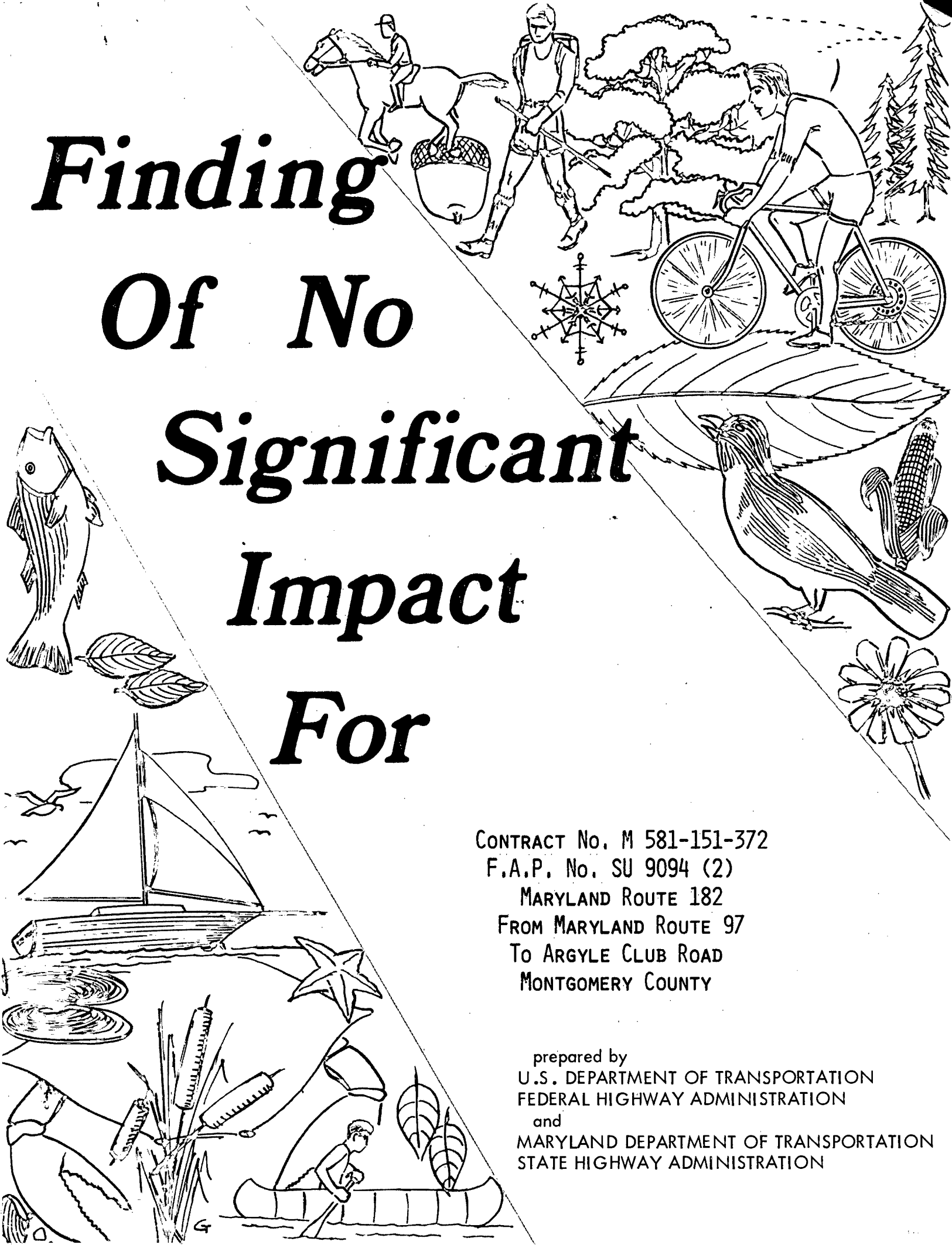


Finding Of No Significant Impact For



CONTRACT No. M 581-151-372
F.A.P. No. SU 9094 (2)
MARYLAND ROUTE 182
FROM MARYLAND ROUTE 97
TO ARGYLE CLUB ROAD
MONTGOMERY COUNTY

prepared by
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
and
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION



Maryland Department of Transportation

State Highway Administration

2
James J. O'Donnell
Secretary

M. S. Caltrider
Administrator

August 24, 1981

TO: Mr. William K. Lee, III
Chief Engineer

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

SUBJECT: Contract No. M 581-151-371
Maryland Route 182 (Layhill Road)
Maryland Route 97 (Georgia Avenue)
to Argyle Club Road

RE: Completion of Project Planning Process

The Project Planning study for Maryland Route 182 has been successfully completed. This 2.5 mile improvement was studied as a 'C' type project with reconstruction following the existing roadway. During the study, a workshop type Alternates Public Meeting was conducted March 6, 1980 and a Combined Location/Design Public Hearing was held November 20, 1980. Location Approval was granted by the Federal Highway Administration as per their letter dated June 12, 1981. A public notice advising of the receipt of Location Approval was published in four local newspapers from July 15 to July 17, 1981.

The Project Planning study was conducted utilizing a Supplemental Agreement dated December 22, 1978 with Lyon Associates, Inc. for Phase II and III services. The Supplemental Agreement terminated all remaining survey and design services specified in the original agreement dated December 22, 1969; unexpended funds for these services were transferred to the Project Planning phase. The scope of work includes revision of the May 20, 1974 Design Study Report which is now being monitored by the Bureau of Highway Design. Upon completion of these revisions, the Bureau of Project Planning will request the Office of Finance and Program Management to close out both in-house and consultant charges to this study.

My telephone number is 223-1110

Mr. William K. Lee, III
August 24, 1981
Page 2

The Consolidated Transportation Program, 1981-1986, lists this project in the Development and Evaluation Program, page III-91. It is intended to continue project development to receipt of Design Approval. When this objective is reached, the project would become a candidate for inclusion in future construction programs. The estimated construction cost of the approved alternate in terms of 1980 dollars is \$12,311,000, including 26% for construction engineering, administration and overhead costs. This cost does not include a possible fringe parking lot in the Layhill vicinity. These costs could be reduced by approximately \$140,000 by substitution of a culvert type structure for the bridge crossing of an unnamed tributary just north of Hathaway Drive.

The approved alternate for the project is Alternate 2 as selected by Administrator M. S. Caltrider on March 21, 1981. This selection was predicated upon the staff recommendation as transmitted to the Administrator by memorandum dated March 12, 1981. The Deputy Chief Engineer-Development was advised of the selection, supporting reasons for the selection and pertinent details by memorandum dated May 5, 1981. These details remain as reported except for the addition of a retaining wall along the west side of Layhill Road at the north corner of Briggs Road to reduce damages to a new residence. The approved alternate provides a six lane urban dual highway from Maryland Route 97 to Glenallan Avenue and a four lane divided urban dual highway from Glenallan Avenue to Argyle Club Road. The improved facility will be a principal means of accessing the proposed Glenmont Metro Station by motorists, bicyclists, pedestrians, and bus patrons. The Metro Station is expected to be operational by 1989 (per correspondence dated August 4, 1981 from Deputy Secretary Dewberry to State Highway Administrator Caltrider).

Engineering aspects of the approved alternate were developed from route surveys, older photogrammetric mapping, and aerial photography. The improvements were developed utilizing a 50 miles per hour design speed with no access controls in an urban setting. The design criteria was stipulated in the Environmental Assessment, page III-4, and is being further addressed in the Design Study Report. The selected typical section provides design year (2006) Level of Service 'D' for the majority of the corridor, although significant congestion is expected to occur at the southern terminus in the vicinity of the proposed Glenmont Metro Station due to capacity restraints of Maryland Route 97. The approved horizontal alignment closely follows the surveyed base line for the most part and is graphically represented on exhibits. Profile gradients exceed design criteria maximums on both ends of the project to fit existing conditions. The recommended closure of Marigold Lane will require following local legal procedures.

Mr. William K. Lee, III
August 24, 1981
Page 3

4
Rev. 8/17/81
(attached to FONSI)

Environmental aspects of the approved alternate are addressed in the Environmental Assessment which was approved by the Federal Highway Administration on September 23, 1980 and subsequently furnished those on the distribution list. The Finding of No Significant Impact (FONSI) was approved by the Federal Highway Administration on June 12, 1981. The enclosed Environmental Compliance/Considerations Checklists are attached to ensure follow-through on project commitments. Compliance with an environmental commitment is a condition of project Location Approval. Should any changes be made, an environmental reevaluation should be requested. Environmental considerations require further study. The rationale for a decision to accept or reject a consideration should be submitted through this office. Implementation of mitigation measures are to be coordinated with the appropriate bureaus as indicated on the checklists.

Materials tabulated on the enclosure are being transmitted herewith to the Bureau of Highway Design for use in preparation of the Design Study Report. Other materials being utilized by consultant will be transmitted upon completion of the Design Study Report. Certain other materials documenting the Project Planning process are being retained in the files of the Bureau of Project Planning and are available upon request.

During Phase III, Mr. Donald G. Honeywell will assist as liaison between the Bureau of Project Planning and design bureaus. If you have any questions or if I can be of further service, please contact me.

HK:bh

Enclosures (2)

cc: Mr. M. S. Caltrider
Mr. Frederick Gottemoeller
Mr. Patrick H. Dionne
Mr. S. Donald Sherin
Mr. Eugene T. Camponeschi
Mr. Gordon E. Dailey
Mr. Edward M. Loskot (w/att.)
Mr. Hansel B. Travers
Mr. Earle S. Freedman
Mr. James K. Gatley
Mr. Irvin C. Hughes
Mr. Calvin W. Reese
Mr. William C. Krieger
Mr. Jonathan G. Willis
Mr. Roy D. Gingrich
Mr. Robert J. Finck
Mr. William B. Greene
Mr. Charles R. Anderson
Mr. Thomas Hicks
Mr. Charles Lee
Mr. Richard C. Pazourek
Mr. Byron M. Sedgwick
Mr. James A. Hester
Mr. Thomas L. Cloonan
Mr. Wm. F. Schneider, Jr.
Mr. Jerry L. White
Mr. Robert J. Houst
Mr. Richard S. Krolak
Mr. Thomas W. Hewitt

STATE HIGHWAY ADMINISTRATION
BUREAU OF PROJECT PLANNING 61.3

5

DATE: 8-17-81

PROJECT: Md. 182

DATE COMPLETED ACTION DUE: _____

TO: C. Anderson

FROM: R. Krolak

ACTION:

- DISCUSS WITH ME
- FOR YOUR SIGNATURE
- FOR YOUR INFORMATION
- TAKE APPROPRIATE ACTION
- PREPARE DRAFT REPLY FOR _____ SIGNATURE
- PREPARE REPLY FOR _____ SIGNATURE
- FOR YOUR COMMENTS
- FOR YOUR APPROVAL
- NOTE AND FILE/RETURN
- REPLY DIRECT AND SEND ME A COPY

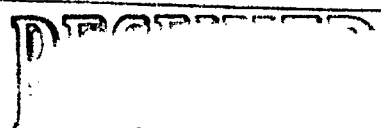
REMARKS

MATERIAL TRANSMITTED

COPIES

1	Revised Compliance & Considerations checklists for Md. 182

cc:


 AUG 18 1981

**BUREAU OF PROJECT PLANNING
ENVIRONMENTAL COMPLIANCE* CHECKLIST**

CONTRACT NO. M 581-151-371

FEIS APPROVED: _____

PROJECT: Maryland Route 182

FONSI APPROVED: 6/12/81

TERMINI: Md. 97 to Argyle Club Road

LOCATION APPROVAL: 6/12/81

ENVIRONMENTAL FACTOR	MITIGATION COMMITMENT	SOURCE OF COMMITMENT	WHEN SCHEDULED	BUREAU TO CONTACT/ PHONE#	DATE IMPLEMENTED	COMMENTS**
RELOCATION	Replacement housing and business sites available. SEE ADDITIONAL COMMENTS	FONSI pgs. 15,17	Phase IV PDMS# 610	Relocation Assistance 659-1670		
HISTORIC SITES	Relocate Svend Andersen House on same property, if desired by owner.	FONSI pgs. 16, 17	Phase IV PDMS# 610			
ARCHEOLOGIC SITES						
PARKS	Additional coordination required during final design to finalize access provisions and to effect dedication of land.	FONSI pgs. 16, 17	Phase III, IV PDMS #610			SEE ADDITIONAL COMMENTS
PLANNING						
WILDLIFE						

*COMPLIANCE WITH A COMMITMENT IS A CONDITION OF PROJECT APPROVAL. CHANGES ARE NOT IN ORDER EXCEPT UNDER EXTRAORDINARY, UNFORESEEN CIRCUMSTANCES. IF CHANGES ARE CONTEMPLATED FOR ANY REASON, THE CHIEF OF THE ENVIRONMENTAL EVALUATION SECTION SHOULD BE NOTIFIED IMMEDIATELY.

BUREAU OF PROJECT PLANNING
ENVIRONMENTAL COMPLIANCE CHECKLIST

ENVIRON- MENTAL FACTOR	MITIGATION COMMITMENT	SOURCE OF COMMITM'T	WHEN SCHEDULED	BUREAU TO CONTACT/ PHONE #	DATE IMPLEM TED	COMMENTS**
VEGETATION						
WATER	STRUCTURE	FONSI p. 13	Phase IV PDMS #314			Structure with elevation 10' above existing
	DNR PERMIT	FONSI p. 13	Phase IV PDMS #324			bridge. Waterway con- struction permit required.
	404 PERMIT					
	COAST GUARD PERMIT					
FLOODPLAIN	Coordination with Saul Pro- perty develop- er. SEE ADDITIONAL COMMENTS	FONSI p. 13	PMDS #311	Bridge 659-1040		
WETLANDS		<i>See FONSI for involvement.</i>				
COASTAL ZONE MANAGEMENT						
AIR						

See FONSI for involvement. (See p17)

BUREAU OF PROJECT PLANNING
ENVIRONMENTAL COMPLIANCE CHECKLIST

ENVIRONMENTAL FACTOR	MITIGATION COMMITMENT	SOURCE OF COMMITMENT	WHEN SCHEDULED	BUREAU TO CONTACT/ PHONE #	DATE IMPLEMENTED	COMMENTS**
NOISE						Landscape / / / / /
SOILS	<i>Erosion and sediment control measures</i>	<i>FONSI p. 18</i>	<i>Phase III IV PDMS #521</i>			

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RELOCATION: Provide median divider and channelization of traffic at intersections.

PARKS: required for highway purposes from the proposed Glenfield Local Park.

FLOODPLAIN: Ensure that stormwater management provisions for Md. 182 are consistent with those proposed for subdivision at that site. The floodplain encroachment involves a structural stream crossing at an elevation approximately 10' above the existing bridge. The hydraulic elements can be selected to maintain the existing 100 year storm water profile.

SOCIAL/ECONOMIC: A raised median will end at the northern most entrance to the Layhill Shopping Center. A painted median will extend northerly from this point to relocated Argyle Club Road. There will be exceptions to the crossover spacing policy for the Metro entrance, East Gate Drive and Layhill Shopping Center.

**BUREAU OF PROJECT PLANNING
ENVIRONMENTAL CONSIDERATIONS***

9

CONTRACT NO. M 581-151-371

PROJECT: Md. Route 182

MANAGER: Donald G. Honeywell

ALTERNATE(S): 2

PROGRAM STATUS: 1981-86 CTP, D & E

DEIS/FEIS APPROVED: _____

EA/FONSI APPROVED: 9/23/80 - 6/12/81

D4(f)/F4(f) APPROVED: _____

LOCATION APPROVAL: 6/12/81

RE-EVALUATION DATE: 6/84

FACTOR	LOCATION	MITIGATIVE FEATURE/REFERENCE	COMMENTS/COORDINATION**
<u>5</u> DWELLINGS <u>2</u> BUSINESSES <u>0</u> FARMS	FONSI pgs. 15, 23, 27	Replacement housing and business sites available.	SEE ADDITIONAL COMMENTS
HISTORIC SITES <u>0</u> NATIONAL REGISTER ELIGIBLE <u>6</u> INVENTORY-local	FONSI pgs. 16, 17	Relocate Svend Andersen House on the same property with agreement of the owner.	Land required from three (3) historic sites.
ARCHEOLOGICAL SITES <u>0</u> IDENTIFIED <u>1</u> POSSIBLE	FONSI p. 14	NO EFFECT	
PARKS <u>1</u> PUBLIC <u>2</u> PRIVATE	FONSI pgs. 16, 17	Coördination with MNCPPC concluded no land intended for park or recreational use is required for improvements to Md. 182.	Approx. 0.7 acres associated with Middlevale Local Park would be acquired. SEE ADD. COMMENTS
PLANNING	FONSI p. 14		Consistent with local Master Plans
WILDLIFE	FONSI p. 12		No known threatened or endangered species inhabit the study area

* AN ENVIRONMENTAL CONSIDERATION MUST BE EXAMINED AND A DECISION MADE TO ACCEPT OR REJECT. RATIONALE FOR THE DECISION SHOULD BE PRESENTED TO THE CHIEF, ENVIRONMENTAL EVALUATION SECTION.

BUREAU OF PROJECT PLANNING
 ENVIRONMENTAL CONSIDERATIONS

10

FACTOR	LOCATION	MITIGATIVE FEATURE/REFERENCE	COMMENTS/ COORDINATION**
VEGETATION	FONSI p. 26	Consideration to be given to additional landscape plantings to buffer residents from traffic and related impacts.	No endangered plant species or unique habitat identified.
WATER ___ CLASS <u>1</u> STRUCTURE <u>1</u> STREAM CROSSING <u>X</u> PERMIT (DNR, 404, COAST GUARD)	FONSI pgs. 13, 18	Segment of stream: relocation (100' to 120') required. A stormwater management pond and/or subsurface storage designed to control downstream runoffs are proposed.	Waterway construction permit required.
FLOODPLAIN	FONSI p. 13	Hydraulic elements can be selected to maintain the existing 100 yr. stormwater surface profile (Tributary of North west Branch of Anacostia River).	Coordination required with developer of Sawl Property to ensure stormwater management provisions for Md. 182 are consistent with those of proposed Sawl subdivision.
WETLANDS ___ TYPE ___ ACREAGE			
COASTAL ZONE MANAGEMENT (CZM)	N/A		
AIR	FONSI p. 14		No violation of State or Federal ambient air quality standards. Consistent with the SIP.

BUREAU OF PROJECT PLANNING
ENVIRONMENTAL CONSIDERATIONS*

FACTOR	LOCATION	MITIGATIVE FEATURE/REFERENCE	COMMENTS/ COORDINATION**
NOISE	FONSI pgs. 14, 17-18	Screen plantings are proposed at several NSA's and are recommended for detailed study during final design.	Federal design noise levels to be exceeded at 8 locations.
SOILS	FONSI p. 18	Soil erosion and sediment control measures to be implemented	

ADDITIONAL COMMENTS**

RELOCATION:

It is recommended that during final design further refinements be investigated to minimize impacts to two (2) homes opposite East Gate Drive (right of Station 99 to 100). It is recommended that staging decisions be rendered during final design for Option 1 - Georgia Avenue to Glenallen Avenue, Option 2 - Georgia Avenue to Saddlebrook Elementary School or Option 3 - Georgia Avenue to Briggs Road.

PARKS:

MNCPPC property requirement is not significant (letter 7/15/80). During final design additional coordination is required to finalize access provisions to these areas and to effect a dedication of land required for highway purposes from the proposed Glenfield Local Park.

FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT

FOR

MARYLAND ROUTE 182 (LAYHILL ROAD)
MARYLAND ROUTE 97 TO ARGYLE CLUB ROAD
MONTGOMERY COUNTY, MARYLAND

The FHWA has determined that this project will not have any significant impact on the environment. This finding of no significant impact is based on the environmental assessment and the attached information, which summarizes the assessment and documents the selection of Alternate 2. The environmental assessment has been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required.

6/12/81
Date

Emil Blunsky
Division Administrator

TABLE OF CONTENTS

Record of Decision

Cost Effective Analysis

Summary of Action and Recommendation

Public Hearing Comments

Correspondence

RECORD OF DECISION

MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR M. S. CALTRIDER
Thursday April 30, 1981
* * * * *

CONCURRENCE WITH PRIOR ACTION

In accordance with Chapter V of the Maryland Action Plan, a finding of no Significant Impact is being prepared on the project listed below. Location approval will be requested from the Federal Highway Administrator for Alternate 2.

- 1. State Contract Number M-581-151-371
Maryland Route 182 (Layhill Road), from
Maryland Route 97 to Argyle Club Road

The decision to proceed in this manner was made by the Administrator at a meeting held on March 31, 1981.

Copy: Mr. F. Gottemoeller
 Mr. W. K. Lee, III
 Mr. W. F. Lins, Jr.
 Mr. E. T. Camponeschi
 Mr. P. A. Milash
 Mr. W. F. Schneider, Jr.
 Mr. H. Kassoff
 SHA-Contract M-581-151-371



Maryland Department of Transportation

State Highway Administration

16

James J. O'Donnell
Secretary

M. S. Caltrider
Administrator

April 27, 1981

MEMORANDUM

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

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

SUBJECT: Contract No. M 581-151-371
Maryland Route 182 (Layhill Road)
Maryland Route 97 (Georgia Avenue) to
Argyle Club Road

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, 1981. The decision to proceed with the FONSI recommending Alternate 2 for Location Approval was made by Administrator Caltrider at a meeting on March 31, 1981.

A summary of this meeting including the Project Management Team Recommendation of Alternate 2 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.

4/30/81
Date

by: *M. S. Caltrider*
M. S. Caltrider
State Highway Administrator

HK:dd

Attachment

cc: Mr. Frederick Gottemoeller
Mr. William K. Lee, III
Mr. William F. Lins, Jr.

Mr. Eugene T. Camponeschi
Mr. Paul A. Milash
Mr. Wm. F. Schneider, Jr.

My telephone number is (301) 383-4267



Maryland Department of Transportation

State Highway Administration

James J. O'Donnell
Secretary

M. S. Caltrider
Administrator

April 20, 1981

MEMORANDUM

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

FROM: Donald G. Honeywell *DGH*
Project Manager

SUBJECT: Contract No. M 581-151-371
Maryland Route 182 (Layhill Road)
Maryland Route 97 to Argyle Club Road

The Administrative review meeting was conducted on March 31, 1981 in the Administrator's Conference Room to present the Project Planning Team Recommendation to Administrator Caltrider. In attendance were:

- | | |
|---------------------------|---|
| M.S. Caltrider | Administrator |
| Eugene T. Camponeschi | District Engineer |
| William J. Carlson | District Traffic Engineer |
| Vernon J. Kral | District Office of Real Estate |
| Douglas E. Mills | Relocation Assistance Officer |
| William F. Lins, Jr. | Deputy Chief Engineer, Development |
| Edward W. Kimmey | Metro Coordinator |
| Irvin C. Hughes | Assistant Chief Engineer, Design |
| Paul A. Milash | Chief, Bureau of Highway Design |
| Donald D. Malcolm | Bureau of Highway Design |
| James L. Wynn | Bureau of Highway Design |
| Hal Kassoff | Director, Office of Plan. & Preliminary Engineering |
| Thomas L. Cloonan | Deputy Director, OP&PE |
| James E. Thompson | Bureau of Planning & Program Development |
| Charles M. McCormick, Jr. | Bureau of Planning & Program Dev. |
| Joseph F. Finkle | Bureau of Highway Statistics |
| Charles B. Adams | Bureau of Landscape Architecture |
| Wm. F. Schneider, Jr. | Chief, Bureau of Project Planning |
| S. Lewis Helwig | Assistant Chief, Bureau of Project Planning |
| Louis H. Ege, Jr. | Bureau of Project Planning |
| Donald G. Honeywell | Bureau of Project Planning |
| K. Richard Koelbel | Bureau of Project Planning |
| Ms. Marisa L. Lynch | Equal Opportunity Section |
| C. Robert Shinham | Washington Regional Office, OTP |

My telephone number is 659-1136

Edward L. Ferber

Md. Nat. Capital Park &
Planning Commission

Roy D. Gingrich

District Engineer, FHWA

Stephen K. Rapley

Area Engineer, FHWA

Bernhard H. Baake, III

Lyon Associates, Inc.

Thomas W. Hewitt

Lyon Associates, Inc.

A project overview and staff recommendations were presented to the Administrator and attendees. Discussed in the brief overview and ensuing deliberation were:

- 1.) The transportation problem, as presented, centers on capacity and safety. Both of these deficiencies are functionally related to the existing road geometry and maintenance. The existing facility provides a poor level of service (E/F) which is expected to deteriorate throughout the study length; safety aspects are perceived by the public to be more hazardous than indicated by statistics. The maintenance related deficiencies are currently being corrected as funds become available and this action has resulted in public confidence that conditions can be greatly improved with relatively few financial resources.
- 2.) The discussion of Alternates under consideration outlined the alternates presented at the Public Hearing as described in the related brochure and Environmental Assessment. Additionally, alternates considered early in the study process (three, four and five land undivided) were discussed; these alternates did not satisfy the safety and capacity objectives of the study criteria and were dropped from consideration.
- 3.) The Alternates Public Meeting and Hearing were briefly discussed. The division of public sentiment favored Alternate 2, however, support was also evident for the other alternates presented. Citizens also offered a variety of personal preferences - the most prevalent being a two lane or three lane reconstruction with sidewalks and bike lanes. The overall sentiment indicated a strong desire for immediate improvement of the facility regardless of alternate selected.

- 4.) The Project Planning Team Recommendation was given as outlined in the distributed Project Planning Recommendation document. This consisted of Alternate 2: four-lane urban divided highway with minor modifications to alignment and crossover locations. Three (3) proposed crossover locations would require a policy exception on spacing. Local elected officials endorsed Alternate 2 as did local agencies. Montgomery County DOT recommended a crossover at the Layhill Shopping Center. It was also recommended that Marigold Lane be closed as incorporated into the local Master Plan. Three (3) staging options were presented without a specific recommendation.

The recommendation was presented as being consistent with other development proposals along the study corridor. It was noted that the Glenmont Metro Station is now scheduled to be operable in 1989 but may be deferred indefinitely. Bel Pre Road improvements by Montgomery County are expected to commence during FY 1985. Several residential developments are pending.

Open discussion included consideration of the typical section with regard to proposed bicycle lanes. FHWA personnel were concerned about the safety of on-road bicycle traffic, especially at intersections. It was noted that the bike lanes would be marked exclusive use lanes (approx. 5 ft. wide) and that no parking would be permitted. At the proposed bus-bays cyclists would have the right-of-way and at intersections cyclists would have to obey the rules of the road as applies to motorists. Mr. Gingrich indicated that he held personal preferences as to accommodation of bicycles but he foresaw no difficulty in approving the Project Planning Team's recommendation.

The consultant concurred with the recommendation of Alternate 2 as the selected alternate on the basis that it was the most cost effective and politically acceptable solution to the study objectives. Additionally, it was noted that because master plans have consistently incorporated a functional equivalent, the environmental and social impacts of this alternate would be minimal. Mr. Ferber indicated concurrence on behalf of M-NCPPC.

It was noted that the costs, as shown in the Public Hearing brochure, were neat and did not properly reflect total improvement costs. Mr. Caltrider questioned whether the costs of the build alternates are properly related and requested another review. The results of the re-evaluation were to be presented at the Quarterly Review April 7, 1981. He suspected that Alternate 2 is too expensive and/or Alternate 3 is excessively economical.

Administrator Caltrider concurred with the staff recommendation of Alternate 2 for further processing on the basis of a Finding of No Significant Impact (FONSI). The following consensus refinements were ordered applied to the selected alternate:

1. Crossovers will be provided at both Post Lane and East Gate Drive.
2. The raised median will end near the northernmost entrance to the Layhill Shopping Center at approximately sta. 121+90. This will permit access from the proposed Layhill Square townhouse development to the SBR. A painted median will extend northerly from this point providing left turn shadowing at relocated Argyle Club Road.
3. Bus bays including R/W requirements will be integral with further project development. However, the right is reserved to reevaluate the need for bus bays as development proceeds beyond Project Planning.

DGH:dd

cc: Attendees

C O S T E F F E C T I V E A N A L Y S I S

COST EFFECTIVENESS ANALYSIS

<u>Impact Category</u>	<u>Selected Alternate 2</u>	<u>Alternate 3</u>	<u>No-Build</u>
Houses Displaced	6	6	0
Estimated Persons Affected	17	17	0
Businesses Displaced	2	2	0
Estimated Employees Affected	5	5	0
Estimated Minorities or Handicapped Persons Affected	0	0	0
Business Properties Affected	12	12	0
Residential Properties Affected	54	54	0
Local Historic Inventory Affected (Taken)	1	1	0
Public Recreation Lands Affected	0	0	0
Wetlands Affected	No	No	No
Archeological Sites Affected	0	0	0
Endangered or Threatened Species Affected	No	No	No
Natural Habitat Affected	No	No	No
Prime or Unique Farmland	No	No	No
Water Quality Affected	Negligible	Negligible	Negligible
Floodplain Areas Affected	Yes; 3.0 ac	Yes; 3.2 ac.	No
Stream Relocations ¹	Yes; 120 ft.	Yes; 120 ft.	No
Noise Level Impact ²	8	8	11
Air Quality Impact ²	0/0	0/0	0
Additional Right-of-Way Residential (Ac.+)	9.4	13.1	0
Commercial (Ac.+)	1.3	1.6	0
<u>Cost</u>			
Estimated Construction	12,311,000	14,651,000	0
Estimated Right-of-Way	2,922,000	3,916,000	0

¹ Sites exceeding design noise levels

² Sites exceeding standards - one hour basis/eight hour basis

SUMMARY OF ACTION
AND RECOMMENDATION



Maryland Department of Transportation

State Highway Administration

24

James J. O'Donnell
Secretary

M. S. Caltrider
Administrator

March 12, 1981

MEMORANDUM

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

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

SUBJECT: Contract No. M 581-151-371
Maryland Route 182 (Layhill Road)
Maryland Route 97 (Georgia Avenue)
to Argyle Club Road

RE: Administrative Review Meeting

This confirms the meeting scheduled in your conference room on Tuesday, March 24, 1981 at 9:00 a.m. to present the Project Planning staff recommendation for the Md. Route 182 project. The Environmental Document will be finalized based upon your selection of an alternate. Attached for your use are:

- 1) Brochure distributed for the Public Hearing;
- 2) Staff recommendation.

The staff's recommendations are summarized as follows:

1. Alternate 2, a four lane divided urban highway refined to utilize available right of way and minimize impacts to historic inventory sites. A further minor horizontal alignment refinement in the vicinity of East Gate Drive is recommended for investigation during the Final Design phase to minimize improved property impacts. The typical section consists of dual 42 foot roadways (6 lanes) separated by a 20 foot raised median from Maryland Route 97 to Glenallen Avenue. North of Glenallen Avenue, the section consists of dual 30 foot roadways separated by a 20 foot raised median. These sections are equivalent to the typical section endorsed by local elected officials and civic organizations during March, 1974.
2. Marigold Lane should be closed at Maryland Route 182 in accordance with the amended Upper Northwest Branch Watershed Master Plan.

*Approved by
MSC 3/21/81*

My telephone number is (301) 383-4267

- 3. A crossover at both Post Lane and East Gate Drive could better accommodate possible future connections to the Rockville Corridor improvements while providing good local circulation. A crossover is also recommended at the Layhill Shopping Center to improve operational conditions.
- 4. It is requested that exceptions to the crossover spacing policy be granted for the following intersections:
 - a. Metro Entrance
 - b. East Gate Drive
 - c. Layhill Shopping Center
- 5. Approximately .7 acre of Middlevale Local Park property will be acquired from the Maryland National Capital Park and Planning Commission (MNCP&PC) in fee. Replacement land could then be purchased by the MNCP&PC.
- 6. A fringe parking lot in the Layhill vicinity seems warranted, and should be further investigated during the Final Design phase.

These recommendations are considered to be consistent with plans developed by other responsibility centers for concurrent implementation of the Glenmont Metro Station and a localized widening of Md. Route 97 in the vicinity of the Metro Station. The Glenmont Metro Station and its 1900 vehicle parking garage are expected to be operational during early 1987.

Our environmental analysis has concluded that this proposed action would result in minimal impact on the quality of the human environment. Therefore, it is our intention to request the FHWA to concur with a recommendation that the project be further processed on the basis of a Finding Of No Significant Impact (FONSI).

A transcript of the Public Hearing, the Environmental Assessment, and back-up information are available from the Project Manager, Mr. Donald G. Honeywell, Marcom 222-7109.

Memorandum to Mr. M.S. Caltrider
Page Three (3)

It is requested that those receiving copies of this memorandum or their designated representatives be present at this meeting.

HK:dd

Enclosures (2)

cc:	Mr. William K. Lee, III	(W/Attachment)	
	Mr. Edward W. Kimmey	"	"
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STATE HIGHWAY ADMINISTRATION
Contract No. M 581-151-371
Maryland Route 182
(Layhill Road)
Md. Route 97 to Argyle Club Road

PROJECT PLANNING RECOMMENDATION

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Contract No. M 581-151-371
Maryland Route 182
Maryland Route 97 to Argyle Club Road

PROJECT PLANNING RECOMMENDATION

I. BACKGROUND

A. The Problem and Purpose of the Project

Maryland Route 182 (Layhill Road) between Maryland Route 97 (Georgia Avenue) and Argyle Club Road is a narrow (20 feet wide) two-lane rural highway with many geometric and functional deficiencies. The continuous nature of these deficiencies greatly reduces the capacity and level of service of the facility and necessitates low posted speed limits. During peak hours the highway operates near capacity with moderate to severe congestion at major intersections. By the design year (2006) traffic volumes are predicted to more than double. The existing right of way is basically 30 feet wide with several locations where dedications have been established in anticipation of future improvement. Numerous roadside obstructions exist such as utility poles, trees, signs, open drainage ditches, bridge parapet walls, and culvert headwalls which compromise operational safety. Sight distance is substandard at several locations. The facility's present geometric configuration is unsuitable for local bus service, bicyclists and pedestrians. Accident rates approximate the statewide average, however, the intersections at Georgia Avenue and Glenallan Avenue have been designated High Accident Intersections. Three (3)

short segments of Layhill Road have been designated High Accident Locations. The existing facility is subject to occasional flooding, with floodwater depths of up to three (3) feet above the pavement at a stream crossing between Hathaway Drive and Indian Spring Road. These factors, in combination, predicate that the existing facility will have inadequate capacity to safely accommodate projected design year (2006) traffic volumes. Abutting communities perceive operational safety problems as being more severe than statistically indicated, and have been pressing for immediate relief. The purpose of the project is to provide improvements which will satisfy the safety and capacity requirements in the design year consistent with the objectives of approved and adopted local master plans. Regional transportation plans specify the Glenmont Metro Station, a terminal rapid rail transit facility with a 1900 vehicle parking garage, to be operational by early 1987. An unscheduled Special Project improvement (Categorical Exclusion) to Md. Route 97 is proposed concurrently with the Metro Station. In addition to vehicular capacity and safety considerations, the improvement to Md. Route 182 should provide for the safe accommodation of commuters utilizing alternative transportation modes such as bicyclists, pedestrians, and mass transit commuters. There is a desire by both SHA and WMATA to implement at least the southern portion of the Md. Route 182 improvement prior to operation of the Glenmont Metro Station.

B. Project History

Improvements to Maryland Route 182 have been subject to study since 1962 when "spot" studies were initiated. In December, 1969, formal design studies by Lyon Associates, Inc. commenced resulting in the preparation of a Draft Environmental Impact Statement issued in April, 1971 and a Combined Location/Design Public Hearing in May, 1971. A Final Environmental Impact Statement (FEIS) and Corridor/Design Study Report were submitted to the Federal Highway Administration (FHWA) for Location and Design approval in October, 1973. The Montgomery County Council and local civic organizations concurred with a four lane divided highway typical section during March, 1974. Revisions to the FEIS and Corridor/Design Study Report were resubmitted to the FHWA in May, 1974. The Maryland Historical Trust advised the SHA in May, 1974 that the proposed alignment impacted several historic sites and thereby warranted additional alignment studies to minimize adverse impacts. In December, 1975, the FHWA determined that a new environmental document and public hearing procedures were necessary due to more stringent planning requirements promulgated during the study period. After extended administrative evaluation and contractual negotiations Project Planning Studies were initiated by Lyon Associates in March, 1979. Air quality studies were performed under separate contract by Reotec, Inc.

The Project Alternates Public Meeting was conducted at the Saddlebrook Elementary School the evening of March 6, 1980. Response of the participants was divided among the Alternates presented and some citizens offered personally developed improvement proposals such as spot improvements or Special Projects of limited scope. A slight majority of participants seemed to favor Alternate 2, Four-Lane Divided Urban Highway, which is a functional equivalent of the previously accepted proposal of 1974.

The second Combined Location/Design Public Hearing was conducted at the Saddlebrook Elementary School the evening of November 20, 1980. Alternate 2 was endorsed by local elected officials and representatives of community organizations. Comments by others generally favored Alternate 2, however, support was again given to spot improvements or special projects. All speakers stressed the urgency of implementing improvements.

From 1962 to the present, two Master Plans and the Glenmont Sector Plan were approved and adopted under the administration of the Maryland-National Capital Park and Planning Commission (M-NCPPC); these Plans all incorporate the improvement to Maryland Route 182 as a principle transportation feature. The proposed alignment and typical section for the Build Alternates are consistent with these Plans. Recent subdivision and development has incorporated dedication areas reflecting the master plan alignment.

Improvements to Maryland Route 182 first appeared in the State Highway Improvement Program - Secondary Construction and Reconstruction Program 1970 -1974 and has been included continually through Fiscal Year 1981. The project currently is enrolled in the Development and Evaluation category as a possible candidate for the construction program following completion of current activities. The improvement of the facility has been historically supported by the County Executive, the County Council, the Legislative Delegation and the State Senator representating this portion of Montgomery County. More details about elected official support appear in Section III A.

The Project Planning phase did not utilize Federal-Aid funding. However, the project will be eligible for 75 percent Federal-Aid Urban Funding for subsequent development phases.

II. ALTERNATES

A. Description

Four (4) alternates along the existing roadway have been studied during the Project Planning phase:

- Alternate 1 - No-Build
- Transportation Systems Management (TSM) Alternate
- Alternate 2 - Four Lane Divided Urban Highway (six lanes divided between Georgia Avenue and Glenallan Avenue).
- Alternate 3 - Six lane Divided Urban Highway. This alternate includes the option of initial staging of four lanes separated by a 44' open median.

These Alternates were presented at the Public Hearing and more detailed descriptions of each, with probable impacts, are contained in the Environmental Assessment as well as the attached brochure which was circulated in advance of the November, 1980 Combined Location/Design Public Hearing.

Additional alternates studied, but dropped from consideration prior to the Alternates Public Meeting, are two, three, four and five lane undivided highways. These proposals were eliminated from consideration because they did not satisfy project capacity and/or safety objectives.

Due to the continuous character of operational, capacity and safety related deficiencies in the study corridor, Special Projects or spot type improvements were found to be inadequate as solutions to the transportation problem addressed by the Project Planning study. A Special Project improvement of the intersection of Md. Route 182 with Glenallan Avenue has been deferred in favor of an additional southbound lane to bypass left turning vehicles at Indian Spring Road.

Both build alternates propose reconstruction within the existing corridor and feature marked (exclusive use) bicycle lanes in both directions for the entire length of the improvement. A frontage road, to service existing

residential development between Saddlebrook Elementary School and Briggs Road, is also integral to both build alternates. Sidewalks are included in the improvement proposals for the full length of the facility. Parking would not be permitted at any time along the improved facility with either build alternate.

Bus bays are proposed under Alternate 2 and storm water management is included with both build alternates.

Both build alternates are consistent with Montgomery County's plans to reconstruct Bel Pre/Bonifant Roads beginning FY 1985.

B. Service Characteristics

1. Traffic Volumes and Service Levels

The study area is typically urban containing a variety of development levels ranging from residual agricultural areas to dense residential and commercial development. The residual agricultural parcels are wholly zoned for moderate to high density residential and commercial development. Significant densification is proposed around the Glenmont Metro Station. Maryland Route 182, has the functional classification of a major collector. As the study corridor and intersecting corridors densify, Maryland Route 182 will become increasingly impacted and the existing congestion will be exacerbated. Other proposed transportation projects in the study corridor, such as the Glenmont Metro Station and expanded bus service (scheduled for operation in 1987) will functionally rely on Maryland Route 182 to provide efficient access.

The 1977 average daily traffic volumes (ADT) range from 13,300 near Maryland Route 97 to 6,250 north of Bel Pre/Bonifant Roads. During peak hours, the highway operates near capacity with unstable traffic flows and low running speeds. Moderate to severe congestion, during peak hour periods, is characterized by backups and long standing times at major intersections. By the design year 2006, traffic volumes are expected to increase from 115 percent at the southern terminus to 342 percent near Argyle Club Road. With the No-Build Alternate these increases are expected to result in Level of Service 'F' throughout. These poor operating conditions would be further aggravated by occasional flooding at depths up to 3 feet just north of Hathaway Drive. During the flood stage the road is impassable and motorists are required to detour to other routes.

Either build alternate would result in a level of service 'D' for the majority of the study corridor, however, both the Georgia Avenue and Glenallan Avenue intersections will operate at Level of Service 'F' by the design year. [Poor levels of service at these two intersections are largely attributable to congestion along Georgia Avenue rather than capacity deficiencies in the build alternates. These problems will be slightly mitigated by a Special Project proposed to be developed concurrently with the Glenmont Metro Station which will provide an additional turning lane in both directions along Georgia Avenue from south of Randolph Road to north of Glenallan Avenue.]

Traffic service at other intersections along the corridor would be somewhat better with Alternate 3 than with Alternate 2.

The table on the following page summarizes existing and projected traffic volumes for the alternates under consideration and the resulting levels of service for each.

2. Accident Rates

Accidents occur along Maryland Route 182 at approximately the Statewide average for similar facilities. The No-Build Alternate would continue the present accident rate of 456 per 100 MVM. However, the anticipated severe congestion could conceivably result in an increase in congestion related accidents with the No-Build Alternate by the design year.

Though the projected accident rate for the Build Alternates is not significantly different than the present experience, an approximate six percent decrease is forecast. The raised median and traffic channelization common to both Build Alternates would be expected to mitigate the severity of accidents. The safety of bus patrons, pedestrians, and bicyclists would also be enhanced due to the inclusion of safety provisions for these modes.

Maryland Route 182
TRAFFIC SUMMARY

March 5, 1980
Revised November 20, 1980

Segments, Alternates, and Intersections	1979		Design Year 2006									
	Volume (ADT)	L/S* 2 Lane	No Connection to Rockville Facility				Connections to Rockville Facility					
			Volume (ADT) (Report 6/7/78)	Increase	L/S*			Volume (ADT) (Report 10/16/79)	Increase	L/S*		
					2 Lane	4 Lane	6 Lane			2 Lane	4 Lane	6 Lane
Md. 97 to Glenallan Ave. No-Build Build Georgia Ave. Intersection Glenallan Ave. Intersection	13,300	E F D	30,600	130%	F F F	D F F	D F E	28,600	115%	F F F	D F F	D F E
Glenallan Ave. to Briggs Rd. No-Build Build Briggs Road Intersection	12,350	D E	36,000	193%	F F	D D	D C	36,600	195%	F F	D D	D C
Briggs Rd. to Rockville Facility No-Build Build Indian Springs Rd. Intersection	10,900	D B	32,600	200%	F F	D B	D B	34,800	220%	F F	D B	D B
Rockville Facility to Bel Pre/Bonifant Roads No-Build Build Bel Pre/Bonifant Roads Inter.	9,000	C B	30,000	232%	F F	D D	D C	39,950	342%	F F	D D	D C
Bel Pre/Bonifant Roads to Argyle Club Road No-Build Build Argyle Club Rd. Intersection	8,000	C A	22,350	180%	F F	D B	C B	29,450	268%	F F	D B	D B

* Level of service along the various segments is largely determined by operating characteristics at the intersections within the segments.

- L/S C: Speeds and maneuverability closely controlled by volumes. Most drivers restricted from selecting speed, changing lanes or passing. Relatively satisfactory operating speeds.
- L/S D: Beginning to tax capabilities of street section. Approaching unstable flow. Average overall speed 15 miles per hour. Delays at intersections.
- L/S E: Volumes at capacity. Unstable flow. Speeds near 15 miles per hour. Continuous back-up at intersection approaches.
- L/S F: Volumes near capacity. Forced flow. Speeds below 15 miles per hour. Continuous back-up at intersection approaches and extending back with excess distributed through the section.

C. Environmental Consequences

Studies conclude that this project would result in minimal impacts on the environment. Therefore, a formal Finding Of No Significant Impact (FONSI) will be sought from the FHWA.

The No-Build Alternate, which is inconsistent with local land use plans, may result in environmental impacts somewhat greater than the build alternates. These impacts are attributable to poor traffic service and associated severe congestion predicted by the design year.

1. Natural Environment

As previously indicated, the study area is urban with a few residual agricultural parcels zoned for moderate to high density development. The Glenmont Sector Plan proposes significant construction around the proposed Glenmont Metro Station which will become a regional focal point for interfacing of travel modes. The remaining natural environment of the study area is being rapidly affected by planned urbanization. The remaining natural habitat no longer supports significant wildlife populations. No known unique, threatened or endangered species inhabit the study area. The build alternates, which essentially widen and reconstruct along the existing roadway, would have only minimal impacts upon the natural environment.

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The build alternates involve potential for temporary acceleration of erosion rates and transverse encroachment on the floodplain of an unnamed tributary of the Northwest Branch of the Anacostia River located between Hathaway Drive and Indian Spring Drive. The major length of floodplain encroachment lies along the Saul property to the east of the improvement for approximately 700 feet of length. The encroachment also involves a structural stream crossing at an elevation approximately 10' above the existing bridge. The configuration of the structure has not been determined but the hydraulic elements can be selected so as to maintain the existing 100 year storm water surface profile.

Coordination is also required with the developer of the Saul Property to ensure that storm water management provisions for Maryland Route 182 are consistent with those proposed for the subdivision at that site. A short segment of stream relocation (100' to 120') is required with either build alternate. A waterway construction permit will be required.

Although the impacts of Alternate 3 would be slightly greater than Alternate 2, either build alternate would have only negligible impact on water resources.

Noise levels associated with the No-Build Alternate would be similar to the build alternates. Predicted design year L_{10} noise levels range from 62 to 77 dBA. The No-Build Alternate results in Federal design noise levels being exceeded at eleven locations. Design year

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L₁₀ noise levels of the build alternate are predicated to range between 61 and 75 dBA. Federal design noise levels would be exceeded at eight locations.

The No-Build Alternate is not consistent with the State Implementation Plan (SIP) for Clean Air Standards for carbon monoxide in the design year. The build alternates are consistent with the SIP.

Based on an archeological reconnaissance, the State Historic Preservation Officer has determined that no known archaeological sites would be impacted by any alternate.

2. Socio-Economic

This project is consistent with the President's National Urban Policy and energy conservation goals. There are no adverse affects to the Washington, D.C. central business district or to the economic or social viability of central city areas with the build alternates. Because energy usage with regard to Md. Route 182 is dependent upon geometrics, capacity and intermodal transportation provisions, implementation of either build alternate is expected to result in a decreased operational energy expenditure.

The build alternates, particularly Alternate 2, is consistent with the adopted and approved Glenmont Sector Plan, the Upper Northwest Branch Watershed Master Plan, and the Aspen Hill and Vicinity Master Plan.

Both build alternates, would displace five (5) families and two (2) small businesses. Most properties abutting Md. Route 182 would be affected to a minor degree due to property acquisition and construction related impacts. No known minority or handicapped individuals would be affected by the project. Sufficient replacement housing is available within the study area for relocatees.

Although there would be no major change in travel patterns or traffic generation, there would be numerous minor changes in the access to individual properties abutting Md. Route 182. These changes would be attributable to the build alternates and are due to the provision of a median divider and channelization of traffic at intersections. No formal access controls are proposed. Median crossovers are proposed at intersecting streets with six (6) exceptions: Greenery Lane, Marigold Lane, a proposed street just north of Marigold Lane, Graeves Drive, proposed Deckman Lane and Atwood Drive. A crossover is also proposed at the Metro parking garage just south of Glenallan Avenue. Section IV.A contains a discussion of a crossover at the Layhill Shopping Center as well as the closure of Marigold Lane.

The build alternates abut the Middlevale Local Park and the proposed Glenfield Local Park. Planning for both of these sites has been carried out by the Maryland National Capital Park and Planning Commission (M-NCPPC) in anticipation of improvements to Md. Route 182. Coordination with this agency concluded that no land intended for recreational or park use is required for improvement of Md. Route 182. During the final design phase additional coordination is required to finalize access provisions to these areas and to effect a dedication of land required for highway purposes from the proposed Glenfield Local Park.

The Maryland Historical Trust identified six (6) sites of local inventory significance within the study area. The Montgomery County proposes to acquire one site, Hull's Store and Post Office, for improvement of Bel Pre/Bonifant Roads. This acquisition is expected to precede intiation of this Administration's right of way acquisition phase. None of the identified sites are eligible for the National Register of Historic Places. Both build alternates require acqusition of one (1) residence (Svend Andersen, 13939 Layhill Road) and the acquisition of associated property at three (3) additional sites: A'hearn property opposite Atwood Road, Parker Farm, and Oak Chapel United Methodist Church. The Andersen residence is situated on property conducive to relocation on the same property. The Mitigation

proposal for this property is to implement such a relocation, subject to property owner agreement. The impacts to the remaining historic sites are minor, being limited to acquisition of land and easements without impact to property improvements.

3. Mitigation Measures

There are no serious mitigation problems or significant costs associated with this project.

Replacement structures or relocation of a structure would be provided for all displacements which consist of five (5) families and two (2) small businesses. It is reasonable to expect that replacement facilities will be available at the time these residences and businesses are displaced.

Approximately 0.7 acre of property associated with Middlevale Local Park would be acquired for occupation by the proposed highway improvements. By letter dated July 15, 1980 the M-NCPPC advised the Middlevale Local Park is not to be considered significant because it is currently undeveloped. By another letter dated July 15, 1980 the M-NCPPC advised that this site had been acquired with State grant assistance under Program Open Space and conversion of use would require replacement. This could be accomplished by purchasing the land in fee simple from M-NCPPC. They in turn would acquire the replacement park lands either adjacent to or at another location.

Federal design noise levels are predicted to be exceeded at eight (8) locations. Noise levels cannot be feasibly

mitigated by barrier or mound type construction due to numerous access points for intersecting streets, driveways, etc. Screen plantings are proposed at several noise sensitive areas and are recommended for detailed study during the final design phase.

A stormwater management pond and/or subsurface storage designed to control downstream runoff impacts are proposed for this facility. Recent legal ruling with regard to eminent domain issues may compromise our ability to implement storm water management impoundment on this and all other SHA projects in Montgomery County.

Routine erosion and sediment control measures would be implemented during construction in accordance with programs adopted jointly with the Department of Natural Resources during 1970.

D. Implementation Costs

The estimated cost of further developing and implementing the recommended Alternate 2 in terms of 1980 dollars are:

Preliminary Engineering (Final Design) 6%	\$	668,000
Right of Way, including 30% overhead		2,922,000
Construction, including 26% overhead		<u>12,257,000</u>
TOTAL		15,847,000

All subsequent development phases will be eligible for 75% Federal-Aid Urban funds, estimated as totaling approximately \$9,393,000. The remaining \$6,454,00 would be financed with State funds.

These estimated costs do not include implementation of a fringe parking lot in the Layhill vicinity as recommended herein.

III. POSITIONS TAKEN

A. Elected Officials

During the course of the Project Planning study State Senator Sidney Kramer together with Delegates Garrott, Koss and Maurer have indicated strong support for improvement of Md. Route 182. At the Location/Design Public Hearing Delegate Garrott read her prepared statement into the record endorsing Alternate 2. No elected official has indicated a preference for any alternate other than Alternate 2. During the December 1980 annual program tour to Montgomery County, Md. Route 182 was one of two projects in the Development and Evaluation Category to receive substantial endorsement by elected officials.

B. Citizens and Associations

During the Project Planning process a number of comments were received expressing concern that the perceived "rural" character of the study area be preserved. To achieve such ends, a number of individuals and organizations questioned the need for a four lane divided highway. Several suggestions of Special Projects and/or TSM type improvements with sidewalks and bicycle accommodations were offered. The urgency of improvement was predominate.

Notwithstanding, the citizen associations most directly affected by the proposed highway improvements, namely the Layhill Civic Association, the Layhill Road Citizens Association and the Layhill Village East Citizens

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Association, endorsed Alternate 2 at the November, 1980 Public Hearing. The Wheaton Citizens Advisory Board recommended Alternate 2 be implemented prior to opening of the proposed Glenmont Metro Station. The National Capital Area Transportation Federation endorsed Alternate 2 expandable to 6 lanes; this is tantamount to an endorsement of Alternate 3. On the other hand, the Bel Pre-Strathmore Civic Association, the Pilgrim Church and the distant Kemp Mill Civic Association expressed preference for a lesser improvement than the recommended four lane divided highway. The Indian Spring Country Club expressed concern about flooding of their golf course.

Of the comments by individuals resulting from the public hearing, no person endorsed the No-Build Alternate, two (2) persons endorsed TSM type options, three (3) persons endorsed Alternate 2, and one (1) person favored Alternate 3. An abutting property owner, Mrs. Cavaness, offered extensive comments concerning impacts to her property due to alignment, grade, drainage, and loss of parking.

C. Agencies

Three agencies commented on the project in response to circulation of the Environmental Assessment. The Washington Metropolitan Area Transit Authority desires bus bays and advised of future traffic movements around the proposed Glenmont Metro Station. The Montgomery County Department of Transportation recommends Alternate 2 with possible consideration of the staged version of Alternate 3; a median crossover at the Layhill Shopping Center was suggested. The Montgomery County Planning Board by letter dated December 1, 1980 reiterated its approval of a four lane divided highway (Alternate 2).

IV. RECOMMENDATION

The Project Planning Team met on December 17, 1980 and considered all comments received as a result of circulation of the Environmental Assessment and the Combined Location/Design Public Hearing of November 20, 1980. Discussion was held concerning the various aspects of the location and design represented by the received comments. As a result of these deliberations the Team recommends Alternate 2, the four lane divided urban highway; a six lane divided urban highway is recommended from Georgia Avenue to Glenallan Avenue in the vicinity of the proposed Glenmont Metro Station. This alternate is consistent with local master plans as evidenced by endorsement by the Montgomery County Planning Board. In terms of cost effectiveness, Alternate 2 provides an adequate level of service (comparable to Alternate 3) with little community disruption and at a reasonable cost.

Although there was some remaining support for Alternate 3 on the part of citizens and organizations as well as some Team members, a number of issues precluded its selection. Chief among these were the additional right of way requirement and cost. The Team recognized that Alternate 3 would ultimately provide slightly better traffic service and staging of the initial lanes would result in initial costs comparable to Alternate 2. However, the initial four lane staging would also require bus bays necessitating even greater right of way acquisition. The wider roadways would

also be incongruous with the level of service 'F' peak hour conditions at Georgia Avenue and the narrow roadway remaining north of Argyle Club Road. Wider roadways constrain the landscaping potential along the periphery of the improvement. The main justification for Alternate 3 is improved traffic service in the vicinity of the Rockville Facility Corridor, implementation of which may require additional traffic signals along Layhill Road. The Team concluded that additional capacity requirements along Md. Route 182 due to a possible Rockville Corridor improvement would have to be considered as a part of that study, rather than this one.

Alternate 1, the No-Build, was not recommended as it failed to fulfill any project objectives in terms of safety, capacity, planning and community or land use considerations.

A. Elements of the Recommendation

The major elements of this recommendation are:

1. Alignment. The project begins at Maryland Route 97 (Georgia Avenue) and continues northerly approximately 2.5 miles to Argyle Club Road where a transition to the existing line and grade occurs. The alignment generally follows the existing facility and utilizes available right-of-way and dedication areas as practicable and consistent with geometric criteria. The alignment has been refined to preserve historic inventory sites, to facilitate maintenance of traffic and to minimize community

impacts. The profile is governed primarily by intersecting road geometrics and floodplain considerations. It is recommended that during the final design phase further refinements be investigated to minimize impacts to two homes opposite East Gate Drive (right of stations 99 to 100).

- 2. Typical Section. As illustrated in the attached brochure, the typical section consists of dual 30 foot roadways separated by a 20 foot raised median from Glenallan Avenue to the northern terminus of the improvement where it transitions to the existing rural two lane section. This section is equivalent to previously proposed and accepted designs of 1974. The section would feature five (5) foot wide sidewalks with a five (5) foot setback from the curb face, marked bicycle lanes and bus bays. Median storage lanes are incorporated at intersections and crossovers are provided.

South of Glenallan Avenue to the terminus of the improvement at Maryland Route 97 the typical section is expanded to dual 42 foot roadways separated by a 20 foot raised median. This section is equivalent to recommendations contained in Access Recommendations for the Forest Glen, Wheaton and Glenmont Metro Station, MDOT, May 1979, and incorporates the recommended access ramps and crossovers. The section features ten (10) foot wide sidewalks and marked bicycle lanes. The profile in

this section is bifurcated to provide better transition between the improvement and existing development. This section is nominally six-lanes, however, the two outside lanes may be viewed as turning lanes. The southbound lane will be a mandatory right turn to northbound Md. 97, while the northbound lane will be a mandatory right on Glenallan Avenue.

3. Marigold Lane

Two options are available with regard to Marigold Lane. The local street could either continue to be connected to Maryland Route 182 without a crossover or the street could be closed at Maryland Route 182. It is the recommendation of the Project Planning Team that Marigold Lane be closed in accordance with the July 1978 Amendment to Streets of the Upper Northwest Branch Watershed Master Plan.

At the November 1980 Public Hearing, the president of the pertinent civic organization (Layhill Road Citizens Assoc.), supported the closure of Marigold Lane.

One resident of the Layhill South Subdivision submitted written comments in opposition to the recommended closure. In support of his position, Mr. Bushlow cited the need for emergency vehicle access to and from the west and the likelihood of reduced traffic volumes on Marigold Lane without a crossover. The Team concluded that adequate access to the community would be provided via other local streets.

4. Crossovers at Post Lane and East Gate Drive

Due to their close proximity (710 feet) a crossover could be provided under our crossover spacing policy at either Post Lane or East Gate Drive, but not both. A crossover at Post Lane may better accommodate future connections to the Rockville Corridor improvements. East Gate Drive offers better continuity and centrality to internal street systems, although its typical section is not constant. The public hearing exhibits, as well as the exhibits utilized at the Alternates Public Meeting of March 6, 1980, indicated a crossover at Post Lane. One person at the Alternates Public Meeting urged the crossover be moved to East Gate Drive. No comments were received concerning this option at the Public Hearing.

The Team has no strong preference in this matter but recommends crossovers at both locations.

5. Crossover at Layhill Shopping Center

A crossover is recommended at the Layhill Shopping Center, sta. 123+ for adequate local access and efficient operation of the Bel Pre/Bonifant Road intersection. This crossover was recommended by the Montgomery County Department of Transportation in their letter dated February 18, 1981 based on analysis of predicted traffic movements.

6. Crossover Spacing Policy Exceptions

Our crossover spacing policy as amended February 15, 1956, permits crossovers on narrow median (20 feet or less) ordinary divided highways not closer than 750' center to center. Crossovers are proposed at less than the specified minimal spacing as follows:

- a. Metro Entrance - 720' from Georgia Avenue and 420' from Glenallan Avenue.
- b. East Gate Drive - 710' from Post Lane.
- c. Layhill Shopping Center, station 123+ - 700' from Bel Pre/Bonifant Roads and 440' from relocated Argyle Club Road.

It is recommended that exceptions to the crossover spacing policy be granted, in the above instances.

7. Fringe Parking Lot

This project planning study has concluded that a fringe parking lot is warranted in the Layhill area. Such a lot would provide interface with existing and planned transit services and would be consistent with objectives of the Washington Metropolitan Air Quality Plan. However, due to recent policy decisions the alternative fringe parking lots formally proposed at the Alternates Public Meeting are no longer being considered in this Project Planning study as lots on privately owned property have been determined not economically feasible for this project.

8. Landscape Plantings

It is recommended that during the final design phase consideration be given to additional landscape plantings to buffer residents from traffic and related impacts. During the Project Planning study a number of citizens expressed a

strong desire to preserve the "rural" character of the study area. Comments by M-NCPPC staff included suggestions for landscape screening where substantial increases in noise levels are expected. Both cross sectional modifications and easement acquisition are apparently feasible should be further investigated. The estimated neat cost of these plantings is \$40,000.

B. Staging

Staging could be accomplished via any of three (3) graduated options to provide concurrent improvements at the Glenmont Metro Station for the scheduled opening in early 1987. However, staging would be ineffective in meeting overall project criteria for capacity and safety. Future funding will largely determine the appropriate extent of initial staging. Therefore, it is recommended that staging decisions be rendered during the subsequent final design phase. The three (3) staging options are:

Option 1: Georgia Avenue to Glenallan Avenue.

This option proposes the six-lane facility which tapers into the existing two lane highway 450 linear feet north of Glenallan Avenue. the greatest disadvantage of this option is that northbound traffic is exposed to a reduction in pavement width from 3 lanes to a single lane in approximately 500 linear feet. Significant gradient improvements would be realized. This is the shortest (1600 L.F.) and most economical of the options, estimated at \$2,013,000.

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Option 2. Georgia Avenue to Saddlebrook Elementary School.

This option features the same six lane typical section between Georgia Avenue and Glenallan Avenue. At Glenallan Avenue the typical section narrows to four lanes divided and tapers into the existing two lane roadway 500 L.F. north of the Saddlebrook Elementary School/Metro Yard entrance. This option offers a more desirable transition for northbound traffic and safer traffic operations in the vicinity of the school entrance. This option is 2600 linear feet in length. The cost is estimated at \$2,510,000.

Option 3. Georgia Avenue to Briggs Road.

This is the most extensive and expensive of the options. The four lane divided highway transitions to the existing two lane roadway 500 linear feet north of Briggs Road. This option would satisfy the more serious capacity requirements of the study corridor. This option includes the one way service road south of Briggs Road. The length of this option is 4200 linear feet. The cost is estimated at \$4,821,000.

PUBLIC HEARING COMMENTS

H E A R I N G S U M M A R Y

A Combined Location/Design Public Hearing was held for the project on 20 November 1980 at 7:30 p.m. in the Saddlebrook Elementary School located at 12701 Layhill Road in Glenmont, Maryland. The purpose of the meeting was to present information relative to the engineering and environmental analyses and to receive public comments on the project.

Six individuals made statements following the presentation by State Highway Administration personnel. The following is a summary of the statements made at the Hearing and State Highway Administration responses to those statement:

Delegate Idamae Garrott listed a number of deficiencies of the existing roadway and urged speedy implementation of Alternate 2.

SHA RESPONSE:

Alternate 2 has been selected.

Mr. John Stebbins, Bel Pre-Strathmore Civic Association, questioned a number of aspects of the Project Planning study including the basis of planning, the scale of proposed improvements, continued emphasis on automobile travel and design year traffic projections. According to Mr. Stebbins, the transportation problem could be adequately resolved by less than a four lane divided highway; a number of Special Projects and planned transit service should suffice.

SHA RESPONSE:

Analysis of the impact of the cost and availability of gasoline results in a conclusion that there will be a continuing travel demand for vehicular trips and that current modeling techniques can adequately project the level of this demand. Peak hour work trips will be least impacted by the energy situation and ultimately it is these trips that determine the roadway cross-sectional requirements. Also, increased cost of energy will be offset by the mandated and market trend to more energy efficient cars. The ability of transit to capture extra ridership due to short-term energy induced diversions is limited by its capacity and access mode constraints. There is basically no decrease in the need for road improvements, particularly one such as the Maryland 182 project which provides improved vehicular access to the regional transit services as one of its functions. In summary, available evidence and widespread professional judgement indicates that need for the Maryland 182 project

will not be lessened to any significant degree by short-term energy shortages or the long-term national response to the energy problem. Until such time as more definitive information and new policies are developed, this Administration is committed to continue on the basis of current transportation planning policies.

Mass transit, as planned along Maryland 182, will lack the capacity to accommodate significant shifts from the automobile mode which now accounts for 96 percent of all urban trips. Improvements to Maryland 182 are warranted to provide adequate access to the Glenmont Metro Station by bus, auto, bicycle, and pedestrians. The existing road has inadequate capacity to accommodate design year traffic (including mass transit) at a reasonable level of service during the design year. The existing road has no provision for bus stops; buses stopped on the roadway block traffic. The existing road cannot safely accommodate bicyclists and pedestrians.

"Special project" improvements are intended to be of limited local scope. They are intended to alleviate specific roadway deficiencies such as substandard sight distances or sharp horizontal curves. They do not provide continuous large scale relief for deficiencies such as the lack of capacity, sidewalks, or bikeways. The deficiencies in the Maryland 182 corridor are continuous along the entire route and, therefore, cannot be satisfied by "special project" remedial construction.

Mr. Steven K. Morrison, chairman of the Transportation Committee of the Layhill Civic Association, described developments that can be expected in the study area, cited a number of existing deficiencies, claimed the accident situation was worse than portrayed by the State Highway Administration, and urged the audience to write to elected officials and highway planners to urge prompt implementation. State Highway Administration proposals were claimed to be inadequate in three areas:

1. sight distance at the crest vertical curve in the vicinity of Greenery Lane,
2. the excessively angular intersection at Briggs Road, and
3. sight distance at the Middlevale Road intersection.

Of all the alternates under consideration, the Association endorses the four lane divided highway, however, they would prefer a two lane highway with sidewalks, bicycle paths, etc.

SHA RESPONSE:

A project specific accident report dated June 23, 1980 was provided by the SHA Bureau of Accident Studies utilizing the Maryland Automated Accident Reporting System (MAARS). This system utilizes data from reported collisions stored by the Maryland State Police, Central Accidents Records Division. See also letter to Mr. Morrison, which is included at the end of this section, dated December 3, 1980, for response to above enumerated comments. Although some preference for a two lane highway was expressed, this action was not among the Alternates selected for detailed study. See the Recommendation Section for additional information on the basis for detailed study of proposed Alternates.

Mr. Morton L. Buckberg, President, Layhill Road Citizens Association, supported the statement of Delegate Garrott, noting that Maryland Route 182 could be the most dangerous road in the State. The Association endorses Alternate 2 with the closing of Marigold Lane. Certain aspects of the Briggs Road intersection area were inadequately handled, namely, the required acquisition of the residence on the northwest corner and parking for dental office. Comment was reserved until after December 10th on the proposed access road to the Metro storage yard. It was claimed that better coordination is needed between the State Highway Administration and Metro to achieve safe conditions in the vicinity of the proposed Glenmont Metro station.

SHA RESPONSE:

Alternate 2 has been selected together with the closure of Marigold Lane. Continuing coordination with WMATA is a cardinal feature of this Project Planning study-all issues have been resolved. The necessity for acquiring the residence on the northwest corner of Briggs Road has not been finalized and shall be subject to additional study. The parking for the dental office is currently within SHA right-of-way and resolution of zoning, land use, and building permit procedures is within the jurisdiction of M-NCPPC.

Mrs. Thelma Barmack, citizen, agreed with the comments of Delegate Garrott. She would not like to see a six lane highway implemented. She questioned the median width, suggested traffic signal control for the Indian Spring/Fargrove Lane intersection, and questioned the consequences of impacting minority businesses.

SHA RESPONSE:

Alternate 2 has been selected which contains a 20' raised median. Future traffic volumes on Indian Spring Road may not satisfy traffic signal warrants; a decision on signal installation would be rendered after the new facility is operational. No minority businesses are impacted by this proposal.

Mr. William H. Schrader, citizen, chastized the Administration for a sloppy presentation, for excessive scale of improvement proposals, and for insensitivity to impacts on residential areas.

SHA RESPONSE:

This project planning study addresses conditions expected to prevail by the design year 2006. Alternate 2, the selected alternate, will accommodate vehicular traffic including transit, bicycles in a continuous marked lane on the pavement, and pedestrians on 5' and 10' wide sidewalks. The typical section width is a reasonable solution to corridor safety and capacity problems (see transcript pages 57 and 58). The State Highway Administration attempts to design a safe facility while requiring a minimum of residential displacements. All persons required to move would be aided in accordance with normal State Highway Administration procedures. Impacts to residential areas are presented in the Environmental Assessment - see pages i thru x, table S-1 and pages IV-1 thru 18.

In addition to the individual statements made following the Public Hearing, sixteen mailer comment forms were received. The following is a summary of comments and State Highway Administration response to those comments.

Elaine Felsen, property owner, favors No-Build with sidewalks and bicycle facilities, opposes increased traffic volumes and raised median.

SHA RESPONSE:

See Environmental Assessment pages II-1 to 4 Need for the Project, page III-5 and pages IV-14 to 15, for discussion of Traffic Service characteristics.

Wheaton Citizens Advisory Board, endorses Alternate 2 which should be in place prior to opening of the Glenmont Metro Station.

SHA RESPONSE:

Alternate 2 has been selected.

Jack Klass, citizen, questions the need for a four or six lane highway, suggests alternates between No-Build and four lane with bicycle paths and sidewalks.

SHA RESPONSE:

The suggested improvement types are unable to satisfy project objectives for capacity and safety; also they are not cost effective. See Environmental Assessment pages II-1 to 4 and III-1 thru 6, for discussion of the development of Alternates under consideration.

Robert L. Schmidt, citizen, questions estimated construction costs.

SHA RESPONSE:

Detailed review of estimated construction costs reveals that brochure data was underestimated. The corrected estimated construction cost is \$12,257,000.

Harold Smith, Jr., Indian Spring Country Club, questions measures to be implemented to prevent downstream flooding.

SHA RESPONSE:

Project Manager Honeywell contacted Mr. Smith prior to the public hearing and explained that present stream flow characteristics would not be significantly altered. See Environmental Assessment, pages IV-5 thru 6.

Walter Petzold, citizen, favors immediate implementation of Alternate 2.

SHA RESPONSE:

Alternate 2 has been selected.

Harry Larson, citizen, questions necessity and priority of improvement.

SHA RESPONSE:

See Environmental Assessment pages II-1 to 4 Need for the Project. Several other SHA projects in Montgomery County enjoy higher priorities.

Mrs. K. F. Ryland, property owner, questions reimbursement for right of way acquisition.

SHA RESPONSE:

Property owners will be reimbursed for acquisitions based on fair market values and in accordance with this Administration's procedures as discussed in the Environmental Assessment p. B1 - B3.

Elliott H. Bushlow, citizen, favors Alternate 3 with Marigold Lane open to Maryland 182.

SHA RESPONSE:

Both Alternates 2 and 3 provide comparable levels of service for the design year for most of the corridor with Alternate 2 being substantially more cost effective. Closure of Marigold Lane is consistent with amendments to local master plans and the recommendations of the pertinent civic association.

Ms. Rita H. Feinstein, citizen, prefers Alternate 2.

SHA RESPONSE:

Alternate 2 has been selected.

Harold Gray, National Capital Area Transportation Federation, supports Alternate 2 expandable to six lanes.

SHA RESPONSE:

Alternate 2 provides traffic service comparable to Alternate 3 with considerable reduction in community impacts and costs. See SHA Response to Mr. Elliott H. Bushlow.

Mr. and Mrs. Charles J. Engelhardt, citizens, favor Alternate 2.

SHA RESPONSE:

Alternate 2 has been selected.

Dr. Joel Schor, Kemp Mill Civic Association, suggests minor improvements to accommodate existing traffic, opposes four lane highway.

SHA RESPONSE:

See SHA Response to Mr. William H. Schrader.

Harvey Eisen, citizen, favors proposed improvements with emphasis on bicycle accommodations.

SHA RESPONSE:

Alternate 2, which includes marked bicycle lanes, has been selected.

Steven K. Morrison, citizen, 1) alleges safety problems with proposed improvements while reiterating his public hearing testimony in this regard, 2) claims proposals are incomplete due to absence of a traffic management plan for Metro garage access and predicted congestion at Georgia Avenue, and 3) immediate remedial needs are not addressed by Project Planning study.

SHA RESPONSE:

1) See Environmental Assessment, pages IV-15 to 16, III-4. See letter response to Mr. Morrison dated December 3, 1980 contained in this document. 2) Traffic at the Metro garage will be controlled by channelization and signalization. Congestion along Georgia Avenue will be

somewhat alleviated by proposed widening of Georgia Avenue - see Environmental Assessment, pages III-2 and IV-15. 3) By definition, this study addresses conditions expected to prevail by the design year, 2006, rather than existing problems.

Sidney A. Halpern, citizen, questioned future land use and access to Metro station.

SHA RESPONSE:

See Environmental Assessment, pages I-3 to 4, II-3 to 4, III-1 to 3 and IV-1.



Maryland Department of Transportation

State Highway Administration

68
James J. O'Donnel
Secretary
M. S. Caltrider
Administrator

December 3, 1980

RE: Contract No. M 581-151-371
Maryland Route 182
(Layhill Road)
Maryland Route 97 to
Argyle Club Road

Mr. Steven K. Morrison
Chairman, Transportation
Committee
Layhill Civic Association
13816 Vintage Lane
Silver Spring, Maryland 20906

Dear Mr. Morrison:

This is in response to your request at the Combined Location/Design Public Hearing to District Engineer Eugene T. Camponeschi for additional information concerning three areas which you perceive to contain inadequacies relative to the improvement alternatives. The three areas you identified are: 1.) sight distance at the vertical crest curve in the vicinity of Greenery Lane, 2.) the diagonal intersection at Briggs Road, and 3.) sight distance at the Middlevale Lane intersection.

- 1.) Sight distance in the vicinity of Greenery Lane.

As you noted in your testimony at the hearing, existing sight distance at the "vertical hump" just south of Glenallan Avenue is substandard. Our plans propose to correct this deficiency.

The design criteria for proposed improvements to Maryland Route 182 as noted on Page III-4 of the Environmental Assessment is for a design speed of 50 MPH. This design speed requires a minimum stopping sight distance of 350 linear feet measured from a height of drivers eye of 3.75 feet to an object of 0.5 feet height on the roadway. The crest vertical curve developed for this location provides a minimum stopping sight distance of approximately 375 linear feet. Considering that the posted speed limit will probably be in the 30 to 45 MPH range our preliminary design provides adequate sight distance at this location. A copy of the preliminary profile grade is enclosed illustrating this situation.

2.) Diagonal intersection at Briggs Road.

You suggested in your testimony that the intersection plan be revised so that it becomes a right angle intersection.

With either improvement alternate Briggs Road would intersect Md. 182 within a horizontal curve. Abstractly, the optimum condition would be a radial intersection. Briggs Road will be approximately 22° from radial. However, there is no way that Briggs Road could be converted to a radial intersection without an undesirable alignment and undue community disruption. In this instance, we can perceive no substantive advantages of such an alignment.

3.) Sight distance at the Middlevale Lane intersection.

You testified that the Middlevale Lane intersection was inadequately designed due to the position of the Maurice J. Murphy residence which restricts sight distance southward from Middlevale Lane.

The proposed intersection design provides for more than 900 linear feet of horizontal sight distance southward from Middlevale Lane past the Murphy residence. The vertical stopping sight distance southward from Middlevale Lane exceeds the horizontal sight distance.

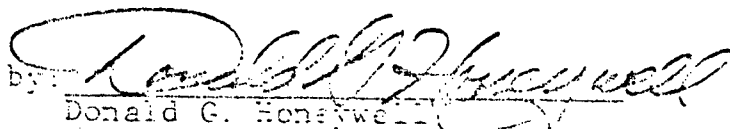
I suggest that the several existing inadequate conditions which have been identified and discussed over the past months may have influenced your assessment of our preliminary design proposals.

All of the features discussed herein are subject to revision during the final design phase.

Thank you for your continued interest in this project.

Very truly yours,

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

by: 
Donald G. Honeywell
Project Manager

WFS:DGH:dd
Enclosure

cc: Mr. Eugene T. Camponeschi
Mr. John H. Jordan, Jr.
Mr. Thomas W. Hewitt

C O R R E S P O N D E N C E

Mr. and Mrs. Samuel S. Green Jr.
15318 Merrifields Court
Silver Spring, Md. 20906

We are commuters on Layhill Road (Route 182)

Today, Layhill Road remains a winding country lane, used largely by commuters. Peak usage is usually in one direction.

Improvements are necessary. The question I pose is this:
Do the build alternatives (#2 & #3) truly represent minimal adverse environmental impact, as stated in the project notes?

Both alternatives propose a 20 ft. median--the width of the present road. Right-of-ways are 5 to 6 times as wide as at present. Is it necessary to completely wipe out the present nature of Layhill Road in order to improve it? It is not a Georgia Avenue or New Hampshire Avenue and never will be. The study section is a little over 2 miles long. We recommend a 4-lane undivided road to handle future growth with reduced neighborhood impact as well as expense.

SHA RESPONSE TO GREEN LETTER:

Care has been exercised in development and selection of alternates to minimize impacts while attaining safety and capacity objectives. The selected alternate adequately accommodates pedestrians on sidewalks and bicycles in marked lanes. These features alone approximate the width of the existing 30' right of way. See Environmental Assessment pages III-3 to 4.

on
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06 M



LAYHILL VILLAGE EAST

Citizens Association
Silver Spring, MD 20906

68
72

For reply: 1721 Woodwell Road

To The Layhill Road (Md. 182)
Project Planning Team:

At its September general meeting, the Layhill Village East Citizens Association (LVECA) asked the members present to indicate their sentiments about two aspects of the potential Layhill Road improvements. The two issues concerned physical size of the "build" alternates and fringe parking areas that were identified in the brochure which announced the March 6, 1980, public meeting. These are the opinions that were expressed by a majority of those who voted:

1. If one of the two build alternates now being studied is ultimately to be chosen, then the four-lane highway should be ample. Significant opposition to a six-lane road was voiced since it would likely be a self-generator of even more traffic than the four-lane road will prompt. There was also expressed desire that the rural nature of Layhill Road be preserved, with the positive wish that this feature, as well as sufficient capacity, could be achieved by simply correcting safety, flooding and other similar faults in the existing road.
2. Strong sentiment against locating a Metrorail fringe parking lot at Layhill and Queensguard Roads was stated. It was pointed out that, of four proposed sites shown in the March 6 brochure, this is the only one directly affecting entry/exit to a residential community; hence, it causes serious concern about potential traffic congestion. (The LVECA acknowledges that these fringe parking areas are not actually part of the Layhill Road project but wants to communicate with you since presumably there will be coordination between the two projects. In addition, it is hoped that you can convey this comment to appropriate authorities.)

Thank you for noting and considering this information.

Yours truly,

Julian Greene
Dr. Julian Greene
Transportation Committee

Home 871-8263
Office 351-8222

STATE HIGHWAY ADMINISTRATION

6
73

QUESTIONS AND/OR COMMENTS

Maryland Route 182
(Layhill Road)
Maryland Route 97 (Georgia Avenue)
to Argyle Club Road
Contract No. M 581-151-371
COMBINED LOCATION/DESIGN PUBLIC HEARING
November 20, 1980

NAME: Dr. Julian Greene

PLEASE
PRINT

ADDRESS: 1721 Woodwell Rd.

CITY/TOWN: Wheaton STATE: Maryland ZIP CODE: 20906

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

1. Please see enclosed letter in behalf of the Layhill Village East
Citizens Association.

2. (Pg. 3 of Nov. 20 meeting brochure) Please explain what is meant
by the statement that cited 1977 traffic volumes are "consistent"
with 1979 traffic counts.

3. (Pg. 7 of Nov. 20 brochure) Please explain what/how violations
of air quality standards occur under the "no build" alternate
but do not occur under either "build" alternate.

I am currently on the Mailing List.

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

SHA RESPONSE TO LAYHILL VILLAGE EAST LETTER AND MAILER FORM:

Alternate 2, the four lane divided highway, has been selected together with some landscaping. A four lane divided highway is necessary to satisfy predicted capacity and safety requirements.

Fringe parking lots are no longer under consideration as a part of this Project Planning study.

1979 average weekday volumes as counted by Montgomery County have been compared to SHA 1977 ADT data. This comparison concluded that the two sets of data were consistent and, therefore, applicable for planning purposes.

A detailed air quality analysis reveals that three (3) violations of the State and National Ambient Air Quality Standards for one hour concentrations of CO would occur with the No-Build Alternate. No violations are predicted with either build alternate. The reason for this difference is that vehicular exhaust emissions are greatest with low overall travel speeds and congestion. Traffic operational conditions associated with the No-Build Alternate are predicted to be much worse than with either "build" alternate. See Environmental Assessment, pages IV-12 to 14.

Comments on the Layhill Road Project

We believe that Layhill Road has many inadequacies and requires major improvements. However, like several of the residents of the area, we are disappointed that the State Highway Administration has failed to present any alternatives between Alternate 1 (No-Build) and Alternate 2 (Four Lane Divided Urban Highway). An improved two lane highway was rejected by the Highway Administration even before it could be considered by the residents of the area. This action appears to be an attempt to force at least a four lane highway by allowing no other satisfactory options.

Alternate 3 (Six Lane Divided Urban Highway) is clearly an overkill which would have adverse effects on the surrounding community. The Highway Administration has stated that Alternate 3 adds little in expanding the traffic volume capacity, and that Alternate 2 provides adequate capacity for the projected future. A six lane highway will greatly alter the surrounding community from a rural setting to a superhighway environment. This change is too high a price to pay for two extra unneeded lanes. In addition, we agree with Mrs. Idamae Garrott that the estimated cost difference of \$2,340,000 between Alternate 3 and Alternate 2 seems much too low. We believe that this figure is greatly underestimated.

Initially we were told that alternate Metro parking lots were planned in the vicinity of Layhill and Bonifant Roads. But at the

November 20 meeting, we were informed that plans for alternate parking were cancelled. We believe that the use of such lots in conjunction with Metro Bus transportation to the planned Glenmont station could reduce future Layhill Road traffic, and permit a smaller, more rural, type highway. The Highway Administration gave no reason for the cancellation of the alternate parking lots.

Both build alternates will greatly reduce Pilgrim Church property. Alternate 2 removes approximately 75 feet off of the front of our lot, and Alternate 3 removes about 100 feet. In 1962 the land for the church was selected with the consideration that it was large enough to permit future expansion. The February 1965 blueprints clearly indicate an intention to expand in the direction of Layhill Road. These plans will be impossible if either of the build options are approved. Thus, both alternatives will have an adverse affect on the value of the remaining property. Alternate 3 will come very close to the existing church parking lot, and it would be very difficult to provide adequate screening between the lot and the highway.

Based on the above considerations we recommend that the following actions be taken:

- 1. Alternate 1 (No-Build) and Alternate 3 (Six Land Divided Highway) should be removed from consideration as alternatives. Neither are realistic.

2. A new alternate, an improved two lane highway, should be considered along with the old Alternate 2 (Four Lane Divided Highway). This new alternate would be four lanes south of Glenallan Avenue and two lanes north of Glenallan Avenue. The two lane section would be built so as to remove existing deficiencies in field of vision, road shoulders, and riding surface. Metro Bus stopping areas should be designed to permit traffic flow past stopped busses, and alternate Metro parking should be provided to reduce traffic. Note that the new alternative is similar to what the spokesman for the Layhill Civic Association said his association preferred.

3. The public should be permitted to comment on the two alternatives.

While we feel that major improvements need to be made, we do not think that all reasonable options have been considered. We would not like to see Layhill Road become another Randolph Road.

Miles E. Smid

Miles E. Smid
 Member of Pilgrim Church
 Board of Trustees

*Miles Smid
 15216 Centergate Dr
 Silver Spring Md
 20904*

Maryland Department of Transportation

James J. O'Donnell
Secretary

State Highway Administration

December 18, 1980

M. S. Carver
Administrator

RE: Contract No. M 581-181-372
Maryland Route 182
(Layhill Road)
Maryland Route 97 to
Argyle Club Road

Mr. Miles E. Smid
Board of Trustees
Pilgrim Church
15216 Centergate Drive
Silver Spring, Maryland 20904

Dear Mr. Smid:

Thank you for your letter dated November 23, 1980 offering comments on the Layhill Road project in response to the Location Public Hearing the evening of November 20, 1980.

Montgomery County's adopted land use and transportation plans include provision for a major improvement to Layhill Road. Reconstruction to a two lane facility would be inadequate in terms of existing and future development, as well as service to the planned Metro Station.

The Project Planning Team has evaluated incremental candidate alternates including three, four and five lane undivided highways. These solutions are usually implemented as remedial measures for facilities with restricted right of ways and which experience numerous mid-block left turning movements as in retail shopping districts. These candidate alternates are briefly discussed on page III-3 of the Environmental Assessment which has been on public display since October 20, 1980 and has been furnished to study area civic associations. Candidate alternates were all evaluated by the Project Planning Team in terms of the project objectives as stated in your green brochure:

"The purpose of this Project Planning study is to develop alternates which satisfy the safety and capacity requirements of the Maryland Route 182 corridor for conditions expected to occur through the design year 2006."

Although these undivided streets all offered varying degrees of cost effectiveness and environmental impact, none were able to satisfy project objectives for safety, capacity, access control, and alternative transportation provisions (pedestrians, buses and bicyclists). The Project Planning Team considered a number of factors in arriving at this conclusion.

Specifically, a two-lane roadway alternate such as you suggest would have practically the same capacity as the No-Build Alternate. By the design year the entire facility would operate at forced flow conditions characterized by continuous back-ups at intersection approaches with excess vehicles distributed through the roadway section. Undivided streets lack median dividers. Medians are a very effective means of reducing roadside friction, reducing the incidence of head-on collisions, and provide a refuge for pedestrians and stopped vehicles waiting to execute left-turns. Our statewide studies over a number of years indicate that, in the urban setting, divided highways exhibit accident rates approximately one-third less than undivided highways.

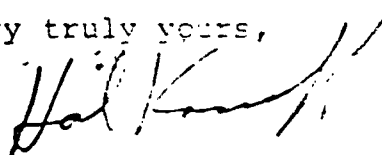
It is our responsibility to present all feasible alternates at the public hearing. We achieved this at the hearing on the evening of November 20, 1961. We do not present for public review alternates which are infeasible or have fatal deficiencies.

Our planning staff is continuing consideration of such a facility in that area.

The two improvement alternates now under consideration do require some acquisition from the Pilgrim Church. The precise extent of this requirement will be determined during the subsequent final design phase.

Thank you for your continued interest and support of needed highway improvements.

Very truly yours,



Hal Kassoff, Director
Office of Planning and
Preliminary Engineering

HK:dd

cc: Mr. Wm. F. Schneider, Jr.
Mr. Jerry White
Mr. Eugene T. Camponeschi
Mr. Vernon Kral
Mr. Thomas W. Hewitt

80



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

8787 Georgia Avenue • Silver Spring, Maryland 20907

(301) 589-1480

December 1, 1980

Mr. Hal Kassoff, Director
Office of Planning and Preliminary Engineering
State Highway Administration
300 West Preston Street
Baltimore, Maryland 21201

Dear Mr. Kassoff:

This is in reference to your project on MD. Route 182 (Layhill Road) from MD. Route 97 (Georgia Avenue) to Argyle Club Road on which a public hearing was held on November 20th.

The Montgomery County Planning Board at its meeting on November 26th considered this project and reiterated its approval of a four lane divided highway.

Enclosed is a copy of the staff memorandum to the Board on this project.

Sincerely,

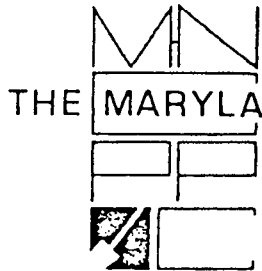

Royce Hanson
Chairman

RH:EF:sr
Enc.

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

November 24, 1980

MEMORANDUM

TO: Montgomery County Planning Board
FROM: Transportation Planning Division
SUBJECT: State Project M581-151-371, Layhill Road (Rte. 182)
from Georgia Avenue (Rte. 97) to Argyle Club Road

Staff Recommendation: The Board reiterate its approval of the
Project as a four lane divided highway.

On November 20th the State Highway Administration held a public hearing on the subject project. Attached is the brochure describing the alternates under consideration.

This project planning study is an outgrowth of previous studies conducted on which a public hearing was held on May 24, 1971. The Board at that hearing recommended approval of the project as a four lane divided highway which is in accordance with the adopted Aspen Hill & Vicinity Master Plan.

Enclosed are the Environmental Planning Division comments on the Environmental Assessment Document.

ELF:bap

Enclosure

MEMO



82

November 24, 1980

TO: Ed Ferber, Transportation Planning Division
VIA: Jorge A. Valladares, Chief, Environmental Planning Division *DD*
FROM: Steve Federline, Environmental Planner *SDF*
SUBJECT: Route 182 Environmental Assessment

Recommendation

The State Highway Administration should make stronger efforts to investigate other alternatives for abatement of highway noise. The number of violations of the noise standard clearly warrants this approach.

Discussion

Attached you will find the comments of the staff relative to water resource concerns. The focus of this memo is on noise and air quality matters.

1. It appears to us that this project and other recent environmental assessments provide more emphasis by SHA on finding reasons for not constructing noise abatement measures than on investigating other feasible, perhaps creative means of mitigating noise. For instance, at NSA #16 (Saul subdivision), perhaps some cooperative effort of M-NCPPC, SHA, and the developer can be struck to reduce noise on that site.
2. SHA rationale relating to the lack of ROW for noise abatement measures is not sufficient. Either the cross-sectional specifications should be changed to accommodate barriers, or additional easements adjacent to the ROW should be secured (i.e., slope easements).
3. If physical abatement measures are totally infeasible, landscape screening should be installed, at least in those areas where the 70 dBA L₁₀ standard is exceeded, and where substantial increases in noise levels (severe impacts) are expected. The noise standard of 70 dBA L₁₀ is a maximum standard - impacts can and do occur below that level and should be mitigated.
4. The environmental assessment uses nebulous terms such as this "could be done" or that "appears feasible". There should be some directives for action in this document and guarantees down the line that, with citizen input and consultation, these measures will be installed.
5. Air quality assessments should include the probable change in the one hour CO air quality standard from 40 mg/m³ to 28 mg/m³.

SDF:JAV:dws
Attachment

Form 20 (Revised 11/77)

MEMO



83

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

November 18, 1980

TO: Don Downing, Earth and Air Resources Coordinator
VIA: Nazir Baig, Senior Water Resources Advisor *Nazir Baig*
FROM : Dave Shepp, Environmental Planning Division *DS*
SUBJECT: Review of the Environmental Assessment for Maryland Route 97
and Argyle Club Road

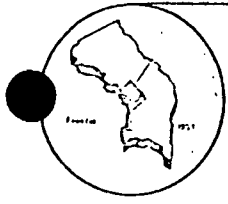
As requested, I have reviewed the above-referenced document. The proposals and their assessment of the associated impacts remain essentially unchanged from the draft which we reviewed in July, 1980. Therefore, from a water resources perspective, the 4-lane alternative (#2) would have a marginally smaller impact upon erosion, stormwater runoff and the floodplain than the 6-lane alternative (#3).

Highway construction is frequently cited in research documents as a major source of erosion and sediment. Runoff from the roadway, once-completed, can be expected to contain transportation-related pollutants such as salts, solids, metals and oil and grease. To mitigate their potentially negative impacts, proper installation and maintenance of effective control measures for erosion, sediment and runoff are essential, both during and following construction.

The adequacy of such control measures can be assessed specifically if and when any of the "build alternatives" are selected and detailed plans are submitted for review.

DS:NB:el

THE MARYLAND - NATIONAL CAPITAL PARK AND PLANNING COMMISSION
REGIONAL AND METROPOLITAN DISTRICTS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES, MARYLAND



Regional Headquarters Building
8787 Georgia Avenue
Silver Spring, Maryland 20907

589-1480
Area Code 301

May 21, 1971

Mr. M. S. Caltrider
District Engineer
Maryland State Roads Commission
9300 Kenilworth Avenue
Greenbelt, Maryland 20770

Dear Mr. Caltrider:

On Thursday, May 20, 1971 at its regular meeting in connection with Item 14 on the agenda, being the proposed location and design of Maryland Route 182, from Maryland Route 97 to a point approximately 50 feet north of Argyle Club Road, following a staff report and discussion on motion of Commissioner Brennan, seconded by Commissioner Lamb, the Montgomery County Planning Board voted approval of a four-lane divided highway. This is in accordance with the Aspen Hill and Vicinity Master Plan adopted by this Commission on January 20, 1971.

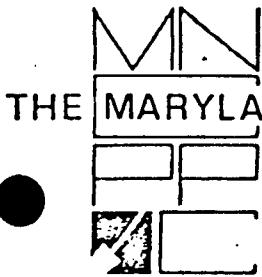
Please enter this letter in the record at the Public Hearing on Monday, May 24, 1971.

Very truly yours,

John P. Hewitt
John P. Hewitt
Executive Director

JPH:dsm

bcc: Richard Tustian
John Conway
Ed Ferber ✓



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

8787 Georgia Avenue • Silver Spring, Maryland 20907

(301) 589-1480

December 16, 1976

Mr. William F. Lins, Jr., Chief
Bureau of Highway Design
Maryland State Highway Administration
300 West Preston Street
Baltimore, Maryland 21201

Re: Contract No. M 581-004-371
Maryland Route 182
(Layhill Road)
Maryland Route 97 to Argyle
Club Road

Coordination Process

Dear Mr. Lins:

This is in reply to your letter of November 30, 1976 concerning the subject project.

This project originally appeared on the Master Plan of Highways adopted by this Commission in 1955. The proposed alignment was essentially established at this time. All development in the area has occurred in accordance with the Master Plan alignment rendering the consideration of alternate alignments neither feasible nor prudent. The latest plan showing Layhill Road as a proposed four lane divided highway is the Aspen Hill Master Plan adopted January 20, 1971.

Also, the Montgomery County Planning Board has long supported the project in your Five Year Program of Road Construction, therefore, the Board reiterates its approval of this project, as it did in your original coordination process. (See letter dated May 21, 1971 that was entered into the record at your public hearing on May 24, 1971.)

Sincerely yours,

Royce Hanson
Chairman

RH:ELF:lp

bcc: Tustian
Winick
Spivack

SHA RESPONSE TO M-NCCPPC LETTER DATED NOVEMBER 24, 1980

Alternate 2 has been selected. The impracticability of noise barriers is discussed in the Environmental Assessment, page IV-7a. Landscape screening will be provided to the extent feasible. The result of possible revisions to the one hour CO air quality standard as suggested would result in additional violations by the No-Build alternate. All comparisons, however, must be made to current standards.

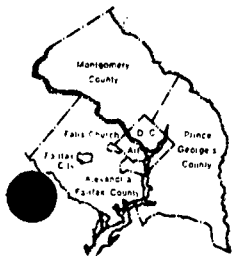
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

600 Fifth Street, N.W., Washington, D. C. 20001

(202) 637-1234

*Donetwalk 87
Helenis*

November 7, 1980



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William F. Schneider, Jr., Chief
Bureau of Project Planning
State Highway Administration
300 West Preston Street - Room 404
Baltimore, Maryland 21201

Dear Mr. Schneider:

This is in response to your request of October 23, 1980 regarding comments on the environmental assessment for Maryland Route 182.

Our staff has reviewed the document and offer the following comments:

- (1) it is desirable to have bus bays at the transit stops to enable the buses to stop safely without impeding the traffic flow.
- (2) a major bus movement will occur at Glenallen and Layhill between the bus terminal on Glenallen and points to the north on Layhill Road.
- (3) a considerable traffic movement will also take place at the entrance and exit to the Metro parking facility on Layhill Road between Glenallen and Georgia.

It would be appreciated if these concerns can be considered in preparation of the final plans.

Sincerely,

Millard C. Seay
Millard C. Seay
Acting Director
Office of System and
Service Planning



*cc. Eugene T. Camponeschi
Richard S. Krolak
Thomas W. Hewitt*

SHA RESPONSE TO WMATA LETTER:

Alternate 2, which provides bus bays and adequate channelization for buses, has been selected.



Montgomery County Government

December 8, 1980

Mr. Donald G. Honeywell
Project Manager, MD 182 - Layhill Road
Bureau of Project Planning
State Highway Administration
300 W. Preston Street
Baltimore, Maryland 21201

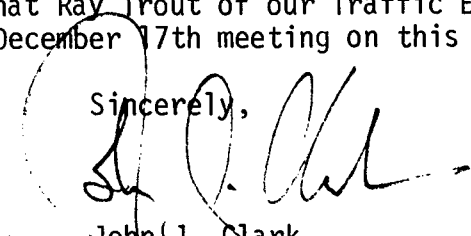
Re: Environmental Assessment -
MD 182 (Layhill Road)

Dear Mr. Honeywell:

Please find attached staff comments on the Environmental Assessment for MD 182 (Layhill Road).

It is my understanding that Ray Trout of our Traffic Engineering Division plans to attend your December 17th meeting on this project.

Sincerely,


John J. Clark
Director

JJC:tao

Attachment

CC: Ronald C. Welke - Raymond S. Trout, Division of Traffic Engineering

STATE HIGHWAY
ADMINISTRATION
PROJECT PLANNING

1980 DEC 12 AM 9 40

M E M O R A N D U M

December 2, 1980

TO: Mr. Gerald R. Cichy, Director
 Department of Transportation

FROM: John J. Clark, Director
 Office of Transportation Planning

SUBJECT: Md 182 (Layhill Road) - Environmental Assessment

Upon review of the Division of Traffic Engineering's comments on the Md 182 (Layhill Road) Environmental Assessment, I would like to offer the following clarification.

The Environmental Assessment's Alternative 3 calls for a six-lane divided highway. The report mentions the possible option of only building four outer lanes now and retaining the right-of-way for a future two-lane expansion; however, this option is not treated as a formal alternative.

The Traffic Division and my office are in agreement that only four lanes are warranted for the design year 2006, based on traffic data in the study. The formal four-lane alternative proposed in the Environmental Assessment is Alternative 2. However, the Traffic Division feels that if the Rockville Facility were ever built, this plus future long-term growth would provide reasons for reserving the right-of-way now for an ultimate six-lane facility.

The Traffic Division is also concerned about access to the Layhill Shopping Center, and has suggested a median cross-over on Md 182 opposite the shopping center (see memo attached).

JJC:bka

attachment

CC: [unclear]

DEPT. OF TRANSPORTATION
 RECEIVED
 DEC 8 1980
 MONTGOMERY COUNTY, MD.
 OFFICE OF TRANSP. PLNG.

M E M O R A N D U M

November 25, 1980

TO: John J. Clark, Director, Office of Transportation Planning

FROM: Ronald C. Welke, Chief, Division of Traffic Engineering

SUBJECT: Review of Environmental Assessment for Contract
No. M 581-151-372, F.A.P. No. SU 9094 (2), Maryland
Route 182 (Layhill Road) from Maryland Route 97
(Georgia Avenue) to Argyle Club Road, Montgomery
County

The Division of Traffic Engineering has reviewed the subject Environmental Assessment and submits the following recommendations and comments for inclusion in the memorandum to Mr. Gerald R. Cichy, Director, Montgomery County Department of Transportation.

RECOMMENDATIONS

Inasmuch as Alternate 2, construction of a four-lane divided urban highway, will satisfy traffic demands through the design year 2006 at acceptable levels of service, we recommend selection of Alternate 2 as the final alternate to be presented to the Administrator, State Highway Administration, Maryland Department of Transportation. However, Alternate 3, construction of a six-lane divided facility, which could be constructed in two stages - first four outer lanes and curbs with a 44-foot depressed rural median, followed by the two inner lanes and raised median as warranted by demand - would provide greater flexibility for meeting traffic needs beyond the design year. Therefore, it would appear prudent to select Alternate 3 but defer the second stage of it until warranted by future demands. The decision to construct the second stage could depend on the as-yet-unapproved construction of the "Rockville Facility" as well as further area growth.

DISCUSSION

We are in general concurrence with the comments in the Environmental Assessment with regard to the Primary Impacts on Traffic Service, Highway Safety, Access, and Maintenance of Traffic. We understand that the length of the storage lane bays for left-turning traffic would be determined during the final design immediately prior to construction. However, we are concerned about the lack of access and egress at the Layhill Shopping Center in the northwest quadrant of the Bel Pre Road/Bonifant Road - Md. Rt. 182 intersection. Both build alternates currently provide access and egress only for southbound traffic on Md. Rt. 182. No access or egress is provided for northbound traffic on Md. Rt. 182 or for east - or westbound traffic on Bel Pre Road/Bonifant Road. The impact of this omission would be U-turn traffic at both intersections of Md. Rt. 182 with Argyle Club Road and with Bel Pre Road/Bonifant Road and cut-through traffic across commercial property (gas station) on the west leg (Bel Pre Road) of the southern intersection. Provision of a median crossover on Md. Rt. 182 opposite the shopping center would violate the design criterion of 1500 feet for minimum median crossover spacing. (The proposed spacing for this segment is approximately 1100 feet.) However, the Policy may be violated where deemed necessary to provide adequate cir-

Page Two

culatation through the study area." (page III-4) Therefore, we recommend that a median crossover be provided so as to allow access to and egress from the Layhill Shopping Center on Md. Rt. 182 northbound.

KC/slf

cc: Gerald R. Cichy

SHA RESPONSE TO MONTGOMERY COUNTY LETTER DATED DECEMBER 8, 1980

AND ATTACHED MEMORANDA (2).

Alternate 2, which includes a flush median providing access to the NBR at the Layhill Shopping Center, has been selected. Any additional capacity requirements caused by development of the Rockville Facility must be considered in that study rather than this one.

14011 Layhill Road
Silver Spring, Md. 20906
November 29, 1980

Mr. Donald G. Honeywell
Bureau of Project Planning
State Highway Administration
300 West Preston Street
Baltimore, Md. 21201

Dear Mr. Honeywell:

RE: STATE PROJECT M581-151-371 - Layhill Road

It was good to see you at the hearing on November 20 and to find that you did remember some of the concerns I expressed at a similar hearing regarding Layhill many years ago. I appreciate your interest and ask that you please have the following statement made a part of the record. If a plat is available by the time this must be mailed, it will be enclosed, with the request that SHA please draw just how our property will be affected, with elevation changes, please.

As residents of Layhill for more than 25 years and having travelled Layhill Road for several years longer, my husband and I are thoroughly familiar with the transition of Route 182 from a pleasant country road to the busy route it is today. Since we hope to live here as long as we are physically able to care for our property, we have a vital interest in plans for the road. I drive to and from work each day during rush hour, so know first-hand the congestion at the Layhill intersection and those at Briggs Road, Glenallen and Georgia Avenue. I really can't see how enlarging the road to a four or six lane highway will correct those problems, however. It certainly will not correct the major problem, which is the Georgia Avenue intersection. The congestion there is caused by the inability of the present number of vehicles carried by Layhill Road to enter Georgia Avenue. How will increasing the capacity of Layhill Road move traffic any faster or safer? The only advantage I can see is more lanes for cars to be backed up in.

Construction of the planned Northern Parkway, which was rejected long ago, would alleviate the problems, since it would relieve Layhill Road, New Hampshire Avenue and Georgia Avenue. Widening Layhill Road will only get the cars to the Georgia Avenue bottleneck a little faster. That point was raised by one of our neighbors at a hearing many years ago. State Highway Administration personnel had no answer at that time. Language in the section describing alternate 3 in the hearing brochure indicates that there is still no answer. Garaging for 1,800 to 2,000 cars at the planned Metro Station will not begin to solve the problem of a projected 30,000 vehicles. Why spend millions to build a four or six lane road, destroying the surroundings many of us moved to Layhill to enjoy, when the major problem will not be solved.

The TRANSPORTATION SYSTEMS MANAGEMENT (TSM) ALTERNATE seems more sensible to me. Through the years we've heard the sirens almost every time it rains, assisted those people involved in accidents and repaired our front yard after speeding cars attempted to stop suddenly and lost control. Though we have no statistics to prove

it, the number of serious accidents seems to have declined in recent years, despite of (or maybe because of) the increased volume of traffic. Credit is due the SHA for the traffic light at Glenallen and, especially, at the Layhill intersection. That light has substantially increased the safety not only at the intersection but at the curve near the Parker farm. New road markers are great, especially at that curve. Changing the grade and building up the shoulders on the Saul property curve many years ago all but eliminated the almost weekly incidence of at least one car going off the curve and rolling down into the meadow. The recent lane marking change at Glenallen has improved both safety and traffic flow. I'm sure there are creative minds at the SHA who, if they really want to, can provide solutions for the other problems without building a four lane highway.

Certainly it would be desirable to have a bike lane. There must be a safe way for pedestrians to get to the bus stops and a safe place to stand while waiting for the bus. I'm not concerned about having a clear lane for buses to load. If we motorist don't have to stop behind a bus while it loads, it's still not going to get us on Georgia Avenue any faster. Perhaps any delay will encourage more of us to leave our cars at home and use public transportation when the subway finally opens at Glenmont. Fringe parking lots near the shopping center at Bel Pre Road would help also, if dependable bus service to Georgia Avenue or the Metro Station can be assured. All these corrections can certainly be made without making Layhill Road another dull, depressing major highway.

Now to objections and concerns about our own property:

ALIGNMENT AND GRADE ELEVATION: Previous proposal for this project included the statement that the road would be re-located slightly to the west of it's present alignment from Indian Spring Drive to Argyle Club Road. I understood that was the reason the wall at Layhill Village was built so far back from the road. Present alternate maps do not show this change. Our house is situated across from the northern end of the Layhill Village wall. Our house location plat shows a distance of 56'1" from the northwest corner of the house to the road. A 7 foot + front porch makes our living area even closer to the present road. Our home is partly shielded from winter winds, summer heat and road noise and dirt by a maple tree which was a fine tree even when we moved here 25 years ago. It's root system extends for many feet, of course. Change in grade, either by cutting or filling, will probably cause it's death. Another maple, a wild cherry and flowering crab apple tree are even closer to the road and would be destroyed by either the four or six lane highway. These trees and an azalea bed near the road not only enrich our lives and increase the value of our property but are enjoyed by those who travel up and down the road, I am told.

From the creek area, designated as a SWMA on your map, Layhill road rises in stages seeming to crest near the Layhill intersection which is 3/10 of a mile beyond our home. From Argyle Club Road, it descends. Our house location on the east side of the road is somewhat lower than the road's present surface--as are the houses in Layhill Village west of the road. When there was activity concerning the road previously, I sent a plat to SHA for information as to the effect on our property.

The returned plat indicated that there would be a slope easement, but did not state whether there would be a cut or a fill, so I telephoned the SHA and was told that information was not available. Since we are close to the high elevation of the road and both Atwood and Northgate Roads descend from Layhill Road, I assumed all these years that the road surface would be lowered through that section to avoid the descent past Argyle and facilitate entry from Northgate and Atwood--both difficult to negotiate in snow or ice. I was dismayed to see on the maps displayed at the November 20 hearing that fill is planned on our front property line, which will make our house location less desirable and cause great problems when we have snow or ice. For medical reasons, neither my husband or I are able to shovel much snow, or push cars, so this change in grade of our driveway will seriously affect us. It will surely decrease the value of our property also. I request that the elevation of this section of the road be reviewed and, hopefully, changed.

PARKING: It was stated at the meeting that parking will be prohibited along both sides of the road with either alternate 2 or 3 and that curbs will be on both sides. Our house was built about forty years ago, when the prospect of Layhill Road becoming a major road was minimal. The owners of an adjoining property have temporarily permitted us to park cars on some of their land, but this arrangement certainly cannot continue much longer. By careful placement, we can park 3 cars in our driveway as it is presently situated. A fill and curb on the front will reduce that capacity. If parking is prohibited, we'll not be able to have any company, or even repairmen.. We are a large, hospitable family. It does not seem fair that even our children and grandchildren will be unable to visit us conveniently, not to mention extended family and friends. Garden^{parties} and our traditional Thanksgiving dinner will be impossible. Construction of either Alternate 2 or 3 will greatly diminish the quality of our life.

DRAINAGE: At the hearing years ago I spoke about my concern about the plan for "natural drainage" which was announced at that hearing. I also filed a written statement with the SHA regarding the drainage plans. Apparently, input from that meeting was disregarded or discarded, since we did not even receive any written notice or material about the hearings this year.

The south side of our property and the north side of 14007 are a low area. There is a pipe under the road which empties into 14007. This caused no problem for years because the road surface was graded in such a way that run-off went into ditches on the side of the road. The earth and vegetation absorbed the water in all but the most severe storms. When Layhill Village was constructed, the developer was either required or permitted to add an additional lane on that side of the road, and instead of sloping road leading to an absorbent ditch, we now have a flat paved surface with curb which forces water run-off into the pipe emptying into 14007 and inundating the south side of our property for much of the late winter and early spring. In the years immediately following that construction, we lost several pink dogwood trees and lilac bushes. Even a mature pussy willow could not live in the soggy ground. If either Alternate plan 2 or 3 prevail, I want to be sure that additional drainage is not directed onto our property.

RE: STATE PROJECT M581-151-371


14011 Layhill Rd.

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In summation, I think that construction of either the four lane or six lane highway is a waste of money since it will not solve the major problem which is the inability of Georgia Avenue to handle even the current traffic flow. Either plan will change the character of our area and destroy the life style of those of us who elected to forego the fancier modern houses of the subdivisions and try to maintain the flavor of country living, with it's attendant hard work and inconveniences--but great peace and joy. I believe that improvements can be made in the present road to increase the safety of motorists, the few pedestrians, and bus passengers, without constructing a major highway to attract more motorists to a bottleneck.

I oppose Alternates 2 and 3, heartily approve of spot improvements to the present road, compliment State Highway Administration personnel on recent creative changes, and hope they continue to use their brains rather than bulldozers.

Very truly yours,



Jean E. Cavaness
(Mrs. Allen L. Cavaness)

Phone 112-871-6054 Home
117-585-8900 Work

SHA RESPONSE:

The need for an improvement on the scale of Alternate 2 and the inability of TSM strategies to satisfy capacity requirements is documented in the Environmental Assessment, pages II-1 to 4, III-4 to 6, and IV-14 to 16. A minor alignment shift (up to 12') has been accepted to minimize impacts to this property. This shift could provide a minor increase in driveway parking capacity. Drainage details will be resolved during the subsequent final design phase.