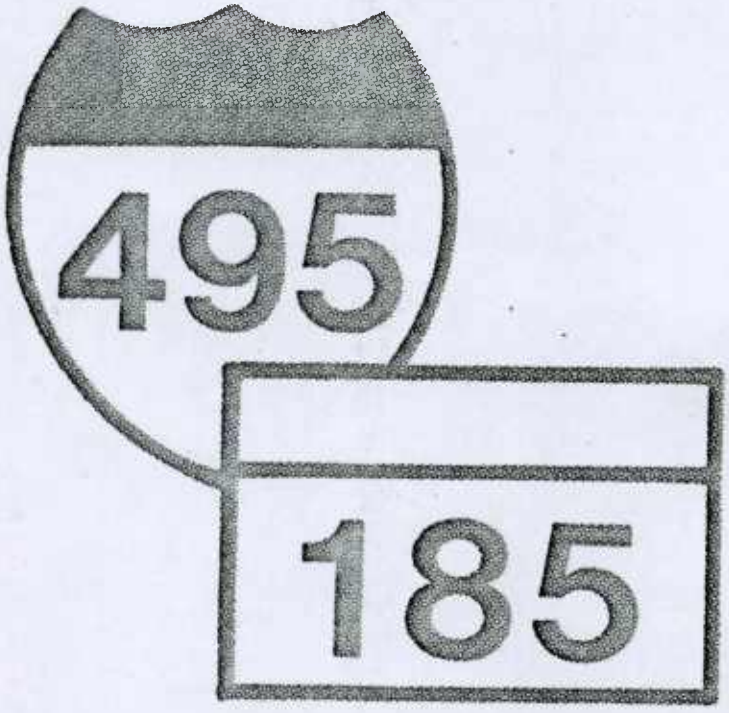
FINDING OF NO SIGNIFICANT IMPACT



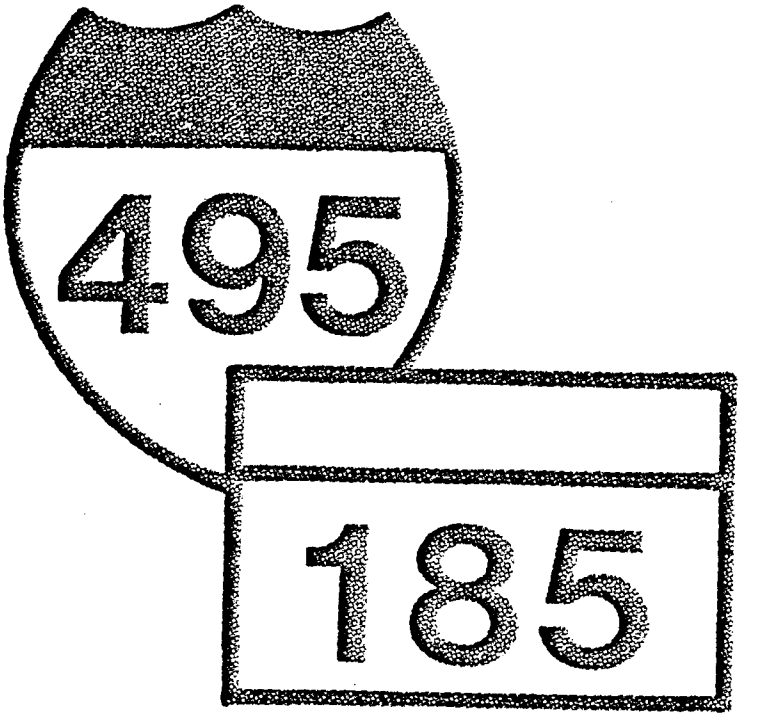
I-495 (Capital Beltway) & Connecticut Avenue (Maryland Route 185) Interchange From I-495 To South Of Jones Bridge Road

Prepared by

US DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REPORT NUMBER: FHWA-MD-EA-87-09-F

And

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
CONTRACT NUMBER: M 600-101-370



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INTERCHANGE RECONSTRUCTION
CONTRACT NO. M 600-101-370

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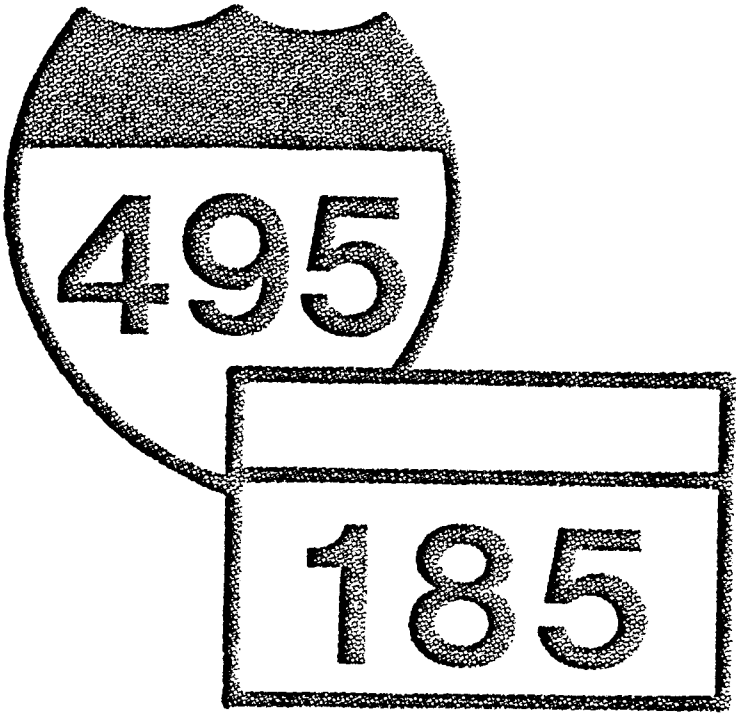

I. RECORD OF DECISION

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Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

November 1, 1989

MEMORANDUM

TO: Mr. Hal Kassoff
Administrator

FROM: Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

SUBJECT: Contract No. M 600-101-370
Interstate Route 495/Maryland Route 185
Interchange Reconstruction
PDMS No. 151114

RE: STAFF RECOMMENDATION FOR ADMINISTRATOR'S APPROVAL

The Project Planning Division has completed project planning studies for the I-495/Connecticut Avenue interchange, specifically the ramp from northbound Connecticut Avenue (now via Kensington Parkway) to eastbound Beltway I-495.

These studies have concluded that the Build Alternative, consisting of the relocation of this ramp from Kensington Parkway to Connecticut Avenue with modifications, is the preferred alternative. This recommendation is shown in the attached report.

The recommended alternative was presented at a Combined Location/Design Public Hearing on November 16, 1987. Subsequent to the Hearing, SHA representatives presented this project to the Montgomery County Planning Board on several different occasions, each of which provided the public an additional opportunity for offering comments. This project recommendation is supported by the Planning Board and the Montgomery County Delegation.

Neighborhoods along Kensington Parkway support the Build Alternative because of the relief it offers from interstate traffic on their residential street; neighborhoods along Connecticut Avenue support the No-Build Alternative because of the increased vehicular and truck traffic which will result from relocating the ramp from Kensington Parkway to Connecticut Avenue.

My telephone number is (301) 333-1110

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

There are no significant environmental impacts associated with this project. To the extent feasible, all improvements in conjunction with the ramp relocation project will be made within existing State Highway Administration right-of-way and within existing curbs wherever possible. At such point that the project may move toward construction, we will consider requests from the owners of the four residences on the east side of Connecticut Avenue between Jones Bridge Road and the Beltway interchange, whose only access is onto Connecticut Avenue, to have their residences purchased at fair market value. The purchases would be on a purely voluntary basis and would not include any reimbursement for relocation expenses. Noise walls or berms are not recommended for the project. Landscaping will be included in the final design of the project.

The current cost estimate for this project is $3.75 million for the interchange and other associated construction items.

The attached Team Recommendation Report has received the concurrence of the Project Planning Team. We do not believe that a formal recommendation meeting is required, therefore, we are requesting your concurrence on the contents of this report and selection of the Build Alternative.

- -

I concur with the team recommendation and hereby select the Build Alternative for the reconstruction of the I-495/Connecticut Avenue interchange. *

CONCURRENCE:

Hal Kassoff
Administrator

10/1/89
Date

NJP/ih

* Please be sure detailed design comments are forwarded to Hwy Design Division.
JK.

cc: Distribution List
Mr. Bob B. Myers
Mr. Robert D. Douglass
Mr. Earle S. Freedman
Mr. Louis H. Ege, Jr.
Mr. James K. Gatley
Mr. Anthony M. Capizzi
Mr. Thomas Hicks
Mr. John Bruck
Ms. Angela Hawkins
Mr. John H. Grauer
Mr. Charles Adams
Ms. Cynthia D. Simpson
Mr. Robert J. Finck

INTERSTATE ROUTE 495/MARYLAND ROUTE 185
INTERCHANGE RECONSTRUCTION
CONTRACT NO. M 600-101-370

FINDING OF NO SIGNIFICANT IMPACT

II. SUMMARY & COMPARISON OF ALTERNATIVES

Decision by State Highway Administration

- The State Highway Administration (SHA) has decided to seek Location Approval for the relocation of the northbound to eastbound I-495 ramp in the Connecticut Avenue/Capital Beltway interchange from Kensington Parkway to Connecticut Avenue (see Figure S-1). This action will remove all Interstate ramp traffic from Kensington Parkway.

- At the time the Beltway was originally built, ramp connections to Kensington Parkway were constructed as a compromise due to adjacent residential development and Rock Creek Park. In recognition of the inappropriateness of a major Interstate ramp connection onto a residential neighborhood street, the State Highway Administration in 1981 removed the off-ramp connection with a direct ramp connection to Connecticut Avenue. The current decision by SHA will result in the removal of the other major Beltway ramp movement that was required to use Kensington Parkway.

Description of Selected Build Alternative

(see Figure 1 and Section III B)

- Construct left turn Ramp B1, relocate EB I-495 to NB Connecticut Avenue traffic to Ramp B1, and close loop Ramp C. Signalize intersection with Connecticut Avenue (2-phase signal).

- Construct Ramp N-E, relocate NB Connecticut Avenue (via Kensington Parkway) to EB I-495 traffic onto Ramp N-E, and close Ramp H.

- OPTION B — The design of the EB I-495 to SB Connecticut Avenue Ramp B connection will be reviewed to determine if a modified connection can be made to reduce traffic speed and provide an improved merge onto SB Connecticut Avenue. These modifications would be constructed within existing right-of-way and would result in the beneficial impact of shifting ramp traffic further away from residential areas.

Actions to Address Concerns Raised Through the Study Process

1. To the extent feasible, all improvements in conjunction with the ramp relocation project will be made within existing State Highway Administration (SHA) rights-of-way and within existing curbs wherever possible. Based upon the existing level of analysis, no additional right-of-way is expected to be required for the improvements.

2. A landscaping plan for the Connecticut Avenue median and other areas within the project limits will be developed and incorporated into the construction project.

3. At such point that the project may move toward construction, SHA will consider requests from the owners of the four residences on the east side of Connecticut Avenue between Jones Bridge Road and the Beltway interchange whose only access is onto Connecticut Avenue (house numbers 8905, 8907, 8909 and 8911) to have their residences purchased at fair market value. The purchases would be on a purely voluntary basis and would not include any reimbursement for relocation expenses.

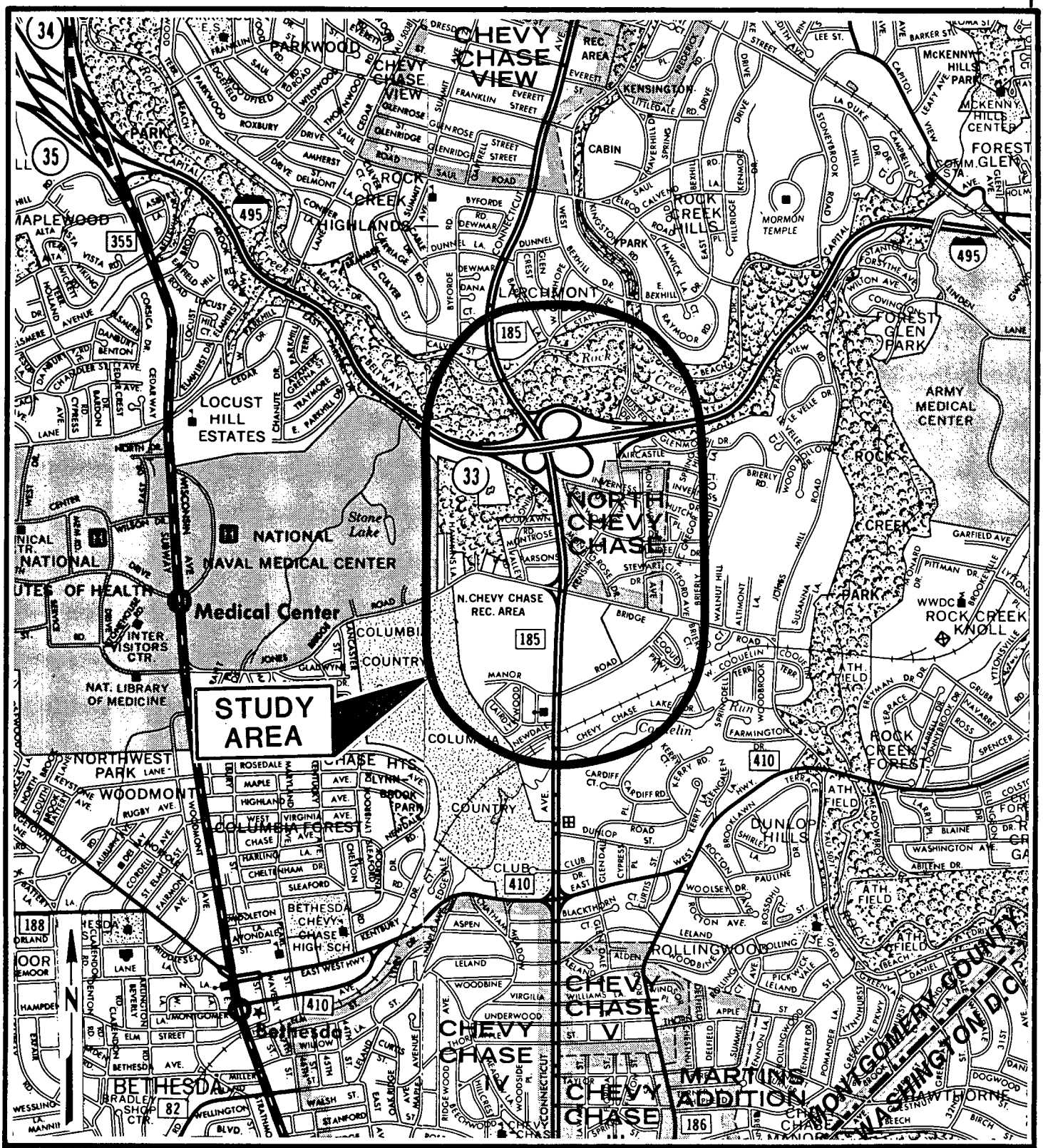
4. When the project enters the design phase, SHA will investigate the feasibility, cost, and impact of constructing a sidewalk along the east side of Connecticut Avenue. Based upon the existing level of analysis, if the sidewalk is constructed it could be constructed within the existing right-of-way. Coordination with the County and adjacent property owners will be made before making a decision on whether or not to construct such a sidewalk.

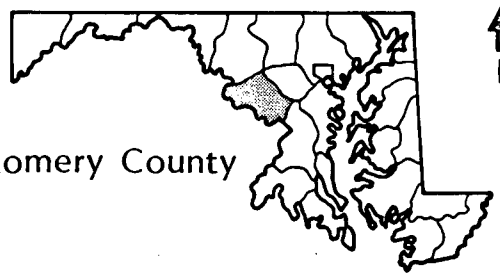
5. A raised median will be retained along Connecticut Avenue between Jones Bridge Road and the I-495 Beltway interchange. This median will accommodate median plantings and northbound left turns into Woodlawn Road.

6. All existing traffic movements will be retained in the existing Jones Bridge Road/Connecticut Avenue/Kensington Parkway intersection, including the Kensington Parkway leg. SB Connecticut Avenue traffic lanes will be shifted to use the abandoned left turn lanes and provide three SB through lanes and a SB right turn into WB Jones Bridge Road.

7. SHA will request that Montgomery County consider installing a traffic signal at the intersection of Spring Valley Road and Jones Bridge Road. This traffic signal would be coordinated with the signal at Connecticut Avenue and Jones Bridge Road and would be installed in order to facilitate movements out of the Chevy Chase Valley community.

8. Other than normal maintenance or safety improvements, no widening is planned on Connecticut Avenue south of Jones Bridge Road.





Montgomery County

KEY MAP OF MARYLAND

I-495 (Capital Beltway) & Connecticut Avenue Interchange Study

PROJECT LOCATION MAP

Maryland State Highway Administration

Scale: 1"=2,000'	December 1989	Figure: S-1

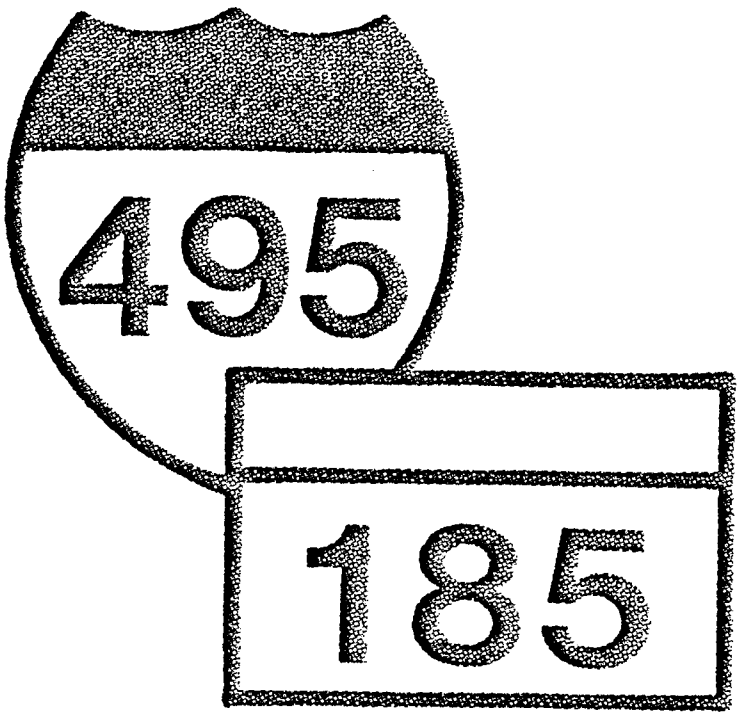
I-495 (CAPITAL BELTWAY) &
CONNECTICUT AVENUE INTERCHANGE
Montgomery County, Maryland

December, 1989
RK&K

Table S: SUMMARY OF ALTERNATIVES

COMPARISON FACTOR	No-Build Alt.	Build Alt.	COMBINED LOCATION/DESIGN PUBLIC HEARING OPTIONS A THRU G A 2-lane connection from Kensington Pkwy. to Conn.Ave. (westbound only)	B Ramp B & double right turn @ Conn. Ave.	C NB Conn. Ave. to EB I-495 via left turn to Ramp D	D 4th lane Southbound along Conn. Ave.	E 4th lane Northbound along Conn. Ave.	F Driveway mitigation along NB Conn. Ave.	G Reconstruct Conn. Ave./ Jones Bridge Road/ Kensington Pkwy. intersection	Selected Build Alternative
1. Socio-Economic Impacts										
a. Properties Affected	0	0	1	0	7	10	12	10	2	0
b. Private Residential Property Required	0	0	0.4 ac.	0	0.2 ac.	0.3 ac.	0.4 ac.	0.3 ac.	1.9 ac.	0
c. Residences Displaced	0	0	1	0	0	0	0	0	0	0 (see note 3 page II-2)
d. Businesses Displaced	0	0	(dentist's office at above resid.)	0	0	0	0	0	0	0
2. Woodlands Required	0	0.1 ac.	0.2 ac.	0	0	0	0	0	0.8 ac.	0.1 ac.
3. Year 2010 Level of Traffic Service, (ranging from 'A' best to 'F' worst). (ratios in parentheses represent the volume to capacity ratio; level of service data for the Build Options A thru G assume Build Alt. in place)										
a. Signalized intersection of Connecticut Avenue and I-495 interchange ramp										
AM - Peak Hour	-	E(0.96)	E (0.92)	F (1.06)	F (1.06)	E (0.96)	E (0.96)	E (0.96)	E (0.96)	E (0.96)
PM - Peak Hour	-	C(0.80)	F (1.14)	C (0.80)	E (0.92)	C (0.80)	C (0.76)	C (0.80)	C (0.80)	C (0.80)
b. Signalized intersection of Connecticut Avenue/Jones Bridge Road/Kensington Parkway									w SB Ken.P. / w/o SB Ken.P.	
AM - Peak Hour	F(1.25)	F(1.36)	F (1.25)	F (1.36)	F (1.36)	F (1.36)	F (1.36)	F (1.36)	F(1.20) / F(1.18)	F (1.36)
PM - Peak Hour	F(1.37)	F(1.47)	F (1.37)	F (1.47)	F (1.47)	F (1.47)	F (1.47)	F (1.47)	F(1.28) / F(1.18)	F (1.47)
c. Weaving section along eastbound I-495 between loop ramps at Connecticut Avenue										
AM - Peak Hour	D	weave eliminated	weaving section eliminated		E	weaving section eliminated				weaving eliminated
PM - Peak Hour	E				F					
d. Merging section on eastbound I-495 at merge from northbound Connecticut Avenue.										
AM - Peak Hour	C	C	C	C	-	C	C	C	C	C
PM - Peak Hour	F(1.19)	D	D	D	-	0	0	0	D	0
4. Estimated Costs (Millions 1987 $)										(millions 1989 $)
a. Engineering	-	$0.27	$0.06	$0.04	$0.08	$0.05	$0.06	$0.02	$0.14	$0.40
b. Right-of-Way	-	0	0.33	0	0.05	0.07	0.10	0.07	0.46	1.31
c. Construction	-	2.56	0.55	0.35	0.77	0.42	0.59	0.19	1.33	2.04
TOTAL	None	$2.83	$0.94	$0.39	$0.90	$0.54	$0.75	$0.28	$1.93	$3.75

Table S:
Summary of Alternatives



III. SUMMARY OF ACTIONS AND RECOMMENDATIONS

INTERSTATE ROUTE 495/MARYLAND ROUTE 185
INTERCHANGE RECONSTRUCTION
CONTRACT NO. M 600-101-370

FINDING OF NO SIGNIFICANT IMPACT

III. SUMMARY OF ACTIONS AND RECOMMENDATIONS

A. BACKGROUND

1. Project Location

The project study area includes the 0.6 mile portion of the Capital Beltway (Interstate Route 495) which also encompasses the interchange with Maryland Route 185 (Connecticut Avenue); and the 0.5 mile portion of Maryland Route 185 from I-495 to Jones Bridge Road in Montgomery County, Maryland (see Fig. S-1). The project study area south of I-495 is primarily residential communities. The Village of North Chevy Chase is located east of Connecticut Avenue; the Chevy Chase Valley Neighborhood is located west of Connecticut Avenue. Rock Creek Park borders I-495 and the project study area to the north.

Existing Connecticut Avenue is a 6-lane divided arterial highway. Kensington Parkway is a 3-lane collector street. Jones Bridge Road is 2 to 3-lanes east of Connecticut Avenue and 4-lanes west of Connecticut Avenue.

The Capital Beltway (I-495 and I-95) is the single, most important highway in the Washington Metropolitan Area. Classified as an Urban Interstate Highway, it encircles Washington, D.C. at an average distance of about eight miles from the center of the City. The western portion of the Beltway, which is designated as I-495, and the eastern portion of the Beltway, which is designated as I-95, consists of 6, 8 and 10-lane sections. The original 6-lane section within the project study area was recently reconstructed to increase traffic safety and provide an 8-lane section. The Capital Beltway has 25 exits in Maryland and 14 exits in Virginia.

2. Purpose of Study

The purpose of this study was to evaluate options for the removal of all Interstate oriented traffic from Kensington Parkway as it passes through the Village of North Chevy Chase. In addition to evaluating the No-Build Alternative, a Build Alternative and Build Options A through G were developed to address the following traffic operational and design issues:

- interstate bound "through" traffic on Kensington Parkway, a local road;
- short weaving distance along eastbound I-495 between the loop ramps at the Connecticut Avenue interchange;
- number of entrances (two) and exits (two) along eastbound I-495;

- continued over-capacity operations at the five legged Connecticut Avenue/Jones Bridge Road/Kensington Parkway intersection;
- increased traffic volumes on Connecticut Avenue south of I-495;
- pedestrian safety along Connecticut Avenue, Kensington Parkway and Jones Bridge Road;
- bus transit service;
- "cut-through" traffic in the residential community west of Connecticut Avenue and north of Jones Bridge Road; and,
- residential impacts.

3. Project History

Following execution of an Inter-Agency Agreement in 1963 by the State Roads Commission (now the Maryland State Highway Administration, SHA), the Maryland-National Capital Park and Planning Commission (M-NCP&PC), and the National Capital Planning Commission (NCPC), detailed design and right-of-way acquisition were initiated for the section of the Capital Beltway through Rock Creek Park. Constructed along portions of the then Inter-County Belt Parkway, the Rock Creek portion of I-495 contained less than desirable geometric design features. It was, however, accepted by all agencies as a compromise which permitted Beltway construction with minimum damage to Rock Creek Park and the adjacent residences. Because the Inter-County Belt Parkway (extending between Wisconsin and Connecticut Avenues) included a substandard interchange at Connecticut Avenue, a new interchange configuration was developed as a part of the I-495 project. The proximity of adjacent residences and Rock Creek Park, however, resulted in the I-495/Connecticut Avenue interchange containing two major design compromises. These compromises required the use of a section of Kensington Parkway from the 5-legged intersection with Connecticut Avenue/Jones Bridge Road/Kensington Parkway north to I-495 as the link for the following two ramps.

- westbound I-495 to southbound Connecticut Avenue exit loop ramp; and,

- northbound Connecticut Avenue to eastbound I-495 entrance ramp.

Almost since the opening of I-495, the Village of North Chevy Chase has urged the State Highway Administration to remove Interstate oriented traffic from Kensington Parkway, which is a local road. In 1981, the exit loop ramp for westbound I-495 traffic to southbound Connecticut Avenue was removed from Kensington Parkway and relocated to a signalized at-grade intersection with Connecticut Avenue. Removal of this loop ramp reduced traffic volumes on Kensington Parkway and improved the operation of the 5-legged Connecticut Avenue/Jones Bridge Road/Kensington Parkway intersection.

In conjunction with local citizen representatives and representatives of M-NCP&PC, the State Highway Administration has evaluated several improvement options to remove all Interstate oriented traffic from Kensington Parkway.

B. ALTERNATIVES

1. Alternatives Considered

a. Existing Facility

The existing facility has a number of geometric and operational deficiencies. With reference to Figure 1, these deficiencies are as follows:

- Ramp H:

  In addition to poor visibility for drivers approaching the ramp from Kensington Parkway (caused in part by trees and other obstructions), the sharp geometrics of the first curve along the ramp proper result in drivers being forced to turn quickly to stay between the curbs. Visibility at the merge point with I-495 is also less than desirable.

- I-495 Weave:

  The entrance-exit ramp combination along eastbound I-495 (existing loop Ramps D and C) results in a weaving traffic operational problem along the interstate highway.

- Southbound Connecticut Avenue:

  The steady flow of traffic along Connecticut Avenue south of the Beltway results in considerable delay for residents attempting to exit their driveways.

- Northbound Connecticut Avenue:

  The steady flow of traffic in this direction on Connecticut Avenue south of I-495 also results in delay for adjacent residents.

- Kensington Parkway:

  Use of the 2 and 3-lane wide portions of Kensington Parkway for interstate oriented traffic is an inappropriate use of a local road.

- Connecticut Avenue/Jones Bridge Road/Kensington Parkway intersection:

  The complexity and number of traffic movements as well as high traffic volumes at this intersection result in considerable traffic delays.

b. No-Build

The No-Build Alternative would not alter the existing I-495 and Connecticut Avenue interchange ramps nor the use of Kensington Parkway as a connection between Connecticut Avenue and eastbound I-495. Normal maintenance activities would continue to be provided along the State and County routes. Because the Village of North Chevy Chase residential community has jurisdictional control of Kensington Parkway between Connecticut Avenue and I-495, these residents would continue to be involved with maintenance for the Parkway.

c. Build

The Build Alternative proposed to relocate the existing entrance ramp to eastbound I-495 from Kensington Parkway to a direct connection from Connecticut Avenue. The Build Alternative as presented at the Public Hearing and discussed in the Environmental Assessment consisted of the following elements:

- Ramp H (Kensington Parkway to eastbound I-495) would be closed and the existing ramp pavement and directional signing removed. The ramp area would be landscaped.

- Loop Ramp C (eastbound I-495 to northbound Connecticut Avenue) would be closed and the existing ramp pavement and directional signing removed. Because this area would be used for a new ramp, the area would be regraded to support new roadway pavement.

- Existing Ramp B (eastbound I-495 to southbound Connecticut Avenue) would be reconstructed to provide a new direct connection with Connecticut Avenue by adding a 2-lane wide left turn lane to accommodate traffic desiring to proceed north on Connecticut Avenue. The intersection of new Ramp B would be signalized at Connecticut Avenue. The two-lane portion of new Ramp B would extend west along Ramp B for a sufficient distance to prevent traffic queues from affecting the Capital Beltway and allow the existing Ramp B movement to southbound Connecticut Avenue to flow freely. This consolidated eastbound I-495 exit would function much like the recently consolidated westbound I-495 exit. New directional signing would be provided.

- A new ramp (Ramp N-E) directly connecting northbound Connecticut Avenue to eastbound I-495 would be constructed in the area currently occupied by loop Ramp C. This new Ramp N-E would begin with a 30 MPH exit curve from Connecticut Avenue and transition to 40 MPH and 50 MPH design speeds as it approaches and then connects with eastbound I-495. An acceleration lane would be provided to permit smooth traffic merges (this acceleration lane would extend across the widened eastbound I-495 bridge over Kensington Parkway and tie into the existing Ramp H acceleration lane). Landscaping would be provided in the area between this new ramp and Inverness Drive. Directional signing would be provided and trucks would be permitted to use this ramp.

- Kensington Parkway immediately north of Jones Bridge Road would be reconfigured to be only northbound (i.e. "in"); the existing southbound movement would be closed. Traffic currently using this movement would be required to use the Beach Drive connection between Kensington Parkway and Connecticut Avenue north of I-495.

d. Build Options A through G (as presented at the Public Hearing and discussed in the Environmental Assessment)

Option A: This Option proposes the construction of a 2-lane, 1-way roadway between Kensington Parkway and Connecticut Avenue (for traffic desiring to continue south on Connecticut Avenue). This new roadway would be curbed along both sides, and located between the new Connecticut Avenue to eastbound I-495 ramp and Inverness Drive. A median opening would be provided on Connecticut Avenue. The intersection with Connecticut Avenue would be signalized. Only left turns onto southbound Connecticut Avenue would be permitted. Landscaping would be provided.

Option B: This option proposes to shift the existing Ramp B (eastbound I-495 to southbound Connecticut Avenue) merge point with Connecticut Avenue north approximately 250-feet and provide a 2-lane wide right turn movement. The new roadway would be curbed on the left and right sides. An existing portion of Ramp B near Connecticut Avenue would be removed and the disturbed area landscaped. This option would provide additional gaps for vehicles desiring to enter southbound Connecticut Avenue from driveways or the side streets.

Option C: This option proposes to accommodate the northbound Connecticut Avenue to eastbound I-495 movement with a double left turn from the median of Connecticut Avenue along a new "stub" connection to a widened loop Ramp D (southbound Connecticut Avenue to eastbound I-495). This new intersection would be signal controlled. Northbound Connecticut Avenue would be "bowed out" to the east to accommodate the double left turn lane in the median. Directional signing would be provided and trucks would be permitted to use this ramp. (This option would replace new Ramp N-E proposed with the Build Alternative and precludes Option A).

Option D: This option provides a 4th southbound lane along Connecticut Avenue from the I-495 interchange to Jones Bridge Road. Traffic in this 4th lane would be required to turn right at Jones Bridge Road.

Option E: This option provides a 4th northbound lane along Connecticut Avenue from Jones Bridge Road to new Ramp N-E. Traffic in this 4th lane would be required to turn right at Ramp N-E. Special design considerations would be required for several of the existing driveway connections.

Option F: This option provides driveway mitigation measures along a <u>portion</u> of northbound Connecticut Avenue (10-foot wide shoulder lane). This additional lane would not be a full 4th lane; it would only extend in front of the residences along the east side of Connecticut Avenue (in essence, only connecting these driveways). This lane would not connect with Ramp N-E. NOTE: Options E and F are mutually exclusive.

Option G: This option provides for the full reconstruction of the Connecticut Avenue/Jones Bridge Road/Kensington Parkway intersection to provide 5 eastbound Jones Bridge Road lanes (double left, 2 lanes through, free-right turn) and 3 lanes on westbound Jones Bridge Road (shared lanes for double rights and 2 lanes through, no lefts). This option has been evaluated both with and without the southbound Kensington Parkway movement.

e. Selected Build Alternative

The Selected Build Alternative consists of relocating the existing northbound Connecticut Avenue to eastbound I-495 entrance ramp from Kensington Parkway to Connecticut Avenue. This action will remove all Interstate ramp traffic from Kensington Parkway. This action will also relocate the eastbound to northbound movement so it will be made via a left turn movement from the ramp in the southwest quadrant of the interchange.

In order to address as many of the concerns which had been raised through the study process as possible, the following actions will be taken:

- All movements will be retained in the existing Jones Bridge Road/Connecticut Avenue intersection, including the Kensington Parkway leg.
- To the extent feasible, all improvements in conjunction with the ramp relocation project will be made within existing State Highway Administration right-of-way; and within existing curbs wherever possible.
- The proposed "Green Road" connection between Kensington Parkway and Connecticut Avenue (Option A) will not be constructed.
- The design of the eastbound I-495 to southbound Connecticut Avenue exit ramp connection in the Beltway interchange will be reviewed to determine if a modified connection can be made to reduce traffic speed and provide an improved merge onto Connecticut Avenue (Option B).
- Other than normal maintenance or safety improvements, no widening is planned on Connecticut Avenue south of Jones Bridge Road.
- A raised median will be retained along Connecticut Avenue between Jones Bridge Road and the Beltway interchange which will accommodate northbound left turns into Woodlawn Road and will accommodate median plantings.
- SHA will request that Montgomery County consider installing a traffic signal at the intersection of Spring Valley Road and Jones Bridge Road. This traffic signal would be coordinated with the signal at Connecticut Avenue and Jones Bridge Road and would be installed in order to facilitate movements out of the Chevy Chase Valley community.

- At such point that the project may move toward construction, SHA will consider requests from the owners of the four residences on the east side of Connecticut Avenue between Jones Bridge Road and the Beltway interchange whose only access is onto Connecticut Avenue (addresses 8905, 8907, 8909, and 8911) to have their residences purchased at fair market value. The purchases would be on a purely voluntary basis and would not include any reimbursement for relocation expenses.

- When the project enters the design phase, the need and cost of constructing a sidewalk along the east side of Connecticut Avenue will be evaluated. This effort will involve coordination with the County and adjacent property owners before a decision is made on whether or not to construct such a sidewalk. Based upon the existing level of analysis, if the sidewalk is constructed it could be constructed within the existing right-of-way.

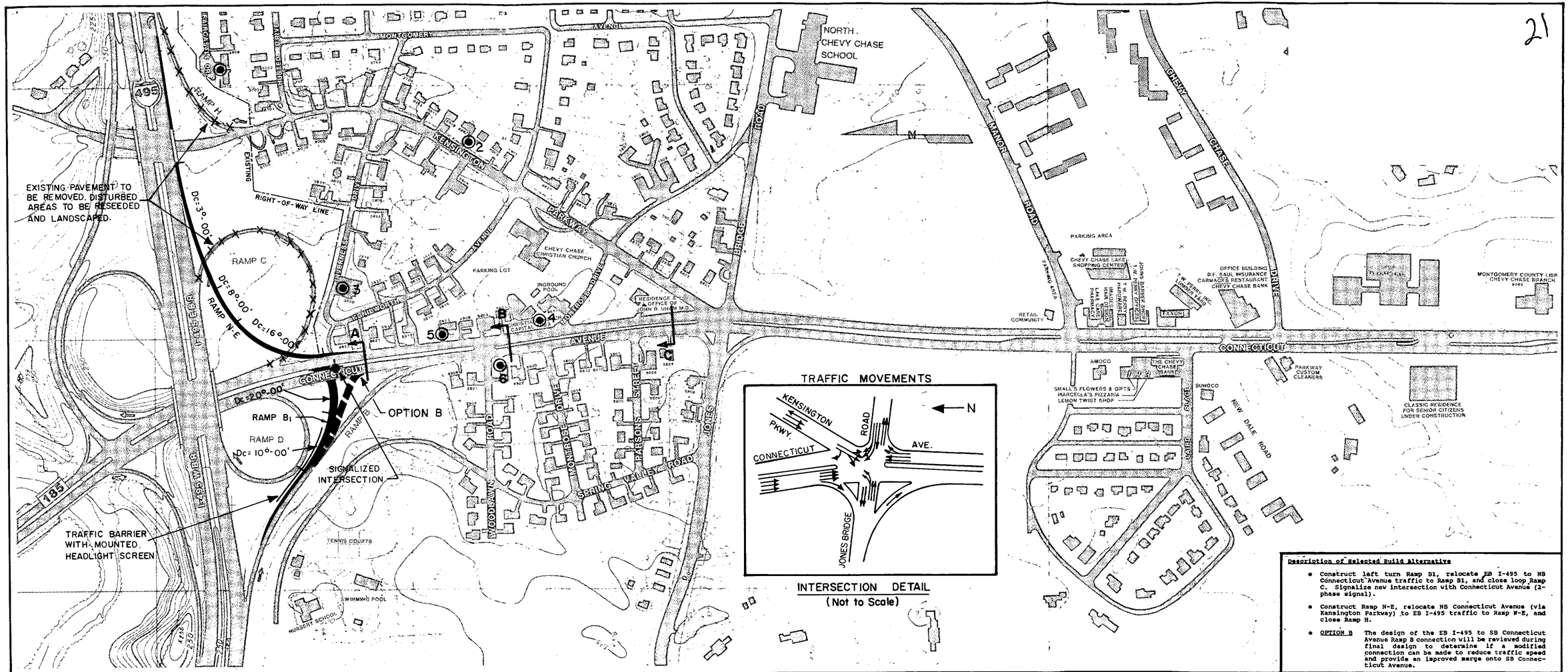
- A landscaping plan will be incorporated into the roadway construction project.

2. Service Characteristics of Selected Build Alternative

a. Traffic

Currently, there are 10,500 daily vehicles which now utilize Kensington Parkway to connect from northbound Connecticut Avenue to eastbound I-495. This daily volume represents 530 vehicles in the morning peak-hour, 1,290 vehicles in the evening peak-hour and the remaining vehicles throughout the balance of the day and night.

Existing and projected year 2010 traffic data for key links on the highway and street network in the project area are presented on Figures 4, 5, and 6. AM and PM peak hour traffic volumes are indicated. While annual traffic growth rates are relatively low, traffic volumes are projected to increase by approximately 20 percent along I-495, Connecticut Avenue and Jones Bridge Road by the year 2010 (comparing Figure 4 traffic volumes with Figure 5 traffic volumes). Review of the data relevant to this project should focus on the volume of traffic estimated to use northbound Kensington Parkway to access I-495 eastbound in the year 2010 (see Figure 5, link number 5); 12,300 vehicles per day; 620 vehicles per AM peak hour; 1,510 vehicles per PM peak hour. With the Build Alternative (Figure 6), this traffic would be diverted to Connecticut Avenue, resulting in 37,300 vehicles per day on northbound Connecticut Avenue in the year 2010 (see link number 10): 1,595 vehicles per AM peak hour and 4,070 vehicles per PM peak hour. This is an increase of 12,300 vehicles per day over the No-Build in the year 2010 (620 vehicles per AM peak hour and 1,510 vehicles per PM peak hour).



Legend

- EXISTING ROADWAY TO REMAIN
- XXX EXISTING ROADWAY TO BE REMOVED
- SELECTED BUILD ALTERNATIVE IMPROVEMENTS
- ADDITIONAL IMPROVEMENT OPTIONS
- AIR RECEPTORS / NOISE SENSITIVE AREAS

Actions to Address Concerns Raised Through the Study Process

- To the extent feasible, all improvements in conjunction with the ramp relocation project will be made within existing State Highway Administration (SHA) rights-of-way and within existing curbs, wherever possible. Based upon the existing level of analysis, no additional right-of-way is expected to be required for the improvement.
- When the project enters the design phase, SHA will investigate the feasibility, cost, and impact of constructing a sidewalk along the east side of Connecticut Avenue. Based upon the existing level of analysis, if the sidewalk is constructed it could be constructed within the existing right-of-way. Coordination with the County and adjacent property owners will be made before making a decision on whether or not to construct such a sidewalk.
- A raised median will be retained along Connecticut Avenue between Jones Bridge Road and the I-495 Beltway interchange. This median will accomodate median plantings and northbound left turns onto Woodlawn Road.
- All existing traffic movements will be retained in the existing Jones Bridge Road/Connecticut Avenue/Kensington Parkway intersection, including the Kensington Parkway leg. Southbound Connecticut Avenue traffic lanes will be shifted to use the abandoned left turn lanes and provide three SB through lanes and a SB right turn onto WB Jones Bridge Road.

Description of Selected Build Alternative

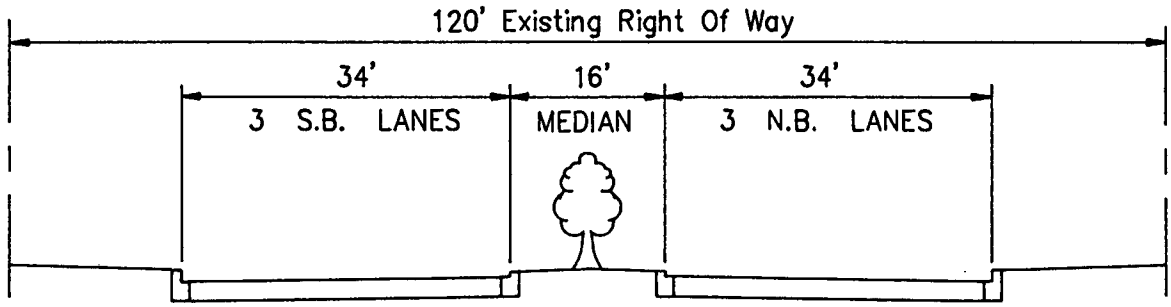
- Construct left turn Ramp B1, relocate EB I-495 to NB Connecticut Avenue traffic to Ramp B1, and close loop Ramp C. Signalize new intersection with Connecticut Avenue (2-phase signal).
- Construct Ramp N-E, relocate NB Connecticut Avenue (via Kensington Parkway) to EB I-495 traffic to Ramp N-E, and close Ramp H.
- OPTION B The design of the EB I-495 to SB Connecticut Avenue Ramp B connection will be reviewed during final design to determine if a modified connection can be made to reduce traffic speed and provide an improved merge onto SB Connecticut Avenue.

I-495 (Capital Beltway) & Connecticut Avenue Interchange Study

SELECTED BUILD ALTERNATIVE

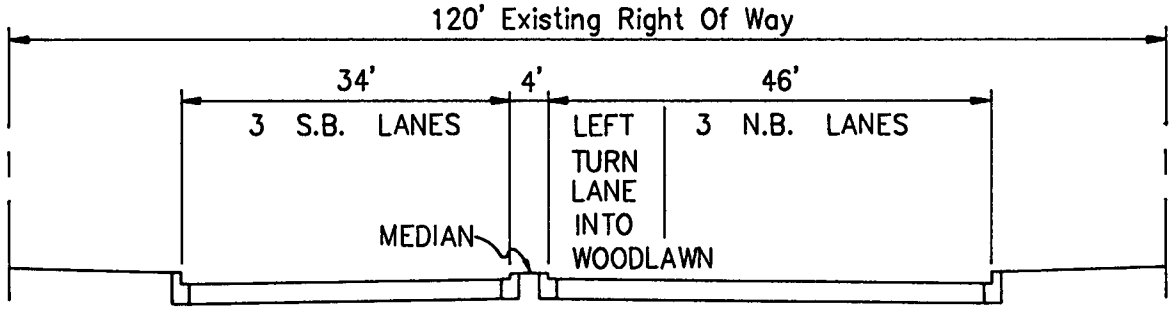
Maryland State Highway Administration

Scale: 1" = 300'	Dec. 1989	Figure 1



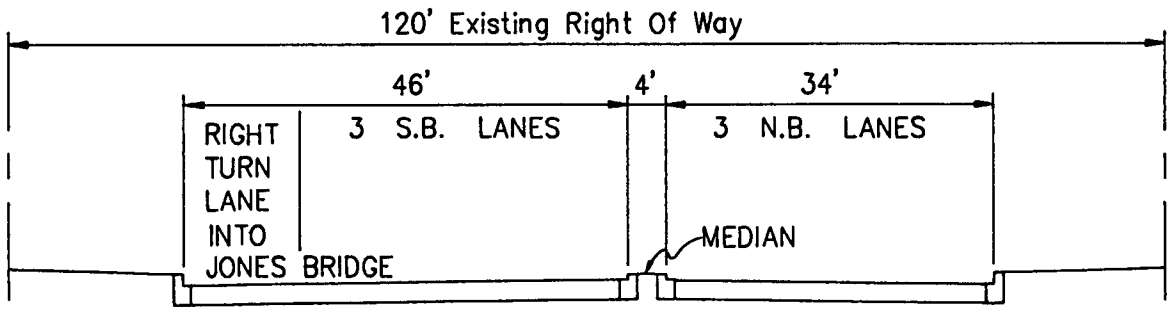
CONNECTICUT AVENUE – SECTION A

(350' SOUTH OF I-495)



CONNECTICUT AVENUE – SECTION B

(50' South Of Woodlawn Road



CONNECTICUT AVENUE – SECTION C

(100' NORTH OF JONES BRIDGE ROAD)

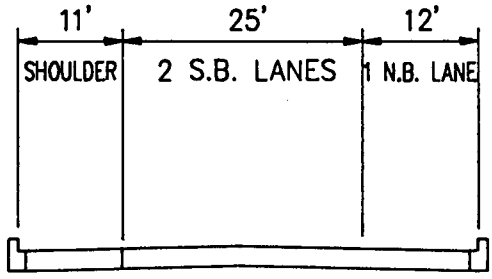
NOTES:

1. All sections looking north.
2. The dimensions shown are for the purposes of determining cost estimates and environmental impacts, and are subject to change during the final design phase.

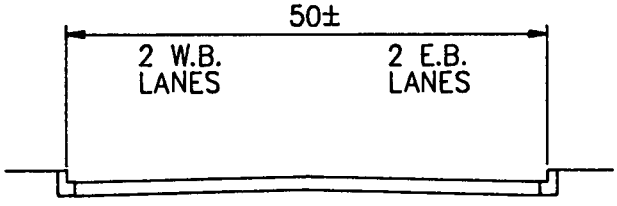
I-495 (Capital Beltway) & Connecticut Avenue Interchange Study		
CONNECTICUT AVENUE TYPICAL SECTIONS A,B,&C		
Maryland State Highway Administration		
Scale: 1"=20'	December, 1989	Figure 2

CONNSECS.DWG

23

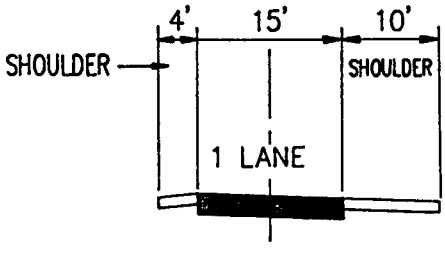


EXISTING KENSINGTON PARKWAY
(SOUTH OF I - 495)

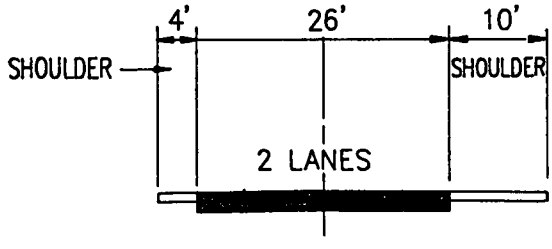


EXISTING JONES BRIDGE ROAD
(WEST OF CONNECTICUT AVENUE)

SELECTED BUILD ALTERNATIVE



RAMP N-E
(N.B. CONNECTICUT AVENUE TO E.B. I-495)



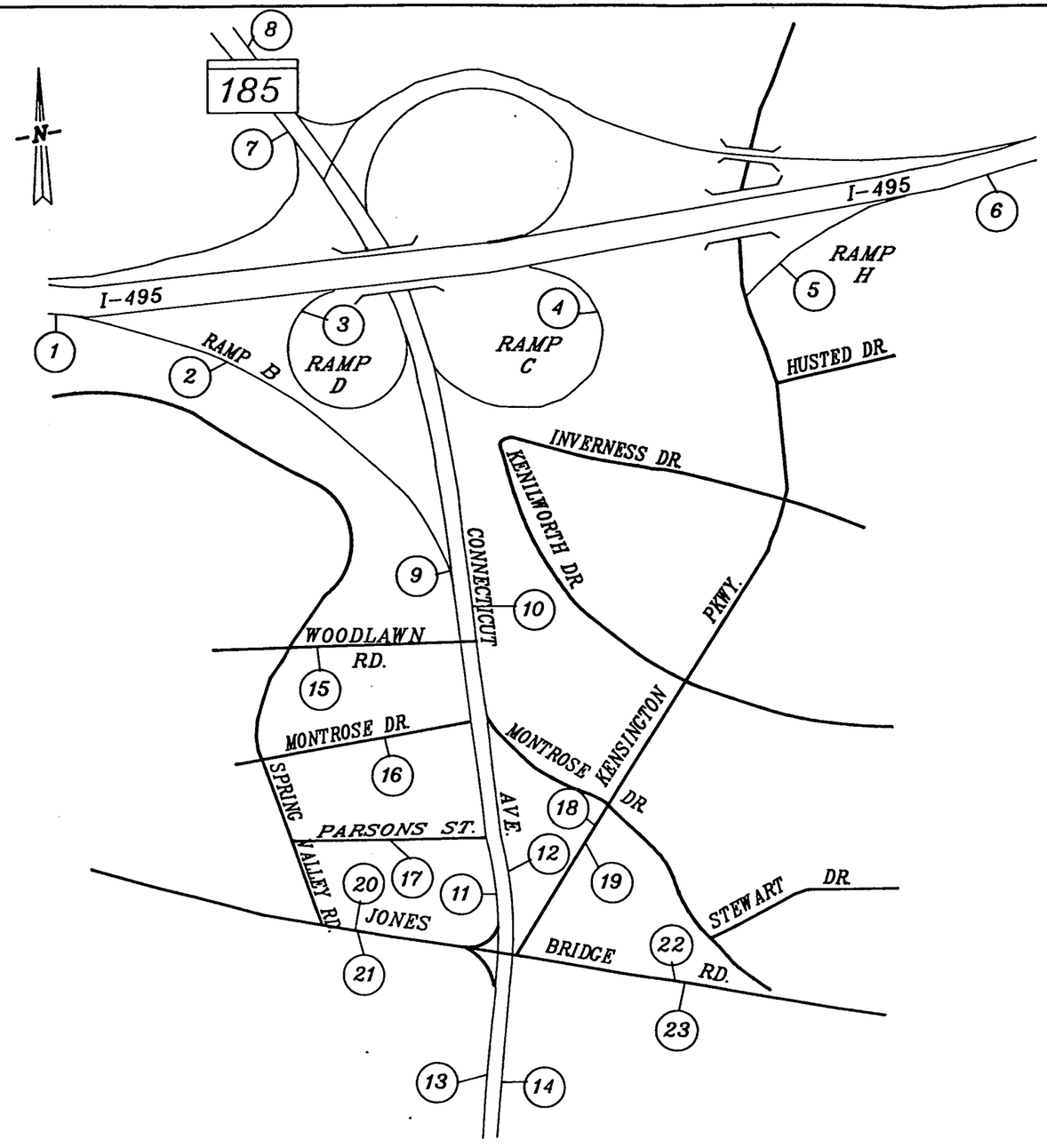
RAMP B1
(E.B. I-495 LEFT TURN TO N.B. CONNECTICUT AVENUE)

NOTES:

1. The dimensions shown are for the purposes of determining cost estimates and environmental impacts, and are subject to change during the final design phase.

I-495 (Capital Beltway) & Connecticut Avenue Interchange Study		
TYPICAL SECTIONS EXISTING + BUILD		
Maryland State Highway Administration		
Scale: 1"=20'	December, 1989	Figure 3

CONNSECS.DWG



PROJECT MAP

EXISTING TRAFFIC DATA

Location (all data one-way except where noted.)	Average Daily Traffic Volume (vehicles per day)	AM Peak Hour Traffic Volume (vehicles per hour)	PM Peak Hour Traffic Volume (vehicles per hour)
1	76,700	5,250	4,470
2	5,600	590	170
3	3,800	320	450
4	5,100	290	270
5	10,500	530	1,290
6	80,300	5,220	5,770
7	22,800	2,650	1,090
8	22,800	860	2,170
9	31,600	3,180	1,290
10	21,100	830	2,160
11	31,600	3,180	1,290
12	21,100	830	2,160
13	27,000	2,660	1,330
14	26,000	1,040	2,800
15 TWO-WAY	180	15	20
16 TWO-WAY	175	15	20
17 TWO-WAY	140	5	20
18	1,500	110	40
19	13,900	635	1,465
20	12,500	1,400	500
21	13,300	490	1,580
22	8,200	885	525
23	6,100	180	780

I-495 (Capital Beltway) & Connecticut Avenue Interchange Study

EXISTING TRAFFIC DATA

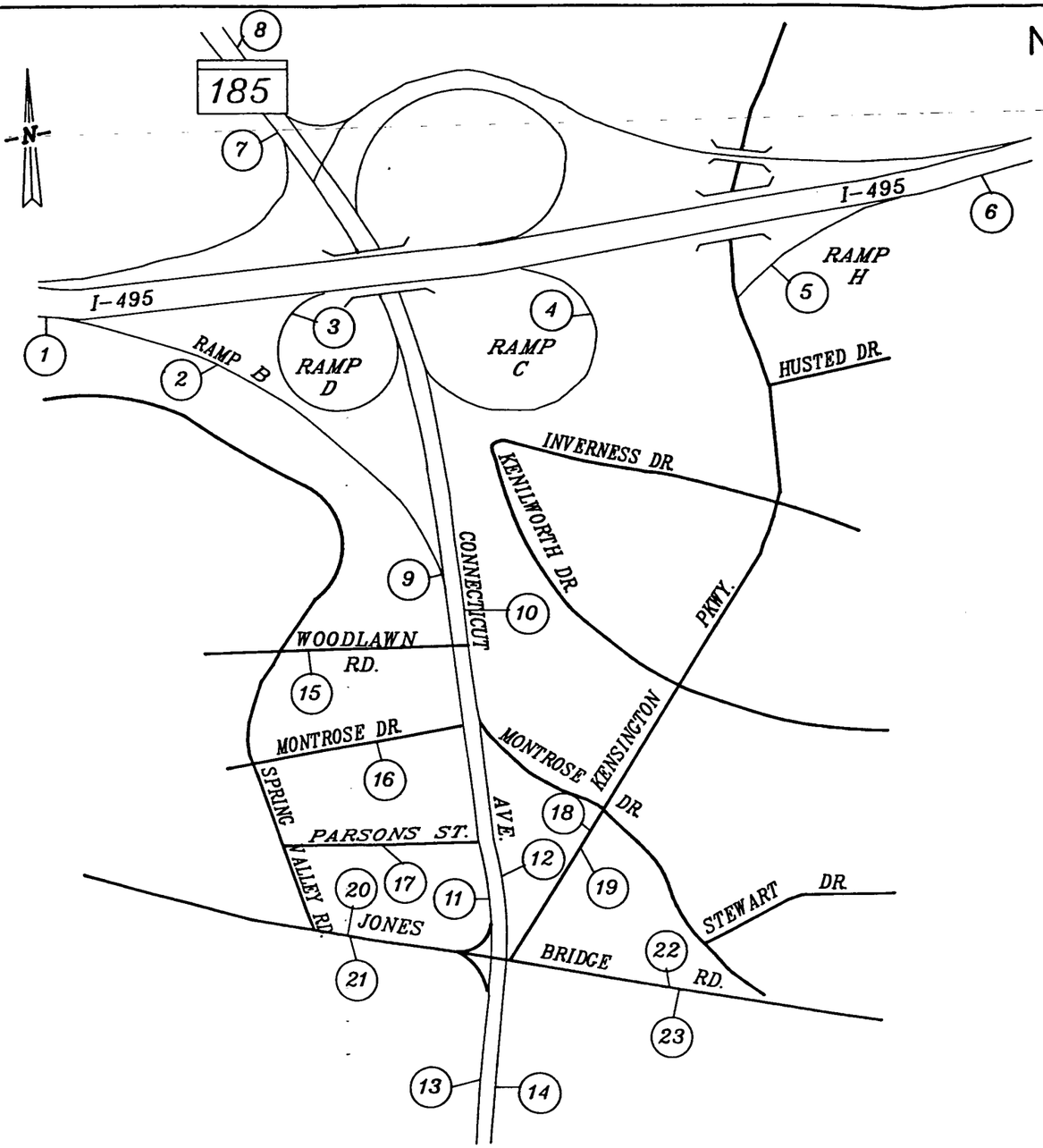
Maryland State Highway Administration

Scale: 1"=400' | December, 1989 | Figure 4

BMD>RTE100/CHARTS/TRAFFIC1.DWG

NO-BUILD TRAFFIC DATA (YEARS 1990/2010)

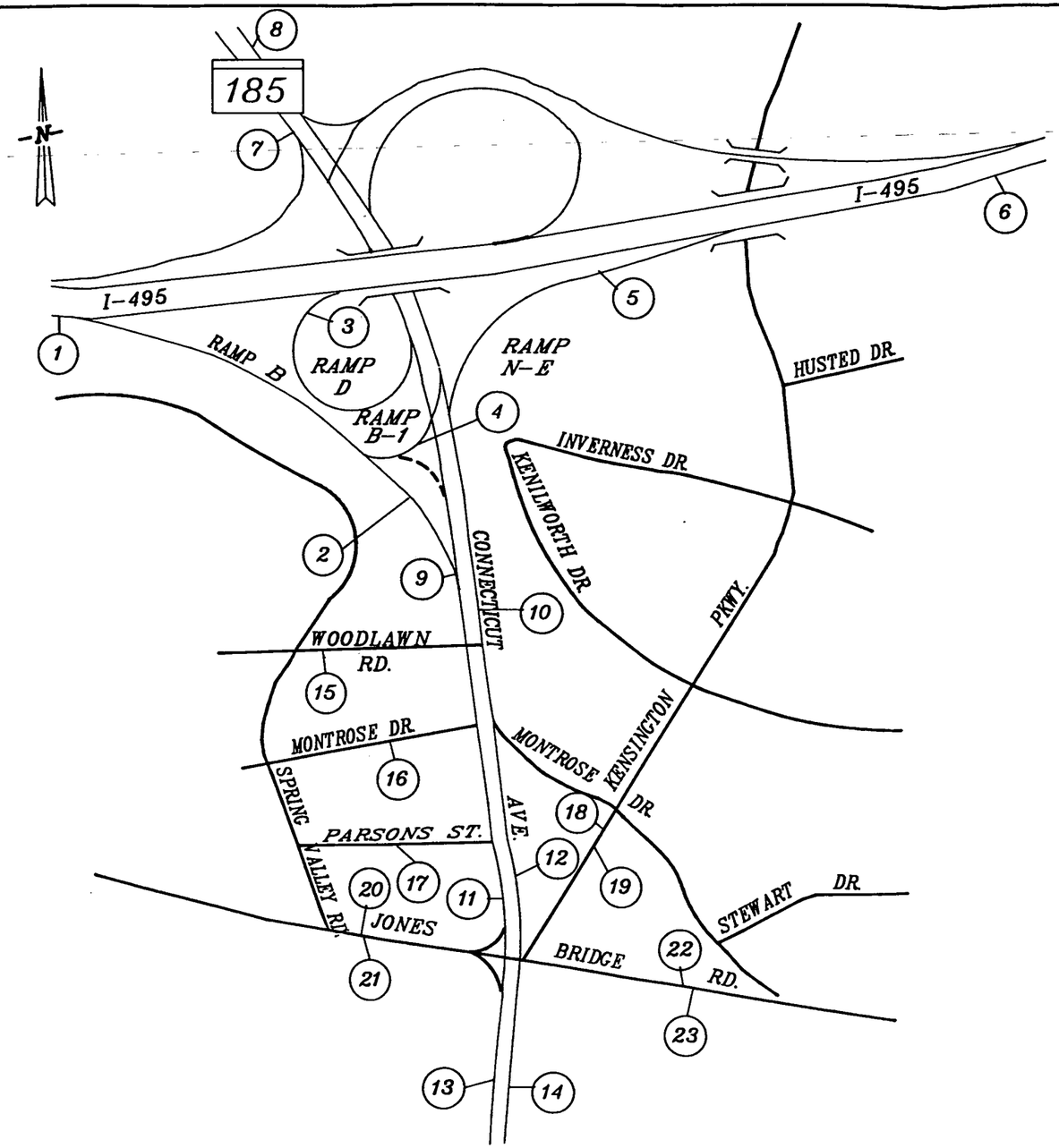
Location (all data one-way except where noted.)	Average Daily Traffic Volume (vehicles per day)	AM Peak Hour Traffic Volume (vehicles per hour)	PM Peak Hour Traffic Volume (vehicles per hour)
1	78,300/89,600	5,370/6,140	4,560/5,220
2	5,700/6,500	610/690	170/200
3	3,800/4,400	320/360	450/530
4	5,200/6,000	300/340	270/320
5	10,700/12,300	540/620	1,310/1,510
6	81,900/93,800	5,320/6,090	5,880/6,740
7	23,300/27,000	2,700/3,140	1,120/1,300
8	23,300/27,000	880/1,020	2,220/2,590
9	32,300/37,400	3,250/3,770	1,320/1,530
10	21,600/25,000	840/980	2,210/2,560
11	32,300/37,400	3,250/3,770	1,320/1,530
12	21,600/25,000	840/980	2,210/2,560
13	27,600/32,000	2,720/3,150	1,360/1,570
14	26,600/30,800	1,060/1,230	2,840/3,280
15 TWO-WAY	180/180	15/15	20/20
16 TWO-WAY	175/175	15/15	20/20
17 TWO-WAY	140/140	5/5	20/20
18	1,500/1,800	110/130	40/50
19	14,200/16,500	650/750	1,480/1,725
20	12,800/14,800	1,430/1,660	510/595
21	13,600/15,800	500/580	1,615/1,885
22	8,400/9,700	905/1,045	535/625
23	6,200/7,200	185/215	790/920



PROJECT MAP

I-495 (Capital Beltway) & Connecticut Avenue Interchange Study
NO-BUILD TRAFFIC DATA (1990/2010)
Maryland State Highway Administration
Scale: 1"=400' | December, 1989 | Figure 5

BMD>RTE100/CHARTS/TRAFFIC2.DWG



PROJECT MAP

BUILD TRAFFIC DATA (YEARS 1990/2010)

Location (all data one-way except where noted.)	Average Daily Traffic Volume (vehicles per day)	AM Peak Hour Traffic Volume (vehicles per hour)	PM Peak Hour Traffic Volume (vehicles per hour)
1	78,300/89,600	5,370/6,140	4,560/5,220
2	5,700/6,500	610/690	170/200
3	3,800/4,400	320/360	450/530
4	5,200/6,000	300/340	270/320
5	10,700/12,300	540/620	1,310/1,510
6	81,900/93,800	5,320/6,090	5,880/6,740
7	23,300/27,000	2,470/2,880	1,120/1,340
8	23,300/27,000	880/1,015	2,220/2,590
9	33,600/39,000	3,350/3,890	1,350/1,570
10	32,300/37,300	1,380/1,595	3,520/4,070
11	33,600/39,000	3,350/3,890	1,350/1,570
12	32,300/37,300	1,380/1,595	3,520/4,070
13	27,600/32,000	2,720/3,150	1,360/1,570
14	26,600/30,800	1,060/1,230	2,840/3,280
15 TWO-WAY	180/180	15/15	20/20
16 TWO-WAY	175/175	15/15	20/20
17 TWO-WAY	140/140	5/5	20/20
18	1,500/1,800	110/130	40/50
19	3,500/4,200	110/130	170/215
20	12,800/14,800	1,430/1,660	510/595
21	13,600/15,800	500/580	1,615/1,885
22	8,500/9,800	910/1,050	540/630
23	6,100/7,100	180/215	785/915

I-495 (Capital Beltway) & Connecticut Avenue Interchange Study

BUILD TRAFFIC DATA 1990/2010

Maryland State Highway Administration

Scale: 1"=400' | December, 1989 | Figure 6

BMD>RTE100/CHARTS/TRAFFIC3.DWG

Trucks are currently permitted on I-495, Connecticut Avenue and Jones Bridge Road, but are prohibited on Kensington Parkway. A survey of truck traffic volumes on major highways in the vicinity of the project area was conducted (trucks have been defined for this analysis as having 6 or more wheels). On the basis of this truck traffic data survey, an analysis of additional trucks anticipated to use new Ramp N-E from northbound Connecticut Avenue to eastbound I-495 was made. Alternative existing access points to I-495 were monitored, and the number of trucks that could be expected to divert from these existing routes to the new Ramp N-E on to eastbound I-495 was determined. Between now and the design year 2010, truck volumes are projected to increase by approximately 18 percent. In the design year, an additional 170 to 370 trucks per day are estimated to be diverted to northbound Connecticut Avenue as a direct result of new Ramp N-E (many of these "new - diverted" trucks are already and illegally using Kensington Parkway).

Based on current analysis techniques, the quality of traffic flow was calculated at the locations indicated below. These levels of traffic service range from "A" best to "F" worst and represent measures of delay and congestion experienced by drivers.

TABLE 1: EXISTING TRAFFIC LEVELS OF SERVICE

Location	AM Peak-Hour	PM Peak-Hour
Signalized intersection of Connecticut Avenue/Jones Bridge Road/Kensington Parkway	F	F
Diverge on eastbound I-495 at ramp to southbound Connecticut Avenue	D	C
Traffic merge/diverge ("traffic weave") on eastbound I-495 at Connecticut Avenue	E	E
Merge on eastbound I-495 at ramp from northbound Kensington parkway	D	F

As indicated, traffic levels of service are relatively poor during the peak periods within the study area.

A major concern of study area residents both east and west of Connecticut avenue has been the volume of cut-through traffic in their communities. Because all of these residential streets are narrow, residential safety is a major concern. To reduce this cut through traffic, the Village of North Chevy Chase has closed several intersections in their community to physically eliminate the majority of this problem. Except for the very high volumes of traffic using Kensington Parkway through this community to access the Beltway, no other significant problems have been identified by this community.

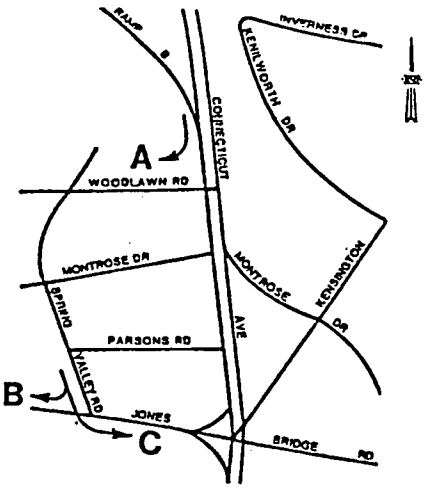
In the residential area west of Connecticut Avenue, turn prohibition signs are located at the following locations. All prohibitions are for the 7 to 9 AM peak period.

- southbound Connecticut Avenue at Woodlawn Road
- southbound Connecticut Avenue at Montrose Drive
- southbound Connecticut Avenue at Parsons Road
- northbound Connecticut Avenue at Woodlawn Road

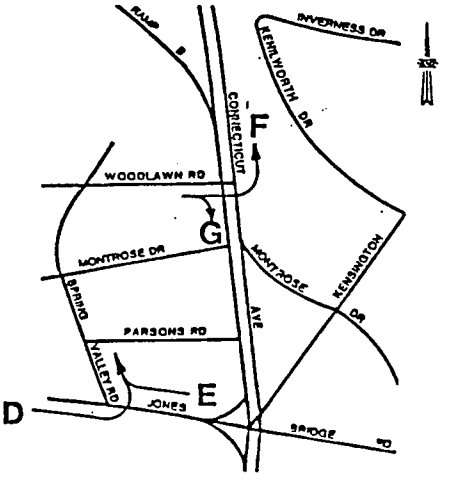
The results of a survey to assess this problem during both the 7 to 9 AM Peak and the 4 to 6 PM Peak, are noted below.

EXISTING CUT-THROUGH TRAFFIC VOLUMES

Southbound Connecticut Avenue			
	FROM A TO		
Time Period	B	C	Total
AM Peak (7 to 9)	5	4	9
PM Peak (4 to 6)	12	1	13



Eastbound/Westbound Jones Bridge Road					
	FROM D TO		FROM E TO		
Time Period	F	G	F	G	Total
AM Peak (7 to 9)	0	3	0	0	3
PM Peak (4 to 6)	15	0	1	0	16



The Selected Build Alternative would shift the Interstate destined traffic away from Kensington Parkway and to Connecticut Avenue.

Residents in the residential community west of Connecticut Avenue have strongly expressed their concern that construction of Ramp N-E would result in significant increases in the volumes of PM traffic cutting through their community to avoid the traffic signal at Jones Bridge Road/Connecticut Avenue/Kensington Parkway i.e. eastbound Jones Bridge Road, left on Spring Valley Road, right on Woodlawn Road and left on northbound Connecticut Avenue to Ramp N-E. The Selected Build Alternative would not contribute to increased cut-through traffic through this neighborhood. However, if a solution is needed, then turn prohibition signs at Woodlawn Road/Connecticut Avenue would reduce this problem to the few drivers who would make this movement illegally.

A total of 10 homes are located along the west side of Connecticut Avenue between the I-495 interchange ramps and Jones Bridge Road; 5 driveways connect with Connecticut Avenue. A survey of traffic gaps observed during the morning peak period 7 AM to 9 AM in the right-hand curb lane on southbound Connecticut Avenue indicated that there are very few gaps of 5 or more seconds, approximately 3 percent, available for drivers to enter Connecticut Avenue. For these homes with a driveway connection, entering or leaving their driveways is often a difficult experience during peak periods. The Build Alternative would slightly increase traffic past these driveways; however, the new traffic signals proposed with the Selected Build Alternative would provide more gaps in the traffic flow and thus allow drivers to enter Connecticut Avenue.

Driveway access for residents along the east side of Connecticut Avenue (a total of 7 driveways) is a concern. The Selected Build Alternative would increase traffic in front of these homes.

Three of these 7 homes have a second means of access via Kensington Parkway. The remaining 4 homes will be offered the option of having their homes purchased at fair market price value when the project is constructed.

A total of 42 pedestrians were observed on the westside of Connecticut Avenue between Woodlawn Road and Parsons Road during a 12-hour period. Pedestrian considerations will be included in the final design phase; these measures could include signal timing, pedestrian crosswalks and the possibility of constructing a sidewalk along the east side of Connecticut Avenue to improve pedestrian safety.

b. Transit

The effect that the Selected Build Alternative would have on transit service on Kensington parkway was examined. Because there are no changes in the existing roadway configurations at the five legged Connecticut Avenue/Jones Bridge Road/Kensington Parkway intersection, both the Metrobus Routes L6 and L7 and the Route 33 Ride-on bus would continue to operate as at present.

c. Safety

Introduction

An accident analysis has been prepared for portions of I-495, Connecticut Avenue and the I-495/Connecticut Avenue/Kensington Parkway interchange. This analysis included all reported accidents which occurred from 1983 through 1986.

I-495 Study Area

I-495, from 0.4 mile west of Connecticut Avenue to 0.1 mile east of Kensington Parkway, experienced an average accident rate of 134 accidents per one-hundred million vehicle miles of travel (100mvm) during the four year study period of 1983 through 1986. This rate is above the statewide average rate of 71 acc/100mvm for similar highways now under state maintenance.

A total of 247 accidents were reported within the study limits during the four year period. The accident cost to the motoring and general public resulting from these accidents is estimated at approximately $820,000/100mvm. These accidents are listed below in Table 2 by severity, indicating number of fatalities, injuries and property damage accidents.

TABLE 2: I-495 ACCIDENT SEVERITY

SEVERITY	1983	1984	1985	1986	TOTAL	RATE	STATEWIDE AVERAGE RATE
Fatal Accidents	0	0	0	0	0	0	0.7
# Killed	0	0	0	0	0	---	---
Injury Accidents	20	32	30	43	125	68.0*	34.8
# Injured	40	45	52	83	220	---	---
Prop. Dam. Acc.	31	26	26	39	122	66.3*	35.8
Total Accidents	51	58	56	82	247	134.3*	71.3

* Higher Than Statewide Average Rate

The collision types experienced on I-495 within the study limits, in comparison to the statewide average rates for this type of highway are as shown in Table 3.

TABLE 3: I-495 ACCIDENT TYPES			
COLLISION TYPE	NUMBER OF ACCIDENTS 1983-1986	RATE	STATEWIDE AVERAGE RATE
Angle	1	0.5	0.7
Rear-end	109	59.3*	22.8
Fixed Object	44	23.9*	17.0
Sideswipe	44	23.9*	12.8
Parked Veh.	5	2.7	2.8
Other	34	18.5	13.8
* Higher Than Statewide Average Rate			

The accident rates for the rear-end, sideswipe and fixed object collisions were above the statewide average rates. Rear-end and sideswipe accidents on a facility such as this are mainly associated with congestion and weaving conflicts. Of the total 44 fixed object accidents:

- 29 occurred on the westbound roadway
- 27 occurred on the left side (median side) of the roadway
- 23 occurred during the hours of darkness
- 15 involved vehicles hitting the guardrail
- 9 involved vehicles hitting an embankment
- 8 involved vehicles running into a ditch

Truck vehicles accounted for 7.9 percent of the total vehicles involved in accidents which is above the expected range of values since trucks comprised 5.8 percent of the vehicular traffic volumes. Also, trucks were involved in 15 percent of the total accidents.

There was one High Accident Section within the study limits; I-495 from 0.3 mile west of Connecticut Avenue to Kensington Parkway (1983-41 acc, 1984-43 acc, 1985-45 acc, 1986-69 acc).

Connecticut Avenue (Maryland Route 185)

Connecticut Avenue, from I-495 to Jones Bridge Road, experienced an average accident rate of 264 acc/100mvm during the four year study period. This rate is below the statewide average rate of 356 acc/100mvm for similar highways now under state maintenance.

A total of 97 accidents were reported within the study limits during the study period. The accident cost to the motoring and general public resulting from these accidents is estimated at approximately $1.5 million/100mvm. These accidents are listed below in Table 4 by severity, indicating number of fatalities, injuries and property damage accidents.

TABLE 4: CONNECTICUT AVENUE ACCIDENT SEVERITY							
SEVERITY	1983	1984	1985	1986	TOTAL	RATE	STATEWIDE AVERAGE RATE
Fatal Accidents	0	0	0	0	0	0	2.2
# Killed	0	0	0	0	0	---	---
Injury Accidents	12	12	12	10	46	125.4	191.6
# Injured	20	17	14	13	64	---	---
Prop. Dam. Acc.	12	10	19	10	51	139.0	161.7
Total Accidents	24	22	31	20	97	264.3	355.5

The collision types experienced on Connecticut Avenue within the study limits, in comparison to the statewide average rates for this type of highway are as shown in Table 5.

TABLE 5: CONNECTICUT AVENUE ACCIDENT TYPES			
COLLISION TYPE	NUMBER OF ACCIDENTS 1983-1986	RATE	STATEWIDE AVERAGE RATE
Angle	15	40.9	60.0
Rear-end	32	87.2	104.8
Fixed Object	7	19.1	35.0
Sideswipe	12	32.7	36.1
Left Turn	7	19.1	47.0
Pedestrian	1	2.7	10.7
Parked Veh.	2	5.4	8.2
Other	21	57.2	48.2

Intersection accidents accounted for 69 percent of the total accident experience. There was one High Accident Intersection within the study limits; Connecticut Avenue @ Jones Bridge Road (1983-18 acc, 1984-16 acc, 1985-15 acc, 1986-17 acc).

I-495/Connecticut Avenue Interchange

Four of the eight ramps at the I-495/Maryland Route 185 interchange meet the statewide criteria for a High Accident Interchange Ramp. These ramps are listed below:

1) I-495 westbound to Connecticut Avenue
   Northbound-15 acc
   8 wet, 6 rear-end, 4 fixed object

2) I-495 eastbound to Connecticut Avenue
   Northbound-33 acc
   31 wet, 29 fixed object

3) I-495 eastbound to Connecticut Avenue
   Southbound-16 acc
   14 rear-end

4) Connecticut Avenue southbound to I-495
Westbound-6 acc
6 wet, 4 fixed object

The exit ramp from eastbound I-495 to southbound Connecticut Avenue experienced 16 accidents during the study period. This ramp meets SHA's statewide criteria (5 acc/3yr) for a High Accident Interchange Ramp. Of the total 16 accidents, 14 were rear-end collisions that occurred when vehicles exiting the ramp were forced to yield to traffic traveling southbound on Connecticut Avenue.

The exit ramp from eastbound I-495 to northbound Connecticut Avenue experienced 33 accidents during the study period. This ramp also meets SHA's statewide criteria for a High Accident Interchange Ramp. Of the total 33 accidents, 29 were fixed objects and 3 were rear-end collisions. Thirty-one (31) of these collisions occurred when the surface was wet. Most of the accidents occurred in the yield area and involved vehicles striking the curb.

Kensington Parkway

Kensington Parkway, from Connecticut Avenue to I-495 (including the ramp to I-495), experienced 14 accidents during the four year study period of 1983 through 1986. There was one fatal accident within the study limits (the fatal accident involved a motorist, who had been drinking, and who left the roadway at a high rate of speed and struck a tree).

Of the total 14 accidents, 9 were fixed object and 2 were rear-end collisions. Six (6) of the fixed object collisions occurred when the surface was wet and 4 occurred on the ramp from Kensington Parkway to I-495 eastbound. Also, all of the 14 accidents involved at least one vehicle traveling northbound on Kensington Parkway.

Summary

I-495, from 0.4 mile west of Connecticut Avenue to 0.1 mile east of Kensington Parkway is currently experiencing an accident rate that is higher than the statewide average rate. The accident rates for the rear-end, sideswipe and fixed object collision were higher than the statewide average rates. Connecticut Avenue, from I-495 to Jones Bridge Road is currently experiencing an accident rate that is below the statewide average rate. There was one High Accident Section and one High Accident Intersection within the study limits. Four of the eight ramps at the I-495/Connecticut Avenue interchange meet SHA's criteria for High Accident Interchange Ramps.

The Selected Build Alternative is expected to improve the safety operations of the I-495/Connecticut Avenue interchange and considerably reduce safety problems along Kensington Parkway through the removal of interstate traffic from the Parkway - a local street.

With reference to the four (4) High Accident Interchange Ramps in the I-495/Connecticut Avenue interchange (see listing on pages III-14 and III-15), the Selected Build Alternative is anticipated to improve traffic operations and safety along the I-495 eastbound to northbound Connecticut Avenue ramp. Option B will improve traffic safety along the I-495 eastbound to southbound Connecticut Avenue ramp. The State Highway Administration's statewide program for High Accident Interchange ramps will address current safety conditions along all four ramps.

3. Design Considerations

The engineering aspects of the proposed Ramp N-E are based on 30 MPH design criteria at the diverge point from northbound Connecticut Avenue with an increase in the design speed to 50 MPH at the merge point with eastbound I-495. Reconstruction of portions of Connecticut Avenue and existing Ramp B would be in accordance with the respective design criteria for these existing facilities.

4. Environmental Consequences

An Environmental Assessment (FHWA-MD - EA-87-09-D) was approved by the Federal Highway Administration on October 9, 1987.

This section discusses the potential environmental impacts associated with the Selected Build Alternative. Minimization of impacts has been a primary goal in the development of the Build Alternative. Because the Build Alternative requires no right-of-way from adjacent properties, significant adverse impacts are not expected as a result of implementation of this project.

a. Socio-Economic and Land Use

The Build Alternative would not require any private property, nor displace any buildings. At such point that the project may move toward construction, SHA will consider requests from the owners of the four residences on the east side of Connecticut Avenue between Jones Bridge Road and the Beltway interchange whose only access is onto Connecticut Avenue (8905, 8907, 8909, and 8911) to have their residences purchased at fair market value. The purchases would be on a purely voluntary basis and would not include any reimbursement for relocation expenses.

The focus of this study is the heavy volume of traffic using Kensington Parkway to access eastbound I-495.

The Build Alternative would relocate this traffic volume to northbound Connecticut Avenue, increasing the volume of traffic on Connecticut Avenue. This may result in additional minor social impacts along Connecticut Avenue, however, the change is not considered to be significant.

Revision of the I-495/Connecticut Avenue interchange and the Connecticut Avenue/Jones Bridge Road intersection is not anticipated to have a significant impact on the economic base of the study area, since it is already largely developed. The diversion of traffic from Kensington Parkway to Connecticut Avenue as proposed with the Build Alternative would be expected to slightly enhance property values along Kensington Parkway (30 homes).

All improvements would be constructed within the existing highway right-of-way and no parkland will be taken or physically impacted by this project.

The proposed improvement is included in the 1970 Master Plan for Bethesda - Chevy Chase Planning Area and the July, 1984 Final Draft Master Plan for this area. Implementation of the Selected Build Alternative will not result in adverse secondary impacts.

b. Natural Environment

1. Stream Modification

The proposed action will not require the relocation of any portion of Rock Creek or its tributaries. To prevent sedimentation in Rock Creek resulting from construction of the proposed improvements, a sediment control plan would be developed and applied throughout the project area.

2. Stormwater Runoff - Quantity/Quality

Water quality considerations and potential impacts would be addressed at two phases of project development. The first is during construction when clearing, grubbing and excavation could cause sedimentation of streams. The second occurs during operation, when special considerations are directed to reducing the quantity and rate of run-off (Stormwater Management) and to minimize the pollutant load carried by these waters (water quality).

In the former case, removal of vegetation, alteration to topography, and an increase in the areas of impervious surfaces can increase the velocity of stormwater runoff, potentially adding to the sediment load discharged into adjacent surface water bodies. To minimize this effect, the removal of existing vegetation would be limited and all construction areas revegetated as quickly as possible.

Operations-related impacts result from increased levels of oil and other motor vehicle-related pollutants. These substances, in addition to deicing agents (road salt) used in the winter months, are flushed into nearby surface water bodies during storm conditions. Stormwater runoff can also carry agents used in the construction of permanent structures, including asphalt, cement, aggregates, paint, expansion joint compounds, and crack filters. Because the Build Alternative represents a percentage decrease in comparison to the No-Build Alternative in extent of paved areas, these operations-related impacts should not significantly increase.

To the extent that runoff velocities are increased and impervious surfaces are added, groundwater infiltration is reduced and the potential impact on groundwater would increase.

Impacts on surface water quality would be anticipated to be intermittent and localized in nature. No permanent significant adverse affects on any of the surface water bodies in the project area would be expected. What impacts occur would coincide with the first hours of periods of precipitation. These would give rise to insignificant increases in pollutant levels.

State Water Resources Administration regulations .01-.10 Comar 08.05.05 "Storm Water Management" effective July 1, 1984 requires water quality to be addressed in design. These regulations stipulate that the order of preference for stormwater management is as follows:

a. Infiltration of runoff on site
b. Flow attenuation by use of open vegetated swales and natural depressions
c. Stormwater retention structures
d. Stormwater detention structures

Infiltration controls both the quality and quantity of runoff and is to be utilized wherever soil conditions and topography allow. Control, infiltration and attenuation methods will be designed in accordance with the "Maryland Standards and Specifications for Stormwater Management Infiltration Practices", Water Resources Administration, February, 1984. Retention and detention structures will be designed in accordance with "Soil Conservation Service Standards and Specifications for Ponds" No. 378-1, July 1981. Since infiltration design applies to the two- and ten-year frequency storms, retention or detention structures will be used to control the 100-year design storm.

Sediment control plans, which will be developed by the State Highway Administration during the final design phase and approved by the Water Resources Administration, will be strictly adhered to during the construction phase. These measures include stabilizing all exposed slopes as soon as practical to minimize the area exposed at any time and the appropriate placement and maintenance of sediment traps and other control measures. Because of the developed nature of the project area and the linear nature of the construction projects, the Selected Build Alternative and Option B are not expected to have a significant adverse effect on water resources.

Potential adverse water runoff impacts will be further mitigated by the installation of stormwater management ponds and infiltration ponds. As previously discussed, the predominance of the well-drained soils throughout this project area should lend themselves to effective infiltration techniques.

3. Wetlands

There are no wetlands located in the immediate project area, consequently, the proposed improvements would have no effect on wetland areas.

4. Floodplains

There are no floodplains located in the immediate project area, consequently, the proposed improvements would have no effect on floodplain areas.

5. Terrestrial and Aquatic Ecology

The Selected Build Alternative will not result in significant impact to the overall terrestrial ecology of the study area. The major terrestrial impact would be the loss of deciduous woodland for the construction of Ramp N-E. Approximately 0.1 acres of woodland would be required. All of the affected woodlands are within the existing SHA owned right-of-way.

None of the wooded areas that would be affected are known to be inhabited by wildlife of state-wide importance or to be otherwise notable or unique.

6. Threatened or Endangered Species

The proposed improvements will have no effect on any known threatened or endangered species. The U.S. Fish and Wildlife Service and the Maryland Department of Natural Resources have determined that there are no known Federal or State listed threatened or endangered species in the project area. These determinations were documented in Section V of the Environmental Assessment.

7. Prime or Unique Farmland

While the Soil Conservation Service reports that there are some prime farmland soils in the project area, the intensity of development in the immediate project area would preclude any need to assess impacts to prime farmlands. The proposed improvements will have no affect on any prime or unique farmland (reference telephone conversation on 10 August 1987).

c. Cultural Resources

Coordination with the Maryland Historical Trust indicates that there are no significant historic or archaeological resources in the immediate project area. The Selected Build Alternative would thus have no affect on these resources (reference letter dated 18 August 1987 and included in Section V of the Environmental Assessment).

d. Air Quality

An air quality analysis was conducted for the No-Build Alternative and Build Alternative. Using the MOBILE 3 and CALINE 3 air quality models, one (1)-hour and eight (8)-hour carbon monoxide (CO) concentrations were determined for each of 6 receptors (see Figure 1).

The objective of this analysis was to compare the carbon monoxide (CO) concentrations estimated to result from the traffic configurations and volumes of each alternate with the State and National Ambient Air Quality Standards (S/NAAQS). The NAAQS and SAAQS are identical for CO: 35 PPM (parts per million) for the maximum 1-hour period and 9 PPM for the maximum consecutive 8-hour period.

No violations of the 1-hour or 8-hour state/national ambient air quality standards for carbon monoxide will occur with the Selected Build Alternative in the completion year 1990 or the design year 2010.

This project is within an air quality non-attainment area which has transportation control measures in the State Implementation Plan (SIP). This project conforms with the SIP since it is included in a conforming transportation improvement program.

The construction phase of the proposed project has the potential of impacting the ambient air quality through such means as fugitive dust from grading operations and materials handling. The State Highway Administration has addressed this possibility by establishing Standard Specifications for Construction and Materials which specifies procedures to be followed by contractors involved in state work.

The Air Quality Analysis Technical Report was submitted to the U.S. Environmental Protection Agency and the Maryland Air Management Administration for review and comment. Their comments can be found in Section V-C of this report.

The Maryland Air Management Administration was consulted to determine the adequacy of the Specifications in terms of satisfying the requirement of the Regulations Governing the Control of Air Pollution in the State of Maryland. The Maryland Bureau of Air Quality Control found that the specifications are consistent with the requirements of these regulations. Therefore, during the construction period, all appropriate measures (Code of Maryland Regulations 26.11.06.03 D) will be taken to minimize the impact on the air quality of the area.

e. Noise

1. Projected noise levels and abatement feasibility

In accordance with the Federal-Aid Highway Program Manual, Volume 7, Chapter 7, Section 3 this project was analyzed for noise impacts. Noise mitigation is considered when Federal Highway Administration Noise Abatement Criteria are approached or exceeded or when predicted noise levels substantially exceed the existing levels (in Maryland this is 10 dBA or more). The Noise Abatement Criteria for residential areas is 67 decibels.

The following items were considered in determining potential noise impacts:

1) Identification of existing land use.
2) Existing noise levels.
3) Prediction of future design year noise levels.
4) Potential traffic increases.

The factors which will be evaluated when determining whether mitigation will be considered reasonable and feasible are:

- Whether a substantial noise increase would result from the highway project--minimum of 5 dBA increases--of Build over No-Build levels would occur in the design year of the project;
- Whether a feasible method is available to reduce the noise;
- Whether the cost of noise mitigation is reasonable for those receptors that are impacted-approximately $40,000 per impacted residence;
- Whether the majority of the impacted residences were constructed before or after the construction of the highway.

An effective barrier should, in general, extend in both directions to four times the distance between receiver and roadway (source). In addition, an effective barrier should provide a 7-10 dBA reduction in the noise level as a preliminary design goal. However, any impacted noise receptor which will receive a 5 decibel reduction is considered when determining the cost effectiveness of a barrier.

Whether a barrier is cost-effective or reasonable is determined by dividing the total number of impacted sensitive sites in a specified noise sensitive area, that will receive at least a 5 dBA reduction of noise levels, into the total cost of the noise mitigation. For the purpose of comparison, a total cost of $27 per square foot is assumed to estimate total barrier cost. This cost figure is based upon current costs experienced by the Maryland State Highway Administration and includes the cost of panels, footing, drainage, landscaping, and overhead. The State Highway Administration has established approximately $40,000 per residence protected as being the maximum cost for a barrier to be considered reasonable.

A noise impact analysis was conducted for the I-495/Connecticut Avenue Interchange Study. Noise sensitive areas were identified along both of the major roadways (Connecticut Avenue and Kensington Parkway) within the study area. A total of 6 sites were selected for ambient noise measurements and design year (2010) noise levels were predicted for interchange improvement alternatives (No-Build and Build).

Detailed information on the noise analysis study is presented in the I-495/Connecticut Avenue Interchange - Noise Impact Analysis Report. This report is available for review at the Maryland State Highway Administration, Project Planning Division, 707 North Calvert Street, Baltimore, Maryland.

The method used to predict the future noise levels produced by the No-Build and Build Alternatives was developed by the Federal Highway Administration. The computer model derived from this method, called STAMINA 2.0, utilizes an experimentally and statistically determined reference sound level for three classes of vehicles (autos, medium duty trucks, and heavy duty trucks) and applies a series of adjustments to each reference level to arrive at the predicted sound level. The adjustments include (1) traffic flow corrections, taking into account number of vehicles, average vehicle speed,and a specific time period of consideration; and (2) an adjustment for various types of physical barriers that would reduce noise transmissions from source (roadway) to receiver.

See Table 6 for the results of this analysis.

The determination of environmental noise impact is based on the relationship between the predicted noise levels, the established noise abatement criteria and the ambient noise levels in the project area. The applicable standard is the Federal Highway Administration's Noise Abatement Criteria/Activity Relationship published in FHPM 7-7-3.

The ambient noise levels for NSA's 2 thru 5 exceed the predicted No-Build noise levels for the following reasons: 1) Traffic volumes associated with the year when ambients were measured (existing year) are lower than the volumes associated with the No-Build noise levels predicted for the year 2010. The lower volumes for the ambient year result in higher traffic speeds and higher noise levels than the design year No-Build 2010 condition of higher volumes and lower speeds; and, 2) Ambient noise levels represent a worst case condition as they were taken at peak noise time periods.

I-495 (CAPITAL BELTWAY) &
CONNECTICUT AVENUE INTERCHANGE

TABLE 6: COMPARISON OF AMBIENT AND PREDICTED Leq NOISE LEVELS

AMBIENT NOISE RECEPTOR NUMBERS AND MEASUREMENT LOCATIONS (1)	DISTANCE FROM CENTERLINE OF NEAREST ROADWAY	AMBIENT Leq NOISE MEASUREMENTS (dBA) (2)	FHWA LAND USE CATEGORY & MAX. Leq PERMITTED	PREDICTED Leq FOR DESIGN YEAR 2010 (dBA) (3)		
				NO BUILD	BUILD	BUILD - OPTION A
1 Residence in the Village of North Chevy Chase 3612 Faircastle Drive	140'	66	B 67	66	64	64
2 Residence in the Village of North Chevy Chase 8907 Kensington Parkway	55'	65	B 67	62	55	55
3 Residence in the Village of North Chevy Chase 3820 Inverness Drive	100'	63	B 67	60	60	60
4 Residence/Office of Christian Churches, in the Village of North Chevy Chase 8901 Connecticut Avenue	60'	71	B 67	69	69	69
5 Residence in the Village of North Chevy Chase 8911 Connecticut Avenue	50'	72	B 67	71	71	71
6 Residence on Connecticut Avenue 8904 Connecticut Avenue	60'	69	B 67	69	70	70

NOTES

(1) See Figure 1

(2) Ambient noise monitoring conducted during following time periods:
AM Peak 7:00 - 9:15 AM
OFF Peak 10:00 - 2:00
PM Peak 3:30 - 6:30 PM
Indicated noise level is highest Leq monitored.

(3) Assumes 8 lane operations on I-495

70 underlined noise levels exceed FHwA noise abatement criteria for land use category B (67 dBA exterior)

As indicated on Table 6, the noise analysis indicated that predicted design year noise levels do not exceed ambient noise levels by 10dBA or greater at any of the six receptor locations. Based on this assessment alone, none of the sites would qualify for abatement measures, however, sites 4, 5, and 6 located on Connecticut Avenue were identified as having predicted design year noise level in excess of the FHwA Noise Abatement criteria. Predicted noise levels in the design year at sites 4, 5, and 6 would exceed the 67 dBA criteria by 2 decibels at site 4, 4 decibels at site 5, and 3 decibels at site 6. All three sites have ambient noise levels that presently exceed the FHWA 67 dBA criteria.

NSA 4 and 5 (see Figure 1)

Eleven (11) single family residences are located in the noise sensitive area along the east side of Connecticut Avenue between Montrose Drive and I-495 (this number includes several in-house offices). With Build noise levels ranging from 69 dBA to 71 dBA (see Table 6), this area qualifies for noise abatement consideration.

Noise levels for this area could be abated 5 to 6 dBA with construction of a noise wall along the east side right-of-way line of Connecticut Avenue (in front of the homes). The required wall would:

- be 1,100 feet long.
- be 15 feet high.
- cost $446,000 (wall construction cost only).
- have a cost per residence of $40,500.

Construction of this wall would require the blocking of the driveway accesses on nine (9) residences as they now exist. Wall construction would also require the acquisition of the four (4) homes with sole access on Connecticut Avenue (8905, 8907, 8909, 8911) since access would be blocked by the wall. This would raise the wall cost above $446,000 and reduce the number of residences protected by the wall, thus increasing the cost per residence above the $40,500 cited above.

It should be noted that driveway access would be denied only with the wall construction and not with the proposed project. The proposed project's offer to purchase four (4) of these homes with sole access on Connecticut Avenue would not reduce the number of residences whose driveway access is blocked by the wall since SHA will purchase the homes only at the homeowner's request. SHA intends to resell the homes, thus retaining the residential nature of the properties. To deny access is not reasonable and to leave so many breaks in the wall for access would eliminate the wall's effectiveness.

In addition, construction of the wall would not allow for the possible construction of the sidewalk that will be investigated during the design phase for the east side of Connecticut Avenue and would be aesthetically intrusive to the character of the community.

In summary, based on the above, construction of this wall is not reasonable and feasible.

NSA 6 (see Figure 1)

Eleven (11) single family residences are located in the noise sensitive area along the west side of Connecticut Avenue between Jones Bridge Road and I-495. With a Build noise level of 69 dBA (see Table 6), this area qualifies for noise abatement consideration.

Noise levels for this area could be abated 5 to 6 dBA with construction of a noise wall along the west side right-of-way line of Connecticut Avenue (in front of the homes). The required wall would:

- be 1,250 feet long.
- be 15 feet high.
- cost $506,000.
- have a cost per residence of $46,500.

Construction of this wall would require the blocking of the driveway accesses on five (5) residences as they now exist. In addition, access from three (3) local streets to Connecticut Avenue would be denied (Parsons Street, Montrose Drive and Woodlawn Road). The cost per residence of this wall exceeds the allowable cost per impacted residence of approximately $40,000. To deny this access is not reasonable and to leave so many breaks in the wall for driveway and street access would eliminate the wall's effectiveness. Therefore, based on the above, construction of this wall is not reasonable and feasible.

In addition to noise walls, other abatement measures were considered as addressed in the Federal-Aid Highway Program Manual 7-7-3. These included:

1. Traffic Management Measures (e.g., traffic control devices and signing for prohibition of certain vehicles (heavy trucks), time use restrictions for certain types of vehicles, modified speed limits and exclusion lane designations).

   These types of measures are not appropriate for a state highway serving as access to I-495. It is not legally possible to prohibit heavy trucks from Connecticut Avenue.

2. Alterations of Horizontal and Vertical Alignment

   Changes in the vertical alignment are not feasible as a mitigation measure because this would involve reconstruction along the existing roadway. This reconstruction would result in prohibitive additional costs and impacts.

3. Acquisition of Real Property or Property Rights to Establish Buffer Zones or Install Earth Berms.

   Because insufficient land is available to install buffer zones or earth berms for NSA's 4, 5 and 6, no options other than the possible purchase of the four homes along the east side of Connecticut Avenue whose only driveway access is onto Connecticut Avenue were evaluated.

C. SUMMARY OF PUBLIC INVOLVEMENT

Prior to the Public Hearing, numerous informal meetings were held with neighborhood representatives in order to brief them on the purpose of this study, the range of alternatives to be evaluated and evaluation methods.

The following summarizes the comments resulting from the Combined Location/Design Public Hearing held November 16, 1987 at the North Chevy Chase Elementary School (see Section IV and V of this report for the Verbal and Written comments received at and subsequent to the Public Hearing):

TABLE 7: SUMMARY OF PUBLIC COMMENTS

	TOTAL NUMBER	PREFERENCE (if given) NO-BUILD	BUILD	OPTIONS (1)
Verbal attended by 350± people	42	17	16	- Limited support for A, B, G - Opposition to D, E, F
Written				
o Community Associations	4	2	2	- Support for SB Kensington Pkwy movement
o Petitions	2	1 (244 signatures)	1 (132 homes)	- none expressed
o Individuals	104	69	20	- Limited support to A, B, G - Opposition to C, D, E, F

NOTES

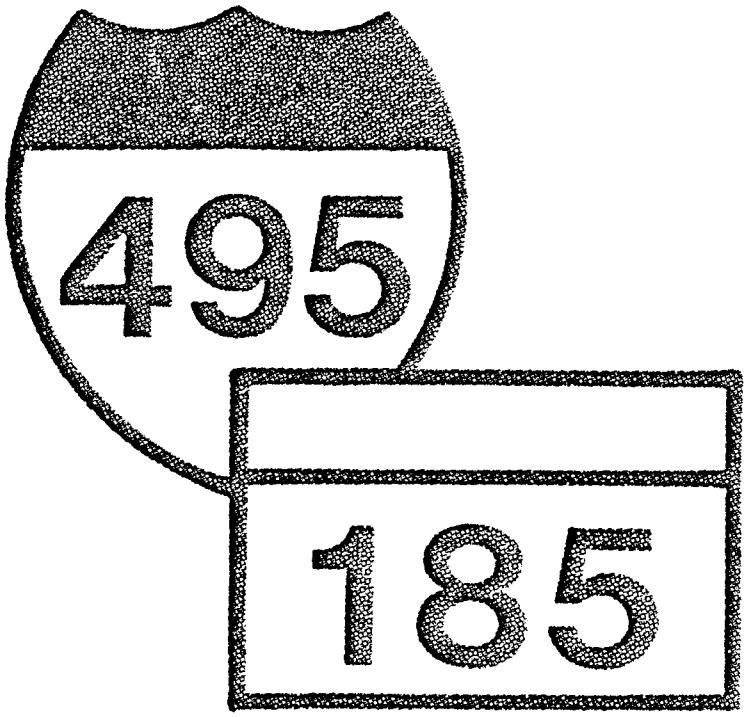
(1) Preferences not universally expressed for options.

This project was also presented to the Montgomery County Planning Board on December 3, 1987 and on November 17, 1988.

D. TEAM RECOMMENDATION

The Project Planning Team recommended the selection of the Build Alternative, with further consideration of Option B to be addressed in final design. Actions to address concerns raised through the study process are presented on page II-2 and Figure 1 of this report.

The Build Alternative is supported by Montgomery County and the Maryland-National Capital Park and Planning Commission.



IV. PUBLIC HEARING COMMENTS

INTERSTATE ROUTE 495/MARYLAND ROUTE 185
INTERCHANGE RECONSTRUCTION
CONTRACT NUMBER M 600-101-370

FINDING OF NO SIGNIFICANT IMPACT

IV. PUBLIC HEARING COMMENTS

A. COMBINED LOCATION/DESIGN PUBLIC HEARING

A Combined Location/Design Public Hearing was held on November 16, 1987 at the North Chevy Chase Elementary School in Chevy Chase, Maryland. The purpose of the Hearing was to present the results of the engineering and environmental studies completed for the interchange reconstruction project and to receive public comments. Approximately 350 people attended the Hearing, and 36 individuals made public statements following the presentation by the SHA Project Planning Team (17 in favor of the No-Build, 16 in favor of the Build, and 3 offered no comments).

In addition to the No-Build and Build Alternatives, Build Options A through G were also presented.

The following is a summary of the public statements made during the Combined Location/Design Public Hearing and the responses offered by SHA (page reference is to the transcript). A complete Hearing transcript is available for review in the Project Development Division offices, State Highway Administration, 707 North Calvert Street, Baltimore, Maryland 21202. Written comments received during or after the Hearing are discussed in the correspondence section of this document (Section V.).

B. PUBLIC HEARING COMMENTS - ORAL

1. Mr. Jeff Noah, Chairman of the Citizens Committee of the Village of North Chevy Chase, (p.27)

Comment: Mr. Noah strongly supported SHA's study to remove the Beltway ramp from Kensington Parkway (i.e. the Build Alternative). He noted that North Chevy Chase is a residential community of 200 households and stated that they have had "...20 hazardous years of Kensington Parkway being used as a Beltway ramp". He noted that one of the ironic circumstances of this situation is that as a special taxing district, the village of North Chevy Chase is responsible for the maintenance and upkeep of Kensington Parkway and SHA's 11,000 commuter cars a day which "...literally divide the community in two". Mr. Noah also requested that should Kensington Parkway be closed at the Jones Bridge/Connecticut Avenue Kensington Parkway interchange, the green road (Option A) be constructed. He concluded his statement by submitting for the record the names of 244 signers of a petition supporting the removal of the Beltway ramp from Kensington Parkway, along with a letter of support from the Montgomery Chapter of the Maryland Municipal League.

SHA Response: The Selected Build Alternative addresses the issues raised by Mr. Noah. The Kensington Parkway traffic movement at the Connecticut Avenue/Jones Bridge Road/Kensington Parkway intersection will not be modified -- the green road (Option A) has been dropped from further consideration.

2. Dr. Edward J. Leonard, Treasure of the Village Committee of North Chevy Chase, (p.30)

Comment: Dr. Leonard spoke strongly in favor of the relocation of the Beltway entrance ramp from Kensington Parkway to Connecticut Avenue. He reiterated SHA's "...long standing verbal commitment from the State Roads Commission that the ramps would be removed" following their temporary placement at Kensington Parkway. He noted that this commitment was confirmed in the "VCC Master Plan of 1970 which specified relocation of the ramps in Connecticut Avenue". He applauded SHA's relocation of the Beltway exit ramp from Kensington Parkway to Connecticut Avenue in 1981, and requested that SHA complete the removal of all interstate traffic on Kensington Parkway. He also spoke in favor of Build Option A. He concluded his remarks by stating that the central issue here is that "...Kensington Parkway is a local road. It is not designed for commuter traffic."

SHA Response: See Response number 1.

3. Ms. Barbara Gregg, 3601 Dundee Drive, (p.34)

Comment: Ms. Gregg addressed community values in North Chevy Chase and stated that "...the existence of Kensington Parkway barrier makes it difficult to sustain the relationships necessary for a strong, cohesive community." She concluded her remarks by supporting the Build Alternative and Option A, along with any other improvements which alleviate negative impacts to the public living along Connecticut Avenue.

SHA Response: See Response number 1.

4. Mr. John Schnitker, 9006 Montgomery Avenue, (p.36)

Comment: Mr. Schnitker is Secretary of the Village governing body, the Citizens Committee of North Chevy Chase. Mr. Schnitker spoke in favor of the Build alternative, and emphasized that it must include Option A if the Kensington Parkway intersection is going to be altered at Jones Bridge Road/Connecticut Avenue. He also noted that trucks frequently ignore the prohibition on truck traffic on Kensington Parkway and thus stated that the potential increase in truck volumes associated with the relocation of the on-ramp from Kensington Parkway to Connecticut Avenue are simply not significant to warrant the expressions of concern which have been raised by some about this issue. He also noted that relocation of

the ramp should not be seen as a precursor for future development on Connecticut Avenue south of Jones Bridge Road. He stated that "...developers will have an uphill task of demonstrating the proposed use to meet the stringent requirements of Mayor Manuela."

SHA Response: See Response number 1.

5. Ms. Karen Hainlein, 3605 Kenilworth Driveway, (p.40)

Comment: Ms. Hainlein addressed community problems associated with gaining access to the Rock Creek Park bicycle path, especially in view of the high speed traffic that uses Kensington Parkway to access the Beltway. She stated that Kensington Parkway is a barrier, "...it divides our small community". She supported the Build Alternative.

SHA Response: See Response number 1.

6. Mr. George Lear, 9005 Kensington Parkway, (p. 41)

Comment: Mr. Lear noted that Kensington Parkway is a local residential street, and was "...never built to meet the safety standards and engineering principles for a high-speed traffic artery to the Beltway". He noted that since 1983, more than 14 accidents along Kensington Parkway had been reported. He presented photographs typical of accidents that go unreported to the police and noted that last year, over a short period of hours, three separate skidding accidents occurred. He supported selection of the Build alternative.

SHA Response: See Response number 1.

7. Ms. Marilyn Levitt, Manager, Village of North Chevy Chase, (p. 43)

Comment: Ms. Levitt spoke not as a resident of the Village, but as a mother of two elementary school children and Co-President of the North Chevy Chase Elementary School PTA. She presented slides which addressed the community split that occurs as a result of the use of Kensington Parkway for access to the Beltway. She noted that community visiting back and forth has been impeded by the "...physical barrier presented by the heavy and rapid traffic heading for the ramp on Kensington Parkway". She also addressed cut-through traffic on East Inverness Drive, and expressed concern about traffic cutting through her community to access the Kensington Parkway ramp. In addition to supporting the Build Alternative, she urged adoption of Option A if Kensington Parkway southbound is closed at Connecticut Avenue. Option A would permit continuation of the ride-on bus service which is used by her husband.

SHA Response: See Response number 1.

8. Mr. Paul Ferrero, 3705 Houston Drive, (p. 47)

Comment: Mr. Ferrero, who has been a resident of the community for 46 years, reviewed the planning and design history which permitted the State Roads Commission to place the Beltway interchange ramps onto Kensington Parkway. He noted that the community of North Chevy Chase, which is a separate special taxing area, was never consulted regarding this proposal. After the proposal would be presented, assurances were given by SRC representatives that the "...arrangement of the ramps was temporary". He concluded his statement by requesting that the SHA make good on its commitment for a temporary ramp connection.

SHA Response: See Response number 1.

9. Mr. Robert Pleasure, 3604 Inverness Drive, (p. 48)

Comment: Mr. Pleasure spoke in favor of the Build Alternative and Option A. He discussed accident problems associated with use of Kensington Parkway and discussed the posted speed limit. He concluded his remarks by noting that the "...public interest clearly lies with safety and with removing the access ramp."

SHA Response: See Response number 1.

10. Mr. Hessell, Attorney Representing the Chevy Chase Valley Citizens Association, (p. 51)

Comment: Before beginning his remarks, Mr. Hessell requested that SHA include all comments received as a part of the Montgomery County Planning Board's "Mandatory Referral" process in the transcript. Speaking on behalf of the Chevy Chase Valley Citizens Association, Mr. Hessell supported the No-Build for the primary reason of adverse traffic impacts along Connecticut Avenue associated with the relocated ramp, as well as the potential increase of cut through traffic. He noted that the relocation of the exit ramp from Kensington Parkway to Connecticut Avenue in 1981 was accomplished without public input. He stated that "Connecticut Avenue was narrower than Kensington Parkway 27 years ago. Residents along Connecticut Avenue have had 90% of the through traffic dumped on their lawns and it continued to get half of the difference of growth since 1981". He encouraged those present at the Hearing to take a walk along Connecticut Avenue and experience what it is like. He cited three problems with the Environmental Assessment. The EA begins with a premise "How do we get traffic off of Kensington Parkway?" It should address the question "What is best for traffic in this area?" He also noted that the Environmental Assessment does not fully address all issues, such as traffic service on Connecticut Avenue, etc.

Mr. Hessell exceeded his four minute time allotment, and was requested to hold the completion of his comments until all speakers had presented. He concluded his comments by strongly opposing SHA's proposal, then discussing Option B ("looks good") and Option G ("may need some work"). He noted that he will "file whatever protest I can".

SHA Response: In the summer of 1987, SHA representatives met with Mr. Hessell and other Chevy Chase Valley residents to discuss the scope and approach and development of alternatives to this project. As discussed during that meeting, the No-Build and Build Alternatives for relocation of Ramp H from Kensington Parkway were discussed. As a result of this community meeting and other community meetings, as well as input received from elected officials and other agency representatives, a series of Build options was developed to test various possible solutions. Both the No-Build and Build Alternatives, as well as Options A through G, are fully discussed in the Environmental Assessment and were presented at the Public Hearing.

To the extent feasible, the selected Build Alternative will be constructed within existing State Highway Administration right of way and within existing curbs wherever possible.

11. Mr. Robert Curran, 8810 Connecticut Avenue, (p. 57)

Comment: Mr. Curran moved into his home on December 31, 1956. He offered for the public record photographs taken in front of his home in April, 1959, which showed that Connecticut Avenue was just a small two lane country road. He noted that in response to questions from neighbors in North Chevy Chase, asking "...why did you buy on Connecticut Avenue?" he noted that the picture is self-explanatory -- Connecticut Avenue was once a nice country road. He then presented recent photographs of Connecticut Avenue, noting the massive traffic flows. Several other slides of Connecticut Avenue noting bus stops, sidewalks (lack of), and traffic congestion were also presented. He concluded his comment by noting that the proposed plan will continue the process of widening Connecticut Avenue, taking more of the front yards. He asked "Is it fair to have Connecticut Avenue residents suffer additional hardship so that Kensington Parkway residents can enjoy a decrease in traffic at our expense?"

SHA Response: To the extent feasible, all improvements in conjunction with the Selected Build Alternative will be made within existing State Highway Administration right of way and within existing curbs whenever possible. Traffic analyses indicate that widening Connecticut Avenue between the interchange project and the Jones Bridge Road intersection is not cost effective. Other than normal maintenance or safety improvements, no widening is planned on Connecticut Avenue south of Jones Bridge Road. SHA believes that the elected officials and the Montgomery County Planning Board both properly recognize the function of Kensington Parkway as a local road and its inappropriateness to be carrying major traffic volumes accessing the beltway.

12. Ms. Mary Ann Berberich, 3909 Montrose Driveway, (p.60)

Comment: Ms. Berberich has been a resident on Montrose Driveway for the past seventeen years and is currently President of the Council of the Chevy Chase Valley Citizens Association. She stated that the original Beltway/Connecticut Avenue interchange, in addition to being quite safe, "...equitably distributed the Beltway generated traffic between the two similar residential communities located in the immediate area". At that time, Connecticut Avenue and Kensington Parkway shared the north-south local and through traffic. She then showed slides which illustrated the consequences of SHA's 1981 decision to relocate the Beltway exit ramp to Connecticut Avenue and the resulting traffic problems. She also showed slides of vehicles attempting to access Jones Bridge Road and Connecticut Avenue from their community. She noted that since 1960, after Connecticut Avenue was widened, children have had to be bussed to school because of problems at the Connecticut Avenue/Kensington Parkway/Jones Bridge Road intersection.

She also expressed concern that the Build Alternative Ramp N-E would result in a diversion of Jones Bridge Road traffic through their community in order to take a "cut through" route. Ms. Berberich supported the No-Build Alternative.

SHA Response: The distribution of traffic between Connecticut Avenue and Kensington Parkway must address the functional classification of each facility. Kensington Parkway is a local residential street, not appropriate for interstate traffic. SHA will request that Montgomery County consider installing a traffic signal at the intersection of Spring Valley Road and Jones Bridge Road. This signal would facilitate movements out of the Chevy Chase Valley community. Although it is not anticipated that cut through vehicles will use the community, installation of sign prohibitions at Connecticut Avenue/Woodlawn would eliminate this problem should it occur.

13. Mr. John D. Alexopoulos, 8911 Connecticut Avenue, (p. 65)

Comment: Mr. Alexopoulos expressed concern that the experts show "...no sensitivity, no compassion, and no consideration for human lives." He opposed the conversion of Connecticut Avenue from a residential road to an "...empty space without people, without houses -- just cars moving along". He opposed all Alternatives except the No-Build.

SHA Response: SHA fully supports the residential character of Connecticut Avenue, but in view of the inappropriateness of major interstate traffic on Kensington Parkway, believes that the relocation of this ramp from Kensington Parkway to Connecticut Avenue is the proper action. For those residents on the east side of Connecticut Avenue whose only access is on to Connecticut Avenue (including in Alexopoulos' house), SHA will consider purchasing their residences at fair market value. The purchases would be on a purely voluntary basis and would not include any reimbursement for relocation expenses.

14. Ms. Sandra Alexopoulos, 8911 Connecticut Avenue, (p. 66)

Comment: Ms. Alexopoulos stated that she and her husband have lived on the east side of Connecticut Avenue for the past ten years. She spoke on behalf of residents of the Village of North Chevy Chase who oppose the ramp relocation. These residents on Connecticut Avenue "...have watched Connecticut Avenue grow from 2 lanes to 6 lanes..." and have watched their "...front yards and driveways become ever smaller and more dangerous". She stated that they "...have assumed our share of traffic burden -- more than our share -- without complaint: but now, we say enough". She expressed strong concern that noise abatement measures were not proposed for this project. She noted that one of her family members "...is severely hearing impaired and has been advised by his doctor that any increase in noise could seriously damage the little hearing he has left". She stated that the families living along Connecticut Avenue are "...endangered species..." if the ramp is relocated.

SHA Response: See Response number 13. Detailed air quality and noise assessments were completed for the project and noise barriers and other mitigation measures are not reasonable given the number of driveways along both sides of Connecticut Avenue.

15. Mr. Arnold Mitchum, 3901 Woodlawn Road, (p. 69)

Comment: Mr. Mitchum is opposed to building anything at this interchange, and that the environmental study has "serious flaws". For instance, problems caused by vibration are not addressed. He stated that although the neighborhood was noisy when he purchased his house a year and a half ago, it has gotten worse, particularly because SHA has not repaired Connecticut Avenue. He also expressed concern about safety. Vehicles speed along Connecticut Avenue in excess of the speed limit, making it difficult for children to cross the street. He also noted that cut through traffic has been a problem. Most recently, a cut through driver forced his son's vehicle off the road and into an accident (car totalled). Mr. Mitchum is opposed to all alternatives with the possible exception of Option G. He requested consideration for not only the people living along Kensington Parkway, but also the residential properties along Connecticut Avenue.

SHA Response: See Response numbers 12, 13 and 14. In addition, SHA conducted a vibration study at one residence located on the west side of Connecticut Avenue. The results of this study indicated that while traffic generated vibrations are clearly discernable within the residences, their intensity is low and not structurally damaging to the property.

16. Mr. John Mathias, 8812 Connecticut Avenue, (p. 73)

Comment: Mr. Mathias has been a resident of the west side of Connecticut Avenue for the past 24 years. He is strongly opposed to any of the Build options, primarily because of the existing hazards which pedestrians must experience in order to cross Connecticut Avenue. Continuous moving traffic will cause unacceptable hazards and completely isolate the Chevy Chase Valley community. He noted that until SHA addresses the traffic problems in the entire Connecticut Avenue corridor, they should not engage in patchwork programs that will make things worse. He concluded his statement by noting the residents of Connecticut Avenue purchased their homes with an implied commitment that the interchange ramps would remain split between Connecticut Avenue and Kensington Parkway.

SHA Response: See Response numbers 12, 13 and 14.

17. Mr. Frank Vartaric, representing Coalition on Sensible Transportation, (p. 76)

Comment: In addition to protesting the sudden inclusion of the four minute hearing presentation rule, Mr. Vartaric presented slides summarizing his analyses of the Environmental Assessment and study options. He criticized SHA for not including the ramp deficiencies associated with this interchange in the previous Beltway widening environmental statements. He critiqued each of the options, noting deficiencies. With reference to Option B, he expressed concern about potential "grid lock conditions". He also expressed concern that a sidewalk does not exist on the east side of Connecticut Avenue. Sidewalks and cross walks are not sufficient along Connecticut Avenue, and how can "...we expect pedestrians or the handicapped" to use this route?

SHA Response: With the exception of future consideration for Option B, none of the previous Build Options have been selected. When the project enters the design phase, SHA will investigate the feasibility, cost, and impact of constructing a sidewalk along the east side of Connecticut Avenue and will coordinate with the County and adjacent property owners before making a decision of whether or not to construct such a sidewalk. Other pedestrian safety measures, including improved cross walks, will be included in the Selected Build Alternative.

18. Gordon Fowler, Director of Chevy Chase Recreation Association (CCRA) (p. 82)

Comment: Mr. Fowler is also on the Board of Hamlet Citizens Association, which is a community behind 8101 Connecticut Avenue. Speaking on behalf of the CCRA, Mr. Fowler noted that CCRA is a swim and tennis club with about 800 members. In addition, a 100

student nursery is on the grounds. There is in-traffic at 9 o'clock in the morning, out-traffic at 11:45 am, in-traffic at 12:15 pm, out-traffic at 2 PM and out-traffic at 3 PM. Mr. Fowler was opposed to Options D and G, and any general rebuilding of Connecticut Avenue and the Jones Bridge Road intersection. He also expressed concern that the provision of 3 southbound lanes on Connecticut Avenue with an additional curb lane for right turns only to Jones Bridge Road would result in vehicles being forced to shift over one lane to avoid the forced right turn at Jones Bridge Road. If there is construction proposed, pedestrian and bicycle access to Rock Creek Park should be enhanced.

SHA Response: Neither Options D or G are a part of the Selected Build alternative, although a right turn only lane is proposed at Jones Bridge Road intersection. This lane, which would be accommodated by a lane shift into the existing left turn bays at Connecticut Avenue/Jones Bridge Road, will encourage drivers to turn right at Jones Bridge Road. Southbound transit vehicles will be permitted to continue through the intersection. Pedestrian measures will be included in the final design.

19. Mr. Fred Lawrence, 8806 Spring Valley Road, (p. 86)

Comment: Mr. Lawrence proposed increase mass transit as an option for reducing the total number of vehicles coming through the residential communities on Connecticut Avenue and Kensington Parkway. He suggested additional traffic signals along Kensington Parkway to control speeders. He was strongly opposed to Option A and encouraged construction of sidewalks along Connecticut Avenue. He also noted that a 20% projected increase in traffic in the next 33 years seems low.

SHA Response: The Selected Build Alternative would continue to permit the operation of bus transit as it currently exists today. Increased mass transit usage would not be anticipated to improve traffic operations or significantly reduce vehicular traffic volumes through the I-495/Connecticut Avenue interchange. The provision of additional traffic signals on Kensington Parkway would result in increased rear end accidents. As discussed in other responses, sidewalks will be evaluated along the east side of Connecticut Avenue during final design. The "low" 20% projected increase in traffic by the design year reflects the fact that the study area is largely "built out" and significant new traffic generators are not anticipated.

20. Mr. Douglass Dolan, 3701 Houston Drive, (p. 89)

Comment: Mr. Dolan stated that the point of this meeting is not specific traffic volumes on Kensington Parkway, but the fact that the Beltway ramps onto Kensington Parkway are illegal because they connect to a local residential street. He emphasized the existing safety problems associated with Ramp H from Kensington Parkway. Mr. Dolan stated that Ramp H (northbound Kensington Parkway to eastbound I-495) was "open prematurely 23 years ago and

a little girl 5 days shy of her 13th birthday died on that ramp. That girl was my daughter."

SHA Response: The selected action would relocate all interstate traffic from Kensington Parkway to Connecticut Avenue.

21. Mr. Monroe Vincent, 3905 Jones Bridge Road, (p. 90)

Comment: Mr. Vincent has been a resident of Jones Bridge Road for over 30 years. He noted that previous pictures of Connecticut Avenue in the old days brought back fond memories. He expressed support for depressing Connecticut Avenue under Jones Bridge Road as recommended in County Plan 2000. He suggested that the impacts associated with this plan would probably be less than those currently anticipated. He also suggested that SHA consider a cutoff for eastbound traffic on I-495 to access Hawkins Lane and then west on Jones Bridge Road instead of using Connecticut Avenue. This would accommodate easier traffic movements for residents along Connecticut Avenue.

SHA Response: The Connecticut Avenue underpass proposed in Plan 2000 would cost approximately $20 million to $30 million, far in excess of available SHA resources for this project. In addition, the scale of this depressed facility would not be in keeping with remaining portions of Connecticut Avenue.

Mr. Vincent's suggestion for an exit ramp from I-495 to Hawkins Lane, a local residential street, would be as inappropriate as the existing ramp to Kensington Parkway.

22. Dr. Robert Berberich, 3909 Montrose Driveway, (p. 93)

Comment: Dr. Berberich stated that any plan which proposes taking property from the front yards on the homes along Connecticut Avenue is "a nightmare". He opposed any plan to bring traffic closer to the doorsteps of these neighbors, and noted "...their lives would be disrupted, the value of the property will plummet, and they will feel insulated". He expressed concern that such an action would end up in the selling of these residential properties for commercial uses. Currently, Connecticut Avenue is a residential street from Kensington to Chevy Chase Circle except for the Lake Shopping Area. Any decision to widen Connecticut Avenue would send a "powerful and threatening message" to all the neighborhoods between these locations.

SHA Response: To the extent feasible, all improvements associated with the selected action will be made within existing State Highway Administration right of way and existing curbs wherever possible. It is SHA's expectation to retain and maintain the residential character of Connecticut Avenue. As noted in previous responses, SHA will consider requests from the owners of the four residences on the east side of Connecticut Avenue between Jones Bridge Road and the Beltway interchange whose only access is on to Connecticut Avenue to have their residences purchased at fair market value. The purchases would be on a purely voluntary basis and would not include any reimbursement for relocation expenses.

23. John Dean, Vice-Chairman of the Council of Village 5, the Village of Chevy Chase, (p. 94)

Comment: Mr. Dean was concerned about truck traffic along Connecticut Avenue, vehicle speeds along Connecticut Avenue, and is opposed to any widening of Connecticut Avenue. He supported the No-Build Option.

SHA Response: An analysis of additional trucks anticipated to use new Ramp N-E from northbound Connecticut Avenue to eastbound I-495 was made. In addition to growth in baseline truck volumes by the year 2010 (estimated to be approximately 18 percent), an additional 170 to 370 trucks per day are estimated to be diverted to northbound Connecticut Avenue as a direct result of new Ramp N-E. See previous responses addressing right-of-way acquisition (#22).

24. Oscar Heckman, 8905 Spring Valley Road, (p. 96)

Comment: Mr. Heckman has been a resident of Spring Valley Road for 30 years. He expressed concern with Option G, especially for the 54 houses in Chevy Chase Valley that must access Jones Bridge Road. He requested improvements to the intersection of Jones Bridge Road and Spring Valley Road.

SHA Response: As a part of the selected Build Alternative, SHA will request that Montgomery County consider installing a traffic signal at the intersection of Spring Valley Road and Jones Bridge Road. This traffic signal would be coordinated with a signal at Connecticut Avenue and Jones Bridge Road and would be installed in order to facilitate movements out of the Chevy Chase Valley community.

25. Edith Kiether, 3708 Stewart Drive, (p. 96)

Comment: Ms. Keither has lived on Stewart Drive for 23 to 24 years before the Beltway opened. She reviewed difficulties she has experienced in accessing Kensington Parkway because of heavy traffic volumes destined for the Beltway. She suggested that the problem "is not hurryness, it is automobiles. And what we can do to remove the problem is to insist that only those automobiles that are paid for are allowed to drive on the road."

SHA Response: The selected Build Alternative would remove all interstate destined traffic from Kensington Parkway.

26. Mr. Martin Snyderman, 8804 Spring Valley Road, (p. 100)

Comment: Mr. Snyderman has been a resident on Spring Valley Road for 25 years. While he expressed sympathy for traffic problems, he was strongly opposed to any idea of taking property for expanding Jones Bridge Road. He supported Option B and requested assistance for access to Spring Valley Road.

SHA Response: The design of the eastbound Beltway to southbound Connecticut Avenue ramp will be reviewed during final design to determine if a modified connection can be made to reduce traffic speed and provide an improved merge on Connecticut Avenue. The addition of a traffic signal would facilitate the creation of gaps in southbound Connecticut Avenue traffic. In addition, SHA will request that Montgomery County consider installing a traffic signal at the intersection of Jones Valley Road and Jones Bridge Road. This traffic signal would be coordinated with the signal at Connecticut Avenue and Jones Bridge Road.

27. Mr. John Cornwell, 9607 Gwynn Crest, (p. 101)

Comment: Mr. Cornwell previously lived at 8905 Connecticut Avenue and moved because he "...figured it (Connecticut Avenue) was not a safe place to be". He requested speed control to slow traffic on northbound Connecticut Avenue. He stated that "...we're all trapped in this driveway they call Connecticut Avenue. All current recommendations seem to gloss over the situations for those residents". He also requested an evaluation on the effects of closing Kensington Parkway southbound on Beach Drive and impacts to Rock Creek Park. He stated that additional traffic on Connecticut Avenue was unacceptable and Option G is "...totally unacceptable for those who have to get out of their driveways".

SHA Response: See Response numbers 12, 13 and 14. In addition, the selected Build Alternative does not propose any modifications for the Kensington Parkway approach at the five legged intersection. Consequently, adverse traffic impacts would not occur at Beach Drive as a result of the Selected Action.

28. Mr. Nicholas Letsau, Linwood Place, (p. 103)

Comment: Mr. Letsau expressed concern about traffic build up on Connecticut Avenue and the potential commercialization of this facility. He was especially concerned about the proposed Howard Hughes Institute between Manna Road and Jones Bridge Road. He opposed Options D and E and discussed concern about truck traffic volumes. He observed that his experiences on Kensington Parkway indicated to him that traffic drives at the posted speed limit and that traffic counts are "relatively light". He supported the No-Build until further study is made so that traffic can be taken off of Connecticut Avenue and Connecticut Avenue could return to a situation of a "safe street". He noted that "...the Kensington Parkway residents should share their burden along with the rest of us".

SHA Response: See Response numbers 12, 13 and 14. Proposed developments such as the Howard Hughes Medical Institute are independent of the selected Build Alternative. The approval process for these developments is primarily the County and local jurisdictions' responsibilities.

29. Mr. William B. Young, Woodlawn Road, (p. 105)

Comment: Mr. Young reviewed the changes which have occurred along Connecticut Avenue. The area along Connecticut Avenue south of Jones Bridge Road, or at least south of the lake, has retained its general residential character. He noted that if Connecticut Avenue is widened, or if more traffic is added, there will be "...inevitable pressure for rezoning, for commercial development..." While he expressed sympathy for the residents of Kensington Parkway, he was concerned that the ramp modifications would result in increased commercial development and requested that "...let's do everything we can to stop adding more cars and making this just another throughway into downtown".

SHA Response: See Response number 28.

30. Mr. William Leahy, 8813 Kensington Parkway, (p. 107)

Comment: Mr. Leahy supported the Build Alternative and suggested that we "...have to look at the realities of the present untenable situation and try make the best of it". He noted that it is clear to any outside observer that there is a significant difference in the traffic characteristics between Connecticut Avenue and Kensington Parkway. Keeping in mind safety issues, he strongly encouraged SHA to relocate the ramp.

SHA Response: The selected Build Alternative addresses the issues raised by Mr. Leahy.

31. Saul Gnatt, 3604 Faircastle Drive, (p. 108)

Comment: Mr. Gnatt has lived on Faircastle Drive for 28 years and noted that his street abuts Ramp H. He expressed support for the removal of Ramp H.

SHA Response: The selected Build Alternative would remove Ramp H and replace it with new Ramp N-E from Connecticut Avenue.

Note: Mr. Gnatt was the last speaker who had signed-up to speak during the Hearing. The following individuals rose in turn to offer comments.

32. Ms. Betsy Dolan, 3701 Husted Drive, (p. 109)

Comment: Ms. Dolan noted that the existing ramp from Kensington Parkway to the Beltway is "...illegal in that it is the only access road on the 65 miles of the Beltway that either is access or exit onto a village road". She noted that Kensington Parkway is maintained by the residents in North Chevy Chase Citizens Association.

SHA Response: The selected Build Alternative would remove all interstate destined traffic from Kensington Parkway.

33. Mr. Roscoe Reeves, 3706 Inverness Drive, (p. 110)

Comment: Mr. Reeves noted that he has heard a lot of "... misinformation by some of the later speakers about the traffic situation on Kensington Parkway". He noted that the condition along Kensington Parkway is "...intolerable from a safety standpoint and, until something is done, it is going to continue to have tragic consequences..." He also noted the County Police have refused to enforce the prohibition against trucks. He also challenged previous comments about the lack of speeding on Kensington Parkway. He concluded by noting that the main issue is to "...get the traffic off of Kensington Parkway because of the safety issue."

SHA Response: The Selected Build Alternative would remove all interstate destined traffic from Kensington Parkway.

34. Ms. Linda Esterson, 9012 Kensington Parkway, (p. 112)

Comment: Ms. Esterson spoke about existing safety problems along Kensington Parkway and noted the significant number of accidents that occur along the Parkway. She also discussed access problems in either trying to cross Kensington Parkway or enter Kensington Parkway from her driveway. She noted that the ultimate solution which would solve the problem for both residents of Kensington Parkway as well as Connecticut Avenue, would be to "close all the damn ramps to that Beltway. Just close them all".

SHA Response: SHA, as well as the elected officials and Planning Board, recognize the function of Kensington Parkway as a local roadway and its inappropriateness to be carrying major traffic volumes accessing the Beltway. Connecticut Avenue, Maryland Route 185, has both the capacity and the ability to accommodate these volumes.

35. Mr. Chris Roberts, 3808 Inverness Drive, (p. 113)

Comment: Mr. Roberts expressed concern about safety aspects of "...the unbelievable, insane traffic on Kensington Parkway". He suggested this cannot be allowed to continue.

SHA Response: The selected Build Alternative will remove all interstate traffic from Kensington Parkway.

36. Milton Misels, west side of Connecticut Avenue, (p. 114)

Comment: Mr. Misels encouraged those who lobby for relocation of the ramp to not "...bulldoze our community to make life easier for your bike riders...do not bulldoze our community so that you can make Kensington Parkway once more a rustic lane..." He requested all residents to share the traffic burden and noted that Kensington Parkway carries 11,000 cars and that Connecticut Avenue one-way carries 26,000 cars. The increase in traffic if Kensington Parkway would close would make "...life unlivable for people who live on Connecticut Avenue". He suggested that traffic signals along Kensington Parkway would solve the majority of the concerns raised by those residents.

SHA Response: See Response number 34.

37. Robert Silverman, Montgomery Avenue, (p. 116)

Comment: Mr. Silverman has lived on Montgomery Avenue for 36 or 37 years. He noted that you "...can't turn the clock back. We can't have this horse and buggy going up Connecticut Avenue any more." He stated that the automobile is here to stay and "...we must live with it". He briefly summarized what he has heard at the Hearing and applauded SHA for having "...the patience of a saint to listen to it all". He stated that he was willing to "...leave it to your good judgement".

SHA Response: The selected Build Alternative is, in the judgement of SHA as well as elected officials and representatives of Montgomery County, the best solution for this problem.

38. Ms. Linda Fernandes, 3911 Parsons Road, (p. 118)

Comment: While Ms. Fernandes was in favor of relocating the Beltway traffic from Kensington Parkway, she requested that it should not be placed on Connecticut Avenue. She said "...there has to be another alternative. These has to be another option".

SHA Response: In the opinion of SHA, there are no other feasible locations for the relocation of the Kensington Parkway ramp. Connecticut Avenue is the proper location.

39. Mr. Jim Hancock, 9011 Kensington Parkway, (p. 119)

Comment: Mr. Hancock endorsed Mr. Silverman's request to let SHA decide. He stated that 23 years ago, when the ramps were originally placed at Kensington Parkway, sufficient information to address impacts was not available. But now that information is available to address the impacts of relocating the ramp from Kensington Parkway, the final solution should be left to SHA.

SHA Response: See Response number 37.

40. Ron Laziere, 8908 Kensington Parkway (p. 120)

Comment: Mr. Laziere stated that he is a relative new comer, he has lived in his house only two and one half years. According to the figures in the Environmental Assessment, he stated that "... 10 million cars have passed my house in 2-1/2 years". He stated that Kensington Parkway was not designed for that volume of traffic, it is not safe.

SHA Response: The selected Build Alternative would relocate all interstate destined traffic from Kensington Parkway.

41. Mark Hessell, (see previous speaker number 10), (p. 120)

Comment: Mr. Hessell continued his presentation of evaluating the Environmental Assessment. He noted that the Environmental Assessment does not discuss traffic queuing at intersections. He also noted that Option E was not analyzed for noise impacts. He opposed Option E because of the resulting short driveways that would occur and the loss of the front yards. He also noted that the noise model "defies logic". It does not seem logical, Mr. Hessell stated, that an additional 11,000 vehicles on northbound Connecticut Avenue would not increase resulting noise volumes. He expressed concern about the effect widening Connecticut Avenue would have on property values. He stated that Option B has not been clearly defined. "Would a traffic signal be placed at the end of the ramp so that all southbound traffic could be stopped for a short period of time?"

For these and other reasons, Mr. Hessell stated that the Environmental Assessment is "legally inadequate". He stated that it does not address social impacts upon Chevy Chase Valley and that a number of steps as required by the Maryland Action Plan were not followed.

SHA Response: The selected Build Alternative would, to the extent feasible, be constructed within existing State Highway Administration right of way and within existing curbs wherever possible. Additional right of way along Connecticut Avenue for roadway widening would not be required. See Section III.B.4.e. discussion explaining that increased traffic volumes result in lower speeds which result in lower noise levels. During final design, SHA will evaluate the eastbound Beltway to southbound Connecticut Avenue ramp to determine if a modified connection can be made to reduce traffic speed and provide an improved merge onto Connecticut Avenue. Consideration of traffic signalization will be a part of this evaluation.

42. Mr. Edward Leonard, North Chevy Chase, (p. 125)

Comment: Dr. Leonard noted that the real issue is traffic volumes on northbound Connecticut Avenue. He stated that traffic volumes on southbound Connecticut Avenue are independent of the issue of relocating the ramp from Kensington Parkway. He noted that along northbound Connecticut Avenue (i.e., the east side), we "...already have a veterinarian, a doctor, a church office, and they are doing just fine. So, the threat of commercialization, I think is unrealistic". He supported relocation of the Beltway Ramp and Option B, along with Option A.

SHA Response: The selected Build Alternative addresses the issues raised by Dr. Leonard. Option A, however, has been dropped from further consideration because the Kensington Parkway approach will not be modified at the Connecticut Avenue/Jones Bridge Road/Kensington Parkway intersection.

43. Ms. Miriam Dow, Woodlawn Road, (p. 126)

Comment: Ms. Dow expressed concern about statements made at the hearing, "its a case of a classic civil war. We have exaggerated our discomfort". She encouraged SHA and the elected officials to investigate the possibility, "...however fantastic it may seem, of perhaps eliminating, ultimately, all access to the beltway from Connecticut Avenue".

SHA Response: See Response number 34.

44. Frank Vartaric, previous speaker number 17 continued (p. 127)

Comment: Mr. Vartaric continued his presentation, and addressed some of the safety aspects along Connecticut Avenue and Kensington Parkway. He reviewed safety statistics along these facilities as well as the interchange ramps. And encouraged SHA to consider these particular aspects when talking about safety.

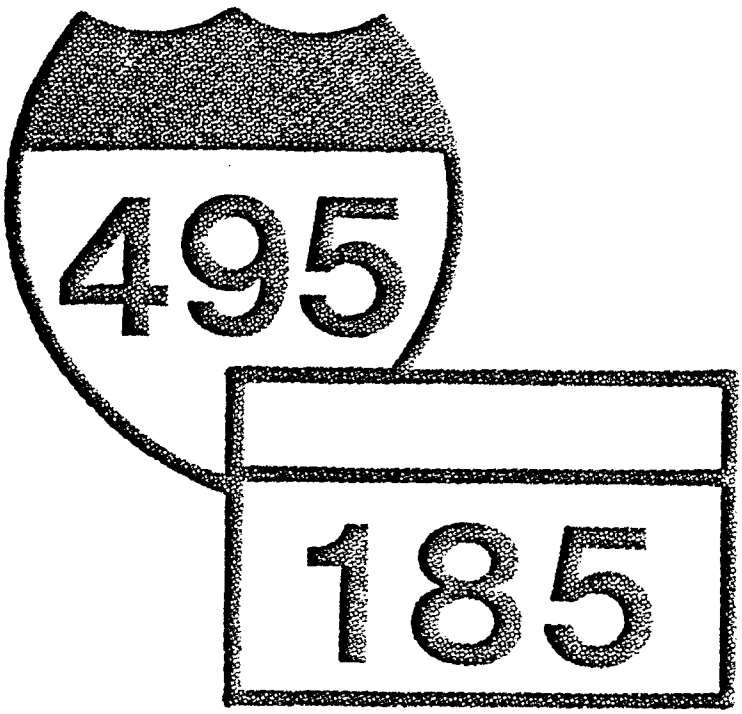
SHA Response: Traffic safety consequences were addressed by SHA in the selection of the Build Alternative.

45. Mr. John S. Schnitker, (previous speaker number 4 continuation), (p.129)

Comment: Mr. Schnitker echoed previous concerns about development on vacant parcels south of Jones Bridge Road. He noted that the time for evaluating these proposal is "...when there are specific proposals on the table". He suggested that this issue is not linked with the ramp problem. He also noted that for the

residents of Chevy Chase Valley, who asked that residents on Kensington Parkway "...share the burden of traffic" that perhaps a realistic solution would be "...to have the exit ramp coming southbound on Connecticut Avenue and go right down Spring Valley Road".

SHA Response: None.



V. CORRESPONDENCE

INTERSTATE ROUTE 495/MARYLAND ROUTE 185
INTERCHANGE RECONSTRUCTION
CONTRACT NO. M 600-101-370

FINDING OF NO SIGNIFICANT IMPACT

V. CORRESPONDENCE

The following presents the written comments received during or subsequent to the Combined Location/Design Public Hearing (held November 16, 1987). Originals of these correspondence are available for review in the Project Development Division offices, State Highway Administration, 707 North Calvert Street, Baltimore, Maryland 21202. Oral comments received during the Hearing are presented in Section IV of this document.

INTERSTATE ROUTE 495/MARYLAND ROUTE 185
INTERCHANGE RECONSTRUCTION
CONTRACT NO. M 600-101-370

FINDING OF NO SIGNIFICANT IMPACT

V. CORRESPONDENCE

A. WRITTEN COMMENTS RECEIVED SUBSEQUENT TO THE COMBINED/LOCATION DESIGN PUBLIC HEARING AND RESPONSES

1. Community Associations (1 thru 4)
2. Petitions (1 and 2)
3. Citizens' Letters (1 thru 104)

HAMLET HOUSE
Hamlet House Condominium / 3535 Chevy Chase Lake Drive, Chevy Chase, Maryland 20815

December 3, 1987

Maryland Department of Transportation
State Highway Administration
Office of Planning and Preliminary Engineering
Box 717
Baltimore, Maryland 21203

Gentlemen:

The Board of Directors of the Hamlet House Condominium wishes to make its view known on the matter of the I-495 interchange with Connecticut Avenue.

We feel that the fundamental requirement is the removal of the access ramp from Kensington Parkway to eastbound I-495. This is the matter of primary importance, representing correction of a long-standing injustice and the reintegration of the Village of North Chevy Chase. Of almost equal importance is that the removal of the ramp to Connecticut Avenue be accomplished in the manner least disruptive to the residents of the affected portion of Connecticut Avenue and the residents of the Chevy Chase Valley community. Commuters passing through can, if need be, find alternative ways of reaching their destinations. The residents of the nearby communities are fixed in their locations.

V-2

Accordingly, it is the Board's opinion that the soundest and most equitable solution would be the Build Alternative combined with Option A or, in the alternative, Option B.

It should be noted that traffic volume data presented in Figure 7 of the Combined Location/Design Report distributed at the public hearing on November 16, 1987 does not appear to include traffic which may be generated by future development of the tracts in the southwest and southeast quadrants of the Connecticut Avenue-Jones Bridge Road intersection.

Very truly yours,

HAMLET HOUSE CONDOMINIUM

Dr. N. William Ditzler
President

Response to Community Association Letter #1:
(Hamlet House Condominium)

1. The selected Build Alternative addresses the issues raised by the Hamlet House Condominium. As discussed in Section III-B of this report, implementation of the selected Alternative will be accomplished within existing State Highway Administration right-of-way and, wherever possible, within existing curbs along Connecticut Avenue.

2. Proposed developments on the vacant tracks of land south of Jones Bridge Road are independent of the selected Build Alternative. The approval process for these developments is primarily the County and local jurisdiction's responsibilities.

VILLAGE OF NORTH CHEVY CHASE
POST OFFICE BOX 15857, CHEVY CHASE, MARYLAND 20815

December 3, 1987

Mr. Louis H. Ege Jr.
Deputy Director
Project Development Division
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Re: Report No. FHWA-MD-EA-87-09-D
Md SHA Contract No. M 600-101-370
I-495 (Capital Beltway) and
Connecticut Avenue (Md. Rt. 185)
Interchange -- Environmental Assessment

V-3

Dear Mr. Ege:

The Citizens Committee of the Village of North Chevy Chase (NCC) hereby submits the following comments on the Environmental Assessment prepared in connection with the proposal to replace the existing Kensington Parkway Beltway Ramp with a new on-ramp (Ramp N-E) from Connecticut Avenue (Md. Rt. 185) to eastbound I-495.

I. SUMMARY OF COMMITTEE POSITION

The Citizens Committee **supports** the "Build Alternative" (as outlined in the Environmental Assessment), **provided either:** (1) Kensington Parkway southbound remains open at Connecticut Avenue; or (2) Option A (the "green road") is constructed. The Committee prefers (1).

The Committee also **supports** implementation of other measures to improve the present situation of residents of both Chevy Chase Valley and NCC. These include: (1) creation of traffic gaps on Connecticut Avenue to allow opportunity for vehicle egress from residential driveways -- such as Option B (for residents abutting Connecticut Avenue southbound) and appropriate signal phasing at the Connecticut Avenue/Jones Bridge Road/Kensington Parkway intersection to provide traffic gaps in northbound Connecticut Avenue traffic; (2) Building a sidewalk on the east side of Connecticut Avenue (and improved pedestrian walks on the west side) to

Response to Community Association Letter #2
(Village of North Chevy Chase)

1. **The selected Build Alternative will remove all interstate traffic from Kensington Parkway and will retain the existing southbound Kensington Parkway connection at the Connecticut Avenue/Jones Bridge Road/Kensington Parkway intersection. Option A (the "green road") is thus not necessary.**

2. **During final design, the State Highway Administration will evaluate both Option B as well as the feasibility of a sidewalk on the east side of Connecticut Avenue. Although the basic Build Alternative includes a traffic signal which would stop southbound Connecticut Avenue traffic at new Ramp B-1, and thus create traffic gaps at the southbound movement, Option B would create additional gaps by possibly signalizing the eastbound Beltway to southbound Connecticut Avenue movement. Consideration for the sidewalk on the east side of Connecticut Avenue will be a function of its impacts, citizens support, and County support.**

facilitate crossing at Jones Bridge Road. The Committee **supports** Option F, **provided** that Option is supported by the residents of NCC living on Connecticut Avenue. The Citizens Committee **opposes** Options C, D, E and G.

II. SUMMARY OF REASONS FOR COMMITTEE POSITION

1. The Build Alternative

The Environmental Assessment fairly and accurately points up the inadequacies of the present Kensington Parkway location of the I-495 northeast bound ramp. These include safety concerns present in both the present ramp configuration and the substandard "weaves" which exist on both I-495 and Connecticut Avenue. As was movingly noted at the public hearing, the present ramp has already resulted in the tragic death of a neighborhood child. It also accounts for untold accidents and damage to community property (bent street signs, ravaged trees, etc.). Additionally, the 10,500 cars/day which transit Kensington Parkway bisect the Village of NCC. Ironically, NCC is responsible under its charter for the upkeep of Kensington Parkway, even though, as a special taxing district, NCC has no control over the use of the road. Further, as testified at the hearing, the Kensington Parkway ramp results in "cut-through" traffic in the Village of NCC which even the existing diverters have been unable to prevent (Commuter cars travelling from Jones Bridge Road to Brierly to Inverness to Montgomery Avenue to the Kensington Parkway Ramp). Relocation of the Kensington Parkway Ramp to Connecticut Avenue is supported, therefore, by both safety and community concerns. It is also supported by the Transportation Planning Staff of the Md. Park and Planning Commission, which noted in its memorandum of May 22 of this year that "relocating the Beltway access ramp to Connecticut Avenue is good systems design." The Evironmental Assessment echoes this view, when it states (at pp. II-2) that "[u]se of * * * Kensington Parkway * * * for interstate oriented traffic is an inappropriate use of a residential road." We heartily agree and urge you to implement the Build Alternative.

2. Option A Versus Retention Of Kensington Parkway Southbound

While the Environmental Assessment points out the significant improvement which relocation of the ramp will accomplish, the Build Alternative does not require inclusion of a means of southbound access onto Connecticut Avenue for NCC residents. This is a mistake. Any Build proposal, In the Committee's view, <u>must</u> include such a means of southbound access for NCC residents. For this (and other) reasons, the Committee opposes Option C. Inclusion of a means of southbound access onto Connecticut Avenue is of significant concern to village residents who

<u>Community Association Letter #2 continued</u>

3. **Build Options A and C thru G have been dropped from further consideration.**

4. **Build Option A has been dropped, the southbound Kensington Parkway movement at Connecticut Avenue will be retained.**

Community Association Letter #2 continued

use public transportation to get to and from work as well as the elderly and/or handicapped. Adoption of the Build Alternative without means of southbound access will result in total curtailment of bus service to the Village, thus requiring Village residents to either brave the dangers of crossing Connecticut Avenue or walk as far north as Saul Road (since Beach Drive cannot be used) to get to southbound (or Metro bound) public transportation. This point **must** be considered in making the decision at issue here.

Southbound access can be provided either by: (1) leaving southbound Kensington Parkway open to traffic; or (2) by the Green Road plan (Option A) designed by Mr. Snyder of SHA. Retention of Kensington Parkway's southbound egress to Connecticut Avenue is preferable to Option A for the following reasons: (1) future levels of service at the five-legged Connecticut Avenue/Jones Bridge Road/Kensington Parkway intersection will be poor (level F) whether or not the southbound Kensington Parkway signal phase is eliminated (Table S-2, pp. S-7); (2) Retention of the southbound signal phase will create traffic gaps for driveway egress and pedestrian crossing on northbound Connecticut Avenue; and (3) Continued bus service on southbound Kensington Parkway will be more convenient for NCC residents than bus service on the Option A "green road."

V-5

3. OPTIONS D & E

The Committee opposes both of these Options, which would add to the present driveway egress problems for affected residents of both NCC and Chevy Chase Valley on Connecticut Avenue. Option D would also remove large trees.

5. Options D and E have been dropped from further consideration.

4. OPTION F

The Committee notes that Option F will decrease the green space in front of all affected homes on Connecticut Avenue. Also, the driveway egress problem could be addressed by providing traffic gaps through the signal phasing at the Connecticut Avenue/ Jones Bridge Road/Kensington Parkway Intersection. Whether Option F is adopted, however, remains, in our view, primarily a matter of choice of the NCC residents with homes on Connecticut Avenue.

6. Option F has been dropped from further consideration.

5. OPTION G

The Committee opposes the widening of Jones Bridge Road, since ease of traffic flow will result in increased daily traffic volume.

7. Option G has been dropped from further consideration.

III. IMPACT OF THE BUILD ALTERNATIVE ON CONNECTICUT AVENUE

1. TRUCK TRAFFIC

It has been claimed by some that relocation of the Kensington Parkway ramp will "significantly increase" truck traffic on Connecticut Avenue. This overstates the effect of the ramp relocation. First, as the Environmental Assessment notes, existing truck traffic on Connecticut Avenue is already "relatively heavy" (pp. II-4). In addition, while there are restrictions on truck traffic on Kensington Parkway, those restrictions, in NCC's experience, are frequently ignored. Even assuming, however, that those restrictions were fully effective, the relocation of the ramp will only add one of eight possible movements of truck traffic on I-495/Connecticut Avenue. And, as Table II-1 of the Environmental Assessment demonstrates, the truck traffic attributable to the ramp relocation will increase total existing truck traffic on Connecticut Avenue south of the Beltway by less than 10% (90 additional trucks to the total of 1050 already using Connecticut Avenue daily). Further, any future truck traffic attributable to the ramp relocation (170 trucks, pp. IV-3) is still less than 20% of present usage. Hence, the increase in truck traffic attributable to the Kensington Parkway ramp relocation is not sufficient to warrant the expressions of concern raised by some about this issue.

V-6

2. THE EFFECT OF TRAFFIC VOLUMES ON NEIGHBORHOOD CHARACTER

Option A will increase southbound Connecticut Avenue traffic between the Beltway and Jones Bridge Road by less than 10%. The Build Alternative will increase northbound traffic from about 21,000 to 32,000 vehicles per day on the section of Connecticut Avenue from Jones Bridge Road to the new eastbound Beltway ramp. That, unfortunately, is the price for rectifying the original error in ramp relocation. We would like to consider this matter in perspective -- recognizing that this perspective will not decrease the pain or bitterness of some residents of the nine or so affected homes.

Daily traffic volumes on Connecticut Avenue from the District line to the Beltway is about 32,000 vehicles per day in each direction, except for the short northbound section under discussion, for which the figure is about 20,000. Despite heavy traffic, people buy houses on this State Highway. The homes that abut Connecticut Avenue in old Chevy Chase are in one of the most prestigious communities in the area. These homes continue to be sought after, and new ones have been built within the past half decade. Likewise, Chevy Chase Valley residents on southbound Connecticut Avenue

continue to live there (and there is a remarkable record of ownership stability) despite 32,000 vehicles per day.

This perspective leads to the following conclusions:

(1) The outrage of citizens with homes on the affected section of northbound Connecticut Avenue is due to the projected change in the volume of traffic, not the absolute volume. If the Beltway ramps had been on Connecticut Avenue from the beginning, more than 30,000 vehicles would be travelling northbound on this section today, and it would be no more of an issue than it is on the rest of Connecticut Avenue from the District line to Jones Bridge Road.

(2) Ramp relocation would make traffic volume on this section similar to that of the rest of north- and southbound Connecticut Avenue. Predictions that ramp relocation will lead to high-rise or commercial development there are not supported by the residential stability noted for the whole of Connecticut Avenue from the District line to the Beltway.

V-7

IV. THE HOWARD HUGHES MEDICAL INSTITUTE PURCHASE

The charge has also been made that the Kensington Parkway ramp relocation is a precursor of further development on Connecticut Avenue south of Jones Bridge Road. In particular, the recent purchase by the Howard Hughes Medical Institute of the land located on the southwest side of the Connecticut Avenue/Jones Bridge Road intersection from the Chevy Chase Land Company has been pointed to by some as evidence of this trend. This is most emphatically not the case. Whether the Howard Hughes Institute (or any other non-residential developer) is permitted to develop the vacant parcels on Connecticut Avenue south of Jones Bridge Road is a matter completely independent of the present ramp relocation issue. Even if the ramp is relocated, any developers (such as Howard Hughes) will have an uphill task of demonstrating that their proposed use can meet the stringent public facilities requirements of Maryland law (as well as the requirements necessary to obtain a special exception). NCC plans to monitor very carefully any developmental proposals for the open parcels south of Jones Bridge Road on Connecticut Avenue and to **oppose** such proposals if they significantly increase the traffic problems presently experienced at the five-legged Connecticut Avenue/Jones Bridge Road/Kensington Parkway interchange. Further, the time for evaluating those proposals will be at the future hearings before the Maryland Park and Planning Commission (on any subdivision proposal) and the Board of Appeals (on the special exception) -- not at this time. The existence of these still unspecified proposals should

Community Association Letter #2 continued

8. **While agreeing that Kensington Parkway is an inappropriate commuter route, the State Highway Administration will take every reasonable measure to protect the residential integrity along northbound Connecticut Avenue from adverse consequences due to increased traffic volumes. SHA fully supports the residential Connecticut Avenue, and for those residents on the east side of Connecticut Avenue whose only access is onto Connecticut Avenue, SHA will consider purchasing their residence at fair market value. Purchases would be on a purely voluntary basis and would not include any reimbursement for relocation expenses.**

9. **As discussed in response #8 above, SHA fully supports the residential character of Connecticut Avenue. Furthermore, the selected Build Alternative is independent of land use changes south of Jones Bridge Road. The review process of any proposed development is the responsibility of local jurisdictions.**

not, therefore, delay a prompt decision that the Kensington Parkway ramp of I-495 must be relocated to Connecticut Avenue.

V. THE CHEVY CHASE VALLEY INITIATIVE

Assuming that the Build Alternative will be implemented as well as Options A and B, the efforts of Chevy Chase Valley will have achieved the following:

(1) Retained the median strip along the whole length of Connecticut Avenue fronting their community.

(2) Prevented continuous traffic flow south on Connecticut Avenue to west onto Jones Bridge Road.

(3) Created traffic gaps on southbound Connecticut Avenue (because of Build Option B).

(4) Prevented the widening of southbound Connecticut Avenue, restricting southbound traffic to the existing three lanes.

The efforts of Chevy Chase Valley have also caused a heightened awareness of mutual community interests on both sides of Connecticut Avenue. It should be noted that both the NCC Committee and Chevy Chase Valley support Option B (or retention of the southbound Kensington Parkway signal phase) and agree in their opposition to Options C, D, E and (possibly) G.

VI. BREADTH AND DEPTH OF CITIZEN SUPPORT FOR RAMP RELOCATION

Over twenty years ago, NCC -- without any opportunity for public participation -- had imposed upon one of its residential roads an access ramp to an interstate highway. At that time, NCC residents were promised that this was a "temporary" situation which would eventually be corrected. The time has now come to correct that mistake. As evidenced by the enclosed petitions, almost 90% of the households in NCC (as well as residents of other adjacent communities) support ramp relocation. We believe that relocation of the Kensington Parkway ramp to Connecticut Avenue -- along with provision of some means of southbound access to Connecticut Avenue for NCC residents -- must be implemented without further delay.

Sincerely yours,

Jeff Noah
Chairman
Citizens Committee of the
Village of North Chevy Chase

V-8

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Council of Chevy Chase View

CHEVY CHASE VIEW
POST OFFICE BOX 136
KENSINGTON, MARYLAND 20795

Sir:

The Council of Chevy Chase View opposes the reconstruction of Interstate Route 495 / Connecticut Ave. (Md. Route 185) interchange [Contract No. M 600-101-370] PDMS No. 151114.

The Council also requests that the Department consider the closing of the Kensington Parkway entrance to east-bound I-495 to alleviate traffic problems in the area.

V-6

Please add us to your mailing list and hearing list on this project.

Sincerely,

Larry R. Fox, Councilmen
acting for the whole council

Response to Community Association Letter #3:
(Council of Chevy Chase View)

1. Because of the inappropriateness of major interstate traffic on Kensington Parkway, SHA believes that the relocation of this ramp from Kensington Parkway to Connecticut Avenue is the proper action. SHA will undertake actions to mitigate potential affects associated with the increased traffic volumes along Connecticut Avenue, including consideration of purchasing those residences along the east side of Connecticut Avenue whose only access is onto Connecticut Avenue. These residences would be purchased at fair market value and would be on a purely voluntary basis without reimbursement for relocation expenses.

2. Closing the Kensington Parkway ramp and not providing a replacement at Connecticut Avenue is not in the interest of the statewide highway network and is not considered a reasonable proposal.

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MEMORANDUM

December 3, 1987

To: Louis H. Ege, Jr.
Deputy Director
Project Planning Division
State Highway Administration

From: Mark Hessel, Attorney for
the Chevy Chase Valley Citizens Association

Subject: Environmental Assessment for I-495 (Capital Beltway) & Connecticut Avenue (Maryland Route 185) Interchange From I-495 To South of Jones Bridge Road

V-10

This memorandum is intended to supplement the comments that I, and others, have already submitted on this project. While my earlier comments avoided going through the environmental assessment step by step, this memorandum attempts to systematically comment on those parts of the report that have not been thoroughly addressed before. Please refer to a copy of the environmental assessment as you read these comments.

I recognize that my combined comments are lengthy and request additional analysis. The SHA has protested that the environmental assessment is already very long. My response is simply that the assessment only needs to be long enough to intelligently discuss all of the points that are important to the communities involved.

Page	Comment
S-1	The description of the proposed action defines the focus of the study as a narrow area along Connecticut Avenue and Kensington Parkway. First, the environmental assessment (EA) is more in the nature of a proposal than a study or assessment. Second, the focus is inappropriately limited. The proposed project will affect all of the communities along Connecticut Avenue including all of Chevy Chase Valley, the intersection of Jones Bridge Raod and

1

Response to Community Association Letter #4:
(Chevy Chase Valley Citizens Association)

a. Memorandum to Mr. Louis H. Ege, December 3, 1987 (19 pages).

b. Letter to Mr. Louis H. Ege, December 4, 1987 (2 pages).

c. Letter to Mr. Norman Christeller, November 25, 1987 (9 pages).

d. Letter to Mr. Norman Christeller, December 3, 1987 (3 pages).

e. Public Hearing Testimony by Mark Hessel (7 pages).

Note:

Many of the issues raised in the attached 40 pages of written testimony concern either procedural assumptions regarding the conduct of this study or options which are not now a part of the Selected Build Alternative. The reader is encourage to review the description of the Selected Build Alternative, especially Figure 1, as well as the project recommendation letter submitted by Maryland-National Capital Park and Planning Commission in Section V - Agency Coordination of this report (letter dated January 11, 1989).

1. The basic tenet of SHA's study was that the current situation whereby Connecticut Avenue (Maryland Route 185) is connected to the Capital Beltway (I-495) via Kensington Parkway requires a detailed analyses of the advantages and disadvantages associated with both retaining the existing condition (No Build) or making modifications. Because traffic flow south of this split (i.e. Jones Bridge Road) along Connecticut Avenue would be unaffected by this change (except for truck traffic, which was fully addressed), the logical southern limit for this evaluation was in the vicinity of Manor Road.

Spring Valley Road, and the undeveloped tracts of land at Jones Bridge Road and Connecticut Avenue. The success of the proposal will depend on traffic flow up and down Connecticut Avenue (not just near the interchange) and across Jones Bridge Road linking Bethesda and Silver Spring.

The last paragraph states that the study includes an evaluation of community impacts. This statement is misleading at best. There is virtually no discussion of the change in the quality of life for people living in homes in Chevy Chase Valley or the communities along Connecticut Avenue, and literally no discussion of the negative effects of the proposal on home values along Connecticut Avenue.

S-2 Under the No-Build Alternative, the environmental assessment states that the Village of North Chevy Chase would continue to be involved with maintenance activities for the Parkway. If it is true, as North Chevy Chase maintains, that it is not compensated for the cost of maintaining the Parkway, then the State should pay back the Village for past maintenance expenses and begin a policy of reimbursing the Village for future expenses.

Option B to the EA is different than the option B as the SHA currently explains it. According to Sue Ellen White, the ramp would not necessarily have a signal at Connecticut Avenue. This difference is very significant because it determines whether or not there will be a complete break in the traffic, which allows pedestrians to cross Connecticut Avenue and drivers to exit side streets and driveways.

As explained by Sue Ellen White, Option C entails widening Connecticut Avenue to five northbound lanes. This should have been mentioned in the EA.

The relationship between the Build Options and the Build Alternative is not explained anywhere. Some of the Build Options could be built without adopting the Build Alternative. This is very confusing. Also, the Build Options should be presented in meaningful combinations. For instance, options A, D, E, and G with the Build Alternative, or options B and G with the No-Build Alternative.

V-11

2. As referenced, the EA addressed community impacts. The Selected Action will not increase the capacity of northbound Connecticut Avenue nor change the character of traffic along this route. Consequently, the Selected Action is anticipated to have minimal effect on property values along Connecticut Avenue. As part of the Selected Action, SHA will consider requests from the four property owners whose only access is onto Connecticut Avenue to have their homes purchased.

3. Kensington Parkway is not designated as a state roadway and is not entitled to state maintenance funding.

4. During final design, SHA will continue to evaluate Option B. A decision regarding a traffic signal at terminus of Option B with Connecticut Avenue has not been made. It is agreed that the provision of a traffic signal would help create additional gaps along southbound Connecticut Avenue, although the proposed traffic signal associated with Ramp B1 should also successfully accomplish this objective.

5. See Figure 1 and pages III-7 to III-8 for description of the Selected Action. Connecticut Avenue will not be widened as part of the Selected Action.

   The Environmental Assessment (EA) states on page III-5 that a median widening of northbound Connecticut Avenue is required with Option C for the double left-turn lane.

   As explained on page III-3 of the EA, the Build Options were developed to address issues that were not resolved by the Build Alternative alone. The Build Options alone did not serve to address the purpose of the study, i.e. the removal of interstate traffic from Kensington Parkway. Impacts of the Build options are addressed throughout the Impacts section of the EA. Option C would not have required five northbound lanes.

Earlier this year, District Engineer, Michael Snyder, stated that the ramps could not be moved unless Connecticut Avenue were widened. By presenting the Build Alternative without this feature (hiding them in options D and E instead), the SHA has violated the spirit, if not the letter, of the Maryland Action Plan. More importantly, it has seriously skewed the comments that it solicited from the public. Note that out of all of the supporters of the proposal, not a single person endorsed widening Connecticut Avenue.

S-4 This comparison is badly lacking. The EA should address the Build and No-Build Alternatives plus each of the seven options and various combinations of the options. By limiting itself to the two alternatives, the EA fails to meet the requirements imposed on it by the Maryland Action Plan. This problem persists throughout the EA.

S-5 Under the projections for Year 2010, tbe combined number of cars using northbound Connecticut Avenue and northbound Kensington Parkway during the morning peak is not the same for the No-Build and Build Alternatives (1,595 + 130 = 1725 as opposed to 980 = 750 + 1730).

The level of service projections under item 2 show that the level of service at the Jones Bridge Road intersection would be worse under the Build Alternative than under the No-Build Alternative. However, the SHA has repeatedly stated that improving that intersection is one of the goals of the project.

Do the level of service prjections under item 3 take the new fourth lane of the Beltway into account?

The only improvement projected is for the merge onto the Beltway eastbound during the evening rush hour. This same improvement could probably be achieved by lengthening the existing ramp along tbe edge of the Beltway. There is room to extend it there without significantly interfering with residences.

On balance, except for the eastbound Beltway access ramp (which can be improved without being moved) the level of service projections show no significant difference between the Build and No-Build Alternatives. The projections under items 1 and 3 basically offset each other.

6. A minor widening of Connecticut Avenue would have been required for Option C as stated in the EA. Widening of Connecticut Avenue other than for traffic merging purposes was not required for the other Options A, B, F and G. Options D and E, which widened Connecticut Avenue by adding a continuous 4th lane in each direction, was not included in the Selected Action because of adverse impacts.

7. The number of options evaluated reflects the range of alternatives necessary to meet the project's purpose and need, as well as to respond to the suggestions offered by the public and others. Because several of these options are mutually exclusive, it was decided to only address the No-Build and Build in full and complete detail in the EA. Since only Option B is included in the Selected Action, this decision was appropriate.

8. A difference of 5 vehicles in the year 2010 (out of a total of 1725±) is not significant.

9. While improving the Jones Bridge Road intersection may be desirable, major improvements (such as Option G) do not seem feasible at the present time because of the high cost and limited traffic benefits.

10. Yes.

11. In addition to improving the merge, the Selected Action would also eliminate the existing loop ramp (Ramp D) to loop ramp (Ramp C) weave which now exists along the Beltway. Lengthening the existing ramp would only marginally improve the poor weave conflict and would result in unbalanced Ramp C geometrics.

V-12

6

These projections ignore the levels of service at the intersection of Jones Bridge Road with Spring Valley Road and the intersections of Connecticut Avenue with Woodlawn Road, Montrose Drive (both sides of the Avenue), and Parsons Street.

S-6 The estimate of the construction costs are misleading for several reasons. First, it ignores the options. Options D and E, which the SHA considers mandatory, are very expensive. However, even the estimates of these options ignore the stark reality that the SHA will be compelled to buy many of the homes along Connecticut Avenue if it widens the roadway to eight lanes.

S-7 Option C will take so much land on the east side of Connecticut Avenue that the SHA will probably be required to buy the homes. Therefore, the expenses will be much higher.

The level of service projections show many levels in the E and F range. According to Neil Pedersen, the scale used to measure the level of service is not very meaningful in the E and F range because the intersection exceeds its theoretical maximum capacity and cars may back up at the intersection.

Option B, which could be built without the Build Alternative, seems to be relatively inexpensive.

S-8 The Environmental Assessment Form does not adequately address the concerns and issues that the Maryland Action Plans requires the SHA to address. It appears that the form was filled out for the Build Alternative without any options. This is unrealistic and deceptive.

S-10 Item 25 is misleading because it does not address options B thru G. In particular, no noise analysis was done or included in any published report for option E.

S-11 The statement under Item 31 that the action (with or without options?) will not impair the economic use of properties is absurd. At a minimum, homes with driveways on Connecticut Avenue will sell for lower prices because of the inreased traffic at their doorsteps. Options C, D and E would make these homes almost worthless as residences. Who would buy a home

12. Traffic operations at these intersections were evaluated, and the Jones Bridge Road/Spring Valley Road intersection was identified as a potential problem regardless of this project. For this reason, during final design, SHA will request that Montgomery County evaluate installing a traffic signal at intersection of Jones Bridge Road with Spring Valley Road.

13. Options D and E are not mandatory and are not a part of the Selected Action. Options D and E were eliminated because of residential impacts. SHA will consider purchasing the four homes along the west side of Connecticut Avenue whose access is only via Connecticut Avenue.

14. Option C is not a part of the Selected Action primarily because the significant increase in traffic on Ramp D resulting from the northbound Connecticut Avenue left turn would considerably worsen the already poor weave condition along eastbound I-495. The Selected Action eliminates this weave.

15. The Environmental Assessment Form was filled out primarily for the basic Build Alternative. Because of the similarity between the basic Build Alternative and the Selected Action, this form remains valid.

16. See response #15.

17. See response #15.

with a 15 foot driveway with access only to a Beltway ramp and with eight lanes of traffic 25 feet from the front door? The assessment should have included a summary of a study done by a qualified appraiser. The study should have included all of the homes along Connecticut Avenue and in North Chevy Chase and Chevy Chase Valley. The comments referenced in Section IV-C are unsupported and nearly meaningless.

The response to Item 32 is incorrect. The increased danger for pedestrians crossing Connecticut Avenue is certain to deter citizens on one side of Connecticut Avenue from using the school grounds or the Chevy Chase Recreation Association on the opposite side.

The response to Item 33 ignores the value of homes that front on Connecticut Avenue and other nearby homes.

V-14

Item 37 states that the proposal is consistent with zoning plans. This ignores the effect of the options on the "green corridor" concept in the Kensington-Wheaton Master Plan. The options may also place some homes in violation of front yard set back requirements.

S-12 Under Item 40, the increased traffic burden is likely to encourage some homeowners to move or to convert their houses to commercial uses.

Under Item 42, the proposal is certain to affect the public safety because it makes it more dangerous to cross Connecticut Avenue on foot or to drive out of a side street or driveway onto Connecticut Avenue.

The response to Item 43 is correct, but the point seems to have been overlooked elsewhere in the EA. In essence, it seems to say that nothing terrible would happen if the project were not built.

The response to Item 45 ignores the plans for the future development of the Connecticut Avenue corridor and the development of Bethesda and Silver Spring, which will continue to grow and generate traffic on Jones Bridge Road.

S-13 The footnote is incorrect. The EA does not meet the requirements for public disclosure contained in the Maryland Action Plan. Furthermore, I do not believe

18. The Selection Action will not result in eight lanes of traffic (Options D and E) on Connecticut Avenue and the increased traffic volumes are not expected to reduce the value of residences fronting on Connecticut Avenue.

19. The Selected Action will provide improved opportunities for pedestrians wishing to cross Connecticut Avenue. This will be accomplished with the traffic signal proposed with Ramp B1. In the design phase, other options will be investigated to address pedestrian crossings of Connecticut Avenue.

20. The Selected Action and the options presented in the EA are included in the 1970 Master Plan for the Bethesda - Chevy Chase Planning Area and the July 1989 Final Draft Master Plan for this area.

21. See response #15.

22. See response #19.

23. While the action can be eliminated without deleterious effects on public health, safety, welfare and the natural environment, it is in the interest of the public that only those roadways designated to service interstate destined traffic serve as such.

24. See response #20.

25. See response #15. This study followed the Maryland Action Plan procedures with respect to public disclosure and development of the EA. The EA and FONSI have been developed in accordance with State and Federal regulations.

that it was developed under the procedures required by the Maryland Action Plan.

I-1 In the first paragraph, the EA correctly notes that the study area "is primarily residential communities." That includes Connecticut Avenue as well as Kensington Parkway.

I-2 In the first sentence of section I-B, the EA states that the changes would consist primarily of moving the ramps. This is misleading at best. Since the Build Alternative requires the widening of Connecticut Avenue, the changes would be much greater than simply moving the ramps. Also, this statement generally ignores the options which are as much a part of the proposal as the Build Alternative itself.

It should be noted under section I-C.1.a. that each time North Chevy Chase closed off a side street, surrounding communities absorbed the traffic burden. These same street closings are what makes it "necessary" to propose option A to give the Village access to Connecticut Avenue southbound. If some of the barricaded streets were opened up onto Jones Bridge Road, new construction would not be necessary.

The homes mentioned along Connecticut Avenue are not represented by the Village government.

The description of the human environment should also mention the residential character of Connecticut Avenue south of Jones Bridge Road. This area will be affected by additional truck traffic and greater traffic back ups.

I-5 Under d.1), the EA mentions that traffic volumes for the study area are indicated in Fig. II-1. It should be noted that Fig. II-1 does not show traffic volumes by lane, which is a very important part of the proper analysis of the proposal. Lane data is necessary to evaluate how the traffic will affect vehicles trying to gain access to Connecticut Avenue and Jones Bridge Road from Chevy Chase Valley.

I-6 Under the comments on the public transportation system, the EA should note that it would be possible to route buses down and back along Kensington Parkway to pick up and drop off passengers who might otherwise have to walk along the Parkway or cross Connecticut Avenue.

V-15

26. Agree

27. The Selected Action does not include widening of Connecticut Avenue. The primary purpose of the project (i.e. removal of interstate traffic from a residential road) will be accomplished by relocating the ramp. The Build Alternative involves only minor widening of Connecticut Avenue for merge purposes. The options are not a mandatory part of the Build Alternative and were fully discussed in the summary section and Alternative section of the EA. See also Section III.B.1. of this FONSI.

28. Opening up some of the closed side residential streets in North Chevy Chase would not eliminate the need for new construction. There is no relationship between traffic on the referenced side residential streets and the Connecticut Avenue to Beltway entrance ramp.

29. The increase in truck traffic which will result with construction of the new Ramp H is not expected to alter traffic flow on Connecticut Avenue south of Jones Bridge Road (see Section III.B.2.).

30. Traffic flow data by lane has not been collected for this project. It is agreed that the right-hand (curb) lane would tend to carry higher than average traffic volumes as result of the new entrance ramp.

31. The Selected Action would not affect public transportation along either Kensington Parkway or Connecticut Avenue.

Under the comments on the B&O Railroad tracks, the EA should discuss plans for the future use of the right of way. It may affect traffic along Connecticut Avenue in that area.

I-7 Under Land Use Planning, the EA should discuss Connecticut Avenue north of the interchange where much of the through traffic is generated. It should also discuss the large tracts on either side of Connecticut Avenue at Jones Bridge Road. The Hughes Medical Institute purchased the west side tract last month and plans to start construction this winter.

I-9 Since the trees along Connecticut Avenue are threatened by several of the options, they deserve mention in this part of the EA.

II-1 The very first paragraph of this part of the EA is fundamentally flawed. The purpose of the study shows a fatal bias in favor of the project. The purpose should be to lighten the traffic burden along Connecticut Avenue. By posing the purpose in terms of how to get traffic off of Kensington Parkway, the EA begs the question. This bias permeates the entire study.

There is nothing inherently wrong with having interstate traffic on a local road. The problem on Kensington Parkway would be no different if the state condemned the road and took it over.

II-2 How are the alleged deficiencies on ramp H measured?

The first problem ("Ramp H") is not a serious problem. Turning quickly is necessary on most roads in the state where the driver wants to make a turn off of a local road. All of these problems could be addressed by improving the existing ramp and modifying the landscaping.

The next problem will be improved when the fourth lane of the Beltway opens. Limiting through traffic to the two left lanes should greatly ease the traffic weave. If the problem is so great, why has the SHA not posted warning signs?

The SHA should not do anything to make the problems on southbound and northbound Connecticut Avenue any worse.

V-16

32. A decision regarding future use of the B&O Railroad tracks (possibly for Light Rail Transit) has not been made.

33. Connecticut Avenue north of the Beltway is predominately residential development. Page I-7 of the EA does discuss the two large tracts on either side of Connecticut Avenue and Jones Bridge Road. Although the Hughes Medical Institute has purchased the west side tract, they have not submitted development concepts or plans and have not begun construction, now two years after the public hearing.

34. The EA describes the existing environment. The impact section of the EA discusses the impacts of the Build Alternative and options on trees (0.1 acres required - all within SHA owned right-of-way). In addition, the Selected Build Alternative includes consideration for landscaping.

35. Contrary to Mr. Hessel's comment, federal, state, and local transportation officials and land use planners agree that it is inherently wrong to place interstate traffic on a local road. The purpose of this study should focus on the removal of interstate orientated traffic from Kensington Parkway.

36. The EA does not address the "seriousness" of the specific Ramp H problem, but rather notes deficiencies such as poor sight distance, poor curve transitions and merging problems along the Beltway.

37. The recent fourth lane addition to the Beltway will not relieve the existing entrance - exit ramp weaving condition which now exists along the eastbound portion of the Beltway. Although, common to cloverleaf interchanges, this weave is not a desirable condition when the distance between the ramps is limited.

38. The Selected Action with the traffic signal included at Connecticut Avenue/Ramp B1 will correct the problem of insufficient gaps on Connecticut Avenue for residents attempting to exit their driveways.

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The fact that Kensington Parkway is a residential road does not make it untouchable. Connecticut Avenue was once narrower than the Parkway is today. It does not matter to homeowners whether the SHA calls the road in front of their houses residential or arterial. It is the traffic flow that counts. If the SHA is hung up on this distinction then it should recognize that Kensington Parkway is, in fact, an arterial road.

The congestion at the Jones Bridge Road intersection cannot be considered separately from the congestion at the other intersections along Connecticut Avenue because there is no place else for the traffic to go.

II-3 Under section II-D.1., the EA states that the review of the data should focus on the volume of traffic using northbound Kensington Parkway. This is another illustration of the bias of the EA. The focus should be on the traffic flow in the entire study area and beyond.

II-5 Cut through traffic is a concern of Chevy Chase Valley, but it pales in comparison with the concern over the other problems that the Build Alternative and options would cause. Stating that cut through traffic is a major concern deflects attention from other more serious problems.

Compare the statement that the Beltway traffic is the only significant traffic problem in North Chevy Chase to a comparable statement about the traffic problems faced by people who live on Connecticut Avenue. People on Connecticut Avenue have even greater problems.

II-6 On the chart for the morning peak cut through traffic southbound, it should be noted that all cut through traffic at those hours is illegal ("no right turn" signs are posted). The numbers are also low because the study was done during the summer months when traffic is notoriously light.

On the chart for Jones Bridge Road, the low (zero) level of traffic in the morning from D to F shows just how hard it can be to head north from Woodlawn Road to Connecticut Avenue north. The low numbers under "From E" indicate that there is absolutely no reason to follow this route unless you live in one of the homes on Jones Bridge Road between Connecticut

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39. Although Connecticut Avenue may at one time have been narrower than Kensington Parkway, the present six lanes along Connecticut Avenue (Maryland Route 185) has significantly more traffic capacity then existing Kensington Parkway. Kensington Parkway is a local road and interstate type traffic along it is inappropriate.

40. The traffic analyses presented in the EA and in this document address the volume to capacity ratio (i.e. v/c ratio) for this intersection in terms of each of the improvement options studied. See Table S.

41. Traffic Figures II-1, IV-1 and IV-2 in the EA present daily and peak hour (am/pm) traffic volumes for 23 traffic links in the network. The full sentence on page II-3 of the EA under the topic "Existing Traffic Data" begins "Review of these data relevant to this project should focus on the volume of traffic currently using northbound Kensington Parkway to access I-495 eastbound...". See also Figures 4, 5 and 6 in this FONSI.

42. The discussion on cut-through traffic was added in direct response to concerns stated by both area residents as well as the civic association representatives. This text does not place a value judgement on the consequences of cut through traffic in comparison to "problems".

43. The introduction to EA Table II-3 "Existing Cut Through Traffic" on page II-5 identifies the four traffic movements which are prohibited by signing during the peak hour. These movements were counted during "prohibited" time periods because several citizens specifically requested the count.

Prior to the Public Hearing, these volumes were recounted following the opening of school and where not notably different. The cut-through volumes presented in the FONSI reflect the post-start of school time period.

and Spring Valley. It is not properly considered a cut through. This route is longer than the alternative.

II-7 What is the practical significance of 2 second gaps? What happens to that number under the various options?

When were the pedestrian counts done? Was it a school day? What day of the week was it?

II-8 The study area along I-495 should be eastbound only. All statistics for westbound I-495 are irrelevant and skew the conclusions. It should also be noted that this part of the Beltway is the infamous "roller coaster." Accidents are caused by the Beltway design at this point.

Is the statewide average of 71 acc/100mvm for open stretches of urban highways, or for urban highways at interchanges?

The EA should assess the safety of the Beltway with four lanes as it will be soon. Measuring safety under irrelevant conditions is meaningless.

In Table II-6, what do the rear end, fixed object, sideswipe and parked vehicle accidents have to do with a Beltway ramp? How many of the accidents were caused by poor ramp design which could be corrected without moving the ramp?

II-9 The High Accident Section referred to covers almost the entire study area. This data shows that the merge from the access ramp onto eastbound I-495 was not a factor because the High Accident Section does not appear to include the ramp.

Note that the accident rate on Connecticut Avenue is much higher than tne rate on the Beltway.

The data does not indicate whether it applies to the westbound or eastbound lanes of the Beltway. It also does not show the causes.

II-10 The High Accident Intersection is the only full intersection in the study area. Therefore, singling it out is meaningless.

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44. The two second gap represents the average gap observed along Connecticut Avenue. The addition of the traffic signal upstream of this location on Connecticut Avenue (at new Ramp B1) will create additional and thus longer average gaps which would increase opportunities for traffic to enter Connecticut Avenue from the side streets.

45. The pedestrian counts were obtained in September of 1987.

46. The addition of the fourth traffic lane along the Beltway and the shoulder improvements have improved traffic operations along this portion of the Beltway.

47. The state-wide average accident rate is for all sections of urban highways, both with and without interchanges.

48. At the time of publication, the EA could only address historical accident data for the pre-widening condition of the Beltway. Post-widening accident statistics are now being collected.

49. The accident statistics presented in EA Table II-6 address the section of the Beltway within the study limits, not solely Ramp H. The existing accident problems along Ramp H are the result of a combination of poor geometrics and high traffic volumes along both the ramp and the Beltway.

50. A review of the accident reports for the study area indicates a variety of accident causes, including driver error/confusion, poor pavement conditions (wet for example) and traffic congestion. No single cause is readily apparent for most of these accidents. Access controlled highways such as the Beltway historically have lower accident rates than facilities such as Connecticut Avenue. These data are for both directions on the Beltway.

Option B should resolve the accident problem on that ramp. The Build Alternative alone will have no affect on that accident ramp.

The problems with the eastbound Beltway exit ramp to northbound Connecticut Avenue can be fixed without moving the ramp.

The only recent fatal accident on Kensington Parkway was caused by a drunk driver. There is no indication whether the driver was bound for the Beltway or what could have prevented the accident.

What is the significance of the 14 accidents on Kensington Parkway? The rate on Kensington Parkway is much better than the rate on Connecticut Avenue.

There should be data for accidents on Jones Bridge Road.

Some types of accidents will not be reduced significantly by the Build Alternative. For instance, side swipes, fixed object collisions, and probably rear-end collisions.

III-1 In the project history, the EA states that the original configuration of the Connecticut Avenue interchange was a compromise "accepted by all agencies as a compromise which permitted Beltway construction with minimum damage to Rock Creek Park and the adjacent residences." If this is true, the SHA's authority to unilaterally change the terms of the compromise is doubtful. Before proceeding any further, the SHA must ascertain the basis of the original compromise and publish the documentation. To date, no one has been able to produce any tangible evidence that a commitment was made.

III-2 Note that when the EA mentions the citizens that it spoke with in developing the initial proposal, it only lists the Village of North Chevy Chase. In fact, the SHA intentionally avoided discussing the proposal with the Chevy Chase Valley Citizens Association (CCVCA) and other citizens that would obviously be affected by the proposal. The SHA had dealt with the CCVCA on other matters, but declined to even mention the proposal to it.

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51. Option B is anticipated to help reduce the accident problem along this ramp.

52. Shifting the loop ramp does not resolve the accident problem along the Beltway caused by the traffic weave.

53. The EA does not attribute "significance" to the accident data for Kensington Parkway, but rather presents the available accident statistics for all roads within the study area.

54. Elimination of the traffic weaves along both the Beltway and Connecticut Avenue is expected to reduce side swipe accidents and rear-end accidents.

55. The need to remove Ramp H reflects the inappropriateness of interstate traffic on a residential street and safety benefits associated with the redesigned interchange. The absence of written documentation attesting to the interchange design's adequacy does not invalidate the verbal commitment made regarding the temporary nature of this ramp.

56. The actual statement on EA page III-2 reads "in conjunction with local citizens representatives (including the village of North Chevy Chase Citizen Association) and representatives of M-NCP & PC,...". In the summer of 1987, SHA representatives met at the home of Ms. Mary Anne Berberich to discuss the study process and improvement alternatives. Mr. Mark Hessel was also in attendance during this meeting, at which time the proposals were discussed in detail with Chevy Chase Valley Citizen Association. Many of the sections criticized by Mr. Mark Hessel as "meaningless" in the EA were specifically added in response to issues raised by these citizens.

It appears likely that the Village of North Chevy Chase lobbied its state representatives who in turn pressured the SHA to devise a plan to remove the Beltway traffic from Kensington Parkway. This scenario raises the question why the SHA did not propose to move the ramp in 1981 when it moved another ramp or in 1987 when it undertook construction for the fourth lane of the Beltway. The answer may be that it was considered but rejected. Any consideration of a proposal to move the ramp at these times should be identified and reviewed.

The design and operation issues are not all significant. The fact that Kensington Parkway is a local road is only a metaphysical problem. In fact, Kensington Parkway has been a heavy service road for almost 25 years.

It is not clear why having two entrances and two exits along the eastbound Beltway is a problem. Note that the proposal would have no affect on the number of entrances.

Although the EA states that the options were designed to address the increased traffic volumes on Connecticut Avenue south of the Beltway, the EA does not address traffic congestion below Jones Bridge Road. Traffic below Jones Bridge Road may soon back up all of the way to the Beltway.

III-3 Under III-B.2., the EA states that the Build Alternative addresses the majority of the issues discussed in Section II, but does not resolve all of the issues. This is incorrect. The Build Alternative creates more problems than it solves because it will cause back ups along Connecticut Avenue. While some of the options may help, they also cause other problems. Each combination of options should be evaluated as a separate alternative.

The description of the Build Alternative states that Ramp N-E would begin with a 30 MPH exit curve from Connecticut Avenue and transition to 40 to 50 MPH. This ramp would have the same design flaws that the SHA says that the existing ramp H has. There are no cars on Connecticut Avenue that travel at just 30 MPH. Cars regularly move at 40 to 50 MPH. The ramp would be dangerous if it were built as planned. If the SHA insists on pursuing the myth that a ramp

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57. The ramp modifications undertaken in 1981 where viewed by SHA as the first step in completely removing all interstate traffic from Kensington Parkway. It was SHA's intentions to stage this construction-i.e. one ramp at a time. The Beltway widening project undertaken in 1987 was for the primary purpose of improving traffic safety and providing additional capacity and four lanes along the portion of the Capital Beltway through Rock Creek Park. See also response #55.

58. Interchange modifications were not part of this project. Mr. Hessel's evaluation of the significant impacts and "meta-physical problem" are his own opinion.

59. Traffic operations south of the Jones Bridge Road intersection would be largely unaffected by the Selected Action. The additional 170 to 370 trucks per day which are projected to use Connecticut Avenue as a result of the removal of truck prohibitions are not projected to adversely impact traffic service and operations along Connecticut Avenue.

60. The Selected Action is anticipated to improve traffic operations in the I-495/Connecticut Avenue interchange and remove interstate traffic from Kensington Parkway. Backups along Connecticut Avenue exist today, and are anticipated to continue in the future regardless of the option selected. This FONSI presents the environmental consequences of the Build Alternative, along with Option B.

61. A primary benefit of the Selected Action is that the weave problems along both the inner loop of the Beltway and northbound Connecticut Avenue would be eliminated. The design criteria for new Ramp N-E begins with a 30 mph exit curve from Connecticut Avenue and transitions to 50 mph merge with the Beltway. The geometrics of this ramp would be considerably better than existing Ramp H.

should start with a 30 MPH curve, it should keep the existing ramp H.

The same paragraph states that trucks would be allowed to use ramp N-E. This raises the problem of additional truck traffic on Connecticut Avenue. These trucks would cause a substantial disturbance all along the Avenue. The SHA should remember that Connecticut Avenue is, and has always been, a road in a residential neighborhood. If it must be used as an arterial, the SHA should distinguish between arterial roads like Georgia Avenue, which is primarily commercial, and arterial roads that are in residential areas.

62. See Response #59. Future truck traffic data resulting from allowing trucks on Ramp N-E is discussed on Page IV-3 of the EA and Section III.B.2. of this document.

III-5 Under Option A, the proposed road will interfere with access to the Beltway ramp. Whether the proposed road technically interupts the ramp or not, the effect will be the same.

63. Option A was not selected because of unacceptable traffic operations and loss of green space.

The description of option B states that the movement would be signal controlled. According to Sue Ellen White, the signal is no longer considered a necessary part of the option. Aside from the unfairness of holding a public hearing on a document that has been revised, this change is undesirable. The signal would solve a bad problem on the west side of Connecticut Avenue. Pedestrians crossing the Avenue must contend with cars from the Beltway that proceed south at high rates of speed. Even a brief signal would give these pedestrians relief from a dangerous situation. The same analysis applies to drivers trying to leave the side streets in Chevy Chase Valley or driveways directly on Connecticut Avenue.

64. Option B will receive further evaluations during the design phase. Option B is expected to improve the traffic operations from the side streets without resulting in adverse social, economic and environmental impacts.

Option C is deceptive. It mentions that Connecticut Avenue would be "bowed out." According to Sue Ellen White and the diagrams presented for the first time at the public hearing, this means that northbound Connecticut Avenue would be widened to five lanes between Montrose Drive and the new intersection with the eastbound Beltway exit ramp. To accomplish this, part of the median would have to be taken. The median is necessary for the safety of pedestrians crossing Connecticut Avenue and drivers who try to travel north on the Avenue from Woodlawn Road. These drivers must wait for a break in the southbound traffic, drive to the median, and wait there for a comparable break in the northbound traffic. If the median is too narrow, the car will block traffic

65. Option C was not selected because it would result in significantly worse traffic operations (weaving) along the inner loop of the Beltway and difficulty in accommodating the high volume of northbound Connecticut Avenue left turning traffic in the existing median.

while it waits for an opening. In addition, the car would have to cross two lanes of left turn only traffic to proceed north. If no left turn is allowed at Woodlawn Road, the residents of Chevy Chase Valley will only have one very cumbersome means of going north on Connecticut Avenue. They would have to go out Spring Valley Road, left on Jones Bridge Road, and left again onto Connecticut Avenue. Unfortunately, traffic backs up so far in the left turn lane on Jones Bridge Road that it is often impossible to make this turn.

III-6 Option E proposes a new northbound lane on Connecticut Avenue. This lane would feed into the proposed access ramp and serve as an extension of the ramp itself. However, buses and driveway use would interfere with access to the Beltway along this extended ramp.

Option F is unclear. It has been described as anything from a wide shoulder to a parking bay. It could be very dangerous for someone trying to pull into or out of a tight spot on this "mitigation project" while traffic is speeding past on the way to the Beltway ramp.

IV-1 Under the introduction, the EA states that no significant adverse effects are expected from the Build Alternative because no right of way has to be taken from adjacent properties. This statement contains a compound error. First, there are significant adverse effects. The additional 11,000 cars a day traveling northbound on Connecticut Avenue north of Jones Bridge Road will create major traffic problems in terms of back ups and making the driveways on Connecticut Avenue unusable. These cars represent an increase of almost 50 percent. When the proposed new light on Connecticut Avenue is taken into account, this increase may very well cause gridlock at the Jones Bridge Road Intersection. The SHA has not done a queuing analysis of this. The additional traffic will leave much less room for pedestrians and cars trying to head north from Woodlawn Road.

Second, because of these problems and others, the Build Alternative cannot be built without widening Connecticut Avenue. This will require taking the front lawns of residences. As a result, the homes

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66. Option E was not selected because of residential impacts associated with widening Connecticut Avenue.

67. Option F was not selected because of severe residential impacts along the east side of Connecticut Avenue.

68. SHA is sensitive to potential problems identified by Mr. Hessel for residences along the east side of Connecticut Avenue. Because driveway access to Connecticut Avenue is an important concern, SHA will consider requests from the four property owners whose only access is on Connecticut Avenue to have their homes purchased at market value. The queuing analysis indicated continued queues along southbound Connecticut Avenue (generally unaffected by the proposed I-495/Connecticut Avenue interchange modifications). Northbound queues along Connecticut Avenue south of Jones Bridge Road are anticipated to increase, although signal time adjustments should reduce the length. Shifting interstate destined traffic from Kensington Parkway to Connecticut Avenue will not cause "gridlock" at the Jones Bridge Road intersection because traffic will be free flow north of the intersection. Significant social, economic and environmental impacts are not anticipated with the Selected Action.

69. As previously stated in this document, the Selected Build Alternative will be constructed entirely within SHA right-of-way based on existing analyses, and where feasible, within existing curb lines of Connecticut Avenue. Widening of Connecticut Avenue is neither necessary nor proposed. Construction easements will, however, probably be required.

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will lose most of their value and the SHA will probably be required to buy them outright.

Under social impacts, the EA states that the Build Alternative would not displace any buildings. This statement assumes that the Build Alternative can be built without widening Connecticut Avenue. If Connecticut Avenue is widened as proposed in options, C, D, or E it will be necessary to take the front lawns of homes. In addition, the effect on the value of the homes along both sides of Connecticut Avenue may be so great that the SHA will be required to buy the homes and destroy them. This course of action would raise an entirely new set of concerns for the communities because it would expose additional homes to Connecticut Avenue.

As discussed earlier, the focus of the study is inappropriate. The study should consider traffic burdens along the entire portion of Connecticut Avenue below Rock Creek Park.

The EA should mention that because the Beltway traffic is on Kensington Parkway, it has no significant effect on the homes along Connecticut Avenue.

IV-2 The first paragraph on this page illustrates how incomplete the EA is. It states that moving the traffic onto Connecticut Avenue "may result in additional minor social impacts along Connecticut Avenue." There is no mention of the community of Chevy Chase Valley and the impact on it, despite the fact that it was the CCVCA that demanded that the SHA prepare this EA in the first place. There is no meaningful analysis of exactly what the significance of the proposal is and the effect that it would have on property values.

The EA mentions that the Build Alternative would slightly enhance property values along Kensington Parkway. There is no mention of its effect on other homes in Chevy Chase Valley and along Connecticut Avenue. This omission is indicative of the fact that the EA largely ignores the negative effects of the proposal.

The last paragraph on the page states that a review of the future traffic data should focus on the

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70. SHA's willingness to consider the purchase of the four homes along the east side of Connecticut Avenue whose only access is onto Connecticut Avenue does not jeopardize the residential character of Connecticut Avenue - SHA intends to resell these properties in order to maintain the residential character of Connecticut Avenue. These new purchasers would purchase their homes in the full knowledge of the new Ramp N-E and would, it seems, reflect these concerns in their purchase price.

71. The EA served to adequately address the environmental impacts of the Selected Action. It has been determined that the project will not result in significant impacts and can be processed with this Finding of No Significant Impact (FONSI) document. It is because of potential concerns regarding property values that SHA has offered to purchase the four homes along the east side Connecticut Avenue.

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Kensington Parkway traffic using ramp H traffic in the year 2010. This suggestion is inappropriate and misleading. The issue is traffic in the entire area. An equally appropriate focus is the traffic that is already on Connecticut Avenue. This level would be increased to intolerable levels by the proposal.

IV-3 What is the basis for the estimates of the levels of truck traffic in the year 2010? Silver Spring, Wheaton, and Bethesda will all be substantially larger and busier in 23 years. Has this been accounted for? How?

The EA anticipates a low level of service for the proposed intersection on Connecticut Avenue. This point is very important and should receive greater consideration in the decision whether the proposal is worth pursuing. Note that if this intersection backs up, it will interfere with the existing intersection at the end of the westbound Beltway ramp. If that intersection gets fully blocked, northbound Connecticut Avenue traffic can become blocked. The potential for full fledged gridlock exists on bad traffic days (which might be every day in the year 2010 or 2050). An accident could bring on this condition very quickly.

With regard to weaving on the Beltway, consider the effect of the new fourth land and how the weaving problem can be reduced by using signs that keep through traffic in the other lanes.

IV-4 As mentioned earlier, the measurements of cut through traffic are suspect because they were taken in the summer months while traffic is normally lighter. Also, they were taken when cut through traffic on one of the routes was illegal.

The analysis of cut through traffic ignores the fact that the land on either side of Connecticut Avenue is also residential.

The second paragraph under the cut through analysis states that options D and E would improve traffic flow through the area. This is not correct. According to the figures on pages S-5 and S-7, the Jones Bridge Road intersection would actually become worse. Even though the extra lanes might reduce the

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72. Traffic Figures IV-1 and IV-2 in the EA and Figures 5 and 6 in this document present daily and peak hour (AM/PM) traffic volumes for 23 key links in the study area.

73. The projected range in additional daily truck traffic on Connecticut Avenue (170 to 370) is in response to the difficulty in projecting land use assumptions in the year 2010. The higher truck volumes correspond with higher development intensities.

74. A traffic analysis has been completed for the new Connecticut Avenue/Ramp B1 intersection. Gridlock conditions are not projected to occur. Like any other section of roadway, however, an accident could cause delays and backups.

75. The fourth lane on the Beltway will improve the existing weaving conditions. Specific assignment of traffic (other than trucks) to lanes on the Beltway would be unenforceable and not beneficial to traffic operations.

76. Refer to response #42.

length of the queues, they would not move cars through the intersection significantly faster. Therefore, the pressure on drivers to cut through would remain high.

The last paragraph under the cut through analysis suggests that prohibiting left turns from Woodlawn Road onto Connecticut Avenue would solve some cut through problems. However, this would cut off one of Chevy Chase Valley's only two means of going north on Connecticut Avenue. The other means (Spring Valley Road to Jones Bridge Road to Connecticut Avenue) is frequently not viable because of backups along Jones Bridge Road that block the intersection at Spring Valley Road.

77. As presently envisioned, the selected Build Alternative would not prohibit left-turns from Woodlawn Road onto northbound Connecticut Avenue.

Under the section on traffic gaps, the EA acknowledges the effect on homes with driveways on Connecticut Avenue. However, there is no discussion of the meaning of this impact. For instance, will homeowners by unable to use their driveways at all at certain times of the day? What will happen to home values?

78. See response #71.

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IV-5 Under the discussion of the No-Build Alternative, the chart should mention that other improvements to the area can be made without moving the ramps. For instance, option B would improve the situation somewhat.

79. During final design, Option B will receive further consideration. While Option B alone without the Build Alternative would serve to increase gaps on Connecticut Avenue, it would not serve to address the primary purpose of the project to remove interstate traffic from Kensington Parkway, a residential street.

Under the discussion of the Build Alternative, note that an additional traffic signal could be installed on Connecticut Avenue southbound without moving the ramps. This would improve the traffic gap problem. This is important for both drivers and pedestrians.

Under option A, the EA should note that the new road could interfere with access to the proposed ramp and would cause cars to back up in front of homes. As a result, cars would generate additional noise because of their need to stop and accelarate. It should also be noted that option A would be unnecessary if the Village of North Chevy Chase opened up one of its closed streets that connect with Jones Bridge Road. It would only be necessary to open it up in the southbound direction.

80. Option A has not been selected.

Option C would adversely affect Chevy Chase Valley because it would reduce the size of the median and

81. Option C has not been selected.

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place two left turn lanes in the way of drivers trying to make a left out of Woodlawn Road.

There is no mention under option C of the fact that it will reduce the median and require the taking of lawns and probably whole houses on the east side of Connecticut Avenue all of the way back to Montrose Drive.

IV-6 Options D and E would require taking lawns and probably entire houses on the east side of the Avenue. The additional lanes of traffic would make life much harder for pedestrians and drivers who must now look for simultaneous gaps in four lanes of traffic instead of three.

82. Options D and E have not been selected.

No one supports option F at this point. It would require taking lawns and would leave little or no room for a sidewalk.

83. Option F has not been selected.

IV-7 The discussion of pedestrians is grossly inadequate because it ignores the dangers of pedestrians crossing Connecticut Avenue. This problem is much worse than the problem for pedestrians walking along Connecticut Avenue.

84. During final design, pedestrian issues will receive considerable attention. Measures will be investigated to address pedestrian crossings of Connecticut Avenue. In addition, during the design phase the need and cost of constructing a sidewalk along the east side of Connecticut Avenue will be investigated. The signal on Connecticut Avenue with Ramp B1 will serve to improve pedestrian crossing of Connecticut Avenue.

The transit problems discussed in North Chevy Chase are largely the village's own doing because roads have been blocked off.

If the median at Montrose Drive were removed, the Village of North Chevy Chase would have the same access to Connecticut Avenue southbound that Chevy Chase Valley has northbound.

85. Transit operations within the study area were discussed in the EA and are summarized in Section III.B.2.b. of this document. The Selected Action will not require any modifications to existing bus routes or stops. While removal of the referenced "road blocks" may ease transit circulation problems, the decision for this action rests with the North Chevy Chase community.

IV-8 To solve the transit problem, passengers could cross Connecticut Avenue to catch southbound buses. This is the same burden that people on the west side of Connecticut Avenue face.

IV-9 The simplest improvement in safety would be improving the grading and design of the existing roads, curves, and ramps where they are currently located.

86. Improving existing Ramp H, while feasible, would result in the continued unacceptable condition of interstate destined traffic on a local road.

The EA states that the general congestion at the Jones Bridge Road intersection would be relieved if the southbound signal at Kensington Parkway were removed. The charts on pages S-5 and S-7 show that this is not true. The Build Alternative with option

87. The existing Kensington Parkway leg of the Jones Bridge Road intersection will not be altered by the Selected Build Alternative.

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A, which eliminates the need for the southbound signal from Kensington Parkway, produces a worse level of service than the No-Build Alternative. Eliminating that signal phase only seems to make a very slight difference under option G.

The EA fails to note in the last paragraph on the page that Connecticut Avenue not only traverses a residential neighborhood, but also creates a moving barrier for the 800 families that are members of the Chevy Chase Recreation Association and the children attending or using the facilities of the North Chevy Chase Elementary School.

IV-15 According to a reference on page IV-2, this section is supposed to address the social impacts of noise levels. There is no discussion of the social impacts of the noise in this section.

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At least one of the residents along the east side of Connecticut Avenue has a complete hearing loss in one ear and a partial hearing loss in the other.

The description of the noise study states that measurements are based on average noise levels. However, peak noise levels (and the difference from the average levels) might be more meaningful to the human ear.

IV-18 The analysis of the noise levels fails to address the effect on noise levels of any of the options except option A. Given the fact that homes along the east side of Connecticut Avenue will be faced with an additional 11,000 cars a day driving across what used to be their lawns, this seems like an inappropriate omission. The SHA's consulting engineer stated that the increase in noise levels caused by this additional traffic within 25 feet of the front doors on Connecticut Avenue would only have a minimal effect on decibal levels. If this is true, then it should be clear that the noise analysis should look beyond the simplistic criterion of decibal levels. The SHA should consider the number of noise peaks, the constancy of the noise (does continuous noise create more stress than noise that abates periodically?), and the hours of the day that the noise will be heard. In addition, the analysis makes light of the fact that the noise levels already exceed federal criteria.

88. Pedestrian issues, including school childrens' access, will receive considerable attention during final design.

89. Noise impacts are evaluated in the context of potential effects on the social environment. Specifically, the noise levels have been established to allow normal conversation between individuals at a distance of three (3) feet.

90. This individual's home is one of those homes which SHA has offered to purchase.

91. The hourly noise levels represents a worse case condition and generally would include peak noise levels.

92. The Selected Build Alternative incorporates the Build Alternative as presented in the EA as well as consideration during final design of portions of Option B. Options A and C through G were not selected and will not be given further consideration.

The noise analysis included in the EA accounted for the additional traffic volumes on Connecticut Avenue with the Build Alternative. The hourly noise levels for which the analysis was conducted represent a worse case condition and would generally include peak noise levels. The noise analysis has been conducted in accordance with accepted noise analysis methods and guidelines as contained in State and Federal regulations.

Options C, D, E, and F will require the SHA to remove shrubbery and trees that provide physical and psychological relief from the traffic. This is not discussed in the report.

IV-24 The discussion of the terrestrial ecology states that the loss of woodlands would have a minimal impact because the woodlands are along existing highways. On the contrary, this is where the woodlands may be needed most.

93. The loss of woodlands (estimated at 0.1 acres or approximately 4,000 SF) is primarily located along new Ramp N-E within the existing Ramp C loop. All displaced woodlands are within SHA owned right-of-way. Landscaping measures are included as a part of the Selected Action.

IV-25 Options C, D, E, and F would all require taking parts of the lawns of homes on one side of Connecticut Avenue or the other. These lawns are generally heavily planted with large trees. Removing these trees would be inconsistent with the objectives of the master plans that apply to various stretches of Connecticut Avenue. The Kensington-Wheaton Master Plan in particular addresses the concept of a "green corridor." In addition, the widening of Connecticut Avenue would result in homes being very close to an eight lane road. This may not conform with relevant set back requirements.

94. Options C, D, E and F were not selected and will not be given further consideration.

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*NOT ADMITTED IN D.C.
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December 4, 1987

Mr. Louis H. Ege, Jr.
Deputy Director
Project Development Division
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

V-29

Dear Mr. Ege:

I am enclosing additional comments on behalf of the Chevy Chase Valley Citizens Association regarding the State Highway Administration's proposal to reconstruct the interchange at Connecticut Avenue and the Capital Beltway and surrounding roads.

Please find enclosed the following additional comments.

1. A letter from Mark Hessel to Norman Christeller, Chairman of the Montgomery County Planning Board dated November 25, 1987.

2. A letter from Mark Hessel to the Montgomery County Planning Board dated December 3, 1987.

3. "Comments by Mark Hessel, Esq. on behalf of the Chevy Chase Valley Citizens Association at the Maryland State Highway Administration Public Hearing - November 16, 1987." These comments were submitted at the public hearing.

4. A memorandum dated December 3, 1987 from Mark Hessel to Louis H. Ege, Jr. analyzing the environmental assessment for this project.

In addition, I would like to state that at the mandatory referral to the Montgomery County Planning Board on December 3, 1987, several novel ideas were proposed. This includes adding two lanes to Connecticut Avenue on the east side of the

95. The four items referenced in Mr. Hessel's transmittal letter include 2 new pieces of correspondence as well as 2 that have already been addressed. Responses to reference items 1. and 2. follow - with references to previous responses to issues where redundant. Item 3., the Public Hearing testimony, is addressed in Section IV of this Environmental Document (see Speaker Nos. 10 and 41). Item No. 4, the memorandum to Mr. Lou Ege, Jr. has been responded to on the previous pages (1 through 19) in this section.

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roadway. Since this was not part of the original environmental assessment, if the SHA chooses to pursue this proposal, the communities must insist, under the Maryland Action Plan, that the SHA make a new formal proposal and prepare a new environmental assessment.

Neil Pedersen also indicated at the mandatory referral that his office is now looking at ways to avoid gridlock without widening Connecticut Avenue by carefully timing the signals. It seems unlikely that the timing of the signals could achieve this result with an acceptably high degree of probability. The Chevy Chase Valley Citizens Association asserts its right to comment on any analysis that is done on this matter.

I have been informed by Neil Pedersen and Sue Ellen White that my comments will be specifically answered in writing in addition to being addressed in the final environmental assessment. I look forward to your meaningful responses. Thank you very much for your consideration.

Sincerely,

Mark Hessel

Mark Hessel
Attorney for the Chevy Chase
Valley Citizens Association

96. This proposal was not reasonable because of potential impacts to residences. The Selected Action does not include proposed widening of Connecticut Avenue and therefore no new or additional analyses are necessary.

97. During final design, and working in conjunction with Montgomery County, traffic signal timing along Connecticut Avenue immediately south of the Beltway will be reviewed. Copies of the analysis will be available for review by interested parties.

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November 25, 1987

Norman Christeller, Chairman
Montgomery County Planning Board
Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910

V-31

Subject: SHA Proposed Roadway Changes at Capital Beltway (I-495)/Connecticut Avenue (MD 185)/Kensington Parkway

Dear Mr. Christeller:

On behalf of the Chevy Chase Valley Citizens Association and others who live in the Connecticut Avenue corridor, I submit these comments for the consideration of the Planning Board at its meeting on December 3, 1987. It is my understanding that the Board intends to adopt a statement to submit to the State Highway Administration (SHA) concerning the proposed project at that meeting.

The Nature of the Proposal

The proposal of the SHA is more than just another highway project that pits one neighborhood against another. It raises fundamental questions about the future of residential neighborhoods in the County, how the burden of growth and traffic should be divided among the citizens, the aesthetic qualities of the County, the County's standards for traffic planning, and procedural fairness.

Residential areas along Connecticut Avenue. Under the proposal, one neighborhood (North Chevy Chase) would rid itself of its traffic problems by shifting its burden onto the backs of others (communities all along Connecticut Avenue) who

98. The majority of the comments presented in Mr. Hessel's November 25, 1987 letter to Mr. Norman Christeller, Chairman of the Montgomery County Planning Board, M-NCP&PC, address County land use and planning processes. Throughout the development of this project, SHA has worked closely with representatives of M-NCP&PC. SHA has followed the requirements of the mandatory referral process in the development of this proposal. The Selected Alternative incorporates the majority of requests made by representatives of the Montgomery County Planning Board during the December 3, 1987 and November 17, 1988 presentations. Furthermore, many of the issues raised in this November 25, 1987 letter have been previously addressed in this document. Therefore, responses are only offered to additional comments which are specifically the responsibility of SHA. See also M-NCP&PC January 11, 1989 letter presented in Section V - Agency Coordination of this document.

already shoulder an even greater share of the traffic burden. Every problem complained of along Kensington Parkway is already matched or exceeded along Connecticut Avenue.

Two of the "options" in the proposal would widen Connecticut Avenue to eight lanes of traffic in front of single family homes. These "options" would leave some homes with driveways that are so short that it would no longer be possible to park cars in them. Although these additional lanes of traffic are presented as "options," they are not. According to the SHA's own analysis, the Beltway ramp cannot be built without widening Connecticut Avenue. The result will be eight lanes of traffic that frequently exceeds 45 mph within 25 feet of a bedroom, prevents homeowners from using their driveways or backing out into traffic, and makes it very difficult to get out of the side streets. This is sure to destroy a residential neighborhood.

Shifting the traffic burden. There was a time, not too long ago, when Connecticut Avenue was a two lane country road and Kensington Parkway, in North Chevy Chase, was four lanes. At that time, the homes and neighborhoods along Connecticut Avenue shared the traffic burden equitably with the citizens along Kensington Parkway. By 1964, Connecticut Avenue had been widened to six lanes and the Beltway had opened. Kensington Parkway bore the burden of half of the Beltway traffic south of the Beltway and Connecticut Avenue bore the other half plus the increases in through traffic between the District of Columbia and Kensington.

In 1981, half of Kensington Parkway's half of the Beltway traffic was shifted onto Connecticut Avenue. Now the SHA proposes to shift the remainder of the Beltway traffic. This would complete a shift that saddles the neighborhoods along Connecticut Avenue with all of the increase in the traffic flow caused by the Beltway plus the traffic burden created by growth in that part of the County. No one disputes that the Beltway traffic on Kensington Parkway is not good. However, placing the traffic on Connecticut Avenue is even worse.

The Village of North Chevy Chase lobbied the SHA for over 20 years to move the Beltway ramp as a cure for its traffic problems. It maintains that the SHA made a promise to the residents of the Village in 1964 when the Beltway was opened. But many of the residents along Kensington Parkway purchased their homes between 1964 and 1981 when traffic levels were much

V-32

99. In the opinion of SHA, continued use of Kensington Parkway as an access road to I-495 is an inappropriate use for the local road.

100. All options to widen Connecticut Avenue have not been selected and will not be given further consideration.

higher than they are now. They clearly didn't rely on any unwritten promise. On the other hand all of the homes with driveways on the west side of Connecticut Avenue were purchased before the Beltway opened.

The Village has never tried to mitigate its own problems by asking the County to erect traffic lights or stop signs to slow down traffic, or by building guard rails, planting bushes, or grooving the roadway to prevent cars from driving onto their lawns. The SHA has failed to make substantial efforts to reduce traffic problems on the Beltway by upgrading and expanding the existing access ramp or placing warning signs on the Beltway. It has also done nothing substantial to improve traffic on Connecticut Avenue.

The appearance of Connecticut Avenue. The stretch of Connecticut Avenue between the Beltway and East-West Highway already falls short of the "green corridor" concept incorporated into the area master plans. The SHA's proposal would turn it into an eight lane concrete highway (or parking lot, depending on the hour). Large trees would be removed on both sides of the street and under one scenario a portion of Connecticut Avenue would be nine lanes wide with no significant median strip. This portion would be wider than almost every road in the County, including the Beltway. Houses may actually be so close to the road that they would not be in conformance with set back requirements.

The quality of road design. In addition to all of the other problems with the SHA's proposal, the SHA has failed to show that the proposed changes would work. Adding traffic lights to a badly congested stretch of Connecticut Avenue could create new backups and "improving" service at Jones Bridge Road would probably worsen the congestion at Manor Road and East-West Highway.

Procedural fairness. Perhaps the most disturbing aspect of the SHA's proposal has been its failure to consider the needs of all of the citizens. The SHA completed negotiations on an agreement with the Village of North Chevy Chase to move the Beltway ramp without even mentioning the project to the surrounding communities. From that point on the SHA's mind seems to have been made up.

When the communities along Connecticut Avenue accidentally discovered the plan and demanded their procedural rights under Maryland law, the SHA resisted. It told them that a public

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101. All options to widen Connecticut Avenue have not been selected and will not be given further consideration. During final design, landscaping will be included.

102. The Selected Build Alternative will not eliminate all of the existing traffic problems along this portion of Connecticut Avenue. Traffic volumes will not significantly increase south of Jones Bridge Road as a result of the Selected Action.

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hearing was unnecessary. The SHA only agreed to an environmental assessment and a public hearing after the communities took a firm legal position and the Planning Board scheduled a mandatory referral. As outlined below, the environmental assessment misrepresented the proposal and did not adequately analyze or describe it.

The public hearing was a mockery. Despite assurances from the hearing officer, the representative of the Chevy Chase Valley Citizens Association was not given adequate time to speak. The representative was limited to four minutes initially (the same as individuals) and individuals were not allowed to cede their time to their representative.

103. The Public Hearing Officer attempted to equitibility allocate time among the more than 20 individuals who pre-registered to speak. All speakers were limited to four minutes, and no one was permitted to cede their time. Mr. Hessel, and others, did speak again later in the evening and concluded their comments.

The Mandatory Referral

As you know, on May 28, 1987, the Planning Board held a mandatory referral on a proposal by the SHA to move the Beltway access ramp from Kensington Parkway to Connecticut Avenue and to make other substantial changes to the roads in the community. The staff report and the Board rejected the SHA's proposal and concluded that the SHA should reconsider the proposal and address the concerns raised at the mandatory referral. These concerns included:

104. SHA was aware of the issues raised by the Planning Board in May 1987, and included these issues in the development of the Environmental Assessment. M-NCP&PC has been an active participant throughout this process. M-NCP&PC's January 11, 1989 letter (see Section V - Agency Coordination) became the basis for SHA's selection of the recommended improvements.

1. destruction of the median strip and the "green corridor" along Connecticut Avenue;
2. increased hazards for pedestrians crossing Connecticut Avenue;
3. projected increases in truck traffic on Connecticut Avenue;
4. new traffic problems on Connecticut Avenue between Kensington and Chevy Chase Circle;
5. future development in the community;
6. preservation of the residential character of Connecticut Avenue;
7. bad access for homes with driveways on Connecticut Avenue; and
8. bad access for cars leaving and entering Chevy Chase Valley.

The Board also recommended that the SHA generate and carefully consider alternatives.

The Environmental Assessment

In its environmental assessment, the SHA simply "thumbed its nose" at the Planning Board. The environmental assessment ignores many of the concerns expressed by the Planning Board and pays other concerns mere lip service. In sum, the environmental assessment that the SHA issued is biased, inadequate, and lacks meaningful analysis.

Bias. The stated purpose of the environmental assessment is to move Beltway traffic off of Kensington Parkway rather than to obtain the best distribution of traffic possible. This begs the very question that the SHA should have been objectively analyzing.

Inadequacy. Widening Connecticut Avenue to eight lanes with free moving right turn lanes would substantially increase the danger for people who must use buses on both sides of the road. However, the SHA did not see fit to address this issue. The basic proposal (with the essential "options") would carve a new lane of traffic out of the front yards of houses and place over 10,000 cars and up to 370 trucks a day in that lane on the east side of Connecticut Avenue (in addition to the 21,000 cars a day in the existing northbound lanes). The SHA did not think that this change would generate enough noise to merit even a single word in the environmental assessment.

There is no discussion at all in the environmental assessment of the effect of the proposal on traffic and homes up and down Connecticut Avenue. The SHA seems satisfied with its conclusion that the burden of increased traffic on Connecticut Avenue "may result in minor social impacts . . . ."

Lack of analysis. The environmental assessment is the only document in the process that is subject to full public scrutiny. However, it does not contain any analysis of the relative merits of the various options. A crucial consideration must be whether cars will back up through intersections, but the environmental assessment ignores the question. Even though some of the options are mutually exclusive, the environmental assessment does not compare them to each other.

105. SHA disagrees with Mr. Hessel. SHA fully respected the Planning Board's opinion and worked with staff in the development of the Selected Action.

106. The Build and No-Build improvements were evaluated, along with a number of options. The complete removal of all interstate traffic from both Kensington Parkway and Connecticut Avenue or other options to achieve the "best distribution of traffic possible" were not addressed.

107. All options to widen Connecticut Avenue have not been selected and will not be given further consideration.

108. Mr. Hessel is correct, several of the options presented in the environmental document were mutually exclusive. The purpose of including these options in the environmental assessment was to fully respond to improvement options offered by citizens, civic association representatives, and elected officials. As stated previously, only Option B is included in the Selected Build Alternative. All other options will not be given further consideration.

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The Planning Board's Specific Concerns

The green corridor. The SHA abided by the Board's recommendation not to remove the median strip (except for Option C, which requires the removal of the median strip according to the SHA's project manager). But what the SHA gave with one hand, it took away with the other. Options C, D, E, and F all require the destruction of the large trees along Connecticut Avenue between the Beltway and Jones Bridge Road.

Pedestrian crossings. At a speed of 3 mph, the average pedestrian would take about 19 seconds to cross from one side of Connecticut Avenue to the other. Options C, D, and E would widen Connecticut Avenue from six to eight lanes of traffic. These proposals would increase that time to almost 25 seconds. This relatively long period of time makes a signalized crossing improbable at best.

Option D would create a continuously moving lane of traffic from Connecticut Avenue (south) onto Jones Bridge Road (west). Without any help at all from a traffic light, pedestrians on the west side of Connecticut Avenue would be further endangered. Except for possibly Option A, all of the options would create the same problem on the east side.

Truck traffic. The SHA projects "a reasonable maximum estimate" of 370 trucks a day using Connecticut Avenue to gain access to the Beltway. These loud trucks would disturb homes all of the way from the District of Columbia up to the Beltway. At present, trucks are not allowed to access the Beltway eastbound from Connecticut Avenue northbound because Kensington Parkway is closed to trucks.

Effect on traffic along Connecticut Avenue. One of the SHA's justifications for the project is that it will improve the level of service at Jones Bridge Road and Connecticut Avenue (from LOS F to a better LOS F). Assuming that the project is successful in this regard, there is simply no place for the traffic to go. Traffic regularly backs up for great distances from East-West Highway through Manor Road almost to Jones Bridge Road. In addition cars bound for the Beltway would be stuck in more traffic. The proposal would take cars off of Kensington Parkway, which actually moves cars very efficiently and places them on Connecticut Avenue which is frequently at a stand still.

109. Option C, D, E and F have not been selected and will not be given further consideration.

110. While trucks are prohibited by signing from using Kensington Parkway, field observations indicate that a considerable number of trucks illegally use this facility. The projection of a reasonable maximum estimate of 370 trucks a day does not, in fact, represent a maximum of 370 new trucks per day. Many of these trucks are already illegally using Connecticut Avenue/Kensington Parkway to access I-495.

111. Selected Build Alternative will not result in dramatic improvements in levels of service along Connecticut Avenue - traffic signal timing improvements along Connecticut Avenue including coordination with East-West Highway are expected to reduce overall congestion levels. Significant improvements in levels of service do not seem feasible along Connecticut Avenue and congestion is expected to continue during peak periods.

V-36

Future development. There are two 20 acre tracts of undeveloped land at Jones Bridge Road. The roads in the area cannot support development there unless something dramatic is done with the intersection. Unless the SHA plans for future growth now, its problems will grow, its options will shrink, and it will find itself tearing up roads that it now considers "improvements." The SHA should take undeveloped land along Jones Bridge Road now to allow it to keep its options open in the future.

Residential character. The homes along Connecticut Avenue will be very very difficult to sell at any price if there is an eight lane road just 25 feet from the front door. This will put pressure on homeowners to convert their houses into offices and other uses. With the non-residential development of the Hughes Medical Institute and further increases in the density of development at Chevy Chase Lake, the homeowners and the County may be unable to resist the pressure to go commercial. When these houses are no longer homes, the neighborhoods will lose their buffer from commercial development.

Access to driveways. Some of the residents who live along Connecticut Avenue face the risk of backing out of their driveways onto Connecticut Avenue every day. With cars speeding at 45 mph, this is life threatening. Even the SHA concedes that the average gap in traffic is only two seconds long. Homeowners must often wait five or ten minutes just to get out of their driveways. Options D and E would actually increase the speed of traffic in the curb lanes and make it more difficult to exit. Since these lanes would also be right turn only lanes, homeowners would not be able to choose which direction they wanted to go in. In the case of homes on the east side of Connecticut Avenue, this means that homeowners would be forced to get onto the Beltway whenever they leave their driveways.

These homeowners face a risk when they return home too. When a car in a right turn only lane stops to turn into a driveway, it greatly increases the danger of a rear end collision.

Access to Chevy Chase Valley. The other homeowners in Chevy Chase Valley have similar problems leaving the neighborhood via the side streets. To go north on Connecticut Avenue, a driver has two choices. First, the driver can wait at Woodlawn Road for a break in the southbound traffic, drive to the median

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112. SHA fully respects the residential integrity of Connecticut Avenue. All options which included widening of Connecticut Avenue have not been selected and will not be given further consideration. For those residents on the east side of Connecticut Avenue whose only access is onto Connecticut Avenue, SHA will consider purchasing their properties at fair market value. The purchases will be on purely a voluntary basis and would not include any reimbursement for relocation expenses.

113. Options D and E have not been selected and will not be given further consideration.

break, wait for a break in the northbound traffic and proceed. Under some versions of the proposal, this movement would be illegal and the median would be removed. The second option is to exit via Spring Valley Road, go east on Jones Bridge Road, and north on Connecticut Avenue. Unfortunately, cars frequently back up on Jones Bridge Road eastbound and cars move quickly on Jones Bridge Road westbound. This makes it impossiole to turn left onto Jones Bridge Road at certain times of the day. The continuously moving right turn lane under Option D would make it even more difficult to exit at either intersection.

Other Problems with the Proposal

There are other problems with the options that are too detailed to explain in these comments. If you have any questions, I will be on hand at the Planning Board's meeting on December 3 to answer them.

Recommendation to the Planning Board

The SHA has already demonstrated its inclination to ignore the recommendations of the Planning Board. To be effective, the Planning Board should take the following steps.

1. Pledge its opposition to any project that the SHA proposes until after:

   a. the Village of North Chevy Chase and the County take realistic steps to mitigate the traffic problems on Kensington Parkway (for instance, traffic lights, stop signs, guard rails or bushes, and grooving the roadway at the bend); and

   b. the SHA does a complete study of traffic in the Connecticut Avenue corridor and prepares a complete environmental assessment.

2. Request the submission of legislation in the General Assembly that would require the SHA to submit all roadway projects to the Planning Board for approval on the basis of consistency with master plans and the effect on existing land uses.

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114. The Selected Build Alternative retains the existing northbound left turn from Connecticut Avenue to Woodlawn Road. It also includes SHA support for a new traffic signal at the intersection of Jones Bridge Road with Spring Valley Road. These elements, when coupled with the placement of a new traffic signal along southbound Connecticut Avenue (at proposed ramp B) will increase traffic gaps along the west side of Connecticut Avenue.

115. SHA was an active participant during the December 3, 1987 Planning Board meeting. SHA fully respects the recommendations of the Planning Board. Many of their recommendations are included in the Selected Build Alternative (see January 11, 1989 letter presented in Section V - Agency Coordination of this report).

3. Propose to build a long, narrow park between Connecticut Avenue and the houses to preserve the quality of life in the neighborhood. (Federal law prevents the SHA from taking park land to build roads except under extreme circumstances).

Sincerely,

Mark Hessel

Mark L. Hessel

Attorney for the
Chevy Chase Valley
Citizens Association

V-39

MLH/lll/6244R/8157

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December 3, 1987

Norman Christeller, Chairman
Montgomery County Planning Board
Maryland-National Capital Park
and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910

V-40

Dear Mr. Christeller:

Although I have already submitted lengthy comments on behalf of the Chevy Chase Valley Citizen's Association (CCVCA), I have been invited to respond to the Planning staff's analysis and recommendation. Rather than responding to specific recommendations and minor misstatements, I would like to make a few general comments.

The staff's memorandum is thoughtful and intelligent, but it still fails to grasp three central concepts.

A. Cost/benefit analysis. Staff unwittingly accepts the State Highway Administration's (SHA) basic premise that the ramp should be built. Staff states "[f]rom a transportation systems viewpoint, this change is an appropriate action." Neither the SHA nor staff recognizes that it is necessary to compare the human and economic costs of the project to the benefits. The costs of the project are discussed at some length in my other comments. They include:

1. the destruction of the residential character of Connecticut Avenue between Jones Bridge Road and the Beltway at a time when the demand for housing in the Bethesda/Chevy Chase area is already very high;

2. the economic loss to homeowners who bought their homes before the new ramp was built in 1981 and had no warning that 20,000 cars a day would be shifted from Kensington Parkway to Connecticut Avenue;

116. This three page letter prepared by Mr. Mark Hessel, attorney for Chevy Chase Valley Citizens Association, responds to a draft memorandum prepared by staff of the Montgomery County Planning Board. As previously stated, SHA was present during the December 3, 1987 Planning Board meeting at which time staff presented the results of their findings and offered opportunity for both proponents and opponents to speak out on this issue. It is not SHA's intent to take action which would result in "destruction of the residential character of Connecticut Avenue". On the basis of recommendations offered by MCPB, SHA will consider purchasing the four residences on the east side of Connecticut Avenue whose only access is onto Connecticut Avenue at market value. It is then SHA's intention to resell these homes as residential properties. Options which included widening Connecticut Avenue have been deleted from further consideration - all improvements would be completed within existing State Highway Administration right of way, and where feasible, within the existing curb lines of Connecticut Avenue. SHA, with the support of MCPB, believes that the inappropriateness of interstate traffic on Kensington Parkway should be resolved and that the Selected Build Alternative offers a reasonable solution (see letter dated January 11, 1989 in Section V - Agency Coordination of this report).

3. endangering pedestrians and drivers who live in houses along Connecticut Avenue;

4. increasing truck traffic on Connecticut Avenue between the District of Columbia and the Beltway;

5. abandoning the "green corridor" concept for that part of Connecticut Avenue; and

6. millions of dollars in tax dollars (the actual figure will depend on how many homes the SHA buys and destroys).

The primary benefit is that the project would make Kensington Parkway a quiet residential street like it was in 1964 when the Beltway opened and the County's population was just over 400,000 (less than two thirds of the current level). The SHA also projects that the project would improve safety by eliminating weaving patterns on the Beltway and upgrading access ramps. The SHA and staff ignore the fact that many of these benefits can be achieved without moving the ramps. The new lane of the Beltway will reduce weaving problems considerably; the access ramps can be improved without moving them; and traffic can be slowed down on Kensington Parkway by installing lights or stop signs or by posting crossing guards.

V-41

B. The proposal does not work. It is not a coincidence that the only options to the Build Alternative that the staff endorses (B and G) are the only options that can be built without moving the ramps. Staff finds unacceptable problems with every option that is truly a part of the Build Alternative. What staff fails to realize is that without the options that staff rejects, the proposal becomes unworkable!

Options D (fourth southbound lane on Connecticut Avenue) and E (fourth northbound lane on Connecticut Avenue) are necessary to prevent backups that threaten to block important intersections. For instance, the Build Alternative would create a new intersection on Connecticut Avenue at the end of the eastbound Beltway exit ramp. With three lanes southbound, traffic already backs up beyond this proposed intersection. The SHA's studies show that a fourth lane is crucial. On the other side of the street, northbound cars will back up at this same intersection. The SHA has not done a queuing study of this intersection yet, but there is a substantial risk that without a fourth lane, evening rush hour traffic could back up through the Jones Bridge Road intersection.

Top

Staff's recommendation appears to be unacceptable to everyone accept possibly the Village of North Chevy Chase. The SHA has stated its unwillingness to undertake the project if there is no change to the Jones Bridge Road intersection and no additional lanes on Connecticut Avenue. Residents of all of the communities along Connecticut Avenue between the Beltway and the District have expressed opposition to the proposal. In addition, the CCVCA, the Chevy Chase Recreation Association, the Village of Chevy Chase, the Town of Chevy Chase, the Hamlet of Chevy Chase, Chevy Chase Section 3, and Chevy Chase Section 4 are all on record now in opposition to either moving the ramps, widening Connecticut Avenue, or increasing truck traffic.

C. There is no pressing need for the project. Since 1981, the traffic burden along Kensington Parkway has been lighter than at any other time since 1964. There is no pressing need for this project now. It only serves to further lighten the traffic burden on one neighborhood at the expense of another.

The only reasonable conclusion is that an acceptable solution to the traffic problems on Kensington Parkway has not been found yet. Without a pressing need, the SHA should avoid undertaking any project of this magnitude until:

1. it has thoroughly studied the impact of the project on all communities along the Connecticut Avenue corridor;

2. it has pursued solutions that do not require moving traffic onto other streets; and

3. the appropriate public officials have addressed the policy issues involved.

Sincerely,

Mark Hessel

Mark Hessel
Attorney for the Chevy
Chase Valley Citizens Association

MLH/mlh/6454R/8153

V-42

Comments by Mark Hessel, Esq.
on behalf of the Chevy Chase
Valley Citizens Association
at the
Maryland State Highway Administration
Public Hearing - November 16, 1987

4

1. Introduction.

My name is Mark Hessel. I am an attorney representing the Chevy Chase Valley Citizens Association (CCVCA). Chevy Chase Valley is located on the northwest corner of the intersection of Jones Bridge Road and Connecticut Avenue. Although I am technically only representing Chevy Chase Valley, others who live in the Village of North Chevy Chase and elsewhere along Connecticut Avenue have endorsed some or all of Chevy Chase Valley's positions.

I will limit myself to general comments this evening. Others will provide you with more specific testimony.

2. Background.

To simplify the presentations tonight, before I begin, I would like to formally request that the record of the mandatory referral before the Planning Board in May be made a part of the record in this proceeding. In addition, I would ask that the notes of all SHA employees who attended the mandatory referral be included in the record of this hearing.

Chevy Chase Valley hoped that the mandatory referral was a turning point for the SHA. Before then, the SHA had been trying to impose a project on the community without properly: (a) explaining the proposal; (b) addressing the concerns of the community; or (c) abiding by the legal requirements of the Maryland Action Plan. On the evening of the referral, Neil Pedersen finally announced a change in that policy. He committed the SHA to prepare an environmental assessment that addressed the concerns of the Chevy Chase Valley Community and to hold a public hearing on the assessment. The Planning Board reinforced the SHA's commitment by stating that the SHA's proposal did not adequately address the concerns raised by the community and the Planning Board.

In July, Neil Pedersen promised, on behalf of the SHA, to give careful consideration to the issues raised by the Chevy Chase Valley Community, including pedestrian problems, ingress and egress, the preservation of front yards and other green space, and the effect on home values and the quality of life.

117. A summary of Mr. Hessel's public hearing testimony is presented in Section IV of this document, speaker numbers 10 and 41. SHA's response to Mr. Hessel's response is also presented in Section IV of this report.

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Despite its promises, the requirements of the Maryland Action Plan, and the issuance of a neatly prepared environmental assessment complete with pull out maps, the SHA has failed to realistically address these issues. In fact, the SHA's only concession to the Maryland Action Plan appears to be the environmental assessment and this hearing. The community has not seen a Systems Planning Report, a Project Planning Prospectus, or the kind of public meetings required by the Maryland Action Plan.

3. The Environmental Assessment.

There are three types of problems with the environmental assessment. First, it is biased. In at least three places, the environmental assessment emphasizes that the thrust of the document is the removal of beltway traffic from Kensington Parkway. This assumes that removing beltway traffic is a worthy goal. If the environmental assessment were objective, its purpose should be to study whether traffic flow can be improved and what the impacts (positive and negative) would be.

Second, the environmental assessment does not adequately consider many central issues. For instance, the document does not address pedestrians crossing Connecticut Avenue, the effect of the proposals on the quality of life in Chevy Chase Valley and elsewhere along Connecticut Avenue, the noise effects of most of the options, or the future growth and traffic patterns of the Connecticut Avenue corridor. Typically, the assessment (p. IV-2) unprofessionally dismisses Chevy Chase Valley by stating that the Build Alternative "may result in additional minor social impact along Connecticut Avenue."

On the issues that it does address, the assessment contains no data to make a meaningful evaluation of the options possible. The most egregious example is that there is no analysis of traffic queuing, which is the only way to determine if there is any need for additional lanes or whether traffic is likely to back up from one intersection to the next.

The data that is contained in the assessment is highly suspect. The accident data compares apples and oranges. Measurements of cut through traffic in Chevy Chase Valley were conducted in late July, when traffic in the area is notoriously light, and at an hour when right turns into the community were prohibited by law. The measurements of noise levels at 8911 Connecticut Avenue were skewed by the technician who parked his vehicle on the street and thereby altered the normal traffic flow. Residents of Connecticut Avenue can detail other irregularities if given the opportunity.

The third type of problem is the most important -- the proposals do not work well and they create substantial burdens

on the Chevy Chase Valley Community. The build alternative and the various options provide for additional lanes on Connecticut Avenue that: (a) imperil pedestrians, including school children; (b) isolate Chevy Chase Valley by making it extremely difficult and dangerous to drive into or out of this residential community; (c) create poor traffic flow; (d) violate standards for roadways generally accepted by the FHWA and professional traffic engineers; (e) raise noise levels that already exceed maximum permissible levels; and (f) impose an unfair burden on the Chevy Chase Valley Community.

4. CCVCA's position.

Before giving you the CCVCA's position on each option and alternative, let me remind the SHA that over the last 23 years, since the Beltway opened, traffic within the Village of North Chevy Chase has decreased while the traffic burden on the Chevy Chase Valley Community has increased inversely. North Chevy Chase is trying to make itself a sleepy country village while Chevy Chase Valley is being destroyed by high traffic. This is not a case of the greatest good for the greatest number. It is an instance of one group with political clout imposing its will on another community. If North Chevy Chase is being forced to pay for additional maintenance on Kensington Parkway, the state should provide financial assistance.

Traffic engineers have told Chevy Chase Valley that Connecticut Avenue is not a residential road like Kensington Parkway. But that is only a technical distinction. Connecticut Avenue is also bordered by homes.

In general, CCVCA supports the No Build Alternative and opposes the Build Alternative. However, I will comment on each option.

Option A (Green Road). Chevy Chase Valley opposes this option because it takes an individual's home and office and because it is inconsistent with the build alternative and other options. Last winter, the SHA told Chevy Chase Valley that the FHWA would not approve the Green Road if it interfered with an access ramp to an interstate highway. According to Fig. III-3, the Green Road still intercepts the proposed ramp. Even if the ramp technically begins just beyond the Green Road, it will still interfere in the same way. The Green Road would also be inconsistent with Option C.

Option B (Reconfigure the exit ramp from I-495 (east) to Connecticut Avenue (south) and control it with a traffic light). Chevy Chase Valley supports this option if it is built without moving the entrance ramp to the Beltway. If designed properly, this option can slow down vehicles heading south on Connecticut Avenue and make it safer and easier for people to leave or enter Chevy Chase Valley by foot and in cars.

Last winter, the SHA told Chevy Chase Valley that care must be taken to prevent cars from backing up onto the Beltway. If this can be done, Chevy Chase Valley supports this option, but without moving the access ramp.

Option C (Enter I-495 (East) by making a left turn from Connecticut Avenue (north)). Chevy Chase Valley opposes Option C. It would put more than 10,000 additional cars on Connecticut Avenue above Jones Bridge Road every day. The homes along this stretch of Connecticut Avenue are already overburdened by traffic. Although these cars would not be in the curb lane, the other 21,100 cars traveling along that part of Connecticut Avenue every day would use the curb lane to bypass the two lanes of traffic trying to turn left at the light. This option would also attract hundreds of additional trucks every day. (Perhaps over 370 per day depending on growth in the Wheaton/Silver Spring area.) This would dramatically increase the problems of homeowners along the east side of Connecticut Avenue who must put up with noise and vibrations, and the danger of backing out of their driveways. The additional traffic would also make it more difficult for pedestrians to cross Connecticut Avenue and might cause traffic back ups through the intersection at Jones Bridge Road.

V-46

Option D (New curb lane on Connecticut Avenue (south)). The Chevy Chase Valley Community cannot decide whether "D" stands for disaster or danger. This option would increase traffic flow in the curb lane making exiting from driveways much more difficult and dangerous. Cars that do manage to exit their driveways and the side streets will find it difficult to merge into the lanes to the left and will be forced to turn right onto Jones Bridge Road. Buses will face the same problem. Obviously, the faster moving traffic in the curb lane and the increased distance from the curb to the median will increase the risk for pedestrians.

Because it would take the front lawns of residences and brings trucks from the beltway closer to the houses, it will also increase noise levels. This phenomenon was not studied in the environmental assessment.

The appearance of the area will be severely damaged by removing the trees along Connecticut Avenue. This will diminish property values and cause a general deterioration of this residential community. As indicated by the Planning Board's staff last May at the mandatory referral, the Master Plan for Kensington-Wheaton "is proposing a green corridor policy as a way of maintaining a better residential setting for homes adjoining major transportation corridors." The Master Plan for Bethesda-Chevy Chase emphasizes similar concerns.

After all of this destructive construction, the new lane would not be used that much. Studies show that only 15% of the cars headed south on Connecticut Avenue turn right onto Jones Bridge Road.

Option E (New curb lane on Connecticut Avenue (northbound)). Chevy Chase Valley opposes this option because it increases car and truck traffic on Connecticut Avenue above Jones Bridge Road and takes most of the front yards of the homes on that side of Connecticut Avenue. This option moves the sidewalk 22 feet closer to the front door of these homes than the road is now. This would require the removal of many large trees and would destroy the green corridor along Connecticut Avenue. It would also make many homes inaccessible by car. At 8911 Connecticut Avenue, the shortened driveway would measure just 15 feet. That is not even long enough to park a modest sized car.

A car that wants to turn into a driveway along Connecticut Avenue would turn on its blinker after passing Jones Bridge Road. Other drivers would expect the car to accelerate onto the access ramp for the Beltway. Instead, the car would virtually stop in order to make the sharp turn into the shortened driveway. This will certainly cause serious accidents. Leaving the driveways, the drivers would also be risking serious injury. They would be forced to back out blindly. (These driveways have very poor visibility because the houses are elevated and some driveways are shielded by retaining walls.) If, the drivers can safely back out into the curb lane without being hit, they will be forced to enter the Beltway headed east because according to this option, all cars in the lane would have to use the access ramp. It seems unlikely that either the federal or the state highway administration would support a project that places driveways on an access ramp to an interstate highway.

V-47

This option would bring the increased level of traffic on Connecticut Avenue closer to the houses. Accordingly, the noise and vibration levels would increase dramatically. The noise levels here already exceed the legal maximum. However, the environmental assessment does not even consider the effect of this option on noise levels.

Option F (Driveway mitigation project). No one supports this option even though it is not as bad as Option E. Drivers will use the project as an extra lane when traffic is heavy. Front yards with valuable trees and shrubs will be destroyed.

Option G (Widen Jones Bridge Road). Chevy Chase Valley supports this option, if it is built without moving the access ramp to the Beltway. This can be done because this option has no relation to the Build Alternative. The construction proposed for Jones Bridge Road will create better access for

the Chevy Chase Valley Community because traffic will not block Spring Valley Road anymore. It will also improve the flow of traffic through the intersection. This will make it possible to change the timing of the lights at the intersection. The extra time can be used to allow left turns onto Jones Bridge Road, which will alleviate traffic on Connecticut Avenue (south).

5. Other Speakers.

Other speakers will show you: (a) how pedestrians are endangered by the proposals; (b) how they are held captive in their own neighborhood by traffic flows; (c) how the options will increase noise in the homes; and (d) how the environmental assessment is inaccurate.

6. Conclusion.

In overview, the proposal casts the SHA in the role of an anti-Robin Hood. The SHA would be taking from the "poor" to give to the "rich." The proposal takes traffic off of Kensington Parkway, with its relatively low use, and places the burden on the already overburdened homes along Connecticut Avenue and in Chevy Chase Valley. Every traffic problem along Kensington Parkway is already matched or exceeded along Connecticut Avenue. The Build Alternative would take traffic from a road with a high level of service and put it on a road with a very low level of service. Please keep that in mind when you listen to the testimony of the proponents of the Build Alternative. Also, visit the neighborhoods. Walk up and down Kensington Parkway and Connecticut Avenue at rush hour and try to imagine what it is like to live in the homes nearby.

There has obviously been a lot of pressure on SHA to pursue this project. The SHA has even avoided state law to try to push the project through. Supposedly, all of this pressure comes from the Village of North Chevy Chase. If that is true, matters may soon get much worse. The Hughes Medical Institute, which has $5,000,000,000 in assets, now wants to build a conference center and offices at the intersection. Clearly, they will not be able to comply with the Adequate Public Facilities Ordinance without changes to the intersection.

However, their attorneys at Linowes & Blocker know how to put real pressure on the SHA and the county. The SHA must never forget that people live along Connecticut Avenue. Chevy Chase Valley implores the SHA not to let the pressure force it into a decision that destroys existing neighborhoods.

The SHA would be abusing its authority and public trust if it makes major changes in Chevy Chase Valley without properly considering the impact all along Connecticut Avenue. Its failure to consider the traffic congestion and future land use makes the proposed project extremely premature.

If I had the time, I could critique every paragraph of the environmental assessment. I will try to submit an analysis in writing, but more importantly, I urge you to look at the document critically and honestly. If you do, you will see many, many more problems. The environmental assessment is so lacking, it should not even be accepted and paid for. It is no basis for spending millions of dollars and destroying the value of people's homes.

Consider the shift of the burden of traffic over the last 23 years.

Take a broad view that considers traffic up and down Connecticut - not just on Kensington Parkway.

Consider what else can be done to improve weaving problems on the Beltway. The new fourth lane is certainly a start.

Think about whether the proposal really works and doesn't cause other backups through intersections.

Consider where the SHA will draw the line - when it will stop paving over residential neighborhoods.

Think about who the NIMBYs are - it is not the people who have already absorbed the burden of the traffic jams on Connecticut Avenue and half of the Beltway traffic from Kensington Parkway.

The SHA should recommend Options B and G only. Only after a thorough study of all of Connecticut Avenue, future land use in the area, and the effect of the Beltway improvements, should the SHA go back to the drawing board to find a way to alleviate traffic problems without simply shifting them onto the backs of others.

5823R/8153

V-49

1/6

PETITION NUMBER 1

117

Chevy Chase Village
5906 Connecticut Avenue
Chevy Chase, Maryland 20815
letter dated October 2, 1987

Signed petition representing results of a canvas of 144 homes in North Chevy Chase; 132 homes supported Build Alternative to remove commuter traffic from Kensington Parkway.

NOTE: Original and full petition is available for review at SHA, 707 North Calvert Street, Baltimore, Maryland 21202.

WE, THE UNDERSICNED RESIDENTS OF MONTGOMERY COUNTY, MARYLAND BEING OF MAJORITY AGE, HEREBY EXPRESS OUR APPROVAL OF THE PROPOSAL OF THE MARYLAND STATE HIGHWAY ADMINISTRATION TO RELOCATE THE NORTHEAST BOUND RAMP OF THE I-495/CONNECTICUT AVENUE INTERCHANGE OF THE BELTWAY FROM KENSINGTON PARKWAY TO CONNECTICUT AVENUE AND WE URGE THAT THIS PROPOSAL BE ADOPTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION:

NAME	ADDRESS	TELEPHONE
[illegible]	5815 Kensington Pkwy.	656-8379
Estella K. Steinhaus	8801 Kensington Pkwy	652-4588
Louis J. Kendrick	8805 Kens. Pkwy	656-6484
[illegible]	8509 Kensington Pkwy	645-0786
Richard D. Colburn	8509 Kensington Pkwy	654-0786
[illegible]	3704 Water Rd	656-0314
Jan Boggs	3704 Manor Rd	656-0314
Jerry Petrash	8811 Kensington Pkwy	654-6603
Joan P. Petrash	8811 Kensington Pkwy	654-6603
Theresa T. Petrash	8811 Kensington Pkwy	654-6603
[illegible]	8813 Kensington Pkwy	657-4147
Christine M. Leahy	8813 Kensington Pkwy	657-4147
[illegible]	3817 Kenilworth Dr	656-7655
Joan M. Kocen	3821 Kenilworth Drive	656-5363
[illegible]	3827 Kenilworth Dr.	652-1675
Thomas R. Drago	3814 Kenilworth Dr.	652-4741
[illegible]	3812 Kenilworth Dr.	652-4564
Richard D. Colburn	8509 Kensington Pkwy	654-0786
Robert C. Funk	5519 Montgomery Ave.	654-6258

PETITION NUMBER 2

Petition to Protect the Connecticut Ave. Neighborhoods (Chefy Chase Valley Citizens Association)
3909 Montrose Drive
Chevy Chase, Md. 20815

Postmarked December 2, 1987

NOTE:

Original and full petition is available for review at SHA, 707 North Calvert Street, Baltimore, Maryland 21202

Signed petition supporting No-Build Alternative (244 signatures)

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Village of Chevy Chase Sect 5

PETITION TO PROTECT THE CONNECTICUT AVENUE NEIGHBORHOODS

WE THE UNDERSIGNED, WHOSE HOMES ARE LOCATED INSIDE THE CAPITAL BELTWAY, ON OR NEAR CONNECTICUT AVENUE, PROTEST THE STATE HIGHWAY ADMINISTRATION PLAN TO REMOVE THE KENSINGTON PARKWAY BELTWAY RAMP TO CONNECTICUT AVENUE AND TO EXPAND CONNECTICUT AVENUE TO SEVEN (7) LANES IN THE AREA BETWEEN JONES BRIDGE ROAD AND THE BELTWAY. WE BELIEVE THAT:

1. The plan imposes unduly hazardous conditions on residential and pedestrian use of the section of Connecticut Avenue to be structurally modified.
2. No justification exists for an "improved level of service" at the Jones Bridge - Connecticut intersection, since an increased flow of traffic through this point will only serve to compound the problems which already exist along the avenue and at East-West Highway, in particular. We predict that this will be used as a subsequent justification for widening Connecticut Avenue to points further south.
3. The residential integrity of Connecticut Avenue will be jeopardized by the new opportunity for truck access to the eastbound beltway which will be created if this plan is implemented.

	SIGNATURE	ADDRESS
1.	Patricia D. Dean	3817 Williams Lane, Ch.Ch.
2.	David Eschreiber	2725 Daniel Rd CC
3.	Linda Sherman	3815 William Lane CC
4.	Jeffrey D Haines	3815 Williams Lane CC
5.	Ellen W. Gasser	3811 Williams Lane
6.	Stuart L. Gasser	3811 Williams Lane
7.	Irene Emmet	3809 - Williams Lane
8.	Judy M. Shore	3812 Williams Lane
9.	Dayarre D. Purcell	3802 Williams La
10.	Lynn Purcell	3802 Williams La
11.	[illegible]	3804 Williams La
12.	[illegible]	3718 " "

1

cc:

December 2, 1987

PROJECT DEVELOPMENT DIVISION
Dec 17 9 36 AM '87

The State Highway Administration
Project Development Division
P.O. Box 717
Baltimore, Maryland 21203

RE: STATE PROJECT #M600-101-370

Gentelmen:

As a resident of Chevy Chase, Maryland and the owner of two homes in the area -- 3806 Thornapple Street and 7107 Connecticut Avenue --, I wish to register my strong objection to all of the Build Alternatives under consideration.

The area is already conjested and highly polluted, and certainly the implementation of any one of your proposed plans would push the air and noise pollution in Chevy Chase to unbearable limits.

Sincerely,

Guity A. Dubroff

GD:vyq
cc-area

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Response to Citizen Letter #1:
(Guity A. Dubroff)

1. Because of the inappropriateness of major interstate traffic on Kensington Parkway, SHA believes that the relocation of this ramp from Kensington Parkway to Connecticut Avenue is the proper action.

2. Potential air and noise impacts associated with the Build Alternative were discussed in the Environmental Assessment. Please refer to Sections III.B.4.d. and e. of this FONSI for a summary of these impacts. These impacts are not expected to be significant.

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2

The State Highway Administration
Project Development Division
P.O. Box 717
Baltimore, Maryland 21203

December 1, 1987

Re: State Project # M600-101-370

Dear Sirs:

The proposed relocation of the East Bound Beltway Ramp to Connecticut Avenue from Kensington Parkway has me greatly alarmed when considering the certain ensuing repercussions.

It must be reconsidered and realized that this action will endanger our neighborhoods and any local activities which we attempt to conduct. This is not undeveloped land in the suburbs, this is densely populated property just 3 miles from the Washington, D.C. border. We already suffer the traffic load from commuters and more than our share of trucks. The noise pollution on Connecticut Avenue already exceeds Federal Standards, and any increase in traffic will only compound our environmental concerns.

I adamantly oppose the above referenced project proposal and would like to suggest a referendum on this proposal.

Our safety and cleanliness is at stake. Please reconsider this motion.
It is already unsafe and nearly impossible to cross Connecticut Ave. from East to West as a pedestrian. Please don't make it worse solely for the benefit of more one-occupant autos and trucks.

Sincerely,

Hon. Orman W. Ketcham
NAME

2 East Melrose Street,
ADDRESS Chevy Chase, Md., 20815

V-53

Response to Citizen Letter #2:
(Honorable Orman W. Ketcham

1. The State Highway Administration will take every reasonable measure to protect the residential integrity along northbound Connecticut Avenue from adverse consequences due to increased traffic volumes. On the basis of noise impacts presented in the Environmental Assessment, the Build Alternative is not projected to result in significantly increased noise levels in comparison to the No-Build. Please refer to Section III.B.4.e. of this FONSI for a summary of these impacts.

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The State Highway Administration
Project Development Division
P.O. Box 717
Baltimore, Maryland 21203

December 10, 1987

Re: State Project # M600-101-370

Dear Sirs:

The proposed relocation of the East Bound Beltway Ramp to Connecticut Avenue from Kensington Parkway has me greatly alarmed when considering the certain ensuing repercussions.

It must be reconsidered and realized that this action will endanger our neighborhoods and any local activities which we attempt to conduct. This is not undeveloped land in the suburbs, this is densely populated property just 3 miles from the Washington, D.C. border. We already suffer the traffic load from commuters and more than our share of trucks. The noise pollution on Connecticut Avenue already exceeds Federal Standards, and any increase in traffic will only compound our environmental concerns.

I adamantly oppose the above referenced project proposal and would like to suggest a referendum on this proposal.

Our safety and cleanliness is at stake. Please reconsider this motion.

Sincerely,

James Lausaurer
NAME

100 E. Lenox St. Chevy Chase MD 20815
ADDRESS

Sirs: This matter, and your 12/4/87 planned case closed date, have only today come to my attention as I have been out of town. I daily commute using the existing Kensington Ave entrance to the Beltway and recently considered 3 years ago purchasing a house on Kensington Ave. The existing road system is fully adequate for commuters. The traffic load is acceptable to Kensington residents. [illegible] preserve the status

Response to Citizen Letter #3:
(James Lausaurer)

1. **SHA fully appreciates the strong opinions expressed in opposition to relocation of the ramp from Kensington Parkway to Connecticut Avenue. As discussed in Section III of this document, SHA will undertake actions to minimize potential impacts associated with the Build Alternative. In view of the inappropriateness of major interstate traffic on Kensington Parkway, however, SHA believes that relocation of this ramp is the proper action.**

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. M 600-101-370
Interstate Route 495/Connecticut Avenue (MD Route 185)
Interchange Reconstruction
PDMS No. 151114
Location/Design Public Hearing
Monday, November 16, 1987 - 7:30 p.m.

NOV 21 9 24 AM '87 PROJECT DEVELOPMENT DIVISION

NAME LORNA GRIFFIN DATE NOV 16

PLEASE PRINT ADDRESS 8901 KENSINGTON PKWY.

CITY/TOWN CHEVY CH STATE MD ZIP CODE 20815

I/~~We~~ wish to comment or inquire about the following aspects of this project:

ON OPTION B- DO NOT UNDERSTAND WHY IT WOULD CREATE LONGER GAP, AS ILLUSTRATION SHOWS SO EXIT WOULD COME OUT AT SAME PLACE AS AT PRESENT.

ON OPTION C - WHY WOULD IT PRECLUDE OPTION A? KENS PKW. RESIDENTS WOULD STILL NEED IT, AND MAP SHOWS NO REASON NOT TO HAVE IT.

COMMENT. OPPONENTS OF CHANGE CLAIM CONN. AVE. IS RESIDENTIAL ST. IT IS CLEARLY A MAIN ARTERY, RUNNING THROUGH D.C. AND FAR INTO MONT. CO., UNLIKE OUR BRIEF STRETCH KNOWN AS KENSINGTON PKW.

☐ Please add my/our name(s) to the Mailing List.*

☐ Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

V-55

Response to Citizen Letter #4:
(Ms. Lorna Griffin)

1. Option B would create additional gaps along southbound Connecticut Avenue by virtue of the fact that both the northbound left turn and southbound right turn from the eastbound Beltway exit ramp would be signalized. During the yellow phase between this movement and the southbound Connecticut Avenue movement, traffic gaps would be created.

2. Options A and C have been deleted from further consideration.

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. M 600-101-370
Interstate Route 495/Connecticut Avenue (MD Route 185)
Interchange Reconstruction
PDMS No. 151114
Location/Design Public Hearing
Monday, November 16, 1987 - 7:30 p.m.

NOV 24 9 27 AM '87
PROJECT DEVELOPMENT DIVISION

NAME Mrs. George E. Geesey DATE 11/20/87

PLEASE PRINT ADDRESS 3612 Faircastle Drive

CITY/TOWN Chevy Chase STATE MD ZIP CODE 20815

I/We wish to comment or inquire about the following aspects of this project:

1. As owners of property abutting the current Kensington Parkway ramp, we are, of course, pleased at the Build Option. But it it is because it will remove the heavy traffic from Kensington Parkway rather than because the ramp is an annoyance. Entering or leaving home via Husted Driveway is dangerous at best, and frequently time-consuming, too. I realize that the residents west of Connecticut Avenue have these same frustrations, but the no-build option will not improve their situation, as it will ours.
2. If a car-alerted signal were placed at the intersection of Spring Valley Road and Connecticut Avenue, it would at least give those fifty households access to Jones Bridge Road and therefore, Connecticut. If (or when) the necessity for a light southbound on Kensington Parkway is gone, perhaps the above could be implemented.
3. Above all, regardless of what is decided, I believe it is important to remember that people live in the area; certainly we are entitled to access and egress from our homes. Present morning rush traffic frequently denies us that, both on Kensington Parkway and Jones Mill Road.

☐ Please add my/our name(s) to the Mailing List.*

☐ Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

V-56

Response to Citizen Letter #5:
(Mrs. George E. Geesey)

1. The selected Build Alternative includes a number of actions which are anticipated to reduce impacts associated with the relocation of the ramp to Connecticut Avenue.

2. As a part of the selected Build Alternative, SHA will request that Montgomery County consider installing a traffic signal at the intersection of Spring Valley Road and Jones Bridge Road. This traffic signal would be coordinated with the signal at Connecticut Avenue and Jones Bridge Road and would be installed in order to facilitate movements out of the Chevy Chase Valley Community.

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. M 600-101-370
Interstate Route 495/Connecticut Avenue (MD Route 185)
Interchange Reconstruction
PDMS No. 151114
Location/Design Public Hearing
Monday, November 16, 1987 - 7:30 p.m.

NOV 21 9 25 AM '87 PROJECT DEVELOPMENT DIVISION

NAME DR. BERNHARD WITKOP 3807 MONTROSE DRIVEWAY CHEVY CHASE, MD 20815 DATE Nov. 20, 1987.

PLEASE PRINT ADDRESS

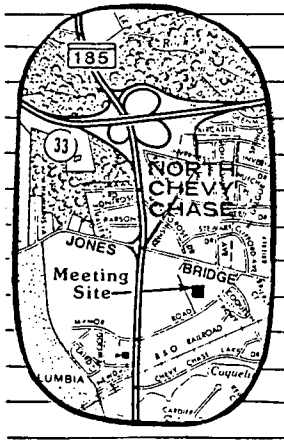
CITY/TOWN STATE ZIP CODE

I/We wish to comment or inquire about the following aspects of this project:

"PROGRESS" and "DEVELOPMENT", i.e. more local and more through-TRAFFIC will not spare N. CHEVY CHASE, notwithstanding strong EMOTIONAL PLEAS OF THE OPPONENTS of the RAMP-MOVE FOR WHICH ALL CITIZENS OF N. CHEVY CHASE will have to make SOME SACRIFICE.

THE ONLY RATIONAL SOLUTION IS ADUMBRATED ON THE STREET MAP ON WHICH CONNECTICUT AVENUE IS A NUMBERED HIGHWAY AND NATIONAL MAIN ARTERY, WHILST KENSINGTON IS A PARKWAY AND LOCAL STREET NEVER INTENDED FOR TRUCK AND INTERSTATE TRAFFIC.

IT APPEARS THAT SHA IS FULLY COGNIZANT OF THIS SITUATION WHICH FOR 20 YEARS HAS INCONVENIENCED U.S.



☐ Please add my/our name(s) to the Mailing List.* Bernhard Witkop

☐ Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

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Response to Citizen Letter #6:
(Dr. Bernhard Witkop)

1. The selected Build Alternative will remove all interstate traffic from Kensington Parkway and addresses the issues raised by Dr. Witkop.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. M 600-101-370
Interstate Route 495/Connecticut Avenue (MD Route 185)
Interchange Reconstruction
PDMS No. 151114
Location/Design Public Hearing
Monday, November 16, 1987 - 7:30 p.m.

NOV 20 9 58 AM 1987 PROJECT DEVELOPMENT DIVISION

NAME Orville W. Zastrow DATE Nov.

PLEASE PRINT ADDRESS 3711 Kenilworth Dr.

CITY/TOWN Chevy Chase STATE Maryland ZIP CODE 20815

I/We wish to comment or inquire about the following aspects of this project:

I am a long time (30 year) resident of North Chevy Chase and a past Chairman of the North Chevy Chase Citizens Committee. I was at your hearing on November 16 but did not make a statement at that time.

I aporeciated the competent presentation of the issues and the way the meeting was handled. It seems to me that the issues were addressed to a greater degree than many people seemed willing to accept.

I wish to go on record as follows:

1. Please use the "build" alternative, along with option A if at all possible to allow egress and better bus service for our community.

2. Use option F, if that can be done in a way to truly help residents on the east side of Connecticut Avenue. Or, alternately, could these residents be provided with access to their rear to Kenilworth Driveway or the church parking lot?

3. Please expedite plans and construction. Don't allow this to be studied to death. People need to recognize that there are no neat answers to these situations. All we can do is carefully weigh the alternatives, select the best (or least objectionalble), and go ahead.

4. Do now some of the things that can help the people in the Chevy Chase Valley community. Why do they not already have street markings at intersections and "do not block intersection" signs to help them get onto Jones Bridge Road?

5. I oppose Options C, D, and G. It is wrong to penalize residents further, simply to increase traffic flow along thoroughfares. It merely shifts the problems to bottlenecks elsewhere. Along Connecticut Avenue, more traffic flow here will bring pressure for more street widening, dehumanizing of residential communities and rezoning which will again increase traffic volume.

Our daily commuter traffic has become a monster. It will saturate and overwhelm every facility we can afford, as long as people keep moving farther from places of work and then insist on driving to work, one person per car.

☒ Please ~~add my/our name(s) to the Mailing List.*~~ change our house number from 3715 to 3711

☐ Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

V-58

Response to Citizen Letter #7:
(Mr. Orville W. Zastrow)

1. The selected Build Alternative will remove all interstate traffic from Kensington Parkway. Bus service will remain as it currently exists, using southbound Kensington Parkway at Connecticut Avenue. Option F has been dropped from further consideration.

2. This project is currently not funded for design nor construction.

3. During final design, SHA will request that Montgomery County consider a traffic signal at Spring Valley Road/Jones Bridge Road.

4. Options C, D, and G have been dropped from further consideration.

8

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

NOV 20 9 58 AM '87
PROJECT DEVELOPMENT DIVISION

Contract No. M 600-101-370
Interstate Route 495/Connecticut Avenue (MD Route 185)
Interchange Reconstruction
PDMS No. 151114
Location/Design Public Hearing
Monday, November 16, 1987 - 7:30 p.m.

NAME Richard L. Wilson DATE 11/17/87

PLEASE PRINT ADDRESS 8905 Kensington Pkwy

CITY/TOWN Chevy Chase STATE MD ZIP CODE 20815

I/We wish to comment or inquire about the following aspects of this project:

Urge you to adopt Build alternative with Option A (Green Road)
I live on Kensington Pkwy (for nine years) and I have endured:
(1) speeding cars
(2) rude drivers
(3) illegal trucks
(4) air pollution from exhausts
(5) extreme difficulty in entering and leaving side streets because of traffic
(6) danger in crossing Kens Pkwy
(7) a divided community.

Please help us solve this problem.

☐ Please add my/our name(s) to the Mailing List.*

☐ Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

V-59

Response to Citizen Letter #8:
(Mr. Richard L. Wilson)

1. The selected Build Alternative will remove all interstate traffic from Kensington Parkway and accomplishes the majority of the issues identified in Mr. Wilson's comment.

126

!00!00

November 17, 1987

Neil Pederson, Director
Office of Planning
State Highway Administration
P.O.Box 717
Baltimore, MD 21203-0717

PROJECT DEVELOPMENT DIVISION
NOV 19 8 54 AM '87

Mr. Pederson:

I am writing to urge the State Highway Administration to support the efforts of residents in North Chevy Chase, Maryland, to have the Beltway exit ramp moved from Kensington Parkway to Connecticut Avenue.

We live in Rock Creek Hills, just up Kensington Parkway from the exit. I almost never let my children travel by foot or by bike down Kensington Parkway to North Chevy Chase, where we are members of the community swimming pool, because of the exit ramp. From what I have seen, there are drivers out there racing to the ramp down Kensington Parkway who would rather run over any obstacle in their path than slow down to let a pedestrian cross the ramp or Kensington Parkway to Husted. When I do let them go to the pool via Kensington Parkway, they must go together because I believe there is some margin of safety in numbers. I always wonder if my theory is right until the children get home safely.

There is a bike path to North Chevy Chase that runs parallel to Stoneybrook, but taking that route adds about a mile the trip to North Chevy Chase. People taking that route still have to cross Stoneybrook at Brierly, which can be a breath-taking experience itself in avoiding disaster.

Thank you.

Sincerely,

Nancy Suniewick

Nancy Suniewick
9616 Hawick Lane
Kensington, MD 20895
949-0441

RECEIVED
NOV 19 1987
#906
DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

V-60

Response to Citizen Letter #9:
(Ms. Nancy Suniewick)

1. **The selected Build Alternative will remove all interstate traffic from Kensington Parkway.**

2. **Removal of interstate traffic from Kensington Parkway should improve the safety of bicyclists along Kensington Parkway. During final design, consideration will be given to the construction of a sidewalk along the east side of Connecticut Avenue.**

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. M 600-101-370
Interstate Route 495/Connecticut Avenue (MD Route 185)
Interchange Reconstruction
PDMS No. 151114
Location/Design Public Hearing
Monday, November 16, 1987 - 7:30 p.m.

PROJECT DEVELOPMENT DIVISION
NOV 12 2 06 PM '87

NAME MAX H. MORRIS, P.E. DATE 11/06/87

PLEASE PRINT ADDRESS 3714 KENILWORTH DRIVE

CITY/TOWN CHEVY CHASE STATE MARYLAND ZIP CODE 20815

I/We wish to comment or inquire about the following aspects of this project:

OPTION C : IF TRUCKS ARE TO USE LEFT TURN FOR EB 495, TRAFFIC WEAVING MAY BEGIN AS FAR SOUTH AS MANOR RD ADDING TO TRAFFIC HAZARDS INCREASINGLY AS N.B. JONES BRIDGE RD VEHICLES MERGE INTO CONNECTICUT AVE STRAIGHT NORTHBOUND. SB CONN AVE WILL BE COMPRESSED REQUIRING SIGNAL CHANGES FROM REACH DR, AND SB I495 TO CONN AVE RAMP AND LEFT TURN TO EB RAMP TO I 495

OPTION A : IF ADOPTED PLEASE PROVIDE A BUS REVETMENT-STOP AT CONN AVE FOR PEDESTRIANS, SINCE THE ROADWAY WILL BE CHAIN LINK FENCED IN PLEASE PROVIDE AN 8-FOOT HIGH TURNSTILE OPENING AT THE INTERSECTION OF INVERNESS AND KENILWORTH DRIVES SO PEDESTRIANS MAY PASS THROUGH TO BUS STOP BUT PHYSICALLY PREVENT SMALL CHILDREN OR PETS FROM EMERGING INTO TRAFFIC.

☐ Please add my/our name(s) to the Mailing List.*

☐ Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

V-61

Response to Citizen Letter #10:
(Mr. Max H. Morris)

1. Option C has been dropped from further consideration.

2. Option A has been dropped from further consideration, southbound Kensington Parkway will remain as it exists today at its intersection with Connecticut Avenue.

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. M 600-101-370
Interstate Route 495/Connecticut Avenue (MD Route 185)
Interchange Reconstruction
PDMS No. 151114
Location/Design Public Hearing
Monday, November 16, 1987 - 7:30 p.m.

NOV 25 9 43 AM '87 PROJECT DEVELOPMENT DIVISION

NAME Anne F. Kiger DATE 11/21/87

PLEASE PRINT ADDRESS 9101 Kensington Parkway

CITY/TOWN Chevy Chase STATE MD ZIP CODE 20815

I/We wish to comment or inquire about the following aspects of this project:

Since I live on the Beltway ramp in question, I strongly urge the SHA to remove the ramp from Kensington Parkway and place it on Connecticut Ave. Even though I bought this house after the ramp + beltway were already installed & never envisioned the hazards, trash, noise, air pollution, and hazard it would become to cars + pedestrians. It should not be on this 2 lane residential road. However I also feel that the Chevy Chase Valley Community has every right not to have further property taken from them unless it will benefit them in some way. Also why must the SHA permit trucks to use the ramp if it is relocated on Conn. Ave.? They could just as easily continue to prohibit trucks to use the ramp no matter where it is located. In this way the SHA could make a few compromises in its plans. Most of all though I think the ramp relocation would greatly help to make our entire area safer for cars + people.

☐ Please add my/our name(s) to the Mailing List.*

☐ Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

V-62

Response to Citizen Letter #11:
(Ms. Anne F. Kiger)

1. The Selected Build Alternative will remove all Interstate traffic from Kensington Parkway.

2. The State Highway Administration will take every reasonable measure to protect the residential integrity along northbound Connecticut Avenue from adverse consequences due to increased traffic volumes. Prohibition of trucks from the new ramp, however, would be a violation of state law which permits trucks on all state routes (Connecticut Avenue is Maryland Route 185).

HOPE EASTMAN
SEVENTH FLOOR
4800 HAMPDEN LANE
BETHESDA, MARYLAND 20814

November 17, 1987

Neil J. Pedersen, Director
Office of Planning and Preliminary
Engineering
State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203-0717

Re: Interstate Route 495/Maryland Route 185
Interchange Reconstruction

Dear Mr. Pedersen:

This letter is for inclusion in the hearing record on the above-captioned matter and is in support of the relocation of the Beltway ramp from the Kensington Parkway to Connecticut Avenue. Kensington Parkway is the natural route from Rock Creek Hills, where we reside, to North Chevy Chase. Our children share common schools with the children in North Chevy Chase. However, we are extremely reluctant to allow our children to ride their bicycles on Kensington Parkway because of the need to cross the line of traffic entering the Beltway.

Sincerely,

Hope Eastman
3526 Raymoor Road
Kensington, MD 20895

Response to Citizen Letter #12:
(Ms. Hope Eastman)

1. **The Selected Build Alternative will remove all interstate traffic from Kensington Parkway.**

8911 Kensington Pkwy.
N. Chevy Chase, Md. 20815

RECEIVED
DEC 3 1987
STATE OFFICE OF PLANNING & PROGRAMMING

December 2, 1987

Dear Sir:

I want to go on record as being in favor of removing the Kensington Parkway entry ramp to I-495. The ramp should never have been placed as it was; in effect using a recidential street as a beltway entry ramp extending from Jones Bridge Road to I-495.

Respectfully,
Mrs. Frances J. Miller

Mr. Neil J. Pederson
Director, Office of Planning
and Engineering
State Highway Administration
Box 717
Baltimore, Md. 21203

Response to Citizen Letter #13:
(Mrs. Frances Miller)

1. The Selected Build Alternative will remove all interstate traffic from Kensington Parkway.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. M 600-101-370
Interstate Route 495/Connecticut Avenue (MD Route 185)
Interchange Reconstruction
PDMS No. 151114
Location/Design Public Hearing
Monday, November 16, 1987 - 7:30 p.m.

RECEIVED
D.C. - D87

NAME Martha E. Fisher DATE 12/1/87

PLEASE PRINT ADDRESS 3507 Inverness Dr

CITY/TOWN Chevy Chase STATE MD ZIP CODE 20815

I/We wish to comment or inquire about the following aspects of this project:

We experience considerable cut-through traffic on our street during the evening rush hour period. These cars are going from Jones Bridge Rd. via Brierley Rd. Inverness Dr. and Montgomery thru to Kensington Pkwy to the Beltway ramp to and Silver Spring. With cars coming on it, our street is not wide enough for two cars going in opposite directions & cars on curbs. The street was not designed to carry this type of traffic. It creates a hazard for pedestrians, particularly for children returning from friends homes for the dinner hour. Please move the beltway ramp to Connecticut Ave.

Sincerely,
Laura Biggi
Martha E. Fisher
Keith Grimes

☑ Please add my/our name(s) to the Mailing List.*

☐ Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

V-65

Response to Citizen Letter #14:
(Ms. Martha E. Fisher)

1. The Selected Build Alternative will remove all interstate traffic from Kensington Parkway. Because of similar concerns regarding cut-through traffic expressed by representatives of the Chevy Chase Valley Citizens Association, SHA, in conjunction with Montgomery County, will restrict cut-through traffic in this community which is destined for new Ramp N-E.

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

DEC 7 11 11 AM '87
PROJECT DEVELOPMENT DIVISION

Contract No. M 600-101-370
Interstate Route 495/Connecticut Avenue (MD Route 185)
Interchange Reconstruction
PDMS No. 151114
Location/Design Public Hearing
Monday, November 16, 1987 - 7:30 p.m.

NAME Peter L. Murray DATE 12-2-87

PLEASE PRINT ADDRESS 3715 Kentworth Drive North

CITY/TOWN Chevy Chase STATE MD ZIP CODE 20815

I/We wish to comment or inquire about the following aspects of this project:

I wish to commend SHA on this ~~[illegible]~~ in-depth study of the Kensington Pkwy exit ramps. Your presentation of the problems and your alternate solutions are sound, long needed and long awaited - Thank you

Peter L. Murray

V-66

☐ Business Reply - 7¢ Plus Postage
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☐ Short Paid, etc.

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to the Mailing List.*

) from the Mailing List.

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on the project Mailing List.

Response to Citizen Letter #15:
(Mr. Peter L. Murray)

1. The Selected Build Alternative will remove interstate destined traffic from Kensington Parkway.

WAYNE ELLIOT DORMAN
3805 MONTROSE DRIVEWAY
CHEVY CHASE, MARYLAND
20815-4701

December 2, 1987

PROJECT DEVELOPMENT DIVISION
DEC 7 3 14 PM '87

Mr. Neil J. Pedersen, Director
Office of Planning & Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Re: Ramp Relocation at Connecticut Avenue and I-495

Dear Mr. Pedersen:

We support the Build Alternative which meets the number one objective of the whole area of Chevy Chase. We object to Option G at this time, because the fate of the property south of Jones Bridge Road has not been decided.

The other Options should be decided by the professional staff of the SHA for the safety and convenience of everyone - residents, commuters, etc. The public transportation problem has been exaggerated, in our opinion, because bus service is available on Jones Bridge Road and Connecticut Avenue. We do not agree that construction of the Green Road is an absolute necessity.

We attended the hearing on November 16th at North Chevy Chase school. We were very impressed with the presentations by the SHA representatives and the thoroughness of the study.

Sincerely,

Wayne E. Dorman

Mary E. Dorman

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DEC 7 1987
PLANNING & PRELIMINARY ENGINEERING

V-67

Response to Citizen Letter #16:
(Mr. Wayne Elliot Dorman)

1. SHA has selected the Build Alternative for this project. Option G has been dropped from further consideration.

2. With the exception of Option B, which will receive further consideration during the final design process (ramp from eastbound Beltway to southbound Connecticut Avenue), all other options have been dropped from further consideration. Because Kensington Parkway traffic movements will not be altered at the Connecticut Avenue/Jones Bridge Road/Kensington Parkway intersection, changes in bus routes will not be necessary.

Nov. 27, 1987.
Page 1 of 2

Maryland Dept. of Transp.
State Hwy. Admin.
Attn.: Ms. Barbara Ostrom
707 N. Calvert St.
Baltimore, MD. 21202

RECEIVED
12-5-7
DEC 2 1987
TRAFFIC
FORECASTING
SECTION

Dear Ms. Ostrom:

I have not received the information requested in my letter handed over to you on the evening of Nov. 16th at the public hearing for I-495/Conn. Ave. Interchange project. I had called Mr. Warren Hughes of BMI on Nov. 18th to get the information, but he said that he won't be able to release the same unless you (or someone from SHA) directs him to do so. To reiterate my request for the information I needed as follows:-

① Length from nose-to-nose, from the existing SB on-ramp from Conn. Ave. to EB I-495 to the existing on-ramp from NB Kensington Pkwy. to EB I-495. I need this length to determine the weaving LOS for Option C.

② Traffic movement counts at the intersection of Conn. Ave./Jones Bridge Rd./Kensington Pkwy. for existing (1987 or earlier when the counts were taken) and future (2010) conditions to look at the impact of

V-68

Response to Citizen Letter #17:
(Sanjeev Malhotra)

1. Mr. Malhotra's request for information (received November 16, 1987) was forwarded to Mr. Malhotra in December, 1987. Items 1 and 2 as noted below were included in this transmittal.

Nov. 27, 1987
Pg. 2 of 2

without the Option G improvements.

I feel that the Build Alternative should not be implemented, as there are cheaper alternatives available e.g., Option C would permit SHA to replace existing Ramp H at a cost of $0.90 million compared to $2.83 million for the Build Alternative (more than three times!!!). I am not sure if the Build Alternative would really help in ~~improving~~ relieving the congestion on Conn. Ave. corridor compared to Option C. Instead, if you implement Option G, without closing SB Kensington Parkway, in conjunction with Option C, you can accomplish the task at a cost of $2.83 million for both Options C and G compared to the Build Alternative only at the same cost. The cost figures have been taken from Figure 8 of the Oct. 1987 document made available to the citizens.

I would further want you to clarify if the V/C (Volume/Capacity) ratios shown on Figure 8 have been obtained using the procedures described in 1985 HCM (Highway Capacity Manual). If not, please quote the source, and send me the copies of relevant pages for me to evaluate the V/C independently for Option C.

Hoping for an early reply.

Yours Truly,
Sanjeev Malhotra

[illegible] P.O. Box 392 KENSINGTON, MD 20895

V-69

Citizen Letter #17 continued

2. Option C accommodates the northbound Connecticut Avenue to eastbound Beltway movement with a left-turn onto an existing loop ramp at Connecticut Avenue. Traffic operations associated with this configuration are not acceptable.

3. Option G has been deleted from further consideration.

4. The volume to capacity ratios shown in Figure 8 of the Public Hearing handout (as well as in the Environmental Assessment and this FONSI), have been developed using the procedures described in the 1985 Highway Capacity Manual.

Snap off

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RAPID LETTER
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TO THE STATE HIGHWAY ADMINISTRATION
PROJECT DEV. DIVISION
P.O. BOX 717
BALTIMORE, MD 21203

WILLIAM R. TOOKER
8101 CONNECTICUT AVE. S 310
CHEVY CHASE, MD 20815

SUBJECT STATE PROJECT # M600-100-370

DATE 12/1/87

MESSAGE I PROTEST THE PLANS OF THE ABOVE PROJECT. THE CONFISCATION OF RESIDENTIAL AND COMMERCIAL LAND TO WIDEN CONNECTICUT AVE., THE ADDITION OF 300 TO 400 TRUCKS PER DAY TO AN ALREADY HEAVILY TRAVELED ROAD, AND THE INCREASE OF AIR & NOISE POLLUTION TO AN ALREADY OVER TAXED SITUATION IS NOT ACCEPTABLE. OPTIONS H THROUGH G DO NOT RELIEVE ANY OF THE STRONG OBJECTIONS TO THIS PLAN.

SIGNED

DATE

REPLY

SIGNED

TOPS FORM 3801 UNISYS

DESIGN 1 REPLY ORIGINAL COPY — RETAIN WHITE COPY

V-70

Response to Citizen Letter #18:
(Mr. William R. Tooker)

1. The Selected Build Alternative would remove all interstate traffic from Kensington Parkway. Construction of the new ramp and other modifications at the Connecticut Avenue/Beltway interchange would be accomplished within SHA right-of-way. No widening is proposed along Connecticut Avenue, and all improvements will be made within existing curb lines to the maximum extent possible. With the exception of Option B, which will receive further consideration during the design process, all other options have been dropped from further consideration. Air and noise impacts associated with the Build Alternative were evaluated in the Environmental Assessment and have been determined to not be significant. Please refer to Sections III.B.4.d and e. of this FONSI for a summary of these impacts.

19

RECEIVED

MAY 22 1989

DIRECTOR, Office of
PLANNING & PRELIMINARY ENGINEERING

284

8806 Spring Valley Rd.
Chevy Chase, Md. 20815
May 17, 1989

Mr. Neil J. Pedersen, Director
Office of Planning and Preliminary Engineering
State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203-0717

This is to comment on the SHA notice that you have finalized on the plans for the interchange reconstruction at the intersection of Interstate Route 495 and Maryland Route 185 (Capital Beltway and Connecticut Avenue). The purpose of the project seems to be the desire to reduce traffic congestion on Kensington Parkway. While the project will accomplish the removal of this traffic, and is much improved over the previous plans that have been presented, the present proposal still does not address all of the problems and there is still the question as to whether this is a proper action to take at this time. Will it develop more problems that it solves? Is it the cost effective method of handling the problem?

Additional problems to be addressed

The problems that are not addressed by the study are: what provisions will be made for pedestrian traffic to cross Connecticut Avenue if the proposed changes are made? And what impact will the new developments in the area have on the project?

Currently passengers from northbound Connecticut Ave. busses and other pedestrians wanting to cross Connecticut Ave. can wait until Jones Bridge eastbound traffic begins to move, mostly to Kensington Parkway, at which time one can cross to the median. If this traffic moves to Connecticut Ave., the opportunity to cross will be taken away. And unless the sidewalk is installed before the traffic change is made, it will not be possible to walk to the corner where the traffic light is located.

Since the project was first planned, there have been new developments in the area. The County has authorized the building of a new conference center at the southwest corner of Connecticut Avenue and Jones Bridge Road, and a new housing development has been started just west of this new conference center. In connection with the new traffic load caused by these two developments there has been authorized a new traffic light on Jones Bridge Road. This change in traffic level and traffic orientation needs to be considered.

V-71

pub hearing

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

June 15, 1989

Mr. Frederick W. Lawrence
8806 Spring Valley Road
Chevy Chase, Maryland 20815

Dear Mr. Lawrence:

Thank you for your recent letter concerning the State Highway Administration's decision to relocate the ramp onto the Capital Beltway from Kensington Parkway to Connecticut Avenue.

The decision was a difficult one and came only after weighing all factors and carefully considering each of the comments we received. It is our feeling that we have selected the proper course of action to serve both area residents and the driving public.

One of the main purposes of this project is to take interstate bound "through" traffic off Kensington Parkway, a local road. We do not believe that changes to the timing of the traffic signal at Jones Bridge Road and Connecticut Avenue would be appropriate because traffic that wishes to access the interstate will continue to wait to go, and if insufficient time is given for the movement, it will only further back-up Connecticut Avenue.

We will be addressing your concerns about pedestrian traffic in the design phase of this project. At that time, we will look at ways to address pedestrians crossing Connecticut Avenue, including the feasibility of constructing a sidewalk on the east side of Connecticut Avenue.

We have taken into consideration the new development in the area. We do not feel that the development, including the projects you mentioned, will change the relative merits of moving the ramp vis-a-vis the alternative of not moving the ramp.

At this time, only the planning phase has been funded. When money does become available for engineering and construction, we will proceed with the project.

Thank you for your participation in the decision making process. We appreciate your interest and input.

Very truly yours,

Neil J Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP/ih
cc: Mr. Michael Snyder (w/incoming)
Mr. Louis H. Ege, Jr. (w/incoming)
Mr. Ernest Ambush (w/incoming)

My telephone number is (301) 333-1110

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5082 Statewide Toll Free

138

Less costly solutions to the problem

The problems of traffic on Kensington Parkway between Jones Bridge Road and the Beltway are real, and should be addressed as soon as possible. Before undertaking costly construction, some simple traffic control steps should be taken. First, to control the amount of traffic entering Kensington Parkway, the green arrow allowing northbound Connecticut Ave. traffic to enter Kensington Parkway before it is allowed to go north on Connecticut Ave. should be removed. This would reduce the flow of traffic into Kensington Parkway. Secondly, a traffic light should be installed to allow the residents of North Chevy Chase access to Kensington Parkway. This light would also help control the speed of traffic on the Parkway.

No expenditure of funds or actual construction on this project should be undertaken until all of the problems connected with the project are given consideration and factored into the plans, and certainly, no massive project should be undertaken until it is determined if the problem can be alleviated with less costly and disruptive steps.

V-72

Sincerely,

Frederick W. Lawrence

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. M 600-101-370
Interstate Route 495/Connecticut Avenue (MD Route 185)
Interchange Reconstruction
PDMS No. 151114
Location/Design Public Hearing
Monday, November 16, 1987 - 7:30 p.m.

DEC 8 9 40 AM
PROJECT DEVELOPMENT DIVISION

NAME Dr. ANTHONY F. NATOLI DATE 12-1-87

PLEASE PRINT ADDRESS 8933 CONNECTICUT AVENUE

CITY/TOWN Chevy Chase STATE MD ZIP CODE ~~20815~~ 20815

I/We wish to comment or inquire about the following aspects of this project:

I would like to make several comments concerning the proposed relocation mentioned above. I attended the meeting and would like to compliment your representation in the unbiased manner in which the meeting was handled. Obviously I am directly involved in this plan & officially state that I am in favor of the NO BUILD ALTERNATIVE. You have already heard the protests and objections from the Chevy Chase Valley Citizens Assoc. & their supporters for North Ch. Chase & adjacent areas. Due to space limitations I must only add the psychological effect upon my wife and children which is devastating. We have lived here and built my dental practice here since 1965 and it has been a very happy home filled with memories and feelings that are unforgettable. I fear that to be displaced would do irreversible damage to my family and my dental practice. To site one example of why nothing should be done is this: In last years snowstorm an elderly patient was snowbound at my office. I offered to drive him back home which is just north of East West Highway. I delivered him safely & upon my return home driving north on Conn Ave. the right two lanes were completely stalled. At the intersection of Conn. Ave and Jones Bridge & Kens. Pkwy nothing was moving due to the Beltway backup. Fortunately I was able to continue on Conn. Ave and turn into my driveway w/ little trouble (Conn Ave was open). If the entrance to the beltway is closed on Conn Ave & there is a beltway backup North bound traffic would be a standstill. Please consider this

☐ Please add my/our name(s) to the Mailing List.*

☐ Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

Thank you
Anthony F. Natoli

V-73

Response to Citizen Letter #20:
(Dr. Anthony F. Natoli)

1. In addition to supporting the No-Build Alternative for all of the reasons mentioned at the Public Hearing, Dr. Natoli cites psychological effects which, in his opinion, support the No-Build. The example he cites, Beltway traffic congestion causing back-ups on the existing ramp from Kensington Parkway (and thus, by inference, the new ramp from Connecticut Avenue), should be reduced as a result of the recent widening of the Capital Beltway to 8-lanes. When Beltway congestion does, however, cause back-ups on the access ramps, the resulting congestion along the connecting state routes will result in difficulty for adjacent residents to access their properties. There does not appear to be a solution for this situation.

21

8806 Spring Valley Road
Chevy Chase, MD 20815
November 29, 1987

State Highway Administration
Office of Planning and Preliminary Engineering
Box 717
Baltimore, MD 21203

This is to supplement and summarize my comments on the proposed changes to the I-495 (Capital Beltway) interchange at Connecticut Ave. (Maryland Rt. 185) and Kensington Parkway.

1. It is premature to undertake such extensive and disruptive work to relieve the problems of Kensington Parkway until less expensive options are tried. Traffic lights on Kensington Parkway at Kenilworth Dr. or at Inverness Drive, or both could be installed easily and promptly, and would give relief to the problem. Better signs could advise motorists of the speed limits. Lower speed limits on Connecticut Ave., south of Jones Bridge Rd. would avoid the necessity of motorists to adjust to a lower speed limit when they enter Kensington Parkway.

2. The ideal of reducing Kensington Parkway traffic to a point where "dogs sleep in the streets" is unrealistic and unfair to residents on other streets that bear the traffic that does not use Kensington Parkway. In the early 1960s, before the Beltway was built, Kensington Parkway's rush hour traffic experienced delays similar to those on Connecticut Ave. at Jones Bridge Rd. The addition of Beltway traffic to Kensington Parkway and Connecticut Ave. added proportionately to each, but the removal of the southbound Beltway traffic from Kensington Pkwy. and the shortening of the traffic signal reduced their southbound traffic to a level below what it was before the Beltway was built. And these changes added to the traffic load of Connecticut Ave. and Manor Rd. particularly, but also added to the load on Jones Bridge Rd, Spring Valley and Woodlawn.

3. Additional traffic controls are needed on Connecticut Ave. at the Beltway now. Traffic from the Eastbound Beltway to southbound Connecticut Ave. moves much too fast. There should be a stop light to control traffic at this exit. A longer exit ramp may be needed. If parkland is needed for the exit ramp lengthening, it might be possible to arrange a swap with the parks department for land on the southeastern quadrant of the interchange, moving the exit as in option B of the proposal. This might also be the basis for acquiring parkland for extending the present ramp H.

4. Better sidewalks are needed on Connecticut Ave. and better crosswalks are needed for crossing both Jones Bridge Rd. and Connecticut Ave.

5. The State Highway Administration's proposals are deficient in that they did not consider any improvements that could be made without moving the ramp H.

6. The cost of the maintenance of Kensington Parkway should be borne by the State Department of Transportation.

Frederick W. Lawrence

Frederick W. Lawrence

Response to Citizen Letter #21:
(Mr. Frederick W. Lawrence)

1. **The State Highway Administration does not consider the addition of traffic signals (which could result in increased rear-end accidents) or other signing along Kensington Parkway as the proper solution to address the inappropriateness of interstate traffic on Kensington Parkway.**

2. **Connecticut Avenue, Md. Route 185, is the proper location for all interchange ramps with Interstate Route 495.**

3. **During final design, Option B, consisting of modifications to the existing eastbound Beltway exit ramp to southbound Connecticut Avenue, will receive further consideration.**

4. **During final design, sidewalks along the eastside of Connecticut Avenue will be evaluated.**

5. **Improvements to Ramp H do not address the inappropriate connection of an Interstate ramp to a residential street, regardless of who pays for the maintenance cost.**

Mrs. John S. Nesbitt
3812 Woodbine St.
Chevy Chase, MD 20815

December 2, 1987

The State Highway Administration
Project Development Division
P.O. Box 717
Baltimore, Md 21203

Re: State Project #MG00-101-3

Sirs:

I am writing in connection with the proposal to relocate the southbound ramp to the Beltway from Kensington Parkway to Connecticut Ave.

This proposal is unacceptable for the following reasons.

Noise pollution on Conn. Ave already exceeds federal standards, and with additional truck traffic on the Avenue projected to be as high as 370 trucks per day, the noise pollution would be compounded.

Connecticut Ave is already over burdened with traffic in a densely populated area. With the projected increase in traffic, the gridlock that now exists on Conn. Ave during rush hours would render a bad situation exceedingly dangerous in an emergency.

Yours Truly,

Alice Nesbitt

Response to Citizen Letter #22:
(Mrs. John S. Nesbitt)

1. The Environmental Assessment evaluated the noise impacts of the Build Alternative. Please refer to Section III.B.4.e of this FONSI for a summary of these impacts. Projected traffic volumes, including increased truck traffic, are not anticipated to result in significant noise impacts in comparison to the No-Build.

2. Additional traffic volumes on northbound Connecticut Avenue, destined for the Capital Beltway, are not projected to result in increased traffic congestion or back-ups.

The State Highway Administration
Project Development Division
P.O. Box 717
Baltimore, Maryland 21203

December 1, 1987

Re: State Project # M600-101-370

Dear Sirs:

The proposed relocation of the East Bound Beltway Ramp to Connecticut Avenue from Kensington Parkway has me greatly alarmed when considering the certain ensuing repercussions.

It must be reconsidered and realized that this action will endanger our neighborhoods and any local activities which we attempt to conduct. This is not undeveloped land in the suburbs, this is densely populated property just 3 miles from the Washington, D.C. border. We already suffer the traffic load from commuters and more than our share of trucks. The noise pollution on Connecticut Avenue already exceeds Federal Standards, and any increase in traffic will only compound our environmental concerns.

I adamantly oppose the above referenced project proposal and would like to suggest a referendum on this proposal.

Our safety and cleanliness is at stake. Please reconsider this motion.

Sincerely,

Laura Winslow — 15 E. Lenox St., Chevy Chase, Md. 20815
NAME — ADDRESS

You just relocated the beltway ramps about 2 years ago. There has been construction + widening of the beltway near Connecticut Avenue for the last year. Why waste our tax money on more ramp relocation + service roads at this location?

Laura Winslow
15 East Lenox St., Chevy Chase, Maryland 20815

V-76

Response to Citizen Letter #23:
(Ms. Laura Winslow)

1. The State Highway Administration will take every reasonable measure to protect the residential integrity along northbound Connecticut Avenue from adverse consequences due to increased traffic volumes. On the basis of noise impacts presented in the Environmental Assessment, the Build Alternative is not projected to result in significantly increased noise levels in comparison to the No-Build. Please refer to Section III.B.4.e of this FONSI for a summary of these impacts.

2. Widening of the Capital Beltway was undertaken to address overall traffic and safety operations along this important circumferential highway. Relocation of the westbound Beltway exit ramp from Kensington Parkway to Connecticut Avenue was done in response to the inappropriateness of directing interstate traffic to Kensington Parkway.

Richard Chatfield Taylor

October 2, 1987

The State Highway Administration
Project Development Division
P.O. Box 717
Baltimore MD 21203

Re: State Project #M600-101-570

To Whom It May Concern:

As a resident of 3817 Woodbine St, Chevy Chase, Montgomery for 25 years and as a commuter to downtown Washington, D hold the firm opinion that the volume of traffic during rush hours on Connecticut Avenue south of East-West Highway has increased geometrically during the last 8-10 years. Furthermore, increasing traffic from side streets attempting to enter or cross Connecticut during morning rush hours has created an extremely hazardous situation.

Both these situations would be aggravated by undertaking / completing build alternative required by referenced state project. I urge you to reject this project

Respectfully, Richard C. Taylor

V-77

Response to Citizen Letter #24:
(Mr. Richard Taylor)

1. The Selected Build Alternative will not result in increased vehicular traffic volumes along Connecticut Avenue south of Jones Bridge Road. A slight increase in overall truck volumes is projected as a result of allowing truck traffic on the new Ramp N-E; this increase is not considered significant.

144

IN RE STATE PROJECT # M600-101-370

Dec 4, 1987

State Highway Administration
Project Development Division
P.O. Box 717
BALTIMORE MD. 21203

We are residents of the Chevy Chase area since 1971. One of us grew up in the neighborhood and has lived in Chevy Chase since 1945. We protest any widening of Connecticut avenue to facilitate entrance or exit from the Beltway. We protest any improvement to Connecticut Avenue designed to accommodate Beltway on or off traffic. The situation we already have on Connecticut Avenue is already intolerable.

V-78

Connecticut Avenue is an urban/suburban residential road, surrounded on both sides by residential neighborhoods. Children cross Connecticut Avenue on foot to get to and from school and for other activities. A few years ago

Response to Citizen Letter #25:
(Kathleen and Peter Montagree)

1. **The Selected Build Alternative will be constructed within existing State Highway Administration right-of-way, and to the maximum extent feasible, within existing curb lines along Connecticut Avenue. No widening of Connecticut Avenue is anticipated.**

2. **The State Highway Administration will take every reasonable measure to protect the residential integrity along northbound Connecticut Avenue from adverse consequences due to increased traffic volumes.**

145

2-

re # M600-101-370

neighborhood
one of our children was killed, while crossing Connecticut Avenue with his own father and brother, by a hit and run vehicle. Only this past September, two neighborhood children were seriously injured trying to cross Connecticut Avenue at the school crossing. Speeders are the norm on Connecticut Avenue and the police only try to ticket sporadically, always in non-rush hours.

We protest accommodating interstate, high speed traffic, including the notoriously noisy and lawless trucks, at the expense of children other people, and neighborhoods.

Making Connecticut Avenue look like an interstate highway encourages speeders, increases noise, truck traffic, levels of traffic pollution and danger. Just widen Connecticut Avenue! Enough is enough!

V-79

Citizen Letter #25 continued:

3. During final design, the State Highway Administration will evaluate measures to increase pedestrian safety. These measures will include consideration of a sidewalk along the eastside of Connecticut Avenue, better crosswalks, and other measures.

4. The Selected Build Alternative does not include widening Connecticut Avenue or other modifications which would give it the "appearance of an interstate highway".

3 –

re # M600 – 101 – 370

Any of your alternatives which a New truck traffic are objectionable. We have plenty of big trucks as it is. Widening Jones Bridge Road is also objectionable. There is an Elementary School there* and it too, is a neighborhood street.

We remind you that noise pollution on Connecticut Avenue now exceeds Federal Standards.

Sincerely,
Kathleen M Montague
Kathleen and Ickr
Montague
3614 Thornapple St.
Chevy Chase, MD

* An nursery School just off the road – where our youngest child attends. There's another nursery School on Connecticut

Citizen Letter #25 continued:

5. Option G, which included widening portions of Jones Bridge Road, has been dropped from further consideration. During final design, SHA will request that Montgomery County consider installation of a traffic signal at Spring Valley Road/Jones Bridge Road which will also aid in pedestrian crossing of Jones Bridge Road.

6. Projected noise levels associated with the Build Alternative are not anticipated to be significant in comparison to the No-Build. Both the Build and No-Build Alterantives exceed federal standards.

FROM THE DESK OF
WILLIAM S. ABELL

The State Highway Administration
Project Development Division
P.O. Box 717
Baltimore, Maryland 21203

Re: State Project #M600-101-372

Sirs: As a resident of Upper Conn. Ave, Chevy Chase, MD, just South of the proposed New East Bound Ramp To the Beltway (495) I write to express concern and protest against such new Ramp

This area is already close to intolerance from Traffic noise and Pollution and the likely increased Traffic - especially truck Traffic - resulting from the proposed new Ramp would be a crowning blow. I urge Rejection of the Project #M600-101-372

Very Truly Yours
William S. Abell

Dec 2, 1987

WILLIAM S ABELL
8101 CONNECTICUT AVE
CHEVY CHASE MD 20815

V-81

Response to Citizen Letter #26:
(Mr. William S. Abell)

1. The Selected Build Alternative includes a number of actions which are anticipated to reduce impacts associated with the relocation of the Beltway entrance ramp from Kensington Parkway to Connecticut Avenue. SHA fully supports the residential character of Connecticut Avenue, but in view of the inappropriateness of major interstate traffic on Kensington Parkway, believes that the relocation of this ramp from Kensington Parkway to Connecticut Avenue is the proper action.

The State Highway Administration
Project Development Division
P.O. Box 717
Baltimore, Maryland 21203

PROJECT DEVELOPMENT DIVISION
Dec 7 11 24 AM '87

December 1, 1987

Re: State Project # M600-101-370

Dear Sirs:

The proposed relocation of the East Bound Beltway Ramp to Connecticut Avenue from Kensington Parkway has me greatly alarmed when considering the certain ensuing repercussions.

It must be reconsidered and realized that this action will endanger our neighborhoods and any local activities which we attempt to conduct. This is not undeveloped land in the suburbs, this is densely populated property just 3 miles from the Washington, D.C. border. We already suffer the traffic load from commuters and more than our share of trucks. The noise pollution on Connecticut Avenue already exceeds Federal Standards, and any increase in traffic will only compound our environmental concerns.

I adamantly oppose the above referenced project proposal and would like to suggest a referendum on this proposal.

Our safety and cleanliness is at stake. Please reconsider this motion.

Sincerely,

Etta S. Thompson
NAME

3704 Woodbine Street
Chevy Chase, Md. 20815
ADDRESS

V-82

Response to Citizen Letter #27:
(Ms. Etta S. Thompson)

1. **The State Highway Administration will take every reasonable measure to protect the residential integrity along northbound Connecticut Avenue from adverse consequences due to increased traffic volumes. On the basis of noise impacts presented in the Environmental Assessment, the Build Alternative is not projected to result in significantly increased noise levels in comparison to the No-Build. Please refer to Section III.B.4.e of this FONSI for a summary of these impacts.**

The State Highway Administration
Project Development Division
P.O. Box 717
Baltimore, Maryland 21203

PROJECT DEVELOPMENT DIVISION
DEC 7 11 24 AM 1987

December 1, 1987

Re: State Project # M600-101-370

Dear Sirs:

The proposed relocation of the East Bound Beltway Ramp to Connecticut Avenue from Kensington Parkway has me greatly alarmed when considering the certain ensuing repercussions.

It must be reconsidered and realized that this action will endanger our neighborhoods and any local activities which we attempt to conduct. This is not undeveloped land in the suburbs, this is densely populated property just 3 miles from the Washington, D.C. border. We already suffer the traffic load from commuters and more than our share of trucks. The noise pollution on Connecticut Avenue already exceeds Federal Standards, and any increase in traffic will only compound our environmental concerns.

I adamantly oppose the above referenced project proposal and would like to suggest a referendum on this proposal.

Our safety and cleanliness is at stake. Please reconsider this motion.

Sincerely,

Jane L. Smith
NAME

6 East Melrose Street
ADDRESS Chevy Chase, md.
20815

Response to Citizen Letter #28:
(Ms. Jane L. Smith)

1. **The State Highway Administration will take every reasonable measure to protect the residential integrity along northbound Connecticut Avenue from adverse consequences due to increased traffic volumes. On the basis of noise impacts presented in the Environmental Assessment, the Build Alternative is not projected to result in significantly increased noise levels in comparison to the No-Build. Please refer to Section III.B.4.e of this FONSI for a summary of these impacts.**

The State Highway Administration
Project Development Division
P.O. Box 717
Baltimore, Maryland 21203

December 1, 1987

Re: State Project # M600-101-370

Dear Sirs:

The proposed relocation of the East Bound Beltway Ramp to Connecticut Avenue from Kensington Parkway has me greatly alarmed when considering the certain ensuing re-percussions.

It must be reconsidered and realized that this action will endanger our neighborhoods and any local activities which we attempt to conduct. This is not undeveloped land in the suburbs, this is densely populated property just 3 miles from the Washington, D.C. border. We already suffer the traffic load from commuters and more than our share of trucks. The noise pollution on Connecticut Avenue already exceeds Federal Standards, and any increase in traffic will only compound our environmental concerns.

I adamantly oppose the above referenced project proposal and would like to suggest a referendum on this proposal.

Our safety and cleanliness is at stake. Please reconsider this motion.

Sincerely,

Alice B Caldwell
NAME

101 E. Lenox St.
Ch. Co. Md 20815
ADDRESS

V-84

Response to Citizen Letter #29:
(Ms. Alice B. C)

1. The State Highway Administration will take every reasonable measure to protect the residential integrity along northbound Connecticut Avenue from adverse consequences due to increased traffic volumes. On the basis of noise impacts presented in the Environmental Assessment, the Build Alternative is not projected to result in significantly increased noise levels in comparison to the No-Build. Please refer to Section III.B.4.e of this FONSI for a summary of these impacts.

51

Law Offices
COLLINS AND ACKER
1825 K STREET, N.W. SUITE 211
WASHINGTON, D.C. 20006
872-8434

LEONARD C. COLLINS
CHARLES H. ACKER, III

December 2, 1987

PROJECT DEVELOPMENT DIVISION
DEC 7 11 21 AM '87

The State Highway Administration
Project Development Division
P.O. Box 717
Baltimore, MD 21203

Dear Sir:

In respect to state project No. M600-101-370, we have resided at 7405 Connecticut Avenue, Chevy Chase for ahout twenty-five years.

If anybody is familiar with the noise pollution on Connecticut Avenue and the immense contrihution of trucks thereto, it is we.

When the traffic starts in the morning and the trucks go up and down the street, they hit all the pot holes that they have caused or all the steel covers; how often we have been awakened at night or in the early morning, we can hardly state.

Additional truck traffic on this road, which was not huilt to handle such, will only compound the prohlem and we strenuously object to any relocation of the East hound ramp to the beltway which would increase the truck traffic in front of our house.

Please.

Very truly yours,

Leonard C. Collins

LCC:keb

Response to Citizen Letter #30:
(Mr. Leonard C. Collins)

1. The relocation of interstate traffic from Kensington Parkway to Connecticut Avenue is not anticipated to result in any increased vehicular traffic volumes along Connecticut Avenue south of Jones Bridge Road. Although an increase in truck volumes using this ramp is projected, the increase is not anticipated to be significant.

159

The State Highway Administration
Project Development Division
P.O. Box 717
Baltimore, Maryland 21203

PROJECT DEVELOPMENT DIVISION
DEC 7 11 25 AM '87

December 1, 1987

Re: State Project # M600-101-370

Dear Sirs:

The proposed relocation of the East Bound Beltway Ramp to Connecticut Avenue from Kensington Parkway has me greatly alarmed when considering the certain ensuing repercussions.

It must be reconsidered and realized that this action will endanger our neighborhoods and any local activities which we attempt to conduct. This is not undeveloped land in the suburbs, this is densely populated property just 3 miles from the Washington, D.C. border. We already suffer the traffic load from commuters and more than our share of trucks. The noise pollution on Connecticut Avenue already exceeds Federal Standards, and any increase in traffic will only compound our environmental concerns.

I adamantly oppose the above referenced project proposal and would like to suggest a referendum on this proposal.

Our safety and cleanliness is at stake. Please reconsider this motion.

Sincerely,

Beverley K. Thompson
NAME

3704 Woodbine St.
Chevy Chase, Md. 20815
ADDRESS

V-86

Response to Citizen Letter #31:
(Ms. Beverley K. Thompson)

1. **The State Highway Administration will take every reasonable measure to protect the residential integrity along northbound Connecticut Avenue from adverse consequences due to increased traffic volumes. On the basis of noise impacts presented in the Environmental Assessment, the Build Alternative is not projected to result in significantly increased noise levels in comparison to the No-Build. Please refer to Section III.B.4.e of this FONSI for a summary of these impacts.**

The State Highway Administration
Project Development Division
P.O. Box 717
Baltimore, Maryland 21203

December 1, 1987

Re: State Project # M600-101-370

Dear Sirs:

The proposed relocation of ~~the East~~ Bound Beltway Ramp to Connecticut Avenue from Kensington Parkway has me greatly alarmed when considering the certain ensuing repercussions.

It must be reconsidered and realized that this action will endanger our neighborhoods and any local activities which we attempt to conduct. This is not undeveloped land in the suburbs, this is densely populated property just 3 miles from the Washington, D.C. border. We already suffer the traffic load from commuters and more than our share of trucks. The noise pollution on Connecticut Avenue already exceeds Federal Standards, and any increase in traffic will only compound our environmental concerns.

I adamantly oppose the above referenced project proposal and would like to suggest a referendum on this proposal.

Our safety and cleanliness is at stake. Please reconsider this motion.

Sincerely,

Deborah LaMar Thompson
NAME

3704 Woodbine St.
Chevy Chase, Md. 20815
ADDRESS

V-87

Response to Citizen Letter #32:
(Ms. Deborah LaMar Thompson)

1. The State Highway Administration will take every reasonable measure to protect the residential integrity along northbound Connecticut Avenue from adverse consequences due to increased traffic volumes. On the basis of noise impacts presented in the Environmental Assessment, the Build Alternative is not projected to result in significantly increased noise levels in comparison to the No-Build. Please refer to Section III.B.4.e of this FONSI for a summary of these impacts.

154

Testimony on the SHA proposals for Connecticut Avenue/I495 of Mary Anne Berberich, Council Pres., Chevy Chase Valley Citizens Association. An abridged version was read at the design/location hearing on Nov. 16, 1987.

Submitted: Dec. 2, 1987

Mary Anne Berberich

V-88

Response to Citizen Letter #33:
(Ms. Mary Anne Berberich)

1. See SHA response to Public Hearing comment number 12 (Ms. Mary Anne Berberich), page IV-6 of this document.

159

The designers of the Connecticut Avenue-Beltway interchange had a good idea about 23 years ago. The original ramp system, in addition to being quite safe, equitably distributed the Beltway generated traffic between the two similar, residential communties located in the immediate area. At that time, Connecticut Ave. and Kensington Parkway shared somewhat equally the north-south local thru traffic as well.

When the Beltway was opened, No. Ch. Ch. was able to install barricades at strategic locations in order to prevent cut-thru traffic. In addition, they have been able to ensure rigorous enforcement of the 25 mph. speed limit along Kensington Parkway.
In these ways, that community has been assisted in maintaining its residential character.

On the other hand, the Chevy Chase Valley Community has continued to be adversely affected by an increased volume of high-speed, local commuter traffic. When we request enforcement of the 35 mph speed limit on Conn. Ave., which is routinely ignored when traffic is moving freely, we are repeatedly informed by SHA officials that speeding violations on this stretch of the Ave. are unenforceable. We find this excuse to be unacceptable in an age of high technology. Furthermore, because of our limited street system, we cannot erect barricades against cut-thru traffic.

In 1981, the southbound exit ramp of the original Beltway system was removed from Kensington Parkway and added to Conn. Ave. north of our community. This relocation added approximately 10,000 cars and trucks to our already heavy traffic burden. More than 40,000 vehicles each day encircle our community along Conn. Ave. and Jones Bridge Rd. The original 50-50 distribution of traffic has now been heavily skewed against the Chevy Chase Valley Community and the consequences are threatening to imprison us in our streets.

The next few photos will illustrate the problems which this traffic distribution has created for entrance to and exit from our community.

V-89

Description of Photographs

#

1. A.M. Spring Valley to Jones Bridge
   __Note absence of signalization or proper intersection designation such as striping, prominent signs, etc.
   __A car exiting Spring Valley to east-bound Jones Bridge is required to cross over 2 lanes of rapidly moving west-bound traffic.

2. A.M. Spring Valley to Jones Bridge
   __Although No. Ch. Ch. Element. Sch. is visible from here, the County has been bussing our children to school since about 1960 due to pedestrian hazards.
   __After-school play arrangements remain a real problem.

3. P.M. Spring Valley to Jones Bridge
   __Note solid line of cars blocking access to east-bound Jones Bridge from Spring Valley.
   __Dangerous to "nose out" to squeeze into line because of rapidly moving west-bound traffic.

4. P.M. Jones Bridge looking east to Conn. Ave.
   __Queue of cars in the evening is regularly backed up beyond USUHS Medical School.

5. A.M. Cars entering Conn. Ave. from southbound Beltway ramp which is located to the north of Woodlawn Rd.
   __Note the steep incline of ramp B.
   __When traffic is moving freely, cars enter the Avenue at extremely high speeds, creating a dangerous situation for entry to the Avenue from Chevy Chase Valley.

   __We have repeatedly requested signalization of this ramp since cars exiting from it can not even be seen from Woodlawn until they suddenly appear in the Avenue, at a point less than 80 ft. from the Woodlawn access to the Ave. This has been responsible for several serious accidents.

6. P.M. Woodlawn access to Conn. Ave.
   __Only northbound opportunity for Chevy Chase Valley residents at this time of day.
   __Always a dangerous maneuver since cars exiting south-bound ramp at high speed.

7. A.M. Conn. Ave. looking north.
   __Red light at Jones Bridge generates 3-lane barricade for entry into Conn. Ave. from Chevy Chase Valley.
   __Green light at Jones Bridge generates <3% gaps of >5 sec. by which residents of Conn. Ave. may exit their drive-ways and by which residents may enter the Ave. from Woodlawn, Montrose and Parsons side streets.

Re: State project
#M600-101-370 12/2/87

We are concerned about the traffic on Connecticut Ave in Chevy Chase - It is already a zoo - We can't get across this street from our side street and anything that would add more traffic is a disgrace. We have lived here all our lives.

Mr. & Mrs. James Johnson
7201 Brookville Road
Chevy Chase, Md 20815

JAMES H JOHNSON
7201 BROOKVILLE RD
CHEVY CHASE, MD 20815

V-90

Response to Citizen Letter #34:
(Mr. & Mrs. James H. Johnson)

1. As a part of the Selected Build Alternative, SHA will request that Montgomery County consider installation of a traffic signal at the intersection of Spring Valley Road and Jones Bridge Road. This traffic signal should improve resident's ability to access Jones Bridge Road, and thus Connecticut Avenue via the Connecticut Avenue/Jones Bridge Road/Kensington Parkway intersection.

RECEIVED
DEC 3 1987
DIRECTOR, OFFICE OF PLANNING & PRELIMINARY ENGINEERING

Mr. Corrado S. Baquis
3808 Underwood Street
Chevy Chase, Maryland 20815

Dec. 1, 1987

The State Highway Administration
Project Development Division
P.O. Box 717
Baltimore, Md 21203

Re: State Project # M600-101-370

Gentlemen:

It is of great concern to me that there are not good options, in regard to the above mentioned project up for consideration at this time. It is of the greatest importance that more trucks not be allowed use of the ramp. Connecticut Avenue already has more truck traffic than it can comfortably handle. The foliage on my plants and bushes are damaged by the fumes of the traffic. Every day I walk from Underwood St. to Chevy Chase Circle and back and often feel as if I'm in a life threatening situation. This Avenue was not meant to have this noise, pollution and heavy traffic.. all of which are ruining the pavement and our peaceful community.

Please do not widen Connecticut Avenue nor allow truck traffics on Kensington Parkway or

V-91

Response to Citizen Letter #35:
(Mrs. Corrado S. Baquis)

1. As presented in the Environmental Assessment, SHA has attempted to evaluate a full range of improvement options for this difficult issue. Please refer to Section III.B.1. of this FONSI for a summary of these improvement options. On the basis of an evaluation of these options, SHA has determined the relocation of the ramp from Kensington Parkway to Connecticut Avenue is the proper action.

2. The Selected Build Alternative will be constructed within existing State Highway Administration right-of-way, and to the maximum extent possible, within existing curbs.

any ~~Beltway~~ ramp that takes the place of Kensington Parkway. Also, I would like you to clearly understand I am opposed to relocating the east bound ramp to the beltway from Kensington Parkway to Connecticut Ave.

Any consideration you give my letter will be appreciated.

Sincerely,
Jane B. Bagus

V-92

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RECEIVED
DEC 8 1987

State Highway Administration
RE: State Project
(# M 600-101-370) November 27, 1987

Dear Sirs:

I am a resident of Chevy Chase Section 5 who lives right off Connecticut Ave near East-West Highway. I have heard that you are considering relocating the east bound ramp that leads from Conn. Ave (by way of Kensington Pkway) to the Beltway.

Please DO NOT ALLOW ANY MORE TRAFFIC, PARTICULARLY TRUCKS, TO USE CONN. AVE. Over the years I have lived here, the traffic, noise, pollution and danger have increased from over-utilization of Conn Ave.

Please do not allow trucks to use Conn. Ave ramps. Do not move the ramp from Kensington Pkway. Do not widen Conn. Ave.

With the increased commercialization of Bethesda, and the 55yr + 80 traffic on the Beltway at rush hours, we will see more traffic try to use East West Highway in the future.

There is so much traffic on Conn Ave now that I have to have a sleep (noise) machine on at night. I have to use room-darkening shade as well, just to sleep. Our side porch facing Conn Ave is not pleasant. The traffic on Conn Ave never ceases. Only in the smallest hours of the night

V-93

Response to Citizen Letter #36:
(Nancy & Harry Benner)

1. Because of the inappropriateness of major interstate traffic on Kensington Parkway, SHA believes that the relocation of this ramp from Kensington Parkway to Connecticut Avenue is the proper action. Construction of the Selected Build Alternative would be accomplished within existing State Highway Administration right-of-way, and to the maximum extent possible, within existing curb lines. Widening of Connecticut Avenue is not proposed.

160

Is there any respite from the traffic. I recognize there are burdens that the people who live along Kensington Pkwy have to bear. But that street is calm compared to Conn Ave.

I particularly oppose any widening of Conn Ave at any point. This will degrade the residential quality of my neighborhood in an unacceptable manner.

I want to add a personal note that I hope may influence you. My son was hit by a vehicle on Conn Ave just over a year ago. He was hospitalized for several weeks with a broken leg, shoulder injuries and brain injuries. I believe he has recovered completely. I know another family in my neighborhood whose son was killed on Conn Ave right near where my son was hit. The cars and trucks on Conn Ave never obey the 30 mile per hour speed limit. If you allow Kensington Parkway to be closed and permit the other "improvements" you are considering, there is a cost greater than noise and pollution and inconvenience. School children cross Conn Ave every day. Every increase in the amount of traffic will mean more people will have to suffer as I and my family have.

Please do not "improve" Conn Ave. I wish you would enlarge the median strip to eliminate one lane of traffic each way. Or permit parking 24 hrs per day on both sides. People's lives and homes are more important than traffic.

I am counting on you not to ruin one of the nicest neighborhoods around. Please don't do anything that will increase traffic on Conn Ave. — Sincerely, Harry Benner 652-1060

Nancy & Harry Benner
3806 Underwood Street
Chevy Chase, MD 20815

V-94

Citizen Letter #36 continued:

2. Except for a slight increase in northbound truck traffic, the Selected Build Alternative is not projected to result in increased traffic volumes along Connecticut Avenue south of Jones Bridge Road.

3. SHA fully appreciates the strong opinions expressed in opposition to relocation of the ramp from Kensington Parkway to Connecticut Avenue. As discussed in Section III of this document, SHA will undertake actions to minimize potential impacts associated with the Build Alternative. In view of the inappropriateness of major interstate traffic on Kensington Parkway, however, SHA believes that relocation of this ramp is the proper action.

G. EDWARD REYNOLDS

8101 CONNECTICUT AVE., APT. S-501
CHEVY CHASE, MARYLAND 20815

BOX 1118 RIDGE VIEW ROAD
NEW LONDON, NH 03257

December 1, 1987

The State Highway Administration
Project Development Division
P.O.Box 717
Baltimore, MD 21203

Re: State Project #M600-101-370

Dear Sirs:

We are writing to let you know of our deep concern about the impact the project to relocate the east bound ramp leading to the Beltway from Kensington Parkway to Connecticut Avenue will have on our community. It seems to us that this would only make a bad situation worse. We believe we already have far more traffic and pollution than there should be on Connecticut Avenue in this area under federal standards. Let us not further diminish what is left of the charm of one of the nicest old communities in the Washington area. Society has been able to determine that certain areas should remain green, for example, or that certain buildings should be preserved for historic and artistic reasons no matter what the cost. Chevy Chase should similarly be preserved at all costs. If anything we would prefer to see the Connecticut Avenue interchange closed altogether including the Kensington Parkway ramp.

As two of the enthusiastic walkers, of whom there are quite a few in this area, we might add that we would also like to see a guard rail built on the curb side of the sidewalk from the fire station all the way to Kensington Parkway. It is very unpleasant to walk on this stretch of sidewalk with cars whizzing by at speeds sometimes reaching 50 mph just a couple of feet away. A guard rail would be more consistent with the concept of progress in a civilized community than making the Connecticut Avenue interchange accessible to hundreds of additional trucks per day using Connecticut Avenue not to mention the increased traffic in passenger vehicles.

Please consider our concerns as you deliberate on this thorny issue and be assured that we eagerly await a favorable outcome.

Very truly yours

G. Edward Reynolds & Ilona V. Reynolds

V-95

Response to Citizen Letter #37:
(Mr. G. Edward Reynolds & Ilona V. Reynolds)

1. SHA fully appreciates the strong opinions expressed in opposition to relocation of the ramp from Kensington Parkway to Connecticut Avenue. As discussed in Section III of this document, SHA will undertake actions to minimize potential impacts associated with the Build Alternative. In view of the inappropriateness of major interstate traffic on Kensington Parkway, however, SHA believes that relocation of this ramp is the proper action.

2. During final design, SHA will evaluate sidewalks along the eastside of Connecticut Avenue. The provision of a guardrail adjacent to the sidewalk was not evaluated.

38

3811 WOODBINE STREET
CHEVY CHASE, MD. 20815

December 1, 1987

The State Highway Administration
Project Development Division
P.O. Box 717
Baltimore, MD 21203

RE: STATE PROJECT #M600-101-370

Sirs:

I am writing in connection with the proposal to relocate the east bound ramp to the Beltway from Kensington Parkway to Connecticut Avenue.

This proposal is unacceptable for the following reasons:

Noise pollution on Connecticut Avenue already exceeds federal standards, and with additional truck traffic on the Avenue projected to be as high as 370 trucks per day, the noise pollution will be compounded.

Connecticut Avenue is already overburdened with traffic in a residential area. With the projected increase in traffic, the gridlock that now exists on Connecticut Avenue during morning and evening rush hours would render a bad situation exceedingly dangerous in an emergency.

We are also concerned that the widening of one section of Connecticut Avenue could eventually spread southward to the District Line taking trees as well as front lawns, destroying this residential area altogether.

For these reasons, my husband and I respectfully submit our strong objection to the above-stated proposal.

Sincerely,

Artemis L. Weiss

Artemis L. Weiss

V-96

RECEIVED
DEC 3 1987
DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Response to Citizen Letter #38:
(Mrs. Artemis L. Weiss)

1. The Environmental Assessment presented an evaluation of potential noise impacts associated with the Build Alternative. Please refer to Section III.B.4.e of this FONSI for a summary of these impacts.On the basis of this analysis, projected increases in noise levels are not expected to be significant in comparison of the No-Build.

2. The Build Alternative is not anticipated to overload northbound Connecticut Avenue.

3. No widening of Connecticut Avenue is included with the Selected Build Alternative: all improvements would be constructed within an existing State Highway Administration right-of-way and, to the maximum extent possible, within existing curb lines.

#984

8806 Spring Valley Road
Chevy Chase, MD 20815
November 29, 1987

State Highway Administration
Office of Planning and Preliminary Engineering
Box 717
Baltimore, MD 21203

This is to supplement and summarize my comments on the proposed changes to the I-495 (Capital Beltway) interchange at Connecticut Ave. (Maryland Rt. 185) and Kensington Parkway.

1. It is premature to undertake such extensive and disruptive work to relieve the problems of Kensington Parkway until less expensive options are tried. Traffic lights on Kensington Parkway at Kenilworth Dr. or at Inverness Drive, or both could be installed easily and promptly, and would give relief to the problem. Better signs could advise motorists of the speed limits. Lower speed limits on Connecticut Ave., south of Jones Bridge Rd. would avoid the necessity of motorists to adjust to a lower speed limit when they enter Kensington Parkway.

2. The ideal of reducing Kensington Parkway traffic to a point where "dogs sleep in the streets" is unrealistic and unfair to residents on other streets that bear the traffic that does not use Kensington Parkway. In the early 1960s, before the Beltway was built, Kensington Parkway's rush hour traffic experienced delays similar to those on Connecticut Ave. at Jones Bridge Rd. The addition of Beltway traffic to Kensington Parkway and Connecticut Ave. added proportionately to each, but the removal of the southbound Beltway traffic from Kensington Pkwy. and the shortening of the traffic signal reduced their southbound traffic to a level below what it was before the Beltway was built. And these changes added to the traffic load of Connecticut Ave. and Manor Rd. particularly, but also added to the load on Jones Bridge Rd, Spring Valley and Woodlawn.

3. Additional traffic controls are needed on Connecticut Ave. at the Beltway now. Traffic from the Eastbound Beltway to southbound Connecticut Ave. moves much too fast. There should be a stop light to control traffic at this exit. A longer exit ramp may be needed. If parkland is needed for the exit ramp lengthening, it might be possible to arrange a swap with the parks department for land on the southeastern quadrant of the interchange, moving the exit as in option B of the proposal. This might also be the basis for acquiring parkland for extending the present ramp H.

4. Better sidewalks are needed on Connecticut Ave. and better crosswalks are needed for crossing both Jones Bridge Rd. and Connecticut Ave.

5. The State Highway Administration's proposals are deficient in that they did not consider any improvements that could be made without moving the ramp H.

6. The cost of the maintenance of Kensington Parkway should be borne by the State Department of Transportation.

Frederick W. Lawrence

RECEIVED
1987

V-97

Response to Citizen Letter #39:
(Mr. Frederick W. Lawrence)

See response to letter #21.

169

December 1, 1987

The State Highway Administration
Project Development Division
P.O. Box 717
Baltimore, Md. 21203
RE: State Project #M600-101-370

Dear Sirs;

My family and I are absolutely opposed to your planned relocation (and its alternatives) of the eastbound Capitol Beltway ramp from Kensington Parkway to Connecticut Avenue. The ultimate increase in traffic density and flow in the Connecticut Avenue corridor will result in the deterioration of a beautiful, tree lined, residential streets (Connecticut Avenue and its intersecting thoroughfares). Furthermore, these planned changes would reduce dependency on the public transportion system; an obvious step in the wrong direction. The solution of the access problem from the Beltway to/from downtown Washington, Bethesda and Silver Spring, lies elsewhere.

Your reconsideration on these proposals are respectfully requested. If additional information is available or required, please contact the undersigned at 301-657-3648 or by mail at the address below.

cc: Section S Village Council

Very Truly Yours

E L Marshall

Mr. & Mrs. Edward L. Marshall Jr.
3805 Williams Lane
Chevy Chase, Md. 20815

V-98

Response to Citizen Letter #40:
(Mr. & Mrs. Marshall, Jr.)

1. SHA fully appreciates the strong opinions expressed in opposition to relocation of the ramp from Kensington Parkway to Connecticut Avenue. As discussed in Section III of this document, SHA will undertake actions to minimize potential impacts associated with the Build Alternative. In view of the inappropriateness of major interstate traffic on Kensington Parkway, however, SHA believes that relocation of this ramp is the proper action. The State Highway Administration will take every reasonable measure to protect the residential integrity along northbound Connecticut Avenue from adverse consequences due to increased traffic volumes.

December 2, 1987

Linda Sussman
5515 Williams Lane
Chevy Chase, MD 20815

The State Highway Administration
Project Development Division
P.O. Box 717
Baltimore, Md. 21203

Re: State Project #M600-101-370

To Whom It May Concern;

I am writing to express my concern about options accompanying the plan to relocate the east bound ramp to the Beltway from Kensington Parkway to Connecticut Avenue. I would strongly oppose any option which would increase truck traffic on Connecticut Avenue.

Please inform me if there are to be any public hearings or other ways in which I could more strongly express my opposition.

Linda Sussman

cc The Village Council
Section 5
of the Village of Chevy Chase

V-99

Response to Citizen Letter #41:
(Ms. Linda Sussman)

1. **Although the Environmental Assessment evaluated potential increase truck traffic volumes resulting from the relocation of the ramp from Kensington Parkway to Connecticut Avenue, observations of actual illegal truck usage of Kensington Parkway would indicate that the projected "real" increase in truck volumes would be considerably less. SHA cannot, by law, prohibit trucks from a state route. Please refer to Section III.B.2.a. of this FONSI for a summary of these impacts.**

166

3817 Woodbine Street
Chevy Chase, Maryland 20815
December 3, 1987

The State Highway Administration
Project Development Division
P. O. Box 717
Baltimore, Maryland 21203

Re: State project #M600-101-370

Gentlemen:

I have been a resident of Section 5 of the Village of Chevy Chase for the past twenty-four (24) years. My home is located two houses from Connecticut Avenue. The amount of traffic and noise pollution on Connecticut Avenue has become excessive in recent years. Additional truck traffic on this thoroughfare would have devastating effects on our community.

Sincerely yours,

Eleanor Chatfield-Taylor

Eleanor Chatfield-Taylor

ECT:jc

V-100

Response to Citizen Letter #42:
(Ms. Eleanor Chatfield-Taylor)

1. Although the Environmental Assessment evaluated potential increase truck traffic volumes resulting from the relocation of the ramp from Kensington Parkway to Connecticut Avenue, observations of actual illegal truck usage of Kensington Parkway would indicate that the projected "real" increase in truck volumes would be considerably less. SHA cannot, by law, prohibit trucks from a state route. Please refer to Section III.B.2.a. of this FONSI for a summary of these impacts.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. M 600-101-370
Interstate Route 495/Connecticut Avenue (MD Route 185)
Interchange Reconstruction
PDMS No. 151114
Location/Design Public Hearing
Monday, November 16, 1987 - 7:30 p.m.

NAME Allen J. Fishbein/ Jennifer Crowe DATE 12/1/87

PLEASE PRINT ADDRESS 3703 Jones Bridge Road

CITY/TOWN North Chevy Chase STATE Md ZIP CODE 20815

I/We wish to comment or inquire about the following aspects of this project:

See Attachment

☐ Please add my/our name(s) to the Mailing List.*

☐ Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

V-101

Response to Citizen Letter #43:
(Allen J. Fishbein/Jeffifer Crowe)

43

My wife and I attended the SHA's November 16 Location/Design Hearing at the North Chevy Chase Elementary School. Not surprisingly, almost all of the comments that were presented that night focused on whether beltway-bound Connecticut Avenue traffic should be removed from Kensington Parkway and, if so, how should it be routed onto the I-495 innerloop. The long time controversy over realignment of Connecticut Avenue traffic headed for I-495 was the topic of the evening for the many people that attended your hearing. Few witnesses touched on Option G, the proposed redesign of the intersection at Jones Bridge Road and Conn. Ave. The dirth of comments at the hearing should not be interpreted by your agency as an indication of a lack of interest about whether this option should be implemented.

We live on Jones Bridge Road across the street from the North Chevy Chase Elementary School and are very much opposed to the adoption of Option G. Expanding the number of lanes at the intersection of Jones Bridge and Conn Ave might appear to improve the flow of traffic at the intersection, but it would signficantly add to congestion east of Conn as Jones Bridge narrows. Moreover, we believe that redesigning the intersection would foster much heavier traffic flows along Jones Bridge as more and more commuters used this route as an alternative to East-West Highway. This point was acknowledged to us in a conversation we had with an SHA staff member that was on hand for the meeting.

Yet, inexplicably, the transportation study on the various options that was prepared by the SHA does not discuss the possible impacts of Option G on the traffic flows along Jones Bridge. Moreover, it is clear from the study and your presentation at the hearing, in which Option G was barely discussed, that redesign of the intersection at Jones Bridge is only tangentially related to the controversy over the I-495 interchange. Whichever of the other options is eventually decided upon should not affect the decision as to whether to go ahead or not with Option G

V-102

We believe that it would be wrong for your agency to go ahead with the implementation of Option G at the present time. Additional research is necessary to determine what are the potential impacts of this decision. These potential impacts should be carefully considered by your agency and discussed with residents of the Jones Bridge Road area. Your current study does not now discuss these impacts. At the very minimum, a separate public hearing should be held to elicit public comments from the residents along Jones Bridge Road and adjacent areas, since few of these people were present at last month's hearing. This should not be surprising since the meeting was not intended to focus on this separate and important subject. The need for additional investigation should be obvious in view of the recent development plans that have been announced for the large parcel located west of Conn Ave. just south of Jones Bridge.

In sum, we are strongly opposed to Option G in its current form. We also believe that other residents of the affected areas are opposed as well. Additional research needs to be conducted and the community should be given oppotunity to comment on that research. It would be wrong for your agency to proceed with this option until you have conducted a full and complete inquiry.

Sincerely,

Allen J. Fishbein

2

Citizen Letter #43:

1. Option G has been dropped from further consideration. During final design, SHA will request that Montgomery County consider the installation of a traffic signal at the intersection of Spring Valley Road/Jones Bridge Road, to help alleviate residential access issues.

169

EDWARD M. CASTLE

December 1, 1987

The State Highway Administration
Project Development Division
P.O. Box 717
Baltimore, Md 21203

Re: State Project #M600-101-370

Dear Sirs:

Any increase in traffic, especially truck traffic, would be most detrimental to Connecticut Avenue.

The present traffic flow strains the existing roadway.

Please count my voice as a strong objection to the plan.

Sincerely,

Edward M. Castle

Edward M. Castle
8101 Connecticut Avenue
Chevy Chase, Maryland

EMC;mr

V-103

Response to Citizen Letter #44
(Mr. Edward M. Castle)

1. **See reponse to Citizen Letter #41.**

REAR ADMIRAL JOHN HARLLEE
8101 CONNECTICUT AVENUE, APT. N-408
CHEVY CHASE, MARYLAND 20815

The State Highway Administration
Project Development Division
P.O. Box 717
Baltimore, Maryland 21203

December 1 198

Dear Sirs

Re: State Project #M600-101-370

I live in and own a condominium at 8101 Connecticut Ave. Chevy Chase Maryland 20815.

I am strongly opposed to the relocation of the East bound ramp at the Beltway (Route 495) from Kensington Parkway to Connecticut Ave. for the reasons which have been made clear by the village council of Chevy Chase.

Very truly yours.

Helen King Harllee

RECEIVED
DEC 8 1987

Response to Citizen Letter #45:
(Helen King Harllee)

1. SHA fully appreciates the strong opinions expressed in opposition to relocation of the ramp from Kensington Parkway to Connecticut Avenue. As discussed in Section III of this document, SHA will undertake actions to minimize potential impacts associated with the Build Alternative. In view of the inappropriateness of major interstate traffic on Kensington Parkway, however, SHA believes that relocation of this ramp is the proper action.

8101-Conn. Ave. 609-N
Chevy Chase, Md. 20815
December 1, 1987

The State Highway Commission
Project Development Division
P.O. Box 717
Baltimore, Md. 21203

Re: State Project # M600-101-370.

Dear Sirs:

We are writing to protest the proposed relocation of the exit transl ramp to the Beltway from Kensington Parkway to Connecticut Avenue.

We feel that the present Connecticut Avenue "Freeway" is now overtaxed & the possible addition of increased truck traffic would ~~the~~ create chaos and a potential hazardous situation.

Very truly yours,
Dr. and Mrs. Richard H. Spire

8101 Connecticut Avenue #609 N
Chevy Chase, Maryland 20815

V-105

Response to Citizen Letter #46:
(Dr. and Mrs. Richare H. Spire)

1. SHA fully appreciates the strong opinions expressed in opposition to relocation of the ramp from Kensington Parkway to Connecticut Avenue. As discussed in Section III of this document, SHA will undertake actions to minimize potential impacts associated with the Build Alternative. In view of the inappropriateness of major interstate traffic on Kensington Parkway, however, SHA believes that relocation of this ramp is the proper action.

47

3714 Underwood Street
Chevy Chase, Maryland 20815

30 Nov. 1987

The State Highway Administration
Project Development Division
P.O. Box 717
Baltimore, Md. 21203
RE: State Project # M600-101-370

To Whom It Concerns:

Since noise pollution on Connecticut Avenue already exceeds federal standards and additional trucks will compound that problem, we are strongly opposed to relocating the eastbound ramp.

Sincerely,
David & Laurel Rabin

V-106

Response to Citizen Letter #47:
(David & Laurel Rabin)

1. Noise impacts associated with the Build Alternate were evaluated in the Environmental Assessment. Based on this analysis, projected noise levels associated with the Build Alternative were not projected to be significantly different than the No-Build. Please refer to Section III.B.4.e. of this FONSI for a summary of these impacts.

C-7

Edward P. Clair
Gina Rabai Clair
7207 Thornapple Place
Chevy Chase, Maryland 20815

48

The State Hwy Admin.
Project Development Dr.
P.O. Box 717
Baltimore, Md. 21203
Re: State Project # M600-101-370

I am extremely upset about plans to open Conn. Ave. up to truck traffic using a new ramp proposed to the Beltway.

Our children must cross Conn. Ave. on foot to attend Chevy Chase Elementary School.

Traffic on Connecticut Ave. is already heavy and exceeds posted speed limits. ~~Pulling~~ Coming out from a cross street into Conn Ave is hard under these conditions already. Potentially increased Truck traffic will aggravate these conditions by decreasing passenger car visibility of cars ~~on~~ Pedestrians on cross streets entering Conn. Ave.

Most important, our children must cross Conn. Ave. to attend their local public elementary school. Our little children have enough dangerous conditions to contend with under present traffic usage of Conn. Ave. It is unthinkable that children should have to face even more and bigger vehicles on their walk to school.

State Proje

Gina Clair

PROJECT DEVELOPMENT DIVISION
2 24 PM '87

V-107

Response to Citizen Letter #48:
(Gina Rabai Clair)

1. During final design, SHA will evaluate measures to enhance pedestrian safety along Connecticut Avenue.

2. Although the Environmental Assessment identified a potential increase in truck volumes along northbound Connecticut Avenue of 170 to 370 trucks per day, observations of illegal truck usage of Kensington Parkway would indicate that the actual increase will be considerable less. Please refer to Section III.B.2. of this FONSI for a summary of these impacts.

174

Chevy Chase, Md.
November 30, 1987

The State Highway Administration
Project Development Division

Re: State Project #M600-101-370

Gentlemen:

Thie letter is in reference to the proposed relocation of the east bound ramp to the Beltway from Kensington Parkway to Connecticut Avenue.

As a resident of Woodbine Street near Connecticut Avenue, I am greatly concerned about the effect this would have on me and other members of the household. Even now the traffic noisee from Connecticut Avenue are a serious problem, especially in the seasons when we have windows open.

I trust that the committee working on the above State Project will reconsider this proposed change.

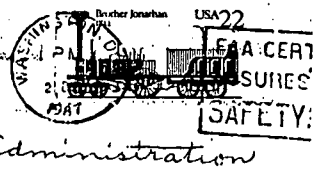
Very truly yours,

Emilie B. Bishop

Copy to the Village
Council

V-108

Miss Emilie Bishop
3813 Woodbine St
Chevy Chase MD 20815



The State Highway Administration
Project Development Division
P.O. Box 717
Baltimore, Md. 21203

Response to Citizen Letter #49:
(Miss Emilie Bishop)

1. Noise impacts associated with the Build Alternate were evaluated in the Environmental Assessment. Based on this analysis, projected noise levels associated with the Build Alternative were not projected to be significantly different than the No-Build. Please refer to Section III.B.4.e. of this FONSI for a summary of these impacts.

Robert W. Oliver
8101 Conn. Ave., Apt. C-506
Chevy Chase, MD 20815

To:
The State Highway Administration
Project Development Division
Baltimore, Md. 21203

Dec. 2, 1987
Re: State Project
M600-101-370

I am a retired partner of the law firm of Jones, Day, Reavis & Pogue, in which former Senator Charles Mathias is now a partner.

I have lived at 8101 Conn Ave for 3 years in which time the traffic on Conn. Ave in the vicinity of 8101 has increased to near gridlock conditions during many hours of the day.

As a consequence, during much of the time it is very difficult to use the exits from 8101 to Conn. Ave due to the traffic congestion. Instead, we are compelled to use the back access from 8101 onto Chevy Chase Lake Road and thence to the intersection of Chevy Chase Lake Road and Conn Ave, where there is a traffic light that is very poorly timed for such traffic.

Hence, I am strongly opposed to any action that would increase Conn. Ave. traffic in the vicinity of 8101.

The proposal your Administration has under consideration to relocate the East Bound Ramp to the Beltway from Kensington Parkway to Conn. Ave. would obviously throw much

Robert W. Oliver
8101 Conn. Ave., Apt. C-506
Chevy Chase, MD 20815

more truck traffic onto Conn. Ave in our vicinity, and thus would greatly exacerbate our already serious traffic problem.

I most earnestly request that your Administration reject <u>any proposal</u> that would increase the traffic congestion on already overburdened Conn. Ave.

Yours very truly,

R.W. Oliver

Response to Citizen Letter #50:
(Mr. Robert W. Oliver)

1. SHA fully appreciates the strong opinions expressed in opposition to relocation of the ramp from Kensington Parkway to Connecticut Avenue. As discussed in Section III of this document, SHA will undertake actions to minimize potential impacts associated with the Build Alternative. In view of the inappropriateness of major interstate traffic on Kensington Parkway, however, SHA believes that relocation of this ramp is the proper action.

The State Highway Administration
Project Development Division
P.O. Box 717
Baltimore, Maryland 21203

December 1, 1987

Re: State Project # M600-101-370

Dear Sirs:

The proposed relocation of the East Bound Beltway Ramp to Connecticut Avenue from Kensington Parkway has me greatly alarmed when considering the certain ensuing repercussions.

It must be reconsidered and realized that this action will endanger our neighborhoods and any local activities which we attempt to conduct. This is not undeveloped land in the suburbs, this is densely populated property just 3 miles from the Washington, D.C. border. We already suffer the traffic load from commuters and more than our share of trucks. The noise pollution on Connecticut Avenue already exceeds Federal Standards, and any increase in traffic will only compound our environmental concerns.

I adamantly oppose the above referenced project proposal and would like to suggest a referendum on this proposal.

Our safety and cleanliness is at stake. Please reconsider this motion.

Sincerely,

NAME Marjorie and Henry Zapruder ADDRESS 10 East Lenox Street Chevy Chase, MD 20815

V-110

Response to Citizen Letter #51:
(Marjorie and Henry Zapruder)

1. See response to Citizen Letter #23.

52

RECEIVED
DEC 8 1987
DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

November 30, 1987

Albert and Carla Massoni
7303 Connecticut Avenue
Chevy Chase, MD 20815

The State Highway Administration
Project Development Division
PO Box 717
Baltimore , MD 21203

Re: State Project #M600-101-370

Dear Sir/Madam:

We are outraged that you are considering expansion of Connecticut Avenue between Jones Bridge Road and 495 as well as a new access road. All your current alternatives envision the permitting of truck traffic which is now prohibited on Kensington Parkway.

As residents of Chevy Chase for the last twelve years, we are opposed to expansion of Connecticut Avenue and any traffic pattern alternative which will increase the number of trucks using Connecticut Avenue.

Connecticut Avenue runs through Chevy Chase, which is exclusively a residential neighborhood. Over the years, traffic on Connecticut has increased substantially causing many safety and health problems for the residents of this neighborhood. Speed limits are not observed and are not enforced causing numerous accidents and several fatalities to our children. The number of trucks using Connecticut Avenue has increased even though trucks are not permitted to use Connecticut Avenue as a regular route. The noise and air pollution on Connecticut Avenue far exceeds federal standards.

Instead of exacerbating the already dangerous and unhealthy traffic situation along Connecticut Avenue, Chevy Chase, we ask that the State Highway Administration undertake a study and actions to reduce traffic, noise and air pollution on the Avenue and to increase traffic safety in this residential community.

Sincerely,

Albert and Carla Massoni

V-111

Response to Citizen Letter #52:
(Albert and Carla Massoni)

1. The Selected Build Alternative, consisting of the relocation of the eastbound Beltway entrance ramp from Kensington Parkway to Connecticut Avenue, will be constructed with an existing State Highway Administration right-of-way, and, wherever feasible within existing curb lines along Connecticut Avenue. Widening of Connecticut Avenue is not proposed.

2. Construction of the Beltway entrance ramp from Connecticut Avenue is projected to result in approximately 170 to 370 additional trucks per day on northbound Connecticut Avenue. Because many of these projected "new" trucks are already illegally using Kensington Parkway to access the Beltway, the actual increase will be less.

3. SHA fully supports the residential character of Connecticut Avenue, but in view of the inappropriateness of major interstate traffic on Kensington Parkway, believes that the relocation of this ramp from Kensington Parkway to Connecticut Avenue is the proper action. Potential air and noise impacts associated with the Build Alternative were discussed in the Environmental Assessment. These impacts are not expected to be significant. Please refer to Section III.B.4.e. of this FONSI for a summary of these impacts.

178

Mrs. William Farrell
3609 Underwood St.
Chevy Chase MD 20815

53

The State Highway Admin
Project Dev. Division
P.O Box 717
Baltimore
Md 21203

State Project MG00-101-370

3609 Underwood St
Chevy Chase Md
20815
Nov-26-1987

The State Highway Admin
Balt. Md-21203

Dear Sirs

I am certainly against the widening of Conn Ave the traffic is bad enough now The Highway Admin is ~~spoiling~~ ruining all of our neighborhoods Cutting down trees and taking our lawns and bringing speeding trucks thru residential

1

V-112

Response to Citizen Letter #53:
(Mrs. William Farrell)

1. The Selected Build Alternative will be constructed within existing State Highway Administration rights-of-way and, along Connecticut Avenue, within existing curb lines. No widening of Connecticut Avenue is proposed.

179

Neighborhoods
Do we not as
tax payers have
our rights there
are our homes
facing Conn Ave
and we do not
want a Speed
Highway — and
all the pollution
the truck traffic
would make —
Do not change
Conn Ave —
Very truly
Elizabeth Farrell
Mrs Wm Farrell

Citizen Letter #53 continued:

2. Construction of the Beltway entrance ramp from Connecticut Avenue is projected to result in approximately 170 to 370 additional trucks per day on northbound Connecticut Avenue. Because many of these projected "new" trucks are already illegally using Kensington Parkway to access the Beltway, the actual increase will be less.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PROJECT DEVELOPMENT DIVISION
NOV 17 9 45 AM '87

Contract No. M 600-101-370
Interstate Route 495/Connecticut Avenue (MD Route 185)
Interchange Reconstruction
PDMS No. 151114
Location/Design Public Hearing
Monday, November 16, 1987 - 7:30 p.m.

VINM002 M 3 25P

NAME MONROE M VINCENT DATE 9 NOV 1987

PLEASE PRINT ADDRESS 3905 JONES BRIDGE RD

CITY/TOWN CHEVY CHASE STATE MD ZIP CODE 20815

I/~~We~~ wish to comment or inquire about the following aspects of this project:

OPTION "G" : In the drawing it appears that a median strip is in place in front of 3905 Jones Bridge Road. Returning home, ~~EAST~~ bound from Wisconsin Ave, on Jones Bridge Rd, how do I access my driveway at 3905 Jones Bridge Rd.?
EASTBOUND APPROACH

I URGE YOU TO CONSIDER AN EXTRA EASTBOUND EXIT ON 495, WEST OF CONN AVE AND CUTTING THROUGH AT OR WEST OF HAWKINS LANE. THIS WOULD REDUCE SIGNIFICANTLY THE EASTBOUND 495 VEHICLES EXITING AT CONN AVE AND TURNING WEST ON JONES BRIDGE TO GET TO NAVY - NIH - BETHESDA ETC. THIS WOULD RELIEVE CONN AVE TRAFFIC & THE DANGER POINT OF CONN - JONES BRIDGE INTERSECTION. I BELIEVE YOUR ACCIDENT-REPORTING RECORDS OF THE JONES BRIDGE INTERSECTION ARE UNDER REPORTED. MOST OF THE ACCIDENT INVOLVED PEOPLE USE MY PHONE TO CALL FOR TOW TRUCKS.

☐ Please add my/our name(s) to the Mailing List.*

☐ Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

V-114

Response to Citizen Letter #54:
(Mr. Monroe M. Vincent)

1. Option G has been dropped from further consideration.

2. The provision of an additional eastbound exit on I-495, west of Connecticut Avenue and connecting to Jones Bridge Road near Hawkins Lane, is not a feasible alternative. Interchange spacing between Wisconsin Avenue/I-270 and Connecticut Avenue is already tight; the addition of another "mid-point" exit would create an unsafe weaving and traffic operation conditions along the Beltway.

Sue Ellen:
I need to send cy of traffic volumes to this gentleman. Please remind me w/copy of this ☐

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. M 600-101-370
Interstate Route 495/Connecticut Avenue (MD Route 185)
Interchange Reconstruction
PDMS No. 151114
Location/Design Public Hearing
Monday, November 16, 1987 - 7:30 p.m.

NAME SANJEEV MALHOTRA DATE NOV. 16, 1987

PLEASE PRINT ADDRESS P.O. Box 382

CITY/TOWN KENSINGTON STATE MD. ZIP CODE 20895

I/We wish to comment or inquire about the following aspects of this project:

I would like to express my concerns about the abandoning of Ramp "E" (from I-495 EB to go NB on Rt. 185). I feel that this ramp can stay in place and building Option "C" instead to eliminate Ramp "H" off Kensington Pkwy. The new signal to be installed for Option "C" would operate at LOS D/C in 1990 AM/PM peak hour. I have yet to check the weaving on I-495, but I believe by taking one lane from Ramp "D" through to the limit of existing Ramp "H" would help eliminate the weaving concerns. I need the exact length of this section to check this weaving section (I trust you can mail me this information).

Also, I would like to express my concern about the closing of SB Kensington Pkwy. movement. I don't think this would improve the LOS significantly. Instead, the implementation of Options "D," "E" and "G" (along with "F") would significantly help improve the LOS at the intersection of MD. Rt. 185 with Jones Bridge Rd. and Kensington Pkwy. Primary Agency III will the AM/PM peak hour traffic counts at this intersection - existing and projected. I trust you can mail me this count info. too).

☐ Please add my/our name(s) to the Mailing List.*
☐ Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

Thanks.

V-115

Response to Citizen Letter #55:
(Sanjeev Malhotra)

1. See response to letter #17, also submitted by Mr. Malhotra.

2. Options D, E and G have been deleted from further consideration. The Selected Build Alternative would retain the existing southbound Kensington Parkway movement at the Connecticut Avenue/Jones Bridge Road/Kensington Parkway intersection.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. M 600-101-370
Interstate Route 495/Connecticut Avenue (MD Route 185)
Interchange Reconstruction
PDMS No. 151114
Location/Design Public Hearing
Monday, November 16, 1987 - 7:30 p.m.

PROJECT DEVELOPMENT DIVISION
Nov 24 9 28 AM '87

NAME JOAN & ELLIOT KOCEN DATE 11-16-87

PLEASE PRINT ADDRESS 3821 KENILWORTH DRWY.

CITY/TOWN CHEVY CHASE STATE MD. ZIP CODE 20815

I/We wish to comment or inquire about the following aspects of this project:

Our greatest concern is the truck traffic on Connecticut Ave. If any proposed changes result in more truck traffic, we are opposed.

The advantages to removing beltway traffic on Kensington Pkwy are greatly outweighed by the truck traffic which would be encourage on Conn. Ave with access to Beltway.

FURTHERMORE ANY BUS TRAFFIC ON KENILWORTH DRWY IS UNACCEPTABLE FOR OBVIOUS REASONS - IT IS TOO NARROW AND THERE ARE NO ADEQUATE SIDEWALKS - HALF-HOURLY BUS TRAFFIC FOR "TURN AROUND" WOULD BE DANGEROUS AND IRRESPONSIBLE.

☒ Please add my/our name(s) to the Mailing List.*

☐ Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

V-116

Response to Citizen Letter #56:
(Joan and Elliot Kocen)

1. Construction of the Beltway entrance ramp from Connecticut Avenue is projected to result in approximately 170 to 370 additional trucks per day on northbound Connecticut Avenue. Because many of these projected "new" trucks are already illegally using Kensington Parkway to access the Beltway, the actual increase will be less.

2. The Selected Build Alternative will not require any modification to the existing bus service in the project area.

3905 Jones Bridge Road
Chevy Chase, MD 20815

To: MARYLAND DEPT OF TRANSPORTATION

This supplements my reply form dated on the form supplied and your brochure on the Combined location/design public hearing scheduled for Nov 16 on I-495 interchange at Connecticut Ave.

There are duplications of my comments, but since I have no copy of your form already returned, I hope you will understand the repetitions: your point of necessity, the some duplications, and for the layman it is not easy to relate + understand all alternatives, options + evaluations. I wish you had not included all the references about access to be landscaped. This only adds words which are not essential and detracts from reading + understanding the important parts of your presentation.

1 On page 6 under option B, the statement "would provide additional gaps for vehicles desiring to enter southbound Connecticut from driveways or pedestrians" Again, this statement follows a promise to landscape. At the meeting on Nov 16 I would appreciate an explanation of what is that will provide additional gaps

(page 6 option d). The 4th lane would be required to turn [illegible] are not held up by the traffic light. There would be no sidewalk on the northside of Conn Ave as outlined in Option E (page 11) and no planned for pedestrians on the west side of Conn Jones Bridge NW Comer [illegible] at the Conn Jones Bridge NW Comer

2 page 7 Option C - Nov 16 I will ask about gates and driveway at 3905 Jones Bridge

On page 11 referring to option E reference is made to providing a new paved sidewalk along the East side of Conn while REMOVING the west sidewalk. This does not sound fair.

Response to Citizen Letter #57:
(Mr. Monroe M. Vincent)
(see also response to Public Hearing Speaker #21)

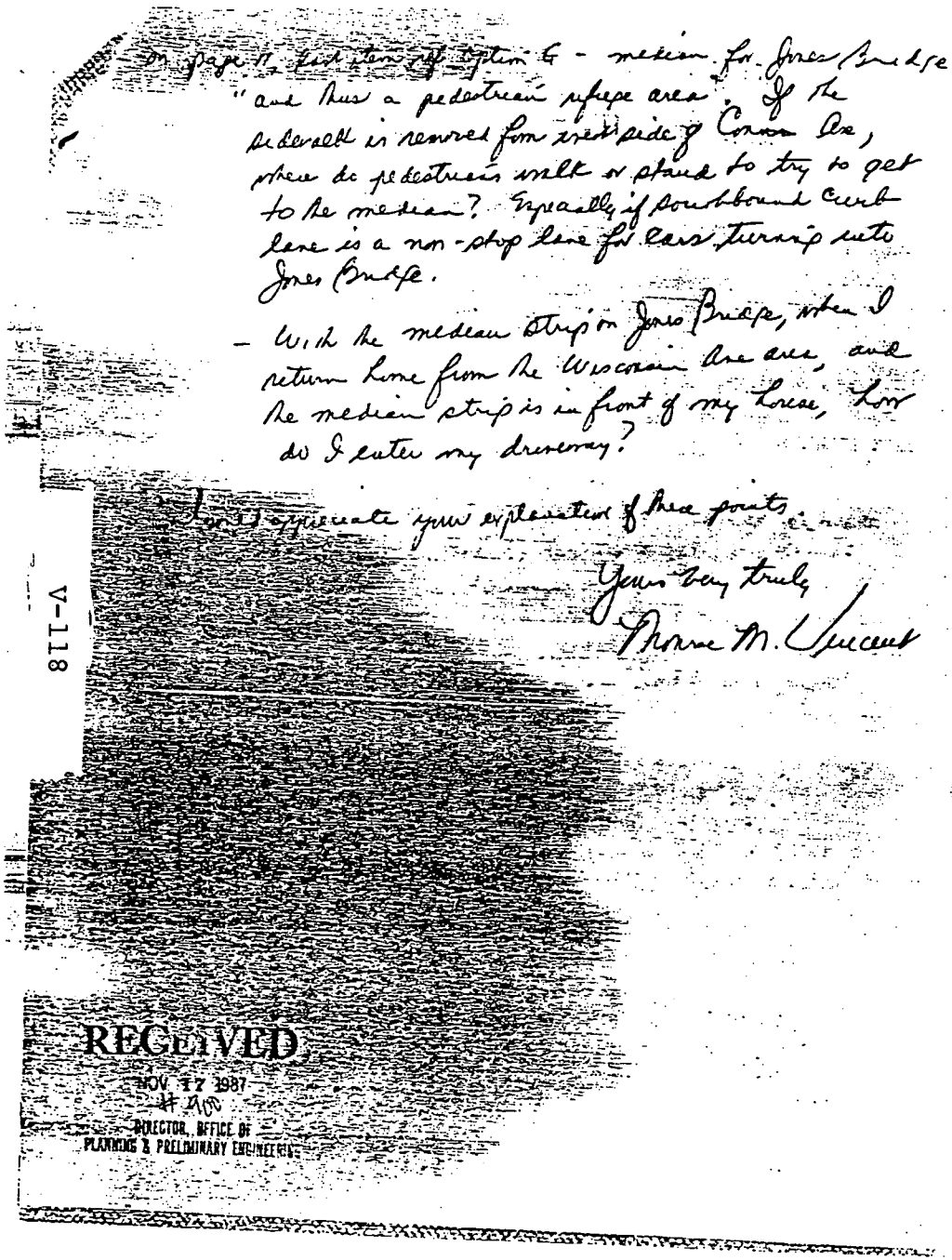
1. The Selected Build Alternative would create traffic gaps in southbound Connecticut Avenue traffic flow by the addition of a traffic signal to permit eastbound Beltway exiting traffic to turn left onto northbound Connecticut Avenue. Option B, which will receive further consideration during final design, will evaluate additional measures for controlling the eastbound Beltway to southbound Connecticut Avenue movement; measures which could include the creation of additional traffic gaps for southbound Connecticut Avenue.

2. All widening options for Connecticut Avenue have been dropped from further consideration. During final design, consideration will be given to the provision of a sidewalk on the eastside of Connecticut Avenue.

3. Option G has been dropped from further consideration.

4. Option E has been dropped from further consideration.

184



On page 2, last item of Option G - median for Jones Bridge
"and thus a pedestrian refuge area." If the sidewalk is removed from west side of Connecticut Ave, where do pedestrians walk or stand to try to get to the median? Especially if southbound curb lane is a non-stop lane for cars turning onto Jones Bridge.

- With the median strip on Jones Bridge, when I return home from the Wisconsin Ave area, and the median strip is in front of my house, how do I enter my driveway?

I would appreciate your explanation of these points.

Yours very truly,
Thomas M. Vincent

V-118

RECEIVED
NOV 17 1987
DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Citizen Letter 57 continued:

5. Widening of Connecticut Avenue is not proposed.

6. Option G, which included a median in Jones Bridge Road, has been dropped from further consideration.

7900 Curtis Street
Chevy Chase, MD 20815

November 23, 1987

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

Dear Mr. Pedersen:

Please find attached an edited copy of the remarks I made on behalf of the Chevy Chase Recreation Association during the November 16, 1987 public hearing on the proposals for the interchange at I-495 and Connecticut Avenue. I would like them placed in the public record.

Thank you.

V-119

Gordon Fowler
Chevy Chase Recreation Association

Response to Citizen Letter #58:
(Mr. Gordon Fowler)

1. See response to Public Hearing Speaker #18, Section IV of this report.

PRESENTATION BY GORDON FOWLER AT THE
NOVEMBER 16, 1987 LOCATON/DESIGN PUBLIC HEARING
ON THE I-495 INTERCHANGE AT CONNECTICUT AVENUE

58

I am director of the Chevy Chase Recreation Association (CCRA), located on Spring Valley Road and contiguous to the Beltway.

I am also a director of the Citizens' Association of the Hamlet, a community behind 8101 Connecticut Avenue and the library & firehouse.

This evening I am representing CCRA, although, at the conclusion of my remarks, I would like to make a comment on behalf of the Hamlet.

CCRA is a swim & tennis club with over 800 members. On the grounds is the Outdoor Nursery, which has 100 students and 11 adults who teach at or administer the school. The co-directors are Evelyn Litwin and Barbara Hutchinson. They support the CCRA position.

Our concern is with entry to and egress from the property via Spring Valley Road to Jones Bridge and via Woodlawn to Connecticut. These concerns are shared by the Chevy Chase Valley community.

Both CCRA and the nursery generate considerable traffic involving older people and children:

- There are many senior citizens who are members of the club, and the majority of the members have children of various ages.

- The nursery is for children from ages 2-4. It operates 5 days a week, 12 months a year, and has no busses. Cars come & go all day long on the following schedule.

In	Out	In	Out	Out
9am	11:45am	12:15pm	2pm	3pm

V-120

We oppose options D & G:

- Adding a lane on southbound Connecticut (Option D). This would require crossing four lanes to turn left to Woodlawn from northbound Connecticut and left from Woodlawn to northbound Connecticut.

- Having a mandatory right turn onto Jones Bridge from southbound Connecticut (Option D). This would require crossing the lane from Woodlawn in a short distance to continue south on Connecticut.

- Adding lanes to eastbound Jones Bridge Road (Option G). This would require crossing seven lanes from Spring Valley to get onto southbound Connecticut.

We also oppose any consideration of eliminating the median break on Connecticut and Woodlawn. Vehicles will need to turn left to Woodlawn from northbound Connecticut and left from Woodlawn to northbound Connecticut. A signal at the intersection would add to the safety of what is now an unnerving turning experience as well as slow traffic to a speed approaching the speed limit.

No matter what option is finally selected, hiker/biker access between Connecticut and Rock Creek Park should be available.

I would now like to speak for the Hamlet Citizens' Association. The Association is opposed to any general rebuilding of the Connecticut-Jones Bridge intersection because it would encourage rezoning in the commercial Lake area (Option G). We are already faced with the prospect of a special exemption being made for the HHMI.

18

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. M 600-101-370
Interstate Route 495/Connecticut Avenue (MD Route 185)
Interchange Reconstruction
PDMS No. 151114
Location/Design Public Hearing
Monday, November 16, 1987 - 7:30 p.m.

PROJECT DEVELOPMENT DIVISION
Nov 25 9 44 AM '87

59

NAME Lois + Martin Snyderman DATE 11/24/87

PLEASE PRINT ADDRESS 8804 Spring Valley Rd.

CITY/TOWN Chevy Chase STATE MD ZIP CODE 20815

I/We wish to comment or inquire about the following aspects of this project:

RE: Contract M600-101-370 PDMS # 151114

We oppose relocation of the east bound beltway ramp from Kensington Parkway to Conn Ave. because:

- the expense involved is unnecessary;
- traffic northbound on Kensington Parkway is not unreasonal and occurs primarily during a short period late in the afternoon - the arguments about children not being able to cross, except at that time, are falacious;
- most of the SHA arguments are specious at best (for example, the issue about poor visibility for cars entering onto 495 ... no evidence was provided to support this "claimed" situation (I've used the ramp many times with no problems), nor were there any facts provided to establish whether such claimed visibility is the cause of any accidents);
- moving the traffic to northbound Connecticut would create a truly untenable situation (from the standpoints of driveway access and noise) for those homeowners on the east side of Connecticut, north of Jones Bridge.

V-121

Whether or not a decision is made to relocate the northbound ramp to Connecticut Ave.:

- Option B should be implemented, with all traffic, north and southbound, controlled by traffic lights on Connecticut Ave. to provide gaps in the flow of traffic along Connecticut and Jones Bridge so that those of us who live in the area can safely get in and out of our driveways or sidestreets;
- Options C,D,E,F and G should be rejected;
- No fourth lane should be added on either side of Connecticut Avenue;
- There should be no taking of property;
- Jones Bridge Road should not be widened; that would create an intolerable situation for those residents, nursery school parents and Recreation Association members (over 500 families who use the pool - June to mid-Sept - and tennis courts - March to November) at the end of Spring Valley) exiting Spring Valley and attempting to go east on Jones Bridge.
- Pedestrian walks should be added to the safety islands at Jones Bridge and Connecticut to facilitate crossing Jones Bridge on the west side of Connecticut;
- Truck traffic except for local deliveries should be prohibited on Jones Bridge Road, clearly a residential road, a prohibition which would also reduce truck traffic getting onto Connecticut Ave.

Lois Snyderman

Response to Citizen Letter #59:
(Lois & Martin Snyderman)

1. SHA fully appreciates the strong opinions expressed in opposition to relocation of the ramp from Kensington Parkway to Connecticut Avenue. As discussed in Section III of this document, SHA will undertake actions to minimize potential impacts associated with the Build Alternative. In view of the inappropriateness of major interstate traffic on Kensington Parkway, however, SHA believes that relocation of this ramp is the proper action.

2. Option B, consisting of modifications to the eastbound Beltway to southbound Connecticut Avenue exit, will be further evaluated during final design.

3. Options A, C, D, E, F, and G have all been dropped from further consideration. No widening is proposed along Connecticut Avenue and construction will be completed within existing SHA right-of-way and, where feasible, within exiting curbs of Connecticut Avenue. SHA will request that Montgomery County evaluate the need for a traffic signal at the existing Spring Valley/Jones Bridge Road intersection.

4. During final design, provisions for pedestrian access will be evaluated, including consideration of a sidewalk along the eastside of Connecticut Avenue.

188

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. M 600-101-370
Interstate Route 495/Connecticut Avenue (MD Route 185)
Interchange Reconstruction
PDMS No. 151114
Location/Design Public Hearing
Monday, November 16, 1987 - 7:30 p.m.

PROJECT DEVELOPMENT DIVISION
Nov 30 11 14 AM '87

NAME Alan H. Grant DATE November 20,

PLEASE PRINT ADDRESS 3208 Woodhollow Dr.

CITY/TOWN Chevy Chase, STATE Md. ZIP CODE 20895

I/We wish to comment or inquire about the following aspects of this project:

I strongly object to Option D of this plan.

I own the lots situated at the northwest corner of Jones bridge Rd. and Connecticut Ave., and this will take away more frontage from my property.

More importantly, the widening of Connecticut Ave. will only serve to create a more severe traffic problem further south because without an interchange at East-West Hiway, or, Bradley Blvd. or at Chevy Chase Circle, all that will be accomplished is a further piling up of south bound traffic.

Further, the amount of traffic that comes south-bound on Conmnecticut Ave and then turns right on Jones Bridge Rd. to proceed to Bethesda, is a very small percentage of the total south-bound traffic.

Sincerely,

Alan H. Grant

Please Respond to My Comments

Thank You

☐ Please add my/our name(s) to the Mailing List.*

☐ Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

V-122

Response to Citizen Letter #60:
(Mr. Alan H. Grant)

1. Option D, and any widening of Connecticut Avenue, has been dropped from further consideration.

3810 Woodbine St.
Chevy Chase, MD 20815
November 27, 1987

PROJECT DEVELOPMENT DIVISION
NOV 30 11 07 AM '87

The State Highway Administration
Project Development Division
P.O. Box 717
Baltimore, MD 21203
RE: State Project #M600-101-370

Dear Sir:

I wish to place on record our concern about the possible relocation of the east bound ramp to the beltway from Kensington Parkway to Connecticut Avenue. We are worried, among other things, about the increased truck traffic on Connecticut Avenue and the congestion and noise pollution which will accompany such an increase.

This is a long established residential area with beautiful landscaping, trees, and homes of which Chevy Chase is, and the state of Maryland should be proud. I fear that the possible alternatives to widen Connecticut Avenue threaten the area.

I first became acquainted with this stretch of Connecticut Avenue when I was an incoming freshman at Georgetown University and my parents were driving me from Massachusetts to school. My parents made the comment then that they understood why the university gave out directions suggesting new students use Connecticut Avenue rather than Wisconsin Avenue to arrive at school; it is a beautiful area and it makes a lasting impression. We are concerned that it remain so.

Sincerely,

Jeanine and Phaon B. Derr III

Jeanine and Phaon B. Derr III

V-123

Response to Citizen Letter #61:
(Jeanine and Phaon B. Derr III

1. **Construction of the Beltway entrance ramp from Connecticut Avenue is projected to result in approximately 170 to 370 additional trucks per day on northbound Connecticut Avenue. Because many of these projected "new" trucks are already illegally using Kensington Parkway to access the Beltway, the actual increase will be less.**

2. **SHA fully supports the residential character of Connecticut Avenue, but in view of the inappropriateness of major interstate traffic on Kensington Parkway, believes that the relocation of this ramp from Kensington Parkway to Connecticut Avenue is the proper action.**

190

Alice Taylor Davis
3800 Williams Lane
Chevy Chase, Maryland 20815

Nov. 28, 87.

To: The State Highway Commis.,
From: Alice Taylor Davis

As a longtime resident on Williams Lane I am opposed to the plan to relocate the east bound ramp to the Beltway from Kensington Parkway to Connecticut Avenue. Our street is a true neighborhood and favored by families with children. Additional noise from traffic and destruction of lawns and trees that may occur would reduce the money and other values of this area. Surely the Beauty of Connecticut Avenue and the neighboring streets from the Circle to Chevy Chase shopping center should be preserved. I object on [illegible]

Response to Citizen Letter #62:
(Ms. Alice Taylor Davis)

1. SHA appreciates the strong opinions expressed in opposition to relocation of the ramp from Kensington Parkway to Connecticut Avenue. As discussed in Section III of this document, SHA will undertake actions to minimize potential impacts associated with the Build Alternative. In view of the inappropriateness of major interstate traffic on Kensington Parkway, however, SHA believes that relocation of this ramp is the proper action.

2. SHA supports the residential character of Connecticut Avenue, but believes that the relocation of this ramp from Kensington Parkway to Connecticut Avenue is the proper action.

THOMAS MILLER RECKNAGEL
3706 WOODBINE STREET
CHEVY CHASE, MARYLAND 20815

DEC 1 9 25 AM '87
PROJECT DEVELOPMENT DIVISION

November 28, 1987

The State Highway Administration
Project Development Division,
P.O.Box 717,
Baltimore, Maryland 21203

Dear Sirs:

Re.: State Project #M600-101-370.

As a resident of Chevy Chase Section 5 living close to Connecticut Avenue, I would like to register my great concern over the additional truck traffic on Connecticut Avenue which is projected as the result of implementation of the referenced project. Even now noise levels on Connecticut Avenue exceed Federal standards and the dust generated by existing traffic is a major cleanliness and respiratory problem. To compound this by encouraging increased truck traffic is unconscionable.

If, as I understand, continued use of Kensington Parkway as an access route for north and east bound traffic entering the Beltway is no longer an available option, then I believe the alternative selected should be that least likely to cause any increase in traffic or congestion on Connecticut Avenue and to involve the least displacement of existing homeowners. To my mind, the proposed Build Alternative together with Option B appears to offer this.

Construction of additional lanes is not warranted if an adequate traffic light is installed on Connecticut Avenue as proposed in Option B. Additional lanes could only lead to increased traffic.

Sincerely yours,

Thomas M. Recknagel

V-125

Response to Citizen Letter #63:
(Mr. Thomas Miller Recknagel)

1. Potential air and noise impacts associated with the Build Alternative were discussed in the Environmental Assessment. These impacts are not expected to be significant. Please refer to Sections III.B.4.d. and e. of this FONSI for a summary of these impacts.

2. The Build Alternative, with Option B to receive further consideration during final design, is the Selected Action.

3. No widening is proposed along Connecticut Avenue.

192

8806 Spring Valley Road
Chevy Chase, Md. 20815
November 23, 1987

State Highway Administration
Office of Planning and Preliminary Engineering
Box 717
Baltimore Md. 21203

Subject: Contract No. M 600-101-370;Interstate Route 495/Connecticut Avenue (MD Route 185) Interchange Reconstruction; PDMS No. 151114

The proposals of the State Highway Administration and North Chevy Chase are designed to relieve the traffic load on Kensington Parkway in North Chevy Chase by moving all Northbound interstate traffic and all southbound traffic from Kensington Parkway to Connecticut Ave. This design plan is unfair to the residents of Connecticut Ave. It would bring the traffic level on Kensington Parkway to a level lower than it has been in more than a generation. Before the Beltway was built, traffic from north Chevy Chase, Kensington and points north was divided proportionately between the six lane Connecticut Ave. and the four lane Kensington Parkway with A.M. backups at Jones Bridge Road of two or three traffic light changes on both streets. The current plans are designed to reduce the Kensington Parkway traffic to a lower level than it was in the early 1960s and to put all of the increase plus some of the Kensington Parkway historical traffic on route 185. No wonder the long time residents of Connecticut Ave. are objecting. The cut-through traffic that plagued North Chevy Chase has been relieved by their blocking of streets; no such option is available for those on the west side of Connecticut Ave. Nor can we remove a lane from Route 185 as was done there.

The SHA should come up with more justification for moves that will transfer heavy loads of traffic from Kensington Parkway.before they consider such a reconstruction.

Frederick W. Lawrence

V-126

Response to Citizen Letter #64:
(Mr. Frederick W. Lawrence)

1. **SHA fully appreciates the strong opinions expressed in opposition to relocation of the ramp from Kensington Parkway to Connecticut Avenue. As discussed in Section III of this document, SHA will undertake actions to minimize potential impacts associated with the Build Alternative. In view of the inappropriateness of major interstate traffic on Kensington Parkway, however, SHA believes that relocation of this ramp is the proper action.**

Ref: State Project M600 -101 - 370

29 West Kirke Street, Chevy Chase, Maryland 20815

1 December 87

Sirs:

I am concerned about the increased truck traffic that will be generated on Connecticut Avenue should the Beltway access be changed and the Avenue widened. Increased pollution and a threat to children's safety seem to be the obvious results of such a change.

Heavy traffic is already burdening Connecticut Avenue. I am opposed to any action by the Highway Department that will increase it.

Very truly yours,

Mary Anne Tuokey

Response to Citizen Letter #65:
(Ms. Mary Anne Tuokey)

1. SHA fully appreciates the strong opinions expressed in opposition to relocation of the ramp from Kensington Parkway to Connecticut Avenue. As discussed in Section III of this document, SHA will undertake actions to minimize potential impacts associated with the Build Alternative. In view of the inappropriateness of major interstate traffic on Kensington Parkway, however, SHA believes that relocation of this ramp is the proper action.

JOHN W. RIDENOUR, III

The State Highway Administration
Project Development Division
P.O. Box 717
Baltimore, Maryland 21203

November 26, 1987

Re: State Project #M600-101-370

To Whom it May Concern:

As a life long resident of the area and as property owner and tax payer, I am adamantly opposed to the proposed relocation of the East Bound Ramp to the Beltway from its current location on Kensington Parkway, to Connecticut Ave. This would be the first step in the destruction of the residential character of surrounding neighborhood communities.

Our traffic problems would only be grossly magnified by this insensitive proposal, increasing truck traffic and accompanying dirt and sound pollution to the point of situating home owners and their families in a deleterious and dangerous position.

As it is, one can see the direct impact of the current traffic load on the surrounding neighborhoods, with the trucks which roar up and down Connecticut Avenue, with no apparent acknowledgement of speed regulations or awareness of the pedestrian safety. Children, commuting back and forth to local schools are sometimes forced to run for their lives when attempting to cross six lanes of Connecticut Avenue, let alone any increase of lanes and the accompanying speeds and danger. When parking on Connecticut Avenue in the Lake, to attempt to patronize local businesses, I suffer the constant onslaught of zooming trucks and cars making it life threatening to open my car door and forcing occupants of the car to crawl to the other side of the car for fear of having the door and our selves smashed by the unrelenting streams of speeding vehicles.

Any proposal to further increase this use of Connecticut Avenue could only be a result of lobbying from land owners and commercial entrepeneurs seeking monetary gain.

Please protect the center of our society and community, by protecting the quality of family living.

In view of the tremendous impact on the residents of this community, we would suggest a referendum on this proposal.

Sincerely,

John W. Ridenour III

V-128

Response to Citizen Letter #66:
(Mr. John W. Ridenour, III)

1. SHA fully appreciates the strong opinions expressed in opposition to relocation of the ramp from Kensington Parkway to Connecticut Avenue. As discussed in Section III of this document, SHA will undertake actions to minimize potential impacts associated with the Build Alternative. In view of the inappropriateness of major interstate traffic on Kensington Parkway, however, SHA believes that relocation of this ramp is the proper action.

2. The Selected Build Alternative will increase northbound traffic volumes along Connecticut Avenue between Jones Bridge Road and the Beltway: except for a minor increase in truck traffic, no increases in traffic volumes are anticipated along Connecticut Avenue south of Jones Bridge Road.

3. SHA fully supports the residential character of Connecticut Avenue, but believes that the relocation of this ramp from Kensington Parkway to Connecticut Avenue is the proper action.

4. The Selected Action strictly addresses the inappropriateness of major interstate traffic on Kensington Parkway - no widening of Connecticut Avenue is proposed.

LINDA A. RIDENOUR

The State Highway Administration
Project Development Division
P.O. Box 717
Baltimore, Maryland 21203

November 26, 1987

Re: State Project #M600-101-370

To Whom it May Concern:

As a life long resident of the area and as property owner and tax payer, I am adamantly opposed to the proposed relocation of the East Bound Ramp to the Beltway from its current location on Kensington Parkway, to Connecticut Ave. This would be the first step in the destruction of the residential character of surrounding neighborhood communities.

Our traffic problems would only be grossly magnified by this insensitive proposal, increasing truck traffic and accompanying dirt and sound pollution to the point of situating home owners and their families in a deleterious and dangerous position.

As it is, one can see the direct impact of the current traffic load on the surrounding neighborhoods, with the trucks which roar up and down Connecticut Avenue, with no apparent acknowledgement of speed regulations or awareness of the pedestrian safety. Children, commuting back and forth to local schools are sometimes forced to run for their lives when attempting to cross six lanes of Connecticut Avenue, let alone any increase of lanes and the accompanying speeds and danger. When parking on Connecticut Avenue in the Lake, to attempt to patronize local businesses, I suffer the constant onslaught of zooming trucks and cars making it life threatening to open my car door and forcing occupants of the car to crawl to the other side of the car for fear of having the door and our selves smashed by the unrelenting streams of speeding vehicles.

Any proposal to further increase this use of Connecticut Avenue could only be a result of lobbying from land owners and commercial entrepeneurs seeking monetary gain.

Please protect the center of our society and community, by protecting the quality of family living.

In view of the tremendous impact on the residents of this community, we would suggest a referendum on this proposal.

Sincerely,

Linda A. Ridenour

V-129

Response to Citizen Letter #67:
(Ms. Linda A. Ridenour)

1. **See response to Letter #66.**

JAMIE S. GORELICK
3713 WILLIAMS LANE
CHEVY CHASE, MARYLAND 20815

December 1, 1987

The State Highway Administration
Project Development Division
P.O. Box 717
Baltimore, Maryland 21203

Re: State Project # M600-101-370

Dear Sirs:

I live between Connecticut Avenue and Brookville Roads, south of East-West Highway. I am writing to oppose the proposal to widen Connecticut Avenue and to allow trucks on Connecticut Avenue. Clearly, turning Connecticut Avenue into a major truck thoroughfare will completely change the nature of Chevy Chase. The elementary school is on the other side of Connecticut and a truck route in between will make it impossible for children to cross. Moreover, the traffic on Connecticut is already quite congested, forcing commuters onto our residential streets and increasing noise pollution. I urge you to maintain the residential nature of our community. Please do not act to widen Connecticut or permit trucks on it.

Sincerely Yours,

Jamie S. Gorelick

cc: Village Council

V-130

Response to Citizen Letter #68:
(Mr. Jamie S. Gorelick)

1. SHA fully supports the residential character of Connecticut Avenue, but in view of the inappropriateness of major interstate traffic on Kensington Parkway, believes that the relocation of this ramp from Kensington Parkway to Connecticut Avenue is the proper action. The selected build alternative does not include proposals to widen Connecticut Avenue. Trucks would, however, be permitted to use the new ramp from Connecticut Avenue.

3819 Woodbine St.
Chevy Chase, Md.
Nov. 25, 1987

State Highway Admin.
Project Development Div.
P.O. Box 717
Baltimore, Md.

Gentlemen:

I have just learned that there is a plan to relocate the ramp for the beltway at Connecticut Ave. This may include widening of existing streets and result in more traffic.

I would like to register my opposition to any change.

I have lived at the corner of Connecticut Ave. and Woodbine St. for about 15 years. When I first moved here it was quite difficult to enter Connecticut Ave. because of traffic, particularly in the morning and evening. Traffic has increased and it is even more difficult. Thus most of the time I use Brookville Road.

Also I believe that the heavy traffic on Connecticut results in many accidents. In nearly all the accidents the cars are going slow, the drivers appear to be obeying the law, but someone turns on or off the street, it starts to rain, or there is some minor variation in traffic and an accident occurs. On at least two occasions the cars come to stop in my yard.

With the increase in population in the area, I do not believe there is any easy way to alleviate the traffic problem. A minor change in a ramp to the beltway will be of no use at all. The best use of highway money would be for a major change such as routing interstate traffic around Washington.

Sincerely yours,

Jack L. Estepp

V-131

Response to Citizen Letter #69:
(Mr. Jack Estepp)

1. **SHA fully appreciates the strong opinions expressed in opposition to relocation of the ramp from Kensington Parkway to Connecticut Avenue. As discussed in Section III of this document, SHA will undertake actions to minimize potential impacts associated with the Build Alternative. In view of the inappropriateness of major interstate traffic on Kensington Parkway, however, SHA believes that relocation of this ramp is the proper action.**

2. **The traffic problem being addressed by the Selected Action concerns local traffic's access to and from the Capital Beltway: a joint Virginia/Maryland study of the feasibility of the Washington Bypass is currently underway - it is not anticipated that this study would result in significant changes on traffic volumes along this portion of the Capital Beltway.**

John J. Mathias
8812 Connecticut Ave.
Chevy Chase, Maryland 20815

November 23, 1987

Maryland Department of Transportation
State Highway Administration
Office of Planning and Preliminary
Engineering
Box 717
Baltimore, Maryland 21203

Re: I-495 - Connecticut Ave. Interchange

Dear Sirs:

I hereby submit my written statement in connection with the public hearing on the I-495 - Connecticut Avenue Interchange held on Monday, November 16, 1987 at North Chevy Chase Elementary School. As I noted at the hearing, I am a member of the council of the Chevy Chase Valley Citizens Association ("CCVCA") and the owner and resident of the home at 8812 Connecticut Avenue in the affected area. I have lived there since 1963, prior to the opening of the Beltway, and am the newest of the residents of the group of homes facing on the west side of the Avenue in this area.

The oral presentations at the public hearing dramatically illustrated that the "build" alternatives are, pure and simply, the taking of property and property values for private interests. In addition to CCVCA, three other Connecticut Avenue neighborhoods and the Chevy Chase Recreation Association opposed the "build" proposals on the grounds that they create serious safety problems and adversely affect the residential character of Connecticut Avenue.

Although North Chevy Chase argues vociferously about its safety and convenience, it is notable that it itself will only agree to the ramp relocation, if the State builds it a new, expensive "Green Road" for special egress from that neighborhood. They insist on this despite the fact that it would be far less expensive to remove some of their street barricades and allow local traffic to access Jones Bridge Road through their community, with a left turn provided at Connecticut Avenue for southbound access. The left turn signal could not be any more disruptive on Connecticut Avenue than the new intersection and light necessitated by the "Green Road." It is a fact that North Chevy Chase would prefer the "no build" alternative, rather than the removal of their barricades so that a small amount of local traffic might access Connecticut Avenue through their side streets. Their "personal-convenience-at-any-cost" attitude certainly belies the necessity for removal of the ramp from Kensington Parkway.

Response to Citizen Letter #70:
(Mr. John J. Mathias)

1. SHA fully appreciates the strong opinions expressed in opposition to relocation of the ramp from Kensington Parkway to Connecticut Avenue. As discussed in Section III of this document, SHA will undertake actions to minimize potential impacts associated with the Build Alternative. In view of the inappropriateness of major interstate traffic on Kensington Parkway, however, SHA believes that relocation of this ramp is the proper action.

2. The Selected Build Alternative does not include the "green road" (Option A).

We CCVCA residents certainly share the concern of the residents of North Chevy Chase about safety conditions on Kensington Parkway. Being close neighbors, these conditions affect us and our families as well. Such safety problems could and should be addressed by less expensive and less disruptive measures, including signalization, better enforcement, better ramp lighting, etc. The solution is not to make Connecticut Avenue, which is already vastly more hazardous, into an unlivable Beltway Junior.

The safety factors cited by SHA to support its "build" alternatives are highly illusory. The "weaving loop" which is cited as a problem is found in virtually every interchange on the Beltway, most of which have a far higher accident rate than the Connecticut Avenue interchange. In its place you would put in a new intersection, with a traffic light, and cross-over left turn traffic, which will be far more hazardous. We have already had numerous serious accidents at the similar intersection created in 1981 when you moved the other ramp from Kensington Parkway. You will also create new pedestrian and vehicular hazards for people living on both sides of the Avenue. Pedestrians especially will be endangered. They will have to cross seven lanes of traffic, one of them continuously moving, to get to and from buses, playgrounds, church, school, and other functions. Moreover, under Option D, you even intend to remove the safety of a sidewalk, for people to use to get to bus stops and for other walking in our neighborhood.

A fourth lane southbound on Connecticut Avenue, with nearly continuous moving right turn traffic to Jones Bridge Road, will cause unacceptable hazards and completely isolate the Chevy Chase Valley community. The homes on Connecticut Avenue and Jones Bridge Road will be the most grievously affected, but the entire neighborhood will be severely impacted. The homes on the Avenue and Jones Bridge Road will basically be deprived of ingress and egress. There will be a continuous stream of traffic past our homes and driveways. The slight gap caused by the green light for westbound Jones Bridge Road traffic will offer practically no respite for the homes on the Avenue and absolutely none for those on Jones Bridge Road, or for the people pulling into or out of Spring Valley Road. Moreover, on the Connecticut Avenue side, even if we get out of our driveways or side streets, we will be caught in a right turn only lane. We'll have to go to Wisconsin Avenue or take a dangerous U-turn on Jones Bridge Road in order to go south. The buses will also have a serious problem getting back into the southbound flow, with only 3 lots between the bus stop and Jones Bridge Road.

Furthermore, your plan to widen Connecticut Avenue will require taking substantial portions off of our front lawns, including many trees and shrubs, which are essential in the fight against noise and air pollution, and which make our neighborhood a desirable, close-in place to live. This deprivation will alter the basic residential character of Connecticut Avenue.

It is also highly doubtful that your so-called improvements will aid traffic on the Avenue. You are creating a new road-block, and accident zone, with the new intersection and light. It is highly questionable whether any more traffic will get through the Jones Bridge Road intersection on a given

Citizen Letter #70 continued:

3. During final design, consideration will be given to the provision of a sidewalk along the east side of Connecticut Avenue as well as additional pedestrian measures.

4. At the Jones Bridge Road intersection, the three southbound traffic lanes would be shifted east to permit the provision of a right-turn lane at Jones Bridge Road. The provision of a traffic signal on southbound Connecticut Avenue at the new Ramp B-1 intersection will create traffic gaps in southbound Connecticut Avenue and should not result in the isolation of the communities in the northwest quadrant of the Kensington Parkway/Jones Bridge Road/Connecticut Avenue interchange. Furthermore, during final design, SHA will request that Montgomery County evaluate a traffic signal at the intersection of Spring Valley Road and Jones Bridge Road.

5. The Selected Build Alternative does not require any widening of Connecticut Avenue, to the maximum extent possible, all improvements would be completed within existing curb lines.

70

light cycle. But if a few extra cars do manage to get to the intersection and pass through, they won't have any place to go. The East-West Highway Intersection is far worse than Jones Bridge Road -- traffic already backs up through Chevy Chase Lake, and takes several light cycles to clear. Until SHA can address the Connecticut Avenue corridor on a more universal basis, it should avoid patch-work proposals that will only make things worse.

Finally, in view of the failure to offer any true improvement to Connecticut Avenue traffic, and the failure of the proposals to address any real safety problem, especially pedestrian safety, in a practical manner, the SHA should not consider taking our land, and decimating our property values, solely to increase the property values of residences on Kensington Parkway.

You refer to a 20 year commitment to North Chevy Chase as your primary justification for the build proposals. We other neighborhoods can cite to an over 30 year commitment. We bought and built our homes in reliance upon your original plans and your construction

Sincerely,

John J. Mathias

John J Mathias

Citizen Letter #70 continued

6. No widening is proposed along Connecticut Avenue, either north or south of the Jones Bridge Road intersection. Levels of traffic congestion at East-West Highway are anticipated to remain as they are today - congested.

No more Truck Traffic on Conn. Ave

Section 5
of the Village of Chevy Chase
P.O. Box 15140, Chevy Chase, Md. 20815

DEAR RESIDENTS:

The accident rate on Connecticut Ave is already higher than any comparable stretch in Maryland

THE MARYLAND STATE HIGHWAY ADMINISTRATION IS CONSIDERING RELOCATING THE EAST BOUND RAMP TO THE BELTWAY FROM KENSINGTON PARKWAY TO CONNECTICUT AVENUE. SEVEN OPTIONS ACCOMPANYING THIS BUILD ALTERNATIVE HAVE BEEN STUDIED RANGING FROM ADDING UP TO TWO (2) MORE LANES ON CONNECTICUT AVENUE BETWEEN JONES BRIDGE ROAD AND THE BELTWAY TO WIDENING JONES BRIDGE RDAD AT CONNECTICUT AVENUE. ALL OF THE BUILD ALTERNATIVES WOULD PERMIT TRUCK TRAFFIC USE OF THE RAMP WHICH NOW CURRENTLY IS PROHIBITED FROM KENSINGTON PARKWAY.

THE COUNCIL IS CONCERNED WITH THE IMPACT THIS WILL HAVE ON OUR NEIGHBORHOOD. THE ADDITIONAL TRUCK TRAFFIC IS PROJECTED TO BE AS HIGH AS 370 TRUCKS PER DAY USING CDNNECTICUT AVENUE. NDISE POLLUTION ON CONNECTICUT AVENUE ALREADY EXCEEDS FEDERAL STANDARDS AND ADDITIONAL TRUCKS WILL COMPOUND THAT PROBLEM. THE WIDENING OF ONE SECTION OF CDNNECTICUT AVENUE CDULD EVENTUALLY SPREAD TO DUR SECTION TAKING OUR TREES AS WELL AS FRONT LAWNS.

V-135

IF YOU ARE CONCERNED ABOUT THIS SITUATION PLEASE WRITE TD:

Please fight it

THE STATE HIGHWAY ADMINISTRATION
PROJECT DEVELDPMENT DIVISIDN
P.O. BOX 717
BALTIMORE, MD 21203
RE: STATE PROJECT #M600-101-370

Lisa B. Parpereter
3800 Underwood St
Chevy Chase Md
20815

THE STUDY CLOSES DECEMBER 4, 1987. YOUR CORRESPONDENCE MUST BE RECEIVED BEFORE THAT DATE FOR CONSIDERATION. PLEASE SEND US CDPIES OF YOUR CORRESPONDENCE.

The Village Council

Response to Citizen Letter #71:
(Ms. Lisa B. Parpereter)

1. SHA fully appreciates the strong opinions expressed in opposition to relocation of the ramp from Kensington Parkway to Connecticut Avenue. As discussed in Section III of this document, SHA will undertake actions to minimize potential impacts associated with the Build Alternative. In view of the inappropriateness of major interstate traffic on Kensington Parkway, however, SHA believes that relocation of this ramp is the proper action. No widening is proposed along Connecticut Avenue.

8806 Spring Valley Road
Chevy Chase, Md. 20815
December 18, 1987

State Highway Administration
Baltimore, Md

This is in reference to the current plans to move the Capital Beltway entrance from Kensington Parkway to Connecticut Ave.

In my statements at open hearings and in my correspondence to you on this subject I have previously indicated my opposition to the proposed construction, and I stand by that assessment. It seems, however, that the SHA has committed itself to making some changes at this exit. This letter is to suggest options that will minimize the disruption to the residents in the area and will at the same time give most effective relief to traffic problems.

In order to move traffic between the Capital Beltway and Connecticut Ave. the best options seems to be one that involves moving the inner (eastbound) lanes about fifty feet south of their present location, and moving the outer (westbound) lanes about the same distance north. The necessary space for these moves can be obtained by closing the present entrance and exit ramps. These moves should give enough space to put four lanes of entrance and exit traffic from and to Connecticut Ave in the middle. This would mean exiting to the left and entering from the left, types of entrance and exit that are frequently seen in other parts of the Interstate Highway System. This move would eliminate the necessity of cross traffic between entering and exiting traffic on both the Beltway and Connecticut Ave. It would mean that only one traffic light location would be needed on Connecticut Ave. It would mean that widening Connecticut Ave. would not be necessary.

While it is obvious that the no-build option is the best one that faces the SHA (provided the SHA will make some improvements to Kensington Parkway), it does seem that any of the build options that are under consideration are not as good as the one suggested here. I hope that you will consider this option.

Sincerely yours,

Frederick W. Lawrence

V-136

STATE PROJECT NO
M 6311.11-379

2

cc: Delegate D. Robertson
Park and Planning
Montgomery County Council

Response to Citizen Letter #72:
(Mr. Frederick W. Lawrence)

1. The considerable modifications suggested by Mr. Lawrence do not seem appropriate in view of the recent public funds expended to widen this portion of the Capital Beltway to 4-lanes per direction along the existing alignment. Furthermore, the provision of left-hand exit ramps are not in keeping with the general character of the Capital Beltway (which consists almost exclusively of right hand exit ramps. Only a few instances of entrance ramps on the left hand side (i.e. in the median) are evident. Mr. Lawrence's proposal of entrance and exit ramps to Connecticut Avenue from the Capital Beltway median would, in the opinion of SHA, result in unsafe traffic operations. The Selected Build Alternative does not include any widening of Connecticut Avenue.

December 1, 1987

Mr. Neil J. Pedersen, Director
Office of Planning & Preliminary Eng.
State Highway Admin.
Box 717
Baltimore, Maryland
21203

Dear Mr. Pedersen,

We are residents of North Chevy Chase Village and have lived on Kensington Pkwy. for 18 years. However, I am an Chevy Chase native and have lived here in the area most of my life.

Needless to say, when we moved on Kens. Pkwy., the traffic was nil and traffic has become more than 10 times in volume. I remember when the Beltway was built----there were two beautiful homes allowed to be built on the Beltway land. So------they moved the two houses down on Connecticut Ave. and one of them is the rambler close to the Beltway. This was purely idiotic of the State Roads then and is still a problem.

We all know that politics played a big part of placing the traffic through Kens. Pkwy. We have fought this for years and no one seems to care. The residents who live behind us live on nice, quiet streets while we here on the Pkwy. are their buffer.

We were unable to attend the last hearing at N.C.C. school because of illness and that is why I am writing now. The noise in front of our house goes on constantly and the pollution is so bad that we were forced to put in air conditioning and must keep the windows closed. Where we do open the windows in summer in the rear of the house, the pollution is thick with yellow dust.

My sons have had three cars damaged and were almost killed out in front of our home because of the speed and reckless driving. We have always had trouble getting in and out of our driveway. We have witnessed several killed by our home and have had to call the ambulance numerous times for those who have had accidents.

The sign "No Trucks" means nothing. We have many dump trucks coming from all the building in Bethesda and car carriers and too many trucks to mention. The police are often stationed outside my house but they never ticket the trucks. However, they earn the State plenty of money by the tickets they give within an hour. The minute the police leave, the cars speed up to their 50 mph in a 25 mph zone. Nothing seems to slow them down.

V-137

Response to Citizen Letter #73:
(Mr. & Mrs. Carl Peterson)

Our Pkwy. looks like a raceway with signs all over the place and now they have put crime light so the cars can go faster and not miss the corner (namely-----death corner).

When are the residents of Kens. Pkwy. going to be considered It is impossible for us to cross the street because of the speed of the traffic. As a handicapped person, I could not cross to catch a bus even if it were free.--------I guess I would just be a splash of blood on the Pkwy. and they could clean it up.

I don't think it is fair that the residents on the other side of Connecticut Ave. have such an imput in the decision of the ramp. The residents on N.C.C. side of Conn. don't have any more trouble gettings out of their driveways than we do and not as much. There are very few houses on Conn. and only two homes do not have private driveways entering from Kenilworth Ave. besides entering into Conn. I believe you should check this when you survey. As you know, no home faces Conn. Ave. on the other side and they have nice quiet streets over there.

Also------Connecticut Ave. was always a main thoroughfare and people who bought homes there knew it at the time they purchased their homes. Kensington Pkwy. was always and is supposed to be a residential street and not many homes have been built since the Beltway was built.

We have travelled all over the U.S. and have never seen a Pkwy. or Beltway in a big city leading into a residential street at 55 mph. I would like to have you consider all this when you finalize your plans. This problem has gone on for years and it seems that we here on Kens.Pkw. are here for the convenience of the State Roads Comm. and travellers. Did you know that we could legally block off Kens. Pkwy? This street is in violation of Federal Hwy. regulations.

There is much more to say but in closing, I hope you will consider giving Kensington Pkwy. a relief from the noise, traffic and trucks that have made our lives unearable at times. Traffic isn't going to get better----- it just increases no matter how many roads you build. You are welcome to come in my house and stand in my yard just to monitor the noise and traffic of the constant speed of tars.

Thank you for listening to my opinion and God bless you on your detision to make everyone satisfied.

Sincerely yours,

Mr. & Mrs. Carl Peterson

Mr. & Mrs. Carl Peterson
8909 Kensington Pkwy.
Chevy Chase, Maryland,20815

V-138

Citizen Letter #73 continued:

1. The Selected Build Alternative will remove all interstate traffic from Kensington Parkway and address the issues raised by Mr. & Mrs. Carl Petersen.

CHEVY CHASE VILLAGE
5906 CONNECTICUT AVENUE
CHEVY CHASE, MD. 20815
Telephone 654-7300

November 16, 1987

Mr. Michael Snyder
State Highway Administration
9300 Kenilworth Ave.
P.O. Box 327
Greenbelt, MD 20770

re: State Project No. M 600-101-370

Dear Mr. Snyder,

At its regular monthly meeting on November 9, the Chevy Chase Village Board of Managers considered the various alternative suggestions for improvements to the beltway (495) interchange at Connecticut Avenue. We are sensitive to the concerns of the Village of North Chevy Chase regarding the volume of commuter traffic using Kensington Parkway, especially in light of our own volume and speed problems on Brookeville Road. Nonetheless, we would urge the State Highway Administration to adopt the "no build alternative" position at this time.

Our reasons for this position are twofold: first, the projected increase of truck traffic on Connecticut Avenue would have an adverse impact on the residential character of that street in Chevy Chase Village, and could have the effect of encouraging increased traffic on the already saturated Brookeville Road. Our second reason for urging the "no build alternative" at this time is a concern over the timing of changes at that intersection as they might impact the Bethesda-Chevy Chase Master Plan which is currently in the process of revision. It would be unfortunate if land use changes which could destroy the residential character of the entire area were made as a result of road improvements designed to protect the residential communities surrounding the intersection.

Accordingly, until the final adoption of the revised Bethesda-Chevy Chase Master Plan, any decision regarding improvements to the beltway interchange may well be premature at this time.

Sincerely,

Roy A. Burke
City Manager

RAB/lc

V-139

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Office of District Engineer
State Highway Administration
9300 Kenilworth Avenue
P.O. Box 327
Greenbelt, Maryland 20770

December 8, 1987

Mr. Roy A. Burke
City Manager
Chevy Chase Village
5906 Connecticut Avenue
Chevy Chase, Maryland 20815

Re: Interstate Route 495/
Maryland Route 185 Interchange
Montgomery County

Dear Mr. Burke:

This office is in receipt of your November 16, 1987 letter urging the State Highway Administration to adopt the "No-Build" alternative for the referenced interchange project planning study.

We appreciate the position of the Chevy Chase Village and shall include your comments in our project record files for future consideration.

Thank you for taking the time to advise us of the opinion of the Village Board of Managers.

Very truly yours,

Michael Snyder
District Engineer

MS:lc

cc: Mr. Neil Pedersen (w/attach)

My telephone number is (301) 220-7311
Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5082 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

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Council of the Chevy Chase
Valley Citizens Association
3909 Montrose Drive
Chevy Chase, MD 20815
(301) 656-8770
November 25, 1987

Hal Kassoff, Administrator
State Highway Administration
707 North Calvert Street
Baltimore, MD 21203

Dear Mr. Kassoff,

November 16, 1987 was a date long anticipated by the residents of Chevy Chase Valley. After laboring for almost two years in order to ensure adherence to the process specified by the Maryland Action Plan for projects of this type, we were finally going to "have our day in court," via a public hearing. We decided to eschew discussion of the "back-room" deals (see attachments) that had attempted to deprive us of this right and decided rather, to focus on the facts and issues immediately pertinent to the SHA proposals for Connecticut Avenue and I-495. Irrespective of the past history of this project, we persisted in our view that a public hearing would provide an opportunity for rational examination of a problem and evaluation of possible solutions.

Wrong again! We keep forgetting that one of the many alternatives available to the SHA is to fuel the conflicts between communities by taking sides rather than acting as an impartial mediator. Why should the SHA adopt this posture? That's the million dollar question which the citizens of the Chevy Chase area continue to ask in ever-increasing volume.

The "public hearing" of November 16, 1987 was an example of the home-team coach acting as referee for a game being played according to his own rules. We protest the conduct of this hearing and are forced to an obvious conclusion. The so-called hearing was staged to justify a set of engineering plans which are very basically flawed. As chairman of the proceedings, Michael Snyder overstepped the boundaries of the generally accepted format for public hearings and refused to allow the official representatives of the Chevy Chase Valley Citizens Association (CCVCA), such as the Council and our attorney as well as the representative of the Coalition on Sensible Transportation (COST), adequate time to present their testimony.

V-140

1

Maryland Department of Transportation
State Highway Administration

Richsrd H. Trainor
Secretary
Hsl Ksssoff
Administrator

December 24, 1987

PROJECT DEVELOPMENT DIVISION
Dec 29 12 12 PM '87

Ms. Mary Anne Berberich
Council of the Chevy Chase
Valley Citizens Association
3DD9 Montrose Drive
Chevy Chase, Maryland 20816

Dear Ms. Berberich:

Thank you for your November 25th letter concerning the State Highway Administration's proposals for Connecticut Avenue and the Capital Beltway.

I cannot agree that Mr. Snyder's conduct was improper at the hearing or at any other point. As you know, I attended the hearing, and have followed this issue closely. We have received comments, including some from those opposed to moving the ramp, about the impartial, objective manner in which the hearing was conducted. Meetings on this matter have been held according to the same ground rules used in all our public meetings that attract large crowds. People were told that it may be necessary to set a time limit on individual presentations so that everyone would have an opportunity to speak.

I should point out that typically when a road is constructed or substantially upgraded, adjacent homeowners are affected. We work very hard to reduce this impact as much as possible, and to conduct our technical work in an impartial and objective manner.

We believe that the scope of the study in terms of the corridor considered was well suited to the issue of whether to relocate the Kensington Parkway ramp. I am sure that no amount of restudy will yield any better set of technical data, nor change the fact that public opinion is very sharply divided. There is no simple right or wrong here. It is, instead, a complex issue of pro's and con's which vary sharply, depending upon the community in which one happens to live. There is the additional perspective of logical and effective engineering measures that are sensitive to community impacts and concerns. This is our perspective, and our basis for decision making.

RECEIVED
DEC 29 1987
STATE OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

My telephone number is (301) 333-1111
Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5082 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

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testimony. Neither Mr. Snyder nor Ms. White would provide a straightforward answer to direct queries concerning time limitations right up to the commencement of the proceedings! We of the CCVCA Council, Mr. Hessel, our attorney, and Mr. Vrataric of COST do hereby lodge formal protest concerning this most recent attempt to undermine our efforts to protect the rights of the residents of Connecticut Avenue and Chevy Chase Valley.

Mr. Snyder's improper conduct appears to belie a basic anxiety on his part concerning the feasibility of the SHA design plans, which are found to be sorely deficient when examined from a cost/benefit perspective.

From the beginning, Mr. Snyder has repeatedly stated that the relocation of the Kensington Parkway ramp to Connecticut Avenue is only possible if the queue of cars in the Avenue can be reduced to allow for the resultant cross-over functions. Therefore, the Build Alternative is absolutely dependent upon a widening of Connecticut Avenue! Any widening of Connecticut Avenue, in addition to creating increasingly hazardous conditions for pedestrians, bus commuters, and the residents of Chevy Chase Valley, would wreak horror upon those homes located directly on Connecticut Avenue in the area to be modified. Why does Michael Snyder believe that he has a right to inflict such destruction upon the property and quality of life of the Connecticut Avenue residents? Why does he continue in his determination to implement the relocation of ramp H whatever the cost? Is the SHA prepared to offer current, full market value for every home on Connecticut Avenue in the area of the planned reconstruction? The residential function of these homes will be so severely impaired as to make this a necessary consideration in estimating the cost of the project.

Of late, we do not even hear the oft-repeated justification for ramp H relocation offered by Michael Snyder, "I won't do it without some improvements to the intersection." Clearly, no justification for this plan can be found in terms of an improvement to the intersection of Jones-Bridge Road and Connecticut Avenue. It is obvious to even the casual observer that cars are gridlocked all along Connecticut Avenue. Clearly, the review of the East-West Highway intersection, which was only recently agreed to by Mr. Snyder on November 4, calls for including both of these intersections in a comprehensive study of the Connecticut Avenue corridor. Such a "wider area of study" was recommended earlier by the Planning Board and is supported by every residential community along Connecticut Avenue north of the District line. These nine

December 24,1987

Ms. Mary Anne Berberich

Page Two

Let me assure you that a decision will be made in an impartial, objective manner, taking into account sound engineering principles, as well as the concerns of all affected communities.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/t

cc: The Honorable William Donald Schaefer
Secretary Richard H. Trainor

bcc: Mr. Mike Snyder
Mr. Neil Pedersen

communities are united in opposition to any widening of Connecticut Avenue. Clearly, Mr. Snyder has become hopelessly entangled in a nightmare of his own creation.

We support a wider area of study for the problems of Connecticut Avenue of which the relocation of ramp H is but a minor component. If ramp H can not be accommodated within the confines of existing Connecticut Avenue, the attempt at its relocation must be dropped in the larger interest of maintaining the residential character of Connecticut Avenue. We call upon you to assign another engineer to take charge of this larger project. Clearly, Mr. Snyder who is wedded to band-aid approaches is not up to the job.

We believe that the concerns of all Connecticut Avenue area residents should be addressed equally and that special agreements with special interest groups should be scrupulously avoided. Mr. Snyder has been found deficient in this particular regard as well. We call for an open-minded approach to problem solving in the matter of auto and pedestrian travel in the down-country area. We urge a more creative participation by the SHA in this process.

The Council of the
Chevy Chase Valley
Citizens Association

Mary Anne Berberich
Robert E. Burnam
Freda Mitchell
Frederick W. Sauerwein
Miriam Dow
Oscar Heelman
John J. Mathias

cc: Governor Schaefer
Secretary Trainor
Senator Schweinhart
Delegate Robertson
Delegate Sher
Delegate Wiser

MLH/6310R/8157

6310R/8153-1

V-142

November 24, 1987

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Mr. Michael Snyder
District Engineer
Maryland State Highway Administration
9300 Kenilworth Avenue
Post Office Box 327
Greenbelt, MD 20770

Dear Mr. Snyder:

I have written this letter to offer to you my comments on your deliberations of the I495/Connecticut Avenue improvements.

I am on the project mailing list for this project, and found your printed summary of alternates which your staff mailed to me to be both thoughtful and complete. I chose not to attend the public hearing because I thought that your alternates were so very sensible. Media reports of dispute to these sensible plans leaves me in awe.

I am a 32-year resident of Montgomery County. I drive over twenty thousand miles per year on our local roads, as I hold two jobs, attend night school, go shopping, enjoy local recreation, and so on. I have many sound opinions of traffic and roadways from my use of our local roads.

I hope that you move forward with your plans of reconfiguring the Connecticut Avenue interchange. Your staff's plan to cancel the loop ramp (eastbound I495 to northbound Connecticut Avenue) and build in its place a Kensington Parkway connector road and new beltway ramp for northbound Connecticut to eastbound I495 is a sound, practical, and most of all safety-enhancing proposal. The left-turn-type ramp you built for westbound I495 to southbound Connecticut Avenue with its ample vehicle storage is ideal as a model for eastbound I495 to northbound Connecticut Avenue. Your added lanes for Connecticut Avenue between I495 and the present Kensington Parkway traffic signal would do much to enhance operation of this important stretch of roadway.

I hope you will not fall to the narrow, clearly self-centered NIMBY attitude of those opposed to this project. Our region has suffered mightily in safety and quality-of-life from the cancellation of a multitude of needed facility improvements in our region, due to the self-serving citizen opposition. We need these Connecticut Avenue interchange improvements, as due the patient and safety-jeopardized citizens of the Kensington Parkway area.

Those who object the loudest to your sensible improvements have made a conscious decision to live on a very busy major highway, within inches of an interstate highway. Please do not permit the selfishness of a few score of people jeopardize your sensible plans which will enhance the life of hundreds of thousands of the traveling public.

I for one am willing to do my share of sacrifice, as my home is in the Avonshire townhouse development, which will reside near to the ICC. I look forward with relish the advantages in safety and traveling time that the ICC will bring, and feel the tradeoffs substantially favor building more roadways in our area. I grew up for 21 years within three blocks of I495 and University Boulevard, and proximity of these highways did not bother my family one bit, rather we were pleased by the convenience such a situation provided to our traveling.

Thank you for taking the time to review my comments. I wish you the best of luck on your project.

Gregory L. Dinardi

Gregory L. Dinardi
2831 Shepperton Terrace
Silver Spring, MD 20904

301 / 236-6888

V-143

RECEIVED
NOV 2 ? 1987
District #3 Office
State Highway Administration
Greenbelt

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Office of District Engineer
State Highway Administration
9300 Kenilworth Avenue
P.O. Box 327
Greenbelt, Maryland 20770

December 8, 1987

DEC 14 9 35 AM '87
PROJECT DEVELOPMENT DIVISION

Mr. Gregory L. Dinardi
2831 Shepperton Terrace
Silver Spring, Maryland 20904

Re: Interstate Route 495/
Maryland Route 185 Interchange
Montgomery County

Dear Mr. Dinardi:

Thank you for your November 24, 1987 letter expressing your support for the build alternate of the State Highway Administration Project Planning study at the referenced interchange.

I anticipate a decision being made by the State Highway Administration over the next several months on the disposition of this project.

Your informed comments are greatly appreciated and will be made a part of our project records.

Thank you again for taking the time to express your thoughts on this matter.

Very truly yours,

Michael Snyder
District Engineer

MS:lc

cc: Mr. Neil Pedersen (w/attach)

RECEIVED
DEC 10 1987
DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

My telephone number is (301) 220-7311

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

210

LAW OF
VICTOR L. CRAWFORD
101 NORTH ADAMS STREET
ROCKVILLE, MARYLAND 20850
(301) 762-1000

VICTOR L. CRAWFORD (MD., D.C.)
GEORGE J. GANTON, JR. (MD.)

WASHINGTON, D. C. COUNSEL
KIRKPATRICK AND LOCKHART
2000 L STREET, NORTHWEST
WASHINGTON, D. C. 20036-4968
202-452-7000

77

November 30, 1987

Mr. Hal Kassoff
State Highway Administrator
P.O. Box 717
707 North Calvert Street
Baltimore, Maryland 21203

Re: State Project #M600-101-370
Northbound Interchange Connecticut Ave. and I-495
Montgomery County, Maryland

Dear Hal:

I know that you need this like you need a hole in the head, but enclosed please find a copy of a newsletter which we have received from our Village Council here in Section 5 of the Village of Chevy Chase.

Linda and I live on Connecticut Ave. at the corner of Connecticut and Leland St., some two blocks south of East West Highway. Any additional truck traffic on Connecticut Ave. would not only destroy our peace and tranquility, but would undoubtedly ruin the neighborhood and also the entire area of Chevy Chase.

The State has lived up to virtually all of its promises as far as Kensington Parkway is concerned. All northbound traffic has been taken off of the Parkway. All northbound traffic from I-495 has been taken off of the Parkway. All southbound traffic from I-495 has been taken off of the Parkway. There only remains a small stretch of perhaps some 200 yards allowing those individuals going north on Connecticut Ave. to get onto I-495. At the present time, trucks are banned. It is very seldom that this ban is ever broken because Kensington Parkway itself is a narrow, two lane road.

However, I'm very much afraid that in the event a new northbound entrance to I-495 were constructed by the State Highway Administration, it would mean that truck traffic would go up Connecticut Ave. in order to get to the Beltway going eastbound. Even a prohibition against truck traffic on this ramp will not stop the trucks if the ramp is as I believe it is designed to be, namely wide and convenient.

Accordingly, would you please add my voice and the voice of Section 5 of Chevy Chase to the protest, and I certainly hope you can see fit that if this project can not be killed completely, you can at least delay it so we have a chance to organize and study the impact upon our community.

-2-

I have written to all of our local elected officials, including the members of the County Council and our County Executive, and I certainly hope they see fit to support the position of the citizens of Section 5.

Best personal regards for the coming new year.

Very truly yours,

Vic

Victor L. Crawford

VLC/pw

Enclosure

V-144

1

Maryland Department of Transportation
State Highway Administration

Richard H. Trainer
Secretary
Hal Kassoff
Administrator

December 29, 1987

Re: Contract No. M 600-101-370
Interstate Route 495/
Maryland Route 185
Interchange Reconstruction
PDMS No. 151114

Mr. Victor L. Crawford
101 North Adams Street
Rockville, Maryland 20850

Dear Mr. ~~Crawford~~ V.C:

Thank you for your recent letter concerning the proposal to relocate the existing Capital Beltway ramp from Kensington Parkway to Connecticut Avenue. Your comments will be included as part of the public hearing transcript.

If the northbound to eastbound Beltway ramp is relocated to Connecticut Avenue, it would be constructed according to State Highway Administration design criteria, providing a safe means of access to the Beltway. Our analysis of truck traffic in the corridor indicates that if the ramp is relocated and trucks are permitted to use it to access the Beltway, there would be an additional 170 to 370 trucks a day on Connecticut Avenue in the year 2010. We expect that the actual number of additional trucks would be toward the lower end of this range because a substantial number of trucks violate the restrictions on Kensington Parkway today. These violations were noted by State Highway Administration personnel during field reviews.

All of the comments received concerning this project will be reviewed before a final decision on what action, if any, the State Highway Administration will take.

Sincerely,

Hal Kassoff
Administrator

HK/ih

cc: Mr. Neil J. Pedersen
Mr. Michael Snyder
Mr. Louis H. Ege, Jr.
Ms. Sue Ellen White

My telephone number is (301) 333-1111
Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

92

Section 5
of the Village of Chevy Chase
P.O. Box 15140, Chevy Chase, Md. 20815

DEAR RESIDENTS:

THE MARYLAND STATE HIGHWAY AOMINISTRATION IS CONSIDERING RELOCATING TNE EAST BOUNO RAMP TO TNE BELTWAY FROM KENSINGTON PARKWAY TO CONNECTICUT AVENUE. SEVEN OPTIONS ACCOMPANYING THIS BUILO ALTERNATIVE HAVE BEEN STUOIED RANGING FROM ADDING UP TO TWO (2) MORE LANES ON CONNECTICUT AVENUE BETWEEN JONES BRIDGE ROAO AND THE BELTWAY TO WIDENING JONES BRIDGE ROAD AT CONNECTICUT AVENUE. ALL OF THE BUILD ALTERNATIVES WOULD PERMIT TRUCK TRAFFIC USE OF THE RAMP WHICH NOW CURRENTLY IS PRONIBITED FROM KENSINGTON PARKWAY.

THE COUNCIL IS CONCERNEO WITH THE IMPACT THIS WILL NAVE ON OUR NEIGHBORNOOD. THE ADDITIONAL TRUCK TRAFFIC IS PROJECTED TO BE AS HIGH AS 370 TRUCKS PER DAY USING CONNECTICUT AVENUE. NOISE POLLUTION ON CONNECTICUT AVENUE ALREAOY EXCEEDS FEDERAL STANDARDS AND ADDITIONAL TRUCKS WILL COMPOUND TNAT PROBLEM. TNE WIDENING OF ONE SECTION OF CONNECTICUT AVENUE COULD EVENTUALLY SPREAD TO OUR SECTION TAKING OUR TREES AS WELL AS FRONT LAWNS.

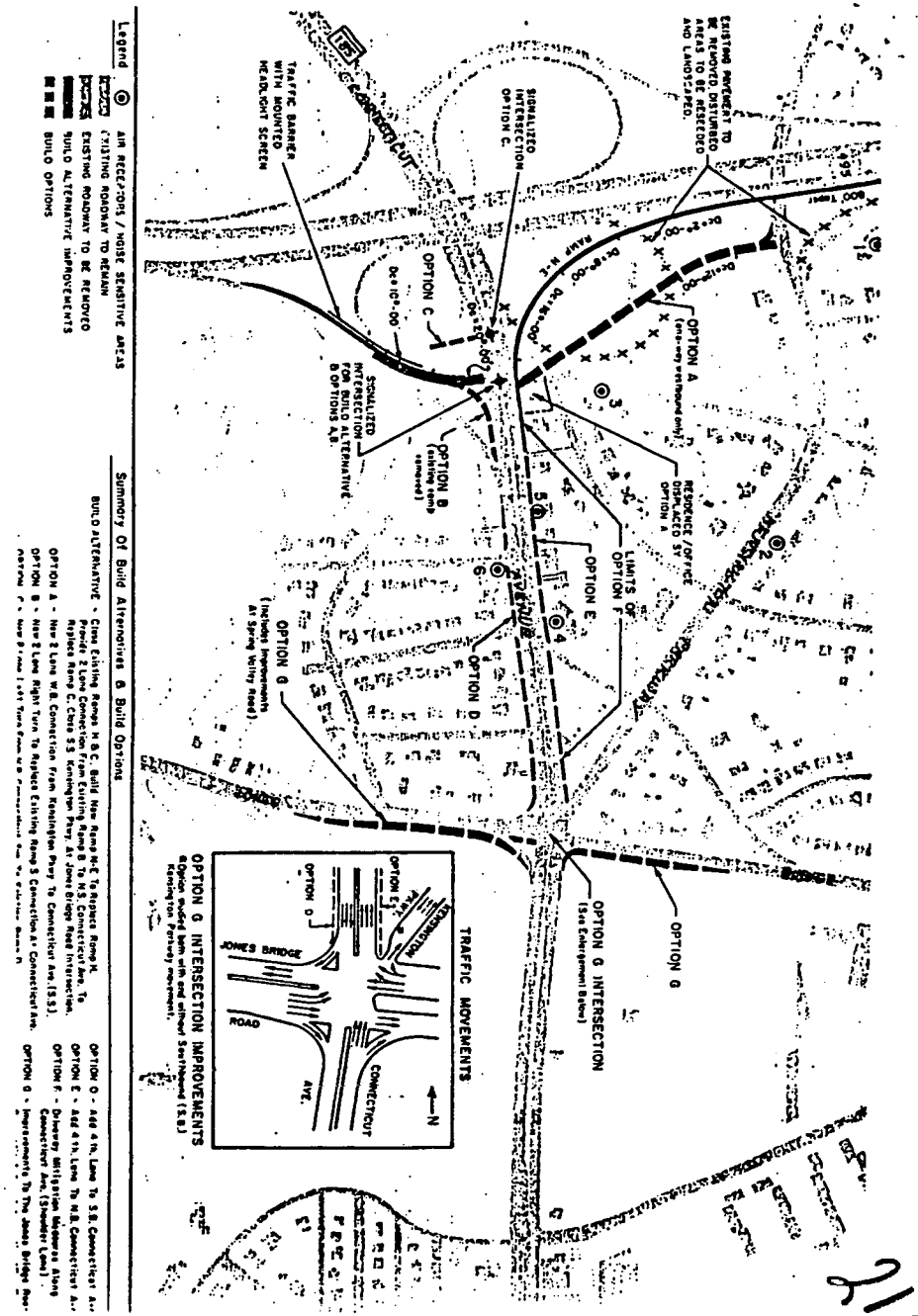
IF YOU ARE CONCERNEO ABOUT THIS SITUATION PLEASE WRITE TO:

THE STATE HIGHWAY ADMINISTRATION
PROJECT DEVELOPMENT DIVISION
P.O. Box 717
BALTIMORE, MD 21203
RE: STATE PROJECT #M600-101-370

THE STUDY CLOSES DECEMBER 4, 1987. YOUR CORRESPONDENCE MUST BE RECEIVEO BEFORE TNAT DATE FOR CONSIOERATION. PLEASE SEND US COPIES OF YOUR CORRESPONDENCE.

The Village Council

V-145



WEINER, McCAFFREY, BRODSKY & KAPLAN, P.C.
ATTORNEYS AT LAW
SUITE 800
1350 NEW YORK AVENUE, N.W.
WASHINGTON, D.C. 20005-4797
(202) 628-2000
TELECOPIER (202) 628-2011
MARYLAND OFFICE
SUITE 905
ARTERY PLAZA
7200 WISCONSIN AVENUE
BETHESDA, MD 20814-4804
(301) 986-0888

78

November 24, 1987

Neil Pedersen, Director
Office of Planning and
Preliminary Engineering
State Highway Administration
P.O. Box 717
707 N. Calvert Street
Baltimore, Maryland 21203

Re: Request for Documents I-495/Connecticut Avenue Interchange Reconstruction

Dear Neil:

On behalf of the Chevy Chase Valley Citizens Association, I am writing to make a formal request under §10-614 of the State Government Article of the Maryland Code. I would like to receive copies of documents relating to the State Highway Administration's (SHA) consideration of the Interchange Reconstruction.

Under the Maryland Action Plan, the SHA must prepare a systems planning report, project planning prospectus, and other documents in the course of developing a proposal and considering it. Please send me copies of these documents. However, you may exclude copies of the following documents, which I already have:

1. The environmental assessment.
2. The green "brochure."

V-146

RECEIVED
NOV 27 1987
#939
DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

3. The noise study.
4. The air quality study.
5. The traffic analysis memoranda that you sent to me earlier this month.

I thank you for your cooperation.

Sincerely,

Mark Hessel

Mark Hessel
Attorney for
Chevy Chase Valley
Citizens Association

MLH/smt/6270R/8153-1

1

Maryland Department of Transportation
State Highway Administration

RICHARD H. TRAINOR
Secretary

HAL KASSOFF
Administrator

DEC 23 1987

Re: Contract No. M 600-101-370
Interstate Route 495/
Maryland Route 185
Interchange Reconstruction
PDMS No. 151114

Mr. Mark Hessel
Weiner, McCaffrey, Brodsky and Kaplan, P.C.
1350 New York Avenue, N.W.
Washington, D.C. 20005-4797

Dear Mr. Hessel:

I am writing in response to both your November 24 and December 5, 1987 letters requesting information pertinent to the Interstate Route 495/Maryland Route 185 project planning study.

Enclosed is a copy of the Interagency Review/Scoping Meeting minutes. This was written instead of a systems planning report.

The project planning prospectus is a document prepared in the process of acquiring a consultant through the consultant selection process. On this particular project, all the consultant services were obtained through existing open-end contracts, and therefore, no prospectus was done.

We have been unable to locate any written record of the agreement, or documents referring to the agreement, made in the 1960's concerning the temporary nature of the ramps onto and off of Kensington Parkway.

As far as we know, we have sent you copies of all other pertinent data concerning this project, except for the report of the vibrations study which is also enclosed. If you have any additional inquiries you are welcome to write to me again.

Very truly yours,

HAL SIGNED BY:
NEIL J. PEDERSEN

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP/ih

Attachment

cc: Mr. Michael Snyder
Ms. Louisa Goldstein
Mr. Louis H. Ege, Jr.
Ms. Sue Ellen White

My telephone number is_____

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

213

WEINER, McCAFFREY, BRODSKY & KAPLAN, P.C.
ATTORNEYS AT LAW
SUITE 800
1350 NEW YORK AVENUE, N.W.
WASHINGTON, D.C. 20005-4797
(202) 628-2000
TELECOPIER (202) 628-2011
MARYLAND OFFICE
SUITE 909
ARTERY PLAZA
7200 WISCONSIN AVENUE
BETHESDA, MD 20814-4804
(301) 986-0666

78

December 5, 1987

DEC 11 12 21 PM '87
PROJECT DEVELOPMENT DIVISION

Mr. Neil Pedersen
Director
Offics of Planning and Preliminary
Engineering
Stats Highway Administration
P.O. Box 717
707 N. Calvert Street
Baltimore, Maryland 21203

Re: Rsconstruction of the Connecticut Avenue interchange of the Capital Beltway

Dear Neil,

There has been a lot of talk during the public debate about a commitment that the State Highway Administration made to the Villags of North Chevy Chase in the early 1960's regarding the Beltway access ramps. I am interested in knowing exactly what this commitment was.

Since the environmental assessment discusses the compromise under which the Beltway ramps were originally built, I assume that your office has accass to copies of the relevant documentation. Under Section 10-614 of the State Government Article of the Maryland Code, I am formally requesting copies of any writtsn commitments or compromises made by the SHA relating to this matter and any documents that refer to oral commitments.

V-147

RECEIVED
DEC 10 1987
#1006
DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Thank you very much for your continuing courtesy and cooperation.

Sincerely,

Mark Hessel

Mark Hessel
Attorney for the Chevy Chase
Valley Citizens Association

6619R/8153-1

2

Please refer to SHA response on previous page.

214

79

Montgomery County Government

Bethesda-Chevy Chase Citizens Advisory Board

December 1, 1987

PROJECT DEVELOPMENT DIVISION
Dec 11 9 49 AM '87

Norman Christeller, Chairman
Montgomery County Planning Board
M-NCPPC
8787 Georgia Avenue
Silver Spring, Maryland 20910

Dear Mr. Christeller:

The members of the Bethesda-Chevy Chase Citizens Advisory Board are writing to you about an issue that is extremely important to the residents of this area. The issue, which has generated a great deal of controversy, is the State Highway Administration's proposed changes for the Connecticut Avenue-Beltway Interchange. We understand that on December 3 the Planning Board will be reviewing this and and transmitting recommendations to the State Highway Administration.

The Advisory Board members urge that both the Planning Board and the State Highway Administration take a closer look at the broad issues impacting the entire Connecticut Avenue corridor from the Beltway to Chevy Chase Circle. For example, the Bethesda-Chevy Chase Master Plan Update is now in process and it remains to be seen as to how the Plan will address the Connecticut Avenue corridor. If the residential nature of that area is reconfirmed by the Master Plan this would impact several of the options being considered by the SHA. Those options that allow truck traffic on Connecticut Avenue or that would involve widening lanes at the expense of residential property or access to residential neighborhoods would not be compatible with the intent of the Master Plan.

In addition, there are several undeveloped parcels of land in the Connecticut Avenue - Jones Bridge Road area. Any future development in this area will certainly impact traffic capacity along the avenue. A wider study of the Connecticut Avenue corridor which would include safety and traffic

V-148

Bethesda-Chevy Chase Center
7815 Woodmont Avenue, Bethesda, Maryland 20814 301/986-4100(V)

capacity elements should be undertaken to furnish information necessary for a more comprehensive picture upon which to base decisions.

We appreciate the opportunity to share our comments with you.

Sincerely,

Jane E. Lawton

Jane E. Lawton,
Chairman

ccy H. Kassof, SHA

SHA Maryland Department of Transportation
State Highway Administration

RICHARD H. TRAINOR
Secretary

HAL KASSOFF
Administrator

DEC 29 1987

Ms. Jene E. Lawton, Chairman
Bethesde - Chevy Chese Citizens Advisory Boerd
Montgomery County Government
7815 Woodmont Avenue
Bethesda, Merylend 20814

Dear Ms. Lawton:

Thenk you for sending me a copy of your December 1st letter to Mr. Norman Christeller. I would like to take this opportunity to clarify some of the issues you reised in the letter.

The proposals discussed at the public hearing held on November 16th, concerning the relocation of the Capitel Beltway remp from Kensington Parkway to Connecticut Avenue, were developed because Kensington Perkway is e locel road meinteined by the Village of North Chevy Chasa. Though thare are numerous residences elong Connecticut Avenue, Meryland Route 185 is e mejor State highway.

At present, trucks are permitted on Connecticut Avenue, but prohibited on Kensington Perkway. By the yeer 2010, if tha ramp were relocated to Connecticut Avenue, an additionel 170 to 370 trucks per day could be expected.

Before eny decision is made, we will study the recommendation of the Montgomery County Planning Board, and consider cerefully the comments of concerned citizens end organizations.

We eppreciate your concern and thenk you for your comments and suggestions.

PROJECT DEVELOPMENT DIVISION
DEC 30 10 05 AM '87

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF

Hel Kassoff
Administretor

My telephone number is_____

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

215

John J. Mathias
8813 Connecticut Ave.
Chevy Chase, Maryland 20815

November 23, 1987

RECEIVED
NOV 25 1987
OFFICE OF PLANNING & PRELIMINARY ENGINEERING

Maryland Department of Transportation
State Highway Administration
Office of Planning and Preliminary
Engineering
Box 717
Baltimore, Maryland 21203

DEC 1 PROJECT DEVELOPMENT DIVISION 33 AM '87

Re: I-495 - Connecticut Ave. Interchange

Dear Sirs:

I hereby submit my written statement in connection with the public hearing on the I-495 - Connecticut Avenue Interchange held on Monday, November 16, 1987 at North Chevy Chase Elementary School. As I noted at the hearing, I am a member of the council of the Chevy Chase Valley Citizens Association ("CCVCA") and the owner and resident of the home at 8812 Connecticut Avenue in the affected area. I have lived there since 1963, prior to the opening of the Beltway, and am the newest of the residents of the group of homes facing on the west side of the Avenue in this area.

The oral presentations at the public hearing dramatically illustrated that the "build" alternatives are, pure and simply, the taking of property and property values for private interests. In addition to CCVCA, three other Connecticut Avenue neighborhoods and the Chevy Chase Recreation Association opposed the "build" proposals on the grounds that they create serious safety problems and adversely affect the residential character of Connecticut Avenue.

Although North Chevy Chase argues vociferously about its safety and convenience, it is notable that it itself will only agree to the ramp relocation, if the State builds it a new, expensive "Green Road" for special egress from that neighborhood. They insist on this despite the fact that it would be far less expensive to remove some of their street barricades and allow local traffic to access Jones Bridge Road through their community, with a left turn provided at Connecticut Avenue for southbound access. The left turn signal could not be any more disruptive on Connecticut Avenue than the new intersection and light necessitated by the "Green Road." It is a fact that North Chevy Chase would prefer the "no build" alternative, rather than the removal of their barricades so that a small amount of local traffic might access Connecticut Avenue through their side streets. Their "personal-convenience-at-any-cost" attitude certainly belies the necessity for removal of the ramp from Kensington Parkway.

V-149

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

December 30, 1987

Re: Contract No. M 600-101-370
Interstate Route 495/Maryland
Route 185 Interchange Reconstruction
PDMS No. 151114

Mr. John J. Mathias
8812 Connecticut Avenue
Chevy Chase, Maryland 20815

Dear Mr. Mathias:

Thank you for your recent comments on the proposal to move the Capital Beltway ramp from Kensington Parkway to Connecticut Avenue. Your comments will be included in the public hearing transcript.

The comments and concerns you have expressed will be considered in our deliberations leading to a decision on this project. Before a decision is made, however, we will be doing further investigation of other options which will address some of the concerns expressed at the hearing.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP/ih

cc: Mr. Michael Snyder
Mr. Louis H. Ege, Jr.
Ms. Sue Ellen White

My telephone number is (301) 333-1110

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

2/6

We CCHC[redacted] residents[redacted] mainly [redacted] the con[redacted] of the [redacted] residents of [redacted] Chas[redacted] safe[redacted] ition[redacted] asing[redacted] way. [redacted] these neighbors, these conditions affect us and our families as well. Such safety problems could and should be addressed by less expensive and less disruptive measures, including signalization, better enforcement, better ramp lighting, etc. The solution is not to make Connecticut Avenue, which is already vastly more hazardous, into an unlivable Beltway Junior.

The safety factors cited by SHA to support its "build" alternatives are highly illusory. The "weaving loop" which is cited as a problem is found in virtually every interchange on the Beltway, most of which have a far higher accident rate than the Connecticut Avenue interchange. In its place you would put in a new intersection, with a traffic light, and cross-over left turn traffic, which will be far more hazardous. We have already had numerous serious accidents at the similar intersection created in 1981 when you moved the other ramp from Kensington Parkway. You will also create new pedestrian and vehicular hazards for people living on both sides of the Avenue. Pedestrians especially will be endangered. They will have to cross seven lanes of traffic, one of them continuously moving, to get to and from buses, playgrounds, church, school, and other functions. Moreover, under Option D, you even intend to remove the safety of a sidewalk, for people to use to get to bus stops and for other walking in our neighborhood.

A fourth lane southbound on Connecticut Avenue, with nearly continuous moving right turn traffic to Jones Bridge Road, will cause unacceptable hazards and completely isolate the Chevy Chase Valley community. The homes on Connecticut Avenue and Jones Bridge Road will be the most grievously affected, but the entire neighborhood will be severely impacted. The homes on the Avenue and Jones Bridge Road will basically be deprived of ingress and egress. There will be a continuous stream of traffic past our homes and driveways. The slight gap caused by the green light for westbound Jones Bridge Road traffic will offer practically no respite for the homes on the Avenue and absolutely none for those on Jones Bridge Road, or for the people pulling into or out of Spring Valley Road. Moreover, on the Connecticut Avenue side, even if we get out of our driveways or side streets, we will be caught in a right turn only lane. We'll have to go to Wisconsin Avenue or take a dangerous U-turn on Jones Bridge Road in order to go south. The buses will also have a serious problem getting back into the southbound flow, with only 3 lots between the bus stop and Jones Bridge Road.

Furthermore, your plan to widen Connecticut Avenue will require taking substantial portions off of our front lawns, including many trees and shrubs, which are essential in the fight against noise and air pollution, and which make our neighborhood a desirable, close-in place to live. This deprivation will alter the basic residential character of Connecticut Avenue.

It is also highly doubtful that your so-called improvements will aid traffic on the Avenue. You are creating a new road-block, and accident zone, with the new intersection and light. It is highly questionable whether any more traffic will get through the Jones Bridge Road intersection on a given

light cycle. But if a few extra cars do manage to get to the intersection and pass through, they won't have any place to go. The East-West Highway Intersection is far worse than Jones Bridge Road -- traffic already backs up through Chevy Chase Lake, and takes several light cycles to clear. Until SHA can address the Connecticut Avenue corridor on a more universal basis, it should avoid patch-work proposals that will only make things worse.

Finally, in view of the failure to offer any true improvement to Connecticut Avenue traffic, and the failure of the proposals to address any real safety problem, especially pedestrian safety, in a practical manner, the SHA should not consider taking our land, and decimating our property values, solely to increase the property values of residences on Kensington Parkway.

You refer to a 20 year commitment to North Chevy Chase as your primary justification for the build proposals. We other neighborhoods can cite to an over 30 year commitment. We bought and built our homes in reliance upon your original plans and your construction

Sincerely,

John J. Mathias

John J Mathias

V-150

80

2

917

Town of Chevy Chase

81

(301) 654-7144

Town Council
WILLIAM A. WILDHACK, Chairman
JANE E. LAWTON, Vice Chairman
CAREY RIVERS, Treasurer
CATHIE TITUS, Secretary
MIER WOLF, Councilman

MARTHA J. CLINE, Town Manager
ANDREA SILVERSTONE, Administrative Aide
LUE MAGGIN, Town Clerk

November 29, 1987

Mr. Neil J. Petersen
Maryland Department of Transportation
State Highway Administration
Office of Planning and Preliminary Engineering
Box 717
Baltimore, Md. 21203

RECEIVED
DEC 2 1987
#988
DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Dear Mr. Petersen:

The Town Council of the Town of Chevy Chase strongly opposes the widening of Connecticut Avenue to either seven or eight lanes from the beltway to Jones Bridge Road and the removal of the east bound beltway ramp from Kensington Parkway.

The additional traffic added to Connecticut Avenue northbound by moving the eastbound beltway ramp to Connecticut Avenue will place an intolerable burden onto an already severely congested roadway. Cars using Kensington Parkway to the beltway would then use Connecticut Avenue. Additionally, allowing Connecticut Avenue north to the beltway to become a truck route will add a significant number of trucks that now seek other routes to the beltway. Connecticut Avenue is mostly a residential street in this section. These actions will significantly decrease the desirability and value of that area as a residential street.

The widening of Connecticut Avenue north of Jones Bridge Road would have a domino effect. Once there are seven or eight lanes of traffic on Connecticut Avenue, the pressure would be enormous to continue widening Connecticut Avenue to points further south. This would further undermine the residential nature of Connecticut Avenue.

Additionally, this area will be impacted by the possibility of the grade crossing at Connecticut Avenue proposed by Montgomery County if a transitway is built along the abandoned B&O Right-of-way just south of Manor Road.

Changes to the beltway ramps at Connecticut Avenue and the Jones Bridge Road, Kensington Parkway intersection should be not be made at the expense of significantly altering the residential nature of Connecticut Avenue. If that is the result of the decisions being made now, then a much wider study and dialogue must take place.

Town Office
Turner Hall
7100 Connecticut Avenue
Chevy Chase, MD 20815-4999

Mailing Address
P.O. Box 15888
Chevy Chase, MD 20815-0881

Before further pursuing the idea of widening Connecticut Avenue, a major study of Connecticut Avenue from the beltway to Chevy Chase Circle for both safety and capacity should be undertaken. Also, Montgomery County is currently undertaking a revision of the Bethesda Chevy Chase Master Plan. Any decisions contemplated by the State should become an integral part of the evaluation and recommendations for the updated Master Plan. These studies would allow a comprehensive evaluation by State and County planners and provide opportunities for input from all affected citizens in the Chevy Chase area.

Sincerely,

William A. Wildhack

William A. Wildhack
Chairman

V-151

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

December 30, 1987

Re: Contract No. M 600-101-370
Interstate Route 495/
Maryland Route 185
Interchange Reconstruction
PDMS No. 151114

Mr. William A. Wildhack, Chairman
Town of Chevy Chase
P.O. Box 15888
Chevy Chase, Maryland 20815-0881

Dear Mr. Wildhack:

Thank you for your comments regarding the proposal to relocate the Capital Beltway ramp from Kensington Parkway to Connecticut Avenue. Your concerns for the overall effect of widening Connecticut Avenue will be considered as part of the decision making process. Your letter will also be included as part of the official public hearing transcript.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP/ih

cc: Mr. Michael Snyder
Mr. Louis H. Ege, Jr.
Ms. Sue Ellen White

My telephone number is (301) 333-1110

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

#1016

DEC 14 10 43 AM '87

PROJECT DEVELOPMENT DIVISION

December 11, 1987

Mr. Neil J. Pedersen, Director
Office of Planning and Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

Dear Mr. Pedersen:

The December 6 Newsletter of the Village of North Chevy Chase briefly mentions the proposal adopted on December 3 by the Montgomery County Planning Board to restudy the question of the beltway interchange at Connecticut Avenue with the suggestion that the 11 homes on Connecticut Avenue between Jones Bridge Road and the beltway be purchased and razed. The Village opposes the proposal.

I am the owner of one of those homes and this letter is to let you know that I strongly support the proposal. Several other of the owners I have previously talked to would also support the proposal. We only ask fair market value of our properties.

The reasons are fairly obvious. Not only will the future value of our homes ~~will~~ be adversely affected, but also the quality of our life. Some of the houses have no access other than Connecticut Avenue; trying to get in and out of those driveways will be extremely hazardous.

I am sending this letter also to Mr. Christeller and Mr. Keeney of the Planning Board.

I hope the Planning Board's request for restudy of the issue will be carried out.

Sincerely,

Robert B. Mehnert
Helene A. Mehnert

Robert B. Mehnert
Helene A. Mehnert
8917 Connecticut Avenue
Chevy Chase, MD 20815
(654-7647)

V-152

RECEIVED
DEC 14 1987
DIRECTOR, OFFICE OF PLANNING & PRELIMINARY ENGINEERING

DEC 11 '87

Re: Contract No. M 600-101-370
Interstate Route 495/
Maryland Route 185
Interchange Reconstruction
PDMS No. 151114

Mr. and Mrs. Robert B. Mehnert
8917 Connecticut Avenue
Chevy Chase, Maryland 20815

Dear Mr. and Mrs. Mehnert:

Thank you for your recent letter concerning the Montgomery County Planning Board staff recommendations concerning the proposal to reconstruct the Interstate Route 495/Maryland Route 185 (Connecticut Avenue) interchange.

We are in the process of studying that proposal. We will be looking at the reasonability of purchasing all of the homes with direct access to Connecticut Avenue on the east side as well as the feasibility of providing alternative access for as many homes as possible.

If we determine through our studies that relocating access or purchasing homes is feasible, we will offer to meet with each affected property owner before including this as an option for consideration. We appreciate your letting us know of your support for the Planning Board proposal. Please feel free to contact me or Ms. Sue Ellen White, the Project Manager, if you have any questions. Ms. White's telephone number is 333-6431.

Very truly yours,

NEIL J. PEDERSEN

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP:db

cc: Mr. Hal Kassoff
Mr. Michael Snyder
Mr. Louis H. Ege, Jr.
Ms. Sue Ellen White

219

89

Hamlet Place Owners, Inc.

3583 HAMLET PLACE · CHEVY CHASE, MARYLAND 20815 · 654-3848

Cooperative

Dec. 14, 1987

RECEIVED
L-94
DEC 28 1987
#28
DIRECTOR, Office of
PLANNING & PRELIMINARY ENGINEERING

State Highway Administration
Office of Planning
Box 717
Baltimore, Md. 21203

Dear Sirs:

On behalf of the Board of Directors and the residents of Hamlet Place Owners, Inc., I write to express our continued opposition to the plan to alter the Beltway access to Connecticut Ave. and to widen Connecticut Ave. to eight lanes in the area of the Beltway. Hamlet Place is a Cooperative of 75 town houses located in Chevy Chase, Maryland, close to Connecticut Ave.

Among the reasons for our opposition to the proposal are: 1) the proposed alterations are an unnecessary expenditure of public funds, adding to our already heavy tax burden; 2) the plan will increase, rather than alleviate, traffic problems in our area; and 3) the plan will drastically increase heavy truck traffic on Connecticut Ave. to the detriment and safety of those of us who live, work, shop, and vote in the area.

We, in Hamlet Place, will watch with interest the positions taken on this proposal by our elected representatives as well as those who serve us within our State and County administrations.

Respectfully,

William C. Bennett, Jr.
President

V-153

Copies to :
Senator Schweinhaut
Del. Robertson
Del. Sher
Del. Wiser
County Executive Kramer
County Council President Subin
State Highway Administrator Kassoff

Maryland Department of Transportation
State Highway Administration

RICHARD H. TRAINOR
Secretary

HAL KASSOFF
Administrator

JAN 21 1988

Mr. William C. Bennett, Jr.
President
Hamlet Place Owners, Inc.
3583 Hamlet Place
Chevy Chase, Maryland 20815

PROJECT DEVELOPMENT DIVISION
JAN 12 2 10 PM '88

Dear Mr. Bennett:

Thank you for your recent letter concerning our improvements to the Interstate Route 495/Connecticut Avenue interchange.

The proposal was first studied in response to a commitment made many years ago to the Village of North Chevy Chase regarding the temporary condition of Interstate traffic using Kensington Parkway. We have added various options to the proposal to relocate the ramp to alleviate problems expressed by the communities on either side of Connecticut Avenue, north of Jones Bridge Road.

Our traffic forecasts indicate that if the Beltway ramp is relocated from Kensington Parkway to Connecticut Avenue, an additional 170 to 370 trucks will be using northbound Connecticut Avenue each day in the year 2010. The total traffic expected on the northbound roadway is 37,300 vehicles. Currently, a significant number of trucks use Kensington Parkway despite the truck prohibition.

No decision has been made at this point concerning how the State Highway Administration will proceed regarding the proposal. We are still in the process of receiving input from the public and doing further evaluations. Your input is appreciated and will be considered before a final decision is made.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/ih
cc: Mr. Neil J. Pedersen
Mr. Michael Snyder
Mr. Louis H. Ege, Jr.
Ms. Sue Ellen White

My telephone number is_____

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

220

WEINER, McCAFFREY, BRODSKY & KAPLAN, P.C.
ATTORNEYS AT LAW
SUITE 800
1350 NEW YORK AVENUE, N.W.
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JAMES A. BRODSKY
PETER E. KAPLAN
IRVING P. MARGULIES
MARK M. LEVIN
RICHARD I. PEYSTER
PETER A. GILBERTSON
MARK H. SIDMAN
L. MARK WINSTON**
EUGENIA SILVER
MITCHEL H. KIDER
KIMBERLY A. MADIGAN
DEBORAH A. PHILLIPS
RANDAL D. SHIELDS*
LESLIE C. BENDER** **
MICHAELA A. THOMPSON*
KAREN C. REED*
JOHN DOCHERTY*
PAUL H. SCHIEBER*

SANFORD A. WITKOWSKI
COUNSEL

OTTO J. HETZEL
JOSEPH D. FEENEY*
OF COUNSEL

*NOT ADMITTED IN D.C.
**ADMITTED IN MD

February 5, 1988

Ms. Sue Ellen White
Project Manager
State Highway Administration
707 N. Calvert Street
Baltimore, Maryland 21203-0717

PROJECT DEVELOPMENT

Re: Public hearing transcript: November 16, 1987; I-495 and Maryland-185 interchange reconstruction

Dear Sue Ellen:

I want to thank you for sending me the transcript of the November 16, 1987 public hearing. I appreciate how difficult it can be to coordinate so much paper.

As we discussed this morning, there were several omissions in the transcript. I am enclosing a copy of the letter from the Town of Chevy Chase and a copy of the comments that I sent on December 4, 1987. I have a letter in my files from Mr. Ege confirming receipt of those comments. I will try to get you a copy of the letter from the Village of Chevy Chase as well. I also did not see a letter from Mr. Victor Crawford. Although I do not have a copy of that letter, for your reference I enclose Mr. Kassoff's response which states that Crawford's letter will be included in the record.

I assume that the transcript of the public hearing is not the complete record. I note that it does not include the Environmental Assessment or other reports that your office prepared. Nor does it include the proceedings before the Park

V-154

and Planning Commission. If the transcript is supposed to be the complete record, please let me know. In that case, I would like to formally propose that the record be supplemented.

After we spoke this morning, I called Pat Willard who confirmed that the Planning Board has tentatively scheduled the issue for Thursday evening March 10, 1988. It is my understanding that the Planning Board will be reviewing SHA's response to the Board's last proposal. Please send me a copy of any written report on the matter as soon as it is available.

Thank you very much for your cooperation.

Sincerely,

Mark

Mark Hessel
Attorney for Chevy Chase
Valley Citizens Association

Enclosures

MLH/smt/8153-1/8698R

Response 1. Citizens Written Comment #84.

NOTE: Seventeen additional pages of written testimony were submitted by Mr. Mark Hessel, attorney for the Chevy Chase Citizens Valley Association, in conjunction with the public hearing process on this project. Because these letters are identical to letters previously submitted by Mr. Mark Hessel (see Civic Association letter number 5, 40 pages), please refer to SHA responses to this citizens association.

The Snydermans
8804 Spring Valley Road
Chevy Chase, MD. 20815

STATE HWY ADM
23 JAN 23 P1:

January 26, 1988

RECEIVED
A-113
FEB 1 1988
#158
DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Hal Kassoff
State Highway Administrator
Box 717
707 N. Calvert Street
Baltimore, MD. 21205

Re: Proposed State Highway Administration (SHA) Plan to relocate the east bound beltway ramp from Kensington Parkway to Conn Ave.

Dear Mr. Kassoff:

We have lived at the above address since 1963 and oppose the proposed plan because:

- the expense involved is unnecessary; the volume of traffic northbound on Kensington Parkway is not unreasonal and occurs primarily during a short period late in the afternoon;
- moving the traffic to northbound Connecticut would create a truly untenable situation (from the standpoints of driveway access and noise) for those homeowners on the east side of Connecticut, north of Jones Bridge.
- the already existing traffic volume makes auto and pedestrian access into and egress from our neighborhood (north of Jones Bridge, west of Connecticut) very difficult; increasing the number of lanes on Connecticut and Jones Bridge as proposed and putting some 11,000 additional cars and several hundred trucks on Connecticut would be disasterous for us in terms of further crossing difficulties and increased noise; when we first moved here this was a quiet neighborhood; now it's like living next to a freeway, which in fact it is. (Please, let's not make it worse.)
- to the best of our knowledge there was never an "understanding" between the SHA and the village of North Chevy Chase that (in spite of SHA claims to the contrary) the interchange from Kensington Parkway would be modified; the SHA has never produced a single historical document supporting such a position, yet has repeatedly stated that because of such an "understanding" it has as obligation to move the interchange. Baloney!

V-155

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

FEB 2 3 1988

Mr. and Mrs. Martin Snyderman
8804 Spring Valley Road
Chevy Chase, Maryland 20815

Dear Mr. and Mrs. Snyderman:

Thank you for your January 26th letter concerning the proposed improvements to the Interstate Route 95/Maryland Route 185 interchange. We have not yet made a decision concerning which alternative and options we will pursue. Prior to making such a decision, we will be considering your comments as well as the other comments we have received.

If you have any additional comments or questions regarding this project, please contact me or Mr. Neil J. Pedersen, Director of the Office of Planning and Preliminary Engineering. Mr. Pedersen's phone number is 333-1110.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF
Hal Kassoff
Administrator

HK/ih

cc: Mr. Neil J. Pedersen
Mr. Michael Snyder
Mr. Louis H. Ege, Jr.
Ms. Sue Ellen White

PROJECT DEVELOPMENT DIVISION
Feb 24 11 42 AM '88

My telephone number is (301)_____

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5082 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

If, however, a decision is made to relocate the northbound ramp to Connecticut Ave.

- Option B in the SHA Plan should be implemented, with all traffic, north and southbound, controlled by traffic lights on Connecticut Ave. to provide gaps in the flow of traffic along Connecticut and Jones Bridge so that those of us who live in the area (west of Connecticut and north of Jones Bridge) can safely get in and out of our driveways or sidestreets;
- Options C,D,E,F and G should be rejected;
- No fourth lane should be added on either side of Connecticut Avenue;
- There should be no taking of property;
- Jones Bridge Road should not be widened; that would create an intolerable access and egress situation for those residents in our area, as well as the nursery school parents and Chevy Chase Recreation Association members (over 500 families) who use the CCRA swimming pool (June to mid-Sept) and tennis courts (March to November), both located at the end of Spring Valley Road);
- Pedestrian walks should be added to the safety islands at Jones Bridge and Connecticut to facilitate crossing Jones Bridge on the west side of Connecticut;
- Truck traffic except for local deliveries should be prohibited on Jones Bridge Road, clearly a residential road, a prohibition which would also reduce truck traffic getting onto Connecticut Ave.

Sincerely,

Lois & Martin Snyderman

V-156

9/23

February 2, 1988

State Highway Administrator Kassoff
P.O. Box 717 707 N. Calvert Street
Baltimore, Md 21205

RECEIVED
B-43
FEB 9 1988
#188
DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEER

Dear Mr. Kassoff:

I wish to express my opposition to any widening of Connecticut Avenue in the area of the I-495 interchange or any relocation of the existing entry/exit ramps.

Either of the above mentioned actions would significantly alter the residential character of the Connecticut Avenue corridor through the substantial increase in traffic. Traffic is already at such high levels as to lead to unreasonable amounts of congestion. Exit from my neighborhood at either Woodlawn & Connecticut or Jones Bridge & Spring Valley is extremely difficult at peak use hours.

Moreover, correlary problems such as noise levels, ground vibration, and threats to pedestrians would also rise under the SHA plan.

I respectfully urge you to oppose any SHA proposals which adversely affect the quality of life in our residential neighborhood.

Sincerely,
Gregory S. Humes
Gregory S. Humes
3906 Woodlawn Road
Chevy Chase, Md. 20815

V-157

STATE HWY ADMIN
0 FEB 23 47

Maryland Department of Transportation
State Highway Administration

PROJECT DEVELOPMENT DIVISION
FEB 25 9 48 AM '88

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

FEB 24 1988

Mr. Gregory S. Humes
3906 Woodlawn Road
Chevy Chase, Maryland 20815

Dear Mr. Humes:

Thank you for your recent letter concerning the proposed reconstruction of the Interstate Route 495/Connecticut Avenue interchange.

Your comments will become part of the public record and they will be considered in the decision-making process.

We appreciate you taking the time to let us know your position on this matter.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF
Hal Kassoff
Administrator

HK:tn

cc: Mr. Neil J. Pedersen
Mr. Michael Snyder
Mr. Louis H. Ege, Jr.
Ms. Sue Ellen White

My telephone number is (301)_____

Teletypewriter for Impaired Hearing or Speech
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707 North Calvert St., Baltimore, Maryland 21203-0717

STATE HWY ADM

9 FEB 88 10:03

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RICHARD I. PFEYSTER
PETER A. GILBERTSON
MARK H. SIDMAN
L. HARR WINSTON*
EUGENIA SILVER
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KIMBERLY A. MADIGAN
DEBORAH A. PHILLIPS
RANDAL D. SHIELDS*
LESLIE C. BENDER* **
MICHAELA A. THOMPSON*
KAREN C. REED*
JOHN DOCHERTY*
PAUL H. SCHIEBER*

SANFORD A. WITTELS
COUNSEL

OTTO J. HETZEL
JOSEPH D. FEENEY*
OF COUNSEL

* NOT ADMITTED IN DC
** ADMITTED IN MD

February 5, 1988

RECEIVED
B-45
FEB 10 1988
#196
DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Mr. Hal Kassoff
Administrator
Maryland State Highway Administration
707 N. Calvery Street
Baltimore, Maryland 21203-0717

Re: Interstate Route 495/Maryland Route 185 Interchange Reconstruction

V-158

Dear Mr. Kassoff:

As you know, the effect of increased truck traffic along Connecticut Avenue is a major issue in the state's proposal to move the Beltway ramp at Connecticut Avenue. Mr. Victor L. Crawford has shared with me a letter that you wrote to time on this issue dated December 29, 1987.

In the letter, you stated that:

> Our analysis of truck traffic in the corridor indicates that if the ramp is relocated and trucks are permitted to use it to access the Beltway, there would be an additional 170 to 370 trucks a day on Connecticut Avenue in the year 2010. We expect that the actual number of additional trucks would be toward the lower end of this range because a substantial number of trucks violate the restrictions on Kensington Parkway today. These violations were noted by State Highway Administration personnel during field reviews.

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

PROJECT DEVELOPMENT DIVISION
MAR 2 10 59 AM '88

MAR 01 1988

Mr. Mark Hessel
Weiner, McCaffrey, Brodsky and Kaplan, P.C.
Suite 800
1350 New York Avenue, N.W.
Washington, D.C. 20005-4797

Dear Mr. Hessel:

Thank you for your recent letter concerning the current Interstate Route 495/Maryland Route 185 interchange study.

The truck count, on which the information on the current number of trucks was based, came from a count done south of Jones Bridge Road. It, therefore, includes all trucks currently traveling northbound on Connecticut Avenue which use Kensington Parkway. The percentage of trucks in this count was applied to the Connecticut Avenue volumes north of Jones Bridge Road. Because of a standard practice to consider the percentage of trucks constant along the length of the project, the trucks on Kensington Parkway were assumed to be on Connecticut Avenue. As a result, the diversion calculated relates directly to those trucks that should either complete the northbound/southbound symmetry expected in truck counts or the maximum possible which could divert from the adjacent Beltway ramps given existing truck patterns.

Anything larger than a pick-up truck is considered a truck. This includes vehicles ranging from delivery trucks to tractor-trailers. Of all the trucks observed, less than 7 percent were tractor-trailers. Most of the discrepancy in northbound and southbound truck volumes involved single unit delivery vans.

Though no written evidence exists of a commitment to remove the Beltway ramp from Kensington Parkway, it is still inappropriate for a local road to be used as access to an Interstate highway. For this reason, we believe it is appropriate to continue the study.

My telephone number is (301) 333-1111
Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5082 Statewide Toll Free

225

I believe that this statement is inconsistent with the Environmental Assessment.

First, the Environmental Assessment states that the 170 to 370 trucks a day are in addition to an expected 18% increase in baseline truck volumes (p. IV-3). There are currently 480 trucks a day using northbound Connecticut Avenue (p. II-4). This means that if the ramp is moved, the residents along Connecticut Avenue can expect 736 to 936 trucks a day traveling northbound. That is an increase of 53% to 95% over truck traffic levels that the Environmental Assessment describes as "relatively heavy" (p. II-4).

Second, the Environmental Assessment explains that the projection of 170 to 370 trucks a day is "the number of trucks that would be expected to divert from [Georgia and Wisconsin Avenues] to the new Ramp N-E on to eastbound I-495 . . ." (emphasis in the original) (p. IV-3). Since the analysis seems to be based on diversions, it follows that the current level of truck traffic on Kensington Parkway was not considered in making the projection. Therefore, it is not appropriate to subtract the Kensington Parkway trucks from the "170 to 370" figure.

Another issue which has gotten a lot of play in the public debate is the so-called "promise" that the state allegedly made when the Beltway was originally designed. According to the residents along Kensington Parkway, the state promised in the early 1960's that Beltway traffic would only use Kensington Parkway temporarily. Despite challenges from opponents of the ramp relocation, no one produced any concrete evidence of the alleged "promise." On December 5, 1987, I sent a formal request to Neil Pedersen (attached) asking for "any written commitments or compromises" and "any documents that refer to oral commitments." On December 23, 1987, Neil responded (attached) by saying:

> We have been unable to locate any written record of the agreement, or documents referring to the agreement, made in the 1960's concerning the temporary nature of the ramps onto and off of Kensington Parkway. [Emphasis added.]

V-159

No decision has yet been made regarding the proposed ramp relocation. We are continuing to analyze the impacts and consider the comments we have received.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF
Hal Kassoff
Administrator

HK/ih

cc: Mr. Neil J. Pedersen
Mr. Michael Snyder
Mr. Louis H. Ege, Jr.
Ms. Sue Ellen White

I hope this puts the myth of the promise to rest once and for all.

Thank you for your consideration. If you have any questions about this matter, please call me.

Sincerely,

Mark Hessel

Mark Hessel
Attorney for the Chevy Chase
Valley Citizens Association

Enclosures

cc: Victor Crawford

MLH/smt/8693R/8153-1

V-160

Case

WEINER, McCAFFREY, BRODSKY & KAPLAN, P.C.
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ARTERY PLAZA
7200 WISCONSIN AVENUE
BETHESDA, MD 20814-4804
(301) 986-0888

December 5, 1987

Mr. Neil Pedersen
Director
Office of Planning and Preliminary
Engineering
State Highway Administration
P.O. Box 717
707 N. Calvert Street
Baltimore, Maryland 21203

Re: Reconstruction of the Connecticut Avenue interchange of the Capital Beltway

Dear Neil,

There has been a lot of talk during the public debate about a commitment that the State Highway Administration made to the Village of North Chevy Chase in the early 1960's regarding the Beltway access ramps. I am interested in knowing exactly what this commitment was.

Since the environmental assessment discusses the compromise under which the Beltway ramps were originally built, I assume that your office has access to copies of the relevant documentation. Under Section 10-614 of the State Government Article of the Maryland Code, I am formally requesting copies of any written commitments or compromises made by the SHA relating to this matter and any documents that refer to oral commitments.

V-161

Thank you very much for your continuing courtesy and cooperation.

Sincerely,

Mark Hessel

Mark Hessel
Attorney for the Chevy Chase
Valley Citizens Association

6619R/8153-1

4

SHA

Maryland Department of Transportation
State Highway Administration

RICHARD H. TRAINOR
Secretary

HAL KASSOFF
Administrator

December 23, 1987
Re: Contract No. M 600-101-370
Interstate Route 495/
Maryland Route 185
Interchange Reconstruction
PDMS No. 151114

Mr. Mark Hessel
Weiner, McCaffrey, Brodsky and Kaplan, P.C.
1350 New York Avenue, N.W.
Washington, D.C. 20005-4797

RECEIVED
JAN - 1 1988

Dear Mr. Hessel:

I am writing in response to both your November 24 and December 5, 1987 letters requesting information pertinent to the Interstate Route 495/Maryland Route 185 project planning study.

Enclosed is a copy of the Interagency Review/Scoping Meeting minutes. This was written instead of a systems planning report.

The project planning prospectus is a document prepared in the process of acquiring a consultant through the consultant selection process. On this particular project, all the consultant services were obtained through existing open-end contracts, and therefore, no prospectus was done.

We have been unable to locate any written record of the agreement, or documents referring to the agreement, made in the 1960's concerning the temporary nature of the ramps onto and off of Kensington Parkway.

As far as we know, we have sent you copies of all other pertinent data concerning this project, except for the report of the vibrations study which is also enclosed. If you have any additional inquiries you are welcome to write to me again.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP/ih

Attachment

cc: Mr. Michael Snyder
Ms. Louisa Goldstein
Mr. Louis H. Ege, Jr.
Ms. Sue Ellen White

My telephone number is_____

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

#317

Samuel Silver
8808 Spring Valley Rd
Chevy Chase, MD 20815

Mr. Neil Pedersen
State Highway Commission Director,
Office of Planning
707 N. Clavert St.
Baltimore, MD 21202

February 11, 1988

Relocation of Beltway Ramp-Connecticut Avenue & Kensington Pkwy
(Montgomery County)

Dear Mr. Pedersen:

Your study last year of the subject matter is not a very good sound and technical study, usually expected of the S.H.C.

In short, your proposal would not significantly improve the flow of traffic. If there is a problem, it exists between Chevy Chase Circle and the Beltway. Widening of Connecticut Avenue between Jones Bridge Road and the Beltway and the destruction of the homes on the east side of Connecticut Avenue is a waste of limited funds. (Incidentally, east side of Connecticut Avenue includes homes/practices of a doctor, dentiat, and a veterinarian causing an expense of additional millions of dollars to cover value of business and relocation costs).

It should be noted that all the citizens organizations along Connecticut Avenue between Chevy Chase Circle and the Beltway opposed to your proposal, including the some 550 member families of the Chevy Chase Recreation Association. (9000 Spring Valley Rd., Chevy Chase, MD 20815). Many of the associations have contributed funds to continue the legal battle.

It is suggested that the S.H.C. announce a withdrawal of proposed plans and direct their efforts to improve signals.

Sincerely yours,

Samuel Silver

Samuel Silver

V-162

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

March 15, 1988

Re: Contract No. M 600-101-370
Interstate Route 495/
Maryland Route 185
Interchange Reconstruction
PDMS No. 151114

Mr. Samuel Silver
8808 Spring Valley Road
Chevy Chase, Maryland 20815

Dear Mr. Silver:

Thank you for your February 11th letter expressing your desire for the State Highway Administration to withdraw the proposal for the reconstruction of the Interstate Route 495/Maryland Route 185 interchange.

We are in the process of evaluating the alternatives and their impacts and are considering the input we have received from the public. Once a decision has been made, we will notify you and others on our mailing list of the decision.

We appreciate your interest in this project.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP/ih

cc: Mr. Michael Snyder
Mr. Louis H. Ege, Jr.
Ms. Sue Ellen White

My telephone number is (301) 333-1110

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5082 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

7406 Brookville Road
Chevy Chase, Md. 20815
February 12, 1988

Mr. Hal Kassoff
State Highway Administrator
P.O. Box 717
707 N. Calvert Street
Baltimore, Md. 21205

Dear Mr. Kassoff:

I am writing to you to ask your help in preventing the proposed widening of Connecticut Avenue between Jones Bridge Road and East-West Highway. This proposed action, if implemented, would open up the Chevy Chase Lake area to additional commercial development. With this development would necessarily come additional vehicular traffic which would impact the adjacent residential neighborhoods. The Chevy Chase area is already suffocating from the heavy inflow of traffic associated with the development along the Wisconsin Avenue corridor. Our area neither needs nor wants any additional commercial development.

Connecticut Avenue is already three lanes in each direction. Admittedly, there is rush hour congestion between the Beltway and Jones Bridge Road but this congestion normally abates south of Jones Bridge Road in the morning and north of Jones Bridge Road in the evening. Moreover, much of the pressure is due to the long traffic lights at Jones Bridge which are required to allow east and west bound traffic to cross Connecicut Avenue. Widening the road between Jones Bridge Road and East-West Highway would only cause further traffic delays as the four lanes had to funnel into three south of East-West Highway.

There comes a point in time when the community and its leaders have to stand up and say "Enough!" We are at that time now. I hope you will stand up and be counted with the community by opposing the proposed widening of Connecuticut Avenue.

Sincerely yours,

Ted Kleinman

Theodore Kleinman

V-163

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

March 4, 1988

Mr. Theodore Kleinman
7406 Brookville Road
Chevy Chase, Maryland 20815

Dear Mr. Kleinman:

Thank you for your February 12th letter about the proposed improvements to Connecticut Avenue.

The primary purpose of our study is to investigate the feasibility of relocating to Connecticut Avenue the ramp that leads from Kensington Parkway to the eastbound Beltway. Several options being studied in conjunction with the ramp relocation do propose widening Connecticut Avenue to eight lanes between the Beltway and Jones Bridge Road. This may include widening Connecticut Avenue immediately south of the Jones Bridge Road intersection in order to increase the number of vehicles that may go through the intersection during each traffic light cycle phase. The road would then quickly taper down to the existing six lanes.

One point in your letter needs to be clarified. We are not considering widening Connecticut Avenue between East-West Highway and Jones Bridge Road as part of this study.

Your name has been added to our project mailing list so that you will be kept informed of the study's progress. If you have additional comments or questions, feel free to call me or Ms. Sue Ellen White, the project manager. Ms. White can be reached at (301) 333-6431.

Sincerely,

Hal Kassoff
Administrator

HK/t

cc: Mr. Neil J. Pedersen
Mr. Michael Snyder
Mr. Louis H. Ege, Jr.
Ms. Sue Ellen White

My telephone number is (301) 333-1111

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

330

90

NOTE:

The original of this letter has been misplaced.

V-164

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

March 30, 1988

Mr. Warren Lasko
3404 Rolling Court
Chevy Chase, Maryland 20815

Dear Mr. Lasko:

Thank you for your March 8th letter expressing your concerns regarding the proposed improvements to the Interstate Route 495/Connecticut Avenue interchange.

We are still evaluating this project and all the options. In this process, we are considering the potential impacts of the ramp relocation and roadway widening.

Please be assured that your concerns will be considered in the decision making process. Thank you for letting us know your position.

Sincerely,

Hal Kassoff
Administrator

HK:db

cc: Mr. Neil J. Pedersen
Mr. Michael Snyder
Ms. Sue Ellen White

My telephone number is (301) 333-1111
Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5082 Statewide Toll Free
707 North Calvert St. Baltimore, Maryland 21203-0717

231

8/29/88

RICHARD L. WILSON
8905 KENSINGTON PARKWAY
CHEVY CHASE, MD. 20815

Re: Contract # M-600-101-370
Interstate Rt 495 NB / Rt 185 Interchange
Reconstruction PDMS-151114

Dear Ms White:

As a long time resident of Kensington Parkway, I'm exasperated with the bureaucratic inertia that has paralyzed the problem in our area.

Kensington Pkwy has been a "temporary" feeder for Beltway traffic for over 20 years now. Cars and trucks speed along the Parkway at 50 to 60 miles an hour. Trucks are supposedly forbidden but they regularly speed through. The traffic overload creates long waits to get in or out of side streets. People and pets are both at risk because of reckless speeding.

You've already shut down traffic on Kensington Parkway coming off the Beltway - already acknowledging the problem. Do we have to go on living like this -- waiting for tragedy to strike?

Kensington Parkway is a disaster -- an accident waiting to happen.

When will there be action to solve the problem?

Sincerely,
Richard Wilson

V-165

1908 - 1988
80 YEARS of SERVICE

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

September 22, 1988

Mr. Richard L. Wilson
8905 Kensington Parkway
Chevy Chase, Maryland 20815

Dear Mr. Wilson:

Thank you for your August 29th letter concerning the proposed relocation of the Beltway ramp from Kensington Parkway to Connecticut Avenue. We appreciate your concerns, and those of many of the residents of the Village of North Chevy Chase, about the current situation on Kensington Parkway caused by cars and trucks travelling toward the Beltway. We are also aware of the concerns of the citizens who live along Connecticut Avenue and in the Chevy Chase Valley subdivision who oppose the relocation.

Because of the potential impacts under both the Build and No-Build alternatives being considered, the decision on what action to proceed with is a very difficult one to make. We are in the process of evaluating the impacts and will make a decision once we have considered all factors. We appreciate your interest and willingness to share your thoughts with us.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Sue Ellen White
Sue Ellen White
Project Manager

LHE/SEW/ih

cc: Mr. Neil J. Pedersen
Mr. Michael Snyder

My telephone number is (301) 333-6431

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

737

JOHN B. UMHAU, JR., M. D.
8805 CONNECTICUT AVENUE
CHEVY CHASE, MARYLAND 20815
(301) 652-4200

November 25, 1988

Mr. Neil Pedersen, Planning Director
Maryland Department of Transportation, SHA
P.O. Box 717 707 N. Calvert Street
Baltimore, Maryland 21203-0717

Dear Mr. Pedersen:

I am writing to you to express my opposition to the closing of the Northbound 495 Beltway ramp on Kensington Parkway, North Chevy Chase, Montgomery County.

As a thirty-four year resident at 8804 Kensington Parkway, the first house in the triangle formed by Kensington Parkway and Connecticut Avenue, just north of Jones Bridge Road, I have lived through many changes on this thoroughfare. When my wife and I first moved here, Kensington Parkway and Connecticut Avenue were both two lane country roads.

With the coming of the Beltway and the ensuing horrendous traffic at both the front and the back of our house, we were all but immobilized when trying to leave or return to our property by car. It was nearly impossible to enter the flow of traffic from the front of my house to travel the fifty yards through the light at Jones Bridge Road. For eleven years my wife literally had to stop traffic in order for our three sons to cross Kensington Parkway to attend North Chevy Chase Elementary School. So I am well aware of the burden beltway traffic has imposed on the Village of North Chevy Chase.

However, when the South Bound ramp was closed the situation was enormously improved. If the SHA made promises that ramps would be removed, I believe that closing one ramp has essentially fulfilled that promise. Further, I question if the mere convenience of fewer than two hundred families can justify the total disruption of the lives, livelihood and financial investment of the citizens whose homes would be removed by the new ramp plan. In view of the devastating effect closing the ramp will have on those families, in view of the great inconvenience to thousands of Marylanders who use Kensington Parkway, in view of the impact of added traffic on Connecticut Avenue, and in view of the relatively few people who will benefit by an expenditure of more than ten million tax dollars, I urge the SHA to leave well enough alone on Kensington Parkway.

Sincerely yours,

John B. Umhau, Jr.

V-166

1908 - 1988
80 YEARS of SERVICE

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

December 12, 1988

Dr. John B. Umhau
8805 Connecticut Avenue
Chevy Chase, Maryland 20815

Dear Dr. Umhau:

Thank you for your November 25th letter expressing your opinions concerning the proposal to move the Beltway ramp from Kensington Parkway to Connecticut Avenue.

The State Highway Administration has been working for quite some time to develop a consensus between the groups with differing opinions. At this time, we do not have a preferred alternative and no decisions have been made. We are continuing to look for opinions from local citizens and elected officials as we work to resolve this difficult situation. We appreciate receiving your comments and will consider them as we move toward a decision.

Sincerely,

Hal Kassoff
Administrator

HK/ih

cc: Mr. Neil J. Pedersen
Mr. Michael Snyder
Mr. Louis H. Ege, Jr.
Ms. Sue Ellen White

My telephone number is (301)_____
Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5082 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

8900 Spring Valley Road
Chevy Chase, MD 20815
(301-652-3064)

November 29, 1988

The Honorable William Donald Schaefer
Governor of Maryland
State House
Annapolis, MD 21404

Dear Governor Schaefer,

As you may be aware, for some years the residents of the Village of North Chevy Chase in Mongomery County have been trying to have the entrance ramp to the Capital Beltway (Route 495) moved from its present location at Kensington Parkway to Connecticut Avenue. In 1981, they succeeded in having the exit ramp relocated, acting behind the backs of the other communities of Chevy Chase, all of whom have been adversely affected by this change, and they have been trying to pressure the members of the Transportation Committee of the State Delegation and other legislators to put the interests of the homeowners of Kensington Parkway above those of all the rest of Chevy Chase, as well as the taxpayers of the entire state, who will have to foot the bill for the construction and demolition costs of this change.

The methods of North Chevy Chase have included egregious misrepresentation of the facts about present traffic conditions along Connecticut Avenue as well as along Jones Bridge Road between Connecticut Avenue and Rockville Pike when they testified at public hearings, and misrepresentation of the facts in regard to the amount of traffic on Kensignton Parkway, especially the number and size of trucks which they claim are using Kensington Parkway illegally.

But their most outrageous ploy has been their--successful--efforts to enlist the support of Senator Margaret Schweinhaut and Delegates Robertson, Sher and Wiser, who have been favoring the interests of North Chevy Chase over those of the rest of their constituents in this battle for years, despite the fact that once anyone is elected to public office that person acquires the obligation to serve all constituents equally. To engage in conduct that would pit the interests of one group of constituents against those of others is, quite simply, abuse of power.

In this matter, because the above-mentioned Senator and Delegates apparently have numerous friends in the Village of North Chevy Chase, they should have scrupulously refrained from taking any part in deliberations or decision-making on the grounds of conflict of interest. Instead, it appears that at least some of them have played an active role of advocacy for the Village of North Chevy Chase, evidently to the point of putting pressure on members of the Transportation Committee of the State Delegation to support the residents along Kensington Parkway.

In order to move the Beltway ramp, which is estimated to cost the State from $4 to $6 million, changes would have to be made that would not only adversely affect the traffic on Connecticut Avenue and Jones Bridge

V-167

Maryland Department of Transportation
The Secretary's Office

William Donald Schaefer
Governor
Richard H. Trainor
Secretary

December 14, 1988

Ms. Jeanne Ostrow
8900 Spring Valley Road
Chevy Chase, Maryland 20815

Dear Ms. Ostrow:

Thank you for your recent letter to Governor William Donald Schaefer regarding the proposal to move the Beltway ramp at Connecticut Avenue. The Governor asked that I look into the matter and respond to you directly.

We are aware of the strong sentiments of the residents in the Chevy Chase area regarding the proposal to move the ramp. We have been working for quite some time to resolve the situation and develop a consensus on what, if anything, should be done. This has involved obtsining data and performing detailed engineering and traffic snalyses. We have attempted to address the specific concerns raised by both Chevy Chase Valley and the Village of North Chevy Chase in the various options presented with our build alternative. This includes improvements to the Connecticut Avenue/Jones Bridge Road intersection and a possible traffic signal at the Spring Valley Road/Jones Bridge Road intersection.

At this time no decisions have been made. We are still evaluating the comments we have received and considering possible impacts of a decision for either the build or no-build alternatives. I can assure you that we will undertake a decision-making process that is as impartial as possible and permits the viewpoints and concerns of all interested parties to be heard. We appreciate receiving your comments and will consider them as we work toward a decision.

Sincerely,

Richard H. Trainor
Secretary

RHT/ih

cc: Governor William Donald Schaefer
Mr. Hal Kassoff

My telephone number is (301)- 859-7397
TTY For The Deaf (301) 859-7227
Post Office Box 8755, Baltimore/Washington International Airport, Maryland 21240-0755

934

Road, but also threaten the livelihoods of a physician, a veterinarian and a dentist whose homes and offices would be among 11 that would be condemned to be demolished on Connecticut Avenue, as well as of the proprietors of the Outdoor Nursery School in the Fairchild estate house on Spring Valley Road. The proposed changes in traffic flow would make it virtually impossible for anyone to enter or leave the Chevy Chase Valley neighborhood, where the school is located, safely during rush hours. Need less to add, it will also make it even more difficult than it is currently for the members of 55 households in Chevy Chase Valley to leave or enter safely to get to work or school. The neighborhood would in effect be sealed during morning and evening rush hours.

The Chevy Chase Valley Citizens Association has presented evidence regarding the consequences of the proposed changes to the State Highway Administration, the Parks and Planning Commission and the Transportation Committee. Every neighborhood along Connecticut Avenue between Jones Bridge Road and Chevy Chase Circle would also be adversely affected, and all have so testified. The Chevy Chase Recreation Association has testified that its members would face enormous difficulty in having safe access to their facilities on Spring Valley under the proposed changes. At the open meeting of the Transportation Commitee on November 3rd, Mr. Neil Pedersen of the State Highway Administration answered questions confirming that the ramp relocation would not improve traffic flow on Connecticut Avenue, and would not improve the function or safety of access to I-495. He also indicated that the sole support for the proposed ramp relocation came from some of the residents of North Chevy Chase.

V-168

On behalf of the Council of the Chevy Chase Valley Citizens Association, as well as all the citizens of Chevy Chase who would be affected, I urge you to take action to ensure that any decision to relocate the Beltway entrance ramp is made only on the basis of accurate and adequate factual data and careful consideration of all possible consequences of changes of traffic patterns, immediate and future.

But, most important, I also urge you to take steps to ensure that the review of the facts and the entire decision-making process be impartial, and that everyone who would be affected be given complete information and adequate opportunity to respond. One of the members of our Citizens Association was told by the Chairperson of the Transportation Committee at the November 3rd hearing that while she considered us to be in the right, she felt she would have to vote in accordance with the wishes of our delegation (!).

My purpose in writing this letter is not to embarrass anyone or to make indignant accusations, but rather to ask for your intervention to ensure that every aspect of the decision-making process be carried out honorably and impartially. Obviously no Governor can be aware of all of the steps that lead to all decisions, or even of all the decisions taken under his administration; however, I believe that this is one about which you should be fully informed.

Yours sincerely,

Jeanne Ostrow

Jeanne Ostrow, Ph.D.

Chevy Chase Veterinary Clinic

IRA H. SILVER, V.M.D.

8815 CONNECTICUT AVE. • CHEVY CHASE, MARYLAND 20815
301-656-6655

November 29, 1988

Dear Mr. Kassoff:

This letter concerns the proposed Kensington Parkway/ I-495 beltway ramp relocation with an additional lane on the east side of Connecticut Avenue resulting in the destruction of eleven homes.

Press reports quote Mr. Neils Pederson as stating at a meeting on November 17, 1988 with the Montgomery County Planning Board that it would cost $3 million dollars to purchase the eleven homes on the east side of Connecticut Avenue. As one of the eleven home owners I can testify that your cost projection is unrealistically low. The current market value of these eleven homes already exceeds $3 million dollars without even adding the soaring price increase of these Chevy Chase homes in the future years when the beltway ramp project would have to be budgeted and actual work commenced. Furthermore, your staff overlooked a very significant fact in its $3 million cost projection. Three of the eleven homes are maintained as professional offices - physician, dentist, and veterinarian. Thus, these three home/offices would require a business appraisal plus incurring very expensive relocation costs. The present 1988 value for my practice is one million dollars - one third of your budget.

The only group supporting the ramp relocation is the North Chevy Chase Village Association. I am a member of this group and do not support their position. Based upon my observations at meetings of the North Chevy Chase Village Association, the beltway relocation position is quite controversial among its members. There is sentiment for and against the beltway ramp relocation. Most residents are indifferent to either outcome. Even the official position of the North Chevy Chase Village Association - which desires the ramp relocation, - opposes the destruction if the eleven homes along Connecticut Avenue.

It is also a fact that every organized citizen's group along Connecticut Avenue from Chevy Chase Circle to the beltway, plus the 550 member familes of the Chevy Chase Recreation Association oppose the ramp relocation.

V-169

1908 - 1988
SHA
80 YEARS of SERVICE

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

DEC 19 1988

Dr. Ira H. Silver
Chevy Chase Veterinary Clinic
8815 Connecticut Avenue
Chevy Chase, Maryland 20815

Dear Dr. Silver:

Thank you for your November 29th letter regarding the proposed interchange reconstruction at Connecticut Avenue and the Beltway. We appreciate receiving comments from area residents as we work to solve this very complex and difficult situation.

The cost estimate of three million dollars for the purchase of the ten homes along Connecticut Avenue and the relocation of the affected residents was made based on current dollars. In order to determine the cost several years down the road, an appropriate inflation factor should be used.

We are currently in the process of updating these costs to reflect the current market. As part of this work we will verify that the relocation of any existing businesses are included. It is our normal practice to relocate rather than purchase affected businesses.

The question of whether or not the ramp should be moved is a very difficult one. We have been working toward developing a consensus among area residents. At this point, however, that does not seem possible. We will continue to consider the potential impacts of this project and will make a decision based on our evaluation.

Sincerely,

Hal Kassoff
Administrator

HK/ih
cc: Mr. Neil J. Pedersen
Mr. Michael Snyder
Mr. Louis H. Ege, Jr.
Ms. Sue Ellen White

My telephone number is (301) 333-1111
Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-600-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

936

I believe it is tragic for the State to be wasting funds on a questionable project when there are so many urgent unmet needs in Montgomery County and the State of Maryland. The beltway ramp relocation project for the past two years has been very controversial and has created bitterness and diviseveness in the communtiy. I think the time is long overdue for the State Highway Administration to announce abandonment of the project.

Sincerely,

Ira H. Silver

Ira H. Silver, V.M.D.

V-170

IHS/sas

8806 Spring Valley Road
Chevy Chase, Md. 20815
November 30, 1988

Mr. Neil J. Pedersen, Director
Office of Planning and Preliminary Engineering
State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203-0717

Subject: Proposed moving of Beltway Ramp from Kensington Parkway to Connecticut Ave.

Dear Mr. Pedersen:

This is to point out one other factor that should be considered in making a decision to move the beltway ramp from Kensington Parkway to Connecticut Ave. Traffic on Connecticut Avenue between Jones Bridge Road and the Beltway is now so heavy that the Police cannot enforce observation of traffic laws or even patrol the area. Traffic on Kensington Parkway, on the other hand, is subject to frequent police patrols. Moving the Beltway bound traffic from Kensington Parkway to Connecticut Ave. would provide opportunity for more drivers to ignore the rules of the road (and common courtesy) and increase the hazards of driving, walking or living in the area.

Sincerely,

Frederick W. Lawrence

cc: Senator Margaret Schweinhaut
Delegate Patricia Sher
Delegate C. Lawrence Wiser
Delegate Jennie Forehand
County Council

RECEIVED
#493
DEC 5 1988

V-171

1908 - 1988
SHA
80 YEARS of SERVICE

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Oecember 22, 1988

Mr. Frederick W. Lawrence
8806 Spring Valley Road
Chevy Chase, Maryland 20815

Dear Mr. Lawrence:

Thank you for your November 30th letter regarding the proposal to move the existing Beltway ramp from Kensington Parkway to Connecticut Avenue. Your comments regarding police patrols are interesting and we will consider them as we work toward a decision on this very difficult issue.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP/ih

cc: Mr. Michael Snyder
Mr. Louis H. Ege, Jr.
Ms. Sue Ellen White

My telephone number is (301) 333-1110
Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

938

96

STATE HWY ADM
3 JAN 89 2:3

8808 Spring Valley Road
Chevy Chase, Maryland 20815

December 31, 1988

Mr. Hal Kassoff
Administrator
Maryland State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Mr. Kassoff:

My community is opposed to a proposed State Highway Administration (SHA) project to relocate a Beltway (I-495) ramp from Kensington Parkway to Connecticut Avenue, with the possibility of destruction of eleven homes on the east side of Connecticut Avenue to build an additional lane.

The following are some significant facts for your consideration:

1. Every citizens association and the various incorporated Chevy Chase areas along Connecticut Avenue from Chevy Chase Circle to the Beltway, including the 550 member families of the Chevy Chase Recreation Association, are opposed to any change. The opposing organizations represent several thousand homeowners and some 7,000 registered voters in the affected election district/precincts. Only the Village of North Chevy Chase (less than 200 homes) supports the change and they are divided if a poll were taken. However, even this village is against the demolition of the eleven homes.

2. SHA acknowledges that the ramp relocation provides no improvement to the present bottleneck, Jones Bridge Road-Connecticut Avenue intersection, no improvement to the flow of traffic on Connecticut Avenue, and no improvement in safety for access to I-495.

3. Ramp relocation will permit additional northbound truck traffic on Connecticut Avenue to the Beltway - now prohibited on Kensington Parkway. This truck traffic through the Connecticut Avenue residential corridor will endanger childrens' safety and create environmental problems, as more noise and pollution.

4. Most of the homes abutting Kensington Parkway approaching the Beltway were purchased with the prior full knowledge of the existing I-495 Beltway ramp. Additionally, traffic on Kensington Parkway was relieved when several years ago the southbound exit Beltway ramp was relocated from Kensington Parkway to Connecticut Avenue.

V-172

1

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

PROJECT DEVELOPMENT DIV.
JAN 25 3 42 PM '89

January 24, 1989

Mr. Samuel Silver
8808 Spring Valley Road
Chevy Chase, Maryland 20815

Dear Mr. Silver:

Thank you for your recent letter concerning the proposal to relocate the beltway ramp from Kensington Parkway to Connecticut Avenue.

We have received many letters concerning this project, both supporting and opposing it. We have been working at trying to develop a prudent course of action that is in concert with the transportation needs of the community, and with the views of elected officials and area residents. Thus far, this has not been possible. No decisions have yet been made regarding the project and we are weighing all the comments we have received.

Again, please be assured that your specific comments will be considered as we work toward a decision.

Sincerely,

Hal Kassoff
Administrator

HK/t

cc: Mr. Neil J. Pedersen
Mr. Michael Snyder
Mr. Louis H. Ege, Jr.
Ms. Sue Ellen White

My telephone number is (301)_____

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5082 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

239

5. There would he an increased hazard to bus passengers and pedestrians, already endangered when they seek to eross Conneetient Avenue.

6. The present Chevy Chase heauty and flavor of a Conneetieut Avenue residential eorridor would be destroyed hy the widening of Conneetieut Avenue for another lane and the possihle destruetion of eleven heautiful homes for the lane.

7. The projeet is very eostly and the SHA is underestimating hy many millions of dollars the total eost at the time the work would aetually eommenee. For instance, three of the eleven honses heing eonsidered for destruetion are home-professional offiees - physieian, dentist, and veterinarian whieh would be a severe loss to the area and would involve expensive reloeation eosts. Also, SHA does not faetor into the projeeted eosts the loss of property tax revenues to Montgomery County and the State of Maryland that would result from the destruetion of homes on Conneetieut Avenue.

In summary, this eostly projeet provides no significant henefit and the meager highway funds availahle would be better spent on the many eritieal unmet transportation projects elsewhere in Montgomery County or the State of Maryland.

Sineerely yours,

Samuel Silver

Samuel Silver

SS/ahs
ee: Governor William Donald Sehaefer
Mr. Neil Pedersen

V-173

MDOT HQ

8808 Spring Valley Rd
Chevy Chase, MD. 20815
Dec. 31, 1988

Dear Governor Schaefer:

It is suggested that you or a Special Assistant look further into the attached matter before the State Highway Admin. embark on a wasteful expenditure of funds which could be more profitably spent on unmet needs in Baltimore and elsewhere. The project is opposed by the overwhelming population in the area and the project will not improve traffic conditions.

Encl.

Sincerely,

V-174

January 23, 1989

Mr. Samuel Silver
8808 Spring Valley Road
Chevy Chase, Maryland 20815

Dear Mr. Silver:

Thank you for your recent letter to Governor William Donald Schaefer concerning the proposal to relocate the beltway ramp from Kensington Parkway to Connecticut Avenue. The Governor asked that I respond to you directly.

We appreciate your sharing with us your concerns regarding the proposal to relocate the beltway ramp. All the concerns of area residents are being considered as we work toward a decision on this very difficult matter. While strong sentiment has been expressed against the relocation, we have also received much correspondence supporting the project. Because of the unusual situation of an interstate ramp being accessed by a local residential road, it is important that we fully investigate all aspects of the project before making a decision. We are considering the expense of the project and the best use of tax dollars.

Once again, thank you for your interest. We appreciate knowing the views of area residents.

Sincerely,

/s/ RICHARD H. TRAINOR

Richard H. Trainor
Secretary

RHT/ih

cc: The Honorable William Donald Schaefer
Mr. Hal Kassoff

bcc: Mr. Neil J. Pedersen
Mr. Michael Snyder
Mr. Louis H. Ege, Jr.
Ms. Sue Ellen White

98

MDOT
PG

Mrs. William C. Pennington
9100 Kensington Parkway
North Chevy Chase
Maryland 20815

JAN. 22, 1989

The Honorable Wm. Donald Schaefer
Governor, State of Maryland
State House
Annapolis, Md 21401

Dear Governor,

As a great admirer of your ability to get things moving, I am writing to you for help in getting the ramp to Route 495 relocated from Kensington Parkway opposite my house, to Connecticut Avenue, a state road.

Our Village was a quiet small town with a neighborly attitude when we built our home here 29 years ago. It has been an ever-increasing nightmare since the beltway opened.

The state made a terrible

V-175

RECEIVED
DOT-905
JAN 27 1989
#793
DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

February 6, 1989

Mrs. William C. Pennington
9100 Kensington Parkway
North Chevy Chase, Maryland 20815

Dear Mrs. Pennington:

Thank you for your January 22nd letter to Governor William Donald Schaefer regarding the proposed relocation of the Beltway ramp from Kensington Parkway to Connecticut Avenue. The Governor asked that I respond to you directly.

We are in the process of evaluating the comments we have received and the results of our engineering studies in order to determine the best course of action. This is a difficult decision to make as there are very strong sentiments on both sides of the issue. We have been trying to develop a consensus among the concerned citizens, but we have been unsuccessful to this point. As we move toward a decision, we will be weighing all factors. Your comments will certainly be included as part of the decision-making process.

If you have any additional comments or questions regarding this project, please feel free to contact me or Mr. Hal Kassoff, the State Highway Administrator. Mr. Kassoff can be reached at (301) 333-1111.

Sincerely,

/s/ RICHARD T. TRAINOR

Richard H. Trainor
Secretary

RHT/ih

cc: The Honorable Jennie Forehand
Mr. Hal Kassoff

bcc: Mr. Neil J. Pedersen
Mr. Michael Snyder
Mr. Louis H. Ege, Jr.
Ms. Sue Ellen White

2/6/89

Mrs. William C. Pennington
9100 Kensington Parkway
North Chevy Chase
Maryland 20815

mistake in locating a beltway ramp on a Village street. Already, the exit ramps has been removed. The entrance ramp removal has been promised to our Village for 25 years. (Senator Schweinhaut says she has heard this promise that long ago!).

Please turn your wonderful talents to the task of making a small Village come alive again and restoring tranquility to our truck-wracked lives!

Sincerely yours,

Marcia D. Pennington
(Mrs. William C. Pennington)
301-656-7079

V-176

8900 Spring Valley Road
Chevy Chase, Maryland 20815
May 1, 1989

cc: Kassoff
for my response

Mr. Richard H. Trainor
Secretary
Maryland Department of Transportation
Post Office Box 8755
Baltimore/Washington International Airport
Maryland 21240-0755

Dear Secretary Trainor:

We, as the representatives of communities which will be adversely affected by relocation of the access ramp to route 495 from Kensington Parkway to Connecticut Avenue, urge you to reconsider its implementation, to which we are very strongly opposed.

The proposal to relocate made by representatives of District 18 was made without adequate consultation with our communities and before we could make our objections clear to the rest of the legislature. We hope that your department will be more sensitive to the needs and wishes of the citizens of our combined communities, especially in view of the assurance that we were given at a meeting quite some time ago at the North Chevy Chase Elementary School at which Michael Snyder represented your department, that if the community opposes relocation, it won't be done.

The homeowners of North Chevy Chase who will benefit from relocation have from the very beginning insisted on representing this matter as a dispute which involves only North Chevy Chase and Chevy Chase Valley. Since North Chevy Chase is a much larger community than Chevy Chase Valley, and since few people are ever likely to oppose a measure which reduces traffic in their neighborhood, they claim that the majority of citizens favor relocation.

However, all of the communities which border Connecticut Avenue will be adversely affected by relocation. Our communities have already suffered greatly from the increase in truck traffic since the exit ramp was relocated. This has proved to be not merely extremely unpleasant to homeowners along Connecticut Avenue, who have borne the brunt of added noise and pollution from trucks, but the increased number of trucks have created a significant safety hazard to pedestrians who need to cross Connecticut Avenue, especially to our children on their way to and from school. Removal of the last constraint

V-177

May 23, 1989

Jeanne Ostrow, Ph.D.
8900 Spring Valley Road
Chevy Chase, Maryland 20815

Dear Dr. Ostrow:

Thank you for your recent letter regarding our decision on the proposed Connecticut Avenue ramp relocation. We are aware of your concerns and those of others opposed to the ramp relocation. We considered all options very carefully before making a decision.

As you are aware, the decision regarding this project was quite a difficult one to make. All factors were weighed and evaluated before we decided on our course of action. Unfortunately, any decision would have been objectionable to some.

At this point, only the current planning phase is funded. Funding is not available for engineering or construction, and we are not able to predict when it will become available.

I regret that we cannot provide a more positive response. However, we appreciate your interest in this project and your willingness to share your concerns with us.

Sincerely,

/s/ RICHARD H. TRAINOR

Richard H. Trainor
Secretary

RHT/ih

cc: Mr. Hal Kassoff
Mr. Neil J. Pedersen
Mr. Michael Snyder

bcc: Mr. Louis H. Ege, Jr.
Ms. Sue Ellen White

244

Secretary Richard H. Trainor
May 1, 1989
Page Two

to truck traffic can only result in an increase of this hazard.

All of Chevy Chase is a residential neighborhood: the argument that was used to justify relocation, that Kensington Parkway runs through a residential neighborhood whereas Connecticut Avenue does not is absolutely false. The traffic along Kensington Parkway has already been greatly reduced by the relocation of the exit ramp and can in no way be considered an unbearable burden. The consequences of relocation will cause a far greater burden to the rest of the communities of Chevy Chase, as well as an enormous injustice to the home-owners and professionals of the east side of Connecticut Avenue north of Jones Bridge Road.

Moreover, from what we have seen of the plans for the proposed access route, it appears certain that it will result in far more accidents than the present access ramp, which has just been rebuilt with taxpayers' money.

Taking everything into consideration, how can the expenditure for relocating this ramp be justified?

Very truly yours,

Jerome Ostrow, Ph.D.
Chevy Chase Village
Sandra Alexopoulos
Ira H. Silverman MD
[illegible]
[illegible]
Joel B. [illegible] MD
[illegible]

cc: Governor William D. Schaefer
Mr. Hal Kassoff
Mr. Neil Pedersen

J. Ostrow, Ph.D.
652 - 3064

Copy of Editorial for Washington Post of 5/7/89 or 5/ 14/ 89

This year's session of the Maryland legislature has ended, and the congratulations and self-congratulations are fading from memory. But some of us did not find cause for celebration; in fact, we witnessed a Kafkaesque charade played out by the senator and delegates of District 18 and the rest of the Montgomery County representatives. At issue is the decision to have the access ramp to route 495 relocated from Kensington Parkway to Connecticut Ave., entirely for political reasons. Not only will it not improve transportation in the area, it will considerably worsen it.

The traffic changes which will result if this relocation is implemented will adversely affect the entire Connecticut Ave. corridor, as well as Jones Bridge Rd. west of Connecticut Ave. These changes will also affect all motorists who use this access to the Beltway because the proposed design and engineering modifications will both increase their inconvenience and almost certainly increase their risk of an accident.

Traffic removed from Kensington Parkway by the proposed relocation must go somewhere, and the only place it can go is onto Connecticut Ave. North Chevy Chase has already succeeded in relocating the exit ramp and its flow of traffic onto Connecticut Ave., thereby enormously reducing its burden by shifting it in front of the homes of the community on the west side of the Avenue. Except during evening rush hour, traffic along Kensington Parkway is light.

The changes proposed by the State Highway Administration do not include widening Connecticut Ave. The additional traffic that will be funneled into the section between Jones Bridge Rd. and the Beltway will undoubtedly greatly increase the traffic backups during evening rush hours south along Conn. Ave. to the Circle and west along Jones Bridge Rd. to Bethesda. In addition, the traffic that will be generated by the Hughes Medical Institute, which was never factored into the projections when this proposal was studied by the SHA, will exacerbate those backups.

All of Chevy Chase, with the exception of the small commercial center at *, is and always has been a residential neighborhood: the justification for relocation that the access ramp does not belong in a residential neighborhood is specious. Originally, what is now called Kensington Parkway was Connecticut Ave., the major route between the District and Kensington. What is now Conn. Ave. was an unnamed county road that was only widened and made a state road after the Beltway was planned. Clearly it was more logical for the planners to locate the access ramps on Kensington Parkway than on the then less important route of Conn. Ave.

If the ramp relocation is implemented, the traffic pressures to widen Conn. Ave. all the way to Chevy Chase Circle will become inexorable, especially since relocation will result in a great increase in truck traffic, which is now constrained by the fact that trucks cannot use Kensington Parkway to access the Beltway. Chevy Chase is one of the oldest of the residential neighborhoods in the area, with beautiful trees lining Conn. Ave. and with homes that very closely border it. To further widen this Avenue will cause devastating destruction.

* Chevy Chase Lake,

Chevy Chase has already suffered an influx of trucks since the exit ramp was relocated. In addition to the added burden of pollution and noise, trucks have proven a considerable safety hazard, especially to pedestrians, including commuters who use buses instead of cars, and children on their way to and from school. The projected increase of truck traffic will significantly increase this hazard.

We who oppose the ramp relocation believe that it would be an irresponsible and unjustifiable use of state money. In order to benefit the residents of a short stretch of Kensington Parkway who want to turn back the clock by thirty years to escape the consequences of development, the state's taxpayers will have to pay an estimated cost of between 6 and 10 million dollars. The present access ramp has just been redesigned and rebuilt with taxpayers' dollars.

However, in addition to the issue of responsible use of public funds, there is a strong element of injustice in this decision. The proposed traffic changes will have a drastic impact on the residences on the east side of Conn. Ave. which already lost part of their front yards when Conn. Ave. was widened; for most of them the traffic will be so close to their homes as to make them unfit to live in. For the three professionals, a physician, a veterinarian and a dentist, who have long maintained their practices in their homes, the additional onslaught of traffic will considerably impede their patients' ability to reach their offices and will therefore have a serious impact on their livelihoods.

V-179

It is an axiom of the philosophical tradition on which our democracy was founded that a just and honest government will not inflict harm on any citizen unless something must be done for the greater good of the community and there is no other way to accomplish it. We hope that the State Highway Administration will be more responsible when it comes to allocating funds than the legislature was in proposing their use for this relocation.

100

304 E-154

LAW OFFICES
VICTOR L. CRAWFORD
101 NORTH ADAMS STREET
ROCKVILLE, MARYLAND 20850
(301) 762-1000

VICTOR L. CRAWFORD (MD., D.C.)
GEORGE J. GANNON, JR. (MD., D.C.)
THOMAS O. WITKOP (MD., D.C., PA.)

WASHINGTON, D. C. COUNSEL
EBERT AND BOWYTZ
2000 L STREET, NORTHWEST
WASHINGTON, D. C. 20036-4986
202-659-0202

RECEIVED
MAY 24 1989
DIRECTOR, OFFICE OF PLANNING & PRELIMINARY ENGINEERING

Mr. Hal Kassoff
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

DATE May 22, 1989

SUBJECT Access Ramp - Connecticut Avenue and 495

Dear Mr. Kassoff:

Since dictating my previous letter to you of this date, I have received a letter from Secretary Trainor concerning the proposed beltway interchange. With that letter, I enclosed a newspaper article which shows that citizen opposition is far from dead in this matter and probably lawsuits will be filed concerning the access ramp. It also appears that those individuals who were so adamant for the access ramp intend to fight you as far as the Light Rail project is concerned. I think it's unfortunate that these two projects will be joined together, and I'll look forward with interest to seeing how those elected officials who pushed so hard for this access ramp will then be so adamantly opposed to Light Rail from Bethesda to Silver Spring.

Since you have already made this decision, I certainly hope that you can put it at the very end of a long list of proposed projects so at least it will not see the light of day in the foreseeable future.

Very truly yours,

Victor L. Crawford

V-180

VLC/dmr

1

Mont Co

Maryland Department of Transportation
The Secretary's Office

William Donald Schaefer
Governor
Richard H. Trainor
Secretary
Stephen G. Zentz
Deputy Secretary

May 18, 1989

Mr. Victor L. Crawford
101 North Adams Street
Rockville, Maryland 20850

Dear Mr. Crawford:

Thank you for your letter some months ago concerning our proposed Capital Beltway and Connecticut Avenue project. I apologize for the delayed response; however, a decision has just recently been made.

As you know, this is a very controversial project with support for both alternates under consideration. We have decided to seek location approval from the Federal Highway Administration for the relocation of the northbound to eastbound ramp in the Connecticut Avenue/Capital Beltway interchange, from Kensington Parkway to Connecticut Avenue.

Attached is the public notice that was sent to everyone on the project mailing list. The notice explains the location selected for the ramp. As stated in the notice, this project is currently funded for planning only.

I appreciate your interest in this project. If you have any questions regarding the project or our decision, please contact Mr. Hal Kassoff, State Highway Administrator, at (301) 333-1111.

Sincerely,

Richard H. Trainor
Secretary

RHT/ih

Attachment

cc: Mr. Hal Kassoff

147

LAW OFFICES
VICTOR L. CRAWFORD
101 NORTH ADAMS STREET
ROCKVILLE, MARYLAND 20850
(301) 762-1000

VICTOR L. CRAWFORD (MD., D.C.)
GEORGE J. GANNON, JR. (MD., D.C.)
THOMAS G. WITKOP (MD., D.C., PA.)

WASHINGTON, D. C. COUNSEL
EBERT AND BOWYTZ
2000 L STREET, NORTHWEST
WASHINGTON, D. C. 20036-4988
202-659-3232

Mr. Hal Kassoff
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

DATE May 22, 1989

SUBJECT Access Ramp - Conn. Ave. and 495 Montgomery Co., MD

Dear Mr. Kessoff:

As I am sure you know, I am active in the Montgomery County Chamber of Commerce as one of the Vice Presidents and I am a big supporter of the Governor's Light Rail proposal. However, I am also an extremely avid and outspoken opponent of the new access ramp to the beltway at Connecticut Avenue because of the obvious increase in truck traffic along my area of Connecticut Avenue (7601 Connecticut at the corner of Leland Street), and Linda is as concerned as I am.

I have been doing everything possible to keep the business community aligned with the Governor's proposal on the Light Rail, but those elected officials whom you have been listening to for this access ramp are, in fact, prepared to oppose the Light Rail proposal because of the opposition of these same citizen groups who backed them for the access ramp in the first place.

Enclosed please find a copy of an article which is self-explanatory. I understand that you have already agreed to fund the access ramp, but isn't there someway this can be reconsidered or perhaps postponed indefinitely? It certainly has generated a lot of heat in the Chevy Chase area, and anything you can do will be greatly appreciated.

Perhaps you can drop me a note so I can tell my friends and neighbors in Section V, Chevy Chase, as to what the position is. I would not like this access ramp to get tied up with the Light Rail, but it might very well happen. Anything you can do to help will be appreciated, and I'll look forward to hearing from you.

Very truly yours,

Victor L. Crawford

V-181

VLC/dmr
Enclosure

June 6, 1989

Mr. Victor L. Crawford
101 North Adams Street
Rockville, Maryland 20850

Dear Mr. Crawford:

Thank you for your May 22nd letter concerning the decision to relocate the ramp onto the Capital Beltway from Kensington Parkway to Connecticut Avenue. The decision was a difficult one and came only after weighing all factors and carefully considering each of the comments we received. We believe this course of action will best serve both area residents and the driving public.

At this time, only the planning phase has been funded. We do not intend to proceed with further phases of the project until funding is identified.

Any decision concerning the proposed light rail line will be made independent of the decision to relocate the ramp onto the Capital Beltway from Kensington Parkway. An attempt to tie the two projects together would only result in unfortunate scheduling delays of the projects and a general misunderstanding of the purpose and need of each individual project.

Thank you for your participation in the decision-making process. We appreciate your interest and input.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/t

cc: Mr. Neil J. Pedersen
Mr. Michael Snyder

bcc: Mr. Louis H. Ege, Jr.
Mr. David Wallace

9/5/8

THE CHEVY CHASE
GAZETTE

No. 18 ... 12 Pages, One Section ... Thursday, May 18, 1989 ... Cents Chevy Chase, MD

Chevy Chase communities along Connecticut Avenue form group

By Kathy Horne
Special to the Gazette

An organization of Chevy Chase communities along Connecticut Avenue recently was formed to deal with issues of common concern.

Its purpose is to make sure residents are reacting to events but have a chance to anticipate events that affect the character of Chevy Chase, said Jeanne Ostrow, a Chevy Chase Valley resident who was instrumental in forming the organization.

One of the group's concerns is the proposed relocation of access ramp off Connecticut Avenue to the Beltway.

While residents of North Chevy Chase, particularly along Kensington Parkway, want the ramp moved to reduce traffic on Kensington Parkway, a residential street, other Chevy Chase residents along the Connecticut Avenue corridor fear that the relocation would increase traffic on Connecticut Avenue.

The relocation issue gained new momentum last week when Jim Kassoff, head of the State Highway Administration, announced the agency's decision to seek federal approval for a new access road to the Beltway.

Ostrow feels Kassoff's decision was unduly influenced by political lobbying and calls it "a perversion of the democratic process."

The new organization, which includes representatives of the Town of Chevy Chase, the Village of Chevy Chase, Chevy Chase Valley and Section 5 to the Village of Chevy Chase, also is "opposed to the addition on the T.W. Perry building and the

They also fear an increase in the number of trucks which currently are not permitted to use the parkway as a Beltway access

light rail" plan for the Georgetown Branch rail line, which the county recently bought for use as a trolley line between Silver Spring and Bethesda.

Ostrow said that she has met twice with Chevy Chase representatives and that she hopes to put out a newsletter to inform communities about these issues. The group, which will meet on May 25, is expected to meet roughly once a month in the future, she said.

Redistricting zones may be

V-182

94

101

25 MAY 89

VILLAGE OF NORTH CHEVY CHASE

POST OFFICE BOX 15887, CHEVY CHASE, MARYLAND 20815

May 23, 1989

Mr. Hal Kassoff, Administrator
Department of Transportation
State of Maryland
707 North Calvert Street
Baltimore, Maryland 21202

Dear Mr. Kassoff:

On behalf of the Village of North Chevy Chase (NCC), I want to thank you for your decision to seek relocation of the Beltway access ramp from Kensington Parkway to Connecticut Ave. We recognize that the State Highway Administration (SHA) proposal to relocate the Kensington Parkway Ramp has been a politically controversial subject, and we salute your willingness to make the right decision on this issue.

As you know, all state and local agencies which have studied this issue have unanimously concluded that Kensington Parkway is "inappropriate" to carry Beltway-bound state highway traffic and that such traffic should properly be located on the state highway (Connecticut Avenue). We look forward to working with you on this matter and would welcome the opportunity to meet with you and further discuss how we can reach a timely completion of this project.

For over twenty years, NCC has endured the burden of 12,000 Beltway commuters daily bisecting our quiet, residential village. Further, as Senator Schweinhaut tellingly noted at the Montgomery County Planning Board hearing, NCC was promised by the Maryland State Roads Commission (SHA's predecessor), that the Kensington Parkway ramps were only a "temporary solution", not a permanent one. Your public recognition of this problem and strong support for the ramp relocation has earned you the deep gratitude of the entire Village. After twenty years of effort, you have given us the strength to redouble our efforts and the hope that our village will soon regain its proper residential peace and quiet.

Sincerely,

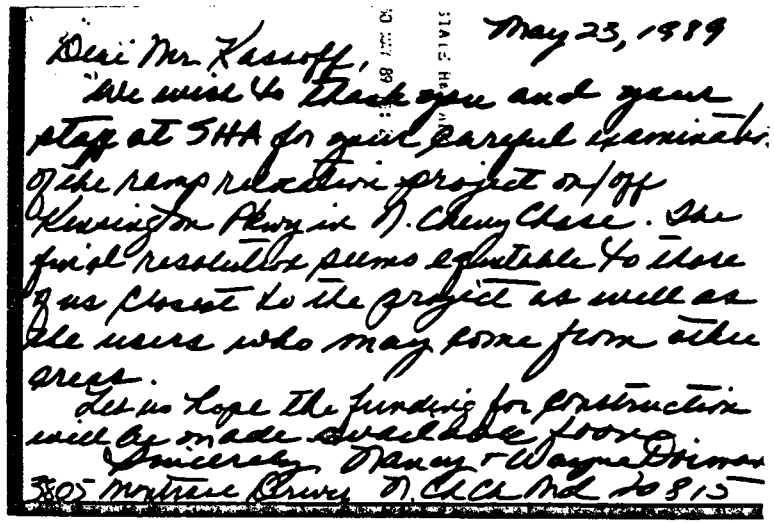
Jeff Noah, Chairman
Citizens' Committee

cc: 18th District Delegation

V-183

Response not necessary.

250



May 23, 1989

Dear Mr. Kassoff,

We wish to thank you and your staff at SHA for your careful examination of the ramp reduction project on/off Kensington Pkwy in N. Chevy Chase. The final resolution seems equitable to those of us closest to the project as well as the users who may come from other areas.

Let us hope the funding for construction will be made available soon.

Sincerely, Nancy + Wayne Dorman
3805 Montrose Drive N Chevy Md 20815

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

June 16, 1989

Mr. and Mrs. Wayne Dorman
3805 Montrose Drive
Chevy Chase, Maryland 20815

Dear Mr. and Mrs. Dorman:

Thank you for your May 23rd letter supporting the State Highway Administration's decision to relocate the ramp onto the Capital Beltway from Kensington Parkway to Connecticut Avenue.

The decision was a difficult one and came only after weighing all factors and carefully considering each of the comments we received. It is our feeling that we have selected the proper course of action to serve both area residents and the driving public.

At this time, only the planning phase has been funded. When funding becomes available for engineering and construction, we will proceed with the project.

Thank you for your participation in the decision-making process. We appreciate your interest and patience.

Sincerely,

Hal Kassoff
Administrator

HK/t

cc: Mr. Neil J. Pedersen
Mr. Louis H. Ege, Jr.
Mr. David Wallace

My telephone number is (301)_____

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 585-0451 D.C. Metro - 1-800-492-5082 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

V-185

Telephone call.

Harriet

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

June 23, 1989

Ms. Kathy Griffin
7108 Fulton Street
Chevy Chase, Maryland 20815

Dear Ms. Griffin:

Thank you for your recent telephone call concerning the State Highway Administration's decision to relocate the ramp onto the Capital Beltway from Kensington Parkway to Connecticut Avenue.

Enclosed is a brochure from the Combined Location/Design Public Hearing held in November of 1987, which contains a map with the selected alternate highlighted, and the public notice we sent out in May 1989 which describes the selected alternate.

At this time only the planning phase has been funded. When money does become available for engineering and construction we will proceed with the project.

We appreciate your interest in this project and have added your name to our project mailing list. You will be notified of future project developments.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by: Harriet Levine
Harriet Levine
Project Manager
Project Planning Division

HKL:ih

Enclosures

cc: Mr. Dave Wallace

My telephone number is (301) 333-6431

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5082 Statewide Toll Free

9357

INTERSTATE ROUTE 495/MARYLAND ROUTE 185
INTERCHANGE RECONSTRUCTION
CONTRACT NO. M 600-101-370

FINDING OF NO SIGNIFICANT IMPACT

V. CORRESPONDENCE

B. ELECTED OFFICIALS (1 thru 9)

V-186

Prepared in response to a verbal request from Delegate Robertson

Maryland Department of Transportation
State Highway Administration

RICHARD H. TRAINOR
Secretary

HAL KASSOFF
Administrator

DEC 14 1987

The Honorable Donald B. Robertson
Maryland House of Delegates
7003 Delaware Street
Chevy Chase, Maryland 20815

Dear Delegate Robertson:

In response to your request at the Montgomery County Public Hearing on Transportation Issues on November 5th, I have enclosed a copy of the Environmental Assessment for the reconstruction of the Interstate Route 495/Maryland Route 185 interchange and related improvements.

The proposed basic build alternative, which proposes to relocate the northbound to eastbound Beltway ramp from Kensington Parkway to Connecticut Avenue and to combine both eastbound Beltway exits at Connecticut Avenue, would require no right-of-way acquisition. Six of the seven proposed options, however, would require the purchase of some residential property. The amount of required right-of-way associated with each option is listed below:

		Right-of-Way Required	Cost of Right-of-Way
Option A -	Two lane westbound connection from Kensington Parkway to Connecticut Avenue.	0.4 acre	$330,000 (includes relocation of 1 residence/ dentist office)
Option B -	Adjustment to the eastbound to southbound ramp providing a double right turn at Connecticut Avenue.	0 acre	$0
Option C -	Northbound Connecticut Avenue to the eastbound Beltway via a left turn onto the southbound Connecticut Avenue to the eastbound beltway ramp.	0.2 acre	$50,000

My telephone number is_____

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

954

		Right-of-Way Required	Cost of Right-of-Way
Option D -	Fourth southbound lane on Connecticut Avenue between the Beltway and Jones Bridge Road.	0.3 acre	$70,000
Option E -	Fourth northbound lane on Connecticut Avenue between Jones Bridge Road and the Beltway.	0.4 acre	$100,000
Option G -	Reconstruction of the Connecticut Avenue/ Jones Bridge Road/ Kensington Parkway intersection.	1.9 acres	$460,000

This information can also be found on page S-7 of the Environmental Assessment.

If I can be of any further assistance, please contact me at (301) 333-1111.

Sincerely,

ORIGINAL SIGNED BY
HAL KASSOFF

Hal Kassoff
Administrator

HK/ih

Attachment

cc: Mr. Neil J. Pedersen
Mr. Michael Snyder
Mr. Jack F. Ross
Mr. Louis H. Ege, Jr.
bcc: Mr. John D. Bruck
Mr. Robert W. Martin

MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

ROSE CRENCA

February 16, 1988

Hal Kasoff, Administrstor
State Highwsy Adminis.
P.O. Box 717
707 N. Calvert Street
Baltimore, Md. 21203-0717

Desr Mr. Kassoff,

For sometime I hsve been resding correspondence on both sides of the matter concerning Interstste Route 495/ Maryland Route 185 project plsnning.

I would like to urge that the project to relocste the ramps and the proposal to widen Connecticut Avenue be dropped. It makes no sense to increase rosd capacity in a small segment when it has no plsce to go; it merely increases the "squeeze" factor.

I request your fsvorable sttention.

Sincerely yours,

Rose Crenca
ROSE CRENCA
Montgomery County Council

cc: Mark Hessel

V-188

MAR 15 1988

The Honorable Rose Crenca
Montgomery County Council
Council Office Building
Rockville, Maryland 20850

Dear Councilwoman Crenca:

Thank you for your February 16th letter regarding the possible relocation of the ramp leading onto the Capital Beltway from Kensington Parkway.

We recognize this is a very complex issue with impacts regardless of what course of action is taken. We are currently evaluating all the concerns which have been raised on both sides of the issue to determine what options are available to address these concerns. Unfortunately no course of action is available which will satisfy all parties involved in the debate. However, we will attempt to make a decision which is sensitive to all issues which have been identified.

I appreciate your letting me know of your feelings on this matter. If you have additional questions or comments on this matter please feel free to contact me or Neil Pedersen, Director of the Office of Planning and Preliminary Engineering. Neil's phone number is 333-1110.

Sincerely,
SIGNED BY
HAL KASSOFF

Hal Kassoff
Administrator

HK/t

cc: Mr. Neil J. Pedersen
Mr. Michael Snyder

bcc: Mr. Louis H. Ege, Jr.
Ms. Sue Ellen White

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MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

March 2, 1988

Hal Kassoff, Administrator,
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Mr. Kassoff:

I am enclosing a copy of a letter from Mark Hessel, Attorney for the Chevy Chase Valley Citizens Association, concerning what he believes to be a lack of agreement to remove Beltway ramps.

I don't think this means that there is no better means of access to the Beltway, but the reasoning would have to be different.

Sincerely,

Neal

Neal Potter
Councilmember

NP/mh

Enclosure

STATE HIGHWAY ADMIN
PROJECT DEVELOPMENT DIVISION
MAR 3 3 28 PM '88

PROJECT DEVELOPMENT DIVISION
MAR 4 2 15 PM '88

STELLA B. WERNER COUNCIL OFFICE BUILDING, ROCKVILLE, MARYLAND 20850 — 251-7900 — TTY 279-1033

V-189

comm

Corresp - elected ofc

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

MAR 24 1988

PROJECT DEVELOPMENT DIVISION
MAR 24 2 10 PM '88

The Honorable Neal Potter
Montgomery County Council
Stella B. Werner Council Office Building
Rockville, Maryland 20850

Dear Councilman Potter:

Thank you for your March 2nd letter concerning the proposed improvements to the Interstate Route 495/Connecticut Avenue interchange and the attached letter from Mark Hessel.

We are proceeding with the study of relocating the ramp onto the Beltway from Kensington Parkway to Connecticut Avenue because Kensington Parkway is a local road, maintained by the Village of North Chevy Chase, and is not an appropriate facility for carrying interstate-bound traffic. We are aware that relocating the ramp would have an effect on Connecticut Avenue and are investigating the severity of the effect and mitigating measures.

We would be pleased to discuss with you details of the project and issues which have been raised. Please feel free to call either me or Neil Pedersen if you wish to further discuss the project. Neil can be reached at 333-1110.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/ih

cc: Mr. Neil J. Pedersen
Mr. Michael Snyder
Ms. Sue Ellen White

My telephone number is (301)_____

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

251

TIMOTHY F. MALONEY
CHAIRMAN
JOHN C. ASTLE
VICE CHAIRMAN
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R. CHARLES AVARA
PETER FRANCHOT
SAMUEL C. LINTON
NANCY L. MURPHY
EILEEN M. REHRMANN

HOUSE OF DELEGATES

COMMITTEE ON APPROPRIATIONS
LAW ENFORCEMENT AND TRANSPORTATION
BUDGET SUBCOMMITTEE

LOWE HOUSE OFFICE BUILDING
ROOM 431
ANNAPOLIS, MARYLAND 21401-1991
301-841-3319
WASHINGTON METRO 858-3319

October 18, 1988

Mr. Hal Kassoff, Administrator
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Hal:

I am writing to you at the request of members of the Prince George's County business community who have highway-related concerns relating to their residential neighborhood in Montgomery County.

Specifically, I am writing inquiring as to the status of efforts to create a new direct entrance ramp to the Capital Beltway (Rt. 495) at Connecticut Avenue so that the residential neighborhood will not be burdened with the heavy Beltway traffic that now travels through that community.

Thanks very much for any assistance you can provide.

Regards.

Sincerely,

Timothy F. Maloney

TFM:skb

V-190

1908 - 1988
SHA
80 YEARS of SERVICE

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

November 4, 1988

The Honorable Timothy F. Maloney
Maryland House of Delegates
424 T.H. Lowe House Office Building
6 Governor Bladen Boulevard
Annapolis, Maryland 21401-1991

Dear Delegate ~~Maloney~~: Tim

Thank you for your recent letter requesting an update on the status of the I-495/Connecticut Avenue project.

We are still in the process of reaching a decision on that issue. The reaction of the community regarding the alternatives has been divided, with very strong feelings being expressed from both sides. Given that the request to make changes to the interchange was community based, we had hoped that any solution that is implemented would have broad-based community support. We have been trying to see if a consensus could be developed for a single alternative, but have not yet succeeded. We are continuing to work with Montgomery County elected officials and the community toward this end.

If you have any additional questions regarding this issue, please feel free to call me or Neil Pedersen. Neil can be reached at 333-1110.

Sincerely,

Hal Kassoff
Administrator

HK/ih

cc: Mr. Neil Pedersen
Mr. Louis Ege, Jr.
Ms. Sue Ellen White

Tim - call me if you wish to discuss this further. Thx, Hal

My telephone number is (301)_____

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

5

V-191

Prepared in response to a
verbal request from Delegate Gordon

Corresp - Legislative Affairs

NOV 30 1988

The Honorable Michael J. Gordon
Maryland House of Delegates
416 Hungerford Drive, Suite 330
Rockville, Maryland 20850

Dear Delegate Gordon:

At the November 3rd Delegation public meeting on the Draft FY 1989-1994 Consolidated Transportation Program (CTP), you and Delegate Forehand requested information on the construction history of the I-495/MD 185 interchange.

The initial construction consisted of the I-495 bridge over MD 185 in 1963. The following year, the full interchange was constructed, including the westbound to southbound and the northbound to eastbound movements to and from Kensington Parkway.

In 1981, the ramp for the westbound to southbound movement onto Kensington Parkway was removed. This movement was added to the westbound to northbound ramp onto MD 185 via reconstruction of the ramp to provide an additional lane and the southbound exit onto MD 185. With the exception of the widening of the mainline I-495 to eight lanes and normal maintenance, no additional reconstruction of the interchange has taken place.

Thank you for your interest in this matter. Please feel free to contact me or Mr. Neil Pedersen, Director of the Office of Planning and Preliminary Engineering, if you have any further questions or concerns. Mr. Pedersen may be reached at (301) 333-1110.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/srm

cc: Senator Ida G. Ruben
Delegate Jennie M. Forehand
Mr. Michael Snyder
Mr. Neil J. Pedersen
Mr. Jack F. Ross
Mr. Louis H. Ege, Jr.
Mr. John D. Bruck

bcc: Mr. Robert W. Martin
Ms. Sue Ellen White
Mr. Steven R. McHenry

259

HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401-1991

February 10, 1989

Mr. Hal Kassoff
State Highway Administrator
Maryland Department of Transportation
707 North Calvert Street
Baltimore, Maryland 21203-0717

Dear Mr. Kassoff:

The Montgomery County Senate and House Delegations have considered and urge your approval of the following with respect to the Connecticut Avenue interchange:

1. The relocation of the ramp between Kensington Parkway and the eastbound Capital Beltway to the southeast quadrant of the Connecticut Avenue, Capital Beltway interchange, and

2. The relocation of the movement from eastbound Capital Beltway to northbound Connecticut Avenue to Ramp "B". In doing so, would you please review the issue of substandard conditions at the end of the eastbound and southbound ramp.

Both of the aforegoing are to be as proposed by the State Highway Administration and contained in your booklet entitled, "COMBINED LOCATION/DESIGN PUBLIC HEARING for I-495 (CAPITAL BELTWAY) INTERCHANGE AT CONNECTICUT AVENUE (MARYLAND ROUTE 185)", for the public hearing on this project on November 16, 1987.

The following should also be done with respect to this project:

1. All movements from Kensington Parkway into the intersection of Jones Bridge Road and Connecticut Avenue should continue as they are now permitted.

2. The "Green Road" should not be constructed.

3. Any improvements on Connecticut Avenue should be made within the existing right-of-way and without widening outside the existing curb lines, except for the minor portion required in the parcel on the east side nearest to the interchange in order to accommodate the new Ramp N-E.

V-192

SHA **Maryland Department of Transportation**
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

MAR 17 1989

The Honorable Ida G. Ruben
Maryland State Senate
204 James Senate Office Building
100 College Avenue
Annapolis, Maryland 21401-1991

The Honorable Michael R. Gordon
Maryland House of Delegates
222 Lowe House Office Building
6 Governor Bladen Boulevard
Annapolis, Maryland 21401-1991

Dear Senator Ruben and Delegate Gordon:

Thank you for your February 10th letter regarding the Montgomery County Delegation's recommendation concerning the proposed relocation of the Capital Beltway ramp at Connecticut Avenue. We appreciate your review of this issue and your subsequent recommendation. This will be of great value to us as we move toward a decision on the project. We expect to reach a conclusion in the near future.

Sincerely,

Hal Kassoff
Administrator

HK/ih

cc: Delegate Jennie Forehand
Mr. Neil J. Pedersen
Mr. Louis H. Ege, Jr.
Ms. Sue Ellen White

My telephone number is (301) 333-1111
Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

960

4. A recommendation should be made by you to the Montgomery County Department of Transportation that a traffic signal be placed at the intersection of Spring Valley Road and Jones Bridge Road that would be interconnected and coordinated with the traffic signal at the intersection of Connecticut Avenue and Jones Bridge Road. By separate copy of this letter to the County Department of Transportation, we urge them to place this traffic signal in operation.

5. There should be no widening of Connecticut Avenue south of Jones Bridge Road.

We understand that offers will be made to purchase at fair market value the four houses on the east side of Connecticut Avenue whose only current access is on Connecticut Avenue.

We request that you investigate the construction of a sidewalk between the interchange and Jones Bridge Road and check with the owners of the property on the east side of Connecticut Avenue to determine the desirability of that.

Finally, there should be no implication of any future widening of Connecticut Avenue south of this interchange as the result of this project.

V-193

Sincerely,

Ida G. Ruben, Chairman
Montgomery Co. Senate Delegation

Michael R. Gordon, Chairman
Montgomery Co. House Delegation

ICR:MRG/sv

7

HOUSE OF DELEGATES

COMMITTEE ON APPROPRIATIONS
LAW ENFORCEMENT AND TRANSPORTATION
BUDGET SUBCOMMITTEE

LOWE HOUSE OFFICE BUILDING
ROOM 431
ANNAPOLIS, MARYLAND 21401-1991
301-841-3315
WASHINGTON METRO 656-3315

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EILEEN H. REHRMANN

February 28, 1989

Mr. Hal Kassoff, Administrator
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Hal:

As you know, the Montgomery Delegation has now endorsed the Connecticut Avenue ramp project. I understand that you will be responding to this vote in several weeks.

In accordance with our previous correspondence, I would appreciate it if you could keep me posted on SHA's position on this most important project.

Thanks very much.

Sincerely,

Timothy F. Maloney

V-194

PROJECT DEVELOPMENT
Mar 3 2 22 PM '89

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

MAR 14 1989

The Honorable Timothy F. Maloney
Maryland House of Delegates
431 T.H. Lowe House Office Building
6 Governor Bladen Boulevard
Annapolis, Maryland 21401-1991

Dear Delegate Maloney: Jim

We have received the letter from the Montgomery County Delegation outlining their recommendation regarding the proposed ramp relocation at Connecticut Avenue and the Beltway. We are carefully weighing this proposal, as well as the recommendations made by the Montgomery County Planning Board and individual citizens and citizen groups, before we make a final decision. Once a decision is made, we will inform you of our proposed course of action. In the meantime, if I can be of any assistance regarding this matter, please do not hesitate to call me.

Sincerely,

Hal Kassoff
Administrator

HK/ih

cc: Mr. Neil J. Pedersen
Mr. Michael Snyder

Per our conversation, I'll be in touch with you on this. Thks! HK

My telephone number is (301) 333-1111

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

267

8

STATE [illegible]

19 MAY 89 13 22

SENATE OF MARYLAND
ANNAPOLIS, MARYLAND 21401-1991

MARGARET COLLINS SCHWEINHAUT
COMMITTEE:
JUDICIAL PROCEEDINGS

HOME ADDRESS:
3601 SAUL ROAD
KENSINGTON, MARYLAND 20895
MONTGOMERY COUNTY

May 16, 1989

Mr. Hal Kassoff
Administrator
State Highway Administration
707 North Calvert Street
Baltimore, MD 21203-0717

Dear Hal:

Your letter of May 8 concerning the decision on the Kensington Parkway entrance to the beltway is a reason for many to sing hallelujahs. This matter has been of concern to me for a great many years and I am much relieved that a decision has finally come about. I am personally indebted to you and to all those who participated in finalizing it. I wish there were a way to soothe the feelings of those in opposition, but I know of none such.

With personal appreciation of your help, I am

Sincerely,

Margaret Schweinhaut
Senator

V-195

PROJECT DEVELOPMENT [illegible]

[illegible] 72 MAY 89

NOTE:

This letter was received in response to SHA's May 8, 1989 letter to elected officials advising them of the Selected Build Alternative decision.

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CONSTANCE A. MORELLA
8TH DISTRICT, MARYLAND

COMMITTEES:
POST OFFICE AND CIVIL SERVICE
SCIENCE, SPACE, AND TECHNOLOGY
SELECT COMMITTEE ON AGING

WASHINGTON OFFICE:
1024 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-5341

DISTRICT OFFICE:
11141 GEORGIA AVENUE
SUITE 302
WHEATON, MD 20902
(301) 649-8901

Congress of the United States
House of Representatives

June 8, 1989

Mr. Hal Kassoff
Administrator
State Highway Administration
707 N. Calvert Street
Baltimore, MD 21202

Dear Mr. Kassoff:

I have enclosed correspondence which I have received from my constituent, Sandra Alexopoulos. I would be grateful if you would review the information provided and keep me apprised of your position. I am certain you would like to resolve this community dispute to the satisfaction of all those involved.

Thank you for your cooperation and consideration in this matter. If you have any questions please contact my district office.

Sincerely,

Connie Morella

Constance A. Morella
Member of Congress

CAM:jk
Enclosure

V-196

9

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

PROJECT DEVELOPMENT
Jun 2

June 27, 1989

The Honorable Constance A. Morella
United States House of Representatives
11141 Georgia Avenue
Suite 302
Wheaton, Maryland 20902

Dear Congresswoman Morella:

Thank you for your June 8th letter on behalf of Ms. Sandra Alexopoulos. We have reviewed her comments and they will be taken into consideration in the preparation of the final environmental document.

The State Highway Administration recognizes the inappropriateness of having interstate ramp traffic travelling on a local street such as Kensington Parkway. For this reason, we have recommended the relocation of the ramp to Connecticut Avenue. While we feel the ramp should be relocated, we are making every effort to minimize the impacts to the homes along Connecticut Avenue. Based on the information we have available at this time, we believe that the proposed improvements can be accomplished within existing SHA-owned right-of-way. Final right-of-way requirements will not be known until detailed engineering is complete.

We are also sensitive to the issue of pedestrian safety. During the final design phase of this study, consideration will be given to the feasibility of adding sidewalks along the east side of Connecticut Avenue in the area under question. In addition, the median strip will be retained to serve as a refuge area for pedestrians crossing in the middle of the block.

In recognition of the difficulties faced by residents of the four homes whose only access is off Connecticut Avenue in the vicinity of the new ramp take-off, we have offered to purchase the homes, at the request of the homeowners, when the project is ready for construction.

This project decision was not an easy one. There were very strong feelings and compelling arguments on both sides of the issue. We have tried to mitigate the impacts of the proposed ramp relocation to the extent reasonable and will continue to be sensitive to the issues raised during the development of engineering plans.

My telephone number is (301)_____
Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 585-0451 D.C. Metro - 1-800-492-5082 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

1

JUN 05 1989

8911 Connecticut Avenue
North Chevy Chase, Md. 20815
May 25, 1989

JUN 07 ENTD.
553330

The Honorable Constance Morella
U.S. House of Representatives
Washington, D. C. 20515

Dear Representative Morella:

For the past 11 years I have lived at 8911 Connecticut Avenue in the Village of North Chevy Chase. This is the last block before the beltway on the east side of Connecticut Avenue and, while conditions are far from perfect, most of the families who live on this block were content until three years ago. At that time our tranquility was shattered when we received our monthly Village newsletter which included a copy of an agreement our Village Citizens' Committee was to sign with the State Highway Administration to move the beltway on-ramp located on Kensington Parkway to Connecticut Avenue at the end of our block. While most of the families on Connecticut were aware of our Citizens' Committee's efforts to have this ramp moved, we trusted that they would never agree to anything that would harm their own Connecticut Avenue residents. You cannot imagine our shock when we saw that our Village officials had agreed to the widening of the east side of Connecticut Avenue, which would take 12 feet of our front yards to provide an entry lane for this ramp (see Enclosure 1).

V-197

The families on Connecticut Avenue protested to our Citizens' Committee and were told that we were just being paranoid and that, in any event, it was our own fault for being so "stupid" as to have purchased homes on Connecticut Avenue. Our arguments that our elected officials should be concerned with the well-being of all Villagers and not just those on Kensington Parkway - many of whom purchased their homes after the two permanent beltway ramps had been constructed there - were in vain.

The Connecticut Avenue families then turned to the State Highway Administration and were told that this project was to be done as a "special exception" and that there would be no public hearings and no impact studies and that we must bear the burden for the greater good of the community. How Connecticut Avenue was to be widened, the existing loop ramp on the east side of Connecticut moved to the west side of Connecticut, a new on-ramp constructed, and a new road built

Thank you again for your letter. If you have any further questions, please feel free to contact me or Neil Pedersen, Director of Planning and Preliminary Engineering. Neil may be reached at 333-1110.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/ih

cc: Mr. Neil J. Pedersen

bcc: Mr. Louis H. Ege, Jr.
Ms. Cynthia Simpson (w/incoming)
Mr. David Wallace (w/incoming)

9/25

between Kensington Parkway and Connecticut Avenue within the monetary constraints of a special exception was never explained.

At this point, the families on Connecticut Avenue were frantic. We had not only been cast aside by our own Village, but we now learned that the SHA had only developed this proposal under intense political pressure from our state representatives (Senator Margaret Schweinhaut and Delegates Donald Robertson, Patricia Sher and Lawrence Wiser). We had nowhere to turn and expected to see bulldozers in our front yards at any moment.

Then what had essentially been a private agreement between the Village of North Chevy Chase and the SHA became known to the Village's closest neighbors on the west side of Connecticut Avenue, the community of Chevy Chase Valley. In 1981, the southbound exit ramp on Kensington Parkway had been relocated to Connecticut Avenue - also as a result of a private (and secret) agreement between the Village and the SHA - with no prior notice to the community of Chevy Chase Valley or even the Village's own residents on Connecticut Avenue. Prior to the 1981 relocation, Chevy Chase Valley had been promised by SHA that, if any changes were contemplated for Connecticut Avenue, they would be consulted well in advance. This promise was broken when the exit ramp was moved. Thereafter, even though SHA reiterated their promise of prior consultation, the Chevy Chase Valley Citizen's Association learned of the proposal to relocate the on-ramp merely by accident when a copy of a Village newsletter came into their possession. This was just the beginning of a string of broken promises and misrepresentations by our District 18 representatives, the SHA and the Village of North Chevy Chase.

Chevy Chase Valley, which consists of 55 homes between Jones-Bridge Road and the beltway, had been bearing the extremely deleterious effects of the 1981 relocation and could see that this further relocation would only worsen their situation. Although Chevy Chase Valley is a non-taxing entity - unlike the Village of North Chevy Chase - and had to levy a special tax on their residents to pay for legal assistance to oppose ramp relocation, they "adopted" the Village residents on the east side of Connecticut Avenue and have represented us ever since.

Due to the efforts of Chevy Chase Valley, this matter was taken up the Montgomery County Planning Board and the State Highway Administration was finally forced to do an Environmental Assessment and hold a Design/Location Public Hearing.

The Environmental Assessment and the study done by the Planning Board staff did nothing to assuage our concerns, but instead confirmed our worst fear that, while the Village Connecticut Avenue families and Chevy Chase Valley would bear the brunt of the relocation, the entire Connecticut Avenue corridor from Chevy Chase Circle to the beltway would be seriously harmed.

The major concerns of the families on my block were the effect the extremely large increase in car and truck traffic would have on our safety and health. Also, pedestrian safety was a major concern, since many residents on both the east and west side of Connecticut must cross the avenue to reach their bus stops. The Environmental Assessment confirmed that our safety would be seriously impacted. There would be virtually no gap in traffic to allow us to exit our driveways and entering our driveways would also be extremely dangerous. Traffic tends to speed up as it leaves the Jones-Bridge-Connecticut Avenue intersection headed for the beltway and every one of the cars diverted from Kensington Parkway - and all of the additional trucks - will be in the curb lane next to our homes. The relocated ramp will be so close to our homes that, when we signal to turn into our driveways, the cars or trucks behind us will logically assume that we are signalling to enter the ramp. This point deserves special consideration in view of the large increase in truck traffic that would be engendered by relocation of the ramp. Studies done by the American Automobile Association show that a major cause of accidents involving trucks is the truck being cut off or forced to brake abruptly by a smaller vehicle. This is the very situation that will be created in front of our homes - and with more and more trucks transporting hazardous materials - it will be a disaster waiting to happen.

V-199

As for health issues, the Environmental Assessment confirmed that noise levels in front of our homes <u>even now</u> exceed the Federal Highway Administration's criteria for noise abatement. The study also claims that nothing can be done to alleviate these high noise levels, except that, by some miracle beyond my ken, SHA claims that noise levels will <u>decrease</u> (although still be far above federal criteria) with

the addition of 12,000 cars and 370 trucks per day directly in front of our homes (see Enclosure 2).

Pedestrian safety was not even addressed in the Environmental Assessment. The east side of Connecticut Avenue has no sidewalk and the lack of traffic gaps make crossing the avenue a nightmare. Pedestrians often find themselves marooned in the median strip. If the ramp is moved, it will be impossible to cross Connecticut during the AM and PM rush-hours - the very times when most of us are leaving or returning home.

A very large increase in truck traffic on the east side of Connecticut Avenue is predicted by the SHA in the Environmental Assessment (see Enclosure 3). Kensington Parkway prohibits trucks so, when both ramps were located there, they served as a constraint to trucks using Connecticut Avenue. When the southbound exit ramp was moved in 1981, truck traffic on the west side of Connecticut Avenue increased considerably. The SHA has suggested that, as truck drivers become aware that they can enter the eastbound beltway via Connecticut Avenue, they will switch from the more congested routes through commercial districts they now use and an increase of up to 370 additional trucks per day on Connecticut is predicted. Any plan that will deliberately draw additional truck traffic onto a residential street (which Connecticut Avenue assuredly is) is unconscionable.

V-200

I think the disastrous effect this relocation will have on the Village Connecticut Avenue families is summed up best by these remarks in the study done by the Montgomery County Planning Board staff:

> "The people who are most harmed by this Beltway ramp relocation are the people who reside on the east side of Connecticut Avenue. These people will have a situation similar to, but worse than, what is experienced each day by the residents on Kensington Parkway. The homes are closer to Connecticut Avenue, the driveways in many cases are already at steep grades, and they already have heavy volumes of traffic passing by their homes."

The studies done by SHA and the Planning Board staff galvanized opposition to the ramp relocation and the following groups and Citizen Associations in Chevy Chase have voiced opposition to this proposal:

Village of Chevy Chase, Section 3
Village of Chevy Chase, Section 5
Town of Chevy Chase
Hamlet Citizens Association
Chevy Chase Hills
Chevy Chase Valley
Chevy Chase Recreation Association

The familes on Connecticut Avenue embarked on what can only be called an "Alice in Wonderland" journey in which up is down and black is white and from which we learned why "politics" is a dirty word in some people's lexicon.

After much effort on the part of Chevy Chase Valley, our District 18 representatives (Senator Schweinhaut and Delegates Robertson, Sher and Wiser) grudingly granted us an audience. I was invited to represent the families on the east side of Connecticut Avenue. It was clear that our representatives were not interested in our views and had not even taken the time to look at the studies done by the Planning Board and SHA. Delegate Robertson dominated the meeting and made it clear that he wanted this ramp moved regardless of how much harm it did. During the meeting, all our representatives claimed they did not want Connecticut Avenue widened; yet, when the meeting was over, Senator Schweinhaut took me aside and told me there was no doubt in her mind that Connecticut Avenue would eventually be widened and she suggested I sell my home.

V-201

The ramp relocation proposal was brought up before the State Delegation Transportation Committee on November 3, 1988. At this meeting, representatives of the SHA dropped all pretense that this proposal had anything to do with road improvements. They stated that the proposal was instigated solely as a result of political pressure and that the SHA was now officially "neutral" and would make their decision based on recommendations from our State delegates and the Planning Board.

The Montgomery County Planning Board, after holding several hearings on this matter, made their "final" decision on November 17, 1988, after hearing testimony from Mr. Neil Pedersen of the SHA, in which he reiterated that political pressure was the impetus for this proposal and that there would be no improvement in the traffic flow on Connecticut Avenue and no improvement in the function or safety of access to I-495. Mr. Pedersen also stated that, if Connecticut

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Avenue had to be widened north of Jones-Bridge Road and homes condemned as a result thereof, it was unlikely that SHA could approve this project due to the costs involved. After hearing this testimony from SHA and remarks from proponents and opponents, the Planning Board decided to recommend to SHA that, if the ramp were to be moved, the east side of Connecticut Avenue must be widened, the four homes whose only access is Connecticut Avenue must be condemned and offers to purchase the other seven homes must be made, if any of them remained viable after widening.

On January 3, 1989, I was informed that this proposal was again to be taken up by the Planning Board on January 5th. I did not know the purpose of the hearing, but on arriving at the Planning Board, I learned that Delegates Robertson and Wiser and Senator Schweinhaut had requested a special hearing. Our senator and delegates each made long presentations to the Board on behalf of the Village of North Chevy Chase, but what it boiled down to - in Delegate Robertson's words - was that the November 17, 1988 recommendation of the Planning Board was "politically unpalatable" and they would be unable to persuade other State delegates to vote for this ramp relocation if Connecticut Avenue were widened and homes condemned. Delegate Robertson asserted - in contradiction of all studies done on this matter - that he did not believe that the homes on the east side of Connecticut Avenue would be adversely affected by relocation of the ramp, but even if he should be wrong, these homeowners would just have to "bear the burden". He also stated that his "neighbors" south of Jones-Bridge Road were "confused" and apparently, in his view, incapable of understanding the ramifications of this proposal. The Planning Board, with very little discussion, reversed its earlier decision. Voices of caution by two board members were ignored. The decision of the Planning Board still included a provision that SHA should make an offer to buy the four homes on the east side of Connecticut whose only access is Connecticut Avenue.

This was a low point for me in this whole sorid saga. While I felt the first recommendation of the Planning Board was mistaken, at least I thought their decision was made in what they felt was the best interest of the community and was untainted by political considerations. Seeing what I had always believed to be an independent board forced to capitulate under public political pressure was disgusting.

V-202

Once the Pianning Board's recommendation had been sanitized and made poiiticaiiy paiatabie, the proposai to reiocate the ramp was taken up by our State Deiegation. I won't go into ail the detaiis, except to say that many of the deiegates and senators, when contacted by residents of Chevy Chase Valley, had not even seen any of the studies and were not aware that anyone was opposed and were oniy voting for relocation as a "courtesy" to District 18 representatives (see enclosure 4). Not surprisingly, the recommendation to move the ramp was approved and sent to SHA. While this recommendation goes to great lengths to assure the residents south of Jones-Bridge Road that no widening of this section of Connecticut Avenue is contempiated, no such assurances were given to residents living north of Jones-Bridge (see Enclosure 5).

Two weeks ago, the SHA issued a Pubiic Notice confirming that they had decided to seek approvai for relocation of this ramp from the Federal Highway Administration (see Enciosure 6). Again, no assurances are given that Connecticut Avenue north of Jones-Bridge Road wiil not be widened. When I telephoned the SHA, I was told by Ms. Sue Eiien White, Project Manager, that she was unsure how much right-of-way (our front yards) would be required for what she cailed a "deceleration lane." I asked if I couid see the pians that would be submitted to the FHA and was told that they would not be available for public perusai until after approvai by FHA. Ms. White also stated that the preliminary design submitted for FHA approvai would not have to be resubmitted to FHA even if changes were made in the final design before construction. A recent newspaper article which included a diagram of the proposal, shows that the new ramp seems to begin in the front yards of the last two homes on my block (see enciosure 7). How can we possibly comment on this proposal to the FHA if we don't even know if the east side of Connecticut Avenue is to be widened and by how much?

I know this has been a long letter, but I think you should also be aware of how SHA, our District 18 representatives and the eiected officials of the Village of North Chevy Chase have misrepresented this issue to the public on many occasions. First, I am enclosing a ietter from Mr. Michael Snyder of SHA in which residents on the east side of Connecticut Avenue are assured that no right-of-way in front of our homes wouid be required for this project (see Enciosure 8). Unfortunateiy, I do not have a transcript of the January 5, i989, Planning Board hearing at which Senator Schweinhaut and Deiegates Robertson and Wiser misrepresented many issues, but I am enciosing a letter I sent to Deiegate Jenny Forehand in which I recount many of their statements (see Enciosure 9).

V-203

In addition, this controversy has always been misrepresented by proponents of ramp relocation as a disagreement between the Village of North Chevy Chase and Chevy Chase Valley - completing ignoring opposition from all over Chevy Chase and from within the Village itself. The Village of North Chevy Chase has repeatedly misrepresented elements of the proposal - not only to the public - but to their own residents. For example, the Village has denied that they ever supported widening Connecticut Avenue. Yet, as you can see from Enclosure 1, the plan they designed with SHA included widening. The Village has called the issue of additional truck traffic a "red herring" and has claimed that up to 200 trucks per day are illegally using Kensington Parkway. They have no studies to back up this claim and in fact - it is not only ludicrous - it is not true. In contrast, the estimate of up to 370 additional trucks per day using the east side of Connecticut Avenue is the result of a study done by SHA (see Enclosure 3). Recently Senator Margaret Schweinhaut has attempted to appease residents living south of Jones-Bridge Road by intimating that she would attempt to have truck traffic barred from Connecticut Avenue, even though she is well aware - and SHA has made clear - that this is impossible. While the cost of this project has always been projected at between $6-10 million, the Village has maintained that it would cost no more than $2 million (see Enclosure 10). The Village has also vastly exaggerated the cost of maintaining Kensington Parkway. At the Design/Location Public Hearing, Jeff Noah, Chairman of the Village Citizen's Committee, stated that the Village had spent almost $50,000. in 1986 to maintain Kensington Parkway (see Enclosure 11). In fact, according to Village records, almost no monies were expended on Kensington Parkway during that year and the $50,000. referred to was spent on resurfacing other streets in the Village. As for the Village's contention that SHA had agreed that the ramps on Kensington Parkway would only be temporary, SHA has been unable to find any record of any such commitment (see Enclosure 12). As you can see from the above, the Village doesn't let the truth get in their way when it comes to having this ramp moved.

V-204

None of us like traffic in front of our homes, but we cannot accept all the advantages afforded by the automobile while attempting to foist all the disadvantages onto our neighbors. At some point our elected officials must decide whether they want any homes to remain on our major roads or whether they wish to create massive roadways - devoid of all

signs of human habitation and plant life - fit for nothing but ferrying vehicles back and forth. If the residential character of many of our major roads is to be maintained, then certain small concessions must be made to those living along these roads. At the very least, they must be able to enter and exit their driveways with some degree of safety and projects like the one to relocate this ramp must be stopped.

I live in one of the four homes that SHA has said it would "consider" purchasing, if the ramp is moved. SHA says these purchases will be voluntary, but, since I cannot subject my family to the unsafe and unhealthy conditions that will be created by this relocation, I will be forced to leave. This is so unfair. The question that all of us who will be so terribly effected by relocation keep asking is why is our safety less important than those on Kensington Parkway. Are we less valuable because we live on a state highway?

I am enclosing photographs of my home so you can see just how very close to the road it is and that my fears are not exaggerated.

V-205

Mrs. Morella, we who live on the east side of Connecticut Avenue, have no where else to turn. We desperately need your help. We implore you to try to stop the unjust relocation of this ramp - not only for the Village Connecticut Avenue families - but for all the communities with homes on Connecticut Avenue.

Yours very truly,

Sandra Alexopoulos

Sandra Alexopoulos

encls.

INTERSTATE ROUTE 495/MARYLAND ROUTE 185
INTERCHANGE RECONSTRUCTION
CONTRACT NO. M 600-101-370

FINDING OF NO SIGNIFICANT IMPACT

V. CORRESPONDENCE

C. AGENCY COORDINATION (1 thru 16)

C. AGENCY COORDINATION

Date	Coordination
July 24, 1987	Letter from Maryland Department of Natural Resources, Maryland Geological Survey, regarding archeological resources.
August 6, 1987	Telephone call from Maryland Department of Natural Resources, Non-Tidal Wetlands, regarding wetlands.
August 6, 1987	Telephone call from Maryland Department of the Environment, Standards and Certifications Division, regarding stormwater management.
August 10, 1987	Telephone call from Maryland Soil Conservation Service, regarding prime farmlands.
August 13, 1987	Letter from Maryland Historic Trust regarding significant standing structures.
August 18, 1987	Letter from Maryland Historic Trust regarding archeological resources.
August 19, 1987	Letter from Maryland Historic Trust regarding cultural resources.
August 21, 1987	Letter from Maryland Department of Natural Resources Forest Park and Wildlife Service regarding known Federally threatened or endangered plant or wildlife species.
August 21, 1987	Letter from Maryland Department of Natural Resources, Capital Programs Administration, regarding park properties.
September 8, 1987	Letter from U.S. Department of Commerce, National Marine Fisheries Service, regarding Federally listed endangered or threatened species.
November 11, 1987	Letter from Maryland Department of the Environment, regarding air quality analysis.
November 12, 1987	Letter from U.S. Environmental Protection Agency, regarding air quality analysis.
November 23, 1987	Letter from Montgomery County Department of Transportation regarding update for Kensington/Wheaton and Bethesda/Chevy Chase Master Plans.

Date	Coordination
December 4, 1987	Letter from M-NCP&PC Chairman providing their recommendations.
September 2, 1988	Letter from Montgomery County Department of Transportation regarding park-n-ride lot at I-495/MD 185 interchange.
January 11, 1989	Letter from M-NCP&PC Chairman providing their revised recommendations. This letter was key in SHA's decision regarding the Selected Build Alternative.

Maryland Department of Natural Resources

Maryland Geological Survey
2300 St. Paul Street
Baltimore, Maryland 21218
Telephone: (301) 554-5500

William Donald Schaefer
Governor

Torrey C. Brown, M.D.
Secretary
Kenneth N. Weaver
Director
Emery B. Cleaver, II
Deputy Director

Division of Archeology
(301) 554-5530

1

JUL 27 AM 8:04 DEVELOPMENT DIVISION

24 July 1987

Mr. Louis H. Ege, Jr.
Deputy Director
Division of Project Development
State Highway Administration
P.O. Box 717/707 North Calvert Street
Baltimore, Maryland 21203-0717

RE: Proposed Interchange Reconstruction
and improvements to Connecticut Avenue at I-495

Dear Mr. Ege:

I have reviewed the above-referenced project with regard to archeological resources. Within the immediate area on the south side of the intersection there is a low potential for the presence of archeological sites. The terrain is relatively steep (8-15%) with eroded to severely eroded soils. There is a small section of land on the southeastern side of the intersection that is generally level, but residential development appears to have introduced substantial disturbance to the landscape. It is anticipated that the land immediately around the intersection has experienced disturbance from road construction activities. If prehistoric sites were in the area, they probably would have been located on the level terrain, and have been seriously impacted by development. Eighteenth and 19th century maps do not record historic sites at the intersection.

If I can be of further assistance, please do not hesitate to contact me.

Sincerely,

Ted M. Payne
Highway Project Director

TMP:lw

cc: Cynthia D. Simpson
Joseph Hopkins, III

DNR TTY for Deaf: 301-974-3683

V-208

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RUMMEL · KLEPPER & KAHL *consulting engineers*

1035 N. CALVERT STREET · BALTIMORE, MD. 21202-3891 · 301-685-3105

ALBERT R. STALLKNECHT
RALPH E. MARQUISS
ALBERT L. DEEN, JR.
ERIC K. WEBER
E. ROBERT SEITZ
HARRY F. SCHMALE, JR., C.P.A.
WILLIAM K. HELLMANN

EDWARD J. ZEIGLER
M. LEROY WHITELEY, JR.
WILLIAM R. BUTLER, JR.

W.S. WILKINSON
J. KENNETH JARBOE
STEPHEN W. KAGAY
HENRY M. HARBERTS, JR.
THOMAS N. LASH
DAVID W. WALLACE
FRANK H. DONALDSON
CHARLES M. EASTER, JR.
CARROLL E. PINCKARD, JR.
LARRY E. NEWMAN
F. DUNCAN SMITH

July 30, 1987

Mr. Richard J. Ayella
Wetland Division
Department of Natural Resources
Water Resources Administration
Tawes State Office Building
Annapolis, Maryland 21401

Project: I-495/Connecticut Avenue Interchange Study
Montgomery County, Maryland

Dear Mr. Ayella:

The Maryland State Highway Administration is evaluating improvements for the existing I-495 (Capital Beltway) interchange with Connecticut Avenue (Maryland Route 185) in Montgomery County, Maryland. As indicated on the attached map, the study area extends along Connecticut Avenue from I-495 to south of Jones Bridge Road.

The purpose of this study is to evaluate options for relocating the existing entrance ramp for eastbound I-495 from Kensington Parkway (a local street) to Connecticut Avenue (Maryland Route 185). Options being studied include new ramp construction (within the existing interchange area), portions of a new local street, and widening of Jones Bridge Road. Traffic operations and circulation, traffic and pedestrian safety, and neighborhood impacts are some of the issues being addressed. None of these options would require property from Rock Creek Park.

As part of the environmental evaluation, we are concerned if the project would impact any wetlands or other ecologically sensitive sites.

If you have any questions or comments, please contact me at (301) 685-3105. Thank you for your assistance in this matter. Your timely response would be greatly appreciated.

Very truly yours,

RUMMEL, KLEPPER & KAHL

David W. Wallace, P.E.

OWW/sms
Enclosure
cc: Ms. Sue Ellen White, SHA

August 6, 1987 - telephone call
from Ms. Denise Clearwater
Md. DNR, Non-Tidal Wetlands
(974-3841)

1. *There are no non-tidal wetlands in project area.*
2. *Requested a wetlands inventory.*

D.W.W.

V-209

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Response to Wetlands Division, MD DNR (Letter #2)

A wetlands field inventory was conducted and determined that there are no wetlands located in the project area.

RUMMEL · KLEPPER & KAHL consulting engineers

1035 N. CALVERT STREET · BALTIMORE, MD. 21202-3891 · 301-685-3105

ALBERT R. STALLKNECHT
RALPH E. MAROUSS
ALBERT L. DEEN, JR.
ERIC K. WEBER
E. ROBERT SEITZ
HARRY F. SCHWALE, JR., C.P.A.
WILLIAM K. HELLMANN

EDWARD J. ZEIGLER
H. LEROY WHITELEY, JR.
WILLIAM R. BUTLER, JR.

W.S. WILKINSON
J. KENNETH JARBOE
STEPHEN W. KAGAY
HENRY M. HARBERTS, JR.
THOMAS N. LASH
DAVID W. WALLACE
FRANK H. DONALDSON
CHARLES M. EASTER, JR.
CARROLL E. PINCKARD, JR.
LARRY E. NEWMAN
F. DUNCAN SMITH

3

July 30, 1987

Ms. Jo Ann Watson
Division of Water Quality
Md. Department of Mental Hygiene
Office of Environmental Programs
201 W. Preston Street
Baltimore, Maryland 21201

Project: I-495/Connecticut Avenue Interchange Study
Montgomery County, Maryland

Dear Ms. Watson:

The Maryland State Highway Administration is evaluating improvements for the existing I-495 (Capital Beltway) interchange with Connecticut Avenue (Maryland Route 185) in Montgomery County, Maryland. As indicated on the attached map, the study area extends along Connecticut Avenue from I-495 to south of Jones Bridge Road.

The purpose of this study is to evaluate options for relocating the existing entrance ramp for eastbound I-495 from Kensington Parkway (a local street) to Connecticut Avenue (Maryland Route 185). Options being studied include new ramp construction (within the existing interchange area), portions of a new local street, and widening of Jones Bridge Road. Traffic operations and circulation, traffic and pedestrian safety, and neighborhood impacts are some of the issues being addressed. None of these options would require property from Rock Creek Park.

V-210

As part of the environmental evaluation, we are concerned if the project could have an adverse effect on flood control, or water quality in the project area.

If you have any questions or comments, please contact me at (301) 685-3105. Thank you for your assistance in this matter. Your timely response would be greatly appreciated.

Very truly yours,

RUMMEL, KLEPPER & KAHL

David W. Wallace, P.E.

DWW/sms
Enclosure
cc: Ms. Sue Ellen White, SHA

August 6, 1987 - telephone call
from Mr. Andrew Der
Maryland Dept. of the Environment
Standards and Certification Division
(225-6293)

1. *Stormwater management issues are critical, and must be addressed in final design.*

D.W.W.

Response to MD Department of Mental Hygiene (Letter #3)

Stormwater Management Plans will be developed during final design and submitted to the Maryland Department of Environment for review and approval.

3-19

RUMMEL · KLEPPER & KAHL *consulting engineers*

1035 N. CALVERT STREET · BALTIMORE, MD. 21202-3891 · 301-685-3105

ALBERT R. STALLKNECHT
RALPH E. MAROUSS
ALBERT L. DEEN, JR.
ERIC K. WEBER
E. ROBERT SEITZ
HARRY F. SCHMALE, JR., C.P.A.
WILLIAM K. HELLMANN

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FRANK H. DONALDSON
CHARLES M. EASTER, JR.
CARROLL E. PINCKARD, JR.
LARRY E. NEWMAN
F. DUNCAN SMITH

July 30, 1987

Mr. Richard Nagel
State Conservationist
Soil Conservation Service
Room S22
4321 Hartwick Road
College Park, Maryland 20740

Project: I-495/Connecticut Avenue Interchange Study
Montgomery County, Maryland

Dear Mr. Nagel:

The Maryland State Highway Administration is evaluating improvements for the existing I-495 (Capital Beltway) interchange with Connecticut Avenue (Maryland Route 185) in Montgomery County, Maryland. As indicated on the attached map, the study area extends along Connecticut Avenue from I-495 to south of Jones Bridge Road.

The purpose of this study is to evaluate options for relocating the existing entrance ramp for eastbound I-495 from Kensington Parkway (a local street) to Connecticut Avenue (Maryland Route 185). Options being studied include new ramp construction (within the existing interchange area), portions of a new local street, and widening of Jones Bridge Road. Traffic operations and circulation, traffic and pedestrian safety, and neighborhood impacts are some of the issues being addressed. None of these options would require property from Rock Creek Park.

As part of the environmental evaluation, we are concerned if the project would affect any prime or unique farmland soils (the project area is residential).

If you have any questions or comments, please contact me at (301) 685-3105. Thank you for your assistance in this matter. Your timely response would be greatly appreciated.

Very truly yours,

RUMMEL, KLEPPER & KAHL

David W. Wallace, P.E.

DWW/sms
Enclosure
cc: Ms. Sue Ellen White, SHA

August 10, 1987 - telephone call
from Mr. Rick Brush
Soil Conservation Service
(251-2290)

1. *While there are some prime farmland soils in the project area, the intensity of development in the immediate project area would preclude any need to assess prime farmlands.*

D.W.W.

V-211

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MARYLAND HISTORICAL TRUST

William Donald Schaefer
Governor

J. Randall Evans
Secretary, DECD

5

August 13, 1987

Ms. Cynthia Simpson, Chief
Environmental Management
Maryland Department of Transportation
State Highway Administration
P. O. Box 717
707 North Calvert Street
Baltimore, Maryland 21203-0717

RE: Interstate Route 495/
Maryland Route 185
(Connecticut Avenue)
Improvements Study

Dear Ms. Simpson:

Thank you for your letter of August 7, 1987 concerning the above-referenced project. Our office concurs that the area outlined contains no significant standing structures. Your cooperation is appreciated.

Sincerely,

George J. Andreve

George J. Andreve
Project Review and
Compliance Administrator
Office of Preservation Services

GJA/AHL/mmc
cc: Ms. Rita Suffness
Mr. Paul Wettlaufer
Ms. Mary Ann Kephart
Ms. Margaret M. Coleman

Maryland
Department of Economic and Community Development
Shaw House, 21 State Circle, Annapolis, Maryland 21401 (301) 974-2212, 974-2438
Temporary Address: Arnold Village Professional Center, 1517 Ritchie Highway, Arnold, Maryland 21012

9-21

MARYLAND HISTORICAL TRUST

William Donald Schaefer
Governor

J. Randall Evans
Secretary, DECD

6

August 18, 1987

PROJECT DEVELOPMENT DIVISION
Aug 20 1 30 PM '87

Mr. Louis H. Ege, Jr.
Deputy Director
Project Development Division
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203-0717

RE: MD Rt. 185 (Connecticut Ave.)
with I-495
Improvements Study
Montgomery County, Maryland

Dear Mr. Ege:

We have reviewed the above-referenced project for effects to archeological resources.

This office concurs that the study area on the south side of I-495 has a low potential for the presence of significant archeological resources, due to the area's topography and extent of modern disturbances. Archeological investigations are not warranted for this southern portion. However, the area north of I-495 includes level, relatively undisturbed park lands along Rock Creek. If construction or related construction activities outside the existing right of way are proposed for this area, we would recommend that archeological testing be conducted to identify and evaluate the area's archeological resources prior to impact.

If you have any questions, please contact Ms. Beth Brown at (301) 974-4450.

Sincerely,

Richard B. Hughes
Chief Administrator,
Archeological Programs
Office of Managment and Planning

RBH/BCB/mmc
cc: Dr. Jody Hopkins
Mr. Tyler Bastian
Ms. Mary Ann Kephart
Ms. Margaret M. Coleman

Maryland
Department of Economic and Community Development
Shaw House, 21 State Circle, Annapolis, Maryland 21401 (301) 974-2212, 974-2438
Temporary Address: Arnold Village Professional Center, 1517 Ritchie Highway, Arnold, Maryland 21012

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MARYLAND HISTORICAL TRUST

William Donald Schaefer
Governor

J. Randall Evans
Secretary, DECD

7

August 19, 1987

Mr. David W. Wallace, P.E.
Rummel, Klepper & Kahl
1035 N. Calvert Street
Baltimore, Maryland 21202-3891

RE: I-495/MD Rt. 185 Interchange Study
Montgomery County, Maryland

Dear Mr. Wallace:

We have received your request for cultural resources information on the above-referenced study area.

For archeology, there are no known sites presently recorded on our inventory for the study area. In our opinion, the section on the south side of I-495 has a low potential for the presence of significant archeological resources, due to the area's topography and extent of modern disturbances. Archeological investigations are not warranted for this southern section. However, the area north of I-495 includes level, relatively undisturbed park lands adjacent to Rock Creek. If construction or construction related activities are proposed for outside the existing right of way in this area, we would recommend that archeological testing be conducted to identify and evaluate the area's archeological resources prior to impact.

In terms of standing structures, our office has recently been in contact with SHA concerning what is apparently the same project (see enclosures) but with a significantly smaller study area. There are at least two known historic structures within your larger area M35-10 (Hayes Manor) and M35-11 (Trolly Station/Chevy Chase Lake) which are noted on the enclosed map. Other, unsurveyed structures may exist within your larger area.

We hope this information is of utility to you. If you have any questions or require additional information, please contact Ms. Beth Brown (for archeology) or Dr. Al Luckenbach (for structures) at (301) 974-4450.

Sincerely,

George J. Andreve

George J. Andreve
Project Review and Compliance Administrator
Office of Preservation Services

GJA/AHL/BCB/tmc
cc: Ms. Mary Ann Kephart
Ms. Margaret M. Coleman

Maryland
Department of Economic and Community Development
Shaw House, 21 State Circle, Annapolis, Maryland 21401 (301) 974-2212, 974-2438
Temporary Address: Arnold Village Professional Center, 1517 Ritchie Highway, Arnold, Maryland 21012

V-214

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Maryland Department of Natural Resources
Forest, Park and Wildlife Service
Tawes State Office Building
Annapolis, Maryland 21401

William Donald Schaefer
Governor

Torrey C. Brown, M.D.
Secretary

Donald E. MacLauchlan
Director

8

August 21, 1987

Mr. David W. Wallace, P.E.
Rummel-Klepper & Kahl
1035 N. Calvert Street
Baltimore, Maryland 21202-3891

Dear Mr. Wallace:

This is in response to your July 30, 1987 letter requesting information about populations of listed threatened or endangered species in the I-495/ Connecticut Interchange study in Montgomery County, Maryland. This will inform you that there are no known Federally threatened or endangered, or State threatened or endangered plant or wildlife species in the proposed improvement area.

If I can be of any further assistance to you on this matter please feel free to contact me.

Sincerely,

James Burtis, Jr.
Assistant Director

JB:emp

cc: Therres
Boone

Telephone: _____
DNR TTY for Deaf: 301-974-3683

V-215

284

Maryland Department of Natural Resources
Capital Programs Administration
2012 Industrial Drive
Annapolis, Maryland 21401

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William Donald Schaefer
Governor

Torrey C. Brown, M.D.
Secretary

Michael J. Nelson
Assistant Secretary
for Capital Programs

August 21, 1987

Mr. David W. Wallace, P.E.
Rummel, Klepper and Kahl
1035 North Calvert Street
Baltimore, Maryland 21202

Re: I-495/Connecticut Avenue
Interchange Study
Montgomery County

Dear Mr. Wallace:

Your letter to Mr. Chip Price concerning the above referenced project has been refered to me for response as I am the Regional Administrator assigned to Montgomery County.

North Chevy Chase Recreational Area was not funded by Program Open Space. The State of Maryland, through Program Open Space, has invested nearly 1.2 million dollars in Rock Creek Park for land acquisition and facility development.

If required more information, please feel free to contact me.

Sincerely,

George K. Forlifer
Regional Administrator

GKF:drg

Telephone: 301-974-2231
DNR TTY for Deaf: 301-974-3683

V-216

285

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Management Division
Habitat Conservation Branch
Oxford Laboratory
Oxford, Maryland 21654

10

8 September 1987

David W. Wallace, P.E.
Rummel Klepper & Kahl
1035 N. Calvert Street
Baltimore, Maryland 21202-3891

Dear Mr. Wallace:

Reference is made to your letter, dated 30 July 1987, relative to the I-495/Connecticut Avenue Interchange Study.

There are no endangered or threatened species within the purview of the National Marine Fisheries Service found within the project area. We are concerned, however, that project implementation may adversely affect water quality within tributaries to the Potomac River.

Please apprise our office as to the progress of the subject study.

Sincerely,

for Edward W. Christoffers, Ph.D.
Asst. Branch Chief

V-217

State of Maryland

11

DEPARTMENT OF THE ENVIRONMENT
201 WEST PRESTON STREET • BALTIMORE, MARYLAND 21201
AREA CODE 301 • 225-

William Donald Schaefer
Governor

Martin W. Walsh, Jr.
Secretary

November 11, 1987

Ms. Cinthia D. Simpson, Chief
Environmental Management
Project Development Division
Maryland Department of Transportation
State Highway Administration
707 North Calvert Street, Room 310
Baltimore, Maryland 21202

Dear Ms. Simpson:

RE: Interstate Route 495/Maryland Route 185
Connecticut Avenue Interchange
Contract No. M-600-101-370-N

I have reviewed the air quality analysis performed for the improvements of the Interstate Route 495 interchange at Maryland Route 185 and concur with its conclusions.

Given the expected increase in traffic predicted for the region, the Department believes that any build alternate will yield the best air quality for the area by minimizing traffic congestion.

The proposed project is consistent with the transportation control portion of the State implementation Plan for the Metropolitan Washington Interstate Air Quality Control Region. Furthermore, adherence with the provisions of COMAR 10.18.06.03D will ensure that the impact from the construction phase of this project will be minimal.

Thank you for the opportunity to review this analysis.

Very truly yours,

Mario E. Jorquera, Chief
Division of Air Quality Planning
Air Management Administration

MEJ/mop

V-218

287

C S.E.A.

12

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
841 Chestnut Building
Philadelphia, Pennsylvania 19107

NOV 12 1987

PROJECT DEVELOPMENT DIVISION
NOV 30 11 04 AM '87

Ms. Cynthia D. Simpson, Chief
Environmental Management
Project Development Division (Room 310)
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Re: Route 185 (Connecticut Avenue) Interchange (88-10-082)

Dear Ms. Simpson:

In accordance with the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, EPA has reviewed the Draft Air Quality Analysis for the above referenced project. The proposed project is located in a nonattainment area for both ozone and carbon monoxide (CO). Therefore, the impacts of this project must be evaluated carefully with regard to both the one-hour and eight-hour State and National Ambient Air Quality Standards (S/NAAQS) for CO.

The CALINE 3 microscale CO pollution diffusion analysis was used to predict potential CO levels resulting from the No-Build and Build Alternates. The assumptions used in the model to derive potential mobile source emissions are essentially correct. The results of the analysis, however, indicate that the Build Alternates will increase ambient CO levels along Connecticut Avenue, while minimally decreasing CO levels along Kensington Parkway (Table 2). The reason for this increase, as explained in a telephone conversation with Bruce Grey, an air specialist on your staff, is that the widening of Connecticut Avenue brings the roadway closer to the receptor sites.

Of greater concern, however, are the eight-hour worst-case potential air quality impacts associated with the Build (Options) Alternate. Table 2 shows that in 2010 the CO concentrations at receptor sites 4, 5 and 6 approach (with potential to exceed due to modeling error) the S/NAAQS. Consequently, the proposed project does not appear to provide any obvious air quality benefits.

At the very least, the Final Air Quality Analysis should explain the potential increase in CO levels along Connecticut Avenue and discuss its implications. EPA suggests that the Maryland SHA explore means to mitigate any potential increases in CO concentrations.

Thank you for including EPA in the early coordination of this report. Should you have any questions or if we can be of further assistance, please contact Lynn F. Rothman or Harold A. Frankford at 215/597-7336 or 597-1325 respectively.

Sincerely,

Jeffrey M. Alper, Chief
NEPA Compliance Section

- Build Options D, E, & G are not included as part of the Selected Alternate.

- The predicted build eight-hour concentrations for receptor sites 4, 5, & 6 consist mostly of background concentrations. The difference between the no-build and build concentrations for these receptors in 2010 is negligible (i.e. .2-.4 ppm).

- Air quality is not a concern on this project as discussed on pages III-19-20 of this document and in the Air Quality Technical Report.

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November 23, 1987

Mr. Hal Kassoff, Administrator
Maryland State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Mr. Kassoff:

In preparing our suggested update to the Kensington/Wheaton and Bethesda/Chevy-Chase Master Plans, we are investigating the feasibility of a park-and-ride lot or deck on SHA property at the I-495/MD 185 interchange. Specifically, the facility would be located where the former loop ramp existed, which took westbound Beltway traffic onto southbound Kensington Parkway. While this location is large enough for a park-and-ride facility, the question remains as to how morning traffic would safely access it from westbound I-495 and how evening traffic would leave it and re-access I-495 eastbound.

We have not yet formed an opinion about which options at the I-495/MD 185 interchange we should support; we want to support options that would not preclude a park-and-ride facility. I would appreciate your staff evaluating which options would allow safe and efficient access to and from the site, and determine what modifications (if any) would be necessary to accommodate this access.

If you have any questions, please contact Glenn Orlin (251-2145).

Sincerely,

Original signed
Robert S. McGarry

Robert S. McGarry, Director
Department of Transportation

RSM:mjo

cc: Neil J. Pedersen
Sue Ellen White

V-220

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Maryland Department of Transportation
State Highway Administration

RICHARD H. TRAINOR
Secretary

HAL KASSOFF
Administrator

JAN 06 1988

JAN 7 9 54 AM '88
PROJECT DEVELOPMENT DIVISION

Mr. Robert S. McGarry, Director
Montgomery County Department
of Transportation
Executive Office Building
10th Floor
101 North Monroe Street
Rockville, Maryland 20850

Dear Mr. McGarry:

Thank you for your recent letter asking that we consider a park-and-ride lot for the northeast quadrant of the Interstate Route 495/Maryland Route 185 interchange.

You will be pleased to know that we will investigate the feasibility of a park-and-ride lot in the interchange area as part of our current interchange study. We anticipate completion of the study in about 90 days.

Since funding is currently not available for a park-and-ride lot at this location, if the lot is found to be feasible, we would assume that then you will pursue funding for the project as well as responsibility for community coordination.

Please feel free to contact me or Neil Pedersen if we can be of further assistance. Mr. Pedersen may be reached at 333-1110.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF
Hal Kassoff
Administrator

HK:tn

cc: Mr. Neil J. Pedersen
Mr. Michael Snyder
Mr. Louis H. Ege, Jr.
Mr. Jack F. Ross

My telephone number is_____

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

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THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
8787 Georgia Avenue • Silver Spring, Maryland 20910-3760
(301) 495-4525

December 4, 1987

Mr. Hal Kassoff, Administrator
State Highway Administration
707 N. Calvert Street
Baltimore, Maryland 21202

Re: Project Planning Study
I-495 Capital Beltway
Interchange at Connecticut
Avenue (MD 185)

Dear Mr. Kassoff:

The Planning Board reviewed the referenced project during our regularly scheduled meeting of December 3, 1987. We appreciate the attendance at our meeting of Neil Pedersen and Sue Ellen White from your staff and David Wallace from your engineering consultant. Their presence was of great assistance to the Board during our discussions.

We understand from Mr. Pedersen that SHA will be spending additional time evaluating alternatives and conducting studies prior to making a decision about this project. The Planning Board discussed additional studies which we think are necessary before we can make a decision. Mr. Pedersen indicated that SHA can do these studies and provide us with additional information.

Although the Planning Board generally supports the relocation of the ramp traffic from Kensington Parkway, we cannot approve this project until we are assured that the impact of this traffic change upon the residents along both sides of Connecticut Avenue can be mitigated. The impact upon these residents is the most critical issue of this proposed project and an acceptable solution must be found.

The Planning staff recommendation avoids additional traffic on southbound Connecticut Avenue by maintaining Kensington Parkway as it is today (rather than building the "green road".). The staff recommendation would also improve traffic flow southbound on Connecticut Avenue (from the residents viewpoint) by implementing Option B to improve visibility and create traffic gaps.

V-221

DEC 24 1987

Mr. Norman L. Christeller
Chairman
Montgomery County Planning Board
The Maryland-National Capital Park
and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

Dear Mr. Christeller:

Thank you for your letter with the recommendations of the Planning Board staff about the proposed changes to the Interstate Route 495/Maryland Route 185 interchange. We are studying these recommendations and will respond with the results when our investigation is complete.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF,

Hal Kassoff
Administrator

HK/lh

bcc: Mr. Neil J. Pedersen
Mr. Michael Snyder
Mr. Louis H. Ege, Jr.
Ms. Sue Ellen White
Ms. Patricia Willard

Prepared by: Sue Ellen White
Proj. Dev. Div.
Ext. 6431
12/21/87

DEC 29 9 45 AM '87
PROJECT
DEVELOPMENT
DIVISION

The Planning staff addressed the mitigation of traffic impacts to those residents on the east side of Connecticut Avenue by recommending the purchase of those homes whose only access is from Connecticut Avenue. The Planning Board felt that this idea should be carried further. We asked Mr. Pedersen to study the purchase of all the homes along the east side. This study should include protecting the residences along Kenilworth Avenue from the impact of traffic on Connecticut Avenue.

During our discussions with your staff, it became apparent that the queuing problem identified earlier in the study has not yet been resolved. Mr. Pedersen suggested the possibility that this may be controllable through traffic signal coordination. We are asking that you pursue studies on this measure and present additional information to us.

Since you will be studying the possibility of acquiring the residential properties along the east side of Connecticut Avenue, we requested that you study the feasibility of adding an additional travel lane in each direction (still with a fourteen foot treed median as recommended by our staff) with the widening to be entirely on the east side. This study in combination with the traffic evaluation of a signal coordination system mentioned above should begin to provide answers to some of the still unanswered questions regarding the impact of this ramp relocation.

The following recommendations are those prepared by the Planning Board staff. The Board favors these recommendations but, as discussed earlier, we cannot make a final decision until additional information is available. These recommendations are for your information.

1. Remove Ramp H (northbound Kensington Parkway to eastbound Beltway) and construct new Ramp N-E (northbound Connecticut Avenue to eastbound Beltway). This change will remove Beltway oriented traffic from the local roadway (Kensington Parkway) and place the Beltway oriented traffic on Connecticut Avenue (MD 185) which is a State highway. From a transportation systems viewpoint, this change is an appropriate action. However, the construction of Ramp N-E will necessitate various other reconfigurations at the Beltway/Connecticut Avenue Interchange and will have an impact upon traffic operations and upon the liveability of the residences along the east side of Connecticut Avenue between Jones Bridge Road and the Beltway.

2. SHA should purchase those houses along the east side of Connecticut Avenue whose only access is to Connecticut Avenue. SHA should provide some form of buffer for the remaining homes to protect the residents from the impact of the approximately 1,100 vehicles per hour during the PM peak hour that will use the curb lane of Connecticut Avenue to reach the Capital Beltway. Access to these

driveways in the midst of this heavy traffic flow will be hazardous and egress will be extremely difficult.

3. Kensington Parkway should continue to function as a two-way street for its entire length. The Level of Service (LOS) improvement for the Connecticut Avenue/Jones Bridge Road/Kensington Parkway intersection created by eliminating southbound traffic at Jones Bridge Road is small (remains at LOS F). The gap in northbound traffic created by the signal phase devoted to this movement has the benefit of enabling pedestrians to cross Connecticut Avenue, therefore, this signal phasing should be continued. Pedestrian crossings have been a major concern and deserve high priority.

4. Remove existing Loop Ramp C (eastbound Beltway to northbound Connecticut Avenue) and add new lanes to Ramp B so that this traffic will use a new intersection with Connecticut Avenue. This new intersection will be signalized; traffic exiting the eastbound Beltway to travel north on Connecticut Avenue will have two lanes in which to approach Connecticut Avenue and make the left turn. The removal of Ramp C is necessary to provide space for the construction of Ramp N-E.

   The removal of Ramp C will eliminate the weave on the Beltway between Ramp D (traffic entering from southbound Connecticut Avenue) and Ramp C (traffic exiting to northbound Connecticut Avenue). As traffic volumes have increased, this weave has begun to be a traffic operational problem. The removal of Ramp C will also eliminate the weave on Connecticut Avenue between Ramp C (traffic northbound on Connecticut Avenue from the eastbound Beltway) and the ramp carrying northbound Connecticut Avenue traffic to the westbound Beltway.

5. Relocate Ramp B (eastbound Beltway to southbound Connecticut Avenue) to the north of its present location to reduce speed of vehicles using this ramp and to improve visibility for motorists and pedestrians at Woodlawn Road. This movement may need to be signalized to create gaps for local traffic entering and exiting the Chevy Chase Valley community.

6. Install a sidewalk along the east side of Connecticut Avenue north of Jones Bridge Road.

7. Replace the existing monolithic median and barricades along Connecticut Avenue with a grass median to match the existing 14 foot grass median. These medians should be planted with trees.

8. Improve the Connecticut Avenue/Jones Bridge Road/Kensington Parkway intersection similar to Option "G" with

special attention to the Jones Bride Road/Spring Valley Road intersection.

In summary, we are defering our decision regarding this project until further information is available about (1) the effectiveness of a traffic signal coordination system upon the queuing situation at the I-495 ramp/Connecticut Avenue intersection, (2) SHA's evaluation of the purchase of all residences along the east side of Connecticut Avenue and 3) the feasibility of adding two additional traffic lanes between Jones Bridge Road and the Capital Beltway with the widening being made on the east side of Connecticut Avenue.

We understand this to be a very difficult study and we share what we know are your concerns with finding a solution that is equitable and fair to all concerned.

Sincerely,

Norman L. Christeller
Chairman, MCPB

NLC:PBW:vgn\kass.pbw

V-223

Montgomery County Government

September 2, 1988

RECEIVED
#73
SEP - 1988
I-25
DIRECTOR'S OFFICE OF PLANNING & PRELIMINARY ENGINEERING

Mr. Hal Kassoff, Administrator
Maryland State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Mr. Kassoff:

In November of last year we asked SHA to investigate the feasibility of a park-and-ride facility at the I-495/MD 185 interchange; you responded that SHA would conduct such a study and that its findings were anticipated in April (both letters are attached).

I recognize the complexity of the I-495/MD 185 interchange study, and can understand that the resolution of the issue has been slower than expected. However, we have a deadline regarding the park-and-ride facility that is fast approaching. The County Planning Board's draft of the Kensington/Wheaton Master Plan makes reference to a possible park-and-ride facility at this location, and refers to the State's study. The draft was forwarded to us at the beginning of August; the County Executive has sixty days to make revisions to this draft before it goes to the County Council for its consideration. The sixty-day period ends on September 30.

We would very much appreciate your comments regarding the feasibility of the park-and-ride facility so that the Executive can make a definitive recommendation to the Council. The most critical issue is whether the facility can be reasonably and safely accessed from the east off of I-495 and to the east on to the Beltway. In order to include the substance of your comments, we need them by Friday, September 16.

I appreciate your attention to this matter.

Sincerely,

Robert S. McGarry
Director

cc: Neil Pedersen
Sue Ellen White

V-224

Office of the Director, Department of Transportation
101 Monroe Street, 10th Floor, Rockville, Maryland 20850, 301/217-2170

15

White

SEP 19 1988

Mr. Robert S. McGarry
Director, Montgomery County
Department of Transportation
Executive Office Building
101 North Monroe Street
Rockville, Maryland 20850

Dear Mr. McGarry:

Thank you for your September 2nd letter regarding the proposed park-and-ride lot in the northeast quadrant of the I-495/MD 185 interchange.

We have severe reservations about permitting access between the I-495 off-ramp and the proposed park-and-ride lot. The ramp has been a high accident location during each of the past three years. There is currently limited sight distance for vehicles coming off the beltway at high speeds. An exit from the park-and-ride lot onto the ramp would introduce a weave movement in the middle of this ramp.

In sum, from a safety perspective, we feel that introducing an access point onto a ramp would create a higher accident potential and, regrettably, is not a concept that we can support.

We regret any delay in our response and hope you will feel free to contact me or Neil Pedersen, at 333-1110, if you wish to further discuss this matter.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK:tn

cc: Mr. Neil J. Pedersen

bcc: Mr. Michael Snyder
Mr. Louis H. Ege, Jr.
Mr. Thomas Hicks
Mr. Glenn Orlin
Ms. Patricia Willard
Mr. David Wallace

dictated by Neil Pedersen

93

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

January 11, 1989

Mr. Hal Kassoff
Administrator
Maryland State Highway
Administration
707 N. Calvert Street
Baltimore, MD 21202

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JAN 18 1989
#674
DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

RE: Project Planning Study
I-495 Capital Beltway
Interchange at
Connecticut Ave. (MD 185)

Dear Mr. Kassoff:

At the request of the District 18 Delegation, the Planning Board discussed the referenced project at our regularly scheduled meeting of January 5, 1989. This discussion was the fourth time that the Planning Board has reviewed that project. The Delegation, represented by Senator Schweinhaut, Delegate Robertson, and Delegate Wiser, (Delegate Sher being out of town) reviewed their involvement in this particular project over the years and explained their work with the State Highway Administration on the very difficult problem of relocating the Beltway ramp to Connecticut Avenue. In particular, the Delegation asked us to reconsider our recommendation that you purchase the 11 houses on the east side of Connecticut Avenue and construct a fourth northbound traffic lane at that location.

The Planning Board voted to modify the recommendation that we sent to you in our letter of December 1, 1988. The following is a list of recommendations which the Planning Board supports with respect to this ramp relocation. We recommend relocating the existing ramp from Kensington Parkway to the eastbound Beltway to Connecticut Avenue with the following conditions:

1. The Board supports the intersection improvement at Connecticut Avenue/Jones Bridge Road/Kensington Parkway (Option G in the Project Planning Study).

2. Kensington Parkway should remain open for two-way traffic.

V-225

Maryland Department of Transportation
State Highway Administration

Richard H. Trainc
Secretary
Hal Kassoff
Administrator

February 2, 1989

Mr. Norman L. Christeller
Chairman, Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, Maryland 20910

Dear Mr. ~~Christeller~~ Norman:

Thank you for your January 11th letter about the Planning Board's revised recommendation regarding the relocation of the beltway ramp from Kensington Parkway to Connecticut Avenue.

We are considering your comments as we work toward a decision on this issue. We appreciate your input and support.

Sincerely,

Hal Kassoff
Administrator

HK/ih

cc: Mr. Neil J. Pedersen
Mr. Louis H. Ege, Jr.
Ms. Sue Ellen White
Ms. Patricia Willard

My telephone number is (301)_____

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3. We recommend that SHA purchase, from a willing seller, any of the four houses whose only access is onto Connecticut Avenue. The Board feels that those houses should not be resold until the Beltway relocation is accomplished and purchasers of these houses can see traffic conditions along Connecticut Avenue.

4. We support relocating Ramp C to Ramp B and moving the existing Ramp B (east to south traffic) northward with that movement to be controlled by the new traffic signal.

5. There should be no additional lanes on the west side of Connecticut Avenue, that is, the southbound lanes should remain as they are today.

The Board continues to be concerned with the traffic environment created by this ramp on the east side of Connecticut Avenue but we realize that the expense and the precedent-setting nature of the purchase of the 11 homes may cause an additional burden which this project simply cannot bear.

Sincerely,

Norman L. Christeller
Chairman, MCPB

NLC:PBW:kcw/b:I495.pw

cc: Montgomery County Delegates and Senators
Montgomery County Council

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