



Montgomery County
Department of Transportation

Section 4(f) of the U.S. Department of Transportation Act de minimis Finding; Impacts to Capper-Cramton Property

The Replacement of Park Valley Road Bridge over Sligo Creek and Improvements of Sligo Creek Trail around Park Valley Road

PUBLIC NOTICE

October 3, 2015

In compliance with Section 4(f) of the U.S. Department of Transportation Act of 1966 (49 USC 303), hereinafter referred to as "Section 4(f)," and its implementing regulations codified at 23 CFR Part 774, the Montgomery County Department of Transportation (MCDOT) is notifying the public through this notice that it will request the Federal Highway Administration make a de minimis (or minor) impact finding in accordance with Section 4(f) regarding the permanent effects of the proposed Replacement of Park Valley Road Bridge over Sligo Creek and Improvements of Sligo Creek Trail around Park Valley Road, and to provide the opportunity for public review and comment of this proposed determination.

Section 6009(a) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) allows the Federal Highway Administration (FHWA) to determine that certain transportation uses of Section 4(f) land will have no adverse effect on protected resources. With respect to publicly owned parks and recreation areas, a finding of de minimis impact may occur if a transportation project does not "adversely affect the activities, features and attributes" of the Section 4(f) resource. When this is the case, FHWA requires written concurrence from the official(s) with jurisdiction over the resource. Public notice and opportunity for public review and comment on the finding is required. In addition, the parcels of land in question were purchased as park property through the use of Capper Cramton funding, which requires public notice and opportunity for public comment on the proposed impact.

The purpose of this project is to provide a safe roadway condition for the traveling public, to improve pedestrian/bicycle safety and accessibility of the trail, and enhance the trail in compliance with Americans with Disabilities Act (ADA) requirements. The 2013 Biennial Bridge Inspection Report revealed that the concrete deck and abutments of the Park Valley Road Bridge are in very poor condition. This bridge is considered structurally deficient. The replacement bridge will be a 34-foot long single span simply supported prestressed concrete slab beam structure carrying a 26-foot wide clear roadway, a 5-foot 8-inch wide sidewalk on the south side and an 8-inch wide curb on the north side, for a total clear bridge width of 32 feet 4 inches. Natural stone veneer will be provided to the new bridge to closely match the aesthetic of the existing bridge. The existing trail in the vicinity of Park Valley Road is not considered as a safe pedestrian/bicycle facility as it runs through a parking lot, crosses Park Valley Road at mid-block without a marked crosswalk, continues on a 20-foot wide roadway without shoulders on the Park Valley Road Bridge, follows a 12.5% slope path at the southeast of the Park Valley Road Bridge, and does not comply with ADA requirements. Improvements to the trail will include a new 12-foot wide 65-foot long single span prefabricated steel truss pedestrian bridge over Sligo Creek, a new 10-foot wide approximately 213-foot long off-road hard surface trail in compliance with ADA requirements, plus reconfiguration of the existing substandard mini circle Park Valley Road/Sligo Creek Parkway intersection to a regular T-intersection with a new crosswalk and a new 6-foot wide refuge median on Park Valley Road for the new trail.

The proposed bridge replacement and trail improvements will not involve permanent right-of-way impacts to the Sligo Creek Stream Valley Park, managed by the Maryland-National Capital Park and Planning Commission (M-NCPPC), and there will be no negative impact on the activities, features, and attributes that qualify the recreation area for protection under Section 4(f).

M-NCPPC, as officials with jurisdiction, concurred with the *de minimis* finding on September 16, 2015. The public is requested to provide comments on this finding. Comments regarding the proposed Section 4(f) *de minimis* impact findings may be submitted to MCDOT in writing during the 15-day comment period through **October 19, 2015**. Written comments may be provided by e-mail at Greg.Hwang@montgomerycountymd.gov or by regular mail to:

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