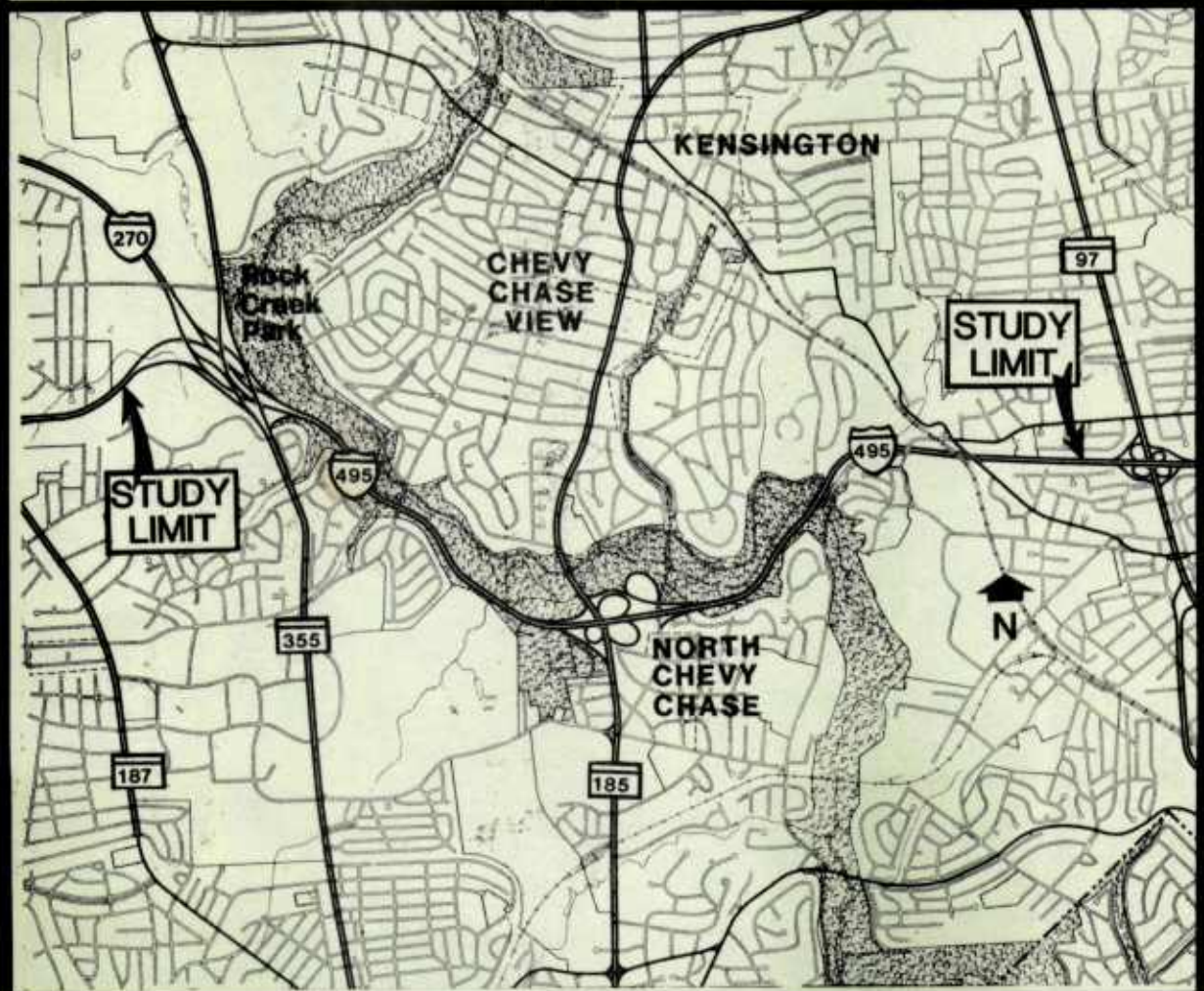


12/6/82

# FINDING OF NO SIGNIFICANT IMPACT

STATE CONTRACT NO. M-512-185-372  
FAP NO. I-495-2(188)10  
I-495 (CAPITAL BELTWAY)  
WEST OF I-270 TO WEST OF MD. 97



prepared by  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

and  
MARYLAND DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION

FEDERAL HIGHWAY ADMINISTRATION  
FINDING OF NO SIGNIFICANT IMPACT  
FOR  
INTERSTATE I-495 (CAPITAL BELTWAY)  
FROM WEST OF I-270  
TO WEST OF MD. ROUTE 97  
MONTGOMERY COUNTY, MARYLAND

The FHWA has determined that this project will not have any significant impact on the environment. This Finding of No Significant Impact (FONSI) is based on the Environmental Assessment (EA) and the attached information, which summarizes the assessment and documents the selection of Alternative B. The minimal impacts, which will occur, are summarized in the attached Comparison of Alternatives Table and further discussed in this document and the EA. The FHWA has full responsibility under NEPA for the scope and content of the EA, which has been independently evaluated by FHWA and determined to adequately discuss the issues and impacts of the proposed project. The EA contains sufficient evidence for determining that an EIS is not required.

The FHWA recognizes that opposition exists to this project. This is evidenced by the public hearing transcript. Public comments were analyzed by FHWA and SHA and used in the evaluation of the project, prior to making a final decision.

12/6/82  
Date

Emil Elinichy  
Division Administrator

TABLE OF CONTENTS

	<u>PAGE</u>
I. RECORD OF DECISION	
June 7, 1982	
June 22, 1982	
II. COMPARISON OF ALTERNATIVES	
Table 1	II-1
III. SUMMARY OF ACTIONS AND RECOMMENDATIONS	
A. Background	III-1
1. Project Location	III-1
2. Purpose of the Project	III-1
3. Project History	III-1
B. Alternatives	III-4
1. Alternatives	III-4
No-Build (Alternative A)	III-4
Build (Alternative B)	III-4
TSM Alternative	III-5
Special Construction Projects	III-6
2. Service Characteristics	III-7
a. Capacity Analysis & Traffic Projections	III-7
b. Accident Data	III-8
3. Environmental Overview	III-9
a. Noise Impacts	III-9
b. Air Quality Impacts	III-10
c. Effects on Rock Creek	III-11
d. Other Environmental Factors	III-12
C. Positions Taken	III-13
1. Elected Officials	III-13
2. Citizens and Associations	III-13
Comments Received at the March 11, 1982	
Combined Location/Design Public Hearing	III-13
Written Comments Received - SHA Form	III-19
Written Comments Received - Letters	III-21

4

TABLE OF CONTENTS

	<u>PAGE</u>
3. Agencies	III-22
Montgomery County Planning Board	III-22
Metropolitan Washington Council of Governments	III-24
National Capital Planning Commission	III-24
D. Recommendations	III-26
E. Implementation Costs	III-27
IV. PUBLIC HEARING COMMENTS	IV-1
V. CORRESPONDENCE	
A. Elected Officials	V-1
B. Written Comments Received as a Result of December 7, 1981 Public Information Meeting	V-3
C. Written Comments Received as a Result of Combined Location/Design Public Hearing, March 11, 1982	V-13
D. Agencies	V-33
1. Montgomery County Planning Board (of M-NCP&PC)	V-33
2. Metropolitan Washington Council of Governments	V-37
3. National Capital Planning Commission	V-41

FIGURES

1 thru 3	Plan of Alternative B (Build)
4	Alternative B, Typical Sections

TABLES

1	Comparison of Alternatives	II-1
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I.  
RECORD  
OF  
DECISION

I-495 IN ROCK CREEK PARK  
MONTGOMERY COUNTY, MARYLAND



# Maryland Department of Transportation

State Highway Administration

Lowell K. Bridwell  
Secretary

M. S. Caltrider  
Administrator

June 7, 1982

## MEMORANDUM

TO: Mr. William I. Slacum, Secretary  
State Roads Commission

FROM: Hal Kassoff, Director *DK*  
Office of Planning and *su*  
Preliminary Engineering

SUBJECT: Contract No. M 512-185-372  
FAP No. I-495-2(188)10  
I-495 (Capital Beltway)  
West of I-270 to West of  
Maryland 97

The Bureau of Project Planning is preparing a Finding of No Significant Impact Document for the subject project. It is anticipated that this document will be ready to submit to the Federal Highway Administration during the month of August, 1982. The decision to proceed with the Finding of No Significant Impact recommending Build Alternative B, for Location and Design Approval was made by Administrator Caltrider at a meeting on May 24, 1982. Alternative 'B' consists of widening the existing six (6) lane highway to eight (8) lanes by the addition of a fourth through traffic lane in each direction, and the incorporation of other capacity and safety improvements which can be accomplished within the existing right-of-way.

A summary of this meeting and the Project Planning Recommendation Report is attached.

This information is being sent to you as part of the procedure by which you submit the action to Mr. Caltrider, receive his approval, and formally record and file this action.

My telephone number is 659-1110

Mr. William I. Slacum  
June 7, 1982  
Page 2

1

ADMINISTRATOR'S CONCURRENCE:

I concur with the above information.

6/7/82  
DATE

M. S. Caltrider  
M. S. Caltrider  
State Highway Administrator

HK:bk  
Attachments:

cc: Mr. Frederick Gottemoeller  
Mr. Wm. K. Lee, III  
Mr. Eugene T. Camponeschi  
Mr. Roy Gingrich  
Mr. Larry Saben  
Mr. Gordon E. Dailey  
Mr. Thomas L. Cloonan  
Mr. Patrick Dionne  
Mr. Wm. F. Schneider, Jr.  
Mr. Edward M. Loskot  
Mr. Charles R. Anderson  
Mr. Jerry L. White  
Mr. Thomas Hicks  
Mr. James A. Hester  
Mr. S. Lewis Helwig  
Mr. Foster Hoffman  
Mr. Louis Ege  
Mr. Ronald E. Moon  
Mr. David W. Wallace  
Mr. Albert L. Kuhl

8

MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR M. S. CALTRIDER  
MONDAY, JUNE 7, 1982

CONCURRENCE WITH PRIOR ACTION

In accordance with Chapter V of the Maryland Action Plan, a Final Environmental Document (Finding of No Significant Impact) is being prepared for the project listed below. Location and Design approval will be requested from the Federal Highway Administration for Alternative 'B'.

1. State Contract No. M-512-185-372  
F.A.P. No. I-495-1(188)10  
I-495 (Capital Beltway) West of  
I-270 to West of Maryland 97.

The decision to proceed in this manner was made by the Administrator at a staff meeting held on May 24, 1982.

Copy: Mr. F. Gottemoeller  
Mr. W. K. Lee, III  
Mr. H. Kassoff  
Mr. G. E. Dailey  
Mr. E. T. Camponeschi  
Mr. W. F. Schneider, Jr., ✓  
Mr. R. E. Moon  
Mr. E. M. Loskot  
SHA-Contract M-512-185-372





# Maryland Department of Transportation

State Highway Administration


9  
Lowell K. Bridwell  
Secretary

M. S. Caltrider  
Administrator

June 22, 1982

## MEMORANDUM

TO: Mr. Gordon E. Dailey  
Deputy Chief Engineer-  
Development

FROM: Wm. F. Schneider, Jr., Chief  
Bureau of Project Planning 

SUBJECT: Contract No. M 512-185-372  
F.A.P. No. I 495-2(188)10  
I-495 (Capital Beltway)  
West of I-270 to West of Md. 97

A meeting with the Administrator was held on May 24, 1982 to solicit his concurrence with staff recommendations for the improvement of I-495 through Rock Creek Park and for a selected action to be used as the basis for the preparation of a Final Environmental Document (Finding of No Significant Impact). The detailed staff recommendation was distributed by memorandum dated May 12, 1982, and the proceedings of the Administrative Review were summarized in our memorandum dated June 3, 1982. A Memorandum of Action documenting the decision of the Administrator has been recorded in the Office of the Secretary, State Roads Commission. Copies of these documents are attached.

The Administrative decision, with respect to the selection of an alternate, is:

1. Alternative 'B', the build alternate, was selected. This alternate provides for the widening of the existing six (6) lane highway to eight (8) lanes by the addition of a fourth through traffic lane in each direction for a distance of 3.5 miles, and other safety and capacity improvements that can be accomplished within the existing right of way. This alternative was selected because

My telephone number is 659-1130

10

Mr. Gordon E. Dailey  
June 22, 1982  
Page 2

it will provide a better level of service than the no build, it will increase roadway capacity by maintaining the continuity of the eight lane Beltway to the east, thereby relieving local street congestion, and it will reduce the present high accident rate by a significant degree through the implementation of the recommended safety improvements.

2. The typical section for the selected alternate is detailed in the Project Planning Team Recommendation Report, and is the same as presented in the Environmental Assessment and at the Combined Location and Design Public Hearing on March 11, 1982. The basic mainline improvement roadway section will consist of the addition of a fourth through traffic lane in each direction, to be constructed in the median of the existing highway, except from west of Connecticut Avenue to east of Wisconsin Avenue where the widening of the westbound roadway will be on the outside. This is necessary in order to maintain acceptable horizontal sight distances (i.e. 22' from pavement edge). The width of the median will be thirty (30) feet, and a continuous concrete median barrier will be provided, however provisions will be made to the median barrier in order to accommodate emergency vehicles. The location of emergency crossovers will be determined in design. A thirty (30) foot wide vehicle recovery area, consisting of a twelve (12) foot wide paved shoulder and an additional unobstructed area eighteen (18) feet in width, will be provided to the right of each improved four-lane roadway where right of way and bridge structures permit. In areas of restricted rights of way, retaining walls will be constructed to provide for the full 30 foot recovery area without encroaching on adjacent property. Where existing right of way is not sufficient, the 30 foot recovery area will be reduced as required by available space. These recovery areas, shoulders, retaining walls and concrete barriers are proposed to transition for proper connections to the widened bridge structures.

3. Design is to be based on a Design speed of 55 miles per hour.
4. At the I-270 interchange, a new three lane bridge (length 170'+, width 67'+) will be constructed east of the existing bridge in order to allow widening of the westbound roadway of I-495. Consideration is also to be given to re-striping the eastbound roadway to provide two (2) lanes from southbound I-270 onto eastbound I-495, for a total of four lanes under the Maryland Route 355 bridge.
5. Retaining walls will be required throughout the length of the project in order to contain the proposed improvements within the existing right of way. The total length of these walls is 23,910 linear feet on the outside, and 12,200 linear feet in the median. The walls will provide for safety grading, and in several areas could support noise barriers.
6. Noise barriers have been found warranted in several locations along this section of the Capital Beltway. Community coordination is to be maintained during the design phase to resolve details of design and implementation. The location of the barriers, their lengths and heights are summarized below, however these dimensions and exact locations may be revised in Final Design.

Barrier No. B-1

Along the eastbound roadway, between Wisconsin Avenue and the existing earth berm west of Cedar Lane-length 2335 feet, height 20 feet.

Barrier No. B-2

Along the eastbound roadway, east of Cedar Lane-length 1665 feet, height 18 feet.

12

Barrier No. B-3

Along the eastbound roadway, east of Kensington Parkway-length 2300 feet, height 15 feet.

However, there are three (3) other locations where noise barrier feasibility will be investigated during final design.

7. The proposed improvements will have no effect on any wetland area, however preliminary studies have indicated that in one location near Cedar Lane, retaining wall construction will encroach slightly on the existing floodplain. The maximum loss from the 50 year floodplain has been calculated at approximately 120 square feet out of the 4800 square foot floodplain.
8. Stormwater runoff and noise barriers have been identified as the two major issues to be addressed during the design phase.

Project Planning studies have been performed utilizing photogrammetric mapping from Maryland National Capital Park and Planning Commission (scale 1"=200') and the construction plans and right of way plats for the existing Capital Beltway.

This is an Interstate Highway Improvement included in the Development and Evaluation section of the 1982-1987 Consolidated Transportation Program.

The Bureau of Project Planning is preparing the Finding of No Significant Impact (FONSI), which will include all environmental considerations and commitments. A check list of these considerations and commitments will be forwarded to you following completion of the Final Environmental Document.

It is anticipated that this document will be submitted to the Federal Highway Administration in July of this year, with Location and Design Approval in September, 1982.

Mr. Roger D. Ford has been designated as the Project Engineer by the Bureau of Highway Design.

Please contact Mr. Ron Moon (659-1106) for any additional information that may be required.

WFS:REM:bk  
Attachments

II. COMPARISON OF ALTERNATIVES

TABLE I: CAPTITAL BELTWAY (I-495) I-270 TO MD 97

CATEGORY	ALT. A NO-BUILD 6-LANES	SELECTED ALT. B BUILD 8-LANES
Residences Displaced	None	None
Private Property Required	None	None
Businesses Displaced	None	None
Extent of Concrete Median Barrier	None	Full Length
Vehicle Miles Traveled in year 2010	196 x 10 <sup>6</sup>	224 x 10 <sup>6</sup>
Accident Rate - Acc/100 million Vehicle Miles in year 2010	179	134
Total Number of Accidents in year 2010	340-360	290-310
Air Quality Impacts (Number of Sites Exceeding Federal and State Standards)	None	None
Noise Impacts (Sites Exceeding Federal Standards)	10	5
(Number/Length) of Noise Barrier Segments	0	<u>3</u> (6,300 L.F.)
Approximate Number of Residences Protected by Noise Barriers	-	185
Stream Modification	None	None
Public Parkland Required	None	None
Wetland Impacts	None	None
Floodplain Impacts	None	Insignificant
Effect on Terrestrial & Aquatic Ecology	None	None
Effect on Endangered Species	None	None
Effect on Historical & Archeological Sites	None	None
Construction Impacts	None	Minor
Consistent with Land Use & Development Plans	Yes	Yes
<u>ESTIMATED CONSTRUCTION COSTS (1981 \$'s)</u>		
Roadway/Earthwork/Drainage	0	\$11,370,000.
Bridges/Retaining Walls	0	16,870,000.
Noise Barriers	0	2,620,000.
Design & Construction Engineering, Administration/Overhead	<u>0</u>	<u>8,030,000.</u>
Total	0	\$38,890,000.

**III.**  
**SUMMARY OF  
ACTIONS AND  
RECOMMENDATIONS**

15

was lowered to 50 MPH as a safety measure. Because this proved generally ineffective as traffic volumes increased, a study was initiated in 1968 to explore improved safety and expanded traffic capacity. This study indicated that the majority of accidents occurred during wet weather. As a result, the highway was resurfaced in 1971 to improve skid-resistance. This resurfacing proved to be only temporarily effective in reducing accidents, primarily because of increasing traffic volumes.

Rapidly increasing traffic volumes, generated by residential and commercial growth throughout Montgomery County, necessitated widening the Capital Beltway. By 1971, adjacent Maryland portions of the Beltway had been widened to eight lanes to accommodate the increasing traffic volumes. The Beltway through Rock Creek Park, however, remained a six-lane facility. By 1973, the nature of accidents in this area had become primarily rear-end and sideswipe collisions. These accident types are generally associated with heavy congestion, especially when combined with an excessively curved roadway alignment and higher traffic volumes.

The present study was initiated in late 1973 to analyze the safety and capacity of this portion of the Beltway, and develop recommendations to improve the existing conditions. Five initial improvement alternatives were developed and presented at a Public Informational Meeting in February, 1975. Community response at that meeting resulted in deleting from consideration the only relocation alternative north of the Park. The remaining improvement alternatives were further refined, and presented to the public at the Alternates Public Meeting in March, 1976. After this meeting, it became apparent that major improvements beyond the existing highway right-of-way of this section of the Beltway would not receive public or agency support. Work continued on a significantly reduced construction alternative which proposed widening the existing six-lane Beltway to eight lanes entirely along the existing alignment and within the existing highway rights-of-way.

Air quality studies conducted in 1978, using the best procedures then available, predicted future air quality problems. Subsequent refinements of the traffic data and available air quality modeling techniques now indicate that both the No-Build and the Build Alternatives are in conformance with the State Implementation Plan and the Transportation Improvement Plan for Clean Air in the Washington Metropolitan Area.

A Public Information Meeting was held December 7, 1981 to inform interested persons of progress made on this project since the March, 1976 Alternates Public Meeting. Approximately one hundred and fifty persons attended the Informational Meeting.

In early February, 1982, copies of an Environmental Assessment were circulated to public agencies and area libraries. Brochures summarizing the detailed comparison of the Build and No-Build Alternatives as addressed in the Environmental Assessment were distributed to the project mailing list (approximately 600 persons).

A Combined Location/Design Public Hearing was held March 11, 1982 at the Albert Einstein High School. This meeting was attended by approximately 120 persons. Of the twenty seven persons who offered public comments during the hearing, eighteen opposed the project, four supported the Build and five offered no recommendation.



17

## B. ALTERNATIVES

### 1. Alternatives

Two alternatives, the No-Build and Build, were presented in the Environmental Assessment (1982) and at the March 11, 1982 Public Hearing. The TSM Alternative was only presented in the Environmental Assessment.

#### Alternative A: No-Build (6 lanes)

The No-Build Alternative would result in continued use of the existing six-lane highway. Normal roadway maintenance operations would continue to keep pavements and bridge and other structures in usable condition. All existing highway problems would remain, however, and under steadily increasing traffic demands, operating and safety conditions can be expected to further deteriorate.

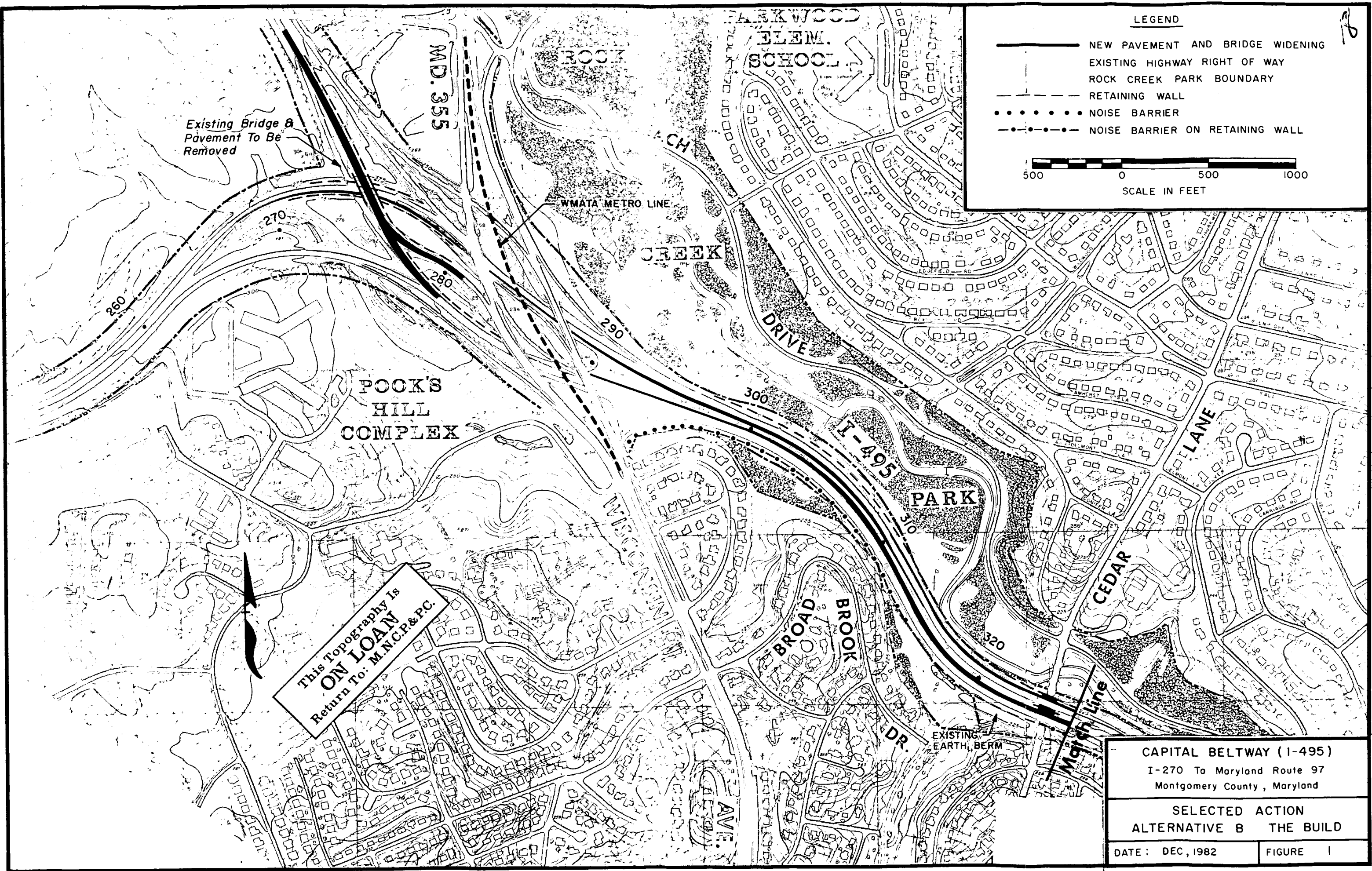
#### Alternative B: Build (8 lanes)

The Build Alternative proposes upgrading the existing six-lane portion of the Capital Beltway through Rock Creek Park to an eight-lane highway, and the incorporation of other capacity and safety improvements which can reasonably be accomplished completely along the existing alignment and within the existing highway right-of-way. The Build Alternative typically proposes the addition of a fourth traffic lane in each direction, constructed in the median of the existing highway. In order to maintain acceptable horizontal sight distances, however, from west of Connecticut Avenue to east of Wisconsin Avenue, the widening of the westbound roadway would be on the outside. Proposed additional improvements include a continuous concrete median barrier and a shoulder to the left of each four-lane roadway. A 30' wide vehicle recovery area, consisting of a 12' wide paved shoulder and an additional unobstructed area 18' in width, is proposed to the right of each improved four-lane roadway where existing right-of-way and bridge structure widths permit.

In areas of restricted rights-of-way, retaining walls are proposed to allow construction of the full 30' recovery area without encroaching on adjacent property. Where existing right-of-way is not sufficient for this treatment, the 30' recovery area will be reduced as required by available space. These recovery areas, shoulders, retaining walls and concrete barriers are proposed to transition for proper connections to the widened bridge structures.

In order to attenuate future traffic noise which could exceed design levels in adjacent residential areas, noise barriers are recommended at 3 locations along the eastbound lanes of the Beltway.




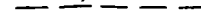


The plan of Alternative B (scale 1"=1000') is shown on Figures 1, 2 and 3; typical sections are shown on Figure 4.



Existing Bridge & Pavement To Be Removed

This Topography is  
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Return to: M.N.C.P.&P.C.

**LEGEND**

-  NEW PAVEMENT AND BRIDGE WIDENING
-  EXISTING HIGHWAY RIGHT OF WAY
-  ROCK CREEK PARK BOUNDARY
-  RETAINING WALL
-  NOISE BARRIER
-  NOISE BARRIER ON RETAINING WALL







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SCALE IN FEET

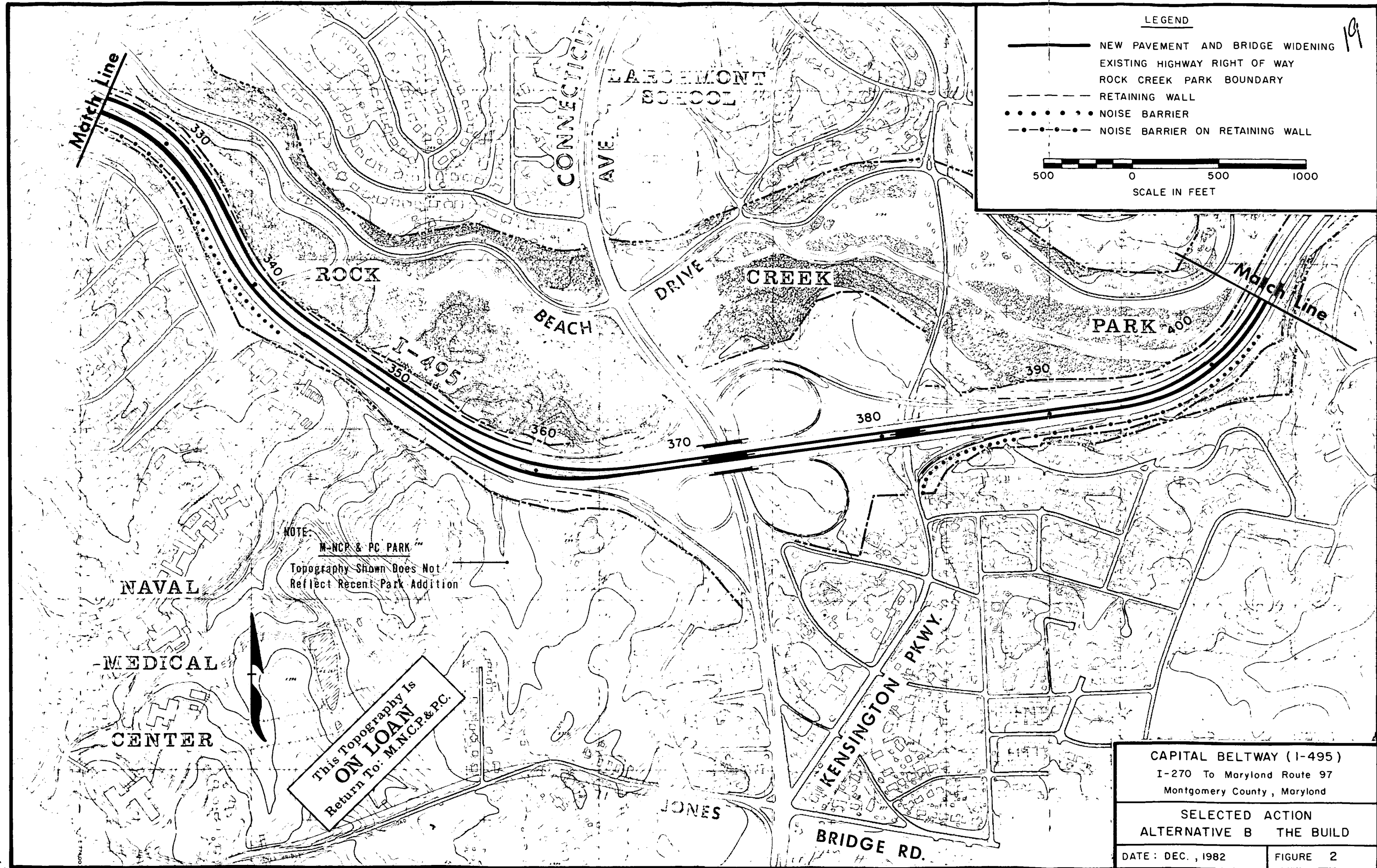
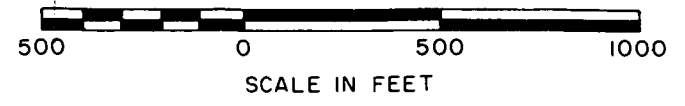
**CAPITAL BELTWAY (I-495)**  
I-270 To Maryland Route 97  
Montgomery County, Maryland

**SELECTED ACTION**  
**ALTERNATIVE B THE BUILD**

DATE: DEC, 1982      FIGURE 1

LEGEND

-  NEW PAVEMENT AND BRIDGE WIDENING
-  EXISTING HIGHWAY RIGHT OF WAY
-  ROCK CREEK PARK BOUNDARY
-  RETAINING WALL
-  NOISE BARRIER
-  NOISE BARRIER ON RETAINING WALL



NOTE:  
M-NCP & PC PARK  
Topography Shown Does Not  
Reflect Recent Park Addition

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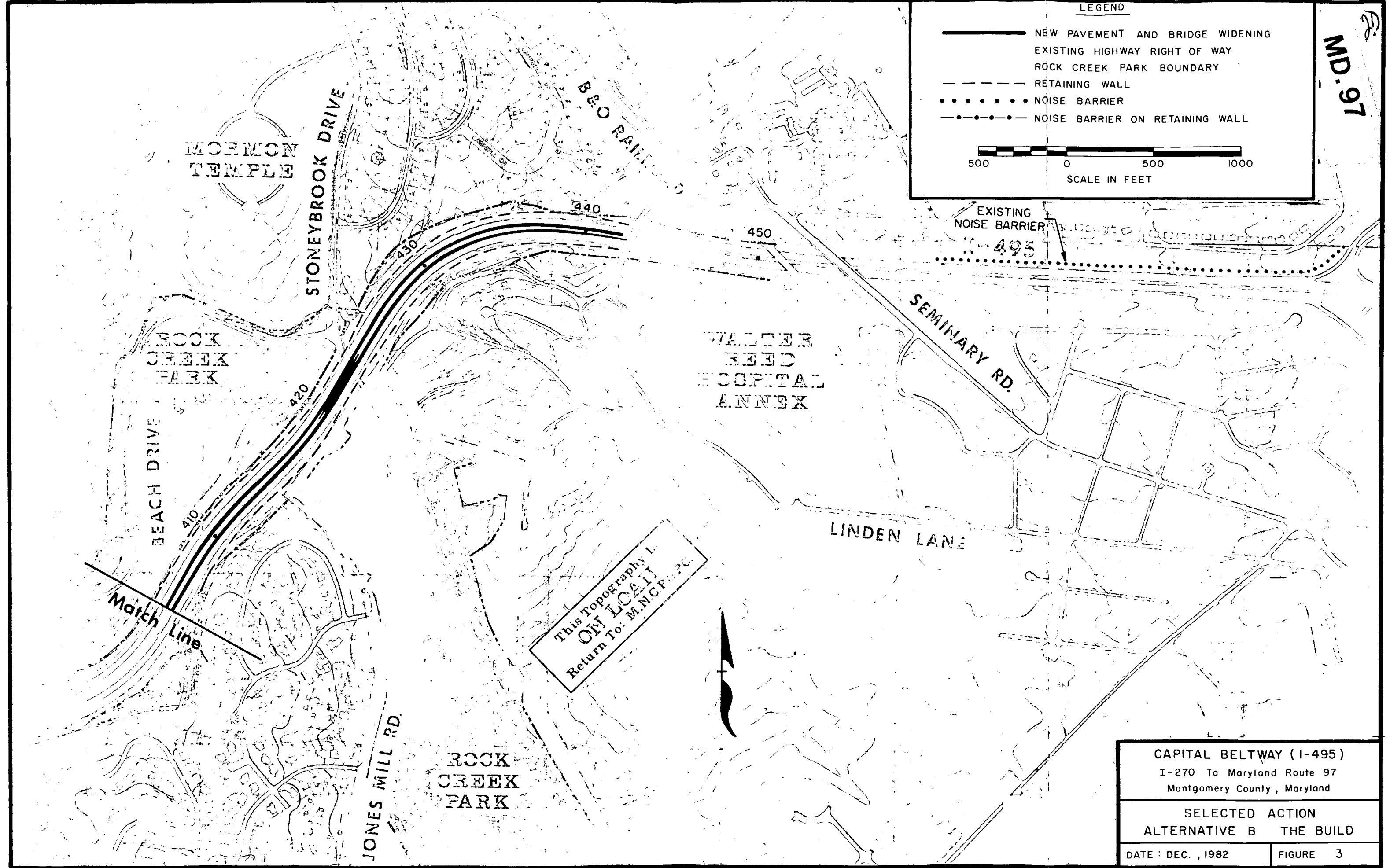
CAPITAL BELTWAY (I-495)	
I-270 To Maryland Route 97	
Montgomery County, Maryland	
SELECTED ACTION	
ALTERNATIVE B THE BUILD	
DATE: DEC., 1982	FIGURE 2

MD. 97

**LEGEND**

- NEW PAVEMENT AND BRIDGE WIDENING
- EXISTING HIGHWAY RIGHT OF WAY
- - - - - ROCK CREEK PARK BOUNDARY
- - - - - RETAINING WALL
- NOISE BARRIER
- NOISE BARRIER ON RETAINING WALL

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SCALE IN FEET



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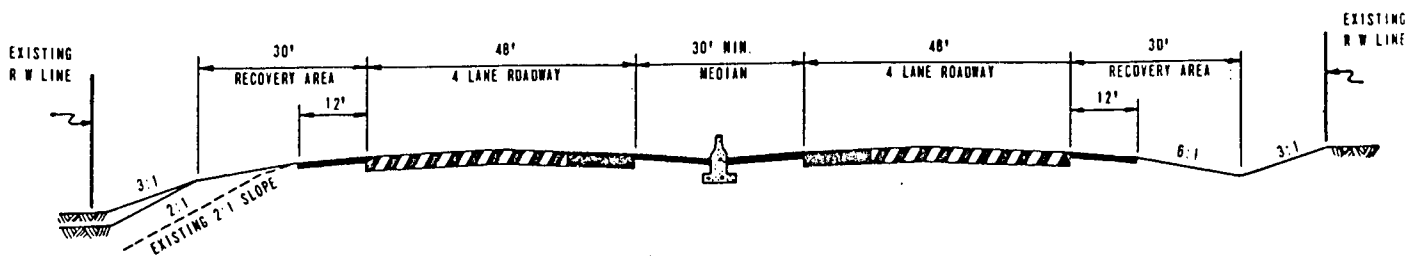
**CAPITAL BELTWAY (I-495)**  
I-270 To Maryland Route 97  
Montgomery County, Maryland

**SELECTED ACTION**  
ALTERNATIVE B THE BUILD

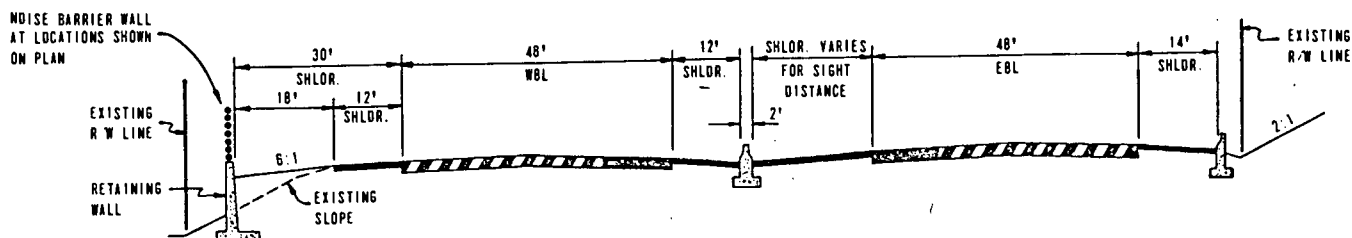
DATE: DEC., 1982      FIGURE 3

# ALTERNATIVE B TYPICAL SECTIONS

21



PROPOSED IMPROVED ROADWAY SECTION



PROPOSED IMPROVED ROADWAY SECTION

(In Restricted Areas)

**LEGEND**

- EXISTING ROADWAY PAVEMENT
- PROPOSED ROADWAY, SHOULDER AND MEDIAN PAVEMENT

**NOTE:**

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

<b>CAPITAL BELTWAY (I-495)</b> I-270 To Maryland Route 97 Montgomery County, Maryland	
<b>SELECTED ACTION</b> <b>ALTERNATIVE B THE BUILD</b>	
DATE: DEC., 1982	FIGURE 4



22

TSM Alternative

Although not presented at the Public Hearing, one additional alternative considered during the development of the Environmental Assessment was a modification of previous Alternative A-1. Developed in 1975, this alternative consisted of "Traffic Engineering Measures", such as improved signing and marking, to improve traffic flow. While the majority of the recommendations contained in Alternative A-1 have been implemented, other measures short of the addition of a full travel lane are available which would improve the safety (but not capacity) of this section of the Capital Beltway through Rock Creek Park. Identified as a Transportation Systems Management Alternative (TSM), the following measures were investigated:

- repaving and widening of all roadway shoulders (except across structures);
- placement of guardrail along the full length of the project to the right of each roadway;
- relocation of all light standards and signs to behind the guardrail;
- addition of double-faced concrete median barrier in the median along the full length of the project (median barrier would connect to existing bridge parapets).

These TSM measures were estimated to cost approximately fifteen percent of the total cost estimated for Alternative B, the Build. While the TSM measures would increase safety conditions along this section of Rock Creek Park (primarily reducing accident severity and eliminating head-on accidents), this alternative was not considered in detail for the following reasons:

- : it does not provide any increase in roadway capacity, and would, therefore, not relieve the seriously congested local street network;
- : it does not provide continuity in the number of through traffic lanes which exist along the Beltway east of this project;
- : it does not eliminate the lane drops at the I-270/Wisconsin Avenue interchange;
- : it does not provide improved recovery areas adjacent to the travel lanes;
- : it does not include lengthened acceleration/deceleration lanes;
- : it does not include provisions for noise attenuation.

### Special Construction Projects<sup>1</sup>

In response to the well-documented need for immediate traffic and safety improvements, and with the support of public comments as expressed at the March, 1976 Alternate Meeting, the State Highway Administration completed a number of special construction projects for this portion of Rock Creek Park. Because these projects provided no adverse impacts (termed a "non-major" project), they were implemented without detailed environmental studies. The following list summarizes the special construction projects which have been implemented along the Rock Creek portion of the Capital Beltway:

- o To correct the deteriorated roadway pavement surface (resurfaced in 1971), this entire portion of the Capital Beltway was resurfaced in 1977. In addition, the pavement markings were restriped to shift the eastbound lane drops at the Pook's Hill Interchange from the left side of the roadway to the right. This repaving and restriping resulted in improved traffic operations and safety.
- o To reduce the severity of accidents resulting when out-of-control vehicles enter the median and strike the raised drainage inlets, the raised drainage inlets were replaced in 1977 with flush mounted grates.
- o To reduce through traffic volumes on the portion of Kensington Parkway in North Chevy Chase, the loop ramp from westbound I-495 to southbound Connecticut Avenue (via Kensington Parkway) was replaced in 1981 by a direct ramp connection to Connecticut Avenue.
- o To improve roadway signing, the diagrammatic overhead signs were reconditioned in 1981.

<sup>1</sup> These projects are in addition to normal highway maintenance activities.

24

## 2. Service Characteristics

### a. Capacity Analysis and Traffic Projections

#### 1980

Traffic volumes along the Capital Beltway, between I-270 and Maryland Route 97 (Georgia Ave.), have continually increased since the early 1970's. Average daily traffic volumes (ADT's) for 1980 range between 127,000 and 134,000. A comparison of these ADT volumes, which include 8% trucks, with other ADT's on the Maryland section of the Capital Beltway, indicates that the Rock Creek Park section is among those containing the highest traffic volumes. It should be noted, that of all the sections of the Beltway that have traffic volumes in excess of 100,000 ADT, the Rock Creek Park section is the only portion that is not an eight-lane roadway.

Since the capacity of this section of the Beltway is significantly lower than adjacent eight-lane sections, long periods of congestion and poor levels of service occur (L/S E to F during PM peak periods). To avoid this congestion, many motorists bypass the Rock Creek Park section of the Beltway by diverting to local east-west streets (i.e., Viers Mill Road, Randolph Road, etc.), with resulting traffic congestion adversely affecting air and noise quality in adjacent communities.

#### 2010

Traffic projections for the No-Build and Build Alternatives in the design year 2010 have been developed from approved land use plans and transportation network. For purposes of this project, the Intercounty Connector and Rockville Facility (and its effect on traffic volumes along the Capital Beltway and local street system) were not included in the committed network.

Projected year 2010 ADT's along the Capital Beltway will be greater with the Build Alternative (162,800 and 171,200) than with the No-Build (142,500 and 149,900). This difference is due to the diversion of through traffic from local streets to the Beltway. The addition of the two travel lanes (one in each direction) and other improvements, will result in less congestion and delay, and a slight increase in travel speed along the Beltway. Although traffic volumes along the major radial routes such as Wisconsin Avenue and Connecticut Avenue are also predicted, in most cases, to be greater with the Build Alternative, arterial streets such as Viers Mill Road, Randolph Road, University Boulevard, Strathmore Avenue, Beach Drive, Jones Bridge Road and East-West Highway are predicted to experience a reduction in traffic volumes.



Predicted year 2010 traffic volumes for the No-Build Alternative during the PM peak hours will exceed the capacity of this six-lane section of the Capital Beltway, resulting in long periods of congestion and delay. Because of severe congestion, the peak period for the No-Build is expected to be longer than for the Build. In the design year with the No-Build, it is anticipated that more motorists would divert to the local street system. Such diversion, while not expected to relieve congested conditions on the Capital Beltway, will increase adverse air quality, noise, safety and aesthetic impacts to communities along these streets.

With the Build Alternative, traffic operation during PM peak hours along this section of the Capital Beltway will slightly improve. Operational improvements to the Capital Beltway, resulting from the Build Alternative, will divert significant numbers of vehicles from the local street system. Traffic diversion in the design year has been estimated by comparing the average daily traffic volumes on the major east-west local arterial streets for the No-Build and Build Alternatives. Approximately 17,000 vehicles per day will be diverted from the east-west arterial street system to the Capital Beltway as a result of the proposed improvements associated with the Build Alternative. Concurrent with these ADT reductions will be improvements in noise, air quality, aesthetics and safety in the communities and parkland along these arterial roadways.

b. Accident Data

1980

An analysis of traffic accidents has been performed for this section of the Capital Beltway between I-270 and Maryland Route 97, using data collected by the Montgomery County and Maryland State Police Departments for the years 1972 thru the first six months of 1980. During this eight and one-half year period, approximately 2040 accidents occurred.

There were eight fatal accidents between 1972 and and the first six months of 1980, resulting in ten deaths. Half of these fatal accidents involved head-on collisions in which one vehicle left the roadway, traveled across the median and struck a vehicle or vehicles traveling in the opposite direction. Why these vehicles initially left the roadway has not been determined, but the less than desirable geometric alignment of this section of the Capital Beltway is probably a major contributing factor. According to the accident reports, none of the apparent causes of these eight fatal accidents were attributable to weather, illumination or roadway surface conditions.

The Rock Creek Park section of the Capital Beltway has experienced a significantly higher accident rate than the entire Maryland portion of the Beltway for all years analyzed (1972-1980).

26

The two most prominent accident types occurring along the Rock Creek Park section of the Beltway are rear-end accidents (47.0%) and sideswipe accidents (18.6%). These two accident types are mainly congested-related and can be attributed to the large volumes of traffic that use this section of the Beltway during AM and PM peak periods (7-10 AM and 4-6PM). Hit-fixed object and opposite direction accidents are more likely to occur during off-peak hours when higher travel speeds are attainable.

### 2010

The average accident rate for the years 1977 through the first six months of 1980 was 179 accidents per 100 million vehicle miles of travel. Under the No-Build Alternative, this figure would be expected to remain fairly constant through the design year 2010. From 1979 to 2010, a significant increase in the vehicle miles traveled along the Rock Creek segment of the Capital Beltway is projected to occur, with the Build Alternative experiencing approximately 14% more miles traveled than the No-Build. Because of the proposed capacity and safety improvements, the Build Alternative is expected to have an accident rate of 134 accidents per 100 MVM, which is significantly less than the No-Build.

### 3. Environmental Overview

This section summarizes the potential environmental impacts associated with the two alternatives under consideration. 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, adverse impacts are generally not expected as a result of implementation of this project. These impacts are discussed in detail in the Environmental Assessment circulated in February 1982.

#### a. Noise Impacts

A detailed noise analysis has been completed for the No-Build and Build Alternatives. The Federal Highway Administration LEVEL 2 Traffic Noise Prediction Model was used to predict noise conditions. The standards which stipulate specific noise levels are contained in the Federal Highway Administration's Federal-Aid Highway Program Manual (FHPM 7-7-3). For the existing land use in the areas adjacent to the Rock Creek portion of the Capital Beltway, the applicable FHPM 7-7-3 maximum ( $L_{10}$ )<sup>1</sup> exterior noise level is 70 dBA.

<sup>1</sup>  $L_{10}$  - the sound level that is exceeded 10% of the time.

27

Measurements of ambient noise levels were made at 23 sensitive receptor locations within the study area (residential developments, recreation areas, churches and schools, etc.). Using the FHWA LEVEL 2 Model, year 2010 exterior L<sub>10</sub> noise levels were predicted at each of the 23 sensitive receptor locations for both the No-Build and Build Alternatives. Traffic volumes used to predict these noise levels were "worst case" volume-speed combinations in terms of noise generation.

Evaluations were made to determine noise impacts at 23 sensitive receptor locations for the Build Alternative. The existence of numerous sensitive receptors on both sides of the Capital Beltway within the 70 dBA influence area warrants the use of noise abatement measures to meet Federal Design Noise Levels where possible. Wall type noise barriers were determined to be the most effective and feasible means of noise abatement along the Capital Beltway (I-495) and have been analyzed at all locations where the Federal design noise level of L<sub>10</sub> = 70 dBA is predicted to be exceeded in the design year (2010). As a result of this analysis, wall type noise barriers at three locations along the eastbound lanes of the Capital Beltway were included as a part of the Build Alternative as presented at the Public Hearing. Six other areas were classified as locations where noise barrier feasibility will be considered during subsequent final design phases. Subsequent to the Public Hearing and after additional coordination with M-NCP&PC (see Section V-D<sub>36</sub> for documenting memoranda), the three locations along the park were eliminated from further consideration.

Details of noise barrier construction, including dimensions, surface treatments, associated landscaping and time of construction in relation to proposed roadway improvements will be coordinated directly with members of affected communities prior to final design of this project.

#### b. Air Quality Impacts

A detailed microscale air quality analysis of the No-Build and Build Alternatives has been completed. This analysis compared carbon monoxide (CO) concentrations predicted as a result of traffic volumes for the No-Build and Build Alternatives with State and National Ambient Air Quality Standards (S/NAAQS). One and eight-hour CO concentrations resulting from automobile emissions were calculated at 14 selected receptor sites. EPA low-altitude regional emission factors were derived using the Mobile Source Emission Factors algorithms stored in the MOBILE 1 Computer Program, which is based on the latest version of Supplement 5 of the EPA document Compilation of Air Pollution Emission Factors (AP-42). Line source CO dispersion estimates were calculated using the EPA-approved California Transportation System's Program CALINE 3, a Gaussian dispersion-statistics model. Based on this analysis, violations of the National (NAAQS) and State (SAAQS) Standards for CO are not predicted in the year of completion (1990) or the design year (2010). This project is in 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 comes from a conforming transportation improvement program.

28

Copies of the technical air quality report have been reviewed and approved by the Maryland Department of Health and Mental Hygiene "... (they) found that it is not inconsistent with the Administration's plans and objectives" (letter dated December 24, 1981) and U.S. EPA "... (they) have no objection to further development of the project (as described) from an air quality standpoint" (letter dated January 4, 1982).

c. Effects on Rock Creek

Stream Modification

The proposed action will not require the relocation of any portion of Rock Creek. To prevent excessive sedimentation in Rock Creek resulting from construction of the Build Alternative, a sediment control plan will be developed and rigorously applied throughout the project area. Although some temporary disturbance to Rock Creek will be unavoidable, no permanent impairment of the Creek or damage to the existing aquatic community is anticipated.

Stormwater Runoff - Quantity

The additional runoff contributed by the two new roadway lanes and paved shoulders has been calculated for each of the existing eighteen pipes which presently carry stormwater runoff from the six-lane Beltway to Rock Creek. Although the increased runoff from the Build is nearly 3 times the runoff for the No-Build, the percent contribution to the entire watershed would increase by 3 percent - a relatively insignificant increase. For this reason, the Build Alternative is not expected to significantly affect stormwater runoff in the Rock Creek basin.

Stormwater Runoff - Pollutant Load

Because deposition of vehicle-related pollutant substances (leaked fluids, exhaust emissions, dirt, rust, glass, plastic, rubber, metals and particles worn from tires, clutch, brake linings, and the pavement surface) on the roadway surface is a function of axle-miles traveled, completion of the Build Alternative will result in deposition of greater pollutant volumes because additional vehicles will be diverted from residential streets. As a result of the greater pollutant loads being deposited on the Capital Beltway within the project area, there will be a proportional increase in the pollutant volumes carried into Rock Creek by storm and meltwater runoff. It is not anticipated that any species presently inhabiting this stream will be extirpated, or that other significant impacts will result from this increased pollutant load.

d. Other Environmental Factors

Effect on Public Parkland

Although roadway improvements are being proposed adjacent to Rock Creek Regional Park, all improvements would be constructed within the existing highway rights-of-way and no parkland will be taken or physically impacted by this project. After review of the 1963 Inter-Agency Agreement, and consultation with legal counsel for both the Maryland-National Capital Park and Planning Commission and the National Capital Planning Commission, the State Attorney General's office has determined that the construction of the Build Alternative would be consistent with the September 12, 1963 Agreement.

Social Economic

No significant adverse impacts.

Historic/Archeological Sites

No impacts.

Endangered Species

No impacts.

Wetlands

No impacts.

Floodplains

Implementation of this project would effect the 100-year floodplain at only one location, the north side of the Capital Beltway near Cedar Lane, where some slight encroachment would result from retaining wall construction. This minor loss of storage area would not threaten existing bridges, roadways or other structures nor have any significant impact on floodwater elevation. Therefore, in accordance with FHPM 6-7-3-2, a floodplain finding is not required.

C. POSITIONS TAKEN

(See Chapter V of this FONSI for documentation and responses to positions taken)

1. Elected Officials

In cooperation with the Chairman of The Maryland-National Capital Park and Planning Commission (then Dr. Royce Hanson), Administrator M. Slade Caltrider held a briefing with Elected Officials for the study area on May 16, 1980. The majority of the Officials in attendance supported the project. Subsequent to that briefing, formal comments on this project have been received from one Elected Official. Delegate Patricia R. Sher, in a letter to Secretary Bridwell, dated April 27, 1982, has asked for assurance that the views of citizens will be given careful consideration, and that if a decision is made to proceed with the project, the Department of Transportation will "... create the most effective noise barriers possible".

2. Citizens and Associations

Comments Received at the March 11, 1982 Combined Location/Design Public Hearing

Of the twenty-seven persons who offered public comments during the hearing, eighteen opposed the project, four supported the project, and five offered no recommendation. These twenty-seven comments are briefly summarized as follows:

- 1. Mr. Wechsler  
President, Forest Glen Park  
Citizens Association

Opposes Build  
Supports No-Build

- project is not "in the interest of our community or the metropolitan area"
- concerned about adverse noise impacts
- opposes addition of recovery areas
- recommends a modified No-Build, revised lane drops/weaving

- 2. Mr. Miller  
Forest Glenn

Opposes Build

- supports need for safety improvements
- questions assertion of "no adverse impacts"
- noise impacts, sound pressure levels, comparison of predicted noise levels with EPA's and HUD's standards for residential neighborhoods, noise impacts in Rock Creek Park

- 3. Mr. Robert Lodge Opposes Project  
Bethesda
  - critical of SHA's efforts at "honest publicity", cites Alt. E as "straw man"
  - questioned original 1963 alignment and political pressure resulting in "zig-zag" alignment
  - requests more advance warning signs for motorists to slow down
  - critical of inability to eliminate curves
  - a greater problem if the floodplain is narrowed
  - noise and air pollution
  - spend \$ on highway repairs/transit, etc.
  
- 4. Mr. Arthur Lazell Opposes Build  
Rock Creek Hills Citizen Association
  - represents 550 homes
  - skeptical of costs, should be stated in future year \$
  - skeptical of traffic projections, questioned project need
  - failure to enforce the speed limit on I-495 is the cause of traffic accidents
  - opposes concrete retaining walls
  
- 5. Mr. George DuBois Opposes Build  
President, Parkview Citizens Association, Bethesda
  - questioned basic cost-effectiveness of accident analysis: believes construction funds would be better spent on remunerating "victims" of accidents (\$1.5 million per fatality; \$200,000 for personal injury; \$4,000 for property damage)
  - install the very best noise barriers
  
- 6. Mrs. Eleanor Jehle Opposes Build  
President, Locust Hill Citizen Association
  - supports suggested safety improvements, but not the addition of two lanes.
  - requests redesign of Rockville Pike interchange to eliminate U-Turns, but do not encroach on residential or park properties
  - requested earth berms, indicated that her neighbors would be willing to discuss the possibility of taking a 15 or 20 foot strip off the back of their lots for earth berms
  
- 7. Dr. William Bonner Opposes Build  
Rock Creek Coalition, Kensington
  - represents 2,000 homes
  - opposes addition of 4th lane, believes it will worsen accident rate

- questioned traffic data
- concerned about noise impacts, supported earth berms
- cites lane changing/weaving as primary cause of accidents
- supports construction of Inter-County Connector, "...we must oppose any modification of the Beltway until an alternate up-county route to handle its share of the traffic burden is accepted."
- request re-design of Rockville Pike interchange
- concerned about floodplain and other environmental impacts

8, 9, 10, 11

The next four speakers were not present at the Public Hearing. Mrs. Eleanor Jehle, President of the Locust Hills Citizens Association spoke on their behalf and indicated that each would have spoken in opposition to the project.

8.	Mr. John Whitler East Bethesda Citizens Association	Opposes Build
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9.	Mr. William Hemsley Montgomery County Community Coalition	Opposes Build
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10.	Mr. Lester Hubbel Maplewood Citizens Association	Opposes Build
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11.	Mr. Bruce Drury Locust Hill	Opposes Build
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12.	Mr. Al Lucas Suburban Maryland Homebuilders Association	Supports Build
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- members of Association built most of the homes now adjacent to the Beltway
- supports balanced transportation system and ICC
- supports "in-principle" widening of I-495
- supported accident and traffic benefits

13.	Mr. Alfred Nicholas President, Byeford - Rock Creek Highlands Citizen Association of Kensington	
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- represents 350 homes
- supports need for a safer Beltway, believes the Build Alternative falls short of improving safety and improving air, noise and recreational qualities
- supports earth berms



14. Dr. John Wunderlich Opposes Build  
Parkwood Residents Association

- represents 950 homes
- believes 1) because sources of problem are not understood (by SHA), plan falls short
- 2) improve data base to better address problem
- 3) another alternative (not specified) may be better
- 4) more effort required to assess harmful effects of Beltway on the bordering communities
- 2 additional lanes will only worsen weaving, etc.
- effect of Metro on future traffic volumes?
- supports safety improvements, requests more data on the nature of accidents
- air/noise impacts
- floodplain/flooding impacts
- redesign ramps to improve egress and access

15. Mr. Frederick Lawrence Opposes Build  
President, Chevy Chase Valley Citizens Association

- opposes project as a taxpayer, driver and resident
- believes project will only shift the traffic bottleneck elsewhere
- supports express bus lanes and carpool lanes
- spend \$ on bridge repair, etc.
- believes more lanes on Beltway will only result in more traffic on local streets, not less
- "makes motorists pay for peak loads that they are causing on the society"

16. Ms. JoAnn Donnagan Opposes Build  
Chevy Chase

- member of the original "Save the Trees" Committee
- discussed original Beltway construction and removal of trees, channelization of Rock Creek, etc.
- opposes removal of any more trees or bushes
- prefers trees to sound barriers
- questioned when accidents occur
- discussed 1963 agreement and limit of 6 lanes

17. Mr. John Mathias Opposes Build  
Chevy Chase

- believes traffic congestion will not be solved by the addition of 2 lanes
- supports median barrier
- believes energy shortage will significantly diminish projected traffic volumes

18. Ms. Margaret Harrison Supports Build

- represents Bethesda - Chevy Chase Citizens Advisory Board
- represents residential and business interests
- supports Build on the basis of capacity and safety need
- full Metro will increase cross county travel
- supports relocation of the EB entrance ramp from Kensington Parkway to Connecticut Avenue.

19. Mr. John Bishop, Bethesda Supports No-Build

- resident of area for 27 years
- if built, make it as safe as possible
- opposed recovery areas
- put noise barriers where people live, not to protect "ducks" in the park
- flooding impacts

20. Mr. Terrence Wendel Supports Build  
Woodside Forest Citizens Association

- in 1977, Association supported the reconstruction of the Beltway to 8-lanes within existing right of way
- recommends construction of many of the Build Alternatives safety features now.
- supports earth berms
- suggests more transit alternatives, especially east-west routes, Shirley Highway, etc.

21. Ms. Linda Esterson, North Chevy Chase Opposes Build

- requested immediate construction of median barrier
- questioned basis of trip generation routes, pre or post energy crises?
- requested noise barriers and landscaping
- construction costs should be presented in future \$

22. Councilman C.D. Gall  
Chevy Chase View Council

- corrected record with regard to the Council's position, (speaker 10) - stated that the Council has not meet to formalize an opinion

23. Mrs. Margaret Harrison  
(speaker 18)

- corrected the organization for which Mr. John Whitler (absentee speaker No. 8) represents

24. Mr. Henry Malthy Supports Build

- lives 150 yards from the Beltway
- strongly supports capacity improvements now

25. Ms. Gwen Leopold  
Byeford-Rock Creek Highlands

- supports enforcement of 50 MPH speed limit
- requested number of speeding tickets issued along the Beltway during the period of the accident study (1972-1980)
- requested median barrier, lane buttons

26. Mrs. Robert Bailey  
Parkview

- resident of area for 27 years
- discuss history of Beltway construction
- asserts that there were originally no homes in the way of a straighter alignment
- alludes to support of the ICC
- supports noise barriers, very concerned about existing noise levels

27. Mr. Edward Bensik Opposes Build

- install median barrier, spend balance of funds on resurfacing etc. existing Beltway

28. Mr. Wendel

- returned to the podium (speaker #20) to request a 30 day extension of comment period

311

Written Comments Received - SHA Form

Fifteen persons commented on the project using SHA "Questions and/or Comments" forms. Eight persons opposed the project, three persons supported the project and four persons offered no recommendation. These fifteen comments, briefly summarized below, are reproduced in Section V of this report (page references noted):

1. Mr. Ed Betzig, Bethesda Supports No-Build  
(see page V-14)
  - believes expenditure of \$43 million is "madness"
  - concerned about adverse flooding impacts in Rock Creek Valley
  - prohibit "commuter" traffic from local streets
  - SHA should use "more brain power" to reduce traffic into the District
  
2. Mrs. Joan L. Donegan, Chevy Chase Supports No-Build  
(see page V-15)
  - totally opposed to any widening
  - active on original "Save the Trees Committee", opposed to the removal of any more trees
  
3. Mr. & Mrs. Gregory Gagarin, Chevy Chase  
(see page V-16)
  - supports need to erect noise barriers along Park View Road
  - noted that the Jones Mill Road crossing of Rock Creek is incorrect, should be on an angle, not a "dog-leg".
  
4. Mrs. Gwen Leopold, Kensington Supports No-Build  
(see page V-17)
  - the original roadway was never intended to hold 2 more lanes
  - existing Beltway at I-270 limited to 2 through lanes
  - "dangerous driving" is the cause of accidents
  - only way to save lives is to slow down traffic
  - "STOP THE SPEEDERS"
  - add more State Troopers
  - "What you propose is utter madness... what is needed is protection."
  
5. Mr. Algis Lukas, Potomac Supports Build  
(see page V-18)
  - frequent user of I-495, always finds it congested
  - to avoid congestion, travellers resort to using the local street system
  - "The Beltway through Rock Creek must be widened without delay in order to increase its capacity and reduce the number of accidents in that section."

- 6. Mr. & Mrs. Franklin Peters, Chevy Chase Supports No-Build  
(see page V-19)
  - there are many lesser cost options, including strictly enforcing speed limits
  - increase in ADT's predicted for Beltway translates into worse air pollution and more noise
  - opposes artificial noise barriers
  
- 7. Mr. Brian Peters, Chevy Chase Supports No-Build  
(see page V-20)
  - concerned about adverse impacts on wildlife
  - additional noise and air pollution generated by extra lane
  - sound barriers are not effective in this setting
  
- 8. Mr. Banny Peters, Chevy Chase Supports No-Build  
(see page V-20)
  - extra lane would not work very well
  - only supports sound barriers if they do not require removal of trees
  - concerned about adverse air and noise impacts on vegetation, play areas, and wildlife
  - concerned about reflective characteristics of sound barriers
  
- 9. Mrs. George W. Reitwiesner, Silver Spring  
(see page V-21)
  - concerned about traffic going through neighborhoods
  - requested a Four-way Stop Sign at Warren Street and Linden Lane
  
- 10. M. B. Stock, Kensington Supports No-Build  
(see page V-22)
  - advocates earth berm noise barriers
  - opposes "New Jersey Turnpike" type construction
  - supports the views of the Coalition of Rock Creek Civic Associations
  
- 11. Mr. Jim Welsh, Bethesda Supports No-Build  
(see page V-23, -24)
  - concerned about reflected noise (from wall-type noise barriers)
  - recommends use of permeable pavements, any increase in the quantity of stormwater runoff presents potential flooding problems.
  - major concern is noise and air pollution. Because traffic will invariably increase, what is being done about the sounds or smells of the highway?

- 38
12. Ms. Cherise Whited Supports Build  
 President, East Silver Spring Citizens' Association,  
 Silver Spring  
 (see page V-25)
- at their March 8, 1982 meeting, "...the membership voted to endorse Alternative B (Build 8-lanes)".
13. Mr. Robertson Youngquist, Kensington Supports Build  
 (see page V-26)
- believes that the Build represents the "best answer within the constraints"
  - concerned about flooding, especially "dam effects" of Beach Drive and Stony Brook Drives over Rock Creek.
14. Mr. Peter D. Galvin, Bethesda  
 (see page V-27)
- questioned why barriers were not recommended along north side of I-495, adjacent to park.
15. Ms. Lillian W. Golovin, Bethesda  
 (see pages V-28, -29)
- concerned about the potential adverse flooding impacts resulting from Alternative B.

Written Comments Received - letters

Both of the two additional persons who submitted letters on the project were in opposition. These two comments are briefly summarized as follows:

1. Mr. Paul Reed, Bethesda Supports No-Build  
 (see pages V-30, -31)
- lived in neighborhood since 1956
  - "Citizens of the area were also promised noise barriers at the time of the original construction..."
  - questions accuracy of traffic and accident projections
  - recommends less concentration of traffic, "...spread the load... support public transportation..."
2. Mr. William B. Yeaman, Bethesda Supports No-Build  
 (see page V-32)
- proposal does not correct serious design flaws
  - incorporate Alt. B's safety features into the existing highway
  - enforce the speed limit
  - concerned about adverse impacts on Rock Creek, residents etc.

3. Agencies

Montgomery County Planning Board (of M-NCP&PC)  
(see letters reproduced on pages V-34 through V-36)

At it's regular meeting on March 18, 1982, "The Board voted unanimously to approve the staff's recommendation of approval of Alternative B subject to the conditions recommended in the memorandums by the Environmental Planning Division and the Parks Department." The following conditions are taken from the Environmental Planning Division's memorandum of March 12, 1982:

- "1) All drainage alterations, modifications, and/or improvements will conform to M-NCPPC requirements.
- "2) All land surface and/or stream channel disturbance activities within M-NCPPC park land will be subject to M-NCPPC review and approval.
- "3) The M-NCPPC Parks Department should address the need for noise barriers along Rock Creek Park to protect users. If the Parks Department feels that barriers are not necessary for the park, Maryland DOT/SHA should reexamine the proposed barriers to consider the noise reduction benefits for the houses located north of the Park.
- "4) The height of the proposed barriers needed to protect other residences adjacent to the beltway necessitates a careful evaluation and consideration of the aesthetics of these barriers. M-NCPPC should be involved in every stage of review and design of these barriers, and should be involved in all decisions which may change the barrier appearance for structural, aesthetic, engineering, or environmental reasons.
- "5) M-NCPPC should be apprised of all meetings with citizens where barrier design is discussed."

The following conditions are taken from the Department of Park's memorandum of March 16, 1982:

"The major concern expressed was that no additional parkland should be used for highway right of way or improvements. The other major concerns were related to environmental impacts of the project on the park, particularly in the areas of storm water management; air, water, and noise pollution; and visual impact. It is our opinion that planning done to date has addressed all these concerns."

"The most critical area regarding noise and visual impact on the park is the Cedar Lane area, west of the beltway. The elevation of the beltway above the park here will make it the most difficult location to screen. While a combination retaining wall and 15' high noise abatement structure would probably be the most effective from a noise standpoint, it could be very undesirable from a visual standpoint. We recommend that heavy planting of evergreens be considered in some combination with retaining wall and low level noise abatement structure instead.

"It should be pointed out that decibel level readings from Cedar Lane and Beach Drive traffic at this location often exceeded those from the beltway, as registered on the noise monitoring device operated by Steve Federline of Environmental Planning.

"The second most critical area regarding noise and visual impact on the park is the area between Beach Drive and the beltway southeast of Raymoor Road. While a noise abatement structure would be beneficial at this location, we feel that it is just as important that as many of the existing (deciduous) trees on the bank as possible be saved. A supplemental planting of evergreens at this location should be considered.

"Except for these two areas, it was the feeling of the group that the greatest noise and visual impacts would be on private residences adjoining the park, and use of other noise abatement structures should address that problem.

Other recommendations:

"(1) Existing trees growing on the bank between the beltway paving and Rock Creek should be preserved where possible. Supplemental planting of tall evergreens on this bank should be given consideration."

"(2) Retaining walls and/or noise abatement structures should be used only where absolutely necessary. The comprehensive design should attempt to retain natural vistas and a park-like atmosphere, to the greatest extent possible."

"(3) Project plans shall include a landscape plan acceptable to the Maryland-National Capital Park and Planning Commission."

"(4) All of these recommendations should be reviewed, and responded to, by the S.H.A. Bureau of Landscape Architecture Chief, Charles R. Anderson."



41

Metropolitan Washington Council of Governments (COG)  
(see letters reproduced on pages V-38 through V-40)

Draft comments of March 24, 1982, Revised April 8, 1982.

"The Build Alternative supports the COG/TPB goal for energy conservation and the highway objective for improving efficiency through the reconstruction of existing facilities."

"Staff Recommendation:

Staff recommends the project be endorsed by the TPB and these comments be transmitted to the Federal Highway Administration and the State Highway Administration, Maryland Department of Transportation."

National Capital Planning Commission

The National Capital Planning Commission, at its meeting on April 1, 1982, approved the proposed improvements to I-495 (Capital Beltway) from I-270 to west of Maryland Route 97, Montgomery County, Maryland. Excerpts from their report are as follows:

"The Commission finds that the proposed improvements to I-495 (Capital Beltway), between I-270 and Maryland Route 97, as described in the environmental assessment, dated January 20, 1982, prepared by the U.S. and Maryland Departments of Transportation, can be accomplished within the existing right-of-way without amendment to the September 12, 1963 agreement between the Maryland-National Capital Park and Planning Commission, the Maryland State Roads Commission, and the Commission, without modification of the Master Plan for Rock Creek Stream Valley Park, Units 2 and 3. Accordingly, the Commission finds that the proposed improvements to I-495 will not have a negative impact on the Federal Establishment or other Federal interests in the National Capital Region, except for the following issues identified by the National Park Service:"

1. Storm water runoff: "Detention devices or facilities should be incorporated into the design, perhaps to retain on-site the two-year storm runoff recommended for developed areas in the recently approved and adopted (1980) Maryland-National Capital Park and Planning Commission Functional Master Plan for Conservation and Management - Rock Creek Basin."

2. Non-point source pollution: "Control measures, as itemized and approved in the functional master plan, should be incorporated into the design and operation of the new roadway, if constructed. The expected increased concentration of traffic on the Beltway concurrently offers an improved opportunity to control pollution at its sources. The plan, for instance, recommends frequent street vacuuming of high density areas such as Beltway traffic would represent."
  
3. Erosion potential: "Grass-lined drainage ditches, flow velocity checks, and appropriate outfall devices should be considered for incorporation into the design."
  
4. "The Hayes' Spring Amphipod (Stygobromus Hayi) is an endangered species inhabiting the Rock Creek Basin within Washington D.C. Increased flows and pollutants could be expected to affect the habitat of this animal on occasion, even though it is several miles downstream from the project area. Appropriate evaluation of these effects should be done, even if they are later found to be insignificant."

D. RECOMMENDATIONS

Following the Combined Location and Design Public Hearing (March 11, 1982), the Project Planning Team met on April 20, 1982 to review the comments received as a result of the Public Hearing and from the circulation of the Environmental Assessment. During this meeting, the team reviewed advantages and disadvantages of both alternatives, including construction costs, traffic, safety, noise barrier and other environmental effects. As a result of this meeting, it is recommended that Alternative B, the Build Alternative, best serves the needs of the corridor in terms of increased safety and capacity, and should be implemented.

Alternative B, as recommended, follows the alignment shown in the Environmental Assessment without change, and consists of the addition of a fourth through traffic lane in each direction to the existing eastbound and westbound roadways. A double faced concrete median barrier would be constructed in the median to separate the two roadways.

The Maryland State Police Department has requested that provisions be made in the median barrier for the use of police and other emergency vehicles. The planning team recommends that emergency crossovers be provided, with the locations to be determined in the design phase.

Further discussions were held immediately following the Team Meeting regarding the noise barriers that are to be included in the Final Environmental Document. It was the consensus and recommendation that the three barriers that are indicated along the eastbound lanes of the Beltway and that are designed for the protection of residences on the south side of the Beltway, should be included in the FONSI.

The estimated costs (in 1981 Dollars) of further developing and implementing the recommended improvements described in the next section of this chapter.

44

**E. IMPLEMENTATION COSTS**

	<u>Alt. B - Build 8 Lanes</u>
<u>Right of Way &amp; Relocation</u>	None
 <u>Construction Costs (1981 \$):</u>	
: Contractor's Mobilization, Maintenance of Traffic, etc.	\$ 4.03 Million
: Earthwork	0.65 "
: Closed Drainage System	1.59 "
: New/Widened Bridges	7.83 "
: Retaining Walls	9.04 "
: Noise Barriers	2.62 "
: Roadway & Shoulder Pavement	3.73 "
: Landscaping	<u>1.37 "</u>
<u>Sub-Total</u>	\$ 30.86 Million
: Design and Construction Engineering, Administration/Overhead	<u>\$ 8.03 Million</u>
 <b><u>TOTAL ESTIMATED CONSTRUCTION COST:</u></b>	 <b><u>\$ 38.89 Million</u></b>

A major part of the construction cost is in the retaining walls which are required in order to maintain the maximum 30' recovery area within the existing right-of-way. In view of this, it is recommended that an analysis of cost reduction measures for these retaining walls be investigated in Phase IV, Final Design.

IV.  
PUBLIC  
HEARING  
COMMENTS

44

IV. PUBLIC HEARING COMMENTS

Verbal Comments Made At Location-Design Public Hearing

A combined Location-Design Public Hearing was held for this project on March 11, 1982 at the Albert Einstein High School, Kensington, Maryland. The purpose of that hearing was to summarize the engineering and environmental analyses and to receive public comments on this project. Approximately 120 persons attended this hearing, and twenty-seven offered public comments for the Official Record. These verbal comments are summarized below followed by responses to their statements or questions. A complete transcript of all comments made at the Hearing is available for review at the Bureau of Project Planning, State Highway Administration, 707 North Calvert Street, Baltimore, Maryland. Written comments received subsequent to the Public Hearing are discussed in Part V of this FONSI.

- 47
1. Mr. Wechsler, President of the Forest Glen Park Citizens Association opposed the Build Alternative and supported the No-Build. Mr. Wechsler was concerned about the adverse noise impacts and opposed the addition of recovery areas. In his opinion, the project is not "in the interest of our community or the metropolitan area" and he recommended a modified No-Build Alternative, with revised lane drops, weaving patterns, and redesigned exit ramps at Georgia Avenue, Connecticut Avenue, and I-270.

**Response:**

By the design year 2010, ambient noise levels in residential areas adjacent to the Beltway will increase regardless of the alternative selected. This increase would be attributed to the increase in traffic volumes (mainly "heavy-duty" trucks). Noise levels attributed to Alternative B are expected to be either equal to or 1 dBA greater than the No-Build. Noise barriers, where required to reduce noise levels below 70 dBA, were evaluated for the Build Alternative. Three noise barriers, all located south of the Beltway along the eastbound lanes, have been recommended as a part of the Build Alternative. These barriers are expected to reduce noise levels as well as noise impacts at most sensitive receptor locations to below the 70 dBA level. (See Section IV-G, E.A.)

A 30' wide recovery area, located to the right of each improved four-lane roadway, is necessary to improve the safety of this section of the Beltway. These areas will provide, in most cases, adequate space for the driver of an out-of-control vehicle to regain control without hitting a fixed object or running off the side slope. These recovery areas will also improve horizontal sight distance and are proposed to transition to the widened bridge structures. Without these recovery areas, the potential for accidents to occur will increase as traffic volumes increase.

Operational improvements to the Beltway, resulting from the Build Alternative, will divert significant numbers of vehicles from the local street system. Traffic diversion in the design year has been estimated by comparing the average daily traffic volumes on the major east-west local arterial streets for the No-Build and Build Alternatives. Approximately 17,000 vehicles per day are projected to be diverted from the east-west arterial street system to the widened Beltway.

The proposed improvements to the Beltway will provide for a safer facility. The addition of two travel lanes, vehicle recovery areas, median barrier, pavement markings, the lengthening of acceleration and deceleration lanes, and the elimination of lane transitions, will reduce the number and severity of accidents. The entrance and exit ramps at both Connecticut Avenue and I-270 would be improved with the Build Alternative.

Improvements at Georgia Avenue are outside the scope of this project.

2. **Mr. Miller** of Forest Glenn supported the need for safety improvements, but opposed the Build Alternative. He questioned the assertion of "no adverse impacts", noise impacts, sound pressure levels, the comparison of predicted noise levels with EPA and HUD standards for residential neighborhoods, and noise impacts on Rock Creek Park.

**Response:**

All new construction along this section of the Beltway would occur within the existing highway right-of-way. Adverse impacts to adjacent communities as a result of this construction would be minimal. Noise levels will increase regardless of the alternative selected and there will be no perceptible difference between noise levels of the Build and No-Build Alternatives in the design year. Proposed noise barriers (with the Build Alternative) are expected to reduce noise levels as well as noise impacts at most sensitive receptor locations to below the 70 dBA level. Although noise levels along Rock Creek Park would increase, the Maryland-National Capital Park & Planning Commission has recommended that noise barriers not be constructed along Rock Creek Park.

See Final-Noise Impact Analysis for Capital Beltway (I-495) from west of I-270 to west of Md. Route 97 (June, 1982).



- 49
3. **Mr. Robert Lodge** of Bethesda, opposed the project and questioned the original 1963 alignment and the political pressure resulting in the "zig-zag" alignment. Mr. Lodge was critical of SHA's efforts at "honest publicity" and cited Alternative E (1976) as "straw man", as well as the inability to eliminate curves. He suggested that more advance signs be erected warning motorists to slow down, and suggested that a greater flooding problem would occur if the floodplain is narrowed. Mr. Lodge was also concerned about noise and air pollution and suggested that money be spent on highway repairs and transit.

**Response:**

Although Maryland SHA seriously studied and presented to the public highway improvement Alternatives which reduced the "zig-zag" alignment (i.e. 1975-'76) Alternatives C, D and E), the adverse comments received from both the public and review agencies indicated that support would not be forthcoming for any alternative requiring additional right of way. For this reason, these major improvements were deleted from further study, and Alternative B was revised to delete the need for additional right of way. While Alternative B is clearly not the best highway alignment, it does offer significant improvements in terms of traffic capacity, safety, and noise control while avoiding adverse community or park impacts.

Floodplain studies indicate that in one location near Cedar Lane, retaining wall construction will encroach slightly on the existing floodplain. The greatest encroachment anticipated will result in a total maximum loss of approximately 120 square feet from the 50-year floodplain cross-section. This loss, in a floodplain of approximately 4,800 square feet will be insignificant. Since the floodplain is narrowest at this point, this would be the point of greatest loss in storage area. Any increase in upstream floodwater elevation resulting from this minor loss of storage area would effect only undeveloped parkland.

See following parts of Project Planning Recommendation reproduced in Chapter III of this FONSI:

Noise Impacts -- Section II-C1  
Air Pollution -- Section II-C2

- 4. Mr. Arthur Tazell, representing 550 homes of the Rock Creek Hills Citizen Association, opposed the Build Alternative. Skeptical of traffic projections, Mr. Tazell questioned the project need and suggested that project cost should be stated in future dollars. He also expressed the opinion that the cause of the accident problem is failure to enforce the speed limit. Mr. Tazell also opposed the concrete retaining walls.

Response:

Traffic projections for the No-Build and Build Alternatives, in the design year 2010, have been developed from approved land use plans and committed transportation network. The committed transportation network includes only those facilities that are expected to be fully operational in the analysis year. For the purpose of this project, the Inter-County Connector and Rockville Facility (and its effect on traffic volumes along the Capital Beltway and local street system) have not been included in the committed network.

For the purposes of project comparison, present dollars are used in estimating the cost of the Build Alternative. For funding purposes, costs will be presented in the Consolidated Transportation Program in future dollars.

The two most prominent accident types occurring along the Rock Creek Park section of the Beltway are rear-end accidents (47.0%) and sideswipe accidents (18.6%). These two accident types are typically congested-related and can be attributed to the large volumes of traffic that use this section of the Beltway during AM and PM peak hours (7-10 AM & 4-6 PM). Hit fixed object and opposite direction accidents are more likely to occur during off-peak hours when higher travel speeds are attainable. Although a review of the accident records indicates that "excessive or high" speed is not frequently cited by the investigating police officer as an accident cause, the majority of motorists do drive too fast through the study area. This portion of the Beltway was originally designed for a maximum "safe" speed of 60 MPH, and is now posted for 50 MPH - providing a 10 MPH margin of safety. As summarized in the following table, however, most motorists along this portion of the Beltway travel in excess of the posted speed limit, thereby reducing their margin of safety.

51

CAPITAL BELTWAY SPEED STUDY  
Conducted by Md. SHA on March 8, 1982

Location of Radar and Direction of Travel	Starting Time of 20 Minute Sample	Speeds in MPH				
		Posted (Signed) Speed	Average Running Speed	50% <sup>1</sup>	85% <sup>2</sup>	Max.
East of Md. 97 WB	9:30 AM	55	53	55	57	65
East of Conn. Ave. WB	10:00 AM	50	52	51	58	71
West of Old Georgetown Road EB	10:35 AM	55	55	57	59	71
At Cedar Lane EB	11:00 AM	50	52	55	56	71

<sup>1</sup> Maximum speed traveled by 50% of all motorists.

<sup>2</sup> Maximum speed traveled by 85% of all motorists (i.e. speed exceeded by 15% of all motorists).

Although this speed study was rather limited, the following general conclusions are probably valid:

- o The "average" motorists tend to slow down slightly upon entering the project area (3 MPH reduction in average speed, 2 to 4 MPH reduction in the 50% speed).
- o The "speeding" motorists seem to be unaffected by the advance warning signs and flashing lights.

As a final observation, enforcement of the posted speed limit with radar equipped patrol cars along the curving alignment of the Beltway through Rock Creek Park would be extremely hazardous because of the lack of full shoulders and reduced horizontal sight distances. There is just not enough room for a radar car to safely monitor traffic and pull speeders over. Although not a compelling reason for the selection of Alternative B, the Build Alternative does provide full width and safe shoulders and typically 30' recovery areas, from which traffic could be more safely monitored.

Concrete retaining walls are necessary for two reasons: 1) to retain the proposed construction within the existing highway right of way, and 2) because there will be a difference in elevation between the eastbound and westbound lanes at several locations along the project.

- 52
5. **Mr. George DuBois**, President of the Parkview Citizens Association in Bethesda, opposed the Build Alternative. He questioned the basic cost-effectiveness of the accident analysis and believes construction funds would be better spent on remunerating "victims" of accidents (for example, \$1.5 million per fatality; \$200,000 for personal injury; \$4,000 for property damage). He also recommended the installation of the very best noise barriers and that they be built first - at the very beginning of the construction project.

**Response:**

Mr. DuBois's suggestion is contrary to the State Highway Administration's policy of expending public funds to improve transportation mobility and improve traffic safety. Banking needed construction funds for this project in order to remunerate "accident victims" would not solve the safety problem that exists along this portion of the Capital Beltway. Public funds, generated in part through the gasoline tax, must be expended on improving the traffic capacity and safety. Leaving the present safety problem unresolved and remunerating victims would not be in the overall public interest.

Travel demand on this portion of the Beltway will significantly increase by the design year. As a result, the annual vehicle miles traveled and the accident rate (number of accidents/100 million vehicle miles traveled) for the No-Build will also increase. Safety features incorporated into the Build Alternative will reduce the accident rate to a level below that expected with the No-Build. The potential for an accident to occur is greater with the No-Build Alternative than with the Build.

See response No. 1, page IV-2, for noise barrier discussion and the Final-Noise Impact Analysis for Capital Beltway (I-495), June 1982. Details of noise barrier construction, including dimensions, surface treatments, associated landscaping and time of construction in relation to proposed roadway improvements will be coordinated directly with members of affected communities prior to final design of this project. Although the actual sequence of construction activities has not been developed, it is anticipated that construction would initially begin to the right of each roadway and would include early construction of noise barriers (reference page III-18 in Environmental Assessment, January, 1982).

- 53
6. **Mrs. Eleanor Jehle**, President of the Locust Hill Citizen Association, supports suggested safety improvements, but not the addition of two lanes. She requested the redesign of the Rockville Pike interchange to eliminate U-Turns, but suggested that there should not be any encroachment onto residential or park properties. Mrs. Jehle also requested the early implementation of earth noise berms, and indicated that her neighbors would be willing to discuss the possibility of taking a 15 or 20 foot strip off the back of their lots for construction.

**Response:**

The two additional travel lanes are necessary to increase the capacity of this section of the Beltway, thus reducing traffic volumes on the local street network. The Build Alternative will divert significant numbers of vehicles from these local streets, improving air quality, noise and traffic impacts.

Previous alternatives, developed in 1974-1976, included major redesign of the Pook's Hill interchange. In addition to being very expensive, this redesign required property in the NW quadrant of the interchange. The ramp requested by Mrs. Jehle (SB I-270 to NB Wisc. Ave.), however, was NOT included in these earlier studies because of exorbitant costs and low traffic demand. For these reasons, the addition of such a ramp to Alternative B was not considered.

While every effort was made to avoid encroachment of the Build Alternative onto private property, consideration will be given to the possibility of taking 15 to 20 feet off the back of individual lots for the purpose of constructing earth berms during final design. See previous response (No. 5, page IV-8) for comment concerning sequence of noise barrier construction. Since this project is consistent with the SIP, no air pollution controls will be necessary (see Part II-C2 of Chapter III of this FONSI for additional discussion).

7. Dr. William Bonner, representing 2,000 homes of the Rock Creek Coalition in Kensington, opposed the addition of a 4th lane because he believed it will worsen the accident rate. Dr. Bonner questioned the traffic data and voiced concern about noise impacts, floodplain (need to strengthen bridges, etc.), and other environmental impacts. He supported the construction of earth berms prior to highway construction and supported the ICC, "... we must oppose any modification of the Beltway until an alternate up-county route to handle its share of the traffic burden is accepted". Dr. Bonner cited lane changing and weaving as the primary causes of accidents and requested re-design of the Rockville Pike interchange. In addition, Dr. Bonner questioned if the effects of the Grosvenor Metro Station had been incorporated into the traffic forecasts.

**Response:**

Congestion related accidents will be reduced by construction of two additional travel lanes. A reduction in the number and severity of rear-end, sideswipe (same direction) and hit outside guardrail/barrier accidents is expected to occur. The combination of lane changing/weaving along with the presently highly congested mainlines is a primary cause of accidents along this section of the Beltway and would be reduced with the Build Alternative.

See following sections of Project Planning Recommendation reproduced in Chapter III of this FONSI:

- Noise Impacts - Section III-C1
- Floodplain - Section III-C4
- Other Environmental Impacts - Section III-C4

While seemingly desirable, redesign of the Pook's Hill interchange has been previously identified as a very expensive and not cost-effective need. (Reference response to No. 6, page IV-8).

The traffic forecasts used on this project were developed in close consultation with Washington, D.C. Council of Governments (COG), Montgomery County, and SHA. Person trip tables were developed for both highway travel and transit travel, with the result that the forecasts of future automobile travel does not include the auto trips made by transit riders to access the METRO Station (also see response to Speaker No. 14, page IV-12). With respect to the Grosvenor Station, the following projections were made regarding means of access to the station in the peak A.M. hour in 1980. Also, see response to Speaker No. 14, page IV-12.

<u>Mode</u>	<u>Number of Arrivals</u> <u>1990 Peak A.M. Hour</u>
Walk	83
Bus	430
Automobile-park	283
Kiss-n-Ride	<u>271</u>
Total	1,066

8, 9, 10 & 11

Mrs. Eleanor Jehle, President of the Locust Hills Citizens Association spoke on behalf of Mr. John Whitley (East Bethesda Citizen's Association), Mr. William Hemsley (Montgomery County Community Coalition), Mr. Foster Hubbel (Maplewood Citizens Association) and Mr. Bruce Drury (Locust Hill) to indicate their opposition to the Build Alternative.

**Response:**

Their opposition is noted.

12. Mr. Al Lucas, representing the Suburban Maryland Homebuilders Association, supports the Build Alternative. Members of the association built most of the homes now adjacent to the Beltway, and they support a balanced transportation system and ICC. They also support "in principal" the widening of I-495 and its associated accident and traffic benefits.

**Response:**

Mr. Lucas's support for the Build Alternative is noted.

- 13. **Mr. Alfred Nicholas**, President, Byeford-Rock Creek Highlands Citizen Association of Kensington (350 homes) supported the need for a safer Beltway, but believed that the Build Alternative falls short of improving safety and improving air, noise and recreational qualities. He also supported the construction of earth berms and requested that they be constructed prior to highway construction.

**Responses:**

The Build Alternative will eliminate lane transitions and provides vehicle recovery areas, a median barrier, new pavement marking and lengthened acceleration/deceleration lanes, all designed to reduce the potential for an accident to occur and to provide a safer facility. These safety features and the addition of two through travel lanes would be constructed within the existing right-of-way.

An air quality analysis, conducted in 1981, indicated that the proposed construction will result in no violations of the one or eight hour Federal Standards. The results of this analysis are summarized in the technical analysis titled "Air Quality Analysis Interstate Route 495: From I-270 to Georgia Avenue, 1981, REOTEC, INC."

See response to Speaker 1 (page IV-2) for discussion on noise impacts and response to Speaker No. 5 (page IV-7) for comments on timing of barrier construction. Additional discussion of noise impacts and mitigation is given in Section III-C2 of Chapter III of this FONSI.



- 57
14. **Dr. John Wunderlich**, representing 950 homes of the Parkwood Residents Association, opposed the Build Alternative and believes: 1) that because sources of the problem are not understood (by SHA), the plan falls short, 2) that data base should be improved to better address the problem, 3) another Alternative (not specified) may be better, and 4) more effort should be required to assess harmful effects of the Beltway on the bordering communities. Dr. Wunderlich is not convinced of the need to improve capacity along I-495, and stated that Metro and construction of the ICC will reduce the need for 2 more lanes. He believed that 2 additional lanes will only worsen weaving. Dr. Wunderlich supported the safety improvements, but requests more data on the nature of accidents. He suggested that the ramps should be redesigned to improve egress & access. He was also concerned about air, noise, floodplain, & flooding impacts.

**Response:**

Dr. Wunderlich's first four comments focus on the history of the development of Alternative B, and the data to support its selection. Residents of the Parkwood Association have been involved with this current project planning study since 1975, and participated in the discussions of previous Alternatives C, D, and E. It is the SHA's opinion that Alternative B, as presently defined, represents the best alignment within the constraints imposed by Rock Creek Park and adjacent residents. As of this date, SHA is not aware of any independently developed citizen's Alternative to the Build. SHA, and the reviewing agencies (as summarized by their comments included in this report), believe that the sources of the problem are understood, that the present data base is sufficient, and that the Environmental Assessment (January 1982) adequately addresses the environmental effects of Alternatives A and B.

The traffic analysis conducted for this project, and the basis of the traffic warrants for the addition of 2 travel lanes, included an assumption of "full Metro" and no Intercounty Connector (ICC). The full Metro assumption results in all transit trips being removed from the highway trip table and not assigned to any highway links - for this project, such an assumption actually produces slightly low automobile volumes since many people travel along I-495 to access nearby transit stations. Regional traffic analyses have indicated that construction of the ICC would only reduce traffic volumes on I-495 by 3% to 5% - clearly not sufficiently to eliminate the need for 2 more travel lanes. An equally strong warrant for the addition of 2 more travel lanes is the need to provide lane continuity between the 8 lane Beltway east of Md. Route 97 and the 10 lanes west of Pook's Hill (6 lanes on the Beltway and 4 lanes on I-270).

As discussed in Section II-E of the Environmental Assessment, copies of the accident records and breakdowns of the tables presented in the E.A. are available at SHA. As a part of the Selected Action, Alternative B, acceleration and deceleration lanes are being improved and lengthened.

Air Quality Impacts (Section IV-F), Noise Impacts (IV-G), and Floodplains (IV-K) are discussed in the Environmental Assessment (January 1982).

- 15. **Mr. Frederick Lawrence**, President, Chevy Chase Valley Citizens Association, opposed the Build Alternative. Mr. Lawrence believed that the project will only shift the traffic bottleneck elsewhere, and would result in more traffic on local streets, not less. He supported express bus lanes and car pool lanes and suggested that money be spent on bridge repair, etc.

**Response:**

Operational improvements to the Beltway, resulting from the Build Alternative, will divert significant numbers of vehicles from the local street system. Traffic diversion in the design year has been estimated by comparing the average daily traffic volumes on the major east-west local arterial streets for the No-Build and Build Alternatives. Approximately 17,000 vehicles per day will divert from the east-west arterial street system to the Beltway.

Transportation Systems Management (TSM) measures consisted of locating high-occupancy vehicle (HOV) lanes either in the median (a 3-2-3 lane configuration) or converting the left-hand lane to HOV use (a 3-1-1-3 lane configuration). The reversible median lane (3-2-3) appeared sufficiently warranted because of the directional distribution (which in 1975 approximated a 55-45 split), and the physical separation would facilitate easier enforcement. Access control at the termini; heavy weaving volumes between these termini and the Pook's Hill and Georgia Avenue Interchanges; denial of access at Connecticut Avenue/Kensington Parkway; and discontinuity with remaining portions of the Beltway, however, negated most of the expected benefits of higher travel times and induced carpool/vanpool formation. The 3-1-1-3 lane configuration was deleted because of the difficulty of enforcing the HOV lane designation and the increased accident frequency between the higher speed HOV lane and the adjacent Beltway lanes.

- 59
16. **Ms. JoAnn Donnagan**, a member of the original "Save the Trees Committee" opposed the Build Alternative. Ms. Donnagan discussed the original Beltway construction (1963 agreement and limit of 6 lanes), the removal of trees, and the channelization of Rock Creek. She also opposed the removal of any more trees or bushes and she prefers trees to sound barriers. Ms. Donnagan also questioned when accidents occur.

**Response:**

The Attorney General's review of the 1963 Agreement, in consultation with M-NCP&PC and NCPC, concluded that the present Build Alternative is not in conflict with the intent of this Agreement (reference his letter, dated August 10, 1976, reproduced in Section V of the Environmental Assessment, 1982).

Regrading for proposed improvements will require the removal of numerous trees and shrubs along the existing SHA right-of-way. Unfortunately, this impact will be unavoidable. Landscaping will be provided to revegetate these areas.

Rock Creek will not be channelized, see Part II-C3 of Project Planning Recommendations in Chapter III of this FONSI.

The majority of accidents that occur along this section of the Beltway occur during the AM or PM peak hours when large volumes of traffic use the roadway. A large majority of these accidents result in property damage only, while the majority of fatal accidents occur during off-peak hours when higher travel speeds are attainable.

17. **Mr. John Mathias** of Chevy Chase believed that traffic congestion will not be solved by the addition of 2 lanes and opposed the Build Alternative. Mr. Mathias supported the median barriers and believed that the energy shortage will significantly diminish projected traffic volumes.

**Response:**

Although traffic volumes will be greater with the Build Alternative, the addition of two travel lanes and other improvements will result in less congestion and delay, and a slight increase in travel speed. The greatest benefit will occur along the local street network. The Build Alternative will divert approximately 17,000 vehicles per day from the major east-west arterial streets, thus improving air quality, noise and traffic impacts. It is anticipated that the diversion of traffic from the congested local street network to the widened Capital Beltway will result in more efficient engine operation and less fuel usage.

- 60
18. **Ms. Margaret Harrison**, representing the Bethesda-Chevy Chase Citizens Advisory Board (residential and business interests) supported the Build Alternative on the basis of capacity and safety need. Ms. Harrison also supported the relocation of the EB entrance ramp from Kensington Parkway to Connecticut Avenue and believed that Metro will increase public use of mass transit for cross-county travel.

**Response:**

Ms. Harrison's support for the Build Alternatives is noted.

19. **Mr. John Bishop**, a resident of Bethesda for 27 years, supported the No-Build Alternative. Mr. Bishop suggested that, if the project is built, make it as safe as possible and place noise barriers where people live, not to protect ducks in the park. He was also opposed to recovery areas and concerned about flooding impacts.

**Response:**

Noise barriers, where required to reduce noise levels below 70 dBA, were evaluated for the Build Alternative. Three noise barriers, all located adjacent to residential neighborhoods south of the Beltway along the eastbound lanes, have been recommended as a part of the Build Alternative. Although predicted noise levels, in some cases, will exceed the 70 dBA level, the Maryland-National Capital Park & Planning Commission has recommended that noise barriers not be constructed along Rock Creek Park. See Final-Noise Impact Analysis for Capital Beltway (I-495) - June, 1982.

A 30' wide recovery area, located to the right of each improved four-lane roadway is necessary to improve the safety of this section of the Beltway. These recovery areas will also improve horizontal sight distance and are proposed to transition to the widened bridge structures. Without these recovery areas the potential for accidents to occur will be greater as traffic volumes increase.

Adverse flooding impacts are not anticipated (see response to Speaker No. 3, page IV-4).

- 61
20. **Mr. Terrence Wendel**, of the Woodside Forest Citizens Association, supported the Build Alternative. In 1977, the Association supported the reconstruction of the Beltway to 8-lanes within the existing right-of-way. They recommended the construction of many of the Build Alternative's safety features, as well as the earth berms. Mr. Wendel suggested that more transit alternatives (similar to the Shirley Highway) should be considered, especially east-west routes.

**Response:**

Mr. Wendel's support of the Build Alternative is noted. With regard to east-west transit operations on the Beltway, a separate study entitled "Beltway Transit Service, Demonstration Planning Study" was recently completed by U.S. DOT and UMTA. This study concluded that providing extensive bus transit service on the Beltway would not be cost-effective. See also response to Speaker No. 15, page IV-13 for discussion of carpool lanes, etc. and Speaker No. 5 page, IV-7 for discussion of noise barriers.

21. **Ms. Linda Esterson**, of North Chevy Chase, opposed the Build Alternative, however, she requested the immediate construction of a median barrier, noise barriers and land-scaping. Ms. Esterson questioned the basis of trip generation rates (pre-or post-energy crisis) and suggested that construction costs should be presented in future dollars.

**Response:**

The projections of future traffic volumes were made using trip generation rates developed by the Metropolitan Washington Council of Governments (COG). These rates were originally calibrated using survey data collected in the late 1960's. Since then, COG has continued to monitor socio-economic changes that affect these rates, including a major validation study completed in 1980. As a result, the trip generation rates used to predict traffic along this portion of the Capital Beltway are considered "post energy crisis" rates.

For purposes of project comparison, present dollars were used in estimating the cost of the Build Alternative. For funding purposes, cost presented in the Consolidated Transportation Program will be in future dollars.

62

22. **Councilman C.D. Gall**, of the Chevy Chase View Council, corrected the record with regard to the Council's position as stated by Speaker No. 10, page IV-10. Mr. Gall stated that the Council has not met to formalize an opinion.

**Response:**

None necessary

23. **Mrs. Margaret Harrison** corrected the organization for which Mr. John Whitler represents (see Speaker No. 8, page IV-10). Mr. Whitler spoke for The East Bethesda Citizens Association.

**Response:**

None necessary

24. **Mr. Henry Malthy**, who lives 150 yards from the Beltway, strongly supported the capacity improvements associated with the Build Alternative.

**Response:**

Mr. Malthy's support for the Build Alternative is noted.

25. **Ms. Gwen Leopold** of Byeford-Rock Creek Highlands supports enforcement of the 50 mph speed limit and requested the number of speeding tickets issued along the Beltway during the period of the accident study (1972-1980). Ms. Leopold is in favor of median barriers and lane buttons.

**Response:**

With regard to the enforcement of the 50 MPH speed limit, see response to Speaker No. 4, pages IV-6, -7.

The Build Alternative includes a concrete traffic barrier the full length of the median. Lane buttons, while effectively delineating roadway lanes, have not been successfully used in snowy climates (snowplow blades tend to tear these buttons out after a few winters).

- 63
26. **Mrs. Robert Barley**, a resident of Parkview for 27 years, asserted that there were originally no homes in the way of a straighter alignment. She alluded to support for the ICC and she supported noise barriers. Mrs. Baily was very concerned about existing noise levels.

**Response:**

While it is true that there were fewer homes in the project area 27 years ago than there are today, construction of the Beltway was originally designed to minimize the taking of parkland from Rock Creek Park. The present alignment of the Beltway was developed in close consultation with representatives of M-NCP&PC and NCPC. (It should be pointed out that construction of the Beltway required the displacement of homes located along Connecticut Avenue, Kensington Parkway and Glenmoor Drive.)

The existing ambient noise level is the background noise consisting of all natural and man-made noises within a given area. The ambient noise levels, as recorded, represent a generalized view of present noise levels. Ambient noise levels within the study area range from 58 to 74 dBA. Of the 23 sensitive receptors monitored, four presently experience noise levels in excess of the Federal Design Noise Level of 70 dBA.

27. **Mr. Edward Bensik**, opposed the Build Alternative, however, he recommended installation of the median barrier and that the balance of funds be spent on resurfacing the existing Beltway.

**Response:**

Mr. Bensik's opposition to the Build Alternative is noted.

64

V.  
CORRESPONDENCE

I-495 IN ROCK CREEK PARK  
MONTGOMERY COUNTY, MARYLAND



15

A. Elected Officials

In cooperation with the Chairman of The Maryland-National Capital Park and Planning Commission (then Dr. Royce Hanson), Administrator M. Slade Caltrider held a briefing with Elected Officials for the study area on May 16, 1980. While support for the project was not specifically requested, the majority of the Officials in attendance supported the project. Subsequent to that briefing, formal comments on this project have been received from one Elected Official; Delegate Patricia R. Sher. In her letter to Secretary Bridwell, dated April 27, 1982, she asked for assurance that the views of citizens will be given careful consideration, and that if a decision is made to proceed with the project, the Department of Transportation will "... create the most effective noise barriers possible". Delegate Sher's letter and SHA's response, dated May 19, 1982, are reproduced on page V-2.



## HOUSE OF DELEGATES

ANNAPOLIS, MARYLAND 21401

PATRICIA R. SHER  
18TH LEGISLATIVE DISTRICT  
MONTGOMERY COUNTY

MEMBER  
COMMITTEE ON ECONOMIC MATTERS

JOINT COMMITTEE ON  
MANAGEMENT OF PUBLIC FUNDS

OFFICE ADDRESS:  
HOUSE OFFICE BUILDING  
858-3028 (WASHINGTON AREA)  
841-3028 (BALTIMORE AREA)

HOME ADDRESS:  
1916 ROOKWOOD ROAD  
SILVER SPRING, MARYLAND 20910  
(301) 589-7188

MAY 19 1982

RE: Contract No. M 512-185-372  
F.A.P. No. I-495-2(188)10  
Interstate Route 495  
(Capital Beltway) - From  
west of I-270 to west of  
Maryland Route 97

April 27, 1982

The Honorable Patricia R. Sher  
18th Legislative District  
Montgomery County  
1916 Rookwood Road  
Silver Spring, Maryland 20910

Dear Ms. Sher:

Thank you for your letter of April 27, 1982 expressing concern on behalf of your constituents regarding our proposed I-495 widening, from I-270 to Maryland Route 97.

As you noted, Project Planning studies are nearing completion. The results of these engineering and environmental studies were presented to the public for comments and recommendations at the March 11, 1982 Public Hearing. The final stage of the Project Planning process consists of addressing comments in the Final Environmental Document and reaching a decision based on an assessment of all available information. I can assure you that all comments that we receive are given full and careful consideration.

As part of the study, a noise analysis was completed for both the Build and No-Build Alternatives. This analysis confirmed that there are existing and potential future noise impacts under both the Build and the No-Build Alternatives. The investigation identified several areas where noise barriers could reduce noise levels to within acceptable limits. Should the decision be made to pursue the Build Alternative, these noise sensitive areas will be addressed in detail during further design studies in an attempt to arrive at cost effective noise mitigation measures.

Again, thank you for your interest in the project. If further information is needed, please let me know.

Very truly yours,

/s/ LOWELL K. BRIDWELL

Lowell K. Bridwell  
Secretary

Sincerely,

*Patricia R. Sher*  
Delegate Patricia R. Sher

LKB:bh  
cc: Mr. M. S. Caltrider

bcc: Mr. Hal Kassoﬀ  
Mr. Wm. F. Schneider, Jr.

The Honorable Lowell K. Bridwell  
Secretary of Transportation  
Department of Transportation  
P. O. Box 8755  
Baltimore-Washington International Airport  
Baltimore, Maryland 21240

Dear Secretary Bridwell:

It is my understanding that the Department will make a decision in mid-June on the I-495 widening along the Georgia Avenue corridor. As I am sure you are aware, there has been a great deal of opposition to this project by the residents of the adjacent neighborhoods. They feel that they are unfairly burdened with the traffic problems of the County, and that the proposed widening will only increase their burden. Of particular concern is the noise level, which they already find offensive.

I have no idea about the present leanings of the Department on this issue. I would, however, like to have assurances from you in two areas:

- RECEIVED**
- (1) That the views of the citizens will be taken into consideration carefully, and
  - (2) That if a decision is made to proceed with the project, the Department will create the most effective noise barriers possible.

I'd like to thank you in advance for any assistance you can lend to resolve the fears of my constituents.

MAY 1982

PLANNING & POLITICAL ENGINEERING

1982

67

B. Written Comments Received As A Result of  
December 7, 1981 Public Information Meeting

Six written comments were received as a result of the December 7, 1981 Public Information Meeting. These six individuals are identified below and their letters are reproduced in chronological order on the following pages. Reproduced with each comment letter is the written response prepared by SHA.

		<u>Page</u>
1.	November 16, 1981      Robertson Youngquist	V-4
2.	December 1, 1981      Peter Johnsen	V-5
3.	December 7, 1981      Woodrow Rankin	V-6
4.	December 8, 1981      Paul W. Reed	V-8
5.	December 29, 1981      Paul L. Pascal	V-10
6.	February 4, 1982      Rogerio F. Pinto	V-11

Robertson Youngquist  
9705 Kingston Road  
Kensington, MD 20895  
20895

Nov 16, 1981



Maryland Department of Transportation  
State Highway Administration

Lowell K. Bridwell  
Secretary  
M. S. Caltrider  
Administrator

November , 1981

RE: Contract No. M 512-185-372  
I-495 (Capital Beltway)  
West of I-270 to  
West of Maryland Route 97

Mr. Robertson Youngquist  
9705 Kingston Road  
Kensington, Maryland 20895

Dear Mr. Youngquist:

Your letter of November 16, 1981 regarding the proposed improvements to I-495 through Rock Creek Park has been received by this office.

We appreciate your comments and assure you that they will be considered before any decisions are made.

A copy of the project status report is enclosed with this letter, however, as to your request for a report that led to the termination of improvements on new location, there is no report available. In the mid-1970's, the State Highway Administration actively pursued the study of several relocation alternates for this portion of the Beltway. At the Project Initiation Meeting in 1975, and again at the Alternates Meeting in March of 1976, these proposals were soundly rejected by the public and elected officials. As a result, studies were begun for safety and capacity improvements that could be accomplished within the existing right of way.

An information meeting will be held on December 7, 1981 at the Albert Einstein High School in Kensington. I would like to extend an invitation to you to attend that meeting. Detailed mapping of the improvement alternate that we are proposing will be available. Technical personnel from the State Highway Administration will be available to answer any questions.

Very truly yours,

Hal Kassoff

HK:mcr  
Attachment  
cc: Mr. Wm. F. Schneider, Jr.  
Mr. S. Lewis Helwig  
Mr. Ronald E. Moon

Hal Kassoff, Director  
Office of Planning and  
Preliminary Engineering

My telephone number is 659-1110

Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free  
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

Mr. Hal Kossoff,  
Director, Office of Planning & Prelim. Engrg.,  
State Highway Administration,  
P.O. Box 717, Balto.  
MD 21203

Ref: W. Post 11/16/81  
Public Notice.

Dear Mr. Kossoff:

A) Requests for reports:

1) Please send me one (1) copy of  
the Status Report on the I-495 Improvement  
Plan (between <sup>just west of</sup> I-270 and MD 97)

2) Please send me one (1) copy of key  
reports <sup>that</sup> led to termination of  
"investigation of improvement alternates  
on new locations ---". [I'm appalled!]

B) Comments:

1) As a 23-year resident in Kensington,  
I'm highly supportive of improving  
"Death Valley". The original design  
was a benighted (=stupid) compromise.

2) Particular attention is needed re  
the west-bound flow-split on I-495,  
just past MD 355, where I-270 peels North.  
I nearly got killed there by a truck in the  
left lane that cut across to the right.  
yours for highway engineering,  
Robertson Youngquist

102

Peter H. Johnsen  
Attorney-at-Law  
7954 Helmart Drive  
Laurel, Maryland 20707



Maryland Department of Transportation  
State Highway Administration

Lowell K. Bridwell  
Secretary  
M. S. Callender  
Administrator

December 18, 1981

RE: Contract No. M 512-185-372  
I-495 (Capital Beltway)  
West of I-270 to west of  
Maryland Route 97

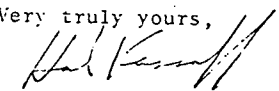
Mr. Peter H. Johnsen  
Attorney-at-Law  
7954 Helmart Drive  
Laurel, Maryland 20707

Dear Mr. Johnson:

Your letter of December 1, 1981 regarding the proposed improvements to the Capital Beltway in Montgomery County has been received by this office. I would like to thank you for your comments and assure you that they will be carefully considered before a decision is made in the selection of an alternate.

You will be advised of the decision by the State Highway Administration and kept aware of future developments via the project mailing list.

Very truly yours,

  
Hal Kasoff, Director  
Office of Planning and  
Preliminary Engineering

HK:bh

cc: Mr. Eugene T. Camponeschi  
Mr. Wm. F. Schneider, Jr.

My telephone number is 410-311-1111

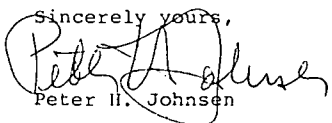
December 1, 1981

Mr. Hal Kasoff  
Director  
Office of Planning and  
Preliminary Engineering  
State Highway Administration  
P. O. Box 717  
Baltimore, Maryland 21203

Dear Mr. Kasoff:

In response to the public notice of improvement of a section of Interstate Route 495 (the Capital Beltway) in Montgomery County, and as a resident of Howard County and a daily commuter on that section of the Beltway, I wish to urge favorable consideration of the Alternate B, Build Option. Clearly, the No Build alternate is unsatisfactory, given the present congestion on that part of the Capital Beltway.

Sincerely yours,

  
Peter H. Johnsen

PHJ:las

5-A

69

6307 East Halbert Road  
Bethesda, Maryland 20034

December 7, 1981



Maryland Department of Transportation

State Highway Administration

Lowell K. Erickson  
Secretary

M. S. Calisher  
Administrator

December 18, 1981

RE: Contract No. M 512-185-372  
F.A.P. No. I-495-2(188)10  
Interstate Route 495  
1-270 to Maryland Route 97

Mr. Hal Kassof  
Director  
Office of Planning and Preliminary  
Engineering  
State Highway Administration  
707 N. Calvert  
Baltimore, Maryland 21203

Dear Mr. Kassof:

As a frequent user of I-495 between I-270 and MD Rt. 97, I have followed with more than casual interest Maryland's efforts to improve that section of highway which I understand has the poorest Interstate highway safety record in the state. Unfortunately previous commitments preclude my attending the informal meeting on December 7. Therefore I would appreciate your answer to the following questions:

- o Will Alternate B, with its existing right-of-way limitation, achieve any substantial improvement in the horizontal alignment of the highway? My concern is principally with the section from Georgia Avenue to Wisconsin Avenue where the roadway looks more like a meandering river than a section of the Interstate system which is expected to have the best traffic safety record in the world.
- o How much greater safety improvement could be expected if one of the earlier alternatives that required additional right-of-way was built?
- o What percent of the total project length will have the "minimum" 14 foot recovery area, and how much of the 14 foot recovery area is located along, or just beyond, curved sections of the road?

Your response to the above questions will be appreciated.

Sincerely,

Woodrow W. Rankin

Mr. Woodrow W. Rankin  
6307 East Halbert Road  
Bethesda, Maryland 20034

Dear Mr. Rankin:

Thank you for your letter of December 7, 1981 expressing interest in the improvement of I-495 adjacent to Rock Creek Park. Since you were unable to attend the December 7, 1981 public meeting, I am enclosing a copy of the information summary distributed at that meeting. The responses to your specific questions concerning Alternate B are as follows:

- 1) No significant improvement in the horizontal alignment of the Beltway within the study area is possible within the constraints of the existing right of way. It is expected, however, that we will achieve a significant reduction in overall accident rates through the implementation of the proposed safety and capacity improvements. The summary of historic accident data and anticipated reduction of accident rates is given on page 5 of the attached information sheet.
- 2) Under the No-Build alternate, the accident rate per 100 million vehicle miles of travel (100 MVM) would be expected to remain fairly constant at 179. Based on specific accident reduction factors for the proposed safety and capacity improvements, we anticipate a design year (2010) accident rate of approximately 134 accidents per 100 MVM. If one of the earlier alternatives that required additional right of way to improve the horizontal alignment to current design standards were selected, it would be expected that the design year accident rate would approximate the statewide average for similarly designed highways, which is currently approximately 121 accidents per 100 MVM.

20

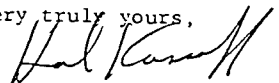
Mr. Woodrow W. Rankin  
December 18, 1981  
Page 2

- 3) The recovery area mentioned in the status report refers to the total unobstructed area from the edge of the roadway to either a barrier, retaining wall, or the beginning of embankment slopes. In the eastbound direction approximately 15% of the project length has the minimum 14 foot distance to a retaining wall or barrier. The remainder of the eastbound roadway (exclusive of transition areas) contains the full 30' width recovery area. In the westbound direction, approximately 55% of the project length has the minimum 14 foot recovery area, with recovery areas the remainder of the project length varying between 15 feet and 30 feet. In accordance with normal design standards, a 12 foot outside shoulder is provided on all bridges.

Since, with the exception of the Connecticut Avenue interchange area, the entire roadway is a series of reversing curves, all of the outside shoulder/recovery areas described above can be assumed to be located either along, or just beyond curved sections of the roadway.

Thank you for your interest in the project. If, after reading the attached information sheet, you have additional questions, please let us know. We have verified that your name is on the project mailing list and you will be advised of the date and location of the upcoming Location/Design Public Hearing, anticipated to take place in the first quarter of 1982.

Very truly yours,

  
Hal Kassoff, Director  
Office of Planning and  
Preliminary Engineering

HK:cms  
Attachment

cc: Mr. Eugene T. Camponeschi  
Mr. Wm. F. Schneider, Jr.

December 8, 1981

Mr. Hal Kassoff, Director  
Office of Planning & Preliminary Engineering  
State Highway Administration  
P.O.Box 717 Baltimore, Md.

Re: Proposed Expansion of I-495 in Montgomery Co.

Dear Sir:

I observed your public notice in the Washington Post that you are planning to expand the Capital Beltway from I-270 to Maryland Route 97, and I attended the Public Meeting on the subject Dec. 7, 1981.

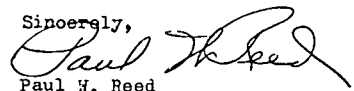
I have lived at my present location since 1961 and attended the Public Meetings preceding the construction of the present road. At that time I heard the same forecasts that I am hearing now, i.e. that congestion on the feeder roads would be reduced, etc.. I have observed the exact opposite. Traffic is worse and those of us that live close to the beltway have been subjected to major noise and air pollution problems.

I am of the firm opinion that the addition of additional lanes to the present roadway is a major mistake. There may be some improvement in traffic flow for a few years but in about 5 years traffic will expand and recreate the problems that exist today. In fact, they may be much worse since you do not plan to expand the capacity of exit streets such as Connecticut Avo. south to the District Of Columbia.

The same mistake is being made here as has been made in the past in the whole area; namely, concentrate traffic in too few corridors. I was shocked to learn at the public meeting that no "origin-destination" study has been made. I feel sure that if one were made you would find that a major part of the problem results from people coming from the great residential growth along I-270 trying to get to offices in D.C. Traffic resulting from this growth should be spread and not concentrated. The Cabin John - Washington Memorial Parkway improved all the way into D.C., S.R.190, S.R. 191, and Montrose-Randolph Road all appear to offer opportunities to receive part of the load and thus spread it. I also suggest consideration to the expenditure of the \$45 plus million, proposed for the beltway expansion, be used for free parking near the proposed Metro station in Rookville and at Shady Grove Road. The improvement of feeder roads to such parking ( especially the junction of Shady Grove Road & S.R. 355 ) should also be included in a parking plan. Making it easy for people to use Metro may

improve traffic more than anything else you can do.

I regret that such a long letter has been necessary, but I feel strongly about this matter and hope that you will consider the matters I have discussed.

Sincerely,  
  
Paul W. Reed  
4509 Traymore St.  
Bethesda, Maryland  
20814

cc  
Gov. Harry Hughes  
Hon. Michael D. Barnee

8-A







Maryland Department of Transportation

State Highway Administrator

Lowell K. Bridwell  
Secretary

M. S. Caltrider  
Administrator

Mr. Paul W. Reed  
January 7, 1982

Page 2

January 7, 1982

RE: Contract No. M 512-185-372  
F.A.P. No. I-495-2(188)10  
Interstate Route 495  
West of I-270 to West of  
Maryland Route 97

Mr. Paul W. Reed  
4509 Traymore Street  
Bethesda, Maryland 20814

Dear Mr. Reed:

Thank you for your letter of December 8, 1981 expressing your opinion regarding the widening of the Capital Beltway between I-270 and Maryland Route 97. Please be assured that your comments, as well as those of other interested citizens, will be considered in making a decision for either the Build or the No-Build Alternate.

In response to some of your specific concerns, I offer the following comments which may serve to clarify our position on the need for the project:

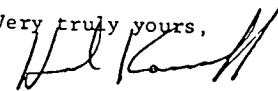
1. Addition of a fourth lane to the Capital Beltway will not reduce congestion from its present level on other east-west streets, but will result in a significant diversion of traffic from these streets in the design year of the project, which is the year 2010. Anticipated trip diversions for major east-west arterial streets between Wisconsin Avenue and Connecticut Avenue were given at the informational meeting and will be available for public review in the Environmental Assessment, which will be published before the Public Hearing. It is our belief that traffic is better handled on a limited access highway than on the local street system, particularly since the proposed improvements can be accomplished within the existing right of way. Providing for additional traffic capacity along other east-west arterial streets could result in severe impacts to adjacent properties.
2. Although it is not possible to correct the highway's less than desirable geometrics within the existing right of way, adding a fourth lane to the Beltway will have a positive affect on the accident rate by eliminating the merging movements and potential vehicle conflicts caused by transitioning from four travel lanes to three travel lanes. This, combined with other specific safety improvements, results in an anticipated design year

accident rate lower for the Build Alternate than for the No-Build.

3. There are no violations of State or National air quality standards under either the Build or the No-Build Alternatives.
4. Results of the Noise Analysis performed as a part of this study indicate that predicted noise levels in the design year are nearly identical under either the No-Build Alternate or the Build Alternate without noise barriers. Inclusion of noise barriers, where feasible and acceptable to the community, would result in a reduction of design year noise levels at certain locations.
5. An origin-destination study along the Capital Beltway is not possible due to traffic volumes and the controlled access nature of the highway. Such a study is conducted by passing out questionnaires to drivers using the facility, and is generally only practical where traffic volumes are moderate or where a stop condition (such as a traffic signal or toll booth) is already being encountered. Reliable traffic forecasts have been made using traffic simulation techniques developed by the Metropolitan Washington Council of Governments.

We appreciate your taking the time to express your opinions concerning the project. It is anticipated that a Location/Design Public Hearing will be held sometime in the first quarter of 1982. We have added your name to the project mailing list and you will be notified in advance of the date, time, and location of that meeting.

Very truly yours,

  
Hal Kassoff, Director  
Office of Planning and  
Preliminary Engineering

HK:cms

cc: Mr. Eugene T. Camponeschi  
Mr. Wm. F. Schneider, Jr.

My telephone number is 659-1110

Telephone Number - Inland Maryland Service

V-9

93

V-1  

**National Capital Area Transportation Federation**

PO Box 40094, Palisades Station  
 Washington, D.C. 20016  
 (202) 857-1241

December 29, 1981

- MEMBER**  
 Nat'l Physical Educ. Socy  
 and Leisure Courses  
 Greater Washington  
 Food Vendors Assn  
 1005 Pennsylvania Ave., SE  
 Washington, DC 20003
- VICE PRESIDENTS**  
 August P. Kopp  
 Asst. Vice President  
 Gov'l Employees Insurance Co  
 James T. Branson, Vice Pres  
 District of Columbia  
 Transit Employees Assn  
 J. St. John, Regional Director  
 Metropolitan Lines, Inc.
- SECRETARY-TREASURER**  
 Richard H. Murphy  
 Asst. Exec. Vice Pres  
 Automobile Trade Assn  
 National Capital Area
- GENERAL COUNSEL**  
 Murray Kritz, Esq.  
 Kritz & Lipitz
- EXECUTIVE SECRETARY**  
 Robert Gray  
 1010 Linton St., NW  
 Washington, DC 20016
- PAST PRESIDENTS**  
 Richard E. Lerner  
 Executive Vice President  
 Greyhound Rom A. Cal  
 Edward J. McCarty, Fleet Mgr  
 Shell Petroleum Company  
 Harold E. Wynn  
 Kensington, Maryland
- EXECUTIVE COMMITTEE MEMBERS**  
 Thomas L. Ains, Trans  
 portation Engineer  
 AMS  
 William H. Edwards, Exec. VP  
 Airways Charter Bus Service,  
 (Grey Line & Gold Line Tours)  
 John Gill, Chairman  
 Transportation Committee  
 Washington Board of Realtors  
 Colin Holden, Exec. VP  
 Washington DC Area Trucking Assn  
 Carl Jones, Representing  
 Associated Minority Contractors  
 Glenn T. Lashley  
 Director of Public Relations  
 American Automobile Association  
 Publicist Division  
 James F. McGraw, District Mgr  
 Transitway Bus System  
 Va. Washrod, Executive Dir  
 Tri-State Washington Maryland  
 Area Association  
 Atty. Richardson, President  
 Automobile Owners Action Council  
 Daniel Smith, President  
 Inal Task, Inc.  
 Charles Stover, Representing  
 Washington Building & Construction  
 Trades Council AFL-CIO

Mr. Hal Kassoff, Director  
 Office of Planning & Preliminary Engineering  
 State Highway Administration  
 P. O. Box 717  
 Baltimore, MD 21203

Dear Mr. Kassoff:

This is in support of your Alternate B to enlarge the Capital Beltway (I-495) to eight lanes between Georgia and Wisconsin Avenues within the existing right-of-way. Our Federation's Executive Committee so voted at its meeting of December 1, 1981.

With most of the Beltway eight lanes wide, it makes good sense to extend the eight-lane width westward from its present end near Georgia Avenue. That stretch of I-495 is a bottleneck.

Sincerely,

*Paul L. Pascal*

Paul L. Pascal,  
 President  
 (6609 Kenhill Road, Kenwood, MD)

PS: Please correct your mailing list for announcements on Montgomery and Prince George's from 1616 P St., NW 20036 D.C. to the above address: P. O. Box 40094, Palisades Station, Washington, D. C. 20016



**Maryland Department of Transportation**  
 State Highway Administration

Lowell K. Bridwell  
 Secretary  
 M. S. Callender  
 Administrator

January 8, 1982

RE: Contract No. M 512-185-372  
 I-495 (Capital Beltway)  
 West of I-270 to west of  
 Maryland Route 97

Mr. Paul L. Pascal, President  
 National Capital Area  
 Transportation Federation  
 Post Office Box 40094  
 Palisades Station  
 Washington, D.C. 20016

Dear Mr. Pascal:

This is in reference to your letter of December 29, 1981 regarding the proposed improvements to the Capital Beltway from I-270 to west of Maryland Route 97. We appreciate the support that the Federation has shown in the studies that are being conducted to upgrade this section of the Beltway.

A public hearing for this project will be scheduled in the near future. By way of the mailing list, you will be advised of the date and location, and kept aware of any other developments.

Your continued support for this project is appreciated.

Very truly yours,

*Hal Kassoff*

Hal Kassoff, Director  
 Office of Planning and  
 Preliminary Engineering

HK:bh

cc: Mr. Eugene T. Camponeschi  
 Mr. Wm. F. Schneider, Jr.

My telephone number is (301) 659-1110  
 Teletypewriter for Impaired Hearing or Speech  
 1117 7855 Baltimore Metro - 507 025 0 11

*Handwritten initials*

Bethesda, February 4, 1982



Maryland Department of Transportation

State Highway Administration

Lt. J. K. Giddens  
Secretary  
M. S. Callender  
Assistant Secretary

February 17, 1982

RE: Contract No. M 512-185-372  
Interstate Route 495  
(Capital Beltway)  
From West of I-270 to  
West of Maryland Route 97

Dear Mr. Anderson,

I am pleased to learn that you have decided to conduct another noise study along I-495 adjacent to the Rockhurst and Fernwood areas. As we have indicated to you earlier, in order for this new study to accurately reflect the noise problem that afflicts residents of the area, it has to be conducted under the following circumstances:

- 1- Readings should be taken when the foliage is still not out;
- 2- Readings should be taken both on ground level and on rooftop (second floor level) where bedrooms are often located.
- 3- Readings should be taken at different hours, including when truck traffic is heavy on the beltway: between 9 and 11 P.M.
- 4- As many locations as possible should be studied, and if also possible residents should be interviewed, so that you can also assess the personal effect that this disturbance has on individuals.

As you know, the anticipated increase in traffic as a result of the projected expansion of I-495 will further aggravate the noise problem. It would therefore seem logical that noise abatement measures should be taken as soon as possible or in conjunction with measures to reduce noise levels in the segments of I-495 where expansion will take place. In this regard I would request you to notify me when your office or the Office of Planning and Preliminary Engineering of the State Highway Administration hold public hearings on the I-495 expansion plans. Our community intends to bring these matters to the attention of authorities concerned with these expansion plans.

It would be greatly appreciated if you shared the results of your new study with us.

Sincerely,  
*R. Pinto*  
Rogério F. Pinto  
6510 Rockhurst Rd.  
Bethesda, MD 20817

cc. Mr. Hal Kassoff  
Director, Office of Planning and Preliminary Engineering  
State Highway Administration

Mr. Rogerio F. Pinto  
6510 Rockhurst Road  
Bethesda, Maryland 20817

Dear Mr. Pinto:

In response to your letter of February 4, 1982 Mr. Charles Anderson has requested that I provide you with information concerning public hearings on the I-495 project in the vicinity of Rock Creek Park.

A Public Informational Meeting was held on December 7, 1981 at the Albert Einstein High School in Kensington. The purpose of this meeting was to brief interested citizens on the status of the project and to provide study information in advance of the Location/Design Public Hearing, scheduled for 7:30 p.m. on Thursday, March 11, 1982 at the Albert Einstein High School, 11155 Newport Mill Road, Kensington, Maryland.

To bring you up-to-date on the progress of our studies, I have attached a copy of the Information Summary distributed at the December 7, 1981 meeting and a copy of the Public Notice advertising the Hearing. This notice also indicates locations where the I-495 Environmental Assessment is available for your review. In addition, your name has been added to the project mailing list, and you will be receiving a copy of the Public Hearing Brochure and periodic status updates regarding the project.

We have been advised by the Bureau of Landscape Architecture that recent adverse weather conditions have delayed on-site noise measurements at several locations scheduled for study. Results of the new noise investigations will be provided to you by the Bureau of Landscape Architecture after field studies are complete. Your suggestions regarding the time and location for noise readings will be considered when field work begins.

Reference number is (301) 659-1130.

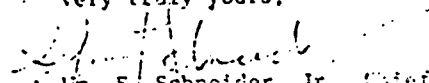
95

II-A

Mr. Rogerio F. Pinto  
February 17, 1982  
Page 2

Thank you for your interest in the I-495 project planning study. Further information regarding noise studies in connection with this project will be available at the Location/Design Public Hearing.

Very truly yours,

  
Wm. F. Schneider, Jr., Chief  
Bureau of Project Planning

WFS:DMA:cms  
Attachments

cc: Mr. Charles R. Anderson  
Mr. Hal Kassoff  
Mr. S. Lewis Helwig  
Mr. Eugene T. Campaneschi  
Mr. Louis H. Ege, Jr.

718

V-12

11

C. Written Comments Received As A Result of  
Combined Location/Design Public Hearing  
March 11, 1982

Following the Combined Public Hearing seventeen persons provided written comments on this project to SHA. Fifteen of these comments were on SHA's "Questions and/or Comments" forms, and the remaining two comments were in letter form. Ten of these comments opposed the project, three supported the project and four offered no recommendation. Copies of these seventeen comments are reproduced on the following pages, with SHA responses (where appropriate) reproduced on the page.

V-14

STATE HIGHWAY ADMINISTRATION

QUESTIONS AND/OR COMMENTS

Contract No. M 512-185-372

CAPITAL BELTWAY I-495

From West of I-270 to West of Maryland 97  
Combined Location and Design Public Hearing  
Thursday, March 11, 1982, 7:30 p.m.  
Albert Einstein High School Auditorium



Maryland Department of Transportation

State Highway Administration

Levell K. Bridwell  
Secretary  
M. S. Callender  
Administrator

March 18, 1982

Contract No. M 512-185-372  
FAP No. I 495-2(188)10  
I-495 (Capital Beltway)  
West of I-270 to West of  
Md. 97

PLEASE  
PRINT

NAME: Edward Betzig  
ADDRESS: 9703 Cedar Lane  
CITY/TOWN: Bethesda STATE: MD ZIP CODE: 20814

I/We wish to comment or inquire about the following aspects of this project.

- ① Recently I made a tour of Bethesda - noted very poor condition in many sections (Md to Va. (Del.), over many bridges etc) also has much of Bethesda is not a loss.
- ② To consider spending \$43 million on stretch is question in madness - in times of budget crunch & obvious need for better overall Bethesda maintenance.
- ③ The impact on Rock Creek - flood plain, dumping of more pollutants as result of widening, etc - It already nearly a dead stream - almost an open sewer yet it is our little "greenbelt" & should be treated with utmost care.
- ④ If we don't put in extra lanes, it will "dump" more cars on local streets. I don't think this is proper. Furthermore, we can prohibit commuter traffic if we are so minded.
- ⑤ The State Highway Ad. should put more brain power into ways to reduce traffic into the District instead of widening it more congested than now. We will be need 10 lanes & 12 lanes.

I am currently on the Mailing List.  
 Please add my/our name(s) to the Mailing List.

Mr. Edward Betzig  
9703 Cedar Lane  
Bethesda, Maryland 20814

Dear Mr. Betzig:

Your comments regarding the Capital Beltway (I-495) project have been received by this office, and will be made a part of the project record by being entered into the public hearing transcript.

We appreciate your views and assure you that they will be considered before a final decision is made concerning the project.

Your name has been added to the project mailing list and in this manner you will be kept aware of future developments and advised of the decision by the State Highway Administration.

Very truly yours,

Wm. F. Schneider, Jr., Chief  
Bureau of Project Planning

By: Ronald E. Moon  
Ronald E. Moon  
Project Manager

WFS:REM:bk

cc: Mr. Eugene T. Camponeschi

My telephone number is 659-1106

Teletypewriter for Impaired Hearing or Speech  
303-7555 Baltimore Metro - 565-0451 State - 1-303-427-5000 State

*Handwritten initials*

"STATE HIGHWAY ADMINISTRATION"

QUESTIONS AND/OR COMMENTS

Contract No. M 512-185-372

CAPITAL BELTWAY I-495

From West of I-270 to West of Maryland 97  
Combined Location and Design Public Hearing  
Thursday, March 11, 1982, 7:30 p.m.  
Albert Einstein High School Auditorium

NAME: Joan L. Donegan (Mrs. Maurice F.)

ADDRESS: 3401 GLENMOOR DRIVE

CITY/TOWN: CHEVY CHASE STATE: MD ZIP CODE: 20815

PLEASE  
PRINT

I/We wish to comment or inquire about the following aspects of this project.

As a speaker at the Mar. 11 meeting, I am already on record as  
totally opposed to any widening of I-495 through Rock Creek Park.  
The well-expressed views in overwhelming opposition to Alternative B  
at that meeting are also a matter of record. For the Highway Administration to  
continue to try to force this unpalatable "alternative" (beginning as  
far back as 1968) down the throats of Montgomery County resi-  
dents and taxpayers is inexcusable.

In 1963, we who lived on the southern edge of the Park between  
Kensington Parkway and Stonybrook Drive, fought in vain to save  
the impressive stand of the oldest trees along the original creek  
bed. Behind our property remain trees of lesser grandeur but  
which were tagged and spared by State Roads only because  
of the efforts of our Save the Trees Committee. If the  
Highway Administration proceeds to encroach farther into this  
section of right-of-way, these trees will fall or be severely affected.  
This is but one example of why "betrayal of trust" and Maryland  
Highway Administrations are synonymous in the minds of residents -  
which was made quite obvious to H.A. officials at the meeting.

I am currently on the Mailing List.

Please add my/our name(s) to the Mailing List.



Maryland Department of Transportation

State Highway Administration

Lowell K. Bridwell  
Secretary  
M. S. Caltrider  
Administrator

March 17, 1982

RE: Contract No. M 512-185-372  
F.A.P. No. I-495-2(188)10  
I-495, Capital Beltway  
West of I-270 to West of  
Maryland 97

Mrs. Joan L. Donegan  
3401 Glenmoor Drive  
Chevy Chase, Maryland 20815

Dear Mrs. Donegan:

Your comments regarding the I-495, Capital Beltway, project have been received by this office. They will be entered into the public hearing transcript and made a part of the official record, along with the testimony you gave at the public hearing on March 11, 1982.

We appreciate your views and assure you that they will be considered before a decision is made concerning the project.

Your name has been added to the project mailing list and in this way you will be kept aware of future developments and advised of actions taken by the State Highway Administration.

Very truly yours,

Wm. F. Schneider, Jr., Chief  
Bureau of Project Planning

by: Ronald E. Moon  
Ronald E. Moon  
Project Manager

WFS:REM:cms

cc: Mr. Eugene T. Camponeschi

My telephone number is 659-1106

91-A

STATE HIGHWAY ADMINISTRATION

QUESTIONS AND/OR COMMENTS

Contract No. M 512-185-372

CAPITAL BELTWAY I-495

From West of I-270 to West of Maryland 97  
Combined Location and Design Public Hearing  
Thursday, March 11, 1982, 7:30 p.m.  
Albert Einstein High School Auditorium



Maryland Department of Transportation

State Highway Administration

Lowell K. Bridwell  
Secretary  
M. S. Caltrider  
Administrator

March 26, 1982

RE: Contract No. M 512-185-372  
F.A.P. No. I-495-2(188)10  
I-495, Capital Beltway  
West of I-270 to West of  
Maryland Route 97

PLEASE PRINT NAME: MR. & MRS. GREGORY GAGARIN  
ADDRESS: 9220 LeVelle Drive  
Chevy Chase, MD 20815  
CITY/TOWN: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP CODE: \_\_\_\_\_

I/We wish to comment or inquire about the following aspects of this project.

*We support the proposal to erect noise (sound) barriers along I 495 where it runs in close proximity to Park View Rd. (See Section 3 of the map).*

*Please note that the map is in error showing the old route of Jones Mill Rd. with a dog-leg bridge across Rock Creek. The new road & bridge slant directly across the open meadow - not a wooded area, as shown.*

*Ann G. Gagarin*

Mr. and Mrs. Gregory Gagarin  
9220 LeVelle Drive  
Chevy Chase, Maryland 20815

Dear Mr. and Mrs. Gagarin:

This will acknowledge receipt of your comments concerning the I-495 project. They will be made a part of the official project record by being entered into the public hearing transcript.

We appreciate your views and support of the proposals to erect noise barriers and assure you that they will be considered before any decisions are made concerning this project.

Your name has been added to the project mailing list, and in this way you will be kept aware of future developments and advised of the decision made by the State Highway Administration.

Very truly yours,

Wm. F. Schneider, Jr., Chief  
Bureau of Project Planning

by: *Ronald E. Moth*  
Ronald E. Moth  
Project Manager

WFS:REM:cms

cc: Mr. Eugene T. Camponeschi

I am currently on the Mailing List.

Please add my/our name(s) to the Mailing List.

My telephone number is 659-1106

*db*



"STATE HIGHWAY ADMINISTRATION"

QUESTIONS AND/OR COMMENTS

Contract No. M 512-185-372

CAPITAL BELTWAY I-495

From West of I-270 to West of Maryland 97  
Combined Location and Design Public Hearing  
Thursday, March 11, 1982, 7:30 p.m.  
Albert Einstein High School Auditorium

NAME: MRS GWEN LEOPOLD  
ADDRESS: 4105 BYEFORDE CT.  
CITY/TOWN: KENSINGTON STATE: MD ZIP CODE: 20895

PLEASE  
PRINT

I/We wish to comment or inquire about the following aspects of this project.

In the first place, the whole suggestion of using the available space is preposterous. The original "safe" roadway was never intended to hold two more lanes of traffic safely. In the second place, there are only two lanes each way of cars on the beltway at the I 270 interchange, and upright cement walls to support overpasses; so one would assume that nothing has been thought through in this respect. Thirdly, the reason for traffic delays is due to dangerous driving causing accidents - a crisis-situation that will occur more frequently when the same area allows a greater number of cars with no police protection.

The only way to save lives is to slow down the traffic, monitor the traffic, protect the citizens from law-breaking, risk-taking drivers, including 70-mph truck drivers. No protection is currently being used, and this is an experiment worth trying: STOP THE SPEEDERS. You have built a dangerous roadway; DO NOT MAKE IT MORE DANGEROUS. Build into the roadway reflector buttons to help drivers and to show when lane-changing is safe: BUILD SAFETY INTO THE SYSTEM YOU HAVE by using many more signs warning drivers of the dangerous roadway ahead. YOUR RESPONSIBILITY IS TO WARN OF THE DANGER, NOT TO INCREASE IT. So far you have done the absolute minimum in this respect, and the police are making it easy for speeders by staying away. We drive the beltway every day and can honestly say there are no STATE TROOPERS in this section giving anyone tickets or even showing their colors. What you propose is utter madness...what is needed is protection.

I am currently on the Mailing List.

Please add my/our name(s) to the Mailing List.

SHA 61.3-9-35 (Rev. 10/10/79)



Maryland Department of Transportation

State Highway Administration

Lowell K. Bridwell  
Secretary  
M. S. Catrider  
Administrator

March 19, 1982

RE: Contract No. M 512-185-372  
F.A.P. No. I-459-2(188)10  
I-495, Capital Beltway  
West of I-270 to West of  
Maryland Route 97

Mrs. Gwen Leopold  
4105 Byeford Court  
Kensington, Maryland 20895

Dear Mrs. Leopold:

Your comments regarding the I-495, Capital Beltway, project have been received by this office and will be made a part of the project record by being entered into the public hearing transcript.

We appreciate your views and assure you that they will be considered before a final decision is made concerning the project.

You will be advised of the decision made by the State Highway Administration and kept aware of future developments via the project mailing list.

Very truly yours,

Wm. F. Schneider, Jr., Chief  
Bureau of Project Planning

by: Ronald E. Moon  
Ronald E. Moon  
Project Manager

WFS:REM:cms

cc: Mr. Eugene T. Camponeschi

My telephone number is 659-1106

81-18

STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS  
Contract No. M 512-185-372  
CAPITAL BELTWAY I-495

From West of I-270 to West of Maryland 97  
Combined Location and Design Public Hearing  
Thursday, March 11, 1982, 7:30 p.m.  
Albert Einstein High School Auditorium



Maryland Department of Transportation  
State Highway Administration

March 11, 1982

Lowell K. Bridwell  
Secretary  
M. S. Caltrider  
Administrator

RE: Contract No. M 512-185-372  
F.A.P. No. I-495-2(188) 10  
I-495 (Capital Beltway)  
West of I-270 to West of  
Md. Route 97

PLEASE PRINT  
NAME: Algis A. Lukas  
ADDRESS: 10622 Great Arbor Dr.  
CITY/TOWN: Potomac STATE: Md. ZIP CODE: 20854

I/We wish to comment or inquire about the following aspects of this project.

Being a resident of Montgomery County, I and my family  
use the I-495 Beltway frequently. We find the Rock Creek portion  
of the Beltway crowded and unsafe. To avoid the congestion  
we sometimes use other alternate routes ~~over~~ through residential  
and urbanized areas to avoid the congestion on the Beltway.  
The dialy peak hour traffic reporters over the radio frequently  
advise motorists to stay off the Beltway altogether. This creates  
congestion on local streets.  
The Beltway through Rock Creek Park must be widened without  
delay in order to increase its capacity and reduce the number of  
accidents in that section.

Mr. Algis A. Lukas  
10622 Great Arbor Drive  
Potomac, Maryland 20854

Dear Mr. Lukas:

This is to acknowledge receipt of your comments re-  
garding the Rock Creek portion of the Capital Beltway  
(I-495).

We appreciate your views and assure you that they will  
be fully considered before a final decision is made  
concerning the project.

You will be advised of the decision by the State  
Highway Administration and kept aware of future develop-  
ments via the project mailing list.

Very truly yours,

Wm. F. Schneider, Jr., Chief  
Bureau of Project Planning

By: Ronald E. Moon

Ronald E. Moon  
Project Manager

WFS:DMA:as

cc: Mr. S. Lewis Helwig

I am currently on the Mailing List.  
 Please add my/our name(s) to the Mailing List.

My telephone number is (301) 659-1106

STATE HIGHWAY ADMINISTRATION

QUESTIONS AND/OR COMMENTS

Contract No. M 512-185-372

CAPITAL BELTWAY I-495

From West of I-270 to West of Maryland 97  
Combined Location and Design Public Hearing  
Thursday, March 11, 1982, 7:30 p.m.  
Albert Einstein High School Auditorium

NAME: MR & MRS FRANKLIN G. PETERS  
ADDRESS: 3408 GLENMOOR DR  
CITY/TOWN: CHEVY CHASE STATE: MD ZIP CODE: 20815

PLEASE  
PRINT

I/We wish to comment or inquire about the following aspects of this project.

WE WISH TO GO ON RECORD IN OPPOSITION  
TO THE PROPOSED PROJECT FOR THE  
FOLLOWING REASONS:

- There are many lesser cost, and effective  
options for improving safety in this  
sector of I-495 including strictly enforcing  
speed limits -- in our judgement these  
have not been fully developed/explained
- "Thousands of cars" increases in ADT  
translates to much more exposure  
to <sup>air</sup> pollution for bordering homes/occupants/vegetation  
The plan may meet an arbitrary or  
mandated standard, but I am not willing  
to accept this increase, nor is my family
- ADT impact on noise is also unacceptable  
to us -- it is noisy now -- it will be noisier  
later, even with the general types of artificial  
barriers described -- this is an impact.

I am currently on the Mailing List.

Please add my/our name(s) to the Mailing List.



Maryland Department of Transportation

State Highway Administration

Lowell K. Bridwell  
Secretary  
M. S. Caltrider  
Administrator

March 26, 1982

RE: Contract No. M 512-185-372  
F.A.P. No. I-495-2(188)10  
I-495, Capital Beltway  
West of I-270 to West of  
Maryland Route 97

Mr. and Mrs. Franklin G. Peters  
3408 Glenmoor Drive  
Chevy Chase, Maryland 20815

Dear Mr. and Mrs. Peters:

This will acknowledge receipt of your comments regarding the I-495 project. They will be made a part of the official record by being entered into the public hearing transcript.

We appreciate your views and assure you that they will be considered before a decision is made concerning this project.

You will be advised of the decision made by the State Highway Administration and kept aware of future developments via the project mailing list.

Very truly yours,

Wm. F. Schneider, Jr., Chief  
Bureau of Project Planning

by: Ronald E. Moon  
Ronald E. Moon  
Project Manager

WFS:REM:cms

cc: Mr. Eugene T. Camponeschi

My telephone number is 659-1106

Toll-free number for Impaired Hearing or Speech

62



STATE HIGHWAY ADMINISTRATION

QUESTIONS AND/OR COMMENTS

Contract No. M 512-185-372

CAPITAL BELTWAY I-495

From West of I-270 to West of Maryland 97  
Combined Location and Design Public Hearing

Thursday, March 11, 1982, 7:30 p.m.

Albert Einstein High School Auditorium



Maryland Department of Transportation

State Highway Administration

Lowell K. Bridwell  
Secretary

M. S. Caltrider  
Administrator

March 18, 1982

RE: Contract No. M 512-185-372  
F.A.P. No. I-495-2(188)10  
I-495, Capital Beltway  
West of I-270 to West of  
Maryland Route 97

NAME: Mrs George W REITWIESNER

ADDRESS: 2201 SALISBURY ROAD

CITY/TOWN: SILVER SPRING STATE: MARYLAND ZIP CODE: 20910

PLEASE  
PRINT

I/We wish to comment or inquire about the following aspects of this project.

If Traffic is going to go through the Neighboreds  
rather than on the Beltway during construction. We  
would like someone to Investigate a FOUR WAY  
STOP SIGN at Warren Street + Linden Lane  
(between Forest Glen Military Base and Ga + Seminary) because  
of excessive Speed, poor vis. bility from Warren  
Street and the added impact of extra traffic  
Whenever anything is "wrong" on the Beltway.

Mrs. George W. Reitwiesner  
2201 Salisbury Road  
Silver Spring, Maryland 20910

Dear Mrs. Reitwiesner:

Your comments regarding the I-495, Capital Beltway, project have been received by this office and will be entered into the public hearing transcript.

We appreciate your views and assure you that they will be fully considered before a decision is made concerning this project. The State Highway Administration does not maintain jurisdiction or responsibility over the local streets and roads in your neighborhood, however, we will ask our District office in Greenbelt to forward your request for a Four Way Stop Sign at Warren Street and Linden Lane to the appropriate Montgomery County authorities.

Your name has been added to the project mailing list and, in this way, you will be kept aware of future developments and advised of the decision made by the State Highway Administration concerning this project.

Very truly yours,

Wm. F. Schneider, Jr., Chief  
Bureau of Project Planning

by: Ronald E. Moon  
Ronald E. Moon  
Project Manager

WFS:REM:cms

cc: Mr. Eugene T. Camponeschi (w/attach.)

I am currently on the Mailing List.

Please add my/our name(s) to the Mailing List.

My telephone number is 659-1106

Telephone for Impaired Hearing or Speech

SHA 61.3-9-35 (Rev. 10/10/79)

V-22

STATE HIGHWAY ADMINISTRATION

QUESTIONS AND/OR COMMENTS

Contract No. M 512-185-372

CAPITAL BELTWAY I-495

From West of I-270 to West of Maryland 97  
Combined Location and Design Public Hearing  
Thursday, March 11, 1982, 7:30 p.m.  
Albert Einstein High School Auditorium



Maryland Department of Transportation

State Highway Administration

Lowell K. Bridwell  
Secretary  
M. S. Caltrider  
Administrator

March 23, 1982

RE: Contract No. M 512-185-372  
F.A.P. No. I-495-2(188)10  
I-495, Capital Beltway  
West of I-270 to West of  
Maryland Route 97

PLEASE  
PRINT

NAME: M. B. Stock

ADDRESS: 4300 Dunnel Lane

CITY/TOWN: Kensington STATE: MD ZIP CODE: 20895

I/We wish to comment or inquire about the following aspects of this project.

*As a member of Byefade - Rock Creek  
Highlands Civic Association, I advocate  
earth berm noise barriers - The constant  
noise of traffic is already unbearable.  
I oppose a new Jersey Turnpike construction  
and support the views of the Coalition  
of Rock Creek Civic Associations.*

Ms. M. B. Stock  
4300 Dunnel Lane  
Kensington, Maryland 20895

Dear Ms. Stock:

This is to acknowledge receipt of your comments regarding the Capital Beltway, I-495. They will be made a part of the official project record by being entered into the public hearing transcript.

We appreciate your views and assure you that they will be fully considered before a final decision is made concerning the project.

You will be advised of the decision made by the State Highway Administration and kept aware of future developments via the project mailing list.

Very truly yours,

Wm. F. Schneider, Jr., Chief  
Bureau of Project Planning

by: Ronald E. Moon  
Ronald E. Moon  
Project Manager

WFS:REM:cms

cc: Mr. Eugene T. Camponeschi

I am currently on the Mailing List.

Please add my/our name(s) to the Mailing List.

My telephone number is 659-1106

Teletypewriter for Impaired Speech

21

STATE HIGHWAY ADMINISTRATION

QUESTIONS AND/OR COMMENTS

Contract No. M 512-185-372

CAPITAL BELTWAY I-495

From West of I-270 to West of Maryland 97  
Combined Location and Design Public Hearing

Thursday, March 11, 1982, 7:30 p.m.

Albert Einstein High School Auditorium

NAME: Mr. Jim Welsh

ADDRESS: 4805 Edgefield Road

CITY/TOWN: Bethesda STATE: MD ZIP CODE: 20814

PLEASE PRINT

I/We wish to comment or inquire about the following aspects of this project.

(1) With the recommendation of 3 wall type noise barriers along the eastbound lanes, will there be or is there noise reflected by those barriers across the beltway to the north where I live? The report recommends the construction of 6 barriers - where would the 6 others be located and what commitment is there to build them.

(2) Quantity of stormwater runoff - the report states the Build Alternative would increase runoff to the entire watershed by "only" 3 percent. As with the entire watershed, its destruction comes by such small increments, can the paved medium shoulders be constructed with more permeable materials to slow capture runoff? (I recall someone at the U. of Md - College Park was experimenting with permeable pavements in parking lots - have you looked into this?)

(Note: my major concern is with noise and pollution from the beltway on the north and at my house. Traffic will inevitably increase, but neither alternative offers much hope for a reduction in the sounds or smells of the highway.

I am currently on the Mailing List.

Please add my/our name(s) to the Mailing List.

Thanks



Maryland Department of Transportation

State Highway Administration

Lowell K. Bridwell  
Secretary  
M. S. Caltrider  
Administrator

March 31, 1982

RE: Contract No. M 512-185-372  
F.A.P. No. I-495-2(188)10  
I-495 (Capital Beltway)  
West of I-270 to West of  
Maryland Route 97

Mr. Jim Welsh  
4805 Edgefield Road  
Bethesda, Maryland 20814

Dear Mr. Welsh:

This is to acknowledge receipt of your comments concerning the I-495 (Capital Beltway) project. We appreciate your views and they will be made a part of the formal transcript of the public hearing and considered in the final decision for this project.

As a result of a detailed noise analysis, wall type noise barriers were determined to be the most effective and feasible means of noise abatement, and have been recommended in three locations along the eastbound lanes of the Capital Beltway. While barriers have been recommended as a part of the Build Alternative, details of design such as height, texture, and material have not been worked out, however, their design and texture should be such so as to preclude the reflection of noise across the beltway.

The need for the other six barriers has been tentatively identified, and their locations are shown on the attached map, however, a decision has not been made and there is no commitment to build these six barriers. The feasibility of constructing them will be determined through further analysis during the final design phase.

The use of permeable pavement materials for the construction of the shoulders was looked into, however, due to the necessary maintenance of traffic during construction, which would utilize the shoulders as a temporary traffic lane, the use of such materials was not considered practical at this time. The graded vehicle recovery areas to the right of the paved shoulders will be planted in grass and this will slow runoff to a considerable degree.

My telephone number is 659-1106

Teletypewriter for Impaired Hearing or Speech

SHA 61.3-9-35 (Rev. 10/10/70)

Mr. Jim Welsh  
March 31, 1982  
Page 2

Again, I would like to thank you for your comments and should you need additional information, please let me know.

Very truly yours,

Wm. F. Schneider, Jr., Chief  
Bureau of Project Planning

by: Ronald E. Moon  
Ronald E. Moon  
Project Manager

WFS:REM:cms  
Attachment

cc: Mr. Eugene T. Camponeschi





STATE HIGHWAY ADMINISTRATION

QUESTIONS AND/OR COMMENTS

Contract No. M 512-185-372

CAPITAL BELTWAY I-495

From West of I-270 to West of Maryland 97  
Combined Location and Design Public Hearing  
Thursday, March 11, 1982, 7:30 p.m.  
Albert Einstein High School Auditorium



Maryland Department of Transportation

State Highway Administration

Lt. Col. K. Bridwell  
Exec. Secy  
M. S. Celtrider  
Asst. Director

March 17, 1982

RE: Contract No. M 512-185-372  
F.A.P. No. I-495-2(188)10  
I-495, Capital Beltway  
West of I-270 to West of  
Maryland 97

PLEASE  
PRINT

NAME: Cherise Baker Whited, President, ESSCA  
ADDRESS: 404 Thayer Place  
CITY/TOWN: Silver Spring STATE: MD ZIP CODE: 20910

I/We wish to comment or inquire about the following aspects of this project.

At our March 8 1982 meeting of the East  
Silver Spring Citizens Association Inc.  
the membership voted to endorse  
Alternative B (Build 8 lanes) of the  
Location/Design (Public Hearing scheduled  
for 3-11-82) Project for the Capital Beltway I-495.

Mrs. Cherise Baker Whited  
President  
East Silver Spring Citizens  
Association, Inc.  
404 Thayer Place  
Silver Spring, Maryland 20910

Dear Mrs. Whited:

We have received your comments on the I-495, Capital Beltway, project. They will be entered into the public hearing transcript and made a part of the official project record.

We appreciate the action of your organization in voting to endorse this project and before any decision is made, it will be fully considered.

Your name has been added to the project mailing list and in this way you will be kept aware of future developments and advised of the decision by the State Highway Administration.

Very truly yours,

Wm. F. Schneider, Jr., Chief  
Bureau of Project Planning

by: Ronald E. Moon  
Ronald E. Moon  
Project Manager

WFS:REM:cms

cc: Mr. Eugene T. Camponeschi

I am currently on the Mailing List.  
 Please add my/our name(s) to the Mailing List.

SHA 61.3-9-75 (Rev. 10/10/79)

My telephone number is 659-1106

## STATE HIGHWAY ADMINISTRATION

## QUESTIONS AND/OR COMMENTS

Contract No. M 512-185-372

CAPITAL BELTWAY I-495

From West of I-270 to West of Maryland 97  
 Combined Location and Design Public Hearing  
 Thursday, March 11, 1982, 7:30 p.m.  
 Albert Einstein High School Auditorium

NAME: Robertson YOUNGQUISTADDRESS: 9705 Kingston RoadCITY/TOWN: Kensington STATE: MD ZIP CODE: 20895PLEASE  
PRINT

I/We wish to comment or inquire about the following aspects of this project.

1) + Comment: A-OK!

A) well-done job, both in  
i) finding the best answer within  
the constraints,  
ii) presenting clearly your findings.

'lowlands':

2) ? Inquiry: Run-off Flooding of Beach Drive

A. I have been concerned ever  
since the Beltway was built  
that the <sup>walls of the</sup> bridge-way over  
Beach Drive / Stony Brook Drive  
will dam the flow of Rock Creek.

∴ B. Have you looked at the flood  
statistics / 100-year projections of the  
Rock Creek Watershed in the  
'lowlands' between ~ Cedar Lane and  
the Beltway overpass of Beach Drive?

 I am currently on the Mailing List. (I don't want to be flooded.) Please add my/our name(s) to the Mailing List.

## Maryland Department of Transportation

State Highway Administration

Lowell K. Bridwell  
 Secretary  
 M. S. Caltrider  
 Administrator

March 26, 1982

RE: Contract No. M 512-185-372  
 F.A.P. No. I 495-2(188)10  
 I-495, Capital Beltway West  
 of I-270 to West of Maryland  
 97

Mr. Robertson Youngquist  
 9705 Kingston Road  
 Kensington, Maryland 20895

Dear Mr. Youngquist:

Your comments regarding the Capital Beltway project (I-495) have been received by this office. They will be entered into the public hearing transcript and made a part of the official project record.

In response to your inquiry concerning the 100 year floodplain of the Rock Creek Watershed, a study of impacts to the floodplain was performed in conjunction with this project. The results of that study indicates that there will be a minor impact to the floodplain through the loss of a very small amount of storage area in the vicinity of Cedar Lane. The actual impact on the level of floodwaters for the 100 year flood is negligible and any increase in upstream floodwater elevation would effect only undeveloped parkland.

We appreciate your support of this project, and assure you that your views will be fully considered before a final decision is made. If further information is needed, please let us know. Through the project mailing list you will be kept aware of future developments and advised of the decision by the State Highway Administration.

Very truly yours,

Wm. F. Schneider, Jr., Chief  
 Bureau of Project Planning

By: Ronald E. Moon  
 Ronald E. Moon  
 Project Manager

WFS:REM:bk

cc: Mr. Eugene T. Camponeschi

My telephone number is 659-1106

Teletypewriter for Impaired Hearing or Speech

TATE HIGHWAY ADMINISTRATION

QUESTIONS AND/OR COMMENTS

Contract No. M 512-185-372

CAPITAL BELTWAY I-495

From West of I-270 to West of Maryland 97  
Combined Location and Design Public Hearing  
Thursday, March 11, 1982, 7:30 p.m.  
Albert Einstein High School Auditorium



Maryland Department of Transportation

State Highway Administration

April 28, 1982

Lowell K. Bridwell  
Secretary  
M. S. Catrider  
Administrator

RE: Contract No. M 512-185-372  
1-495 (Capital Beltway)  
West of I-270 to West of  
Maryland Route 97

Mr. Peter D. Galvin  
9633 Parkwood Drive  
Bethesda, Maryland 20814

Dear Mr. Galvin:

This is in response to your recent inquiry regarding noise barriers on the parkland (north) side of the Capital Beltway between Rockville Pike and Connecticut Avenue.

The current planning studies on this section of the Beltway through Rock Creek Park has included a comprehensive noise analysis for both the No-Build and Build Alternatives in the study area. Measurements of ambient noise levels were made at 23 sensitive receptor locations along both sides of the Beltway, including sites within the Park.

Noise levels were predicted at each of the 23 sites for both the No-Build and Build Alternates in the year 2010 using "worst case" traffic volumes and conditions, and evaluations were made to determine the noise impacts at each. Wall-type noise barriers were evaluated for the Build Alternate, where required to reduce noise levels below 70 dBA. A noise barrier in the vicinity of Cedar Lane along the westbound lanes of the Capital Beltway has been considered in this study. While a barrier in this location would provide protection for a section of Rock Creek Park used for recreation and picnicking, and is technically feasible, it would require approval of the Maryland-National Capital Park and Planning Commission. A final decision will not be made regarding this or any of the other proposed barriers without further coordination with the agencies involved.

Locations of all proposed noise barriers are shown in the brochure that was used at the recent Public Hearing. In the event that you did not receive a brochure through the mail, another is being enclosed with this letter.

Very truly yours,

Wm. F. Schneider, Jr., Chief  
Bureau of Project Planning

WFS:REM:cms  
Enclosure

cc: Mr. E. Camponeschi  
Mr. D. Wallace  
Mr. C. Anderson

by: *Ronald E. Moon*  
Ronald E. Moon, Project Manager

My telephone number is 630-1116  
Telephone number for Impaired Hearing or Speech

PLEASE  
PRINT

NAME: Peter D. Galvin

ADDRESS: 9633 Parkwood Drive

CITY/TOWN: Bethesda STATE: Md. ZIP CODE: 20814

I/We wish to comment or inquire about the following aspects of this project.

*Please advise as to why current design does not provide sound barrier on parkland side between Rockville Pike and Connecticut Ave.*

*More specifically, are there technical or engineering problems which bear consideration of such a barrier?*

*I was unable to attend hearing.  
Thanks for your attention.*

I am currently on the Mailing List.

Please add my/our name(s) to the Mailing List.

V-28

VTE HIGHWAY ADMINISTRATION

QUESTIONS AND/OR COMMENTS

Contract No. M 512-185-372

CAPITAL BELTWAY I-495

From West of I-270 to West of Maryland 97  
Combined Location and Design Public Hearing  
Thursday, March 11, 1982, 7:30 p.m.  
Albert Einstein High School Auditorium



Maryland Department of Transportation

State Highway Administration

Lowell K. Bridwell  
Secretary  
M. S. Caltrider  
Administrator

June 23, 1982

RE: Contract No. M 512-185-372  
I-495, Capital Beltway  
W. of I-270 to W. of Md. 97

NAME: Lillian W. Golovin  
ADDRESS: 9719 Bellevue Drive  
CITY/TOWN: Bethesda STATE: MD ZIP CODE: 20814

PLEASE PRINT

Ms. Lillian W. Golovin  
9719 Bellevue Drive  
Bethesda, Maryland 20814

Dear Ms. Golovin:

This is to acknowledge receipt of your comments concerning the Capital Beltway project between I-270 and Georgia Avenue (Maryland Route 97).

In response to your concerns regarding the 100 year flood, our studies indicate that the proposed improvements to the Beltway would have little effect on the floodplain. The 100-year floodplain in the project area has been mapped by the Maryland National Capital Park and Planning Commission. According to these maps, the southern boundary of the 100-year floodplain is generally the embankment on which the Capital Beltway is constructed. In the 100 year storm, flooding could occur on sections of the Beltway as it is now constructed, including the section between Cedar Lane and the Pook's Hill interchange. The proposed improvements which consist of widening the existing roadway should not worsen this condition. There will be a minor impact to the floodplain in the vicinity of Cedar Lane, where retaining wall construction will result in the loss of a small amount of storage area. However, this loss will be insignificant and any increase in floodwater elevations will be negligible.

As a result of a detailed noise analysis conducted for this project, noise barriers have been recommended and are proposed in three locations along the eastbound lanes of the Capital Beltway. One of these locations is between Wisconsin Avenue and the existing earth berm, just west of Cedar Lane. Some mention of constructing earth type barriers was made at the Public Hearing in March, however, there have been no decisions made as to the type of barriers to be installed. Details of design, such as the type of barrier, material, texture and height will be worked out in the design phase of the project and in consultation with the affected communities.

I/We wish to comment or inquire about the following aspects of this project.

I was out of town at the time of this hearing.

I have owned the property at 9719 Bellevue and survived the many changes in the area. One day I hope to look out and see no new construction of buildings or roads.

My concern now may be unwarranted, but my property is listed by Park & Planning as being subject to flooding by the 100 year flood under ultimate rainfall conditions. And see more land covered by buildings & high rise apt's and more roads paved, I do feel a little concerned. Mention has been made of earth barriers for nearby houses. I have never had water in my basement or yard and certainly would like to see it stay that way.

I am currently on the Mailing List.

Please add my/our name(s) to the Mailing List. 6/15/82

My telephone number is 659-1106

Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free

af

Ms. Lillian W. Golovin  
Page Two (2)  
June 23, 1982

As you have requested, your name has been added to the project mailing list. In this way, you will be kept aware of future developments on this project. Also, a brochure that was prepared for use at the Public Hearing is enclosed with this letter.

I would like to thank you for writing, and should you desire further information, please let me know.

Very truly yours,

Wm. F. Schneider, Jr., Chief  
Bureau of Project Planning

by:   
Ronald E. Moon  
Project Manager

WFS:REM:ds  
Attachment

cc: Mr. Eugene T. Camponeschi  
Mr. S. Lewis Helwig  
Mr. David Wallace

V-29

93

03-A

March 15, 1982

Mr. Eugene T. Camponeschi , Hearing Officer  
State Highway Administration  
9300 Kenilworth Ave.  
Greenbelt , Md. 20770

Re: Proposed Expansion of I495 in Montgomery Co.

Dear Sir:

I wish the record to show my strong opposition to the addition of two lanes to I495 from I270 to Georgia Ave.

I have lived in this neighborhood since 1956 and have observed the deterioration resulting from the noise and air pollution from I495 since it was constructed.

I attended the public meetings prior to the original construction of the beltway, the recent meetings, and studied statements concerning the expansion proposed now. At the time of the original construction I heard some of the same forecasts that I hear now, but I have observed the exact opposite. Traffic that normally would be spread over a wide area has been concentrated on the feeder/ exit streets with the normal problems associated with overloading.

Citizens of the area were also promised noise barriers at the time of the original construction but the State failed to honor that promise once the pavement was down and the citizens were faced with a fait accompli.

I question the accuracy of your projections of traffic volume on I 495 for the future and the amount of relief provided feeder streets. In your pamphlet prepared for the March 11, 1982 meeting positive statements are made but no information is provided on how these conclusions were reached. I presume they are mathematically derived based upon a set of assumptions. The fact that conclusions can vary widely as a result of the assumptions selected is widely known. If we look at the record of what happened to the present beltway, Rookville Pike and Connecticut Ave. following new construction we can be reasonably certain that traffic volume will expand rapidly this time also, and in a very short time the present situation will be recreated- except that it probably will be worse as a result of your failure to expand the exits. i.e. 33% more traffic will try to use exits already overloaded during rush hours.

You make a point that the " Build Alternative " will have an accident rate " which is significantly less than the " No Build ". I also question the validity of this statement and wonder how it was derived. If new lanes are built, southbound I 270 traffic will need to cross one additional lane to exit south on Connecticut Aves. etc.

The same mistake is being made here as has been made in the past in the whole area - namely, traffic has been concentrated in too few areas. It is time to recognize this mistake and start to spread the load rather than to concentrate it more, and to support public transportation with improved access and parking.

On page 1 of the material prepared for the March 11 meeting, reference is made to the construction agreement with the National Capital Planning Commission and the Maryland National Capital Park & Planning Commission that the segment within the park would be limited to six lanes. If I heard you correctly at the March 11 meeting you answered a question on this matter by reporting that your Attorney met with their Attorney wherein it was agreed that you could proceed with four lanes. It would appear that this is legally questionable without a public hearing.

I also note on page 1 of the material prepared for the March 11 meeting that you report on the December 7, 1981 meeting to the effect that " the vast majority of those persons in attendance seemed to support the Build Alternative". I attended that meeting and remember clearly that persons who tried to make statements were cut off with a remark that that meeting was not the time nor place for statements and were dismissed to an adjoining room to review exhibits. The remarks that I overheard from people seated near me expressed disgust that they had come out on a rainy night and then were not permitted to express their opposition to the project.

I hope that the strong opposition of Citizen groups and others expressed at the March 11 meeting will cause the Highway Administration to reconsider its plan to expand I 495 and favor actions that will reduce traffic by making it easy to use public transit. e.g. feeder roads to metro stations and adequate parking at those stations.

Sincerely,  
*Paul W. Reed*  
Paul W. Reed  
4509 Traymore St.  
Bethesda, Md. 20814

RECEIVED  
STATE HIGHWAY ADMINISTRATION  
MARCH 16 1982

94



Maryland Department of Transportation

State Highway Administration

March 22, 1982

Lowell K. Bridwell  
Secretary  
M. S. Caltrider  
Administrator

Office of District Engineer  
State Highway Administration  
9300 Kentworth Avenue  
P.O. Box 327  
Greenbelt, Maryland 20770

Mr. Paul W. Reed  
4509 Traymore Street  
Bethesda, Maryland 20814

Re: Contract M-512-185-372  
I-495 - from west of I-270  
to west of MD 97

Dear Mr. Reed:

This is to acknowledge receipt of your letter dated March 15, 1982 which records your opposition to the addition of two (2) lanes to I-495 between the subject limits.

Your statement will be made part of the formal transcript and will be addressed and considered in the final decision for this project.

Sincerely,  
ORIGINAL SIGNED BY  
EUGENE T. CAMPONESCHI

Eugene T. Camponeschi  
District Engineer

ETC:ja  
cc: W. F. Schneider  
Dave Wallace  
RK & K

My telephone number is 345-7100 Ext. 212

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V-31

CS



Maryland Department of Transportation

State Highway Administration

Lowell K. Bridwell
Secretary
M. S. Caltrider
Administrator

10644 Weymouth St. #204
Bethesda, Md. 20814
March 29, 1982

April 8, 1982

RE: Contract No. M 512-185-372
F.A.P. No. I 495-2(188)10
I-495 (Capital Beltway)
West of I-270 to West of
Maryland 97

RECEIVED

APR 8 1982

OFFICE OF
PLANNING & FACILITY ENGINEERING

Mr. Hal Kassoff,
State Highway Administration
707 North Calvert St.
Baltimore, Md. 21202

Dear Mr. Kassoff,

I wish to go on public record as a strong supporter of the NO-BUILD ALTERNATIVE A proposal concerning the future destiny of the 3.5 miles of the Capital Beltway I-495 between I-270 and Georgia Ave. I strongly oppose the BUILD ALTERNATIVE B concerning this section.

Adding two additional lanes within the existing right of way will increase capacity but will do nothing to solve the basic design flaw in that section. On page two of your green public hearing brochure you state that the "lack of design consistency is a major factor in the high accident rates and poor operating conditions experienced in this part of the Beltway." This "lack of design consistency" will not be altered with the addition of two additional lanes. The twisting roadway with its numerous curves and exits will remain. The addition of two lanes will eventually add more cars to the same design flawed Beltway area resulting in more accidents. There will be more lane switching and cars travelling in excess of 50 m.p.h. during non peak hours. I recommend that the State Highway Administration incorporate the safety features mentioned in the BUILD ALTERNATIVE B to the NO BUILD ALTERNATIVE A (median barrier, wider shoulders, better lighting, etc.) to improve safety and service along the existing roadway. Put up more speed limit and warning signs, (which are almost non-existent), and ENFORCE THE SPEED LIMIT! It seems ludicrous to spend millions of dollars on a 3.5 mile section of roadway considering the poor condition of many state highways and bridges. I would much rather see my tax dollar spent on repairing existing roadways and bridges rather than on adding more lanes to the Beltway, (and I travel the 3.5 mile section in question regularly).

I am also concerned about the impact of the BUILD ALTERNATIVE B on Rock Creek. Although a sediment control plan is proposed for the project, the Montgomery County office responsible for enforcement of sediment laws is pitifully understaffed. Sediment is one of the biggest environmental problems concerning the health and vitality of Rock Creek. Another concern is storm water runoff. Rock Creek will continue to experience increased runoff as more of the watershed is paved over. Any increased runoff is significant to park structures, equipment and facilities located downstream. Rock Creek already suffers from an overabundance of pollutants. Water quality of this aesthetic resource will worsen. Although no parkland will be sacrificed, (THANK GOD) the water quality of Rock Creek will be permanently worsened.

In closing, I'd like to encourage the State Highway Administration to choose NO-BUILD ALTERNATIVE A. Safety features could be incorporated to make it as safe or safer than ALTERNATIVE B. ALTERNATIVE B will only put more cars on the same design flawed roadway that currently exists. Thank you very much.

Sincerely,

William B. Yeaman
William B. Yeaman

Mr. William B. Yeaman
10644 Weymouth St. #204
Bethesda, Maryland 20814

Dear Mr. Yeaman:

This is to acknowledge receipt of your letter dated March 29, 1982 regarding the proposed improvements to the Capital Beltway (I-495). Your letter will be made a part of the official project record by being entered into the public hearing transcript.

We appreciate your views and assure you that they will receive every consideration before a decision is made concerning this project. You will be advised of the decision by the State Highway Administration and kept aware of future developments via the project mailing list.

Very truly yours,

Hal Kassoff

Hal Kassoff, Director
Office of Planning and
Preliminary Engineering

HK:bk

cc: Mr. Eugene T. Camponeschi
Mr. Wm. F. Schneider, Jr.

My telephone number is 659-1110

Teletypewriter for Impaired Hearing or Speech
387 7555 Baltimore Metro - 565-0451 O.C. Metro - 1-800-492-5062 Statewide Toll Free

Handwritten initials 'db'

V-32



D. Agency Letters

1. Montgomery County Planning Board (of M-NCP&PC)

At its regular meeting on March 18, 1982, the Montgomery County Planning Board unanimously approved the Selected Alternative, subject to several conditions. Their approval and the noted conditions are documented in the letter and memoranda reproduced on the following pages (V-34 through V-36). Responses to their comments have been appended where appropriate.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
8787 Georgia Avenue • Silver Spring, Maryland 20907

(301) 278-1000  
565-7408

March 19, 1982

Mr. M. S. Caltrider, Administrator  
State Highway Administration  
707 N. Calvert Street  
Baltimore, Maryland 21203

Re: Capital Beltway (I-495)  
From I-270 to MD Route 97

Dear Mr. Caltrider:

The Montgomery County Planning Board, at its regular meeting on March 18, 1982, reviewed the recommendations of the Planning Staff and the Park Staff on the proposed improvements of adding additional lanes to the subject project.

The Board voted unanimously to approve the staff's recommendation of approval of Alternative B subject to the conditions recommended in the memorandums by the Environmental Planning Division and the Parks Department.

Sincerely yours,

*Norman L. Christeller*  
Norman L. Christeller  
Chairman

NLC:ELF:bap

Attachment

Form 20 11/78

MEMO



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

March 12, 1982

TO: Robert Winick, Chief, Transportation Division  
VIA: Jorge A. Valladares, Chief Environmental Planning Division *JAV*  
FROM: Nazir Baig, Environmental Planning Coordinator *Nazir Baig*  
SUBJECT: MD. DOT Environmental Assessment Study for I-495 (Capital Beltway)

We have carefully reviewed the above-referenced study. Staff recommends that the proposed "build" alternative be conditionally approved based upon the following:

- 1) All drainage alterations, modifications, and/or improvements will conform to M-NCPPC requirements.
- 2) All land surface and/or stream channel disturbance activities within M-NCPPC park land will be subject to M-NCPPC review and approval.
- 3) The M-NCPPC Parks Department should address the need for noise barriers along Rock Creek Park to protect park users. If the Parks Department feels that barriers are not necessary for the park, Maryland DOT/SHA should reexamine the proposed barriers to consider the noise reduction benefits for the houses located north of the Park.
- 4) The height of the proposed barriers needed to protect other residences adjacent to the beltway necessitates a careful evaluation and consideration of the aesthetics of these barriers. M-NCPPC should be involved in every stage of review and design of these barriers, and should be involved in all decisions which may change the barrier appearance for structural, aesthetic, engineering, or environmental reasons.
- 5) M-NCPPC should be apprised of all meetings with citizens where barrier design is discussed.

Should you have additional questions please contact us.

NB:JAV:el

cc: J. Kordis  
S. Federline  
J. CalH

Response: (1) thru (5)

As with this Project Planning Study, SHA will closely coordinate the Final Design and Construction Phases with M-NCP&PC.

*JB*

V-34

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

MCPB  
Item #31  
3/18/82

March 15, 1982

MEMORANDUM

TO: Montgomery County Planning Board  
FROM: Planning Staff  
SUBJECT: Capital Beltway (I-495) from I-270 to MD Route 97

The State Highway Administration has conducted a study to determine measures which would increase the safety and capacity of the existing six-lane section of the subject project. Two alternatives are under consideration. These are Alternative A: the no-build alternative which would result in the continued use of the six-lane roadway and Alternative B: the build alternative which proposes to upgrade the existing six-lane roadway to eight-lanes, and the incorporation of other capacity and safety improvements which can reasonably be accomplished completely within the existing right-of-way.

Attached is a copy of the brochure describing the project and a memo from the Environmental Planning Division commenting on the environmental assessment document. A memo from the Parks Department on this project will be distributed to the Board prior to Thursday's meeting.

The staff is recommending approval of Alternative B subject to the conditions that are recommended by the above memorandums.

Attachments

Form 20 11/78

MEMO



MCPB  
Item #31  
3/18/82

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

March 16, 1982

TO: Montgomery County Planning Board  
FROM: Department of Parks, Montgomery County  
SUBJECT: Proposed Capital Beltway Improvements,  
Rock Creek Park Area

The Maryland Department of Transportation, State Highway Administration, is planning the improvement of a section of Interstate 495 (The Capital Beltway) in Montgomery County. The proposed improvements begin just west of Route 270 (I-270) and extend in an easterly direction a distance of approximately 3.5 miles, to the Forest Glen area west of Maryland Route 97. The majority of the project area is within right of way originally acquired from Rock Creek Park Unit Three, and is bordered by the park on both sides.

The State Highway Administration and the Department of Transportation Planning have kept the Department of Parks informed and involved in the planning/design process for this project since its inception, and during that time the Department of Parks has made its concerns clear.

The major concern expressed was that no additional parkland should be used for highway right of way or improvements. The other major concerns were related to environmental impacts of the project on the park, particularly in the areas of storm water management; air, water, and noise pollution; and visual impact. It is our opinion that planning done to date has addressed all these concerns very well.

The State Highway Administration conducted a combined Location/Design Public Hearing on this project 7:30 P.M., Thursday, March 11, 1982 at the Albert Einstein High School, Kensington.

The "build alternative" now being studied is concentrated on the improvement of the existing highway within the right of way of the existing facility. The study proposes the reconstruction of this segment of the beltway to an eight-lane roadway, having the safety and capacity improvements which can reasonably be accomplished within the existing right of way. The project will involve no stream relocations, and there will be no additional floodplain encroachments. An environmental assessment has been prepared by the consultant for S.H.A.

TRANSPORTATION PLANNING DIVISION  
MCPB  
MAR 16 1982

V-35

CP

During review of the study with S.H.A. representatives, the consultant, and staff, there was considerable discussion regarding location and design of retaining walls and noise abatement structures. It was determined that an on-site inspection of the proposed wall and structure locations would be desirable. This inspection was held 1:30 P.M., March 8, 1982 by the following:

- (1) Edward Ferber, Transportation Planning Division
- (2) Steve Federline, Environmental Planning Division
- (3) Robert Bushnell, Urban Design Division
- (4) Carl Schoening, Associate Director of Parks
- (5) Joseph P. Kondis, Chief, E & D Division
- (6) Hans Hanses, Landscape Architect, E & D Division
- (7) Robert Harris, National Capital Planning Commission

The most critical area regarding noise and visual impact on the park is the Cedar Lane area, west of the beltway. The elevation of the beltway above the park here will make it the most difficult location to screen. While a combination retaining wall and 15' high noise abatement structure would probably be the most effective from a noise standpoint, it could be very undesirable from a visual standpoint. We recommend that heavy planting of evergreens be considered in some combination with retaining wall and low level noise abatement structure instead.

It should be pointed out that decibel level readings from Cedar Lane and Beach Drive traffic at this location often exceeded those from the beltway, as registered on the noise monitoring device operated by Steve Federline of Environmental Planning.

The second most critical area regarding noise and visual impact on the park is the area between Beach Drive and the beltway southeast of Raymoor Road. While a noise abatement structure would be beneficial at this location, we feel that it is just as important that as many of the existing (deciduous) trees on the bank as possible be saved. A supplemental planting of evergreens at this location should be considered.

Except for these two areas, it was the feeling of the group that the greatest noise and visual impacts would be on private residences adjoining the park, and use of other noise abatement structures should address that problem.

Other recommendations:

- (1) Existing trees growing on the bank between the beltway paving and Rock Creek should be preserved where possible. Supplemental planting of tall evergreens on this bank should be given consideration.

(2) Retaining walls and/or noise abatement structures should be used only where absolutely necessary. The comprehensive design should attempt to retain natural vistas and a park-like atmosphere, to the greatest extent possible.

(3) Project plans shall include a landscape plan acceptable to The Maryland-National Capital Park and Planning Commission.

(4) All of these recommendations should be reviewed, and responded to, by the S.H.A. Bureau of Landscape Architecture Chief, Charles R. Anderson.

JPK/dw

cc - E. Ferber  
S. Federline  
J. Galli

Response: ((1), (3), and (4))

The Bureau of Landscape and Architecture, Md SHA, will prepare a landscape plan for this project, and will closely coordinate this plan with M-NCP&PC.

(2)

The noise analyses conducted as a part of this Project Planning Study have been reviewed by the Environmental Planning Group of M-NCP&PC. In addition, a field inspection was held by staff from M-NCP&PC on March 8, 1982. As a result of M-NCP&PC's review, the limits of the noise barriers have been revised, and the barriers originally proposed adjacent to Rock Creek Park have been deleted. The Build Alternative incorporates the suggestions made by M-NCP&PC.

100

101

2. Metropolitan Washington Council of Governments

The Metropolitan Washington Council of Governments, (COG), reviewed this project as part of the A-95 Clearinghouse Process. Their Memorandum and attached Review comments are reproduced on the following pages (V-38 through V-40). As noted on page 4 of their Memorandum, dated May 20, 1982, they endorsed implementation of the Selected Alternative, Alternative B.



metropolitan washington  
**COUNCIL OF GOVERNMENTS**  
 1875 Eye Street, N.W., Suite 200, Washington, D.C. 20006 223-6800

COG #23

**A-95 METROPOLITAN CLEARINGHOUSE MEMORANDUM**

TO: Mr. William F. Schneider, Jr., Chief  
 Maryland Department of Transportation  
 Bureau of Project Planning  
 707 North Calvert Street, Room 310  
 Baltimore, Maryland 21202

DATE: May 21, 1982

SUBJECT: PROJECT NOTIFICATION AND REVIEW FOR

PROJECT: Environmental Assessment--Capital Beltway COG NO.: 82-03-020  
 from West of I-270 to West of Maryland Rte- 97--Montgomery County  
 APPLICANT: U.S. Department of Transportation, Maryland Department of Transportation

The project title, COG number, and applicant's name should be used in all correspondence with COG concerning this project. Correspondence should be addressed to Mr. Walter A. Scheiber, Executive Director. The staff may be reached by telephone at 223-6800.

**FINAL DISPOSITION**

We have concluded review of the above item and have determined that its nature does not warrant metropolitan comments. A copy of this memorandum and any attachments should accompany your application to indicate that the Metropolitan Clearinghouse review has been completed.

A copy of the above item has been sent to \_\_\_\_\_ for review and comment, with direct response to be made by \_\_\_\_\_. Copies of any local agency comments which you receive should also accompany your application to the Federal agency.

We have concluded review of the above item and have determined that it is in general accord with the metropolitan planning process and COG's adopted policies. A copy of this memorandum and any attachments should accompany your application to indicate that the Metropolitan Clearinghouse review has been completed.

We have concluded review of the above item and submit herewith, the attached Metropolitan Clearinghouse Review Comments. A copy of this memorandum and the attached comments should accompany your application when submitted to the Federal agency to indicate that the Metropolitan Clearinghouse review has been completed.

*W.A. Scheiber*  
 EXECUTIVE DIRECTOR

WE APPRECIATE YOUR COOPERATION

Clearinghouse review comments will be valid for a period of two years from the date of this A-95 Metropolitan Clearinghouse Memorandum. All projects not submitted to the Federal funding agency within that period must be resubmitted to the Clearinghouse for update of the review comments before formal application is made to the Federal Government.



metropolitan washington  
**COUNCIL OF GOVERNMENTS**  
 1875 Eye Street, N.W., Suite 200, Washington, D.C. 20006 223-6800

May 20, 1982

METROPOLITAN CLEARINGHOUSE REVIEW COMMENTS

COG PROJECT NUMBER: 82-03-020  
PROJECT NAME: Capital Beltway (I-495) from I-270 to Md. Route 97; Environmental Assessment.  
SUBMITTING AGENCY: Maryland Department of Transportation  
FEDERAL AGENCY: Federal Highway Administration  
FEDERAL PROGRAM: Submitted Pursuant to 42 U.S.C. 4332 (2)(c) and 23 U.S.C. 128 (a), CEQ Regulations (40 CFR 1500 et seq)

PROJECT DESCRIPTION:

The project study area includes the 3.5 mile, six-lane portion of the Capital Beltway (I-495) from just west of the interchange with I-270 (Pook's Hill Interchange) to the existing eight-lane portion of the Beltway at Seminary Road, west of the interchange with Maryland Route 97 (Georgia Avenue) in Montgomery County, Maryland. The State Highway Administration, Maryland Department of Transportation, proposes to provide an additional through traffic lane in each direction, and incorporate other safety and capacity improvements, as possible within existing highway rights-of-way, along these 3.5 miles. The additional lanes and continuous concrete median barrier are proposed to be constructed typically within the existing roadway median except for in the vicinity of Cedar Lane where a full additional lane, approximately 3000' long, is proposed along the north side of the existing roadway.

PROJECT BACKGROUND

The section of I-495 in the study area was designed and built in 1963-64 to less than desired standards because it had to follow an alignment generally paralleling Rock Creek Park's southern boundary; also locations outside the Park were rejected because of unacceptable impacts to the adjacent residential communities. As a result of this, a highway was produced with safe operating speeds lower than those on adjacent portions of the Beltway. The speed limit was lowered as a safety measure but this proved ineffective as traffic volumes increased. In 1977, the highway was resurfaced to improve skid-resistance. This was

102

only temporarily effective in reducing accidents, primarily because of increasing traffic volumes.

By 1971, adjacent Maryland portions of the Beltway had been widened to 8 lanes to accommodate increasing traffic volumes, but the section through Rock Creek Park remained a 6-lane facility with less than desirable curvature. The present study was initiated in late 1973 to analyze the safety and capacity of this portion of the Beltway and develop recommendations to improve the existing conditions. Five initial improvement alternatives were developed and presented to the public. From the hearing process over the next couple of years it became apparent that major improvements beyond the existing highway right-of-way in this section would not receive public or agency support. Work has since continued on a significantly reduced construction alternative which proposed widening the existing 6-lane Beltway to 8 lanes entirely within the existing highway right-of-way. This alternative, together with the No-Build Alternative, form the subject of this Environmental Assessment.

RELATIONSHIP TO METROPOLITAN PLANNING PROCESS:  
STAFF COMMENTS:

TRANSPORTATION

The purpose of this environmental assessment has been to compare the No-Build (6 lanes) and Build (8 lanes) Alternatives. The No-Build would result in continued use of the existing highway, with normal maintenance continued and certain improvements in signing, marking and lighting. All existing design deficiencies would remain, however, and, under steadily increasing traffic demands, operating and safety conditions could be expected to further deteriorate.

The Build Alternative is shown in the adopted Long Range Element of the TPB Transportation Plan.<sup>1/</sup> Also it has been proposed as a 8-lane facility in the Transportation Improvement Program since 1978. It is also included in the so-called "1987 Base Case Network" for conducting the transportation/air quality emissions inventory in the SIP planning process. It comes from a conforming TIP; hence it can be found in conformance with the SIP planning process. The expected impacts of the Build Alternative are discussed in the following paragraph.

No adverse impact on the quality of the human environment is expected since the Build Alternative provides for a facility within the existing right-of-way. There would be beneficial impacts on traffic and safety, however. There would be an estimated overall increase in traffic over the No-Build Alternative

of 15% in the year 2010; in the peak P.M. hour the increase would be in the 17-22% range. But the level of service in the P.M. (E, or capacity) would be the same as for the No-Build, except it would be better than the No-Build in the eastbound direction which would deteriorate to F (forced flow). Due to the better operating conditions it would afford, the Build Alternative would attract a significant number of trips from local roadways such as Wisconsin Avenue, Jones Bridge Road, etc. This should result in a net decrease in fuel consumed per vehicle.

The proposed capacity improvements would enable this section of the Beltway to operate more efficiently with adjacent existing 8-lane sections. This, along with proposed safety improvements, is expected to result in an accident rate of 134 per 100 million vehicle miles of travel. This rate is 25% less than what might be expected from the No-Build.

The noise levels associated with both alternatives would increase to approximately the same magnitudes by the Year 2010. However, the Build Alternative provides for barriers to alleviate the noise. Analysis of 23 receptors along the route indicated that 10 receptors are predicted to exceed Federal Design Noise Level (L10 = 70 dBA) in the year 2010 with the No-Build Alternative, compared to only 3 with the Build Alternative.

The Build Alternative supports the COG/TPB goal for energy conservation and the highway objective for improving efficiency through the reconstruction of existing facilities.

AIR QUALITY COMMENTS

Because this proposal is for the expansion of an existing facility within existing right-of-way, it is important to compare the projected no-build conditions to those anticipated if the project is completed as proposed. As described in a previous section, the proposed project is the widening of a 3.5 mile segment of the Capital Beltway. In developing projections for both build and no-build conditions the existing and planned land use patterns in the area were examined. The Kensington-Wheaton, Silver Spring, and Bethesda areas are largely developed. North Bethesda-Garrett Park still has large tracts of undeveloped land and plans for that area include intensive development near transit stations and points of freeway access. This planned development provided the basis for projecting total number of trips and VMT in the area in the design year 2010. If no improvements are made to this section of the Beltway, levels of service of F are projected by 2010. Overflow traffic from the Beltway would be diverted onto major arterials such as Wisconsin Avenue and onto other facilities such as Viers Mill Road and Randolph Road, decreasing their levels of service.

<sup>1/</sup>Adopted by the TPB on May 21, 1980

V-40  
 Analyses included in the DEIS evaluated carbon monoxide concentrations for both the build and no-build options at fourteen receptors. Based on studies done by COG, concentrations in the region have been shown to meet the 1 hour and 8 hour CO standards before the year 2010. Analyses included in the DEIS support this conclusion, showing no violations of either standard for the build or no-build option. What is not included in this report is the CO impact at intersections on arterials and local streets in the area of this project. CO emissions produced when vehicles are forced to idle or queue up at intersections are significantly higher than in free-flow conditions. With either the build or no-build options, CO levels will be decreasing between now and 2010. However, in the no-build condition CO levels would be expected to be higher than the build because of the lower levels of service on all facilities in the area.

Improvements to this section of the Beltway, which does not even meet current Interstate standards, would improve traffic flow on the Beltway and would attract trips that would otherwise use local alternatives. The increase of one lane in each direction would satisfy projected demand but it is unlikely it would improve conditions to the point of attracting trips that would not otherwise have been made. No additional right of way would be required for the proposed improvements.

Staff supports the construction of two additional through lanes on this section of the Beltway within the existing right of way, believing that these improvements will decrease local CO concentrations that will otherwise occur.

STAFF RECOMMENDATION.

Staff recommends the project be endorsed and these comments be transmitted to the Federal Highway Administration and the State Highway Highway Administration, Maryland Department of Transportation.

COMMITTEE ACTION:

Transportation Planning Board (TPB) - April 21, 1982.

The TPB endorsed staff recommendations.

Air Quality Planning Committee (AQPC) - April 21, 1982.

Consideration tabled until May 19, 1982.

Air Quality Planning Committee (AQPC) - May 19, 1982.

The AQPC endorsed staff comments.

104



3. National Capital Planning Commission

At its meeting on April 1, 1982, the National Capital Planning Commission (NCPC) approved implementation of the Selected Action. That approval is documented on the following pages (pages V-42 and V-43). Responses have been appended where appropriate.

NATIONAL CAPITAL PLANNING COMMISSION

1325 G STREET NW.  
WASHINGTON, D.C. 20576

IN REPLY REFER TO:  
NCPC File No. 0255

APR 7 1982

Mr. M. S. Caltrider  
State Highway Administrator  
Maryland Department of Transportation  
P. O. Box 717  
Baltimore, Maryland 21203

Dear Mr. Caltrider:

The National Capital Planning Commission, at its meeting on April 1, 1982, approved the enclosed report to the Maryland Department of Transportation on the proposed improvements to I-495 (Capital Beltway) from I-270 to west of Maryland Route 97, Montgomery County, Maryland.

Sincerely,

*Reginald W. Griffith*  
Reginald W. Griffith  
Executive Director

Enclosure

cc: Hal Kassoff

NATIONAL CAPITAL PLANNING COMMISSION

1325 G STREET NW.  
WASHINGTON, D.C. 20576

NCPC File No. 0255

I-495 (CAPITAL BELTWAY) FROM I-270 TO WEST OF  
MARYLAND ROUTE 97, MONTGOMERY COUNTY, MARYLAND

Report to the Maryland Department of Transportation

April 1, 1982

The Commission finds that the proposed improvements to I-495 (Capital Beltway), between I-270 and Maryland Route 97, as described in the environmental assessment, dated January 20, 1982, prepared by the U.S. and Maryland Departments of Transportation, can be accomplished within the existing right-of-way without amendment to the September 12, 1963 agreement between the Maryland-National Capital Park and Planning Commission, the Maryland State Roads Commission, and the Commission, without modification of the Master Plan for Rock Creek Stream Valley Park, Units 2 and 3. Accordingly, the Commission finds that the proposed improvements to I-495 will not have a negative impact on the Federal Establishment or other Federal interests in the National Capital Region, except for the following issues identified by the National Park Service:

1. Storm water runoff is expected to increase from 70 c.f.s. to 185 c.f.s. for the ten-year storm frequency in the project area. DOT characterizes this as not significantly affecting storm water runoff in the Rock Creek Basin. While this alone may be true, flow increases from a series of developments upstream from the National Park Service portion of Rock Creek Park must be individually and forcefully mitigated if an ultimate reduction in severe flooding problems, recently documented in the Rock Creek watershed conservation study, is to be achieved. In this light, a 3%

V-42

1000

increase (MD DOT figures) in Rock Creek flow from a single project is significant. Detention devices or facilities should be incorporated into the design, perhaps to retain on-site the two-year storm runoff recommended for developed areas in the recently approved and adopted (1980) Maryland-National Capital Park and Planning Commission Functional Master Plan for Conservation and Management - Rock Creek Basin.

2. Non-point source pollution to Rock Creek may be increased. Control measures, as itemized and approved in the functional master plan, should be incorporated into the design and operation of the new roadway, if constructed. The expected increased concentration of traffic on the Beltway concurrently offers an improved opportunity to control pollution at its sources. The plan, for instance, recommends frequent street vacuuming of high density areas such as Beltway traffic would represent.

3. In the absence of detailed plans, erosion potentials at the eighteen stream outfalls in the project area cannot be evaluated. However, erosion could increase downstream sediment loads. Grass-lined drainage ditches, flow velocity checks, and appropriate outfall devices should be considered for incorporation into the design.

4. The Hayes' Spring Amphipod (Stygobromus Hayi) is an endangered species inhabiting the Rock Creek Basin within Washington, D.C. Increased flows and pollutants could be expected to affect the habitat of this animal on occasion, even though it is several miles downstream from the project area. Appropriate evaluation of these effects should be done, even if they are later found to be insignificant.

Response:

1. To retain or retard the release of any increase in storm-water discharge from the Beltway would add this increased flow to the discharge from the remainder of the drainage area to create increased flow conditions during periods of maximum discharge to the Creek, which results from draining the relatively large adjacent areas beyond the Beltway. This increase in maximum discharge rate would occur, if flows from the Beltway were retarded, since times of concentration for flood waters originating on the Beltway are considerably less than for flood waters originating in the remainder of the drainage areas. For this reason, an improved drainage system that will handle increased flows without retaining any incremental increases in runoff volume is included with Alternative B. The M-NCP&PC has agreed that this approach may be best for overall management of the watershed.

It may be desirable in some locations to provide some storage capacity in order to use existing discharge piping if replacement of existing piping results in problems in maintaining traffic during construction.

2. Measures to minimize non-point source pollution from the Capital Beltway will be incorporated where feasible into the design and operation of the roadway. Such measures will be coordinated with NCPC and other appropriate agencies.
3. Measures to control the generation and transport of sediment will be incorporated, where feasible during final design of the new roadway. These measures will be coordinated with NCPC and other appropriate agencies.
4. The Hays Spring Amphipod inhabits a single small spring in the National Zoological Park in Washington, D.C. approximately four miles south of the project area. This spring is situated over 100 feet from the banks of Rock Creek. Since the spring inhabited by the amphipod flows down to the Creek, and since this project will not significantly increase normal stream flows nor flood levels in the area of the Zoological Park, no impact to the Hays Spring Amphipod or its habitat will result from implementation of the Selected Alternative.