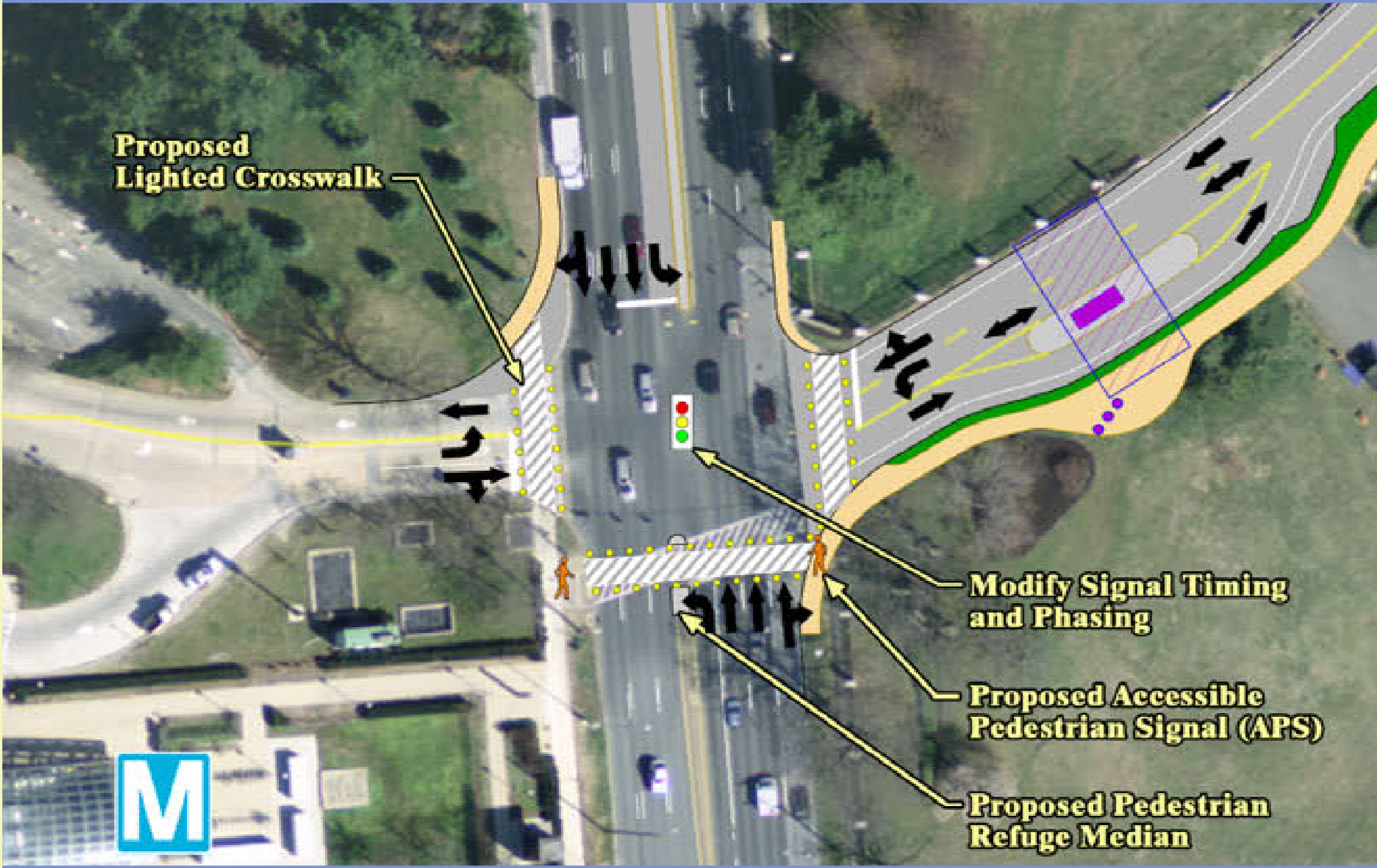
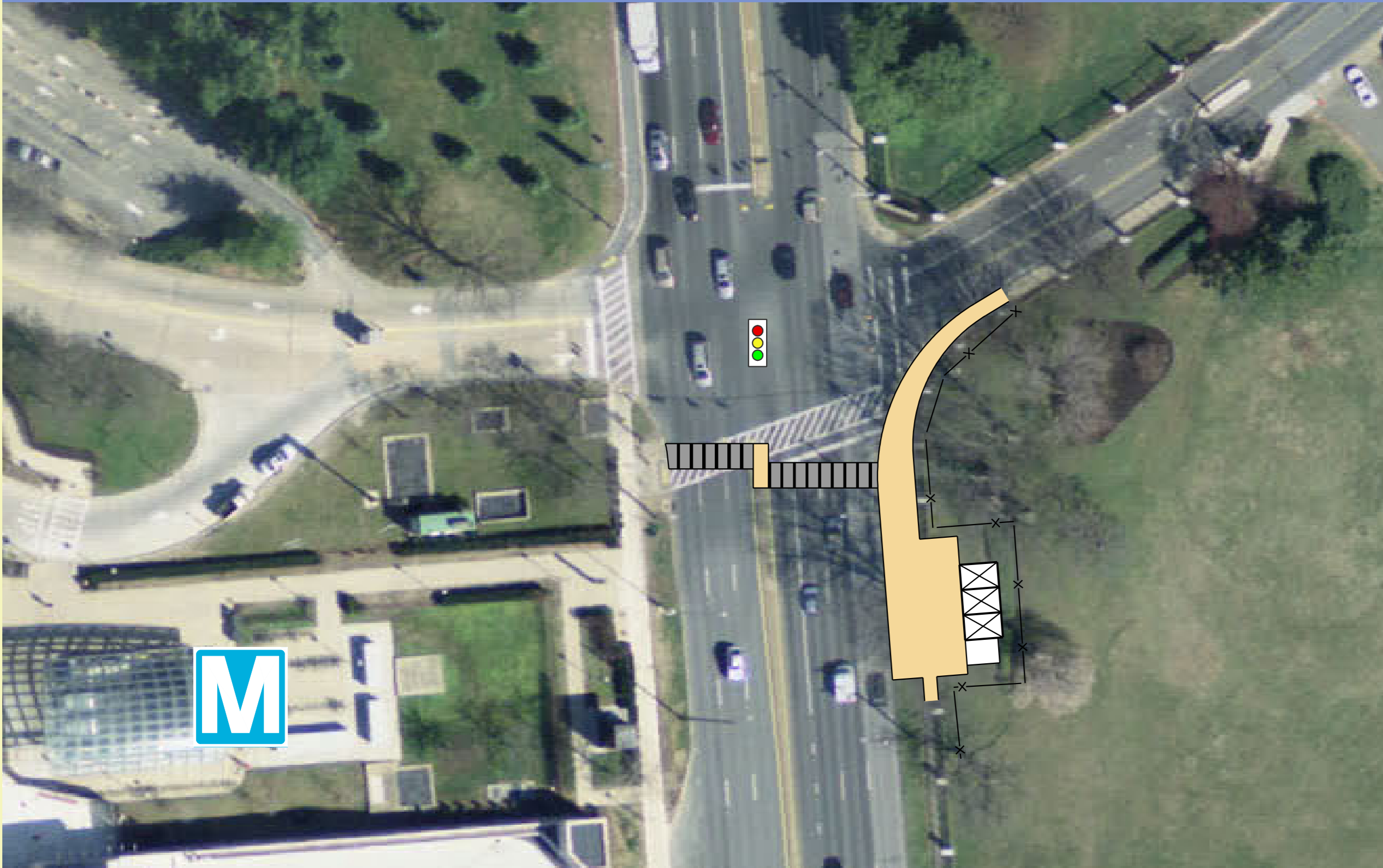


TSM At-Grade Enhancements



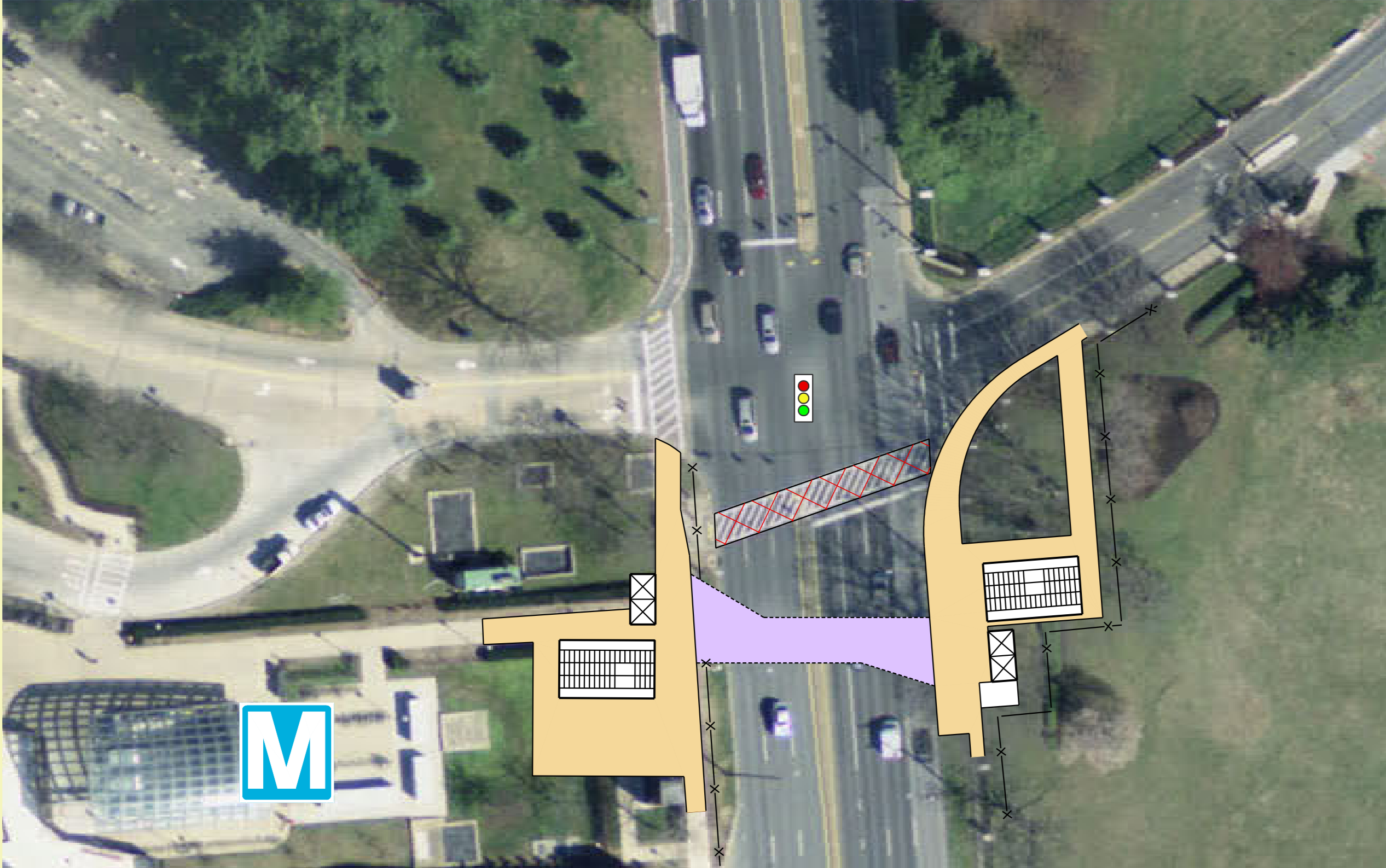
Does not reduce the pedestrian / vehicle conflict points and is not recommended for further consideration.

WMATA Deep Tunnel with Elevators

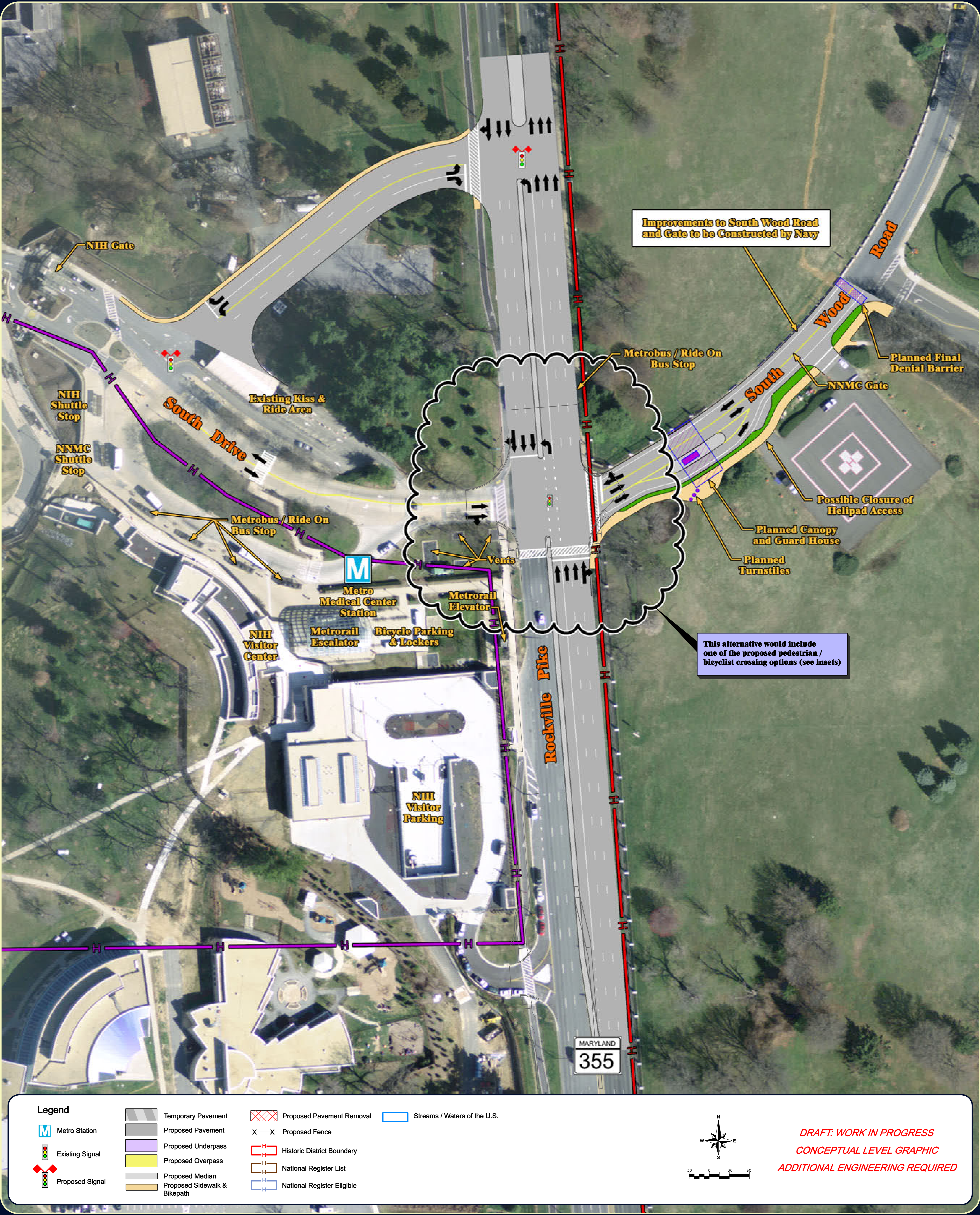


Reduces pedestrian / vehicle conflict points, but only serves Metrorail riders. As a stand alone option is not recommended for further consideration, but is being studied along with the pedestrian/bicycle underpass option.

WMATA Pedestrian / Bicycle Underpass



Reduces pedestrian / vehicle conflict points and is being recommended for further study.



Alternative 6

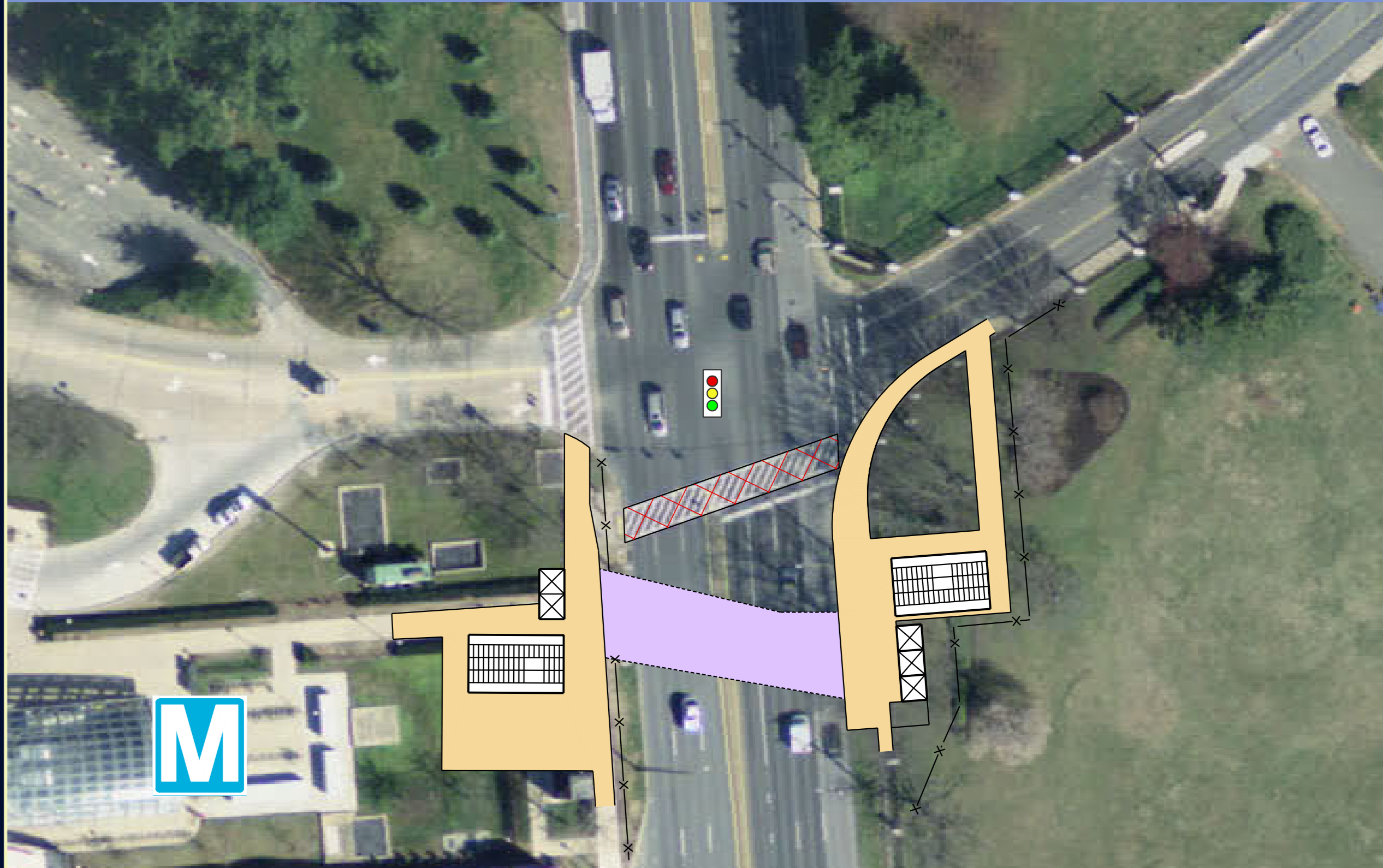
NIH Jug Handle with Pedestrian Crossing



- **Improves** pedestrian safety and **reduces** pedestrian and vehicle conflict points
- **Improves** efficiency of pedestrian and bicycle movements
- **Somewhat improves** traffic operations at the MD 355 / South Wood Road / South Drive intersection
- **Negatively affects** compatibility with bus operations
- **Is** compatible with adjacent projects in the study area
- **Is** compatible with NNM proposed gate operations and processing
- **Introduces** environmental impacts
- **Negatively affects** emergency vehicle access

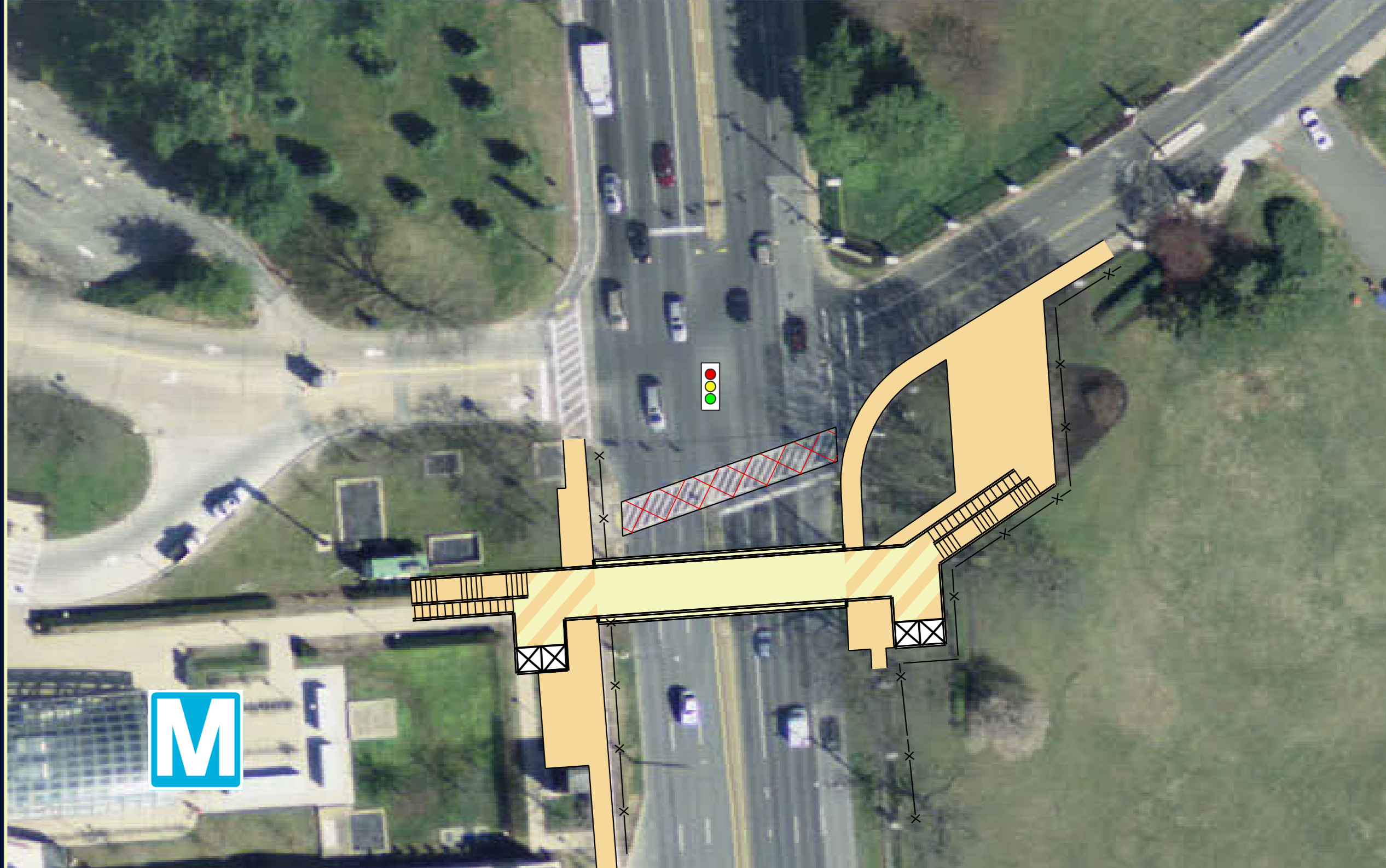
This alternative is not recommended for more detailed study

WMATA Deep Elevators and Pedestrian / Bicycle Underpass



Reduces pedestrian / vehicle conflict points and is being recommended for further study.

WMATA Pedestrian / Bicycle Bridge



Reduces pedestrian / vehicle conflict points, does not provide convenient access to pedestrians and bicyclists and is not recommended for further study.