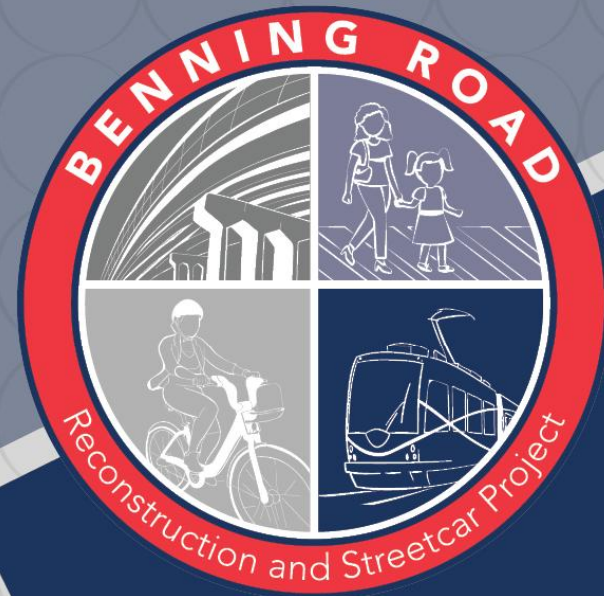

Appendix A – Presentation

Open House #2

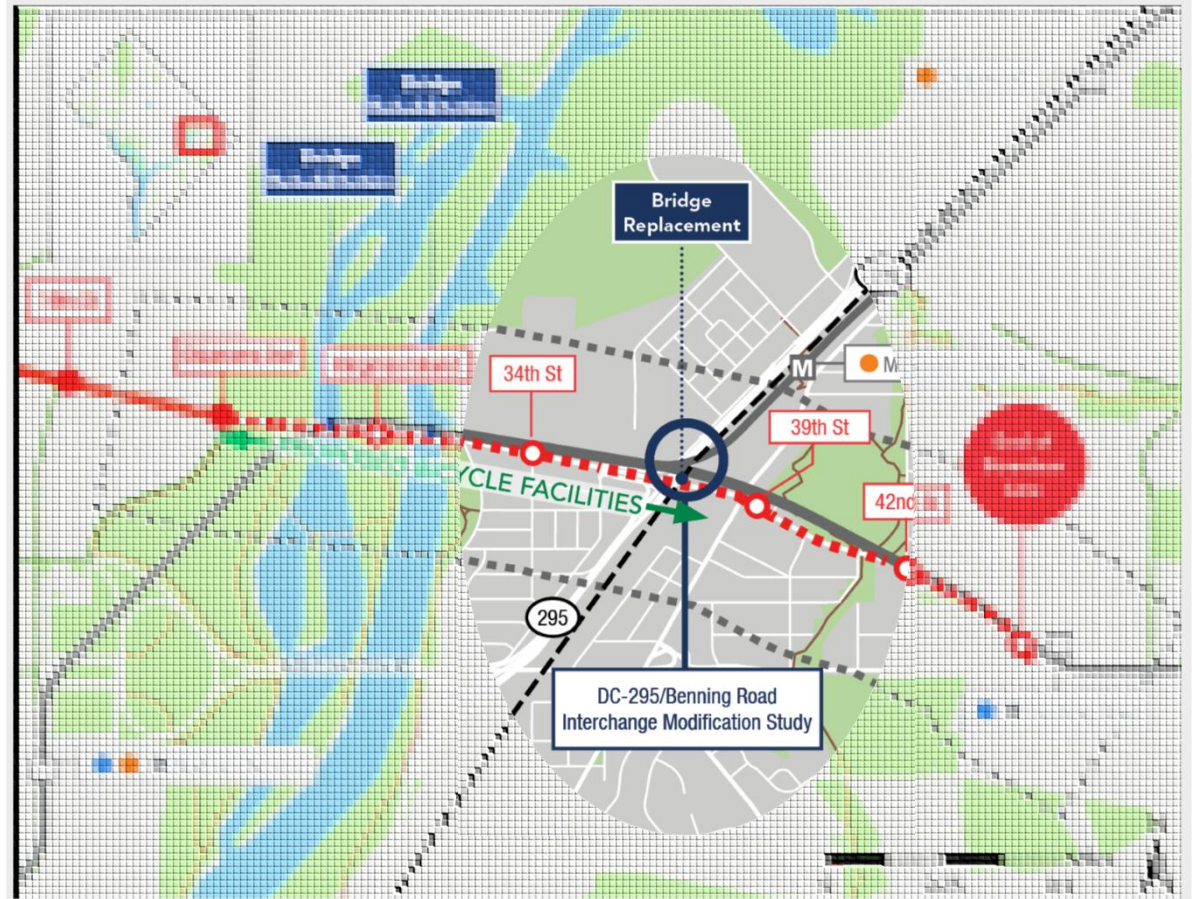
DC-295 / Benning Road Interchange Modification

February 20, 2020

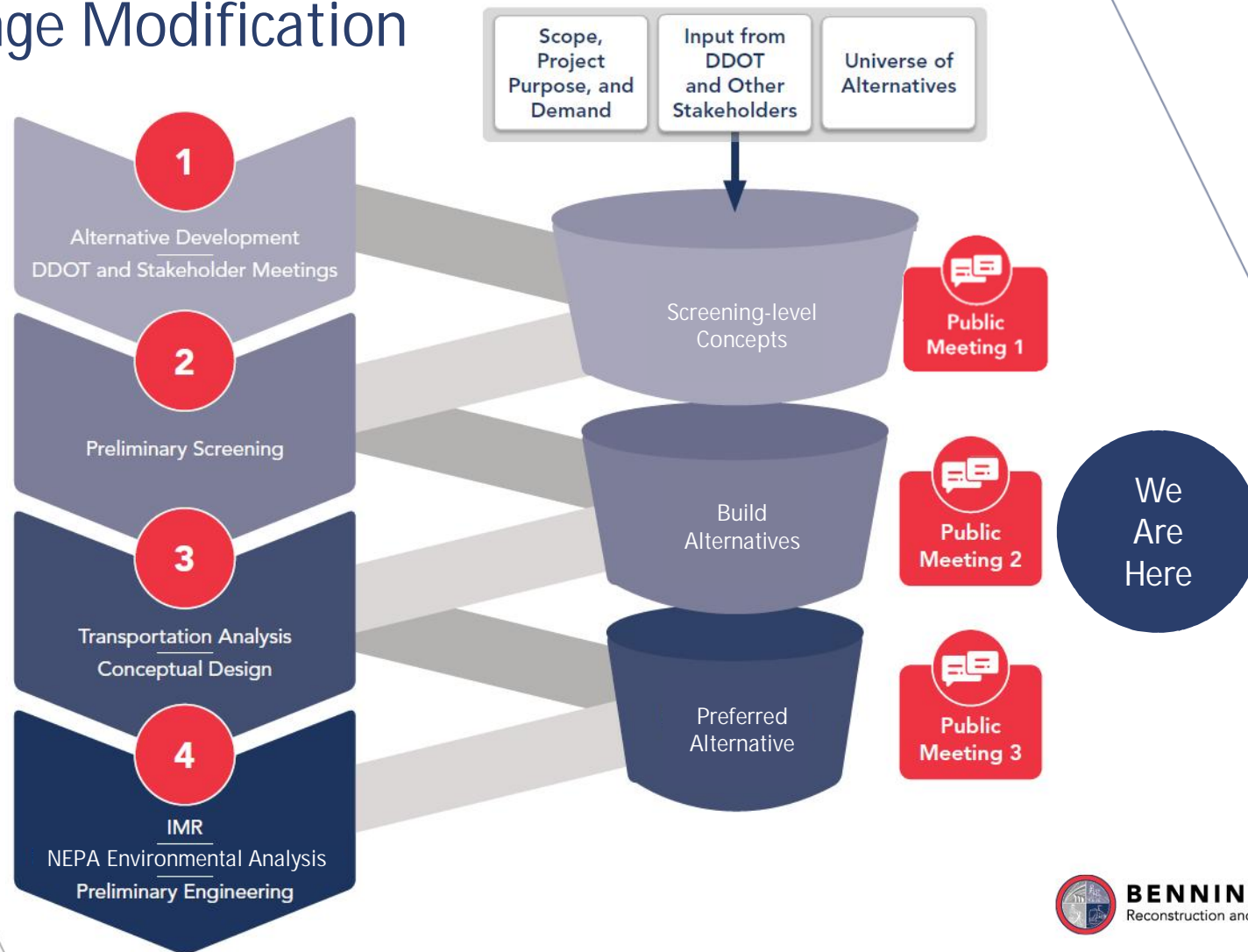


What is an IMR?

- An Interchange Modification Report
- An IMR is required when new or revised vehicular access to the highway system is proposed
- A stand-alone environmental study (NEPA) is required for the proposed interchange modifications resulting from the IMR



Interchange Modification Process

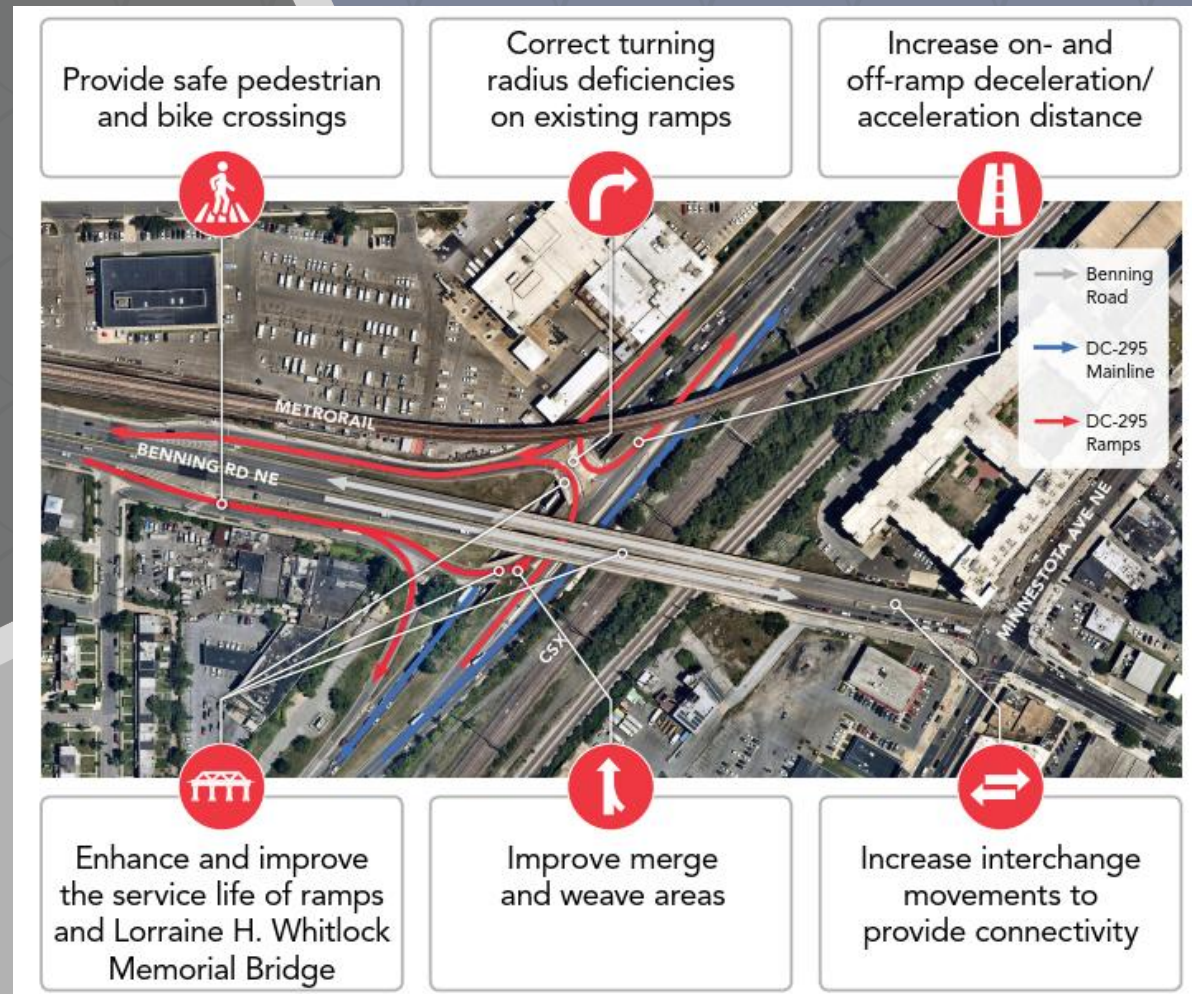


Interchange Modification Purpose & Need

Purpose

- Modify existing access along DC-295 to address deficiencies in transportation infrastructure conditions
- Improve safety conditions and operations for both motorized and non-motorized users
- Provide increased mobility and accessibility

Need



Preliminary Screening

- 12 screening criteria to measure concepts against project objectives
- Two-tiered screening process

Screening Criteria Categories

Engineering/
Constructability

Safety and
Operational
Analysis

Construction
Duration and
Cost

Environmental
and Community
Effects

Screening of Preliminary Concepts

*Screening 1:
Qualitative*

19
Concepts

- 11 eliminated for:
- Safety/operational deficiencies
 - Merging issues
 - Visual impacts

*Advanced to
Screening 2:
Quantitative*

8
Concepts

Weighted
Scoring

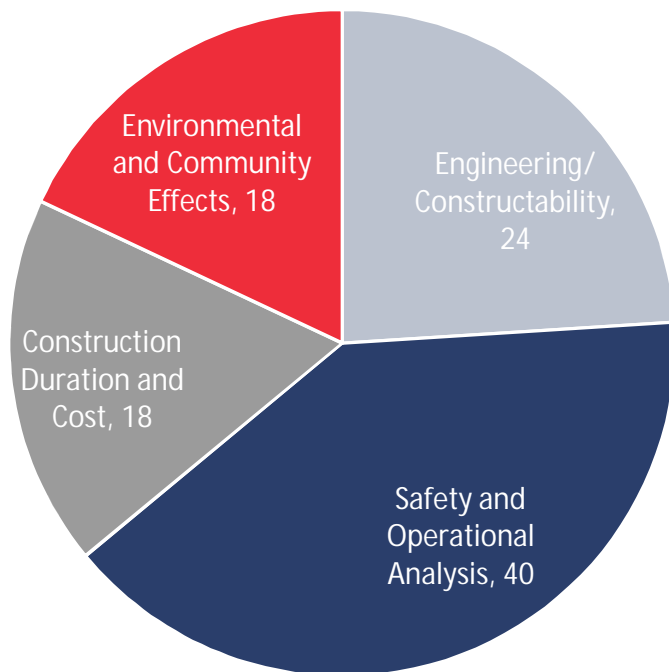
2
Build
Alternatives



BENNING ROAD
Reconstruction and Streetcar Project

Screen 2: Quantitative Screening of Advanced Concepts

Criteria Weighting



X

Raw Concept Score =

Weighted Score

(Out of Total Possible Score of 300)

3

Best Concept(s)

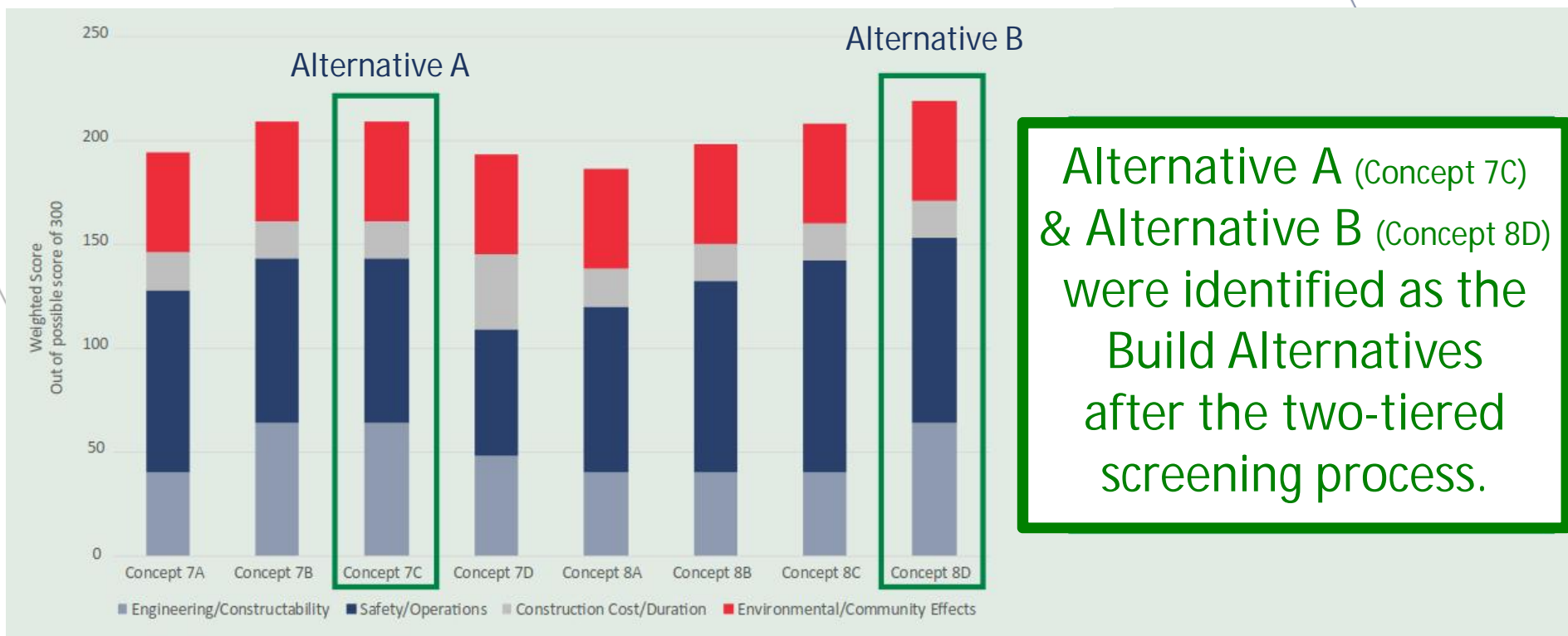
2

1

0

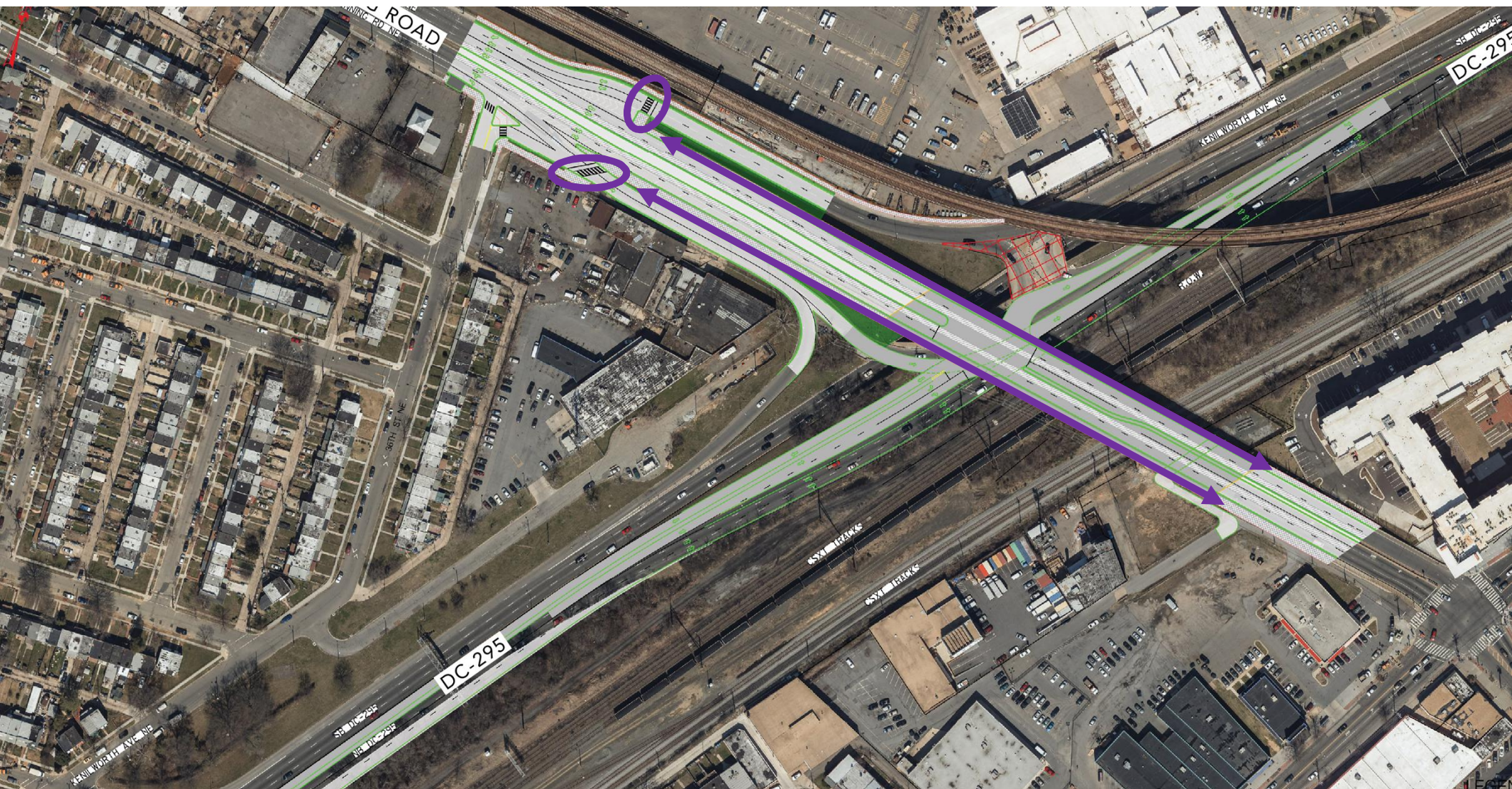
Worst Concept(s)

Selection of Build Alternatives



While Concepts 7B and 7C received the same score, 7C provides interchange access that serves higher traffic volumes than that of 7B, and was thus carried forward as a Build Alternative.

Build Alternatives A and B: Common Features



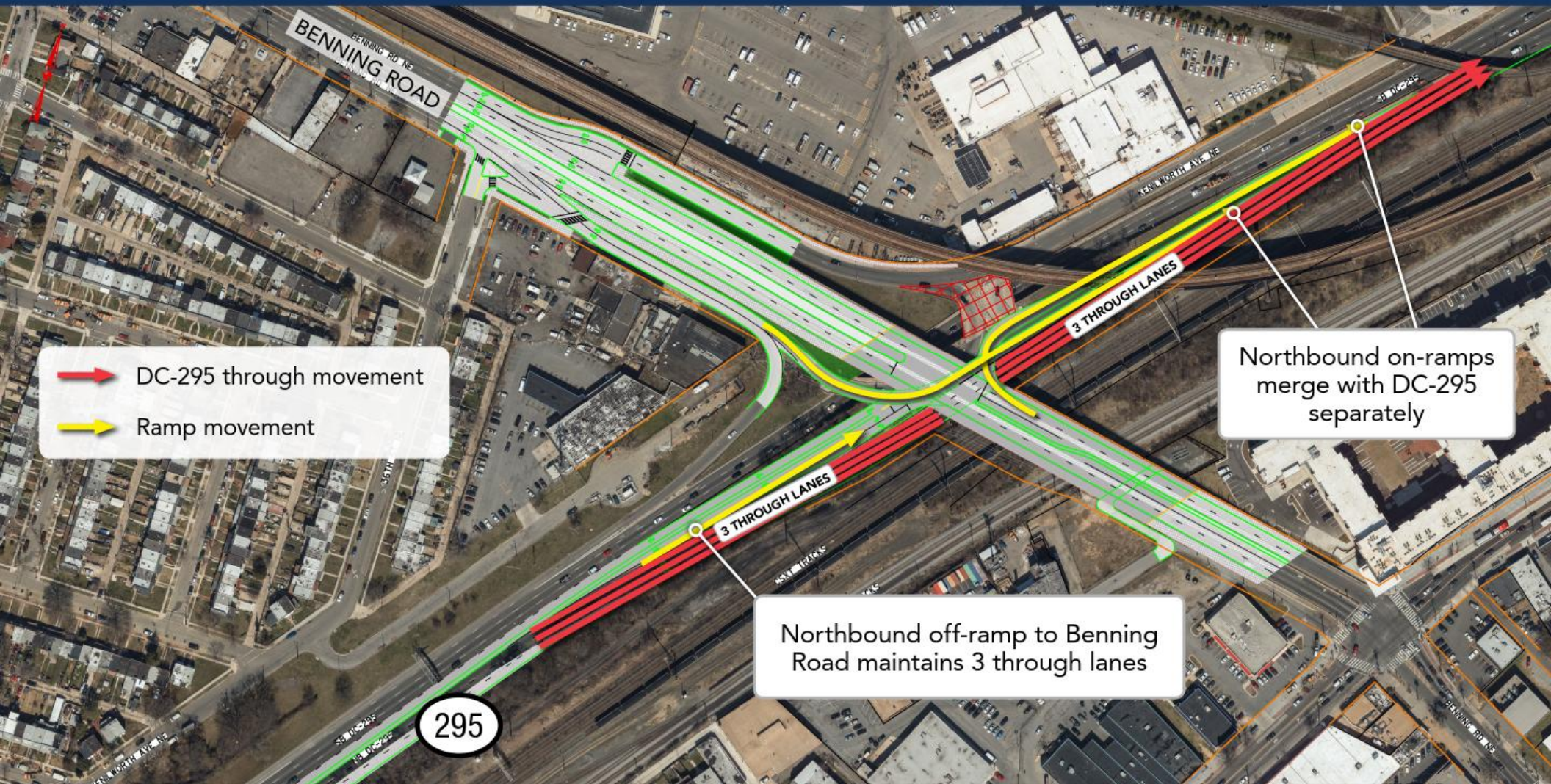


- Existing Movements to Remain
- Proposed New Movements
- Proposed Removed Movements
- Relocated Movements
- Existing DDOT Right-of-way

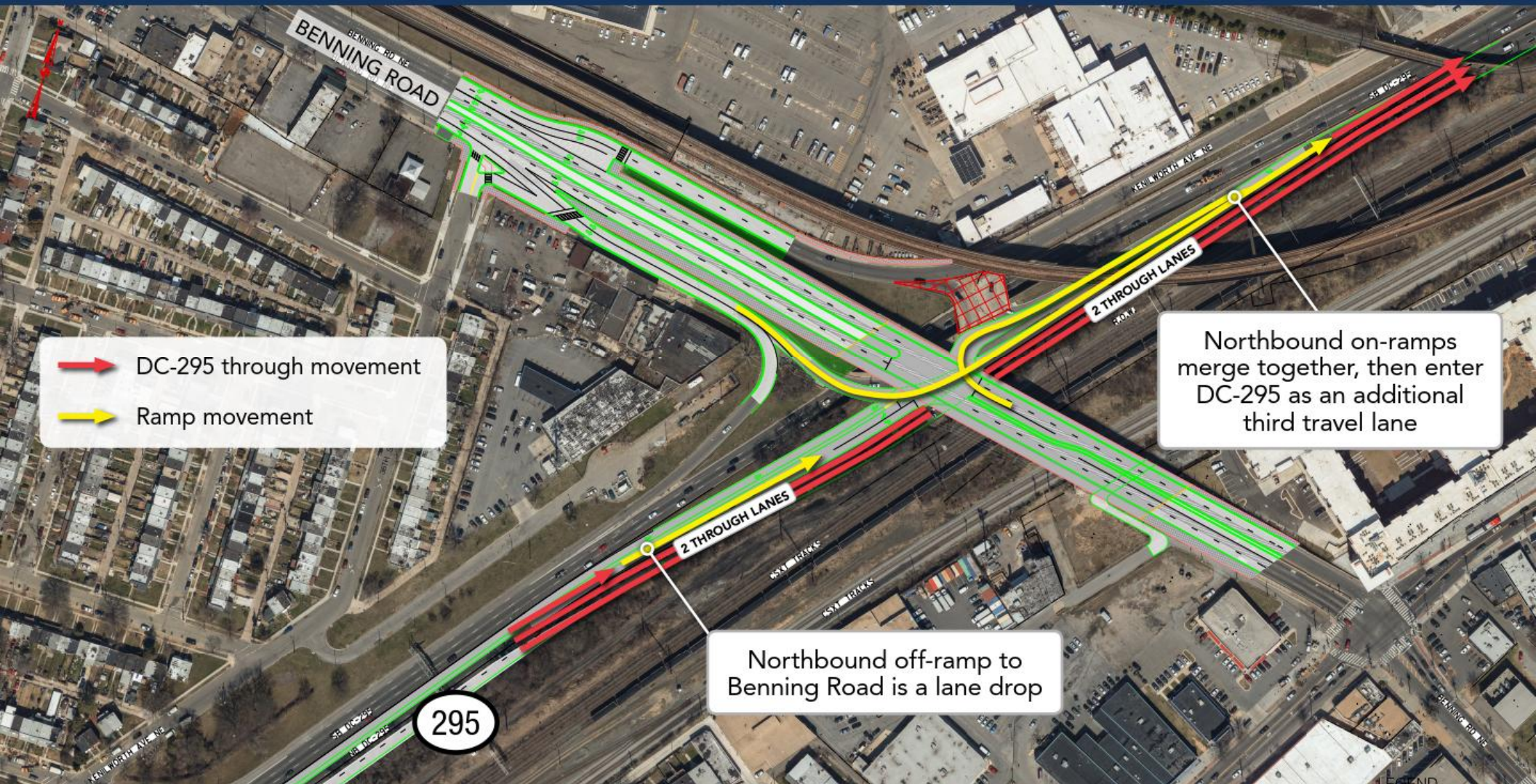


Differences between Build Alternatives

Alternative A (Concept 7C)



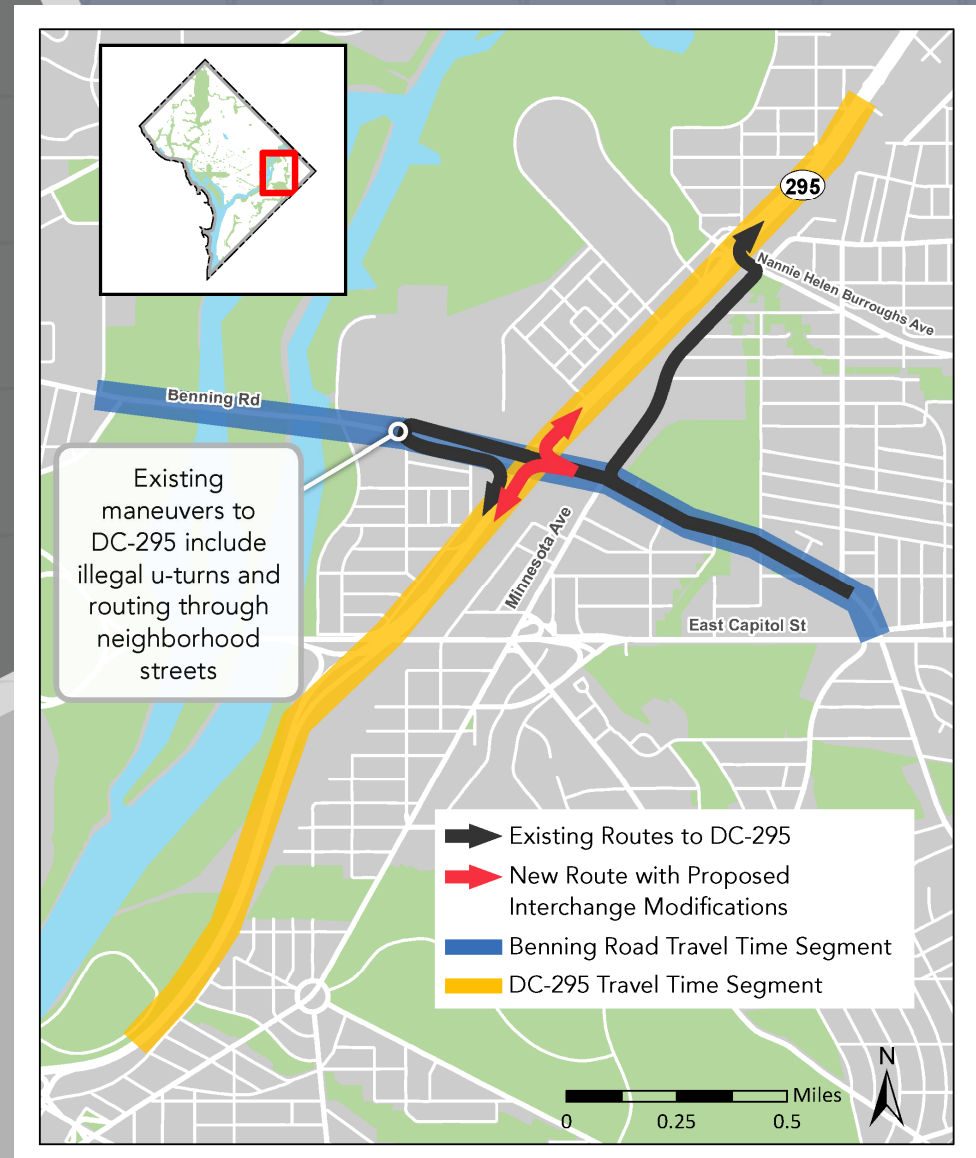
Alternative B (Concept 8D)



Traffic Operations

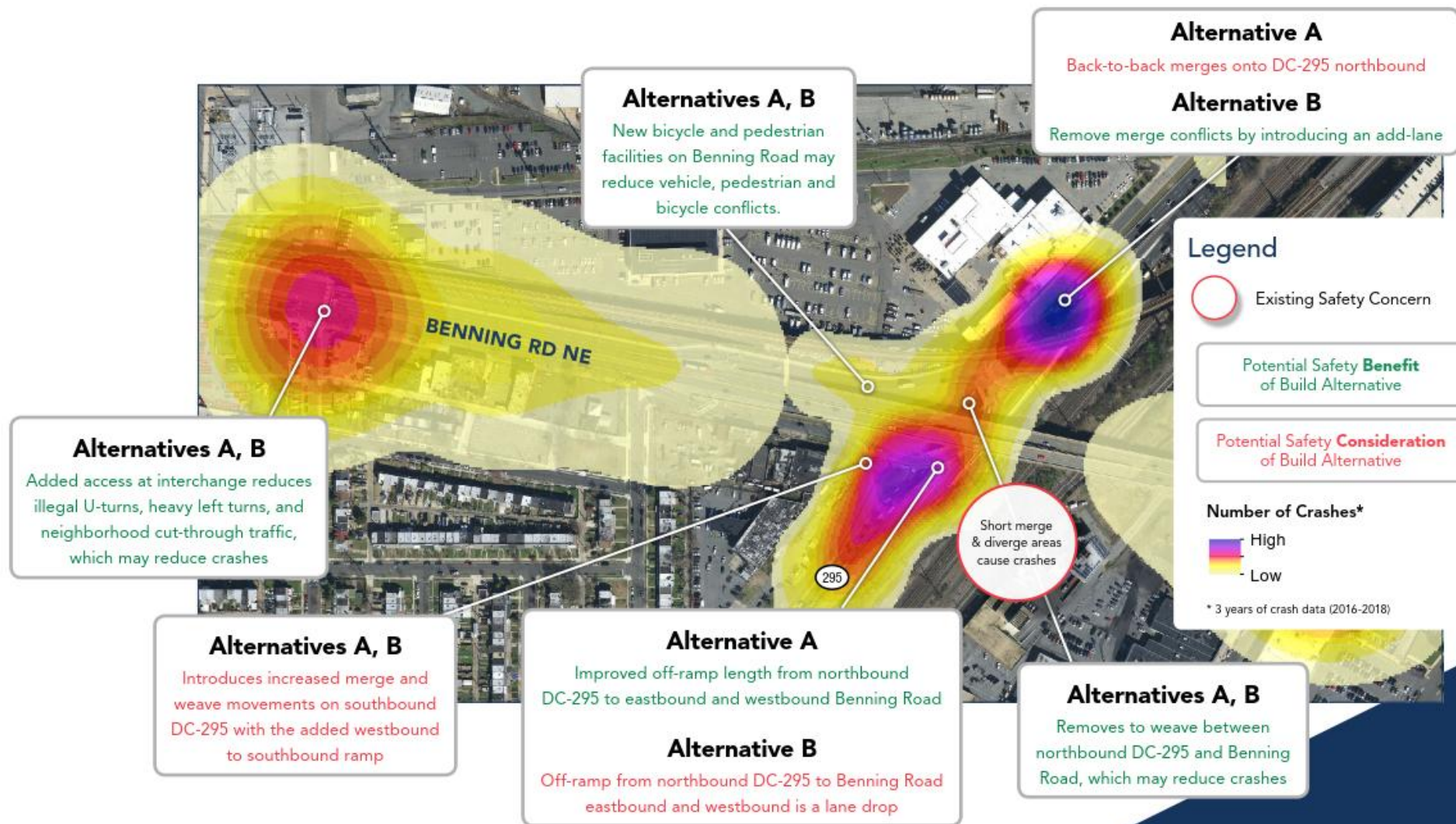
Travel Time Forecasts:

- The project has **no significant impact** to Benning Road travel times
- New access to DC-295 will **reduce travel times** between DC-295 and Benning Rd to the east
- Build Alternative B **saves 3 minutes of travel time** on northbound DC-295 compared to Interchange No-Build alternative



Safety Assessment

14



Next Steps

*Environmental analysis pursuant to National Environmental Policy Act of 1969 (NEPA) and Section 106 of the National Historic Preservation Act of 1966 (NHPA).

Please let us know if any one present here, individually or as a representative of any organization, have any information or any comments specific to historic resources present within the project area.

- Winter and Spring 2020
 - Environmental analysis*
 - Traffic analysis
 - Continued concept refinement
- Public Meeting #3 (Spring 2020)
 - Presentation of the Preferred Alternative
- Spring and Summer 2020
 - Final Interchange Modification Report
 - Final NEPA Environmental Analysis
 - Preliminary 30% design