Project Streamlining
Linking R/W with NEPA

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Director- Office of Real Estates Services
Project Delivery

Linear Process

- Project Planning
- NEPA
- Design
- R/W
- Construction
- Open to Traffic
Linking R/W with NEPA

Parallel Process

Project Planning

NEPA

Design

R/W

Construction
MYTH

• Until the NEPA Process is completed:
  ► Can’t do beyond a certain % of the design
  ► Can’t start R/W Acquisition.
  ► Can’t do geotechnical investigations
  ► Can’t do utility relocation.
  ► Can’t
  ► Can’t
Linking R/W with NEPA

Under existing regulations Federal-aid funds can be used to reimburse State DOTs for expenses incurred that supports the environmental process.
Linking R/W with NEPA

Inter-County Connector Project
What is the ICC?

- An east-west 18.8 mile multi-modal tolled highway:
  - Connects I-270 / I-370 and the I-95 / US 1 corridors
  - Multi-modal (auto, bus, carpool)
  - 6 lanes (3 per direction); 9 interchanges
  - Variable tolls collected at highway speeds to help manage traffic flow
  - Environmentally sensitive
  - Extensive stewardship enhancements.
  - Merits of the project successfully litigated

*Note: median width varies from 26' to 50'*
Purpose and Need

- Increase mobility and safety
- Facilitate movement of goods and people
- Provide cost-effective transportation infrastructure to serve existing and future development patterns reflected in local land use plans
- Help restore the natural, human and cultural environments from past development impacts
What are the Challenges on the ICC?

- First Mega Design-Build Project
- Public Involvement
- Project Delivery
- Environmental Sensitivity
- Environmental Compliance
# R/W Acquisition

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Right-of-Way Acquisition and the Challenges

- Short period of time in which to acquire property.
- Only “Concept Plans” were available during the acquisition.
- Unable to describe to the property owners exactly what will be built and how it will be built.
- May have to acquire additional ROW if the Design-Builder comes up with an Alternative.
Right-of-Way- Good Practices

• During the NEPA process R/W was a key member of the project management team. Decisions that affected the acquisition process were consulted with the R/W staff.

• The R/W Line was established at the NEPA stage.

• R/W negotiations started within 30 days after the Record of Decision was signed.

• Early involvement by the State Attorney Office

• Open communication
  • Weekly Project Meetings with Project Engineers and ROW Acquisition managers.
  • Dedicated Engineering Liaison between ROW staff and Project Engineering team.
  • Dedicated liaison between the community, ROW Staff and Construction personnel to communicate issues to the appropriate office for speedy resolution
Contract A: I-270 / I-370 to MD 97

$478.7M
Contract Amount

 ICC
Intercounty constructor
Contract A Construction Activities

Redland Road Bridge

Olde Mill Run Deckover

9.14.2010
Contract A Construction Activities

ICC arch bridge over Rock Creek

9.9.2010
10.20.2010
10.29.2009
Contract A Construction Activities

Pre-construction rendering

MD 97 Bridge
Contract B: MD 97 to US 29

Contract Amount $559.7M

100%
ICC Contract B

Northwest Branch Bridge
west of Notley Road
Contract C: US 29 to I-95

Contract Amount: $513.9M
Contract C Construction Activities

US 29 Interchange

10.22.2009

9.9.2010

10.20.2010
ICC Contract C

US 29 Interchange

10.21.2011
Final Overall Facts For ICC

**Precast items:**
- Sound Barrier 1,371,700 SF 19 football fields
- Pipe 48" or smaller 143,892 LF 33 miles long
- Manholes and Inlets 1,210 Ea
- MSE Walls 174,051 SF 3 football fields
- 731 Girders 178,670 LF 34 miles long

**Cast-in-place items:**
- Sound Barrier Footings 151,260 LF 29 miles long
- Bridge Decks* 1,462,000 SF 25 football fields
- Parapets 51,450 LF 10 miles long
- Special Piers 187 Ea
- Total Concrete Placed 180,700 CY 1 field – 8 stories tall

**Steel Girders:**
- 486 Girders 217,066 LF (35,188,000 LBS)

**Paving items:**
- Hot mix asphalt (HMA) 1,420,000 TN

*Includes 81,900 SF for Deckover
Questions and Answers

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