

# **FINDING OF NO SIGNIFICANT IMPACT**

**Contract No. M-376-151-371  
Maryland Route 97 (Georgia Avenue)  
From Md. Rte. 28 at Norbeck  
To Md. Rte. 108 at Olney**



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

and  
MARYLAND DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION

FEDERAL HIGHWAY ADMINISTRATION (FHWA)  
FINDING OF NO SIGNIFICANT IMPACT

FOR

Maryland Route 97 (Georgia Avenue) from Maryland Route 28 at  
Norbeck to Maryland Route 108 - Olney, Montgomery County, MD

The FHWA has determined that this project will not have any significant impact on the human environment. This finding of no significant impact is based on the Environmental Assessment (E.A.) and the attached information. The attached information summarizes the assessment and documents the selection of Alternate 3-4 Modified. The E.A., has been independently evaluated by the FHWA and determined to adequately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence for determining that an environmental impact statement is not required.

A detailed evaluation of the Robert Mackall House site has resulted in the determination by the National Register of Historic Places of "Not Eligible" for the Register. The FHWA has therefore, determined that Section 4(f) of the U.S., D.O.T. Act, and Section 106 of the National Historic Preservation Act do not apply to this project.

Feb 16, 1983  
Date

Emil E. Elinsky  
Division Administrator

Attachment

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I.  
RECORD  
OF  
DECISION

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MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR M. S. CALTRIDER  
BY  
DEPUTY STATE HIGHWAY ADMINISTRATOR FREDERICK GOTTEMOELLER  
FRIDAY, MAY 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 approval will be requested from the Federal Highway Administration for Alternate 3-4 Modified.

1. State Contract No. M-376-151-371  
Maryland Route 97 (Georgia Avenue)  
from MD Rte. 28 to MD Rte. 108.

The decision to proceed in this manner was made by the Administrator at a Staff meeting held on March 18, 1982.

Copy: Mr. F. Gottemoeller  
Mr. W. K. Lee, III  
Mr. G. E. Dailey  
Mr. E. T. Camponeschi  
Mr. H. Kassoff  
Mr. W. F. Schneider, Jr.  
Mr. E. M. Loskot  
SHA-Contract M-376-151-371



**Maryland Department of Transportation**

State Highway Administration

Lowell K. Bridwell  
Secretary

M. S. Caltrider  
Administrator

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MEMORANDUM

May 7, 1982

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

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

SUBJECT: Contract No. M 376-151-371  
Maryland Route 97 (Georgia Avenue)  
From Maryland Route 28  
To Maryland Route 108

The Bureau of Project Planning is preparing a Finding of No Significant Impact (FONSI) for the subject project. It is anticipated that this document will be ready to submit to the Federal Highway Administration during the month of June, 1982. The decision to proceed with the FONSI recommending Alternate 3-4 Modified for Location Approval was made by Administrator Caltrider at a meeting on March 18, 1982.

A summary of this meeting, including the Project Planning Team Recommendation and the concurrence of Administrator Caltrider, 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, formally record and file this action.

I concur with the above information.

7 May 82  
Date

*for* *M. S. Caltrider*  
M. S. Caltrider  
State Highway Administrator

HK:cms  
Attachment

cc: Mr. Frederick Gottemoeller      Mr. Eugene T. Camponeschi  
Mr. William K. Lee, III              Mr. Edward M. Loskot  
Mr. Gordon E. Dailey                 Mr. Wm. F. Schneider, Jr.

II.  
COMPARISON  
OF  
ALTERNATES

II. COMPARISON OF ALTERNATES

TABLE 1: MARYLAND ROUTE 97 NORBECK TO OLNEY

<u>IMPACT CATEGORY</u>	<u>ALT. 1 NO-BUILD</u>	<u>ALT. 2 TSM</u>	<u>ALT. 3-4</u>	<u>SELECTED ALT. 3-4 MODIFIED</u>
Houses displaced	0	0	2	1
Estimated number of persons affected	0	0	11	8
Businesses displaced	0	0	1	1
Minority residences or businesses displaced	0	0	0	0
Private property acquired (acres)	0	4.1	43.5	40.0
Historical/Archeological sites affected	0	0	0	0
Noise level impact (sites exceeding noise abatement criteria)	0	0	1	1
Air quality impacts (sites exceeding standards)	0	0	0	0
Wetland areas affected	0	0	0	0
Floodplain areas crossed	0	0	0	0
Threatened or endangered species affected	0	0	0	0
Stream crossings	0	0	0	0
Consistent with land use plans	No	No	Yes	Yes
Provision for bicycles	None	None	Shared Roadway	Shared Roadway
<u>Estimated Costs (\$ 1981)</u>				
Estimated Right of Way and Relocation	0	\$ 360,000	\$ 2,047,000	\$1,760,000
Estimated Construction Cost	0	<u>\$1,800,000</u>	<u>\$ 8,550,000</u>	<u>\$7,600,000</u>
Total	0	\$2,160,000	\$10,597,000	\$9,360,000



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



# Maryland Department of Transportation

State Highway Administration


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Lowell K. Bridwell  
Secretary

M. S. Caltrider  
Administrator

March 9, 1982

## MEMORANDUM

TO: Mr. M. S. Caltrider  
State Highway Administrator

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

SUBJECT: Contract No. M 376-151-372  
Maryland Route 97 (Georgia Avenue)  
From Maryland Route 28 to Maryland Route 108

RE: ALTERNATE RECOMMENDATION

This confirms the meeting scheduled in your Board Room (400 A) on Thursday, March 18, 1982 at 9:30 a.m. for presentation of the Project Planning Staff recommendation. Attached for your use are:

- Brochure distributed for the Public Hearing.
- Staff Recommendation

The staff's recommendations are summarized as follows:

- The Project Planning Team recommends Alternate 3-4 (Modified), as presented at the Public Hearing, with revisions to the typical section as discussed in the VE report and with revisions to the service road proposal. The recommended improvement for this project is for the construction of a four lane divided urban highway from Maryland Route 28 to Spartan Road 0.2 miles south of Maryland Route 108 in Olney. The median widths of the recommended alternate are variable as follows: from Maryland Route 28 northerly to Emory Lane, 54 feet; from Emory Lane to Emory Church Road, transition to 40 feet; Emory Church Road to Queen Mary Drive, 40 feet; and from Queen Mary Drive to Spartan Road the median would transition from 40' to the existing 16' raised median. Left turn storage lanes would be provided where warranted. Right turn deceleration lanes would be provided at all intersecting public streets and existing major traffic generating businesses. Traffic projections to the design year (2010) indicate that a four lane facility will operate at level of service D. The 54' and 40' median would allow for expansion to 6 lanes, (with left turn storage lanes) when warranted.

My telephone number is (301) 659-1110

- Environmental problems identified by the study include a noise violation at one site in the project design year, 2010, and the acquisition of 1 residence displacing 2 families and one business (an abandoned junkyard).

A 4(f) situation exists with the acquisition of approximately 0.25 acres from the Robert Mackall House along Georgia Avenue. With the adjustment to the typical section (54' reduced to 40') the impacts to the site have been reduced to 0.12 acres. Complete avoidance alternates are not feasible since they would require property from the west side of Georgia Avenue which would include impacts to another possible national register eligible historic site (Higgins Tavern/Hotel), the C & P Telephone Company Building, Christ Church, the acquisition of 3 residences of Cherrywood subdivision, additional residential property along Cherry Valley Road and some property at Hines Hatchery. (The issue of the Mackall House's eligibility as a historic resource is under review by the Federal Highway Administration and a decision should be made by our meeting date.)

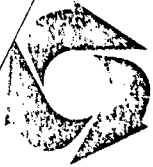
The majority of comments, both written and oral, support Alternate 3-4. The Montgomery County Executive has expressed the County's support for Alternate 3-4. Maryland-National Capital Park and Planning Commission has indicated their support for Alternate 3-4.

It is recommended that those receiving copies of this memorandum or their designates attend the scheduled recommendation meeting with you so that they can make their views known.

HK:cms  
Enclosures (2)

cc: (With Attachments)

Mr. William K. Lee, III	Mr. Gordon E. Dailey
Mr. Irvin C. Hughes	Mr. Edward M. Loskot
Mr. Edmund Wright	Mr. Calvin W. Reese
Mr. Wm. C. Krieger	Mr. Barry E. Ditto
Mr. Eugene T. Camponeschi	Mr. William Carlson
Mr. Steve McHenry	Mr. Charles R. Anderson
Mr. Thomas Hicks	Mr. James A. Hester
Mr. Paul S. Jaworski	Mr. J. Thomas Neukam
Mr. Jerry L. White	Mr. Wm. F. Schneider, Jr.
Mr. Louis H. Ege, Jr.	Mr. Robert J. Houst
Mr. S. Lewis Helwig	Mr. Robert Shinham
Mr. Edward Ferber	Mr. John Clark
Mr. Steve Rapley	Mr. David W. Wallace



# Maryland Department of Transportation

State Highway Administration

March 22, 1982

Lowell K. Bridwell  
Secretary

M. S. Caltrider  
Administrator

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## MEMORANDUM

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

FROM: Charles G. Walsh, Project Manager  
Bureau of Project Planning

SUBJECT: Contract No. M 376-151-372  
Maryland Route 97 (Georgia Avenue)  
From Maryland Route 28 to Maryland Route 108

*RSS  
For*

The Administrative review meeting was conducted on March 18, 1982 in the Administrator's Conference Room to present the Project Planning Team Recommendation to Administrator Caltrider.

### ATTENDING:

M. S. Caltrider	Administrator
Fred Gottemoeller	Deputy Administrator
Hal Kassoff	Director, Office of Planning and Preliminary Engineering
Thomas Cloonan	Deputy Director, Office of Planning and Preliminary Engineering
Wm. K. Lee, III	Chief Engineer
Irvin C. Hughes	Assistant Chief Engineer-Design
Thomas Hicks	Assistant Chief Engineer-Traffic
Eugene T. Camponeschi	District Engineer
William Carlson	District Traffic Engineer
Vernon Kral	District Engineer R/W
William B. Greene	Chief, Bureau of Soils & Foundations
Wm. F. Schneider, Jr.	Chief, Bureau of Project Planning
Charles Walsh	Bureau of Project Planning
Bob Schneider	" " " "
Ron Burns	" " " "
Louis H. Ege, Jr.	" " " "
S. Lewis Helwig	" " " "
Walter Hanrahan	Bureau of Planning & Program Develop.
Ray Weber	" " " " " "
Wanda Brocato	" " " " " "
C. McCormick	" " " " " "
Daniel Scheib	Bureau of Highway Statistics
Doug Taylor	" " " "
Ed Wright	Bureau of Highway Design

My telephone number is 659-1138

Mr. Wm. F. Schneider, Jr.  
March 22, 1982  
Page 2

John Schneider  
Barry Hoffman  
David Wallace  
John Bell  
Ernie Disney  
Marisa Lynch  
Ed Ferber  
Steve Rapley  
Bob Shinham

Bureau of Landscape Architecture  
Bureau of Relocation Assistance  
Rummel, Klepper & Kahl  
" " " "  
" " " "  
Equal Employment Opportunity Section  
M-NCP&PC  
FHWA  
WRO-MDOT

A project overview and staff recommendation was presented to the Administrator and attendees as outlined in the Project Planning Recommendation.

The Administrator selected Alternate 3-4 Modified as described in the 'Project Planning Recommendation' and is summarized as follows:

- The selected improvement for this project proposes the construction of a four lane divided urban highway. The median widths vary as follows: from Maryland Route 28 northerly to Emory Lane, 54 feet; from Emory Lane to Emory Church Road, transition to 40 feet; Emory Church Road to Queen Mary Drive, 40 feet; and from Queen Mary Drive to Spartan Road the median transitions from 40' to 16'. A 16' raised median will be constructed from Spartan Road to High Street. North of High Street, there is an existing 16' raised median. Left turn storage lanes would be provided, where warranted. Right turn deceleration lanes would be provided at all intersecting public streets and existing major traffic generating businesses. The 54' and 40' median allows for expansion to 6 lanes, when warranted.

The retention of existing Maryland Route 97 is proposed as a two lane, two-way service road, with one modification from the description in the 'Project Planning Recommendation'. Continuity of the service road will be interrupted at Emory Lane. Access will be provided to southbound Maryland Route 97 only, at a point north of Emory Lane and at a second point south of Emory Lane. The concept of the service road in the Norbeck area is subject to future development.

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Mr. Wm. F. Schneider, Jr.  
March 22, 1982  
Page 3

A short (200-300') auxiliary lane is proposed for the right side of Maryland Route 97 south of the Hines Road intersection and north of the Old Baltimore Road intersection; to facilitate turning movements of large vehicles, particularly, school busses which are known to convey students to Hines Hatchery.

The Federal Highway Administration and Maryland-National Capital Park and Planning Commission both support Alternate 3-4 Modified as presented.

The next step will be to prepare a 'Finding of No Significant Impact' (FONSI) for the selected alternate and to carry the project through to Design Approval.

CGW:BS:cms

- cc: Attendees
- |                     |                         |
|---------------------|-------------------------|
| Mr. Emil Elinsky    | Mr. James Hester        |
| Mr. Douglas Mills   | Mr. Gordon E. Dailey    |
| Mr. Jerry L. White  | Mr. William C. Krieger  |
| Mr. Calvin W. Reese | Mr. Paul S. Jaworski    |
| Mr. Gerald Cichy    | Mr. Edward Loskot       |
| Mr. Barry Ditto     | Mr. Charles R. Anderson |
| Mr. John T. Neukam  |                         |

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MARYLAND ROUTE 97

Maryland Route 28 to Maryland Route 108  
Contract No. M 376-151-371 (N)

PROJECT PLANNING RECOMMENDATION

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I. Background

A. Purpose of the Project

The dualization of Maryland Route 97 is needed to provide a safe and efficient means of satisfying major highway capacity requirements in the Maryland Route 97 study area for the year 2010. With the projected increase in population, employment, and traffic the existing roadway and intersections would experience increased congestion and reduced safety conditions. Also, Maryland Route 97 is the only north-south arterial highway in this area of Montgomery County. Traffic is not easily diverted to other north-south routes.

Maryland Route 97 is an inadequate and substandard two-lane rural roadway due to many geometric deficiencies such as pavement width (21 feet), shoulder width (2 to 4 feet, earth), inadequate passing sight distance, and distance to nearest roadside obstruction (2 feet). Not only is Maryland Route 97 inadequate geometrically, but it is inadequate to handle today's traffic volumes and grossly inadequate to handle the projected traffic volumes. The 1979 peak hour "Levels of Service" for Maryland Route 97 range from breakdown operation (L/S "F") in the southern portion of the project to capacity operation (L/S "E") in the northern portion. A detailed



accident analysis for Maryland Route 97, between Maryland Route 28 and 108 has been completed for the years 1976 through 1979. The accident rate for Maryland Route 97 was significantly higher (20%) than the statewide accident rate for similar two-lane highways.

Other proposed roadway improvements (Maryland Route 28 from Bauer Drive to Bradford Road, east of Maryland 97, Maryland Route 115 between Montgomery Village Avenue and Norbeck, Intercounty Connector, and a Park and Ride lot at Maryland Route 97 and 28) within the area would not negate the need for the Route 97 dualization.

B. Project History

The 1980 Adopted Olney Master Plan, an update of the 1966 Master Plan for Olney and Vicinity, recommends widening the existing two-lane portion of Maryland Route 97 to a four-lane divided highway with an open median and paved shoulders. The Plan also recommends provision of a median width sufficient to permit widening to an ultimate six-lane divided highway.

The preliminary planning phase included a public meeting and the preparation of a Systems Planning Report. These activities served as vehicles for obtaining elected officials approval to proceed with the current final project planning study. The final Systems Planning Report was circulated in late 1978. Current Phase II engineering and environmental studies

began in January, 1980. A second public meeting using the workshop format was held on September 25, 1980 at the conclusion of Stage 1 of the Project Planning Phase. The project Combined Location/Design Public Hearing was held on October 26, 1981.

The project is currently identified in the 1982-1987 MDOT Development and Evaluation Program with funding programmed for the Project Planning Phase only.

The project is consistent with Regional, County, and local plans. Recent coordination with local planning authorities and elected officials indicates that this project continues to be of high priority in Montgomery County.

## II. Alternates

Three build alternates, Alternate 2, Alternate 3, Alternate 4 and the No-Build Alternate were developed in Stage I of this study and presented at the Alternates Public Workshop on September 25, 1980. In Stage 2, Alternate 1 (No-Build) and Alternate 2 (TSM) were retained for detailed analysis. Alternates 3 and 4 were combined in Stage 2 to form a new alternate, Alternate 3-4. These three (3) alternates were presented at the October 26, 1981 Public Hearing. A Value-Engineering Team was assembled and conducted a review of the project in November, 1981. From this team meeting, a third

build alternate, the V-E Alternate, was developed. Alternate 3-4 Modified was developed following the January 21, 1982 Team Recommendation meeting and is a combination of Alternate 3-4 and the V-E Alternate.

Alternate 1 (No-Build)

Alternate 1, the No-Build, envisions no improvements to the existing two-lane roadway. As a result, the increasing traffic volumes will continue to reduce the already unsatisfactory levels of service being experienced along this route. Traffic service during the peak hours along the entire length of Maryland Route 97 will "breakdown" (i.e., Level of Service 'F' conditions) in the mid to late 1980's. Traffic delays at the intersections along this route will be severe during most of the day. Traffic backups at the intersection with Emory Lane are predicted to consist of 15 to 17 vehicles along Maryland Route 97 during the peak-hour in the design year.

Alternate 2 (TSM)

Alternate 2, the Transportation Systems Management (TSM) Alternate would retain Maryland Route 97 as a two-lane roadway for most of its length. In addition to repaving the entire two-lane roadway, improvements would be made at selected existing intersections to improve traffic flow and safety. Roadway improvements would also be made at both the northern and southern project termini

to improve the transition from the two-lane roadway to the existing six-lane roadway at Norbeck and the five-lane roadway at Olney.

Beginning at the existing intersection of Maryland Routes 28 and 97, Alternate 2 envisions roadway improvements to the northbound roadway (three lanes) of Maryland Route 97 to accommodate a better transition to the existing two-lane roadway north of Maryland Route 28. The right-turn lane (NB Maryland Route 97 to EB Maryland Route 28) would be terminated north of the intersection. The remaining two NB lanes would continue through the intersection and gradually taper to the one NB lane. The left-turn bay would remain unchanged (NB Maryland Route 97 to WB Maryland Route 28). The southbound (SB) lane of Maryland Route 97 would also be gradually widened to two SB lanes and a left-turn bay at this intersection.

Improvements to the existing intersections along Maryland Route 97, between Norbeck and Olney, consist of pavement widening and channelization to improve traffic flow and safety. Details of the TSM intersections are described in the Environmental Assessment.

At the northern end of the study corridor Alternate 2 envisions the extension of the existing four-lane roadway with median south from North High Street to King William Drive, then tapering back to the two-lane roadway before Hines Road. This widening on the east side of Maryland Route 97 will better accommodate the increasing traffic volumes in the Olney Town Center.

Alternate 3-4

As presented at the Public Hearing, this Combined alternate would continue the 6-lane divided urban highway of Maryland Route 97 north from its present terminus at Maryland Route 28 to Emory Lane. The roadway section would provide a 50 foot open median containing 10 foot paved shoulders and a 30 foot grassed area.

From Emory Lane to Emory Church Road the new highway transitions from a 6-lane divided highway with a 50 foot median to a 4-lane highway with a 54 foot open median.

North of Emory Church Road the proposed highway continues to Spartan Road as a 4-lane divided highway separated by a 54 foot median containing four-foot paved shoulders and a 46 foot grassed area. Curb and gutters and sidewalks, where warranted, would be located to the right of each roadway.

Alternate 3-4 would require a 200 foot strip of right-of-way located immediately east of the existing two-lane highway. From Maryland Route 28 to Emory Church Road the existing two-lane roadway would be utilized as a service road along the west side.

In the year 2010, the Level of Service throughout the project for the Build Alternate 3-4 would be D. This assumes the Intercounty Connector (ICC) would be built, if the ICC is not constructed, the Level of Service would be improved.

From Queen Mary Drive to Spartan Road, this alternate transitions from a 4-lane divided highway with a 54 foot median to a 4-lane divided highway with a raised concrete median 16 feet wide.

This alternate envisions at-grade intersections with median crossovers at most of the intersecting cross-streets. Left-turn storage lanes would be provided at all of these intersections. Separate provisions for right-turns are limited to the intersections of Emory Lane (SB), Old Baltimore Road (NB), and King William Drive (NB).

#### Value Engineering Alternate

The Value Engineering alternate was presented in two phases. Phase I would provide a 4-lane divided urban highway for Maryland Route 97 from Maryland Route 28 to Spartan Road. From Maryland Route 28 through Emory Lane

the typical section would consist of two 27 foot (3 feet for shared bike lane) roadways and a 54 foot grassed median. Four foot shoulders would be provided on the inside of the roadway with curb and gutters and sidewalks, where warranted, provided on the outside. The 54 foot median throughout this section would provide the potential for expansion to 6-lanes if the ICC or Maryland 115 is constructed. The existing road, as proposed in Build Alternate 3-4, would be utilized as a service road along the west side from Maryland Route 28 to Emory Church Road.

The section of roadway from Emory Lane to Spartan Road would be identical to the above except for a 30-foot median rather than 54 feet.

The Right of Way varies throughout the project, but the section from Maryland Route 28 to Emory Lane requires a minimum of 128 feet and the section from Emory Lane to Spartan Road requires a minimum of 104 feet. This alternate eliminates the need for a 155 foot long retaining wall between Emory Lane and Emory Church Road because of a 20 foot reduction in Right of Way.

The reduction of 6 lanes to 4 lanes between Maryland Route 28 and Emory Lane for the no-build ICC does not adversely affect service levels. Level of Service D would be obtained, as in Build Alternate 3-4, for the entire project if the ICC is not constructed. When and if the ICC is constructed, level of service E is obtained from Maryland Route 28 to Emory Lane. Phase II of the Value Engineering Alternate would then be needed to maintain Level of Service D. Intersection improvements and storage lanes would be identical to Alternate 3-4.

Phase II would only be needed if the Intercounty Connector or Maryland 115 is constructed before the design year. Option I of Phase II includes the construction of six lanes from Maryland Route 28 through the proposed ICC or 115 immediate interchange area, tapering to the proposed four-lane highway described in Phase I. The six-lane typical would include two 39 foot traveled roadways with curb and gutter on the outside, and a 30 foot median which would include 10 foot inside shoulders. The four lane section would continue to provide a 30 foot median throughout.

Because all additional construction would be accomplished in the median, no additional right of way would be required to implement Phase II.



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This alternate would operate at a Level of Service D except for the 4-lane section between the proposed ICC or 115 interchange and Emory Lane which would reach Level of Service E by the design year.

Option II of Phase II is identical to Option I in all aspects except the six-lane roadway section is proposed from Maryland Route 28 through the ICC or 115 interchange to Emory Lane, then tapering to the four-lane section beginning at Emory Church Road. This would result in Level of Service 'D' for the entire project in the design year.

Alternate 3-4 Modified

Alternate 3-4 Modified combines Alternate 3-4 with revisions to the typical roadway section similar to those proposed in the VE Alternate. Alternate 3-4 Modified proposes a 4-lane urban section with two 27 foot roadways divided by a 54 foot median between Maryland Route 28 and Emory Lane. Between Emory Lane and Emory Church Road, the median width would transition to 40 feet. From Emory Church Road to Queen Mary Drive, a 4-lane urban section with two 27 foot roadways divided by a 40 foot median is proposed. From Queen Mary Drive to Spartan Road, the 40 foot median would transition to the existing 16 foot raised median. The 27 foot roadway widths will accommodate a 3 foot curbside, shared bikeway. Curb and gutters,

and sidewalks, where warranted, would be located to the right of each roadway. Left turn storage lanes would be provided, where warranted. Right turn deceleration lanes would be provided at all intersecting streets and existing major traffic generating businesses. The proposed median would allow for the expansion of Maryland Route 97 to six lanes, should the Maryland Route 115 or ICC Interchange be constructed.

The following Engineering considerations are included in Alternate 3-4, the Value-Engineering Alternate, and Alternate 3-4 Modified:

#### Access Control

Access to the new divided highway would generally be permitted at all existing driveways and business entrances fronting the highway, except in areas where the existing roadway will be retained as a service road. This access would be to one direction only; i.e., to the northbound roadway for all properties on the east side of Maryland Route 97 and southbound for all west side properties. Median crossovers would be provided at all intersecting cross-streets; "mid-block" crossings would not be permitted.

Service Road

To reduce the number of driveway entrances to the new highway, Alternate 3-4 and the Value Engineering Alternate envisioned retaining the existing two-lane highway as a west side service road between Maryland Route 28 and the businesses near Tavenners Silo Inn. As presented at the Public Hearing, this service road would be two-way between Maryland Route 28 and Emory Lane, and one-way southbound from the Tavenners Silo Inn parking lot to Emory Lane. Access connections between this service road and the new highway would be provided at Maryland Route 28, Norbeck Avenue (temporary), Emory Lane, Emory Church Road, and the entrance to the business area parking lot (egress from the new highway only).

Subsequent to the January 21 Team Recommendation Meeting, the safety aspects of the service road proposal were reviewed and the following modifications were incorporated: traffic movement to and from the service road would be provided via the southbound roadway only. The service road would be two-way except at each end. Vehicle turnarounds would be provided at three locations along the service road primarily to reduce conflicting traffic movement at intersections. Additional right of way may be required to accommodate the turnarounds.

Intersections

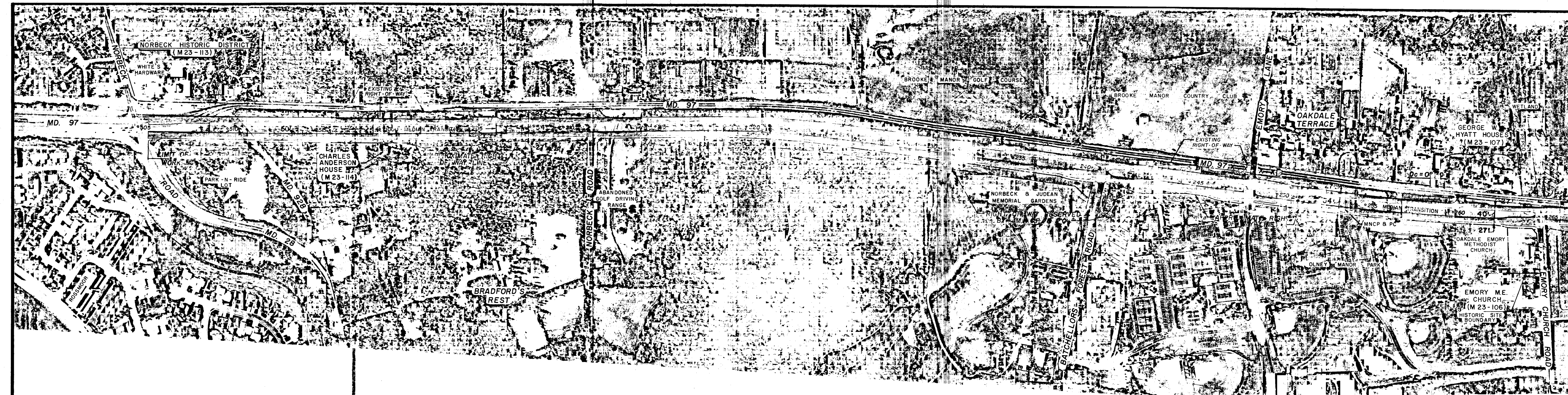
Alternate 3-4 and the V-E Alternate envisioned at-grade intersections with median crossovers at most of the intersecting cross-streets. Left-turn storage lanes would be provided at all of these intersections. Right-turns would be provided at all intersecting public streets and existing major traffic generating businesses.

Pedestrians & Bicyclists

Sidewalks along Maryland Route 97 will accommodate pedestrian travel. Paved sidewalks presently exist along Maryland Route 97, between Spartan Road and Maryland Route 108. South of Spartan Road, paved sidewalks will be provided adjacent to parks, communities and businesses. Paved sidewalks will be added in the remaining areas as warranted. Traffic signals along Maryland Route 97 will be equipped with pedestrian signals and activation buttons.

A shared-bicycle facility will be provided in the curb lane of Maryland Route 97, between Maryland Route 28 and Spartan Road. North of Spartan Road, the existing pavement width will not accommodate a shared-bicycle facility.

An estimated cost savings has been developed to compare the proposed curbside bicycle lane with the relocation of the bicycle lane to existing Maryland Route 97

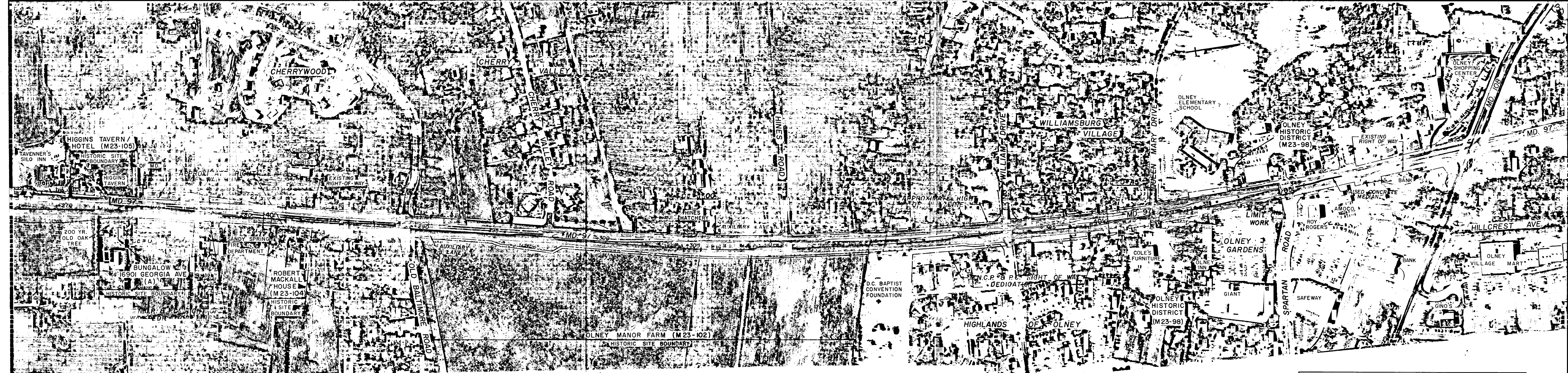


NOTE: LOCATION OF MEDIAN OPENINGS/CROSSOVERS SUBJECT TO CHANGE DURING FINAL DESIGN

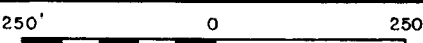
MARYLAND ROUTE 97  
 NORBECK TO OLNEY  
 Montgomery County, Maryland

SELECTED ACTION  
 ALTERNATE 3-4 MODIFIED

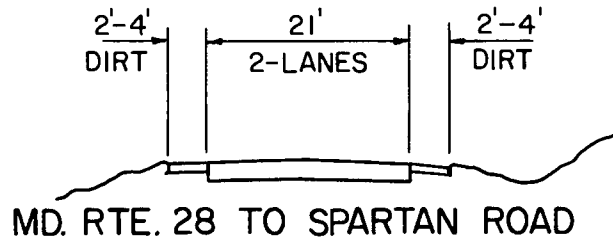
SCALE: 1" = 250'  FIGURE 1



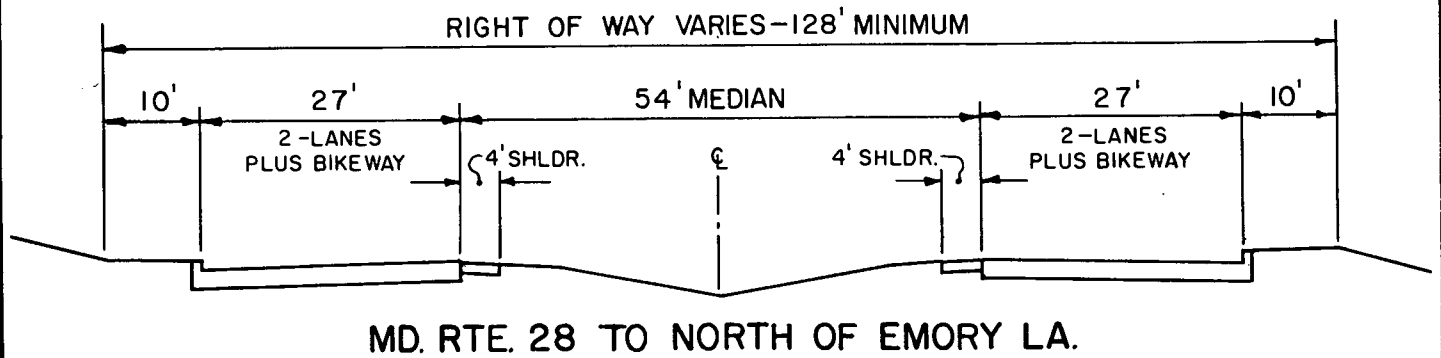
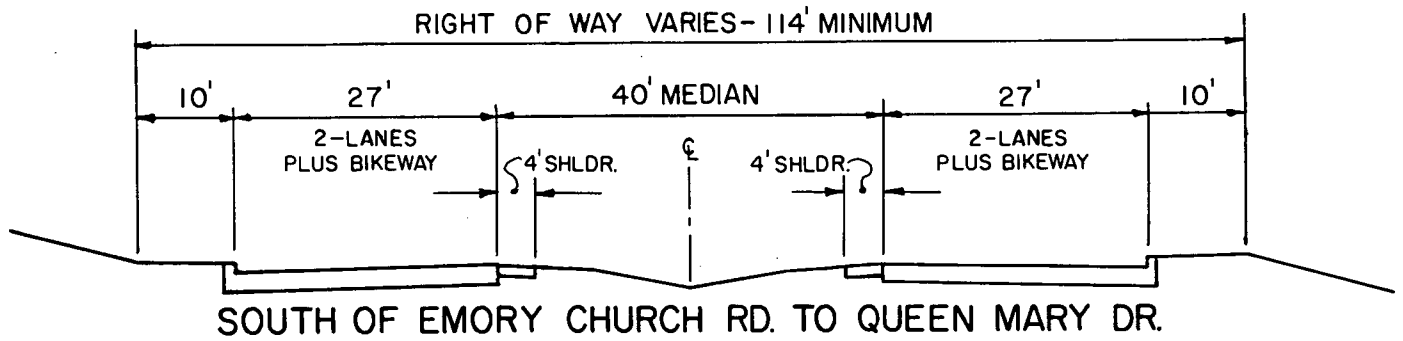
NOTE: LOCATION OF MEDIAN OPENINGS/CROSSOVERS SUBJECT TO CHANGE DURING FINAL DESIGN

<p>MARYLAND ROUTE 97          NORBECK TO OLNEY          Montgomery County, Maryland</p>	<p>SELECTED ACTION          ALTERNATE 3-4 MODIFIED</p>
<p>SCALE: 1" = 250'  FIGURE 2</p>	

EXISTING MARYLAND ROUTE 97(ALTERNATE 1)



BUILD ALTERNATE 3-4(MODIFIED)



TYPICAL SECTIONS  
NO-BUILD ALTERNATE 1  
BUILD ALTERNATE 3-4 (MODIFIED)

between Emory Church Road and Maryland Route 28. If the bicycle lanes were to be relocated, the roadway width would be reduced from 27 feet to 25 feet. This would result in an additional savings of \$77,000 for Construction and \$16,000 for Right of Way, for a total savings of \$93,000. However, this savings would only apply if the Maryland Route 115 or ICC interchange were not constructed. In the event the interchange were constructed, a wider structure to accommodate the bikeway would be required to carry proposed Maryland 97 over the ICC or Maryland 115 mainline, at considerable additional expense (approximately \$65/sF). Connecting the existing road bikeway proposal to the future divided highway shared bikeway also presents an undesirable aspect.

Special Projects

A 250-space fringe parking lot has been constructed in the northeast quadrant at the intersection of Maryland Routes 97 and 28. This lot was opened to the public in 1982.

B. Service Characteristics

1. Capacity Analysis & Traffic Projections

Projected traffic volumes are predicated upon proposed future land use and the transportation facility



available. The Maryland-National Capital Park & Planning Commission, through its process of area master plans, has predicted the land use for the Olney area. From this land use the Washington Council of Governments (COG) produced the COG Cooperative Forecast trip table. Future traffic volumes were developed by the State Highway Administration on the basis of COG's data. Given these land use and network assumptions, projections of the volume of traffic (ADT) and the quantity of flow (LS) anticipated along Maryland Route 97 for each of the project alternates in the design year as shown on the following pages.

Mainline Data

From Maryland 28 to South of Emory Church Road

<u>Location</u>	<u>Alternate</u>	w/o ICC	with ICC	w/o ICC	with ICC	w/o ICC	with ICC
		<u>ADT</u>		<u>Lanes</u>		<u>Level of Service</u>	
	1	29,200	-	2	-	F	-
	2	29,200	-	2	-	F	-
Proposed ICC or Md. 115	3-4	35,175	52,500	6	6	D	D
Interchange	V-E	35,175	52,500	4	6	D	D
	3-4 Mod.	35,175	52,500	4	6	D	D
<hr/>							
	1	29,200	-	2	-	F	-
	2	29,200	-	2	-	F	-
South of Batchellors Forest Road	3-4	35,710	53,300	6	6	D	D
	V-E	35,710	53,300	4	6	D	D
	3-4 Mod.	35,710	53,300	4	6	D	D
<hr/>							
	1	27,550	-	2	-	F	-
	2	27,550	-	2	-	F	-
South of Emory Church Road	3-4	31,090	46,400	6	6	D	D
	V-E	31,090	46,400	4	6	D	D
	3-4 Mod.	31,090	46,400	4	6	D	D

From South of Emory Church Road to South of Maryland 108

<u>Location</u>	<u>Alternate</u>	<u>ADT</u>	<u>No. Of Lanes</u>	<u>Level of Service</u>
South of Old Baltimore Road	1 1)	27,350	2	F
	2 1)	27,350	2	F
	3-4 2)	46,100	4	D
	V-E 2)	46,100	4	D
	3-4 Mod. 2)	46,100	4	D
Hines Road at 97	1 1)	24,850	2	F
	2 1)	24,850	2	F
	3-4 2)	41,900	4	D
	V-E 2)	41,900	4	D
	3-4 Mod. 2)	41,900	4	D
South of Queen Mary Drive	1 1)	25,050	2	F
	2 1)	25,050	4	C
	3-4 2)	41,950	4	D
	V-E 2)	41,950	4	D
	3-4 Mod. 2)	41,950	4	D
At Spartan Road	1 1)	25,500	4	C
	2 1)	25,500	4	C
	3-4 2)	42,700	4	D
	V-E 2)	42,700	4	D
	3-4 Mod. 2)	42,700	4	D

Design Year - 2010

- 1) Alternate 1 & 2 assume No Build ICC
- 2) Alternate 3-4, V-E, and 3-4 Modified assume Build ICC

No Build ICC would improve Level of Service for Alternates 3-4 & V-E.

2. Accident Data

A detailed accident study was completed for the years 1976 through 1979 in which a total of 346 accidents were reported. The types of accidents and accident rates are shown in the following table:

<u>Accident Severity</u>	<u>No. of Accidents</u>	<u>Md. Route 97 Rate (Acc/100 MVM)</u>	<u>Statewide Rate for Similar 2-Lane Highways (Acc/100 MVM)</u>
Fatal	2	2.29	4.44
Personal Injury	125	143.06	125.63
Property Damage	219	250.62	200.22
Total....	346	395.97	330.29

As evident, the accident rate for Maryland Route 97 (395.97 Acc/100 MVM) was significantly higher (20%) than the statewide accident rate for similar two-lane highways (330.29 Acc/100 MVM). The total cost of these 346 accidents is estimated at approximately \$1,600,000 (\$1980).

The following chart shows the projected vehicle miles, accident rate, and accidents for the build and no-build alternates:

<u>Year &amp; Alternate</u>	<u>Vehicle Miles of Travel (Millions)</u>	<u>Accident Rate (Acc/100 MVM)</u>	<u>Total Number of Accidents</u>
1976 thru 1979 - Existing Roadway	87.38 (4 yrs.)	395.97	346 (4 yrs.)
2010 - No-Build	30.77 (Est.)	415 (Est.)	120 to 130
2010 - TSM	30.77 (Est.)	375 (Est.)	110 to 120
2010 - Build (with/ICC)	53.24 (Est.)	155 (Est.)	80 to 90
2010 - Build (no ICC)	32.10 (Est.)	155 (Est.)	45 to 55

C. Environmental Summary

1. Relocation and Right of Way Impacts

Because the majority of roadway improvements are planned along the east side of existing Maryland Route 97, where few residences are located and new residential development accommodates the planned

road with set-backs, few residents would be displaced. No residents would be displaced by Alternate 1 (No-Build) or Alternate 2 (TSM). Alternate 3-4 (Build) would displace three (3) families from two (2) owner-occupied residences. Approximately eleven (11) individuals would be displaced, none of which are believed to belong to minority groups or are elderly or handicapped. The V-E Alternate would displace two (2) families from one (1) owner-occupied residence. Approximately eight (8) individuals would be displaced, none of which are believed to belong to minority groups or elderly or handicapped. Alternate 3-4 Modified would require the acquisition of 1 residence, displacing 2 families.

No businesses would be displaced by Alternates 1 or 2. One apparently abandoned service station/junkyard would be displaced by Alternate 3-4 (Build), the V-E Alternate, and Alternate 3-4 Modified.

No right-of-way would be required for Alternate 1 (No-Build). Alternate 2 (TSM) requires 4.1 acres of residential property. Alternate 3-4 (Build) requires 43.5 acres of residential property. The V-E Alternate would require 36.6 acres of residential property. Alternate 3-4 Modified would require approximately 40 acres of residential property.

2. Air Quality Impacts

Six receptor sites along Maryland Route 97 were selected on the basis of usage and proximity to the roadway. The CO levels were obtained and analyzed, with no violations of either the one-hour or the eight-hour standards in the years 1990 or 2010.

3. Noise Impacts

Measurements of ambient noise levels were made at eight (8) representative sensitive receptor locations throughout the study area. None of the eight (8) sensitive receptor locations currently experience off-peak noise levels in excess of the criteria. Of the eight (8) sensitive receptor locations studied, none will exceed the noise abatement criteria in 1990 under any of the four alternates. Only one receptor, located north of Hines Road on the west side of Maryland 97 under the Build Alternates, will experience noise levels above abatement criteria in 2010.

The analysis also indicates that all sensitive receptor locations, except Site 5, are expected to experience an increase from existing ambient noise levels, regardless of the alternate.

The largest increase occurs at Site 3, Olney Manor Park, where the present ambient level of 53 dBA is increased by 10 to 12 dBA in 1990 and 10 to 14 dBA in

2010. Further noise abatement measures for the park were investigated and found to be impractical. Earthberms and landscaping would require significant amounts of right-of-way and would require park property to implement. The area of the park that would experience the greatest noise increase is used for parking and a storage area. The construction of an earth berm or the implementation of landscaping would infringe on portions of the parking area and reduce the number of spaces available.

A noise wall would have to be segmented to provide access to Emory Lane. This would decrease the effectiveness of the wall and the desired reduction in noise levels would not be achieved. It was determined that it would not be cost-effective to build a wall that would not adequately serve its designed purpose.

Different types of Noise Abatement Measures, such as noise barriers, earth berms, landscape screening, traffic management, etc., were considered for the other noise sensitive locations and were determined to be either impractical, infeasible, or not cost-effective.



4. Other Environmental Factors

Below is a list of additional environmental factors and the relative effects the Maryland Route 97 project would have on them:

- a. Water Resources - no significant impact
- b. Stream Modifications - none
- c. Wetlands - two wetlands not adversely impacted
- d. Floodplain - no significant affect on 100-year floodplain
- e. Endangered Species - no affect to any known endangered species
- f. Prime or unique Farmland - some taking of prime farmland but no adverse impacts to the agricultural productivity in this area
- g. Archeological Sites - two sites were located in the project area, but neither would be adversely impacted

D. Other Study Considerations

Historical Sites - 4 (f)

The State Historic Preservation Officer has identified nine buildings in the project area as having historic significance. Preliminary determination, after review of Alternates 1, 2, 3-4, the V-E Alternate, and 3-4 Modified indicates that historic impacts associated

with Alternate 3-4, the V-E Alternate, and Alternate 3-4 Modified would be limited to the Robert Mackall House.<sup>1</sup> No historical site would be impacted by implementation of Alternates 1 or 2.

The Robert Mackall House is a 2 1/2-story frame house located on the east side of Maryland Route 97, 700' south of Old Baltimore Road. The Mackall House is a mid-nineteenth century log and frame house in which Robert Mackall, a member of Mosby's Confederate Raiders during the Civil War, lived for thirty years until roughly 1900. The affected property includes the existing gravel entrance drive and grassed lawn, with scattered trees between the house and the edge of the existing roadway. Several of these trees are mature, including a maple that is 40 inches in diameter. The property required by Alternate 3-4, the V-E Alternate, and Alternate 3-4 Modified will not significantly affect the historic value of this site.

Alternate 3-4 would require the acquisition of 0.25 acres of historic property and an additional 0.07 acre for temporary construction easement. The V-E Alternate, and Alternate 3-4 Modified would require the

<sup>1</sup> Subsequent to preparation of this Project Planning Recommendation, it was determined that the Robert Mackall House (Berry Mackall House) is not eligible for the National Register of Historic Places. Consequently, Section 4(f) of the Department of Transportation Act will not apply. See Part V of this FONSI for additional discussion.

acquisition of approximately 0.13 and 0.12 acres, respectively, of historical property. Beside the acquisition of historic property, some other impacts to the Robert Mackall House are as follows:

- a. Visual Impact - change the existing view from the house.
- b. Access to Site - one of the two existing gravel driveways to be removed.
- c. Noise Environment - future noise levels at the house will exceed Federal Design Criteria with Alternate 3-4, the V-E Alternate, and Alternate 3-4 Modified.
- d. Air Quality - no violations.
- e. Zoning - no affect.

An avoidance alternate is possible which would avoid all property impacts to the Mackall House, and maintain the overall integrity of Alternate 3-4, the V-E Alternate, and Alternate 3-4 Modified. Between Emory Church Road and Cherry Valley Road, the "Avoidance" alternate would shift the entire roadway alignment approximately 60 feet to the west at the maximum point.

While this "Avoidance" Alternate avoids all adverse property impacts to the Robert Mackall House, it has the following adverse impacts:

- requires historic property from the Higgins Tavern/Hotel (probable national register eligible);

- requires property and adversely affects the operation of a C&P Telephone Company substation;
- requires additional property from the Church of Christ;
- requires the displacement of three occupied residences in the Cherrywood subdivision (directly across Maryland Route 97 from the Mackall House);
- requires additional residential property along Cherry Valley Road and commercial property at Hines Hatchery.

Although the previously described "Avoidance" Alternate avoids property impacts to the Robert Mackall House, the associated adverse impacts are so severe that they probably preclude its adoption. Therefore, the following mitigation strategies will be considered, should Alternate 3-4, the V-E Alternate, or Alternate 3-4 Modified be selected:

- landscaping could be utilized to reduce the visual impact;
- the grade of Alternate 3-4 could be refined to minimize earthwork and, therefore, impacts.

The V-E Alternate reduces the impacts to the Mackall House over Alternate 3-4 by allowing the alignment to shift as much as 24 feet to the west of the proposed

alignment. Alternate 3-4 Modified would allow an alignment shift of 14 feet.

The Department of Interior prefers the TSM Alternate (Alternate 2), but realizes that traffic projections may justify the need for 4 lanes in front of the Mackall House. That being the case, the Department of Interior concurs that there are no feasible and prudent alternatives to the use of some land from the historic Mackall House, but recommend a much narrower median (16 feet instead of 54 feet). (The V-E Alternate suggests 30 feet and Alternate 3-4 Modified proposes a 40 foot median at the Mackall House). The Department of Interior suggests that landscaping and intense tree replacement would further reduce impacts the project would have on the property. If the median reduction proves infeasible, the Department of Interior recommends, as a last resort, moving the Mackall House back from the highway to accomplish a setback equal to the house's existing setback. This, with landscaping restoration, would more adequately mitigate the impacts of the proposal than the measures currently presented.

E. Implementation Costs (Estimate 1981 \$'s)

<u>Alternate</u>	<u>Right-of-Way &amp; Relocation</u>	<u>Construction (\$1,000)</u>	<u>Total (\$1,000)</u>
1	-	-	-
2	\$ 360	\$1,800	\$ 2,160
3-4	2,047	8,550	10,597
V-E (Phase I)	1,584	7,487	9,071
Phase II-Opt. 1	-	332	332
Phase II-Opt. 2	-	555	555
3-4 Modified	1,760	7,600	9,360

III. Positions TakenA. Elected Officials

The dualization of Maryland Route 97 has been looked upon very favorably by Montgomery County elected officials during the study process. The Montgomery County Executive has expressed the County's support for Alternate 3-4 and has requested reinstatement of construction funds. To date, the Public Hearing has generated no additional comment from elected officials.

Montgomery County has included in their Capital Improvements Program the construction of an interim improvement to widen the present roadway along Georgia Avenue to four lanes in Fiscal Year 1987. This project is called "Interim" because it is not intended to replace the State's planned improvement; rather it is to provide additional capacity until the State secures the financial means to fund this major reconstruction project. The County project is proposed as a four lane undivided roadway within an 80 foot right of way.

B. Citizens and Associations

1. Mrs. Eleanor Kaul

- fence along Georgia Avenue by Olney Elementary School
- light at King William Drive

2. Mr. Albert Carrozza, Oakdale-Emory United Methodist Church

- Improvements Impact Church
- Consider noise barrier along church property
- wants access to Georgia Avenue from Church parking lot

3. Ms. Pam Shirley, Olney Elementary PTA Executive Board Member

- Supports widening of Georgia Avenue
- Concerned with safety matters near school
- noise abatement-screening, trees, bushes, etc.
- landscaping-PTA has already planted trees along Georgia Avenue wants preserved or replaced.

4. Mr. James Davitt, Representing Oakdale Terrace Residents

- Support Alternate 3-4
- wants project restored to CTP
- Support TSM as Second choice
- Traffic Signal at King William Drive

5. Mr. Ronald Burger-President Greater Olney Civic Association
  - Favors 4 lane improvement throughout project
  - signalize intersections at King William Drive
  - signalize intersections at Emory Lane
6. Mr. Jeremy Parker, Montgomery County Citizens Advisory Commission on Bicycles, Washington Area Bicyclist Association
  - Supports 3-4 TSM second choice
7. Ms. Ann Strickler, President Olney Mill Community Association
  - Supports 3-4
8. Mr. Bob Sahadi, Greater Olney Civic Association
  - Supports 4 lane roadway with smaller median say 12 feet
  - Traffic Signal at Emory Lane
  - Traffic Signal at King William Drive
  - Supports fence along school
9. Mr. Harry Koller, Williamsburg Village Civic Association
  - Supports 3-4
10. Mr. Alden English, President Sandy Spring Volunteer Fire Department
  - Support 3-4
  - Need additional street lights
  - signal at Emory Lane
  - signal at King William Drive



11. Ms. Helen Boccabella, Citizen

- reduce speed limit
- signal at Old Baltimore Road

Summary of Written Comments

Name	No Build	TSM	3-4	Improvement
Charles Gilchrist (Montgomery County)			x	
Ms. Witt				x (wants better access)
Mr. Kahle National Capital Area Trans. Fed.			x	x
G. Brown				x (6 lanes)
Petzold				x (TSM for Interim)
Dillion (Bean Farm)			x	

Ms. Hatakeymer - concerned about slope and drainage affects to her property

Mr. Goldstein - concerned about access to Georgia Avenue

C. Agencies

The Department of Interior prefers TSM alternate, but accepts the need for four lanes. If four lanes are needed mitigation measures would be required for the Mackall House.

The Maryland National Capital Park and Planning Commission has indicated their support for Alternate 3-4.

IV. Recommendations

On January 21, 1982 a Project Planning Team Recommendation Meeting was held in SHA Headquarters Building to discuss the values of the Project Alternates including the V-E Alternate, and formulate a Team Recommendation to be presented to the Administrator of the SHA. After a lengthy discussion among the Project Planning Team, the following recommendations were agreed upon:

1. Recommendation of Build Alternate 3-4 Modified.

The Maryland 97 project would be constructed as a 4 lane divided urban highway with the future 6 lanes from Maryland 28 to Emory Lane dependent upon the construction of Maryland Route 115 or ICC Interchange. If neither project is constructed, Maryland 97 would remain as a 4 lane facility.

2. Maryland Route 97 from Maryland Route 28 to North of Emory Lane would consist of two 27 foot roadways with a 54 foot median and 4 foot inside shoulders as presented in the V-E Recommendation Phase I. The roadway section from South of Emory Church Road to Queen Mary Drive would consist of two 27 foot roadways with a 40 foot median and 4 foot inside shoulders. The 27 foot roadway width includes a 3 foot curbside, shared bikelane. Curb and gutters and

sidewalks, where warranted, would be provided on the outside of the roadway. The roadway section between Emory Lane and Emory Church Road would transition from a 54 foot median to a 40 foot median. The section from Emory Church Road to Queen Mary Drive is a compromise between the V-E Alternate and Alternate 3-4. From Queen Mary Drive to Spartan Road, the recommended typical section would transition from 40 feet to the existing 16 foot raised median section. The recommended typical section will allow Maryland Route 97 to expand to 6 lanes, throughout the project, if the Maryland Route 115 or ICC interchange is constructed in the future. Curb and gutters and sidewalks, where warranted, would be provided on the outside of the roadway. The Right of Way reduction, due to the reduced median width, along Maryland 97 will help reduce the adverse environmental impacts to the project area. The NB roadway at the Mackall House could be shifted 14 feet to the west to reduce impacts to the Historic property. The total cost for this recommended alternate would be \$9.36 million including the Right of Way costing

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approximately \$1.76 million. This results in a total savings of \$1.24 million or 11.7% over Build Alternate 3-4.

3. The existing roadway would be utilized as a service road from Maryland Route 28 to Emory Church Road to help control access through this section of Maryland Route 97. The service road is recommended as modified following the January 21, 1982 Team Recommendation Meeting and described on Page 12.

IV.  
PUBLIC  
HEARING  
COMMENTS

IV. PUBLIC HEARING COMMENTS

HEARING SUMMARY

A Combined Location/Design Public Hearing was held for the project on October 26, 1981 at 7:30 p.m. in the Olney Elementary School located at 3401 Queen Mary Drive in Olney, Maryland. The purpose of the hearing was to present information relative to the engineering and environmental analysis and to receive public comments on the project.

Eleven (11) individuals made statements following the presentation by State Highway Administration personnel.\* The following is a summary of the statements made.

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\* Subsequent to the Location/Design Public Hearing eight individuals submitted written comments. These comments are reproduced in the next section of this document.

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1. Mrs. Eleanor Kaul, area resident -

Mrs. Kaul recommended that consideration be given to putting a fence along Georgia Avenue in the vicinity of the Olney Elementary School if Georgia Avenue is widened. She noted that the playground and kindergarten area are closest to the roadway, and that fencing would be necessary to protect school children. She also stated that a traffic signal is desperately needed today at the intersection of King William Drive and Georgia Avenue, and suggested that a right turn lane on King William Drive for vehicles turning south on Georgia Avenue would considerably improve the flow of traffic through this intersection.

Response

A fence will be provided in the vicinity of the Olney Elementary School as a part of Alternate 3-4 Modified. The State Highway Administration has conducted traffic signalization warrant studies at several of the project intersections along Georgia Avenue. Based on these studies, it was determined that while the intersections of King William Drive and Queen Mary Drive did not independently warrant signals, a signal at either location would be warranted because additional traffic would probably be diverted from the other unsignalized intersection. Because of the higher accident experience at the King William intersection, and the fact that a signal at Queen Mary would encourage more traffic to pass the Elementary School, the King William intersection has been selected for signalization.

The process for signal implementation at King William Drive has been started. This involves a design request and then priority rating with other signal projects for funding. This work will also include an additional approach lane on King William Drive.



2. Mr. Albert Carrozza, attorney, representing the Oakdale-Emory United Methodist Church -

Mr. Carrozza voiced concern over the loss of the front lawn and parking lot of the church property, and requested that some sort of noise barrier be considered between Georgia Avenue and the church. Mr. Carrozza also noted that Emory Church Road provides their major point of access and urged that its intersection with Georgia Avenue remain intact. He also requested that a new connection between the church parking lot and Georgia Avenue be provided and asked that care be taken not to add to their present "water problem" when grading for roadway improvements.

Response

The Olney Manor Park, next to the church, was designated as a Noise Sensitive Area. The noise analysis prepared indicated there would only be a 4 dba increase in noise levels, to 67 dba, from existing conditions to the design year. The 67 dba is below Federal Noise Abatement Criteria. Therefore, noise barriers are not proposed in the vicinity of the church. The intersection of Emory Church Road with Georgia Avenue will be maintained. Since the existing access to the church and its associated parking area from Georgia Avenue by way of Emory Church Road will not be affected, there will be no need for a new direct connection between Georgia Avenue and the parking area. A new drainage system will be provided to handle all runoff from Georgia Avenue, and neither runoff from the widened roadway or changes in right-of-way grading will increase runoff volumes reaching the adjacent church property.

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3. Ms. Pam Shirley, representing the Olney Elementary School P.T.A. -

The P.T.A. Executive Board supported the widening of Georgia Avenue, but requested that all necessary steps (fences, sidewalks, etc.) be taken to assure the safety of school children walking to and from the school, and that appropriate screening materials (trees, bushes, etc.) be installed between the school building and the roadway for noise abatement and landscaping purposes. The P.T.A. has already placed some trees between Georgia Avenue and the Elementary School and would like those trees preserved, through relocation if necessary.

Written comments also submitted by Ms. Shirley are reproduced in the following section of this document.

Response

Fencing and sidewalks will be provided along Georgia Avenue in the vicinity of the Olney Elementary School. Predicted noise level increases are so small that no noise abatement measures will be necessary. Design year noise levels are below Federal Noise Abatement Criteria. Landscaping will be included in the proposed action. Details will be coordinated with interested representatives of the adjacent properties during the project final design phase.

4. Mr. Davitt, speaking "on behalf of most of my neighbors in the Oakdale Terrace Subdivision" -

Mr. Davitt supported Alternate 3-4 and urged that it be restored to the Consolidated Transportation Program. If it cannot be restored, he would support something along the lines of Alternate 2 (TSM), if only to provide traffic signals. He agrees with the previous statement made by Mrs. Kaul about the need for a traffic signal at King William Drive, and also asked for a traffic signal at Emory Lane where numerous accidents and serious congestions have been observed by the community.

Response

Recent studies by SHA indicate that traffic signals are not warranted at the junction of Georgia Avenue with Emory Lane at the present time. As noted previously (response to Statement No. 1) the process of implementing a traffic signal at King William Drive has been started. Anticipating that the project will receive Location and Design Approval, the project has been included in the Draft 1983-1988 Consolidated Transportation Program.

5. Mr. Ronald Berger, President of Greater Olney Civic Association -

Mr. Berger noted that Alternate 3-4 is not entirely consistent with the Olney Master Plan, which calls for 4 lanes between Route 28 and Olney. The Civic Association supports an improvement that would provide the four lane road called for in the Master Plan. Mr. Berger also "seconded" the comments made by previous speakers about the need for additional traffic lights at King William Drive and at Emory Drive.

Response

The Selected Action, Alternate 3-4 Modified, proposes widening Georgia Avenue to only 4 lanes throughout this project area. However, the 54' and 40' medians do allow for expansion to 6 lanes when warranted by increases in traffic volumes. As noted previously (response to Statement 1), the process of implementing a traffic signal at King William Drive has been started. Existing traffic conditions at Emory Lane do not warrant installation of a traffic signal.

6. Mr. Jeremy Parker, Washington Area Bicyclist Association and Montgomery County Citizens Advisory Commission on Bicycles -

Mr. Parker noted that safe bicycle riding is not possible on Georgia Avenue today. He supported Alternate 3-4 because it provided an extra 3 feet of curb lane width. If Alternate 3-4 should not be implemented, he would favor the TSM Alternate (Alt. 2).

Response

Alternate 3-4 Modified will provide a 3 foot curbside, shared bikelane along both the northbound and southbound roadways.

7. Ms. Ann Strickler, President of Olney Mill Community Association -

Ms. Strickler would prefer that the Olney Master Plan be adhered to, but acknowledged the dire need for widening Georgia Avenue, even if six lanes are proposed between Route 28 and Emory Lane. She also requested that sidewalks be included in the proposed improvement.

Response

The Selected Action, Alternate 3-4 Modified, proposes a 4 lane improvement throughout the project area, as described in the Olney Master Plan. Sidewalks will only be provided, however, on the outside of the roadway where warranted.

8. Mr. Bob Sahadi, representing the Greater Olney Civic Association -

Mr. Sahadi supported a four lane improvement between Routes 28 and 108, as described in the Olney Master Plan. He felt that the six lane roadway proposed as part of Alternate 3-4 would tend to change the present rural character of this region, giving it a more urban "flavor". He also recommended that the proposed median be reduced to the minimum acceptable width, and that the right-of-way be heavily landscaped to impart a parkway effect. Mr. Sahadi also agreed with previously voiced statements urging the installation of traffic signals at Emory Lane and King William Drive.

Response

Alternate 3-4 Modified proposes widening Georgia Avenue to only 4 lanes with a narrower median than envisioned with the Public Hearing Alternate 3-4. This is discussed in section 3 of this document. The proposed medians are the minimal width considered practical by the SHA. The 54' and 40' medians proposed for Georgia Avenue south of High Street will provide for the possible construction of additional lanes if required by future traffic conditions. Landscaping will be provided as part of the proposed improvement and details will be developed during final design with input from residents of adjacent communities. The need for traffic signals at Emory Lane and King William Drive has been discussed previously (response to Statement 1).

9. Mr. Harry Koller, speaking for Williamsburg Village Civic Association -

Mr. Koller noted that development is proceeding in this area and that improvements to Georgia Avenue are past due. He noted that his community needs traffic signals at King William Drive and possibly Queen Mary Drive, as well as roadway widening and striping for turn lanes. Their civic association supports Alternate 3-4.

Response

As noted previously, the process of implementating a traffic signal at King William Drive has been started.



10. Mr. Alden English, President of the Sandy Spring Volunteer Fire Department -

The Volunteer Fire Department supported Alternate 3-4. They feel that the proposed improvements will do much to increase the safety of this portion of Georgia Avenue and will reduce the accident rate. They also suggested that roadway safety would be improved if additional overhead lighting, signing and signalization were implemented at the intersections of Georgia Avenue with Emory Church Road, Old Baltimore Road and Emory Lane. These improvements should be made as soon as possible, in advance of major improvements to Georgia Avenue.

Response

Study of traffic operations and accident analysis for the intersections of Georgia Avenue with Emory Lane, Emory Church Road and Old Baltimore Road indicates that traffic signals are not warranted at present. Also, primarily because of the low number of night-time accidents, accident analysis does not indicate a justification for additional street lighting. These features will be reconsidered as conditions change in this area.

11. Ms. Helen Boccabella, area resident -

Ms. Boccabella stated that some things that could be done today to improve the local roadway system have not been addressed. She suggested that the speed limit should be reduced along Georgia Avenue in the vicinity of Old Baltimore Road, and that signalization be provided at the Old Baltimore Road intersection.

Response

As noted previously, recent studies indicated that, except at King William Drive, additional traffic signals along Georgia Avenue are not warranted under present traffic and safety conditions. Recent radar studies along Md. Route 97 in the vicinity of Old Baltimore Road have indicated that the existing speed limit is adequate and proper.

V.  
ACTIVITIES  
SUBSEQUENT  
TO PUBLIC  
HEARING

V. ACTIVITIES SUBSEQUENT TO PUBLIC HEARING

RE-EVALUATION OF HISTORICAL SIGNIFICANCE OF THE BERRY-MACKALL HOUSE

As noted in the Project Planning Recommendation included in Section III of this FONSI, the Berry-Mackall House was identified early in the development of this study as a site having potential historic significance. Preliminary coordination with the Maryland Historical Trust indicated that this site was potentially eligible for the National Register of Historic Places, hence deserving of special consideration required by Section 4(f) of the Department of Transportation Act and Section 106 of the National Historic Preservation Act. Subsequently, a detailed evaluation of this site was completed and submitted to the Keeper of the National Register, who determined, on July 8, 1982, that the Berry-Mackall House is not eligible for listing on the National Register. That determination is documented in the Determination of Eligibility Notification that is reproduced on the following page. As a result of the detailed evaluation and "Not Eligible" determination, the Federal Highway Administration has determined that Sections 106 and 4(f) do not apply to this site.

E.O. 11593

69

DETERMINATION OF ELIGIBILITY NOTIFICATION  
National Register of Historic Places  
National Park Service

Name of property: Berry Mackall House

Location: Montgomery County

State: MD

Request submitted by: DOT/FHWA/Emil Elinsky

Date received: 8-31-82

Additional information received: 5-20-82

Opinion of the State Historic Preservation Officer:

Eligible                       Not Eligible                       No Response

Comments:

The Secretary of the Interior has determined that this property is:

Eligible      Applicable criteria:                       Not Eligible

Comments: In a thorough and well prepared response to a request for additional information, the FHWA has demonstrated that the Berry-Mackall House is not eligible for the National Register. Robert Mackall, the Civil War Veteran who occupied the house for 28 years following the War was not shown to be locally distinguished. No events, associated with the property either through Mackall's period of occupancy or in any other time period have been demonstrated to be significant. In comparison to other vernacular houses in the county of the same general period, the house is not a significant example of a type or method of construction. Alterations to the house and former farm complex and to the setting have eroded the ability of the property to illustrate well any specific period in its history.

Documentation insufficient  
(Please see accompanying sheet explaining additional materials required)

Bruce Mac Donald  
Keeper of the National Register

Date: July 8, 1982

70

VI.  
CORRESPONDENCE

VI. CORRESPONDENCE

Letters and memoranda resulting from circulation of the Environmental Assessment for this project in August 1981, and the Combined Location/Design Public Hearing held in October 1981 are reproduced on the following pages. Each piece of coordination is followed by a responding letter from the State Highway Administration or a response developed for this FONSI.

RECEIVED

SEP 28 1981

DIRECTOR, OFFICE OF  
PLANNING & PRELIMINARY ENGINEERINGMr. Hal Kassoiff  
Dir., Office Plan & Prel. Eng.  
P.O. Box 717  
Baltimore, MD 21203

Dear Mr. Kassoiff:

Thank you for sending me a copy of the public notice regarding the proposed improvement of Maryland Route 97 from Route 28 to Route 108.

Upon review of this document it appears to me that the widening would be much more helpful if it extended up to Emory Lane going west off Georgia Avenue. The reason for this suggestion is that there is a considerable amount of traffic which uses Emory Lane and the additional lane would allow them to enter Georgia Avenue heading south without interfering with the traffic already proceeding south on Georgia Avenue in the morning (the reverse in the evening). The widening of the road to just south of Batchellors Forest Road would require them to merge with the traffic and then gain access to the additional lane. This suggestion would result in about 1000 foot (estimated) of additional wide (six lane) pavement.

How did the Highway Department determine that the road should be six lanes to Batchellors Forest and four lanes the remainder of the way? There is a school down this road but the traffic is insignificant compared to the amount of traffic on Emory Lane. In addition with the new homes being built off Cashell Road I would expect that the traffic off Cashell onto Emory will increase significantly.

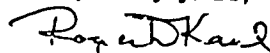
The additional widening would also allow more access to the Park on Georgia Avenue where it has been suggested that the parking lots be used for a "Park and Ride".

I would like to present this position to the community on the evening of October 26 at the Public Hearing. Please add my name to the list of witnesses.

I would be glad to talk to you about this if you have questions. Please feel free to call me at work (301) 588-6180.

Thanks again for keeping the citizens informed of your plans.

Very truly yours,

  
Roger D. Kaul
17609 Princess Anne Drive  
Olney, MD 20832  
September 25, 1981

RECEIVED

SEP 28 1981

DIRECTOR, OFFICE OF  
PLANNING & PRELIMINARY ENGINEERING

Maryland Department of Transportation

State Highway Administration

James J. O'Donnell  
Secretary  
M. S. Caltrider  
Administrator

October 6, 1981

RE: Contract No. M 576-151-571  
Maryland Route 97 (Georgia Avenue  
From Maryland Route 28  
To Maryland Route 108)Mr. Roger D. Kaul  
17609 Princess Ann Drive  
Olney, Maryland 20832

Dear Mr. Kaul:

Thank you for your letter of September 25, 1981 concerning the Project Planning Study along Maryland Route 97.

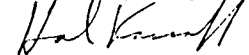
Traffic projections prepared for this project indicate that by the year 2010, Georgia Avenue will require six (6) lanes to north of Emory Lane. From this point to the vicinity of Emory Church Road, the roadway will transition to four (4) lanes, continuing to Olney.

The proposed six lane roadway, up to Emory Lane, is warranted due to the large volumes of traffic anticipated to intersect with Georgia Avenue from the proposed relocation of Maryland Route 115, and along Emory Lane, from west of Georgia Avenue.

Your name has been added to the speakers list for the Public Hearing to be conducted on Monday, October 26, 1981 at 7:50 p.m. Members of my staff will be on hand to discuss any concerns which you may have.

The brochure for the Hearing is currently being printed, and will be mailed to you shortly. Again, thank you for your continued interest in this project.

Very truly yours,


Hal Kassoiff, Director  
Office of Planning and  
Preliminary Engineering

HK:cms

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

My telephone number is 650-1110

22



# MEMO



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

July 8, 1981

TO: Robert Winick, Chief, Transportation Planning Division  
VIA: Jorge A. Valladares, Chief, Environmental Planning Division *JAV.*  
FROM: Nancy Robb, Environmental Planning Technician *NRR*  
SUBJECT: Route 97 Project from Norbeck to Olney (Georgia Avenue)

Comments on Environmental Assessment of Md. Route 97:

1. On page IV-26 "Truck volumes are at their peak during both the AM and PM peak periods, therefore creating higher L10 noise levels during these hours of the day". Then in Table IV-3 they compare 1980 off peak L10 to FHWA standard. This is not the worst case. How do peak L10 compare to standard?
2. We would like to see a technical report of why barriers are infeasible. Also if Build Alternate is chosen, wouldn't access from these homes be limited making a barrier possible between the service road and the new road?
3. At the time of alternative selection, we would like to see Air Quality and Noise Technical documents.

NR:JAV:dws

cc: Don Downing *DO*

# MEMO



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
SILVER SPRING, MD.

October 6, 1981

TO: Ed Ferber, Coordinator, Transportation Planning Division  
VIA: Jorge A. Valladares, Chief, Environmental Planning Division *JAV.*  
FROM: Nancy Robb, Environmental Planning Technician *NRR*  
SUBJECT: Route 97 Project from Norbeck to Olney (Georgia Avenue)

We have reviewed the EIS for Georgia Avenue and would like to reiterate the points made in our memo dated July 8, 1981. Please refer to the attached copy.

NR:JAV:dws

cc: Don Downing

RESPONSE:

1. The volume of autos and trucks may be significantly higher during peak hours, however, operating speeds are significantly lower at these times. Therefore, any decrease in traffic speed would cause lower L<sub>10</sub> noise levels. For automobiles, level of service "C" conditions are considered to be the combination of speed and volume which creates worse case noise conditions (off-peak). In addition, the design hourly truck volume (DHV) is used when level of service "C" or DHV was used for automobiles. For these reasons, the L<sub>10</sub> peaks were not compared.
2. The Noise Analysis Technical Report for this project has been submitted to the MNCPPC for review.
3. Copies of Air Quality and Noise Analysis Technical Reports have been provided to the MNCPPC.

**AMERICAN SECURITY CORPORATION**



**Maryland Department of Transportation**

State Highway Administration

David H. ...  
Secretary  
M. S. Calder  
Administrator

October 28, 1981

November 10, 1981

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

RE Contract No. M 376-151-371  
Maryland Route 97 (Georgia Avenue)  
From Maryland Route 28  
To Maryland Route 108

Re: Contract No. M 376-151-371, Maryland Route 97  
(Georgia Avenue) from Maryland Route 28 at  
Norbeck to Maryland Route 108 at Olney combined  
location/design.

Mr. Edward T. Dillon  
American Security Corporation  
730 Fifteenth Street, N.W.  
Washington, D.C. 20015

Dear Mr. Dillon:

Thank you for your interest and support of the Build Alternate  
3-4 presented at the Public Hearing on October 26, 1981. Your sup-  
port is greatly appreciated.

As you know because of severe funding problems, many proposed  
highway improvements have been reduced in scope or deleted from the  
Department's 1981-1986 Consolidated Transportation Program. This  
project has been deleted from the program, but Local and State  
approval will be received. This approval will identify the  
of-way requirements for the project and will allow the County to  
reserve land for future construction through their planning and  
zoning procedures. When and if the funds become available, this  
project could become a high priority for resumption.

Again, thank you for your comments and your organization's  
continued support of this project.

Gentlemen:

We represent the Co-Executors of the Estate of M. Estelle Beane. This Estate owns  
considerable acreage on the East side of Georgia Avenue, North of Old Baltimore Road  
and fronting on that section involved in the above captioned contract.

Being cognizant of the future development in the area, as well as the need for less con-  
gestion at peak hours currently and concern for the safety of the people who travel this  
route, we whole-heartedly support the plan known as "Alternate 3-4 Build". It is our hope  
that your department will find the funds in the near future to begin construction on this  
project at an early date.

We are on your mailing list and we did have a representative at the hearing on October  
26th. It was refreshing for us to hear the 11 speakers all support the full development of  
the roadway on Georgia Avenue at that hearing.

Very truly yours,

Edward T. Dillon  
Assistant Vice President

Very truly yours,

Hal Kassoff, Director  
Office of Planning and  
Preliminary Engineering

ETD/rmh  
7520#6

HK:cms

cc: Roberta Sterns - A-2  
F. William Burke - A-9

cc: Mr. Eugene T. Camponeschi (w/attach.)  
Mr. David Wallace  
Mr. Wm. F. Schneider, Jr.

STATE HIGHWAY ADMINISTRATION

QUESTIONS AND/OR COMMENTS

Contract No. M 376-151-371  
MARYLAND ROUTE 97  
(GEORGIA AVENUE)  
FROM MARYLAND ROUTE 28 AT NORBECK  
TO MARYLAND ROUTE 108 AT OLNEY  
COMBINED LOCATION/DESIGN  
PUBLIC HEARING  
7:30 p.m.  
Monday, October 26, 1981



Maryland Department of Transportation

State Highway Administration

James J. O'Donnell  
Secretary  
M. S. Caltrider  
Administrator

October 30, 1981

RE: Contract No. M 376-151-371  
Maryland Route 97  
From Maryland Route 28 To  
Maryland Route 108

NAME: Pam Shirley, Member, Executive Board, Olney Elementary School PTA

PLEASE PRINT

ADDRESS: 3401 Queen Mary Drive

CITY/TOWN: Olney STATE: Maryland ZIP CODE: 20832

Mrs. Pam Shirley  
3401 Queen Mary Drive  
Olney, Maryland 20832

Dear Mrs. Shirley:

Thank you for your interest and support of our Maryland Route 97 project. Your support is greatly appreciated.

We recognize your concerns to insure the safety of children attending Olney Elementary School, and during our design phase the safety measures that you suggested (fences, sidewalks, etc.) can be considered.

Noise attenuation measures and barriers have been considered for this area, but were found to be infeasible because the barrier would have to be segmented. Noise reduction due to segmented noise barriers would be minimal. Other noise abatement measures (screening, landscaping, truck restrictions, earth berms) have been investigated and found to be impractical. The Olney Elementary School is predicted to experience noise levels below L10=70dBA under any of the three alternates in either 1990 or 2010.

The preservation of trees already installed between Georgia Avenue and the school will be handled during the Right of Way and Relocation Phases of the project.

Again, thank you for your comments and your organization's continued interest in this project.

Very truly yours,

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

by: *Walter L. Hanrahan*  
Walter L. Hanrahan  
Project Manager

WFS:REW:cms

cc: Mr. Eugene T. Camponeschi (w/attach.)  
Mr. David W. Wallace " "

I am currently on the Mailing List.

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

My telephone number is 650-1117

STATE HIGHWAY ADMINISTRATION

QUESTIONS AND/OR COMMENTS  
Contract No. M 376-151-371  
MARYLAND ROUTE 97  
(GEORGIA AVENUE)  
FROM MARYLAND ROUTE 28 AT NORBECK  
TO MARYLAND ROUTE 108 AT OLNEY  
COMBINED LOCATION/DESIGN  
PUBLIC HEARING  
7:30 p.m.  
Monday, October 26, 1981



Maryland Department of Transportation

State Highway Administration

October 30, 1981

James J. O'Donnell  
Secretary  
M. S. Caltrider  
Administrator

RE: Contract No. M 376-151-371  
Maryland Route 97 (Georgia Avenue)  
From Maryland Route 28  
To Maryland Route 108

NAME: Bettie Ann Witt

ADDRESS: 17336 Georgia Avenue.

CITY/TOWN Olney STATE: md ZIP CODE: 20832

PLEASE PRINT

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

Thanks for the improvement at  
exit 28 & every little bit helps.

Very concerned about buses &  
other customers having poor  
access to the oldest continuously  
operated hatchery on the east coast.  
The oldest business on the same  
site in Olney (est. 1900, building 1925) &  
original rural electrification project.

What! Why! maintain 3 lanes (old,  
new from Norbeck to Emory Church  
Road!

Ms. Bettie Ann Witt  
17336 Georgia Avenue  
Olney, Maryland 20832

Dear Ms. Witt:

Thank you for your letter of October 26, 1981 concerning the Maryland Route 97 study.

We understand your concern about buses and other vehicles not having direct access to the oldest hatchery on the east coast. Crossovers will be provided at major intersecting County roads and will provide sufficient distance to allow single unit trucks and buses to make U-turns on Maryland 97. Buses and trucks will then have direct access to the hatchery, and the hatchery will be visible from either roadway of Maryland 97.

Alternate 3-4 envisions retaining the existing two-lane highway, as a west side service road between Maryland Route 28 and the businesses near Travenners Silo Inn. The existing roadway was retained as a service road to eliminate some control of access by reducing the number of driveway entrances to the new highway. North of Emory Church Road the existing Maryland Route 97 roadway will become part of the proposed 4-lane improvement, and access would generally be permitted at all existing driveways and business entrances fronting the highway.

Again, thank you for your concerns on the Maryland Route 97 project.

Very truly yours,

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

by: Walter L. Hanrahan

Walter L. Hanrahan  
Project Manager

WFS:REW:cms

cc: Mr. Eugene T. Camponeschi (w/attach.)  
Mr. David W. Wallace " "

My telephone number is 052-1107

File Box 777 700 North ...

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)

## STATE HIGHWAY ADMINISTRATION

QUESTIONS AND/OR COMMENTS

Contract No. M 376-151-371  
 MARYLAND ROUTE 97  
 (GEORGIA AVENUE)  
 FROM MARYLAND ROUTE 28 AT NORBECK  
 TO MARYLAND ROUTE 108 AT OLNEY  
 COMBINED LOCATION/DESIGN  
 PUBLIC HEARING  
 7:30 p.m.  
 Monday, October 26, 1981



Maryland Department of Transportation

State Highway Administration

Lowell K. Bricwell  
 Secretary  
 M. S. Caltrider  
 Administrator

November 17, 1981

RE: Contract No. M 376-151-371  
 Maryland Route 97 (Georgia Avenue)  
 From Maryland Route 28  
 To Maryland Route 108

PLEASE PRINT NAME: National Capital Area Transportation Federation  
 ADDRESS: 1616 P St., NW  
 CITY/TOWN: Washington, D.C. STATE: D.C. ZIP CODE: 20036

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

This Federation supports your Alternate 3-4

for building a multi-lane divided highway on Route 97

(Georgia Avenue) from Norbeck to Olney. This project

is in line with our goals of improving the traffic flow

on the major arteries of the Washington Area.

Please make this support a part of your hearing  
record of October 26.

Sincerely,

*Harold Gray*

Harold Gray,  
 Executive Secretary

Mr. Harold Gray, Executive Secretary  
 National Capital Area Transportation Federal  
 1616 P. Street, N.W.  
 Washington, D. C. 20036

Dear Mr. Gray:

Thank you for your recent correspondence concerning the Maryland Route 97 project.

Your organization's support for Alternate 3-4 will be taken into consideration when a decision is made on this project.

You will be informed of this decision by way of a newsletter which will be sent to those on our mailing list.

Very truly yours,

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

by: *Walter L. Hanrahan*  
 Walter L. Hanrahan  
 Project Manager

WFS:WLH:mcr

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

I am currently on the Mailing List.

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

My telephone number is 659-1107

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

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STATE HIGHWAY ADMINISTRATION

QUESTIONS AND/OR COMMENTS

Contract No. M 376-151-371

MARYLAND ROUTE 97

(GEORGIA AVENUE)

FROM MARYLAND ROUTE 28 AT NORBECK

TO MARYLAND ROUTE 108 AT OLNEY

COMBINED LOCATION/DESIGN

PUBLIC HEARING

7:30 p.m.

Monday, October 26, 1981



Maryland Department of Transportation

State Highway Administration

Lowell K. Bridwell  
Secretary

M. S. Catrider  
Administrator

November 17, 1981

RE: Contract No. M 376-151-371  
Maryland Route 97 (Georgia Ave.)  
From Maryland Route 28 to  
Maryland Route 108

Mr. George W. Brown, Jr.  
4508 Jenner Court  
Olney, Maryland 20832

Dear Mr. Brown:

Thank you for your recent correspondence concerning the Maryland Route 97 study.

Traffic projections for Maryland Route 97 indicate that four (4) lanes are necessary through the year 2010. Beyond then, six lanes could be necessary for the road to function at a reasonable level of service. The build alternate, Alternate 3-4, would allow for this expansion to six lanes at a minimal cost and disruption to the motoring public.

I have added your name to the project mailing list so that you will be kept abreast of developments as they occur on this project.

Very truly yours,

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

by: Walter L. Hanrahan  
Walter L. Hanrahan  
Project Manager

WFS:WLH:bh

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

My telephone number is (301) 659-1107

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

32

NAME: George W. Brown Jr

PLEASE PRINT ADDRESS: 4508 Jenner Ct

CITY/TOWN: Olney STATE: MARYLAND ZIP CODE: 20832

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

I BELIEVE THE STATE SHOULD BUILD A SIX LANE  
ROAD FROM ROUTE 28 TO ROUTE 108. DOING THIS  
WILL SAVE THE STATE MONEY OVER THE 50 YEARS.  
SPENDING THE MONEY AND TIME NOW NOT SENSIBLE  
TO DO SO.

I am currently on the Mailing List.

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

STATE HIGHWAY ADMINISTRATION

QUESTIONS AND/OR COMMENTS

Contract No. M 576-151-371  
MARYLAND ROUTE 97  
(GEORGIA AVENUE)  
FROM MARYLAND ROUTE 28 AT NORBECK  
TO MARYLAND ROUTE 108 AT OLNEY  
COMBINED LOCATION/DESIGN  
PUBLIC HEARING  
7:30 p.m.  
Monday, October 26, 1981

NAME: James E. Davitt

PLEASE PRINT ADDRESS: 16604 Georgia Avenue

CITY/TOWN: Olney STATE: Md. ZIP CODE: 20832

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

1. Why the residents of the Oakdale Terrace support Alternate 3-4.
2. Why we oppose dropping this project from the Consolidated Transportation Program
3. If the project is to be dropped then why we seek traffic controls in our area.
4. If Alternate 3-4 is dropped then why we would actively support Alternate 2,  
including a redesign of the Norbeck Road (Route 28) and Georgia Avenue  
intersection to alleviate a deadly curve and traffic bottleneck.

1981 OCT 26 PM 3 21  
STATE HIGHWAY ADMINISTRATION

I am currently on the Mailing List.

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

Mr. Davitt spoke at the Public Hearing and reiterated his support for the project. A response to his written comments was not prepared. His comments made at the Public Hearing are addressed on page IV-6.



STATE HIGHWAY ADMINISTRATION

QUESTIONS AND/OR COMMENTS

Contract No. M 376-151-371  
MARYLAND ROUTE 97  
(GEORGIA AVENUE)  
FROM MARYLAND ROUTE 28 AT NORBECK  
TO MARYLAND ROUTE 108 AT OLNEY  
COMBINED LOCATION/DESIGN  
PUBLIC HEARING  
7:30 p.m.  
Monday, October 26, 1981



Maryland Department of Transportation

State Highway Administration

Lowell K. Bridwell  
Secretary  
M. S. Caltrider  
Administrator

November 17, 1981

RE: Contract No. M 376-151-371  
Maryland Route 97 (Georgia Ave.)  
From Maryland Route 28 to  
Maryland Route 108

NAME: Walter Petzold

PLEASE PRINT ADDRESS: 14113 Chadwick Lane

CITY/TOWN: Rockville STATE: MD. ZIP CODE: 20853

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

*There is obviously a great need for this facility. The full Master Plan improvement should be built as soon as state funds are available. In the interim it is imperative that the TSM alternate be implemented as soon as possible to cope with the already heavy traffic.*

1981 OCT 29 PM 3 37  
STATE HIGHWAY ADMINISTRATION  
PROJECT PLANNING

Mr. Walter Petzold  
14113 Chadwick Lane  
Rockville, Maryland 20853

Dear Mr. Petzold:

Thank you for your correspondence concerning the Maryland Route 97 study. Your comments will be taken into consideration during the decision making process.

Your name is included on the project mailing list and you will be kept informed of future developments on this project.

Very truly yours,

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

by: Walter L. Hanrahan  
Walter L. Hanrahan  
Project Manager

WFS:WLH:bh

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

I am currently on the Mailing List.

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

VI-12

STATE HIGHWAY ADMINISTRATION

QUESTIONS AND/OR COMMENTS

Contract No. M 376-151-371  
MARYLAND ROUTE 97  
(GEORGIA AVENUE)  
FROM MARYLAND ROUTE 28 AT NORBECK  
TO MARYLAND ROUTE 108 AT OLNEY  
COMBINED LOCATION/DESIGN  
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7:30 p.m.  
Monday, October 26, 1981



Maryland Department of Transportation

State Highway Administration

Lowell K. Bridwell  
Secretary  
M. S. Catrider  
Administrator

November 17, 1981

RE: Contract No. M 376-151-371  
Maryland Route 97 (Georgia Avenue)  
From Maryland Route 28  
To Maryland Route 108

NAME: Mr. & Mrs. L.F. Hatakeyama  
ADDRESS: 17704 Georgia Avenue (P.O. Box 183)  
CITY/TOWN: Olney STATE: Maryland ZIP CODE: 20832

PLEASE PRINT

I/We wish to comment or inquire about the following aspects of this project.  
We are concerned about the potential affect on our property, located between King William and Queen Mary Drives. At the public hearing on October 26, I was told that the anticipated grading of the highway at that point will place our property at a level below that of the highway; i.e., that the ground - instead of remaining relatively level as it is now - will slope down to our front yard. There was also some indication that some part of our property, in addition to the public land in front of ours, would be required for this purpose.  
If so, this would necessitate the transplanting, or replacement, or a handsome and valuable holly hedge (Ilex Crenata Rotundifolia), which we had hoped would not be affected. This hedge serves effectively as a noise barrier, as well as a privacy screen. Our main concern, however, is the possibility of a hazardous situation for us in entering the road from our driveway. If we should have to pull UP into Georgia Avenue from a standing start it could be pretty hairy. Even as it is now, we have a slight upgrade to negotiate; and when we have to contend with loose gravel under our wheels (the repair crews use it on the shoulder and it washes down into our drive) we find it difficult to pull out fast. And when our chance comes, with a break in the traffic, we'd better move fast!

My husband and I shall appreciate your giving this aspect of the plan serious consideration, as there appears to be a significant safety factor involved. We should also appreciate ample advance notice in the event that the hedge, just inside our front property line, must be removed, so that we can take whatever action is possible to minimize the impact. A realistic monetary compensation for the expense involved in this would also be appropriate.

Thank you for this opportunity to comment, and for having arranged the public hearing in a convenient neighborhood location, to facilitate maximum attendance and participation.

Sincerely,

*Audrey Hatakeyama*

Audrey Hatakeyama  
(Mrs. L.F. Hatakeyama)

I am currently on the Mailing List. *(at least, I think so.)*

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

Mrs. L. F. Hatakeyama  
17704 Georgia Avenue  
P.O. Box 183  
Olney, Maryland 20832

Dear Mrs. Hatakeyama:

Thank you for your recent correspondence concerning the Maryland Route 97 study. Your concerns will be taken into consideration before any decision on an alternate is made.

As you were shown at the Public Hearing, the build alternate, Alternate 3-4, would require the raising of the grade of the roadway in front of your residence by approximately 3 to 4 feet. Under this preliminary plan, some additional right of way may have to be purchased from you, and the shrubbery could be transplanted or replaced. The driveway would also have to be adjusted to meet the new roadway. Please keep in mind that these plans are preliminary in nature, and are subject to change during the final design of the project.

Once final design of the roadway is under way, right of way negotiations will begin. At that time, a representative of our Office of Real Estate will contact you if your property is affected by any improvements to Maryland Route 97. I have included a copy of "Your Land and Your Highways" which may help to answer your questions concerning affects to your property.

However, as a result of severe funding problems for highway improvements which the State Highway Administration is currently experiencing, the Maryland Route 97 project will be deleted from the Consolidated Transportation Program upon receipt of Location Approval. Final design activities along with right of way acquisition and construction have been deferred indefinitely.

My telephone number is 659-1107

Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5082 Statewide Toll Free  
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

28

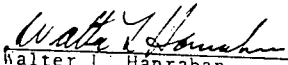
Mrs. L. F. Hatakeyama  
November 17, 1981  
Page 2

Your name is included on the mailing list for this project  
so that you will be kept informed of further developments.

Very truly yours,

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

by:

  
Walter L. Hanrahan  
Project Manager

WFS:WLH:cms  
Attachment

cc: Mr. Eugene T. Camponeschi (w/attach.)  
Mr. David Wallace           "       "  
Mr. Vernon Kral               "       "



STATE HIGHWAY ADMINISTRATION

QUESTIONS AND/OR COMMENTS

Contract No. M 376-151-371

MARYLAND ROUTE 97

(GEORGIA AVENUE)

FROM MARYLAND ROUTE 28 AT NORRECK

TO MARYLAND ROUTE 108 AT OLNEY

COMBINED LOCATION/DESIGN

PUBLIC HEARING

7:30 p.m.

Monday, October 26, 1981

NAME: Herbert P. Goldstein

ADDRESS: 17609 Georgia Avenue

CITY/TOWN: OLNEY STATE: MD ZIP CODE: 20832

PLEASE PRINT

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

*There are several private residences (with Georgia Avenue addresses) along Route 97 that face Georgia Avenue and do not have access to their homes from Georgia Ave. As a specific example, there are four<sup>(4)</sup> homes facing Rte 97, immediately south of King William Drive, on the East side of Georgia Avenue, that are presently forced to enter their properties from the rear via a private roadway that the county does not maintain. Further, these residents are forced to pay additional taxes each year for their water and sewer hookups due to the fact that their connection to these services involved crossing approx 125' of county property that was set aside for Rte 97 expansion.*

*The question here is, will these residents (myself included) be given direct access to the front of their homes, either through a service road on Georgia Ave (similar to that on Connecticut Ave in Bethesda) or from Georgia Ave directly, or will they still be treated as second class citizens and continue to be denied access to the front of their homes (which is a service afforded other residents of Montgomery County)?*

I am currently on the Mailing List.

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



Maryland Department of Transportation

State Highway Administration

James I. O'Donnell  
Secretary  
M. S. Caltrider  
Administrator

November 3, 1981

RE: Contract No. M 376-151-371  
Maryland Route 97 (Georgia Ave.)  
From Maryland Route 28 to  
Maryland Route 108

Mr. Herbert P. Goldstein  
17609 Georgia Avenue  
Olney, Maryland 20832

Dear Mr. Goldstein:

Thank you for your letter concerning the study of Maryland Route 97. A check with our Bureau of Engineering Access Permits indicates that when "The Highlands of Olney" subdivision was approved by the Maryland National Capital Park and Planning Commission (MNCPPC), it was approved with the agreement with the developer that no access be given to Georgia Avenue (Maryland Route 97) to those lots which front on Georgia Avenue (Plat #1, Lots 1, 2, 3, 4, and Plat #2, Lots 1, 2).

The developers had two options, either re-subdivide the development or provide access to some other public road namely via a common access along the rear of the lots. The developer chose the second alternative and provided a common access road along the rear of the lots. Any adjustments to the original subdivision plats would have to be initiated by the MNCPPC. I would suggest that you contact the MNCPPC if you have any further questions on this matter.

Under our proposed improvements of a four lane divided highway, a service road would not be provided in front of your home because of the lack of sufficient dedication to allow for both the improvement and a service road. If a service road were provided, an additional 35 feet of right of way would have to be purchased from your property and the other properties which front on Georgia Avenue.

Since your name has been included on the mailing list for the project, you will be kept informed of further developments.

Very truly yours,

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

by: Walter L. Hanrahan

Walter L. Hanrahan  
Project Manager

WFS:WLH:bh

cc: Mr. E. Camponeschi (w/attach.)  
Mr. Creston Mills  
Mr. David Wallace " "

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Montgomery County Government

ROCKVILLE, MARYLAND 20850

Charles W. Gilchrist  
County Executive  
(301) 279-1284  
TTY 279-1083

November 18, 1981

Mr. M. Slade Caltrider  
Administrator  
State Highway Administration  
707 North Calvert Street  
Baltimore, Maryland 21201

Dear Mr. Caltrider:

The following comments are submitted for the Public Hearing record on Maryland Route 97 - Georgia Avenue.

I strongly support alternate 3-4. This project is needed to alleviate the severe congestion experienced daily by motorists using the present road as well as to provide additional capacity for moderate growth in the Olney area.

Our citizens, for too long, have had to experience intolerable congestion and safety hazards on this road. Your public hearing brochure correctly describes the current conditions ("near capacity") and states that "if no highway improvements are made, traffic congestion and the potential for accidents will significantly increase along the existing 2-lane roadway."

Considering the above, I am very concerned that there is no State funding for the construction of this project in the foreseeable future. My staff also tells me that it is the Maryland Department of Transportation's intention to delete this project from your program after the location/design study is completed. I believe this would be a mistake and I urge you to keep this very important project in the program.

We recognize that this project is but one more example of the revenue shortfall that SHA is facing. I have supported a motor fuel tax increase in the past and will continue to do so in the future to attempt to alleviate this problem. Montgomery County has also programmed improvements to this road in FY82-88 as a stopgap measure if the State cannot act before then.

Mr. M. Slade Caltrider  
November 18, 1981  
Page 2

Thank you for the opportunity to comment on this project of great importance to our citizens.

Sincerely,

  
Charles W. Gilchrist  
County Executive

CWG:nmb

cc: Mr. Lowell K. Bridwell, Secretary  
Maryland Department of Transportation

RESPONSE:

This project is included in the Draft D&E for the 1983-1988 Draft CTP for Multilane reconstruction.

In Reply Refer To:  
E: 81/1875

NOV 18 1981

Mr. Emil Elinsky  
Division Administrator  
Federal Highway Administration  
711 West 40th St., Suite 22  
Baltimore, Maryland 21211

Dear Mr. Elinsky:

This responds to the request for the Department of the Interior's comments on the Environmental Assessment/Section 4(f) involvement for Maryland Route 97 (George Avenue) from Maryland Route 28 at Norbeck to Maryland Route 108 at Olney, Hooters County, Maryland.

SECTION 4(f) STATEMENT COMMENTS

We prefer Alternative 2 (Transportation Systems Management) because of its avoidance of Section 4(f) properties. However, we would be willing to concur that there are no feasible and prudent alternatives to the use of some land from the historic Robert Mackall House, provided the Federal Highway Administration can adequately demonstrate that reasonable traffic projections require the level of design now proposed in the vicinity of the Mackall House. While traffic projections appear to support the need for four lanes, we question the need for the very wide median at this location. We also question the use of the proposed Inter-County Connector (still only a concept) as the basis for predicting the traffic on Route 97. These points should be further addressed in your final statement.

With regard to measures to minimize harm, we do not concur at this time to the mitigation proposed in the draft statement. Should Alternative 3-4 be selected, the primary goal should be reducing encroachment upon the Mackall property as much as possible. We agree that the "Avoidance" Alternative mentioned on page IV-25 is not feasible and prudent. We recommend, however, that the median width in the vicinity of the Mackall House be minimized to the extent possible. For example, we suggest a New Jersey type barrier, or at least the use of the 16 foot raised concrete median proposed for the northern part of the project. This would allow up to 60 feet of frontage in front of the Mackall House. Landscaping and intense tree replacement would further reduce impacts the project would have on the property and should be included in order to satisfy the second proviso of Section 4(f).

Mr. Emil Elinsky

Should median reduction prove infeasible, we recommend, as a last resort, moving the Mackall house back from the highway to accommodate a setback equal to the house's existing setback. This, with landscape restoration, would more adequately mitigate the impacts of the proposal than the measures currently presented.

SUMMARY COMMENTS

The Department of the Interior objects to Section 4(f) approval of this project at this time. We would be happy to reconsider this position upon presentation of additional information as noted above, and upon the inclusion of our recommended measures to minimize harm in the project's plans.

Since we have a continuing interest in this project, we would be willing to provide technical assistance in further project planning. Please contact the Regional Director, National Capital Region, National Park Service, 1100 Ohio Drive, SW, Washington, D.C. 20242 (phone: FTS 426-6612; commercial 202-426-6612), who will represent the Department's interests in this matter.

Thank you for the opportunity to provide these comments.

Sincerely,

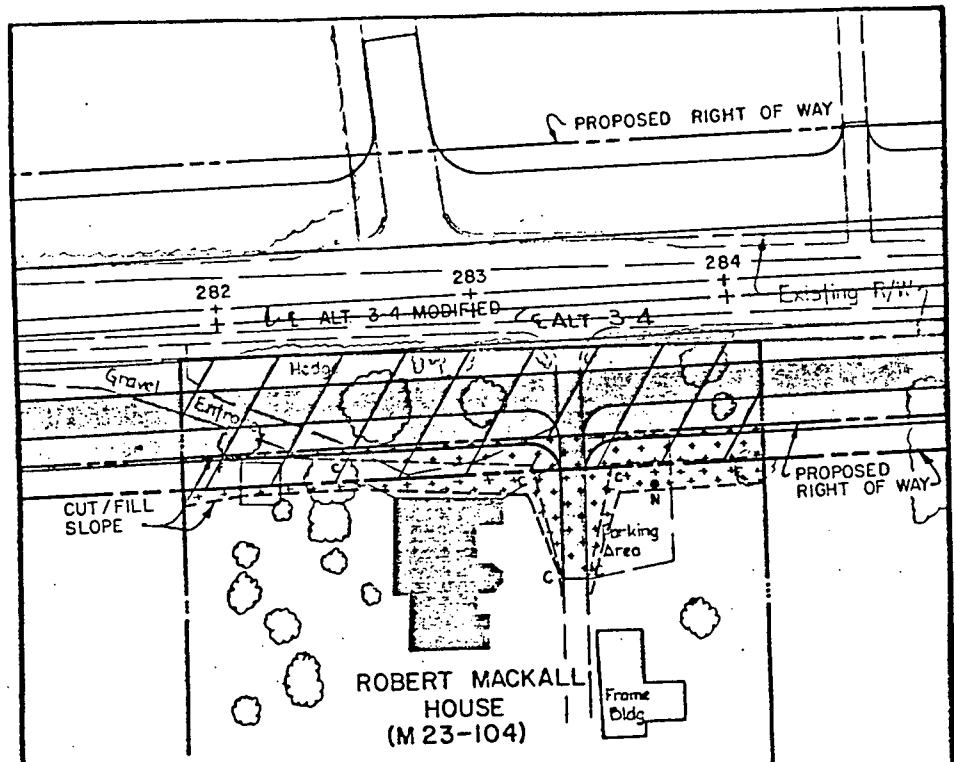
(Sgd) Bruce Blanchard

Bruce Blanchard, Director  
Environmental Project Review






cc: Mr. William F. Schneider, Jr.  
Chief, Bureau of Project Planning  
State Highway Administration  
707 North Calvert Street, Room 310  
Baltimore, Maryland 21202

bcc: FW, PEP (2)  
NPS, FWS, GS  
REG/BOS  
DOT (P-20)  
FHWA (HEV-1)  
FNP-001, 130, 135  
ACTIP  
Maryland Historic Trust

File: JPromme: jk:11-12-81: 343-7564



**LEGEND**

-  Proposed Roadway Improvements  
Build Alt. 3-4 Modified
-  Historic Property Boundary
-  Historic Property Required As  
Roadway Right Of Way
-  Historic Property Required As  
Temporary Construction Easement
-  Location Of Special Existing  
Noise Monitoring Site



Scale: 1"=50'

NA

MARYLAND ROUTE 97  
NORBECK TO OLNEY

Montgomery County, Maryland  
SHA NO. 376-151-371

LOCATION OF  
SECTION 4(f) INVOLVEMENT  
ROBERT MACKALL HOUSE

**RESPONSE:**

As discussed previously in Part V of this FONSI, a detailed evaluation of the Mackall House site resulted in a National Register determination of "Not Eligible" for this property. Consequently, the Federal Highway Administration determined that Section 4(f) of the Department of Transportation Act did not apply to this project.

It should be noted, that throughout this section of the project, the median width will be narrowed 14', to further mitigate impacts to properties in this area. In addition, appropriate landscaping will be implemented throughout the project.

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Montgomery County Government

November 20, 1981

RECEIVED

NOV 22 1981

FIELDER R. OFFICE OF  
PLANNING & PRELIMINARY ENGINEERING

Hal Kassoff, Director  
Office of Planning and Preliminary Engineering  
State Highway Administration  
Maryland Department of Transportation  
707 North Calvert Street  
Baltimore, Maryland 21202

Re: Environmental Assessment  
Contract No. M-376-151-371  
Maryland Route 97

Dear Mr. Kassoff:

I am responding to your letter of September 8, 1981, which transmitted the Environmental Assessment/4(f) evaluation for the Maryland Route 97 changes between Maryland Route 28 at Norbeck and Maryland Route 108 at Olney. Mr. James S. Baker, Director of the Montgomery County Department of Environmental Protection, requested that this response be transmitted to you. Mr. Frederick K. Erickson retired from the Department some two years ago and subsequently died. In addition, the address of the Department has changed, as you can see from the letterhead.

We previously commented on the noise issues which we believed should be investigated. In addition to the further comments which we are providing at this time on the noise aspects of the environmental assessment, we are also providing comments on the air quality coverage of the assessment.

In Table S-1, sheet 4 of 7, the statement is made under Air Quality, Item 1, "Consistency with State implementation plan for air quality" exists for all of the alternatives. I presume that this is based on the finding that there is no violation of the carbon monoxide standards for any of the receptor points which have been investigated. This does not, however, hold for the large and more significant regional issue of whether or not this particular project will be found to be consistent or in conformity with the regional transportation improvement program. The question of whether or not this facility will be found to be consistent and in conformity with the State implementation plan and the transportation improvement program will be determined at a later date. I, therefore, think it is misleading to include this type of positive statement in the environmental assessment.

Hal Kassoff  
November 20, 1981  
Page 2

On page IV-2 in the third paragraph, a description of the pedestrian and bicycle travel provisions which will be made is noted. It is extremely disappointing to find that you have not found a way to provide a separate bicycle/pedestrian path along the existing right-of-way, or in the case of Alternate 2 along the existing right-of-way and through those points where intersection changes would be made. It is even more disappointing that with an enhanced right-of-way under Alternate 3-4 no separate bicycle path will be provided. It is my view, as one who has attempted to ride to work on a bicycle, that provision of an at-grade curbside bicycle lane on this type of road will not provide a safe option for the cyclist. There should be some way to provide a separate lane, perhaps with less costly construction, to offset the cost of either additional right-of-way or the use of the shoulder area.

On page IV-17, Section IV-G-G, "Noise Assessment Measures," we find that this assessment generally follows the strict format specified in the Federal Highway Program Manual 7-7-3. However, this format does not take into consideration the criteria for requiring residential facade noise reduction in the construction of new residences of the Department of Housing and Urban Development (HUD). It is required that residential structural facade noise reduction be included in the design and construction of all residences which are constructed under programs within HUD for areas in which the day-night noise exposure level ( $L_{dn}$ ) is between 65 dBA and 75 dBA.

In general, the  $L_{10}$  noise levels exceed the  $L_{dn}$  levels by about 3 dBA for straight level, dual, four-lane highways with about three percent trucks. In view of the large under-developed areas which are zoned residential adjacent to this highway and for which the  $L_{10}$  equals or exceeds 68 dBA in the year 2010, a reasonable noise level abatement measure which has not been considered, and which should be considered by the community, is the noise reduction treatment of facades on residences constructed near the highway. This comment applies primarily to the "build" alternative in residentially zoned areas which have not yet been developed.

It is recommended that the noise reduction treatment of residential facades be included in this report and that it be considered in all future reports concerning noise abatement measures associated with the construction of new and improved highways.

On page IV-19, Section IV-G-5-f, "Construction Noise," we believe that it is not sufficient to state that the noise sensitive areas (and residences) will be impacted by construction noise without some reasonable effort being made to comply with the property line noise level limits which are included in the Montgomery County Noise Control Ordinance and establishing reasonable constraints on night work near



Hal Kassoff  
November 20, 1981  
Page 3

residential areas. It is recommended that the contracting agent include the requirement for developing a noise control plan for minimizing the noise impact on nearby residences during the construction phase. The plan should attempt to comply with the Montgomery County Noise Control Ordinance and/or the contractor should obtain a Special Exemption based on using the best reasonable technology available to abate noise during the construction work.

Sincerely,



Eric S. Mendelsohn, Manager  
Air Pollution and Noise Control  
Programs

ESM:drc

cc: Steven Aust, MDHMH  
Kay Stevens, MCDOT  
DPC File TR-4-2-10

RESPONSE:

Maryland Route 97 is a part of the FY 82-86 Transportation Improvement Program for the Washington Region. The project is located within the National Capital Interstate Air Quality Region which is an air quality non-attainment area with transportation control measures in the State Implementation Plan. This project conforms with the State Implementation Plan, since it originates from a conforming transportation improvement program. This conformity also holds for regional transportation improvement programs.

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

The Master Plan for Bikeways in Montgomery County (M-NCP&PC, 1980) indicates a programmed bike route along Georgia Avenue between Bel Pre Road and Md. Route 28 that will eventually connect other east-west routes along those roads. The plan also indicates that the Georgia Avenue Route could be extended through the project area to Olney, where it would link up with another east-west route

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along Md. Route 108. Obviously, the shared-bikeway proposed as part of this project would provide the link along Md. Route 97, between Md. Route 28 and Olney. Since the bikeway proposed in the Master Plan for Md. Route 97 south of the project area is a Class III facility (on roadway shared by motor vehicles, and designated by signing only), the shared-bikeway proposed by this project is fully consistent with the Master Plan.

Abatement of highway generated noise through treatment of residential facades is generally not cost-effective.

Copies of the technical noise reports are submitted to the appropriate local governmental agencies. The information in these reports can be used to plan future housing to avoid potential noise problems.

Construction activities generally do not take place in the early morning hours or evening hours to limit the amount of construction noise when most people will be at home. Some construction noise is unavoidable, however, it will only be of a short term nature.

The State Highway Administration addresses the potential air & noise impacts of construction activities by establishing Specifications for Materials, Highways, Bridges & Incidental Structures which specifies procedures to be followed by contractors involved in State work.

RB