 2 would not meet requirements of the Act throughout the project corridor.

**From:** [Hameed, Faisal \(DDOT\)](#)  
**To:** [Manoum, Rachael](#); [Wilson, Wayne \(DDOT\)](#); [Walker, Stephen C](#)  
**Cc:** [Khan, Saadat \(DDOT\)](#)  
**Subject:** FW: Broad Branch Road Project  
**Date:** Friday, November 22, 2013 5:01:40 PM

Comments.

**Faisal Hameed, Ph.D.**

Manager | Project Development & Environment Division | Infrastructure Project Management Administration (IPMA)

**d.** District Department of Transportation |

**From:** Caleb Shreve  
**Sent:** Friday, November 22, 2013 4:47 PM  
**To:** Hameed, Faisal (DDOT)  
**Subject:** Broad Branch Road Project

I am writing to express my objection to options #3 & #4 of the proposed Broad Branch Road rehabilitation project. I am 3rd generation native of DC and a biker myself, but this project is both a waste of taxpayer money and another affront to the "character of DC", by simply over-constructing where little need or value exists. The project, as proposed in options #3 & #4 would be high cost, with significant environmental impact and little environmental gain by way of limiting vehicular traffic, it can also be reasonably predicted that the increase in pedestrian and bicycle usage would be minimal considering the population density of the neighborhoods into which the Broad Branch Road feeds. Despite the din of a highly vocal minority of new DC residents, there are things in DC that do not need to be changed or newly constructed simply for the sake of it or for a minor level of added convenience. This project it certainly one of them and the cost in time, effort and environmental impact would be best spent for something that serves a meaningful number of people for a meaningful benefit to the city and its residents. My thanks for your attention to this comment to the project.

Most sincerely,

Caleb Shreve

### Response to Caleb Shreve:

Thank you for your comments.

### Response to comment:

1. As indicated in Section 1.2 of the Revised Draft EA, the improvements to Broad Branch Road are needed to address severe deficiencies in the roadway's infrastructure and stormwater management system; the safety of motorists, pedestrians, and bicyclists; and linkages to serve pedestrian and bicycle travel along the roadway itself as well as to the Rock Creek Park trail systems. The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010, which requires the installation of a sidewalk for reconstruction of roadways that are currently lacking sidewalks.

**From:** [Adam Sieminski](#)  
**To:** [Parsons, BroadBranch](#)  
**Subject:** in support of Alternative 4 rebuild of Broad Branch Road  
**Date:** Monday, November 11, 2013 10:22:47 AM

I support Alternative 4, to include both a sidewalk and a bicycle lane in the proposed rebuild of Broad Branch Road. Having walked and bicycled on the section from Brandywine Street to the Beach Drive intersection for over 20 years, it is my view that the safety and enjoyment of the Park and the Broad Branch stream view shed would be significantly enhanced by this alternative. I agree with the proposal (suggested at the public hearing) for installation of a speed camera(s) to control traffic.

The reconstruction of the Y intersection at Brandywine Street and Broad Branch Road is an excellent safety measure- turning left onto Brandywine while travelling upstream is a 'heart-stopping' experience only surpassed by the gut-wrenching fear of walking or cycling on this road now.

Thank you.

Adam Sieminski

## Response to Adam Sieminski:

Thank you for your comments.

## Responses to comments:

1. The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010. All of the Candidate Build Alternatives would require impacts to historic resources and parklands protected under Section 4(f) of the U.S. Department of Transportation Act of 1966. The Act requires the selection of the Least Overall Harm Alternative, which has been determined to Alternative 3 Modified.

Based on comments received on the EA and subsequent coordination efforts with the affected Sovereign Nations, US State Department, and the National Park Service, Alternative 3 was modified to create the Preferred Alternative. Alternative 3 Modified avoids encroachments upon sovereign nation properties located on the west side of Broad Branch Road. While Alternative 3 Modified would require more right-of-way acquisition within Rock Creek Park than the original Candidate Build Alternative 3, the parcels of right-of-way to be acquired are generally less than 1 foot in width and would not alter the function or use of the affected park property (see Section 4.12 of the Revised Draft EA for a more detailed description of the potential impacts to this Section 4(f) resource). In addition, Alternative 3 Modified would have fewer impacts to historic resources, trees, and streams than Candidate Build Alternatives 3 and 4.

*(Responses are continued on next page)*

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Thank you.

Adam Sieminski

### Response to Adam Sieminski (continued):

For the reasons cited above and within the Revised Draft EA, a dedicated bicycle lane as presented in Candidate Alternative 4 would require an additional 4 feet of paved surface for the length of the proposed roadway corridor. Although there is sufficient DDOT-owned right-of-way along Broad Branch Road north of 27th Street to accommodate the bicycle lane, this is not the case to the south. The widening to accommodate the bicycle lane would require additional acquisition of properties from Rock Creek Park and was not an acceptable proposal to the National Park Service. Although it does not provide a dedicated bicycle lane, Alternative 3 Modified would improve bicyclist safety along Broad Branch Road by improving sight lines, horizontal curves, and stormwater drainage.

2. As indicated in Section 2.3.1 of the Revised Draft EA, the Preferred Alternative would include a T-intersection at the intersection of Broad Branch Road and Brandywine Street with minor changes to the width of travel lanes on Brandywine Street. The modification is proposed to improve traffic operations and safety at the intersection.

**From:** Sam Simmens  
**To:** Parsons, BroadBranch  
**Subject:** Comment on Broad Branch Rd options  
**Date:** Saturday, November 02, 2013 11:10:50 AM

This comment is to express my strong support for those Broad Branch Road rehabilitation options which provide the greatest degree of safety for motorists, pedestrians, and cyclists. Based on the detailed analyses presented in the October 2013 Rehabilitation of Broad Branch Road environmental assessment report, it seems very clear that Candidate Build Alternative 4 is the only one which maximizes safety for both pedestrians and cyclists. Candidate Build Alternative 3 does clearly improve safety for pedestrians and cyclists, but not to the extent as 4.

I do have some concern about the loss of trees associated with these alternatives and the increase in impervious surface, especially with Alternative 4. However, the overall tree canopy will undoubtedly fully re-cover those areas in just a few years, and as noted in the report, the improved surface water management for all of the alternatives should result in a net improvement in water quality.

Regarding the benefits to cyclists: I know that some will argue that cyclists do not need a separate path and they would be fine using the existing roadway or a re-paved roadway. I think that's true for those cyclists who are capable and perhaps somewhat fearless regarding riding on a very windy road with poor sight lines and substantial traffic at times. Most other cyclists, as well as parents riding with their children, would never consider riding on this section of Broad Branch Road - or might ride it once and never again after realizing the danger. Having a separate bicycle path that provides safe and pleasant access to the Rock Creek bicycle trail would I believe encourage large numbers of people who live within a few miles of the northern part of this project to use their bicycles to connect to the Rock Creek hiker / biker trail system for recreation and commuting to work. For cyclists who do not feel comfortable on narrow windy roads with traffic during weekdays, there is no other relatively safe access to the Rock Creek hiker / biker trail system from this area of Washington.

Overall, given the very thorough analysis presented in the October 2013 Rehabilitation of Broad Branch Road environmental assessment report, I have confidence that Alternative 4 will provide the most benefit for everyone while causing no long-term environmental or aesthetic harm. The trail system for hikers and cyclists in the Washington region is a real quality of life improvement for many people in this region. Providing safe and pleasant access to this system for this part of the city is something that would be appreciated by thousands of people over the next century. It's worth the extra cost.

Sam Simmens

## Response to Sam Simmens:

Thank you for your comments.

## Responses to comments:

1. Comment noted.
2. As indicated in Section 4.1.4 of the Revised Draft EA, tree removal on both sides of the roadway will be limited to the maximum extent possible by minimizing the extent of cut and fill for the proposed improvements. All trees will be protected during construction or replaced according to DDOT's Standard Specifications for Highways and Structures – Section 608 Trees, Shrubs, Vines, and Ground Covers.

The Preferred Alternative would result in an additional 80,176 square feet of impervious surfaces. Design refinements resulted in approximately a 3% reduction in additional impervious surface compared to the original Alternative 3 (see Table 4-1 of the Revised Draft EA). As discussed in Section 4.1.2 of the Revised Draft EA, the proposed stormwater sewer would include perforations that would allow for some of the stormwater to naturally infiltrate as it travels through the culverts. This type of system, combined with the proposed rain gardens, would improve upon existing conditions by compensating for some of the impervious surfaces and allowing for groundwater regeneration closer to historic volumes.

*(Responses are continued on next page)*



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Sam Simmens

### Response to Sam Simmens (continued):

3. The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010. All of the Candidate Build Alternatives would require impacts to historic resources and parklands protected under Section 4(f) of the U.S. Department of Transportation Act of 1966. The Act requires the selection of the Least Overall Harm Alternative, which has been determined to Alternative 3 Modified.

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**From:** [Wilson, Wayne \(DDOT\)](#)  
**To:** [Walter, Stephen C.](#)  
**Cc:** [Parsons, BroadBranch](#)  
**Subject:** FW: Broad Branch Road EA  
**Date:** Thursday, November 07, 2013 8:54:57 AM  
**Attachments:** [image001.png](#)

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**From:** Speck, Randall  
**Sent:** Wednesday, November 06, 2013 5:16 PM  
**To:** Wilson, Wayne (DDOT)  
**Subject:** Broad Branch Road EA

Wayne,

We spoke at last night's meeting at the Methodist Home, and I had one additional question. I could not find in the EA any indication of the cost or schedule implications of Options A, B, or C. Am I correct in assuming that the cost and schedule impacts of those options will be relatively small? Do you have any cost and schedule estimates? Thanks.

Randy Speck  
 ANC 3/4G03 (bordering the northern end of the Broad Branch Project)

Randall Speck  
**KAYE SCHOLER LLP**  
 The McPherson Building

This message may contain confidential and/or legally privileged information from the law firm Kaye Scholer LLP. If delivered to anyone other than the intended recipient, please notify the sender immediately by return email or by telephone and delete the message, along with any attachments, from your computer. Thank you.

\* \* \* \*

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### Response to Randy Speck:

Thank you for your comments.

### Response to comment:

1. Information regarding project cost and construction duration for the Preferred Alternative and the Candidate Build Alternatives are included in the Revised Draft EA, in Section 2.3.1 and Section 2.3.2, respectively.

From: [R. Darryl Stephens](#)  
 To: [Parsons, BroadBranch](#)  
 Subject: Options for Broad Branch Road Rehabilitation  
 Date: Friday, November 22, 2013 4:11:58 PM

**I support option #1. As-needed road maintenance and/or road resurfacing ONLY!**

**I wholeheartedly support as-needed maintenance and re-surfacing of this road.** OPTION #1 will leave the road "as is" with maintenance, as needed, with no massive tree loss.

**I am a DC, tax-paying citizen.**

You've heard plenty of "I want's" from a SMALL NUMBER of daily and "weekend recreational" cyclists (**who don't pay taxes via their 'vehicles'**) about cars accommodating *them* on Broad Branch Road. We already DO accommodate them--every day! Now, hear from the LARGER, CAR-DRIVING **TAX-PAYING** MAJORITY who use this as a DAILY COMMUTER route.

The reasons behind **my support for OPTION #1** are listed below:

- **There are currently several safe ways to access the Rock Creek Park system of trails and bike paths from Chevy Chase without a car** - Bingham Drive has a path paralleling the road to Beach Drive as does Pinehurst trail that parallels Oregon and then heads east along Military to Beach.
- Options #3 and #4 will cause the loss of 465 trees. The soapstone valley construction will also take down hundreds of trees.
- Options #3 and #4's use of high (17 ft) retaining walls runs counter to the NATURE-oriented park-like atmosphere of this road.
- The road DOES NOT need added curbs and retaining walls.
- Cyclists from all over the country (and world wide) who may never come here or use the path can influence the official have a voice in the decision. This is inane and insane. **This is a LOCAL matter and decision--and LOCAL voices (DC, MD) should only be considered as viable "votes".**
- Choices #3 and #4 (constructing a walking/bike path on the west side of the road) would carve out large portions of hill and rock formations, cause the loss of 465 trees, the building of long sections of retaining walls up to 17 feet tall, and require purchase of private property bordering the road.

**Response to R. Darryl Stephens:**

Thank you for your comments.

**Responses to comments:**

1. As indicated in Section 1.2 of the Revised Draft EA, the improvements to Broad Branch Road are needed to address deficiencies in the roadway infrastructure and stormwater management system; the safety of motorists, pedestrians, and bicyclists; and linkages to serve pedestrian and bicycle travel along the roadway itself as well as to the Rock Creek Park trail systems.

The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010, which requires the installation of a sidewalk for reconstruction of roadways that are currently lacking sidewalks.

2. The proposed sidewalk will serve pedestrian travel along Broad Branch Road as well as provide a linkage to the Rock Creek Park trail systems (i.e. Rock Creek Park Trail, Western Ridge Trail, and Soapstone Valley Trail) for areas west of Broad Branch Road.
3. As indicated in Section 4.1.4 of the Revised Draft EA, tree removal on both sides of the roadway will be limited to the maximum extent possible by minimizing the extent of cut and fill for the proposed improvements. All trees will be protected during construction or replaced according to DDOT's Standard Specifications for Highways and Structures – Section 608 Trees, Shrubs, Vines, and Ground Covers.
4. As discussed in Section 4.3.8 of the Revised Draft EA, the use of architecturally compatible designs and materials for construction of the new retaining walls would maintain the aesthetic quality associated with the rural feel of the roadway and match the rural architectural elements, such as the existing Soapstone Creek Culvert and Grant Road Bridge, that are characteristic of Rock Creek Park.

(Responses are continued on next page)



From: [R. Darryl Stephens](#)  
 To: [Parsons, BroadBranch](#)  
 Subject: Options for Broad Branch Road Rehabilitation  
 Date: Friday, November 22, 2013 4:11:58 PM

**I support option #1. As-needed road maintenance and/or road resurfacing ONLY!**

**I wholeheartedly support as-needed maintenance and re-surfacing of this road.** OPTION #1 will leave the road "as is" with maintenance, as needed, with no massive tree loss.

**I am a DC, tax-paying citizen.**

You've heard plenty of "I want's" from a SMALL NUMBER of daily and "weekend recreational" cyclists (**who don't pay taxes via their 'vehicles'**) about cars accommodating *them* on Broad Branch Road. We already DO accommodate them--every day! Now, hear from the LARGER, CAR-DRIVING **TAX-PAYING** MAJORITY who use this as a DAILY COMMUTER route.

The reasons behind **my support for OPTION #1** are listed below:

- **There are currently several safe ways to access the Rock Creek Park system of trails and bike paths from Chevy Chase without a car** - Bingham Drive has a path paralleling the road to Beach Drive as does Pinehurst trail that parallels Oregon and then heads east along Military to Beach.
- Options #3 and #4 will cause the loss of 465 trees. The soapstone valley construction will also take down hundreds of trees.
- Options #3 and #4's use of high (17 ft) retaining walls runs counter to the NATURE-oriented park-like atmosphere of this road.
- The road DOES NOT need added curbs and retaining walls.
- Cyclists from all over the country (and world wide) who may never come here or use the path can influence the official have a voice in the decision. This is inane and insane. **This is a LOCAL matter and decision--and LOCAL voices (DC, MD) should only be considered as viable "votes".**
- Choices #3 and #4 (constructing a walking/bike path on the west side of the road) would carve out large portions of hill and rock formations, cause the loss of 465 trees, the building of long sections of retaining walls up to 17 feet tall, and require purchase of private property bordering the road.

## Response to R. Darryl Stephens (continued):

5. As discussed in Section 2.3.1 of the Revised Draft EA, the proposed curb is intended to prevent the edge of the new roadway from unraveling and discourage tree roots from disturbing the roadway base, as well as protect side slopes from stormwater runoff. In addition, curbs would provide the additional benefit of traffic calming.
6. While NEPA does not place restrictions on public comments based upon address, extensive efforts have been made to obtain input from the local community throughout the project process. Public scoping meetings and a public hearing were held at local community centers. The EA has been made available at FHWA's and DDOT's offices and at multiple D.C. public libraries in the vicinity of the project. Many comments were received from people residing in within communities adjacent to the project area, including Forest Hills and Chevy Chase. DDOT and FHWA take into account all public comments during the NEPA decision-making process.
7. The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the project purpose and need, and the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010.

As described in Section 2.3, retaining walls on both sides of the roadway will be designed to be compatible with the roadway setting – see renderings presented in Figures 2-4, 2-5 and 2-6. The higher walls are located on the west side of the roadway and are intended to minimize encroachment outside the DDOT-owned right-of-way and to limit cutting and clearing. Walls on the east side of the roadway will be designed to maintain slope integrity for safety purposes and still provide views of areas to the east from the new sidewalks.

As indicated in Section 4.1.4 of the Revised Draft EA, tree removal on both sides of the roadway will be limited to the maximum extent possible by minimizing the extent of cut and fill for the proposed improvements. All trees will be protected during construction or replaced according to DDOT's Standard Specifications for Highways and Structures – Section 608 Trees, Shrubs, Vines, and Ground Covers.

(Responses are continued on next page)

- The cost would be close to \$35-40 million tax dollars. I'm sure the competing construction companies are pushing this construction very *strongly* and salivating at the chance to get at this much taxpayer money *with almost-guaranteed cost overruns*.
- Construction would take about 3 years. ***Are you kidding????***--How about YOU try "accommodating" this nightmare every day for 3 years!!!!
- ***SUMMARY: Too costly, not needed, major destruction to environment, cyclists already use this road with cars***

(Please note that the ANC-3G support for option #4 **DOES NOT represent me or a MAJORITY of their constituents.**)

**R. Darryl Stephens**

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#### Response to R. Darryl Stephens (continued):

8. Rehabilitation of Broad Branch Road requires action beyond typical maintenance procedures, including regrading of the roadway and replacement of the existing drainage system with an improved stormwater management system. The Preferred Alternative, Alternative 3 Modified, would address storm water runoff erosion and rehabilitate the road, while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010, which requires the installation of a sidewalk for reconstruction of roadways that are currently lacking sidewalks. Alternative 2 would not meet requirements of the Act throughout the project corridor. The total estimated project cost for Candidate Build Alternative 3 Modified is \$56.25 million (in 2018 dollars), more than the cost of Candidate Build Alternative 2 (\$37.4 million) and Alternative 3 (\$43.7 million) yet less than that of Alternative 4 (\$57.5 million).
9. Maintenance of traffic plans included in Appendix E and further refined as part of the project's final design will provide detour arrangements during road closures required for project construction. It is also recommended that reconstruction of the roadway occur in phases to minimize disruptions from road closures.
10. Comment noted.



## Broad Branch Road

## COMMENT SHEET

November 5, 2013

Thank you for participating in tonight's Public Hearing. Please take a few moments to complete the following questions. You may either leave your completed comment sheet at the designated location or it may be stamped and returned by mail (postmarked by November 22, 2013) to the addressee on the reverse side in order to be included in the Public Hearing record.

1. Of the No Action Alternative and three Candidate Build Alternatives shown tonight, which do you think best satisfies the needs of the project and is in keeping with the project setting?

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2. With respect to the Options, do you find any of them to be more favorable than the others?

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3. What other information would you offer to help decision makers select the best alternative?

Why couldn't a bridge go over the east side and a path be put up on the hillside.

4. Are there other issues or concerns that you have regarding this Environmental Study?

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Please provide your name and address (optional)

Name: Pam Stael Address: \_\_\_\_\_

☒ Please check if you would like to be added to the project mailing list.

DDOT does not discriminate on the basis of actual or perceived race, color, religion, national origin, sex, age, marital status, personal appearance, sexual orientation, gender identity or expression, familial status, family responsibilities, matriculation, political affiliation, genetic information, disability, source of income, status as a victim of an intrafamily offense, or place of residence or business as provided by Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act, the D.C. Human Rights Act of 1977, and other related statutes.

Thank you for your comments.

d.

District Department of Transportation

U.S. Department of Transportation  
Federal Highway Administration

## Response to Carol F. Stael:

Thank you for your comments.

## Responses to comments:

1. The Preferred Alternative, Alternative 3 Modified, includes the construction of a sidewalk along the west side of Broad Branch Road for the entire length of the project. An existing crosswalk at the southern end of Broad Branch Road would provide a linkage between the new sidewalk and the Western Ridge Trail in Rock Creek Park.

**From:** [Aaron Swerdlow](#)  
**To:** [Parsons, BroadBranch](#)  
**Subject:** Park Remodel  
**Date:** Friday, November 22, 2013 4:53:34 PM

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As a lifelong local resident, I would like to request option two because it is the right amount of remodeling. Please email me with any questions.

Thank you,  
Aaron Swerdlow

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### Response to Aaron Swerdlow:

Thank you for your comments.

### Response to comment:

1. The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010, which requires the installation of a sidewalk for reconstruction of roadways that are currently lacking sidewalks. Alternative 2 would not meet requirements of the Act throughout the project corridor.

**From:** [Joel Swerdlow](#)  
**To:** [Parsons, BroadBranch](#)  
**Subject:** I strongly support option 2  
**Date:** Friday, November 22, 2013 4:39:14 PM

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have been using Broad Branch for decades and #2 is clearly what we need thanks!

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Joel L. Swerdlow, Ph.D.

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### Response to Joel L. Swerdlow:

Thank you for your comments.

### Response to comment:

1. The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010, which requires the installation of a sidewalk for reconstruction of roadways that are currently lacking sidewalks. Alternative 2 would not meet requirements of the Act throughout the project corridor.

**From:** [Jennifer Tapper](#)  
**To:** [Parsons, BroadBranch](#); [Smith, Dee \(COUNCIL\)](#)  
**Subject:** sidewalk please!  
**Date:** Friday, November 22, 2013 10:03:20 AM

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Dear Friends,

We live at \_\_\_\_\_ and would love to have a sidewalk to access Rock Creek Park. Every day I turn the corner from our alley onto Broad Branch Road and quickly onto Brandywine street and see folks walking. It is terrifying! Drivers treat that area of Broad Branch as a parkway/highway and drive so fast. I also see teenagers walking or riding a bike. It is an unnecessary danger to not include a sidewalk.

If you put in a sidewalk you will save a life.

Sincerely hopeful for a sidewalk,

Jennifer, Jake, Alice and Jack Tapper

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### Response to Jennifer, Jake, Alice, and Jack Tapper:

Thank you for your comments.

### Response to comment:

1. The Preferred Alternative, Alternative 3 Modified, includes the construction of a sidewalk along the west side of Broad Branch Road for the entire length of the project.

**From:** [Ken Terzian](#)  
**To:** [Parsons, BroadBranch](#)  
**Subject:** Broadbranch Plan 3  
**Date:** Friday, November 22, 2013 9:09:46 AM

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As resident of Forest Hills, I would like to cast my vote for Option 3, allowing sidewalk access along with the road and stormwater management improvements.

Thank you.

Ken Terzian

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#### Response to Ken Terzian:

Thank you for your comments.

#### Response to comment:

1. The Preferred Alternative, Alternative 3 Modified, includes the construction of a sidewalk along the west side of Broad Branch Road for the entire length of the project.



**From:** [DENISE WARNER](#)  
**To:** [Parsons, BroadBranch](#)  
**Subject:** Broad Branch Option 2 is my preference  
**Date:** Friday, November 22, 2013 8:46:27 AM

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Denise Warner,

I am concerned about increased traffic through an idyllic stretch of road. There are many options for accessing the park.

The idea of a pedestrian/bike bridge from Albemarle (above Broad Branch) is the solution I prefer – "Option 5" as generally stated by Commissioner Ray, ANC 3F03.

Thank you.

Denise Warner. Realtor ©

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### Response to Denise Warner:

Thank you for your comments.

### Responses to comments:

1. The Preferred Alternative is designed to address existing safety and stormwater management deficiencies along Broad Branch Road. No vehicle-capacity improvements are proposed, and no increase in traffic is anticipated.
2. A pedestrian/bike bridge from Albemarle would not address safety concerns for vehicles, pedestrians, and bicyclists along Broad Branch Road.

**From:** Steven Weiner  
**To:** Parsons, BroadBranch  
**Subject:** Comments on Broad Branch Rd NW Improvements  
**Date:** Tuesday, November 19, 2013 5:36:07 PM

I wish to include my comments on the DDOT proposals for improvements to Broad Branch Road NW.

1. Of the No Action Alternative and three Candidate Build Alternatives shown tonight, which do you think best satisfies the needs of the project and is in keeping with the project setting?

The one that best satisfies the needs is Alternative 4, which provides the needed non-automobile access to this public road, which is current non-existent.

2. With respect to the Options, do you find any of them to be more favorable than the others?

Alternative 4 is the most favorable, with Alternative 3 also favorable.

3. What other information would you offer to help decision makers select the best alternative?

I currently use this road as a driver of an automobile, cyclist, and pedestrian. In all cases, the lack of space for non-automobiles causes problems. It is concerning when I read or hear some individuals' beliefs that the primary purpose of a road is for automobiles, and that should be the priority over non-automobile travelers. I can only see that this would be true on limited access highways. Otherwise, the right-of-way needs to be shared. Particularly since this road provides access to a public park, it should allow all individuals to get there safely. The current design does not allow the safe travel of cyclists and pedestrians, given the narrowness of the roadway.

4. Are there other issues or concerns that you have regarding this Environmental Study?

I have no other issues or concerns.

Thank you very much for your consideration of my views.

Regards,

Steven Weiner

## Response to Steven Weiner:

Thank you for your comments.

## Responses to comments:

1. Comment noted. The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010. All of the Candidate Build Alternatives would require impacts to historic resources and parklands protected under Section 4(f) of the U.S. Department of Transportation Act of 1966. The Act requires the selection of the Least Overall Harm Alternative, which has been determined to Alternative 3 Modified.

Based on comments received on the EA and subsequent coordination efforts with the affected Sovereign Nations, US State Department, and the National Park Service, Alternative 3 was modified to create the Preferred Alternative. Alternative 3 Modified avoids encroachments upon sovereign nation properties located on the west side of Broad Branch Road. While Alternative 3 Modified would require more right-of-way acquisition within Rock Creek Park than the original Candidate Build Alternative 3, the parcels of right-of-way to be acquired are generally less than 1 foot in width and would not alter the function or use of the affected park property (see Section 4.12 of the Revised Draft EA for a more detailed description of the potential impacts to this Section 4(f) resource). In addition, Alternative 3 Modified would have fewer impacts to historic resources, trees, and streams than Candidate Build Alternatives 3 and 4.

For the reasons cited above and within the Revised Draft EA, a dedicated bicycle lane as presented in Candidate Alternative 4 would require an additional 4 feet of paved surface for the length of the proposed roadway corridor. Although there is sufficient DDOT-owned right-of-way along Broad Branch Road north of 27th Street to accommodate the bicycle lane, this is not the case to the south. The widening to accommodate the bicycle lane would require additional acquisition of properties from Rock Creek Park and was not an acceptable proposal to the National Park Service. Although it does not provide a dedicated bicycle lane, Alternative 3 Modified would improve bicyclist safety along Broad Branch Road by improving sight lines, horizontal curves, and stormwater drainage.

**From:** [Steven Weiner](#)  
**To:** [Parsons, BroadBranch](#)  
**Subject:** Comments on Broad Branch Rd NW Improvements  
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The one that best satisfies the needs is Alternative 4, which provides the needed non-automobile access to this public road, which is current non-existent.

2. With respect to the Options, do you find any of them to be more favorable than the others?

Alternative 4 is the most favorable, with Alternative 3 also favorable.

3. What other information would you offer to help decision makers select the best alternative?

I currently use this road as a driver of an automobile, cyclist, and pedestrian. In all cases, the lack of space for non-automobiles causes problems. It is concerning when I read or hear some individuals' beliefs that the primary purpose of a road is for automobiles, and that should be the priority over non-automobile travelers. I can only see that this would be true on limited access highways. Otherwise, the right-of-way needs to be shared. Particularly since this road provides access to a public park, it should allow all individuals to get there safely. The current design does not allow the safe travel of cyclists and pedestrians, given the narrowness of the roadway.

4. Are there other issues or concerns that you have regarding this Environmental Study?

I have no other issues or concerns.

Thank you very much for your consideration of my views.

Regards,

Steven Weiner

### Response to Steven Weiner (continued):

2. The Options for the proposed project are described in Section 2.3.2 of the Revised Draft EA, and include Option A Expanded Retaining Wall, Option B Sidewalk, and Option C T-Intersection at Brandywine Street.
3. The Preferred Alternative will improve the safety of motorists, pedestrians, and bicyclists with improvements in sight lines and horizontal curves, the addition of sidewalks and crosswalks, repair of degraded facilities, improved lighting, and stormwater facilities.

**From:** [Eric Weinstein](#)  
**To:** [Parsons, BroadBranch](#); [Walter, Stephen C](#)  
**Subject:** Broadbranch bike path  
**Date:** Monday, November 18, 2013 11:06:32 AM

Dear sirs, please reconsider the effort to destroy trees and build a bike path and walking path on broadbranch road. I have lived in the area for about 50 years, and there is simply no reason to pursue this multi-million dollar effort. There are many ways for bikers to enter the park. This prospective road alteration should not cater to the few at the expense of the many. Take the money and use it to fill the many potholes in the city. Leave broadbranch alone.

eric Weinstein  
 Nebraska Ave.

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#### Response to Eric Weinstein:

Thank you for your comments.

#### Response to comment:

1. As indicated in Section 1.2 of the Revised Draft EA, the improvements to Broad Branch Road are needed to address deficiencies in the roadway infrastructure and stormwater management system; the safety of motorists, pedestrians, and bicyclists; and linkages to serve pedestrian and bicycle travel along the roadway itself as well as to the Rock Creek Park trail systems.

**From:** [Larry Werner](#)  
**To:** [Parsons, BroadBranch](#)  
**Subject:** Opposed to \$40 Million bike path  
**Date:** Friday, November 22, 2013 9:22:54 AM

Like many others, I oppose spending \$40 Million and killing hundreds of trees essentially to build a bike path. There are so many better uses for \$40 Million,

\$40 Million could help improve our schools, our parks, our libraries or the Metro system as well as help provide truly affordable housing.

If we spend \$40 Million for special access will the cyclists still put themselves and others at risk by riding in the car lanes of Broad Branch Road?

Have you considered how pedestrians and cyclists will coexist safely? What will happen when a speeding cyclist hits an elderly pedestrian or small child?

How much air pollution will be generated and how many neighborhood streets endangered by three years of traffic being diverted from Broad Branch into our neighborhoods?

Why is the public comment period so short? And why does it end on the Friday before Thanksgiving?

### Response to Larry Werner:

Thank you for your comments.

### Responses to comments:

1. As indicated in Section 1.2 of the Revised Draft EA, the improvements to Broad Branch Road are needed to address deficiencies in the roadway infrastructure and stormwater management system; the safety of motorists, pedestrians, and bicyclists; and linkages to serve pedestrian and bicycle travel along the roadway itself as well as to the Rock Creek Park trail systems.  
  
As indicated in Section 4.1.4 of the Revised Draft EA, tree removal on both sides of the roadway will be limited to the maximum extent possible by minimizing the extent of cut and fill for the proposed improvements. All trees will be protected during construction or replaced according to DDOT's Standard Specifications for Highways and Structures – Section 608 Trees, Shrubs, Vines, and Ground Covers.
2. The proposed improvements are consistent with DDOT's mission to enhance the quality of life for residents and visitors by ensuring that people, goods, and information move efficiently and safely with minimal adverse impact on residents and the environment. DDOT identifies and develops the transportation-related projects for the District's Capital Improvement Program (CIP) and the annual Capital Budget. The District's CIP budget goes toward improvements or applicable activities associated with streets, bridges, government facilities, public schools, and recreational projects. The rehabilitation of Broad Branch Road, NW, is included in the District's FY 2019 - 2024 Capital Improvements Plan, as well as the Washington Metropolitan Council of Government's FY 2017-2022 Transportation Improvement Program (TIP) and 2016 Financially Constrained Long-Range Plan (CLRP) for the Metropolitan Washington Region.

*(Responses are continued on next page)*



**From:** [Larry Werner](#)  
**To:** [Parsons, BroadBranch](#)  
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Have you considered how pedestrians and cyclists will coexist safely? What will happen when a speeding cyclist hits an elderly pedestrian or small child?

How much air pollution will be generated and how many neighborhood streets endangered by three years of traffic being diverted from Broad Branch into our neighborhoods?

Why is the public comment period so short? And why does it end on the Friday before Thanksgiving?

### Response to Larry Werner (continued):

3. The Preferred Alternative, Alternative 3 Modified, does not include a dedicated bike lane.
4. The Preferred Alternative includes a sidewalk, not a multi-use trail. Bicyclists would continue to travel on the roadway.
5. Air quality effects during project construction are addressed in Section 4.9.6 of the Revised Draft EA. As noted in that section, District regulations regarding dust control and other air quality emission reduction controls, including DCMR Title 20 and other measures specified in DDOT's Standard Specifications for Highways and Structures – 107.17 Environmental Protection, would be followed. Other measures to reduce construction generated dust would include misting water over demolition or excavation operations, covering trucks when moving materials, minimizing unnecessary vehicular and machinery activities, and providing vegetative cover for all exposed soils during and upon completion of construction.  
  
Maintenance of traffic plans included in Appendix E and further refined as part of the project's final design will provide detour arrangements during road closures required for project construction. It is also recommended that reconstruction of the roadway occur in phases to minimize disruptions from road closures.
6. DDOT and FHWA published the EA on October 21, 2013. Consistent with 23 CFR 771.119, the EA was available for public comment for 30 days. Specifically, the public comment period for the EA was open until November 22, 2013.

**From:** [Clay G. Wescott](#)  
**To:** [Parsons, BroadBranch](#)  
**Subject:** comments  
**Date:** Thursday, October 31, 2013 8:20:17 AM

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I bike in and out on Broadbranch every day. Coming home during the evening rush is harrowing. Cars pass on blind corners, speeding up to way over the speed limit I'm sure. Friends have been knocked off their bikes by cars as they pass too close. Please put in the sidewalk or bikepath or both. As an interim step, put in signs warning about bikes, and speed cameras.

--

Clay G. Wescott

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### Response to Clay G. Wescott:

Thank you for your comments.

### Response to comment:

1. As discussed in Sections 2.3 and 4.4 of the Revised Draft EA, the Preferred Alternative, Alternative 3 Modified, will improve the safety of motorists, pedestrians, and bicyclists with improvements in sight lines and horizontal curves, the addition of sidewalks and crosswalks, repair of degraded facilities, improved lighting, and stormwater facilities. DDOT will consider the inclusion of speed cameras during the design phase of the project.

**From:** [Nancy White](#)  
**To:** [Parsons, BroadBranch](#)  
**Subject:** Comments regarding plans for Broad Branch Road  
**Date:** Monday, November 18, 2013 8:27:47 AM

As a Barnaby Woods neighbor, near to this proposed "improvement," I implore that the council and group reconsider the destruction of this area to accommodate bike lanes. This area has such character and charm and much is due to the lovely trees and neighborhood feeling that will be lost if plans continue as such to destroy more than 400 old growth trees.

Trees that you can not find in the suburbs and part of the aesthetic that drew us to this area.

Additionally, this cost is absurd and can be used for so many more community-enriching programs.

Please, please reconsider!!!

Thank you for your consideration,

Sent from my iPad

## Response to Nancy White:

Thank you for your comments.

## Responses to comments:

1. The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010, which requires the installation of a sidewalk for reconstruction of roadways that are currently lacking sidewalks. In efforts to reduce the width of the required right-of-way, the Preferred Alternative 3 Modified does not include dedicated bicycle lanes.

As indicated in Section 4.1.4 of the Revised Draft EA, tree removal on both sides of the roadway will be limited to the maximum extent possible by minimizing the extent of cut and fill for the proposed improvements. Design refinements incorporated into the Preferred Alternative 3 Modified resulted in reduced clearing and grading. This modification reduced the estimated number of trees impacted under Alternative 3 by approximately 18% or 83 trees. All trees will be protected during construction or replaced according to DDOT's Standard Specifications for Highways and Structures – Section 608 Trees, Shrubs, Vines, and Ground Covers.

*(Responses are continued on next page)*

**From:** [Nancy White](#)  
**To:** [Parsons, BroadBranch](#)  
**Subject:** Comments regarding plans for Broad Branch Road  
**Date:** Monday, November 18, 2013 8:27:47 AM

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Trees that you can not find in the suburbs and part of the aesthetic that drew us to this area.

Additionally, this cost is absurd and can be used for so many more community-enriching programs.

Please, please reconsider!!!

Thank you for your consideration,

Sent from my iPad

### Response to Nancy White (continued):

2. As indicated in Section 1.2 of the Revised Draft EA, the improvements to Broad Branch Road are needed to address deficiencies in the roadway infrastructure and stormwater management system; the safety of motorists, pedestrians, and bicyclists; and linkages to serve pedestrian and bicycle travel along the roadway itself as well as to the Rock Creek Park trail systems. Such improvements are consistent with DDOT's mission to enhance the quality of life for residents and visitors by ensuring that people, goods, and information move efficiently and safely with minimal adverse impact on residents and the environment.

DDOT identifies and develops the transportation-related projects for the District's Capital Improvement Program (CIP) and the annual Capital Budget. The District's CIP budget goes toward improvements or applicable activities associated with streets, bridges, government facilities, public schools, and recreational projects. The rehabilitation of Broad Branch Road, NW, is included in the District's FY 2019 - 2024 Capital Improvements Plan, as well as the Washington Metropolitan Council of Government's FY 2017-2022 Transportation Improvement Program (TIP) and 2016 Financially Constrained Long-Range Plan (CLRP) for the Metropolitan Washington Region.

**From:** [Donald Winkler](#)  
**To:** [Parsons, BroadBranch](#)  
**Subject:** Input from 20015 zip code resident on Broad Branch Road proposals  
**Date:** Thursday, November 21, 2013 9:10:51 AM

Thank you for the opportunity to comment on the 4 Alternatives under consideration for Broad Branch.

I would like here to express my strong opposition to Alternatives 2, 3 and 4. I oppose these alternatives for the following reasons:

- The destruction and removal of the hundreds of trees that these alternatives require. We need to be actively working to increase green cover in the District, not remove it to facilitate greater private vehicle traffic flow.
- The increased water run-off that will result from the increased hard surface coverage these alternatives involve. This is harmful to local natural waterways and to the Chesapeake Bay.
- The harmful effects increased traffic and pedestrian usage will have on Rock Creek Park wildlife and birdlife.

I therefore give my support to Alternative 1 -- repaving and maintenance of the existing roadway.

Thanks.

--  
 Don Winkler

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## Response to Don Winkler:

Thank you for your comments.

## Responses to comments:

1. Comment noted. As indicated in Section 1.2 of the Revised Draft EA, the improvements to Broad Branch Road are needed to address deficiencies in the roadway infrastructure and stormwater management system; the safety of motorists, pedestrians, and bicyclists; and linkages to serve non-vehicular modes of travel along the roadway itself as well as to the Rock Creek Park trail systems.
2. The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010, which requires the installation of a sidewalk for reconstruction of roadways that are currently lacking sidewalks. As indicated in Section 4.1.4 of the Revised Draft EA, tree removal on both sides of the roadway will be limited to the maximum extent possible by minimizing the extent of cut and fill for the proposed improvements. All trees will be protected during construction or replaced according to DDOT's Standard Specifications for Highways and Structures – Section 608 Trees, Shrubs, Vines, and Ground Covers.
3. The Preferred Alternative would result in an additional 80,176 square feet of impervious surfaces. Design refinements resulted in approximately a 3% reduction in additional impervious surface compared to the original Alternative 3 (see Table 4-1 of the Revised Draft EA). As discussed in Section 4.1.2 of the Revised Draft EA, the proposed stormwater sewer would include perforations that would allow for some of the stormwater to naturally infiltrate as it travels through the culverts. This type of system, combined with the proposed rain gardens, would improve upon existing conditions by compensating for some of the impervious surfaces and allowing for groundwater regeneration closer to historic volumes.

*(Responses are continued on next page)*



**From:** [Donald Winkler](#)  
**To:** [Parsons, BroadBranch](#)  
**Subject:** Input from 20015 zip code resident on Broad Branch Road proposals  
**Date:** Thursday, November 21, 2013 9:10:51 AM

Thank you for the opportunity to comment on the 4 Alternatives under consideration for Broad Branch.

I would like here to express my strong opposition to Alternatives 2, 3 and 4. I oppose these alternatives for the following reasons:

- The destruction and removal of the hundreds of trees that these alternatives require. We need to be actively working to increase green cover in the District, not remove it to facilitate greater private vehicle traffic flow.
- The increased water run-off that will result from the increased hard surface coverage these alternatives involve. This is harmful to local natural waterways and to the Chesapeake Bay.
- The harmful effects increased traffic and pedestrian usage will have on Rock Creek Park wildlife and birdlife.

I therefore give my support to Alternative 1 -- repaving and maintenance of the existing roadway.

Thanks.

--  
 Don Winkler

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#### Response to Don Winkler (continued)::

4. The Preferred Alternative is designed to address existing safety and stormwater management deficiencies along Broad Branch Road. No vehicle-capacity improvements are proposed, and no increase in vehicle usage of Broad Branch Road is expected. Increases in pedestrian use of Broad Branch Road as a result of constructing a sidewalk along the west side of the road would not increase noise levels or introduce a new source of disturbance to which wildlife and bird life within Rock Creek Park are not already accustomed.
5. Repaving and maintenance actions alone would not address existing deficiencies in the roadway infrastructure and stormwater management system; improve the safety of motorists, pedestrians, and bicyclists; or provide linkages to serve non-vehicular modes of travel along the roadway.

**From:**  
**To:** [Parsons, BroadBranch](#)  
**Subject:** Resident Comment on Broad Branch Road  
**Date:** Sunday, November 17, 2013 5:11:01 PM

As a resident of \_\_\_\_\_, I would like to submit my comments on the two proposed alternative plans for Broad Branch Road.

I and my family support the Alternative 1 (No Action) alternative, barring repaving of the existing roadway and necessary reconstruction support for the bridge at the bottom of Grant road.

I am strongly opposed to the remaining Alternative (Alternative 3) under consideration. This Alternative is not worthy of further consideration for the following reasons:

- It will result in the destruction and removal of numerous trees, further reducing green cover in the District
- It will turn what is currently a quiet, bucolic road into a much wider expanse of concrete surface which will result in increased surface water run-off into the constructed culvert ditches and into the watershed, something that we need to be actively working to avoid in the interests of improving conditions in the Chesapeake Bay
- It will likely result in some straightening of the road which will have the unintended consequences of speeding up traffic flow. This will then encourage heavier usage of Broad Branch road with resultant increases in vehicle pollution and litter
- Heavier pedestrian and vehicle usage will increase disturbance to Rock Creek Park wild life and bird life
- There is no need to make every part of Rock Creek Park accessible to the public through sidewalks, bicycle lanes, marked trails etc. It is currently traversed by wide tar trails, through-roads, and myriads of marked and broken trails. The undergrowth is destroyed by human passage and by unsustainable deer herds. Let's not contribute further significant damage to this wonderful Park by installing a quantity of new concrete infrastructure which will serve to further destroy the park.

Carolyn Winter

Sent from Windows Mail

## Response to Carolyn Winter:

Thank you for your comments.

## Responses to comments:

1. As indicated in Section 1.2 of the Revised Draft EA, the improvements to Broad Branch Road are needed to address deficiencies in the roadway infrastructure and stormwater management system; the safety of motorists, pedestrians, and bicyclists; and linkages to serve pedestrian and bicycle travel along the roadway itself as well as to the Rock Creek Park trail systems.

2. The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010, which requires the installation of a sidewalk for reconstruction of roadways that are currently lacking sidewalks.

As indicated in Section 4.1.4 of the Revised Draft EA, tree removal on both sides of the roadway will be limited to the maximum extent possible by minimizing the extent of cut and fill for the proposed improvements. All trees will be protected during construction or replaced according to DDOT's Standard Specifications for Highways and Structures – Section 608 Trees, Shrubs, Vines, and Ground Covers.

3. The Preferred Alternative would result in an additional 80,176 square feet of impervious surfaces. Design refinements resulted in approximately a 3% reduction in additional impervious surface compared to the original Alternative 3 (see Table 4-1 of the Revised Draft EA). As discussed in Section 4.1.2 of the Revised Draft EA, the proposed stormwater sewer would include perforations that would allow for some of the stormwater to naturally infiltrate as it travels through the culverts. This type of system, combined with the proposed rain gardens, would improve upon existing conditions by compensating for some of the impervious surfaces and allowing for groundwater regeneration closer to historic volumes.

*(Responses are continued on next page)*

**From:**  
**To:** [Parsons, BroadBranch](#)  
**Subject:** Resident Comment on Broad Branch Road  
**Date:** Sunday, November 17, 2013 5:11:01 PM

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Carolyn Winter

Sent from Windows Mail

### Response to Carolyn Winter (continued):

4. The Preferred Alternative is designed to address existing safety and stormwater management deficiencies along Broad Branch Road. No vehicle-capacity improvements are proposed. Broad Branch Road will continue to have one 10-ft travel lane in each direction. As noted in Section 2.3 of the Revised Draft EA, proposed curbs will provide the additional benefit of traffic calming.
5. No increase in vehicle usage of Broad Branch Road is expected due to the above considerations. Increases in pedestrian use of Broad Branch Road as a result of constructing a sidewalk along the west side of the road would not increase noise levels or introduce a new source of disturbance to which wildlife and bird life within Rock Creek Park are not already accustomed.
6. A sidewalk along Broad Branch Road is needed for the safety of pedestrians and is required for reconstruction of the road under the District of Columbia's Priority Sidewalk Assurance Act of 2010. In addition, pedestrian linkages between the trails within Rock Creek Park and areas west of Broad Branch Road are absent.

While Alternative 3 Modified would require more right-of-way acquisition within Rock Creek Park than the original Candidate Build Alternative 3, the parcels of right-of-way to be acquired are generally less than 1 foot in width and would not alter the function or use of the affected park property (see Section 4.12 of the Revised Draft EA for a more detailed description of the potential impacts to this Section 4(f) resource). In addition, Alternative 3 Modified would have fewer impacts to historic resources, trees, and streams than Candidate Build Alternatives 3 and 4.

**From:** [Wolin, Michele](#)  
**To:** [Parsons, BroadBranch](#)  
**Subject:** rain garden along Broad Branch  
**Date:** Friday, November 22, 2013 6:56:51 PM

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One more comment regarding the proposed rain garden: a friend has tried rain gardens in Forest Hills, and deer eat all the plants.

Michele Wolin

1

#### Response to Michele Wolin:

Thank you for your comments.

#### Response to comment:

1. As described in Section 2.3.1 of the Revised Draft EA, the rain garden would include a bioretention area adjacent to the roadway where runoff from the roadway would flow and be filtered through a layer of sand and into perforated underdrain pipes surrounded by aggregate and geotextile. Filtered stormwater would then be discharged to the existing storm drain system through an inlet structure connected to the existing drain system. The planting plan for the rain garden may include deer-resistant plant species to reduce the potential for loss from foraging deer.

**From:** [Wolin, Michele](#)  
**To:** [Parsons, BroadBranch](#)  
**Subject:** RE: comments on Broad Branch Road - corrected version (adding one sentence at end of paragraph 3)  
**Date:** Friday, November 22, 2013 4:42:41 PM

**From:** Wolin, Michele  
**Sent:** Friday, November 22, 2013 4:07 PM  
**To:**  
**Subject:** comments on Broad Branch Road

Hi,

I would vote for no action, or, if that is not a real option, then Option 2. 465 trees are too many to lose for Options 3 and 4; I understand the desire for a path into the park, but I don't think it's worth cutting down so many trees. We are already losing so many trees to development, other utility projects (Soapstone), Pepco, McMansions, etc.; it is truly a shame that we won't even protect the trees we have in a park.

Further, if Option 3 or 4 win, I urge you to consider only building the sidewalk/bike lane from Brandywine to the parking lot at Beach Drive. There has also been talk of creating a walking/biking path from the Soapstone project, which I think would be at Albemarle; that could be another option. Either of these would save one mile of Broad Branch from having a sidewalk/bike lane, which would save many trees. According to my odometer, taking Linnean and Brandywine to Broad Branch is exactly the same distance as taking Broad Branch to Brandywine. So, we already have a sidewalk serving this route on Linnean; why build another at such an environmental cost? For people who don't know about Linnean, we could put a sign up at Brandywine & Broad Branch and at Linnean & Broad Branch with a map of Linnean, showing people the route.

I also question how many people would use a sidewalk along Broad Branch north of Brandywine. Keep in mind that Broad Branch is not in a residential neighborhood; it's in a park, with no houses. The closest residential neighborhood is Forest Hills, where people can easily use Linnean. For those north of Linnean and on the other side of Nebraska (such as myself), I'm not sure how many would use a sidewalk along Broad Branch. I walk in Rock Creek on the closed section of Beach Drive almost every weekend; I drive to the parking lot at Beach Drive, and walk 3 miles up and back along the closed section of Beach Dr. I want to walk on Beach Dr. because there are no cars, I can hear Rock Creek rushing along, and I like seeing other people exercising on the closed road. Am I going to walk an additional 3 miles round-trip on Broad Branch to get there, which will add another hour onto my walk? I doubt it. So, even with a sidewalk along Broad Branch, I'll probably still drive to the parking lot, and I suspect many other people will do the same. A car-less Beach Drive is much more pleasant than a sidewalk along Broad Branch, and walking an additional 3 miles along Broad Branch to get there is probably more than most people will want to do. And, if they do want to do it, they can use the sidewalk along Linnean.

So, if Option 3 or 4 win out, I urge you to please consider putting the sidewalk/bike lane only

## Response to Michele Wolin:

Thank you for your comments.

## Responses to comments:

1. As indicated in Section 1.2 of the Revised Draft EA, the improvements to Broad Branch Road are needed to address deficiencies in the roadway infrastructure and stormwater management system; the safety of motorists, pedestrians, and bicyclists; and linkages to serve pedestrian and bicycle travel along the roadway itself as well as to the Rock Creek Park trail systems.

The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010, which requires the installation of a sidewalk for reconstruction of roadways that are currently lacking sidewalks.

As indicated in Section 4.1.4 of the Revised Draft EA, tree removal on both sides of the roadway will be limited to the maximum extent possible by minimizing the extent of cut and fill for the proposed improvements. All trees will be protected during construction or replaced according to DDOT's Standard Specifications for Highways and Structures – Section 608 Trees, Shrubs, Vines, and Ground Covers.

*(Responses are continued on next page)*



from Brandywine to Beach Drive. Our trees are a wonderful resource; let's do what we can to save them, especially in our parks. Building a sidewalk only from Brandywine to Beach seems like a common-sense compromise to me.

Thank you for your consideration,

Michele Wolin

2

### Response to Michele Wolin (continued):

2. Based on comments received on the EA and subsequent coordination efforts with the affected Sovereign Nations, US State Department, and the National Park Service, Alternative 3 was modified to create the Preferred Alternative. The Preferred Alternative avoids encroachments upon sovereign nation properties located on the west side of Broad Branch Road. While Alternative 3 Modified would require more right-of-way acquisition within Rock Creek Park than the original Candidate Build Alternative 3, the parcels of right-of-way to be acquired are generally less than 1 foot in width and would not alter the function or use of the affected park property (see Section 4.12 of the Revised Draft EA for a more detailed description of the potential impacts to this Section 4(f) resource).

Alternative 3 Modified includes a sidewalk throughout the length of the project, consistent with requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010. A dedicated bicycle lane as presented in Candidate Alternative 4 would require an additional 4 feet of paved surface for the length of the proposed roadway corridor. Although there is sufficient DDOT-owned right-of-way along Broad Branch Road north of 27th Street to accommodate the bicycle lane, this is not the case to the south. The widening to accommodate the bicycle lane would require additional acquisition of properties from Rock Creek Park and was not an acceptable proposal to the National Park Service. Although it does not provide a dedicated bicycle lane, Alternative 3 Modified would improve bicyclist safety along Broad Branch Road by improving sight lines, horizontal curves, and stormwater drainage.

## Broad Branch Road

# COMMENT SHEET

November 5, 2013

Thank you for participating in tonight's Public Hearing. Please take a few moments to complete the following questions. You may either leave your completed comment sheet at the designated location or it may be stamped and returned by mail (postmarked by November 22, 2013) to the addressee on the reverse side in order to be included in the Public Hearing record.

1. Of the No Action Alternative and three Candidate Build Alternatives shown tonight, which do you think best satisfies the needs of the project and is in keeping with the project setting?

I vote for no action, or, if that isn't an option, Option 2. 465 trees are too many to lose in a park, especially since I don't see many people will use the sidewalk along Broad Branch.

2. With respect to the Options, do you find any of them to be more favorable than the others?

I much prefer no action or Option 2, as they will cause much less tree loss.

3. What other information would you offer to help decision makers select the best alternative?

Please see attached; if Option 3 or 4 are chosen I urge you to construct the sidewalk/bike lane only from Brandywine to Beach Drive. North of Brandywine people can use the sidewalk along Brandywine & Linnean. We could have signs showing people the route along Linnean.

4. Are there other issues or concerns that you have regarding this Environmental Study?

Please see attached; please consider other options if you decide to build the sidewalk.

Please provide your name and address (optional)

Name: Michele Wolin

☒ Please check if you would like to be added to the project mailing list.

DDOT does not discriminate on the basis of actual or perceived: race, color, religion, national origin, sex, age, marital status, personal appearance, sexual orientation, gender identity or expression, familial status, family responsibilities, matriculation, political affiliation, genetic information, disability, source of income, status as a victim of an intrafamily offense, or place of residence or business as provided by Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act, the D.C. Human Rights Act of 1977, and other related statutes.

Thank you for your comments.

d.

District Department of Transportation

U.S. Department of Transportation  
Federal Highway Administration

## Response to Michele Wolin:

Thank you for your comments.

## Responses to comments:

1. As indicated in Section 1.2 of the Revised Draft EA, the improvements to Broad Branch Road are needed to address deficiencies in the roadway infrastructure and stormwater management system; the safety of motorists, pedestrians, and bicyclists; and linkages to serve pedestrian and bicycle travel along the roadway itself as well as to the Rock Creek Park trail systems.

The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010, which requires the installation of a sidewalk for reconstruction of roadways that are currently lacking sidewalks.

As indicated in Section 4.1.4 of the Revised Draft EA, tree removal on both sides of the roadway will be limited to the maximum extent possible by minimizing the extent of cut and fill for the proposed improvements. All trees will be protected during construction or replaced according to DDOT's Standard Specifications for Highways and Structures – Section 608 Trees, Shrubs, Vines, and Ground Covers.

2. The Options for the proposed project are described in Section 2.3.2 of the Revised Draft EA, and include Option A Expanded Retaining Wall, Option B Sidewalk, and Option C T-Intersection at Brandywine Street.

3. Alternative 2 would not meet requirements of the District of Columbia's Priority Sidewalk Assurance Act throughout the project corridor. Neighborhoods north of Brandywine would not benefit from the improved safety and access provided by a separated sidewalk facility.

(Responses are continued on next page)

Hi,

I would vote for no action, or, if that is not a real option, then Option 2. 465 trees are too many to lose for Options 3 and 4; I understand the desire for a path into the park, but I don't think it's worth cutting down so many trees. We are already losing so many trees to development, other utility projects (Soapstone), Pepco, McMansions, etc.; it is truly a shame that we won't even protect the trees we have in a park.

Further, if Option 3 or 4 win, I urge you to consider only building the sidewalk/bike lane from Brandywine to the parking lot at Beach Drive. There has also been talk of creating a walking/biking path from the Soapstone project, which I think would be at Albemarle; that could be another option. Either of these would save one mile of Broad Branch from having a sidewalk/bike lane, which would save many trees. According to my odometer, taking Linnean and Brandywine to Broad Branch is exactly the same distance as taking Broad Branch to Brandywine. So, we already have a sidewalk serving this route on Linnean; why build another at such an environmental cost? For people who don't know about Linnean, we could put a sign up at Brandywine & Broad Branch and at Linnean & Broad Branch with a map of Linnean, showing people the route.

I also question how many people would use a sidewalk along Broad Branch north of Brandywine. Keep in mind that Broad Branch is not in a residential neighborhood; it's in a park, with no houses. The closest residential neighborhood is Forest Hills, where people can easily use Linnean. For those north of Linnean and on the other side of Nebraska (such as myself), I'm not sure how many would use a sidewalk along Broad Branch. I walk in Rock Creek on the closed section of Beach Drive almost every weekend; I drive to the parking lot at Beach Drive, and walk 3 miles up and back along the closed section of Beach Dr. I want to walk on Beach Dr. because there are no cars, I can hear Rock Creek rushing along, and I like seeing other people exercising on the closed road. Am I going to walk an additional 3 miles round-trip on Broad Branch to get there, which will add another hour onto my walk? I doubt it. So, even with a sidewalk along Broad Branch, I'll probably still drive to the parking lot, and I suspect many other people will do the same. A car-less Beach Drive is much more pleasant than a sidewalk along Broad Branch, and walking an additional 3 miles along Broad Branch to get there is probably more than most people will want to do. And, if they do want to walk the extra 3 miles, they can use the already-existing sidewalk along Linnean.

So, if Option 3 or 4 win out, I urge you to please consider putting the sidewalk/bike lane only from Brandywine to Beach Drive. Our trees are a wonderful resource; let's do what we can to save them, especially in our parks. Building a sidewalk only from Brandywine to Beach seems like a common-sense compromise to me.

Thank you for your consideration,

Michele Wolin

#### Response to Michele Wolin (continued):

4. As indicated in Section 1.2 of the Revised Draft EA, the improvements to Broad Branch Road are needed to address deficiencies in the roadway infrastructure and stormwater management system; the safety of motorists, pedestrians, and bicyclists; and linkages to serve pedestrian and bicycle travel along the roadway itself as well as to the Rock Creek Park trail systems.

The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010, which requires the installation of a sidewalk for reconstruction of roadways that are currently lacking sidewalks.

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*(Responses are continued on next page)*



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Thank you for your consideration,

Michele Wolin

### Response to Michele Wolin (continued):

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**From:** [Ellen Wormser](#)  
**To:** [Parsons, BroadBranch](#)  
**Cc:** [Ellen Wormser](#)  
**Subject:** Comments on Broad Branch Options  
**Date:** Tuesday, October 29, 2013 3:08:09 PM  
**Attachments:** [Broad Branch Rd., comments on environmental impact statement.pdf](#)

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Please see attached comments in .pdf format. Photos are attached.

I look forward to meeting you on Nov. 5.

Ellen Wormser  
resident of Crestwood

### Response to Ellen Wormser:

Thank you for your comments.



Comments on Broad Branch Proposal (see photos attached)

As a resident of Crestwood who has long been an advocate of the need for improvements to Broad Branch Road, I read with interest your environmental impact statement. I commend the completeness of the document and its addressing of almost all the issues. (It would have been helpful had your diagrams included the stream, to make it easier to orient one's view.)

Broad Branch Rd and Tilden Street, are the only convenient (shortest) roads for those of us who live east of Beach Drive at that latitude to reach retail and the metro station west of the Park. Porter Street and Military Road would require us to go miles out of our way. So keeping Broad Branch Road operable is critical to us.

In my opinion, alternative 2B is the only feasible option – the others being too costly and requiring too much time to complete. The current rapidly deteriorating condition of the road requires the kind of repairs laid out in alternative 2B. The addition of sidewalks and bike paths the whole length of the road can be made at a later date, if funds become available.

My comments will focus on two issues:

1. Retaining walls - The stream side of the road is in drastic need of repair. (See photos.) Perhaps it is a matter of definition and perhaps I missed it, but I did not see a discussion of what I would call a bulkhead on the stream side of the road. The old Park Service stone bulkhead has fallen apart in many places and in bad storms the water has created large holes under the roadbed. If this situation is not corrected (as it was not when the road was repaired about 10 years ago), the road now risks collapse under the weight of a car riding close to the edge. This is something that MUST be corrected even under the "do nothing" bare maintenance alternative. Significant attention must be paid to this problem before more money is wasted repairing a road doomed to collapse, and the Park Service must be involved.
2. Timing - 24 months is too long a time for a road that is so necessary for those of us east of the park to cross to Connecticut Ave. to be out of commission.

I have observed the daily construction on Rock Creek Parkway at the Mass. Ave intersection which has been ongoing for years, and have never seen more than 6 men working at any time during the day. The same was true for the reconstruction of the bridge at Military Road. It would appear that there were no time constraints placed on the contractor. This is a major contracting issue.

The implementation planning for the Broad Branch repair needs to be broken down so that multiple aspects of the construction can be ongoing at the same time. Contractors should be given a shorter time-table with a bonus if they finish early and a penalty stipulated if there are delays. I strongly urge that DDOT strive for a construction plan that would complete the job within a 12 month timeframe.

## Response to Ellen Wormser (continued):

### Responses to comments:

1. Thank you for the commendation. The stream, Broad Branch, is included on the project location exhibit, Figure 1-1; however, it is not so easy to see because it is not the emphasis of that exhibit, which focuses on highlighting the project limits. Please see Figure 3-1 for the location of the stream in relation to Broad Branch Road.
2. Comment noted.
3. Rehabilitation of Broad Branch Road requires action beyond typical maintenance procedures, including regrading of the roadway and replacement of the existing drainage system with an improved stormwater management system. The Preferred Alternative, Alternative 3 Modified, would address storm water runoff erosion and rehabilitate the road, while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010, which requires the installation of a sidewalk for reconstruction of roadways that are currently lacking sidewalks. Alternative 2 would not meet requirements of the Act throughout the project corridor. The total estimated project cost for Candidate Build Alternative 3 Modified is \$56.25 million (in 2018 dollars), more than the cost of Candidate Build Alternative 2 (\$37.4 million) and Alternative 3 (\$43.7 million) yet less than that of Alternative 4 (\$57.5 million). Similarly, the construction duration of the Preferred Alternative (i.e., 30 months) would be longer than Candidate Build Alternative 2 (24 months), yet shorter than Candidate Build Alternative 4 (36 months).

*(Responses are continued on next page)*

Comments on Broad Branch Proposal (see photos attached)

As a resident of Crestwood who has long been an advocate of the need for improvements to Broad Branch Road, I read with interest your environmental impact statement. I commend the completeness of the document and its addressing of almost all the issues. (It would have been helpful had your diagrams included the stream, to make it easier to orient one's view.)

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The implementation planning for the Broad Branch repair needs to be broken down so that multiple aspects of the construction can be ongoing at the same time. Contractors should be given a shorter time-table with a bonus if they finish early and a penalty stipulated if there are delays. I strongly urge that DDOT strive for a construction plan that would complete the job within a 12 month timeframe.

### Response to Ellen Wormser (continued):

4. As discussed in Section 2.3.1 of the Revised Draft EA, the Preferred Alternative incorporates various stormwater management improvements to address deficiencies in the existing stormwater management systems and stabilize the roadway. Proposed improvements include grading and placement of clean fill to prepare a stable bed for the roadway and provide adequate drainage conveyance. In general, the roadway will have a normal cross slope and runoff will be directed toward the curbs and collected in water quality catch basins to be installed on the east and west sides of the roadway. Cross culverts would be used where it is necessary and feasible to prevent offsite runoff from entering the roadway and divert it to the existing outfalls.

A linear rain garden will be incorporated on the west side, between the sidewalk and the roadway, at the north end of the project. The rain garden will include a bioretention area adjacent to the roadway where runoff from the roadway will flow and be filtered through a layer of sand and into perforated underdrain pipes surrounded by aggregate and geotextile. Filtered stormwater would then be discharged to the existing storm drain system through an inlet structure connected to the existing drain system.

Some sections of roadway will require retaining walls (or coping walls) to minimize right-of-way requirements and stabilize slopes. Runoff from uphill areas behind the walls will be collected in concrete ditches behind the retaining walls and conveyed to existing outfalls via channels or storm sewers.

5. Construction of the proposed improvements within 12 months is not feasible. As noted in Section 2.3.1 of the Revised Draft EA, the estimated construction duration of the Preferred Alternative is 30 months. Maintenance of traffic plans included in Appendix E and further refined as part of the project's final design will provide detour arrangements during road closures. It is also recommended that reconstruction of the roadway occur in phases to minimize disruptions from road closures.

Response to Ellen Wormser (continued)



**From:** [Gretchen Zucker](#)  
**To:** [Parsons, BroadBranch](#)  
**Subject:** OPPOSE BIKE LANE  
**Date:** Friday, November 22, 2013 10:30:17 AM

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We oppose the bike lane proposal on Broad Branch Rd. We are residents of Forest Hills and reside on Broad Branch Rd. We would be open to a sidewalk south of Brandywine.

Thank you.

Gretchen Zucker

1

### Response to Gretchen Zucker:

Thank you for your comments.

### Response to comment:

1. The Preferred Alternative, Alternative 3 Modified, is the alternative with the least environmental impacts while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010, which requires the installation of a sidewalk for reconstruction of roadways that are currently lacking sidewalks. Alternative 2 would not meet requirements of the Act throughout the project corridor.



## Broad Branch Road

### COMMENT SHEET

November 5, 2013

Thank you for participating in tonight's Public Hearing. Please take a few moments to complete the following questions. You may either leave your completed comment sheet at the designated location or it may be stamped and returned by mail (postmarked by November 22, 2013) to the addressee on the reverse side in order to be included in the Public Hearing record.

1. Of the No Action Alternative and three Candidate Build Alternatives shown tonight, which do you think best satisfies the needs of the project and is in keeping with the project setting?

WHAT

2. With respect to the Options, do you find any of them to be more favorable than the others?

3. What other information would you offer to help decision makers select the best alternative?

DOES

4. Are there other issues or concerns that you have regarding this Environmental Study?

EACH OPTION

Please provide your name and address (optional)

Name: \_\_\_\_\_ Address: \_\_\_\_\_

Email: \_\_\_\_\_

☐ Please check if you would like to be added to the project mailing list.

DDOT does not discriminate on the basis of actual or perceived: race, color, religion, national origin, sex, age, marital status, personal appearance, sexual orientation, gender identity or expression, familial status, family responsibilities, matriculation, political affiliation, genetic information, disability, source of income, status as a victim of an intrafamily offense, or place of residence or business as provided by Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act, the D.C. Human Rights Act of 1977, and other related statutes.

Thank you for your comments.

d.

District Department of Transportation



U.S. Department of Transportation  
Federal Highway Administration

#### Response to Anonymous Commenter:

Thank you for your comments.

#### Response to comment:

1. Rehabilitation of Broad Branch Road requires action beyond typical maintenance procedures, including regrading of the roadway and replacement of the existing drainage system with an improved stormwater management system. The Preferred Alternative, Alternative 3 Modified, would address storm water runoff erosion and rehabilitate the road, while meeting the requirements of the District of Columbia's Priority Sidewalk Assurance Act of 2010, which requires the installation of a sidewalk for reconstruction of roadways that are currently lacking sidewalks. Alternative 2 would not meet requirements of the Act throughout the project corridor. The total estimated project cost for Candidate Build Alternative 3 Modified is \$56.25 million (in 2018 dollars), more than the cost of Candidate Build Alternative 2 (\$37.4 million) and Alternative 3 (\$43.7 million) yet less than that of Alternative 4 (\$57.5 million).



