

MARYLAND ROUTE 650

FROM RANDOLPH ROAD TO
MARYLAND ROUTE 198

FINAL ENVIRONMENTAL EFFECTS REPORT



Maryland Department of Transportation
State Highway Administration

OCTOBER, 1988

FINAL ENVIRONMENTAL EFFECTS REPORT

PREPARED BY

MARYLAND STATE HIGHWAY ADMINISTRATION

Contract No. M 529-101-371
MD 650 from Randolph Road to
MD 198 (Spencerville Road)
Montgomery County, Maryland

SUBMITTED PURSUANT TO THE
MARYLAND ENVIRONMENTAL POLICY ACT

10/21/88

Date

Neil J. Pedersen

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

MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR HAL KASSOFF
THURSDAY SEPTEMBER 20, 1988

CONCURRENCE WITH PRIOR ACTION

A Final Environmental Effects Report is being prepared, for the project listed below.

- 1. State Contract #M-529-101-371
MD Rte. 650; from Randolph Rd.
to MD Rte. 198.

PDMS# 153337

Alternates selected: Alternate 3 with Option 1 at Colesville in Segment I; Alternate 2 with Option 4 Extended to Cloverly; and Alternate BC-1, both in Segment II.

The decision to proceed in this manner was made by the Administrator, at a staff meeting, held February 25, 1988 and May, 1988.

- cc: Mr. J. A. Agro, Jr.
- Mr. B. B. Myers
- Mr. R. D. Douglass
- Mr. L. H. Ege, Jr.
- Mr. J. F. Ross
- Mr. E. S. Freedman
- Mr. M. Snyder
- Ms. C. D. Simpson
- Mr. A. M. Capizzi
- Mr. N. J. Pedersen
- SHA-Montgomery County File

PROJECT DEVELOPMENT DIVISION
SEP 30 4 01 PM '88

1988 - 1988

SHA

40 YEARS of SERVICE

**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

4

September 19, 1988

MEMORANDUM

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

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

SUBJECT: Contract No. M 529-101-371
MD 650 - Randolph Road to MD 198
PDMS No. 153337

The Project Development Division is preparing a Final Environmental Effects Report (FEER) for the subject project. It is anticipated this document will be circulated during the month of September 1988. The decision to proceed with the FEER recommending Alternative 3 with Option 1 at Colesville in Segment I and with Alternative 2 with Option 4 Extended at Cloverly and Alternative BC-1, both in Segment II, was made by the Administrator at a meeting held on February 25, 1988 and at a follow up meeting held on May 5, 1988. A memo dated August 29th, finalizes our recommendation for the appropriate cross section through Cloverly. Location/Design approval will be requested for these alternatives.

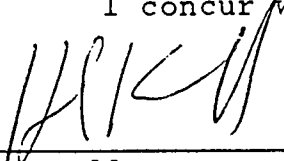
A summary of the February 25th, and May 5th meetings along with a copy of the August 29th memo and the Planning Recommendation Report is attached.

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

My telephone number is (301) 333-1110

Mr. William I. Slacum
Page Two
MD 650 - Final Environmental Effects Report

I concur with the above information.



9/20/88

Hal Kasso
Administrator

Date

NJP/ih
Attachments

- cc: Mr. John A. Agro, Jr.
- Mr. Bob B. Myers
- Mr. Robert D. Douglas
- Mr. Earle S. Freedman
- Mr. Anthony M. Capizzi
- Mr. Michael Snyder
- Mr. Louis H. Ege, Jr.
- Mr. C. Rogers Jorss
- Mr. Steve King
- Mr. Jeff Smith
- Mr. Jeff Randall
- Mr. Bob Cunningham
- Mr. Sonny Lauer
- Mr. Majid Shakib
- Mr. Richard Ravenscroft
- Ms. Gina Anthony
- Mr. Harry Beard
- Mr. Jack F. Ross
- Mr. John D. Bruck
- Ms. Cynthia D. Simpson
- Mr. Charles G. Walsh
- Mr. Randy Aldrich
- Ms. Sharon Preller
- Mr. Edward Payne
- Mr. Steve McHenry
- Ms. Patricia Willard
- Ms. Barbara Ostrom
- Mr. Barry Ditto
- Mr. John Grauer
- Mr. Michael Zezeski
- Mr. Creston Mills, Jr.
- Mr. Donald Ayres

MARYLAND ROUTE 650

from Randolph Road to Maryland Route 198

Contract No. M529-101-371

FINAL ENVIRONMENTAL EFFECTS REPORT

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Section I:

Introduction

I. INTRODUCTION

A. Purpose of the Project

The purpose of reconstructing Maryland Route 650 is to increase the capacity, operating efficiency and safety of the existing highway. These improvements have been necessitated by a worsening of traffic conditions that has accompanied residential development throughout the project area.

By the design year 2015, peak hour traffic on Maryland Route 650 will greatly exceed the capacity of the existing roadway.

This section of Eastern Montgomery County has rapidly suburbanized, while Maryland Route 650, a major north-south route, has remained a two-lane rural roadway. The existing roadway contains substandard features which the proposed reconstruction would correct. Features of the proposed roadway would include more lanes, a median, improved geometric design (and therefore sight distances) and either shoulders or curbs.

Figures I-1 and I-2 show the study area and vicinity.

B. Project History and Status

1. The Master Plan of Eastern Montgomery County, adopted in 1981, contains the recommendation that Maryland Route 650 be reconstructed as an arterial highway. The Master Plan recommends that Maryland Route 650 be a six-lane divided highway from Randolph Road to the proposed Intercounty Connector (ICC) and a four to six lane divided highway from the ICC to Maryland Route 198.

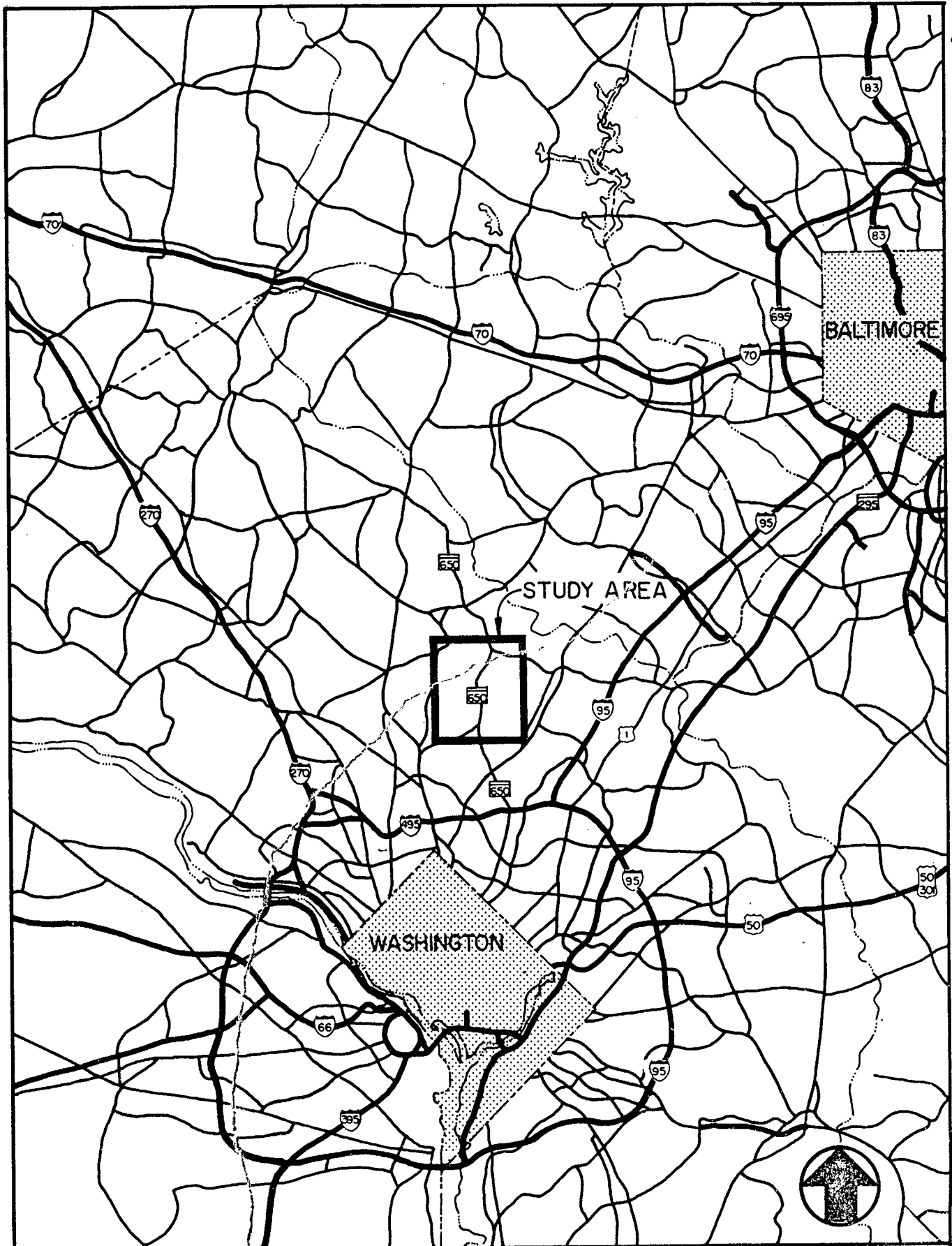
The Maryland State Highway Administration began its studies of the Maryland Route 650 corridor in September, 1986. At the completion of Phase I Project Planning Studies, an

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Alternatives Public Workshop was held in May, 1987. The results of the Phase II Project Planning were presented in an Environmental Effects Report, submitted in December, 1987. The Location and Design Public Hearing for this project was held in January, 1988.

Negotiations are underway to transfer this project to Montgomery County to expedite its implementation. The State Highway Administration would reimburse Montgomery County for the work completed.

Preliminary engineering design is expected to begin in 1988, following Location and Design approvals.

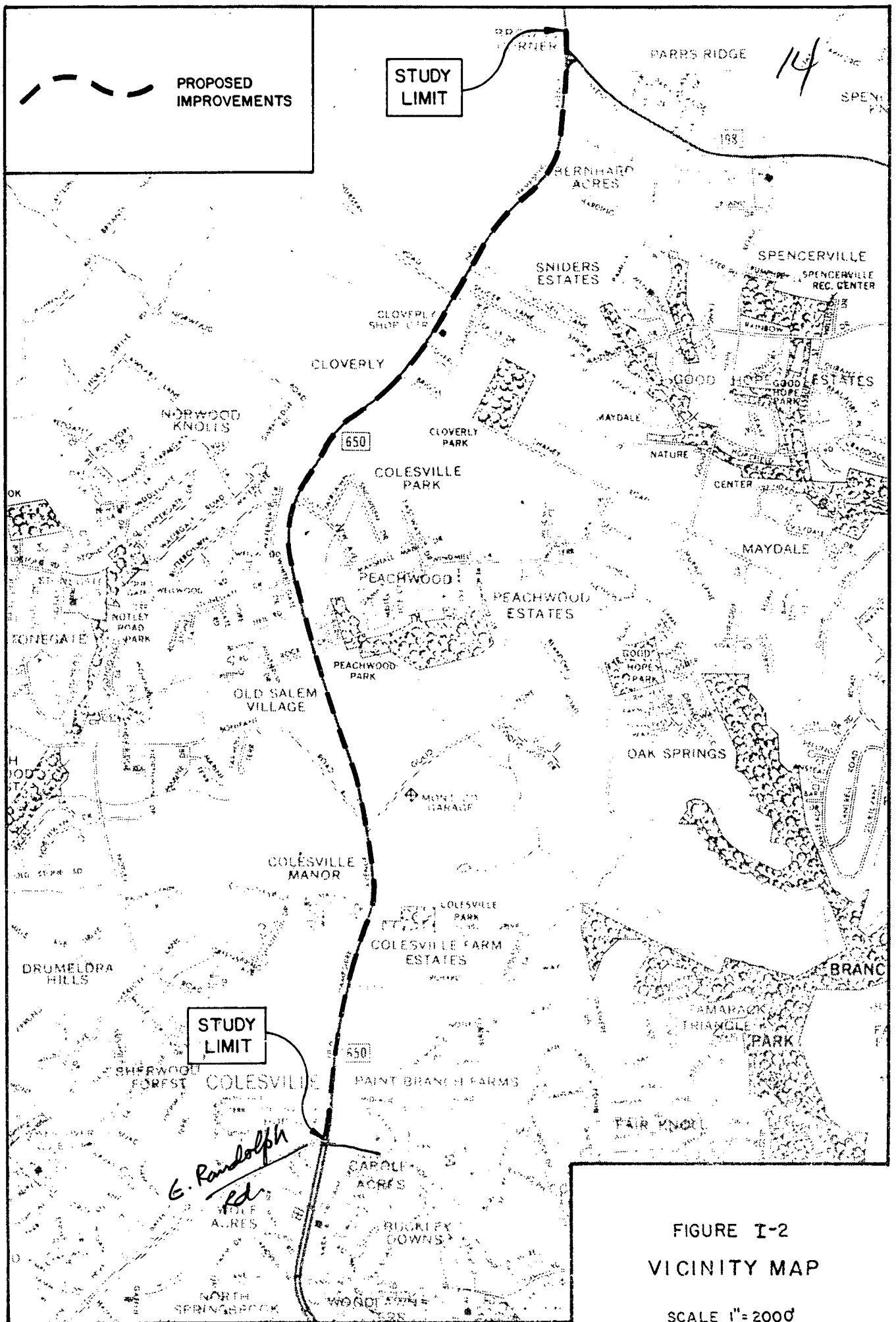
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MARYLAND ROUTE 650
PROJECT AREA

SCALE 1" = 6 MILES

FIGURE I-1



Section II:
Alternatives

II. ALTERNATIVES

A. Alternative 1 - (No Build)

No new construction would occur under Alternative 1, other than normal maintenance and selected safety improvements. Alternative 1 includes developer-funded improvements to the intersection of East Randolph Road and New Hampshire Avenue, and mainline improvements to New Hampshire Avenue from Randolph Road to Notley Road. North of Notley Road, New Hampshire Avenue would remain a two-lane highway.

B. Build Alternatives

The section of Maryland Route 650 under study in this project has been divided into two segments. Segment I extends from the Randolph Road intersection to the proposed junction with the Intercounty Connector (ICC). Segment II extends from the proposed ICC junction north to Maryland Route 198.

Two build alternatives were selected for study in each segment. Both alternatives closely follow the existing grade and alignment of Maryland Route 650 and differ only in their typical sections. The design speed of the proposed improvements is 50 mph. The maximum degree of curve of the proposed roadway is 4 degrees, and the maximum gradient is 3 percent.

1. Alternative 2

Alternative 2, the Open Section Alternative, consists of a six-lane divided highway with a 20-foot curbed median in Segment I, and a four-lane divided highway with a 20-foot curbed median in Segment II. Both segments would have 10-foot wide outer shoulders with safety grading designed for a recovery area for errant vehicles. Roadway drainage

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would be handled by a system of open drainage ditches along the outside of the road, within the right-of-way. See Figures II-1 thru II-3.

2. Alternative 3

Alternative 3, the Closed Section alternative, consists of a six-lane divided highway with a 20-foot median in Segment I, and a four-lane divided highway with a 20-foot median in Segment II. The outer lanes would be curbed, with sidewalks constructed along one or both sides of the road. Roadway drainage would be accommodated by a system of inlets and underground pipes. See Figures II-4 thru II-6.

3. Design Options

Several options to the Build Alternatives were developed as a result of issues raised at the Alternatives Public Workshop and the Location/Design Public hearing and through contact with individuals and community groups.

Two options were developed to address concerns of access to the Colesville Shopping Center and the nearby businesses along Maryland Route 650, Option 1 in the Colesville area would relocate the entrance to the Colesville Shopping Center and combine it with an entrance to a proposed Montgomery County Park-n-Ride lot opposite Midland Road. Right-in, right-out access to southbound New Hampshire Avenue would be retained at one of the two existing access points. Option 2 would allow access to businesses along both sides of Maryland Route 650 by replacing the median with a center turning lane between Randolph Road and Midland Road. See Figures II-1 thru II-4.

Several options were developed for the Cloverly commercial area. Option 1 shifts the original study alignment of Maryland Route 650 westward to avoid displacement of the

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Cloverly Citgo and to minimize loss of parking spaces in the Cloverly Center. A median opening would be provided at Cloverly Street. Option 2 would shift the alignment of Maryland Route 650 further to the west than Option 1, to avoid most right-of-way takes from the east side, and to conform more closely to the Master Plan. A median opening would be provided from Cloverly Street to the south entrance to the Cloverly Center. Option 3 would follow the same alignment as Option 2. The typical section of Option 3 would consist of two through lanes in both the northbound and southbound directions and a center turning lane. This 5-lane section would extend from Briggs Chaney Road to Snider Lane, and would require somewhat less right-of-way (113-feet versus 124-feet). See Figures II-2 and II-5. Option 4 was developed at the request of property owners and businesses in Cloverly. Option 4 follows an alignment that is shifted further west as in Options 2 and 3. Option 4 originally consisted of a 5-lane curbed highway with no median from just south of Briggs Chaney Road to just north of Snider Lane. Option 4 was later extended to 350 feet north of McNeil Lane to reduce right-of-way requirements and to alleviate local access issues.

4. Briggs Chaney/Norwood Roads Relocation

Several alternatives were considered to relocate either Briggs Chaney Road or Norwood Road so that the two roadways intersect New Hampshire Avenue at a common intersection. The two build alternatives were identified as BC-1 and BC-3. Another build alternative, BC-2, was dropped from consideration due to environmental concerns. Also considered was the no-build alternative, BC-4, under which no construction other than spot safety improvements would be undertaken.

a. Alternative BC-1

Alternative BC-1 would relocate Briggs Chaney Road

southward to intersect Maryland Route 650 opposite existing Norwood Road. The relocated roadway would meet existing Briggs Chaney Road approximately 2,500 feet east of Maryland Route 650. A cul-de-sac would replace the existing Briggs Chaney Road - Maryland Route 650 intersection. The new roadway would consist of two 12-foot lanes with 10-foot outside shoulders within a minimum 80-foot wide right-of-way as shown on page 11. See Figures II-7 and II-9. This relocation is consistent with the Eastern Montgomery County Master Plan.

b. Alternative BC-3

Alternative BC-3 would relocate Norwood Road northward to intersect Maryland Route 650 opposite existing Briggs Chaney Road. The new roadway would extend from a point on existing Norwood Road approximately 2,700 feet west of Maryland Route 650. The existing Norwood Road/Maryland Route 650 intersection would be replaced by a cul-de-sac. The typical section would be the same as that described for Alternative BC-1. Figures II-8 and II-8.

c. Selected Alternatives

After analyses of the Alternatives described in the preceding section, Selected Alternatives for Segments I and II were selected. They are as follows:

Segment I: Alternative 3, the Closed Section was selected, with Option 1 at Colesville.

Segment II: Alternative 2, the Open Section, with Option 4 Extended in Cloverly was selected.

Briggs Chaney Road Relocation: Alternative BC-1 was selected.

2. Alternative 3

Alternative 3, the Closed Section alternative, consists of a six-lane divided highway with a 20-foot median in Segment I, and a four-lane divided highway with a 20-foot median in Segment II. The outer lanes would be curbed, with sidewalks constructed along one or both sides of the road. Roadway drainage would be accommodated by a system of inlets and underground pipes. See Figures II-4 thru II-6.

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c. Selected Alternatives

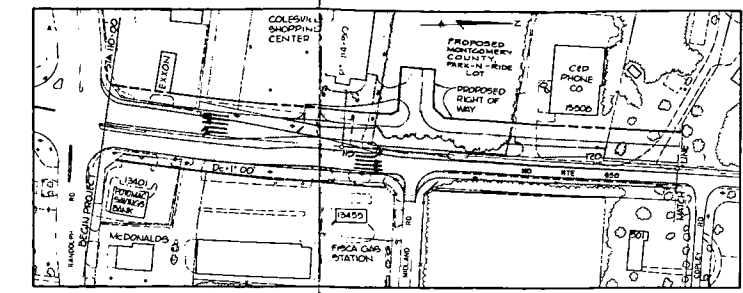
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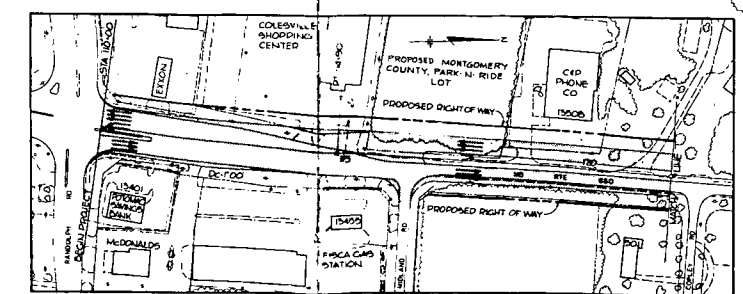
Segment II: Alternative 2, the Open Section, with Option 4 Extended in Cloverly was selected.

Briggs Chaney Road Relocation: Alternative BC-1 was selected.

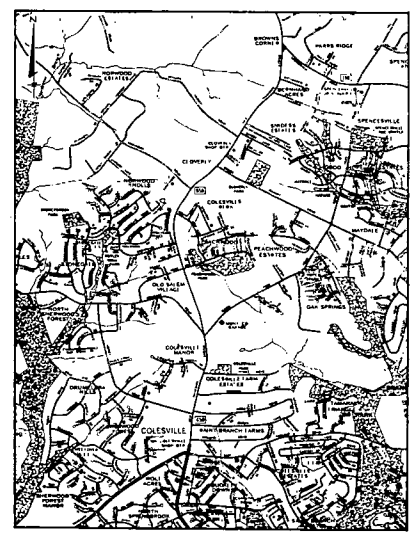
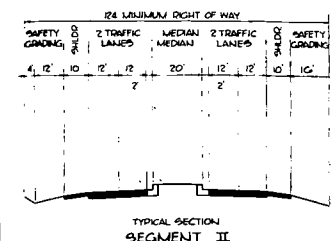
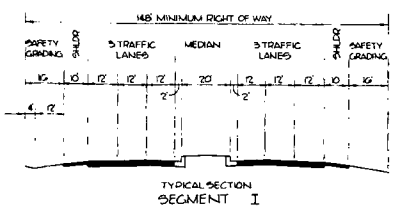
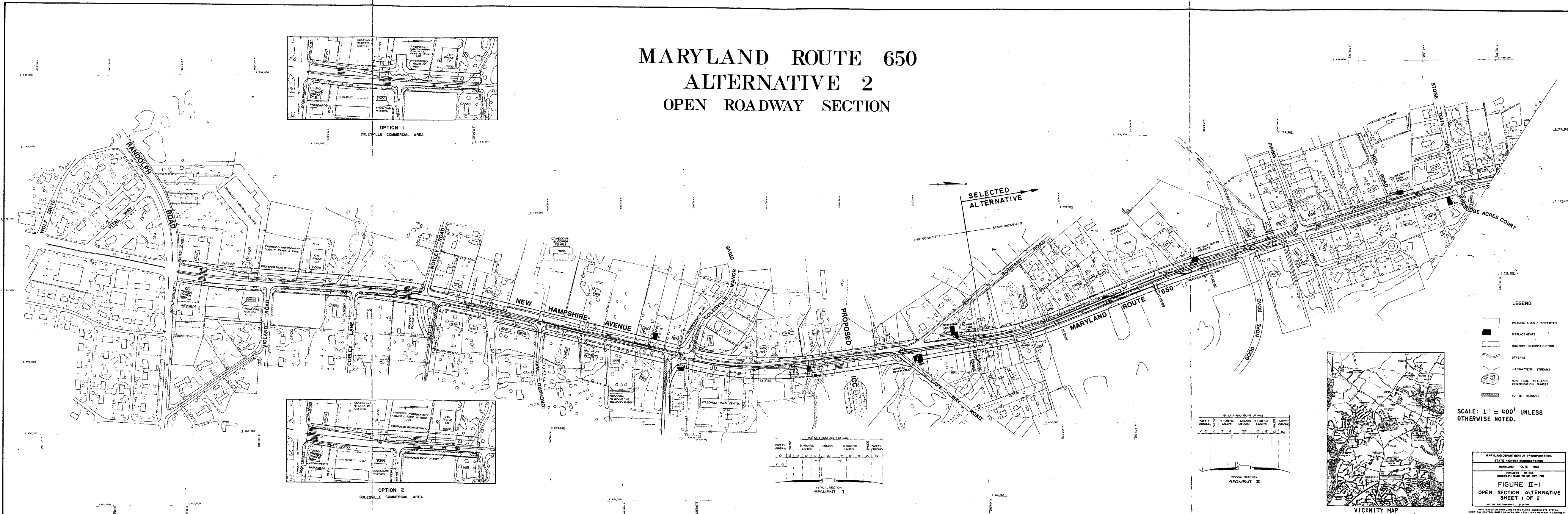
MARYLAND ROUTE 650 ALTERNATIVE 2 OPEN ROADWAY SECTION



OPTION 1
COLESVILLE COMMERCIAL AREA



OPTION 2
COLESVILLE COMMERCIAL AREA

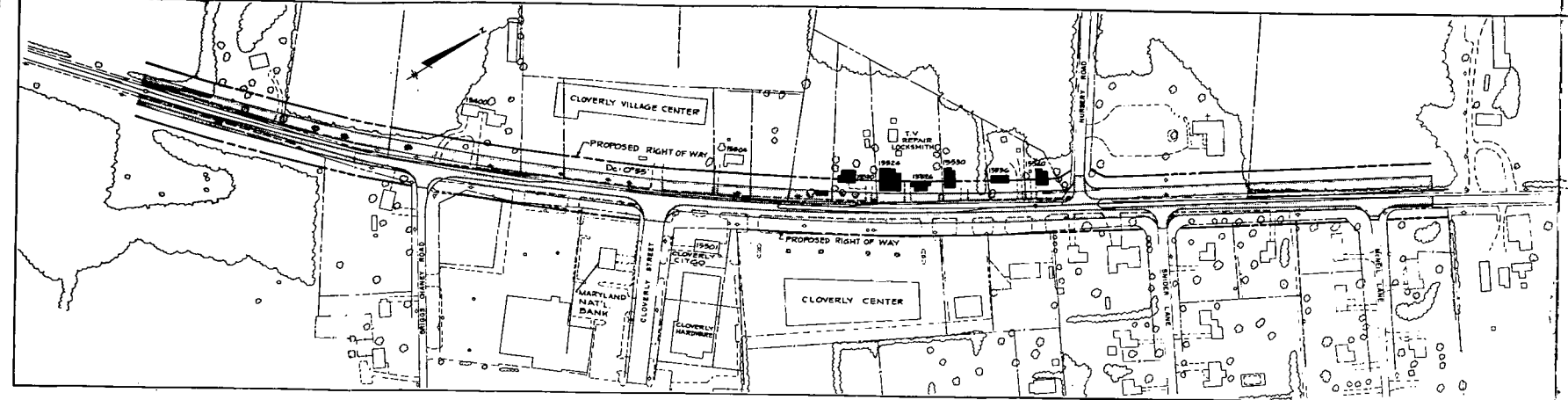


- LEGEND
- HISTORIC SITES / PROPERTIES
 - DISPLACEMENTS
 - ROADWAY RECONSTRUCTION
 - STREAMS
 - INTERMITTENT STREAMS
 - NON-TIDAL WETLANDS IDENTIFICATION NUMBER
 - TO BE REMOVED

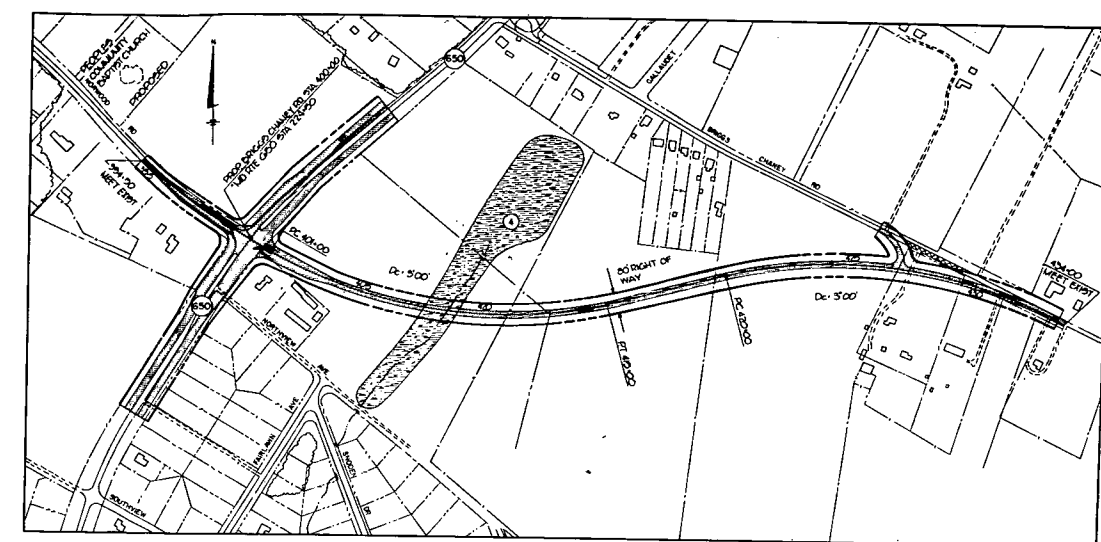
SCALE: 1" = 400' UNLESS OTHERWISE NOTED.

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PROJECT: MD-04
ANNEAPOLIS ROAD TO MD RTE. 196
FIGURE II-1
OPEN SECTION ALTERNATIVE
SHEET 1 OF 2
DATE OF PHOTOGRAPHY: 12-24-88

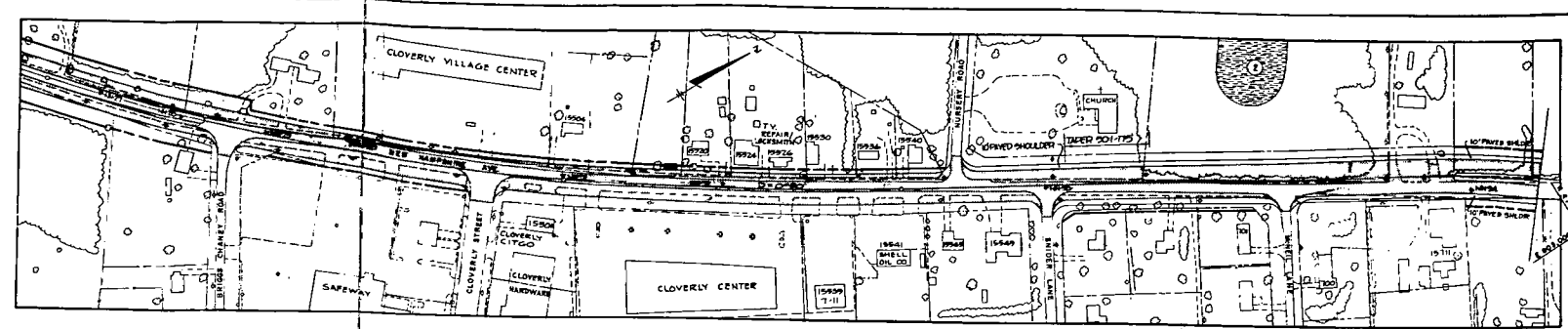
MARYLAND ROUTE 650 ALTERNATIVE 2 OPEN ROADWAY SECTION



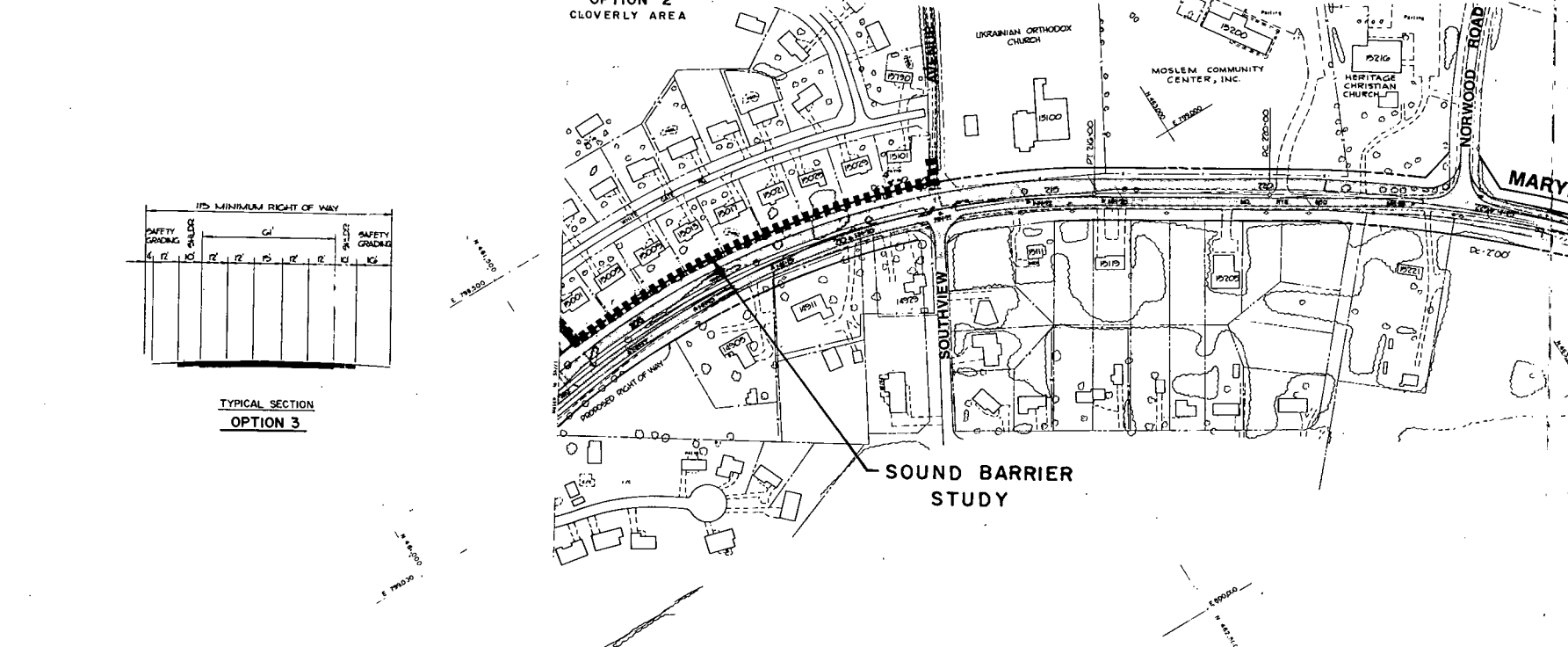
OPTION 2
CLOVERLY AREA



SELECTED
ALTERNATIVE
BRIGGS CHANEY RD. RELOCATION
ALTERNATIVE BC-1
SCALE: 1"=800'



OPTION 4 EXTENDED
CLOVERLY AREA
SELECTED ALTERNATIVE



SOUND BARRIER
STUDY

MINIMUM RIGHT OF WAY

SAFETY	TRAFFIC	STRAFFIC	SAFETY
10'	10'	10'	10'
10'	10'	10'	10'
10'	10'	10'	10'

TYPICAL SECTION
SEGMENT II

MINIMUM RIGHT OF WAY

SAFETY	TRAFFIC	STRAFFIC	SAFETY
10'	10'	10'	10'
10'	10'	10'	10'
10'	10'	10'	10'

TYPICAL SECTION
OPTION 3

MINIMUM RIGHT OF WAY

SAFETY	TRAFFIC	STRAFFIC	SAFETY
10'	10'	10'	10'
10'	10'	10'	10'
10'	10'	10'	10'

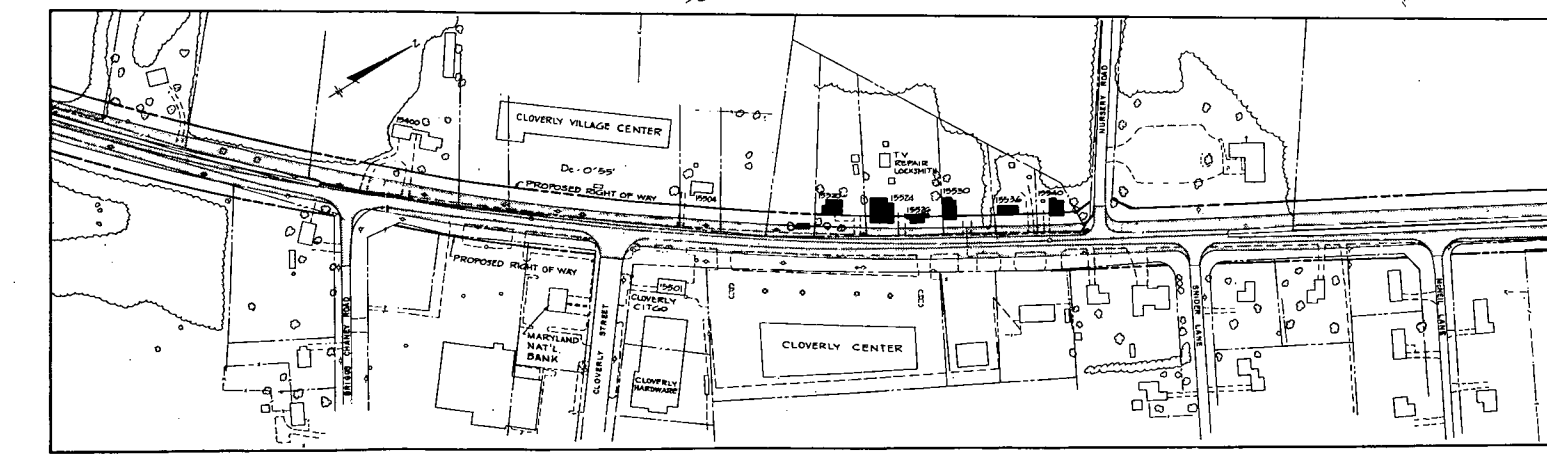
TYPICAL SECTION
OPTION 4

LEGEND

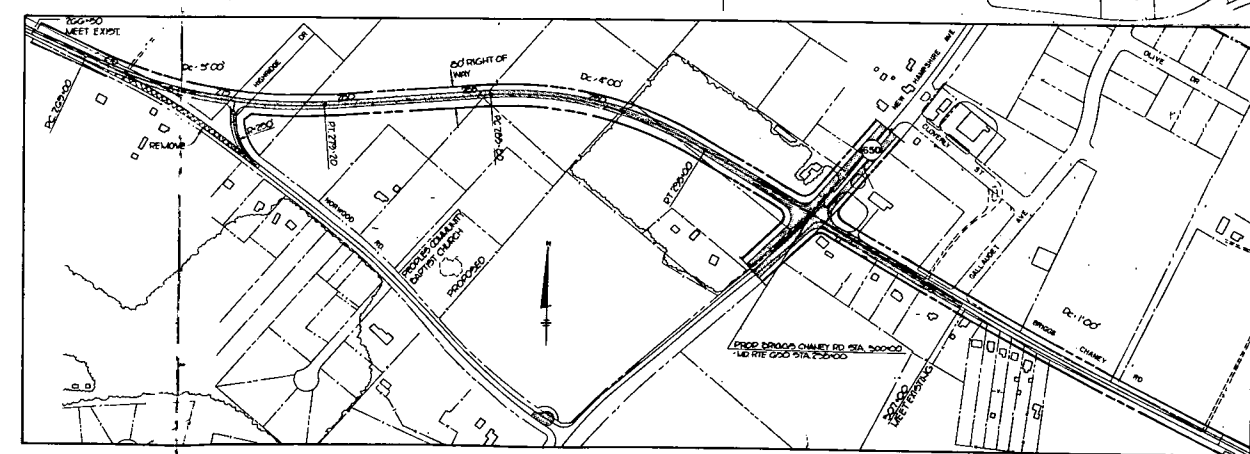
- HISTORIC SITES / PROPERTIES
- DISPLACEMENTS
- ROADWAY RECONSTRUCTION
- STREAMS
- INTERMITTENT STREAMS
- NON-TIDAL WETLANDS IDENTIFICATION NUMBER
- TO BE REMOVED

SCALE: 1" = 400' UNLESS OTHERWISE NOTED

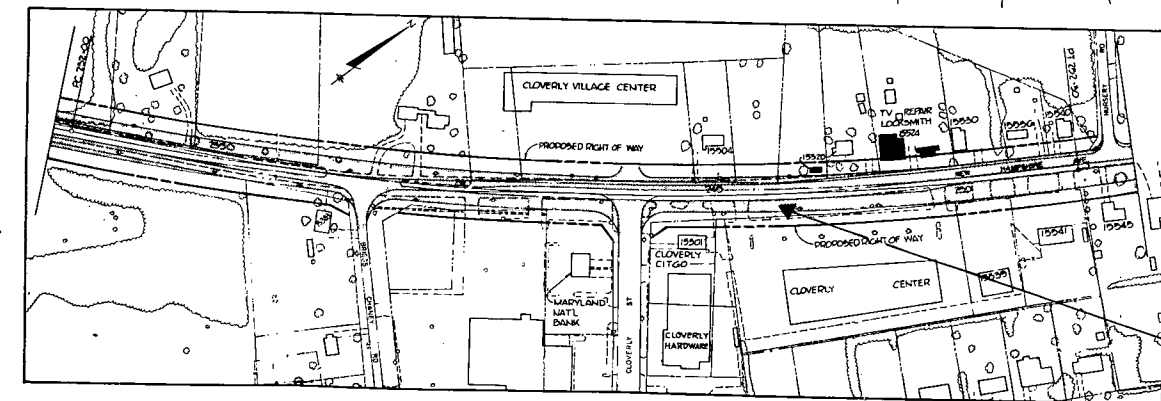
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
MARYLAND ROUTE 650
PROJECT NO. 04-01
RANDOLPH ROAD TO MD. RTE. 198
FIGURE II-2
OPEN SECTION ALTERNATIVE
SHEET 2 OF 2
DATE OF PREPARATION: 12/11/04



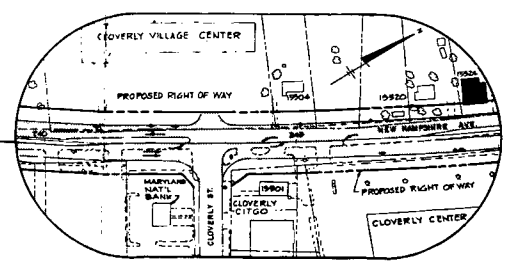
OPTION 3
CLOVERLY AREA



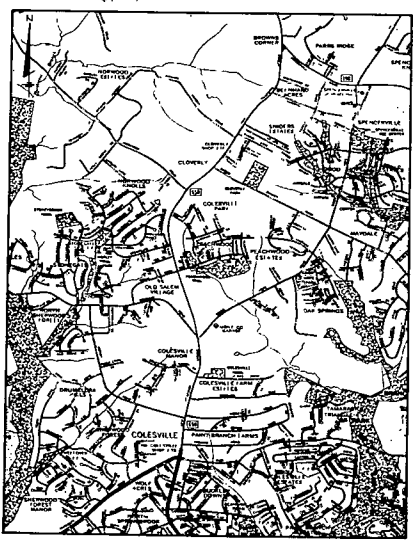
BRIGGS CHANEY RD. RELOCATION
ALTERNATIVE BC-3
SCALE: 1"=800'



OPTION 1
CLOVERLY AREA

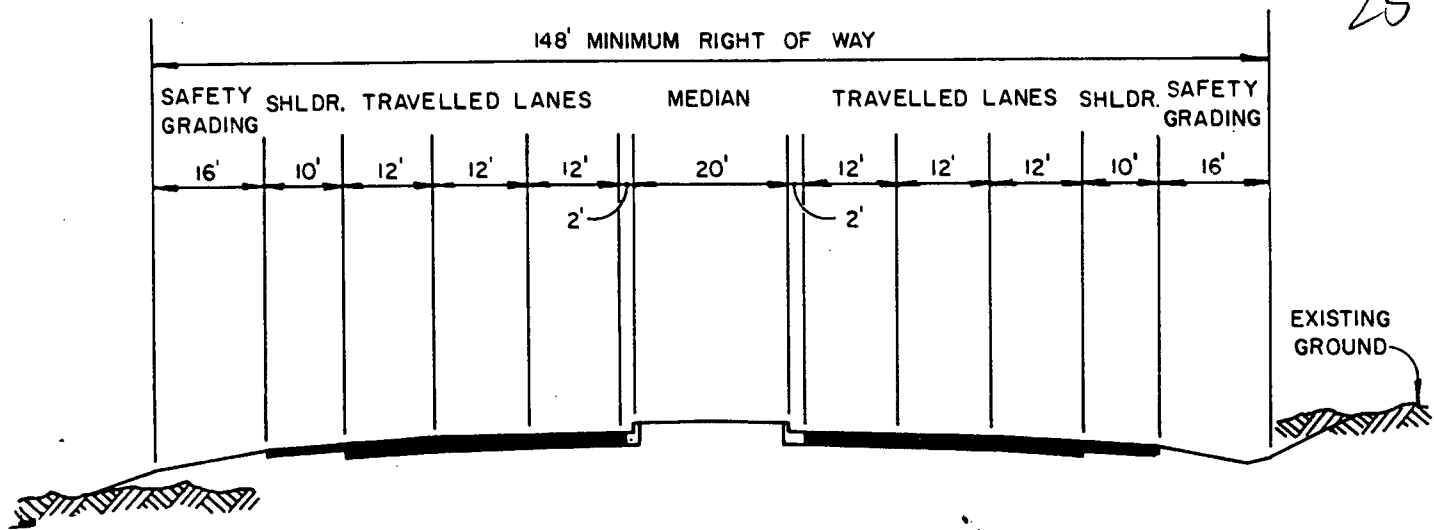


VARIATION 2

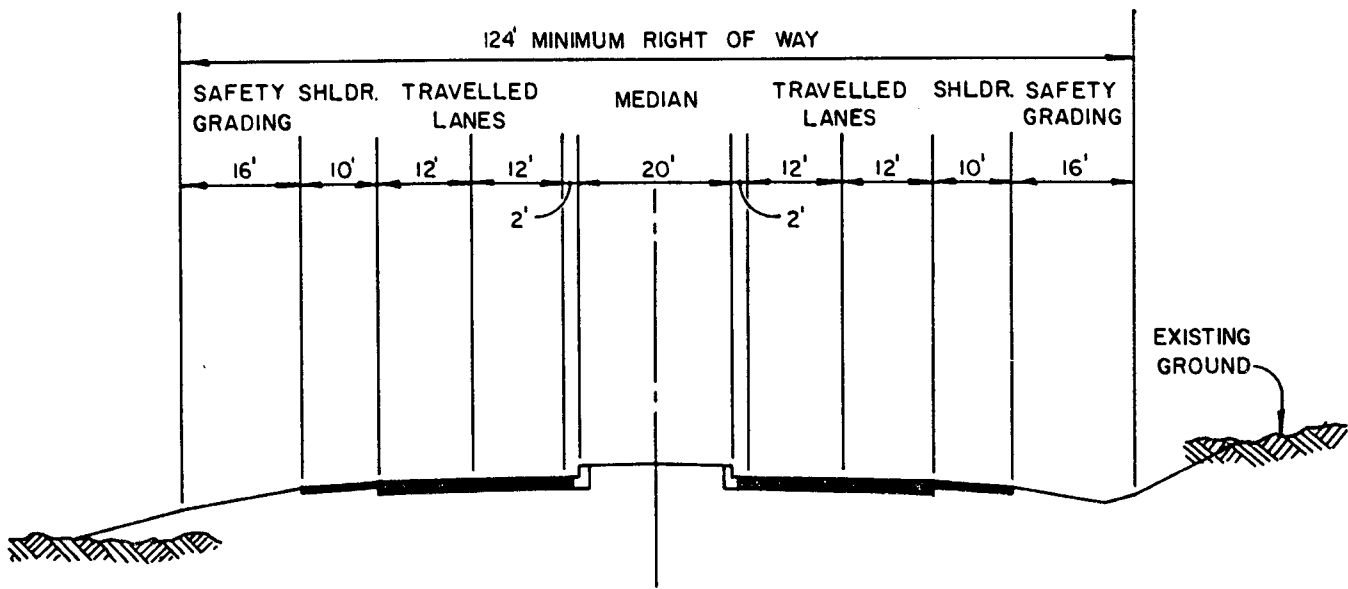


VICINITY MAP
SCALE: 1"=800'

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SEGMENT I
TYPICAL SECTION



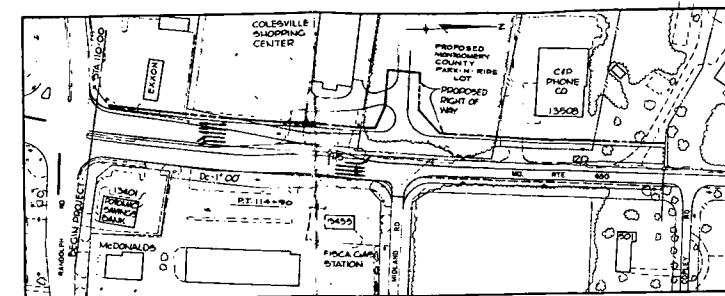
SEGMENT II
TYPICAL SECTION

NOTE:

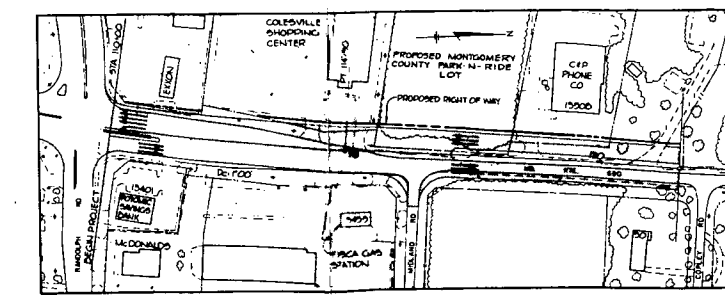
DIMENSIONS SHOWN ARE FOR THE PURPOSE OF DETERMINING COST ESTIMATES AND ENVIRONMENTAL IMPACTS AND ARE SUBJECT TO CHANGE DURING THE FINAL DESIGN PHASE.

FIGURE II-3
MARYLAND ROUTE 650
ALTERNATIVE 2
(OPEN SECTION ALTERNATIVE)
TYPICAL SECTIONS
NOT TO SCALE

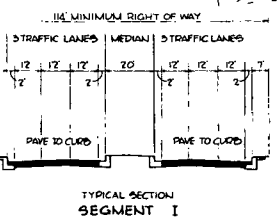
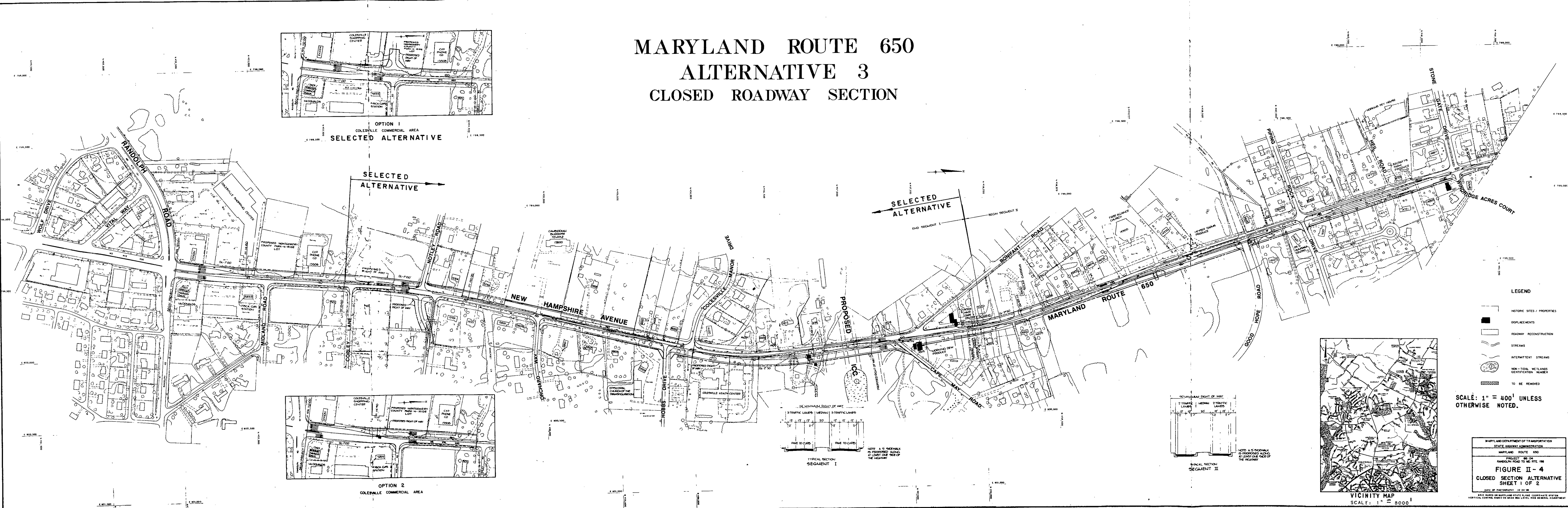
MARYLAND ROUTE 650 ALTERNATIVE 3 CLOSED ROADWAY SECTION



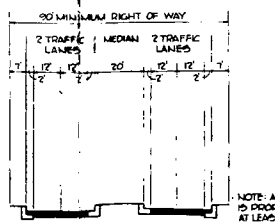
OPTION 1
COLESVILLE COMMERCIAL AREA
SELECTED ALTERNATIVE



OPTION 2
COLESVILLE COMMERCIAL AREA



TYPICAL SECTION
SEGMENT I



TYPICAL SECTION
SEGMENT II



VICINITY MAP
SCALE: 1" = 8000'

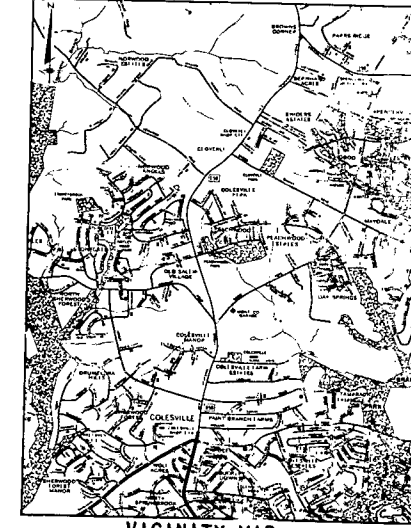
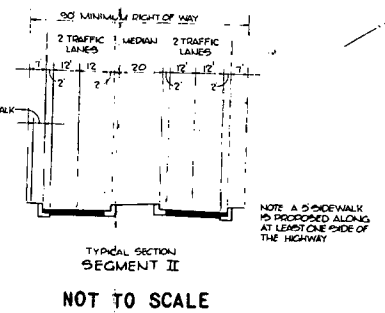
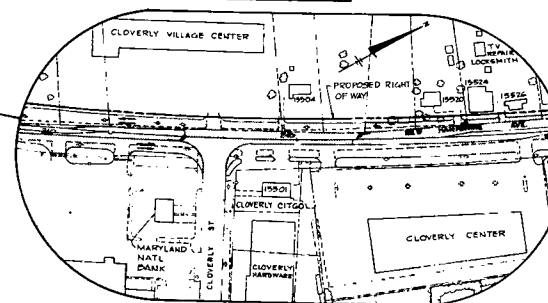
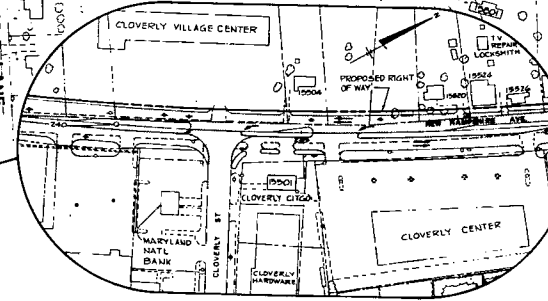
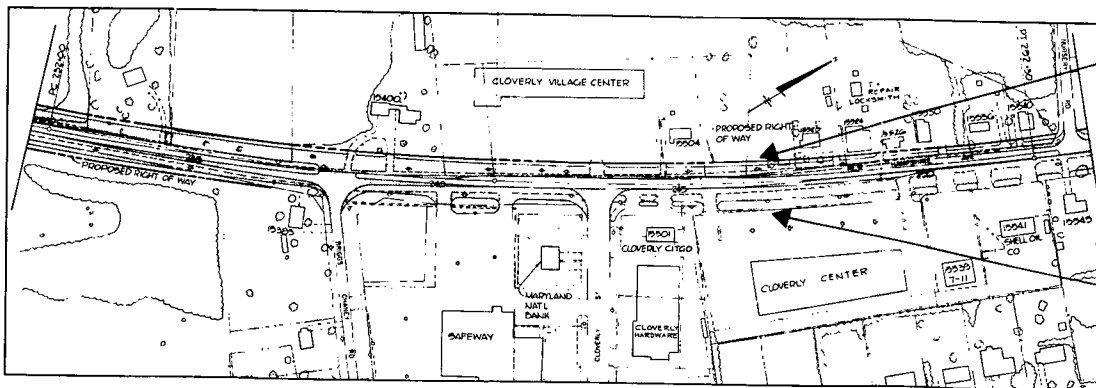
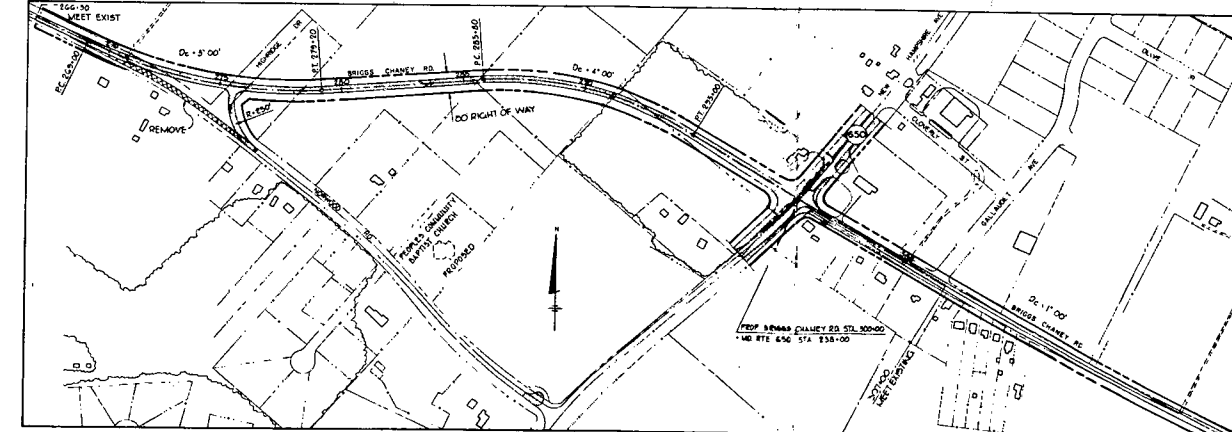
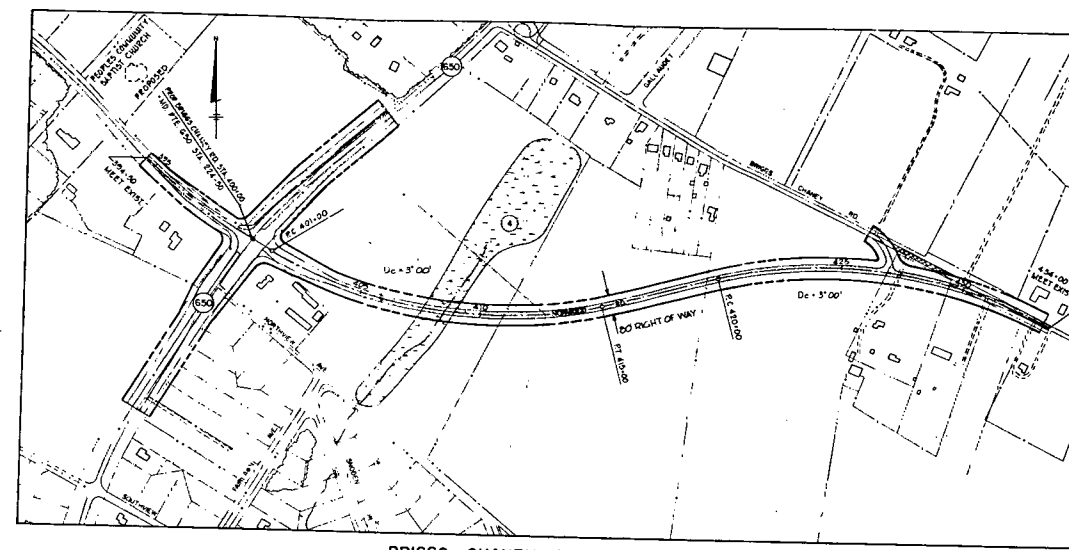
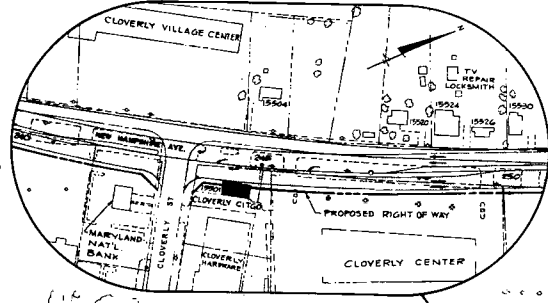
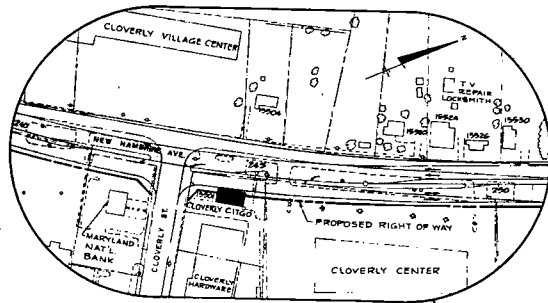
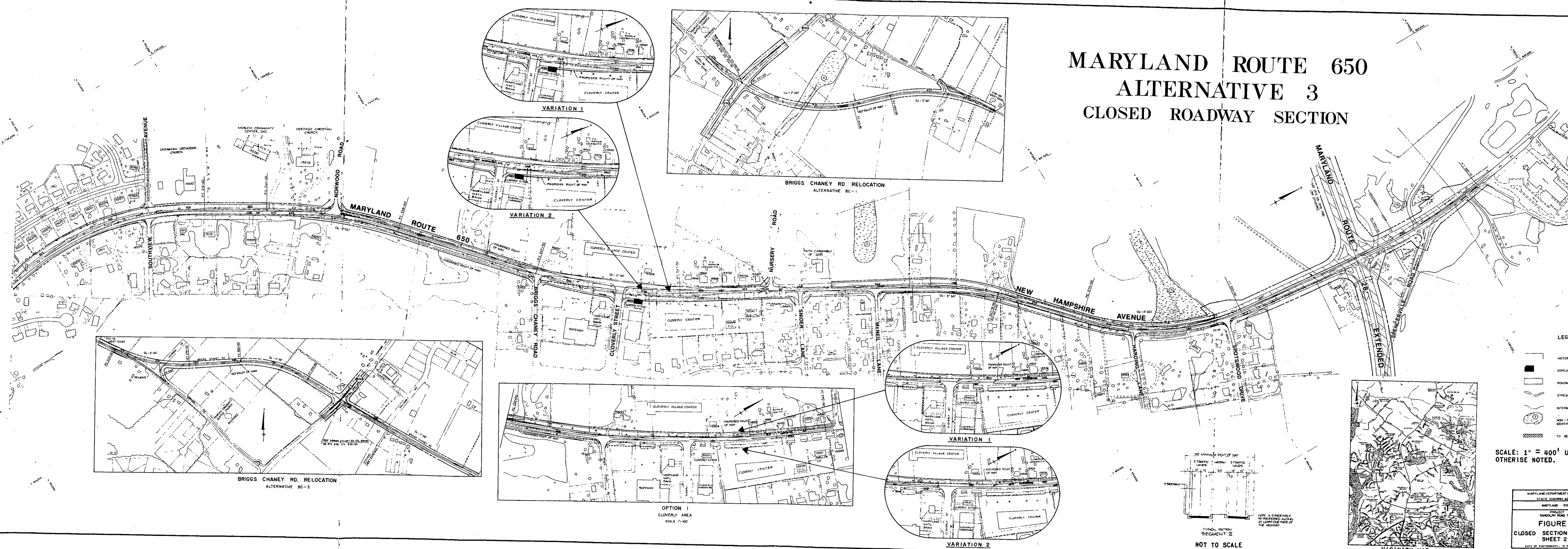
- LEGEND
- HISTORIC SITES / PROPERTIES
 - DISPLACEMENTS
 - ROADWAY RECONSTRUCTION
 - STREAMS
 - INTERMITTENT STREAMS
 - NON-TIDAL WETLANDS IDENTIFICATION NUMBER
 - TO BE REMOVED

SCALE: 1" = 400' UNLESS OTHERWISE NOTED.

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
MARYLAND ROUTE 650
PROJECT 88-04
RANDOLPH ROAD TO MD RTE 196
FIGURE II-4
CLOSED SECTION ALTERNATIVE
SHEET 1 OF 2
DATE OF PHOTOGRAPHY: 12-21-88

GRID BASED ON MARYLAND STATE PLANE COORDINATE SYSTEM. VERTICAL CONTROL BASED ON MEAN SEA LEVEL. SEE REMARKS ADJACENT SHEET.

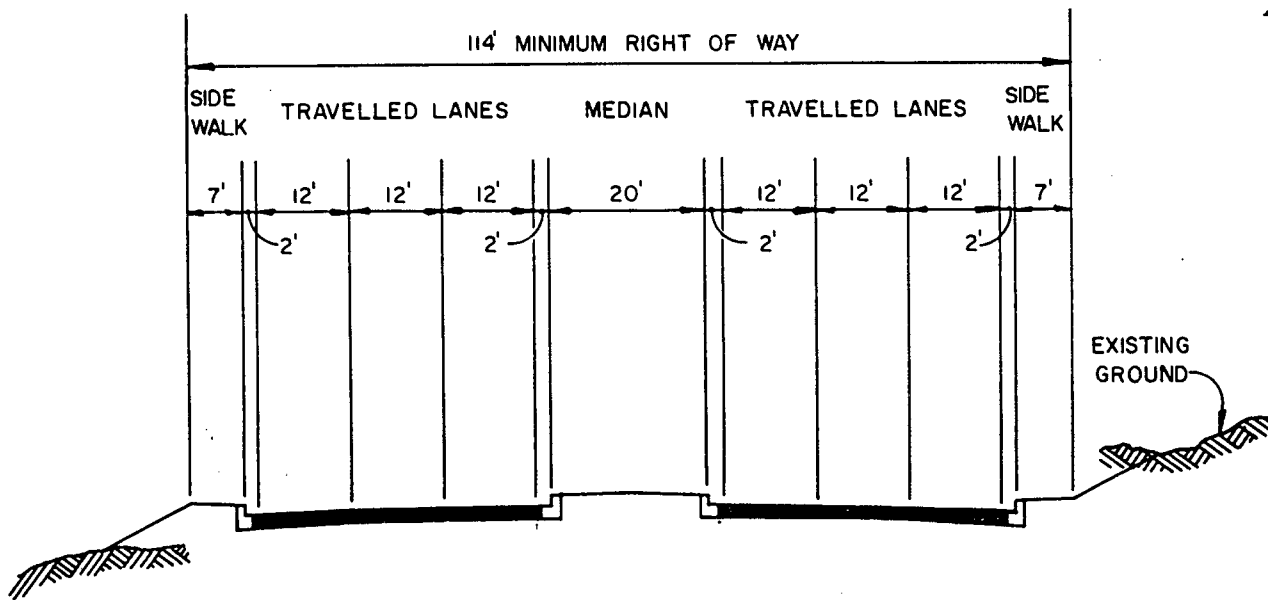
MARYLAND ROUTE 650 ALTERNATIVE 3 CLOSED ROADWAY SECTION



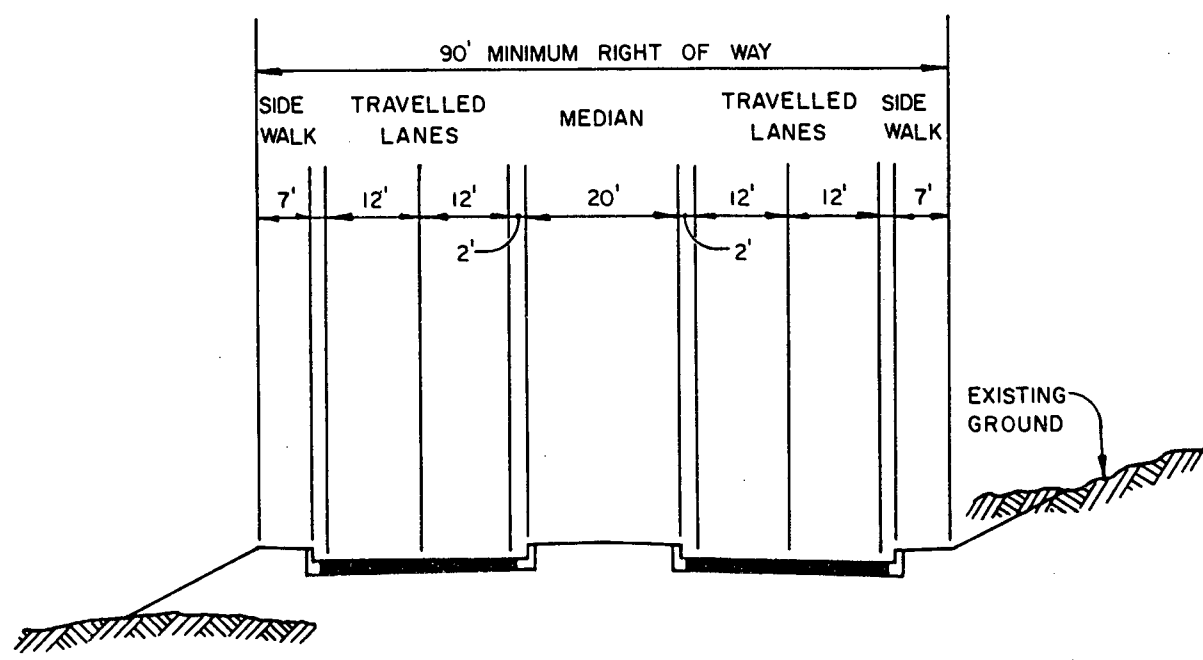
- LEGEND
- HISTORIC SITES / PROPERTIES
 - DISPLACEMENTS
 - ▭ ROADWAY RECONSTRUCTION
 - STREAMS
 - - - INTERMITTENT STREAMS
 - NON-TIDAL WETLANDS IDENTIFICATION NUMBER
 - ▨ TO BE REMOVED

SCALE: 1" = 400' UNLESS OTHERWISE NOTED.

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
MARYLAND ROUTE 650
PROJECT 90-04
RANOLDEN ROAD TO MD. RTE. 196
FIGURE II - 5
CLOSED SECTION ALTERNATIVE
SHEET 2 OF 2
DATE OF PHOTOGRAPHY: 12-24-88
SHEET BASED ON MARYLAND STATE PLANE COORDINATE SYSTEM
VERTICAL CONTROL BASED ON MEAN SEA LEVEL WITH GENERAL ADJUSTMENT



SEGMENT I
TYPICAL SECTION



SEGMENT II
TYPICAL SECTION

NOTE:
DIMENSIONS SHOWN ARE FOR THE PURPOSE OF DETERMINING COST ESTIMATES AND ENVIRONMENTAL IMPACTS AND ARE SUBJECT TO CHANGE DURING THE FINAL DESIGN PHASE.

FIGURE II - 6
MARYLAND ROUTE 650
ALTERNATIVE 3
(CLOSED SECTION ALTERNATIVE)
TYPICAL SECTIONS
NOT TO SCALE

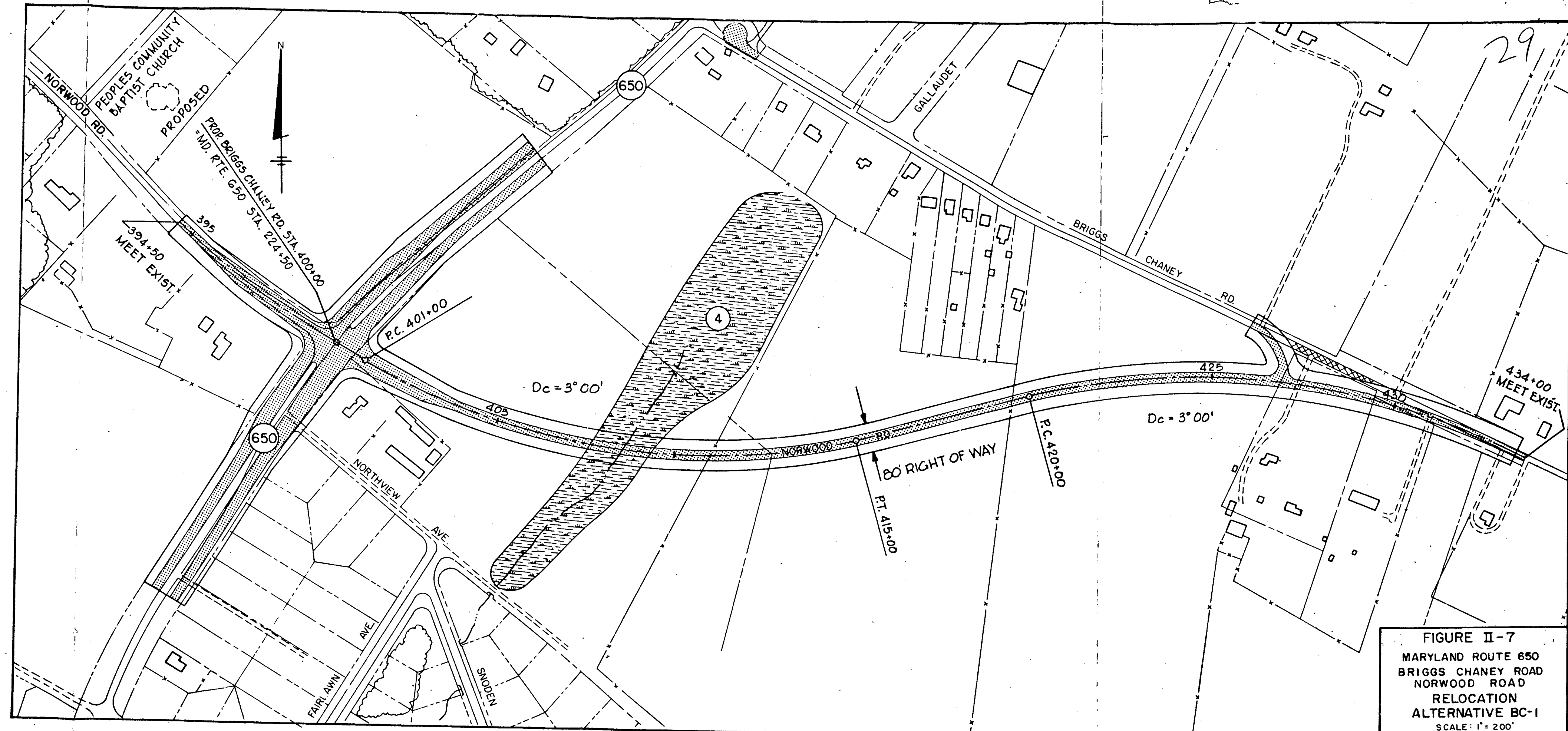
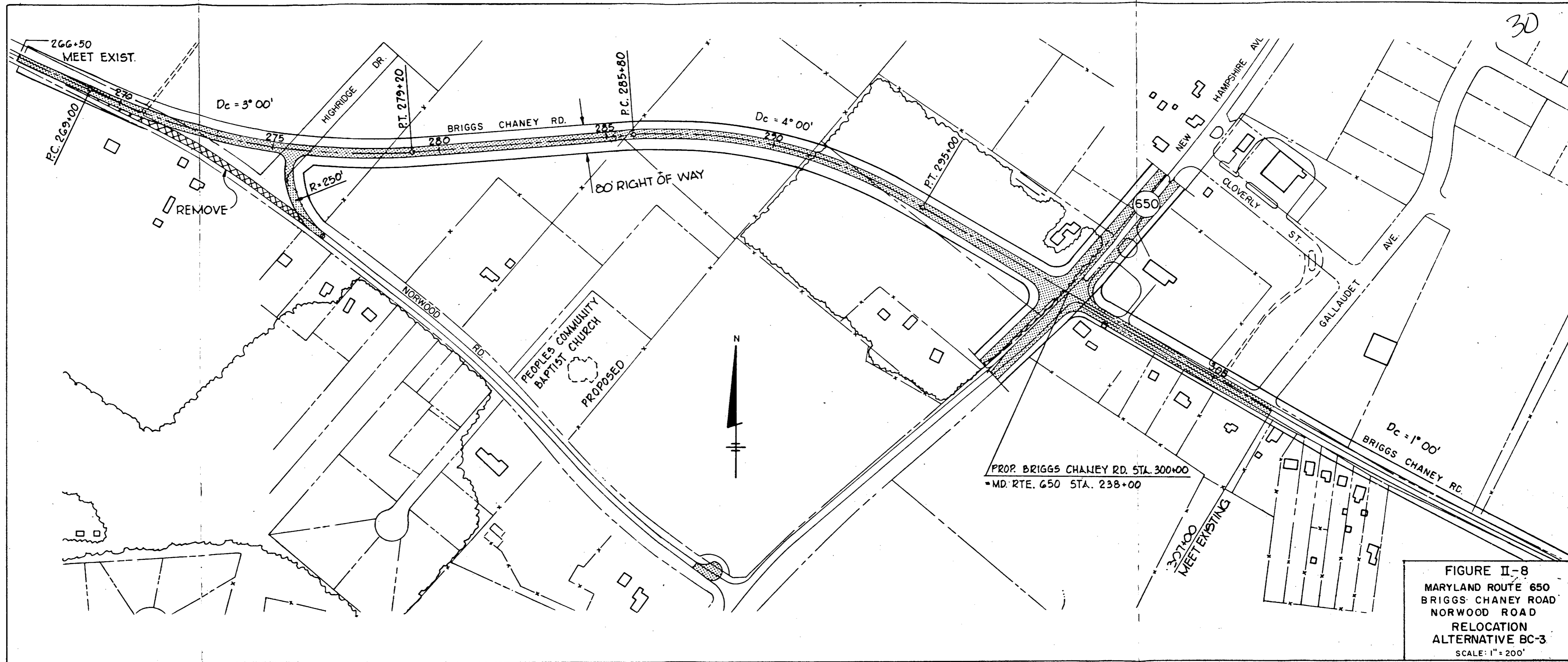
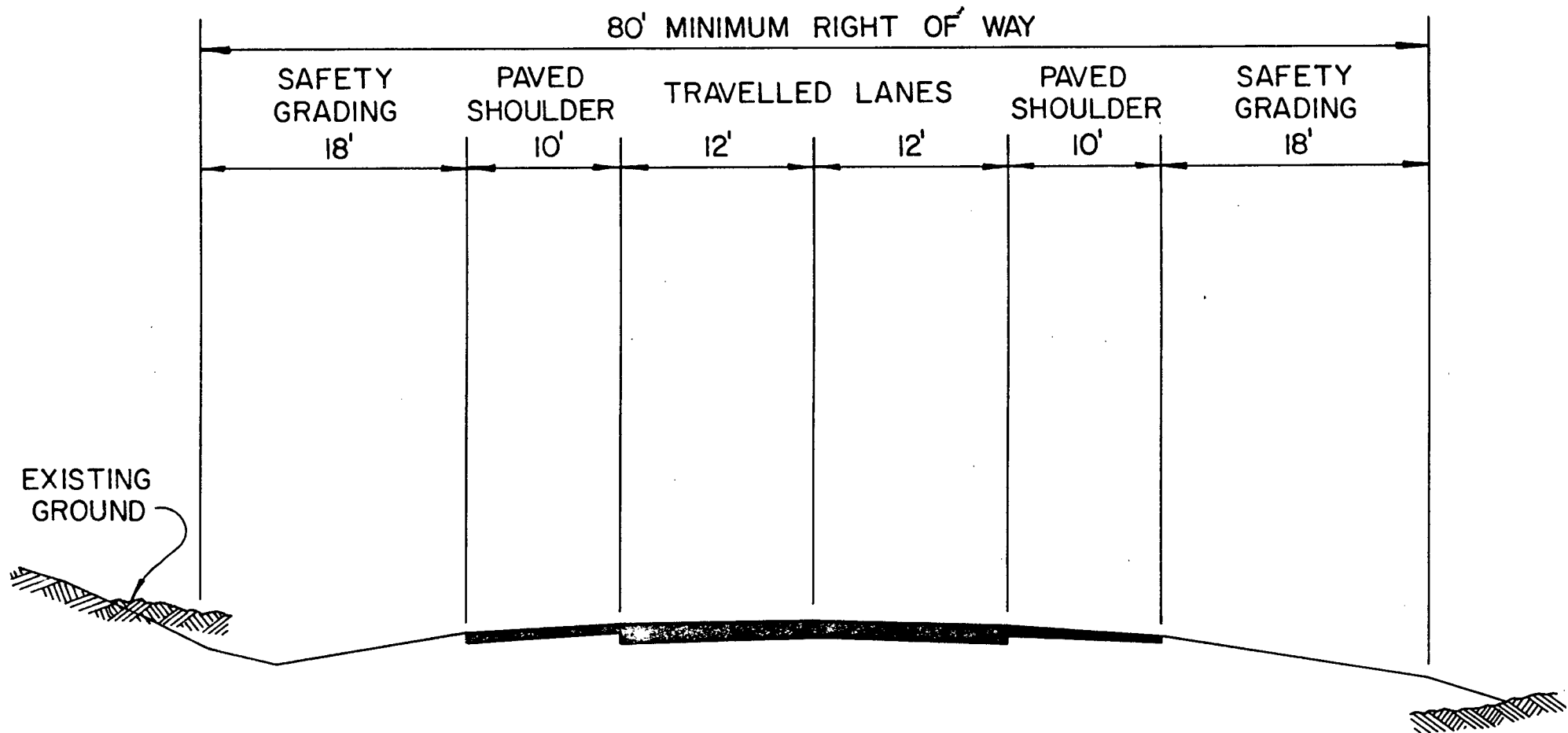


FIGURE II-7
 MARYLAND ROUTE 650
 BRIGGS CHANEY ROAD
 NORWOOD ROAD
 RELOCATION
 ALTERNATIVE BC-1
 SCALE: 1" = 200'





NOTE:

DIMENSIONS SHOWN ARE FOR THE PURPOSE OF DETERMINING COST ESTIMATES AND ENVIRONMENTAL IMPACTS AND ARE SUBJECT TO CHANGE DURING THE FINAL DESIGN PHASE.

FIGURE II - 9
 BRIGGS CHANEY AND NORWOOD ROADS
 RELOCATION ALTERNATIVES
 BC-1 AND BC-3
 TYPICAL SECTION
 NOT TO SCALE

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Section III:

Service Characteristics

III. SERVICE CHARACTERISTICS

A. Accident Data

Accident statistics, analyzed over the three year period 1983 through 1985, reveal a lower than average accident rate for Maryland Route 650 from Randolph Road to Maryland Route 198. The accident rate for Maryland Route 650 was 241 accidents for every one-hundred million vehicle miles of travel (100 mvm), while the statewide average for similar roads was 329 accidents per 100 mvm.

One fatal accident in the study area occurred during the study period, at the Maryland Route 650 - Briggs Chaney Road intersection.

The percentage of wet surface accidents for the study area is significantly higher than the statewide average percentage for wet surface accidents.

One High Accident Intersection (HAI) occurs within the study area, Maryland Route 650 at Randolph Road. This intersection is experiencing high frequencies of left turn accidents.

Factors contributing to accidents that are associated with roadway conditions would be addressed under the build alternatives. They include:

- ° insufficient sight distances would be corrected
- ° two-way traffic would be eliminated
- ° busy intersections would be candidates for signalization, with channelized left-turn bays
- ° roadway surface would be improved

B. Traffic Analysis

Traffic projections for existing and future highway conditions are made based on current and proposed land use conditions and on the type of transportation facility planned.

The traffic "levels of service" (LOS) of intersections within the study area were determined considering the geometrics and traffic volumes of existing (1986), No Build (2015), and Build (2015) conditions. Table III-1 presents a summary of the LOS evaluations. As can be seen in that table, four of the seven signalized intersections under No-Build conditions and one of the eight signalized intersections under Build conditions are projected to operate with a LOS of F.

LOS is a qualitative measure (categorized in levels from A to F) developed to describe the operating characteristics of a highway facility. The determination of LOS incorporates such volume related factors as speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs. For intersections, LOS are represented as follows: A-free flow; B-stable flow; C-stable flow; D-approaching unstable flow; E-unstable flow; and F-forced flow.

During Preliminary Engineering, all unsignalized intersections will be evaluated to determine, if upon completion of the project, they will warrant a traffic signal. If warranted, the signal(s) will be programmed into the construction activities. Also, after completion of the project, all intersections will be monitored for unforeseen traffic problems.

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TABLE III-1 - SUMMARY OF LEVEL OF SERVICE EVALUATIONS

LEVEL OF SERVICE (LOS)

INTERSECTION	EXISTING		2015			
	AM	PM	NO BUILD		BUILD	
	AM	PM	AM	PM	AM	PM
RANDOLPH ROAD	F(1.14)	F(1.14)	D	D	F(1.14)	F(1.18)
NOTLEY ROAD	F *	F *	F(1.23)	D	E	B
ORCHARD WAY *	E	E	E	E	E	E
HOBBS DRIVE *	E	E	E	D	E	E
ICC SOUTH	--	--	D	F(1.03)	A	C
ICC NORTH	--	--	F(1.11)	C	C	A
RELOCATED GOOD HOPE ROAD/ BONIFANT ROAD	E	F(1.02)	E	F(1.03)	D	D
PIPING ROCK DRIVE *	E	E	E	E	E	E
STONEGATE DRIVE	D*	E*	E*	E*	C	A
SOUTHVIEW DRIVE *	D	D	E	E	F*	E
NORWOOD ROAD	C	B	--	--	--	--
BRIGGS CHANEY ROAD	A	A	C	A	C	B
MD 198 (SPENCERVILLE RD)	F *	F *	C	C	D	D

* unsignalized intersection

C. Community Access Issues

One of the issues affecting communities along Maryland Route 650 is the impacts the proposed reconstruction would have on community access. Since all the build alternatives for Maryland Route 650 include a median, access patterns will change for many dwellings, businesses and neighborhoods.

Median openings along the proposed route will generally follow State Highway Administration criteria for arterial highways in a suburban area, which call for a minimum spacing of 750 feet.

To fulfill the criteria for median opening spacings, the more important roads are given priority for median crossovers. Selection of which intersecting streets are to receive median openings alters traffic patterns through existing neighborhoods. One such impact identified with both Alternatives 2 and 3 is that, because of its close proximity to relocated Good Hope Road and Bonifant Road, Piping Rock Drive cannot be provided a median opening. This could cause traffic destined for southbound Maryland Route 650 from the Peachwood neighborhood to reroute via Southview Avenue. Like Piping Rock Drive, Southview Avenue is an existing residential street. Traffic destined from the east on Piping Rock Drive to southbound Maryland Route 650, or from northbound Maryland Route 650 to the west on Piping Rock Drive would have the option of making a U-turn at the proposed median crossover at Stonegate Drive.

An exception to the 750-foot median opening spacing rule has been made at Colesville, where the distance from Randolph Road to Midland Road is approximately 600 feet. It was decided that Colesville is more urban in character, for which the criteria for median opening spacing is 500 feet. A median opening at Midland Road has been provided under Option 1.

At Cloverly, where existing businesses on both sides of Maryland Route 650 would be impacted by denial of left-turn access, and where there would be large volumes of U-turning vehicles, which could lead to undesirable operating characteristics, Option 4 Extended is the selected alternative.

Left-turn lanes are proposed at all median openings, sized according to storage needs determined by the traffic analysis. Auxiliary lanes for accelerating or decelerating traffic are proposed where traffic volumes warrant their use.

Option 4 as originally conceived is a 5-lane, closed section highway, with a continuous center left turn lane from Briggs Chaney Road to Snider Lane. Since it has a curbed section, right-of-way requirements are reduced and no businesses or residences in the Cloverly area are displaced. Option 4 has subsequently been extended to approximately 350 feet north of McNeil Lane and is referred to as Option 4 Extended.

Section IV:

Environmental Concerns

IV. ENVIRONMENTAL CONCERNS

A. Social Impacts

1. Displacements and Right-of-Way Impacts

Since the alignments selected for the build alternatives closely follow the existing roadway, few displacements would occur. Strip right-of-way takes from properties adjoining the existing roadway would affect a number of properties.

In Segment I, the Selected Alternative, Alternative 3, would displace two businesses. In Segment II, the Selected Alternative, Alternative 2, with Option 4 Extended in Cloverly would displace one residence and four businesses. Alternative BC-1, the selected relocation alternative for Briggs Chaney and Norwood Roads would not require the displacement of any additional residences or businesses.

The selected alternatives would also require acquisition of additional right-of-way. Alternative 3, the selected alternative in Segment I would require a 114-foot wide right-of-way. Alternative 2, the selected alternative in Segment II, would require a 124-foot wide right-of-way. In Cloverly, Option 4 Extended would require a right-of-way width of 85" feet.

The Briggs Chaney Road relocation requires a new right-of-way width of 80 feet.

The amount of right-of-way required for the construction of both Alternatives 2 and 3 was reduced subsequent to the Alternatives Public Workshop. It was decided that the width of the proposed median should be reduced from 30 feet to 20 feet to reduce property impacts.

In Segment I, Montgomery County is considering buying additional right-of-way so that the future right-of-way width is 120 feet. The 120 foot width is 6 feet wider than was originally proposed and is the width recommended in the Master Plan for Eastern Montgomery County. This additional right-of-way would not cause any additional displacements, and would cost approximately 77,000 dollars, above the costs shown on Table V-1.

Table IV-1 summarizes impacts to properties along the project corridor, and Table IV-2 summarizes displacements.

TABLE IV-1

PROPERTY IMPACTS OF SELECTED ALTERNATIVES

<u>Selected Alternative</u>	<u>No. of Properties Affected</u>	<u>Area Affected, Acres</u>
SEGMENT I		
Alt. 3, Option 1	27	5.62
SEGMENT II		
Alt. 2, Option 4 Extended Briggs Chaney Road Realignment	97	13.84
Alt. BC-1	9	7.32

TABLE IV-2

DISPLACEMENTS CAUSED BY SELECTED ALTERNATIVES

<u>Alternative/Segment</u>	<u>Residence</u>	<u>Business</u>
3-I (a)		1. 14219 New Hampshire Ave. Morning Dew Produce 2. 14300 New Hampshire Ave. Free State (Service Sta.)
2-II-Option 4 Extended	1. 201 Windridge Acres Ct.	1. 14526 New Hampshire Ave. Heyser Farms Produce 2. 14722 New Hampshire Ave. Becraft's Farm Produce 3. 15320 New Hampshire Ave. (Produce Stand) 4. 15520 New Hampshire Ave. (Produce Stand)

(a) One property, at 14119 New Hampshire Avenue, would be required by this project. It was acquired by the State Highway Administration for the proposed ICC It is not occupied.

2. Minority Groups

One minority community has been identified in the project corridor. That community is located on Norwood Road west of Maryland Route 650. The selected alternative for the relocation of Briggs Chaney Road, Alternative BC-1 does not impact this community, since only limited widening to Norwood Road for a distance of 500' west of Maryland Route 650 is planned.

No communities of handicapped or elderly persons were identified in the project area. No displacement would affect any minorities, handicapped, or elderly person.

3. Community Facilities and Services

The Colesville Health Center, at 14101 New Hampshire Avenue provides a variety of health-related services to the project area, including a day care center. This center will lose frontage to the roadway construction.

A day care facility is also planned adjacent to the Colesville Health Center at 14009 New Hampshire Avenue. This property will also lose some frontage to the widening of Maryland Route 650. A proposal relocation of Hobbs Drive, which would have displaced this property, was eliminated from consideration.

4. Religious

Five religious establishments will lose some property due to strip right-of-way takes along Maryland Route 650. This property impacts to these churches are summarized in Table-IV-3 below.

NAME OF INSTITUTION	ADDRESS	RIGHT-OF-WAY TO BE ACQUIRED, ACRES
Cambodian Budhist Temple	13800 New Hampshire Ave.	0.06
Episcopal Church of the Transfiguration	13925 New Hampshire Ave.	0.04
Ukrainian Orthodox Church	15100 New Hampshire Ave.	0.13
Mosleum Community Center, Inc.	15200 New Hampshire Ave.	0.12
Heritage Christian Church	15216 New Hampshire Ave.	0.09

RIGHT-OF-WAY ACQUISITIONS FROM RELIGIOUS INSTITUTIONS

TABLE IV - 3

Left turns at median openings would be provided at the Cambodian Budhist temple, First Alliance Church, Episcopal Church of the Transfiguration via Hobbs Drive, Heritage Christian Church via Norwood Road, and Faith Assembly of God via Nursery Road. Left turning traffic at the Moslem Community Center and the Ukrainian Orthodox Church would make a U-turn at Norwood Road or Southview Avenue.

5. Schools

No property impacts to schools occur under the selected alternative. Access to the Cloverly Elementary School on Briggs Chaney Road would change after construction of relocated Briggs Chaney Road. Existing Briggs Chaney Road will be closed off from Maryland Route 650 by a cul-de-sac, and would connect to relocated Briggs Chaney Road.

6. Visual Impacts

Landscaping treatments would be incorporated into the design of either of the Build Alternatives for the Maryland Route 650 project. The Urban Design Division of the

Montgomery County Planning Department recommends planting an informal, irregular mix of native trees, shrubs and grasses. Planting would serve as a buffer between the highway and existing homes, and as a treatment to beautify the median. A fifteen-foot wide space on either side of the right-of-way for this purpose is recommended. Temporary easements could be acquired for the landscaping, with the owner's permission, so that additional right-of-way takes would be minimized.

7. Parks

No park property will be impacted as a result of the implementation of this project.

B. Economic Impacts

The proposed improvements to Maryland Route 650 would accommodate planned development activity in the project area. This is particularly true in the northern portion of the project where much vacant land zoned for residential uses remains.

Some impacts to commercial areas along Maryland Route 650 would result from the road widening. Displacements would occur in the area where Bonifant Road and Cape May Road intersect Maryland Route 650, and in Cloverly.

The accessibility of some of the businesses along Maryland Route 650 would be impacted by the location of median openings.

In Colesville, the selected alternative addresses the access issue by providing a median opening opposite Midland Road to allow for left turns to and from the Colesville Shopping Center and other businesses.

In Cloverly the selection of Option 4 Extended relieves access problems by providing a center left turn lane. Option 4 Extended also eliminates the need to take any parking spaces for roadway widening. At the north end of Cloverly, Option 4 Extended saves from displacement an antique shop located at 15711 New Hampshire Avenue, while reducing the right-of-way required opposite this building, a landscaping business at 15710 New Hampshire Avenue.

Several businesses will be displaced by the selected alternative. They are listed in Table IV-2. Of the displaced businesses five are produce stands. Two of the five, Heyser Farms Produce and Becraft's Farm Produce, have sufficient land area to relocate on the same property.

The businesses which are listed in Table IV-2 would receive assistance from the State Highway Administration in relocating to a comparable location. The policy of the State Highway Administration regarding such assistance is set forth in Appendix A.

It is the policy of the Maryland State Highway Administration to ensure compliance with the provisions of Title VI of the Civil Rights Act of 1964, and related civil rights laws and regulations which prohibit discrimination on the grounds of race, color, sex, national origin, age, religion, physical or mental handicap in all State Highway Administration. The State Highway Administration will not discriminate in highway planning, highway design, highway construction, the acquisition of right-of-way, or the provision of relocation advisory assistance. The policy has been incorporated into all levels of the highway planning process in order that proper consideration may be given to social, economic, and environmental effects of all highway projects. Alleged discriminatory actions should be addressed to the Equal Opportunity Section of the Maryland State Highway Administration for investigation.

C. Land Use and Planning Impacts

Acceleration of land development activity in the project area is an anticipated consequence of the reconstruction of Maryland Route 650. This build alternatives selected for this planning study were based on the recommendations of the Eastern Montgomery County Master Plan, adopted in 1981, which outlines the proposed land uses for the project area. The build alternatives were developed to provide an adequate transportation facility for the proposed land uses.

The selected alternative is consistent with the Master Plan, with the exception of Option 4 Extended in Cloverly. This Option is more conducive to commercial land uses, and could create pressures from landowners to have their properties rezoned for commercial uses. The intent of the Master Plan is to preserve a rural character in this area.

D. Cultural Resources

1. Historical Sites

One site within the project area, the Hopkins-Fey House, on Heil Road west of Maryland Route 650, is considered as eligible for the National Register of Historical Places and is included on the Montgomery County Master Plan. Both the John Leizear and Perrie Leizear houses have been evaluated and determine ineligible.

The Hopkins-Fey House is considerably west of the proposed construction and thus is outside the impact area. The site will not be impacted.

In accordance with State Preservation Law, Article 41, Sections 617 and 618, the State Historic Preservation Officer (S.H.P.O.) has been requested to concur with this determination.

2. Archaeological Sites

Phase I Archaeological investigations have been conducted to identify the presence of significant sites which may be eligible for the National Register of Historic Places. Two such sites which are within the proposed right-of-way of the selected alternatives exist.

Phase II surveys of these two sites, the Winpenny Site (18 MO 280 on the Maryland inventory) and the Jacob Van Horn Site (18 MO 177) have been recommended by the Maryland Historical Trust and will be undertaken during the project design phase.

Two other historic archaeological sites were identified which are adjacent to the proposed right-of-way. They are the William Lea Site (18 MO 177) and the Lyddan Site (18 MO 279). The Maryland Historical Trust recommends that these sites be fenced during all phases of construction.

The June 13, 1988 summary of the Phase I work conducted by the Division of Archaeology is included in the correspondence section of this report, along with the August 8, 1988 letter from the S.H.P.O.

E. Air Quality Impacts

An air quality analysis of Maryland Route 650 was performed using a microscale CO pollutant diffusion simulation based on free-flow conditions. CO levels resulting from automobile emissions were calculated at selected receptor sites for the year of project completion (1995) and for the "design" projected year 2015 for the No-Build and Build Alternatives. Line source CO dispersion estimates were calculated using the third generation California Line Source Dispersion Model (CALINE3) computer program. The emission factors used as inputs for the CALINE3 program were calculated using the Environmental Protection Agency (EPA) MOBILE3 computer program.

No violations of the State and National Ambient Air Quality Standards (S/NAAQS) would occur for either the maximum 1-hour period or for the maximum consecutive 8-hour period for the build alternatives. However, the S/NAAQS will be violated for the maximum consecutive 8-hour period in 1995 and far exceeded in 2015 for the no-build alternative.

F. Noise Impacts

An analysis of noise impacts of the proposed reconstruction was conducted, using the Stamina 2.0/Optima FHWA Highway Noise Prediction Model to predict future noise levels. Input for this computer model included traffic data supplied by the State Highway Administration, and existing noise measurements at receptor sites.

Projections supplied by this model show that less than a 5 dBA increase in noise levels above existing conditions would occur under the selected alternative. The noise abatement criteria for noise impacts for this project of 67 decibels is currently exceeded at nearly all of the receptor locations. See Figure IV-1 and Table IV-4 for receptor locations and Table IV-5 for a tabulation of results of this analysis.

Mitigation measures considered for this project included sound barriers and a "popcorn" paving surface, and landscaping. In order for a sound barrier to significantly reduce road noise, it must be high enough and long enough to shield the receptor from a significant portion of the highway. Openings in the barrier severely reduce its effectiveness. Safety is also a concern where a barrier would reduce sight distances at driveways. The use of a sound barrier is not practical throughout most of the project area due to the many driveways which would interrupt the barrier and render it ineffective.

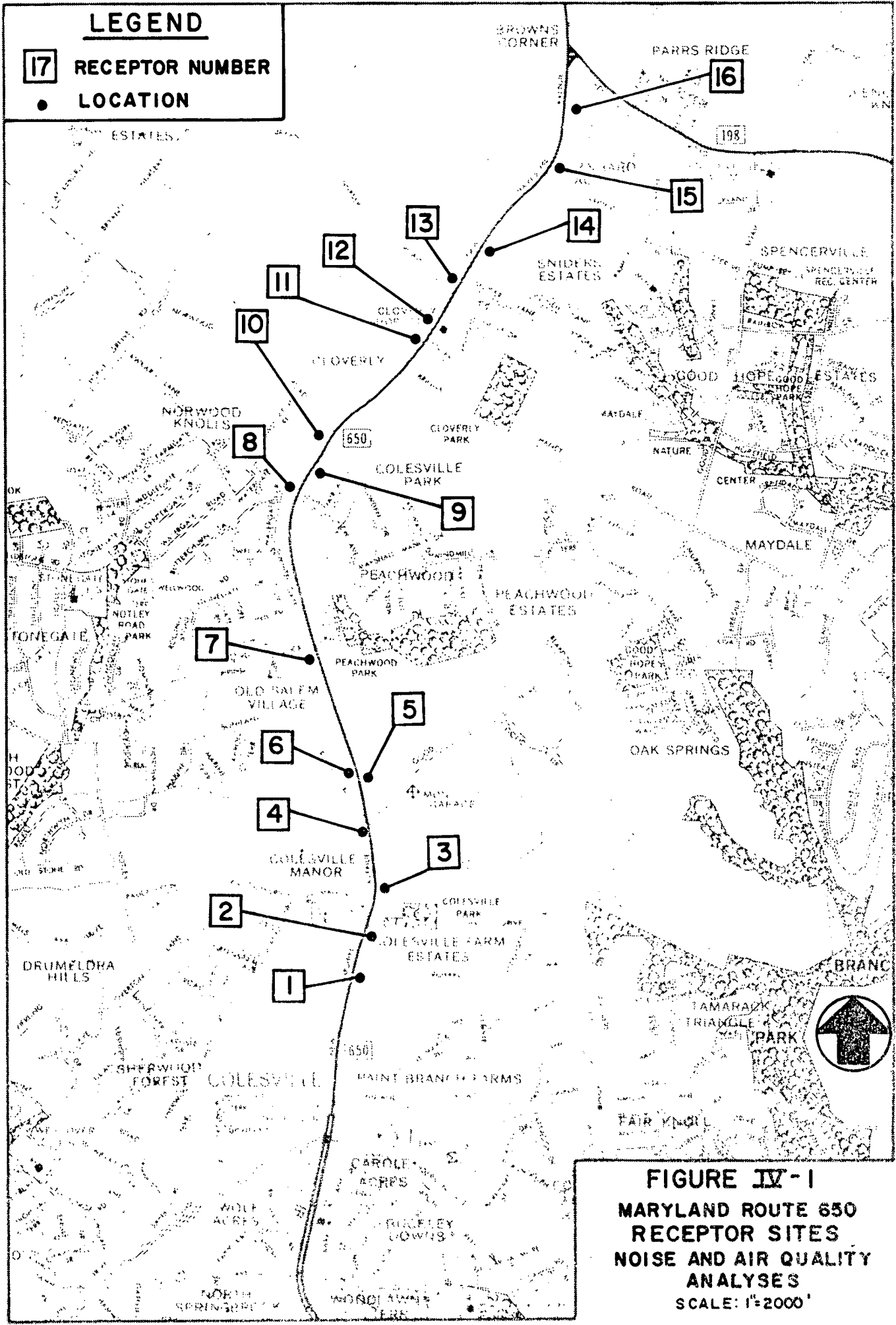


TABLE IV-4
SENSITIVE RECEPTORS
LOCATION AND DESCRIPTION

<u>Number(1)</u>	<u>Description</u>
1	Residence, 13901 New Hampshire Ave.
2	Episcopal Church of the Transfiguration, 13917 New Hampshire Ave.
3	Colesville Health Center, 14015 New Hampshire Ave.
4	Residence, 14120 New Hampshire Ave.
5	Residence, 14401 New Hampshire Ave.
6	Residence, 14500 New Hampshire Ave.
7	Residence, 14628 New Hampshire Ave.
8	Ukrainian Orthodox Church, 15100 New Hampshire Ave.
9	Residence, 15205 New Hampshire Ave.
10	Heritage Christian Church, 15250 New Hampshire Ave.
11	Residence, 15440 New Hampshire Ave.
12	Cloverly Center
13	Faith Assembly of God, 15600 New Hampshire Ave.
14	East side of Maryland Route 650, Between Snider Lane and McNeil Lane
15	150'+ South of Residence, 1511T New Hampshire Ave.
16	East side of Maryland Route 650, 300'+ South of MD Rte. 198 junction

(1) Refer to Figure IV-1 for location.

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TABLE IV-5

AMBIENT AND PREDICTED NOISE LEVELS

<u>Receiver</u>	Existing (Measured) <u>Leq-dBA</u>	Predicted (Year 2015)	
		<u>No-Build</u> <u>Leq-dBA</u>	<u>Build</u> <u>Leq-dBA</u>
1	73	73	75
2	74	72	75
3	71	67(74)	69(77)
4	73	73(70)	74(71)
5	70	72(72)	73(73)
6	71	72	73
7	71	72	73
8	66	68	69
9	72	71	71
10	70	70	70
11	66	70	70
12	*	73	74
13	69	72	72
14	71	74	74
15	74	70	70
16	76	76	76

* Measurements not made at this site.
 (72) Numbers in parentheses are noise levels with Inter-County Connector included in analysis.

A sound barrier is being investigated in one area, where nine houses (15001 - 15101 Whitegate Road) have adjacent backyards abutting the Maryland Route 650 right-of-way. These houses are located just south of Receptor No. 8, shown on Figure IV-1. The cost of constructing a 14-foot high barrier is approximately \$40,000 per resident, which is the maximum amount allowed by SHA policy. A 14-foot high barrier would provide noise reductions of 10.8 dBA. The proposed location of this barrier is shown on Figure II-2.

"Popcorn" mix, or plant mix seal, is an asphalt cement surface generally used on primary highways. It provides modest noise reductions of 1 to 3 dBA. It is generally most effective in reducing noise when operating speeds are greater than 50 miles per hour. The anticipated operating speeds for Maryland Route 650 are less than 45 miles per hour. Its use in this project was not recommended because its effectiveness would not be as great in reducing noise at these speeds, and because of the difficulty of deicing such pavement in winter.

Another method which has limited value in reducing noise levels is dense vegetation landscaping between the road and residences. The chief benefit in landscaping would be a psychological and visual separation from the source of the noise. Such landscaping would require negotiation with property owners for additional easements.

Also of concern are the impacts associated with noise during the construction period.

Within the general classification of "Highway Construction" there are several types of construction activities, each with its own set of noise characteristics. Construction of this proposed project would consist of some intensive construction activities. Each of the construction activities, whether scheduled simultaneously or separately would increase the ambient noise levels in the immediate vicinity of the work areas. However, a number of measures are proposed in order to minimize noise resulting from these activities.

Some measures include but are not limited to:

- ° Any internal combustion engine used for any purpose on or related to the job should be equipped with a properly functioning muffler.
- ° Conduct truck loading, unloading and hauling so that noise is kept to a minimum.
- ° Route construction equipment and vehicles over streets that will cause the least disturbance to nearby residents.
- ° Where appropriate, place continuously operated diesel-powered equipment, such as compressors or generators, in areas distant from or shielded from noise sensitive locations.
- ° Limit activities that produce high levels or irritating sounds, such as demolition with pneumatic chisels or excavation to daylight hours.

E. Natural Environmental Impacts

1. Effects on Terrestrial Habitat

The selected alternative would directly eliminate about 2.7 acres of agricultural land, 2.7 acres of forest, and 1.2 acres of wetland, not including possible effects of stormwater management sites. The selected option in the Randolph Road area which provides new access to the Colesville Shopping Center, Option 1, would eliminate about 0.3 acre of forest. The Cloverly area selected option, Option 4 Extended, would have no direct habitat impacts on forests or wetlands. The selected alternative for the Briggs Chaney Road relocation, Alternative BC-1, impacts about 0.5 acres of forest and 0.3 acres of wetland, and also reduces habitat in agricultural fields and old fields by about 1.5 acres.

2. Wetlands and Streams

The alignment of Maryland Route 650 follows a natural divide separating the watersheds of two streams. To the west of the highway lies the Northwest Branch watershed. Northwest Branch is a Class IV trout stream. East of the highway is the Paint Branch watershed. Paint Branch is a Class III trout stream and is particularly sensitive environmentally because it is home to a self-sustaining population of brown trout. Particular attention is required to assure the continued viability of these two streams.

The selected alternative directly eliminates a total of about 1.2 acres of wetland, which is important both in the role it plays in the food chain of the brown trout

and in its hydrologic function of cleaning and storing water in the stream system. The increased road width will require fill and longer culverts in the stream channels at Wetland #3, thereby reducing habitat in those channels. It is estimated that the additional culvert length for the selected alternative will be 40'. The Randolph Road and Cloverly area options do not directly affect any wetlands. The selected Briggs Chaney Road relocation alternative, Alternative BC-1, eliminates about 0.3 acres of wetland in the headwaters of Paint Branch. This alternative also crosses the small stream which is at the headwaters of Good Hope Branch, tributary to Paint Branch (Wetland #4). The proposed right-of-way width is 80' at this location. All culvert designs should attempt to preserve the integrity of the stream and reduce the erosive capability of water leaving the culverts. Culvert designs which are recommended to allow for the movement of small fish include submerging the invert of the culvert so that a base of sediment with a natural channel builds up. Dispersal and slowing of flows at the downstream end of culverts by special culvert outlet designs are recommended. Most impacts to the wetland in Alternative BC-1 can be avoided by bridging the wetland. The estimated additional cost of providing a bridge rather than a culvert at this location is approximately \$200,000 to \$300,000.

A median width of 30 feet was originally selected for both Alternatives 2 and 3. This width was reduced to 20 feet in order to reduce impacts, including the effects on natural areas such as wetlands. Some minor shifts in the original alignment of the highway were also made to minimize the effects to wetlands. Where wetlands are destroyed the creation of wetlands to replace those eliminated by the project would be studied.

A field review of the project area to verify wetland locations was held on October 9, 1987 with representatives of the U.S. Army Corps of Engineers and the Maryland State Highway Administration present. This review determined that the widening of Maryland Route 650 would impact Wetland #3, and that alternative BC-1 would impact Wetland #4 as stated above.

Indirect impacts of highways in wetland and stream headwater areas include alteration of runoff, erosion, and deposition patterns (including stream turbidity increases), higher summertime stream water temperatures (due to paving and clearing) and associated drop in dissolved oxygen content, increased levels of toxic runoff (primarily petroleum products and lead), and introduction of large quantities of roadside litter (notably tires, and fast food and beverage containers). These effects can be reduced to a minimum by designing highway facilities so that runoff is cleaned, cooled, and then released as a dispersed, slow flow to areas as near the original runoff distribution pattern as possible; or by infiltrating most of the runoff into the shallow groundwater system, and providing adequate treatment to remove impurities from overflow at times of peak runoff.

In Segment II, the roadway construction will occur in close proximity to the headwaters of the two trout streams. It is therefore very important that the highway runoff is treated properly to reduce the effects mentioned above. The preferred method of treating the runoff is to infiltrate it into the groundwater, where the action of the water flowing through the soil removes impurities, cools the water, and stores it for release in low flow periods.

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Alternative 2, the selected alternative in Segment II, proposes to use a roadside vegetative filter area to remove sediment and pollutants from runoff, combined with stone infiltration trenches. With a design that allows overflow water to be cleaned, slowed, and cooled adequately, this alternative is a simple, low-maintenance treatment method which would closely approximate original runoff distribution. However, it requires a wider right-of-way than is identified in this document, with direct effects on more habitat and adjacent private property. This type of treatment is also recommended for the relocation of Briggs Chaney Road.

Alternative 3, the selected Alternative in Segment I, and Option 9 Extended in Cloverly propose to contain and collect the runoff in a system of curbs and drains. Water quality requirements could be achieved by constructing underground infiltration devices within the right-of-way for Alternative 3. Where soils proved to be unsuitable for this practice, the runoff water could be piped for treatment at centralized infiltration/detention basins. The narrow right-of-way of the closed section produces less direct effect on habitat and private property from the highway corridor itself, but sites for the stormwater management basins would be affected. Since warmed water containing toxics, trash, and some sediment would be delivered directly to and concentrated at the treatment area, careful design and maintenance would be necessary to ensure that inadequately treated water was not accidentally released to streams and wetlands. Most discharge systems would alter the runoff and stream flow pattern by releasing the treated water as localized flow. Careful attention to slowing, dispersing, and cooling of released water would be essential to minimize effects on wetlands and streams. Pretreatment of water entering the infiltration facilities is essential to their successful operation.

Along with the underground infiltration systems on the stormwater management basins in Alternative 3, special stormwater inlets, or catch basins, which are designed to remove oil and grit from the runoff water would be recommended. They would remove some of the worst contaminants from the stormwater runoff and reduce the chance of failure of the stormwater management basins due to clogging with silt. These inlets and the stormwater management basins and infiltration trenches would require regular, continuing maintenance.

To address the concerns of water temperature, all stormwater management basins should be shaded.

In locations where soils are not permeable enough to allow infiltration of runoff, artificial wetland areas could be created to answer the needs of stormwater management for quality and quantity. Such artificial wetlands might also mitigate the loss of existing wetlands to proposed construction. They should be shaded to prevent temperature increases, a crucial factor in trout streams.

Fish populations will be affected in proportion to the level of effect on stream habitat. The sensitive brown trout population in the Paint Branch system has drawn particular concern. Alternative BC-1 (Briggs Chaney Road relocation) would directly affect wetland, agricultural field, and old field habitat in a tributary of Good Hope. As these waters feed the Paint Branch, the destruction of habitat in these headwaters may have adverse effects on the fish population downstream.

Mitigation measures to avoid these impacts would include the following:

- a. Bridging the wetland in Alternative BC-1, or special culvert design to preserve the natural integrity of the stream and wetland.
- b. Replacement of lost tree cover, and avoidance of unnecessary ground cover removal.
- c. Rigorous monitoring and enforcement of erosion and sediment control Best Management Practices (BMP's) during construction, to include penalties to contractors for violations.
- d. Extraordinary measures in designing and implementing stormwater management and infiltration systems, to exceed the existing requirement that the first one-half inch of runoff from the area of additional paving be infiltrated. This requirement should be modified to infiltration of the entire increase for a specific storm event (such as a 5-year frequency storm).
- e. Revegetation of disturbed areas with native trees and shrubs to stabilize soils and provide shade and habitat replacement. Any disturbed areas where no construction activity is in progress should be temporarily seeded for soil stability. Permanent stabilization by seeding and planting should be undertaken immediately after completion of work in a particular area. A continuing program of inspection and maintenance of vegetation soil stabilization and plantings for a period of one year should be a part of the construction contract to ensure the survival and effectiveness of the plantings.

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- f. Avoidance of instream construction activity as much as possible where Alternative BC-1 crosses the Good Hope tributary.
- g. Restricting earth-moving activity to the months between April and October, when the trout reproduction cycle is less vulnerable to disruption by stream sedimentation.

3. Effects on Wildlife

Wildlife populations can be expected to decrease in proportion to the amount of habitat destroyed by direct or indirect means. This project, by reconstructing the highway on a relatively narrow right-of-way along an existing alignment, has minimal direct habitat destruction.

Proper stormwater management will be essential to protect quality and supply of water sources used by terrestrial animals.

4. Effects on Endangered or Rare Species

Except for occasional transient individuals, no rare, threatened, or endangered species are known in the project vicinity. (U.S. Fish and Wildlife Service, 3-87 correspondence; Maryland DNR Forest Park, & Wildlife Service, 3-87 correspondence)

5. Effects on Unique or Sensitive Areas

It has been noted that Briggs Chaney Road relocation Alternative BC-1 would have significant direct and indirect impact on sensitive natural habitat in the headwaters of Paint Branch; and that habitat degradation there would be likely to adversely affect the brown trout population downstream.

Section V:

Cost Summary

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V. COST SUMMARY

Table V-1 gives a summary of the costs required for implementation of this project.

TABLE V-1
COST SUMMARY

ESTIMATED COSTS
(In Thousands of Dollars)

<u>ALTERNATIVES</u>	<u>ENGINEERING</u>	<u>RIGHT-OF-WAY</u>	<u>CONSTRUCTION</u>	<u>TOTAL</u>
SEGMENT I				
Alternative 3 w/Option 1	713	1,048	6,334	8,095
SEGMENT II				
Alternative 2 w/Option 4 Extended	842	2,330	7,541	10,713
BRIGGS CHANEY RD. REALIGNMENT				
Alternative BC-1	258	630	1,302	2,190

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Section VI:

Positions Taken

VI. POSITIONS TAKEN

The receipt of public comments occurred at both the Alternates Workshop and the Location/Design Hearing, and in written format directly to the State Highway Administration. The comments received during the hearing are summarized below, and the written comments are contained in the next section of this document.

A. Public Hearing Summary

A combined Location/Design Public Hearing was held for this project on January 6, 1988 at 7:30 p.m. in the John F. Kennedy High School located at 1901 Randolph Road in Wheaton, Maryland. The purpose of this meeting was to present the engineering and environmental issues regarding the project and to receive the communities' comments.

Thirteen individuals spoke at the Hearing following the State Highway Administration's formal presentation. Ten of the speakers did so on their own behalf and three represented civic organizations.

Leonard Becraft - 14722 New Hampshire Avenue

Mr. Becraft expressed his concern for the farmers and produce stand operators along New Hampshire Avenue. Although his property (produce stand) does not qualify for historic classification, the Hopkins Fey House, which lies directly behind his property, does. Mr. Becraft wanted the record to show that the small farmers in Montgomery County are still active and should be relocated within the corridor. Finally, he expressed his concern for the apple orchard, which would be displaced under Alternative BC-3..

SHA Response - Investigation of land subdivision regulations at the Maryland-National Capital Park and Planning Commission determined Mr. Becraft has ample acreage to relocate his produce stand and continue operations.

Thomas Miller - President of Miller Properties

Miller Properties, owners of the Cloverly Shopping Center, are concerned that the State Highway Administration is not equitably distributing the effects of the improvements to New Hampshire Avenue in Cloverly. Mr. Miller claims all efforts were made on his part to investigate the possible improvements before he purchased and improved the center. According to Mr. Miller, the west side of New Hampshire Avenue is an unimproved eye sore relative to the shopping center, and should be acquired in lieu of his property. Mr. Miller also claims that if the right-of-way line encroaches on the parking area, the shopping center would lose tenants and have trouble competing with other area business centers. Mr. Miller concluded by requesting some sort of median opening to enhance access to the shopping center.

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SHA Response

After the Public Hearing, several design options were developed for the Cloverly area which do not displace any of the center's parking and which provide a continuous center turn lane.

Mr. Robert Myers - 15221 New Hampshire Avenue

Mr. Myers' driveway is located at the corner of New Hampshire Avenue and Norwood Road. The sequencing of the traffic signal seriously inhibits the access to his driveway. He has made several inquiries into measures to correct the problem, all to no avail. Mr. Michael Snyder, District Engineer, District #3, assured Mr. Myers that with the implementation of the intersection improvements by SHA and MCDOT, access to his driveway would be enhanced. Mr. Myers then suggested that 'Don't Block Driveway' signs be posted prior to the intersection, as in other areas of the State.

SHA Response

Development of final engineering plans will ensure access to this piece of property will be considered and maintained.

Mr. Richard Myers, President of the Peachwood Civic Association

Mr. Myers began by stating his support for the small farmers and produce stand operators. He then proceeded with an explanation of the concerns of the citizens of Peachwood and Colesville Park. The homeowners of this community argue that they need a median opening at Piping Rock Drive, the main access road to and from the two communities. Every effort should be made to provide this median break, but if not, a traffic signal should be erected at South View Avenue, their only other access to New Hampshire Avenue. Mr. Myers closed with his concerns about the safety at South View Avenue if travelers have to negotiate a left or U-turn without a traffic signal.

SHA Response

Subsequent studies of the Piping Rock Drive intersection have determined it lies too close to the intersection at Relocated Good Hope Road to accommodate a median opening. The justification for a traffic signal at South View Avenue will be determined during the final design activities.

Quentin Remein - President of Cloverly Civic Organization

Mr. Remein represents approximately four thousand households in the Cloverly area who believe that the produce stands along New Hampshire Avenue play a vital role in protecting the rural image of Cloverly. Also, access to the Cloverly Shopping Center and Cloverly Village Center have to be maintained. If patrons of these

establishments are forced to make U-turns, congestion and unsafe conditions are likely to be created. He also suggested that Briggs Chaney Road be relocated to the south to save the apple orchard on the west side of New Hampshire Avenue. The community also feels the proposed improvements at the intersection of Randolph Road should be incorporated into this project, so that traffic is not disrupted twice.

Finally, all communities along the corridor should be given equal consideration with respect to access and amount of frontage that is required.

SHA Response

The response to Mr. Remein is the same as the response we provided to Mr. Miller.

Patricia Grodin - 15710 New Hampshire Avenue

Ms. Grodin expressed her disapproval of the seventy-five to one hundred foot alignment shift west from existing centerline necessary to save the structure of 15711 New Hampshire Avenue. She argues that the building she owns has been in existence for forty years and serves as both a residence and a business. The structure across the street has been vacant until two months ago, and should be demolished to provide for a more equitable distribution of effects. She added that at the May 14, 1987 meeting, the State recognized that the building, which is now the Antique Shop, would have to be acquired.

SHA Response

After the May 14th meeting, further evaluations were made and it was determined the roadway could be widened without displacing the antique store. Since the time of the Public Hearing, design options have been developed which lessen right-of-way displacements from the Grodin's and do not displace the antique store.

Ms. Lillian Elliott - 17009 Clear Creek Drive

Ms. Elliott began by explaining the delays she and other peak hour travelers experience as they progress south on New Hampshire Avenue. A number of these frustrated commuters end up short-cutting through the neighboring community of Stonegate, reentering at Notley Road, to bypass the congestion. She then suggested that Notley Road be realigned to merge with the lane at Colesville Center so traffic entering New Hampshire Avenue would not impede the mainline movement. Mr. Snyder stated that District #3 traffic engineers would investigate her proposal and he would contact her with the result.

SHA Response

No comment.

Ralph Neiman - 807 Norwood Road

Mr. Neiman spoke in support of the grade separation proposal for Randolph Road and New Hampshire Avenue. In addition, he prefers utilizing a closed section in both Segments I and II to further reduce the impact to the property owners. Mr. Neiman also stated that alternative BC-1, which shifts Briggs Chaney Road south to align opposite Norwood Road, is his preference because it saves the apple orchard and removes traffic from the Cloverly Commercial district. He added that any improvement would hopefully remove some of the sheds and trailers used as temporary farm markets. His complaint is not directed at the markets themselves, but rather their appearance and lack of designated parking spaces. Patrons of the markets end up stopping on the shoulders of New Hampshire Avenue, and that can be very dangerous.

SHA Response

No comment.

Len Fogelsinger - 201 Windridge Acres Court

Mr. Fogelsinger, an active-duty commander in the United States Navy, questions the alignment in Segment II. He maintains the State owns a considerable amount of land on the west side of New Hampshire Avenue opposite his home and does not understand why the proposed alignment shifts the centerline to the east. He suggested that the State purchase his home if the alignment is not shifted to the west. His position with the Navy requires him to relocate within the next twelve months so Mr. Fogelsinger feels that he will have trouble selling his home if New Hampshire Avenue is reconstructed without acquiring his home.

SHA Response

Due to the close proximity of the proposed right-of-way lines to Mr. Fogelsinger's home, his home will be acquired to widen this roadway.

Mr. Harry Varvounis - 13909 New Hampshire Avenue

Mr. Varvounis commented on the legitimacy of an open section roadway. He feels that a closed section will provide the necessary capacity and reduce the number of accidents which occur along New Hampshire Avenue. He feels drivers will use the paved shoulder in an open section as a travel lane and continue to knock down roadside mail boxes. Finally, Mr. Varvounis expressed concern that an open section provides a breeding ground for commercial usage.

SHA Response

MSHA intention in providing the Open Section Alternative in Segment II of the study is to allow the roadway to be widened in the future without acquiring additional right-of-way.

Mr. John Rhoderick - 204 Colesville Manor Drive

Mr. Rhoderick was concerned about providing new traffic signals along New Hampshire Avenue and was assured by Mr. Michael Snyder that a rigorous warrant analysis would be conducted on every intersection in the corridor as to the need for a traffic signal. In addition, Mr. Rhoderick was informed that all comments on signal implementation is handled by the District offices.

SHA Response

No comment.

Ms. Beverly Sudak - 204 Stonegate Drive

Ms. Sudak, President of the Stonegate Citizens Association, represents six hundred and fifty homes whose main access to New Hampshire Avenue is at Stonegate Drive. She maintains that a majority of the traffic on Stonegate Drive are commuters bypassing the Cape May Road/Bonifant Road section of the corridor. With the additional travelers from the Peachwood community making U-turns at Stonegate Drive, a traffic signal should be placed at their intersection. Ms. Sudak also stated that the residences of Stonegate favor Alternative 3 in Segment II because it would reduce the amount of required right-of-way.

SHA Response

This has already been addressed in our response to Mr. Richard Meyers.

Mr. Robert Mann - 1302 Morningside Drive

Mr. Mann suggested that the County's improvements for Randolph Road and the State's improvements on New Hampshire Avenue be constructed simultaneously.

SHA Response

This matter has been investigated. The timing of this project cannot be accelerated to meet the intersection capacity improvements being provided by the developer. Engineering plans for the developer project have been modified to avoid constructing items which will be displaced by this project.

B. Subsequent Written Correspondence

Letters and memoranda received after the Location/Design Public Hearing are contained in the following pages, where applicable responses from the State Highway Administration are included.

(This letter was typed by SHA in order to be legible after printing).

Mr. Randy Aldrich
Project Manager

1-7-87

Dear Sir:

In accordance with your oral suggestion, I'm enclosing copies of my letter of August 21, 1987 and the reply of Mr. Mosburger dated Sept. 14, 1987.

The point of controversy is the necessity of acquiring my produce stand in the event the proposed improvement of New Hampshire Ave. is moved over (Alternate plan B I believe). The third paragraph of Mr. Mosburger's letter refers to this matter. It indicates to me that they ignore the possibility that should plan B be used, the Bonifant road plan would have to be changed to meet the new alignment of New Hampshire Ave.

Carlton E. Heyser
14526 New Hampshire Ave.
Silver Spring, Md. 20904

(This letter was typed by SHA in order to be legible after printing).

Geo. W. Mosburger, Chief
Office of Property Management

8-21-87

Attn. John W. Shaffer
Rt. of Way Agent

Dear Sirs:

I received your offer of July 8, 1987 for that portion of my property you propose to acquire for completion of improvements to Bonifant Road.

At the present time, I'm in the process of securing estimates of the cost of rebuilding a produce stand and refrigeration unit, comparable to that which you say must be removed. I will forward these in the near future.

I would also like to have you stake off the land you propose to acquire and the easements.

I am also wondering if you have been in touch with the Md Department of Transportation who have advised me of an alternate plan which shifts the alignment of New Hampshire Avenue to the vacant parcel opposite my property. This alternate plan would avoid acquiring my produce stand. I was advised of this by Randy Aldrich, project manager, Md Department of Transportation, State Highway Administration. I was not advised which plan would be accepted.

I presently am not convinced that the land required for the Bonifant Road project includes my stand. This would surely apply if the state does not require removal of my stand. Meanwhile, your offer is not acceptable.

Carlton E. Heyser

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Montgomery County Government

September 14, 1987

Mr. and Mrs. Carlton Heyser
14526 New Hampshire Avenue
Silver Spring, Maryland 20904

RE: Bonifant Road Phase III
CIP Project No. 67-3940

Dear Mr. and Mrs. Heyser:

This letter is being sent to you in response to your letter of August 21 and also to inform you that the easement areas have been revised on your property.

To begin, thank you for your letter and comments. In your letter, you state that you are currently having estimates done to determine the cost of rebuilding your produce stand and refrigeration unit. When you have received your estimates, it would be helpful if you would forward them to us as quickly as possible. You also request in your letter, that we have your property staked-out and this is to let you know that we are ordering a survey crew to survey and stake our acquisition from you.

It is regretable that your produce stand must be acquired in conjunction with the Bonifant Road project, but after numerous discussions with our design engineer, we can see no way to avoid it. According to our engineers, in order to allow safe and smooth travel through the new intersection of Bonifant Road and New Hampshire Avenue, your stand must be acquired. The traffic engineering requirements for this intersection dictate the removal of your stand. The stand's removal is required for Bonifant Road improvements, and not the future plans for New Hampshire Avenue.

In order to actually remove your stand, it was found that additional easement area would need to be acquired from you. This increase easement area consists of revertible and temporary easement only and below is a summary of our revised offer:

LAND IN FEE:	4,719.47 s.f. x \$0.80 per s.f.	=	\$3,775.58
REVERTIBLE SLOPE AND TEMPORARY CONSTRUCTION EASEMENTS:			
	11,444 s.f. x \$0.10 per s.f.	=	1,144.40
PERPETUAL DRAINAGE EASEMENT:			
	4,449 s.f. x \$0.40 per s.f.	=	1,779.60
LANDSCAPING/TREES			2,000.00
IMPROVEMENTS (Fruit Stand)			10,700.00
TOTAL			\$19,399.58
TOTAL ROUNDED			\$19,400.00

Department of Transportation
Right of Way Acquisition

Executive Office Building, 101 Monroe Street, Rockville, Maryland 20850, 301-251-2152

Mr. and Mrs. Carlton Heyser
September 14, 1987
Page 2

Our revised offer to you is \$19,400.00. You stated in your letter that our original offer was "not acceptable," so we have ordered an independent appraiser to do an appraisal of the acquisition and easements we need from you in order to complete our project. The gentleman we have contracted to do this work is Mr. Phillip Lamb. Mr. Lamb is a real estate appraiser practicing in Montgomery County and also a licensed real estate broker.

If you would like to try to reach a settlement before Mr. Lamb completes his appraisal, we will be happy to try to do so, otherwise, we will wait for Mr. Lamb to come up with his estimate of fair market value for what we need.

Please call should you have any questions.

Sincerely yours,

GEORGE W. MOSBURGER, Chief
Office of Property Acquisition

JOHN W. SHAFFER
Right of Way Agent

GMW:TJR:mm
2200/59

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Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Mr. Carlton E. Heyser
January 26, 1988
Page 2

January 26, 1988

RE: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to Maryland
Route 650
PDMS No. 153337

by: Randy Aldrich
Randy Aldrich
Project Manager

LHE:RCA:kw
cc: Mr. Michael Snyder
Mr. Richard M. Ravenscroft

Mr. Carlton E. Heyser
14526 New Hampshire Avenue
Silver Spring, Maryland 20904

Dear Mr. Heyser:

This letter is in response to your recent correspondence pertaining to our Project Planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 650. I appreciate the comments you have provided about the affects of the roadway's widening on your produce stand which is located in Segment II immediately south of Relocated Good Hope Road. This information will be given a thorough consideration in the further development of our study.

When we talked to you at the public hearing on this project, we said we would discuss your situation with Montgomery County Department of Transportation regarding their project to relocate Bonifant Road. In our discussions, they indicated the plans at Bonifant Road include auxilarily lanes along New Hampshire Avenue. These lanes will allow vehicles destined straight through the intersection to bypass vehicles making left turns. Since this is an improvement which is to be constructed this coming Spring, it is not possible to coordinate the right-of-way requirements of both projects.

I want to thank you for your interest in the highway development process as it relates to this study. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

My telephone number is (301) _____

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

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(This letter was typed by SHA in order to be legible after printing).

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. M 529-101-371
PDMS No. 153337
LOCATION/DESIGN PUBLIC HEARING
Maryland Route 650
Randolph Road to Maryland Route 198
Wednesday, January 6, 1988
John F. Kennedy High School
Original signed by
Barbara Syring

NAME _____ DATE 5/14/87

PLEASE PRINT ADDRESS 720 McNeil La.
CITY/TOWN Silver Spring STATE MD ZIP CODE 20904

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

1. Briggs Chaney Reloc.- BC-1 & BC-2 all call for a dead end at Briggs Chaney & N.H. Ave. To avoid people cutting thru the Safeway lot to go North on N.H. Ave., I suggest that:

1) select BC-1 because it requires less road construction (BC-2 is a 2nd choice; BC-3 is out because we like O'Keefe's

apples)

2) leave Briggs-Chaney open at the Safeway location so right turns can be made north onto NH Ave.

2. Put a left turn lane at the crossover between McNeil La & Harding Lane headed north. Making U-turns w/out a left turn lane is flat out suicide

3. This is wonderful project! Please do it yesterday!!

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

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation
State Highway Administration

RICHARD M. TRAINOR
Secretary
HAL KASSOFF
Administrator

June 26, 1987

Re: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to Maryland
Route 198
PDMS No. 153337

Ms. Barbara Syring
720 McNeil Lane
Silver Spring, Maryland 20904

Dear Mr. Syring:

I am responding to your letter of May 14, 1987, regarding our Project Planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate your comments on the study. The information you have provided will be given a thorough consideration as the study progresses.

Having conducted the Alternates Public Workshop and received your's, as well as others' comments, we have completed the initial stage of this study. Final Project Planning can begin. Detailed engineering and environmental investigations of the study alternates will be performed. This information will be assembled into a Draft Environmental Document. The document will be made available for public review prior to conducting a public hearing. The public hearing is scheduled to be held by the end of the year.

I thank you for your interest in the highway development process as it relates to this study. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Eye, Jr.
Deputy Director
Project Development Division

by: Randy Aldrich
Randy Aldrich
Project Manager

LHE/RCA/ih
cc: Mr. Michael Snyder

My telephone number is 333-1139

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

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July 12, 1987

PROJECT
DEVELOPMENT
DIVISION
JUL 15 2 42 PM '87

Mr. Randy Aldrich
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

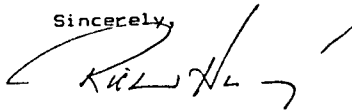
Dear Mr. Aldrich:

I wanted to comment on two of the points in your June 25 letter to me concerning your project on the widening on New Hampshire Avenue (Route 650) between Randolph Road and route 198.

In your letter you said that the outer lane of the road will be a 12 foot lane with a "2 foot offset" between the edge of the lane and the curb. Most of us call that "2 foot offset" a "gutter pan", for that is what it really is. The gutter pans on all the roads built in this fashion in our county are absolutely not safe for a bicycle to use. They are filled with detritus, glass fragments, other trash, and usually have joints that fill with plant material or desintgrate to sharp edges. In short, the gutter pans cannot be considered in the space that will be available for the bicyclist to use to safely travel. All bicyclists that would use Route 650 under your closed section option would be forced to share the 12 foot lane with the traffic. This is simply not wide enough to be safe for the bicyclist. The outer lane must be a 15 foot lane plus a gutter pan to provide sufficient width. Under your options this will be a high speed, heavily traveled road. You are creating a very hazardous situation and grave risk for all bicycle riders. This will be an unnecessary and unacceptable risk; people are going to be hurt and killed because bicycle use has not been planned for adequately.

As you pointed out in your letter to me, the State Highway Administration is very much aware that this roadway is currently a designated bikeway. It is in use by many bicyclists every day, especially on weekends. If you build 12 lane closed construction, you are taking an existing bikeway and making it an acute safety hazard. As a taxpayer I am concerned because this creates a situation where the State may well incur heavy liability for those bicyclists who are killed and injured as a result of the increased hazard that you are creating.

Sincerely,



Richard Hardesty
12908 Allerton Lane
Silver Spring, MD 20904

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January 26, 1988

RE: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to Maryland
Route 198
PDMS No. 153337

by: Randy C. Aldrich
Randy Aldrich
Project Manager

LHE:RCA:kw
cc: Mr. Michael Snyder

Mr. Richard Hardesty
12908 Allerton Lane
Silver Spring, Maryland 20904

Dear Mr. Hardesty:

This letter is in response to your correspondence pertaining to our Project Planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided about bicycle maneuverability with the roadways proposed in Alternative 3, the closed section roadway. This information will be given a thorough consideration in our development of a preferred alternative to recommend to the Administrator.

We share your concerns about the desirability of providing a 15' outside lane for bicyclist. But our right-of-way is very constrained, particularly in Segment I. To avoid further right-of-way impacts, we have used our minimum criteria to accomodate bicyclists. This calls for a 14' outside lane with bituminous paving material extending all the way to the face of the curb. This eliminates the traditional concrete gutter pan area.

Once again, thank you for the comments you have provided. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

My telephone number is (301) _____

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

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75

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. M 529-101-371
PDMS No. 153337
LOCATION/DESIGN PUBLIC HEARING
Maryland Route 650
Randolph Road to Maryland Route 198
Wednesday, January 6, 1988
John F. Kennedy High School
Original signed by
Joan Padula

NAME _____ DATE 12/23/87

PLEASE PRINT ADDRESS 300 Soapstone LH

CITY/TOWN Silver Spring STATE MD ZIP CODE 20904

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

I have been a resident of Stonegate for 18 yrs. and use these roads ever day.
I would like to address Briggs Chaney first. B3 in my opinion would be the
best realignment because of the Shopping Centers on both sides of the st.
This would eliminate accidents for Shoppers going either way. Naples has done
enough damage removing trees as a residential area we need them.

Md Rt 650 - it would cost less to put in 3 - 12' lanes each way now 20' Median
and 7' is enough on the side. The county is growing north of 108 and you
have to look at this instead of redoing it in later years.
Damascus is growing. The bottleneck from 97 to 108 will be a major concern.

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

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

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Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Ms. Joan Padula
January 25, 1988
Page 2

January 25, 1988

RE: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to Maryland
Route 198
PDMS No. 153337

by: Randy Aldrich
Randy Aldrich
Project Manager

Ms. Joan Padula
300 Soapstone Lane
Silver Spring, Maryland 20904

LHE:RCA:kw
cc: Mr. Michael Snyder

Dear Ms. Padula

This letter is in response to your recent correspondence regarding our Project Planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided about Segment II between the proposed Intercounty Connector and Maryland Route 198. This information, as well your endorsement of Alternative BC-3 to realign Norwood Road opposite Briggs Chaney Road will be given a thorough consideration in our development of a preferred alternative to recommend to the Administrator.

Your recommendation to provide 6 travel lanes in Segment II is an item we think may need to be addressed in the future. If land use in our study area remains static, 4 lanes will be adequate. But if land use were to be intensified, a process over which we have no control, 6 lanes may become more appropriate. One of the benefits of recommending the open section roadway in this segment is it would leave room to expand the roadway to 6 lanes without acquiring additional right-of-way.

I want to thank you for your interest in the highway development process as it relates to this study. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

My telephone number is (301) _____

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707 North Calvert St., Baltimore, Maryland 21203-0717

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December 24, 1987

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

I have written this letter to share with you my thoughts on your Maryland Route 650 project. I am on the project mailing list and thank you for sending me your recent document to support your public hearing on 01/06/88.

I am a 33-year resident of Montgomery County. I operate my vehicle in excess of 20,000 miles per year on our roads, as I am employed downtown as a federal employee, practice another job as a tradesman requiring travel to various worksites, am a student at the University of Maryland, and enjoy the shopping and recreation of this, my hometown. I am affected every minute by our inadequate highway system, which I acknowledge is not your fault but that of citizen opposition to the needed facility improvements which were on the master plan of 1967. I very strongly support your efforts to improve our roadways and only wish for speedier construction, difficult in this age of raids to the highway fund for nonhighway purposes.

In direct comment to the New Hampshire Avenue project, I urge you to select Alternate 2, the open section roadway. This option would permit the greatest use of this corridor:

Buses and private vehicles could pull off the roadway and onto the shoulder to discharge and pickup passengers.

Disabled vehicles could pull off the roadway and onto the shoulder to solve their problems.

Bicycles could operate safely on the shoulder, which would enhance recreation in the area and permit bicycling as a commuting alternative (New Hampshire Avenue is rather flat and a pleasure to cycle on).

In the event of a roadway obstruction (an accident or construction activity) the police or other authority could direct traffic onto the shoulder to permit continued traffic movement.

Alternate 2 is very suitable for this rural setting. A curb and sidewalk sounds very nice for downtown Silver Spring, but is not necessary for this upcounty area. A roadway with a shoulder is aesthetically pleasing in a rural setting.

In Alternate 2, during a snowfall, snowplows could clear the entire roadway rapidly without the caution of the snow blade hitting the curb. The plow could even be instructed to move snow off the

shoulder onto the side-grading, permitting the plowed shoulder to be used by disabled vehicles, bicycles, bus passengers and others - it is highly unlikely in a rural setting that landowners would shovel the sidewalk you would construct in Alternate 3. None of these benefits would be possible in Alternate 3, where a curb would narrowly define the roadway.

I recognize that additional roadway width is necessary for Alternate 2 over Alternate 3. However, this is the last opportunity your agency will have for a long long time to acquire right of way for New Hampshire Avenue. Barring nuclear catastrophe our region will continue to exist and grow for generations to come, and the shoulder you construct in Alternate 2 could be a future generation's additional traffic lane, with potential county funding. (Of course we would not speak of this desirable feature for fear of the citizen opposition . . .)

I have keen interest in Briggs Chaney Road, as I live at Briggs Chaney Road and Old Columbia Pike. I urge you to elect to move Briggs Chaney Road south of its present intersection with New Hampshire Avenue. There is a lovely apple orchard which would not be displaced if you selected this option. Also, it would lessen the concentration of traffic activity in the Cloverly commercial mess.

Lastly, I was elated to read that your agency is studying an interchange for Randolph Road. We need such a facility badly, and I wish you much success in this endeavor. If you have a project mailing list for this facility please add my name to it.

I wish Maryland could return to the "go-team" build philosophies of the late 1950s and early 1960s, when (it seemed) all our important roadbuilding took place. I can't think of one important new facility in my region that has been constructed since then. You seemed to build six-lane divided highways back then too, not the scaled down four-lane roads like Georgia Avenue, Bel Pre Road, and Route 28 that we see today.

Please improve Maryland's highways as soon as possible. Please get on with the important business of building interchanges onto Montgomery's portion of US29. You have my strongest support in all your endeavors. If there are any citizen boards you may need members for, I am willing to serve.

Thanks for taking the time to read my letter.


Gregory L. Dinardi

2831 Shepperton Terrace
Silver Spring, MD 20904

301 / 236-6888

JK

SHA

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

January 26, 1988

RE: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to Maryland
Route 198
PDMS No. 153337

Mr. Gregory I. Dinardi
2831 Shepperton Terrace
Silver Spring, Maryland 20904

Dear Mr. Dinardi:

This letter is in response to your recent correspondence regarding our Project Planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided and your endorsements of Alternative 2; reconstruction into an open section roadway, and Alternative BC-1; relocation of Briggs Chaney Road south intersecting New Hampshire Avenue at Norwood Road. This information will be given a thorough consideration in our development of a preferred alternative to recommend to the Administrator.

As requested, you have been enrolled on our project mailing list for studies of a grade separation at Randolph Road. Due to excess traffic bearing capacity at this intersection with the completion of this project and the county's project to widen East Randolph Road, this study will proceed at a more leisurely pace. Via the mailing list, you will be advised of future public meetings.

I want to thank you for your interest in the highway development process as it relates to this study. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by:

Randy Aldrich
Randy Aldrich
Project Manager

LHE:RC4:kw
cc: Mr. Michael Snyder

My telephone number is (301) _____

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bl

McHUGH & ASSOCIATES, INC.
REAL ESTATE APPRAISERS AND CONSULTANTS
2000 GROSVENOR CENTURY PLAZA
SUITE 401
COLUMBIA, MARYLAND 21044

McHUGH

MICHAEL GALLAGHER

**ROADWAY ADMINISTRATION
INQUIRIES AND/OR COMMENTS**

Project No. M 529-101-371
PMS No. 153337
DESIGN PUBLIC HEARING
Maryland Route 650
Road to Maryland Route 198
Wednesday, January 6, 1988
John F. Kennedy High School

PROJECT
DEVELOPMENT
DIVISION

Dec 23 9 50 AM '87

NAME McHugh and Associates Inc. DATE Dec 24, 1987

PLEASE PRINT ADDRESS 2000 Grosvenor Century Plaza #401

CITY/TOWN Columbia STATE Md ZIP CODE 21044

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

1. Inquiry as to the future development of the existing land parcel of 745 + or -
acres owned by the Washington Suburban Sanitary Commission at the southwest corner
of Ednor and New Hampshire Ave. Inquiry relates to whether the administration has
included in its plans and studies the impact of the sale of this land to private
developers who intend to ultimately develop this site into a high density commercial
area.

2. Is not the actual reason for this widening of Route 650 intended to support this
future development of this site currently owned by WSSC?

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

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

CB



Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

McHugh and Associates, Inc.
January 19, 1988
Page 2

January 29, 1988

RE: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to Maryland
Route 198
PDMS No. 153337

McHugh and Associates, Inc.
Real Estate Appraisers and Consultants
2000 Grosvenor Century Plaza
Suite 401
Columbia, Maryland 21044

Dear Sirs:

This letter is in response to your recent correspondence regarding our Project Planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided pertaining to the Washington Suburban Sanitary Commission (WSSC) property for sale at the corner of New Hampshire Avenue and Ednor Road. The design year 2016 traffic forecasts generated for this study were developed utilizing the existing residential zoning for the WSSC site. Our build alternatives were developed to provide sufficient capacity to accommodate vehicular trips from the existing land use. If land use is intensified, a process we have little control over, it may change the volume of vehicular trips in Segment II between the proposed Intercounty Connector and Maryland Route 198. If the open section roadway, Alternative 3, were selected in the segment, the roadway could be widened at a future date without acquiring additional right-of-way.

I want to thank you for your interest in the highway development process as it relates to the study. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Randy C. Aldrich
Randy Aldrich
Project Manager

LHE:RCA:kw
cc Mr. Michael Snyder

My telephone number is (301) _____

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707 North Calvert St., Baltimore, Maryland 21203-0717

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. M 529-101-371
PDMS No. 153337
LOCATION/DESIGN PUBLIC HEARING
Maryland Route 650
Randolph Road to Maryland Route 198
Wednesday, January 6, 1988
John F. Kennedy High School
Original signed by

NAME Douglas W. & Sarah B. O'Keefe DATE Dec. 29, 1987

PLEASE PRINT ADDRESS 15400 New Hampshire Ave.

CITY/TOWN Silver Spring STATE Maryland ZIP CODE 20904

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

This refers to the project-Alt. B-C-3- at Cloverly.

We purchased this 11 acres of 20 year old orchard 47 years ago and it has been our home and living ever since. It has been producing, and is still producing an average of six thousand (6000) bushels of apples each year - more food than any 10-12 acres of ground in Montgomery County.

Since the county and state governments are trying to preserve agricultural acreage, why would you want to ruin this orchard with a road? It would ruin it, as you would be taking the middle right out of the orchard - part of it would be on each side of the new road.

We strongly object to this plan.

Sincerely,

Sarah B. O'Keefe

Douglas W. O'Keefe

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

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

January 26, 1988

RE: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to Maryland
Route 198
PDMS No. 153337

Mr. Douglas W. O'Keefe
Ms. Sarah B. O'Keefe
15400 New Hampshire Avenue
Silver Spring, Maryland 20904

Dear Mr. and Mrs. O'Keefe:

This letter is in response to your recent correspondence regarding our Project Planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided of the affects associated with Alternative BC-3 on your apple orchard in Cloverly. This information will be given a thorough consideration in our development of a preferred alternative to recommend to the Administrator.

I want to thank you for your interest in the highway development process as it relates to this study. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Randy Aldrich
Randy Aldrich
Project Manager

LHE:RCA:kw

cc: Mr. Michael Snyder
Ms. Cynthia D. Simpson

My telephone number is (301) _____

Teletypewriter for Impaired Hearing or Speech
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707 North Calvert St., Baltimore, Maryland 21201-0717

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STATE HIGHWAY A STR
QUESTIONS AND/OR COMMENTS

Contract No. M 529-101-371
PDMS No. 153337
LOCATION/DESIGN PUBLIC HEARING
Maryland Route 650
Randolph Road to Maryland Route 198
Wednesday, January 6, 1988
John F. Kennedy High School
Original signed by

NAME Betty J. Becraft Leonard A. Becraft DATE 12/30/87
Bus:- Becraft's Farm Produce, Inc.-14722 New Hampshire Ave.
PLEASE PRINT ADDRESS 15649 Santini Rd- Silver Spring, Md. 20904
Home CITY/TOWN Burtonsville STATE Md. ZIP CODE 20866

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

Gentlemen,

I, Leonard A. Becraft and Betty J. Becraft own land at 14722 New Hampshire Ave. Silver Spring, MD 20904 and operate a farm market at this location under the Grandfather Clause. The highway project is taking our building and I would like to know if the relocated building can still be operated under the Grandfather Clause, in selling our produce? This market has been in existence for at least 50 years or longer selling farm products from the property and the adjoining historical site Hopkins/Fev House at 204 Heil Rd. Silver Spring, Md. 20904.

1) I would like to know if this historical connection of properties, make this stand a historical site? 2) Rt. 650 construction will be affecting 10 agricultural roadside markets, which help to feed the many people moving into this area. I believe the State has not considered the negative effect of closing orchards and private food markets to thousands of people (bread basket of Eastern Mont. Co.) I plan to continue the sale of fruit and farm products from this property after the realignment of Rt. 650. I presently have a 50 foot wide entrance driveway from Rt. 650 and I am requesting the State in this engineering studies to provide us with a double wide entrance driveway to this property of a comparable 50 foot for the safety of incoming and exiting customers. This is our

Please add my/our name(s) to the Mailing List. * full time business and source

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

of income and will be looking forward to the State in helping us relocating our market on this property.

Yours truly
Leonard Betty Becraft

Home Phone - 301-421-1117
Market 301-236-4545

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Maryland Department of Transportation
State Highway Administration

Charles W. Nor
Secretary
Hal Kassoff
Administrator

Mr. and Mrs. Becraft
Page 2

January 27, 1988

Re: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to
Maryland Route 198
PDMS No. 153337

Mr. Leonard A. Becraft
Ms. Betty J. Becraft
15640 Santini Road
Burtonsville, Maryland 20866

Dear Mr. and Mrs. Becraft:

This letter is in response to your recent correspondence pertaining to our Project Planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided pertaining to the affects of our build alternatives to your produce stand at 14722 New Hampshire Avenue. The comments you have provided will be given a thorough consideration in our development of a preferred alternative for this study.

We have two build alternatives, Alternative 2 and Alternative 3, in the segment of our study in which your produce stand is located. Alternative 2, which proposes a 4 lane divided roadway with shoulders along each edge requires acquisition of your produce stand. Alternative 3, which also proposes a 4 lane divided roadway, but which has curbs along each edge, leaves your stand intact. If Alternative 2 were selected, we would compensate you for the loss of your stand. You would be able to erect a new stand on the remaining portion of your property by obtaining a special exception from the Planning Commission in Silver Spring. This special exception, an extension of your grandfather clause, would permit you to continue business. You will be advised, via the project mailing list in which you are currently enrolled, when our preferred alternative has been officially approved.

Although your stand has been in continuous operation for many years and lies adjacent to the Hopkins/Frey House on Heil Road, it was not included in a list of historically significant structures located within the study corridor. These lists are developed by the Maryland Historical Trust using data compiled by Montgomery County and are very comprehensive. The Hopkins/Frey House, which predates your stand, is eligible for inclusion on the National List of Historic Places. Your stand has not been included on even a lower category; those places of inventory significance.

My telephone number is (301) 333-1139

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

In the Environmental Effects Report prepared for this study, we investigated the socio-economic impacts associated with widening this roadway. Although we do affect some of the produce stands along this roadway, most of them, like yourself, would be able to relocate and continue in operation. This results in a negligible affect on future purchases of produce along the roadway.

At the completion of project planning activities, we will be turning this study over to Montgomery County Department of Transportation for completion of final design, right-of-way acquisition, and construction phases of the highway development process. When they contact you to negotiate for right-of-way, you can discuss with them the type of entrance you will need. Representatives of State Highway Administration will closely monitor the county's process to ensure compatibility with this initial development process.

I want to thank you for your interest in the highway development process as it relates to this study. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Randy Aldrich
Randy Aldrich
Project Manager

LHE/RCA/ih

cc: Mr. Michael Snyder
Mr. Richard Ravenscroft

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(This letter was typed by SHA in order to be legible after printing).

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

Contract No. M 529-101-371
PDMS No. 153337
LOCATION/DESIGN PUBLIC HEARING
Maryland Route 650
Randolph Road to Maryland Route 198
Wednesday, January 6, 1988
John F. Kennedy High School
Original signed by
Ed Bender

NAME _____ DATE _____

PLEASE PRINT ADDRESS 506 Midland Rd. _____

CITY/TOWN Silver Spring STATE Md. ZIP CODE 20904

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

As representative for Paint Branch Farms in the Greater Colesville

Citizen Association -

1. Do you now have a light at Midland Rd and facility that we can turn
& South on N. Hampshire Ave.? (650)

2. Did you include a light at Clifton Rd. to facilitate going
East & West on Randolph Rd.?

Appreciate you reply for our
next meeting.

Thanks kindly,

Please add my/our name(s) to the Mailing List.* for Randolph Rd. Changes

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

SS



Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

SA

Mr. Ed Bender
January 29, 1988
Page 2

January 29, 1988

RE: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to Maryland
Route 198
PDMS No. 153337

by: Randy Aldrich
Randy Aldrich
Project Manager

Mr. Ed Bender
506 Midland Road
Silver Spring, Maryland 20904

LHE:RCA:kw
cc: Mr. Michael Snyder
Mr. Ronald C. Welke (with incoming)

Dear Mr. Bender:

This letter is in response to your recent correspondence regarding our Project Planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I want to provide some information on your request concerning traffic signals. At the Project Planning stage of the Highway Development process, we do not analyze specific intersections to determine if traffic conditions warrant the installation of traffic signals. During the final design stage, each intersection along this section of New Hampshire Avenue will be analyzed. If traffic volumes at the time of construction meet or exceed our signal warrant criteria, a signal installation will be programmed. Final Design activities on New Hampshire Avenue will begin later this year with construction scheduled to begin about 1-2 years later.

The intersection between Randolph Road and Clifton Road is outside of our jurisdiction. Mr. Ron Welke, Chief, Division of Traffic Engineering for Montgomery County Department of Transportation has been provided a copy of this letter. If he has not contacted you within 30 days, please give him a call to discuss this intersection. His telephone number is 217-2190.

I want to thank you for your interest in the highway development process as it relates to this study. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

My telephone number is (301) _____

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300 North E Street, Baltimore, Maryland 21201-0717

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Comments on State Highway Administration Contract
No. M 529-101-371
PDMS No. 153337
Maryland Route 650 Randolph Road
To Maryland Route 198

by John C. Price January 3, 1987
707 Orchard Way
Silver Spring Maryland 20904 Telephone 384-0878

I have attended the open house at White Oak Junior High concerning this proposed development: my remarks apply specifically to the green document (undated) which was mailed from Baltimore on December 22, 1987.

It is my position that the proposed alternatives are either inadequate (Alternative 1 - No-build), or excessive (Alternatives 2 and 3). It is striking that we are confronted with essentially opposite alternatives: do nothing (#1), or else go the superhighway route with 6 lanes at either 148 foot minimum right of way (#2) or 114 foot minimum right of way (#3) for the segment portion of the roadway, while an intermediate position is not presented. As a resident of the area I am familiar with the roads and traffic. I feel that a much lower level of construction will be quite adequate for the foreseeable future, i.e. 10-15 years, provided the county adopts a new policy of upgrading roads to maintain safety and efficient use.

It is stated on page 2 of the Highway document referred to above "Maryland 650 has not been upgraded to keep pace with these advancing growth trends". This is evident to anyone who uses the road regularly. I believe this is a destructive policy which by design or ignorance forces us to consider drastic alternatives for improving roads. The county does not upgrade roads, it only builds new ones. I cite the following as evidence for the county's failure to upgrade this road:

1. I have seen vehicles cross route 650 some 30-40 feet north of Randolph road, from the Exxon station on the west side to the 7-11 store on the other side (6 lanes). This is inconsiderate and disruptive to cars waiting at the intersection, but not particularly dangerous because the area is protected by the traffic light.

2. I have seen vehicles cross from the 7-11 store at the corner of Route 650 and Randolph Road (northeast corner) to the far west lane of 650 southbound (6 lanes) in order to make a right turn onto Randolph Road westbound. This is inconsiderate and disruptive. On a regular basis cars from the 7-11 cross Route 650 northbound (3 lanes) in order to join 650 southbound, frequently blocking the left turn lane on 650 southbound.

Leaving aside the issue whether the county should have allowed a convenience store to be established at the corner

of this congested intersection, I feel the highway department is irresponsible in not extending the median strip on 650 north of Randolph Road in order to prevent the vehicle movements just described.

3. I have seen a pickup truck drawing a house-trailer pass through the 650-Randolph Road intersection eastbound, then turn left into the MacDonalds just to the east in order to make the left turn onto Route 650 northbound (behind MacDonalds, through the Colesville shopping center, then exit on 650 northbound). I ask myself how in good conscience could the county have fought for and constructed the 6 lane divided highway from Georgia Avenue to 650, on which traffic regularly flows at 50 mph during rush hour, without acting to improve the intersection of 650 and Randolph Road? It is commonplace in the afternoon for traffic from Randolph Road eastbound to wait 3-4 light cycles at Route 650 in order to make the left turn onto Route 650.

4. From 4:30 pm till 6:30 northbound traffic on 650 becomes heavily congested at Randolph Road. It might seem that this is due to the funneling of 3 lanes northbound into 1 lane at Midland Avenue, just north of Randolph Road. This is false. The basic problem is the failure of the county to provide means for northbound traffic to make left turns, particularly onto Notley road. This problem becomes critical when more than 4 cars queue up on 650 northbound to execute this turn. I have personally seen traffic unable to cross Randolph Road northbound because of the obstruction at Notley road.

At the White Oak open house I discussed this particular problem with Mr. Randy Aldrich (Project Manager for this project), pointing out that by extending the paved right (bypass) area of 650 northbound around Notley Road this problem could be greatly alleviated. He informed me that the county cannot do this because it does not own the right of way. In this case I feel it is trivially obvious that the county should use the same procedure already applied to establish the existing bypass in order to extend the strip by 40-50 feet. This would greatly help the congestion on 650 south of Notley road.

5. I have seen Route 650 traffic unable to cross Randolph Road northbound because too many vehicles were trying to turn left at Bonifant road some 3/4 mile to the north. Again a minimal effort to pave the east (bypass) side on Route 650 would greatly facilitate traffic by improving flow toward the north. If the county does not have access to this 12-15 foot wide strip it should use the mechanism which has been applied elsewhere on county roads.

6. Those passing the Bonifant/650/Cape May intersection see at once how awkward right turns are from Cape May onto 650 northbound. For a fraction of the cost contemplated for this project the county could relocate the telephone pole at this intersection, providing a reasonable turning lane for traffic

37 John C Price

making this turn. I realize this intersection is to be reconstructed soon. However my suggestion could have been implemented 10 years ago, saving innumerable drivers from this clumsy and somewhat dangerous turn.

7. In the morning southbound traffic on 650 is congested just north of Randolph Road. This is not due not so much to lack of highway capacity, but rather the need for traffic to jog right rather abruptly at Midland Road, combined with the fact that southbound vehicles frequently slow or stop at this point to turn left into the gas station, or into the Colseville shopping center on the east side of 650.

Even casual inspection will convince anyone that by relocating the telephone pole and (incredible) mailbox on the west side of 650 one may expedite the flow of traffic on southbound 650, with greatly improved traffic flow for considerable distance back up 650 to the north. Unfortunately this is impossible as it would make still worse the dangerous traffic flow pattern into and out of the Giant parking lot on the west side of Route 650.

8. At a meeting of the local civic association some 7-10 years ago a professional highway consultant who lives in this neighborhood discussed a proposed development which would have obvious impact on traffic flow in the vicinity of the Randolph Road/650 intersection. After giving very clear and logical analysis of what were the traffic factors involved and that should happen, he advised us to get a lawyer and go to court to argue our position. As he said (I cannot quote the exact words) - Don't think that the county will represent you in issues of convenience and safety of the highways - all you have to do is look at the situation at the Giant exit on 650 to know better than that. Of course we all recognized his argument: if there is anyone who believes that safety is a concern of the highway department I invite that person to meet me at 5PM on a weekday at the exit of the Giant parking area on route 650 to observe the traffic flow, realizing that is the original design approved by the county years ago, and totally unsafe since the store opened. I note that accidents there are very infrequent as all local traffic recognizes the extreme danger of the situation. But the anxiety levels are extreme.

I have presented this material in order to illustrate that the county does in fact have a policy of building large new roads in preference to upgrading existing ones. A change of policy to support modest changes to roads as needed, together with a conservative roadbuilding policy, such as a four lane road (no median strip, just a low barrier with left turn lanes at intersections) will serve this area well, long after the intersections have reached saturation and the only feasible upgrade is grade separation and cloverleaves. It will also save tax dollars and respect the residential nature of most of the county.

It is not clear to me that the highway department is responsible for the current situation: it is possible that the department is deliberately understaffed so that massive construction projects are the only feasible alternative for keeping up with population growth in the county. Let us begin to pay more attention to those who use the roads rather than those who build them.

John C. Price

John C. Price



Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Mr. John C. Price
January 22, 1988
Page 2

January 22, 1988

RE: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to
Maryland Route 198
PDMS No. 153337

Mr. John C. Price
707 Orchard Way
Silver Spring, Maryland 20904

Dear Mr. Price:

This letter is in response to your recent correspondence regarding our Project Planning study on Maryland Route 650 (New Hampshire Avenue), between Randolph Road and Maryland Route 198. I appreciate the comments you have provided about the study alternatives proposed for Segment I of the study. This information will be given a thorough consideration in our development of a preferred alternative to recommend to the Administrator.

Perhaps I can provide some additional information pertaining to planned changes in the existing roadway network to supplement what appeared in the green public hearing brochure. First, we agree the intersection at Randolph Road and New Hampshire Avenue is far from a desirable intersection. Knowing that future year traffic forecasts indicate severe congestion will occur during the morning and evening peak periods, we have begun a preliminary investigation of a grade separation at this location. If this intersection were to be grade-separated, it would alter some of the commonly used, legal or illegal, means of access used by motorists.

Second, Montgomery County Department of Transportation has plans, to be implemented in the near future, to widen East Randolph Road between New Hampshire Avenue and Old Columbia Road into a divided roadway, similar in appearance to the roadway west of New Hampshire Avenue. Also, to expedite traffic flow until work commences on the widening of New Hampshire Avenue, the roadway will be widened between Randolph Road and immediately north of Notley Road to provide a center turn lane. This will allow space for left turns without

impeding the flow of northbound traffic. Finally, Bonifant Road will be relocated to intersect New Hampshire Avenue opposite the recently relocated Good Hope Road. Multi-lane approaches on New Hampshire Avenue will be provided. The existing Bonifant Road intersection will be closed after this relocation is completed. With the construction of the proposed Intercounty Connector sometime in the future, the interchange at New Hampshire Avenue may require the closure of the Cape Road intersection.

The widening of New Hampshire Avenue in Segment I is consistent with the Approved and Adopted Eastern Montgomery County Master Plan. This plan envisions a six lane divided roadway between Colesville and the Intercounty Connector. In addition, our traffic forecasts for the design year of this study, 2016, developed in cooperation with land use forecasts of the Metropolitan Washington Council of Governments, show four travel lanes will be insufficient to accommodate vehicular trips within this forecast. We feel it is desirable to have six lanes in this segment.

Thank you for your interest in the highway development process as it relates to this study. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Randall C. Aldrich
Randy Aldrich
Project Manager

LHE:RCA:bh

cc: Mr. Michael Snyder

My telephone number is (301) 333-1139

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

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January 5, 1988

BY MESSENGER

Mr. Neil J. Pedersen, Director
Office of Planning and Preliminary
Engineering
State Highway Administration
Post Office Box 717
Baltimore, Maryland 21203-0717

Re: Maryland Route 650/
New Hampshire Avenue
Contract No. M529-101-371
PDMS No. 153337

Dear Mr. Pedersen:

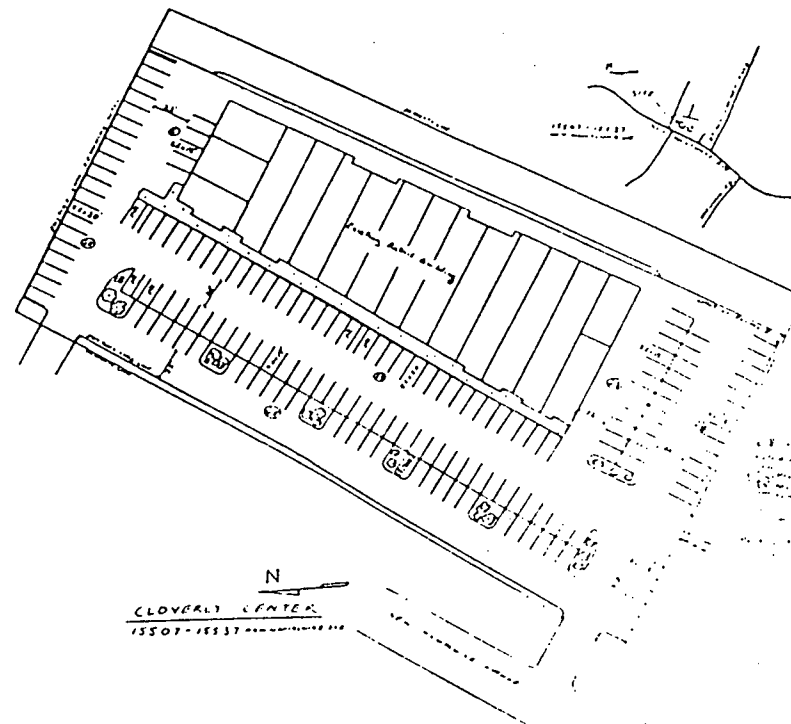
I am writing in regard to the proposed road widening of Maryland Route 650 (New Hampshire Avenue) from Randolph Road to Maryland Route 198 (Spencerville Road). Please include this letter in the "Public Hearing Transcript". Miller Investments owns two properties along Route 650 between Randolph Road and Spencerville Road. These are:

1. 2.69 acres improved by the Cloverly Center
15507-15537 New Hampshire Avenue
Montgomery View, Block A Lot 10
2. 1.27 acres known as Charles E. Lechliden's Addition to Colesville, Block A Lots 7 and 8 and part of Snowden's Manor Enlarged East Side of New Hampshire Avenue, North of Cape May Road.

CLOVERLY CENTER

Of greatest concern is the effect the proposed widening will have on the Cloverly Center (Exhibit 1). The site of the Cloverly Center was subdivided and recorded in Plat Book 79 at Plat 7971 in the Land Records of Montgomery County Maryland.

(1)



-72-

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Opposition to Loss of Parking

Dedication Made in Past

When the land was subdivided in anticipation of development, the front property line was set 60 feet back from the center line of Route 650. Substantial land area was dedicated by the owners of the center to allow for the future widening of Route 650. The shopping center was built with the assumption that dedication of the right-of-way would ensure protection from further taking in the future.

Analysis Prior to Purchase

Miller Investments purchased the Cloverly Center in October 1987. Prior to the purchase, we investigated the Route 650 right-of-way to determine if there was sufficient setback. In our calls to the State Highway Administration, we were told that Route 650 was in preliminary planning. No mention was made that part of the parking lot was in the proposed taking area. The recently built shopping center on the west side of Route 650 and to the south was also examined to verify its setback. We were able to determine that its setback was 60 feet from the center line of the road. Therefore, we felt certain that a width of 120 feet for the right-of-way was sufficient for the road widening.

Approved Master Plan

The Approved and Adopted Master Plan for Eastern Montgomery County Planning area calls for a right-of-way of 120 feet along Route 650. No mention is made in the master plan of realigning Route 650 through Cloverly so that the center line of the road is moved east, infringing on the established commercial areas on the easterly side of New Hampshire Avenue.

Recent Improvements to the Site

Since the purchase, we have invested \$500,000 in renovating the center -- replacing the fascia and signage, bringing a sprinkler system and natural gas to the center, adding concrete curbing and new lighting to the parking lot, and repaving and relandscaping the parking lot (Exhibit 2). In effect, Miller Investments has created a "new" shopping center that is providing a necessary and vital service to the community.

(2)

Miller Investments regrets that State Highway Administration is considering an alternative that would threaten the future of the Cloverly Center. The Cloverly Center is the largest shopping center between Colesville, Briggs Chaney Road and Route 29 and Olney. Sufficient parking and ease of access are features that attract customers to a shopping center. The Cloverly Center has provided its customers with these features for over ten years. Several of the alternatives proposed by the State Highway Administration would drastically reduce the parking available to customers of the Cloverly Center.

To some people, a parking lot may look only like open ground. But by reducing the number of parking spaces, the leasability, and thus the value of the Cloverly Center would be severely diminished. We oppose any alternative that would decrease the number of parking spaces available to our customers. In addition, we will seek severance damages from the state for the loss of potential income which would result from the taking of the parking spaces. The "Environmental Assessment", prepared by MD DOT/SHA, states that under Alternative 2, approximately 80 of the 180 parking spaces would be lost.

This loss would result from relocating the center line of New Hampshire Avenue to the east, in an effort to preserve the commercial uses directly across the street from our center at 15524 New Hampshire Avenue. This former farm house (shown in Exhibit 3) has had additions tacked onto it with no apparent attempt made to unify the additions with the original structure. Unfortunately, this has resulted in an eyesore to the business and residential community in Cloverly. By leaving the center line of Route 650 in its current location, or moving the center line toward the west, the commercial property owners along the westerly side of Route 650 in Cloverly would be reimbursed for their loss and be able to redevelop their properties in a manner suitable for the area.

Endorsement for Alternative 3-Option 1

While our access to plans and drawings is limited to the "Environmental Assessment", Miller Investments strongly endorses Alternative 3-Option 1 as long as it does not require the loss of parking. This alternative and option would have the least effect on the established businesses of Cloverly. Not only would there be no loss in parking spaces at the Cloverly Center, but the Cloverly Citgo (formerly Cloverly Exxon) at 15501 New Hampshire Avenue would also be preserved. This alternative and option follows the right-of-way originally intended when the Cloverly Center was subdivided and developed, and has been the basis of development by the Shell Oil Company and 7-Eleven, also located on the east side of Route 650 in Cloverly.

(3)

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Not only would Alternative 3-Option 1 inflict the least amount of hardship to the businesses along Route 650, it would also be the least expensive alternative for the State in acquiring the right-of-way. When one adds in the severance damages from the loss of parking at the Cloverly Center, the cost differential in favor of Alternative 3-Option 1 will be even more significant. It should also be pointed out that this option would minimize the curvature of the roadway at this point.

Quick-Take

The Cloverly Center does not qualify for "quick-take" because the parking lot is a vital and integral part of the shopping center. The parking lot is an improvement that affects the operation of the shopping center. Miller Investments will actively oppose any efforts to "quick-take" any of the center's parking areas.

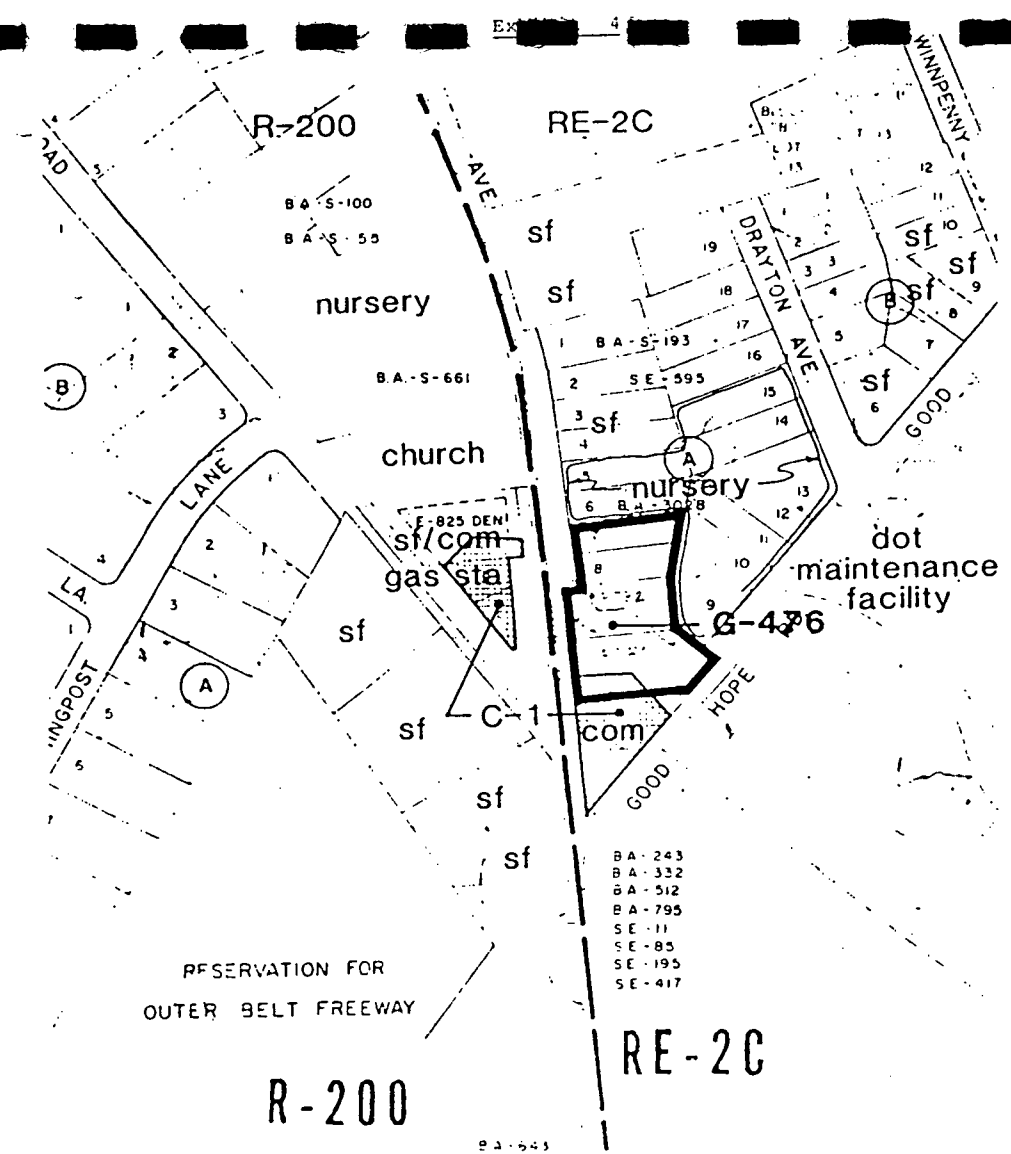
NEW HAMPSHIRE AND CAPE MAY ROAD

The second property, owned by Miller Investments and affected by the widening of Route 650, is located on the east side of New Hampshire Avenue, north of Cape May Road (Exhibit 4). This property is currently before the Planning Board for a change in zoning to C-4. Miller Investments is planning to construct a small strip shopping center on this site that would serve the needs of the residents in the Good Hope and Bonifant Road areas, and the Stonegate, Colesville Manor, and Colesville Farm subdivisions.

MEDIAN CUTS

Miller Investments endorses a change in the road widening proposal that would increase the number and frequency of median cuts, thereby providing opposite direction access to commercial areas along the roadway. Obviously, of particular concern would be a median cut at the Cloverly Center. We believe that this would be a safer alternative than having cars make U-turns in order to reach the shopping center. Also, a median cut at our property north of Cape May Road to serve the proposed strip shopping center would be helpful to the local citizens who would use the center.

(4)



ZONING APPLICATION G-476


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SUMMARY

Miller Investments opposes any alternative that would result in a loss of parking spaces at the Cloverly Center. We will seek severance damages from the state for the loss of potential income which would result from the loss of any parking spaces. The Cloverly Center is not subject to "quick-take". The parking lot is vital and integral to the operation of the shopping center. We favor Alternative 3-Option 1 as it would have the least effect on businesses in Cloverly and is less expensive. We strongly endorse an increase in the number of median cuts through Cloverly so that businesses are better served.

Thank you for taking time to examine Miller Investments' position with regard to the widening of Maryland Route 650. Please feel free to call me if I can provide any additional information regarding these properties or to clarify our position on the road widening.

Sincerely,


Thomas C. Miller

cc: Hal Kassoff
Michael Snyder
Randy Aldrich
Harry Bearch, Jr.
Paul Ramey
Robert S. McGarry
George W. Mosburger
William M. Canby

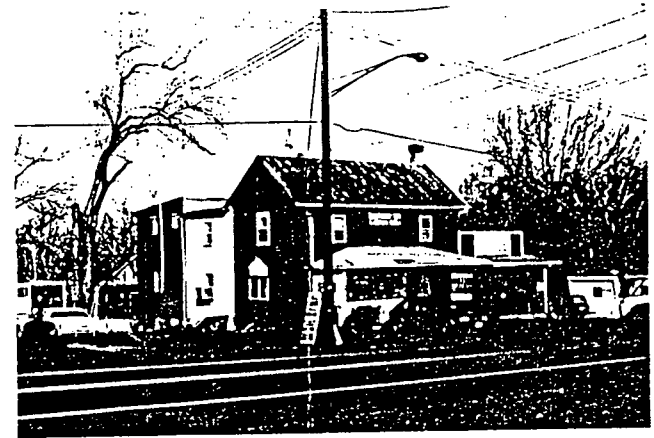
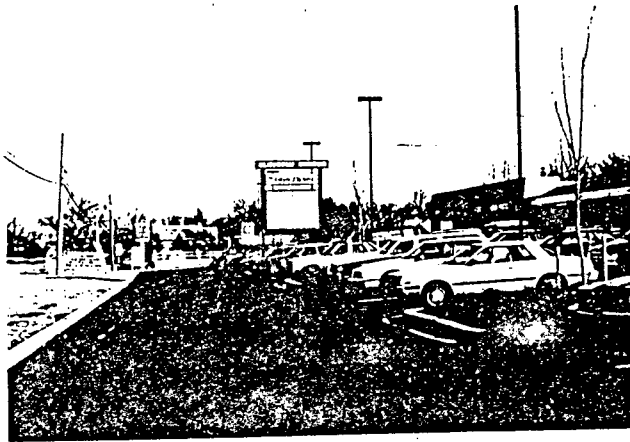
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93

15524 New Hampshire Avenue

Exhibit 2

Cloverly Center



94

-76-



Maryland Department of Transportation
State Highway Administration

Richard W. Trainor
Secretary
Hal Kassoff
Administrator

January 29, 1988

Re: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to
Maryland Route 198
PDMS No. 153337

Mr. Thomas C. Miller
Miller Properties
4813 Bethesda Avenue
Bethesda, Maryland 20814

Dear Mr. Miller:

This letter is in response to your correspondence of January 5, 1988 pertaining to our Project Planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided concerning the study alternatives' affects to your properties, the Cloverly Center at 15507-15537 New Hampshire Avenue, and four parcels in the northeast corner of New Hampshire Avenue and Cape May Road.

We are taking a closer look at the items involving access and loss of parking. After we have completed our analysis, we will contact you.

Thank you for your interest in the highway development process as it relates to this study.

Very truly yours,

Neil J. Pedersen

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

NJP/ih

cc: Mr. Michael Snyder
Mr. Louis H. Ege, Jr.
Mr. Richard M. Ravenscroft

My telephone number is (301) 333-1110

Teletypewriter for Impaired Hearing or Speech
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707 North Calvert St., Baltimore, Maryland 21203-0717

95

PROJECT
DEVELOPMENT
DIVISION

JAN 26 10 32 AM '88

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. M 529-101-371
PDMS No. 153337
LOCATION/DESIGN PUBLIC HEARING
Maryland Route 650
Randolph Road to Maryland Route 198
Wednesday, January 6, 1988
John F. Kennedy High School

NAME Nazir Baig DATE 1/7/88

PLEASE PRINT ADDRESS 8787 Georgia Avenue, Room 300, Silver Spring, MD 20910

CITY/TOWN _____ STATE _____ ZIP CODE _____

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

We support built alternatives to improve New Hampshire Avenue. It is expected
that SIA would take into consideration noise and storm water impacts. Paint
Branch is a Class III watershed and must be protected.

- Please add my/our name(s) to the Mailing List.*
 Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

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Maryland Department of Transportation
State Highway Administration

Randy
Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Mr. Hazir Baig
Page 2

February 3, 1938

Re: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to Maryland Route 198
PDMS No. 153337

Mr. Hazir Baig
Maryland-National Capital Park
and Planning Commission
3787 Georgia Avenue
Room 300
Silver Spring, Maryland 20910

Dear Mr. Baig:

This letter is in response to your recent correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate your support for a build alternative along with your concerns for the area's environment. Your comments will be given a thorough consideration in our development of a preferred alternative to recommend to the Administrator.

Within the Environmental Effects Report prepared for this study, we investigated future noise levels associated with a widened New Hampshire Avenue. Since existing noise levels already exceed the Federal Highway Administrations Noise Abatement Criteria of 67 dBA and since future levels will be several decibels higher than existing levels, we considered mitigating the excessive noise levels through the construction of barriers. Due to the numerous driveways and intersecting streets along this roadway, there would be too many breaks in the barrier to make it function effectively. Thus barriers along New Hampshire Avenue to lessen noise levels will not be constructed.

We also studied the effect of increases in stormwater runoff draining into both Paint Branch and Northwest Branch. Through the implementation of rigorous infiltration techniques, we will be controlling both the quantity and quality of water discharged into these streams. We anticipate no change to the habitat of the Brown Trout which thrive in the Paint Branch.

My telephone number is (301) _____

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

I want to thank you for your interest in the highway development process as it relates to this project. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: *Randy C. Aldrich*
Randy Aldrich
Project Manager

LHE/RCA/ih

cc: Mr. Michael Snyder

97

Shell Oil Company



Suite 401
15200 Shady Grove Road
Rockville, MO 20850

Mid-Atlantic District

January 7, 1988

Mr. Randy Aldrich
Project Manager
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Re: Relocation of Maryland Route 650
and Effect on Shell Service Station at
15541 New Hampshire Avenue
Silver Spring, Maryland
Our #219-8478-0904
Your #M529-101-371
PMS #153337

JAN 12 2 22 PM '88
PROJECT
DEVELOPMENT
DIVISION 1

Dear Mr. Aldrich:

Reference is made to the hearing held on Wednesday, January 6, 1988, on subject relocation and our conversation prior to and at the meeting. While we certainly can see the need of an improved roadway along New Hampshire Avenue, we believe that the movement of the center line of the road westerly is completely unfair to the commercial development on the westerly side of New Hampshire Avenue from Briggs Chaney Road north to McNeil Avenue. These commercial properties have already dedicated extensive property to the state for projected road changes. The property owners on the easterly side have never dedicated property and under your proposed Alternate 2 open section plan would not be as affected as the property owners on the westerly side who already have dedicated property. If this design is adopted we would consider it destructive to our current operation and all current improvements would have to be rebuilt at an estimated cost of approximately \$850,000. This would be part of our claim for just compensation.

We do believe, as many others did at the hearing, that Alternate 3 the closed section alternative with 90' of right of way as shown on page 10 for Segment II in the green book is a much more favorable alternative.

We certainly appreciate the time and effort you have given us and, if you would like further discussion, please do not hesitate to give us a call.

Very truly yours,

J. M. Russell
District Real Estate Representative

cc: Neil J. Pederson, Director
Office of Planning & Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Mr. Michael Snyder
District Engineer, District #3
State Highway Administration
9300 Kenilworth Avenue
Greenbelt, Maryland 20770

Mr. Richard Ravenscroft
Chief Right of Way
District 3 Office of Real Estate
9300 Kenilworth Avenue
Greenbelt, Maryland 20770

R. L. Henry - Territory Manager, Shell Oil Company

R. O. Carroll - District Engineer, Shell Oil Company



WAO4212/8800704
Q4

WAO4212/8800704
Q4



Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

RE: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to Maryland Route 198
PDMS No. 153337

Mr. J. M. Russell
District Real Estate Representative
Shell Oil Company
Mid-Atlantic District
Suite 401
15200 Shady Grove Road
Rockville, Maryland 20850

Dear Mr. Russell:

This letter is in response to your correspondence of January 7, 1988 pertaining to our Project Planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided about the effects of our study alternatives on your service station at 15541 New Hampshire Avenue. This information will be given a thorough consideration in our development of a preferred alternative to recommend to the Administrator.

There appears to be some confusion in your letter about which side of the existing roadway our proposed alignment has been shifted. It has actually been shifted easterly. Since your service station is on the east side of New Hampshire Avenue, I imagine this is the basis of the impact mentioned in your letter.

Thank you for your interest in the highway development process as it relates to this study. Please contact me again if I can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Randall C. Aldrich
Randall Aldrich
Project Manager.

LHE:RCA:bh
cc: Mr. N. J. Pedersen
Mr. M. Snyder
Mr. R. Ravenscroft

My telephone number is (301) 333-1139

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

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. M 529-101-371
PDMS No. 153337
LOCATION/DESIGN PUBLIC HEARING
Maryland Route 650
Randolph Road to Maryland Route 198
Wednesday, January 6, 1988
John F. Kennedy High School

NAME Lillian V. Elliott DATE January 8, 1988

PLEASE PRINT ADDRESS 17009 Clear Creek Drive

CITY/TOWN Silver Spring STATE MD ZIP CODE 20904

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

Begin widening of New Hampshire Avenue from Randolph Road to Rt. 198 immediately.

Work with Montgomery County to close CAPE MAY to eliminate traffic back-up at Bonifant since roads do not meet. Have Montgomery County put up traffic signal at the new COUD HOPE ROAD to force present CAPE MAY travelers to use the new road for which it was originally constructed. This will allow for steady flow of traffic on New Hampshire

Put traffic signal at Notley to eliminate alternate feed from Notley onto N.H. during rush hour. Travelers cut through Stonegate and Piping Rock to avoid sitting in long line on N.H. ~~OK.~~ widen New Hampshire from corner of Notley up to Colesville Center so that Notley traffic can proceed out with New Hampshire continuing to move South.

Make turn lane going North at Notley with pavement extended for traffic to continue to go North on New Hampshire at Notley. During rush hour it is impossible for traffic to keep moving North on New Hampshire when travelers turn onto N.H. from Randolph Road plus those already on N.H. continuing North.

FRUIT STANDS ON NEW HAMPSHIRE...Make owners comply with proper ordinances. Parking lot, back from road. Cars park North on New Hampshire at fruit stands with part of their vehicle still on New Hampshire Avenue. Fruit Stands should be neat in appearance. This part of New Hampshire is no longer RURAL as owners would like you to believe. DO SOMETHING AT MIDLAND ROAD for traffic making left-hand turn from Colesville Center to go North on New Hampshire. You can not make such a turn during rush hour safely.

AT EDNOR ROAD & NEW HAMPSHIRE - Re-align these roads and have County put in a left hand turn signal for those making left-hand turn from Ednor Road from Howard County side onto New Hampshire Ave. Only 2 or 3 cars can make left during rush hour as cars approaching N.H. continue straight across New Hampshire onto Ednor.

THANK YOU for placing this much needed improvement onto your working agenda. The travelers who use N.H. will thank you for it....

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

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

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Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Ms. Lillian Elliott
February 5, 1988
Page 2

February 5, 1988

RE: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to Maryland
Route 198
PDMS No. 153337

Ms. Lillian Elliott
17009 Clear Creek Drive
Silver Spring, Maryland 20904

Dear Ms. Elliott:

This letter is in response to your recent correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided as well as your endorsement to widen this roadway. This information will be given a thorough consideration in our development of a preferred alternative to recommend to the Administrator.

The existing traffic congestion at New Hampshire Avenue and Bonifant/Cape May Roads will soon be relieved. The relocation of Bonifant Road to intersect New Hampshire Avenue opposite Good Hope Road will begin construction this coming Spring. When completed later this year, the old alignment's intersection with New Hampshire Avenue will be closed.

The less than desirable pavement width in the vicinity of Notley Road is also being addressed. A special project funded by a private developer will provide a center turn lane along New Hampshire Avenue between Randolph Road and Notley Road. This project should be under construction later this year.

Our proposals to widen New Hampshire Avenue will have a cleansing effect on the appearance of the corridor. Many, if not most, of the produce stands which have evolved thru time will be displaced. Most of them will be able to relocate on the remainder of their property but must do so in compliance with current Montgomery County development regulations.

I want to thank you for your interest in the highway development process as it relates to this project. Please contact us again if we can provide further assistance.

My telephone number is (301) _____

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

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by:

Randy Aldrich
Randy Aldrich
Project Manager

LHE:RCA:kw
cc: Mr. Michael Snyder

101



(This letter was typed by SHA in order to be legible after printing).

January 27, 1988

13490 Columbia Road
Silver Spring, Md. 20904
January 8, 1988

RE: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to
Maryland Route 198
PDMS No. 153337

Neil Pedersen, Director
Office of Planning and Preliminary Engineering
State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203-0717

Mr. and Mrs. Ben Petree
13490 Columbia Road
Silver Spring, Maryland 20904

Dear Mr. Pedersen:

Dear Mr. and Mrs. Petree:

We read in the Free-Press that one of the proposed improvements to New Hampshire Avenue is to realign either Norwood Road or Briggs-Chaney Road at New Hampshire in order to make the road meet a straight intersection.

This letter is in response to your correspondence of January 8, 1988 pertaining to our Project Planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided concerning the relocation of Briggs Chaney Road to form a common intersection at New Hampshire Avenue with Norwood Road. The impact to O'Keefe's Apple Orchard associated with Alternative BC-3 will be given a thorough consideration in our development of a preferred alternative to recommend to the Administrator. An announcement of the approved alternative will be made to everyone enrolled on the project mailing list. Your name has been added to this list.

If the straight intersection were made at Briggs-Chaney Road, the realigned Norwood Road would destroy Mr. O'Keefe's apple orchard. We beg you not to do that.

I want to thank you for your interest in the highway development process as it relates to this study. Please contact me or the Project Manager, Mr. Randy Aldrich, telephone no. 333-1139, if you have additional questions or require further assistance.

The O'Keefe orchard is one of the oldest and most prized amenities in the Cloverly area. Twelve varieties of apples are grown there, including grimes goldens, Eastern golden Delicious, Cortlands, Arkanses Blacks, and others not available in the markets. Hundreds of people visit O'Keefe's each Autumn to carry away spritely flavored old-time apples never found in supermarket bins. Please preserve the orchard.

Sincerely, Ben Petree
Marcella Petree

Very truly yours,

Neil J. Pedersen

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

NJP:bh
cc: Mr. Michael Snyder
Mr. Louis H. Ege, Jr.

My telephone number is (301) 333-1110

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

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ST HIGH ADM RAT
QUESTIONS AND/OR COMMENTS



Maryland Department of Transportation
State Highway Administration

H. Tra
Secretary
Hal Kassoff
Administrator

Contract No. M 529-101-371
PDMS No. 153337
LOCATION/DESIGN PUBLIC HEARING
Maryland Route 650
Randolph Road to Maryland Route 198
Wednesday, January 6, 1988
John F. Kennedy High School

February 5, 1988

RE: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to Maryland
Route 198
PDMS No. 153337

NAME Michael and Barbara Stripling DATE 1-10-88

PLEASE PRINT ADDRESS 209 Bryants Nursery Road

CITY/TOWN Silver Spring STATE Maryland ZIP CODE 20904

Mr. and Mrs. Michael Stripling
209 Bryants Nursery Road
Silver Spring, Maryland 20904

Dear Mr. and Mrs. Stripling:

This letter is in response to your recent correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided as well as your endorsement of Alternative BC-1. This information will be given a thorough consideration in our development of a preferred alternative to recommend to the Administrator.

I want to thank you for your interest in the highway development process as it relates to this project. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Randy Aldrich
Randy Aldrich
Project Manager

LHE:RCA:kw
cc: Mr. Michael Snyder

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

We attended the hearing on January 6th and have subsequently discussed the design alternatives with a number of neighbors. The following comments refer only to the Cloverly area.

1. Please adhere to the existing Montgomery County Master Plan.
2. Maintain current road centerline - unless a straighter road results from a shift.
3. New road should align between the 2 improved commercial areas - Cloverly Village and Cloverly Shopping Center.
4. Briggs Chaney should be realigned to the South to meet Norwood Road.
5. We feel the road you design will exist for many decades, perhaps a century - and therefore should not be shifted and twisted to accommodate a very few older buildings being used as commercial properties.

Thank you for your consideration

Michael H. Stripling

- Please add my/our name(s) to the Mailing List.*
- Please delete my/our name(s) from the Mailing List.

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707 North Calvert St., Baltimore, Maryland 21203-0717

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PROJECT
DEVELOPMENT
DIVISION

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

JAN 26 10 41 AM '88

Contract No. M 529-101-371
PDMS No. 153337
LOCATION/DESIGN PUBLIC HEARING
Maryland Route 650
Randolph Road to Maryland Route 198
Wednesday, January 6, 1988
John F. Kennedy High School

NAME Marlys Cunningham DATE Jan. 12, 1988

PLEASE PRINT ADDRESS 1361 Elm Grove Circle

CITY/TOWN SilverSpring STATE MD ZIP CODE 20904

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

Please hurry this project. It is badly needed!

I would recommend that the dividing line between Segment I and Segment II be the nearest intersection. The Inter-County Connector may be built someday, but wouldn't it be better to avoid a merging lane situation when the three lanes could end at an intersection, thereby making the curb side lane a right turning ("right lane must turn right") lane. This would force the through traffic to be in the two through lanes. Once past the intersection, they would automatically be in the two remaining lanes.

After the ICC is built (if ever), then if there is a stretch of Segment I's curb side 3rd lane remaining, that could be used as a deacceleration/yield lane onto Route 650. I would recommend that the Segment I and Segment II dividing point be at the heavily traveled Cape May Road, which is also used by the Montgomery County Highway Maintenance vehicles.

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

Please delete my/our name(s) from the Mailing List.

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Maryland Department of Transportation
State Highway Administration

ard H
Secretary
Hal Kassoff
Administrator

Ms. Marlys Cunningham
February 5, 1988
Page 2

February 5, 1988

RE: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to Maryland
Route 198
PDMS No. 153337

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

Ms. Marlys Cunningham
1361 Elm Grove Circle
Silver Spring, Maryland 20904

by: Randy Aldrich
Randy Aldrich
Project Manager

Dear Ms. Cunningham:

This letter is in response to your recent correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided as well as your endorsement of one of the build alternatives. This information will be given a thorough consideration in our development of a preferred alternative to recommend to the Administrator.

LHE:RCA:kw
cc: Mr. Michael Snyder

When we developed the layout of the transition between the six lane roadway in Segment I and the four lane roadway in Segment II we did not take into consideration the orientation of Cape May Road. Our transition occurs far enough north of the diamond type interchange selected for the proposed InterCounty Connector to accommodate all turning volumes for this interchange. When this interchange is ultimately constructed, Cape May Road will be closed. Access to Montgomery County's Department of Transportation garage will occur via Good Hope Road.

I want to thank you for your interest in the highway development process as it relates to this project. Please contact us again if we can provide further assistance.

My telephone number is (301) _____

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707 North Calvert St., Baltimore, Maryland 21203-0717

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Notes

Jan. 13, 1988

Gentlemen:

We wish to go on record for the Alternative 3 plan, Segment II as we have lived for 24 years at our address on New Hampshire Avenue and feel this is adequate. Also, we wish to protest very much the idea of putting in a sidewalk. This is entirely unnecessary as no one ever walks along N. H. Avenue and this would be an extra expense and they would take more ground. NO SIDEWALK PLEASE.

Also, as there would be no crossover to the other side of N. H. going South, we would have to go up to the Stonegate crossover to come down the other side and certainly would need a light with a left turn arrow to do so. Believe me, if you watched the traffic each morning going South on N. H. as we do from our house you would never get out without that light.

You must give consideration to what we who have lived here for a long time want and not go along with those who sit at a desk and wonder which move to make next.

We attended the recent meeting at the J.F. Kennedy High School and while the presentation was ok, we felt having to sign up beforehand to speak was not necessary. If one wanted to ask questions, that is what would have been more enlightening, not listening to those who spoke (much ado about nothing) except for two people. Next time make it a question and answer session.

Mr & Mrs. Frank J. Kater

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Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Mr. and Mrs. Frank J. Katen
Page 2

February 1, 1988

Re: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to
Maryland Route 198
PDMS No. 153337

Mr. and Mrs. Frank J. Katen
14717 New Hampshire Avenue
Silver Spring, Maryland 20904

Dear Mr. and Mrs. Katen:

This letter is in response to your correspondence of January 13, 1988 pertaining to our Project Planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the concerns you have expressed about the effects of a divided roadway for this corridor. I also appreciate your endorsement of Alternative 3 in Segment II. This information will be given a thorough consideration in our development of a preferred alternative to recommend to the Administrator.

During the project planning phase of this project, we do not study traffic operating conditions finitely enough to identify intersections warranting traffic signals. During the final design phase scheduled to begin later this year, our traffic engineering staff will analyze each intersection to see if the traffic characteristics fulfill nationally used criteria for the installation of traffic signals. Traffic signals will only be installed at intersections meeting these warrants.

Sidewalks along at least one side of the reconstructed roadway is recommended within Alternative 3. This section of New Hampshire Avenue is currently served by Metro Buses. Future mass transit patronage is encouraged. Without sidewalks, pedestrian access to bus stops is hindered. We feel sidewalks along one side of the roadway is desirable and since they would be located within our proposed right-of-way line, do not require the acquisition of additional right-of-way.

My telephone number is (301) _____

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707 North Calvert St., Baltimore, Maryland 21203-0717

I want to thank you for your interest in the highway development process as it relates to this study. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Randy C. Aldrich
Randy Aldrich
Project Manager

LHE/RCA/ih

cc: Mr. Michael Snyder

-68-

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PROJECT DEVELOPMENT DIVISION
PEACHWOOD CIVIC ASSOCIATION
SILVER SPRING, MARYLAND

JAN 16 10 30 AM '88

January 14, 1988

Mr. Randy Aldrich
Project Manager
Maryland Route 650 (New Hampshire Avenue)
Project Development Division
State Highway Administration
Maryland Department of Transportation
P.O. Box 717
707 North Calvert Street
Baltimore, MD 21203-0717

Dear Mr. Aldrich:

This letter is submitted to you for inclusion in the record of the public hearing on the New Hampshire Ave. widening project.

Thank you for the opportunity to testify at the hearing. The support of the Cloverly and Stonegate Citizens Associations for our position concerning a median cut at the Piping Rock Drive/New Hampshire Ave. intersection was most welcome.

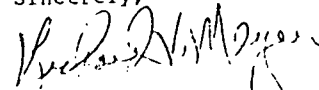
Given the projected traffic backup from the Bonifant/Good Hope Road - New Hampshire Ave. intersection traffic light and other safety considerations, I can accept your objection to providing us with a standard median cut at Piping Rock Drive which would permit unrestricted travel across New Hampshire Ave. westbound. However, isn't a modified median cut design possible which would permit left turns from Piping Rock Drive westbound onto New Hampshire Ave. southbound, and left turns from New Hampshire Ave. southbound onto Piping Rock Drive eastbound (into Peachwood), but would also, by curbing, prevent travel across New Hampshire Ave.? An example of a similar median cut can be found on University Blvd. opposite Northwood High School (just east of the intersection of Arcola Ave. and University Blvd.). Enclosed is a sketch of how I envision the Piping Rock Drive/New Hampshire Ave. median cut could be designed.

For the record, let me restate our support for construction of Segment 1 and 2 as proposed, with a closed section roadway (requires less right-of-way). We also hope that you will preserve the farm stands along the Avenue. In addition, we prefer the BC-3 alternative for the Briggs Chaney/Norwood Road intersection. However, we are concerned about the loss of the O'Keefe apple orchard and the increased traffic in front of Cloverly Elementary School. Therefore, we have no real objection to the BC-2 alternative. Also enclosed for the record is a copy of my August 4, 1987 letter to you concerning the Piping Rock Drive median cut issue.

- 2 -

Please carefully consider these comments. I am confident that we can work out a mutually acceptable solution.

Sincerely,



Richard V. Meyers
President

14809 Peachwood Drive
Silver Spring, MD 20904
(W) 202/377-3634
(H) 301/384-6170

Encl.

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Maryland Department of Transportation
State Highway Administration

6501 SB
Landy
Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Mr. Richard V. Meyers
Page Two

April 21, 19881

Re: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to
Maryland Route 198
PDMS No. 153337

Mr. Richard V. Meyers, President
Peachwood Civic Association
14809 Peachwood Drive
Silver Spring, Maryland 20904

Dear Mr. Meyers:

I regret delay in providing you with a list of recommendations for our project planning study of Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. We recently met with the Administrator on our preliminary recommendations. He concurred on the following items:

- Segment I - Alternative 3, 6 lane divided roadway with outside curbs; includes sidewalks on both sides, option 1 at Colesville, the realignment of Notley Road to form a single intersection, a long median opening to serve the offset intersection at Colesville Manor Drive and Hobbs Drive.
- Segment II - Alternative 2, 4 lane divided roadway with outside shoulders with no median opening at Piping Rock Drive.
- Segment III - Alternative BC-1, relocation of Briggs Chaney Road southward to intersect New Hampshire Avenue opposite Norwood Road.

In Segment II, there are two areas where the scope of Alternative 2 is not yet finalized. Through Cloverly, we plan to provide a 5 lane, continuous center turn lane roadway between Briggs Chaney Road and Snyder Lane. Our investigation will determine whether this section will have outside curbs versus shoulders. In either case, there will not be any displacement to parking at any of the areas' shopping centers. Also, the alignment of Alternative 2 immediately north of Cloverly in the vicinity of the antique store has not been finished.

Specifically regarding your community's situation at Piping Rock Drive, we have completed an exhaustive analysis of this intersection and have determined there is no means with which we can provide a median opening. This intersection is just too close to the intersection at Relocated Good Hope/Bonifant Roads. I know this decision will not be popular with the Peachwood Civic Association. I, as well as representatives from Montgomery County are available to attend a future community meeting to discuss this issue in more depth. Please contact me to arrange a date for the meeting.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: John H. Straus for
Randy Aldrich
Project Manager

LHE/RCA/ih

cc: Mr. Neil J. Pedersen
Mr. Michael Snyder

My telephone number is (301) 333-1139

109

(This letter was typed by SHA in order to be legible after printing).

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. M 529-101-371

PDMS No. 153337

LOCATION/DESIGN PUBLIC HEARING

Maryland Route 650

Randolph Road to Maryland Route 198

Wednesday, January 6, 1988

John F. Kennedy High School

Original signed by

Mrs. Muriel Nickerson

DATE 1/14/88

NAME

3109 Bryan Road

PLEASE
PRINT

ADDRESS

CITY/TOWN Burtonsville STATE Maryland ZIP CODE 20866

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

- 1) My comments are more general in nature since I do not live in the New Hampshire Ave. corridor, but off Old Columbia Rd. which somewhat parallels N. Hampshire Ave. I feel we will be impacted considerably when road work is started on N. Hamp Ave. Some improvements are already being considered to start fairly soon on Rt. 198 between Rt. 29 and N. Hamp. Ave. and other work is currently going on in the Fairland Road area. It seems to me it will take a lot of coordination between planners, contractors, etc. to keep traffic moving on these roads. Many people use parts of several of these roads on their daily commute, and there are few alternate routes. Let's hope we don't have complete grid-lock.
- 2) My next, general comment and concern is this part of Eastern Montgomery County including N. Hamp. Ave. is that the road improvements do not lead themselves to further commercial development, or to large scale apartment or housing Developments. As expressed by various speakers at the meeting the semi-rural quality of life atmosphere is what has appealed to residents in this area, and to drastically change the ambience of this area in a short period of time will be cause to feel that gnv. agencies fail to heed the concerns and interests of those who reside or do business in the area.
- 3) Noise Level - No major discussion covered this topic, but it is mentioned in the environmental overview that the noise level is also very high and will be higher after widening - more traffic and probably fewer trees and shrubs to absorb some of this noise.
- 4) Feel more has to be done to encourage employers to have staggered or flexible work hours. We just cannot keep on building roads and everyone trying to work and leave work at the same time. How about a major parking & bus lot near 198 and N. Hamp Ave. to relieve some of the cars on this part of N. Hamp. as well

Please add my/our name(s) to the Mailing List.* as further down.

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

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Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Mrs. Muriel Nickerson
February 5, 1988
Page 2

February 5, 1988

RE: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to Maryland
Route 198
PDMS No. 153337

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

Mrs. Muriel Nickerson
3109 Bryan Road
Burtonsville, Maryland 20866

by: Handy Aldrich
Handy Aldrich
Project Manager

Dear Mrs. Nickerson:

This letter is in response to your recent correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided. This information will be given a thorough consideration in our development of a preferred alternative to recommend to the Administrator.

LHE:RCA:kw
cc: Mr. Michael Snyder

Your concerns that improved roadways, such as New Hampshire Avenue, may change the character of this part of Montgomery County is well founded. I think it is important to say that State Highway does not establish land use policy. The level of development is determined by your local government in Rockville based on recommendations from the Montgomery County Planning Board. It is our responsibility to provide a safe and adequate roadway to accommodate the approved land use. Our study alternatives strive to achieve this goal.

We are actively involved with Montgomery County Department of Transportation in constructing additional park and ride facilities in this portion of the county. Lots are in the early stages of development in Burtonsville, Colesville, and several other locations in close proximity to US Route 29. Metro Bus service is also being planned to service each lot.

I want to thank you for your interest in the highway development process as it relates to this project. Please contact us again if we can provide further assistance.

My telephone number is (301) _____

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111

LAW OFFICES
MILLER, MILLER & CANBY
CHARTERED
200-B MONROE STREET
ROCKVILLE, MARYLAND 20850
TELEPHONE (301) 782-5212

January 15, 1988

JAN 26 3 56 PM '88
PROJECT
DEVELOPMENT
DIVISION

WILLIAM M. CANBY
ROBERT L. BURCHETT
JAMES L. THOMPSON
LEWIS R. SCHUMANN
J. S. KLINE
JOSEPH V. TRUHE, JR.
DIANE M. POOLE
SUSAN W. CARTER

Maryland Department of Transportation
State Highway Administration
Development Division
P. O. Box 717
Baltimore, MD

Re: Maryland Route 650
Randolph Road to Maryland Route 198
Spencerville Road
Contract #MS29-101-371
DDMS #153337

Gentlemen:

This firm represents Mr. and Mrs. Douglas W. O'Keefe, who reside at 15400 New Hampshire Avenue, Silver Spring, Maryland. Mr. and Mrs. O'Keefe have previously written you concerning the above-referenced matter and attended the January 6, 1988 hearing at John F. Kennedy High School. As stated in their prior letter, the O'Keefe's have made their living for 47 years from the 11 acre orchard that would be bisected by your Alternative Plan BC-3. The O'Keefe's are two of the most progressive orchardists in the State of Maryland, having worked actively with the University of Maryland and the United States Department of Agriculture over all of the years that they have been orchardists. The orchard produces approximately 6,000 bushels of apples a year and is a significant contributor to supplying needs of residents of Montgomery County, Maryland and the Washington-Metropolitan Area.

Adoption of Alternative BC-3 would so disrupt the O'Keefe's orchard operation that it would be impossible for them to continue the operation. Additionally, extension of the road along the Alternate BC-3 routing would cause the O'Keefe home to be left on a small sliver of land between the road and the shopping center to the north, thereby causing the O'Keefe's to be evicted from their home and the home site to be converted to commercial use. Mr. O'Keefe is 75 years old and is not anxious to have his life disrupted by the proposed highway project. Your adoption of Alternative BC-3 would be a very traumatic experience for the O'Keefes.

The O'Keefes have consulted this firm as to their rights should Alternative BC-3 be adopted. I am sure that the O'Keefes would seek and recover all damages to which they would be entitled.

Maryland Department of Transportation
State Highway Administration
Development Division
Page 2
January 15, 1988

On a more constructive bent, Alternative BC-1 would appear to be a much more desirable routing. Little trauma would be attached to your adopting that route, as almost no development has taken place in the southeast quadrant of the intersection of Briggs Chaney Road, Route 650. One of the major tracts in that quadrant, the Insel Property, is now being developed and the plan for development incorporates Alternative BC-1 and would provide for dedication of the right-of-way. My client, Douglas W. O'Keefe and his brothers and sisters own the land to the east of that land now being developed. Adoption of Alternative BC-1 would be much less disruptive of the O'Keefe family property as compared with the Douglas W. O'Keefe property lying along Alternative BC-3. Furthermore, the Adopted Master Plan for Eastern Montgomery County Planning Area has adopted Alternative BC-1 as the routing of Norwood Road/Briggs Chaney Road for many years. Both large landowners and small landowners have become accustomed to that routing and the O'Keefes know of no opposition to Alternative BC-1.

From an ecological point of view, the routing of Alternative BC-1 is so far up the watershed that we cannot imagine any harm to the watershed resulting from construction of the road, assuming standard sediment control procedures are followed during construction.

We are confident that if you give consideration to both alternatives that you will select Alternative BC-1 as the most desirable routing for connecting Briggs Chaney Road with Norwood Road.

Yours very truly,

MILLER, MILLER & CANBY

William M. Canby
William M. Canby

WMC/dlt

Enclosure

cc: Mr. and Mrs. Douglas W. O'Keefe

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-94-



Maryland Department of Transportation
State Highway Administration

Richard
Secretary
Hal Kassoff
Administrator

February 22, 1988

Re: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to Maryland Route 198
PDMS No. 153337

Mr. William M. Canby
c/o Miller, Miller and Canby
200-B Monroe Street
Rockville, Maryland 20850

Dear Mr. Canby:

This letter is in response to your recent correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided on the affects to Mr. and Mrs. Douglas W. O'Keefe's orchard associated with Alternative BC-3.


Early this spring, the team will meet with the Administrator to select recommendations on this project. At the meeting there will be a discussion of all of the issues associated with all the alternatives to relocate Briggs Chaney Road. Via the project mailing list, you and the O'Keefes will be advised of the final decision.

I want to thank you for your interest in the highway development process as it relates to this project. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by:


Randy Aldrich
Project Manager

LHE/RCA/ih

cc: Mr. Michael Snyder

My telephone number is (301) _____

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. M 529-101-371
PDMS No. 153337
LOCATION/DESIGN PUBLIC HEARING
Maryland Route 650
Randolph Road to Maryland Route 198
Wednesday, January 6, 1988
John F. Kennedy High School

NAME Robert E. Smith DATE January 15, 1988

PLEASE PRINT ADDRESS 15540 New Hampshire Avenue

CITY/TOWN Cloverly STATE Maryland ZIP CODE 20904

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

In coming to the meeting on Jan. 6, 1988, my main concern was the status of my home and property. I was pleased to hear the designs for Segment II Alternatives 2 & 3 with their options would not displace my home, although it could take part of my property.

After listening to the representative for the Cloverly Shopping Center, my concern is again aroused. I understand their need for parking and realize that they have a large investment to protect. His suggestion that the project be moved to the west to accommodate their parking puts my home back into jeopardy.

Another very important concern is the continuous media from Bryants Nursery Road south to Briggs Chaney Road in the Cloverly business area. If you have ever been to a 7-11 Store you realize the amount of in-and-out traffic, this alone should be enough to consider a turn lane. Now add two service stations, three shopping centers, (Cloverly Shopping Center, Cloverly Village Center and the old Cloverly Center) a bank and two farmers markets. Now imagine the line of cars making u-turns to get in and out of these establishments.

At both meetings (June 14, 1987 and Jan. 6, 1988), I have talked to State Highway Representatives about the installation of a continuous north and south hound center turn lane through the business area of Cloverly. I was told that studies show it to be not as safe as a median. I am not an expert nor have I conducted a study, and I also believe that a median is safer than a center turn lane. But in a condition (cont.)

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

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

Continued

where the lack of a north/south center turn lane causes an extremely large number of u-turns on a busy 4 lane road, my vote goes to the turn lane.

Furthermore, if a center turn lane were used it would negate the 20 ft. median. Assuming a 12 ft. turn lane were used this would save 8 ft. right-of-way from the proposed plan of the 20 ft median. This added 8 ft. could be given back to the Cloverly Shopping Center. In any case the turn lane would be more convenient for everyone (and in my opinion, safer), and could help the Shopping Centers without affecting the homes and businesses on the west side of New Hampshire.

PROJECT
DEVELOPMENT
DIVISION

JAN 26 10 42 AM '88

194



Maryland Department of Transportation
State Highway Administration

Richard [redacted] Honor
Secretary
Hal Kassoff
Administrator

Mr. Robert E. Smith
February 25, 1988
Page 2

February 25, 1988

RE: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to Maryland
Route 198
PDMS No. 153337

Mr. Robert E. Smith
15540 New Hampshire Avenue
Silver Spring, Maryland 20904

Dear Mr. Smith:

This letter is in response to your recent correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided as well as any effect the study alternatives may have on you. This information will be given a thorough consideration in our development of a preferred alternative to recommend to the Administrator.

Since we held the Public Hearing on this project we have developed two additional options for the Cloverly area. Both options have a proposed right-of-way line along the east side of the alignment which is common with the west edge of the parking lot for the Cloverly Center. Regretfully, both of these options require acquisition of your home on New Hampshire Avenue. One has a continuous median opening from Cloverly Center. The other provides an even longer median opening extending from Briggs Chaney Road to Snider Lane. It also has a right-of-way width that is 11 feet narrower. Later this spring you will be advised concerning our recommended alternative.

I want to thank you for your interest in the highway development process as it relates to this project. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr
Deputy Director
Project Development Division

by: Randy Aldrich
Randy Aldrich
Project Manager

LHE:RCA:kw

cc: Mr. Michael Snyder

My telephone number is (301) 333-1139

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707 North Calvert St., Baltimore, Maryland 21203-0717

-97-

MS

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. M 529-101-371
PDMS No. 153337
LOCATION/DESIGN PUBLIC HEARING
Maryland Route 650
Randolph Road to Maryland Route 198
Wednesday, January 6, 1988
John F. Kennedy High School
Original signed by

NAME Terrace & Rita Myers DATE 1/17/88

PLEASE PRINT ADDRESS 725 Briggs Chaney Rd

CITY/TOWN Silver Spr. STATE Md ZIP CODE 20904

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

At present we have a very difficult time getting out of our driveway, if
Briggs Chaney road is widened in front of our home, our problems will only
get worse. Not only do we have to look right & left we also have to watch out
for vehicles leaving the safe way parking lot. B.C. is a heavily traveled road,
people are always running off of B.C. into our yard, we even had a friends
car totaled setting in our driveway. If B.C. is widened this problem will only
get worse.

B.C. is used heavily by the truck drivers & when they go by they shake our
house, most of the homes on this end of B.C. are old & we have plaster walls,
so you can imagine the damage this does. I do realize these roads must be built,
however the thought of O'Keefes Apple orchard being destroyed as a part of it
really upset's me.

O'Keefes will be one of the few land marks (so to speake) that the Cloverly
people will have left.

I know what your thinking, If we are so unhappy then why not move. Believe
me, if the people on this street could afford better, we wouldn't be here in
the first place.

(Please don't forget the safety of the children that will be attending
the elementary school.)

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

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already
on the project Mailing List.



Maryland Department of Transportation
State Highway Administration

Secretary
Hal Kassoff
Administrator

February 5, 1988

RE: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to Maryland
Route 198
PDMS No. 153337

Mr. and Mrs. Terrace Myers
725 Briggs Chaney Road
Silver Spring, Maryland 20904

Dear Mr. and Mrs. Myers:

This letter is in response to your recent
correspondence pertaining to our project planning study on
Maryland Route 650 (New Hampshire Avenue) between Randolph
Road and Maryland Route 198. I appreciate the comments you
have provided. This information will be given a thorough
consideration in our development of a preferred alternative
to recommend to the Administrator.

I want to thank you for your interest in the highway
development process as it relates to this project. Please
contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Randy Aldrich
Randy Aldrich
Project Manager

LHE:RCA:kw
cc: Mr. Michael Snyder

My telephone number is (301) _____

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707 North Calvert St., Baltimore, Maryland 21203-0717

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JAN 19 1988

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING



PEPPERIDGE FARM INCORPORATED • NORWALK, CONNECTICUT 06856 • TELEPHONE (203) 846-7000

January 18, 1988

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

RE: REALIGNMENT OF ROUTE 650
CLOVERLY SHOPPING CENTER
COLESVILLE, MD - THRIFT STORE

Dear Mr. Pedersen:

We have recently learned of the State Highway Administration's plan to widen Route 650, which passes in front of our store at the Cloverly Shopping Center. While we believe the planned widening will help to relieve congestion along this road, we have serious concern over the affect it will have to our business.

It is our understanding that the proposed plan for widening Route 650 will impact our business in two areas:

1. Parking - an undetermined amount of parking spaces may be eliminated from the parking area which is presently available to our customers.
2. Access - the creation of a median strip, without curb cuts, will restrict access to the shopping center, and our store, which will act as a deterrent to our customers, as far as convenience.

We are certain that the Highway Administration will do everything within its power to protect the interest and safety of the general public using Route 650. However, the Administration should be equally cognizant of the affect it will have on the local businessman.

The shopping center has recently been acquired by new management, and significant improvements have been made to the center to attract customers, for a pleasurable shopping experience. It would be a tremendous blow to the owner, as well as the merchants, to limit or restrict accessability to the center. I can say with certainty, that if access to the shopping center detrimentally affects our sales, then it is doubtful that we would remain at this location on a long-term basis. I am sure I am not alone in my thinking.

Page 2

We request that the Highway Administration examine all alternatives and the consequences of each, prior to solidifying its plan for the widening of Route 650. Your consideration in this matter is appreciated.

Sincerely,

Bartholomew J. Delaney
Manager, Real Estate

BJD:tp

cc: K. McGrath
D. G. Gutridge

-99-

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Maryland Department of Transportation
State Highway Administration

Richard [redacted] or
Secretary
Hal Kassoff
Administrator # 650/5A

Mr. Bartholomew J. Delaney
Page Two

February 23, 1988

Re: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to Maryland Route 198
PDMS No. 153337

I want to thank you for your interest in the highway development process as it relates to this project. Please contact us again if we can provide further assistance.

Very truly yours,

Neil J. Pedersen

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

Mr. Bartholomew J. Delaney, Manager
Real Estate
Pepperidge Farm, Incorporated
Norwalk, Connecticut 06856

Dear Mr. Delaney:

HJP/ih

cc: Mr. Michael Snyder
Mr. Louis H. Ege, Jr.

This letter is in response to your recent correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided regarding the effects the study alternatives may have on your store in the Cloverly Shopping Center. This information was given a thorough consideration during our team review held on February 4, 1988. In the Cloverly area we have developed some additional options which eliminate the impacts mentioned in your letter.

First, we are investigating an alignment which has a right of way line on the east side of the proposed roadway that is common with the edge of the parking lot at the shopping center. This will leave the center's number of parking spaces unchanged. More displacements along the west side of the proposed roadway are likely.

Second, there are now two variations in the study alternatives which allow greater access through the proposed median. One variation provides a continuous median opening between Cloverly Street and the south entrance to Cloverly Shopping Center. The other variation proposes a five lane urban roadway through the Cloverly Commercial Area. This center lane which provides continuous left turn access, would extend from Briggs Chaney Road to Snider Lane.

Early this spring, the project team will meet with the Administrator. At this meeting, we will present our recommendations along with the associated issues. The issues at Cloverly will be given a thorough consideration in our decision making process.

My telephone number is (301) 333-1110

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(This letter was typed by SHA in order to be legible after printing).

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

Contract No. M 529-101-371
PDMS No. 153337
LOCATION/DESIGN PUBLIC HEARING
Maryland Route 650
Randolph Road to Maryland Route 198
Wednesday, January 6, 1988
John F. Kennedy High School
original signed by

NAME Mr. & Mrs. Theodore Maggelet DATE 1/18/88

PLEASE PRINT ADDRESS 15119 Fairlawn Ave.

CITY/TOWN Silver Spring STATE MD ZIP CODE 20904

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

Thank you for realizing the urgency of this entire project - our traffic is horrendous!

We do not want a traffic light for entrance/exit to Colesville Shopping Ct. - it would only back up northbound traffic.

Alternative BC-3 seems to be straighter than BC-1 - therefore more easily driven.

We welcome any widening of 650 north on Randolph Rd. ASAP! This is the worst part of my husband's drive to work through D.C. & all the way to Alexandria VA!!!

Eagerly await MD Route 28 extended - urgently needed.

Bonifant Rd. realignment w/Good Hope Rd. will be good.

Suggest opening Peachwood Drive into Good Hope Rd. as originally noted on Master Plan. This should disburse some traffic & thus give exit options to

Peachwood residents (& others).

We want & need ICC.

Section I (6 traffic lanes) should be extended as far as Briggs Chaney. With excessive building as planned, MD 650 will be obsolete before it is completed - or perhaps before even started!!!

We were unable to attend the meeting on Jan. 6, '88 - what was the outcome, please?

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

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



**Maryland Department of Transportation
State Highway Administration**

Richard
Secretary
Hal Ka
Administ

April 2, 1988

Re: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to Maryland Route 198
PDMS No. 153337

Mr. and Mrs. Theodore Maggelet
15119 Fairlawn Avenue
Silver Spring, Maryland 20904

Dear Mr. and Mrs. Maggelet:

This letter is in response to your recent correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided. This information will be given thorough consideration in our development of a recommended alternative.

Since the time of the public hearing held last January, the planning team has identified the following preferences:

- Segment I - Alternative 3, 6 lane divided roadway with outside curbs, along with Option 1 at Colesville.
- Segment II - Alternative 2, 4 lane divided roadway with outside paved shoulders.
- Alternative BC-1, realignment of Briggs Chaney Road southward to intersect New Hampshire Avenue at Norwood Road. This alternative avoids affecting the apple orchard opposite existing Briggs Chaney Road.
- Through Cloverly, a 5 lane undivided roadway allowing continuous left turns from Briggs Chaney Road to Snider Lane with either outside shoulders or curbs.

My telephone number is (301) _____

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707 North Calvert St., Baltimore, Maryland 21203-0717

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bl

Mr. and Mrs. Theodore Maggelet
Page Three

Mr. and Mrs. Theodore Maggelet
Page Two

At this time, we cannot comment on the possibility of a traffic signal at the relocated entrance to the Colesville Shopping Center/Midland Road intersection. During final design, which is scheduled to begin later this year, we will examine all intersections within the project limits to determine if traffic signals are needed. Signals are only installed at intersections which meet or exceed nationally recognized traffic warrants. Also, after the roadway is completed, we will monitor all of the intersections to detect any of the unforeseen trouble spots.

Some of the items in your letter are the responsibility of Montgomery County Department of Transportation. The realignment of Borifant Road is scheduled to begin this spring. The extension of Peachwood Drive into Good Hope Road is not in their current Capital Improvement Program. I recommend you contact the Planning Commission in Silver Spring to obtain its status. The County is funding the first half of an ultimate 4 lane divided roadway to extend Maryland Route 28 eastward to Maryland Route 198. This extension is scheduled to be under construction by spring 1989.

Our preference of the open roadway in Segment II, Alternative 2, takes into consideration possible changes in lane use which may intensify peak hour traffic volumes. With the shoulder along each side, we have sufficient room without acquiring additional right-of-way to widen the roadway to 6 lanes. If widened, it would look similar to the proposed roadway in Segment I.

The proposed Intercounty Connector has been divided into a series of segments. Some segments are currently funded for construction while others are not. Segments on the east end and west end of the corridor are funded. The link in the middle, which crosses through the New Hampshire Avenue corridor is not currently funded.

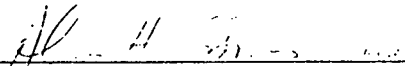
Comments resulting from the January 6, 1988 public hearing generally supported the recommended improvements to New Hampshire Avenue. Most citizens which spoke at the meeting favored the closed (curbed) section for safety and right-of-way considerations. For a complete account of the Location/Design Public Hearing, the hearing transcript is available for review and copying at the State Highway Administration District #3 office in Greenbelt. The phone number for the District Office is 220-7300.

I want to thank you for your interest in the highway development process as it relates to this project. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by:


Randy Aldric
Project Manager

LHE/RCA/ih

cc: Mr. Michael Snyder

120



HERITAGE CHRISTIAN CHURCH
(Disciples of Christ)

Office Telephone
(301) 384-1510



15250 New Hampshire Ave.
Silver Spring,
Maryland 20904



Maryland Department of Transportation
State Highway Administration

ard H
Secretary
Hal Kassoff
Administrator

February 24, 1988

Re: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to Maryland Route 198
PDMS No. 153337

January 20, 1988.

Mr. Randy Aldrich
Project Manager
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

Dear Mr. Aldrich:

Our Heritage Christian Church is located at 15250 New Hampshire Avenue at the intersection of Norwood Road. Our Board of Directors met January 19 and discussed the Briggs Chaney Road-Norwood Road Realignment Alternatives. We support the Alternative BC-1 Alternative which gives our church greatest accessibility to New Hampshire Avenue.

We urge shading the right-a-way to the north of the present road on to the vacant land (the undeveloped land north of Norwood Road). We are especially concerned with preservation of the large stand of Hawthorne trees on the north edge of our property, this stand is over 100 years old and the largest such grove on the east coast.

In selecting this present property for our church 25 years ago, a major consideration was the easy access to the property both north and south from New Hampshire Avenue. For the future growth of our church, we wish to retain our New Hampshire address and request that we retain the present private entrance from New Hampshire Avenue.

Sincerely,

Margaret Grzeszkiewicz

Margaret Grzeszkiewicz, Chairperson,
Board of Directors,
Heritage Christian Church.

Robbie Chisholm

Robbie Chisholm,
Chairman of the
Board of Trustees.

Ms. Margaret Grzeszkiewicz, Chairperson
Board of Directors
Ms. Robbie Chisholm, Chairman
Board of Trustees
Heritage Christian Church
15250 New Hampshire Avenue
Silver Spring, Maryland 20904

Dear Mmes. Grzeszkiewicz and Chisholm:

This letter is in response to your recent correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided regarding the effects the study alternatives may have on your church. This information was given a thorough consideration during our team review held on February 4, 1988. The team prefers Alternative BC-1 which relocates Briggs Chaney Road southward so that it intersects New Hampshire Avenue opposite Norwood Road. We are modifying the intersection improvements associated with this alternative so that we can avoid disturbing your Hawthorn trees.

I want to thank you for your interest in the highway development process as it relates to this project. Please contact us again if we can provide further assistance.

Very truly yours,

Neil J. Pedersen

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

NJP/ih

cc: Mr. Michael Snyder
Mr. Louis H. Ege, Jr.

My telephone number is (301) 333-1110

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707 North Calvert St., Baltimore, Maryland 21203-0717

JAMES E. JASCH
JOHN T. YOUNG
14619 NEW HAMPSHIRE AVENUE
COLESVILLE, MARYLAND 20904
(301) 384-0140

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JAN 21 1988
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DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Mr. Neil J. Penderson, Director
January 20, 1988

Page Two

January 20, 1988

Mr. Neil J. Penderson, Director
Office of Planning and Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Mr. Penderson:

As residents who live on New Hampshire Avenue (Rt. 650), we have several concerns about the adequacy of planning the road widening project. Our areas of concern are specifically:

- (a) Noise abatement
- (b) Run-off containment/control
- (c) Access to Cloverly Shopping Center
- (d) Adequate number and proper location of median breaks
- (e) Alignment deviations/inequitable land taking on East side of New Hampshire Avenue

Noise Abatement:

This issue has not been adequately addressed. Obviously noise levels will increase due to the increased traffic volume and due to the closer proximity of the road to residential structures. We recommend that each property taking/settlement include landscaping to abate some of the increased road noise. This would also serve to help retain some of the "rural character" and beauty of the area that now exists.

Run-off Containment/Control:

A portion of our land now floods in rainstorms because Montgomery County was negligent in containing or controlling run-off from the Good Hope Road re-alignment. As you are aware, the topography of the land in our area of New Hampshire Avenue slopes from New Hampshire Avenue down to Paint Branch Creek which borders the back of our property...our house is between New Hampshire Avenue and the creek. We favor the closed road section because it appears to provide properties the best protection from road surface drainage and run-off. If Montgomery County is assigned the road project, we suggest their drainage plans and the execution of those plans be carefully monitored by the State of Maryland.

Access to Cloverly Shopping Center:

The way it is now planned it is horrendous and totally insensitive to the needs of both the area residents and to the business people themselves. Many of us on New Hampshire Avenue will be cut off from freely going southbound on New Hampshire Avenue due to the median...the only

easy and safe shopping alternative we will have is Cloverly...which you are also attempting to cut off. We support the recommendations of The Cloverly Civic Association to keep this area accessible to all area residents.

Number and Location of Median Breaks:

Before the road is finally approved, the number and location of median breaks should be determined, published and commented on by area/affected residents, business people and civic associations. We believe a median break at Piping Rock Drive is critical for both safety and life quality reasons. By not supplying a break at Piping Rock Drive you essentially isolate over 200 homes from free access. You would also cut off southbound access to Peachwood Park.

Inequitable Land Taking on East Side of New Hampshire Avenue:

The plan now shows an inordinant taking of our land, which is located on the East side of New Hampshire Avenue. We will vigorously fight any such action, since our deed specified a long standing road easement which is substantially less than the taking now planned. We recognize that somewhat more land than outlined by the easement may be necessary, but we find it totally unfair to take all of the land for the project from one side.

The quality of our lives along New Hampshire Avenue and in Montgomery County depends on the State's and County's concern for the issues cited above. While we recognize the need for the widening project, we do not believe that you have given enough concern or attention to the quality of life issues. The Master Plan calls for the New Hampshire Avenue corridor to retain a certain rural characteristic. This should be followed in designing this project. We look to both you and our elected officials to protect the way of life for which Montgomery County is known and admired, and we as citizens, voters and taxpayers will not long tolerate any violation of this trust.

Very truly yours,


James E. Jasch


John T. Young

cc: Mr. Norman Christeller, Chairman - Montgomery Co. Planning Board
Mr. Sidney Kramer, Montgomery County Executive
Mr. Michael L. Gudis, President Montgomery County Council
Mr. Quentin Remein, President Cloverly Civic Association



Maryland Department of Transportation
State Highway Administration

February 24, 1988

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Mr. James E. Jasch
Mr. John T. Young
Page Two

Re: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to
Maryland Route 198
PDMS No. 153337

Mr. James E. Jasch
Mr. John T. Young
14619 New Hampshire Avenue
Silver Spring, Maryland 20904

Dear Mr. Jasch and Mr. Young:

This letter is in response to your recent letter regarding our Project Planning study on Maryland Route 650 (New Hampshire Avenue). I appreciate the comments you have provided about the study alternatives' effects to your property. In response to your specific concerns, I offer the following:

A. Noise Abatement

As you state, the noise levels along New Hampshire Avenue will increase over today's levels. Due to numerous driveways along New Hampshire Avenue, earthen berms or noise barriers are not practical mitigation techniques. During the final design phase of this project, which is scheduled to begin later this year, landscaping and vegetative planting will be developed to the extent feasible to provide screening between the roadway and residences.

B. Run-off Containment/Control

During the final design phase, which will most likely be performed by the Montgomery County Department of Transportation, detailed stormwater management plans will be engineered. These plans will be reviewed by the State Highway Administration. Runoff will be rigidly controlled, even if the open section roadway alternative is selected over the closed section roadway alternative.

C. Access to the Cloverly Shopping Center

We are developing two additional variations that will provide a less restrictive median through Cloverly. The first one provides a continuous median opening from Cloverly Street to the southern entrance to Cloverly Center. The second variation provides a continuous median opening from Briggs Chaney Road to Rider Lane. We will make a decision after evaluating the advantages and disadvantages of each option. We are very sensitive to the issue of safe access to the Cloverly Shopping Center.

My telephone number is (301) _____

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707 North Calvert St., Baltimore, Maryland 21203-0717

D. Median opening at Piping Rock Drive

We have been working closely with the Peachwood Community regarding a median opening at this location. Because of the limited spacing between this roadway and relocated Good Hope Road, we are evaluating in detail the operational characteristics associated with the opening to determine if some type of limited access could be provided to the east side of New Hampshire Avenue.

E. Inequitable Property Acquisition

Where possible, we have strived to locate our alignments following the intentions of the Eastern Montgomery County Master Plan. This plan, which was approved in 1981 and has origins dating back to the 1960's, displaces many of the structures along the roadway that predate it. In lieu of a required displacement, or to provide a more equitable spacing between two existing homes, we have deviated from original setbacks identified in the plan in certain locations. While it is unfortunate one of these shifts affects your property, we feel it is necessary in order to equitably distribute impacts. The existing homes on the southeast and southwest corners of Piping Rock Drive establish the centerline of our alignment proposal.

Thank you for your interest in the highway development process as it relates to the study. Please contact me or the Project Manager, Mr. Randy Aldrich, if we can provide further assistance. Mr. Aldrich's telephone number is 333-1139.

Very truly yours,

Neil J. Pedersen

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

NJP/ih

cc: Mr. Michael Snyder
Mr. Louis H. Ege, Jr.

105-

1229

January 20, 1988

RECORDED
#120
JAN 21 1988
DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Mr. Neil J. Pedersen, Director
Office of Planning and Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Subject: Widening of New Hampshire Avenue (MD 650), recommendations
on Location/Design

References: (a) Environmental Effects Report, SHA, 4 December 1987
(b) Combined Location/Design Public Hearing, MD Rt. 650,
6 January 1988

Dear Mr. Pedersen:

The Ashton-Sandy Spring Civic Association (ASSCA) recommends the
following alternatives listed in References (a) and (b):

Segment I: Alternative 3, Option 2

Segment II: Alternative 2, Option 1--with modifications
listed below for the Cloverly shopping area

BC-1

Although Ashton and Sandy Spring are north of the study limits for
this project, a substantial fraction of area residents use MD 650
to commute to work, and also use the Cloverly shopping area, as it
has the nearest major grocery store, drug store, hardware store and
other convenience stores.

Reference (a) does not indicate an appreciation for the importance of
the Cloverly shopping district to the Ashton and Cloverly areas.

The existing design shows no median breaks through the Cloverly area,
forcing patrons to make a dangerous U-turn. This is an awkward,
frustrating, and potentially dangerous design feature. An opening
at Cloverly Street, although a significant improvement, is not al-
together a satisfactory solution. A central turn lane, vice a median,
through this area seems the more appropriate and less dangerous al-
ternative.

ASSCA recommends the following modifications for the Cloverly shopping
area (roughly from BC-1 intersection to Bryants Nursery Road):

1. A closed section road design with Option 1 location to preserve
the parking lot of the Cloverly Center, Cloverly Citgo, and Maryland
National Bank, which have been located in accordance with the existing
Master Plan for the Cloverly Area.

2. A central turning lane to replace the proposed median through
Cloverly. The incorporation of modern raised reflectors to mark
this lane could be used to enhance safety without sacrificing
maintenance needs, (e.g. snow removal).

Traffic on the existing two lane road through Cloverly flows freely
during rush hour and per lane traffic projections through 2015
with the build should be even better. For this reason, we believe
that a central turn lane is efficient and the safest compromise
for those who travel the roadway and for local residents who use
this shopping area.

Sincerely,

K. Wayne Reed

K. Wayne Reed
President,
Ashton-Sandy Spring Civic Association
P.O. Box 60
Ashton, MD 20861

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-106-



Maryland Department of Transportation
State Highway Administration

Michael J. ...
Secretary
Hal Kassoff
Administrator

Mr K. Wayne Reed
Page 2

February 24, 1988

Re: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to Maryland Route 198
PDMS No. 153337

Mr. K. Wayne Reed, President
Ashton-Sandy Spring Civic Association
P.O. Box 60
Ashton, Maryland 20861

Dear Mr. Reed:

This letter is in response to your recent correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided regarding any effects the study alternatives may have on the Cloverly commercial area. I also appreciate the specific segment endorsements. This information was given a thorough consideration during our team review held on February 4, 1988.

In the Cloverly area, we are developing some additional options in an attempt to eliminate the impacts mentioned in your letter.

First, we are investigating an alignment which has a right-of-way line on the east side of the proposed roadway that is common with the edge of the parking lot at the Cloverly Center. This will leave the center's number of parking spaces unchanged. More displacements along the west side of the proposed roadway are likely.

Second, there are now two variations in the study alternatives which will allow greater access through the proposed median. One variation provides a continuous median opening between Cloverly Street and the southern entrance to the Cloverly Center. The other variation proposes a five lane urban roadway through the Cloverly commercial area. This center lane, which provides continuous left turn access, would extend from Briggs Chaney Road to Snider Lane.

Early this spring, the team will meet with the Administrator to present their recommendations and discuss associated issues. The issues at Cloverly will be given a thorough consideration in our decision process. Via the project mailing list, you will be advised of the final decisions.

I want to thank you for your interest in the highway development process as it relates to this project. Please contact me or the Project Manager, Mr. Randy Aldrich, if we can provide further assistance. Mr. Aldrich's telephone number is 333-1139.

Very truly yours,

Neil J. Pedersen

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

NJP/ih

cc: Mr. Michael Snyder
Mr. Louis H. Ege, Jr.

My telephone number is (301) 333-1110

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707 North Calvert St., Baltimore, Maryland 21203-0717

125

-107-

January 20, 1988

Mr. Neil J. Pedersen, Director
 Office of Planning and Preliminary Engineering
 State Highway Administration
 200 North Calvert Street
 Baltimore, Maryland 21202

Re: Widening of MD Rt. 650--New Hampshire Avenue
 Response to Location and Design Phase

Dear Mr. Pedersen:

ALARM recommends: Segment I: Alternative 3, Option 2
 Segment II: Alternative 2, Option 1--with additional
 recommendations below

BC-1

The BC-1 alternative to the realignment of Briggs Chaney and Norwood Roads is preferred by ALARM. It is the alternative proposed by the Eastern Montgomery County Master Plan, Cloverly Policy Area and is also the recommendation of Park and Planning. We concur with their statements on this alternative. We feel also that both the existing Heritage Christian Church and the proposed Peoples Community Baptist Church on Norwood suffer if BC-3 were chosen, as they would then be on a dead-end road.

In Segment II, the open design (Alternative 2) allows for better runoff; shoulders so that disabled vehicles do not impede traffic flow; and is aesthetically more in keeping with the low-density residential aspect of the Cloverly Policy Area north of Briggs Chaney Road than curbs would be.

In Segment II, Option 1 is preferable, as it would preserve the parking area at Cloverly Center and would also, we hope, preserve the Citgo station. This is in accordance with the Master Plan recommendations and the current recommendations of Park and Planning.

However, the importance of the Cloverly shopping area to the residents of Cloverly and Ashton has not been addressed at all in the current design. There are many businesses in Cloverly offering a needed variety of goods and services to the community. In addition, the

Safeway store, the hardware-feed store, and the drug store are the only ones of their kind serving New Hampshire Avenue north of Colesville. ALARM is concerned primarily with the Cloverly Policy Area and with the Sandy Spring-Ashton Special Study Area. Our flyer distribution list covers approximately 6,000 homes; most of which use the Cloverly shopping area. Cloverly Center's Classic Video alone presently has over 2,400 members and continues to add about fifty members a month. Accessibility to the Cloverly shopping area is very important to a large number of people. The current design for Rt. 650 widening shows a median break to the south at Briggs Chaney and to the north at Bryants Nursery Road, with no median break through the Cloverly shopping area. This is unacceptable to the residents. Certain accommodations have been made in the design for access to the Colesville shopping center and accommodations must also be made for Cloverly's shopping area. Since there are stores on both sides of New Hampshire at widely spaced intervals, one break in the median (even at Cloverly Street) cannot suffice.

ALARM proposes:

1. Since there are already existing curbs and gutters in the Cloverly shopping area, this stretch of New Hampshire be a 'closed' roadway, using Option 1 to shift the center slightly west to protect the parking spaces at Cloverly Center and to preserve, hopefully, the Citgo station.
 2. An undivided roadway through the Cloverly shopping area, from the Safeway store north to the Shell station. This section could have two lanes northbound, two lanes southbound and have a center (fifth lane) left turn lane. This left turn lane would take less space than a twenty-foot median and so continue to preserve as much of the properties as possible.
- This proposal would allow for good access to all of the shopping area from any direction and would eliminate the dangerous U-turns and other convoluted driving patterns which would emerge with an unbroken median. The widening of New Hampshire Avenue affects many of us now, especially as it affects our continued viable use of the Cloverly shopping area. Because we have so much vacant land in our area which will contain homes in the not so distant future, the Cloverly shopping

area accessibility will be of importance to many more people. ALARM hopes to have a road design that will not only move traffic, but will also meet the needs in terms of goods and services for the residents of our area.

The presiding officers of ALARM, Cloverly Civic and Ashton-Sandy Spring Civic would like to meet with you in the near future to discuss our strong concerns about your current road design.

Sincerely,

Sue A. Reed

Sue A. Reed, Co-Chair ALARM
16921 New Hampshire Avenue
Silver Spring, Maryland 20904
1-301-421-9333

- cc: Mr. Norman Christeller, Chairman
Maryland National Capital Park and Planning Commission
3787 Georgia Avenue
Silver Spring, MD 20907
- cc: The Honorable Joel Chasnoff
House of Delegates
Room 222
Lowe House Office Building
Annapolis, MD 21401
- cc: The Honorable Edward Kasemeyer
The Senate
Annapolis, MD 21401
- cc: Mr. Randy Aldrich
Project Manager
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202
- cc: Councilman Isiah Leggett
Montgomery County Council
100 Maryland Avenue
Rockville, MD 20850
- cc: Mr. Robert C. Merryman
Montgomery County Department of Transportation
101 Monroe Street
Rockville, MD 20850



Maryland Department of Transportation
State Highway Administration

Richard
Secretary
Hal Kassoff
Administrator

Ms. Sue A. Reed
Page 2

February 22, 1988

Re: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to Maryland Route 198
PDMS No. 153337

Ms. Sue A. Reed, Co-Chairperson
Alliance of Local Associations for
Regional Monitoring
16921 New Hampshire Avenue
Silver Spring, Maryland 20904

Dear Ms. Reed:

This letter is in response to your recent correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided regarding any effects the study alternatives may have on the Cloverly commercial area. I also appreciate the specific segment endorsements. This information was given a thorough consideration during our team review held on February 4, 1988.

In the Cloverly area, we are developing some additional options in an attempt to eliminate the impacts mentioned in your letter.

First, we are investigating an alignment which has a right-of-way line on the east side of the proposed roadway that is common with the edge of the parking lot at the Cloverly Center. This will leave the center's number of parking spaces unchanged. More displacements along the west side of the proposed roadway are likely.

Second, there are now two variations in the study alternatives which will allow greater access through the proposed median. One variation provides a continuous median opening between Cloverly Street and the southern entrance to the Cloverly Center. The other variation proposes a five lane urban roadway through the Cloverly commercial area. This center lane, which provides continuous left turn access, would extend from Briggs Chaney Road to Snider Lane.

My telephone number is (301) 333-1110

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

Early this spring, the team will meet with the Administrator to present their recommendations and discuss associated issues. The issues at Cloverly will be given a thorough consideration in our decision process. Via the project mailing list, you will be advised of the final decisions.

I want to thank you for your interest in the highway development process as it relates to this project. Please contact me or the Project Manager, Mr. Randy Aldrich, if we can provide further assistance. Mr. Aldrich's telephone number is 333-1139.

Very truly yours,

Neil J. Pedersen

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

NJP/ih

cc: Mr. Michael Snyder
Mr. Louis H. Ege, Jr.

-110-

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JAN 26 10 41 AM '88

Contract No. M 529-101-371
PDMS No. 153337
LOCATION/DESIGN PUBLIC HEARING
Maryland Route 650
Randolph Road to Maryland Route 198
Wednesday, January 6, 1988
John F. Kennedy High School

Stonegate Citizens Association Additional Comments on Public Hearing
for MD Rte. 650, Contract No. M 529-101-371 continued

NAME Beverly Woodak - President, Stonegate Citizens Association DATE 1/20/88

LEASE RENT ADDRESS 204 Stonegate Drive, Silver Spring, MD 20904

CITY/TOWN _____ STATE _____ ZIP CODE _____

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

We add/change comments from Stonegate Citizens Assoc. on the New Hampshire Ave. hearing project to reflect the following: At our January 13th board meeting, we recommended:

1. Segment 2, Alternative 2 (open - 2 lanes in each direction with shoulders). We feel that the added space of shoulders is necessary due to buses, bicycles, and the slowdown of cars on this road. Also, with shoulders, there would be room for a possible future addition to the road. Although we don't want to lose the vegetable stands and we sympathize with the houses along the road, we feel shoulders really are needed.

2. For the Cloverly shopping area, between Briggs Chaney Rd. and Bryants Nursery Rd., like Option 1, Segment 2, Alt. 2. We feel that instead of a median strip, a 3rd lane in the middle, used for making left turns into the shopping areas,, would be very beneficial. Since the Colesville Shopping area is so congested, with limited parking, Stonegate & surrounding areas need to go north to Cloverly for shopping. Also, the Ashton area has no other grocery, drug, or hardware shopping stores and must come down to Cloverly. Having easy access to the shopping areas on both sides of the road is necessary, not only for current residents, but for future growth & development. Also, we feel that in the Cloverly shopping area, the road should move more to the West in order for the shopping area to retain its parking area.

3. We approve BC-1 with Briggs Chaney Rd. being moved south to meet Norwood Rd. This would be less expensive & would leave the apple orchard intact.

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

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

4. We strongly recommend that a traffic light be placed at the intersection of Stonegate Drive and New Hampshire Ave. with turn lane & left turn light for Peachwood and others coming from the south to make U-turns or left turns into Stonegate Drive (Peachwood community goes this way to the Elem. School). Without a light, the south bound traffic in A.M. rush hour, along with U-turn traffic would make it more difficult for Stonegate to exit the community. This is our main exit and most people need to go south during rush hour. Currently, many people go out the back way onto Bonifant (to Notley) in order to avoid New Hampshire Ave., but once the road is improved, we will resume using New Hampshire Ave. Currently, it is difficult to enter New Hampshire Avenue at any time - day or night. With an improved road, and greater traffic, the problem will only worsen. Incidentally, the light at Bonifant-Cane May changes too fast and is green too short a time for New Hampshire Ave. This holds back un traffic in both directions.

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Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Ms. Beverley Soodak, President
February 5, 1988
Page 2

February 5, 1988

RE: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to Maryland
Route 198
PDMS No. 153337

Ms. Beverley Soodak, President
Stonegate Citizens Association
204 Stonegate Drive
Silver Spring, Maryland 20904

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Randy C. Aldrich
Randy Aldrich
Project Manager

Dear Ms. Soodak:

This letter is in response to your recent correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided as well as your endorsements of Alternative 2, Option 1, in Segment II and Alternative BC-1 at Briggs Chaney Road. This information will be given a thorough consideration in our development of a preferred alternative to recommend to the Administrator.

LHE:RCA:kw
cc: Mr. Michael Snyder

In the Cloverly area we are further investigating minor changes to our alternatives to reduce impacts to parking at the Cloverly Center. We are also developing a median opening option which would allow access to most of the commercial area. The final selections at this location will be available for review early this Spring.

During the project planning stage we do not make any analysis to determine signal warrants at any of the at grade intersections along the studied roadway. Within the next step of the project's development, final design, each intersection will be analyzed. Traffic signals are only installed at intersections which have traffic volumes to satisfy nationally recognized warrants.

I want to thank you for your interest in the highway development process as it relates to this project. Please contact us again if we can provide further assistance.

My telephone number is (301) _____

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707 North Calvert St., Baltimore, Maryland 21203-0717

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January 21, 1988

Mr. Neil Pedersen, Director
Office of Planning and Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Re. Widening of New Hampshire Avenue (Rt. 650)

Response to location and design phase

Dear Sir:

The merchants of Cloverly, Maryland stand unanimously opposed to the present design for the widening of New Hampshire Avenue in the Cloverly area. The merchants favor two changes as follows:

1. Provide a fifth lane for turning between Briggs Chaney Road and Bryant's Nursery Road rather than the unbroken median strip.
2. Keep the road direction as is through Cloverly rather than bending it toward the east. The present plan effectively wipes out all the businesses of the Cloverly Center, as well as the Cloverly Citgo Service Station.

We believe that the above suggested changes would allow safe and convenient access to the forty-four businesses located between Briggs Chaney Road and Bryant's Nursery Road. These businesses are patronized each day by literally thousands of Colesville, Cloverly, and Ashton residents. Thank you for your attention to our concerns.

Sincerely,
Larry Lynn, President, Classic Video
Cloverly Merchants

Enclosure

RECEIVED
#137
JAN 25 1988

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Safeway
15411 New Hampshire

Maryland National Bank
15421 New Hampshire

Tacos and Pizza House
15507 New Hampshire

Maryland Federal Savings and Loan
15509 New Hampshire

Cloverly Deli
15511 New Hampshire

Pepperidge Farm Thrift Store
15513 New Hampshire

Radio Shack
15515 New Hampshire

Cloverly Drug
15521 New Hampshire

Cloverly Cleaners
15525 New Hampshire

Antonione Specialty Food Market
15527 New Hampshire

Classic Video and One Hour Photo
15529 New Hampshire

Cloverly Florist
15533 New Hampshire

Accurate Business Machines
15539 New Hampshire

Richard
OWNER

Arthur M. E. Muttiger

Dale D. P. Mungel
Assoc. Manager

John J. Lamy owner
Arthur M. King, Mgr.

Norm Erik W. owner
for Antonione Specialty Food Market

Paul Rows Mgr.

David S. Litzge

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O'Reilly Orchards
15400 New Hampshire Avenue

Pizza Hut
15410 New Hampshire Avenue

Champ's ~~Cafe~~
15416 New Hampshire Avenue

Chieh Duo Tang
Oriental Garden Carry Out
15416 New Hampshire Avenue

Checkers Hair Design
15418 New Hampshire Avenue

Art and Frame Gallery
15420 New Hampshire Avenue

The Silk Tree
15422 New Hampshire Avenue

Woodmoor Cleaners
15424 New Hampshire Avenue

Shahar Christian Book Shoppe
15426 New Hampshire Avenue

Family Market
15430 New Hampshire Avenue

Pet Nutrition Center
15434 New Hampshire Avenue

Cloverly Farm Market
15504 New Hampshire Avenue

Harding's Farm Market
15520 New Hampshire Avenue

Cloverly TV Service
15524 New Hampshire Avenue

Jones Locksmith
15524 New Hampshire Avenue

Thompson Co. Realtors
700 Cloverly Street

Cloverly Barber Shop
702 Cloverly Street

Poor Richard's Needlecraft
704 Cloverly Street

State Farm Insurance
708 Cloverly Street

Mentech Insurance Co.
708 Cloverly Street

Water Coins and Stamps
708 Cloverly Street

William O. Rockefeller, Jr.
708 Cloverly Street

C and C Restaurant
710 Cloverly Street

Cloverly Hardware
714 Cloverly Street

Hampton Press
721 Cloverly Street

Today's Hair Stylist
725 Cloverly Street

Allstate Sales, Service, Claims
729 Cloverly Street

John Glancy, M.D.
733 Cloverly Street



Maryland Department of Transportation
State Highway Administration

Richard H. Trammor
Secretary
Hal Kassoff
Administrator

Mr. Larry Lyons

Page Two

February 23, 1988

RE: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to Maryland Route 198
PDMS No. 153337

I want to thank you for your interest in the highway development process as it relates to this project. Please contact me or the Project Manager, Mr. Randy Aldrich, if we can provide further assistance. Mr. Aldrich's telephone number is 333-1139.

Mr. Larry Lyons
c/o The Cloverly Merchants
15529 New Hampshire Avenue
Silver Spring, Maryland 20910

Very truly yours,

Neil J. Pedersen

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

NJP:db

cc: Mr. Michael Snyder
Mr. Louis H. Ege, Jr.

This letter is in response to your recent correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided regarding any effects the study alternatives may have on the Cloverly commercial area. This information was given a thorough consideration during our team review held on February 4, 1988. In the Cloverly area, we have developed some additional options which eliminate the impacts mentioned in your letter.

First, we are investigating an alignment which has a right-of-way line on the east side of the proposed roadway that is common with the edge of the parking lot at the Cloverly Center. This will leave the center's number of parking spaces unchanged. More displacements along the west side of the proposed roadway are likely. This includes Harding's Farm Market, Cloverly TV Service, and Jones Locksmith. None of these establishments signed your petition.

Second, there are now two variations in the study alternatives which will allow greater access through the proposed median. One variation provides a continuous median opening between Cloverly Street and the southern entrance to the Cloverly Center. The other variation proposes a five lane urban roadway through the Cloverly commercial area. This center lane, which provides continuous left turn access, would extend from Briggs Chaney Road to Snider Lane.

Early this spring, the team will meet with the Administrator to present their recommendations and discuss associated issues. The issues at Cloverly will be given a thorough consideration in our decision process.

My telephone number is (301) 333-1110

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-115-

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. M 529-101-371
PDMS No. 153337
LOCATION/DESIGN PUBLIC HEARING
Maryland Route 650
Randolph Road to Maryland Route 198
Wednesday, January 6, 1988
John F. Kennedy High School
Original signed by
Dave Marcus

NAME _____ DATE Jan 21, 1988

PLEASE PRINT ADDRESS 221 Pewter Ln.

CITY/TOWN Silver Spring STATE MD ZIP CODE 20904

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

Having lived in this now congested area for 20 years, I wish the state to same time, exasperation and money by.

- 1) Build Alternative 2 w/option #1 - Segment I
- 2) " " 2 " " " II
- 3) " Briggs Chaney Re Align - Alt #BC-1 for economic sense

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

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation
State Highway Administration

Hard H or
Secretary
Hal Kassoff
Administrator

February 25, 1988

RE: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to Maryland
Route 198
PDMS No. 153337

Mr. Dave Marcus
221 Pewter Lane
Silver Spring, Maryland 20904

Dear Mr. Marcus:

This letter is in response to your recent correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided as well as your alternative recommendations. This information will be given a thorough consideration in our development of a preferred alternative to recommend to the Administrator.

I want to thank you for your interest in the highway development process as it relates to this project. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Randy Aldrich
Randy Aldrich
Project Manager

LHE:RCA:kw

cc: Mr. Michael Snyder

My telephone number is (301) _____

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-116-



Maryland Department of Transportation
State Highway Administration

Secretary
Hal Kasloff
Administrator

February 5, 1988

THE WHITE OAK AREA CIVIC COALITION
P. O. BOX 4441
SILVER SPRING, MARYLAND 20904

RE: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to Maryland
Route 198
PDMS No. 153337

Mr. Randy Aldrich
Project Manager
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202 REF. Md. Route 650 Location/Design Hearing

January 21, 1988

Mr. William Tate, President
White Oak Area Civic Coalition
P.O. Box 4441
Silver Spring, Maryland 20904

Dear Mr. Tate:

This letter is in response to your recent correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided as well as your endorsements of Alternative 3, Option 1 in Segment I; Alternative 2 in Segment II; and Alternative BC-1 at Briggs Chaney Road. This information will be given a thorough consideration in our development of a preferred alternative to recommend to the Administrator.

I want to thank you for your interest in the highway development process as it relates to this project. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by:

Randy Aldrich
Randy Aldrich
Project Manager

LHE:RCA:kw
cc: Mr. Michael Snyder

My telephone number is (301) _____

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707 North Calvert St., Baltimore, Maryland 21203-0717

Dear Randy,

We discussed the various design alternatives at our January meeting. Based on the material you have given or loaned us, we favor the following design alternatives for the reasons discussed below.

- 1) In Segment 1; Alternative 3, Option 1
- 2) At Briggs Chaney Rd; Alternative BC-1
- 3) In Segment 2; Alternative 2

In Segment 1 the closed section reduces the required takings along the right-of-way. The underpass study of the Randolph Rd/ New Hampshire Ave should take into account the cross county traffic relief that will be provided by the eventual completion of the ICC, however the opening of the METRO station in Glenmont may induce more traffic than the ICC will relieve. Two left turn lanes from north-bound New Hampshire Ave to west-bound Randolph Rd appear necessary for reasonable LOS in PM rush hour. Significant cut-through traffic now occurs in an attempt to bypass the multi-cycle delays common at the intersection.

The Briggs Chaney Option 1 was selected by the group because of the reopening of Cloverly Elementary School, and the reduction in traffic that Option 1 provides in the front of the school.

In Segment 2 the group was of the opinion that the open section will be less expensive to construct and may provide better control of storm water runoff than the closed section. In addition if in future years the additional lanes become necessary no additional right of way taking will be necessary at that time. The four lane segment should be extended beyond the RL 198/28 intersection to provide appropriate intersection capacity for traffic control system at this intersection. Great caution should be exercised during the construction phase to prevent silting of the upper Paint Branch streams.

Thank you for this opportunity to provide our comments.

Sincerely,
William Tate
William Tate, President
White Oak Area Civic Coalition

-117-

135

CLOVERLY CIVIC ASSOCIATION
205 Bryants Nursery Road
Silver Spring, Maryland 20904

January 22, 1988

RECEIVED

#142
JAN 27 1988

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Mr. Neil J. Pedersen, Director
Office of Planing and Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

RE: Community Concerns Over Road Design and Location of
New Hampshire Avenue, Route 650

I am writing on behalf of the Cloverly Civic Association regarding our concerns for the location and design of New Hampshire Avenue, Maryland Route 650. Generally, we are pleased that the road is to be widened and improved. The roadway will allow improvements capacity, safety and operating efficiency. Members of our group have participated in alternatives workshop on May 14, 1987, and the public hearing on January 6, 1988. In addition we have participated in the MNCPPC hearings on the roadway. The community members are concerned about the location of median breaks for intersections, and the location of the roadway particularly where there were differences in alignment with the Eastern Montgomery County Master Plan.

Under the proposed build options, there would be no access to the Cloverly Shopping Centers across the median strip. Motorists who wanted to get across the median would need to make U-hand turns at Bryants Nursery Road or at Briggs Chaney Road. Large numbers of cars making U-Turns at these intersections would be a considerable traffic hazard and reduce the road capacity. In addition, by not allowing any cross overs at the median, there is considerable inconvenience to motorists, and negative impacts on the businesses in the shopping area. The environmental study fails to address the volume of traffic that currently crosses the highway in front of the shopping centers. Data needs to be collected and analyzed to determine a solution that would provide adequate access to the shopping areas. Without adequate information it is difficult for the community to recommend the number and types of access that are required across the median. At least one break in the median is required at Cloverly Street. Others may be required.

The median strip would also deny access to a number of communities along New Hampshire Avenue. There would be no median break at Piping Rock for the Peachwood residents. There would be no cross-overs allowed for residents of McNeil Lane, Snider Lane, and Spotswood Drive. These residents would be forced to go to Harding Lane or Route 198 intersections to make U-hand turns to go south on New Hampshire Avenue.

The community favors the realignment of Briggs Chaney Road south to Norwood Road. The advantages are the following:

1. Follows the Master Plan which landowners have used as their guide to planning their property use.
2. Would reduce traffic for Cloverly Elementary school that will be re-opened in 1989, and for residences close to the road along Briggs Chaney Road.
3. Would preserve the orchard and farm land that would be used to relocate Norwood Road.
4. Would allow the house on the southeast corner of Norwood and New Hampshire to have free access to a highway. The driveway could be relocated to Briggs Chaney from New Hampshire where the driveway is too close to the intersection, and is blocked by traffic at the stop light.
5. Heritage Christian Church would better access to New Hampshire Avenue.

The seriousness of the problem of the small wetland area in that route needs further study.

In a number of places the roadway is being shifted from the Master Plan alignment to avoid displacements of homes and businesses. In some of these cases taking a house is preferable to leaving a residence too close to a roadway. Often the situation is created where undesirable situations are left on both sides of the highway. Some of these situations include the following:

1. The home on the southeast corner of New Hampshire and Windridge Acres would be better off if the road was moved westward into the Master Plan alignment, or as the owner indicated at the hearing, his home should be taken.
2. The Cloverly Center would lose 80 of its 180 parking spaces by one road alignment. This would leave businesses on both sides of the road with inadequate parking. Again the Master Plan alignment should be used, and the roadway moved westward. Homes and businesses on the west side of the highway could be relocated further back on their properties where practical.



Maryland Department of Transportation
State Highway Administration

Richard [redacted] nor
Secretary
Hal Kassoff
Administrator

February 17, 1988

5B

3 Two homes on the west side of New Hampshire north of McNeil would have a substantial part of their front yards removed by the alignment of the road to the west. The result is three homes too close to the roadway. By using the Master Plan alignment the home on eastern side of New Hampshire would be relocated, leaving the homes across the street with adequate front yards. Again, the house on the eastern side of the highway should be relocated further back on the property, if practical.

Re: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to Maryland Route 198
PDMS No. 153337

The Environmental study indicates that noise levels along the proposed highway would be above Federal/State standards. The limit of 67 decibels would be violated. Noise levels are projected to be from 70 decibels in the northern sections to 77 decibels in the southern sections. The MNCPPC guideline level for this roadway is only 60 decibels, although that represents a level over a day period. The plan indicates that barriers would be ineffective in reducing the noise levels. If noise can not be abated through the use of road surface materials, noise barriers, or landscaping; particular concern should be paid to not leaving homes and businesses too close to the roadway.

Mr. Quentin Remein, President
Cloverly Citizens Association
205 Bryants Nursery Road
Silver Spring, Maryland 20904

Dear Mr. Remein:

The plan does not identify landscaping that will be provided as a part of the project. Landscaping can provide a reduction in noise levels as well as shielding homes from the highway.

This letter is in response to your recent correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided both in writing and in person regarding the effects the study alternatives may have, especially in the Cloverly area. This information was given a thorough consideration during our team review held on February 4, 1988.

Lastly, the community notes that levels of congestion will not be significantly improved with the building of the roadway. In the year 2015 the charts show improvements at the intersections with the no build options, while the build option shows that most service levels would be the same as the current levels of service. Possibly we have misinterpreted the data, or maybe the data is telling us that widening New Hampshire Avenue is not the long range solution to the problems of congestion in our area. Could further clarification of these charts be provided?

In the Cloverly area, we have investigated some additional options which eliminate the impacts mentioned in your letter.

First, we are investigating an alignment which has a right-of-way line on the east side of the proposed roadway that is common with the edge of the parking lot at the Cloverly Center. This will leave the center's number of parking spaces unchanged. More displacements along the west side of the proposed roadway are likely under this alternative, however.

Thank you for the opportunity to respond to plans for location and design of the Route 650. If you have any questions regarding our comments I can be reached at home at (301) 421-1152 or at work on (703) 557-1703.

Second, there are now two variations in the study alternatives which will allow greater access through the proposed median. One variation provides a continuous median opening between Cloverly Street and the southern entrance to the Cloverly Center. The other variation proposes a five lane urban roadway through the Cloverly commercial area. This center lane, which provides continuous left turn access, would extend from Briggs Chaney Road to Snider Lane.

Respectfully submitted,

Quentin Remein
President
Cloverly Civic Association

My telephone number is (301) 333-1110

Teletypewriter for Impaired Hearing or Speech
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707 North Calvert St., Baltimore, Maryland 21203-0717

-119-

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The development of the variations in the median opening at Cloverly comes as a direct result of the concern that the volumes of U-turns necessitated by a lack of an opening may be more unsafe than allowing continuous left turns. This analogy cannot be applied to the situation at McNeil Lane and Spotswood Drive. There is a limited number of homes on these two streets and a very small volume of U-turns associated with denying a median opening. At Piping Rock Drive, the size of the Peachwood Community indicates significant volumes of U-turns may be expected. We are investigating the possibility of a median opening providing limited access between New Hampshire Avenue and East Piping Rock Drive.

Your discussion that many of the homes or businesses which could remain with doorsteps on the edge of our proposed right-of-way line, would, in many cases, be better off if we shifted our alignment and acquired them completely has merit. Before making a decision, we plan to approach each affected property owner to assess their long-term prospects for their property. This is the case regarding the alignment shift north of McNeil Lane. Knowing the desires of the homeowner mentioned in Windridge Acres, we have shifted the alignment and will be recommending acquisition of his residence.

Even though future year traffic volumes will produce peak hour noise levels which exceed the Federal Highway Administration's Noise Abatement Criteria, additional analyses are required under our new noise policy before any commitments are made regarding noise barriers and/or earth berms. On a roadway such as New Hampshire Avenue which has numerous intersecting streets and driveways, these abatement measures would appear unsightly and would be marginally effective. Thus, most of this corridor will not undergo any further noise abatement analysis. There may be an opportunity for some treatment along Whitegate Drive which will be studied in more detail in the design phase.

In the Environmental Effects Report, we did not indicate future year levels of service for a widened New Hampshire Avenue. We did show Build and No-Build daily and peak hour traffic volumes. Design year No-Build 2015 volumes show smaller increases than build volumes because the existing congestion tends to constrain traffic volumes. After reconstruction into a freer flowing facility, higher volumes associated with future land development will be attracted to this roadway. The detailed traffic analysis performed on this project indicates most of the intersections, with the exception of Randolph Road, will operate at acceptable levels of service despite the increases in traffic volumes.

Early this spring, the team will meet with the Administrator to present their recommendations and discuss associated issues. The issues you have provided will be given a thorough consideration in our decision process. Via the project mailing list, you will be advised of the final decisions.

I want to thank you for your interest in the highway development process as it relates to this project. Please contact me or the Project Manager, Mr. Randy Aldrich if we can provide further assistance. Mr. Aldrich's telephone number is 333-1139.

Very truly yours,

Neil J. Pedersen

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

NJP/ih

cc: Mr. Michael Snyder
Mr. Louis H. Ege, Jr.

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January 19, 1988



Maryland Department of Transportation
State Highway Administration

Secretary
Hal Kassoff
Administrator

February 23, 1988

Re: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to Maryland Route 198
PDMS No. 153337

Mr. Norman C. Grody
14812 Mistletoe Court
Silver Spring, Maryland 20904

Dear Mr. Grody:

This letter is in response to your correspondence of January 24, 1988, pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided about the Peachwood Community's access to and from southbound New Hampshire Avenue. This matter was discussed at a team review meeting held on February 4, 1988. We are evaluating the traffic operating characteristics associated with a median opening at Piping Rock Drive and whether limited access movements could be permitted across the median. Even though such access would be less than our minimum spacing criteria due to the proximity of the opening at Relocated Good Hope Road, we agree it will be desirable to provide access for your community, provided other operational features of New Hampshire Avenue are not significantly worsened.

Later this spring, our studies will be discussed and finalized with the Administrator. Via the project mailing list, on which you are already enrolled, you will be advised of the final recommendations on this project.

Thank you for your endorsement to widen New Hampshire Avenue. Please contact me or the project manager, Mr. Randy Aldrich, if we can provide further assistance. Mr. Aldrich's telephone number is 333-1139.

Very truly yours,

Neil J. Pedersen

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

NJP/ih

cc: Mr. Michael Snyder
Mr. Louis H. Ege, Jr.

My telephone number is (301) 333-1110

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

Neil J. Pedersen, Director
Office of Planning and Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

PROJECT DEVELOPMENT DIVISION
FEB 2 12 39 PM 1988

Subject: Response to the Road Design Involving The Widening of New Hampshire Avenue (Rt. 650)

Dear Sir:

I have been a resident of Peachwood for fourteen years and watched the growth of the development and surrounding population. As you may know, the intersection of New Hampshire Avenue and Piping Rock Road represents the main access for Peachwood residents leaving the development. During the past five years the traffic has increased to the point where it is often difficult to cross Piping Rock and go south on New Hampshire Avenue during morning rush hour. To improve the situation, the county is planning to widen New Hampshire Avenue between Randolph Road and Spencerville Road (Route 198).

I welcome the widening of New Hampshire Avenue, particularly between Randolph and Bonifant, where the congestion propagates northward toward Peachwood. However, I have great concern regarding the road improvements north of Bonifant in the vicinity of Peachwood. It is my understanding that a divided median is being planned containing a continuous median. No provision is made to enable the residents of Peachwood from crossing the median at the Peachwood entrance. In order to travel southward on New Hampshire it would be necessary to make U-Turns at openings further south along New Hampshire Avenue. Considering the large number of cars leaving Peachwood during rush hours, a much more practical and safer alternative is needed.

It is the opinion of many Peachwood residents that strong consideration should be given to opening the median at the intersection of New Hampshire and Piping Rock and providing a signal light at the intersection. Without such access the improvements to New Hampshire are questionable for residents of the Peachwood community.

Sincerely yours,

Norman C. Grody
Norman C. Grody
14812 Mistletoe Court
Silver Spring, Md. 20904

RECEIVED
#162
FEB 2 1988

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

cc: Mr. Norman Christensen, Chairman
Montgomery County Planning Board
2000 Rockville Pike
Silver Spring, Maryland 20910

-121-

139

RECEIVED

F 153
JAN 25 1988

WILLIE BROWN, CPA
15079 WELLWOOD ROAD
SILVER SPRING, MO 20904

GRAND OPENING
PLANNING & ENGINEERING

January 25, 1988

JAN 29 3 38 PM '88
PROJECT DEVELOPMENT DIVISION

Mr. Neil J. Pedersen, Director
Office of Planning and Preliminary
Engineering
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

Re: Widening of New Hampshire Ave.
(Pt. 650) Response to Location
and Design Phase

Dear Mr. Pedersen:

I am a resident of the area, and a patron of the stores of the Cloverly shopping area on New Hampshire Avenue. This shopping area is convenient to my home and offers a variety of goods and services. Its major grocery store, drug store, and hardware-feed store are the only ones of their type serving New Hampshire Avenue north of Colesville Road.

Your current road design specifies an unbroken median through the Cloverly shopping area, which will make access extremely difficult and force many to make dangerous U-turns.

I STRONGLY PROTEST THE DESIGN AS IT STANDS!

Breaks in the median or no median through the shopping area must be possible as is the present design of New Hampshire Avenue south of Randolph Road at the Meadow Wood Shopping Center.

At least one development of over 200 homes (Peachwood) on the east side of New Hampshire will not be able to turn south on New Hampshire; Snider and McNeil Lanes will face the same problem.

Level of service intersection data, present and projected after the road is built, indicate several intersections at the same or worse levels of service. This is not the design we want for New Hampshire. New Hampshire Avenue is in need of improvement, but I question whether this design actually is best for residents, shoppers, and merchants in the area. Please give consideration to my concerns and keep me informed of your decisions in the matter.

Sincerely,

Willie Brown

Willie Brown, CPA

cc: Mr. Norman Christellier, Chairman
Montgomery County Planning Board



Maryland Department of Transportation
State Highway Administration

Richard H. Hahn
Secretary
Hal Kassoff
Administrator

Mr. Willie Brown
Page Two

February 23, 1988

Re: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to Maryland Route 198
PDMS No. 153337

Mr. Willie Brown, CPA
15029 Wellwood Road
Silver Spring, Maryland 20904

Dear Mr. Brown:

This letter is in response to your recent correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided regarding the effects the study alternatives may have on the Cloverly commercial area and the Peachwood Community. This information was given a thorough consideration during our team review held on February 4, 1988. In the Cloverly area we have developed some additional options which eliminate the impacts mentioned in your letter.

First, we are investigating an alignment which has a right-of-way line on the east side of the proposed roadway that is common with the edge of the parking lot at the Cloverly Center. This will leave the center's number of parking spaces unchanged. More displacements along the west side of the proposed roadway are likely.

Second, there are now two variations in the study alternatives which allow greater access through the proposed median. One variation provides a continuous median opening between Cloverly Street and the south entrance to Cloverly Shopping Center. The other variation proposes a five lane urban roadway through the Cloverly Commercial Area. This center lane which provides continuous left turn access, would extend from Briggs Chaney Road to Snider Lane.

Peachwood's access to southbound New Hampshire Avenue is being further evaluated. A community proposal to provide a channelized median opening accessing only Piping Rock Drive east of New Hampshire Avenue is being reviewed by our traffic engineering staff.

Early this spring, the project team will meet with the Administrator. At this meeting, we will present our recommendations along with the associated issues. Via the project mailing list, on which you have been enrolled, you will be notified of the final selections for New Hampshire Avenue.

My telephone number is (301) 333-1110

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

I want to thank you for your interest in the highway development process as it relates to this project. Please contact me or the Project Manager, Mr. Randy Aldrich, if we can provide further assistance. Mr. Aldrich's telephone number is 333-1139.

Very truly yours,

Neil J. Pedersen

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

NJP/ih

cc: Mr. Michael Snyder
Mr. Louis H. Ege, Jr.

-123-

171

(This letter was typed by SIA in order to be legible after printing).

February 5, 1988

Mr. Randy Aldrich
Project Manager for SIA

Dear Sir,

I am writing as President and Owner of Cloverly Hardware Service Agency also the two office buildings in Cloverly Center. Mr. Hines was the founder of Cloverly nearly 40 years ago.

I was unable to attend the public hearing you held concerning the widening of New Hampshire Ave. I would like to go on record as opposing the plan the S.H.A. has made to put a median strip through Cloverly when they widen New Hampshire Ave.

This will definitely effect the flow of traffic into and out of the Shopping Centers on both sides of the street, leaving no access to Cloverly Center from the North. How can you so such a thing?

I am also convinced that since Cloverly St. is a dedicated street it should be left open to cross traffic as is Briggs Chaney Rd. It will also cause more traffic to drive through the parking lots which would be dangerous for pedestrians, rather than using New Hampshire Ave.

I would like to meet with you to see if there would be any alternate plan possible.

I am also the owner of a residence at 15730 N.H. Ave. I have never received notice of any of the hearings you have had on this project. Please put my name on your mailing list as Mary Ellen Hines 17821 Pond Rd. Ashton Md. 20861.

If you would like to contact me please write to the above address or phone 301 774-4704 or 301 384-9200.

Thank you.

Sincerely

Original signed by

Mary Ellen Hines



Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Ms. Mary Ellen Hines
February 25, 1988
Page 2

February 25, 1988

RE: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to Maryland
Route 198
PDMS No. 153337

Ms. Mary Ellen Hines
17821 Pond Road
Ashton, Maryland 20861

Dear Ms. Hines:

This letter is in response to your recent correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided as well as any effects the study alternatives may have on you. This information will be given a thorough consideration in our development of a preferred alternative to recommend to the Administrator.

In the Cloverly area, we are investigating some variations of the proposed median which would allow greater access. The first variation would provide a continuous median opening from Cloverly Street to the southern entrance to the Cloverly Center. The second one would provide a five lane urban roadway with a continuous center turn lane. This lane would begin at Briggs Chaney Road and extend through to Snider Lane.

I regret not including you on our mailing list for the project. We have corrected our oversight. I have enclosed a copy of the public hearing brochure used at our January hearing.

I want to thank you for your interest in the highway development process as it relates to this project. Please contact us again if we can provide further assistance or if you would like to schedule a meeting.

Very truly yours,

Louis H. Ego, Jr.
Deputy Director
Project Development Division

by: Randy C. Aldrich
Randy Aldrich
Project Manager

LHE:RCA:kw

cc: Mr. Michael Snyder

My telephone number is (301) _____

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707 North Calvert St., Baltimore, Maryland 21203-0717

143

-125-

(This letter was typed by SHA in order to be legible after printing).

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

Contract No. M 529-101-371
PDMS No. 153337
LOCATION/DESIGN PUBLIC HEARING
Maryland Route 650
Randolph Road to Maryland Route 198
Wednesday, January 6, 1988
John F. Kennedy High School
Original signed by
Charles H. Marcum

NAME _____ DATE 24 Feb. 88

PLEASE
PRINT

ADDRESS 1312 11th Ave.
CITY/TOWN Yuma STATE Arizona ZIP CODE 85364

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

My brother and I are concerned about our mother, Mrs. Patty Marcum,
14212 New Hampshire Ave. Silver Spring, Md. 20904. Mrs. Marcum resides
in one of the proposed areas located near the boundary between Segments I & II
Since Mrs. Marcum is retired and lives in a private residence, we would
like to obtain more specific information concerning road construction and
improvements so that we might formulate plans as to the future of the
existing residential structure, etc. Please provide a response to
myself and:

Mr. Robert R. Marcum

709 Hollywood Ave.

Silver Spring, Md 20904

In viewing the "Comparison of Alternatives" page 7 of document dated
Dec. 22' 87, we request a clearer interpretation of residential displacements

Thank you, Charles H. Marcum

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

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

144



Maryland Department of Transportation
State Highway Administration

Randy
Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Mr. Charles H. Marcum
April 5, 1988
Page 2

I want to thank you for your interest in the highway development process as it relates to this project. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: *Randy Aldrich*
Randy Aldrich
Project Manager

April 5, 1988

RE: Contract No. M 529-101-371
Maryland Route 650 - Randolph
Road to Maryland Route 198
PDMS No. 153337

Mr. Charles H. Marcum
1312 11th Avenue
Yuma, Arizona 85364

Dear Mr. Marcum:

This letter is in response to your correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198.

The house itself where your mother resides at 14212 New Hampshire Avenue lies outside the right-of-way requirements for Alternative 3 and Alternative 2, our preferred alternatives for Segments I and Segment II, respectively. I have enclosed our current plan view of these alternatives. Because of the transition from one alternative to the other, precise right-of-way requirements have not been finalized. Both plans require acquisition of some of your mother's property. This plan view depicts the most encompassing right-of-way requirements of the two alternatives. For information on procedures used by the State Highway Administration to acquire right-of-way, you should contact Mr. Richard Ravenscroft. Mr. Ravenscroft's address is Post Office Box 327, 9300 Kenilworth Avenue, Greenbelt, Maryland 20770. His telephone number is 301-220-7455.

Construction activities on New Hampshire Avenue are anticipated to be underway by 1991. Construction schedules for the proposed Intercounty Connector, which displaces your mother's home, are indefinite at this time. Funds to build this roadway have not yet been approved.

LHE:RCA:bh
Attachment

cc: Mr. Michael Snyder
Mr. Robert R. Marcum (w/attach.)
Mr. Richard Ravenscroft

My telephone number is (301) 333-1139

145

-127-



Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

1245 Cavendish Drive
Silver Spring, MD 20904

March 17, 1988

Re: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to Maryland Route 198
PDMS No. 153337

Mr. Neil J. Pedersen, Director
Office of Planning and Preliminary Engineering
State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

Dr. John M. Vanyur, Ph.D.
1245 Cavendish Drive
Silver Spring, Maryland 20904

Dear Dr. Vanyur:

This letter is in response to your recent correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate your endorsement of our proposals to widen this roadway.

Construction that will provide interim relief to the less than desirable traffic flows along New Hampshire Avenue in Colesville will begin later this year. A developer is funding a special project to provide a five lane roadway between Randolph Road and Midland Road and a three lane roadway between Midland Road and Nottley Road. The center lane of these two sections of roadway will function as a center turn lane.

As you requested, I have enrolled you on the mailing list we maintain for this project. You will be advised of important milestones in our continuing development of this project.

I want to thank you for your interest in the highway development process as it relates to this project. Please contact me or the project manager, Mr. Randy Aldrich, if we can provide further assistance. Mr. Aldrich's telephone number is 333-1139.

Very truly yours,

Neil J. Pedersen

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

NJP/ih

cc: Mr. Michael Snyder
Mr. Louis H. Ege, Jr.

My telephone number is (301) 333-1110

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1/10

-128-

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**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

Contract No. M 529-101-371
PDMS No. 153337
LOCATION/DESIGN PUBLIC HEARING
Maryland Route 650
Randolph Road to Maryland Route 198
Wednesday, January 6, 1988
John F. Kennedy High School
Original signed by
Samuel Eng

NAME _____ DATE 03/01/88

PLEASE PRINT ADDRESS 15305 Graaf Place.

CITY/TOWN Silver Spring STATE Maryland ZIP CODE 20904

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

I would like further information regarding the widening of Route 650
(New Hampshire Ave.) North of Randolph Rd. Some information will be
concerning the estimated dates of starting and completing projects.

I would also like information regarding the proposed tracts of land
that are required for the Inter County Connector. Please send me
information regarding this project also. Send information regarding
the proposed dates of start and completion.



**Maryland Department of Transportation
State Highway Administration**

Randy
Richard H. T
Secretary
Hal Kassoff
Administrator

March 29, 1988

RE: Contract No. 529-101-371
Maryland Route 650
Randolph Road to Maryland
Route 198
PDMS No. 153337

Mr. Samuel Eng
15305 Graaff Place
Silver Spring, Maryland 20904

Dear Mr. Eng:

This letter is in response to your recent correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. Funds to reconstruct and widen New Hampshire Avenue are contained within our Draft Consolidated Transportation Program. We anticipate commencing construction by the end of 1992. It will take about two years to complete the project.

Information on the proposed Intercounty Connector is not as easy to supply. Segments of it are funded for construction while others are still being studied.

Please contact us again with a specific location along the Intercounty Connector so we can supply construction dates and alignment requirements.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

By: Randy Aldrich
Randy Aldrich
Project Manager

LHE:RCA:vw
cc: Mr. Micheal Snyder

My telephone number is (301) 333-1139

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707 North Calvert St., Baltimore, Maryland 21203-0717

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Contract No. M 529-101-371
PDMS No. 153337
LOCATION/DESIGN PUBLIC HEARING
Maryland Route 650
Randolph Road to Maryland Route 198
Wednesday, January 6, 1988
John F. Kennedy High School
Original signed by

March 24, 1988

NAME Maxine Lewack DATE 3/1/88

PLEASE PRINT ADDRESS 1614 Peacock LA

CITY/TOWN Silver Spring STATE MD ZIP CODE 20904

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

This project is incredibly overdue. Randolph Rd in this area has
become an elongated parking lot and even the proposed changes don't
seem like enough correction.

RE: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to Maryland
Route 198
PDMS No. 153337

Ms. Maxine Lewack
1614 Peacock Lane
Silver Spring, Maryland 20904

Dear Ms. Lewack:

This letter is in response to your recent correspondence
pertaining to our project planning study on Maryland Route 650
(New Hampshire Avenue) between Randolph Road and Maryland Route
198. I appreciate your support for the project.

Please contact us again if we can provide further
assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

By: Randy Aldrich
Randy Aldrich
Project Manager

LHE:RCA:vlt
cc: Mr. Michael Snyder

- Please add my/our name(s) to the Mailing List.*
- Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already
on the project Mailing List.

My telephone number is (301) 333-1139

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**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**



**Maryland Department of Transportation
State Highway Administration**

Richard
Secretary
Hal K
Assistant

Contract No. M 529-101-371
PDMS No. 153337
LOCATION/DESIGN PUBLIC HEARING
Maryland Route 650
Randolph Road to Maryland Route 198
Wednesday, January 6, 1988
John F. Kennedy High School
Original signed by
James Ray Martin

April 5, 1988

Re: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to Maryland Route 198
PDMS No. 153337

NAME _____ DATE March 1, 1988

PLEASE
PRINT

ADDRESS 909 Windmill Lane

CITY/TOWN Silver Spring STATE Md ZIP CODE 20904

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

I think New Hampshire needs to be widened as soon as possible. I have
lived here for 11 years, every day there are building new homes or new
businesses but we are not doing anything about our roads. I pay taxes in
Montgomery County and pay State and Federal Taxes and would like to know
why we can't do anything about widening our roads.

Mr. James R. Martin
909 Windmill Lane
Silver Spring, Maryland 20904

Dear Mr. Martin:

This letter is in response to your recent correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate your endorsement to widen this roadway.

The reconstruction of New Hampshire Avenue is being financed entirely with State funds. Financing a roadway project without Federal funds simplifies and speeds up the necessary approvals. We have a schedule that anticipates construction beginning by 1991. If negotiations with Montgomery County are fruitful, they will assume responsibility for the project and begin construction a year earlier.

I want to thank you for your interest in the highway development process as it relates to this project. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Randy Aldrich *RA*
Randy Aldrich
Project Manager

LHE/RCA/ih

cc: Mr. Michael Snyder

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

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

My telephone number is (301) _____

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707 North Calvert St., Baltimore, Maryland 21203-0717

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6/1

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PROJECT
DEVELOPMENT
DIVISION

Contract No. M 529-101-371
PDMS No. 153337
LOCATION/DESIGN PUBLIC HEARING
Maryland Route 650
Randolph Road to Maryland Route 198
Wednesday, January 6, 1988
John F. Kennedy High School

Mar 10 10 49 AM '88

NAME Edward D. Purich DATE 3/1/88

PLEASE
PRINT

ADDRESS 15500 GALLAUDET AVE
CITY/TOWN SILVER SPRING STATE MD ZIP CODE 20904

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

I EMPHATICALLY DISAGREE WITH YOUR PLANS TO MAKE NEW HAMPSHIRE A DIVIDED ROAD NORTH OF BRIGGS CHANEY RD. THE REASONS FOR MY OBJECTION TO THESE PROPOSED PLANS ARE:

1.) The divided highway will reduce access to the two shopping centers, two gasoline stations, Safeway supermarket, and other businesses in Cloverly.

2.) My family and neighbors on Olive, Gallaudet and Snyder normally turn south on New Hampshire to go to work as well as for other routine family activities. We would be forced to go north on New Hampshire and then make a U turn at Harding Rd in order to go south. When traveling south on New Hampshire we would have to make a U turn probably on Cloverly Rd in order to turn on to Snyder Rd.

3.) Plans to make Gallaudet Ave a through road to correct some of the above difficulties would only destroy the peaceful serenity of our neighborhood by increasing the traffic flow on Gallaudet ave.

MY RECOMMENDATION IS TO UTILIZE THE LAND ALLOCATED FOR THE DIVIDED HIGHWAY TO MAKE A FIFTH LANE FOR TURNING LEFT ON NEW HAMPSHIRE FROM BRIGGS CHANEY RD NORTH. IF CONCERN EXISTS FOR OUR SAFETY THEN REDUCE THE SPEED LIMIT ACCORDINGLY. THIS RECOMMENDATION WILL MEET THE REQUIREMENTS FOR THE CLOVERLY BUSINESS COMMUNITY AS WELL AS CITIZENS AND MAY ALSO REDUCE THE COST OF THE PROPOSED IMPROVEMENT TO NEW HAMPSHIRE AVE.

THANK YOU... IF YOU HAVE ANY QUESTIONS CONCERNING ANY OF MY STATEMENTS PLEASE FEEL FREE TO CALL OR WRITE ME.
J.R. EDWARD D. PURICH.

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Dr. Edward D. Purich
April 4, 1988
Page 2

I want to thank you for your interest in the highway development process as it relates to this project. Please contact us again if we can provide further assistance.

April 4, 1988

RE: Contract No. M 529-101-371
Maryland Route 650 - Randolph
Road to Maryland Route 198
PDMS No. 153337

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

Dr. Edward D. Purich
15500 Gallaudet Avenue
Silver Spring, Maryland 20904

by:

Randy Aldrich
Project Manager

Dear Dr. Purich:

This letter is in response to your recent correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided as well as any effects the study alternatives may have on your property. This information will be given a thorough consideration in our selection of a recommended alternative to reconstruct this roadway.

In Segment II of the study, which extends from the proposed Intercounty Connector to Maryland Route 198, Alternative 2 is our preferred alternative. This alternative provides a four lane divided roadway with shoulders along each side. Through the commercial area at Cloverly, we are investigating a five lane undivided roadway. This roadway, which would extend from Briggs Chaney Road to Snider Lane, would provide a continuous left turn lane allowing full access to the commercial area. This roadway would not displace parking at any of the area's shopping facilities. If shoulders are used in lieu of outside curbing, it may displace some of the structures along the west side of New Hampshire Avenue.

We have no plans to make Gallaudet Avenue a through roadway. This roadway falls under Montgomery County's jurisdiction. I recommend you contact the Maryland-National Capital Park and Planning Commission in Silver Spring to obtain the status of this roadway.

LHE:RCA:bh
cc: Mr. Michael Snyder

333-1139

My telephone number is (301) _____

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**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

Contract No. M 529-101-371
PDMS No. 153337
LOCATION/DESIGN PUBLIC HEARING
Maryland Route 650
Randolph Road to Maryland Route 198
Wednesday, January 6, 1988
John F. Kennedy High School
Original signed by
Judy M. Sykes



*Maryland Department of Transportation
State Highway Administration*

Pa

Richard H
Secretary
Hal Kassoff
Administrator

NAME _____ DATE 3/1/88

PLEASE PRINT ADDRESS 15017 Whitegate Road

CITY/TOWN Colesville STATE Md ZIP CODE 20904

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

Question: What are the plans and/or procedures to reduce the expected
"noise level", once the route is expanded?

April 4, 1988

RE: Contract No. M 529-101-371
Maryland Route 650 - Randolph
Road to Maryland Route 198
PDMS No. 153337

Ms. Judy M. Sykes
15017 Whitegate Road
Colesville, Maryland 20904

Dear Ms. Sykes:

This letter is in response to your recent correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198.

In our study, we examined the existing noise levels and determined future noise levels. Behind your home on Whitegate Road, the existing level is 66 dBA. This level will increase to 69 dBA. Since this future level exceeds the Federal Highway Administration's Noise Abatement Criteria, the site qualifies for further analysis. We will be performing additional studies along the Whitegate Road portion of the project during final design to evaluate the cost effectiveness of an earthen berm or barrier. Final design activities are scheduled to begin later this year.

Thank you for your interest in the highway development process as it relates to this project. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: *Randy Aldrich*
Randy Aldrich
Project Manager

LHE:RCA:bh
cc: Mr. Michael Snyder

My telephone number is (301) 333-1139

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS



Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Hal Kassoff
Administrator

March 25, 1988

Contract No. M 529-101-371
PDMS No. 153337
LOCATION/DESIGN PUBLIC HEARING
Maryland Route 650
Randolph Road to Maryland Route 198
Wednesday, January 6, 1988
John F. Kennedy High School
Original signed by
Ronald L. Buchanan.

RE: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to Maryland
Route 198
PDMS No. 153337

NAME _____ DATE 3/2/88
ADDRESS 14220 North Gate Drive
CITY/TOWN Silver Spring STATE Md. ZIP CODE 20906

Mr. Ronald L. Buchanan
14220 North Gate Drive
Silver Springs, Maryland 20904

Dear Mr. Buchanan:

This letter is in response to your recent correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue between Randolph Road and Maryland Route 198. Your property at 14214 New Hampshire Avenue lies within the transition between the two segments of the study. Our preferred Alternatives are Alternative 3 and Alternative 2 in Segments I and Segment II, respectively. I have enclosed plan views of both Alternatives at this location. Because of the transition our precise right-of-way requirements have not been finalized.

These requirements should be consistent with the proposed right-of-way line depicted on these plans. In either case, the widening of New Hampshire Avenue will not require acquisition of the house on your property. By the end of 1989, right-of-way agents will be contacting you about acquisition of some of your frontage along New Hampshire Avenue.

As you can see from these plans, the eventual construction of the proposed Intercounty Connector will displace this home. Funds to construct this roadway have not yet been approved and construction schedules are indefinite this time.

I want to thank you for your interest in the highway development process as it relates to this project. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

By: Randy Aldrich
Randy Aldrich
Project Manager

LHE:RCA:vw
cc: Mr. Micheal Snyder

My telephone number is (301) 333-1139

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

We wish to know:

- 1) If our property at 14214 NH Ave will be taken (at intersection of Cap May, Bonifant & Hill) (brick Cape Cod)
- 2) If taken - when, approximately will we receive a price and expect settlement.

- Please add my/our name(s) to the Mailing List.*
- Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS



Maryland Department of Transportation
State Highway Administration

Randy Aldrich
Secretary
Hal Kascoff
Administrator

Contract No. M 529-101-371
PDMS No. 153337
LOCATION/DESIGN PUBLIC HEARING
Maryland Route 650
Randolph Road to Maryland Route 198
Wednesday, January 6, 1988
John F. Kennedy High School

March 24, 1988

RE: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to Maryland
Route 198
PDMS No. 153337

NAME Frank P. & Charlotte Goldbach DATE 3/2/88

PLEASE PRINT ADDRESS 701 McNeil Lane

CITY/TOWN Silver Spring STATE MD ZIP CODE 20904

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

Question: How will the property on the South-East corner of New Hampshire Ave. and McNeil Lane be affected and by how much?

Mr. and Mrs. Frank P. Goldbach
701 McNeil Lane
Silver Spring, Maryland 20904

Dear Mr. and Mrs. Goldbach:

This letter is in response to your recent correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198.

Your home lies within Segment II. In this Segment, our preferred alternative proposes reconstructing the roadway with four travel lanes, a median, and outside shoulders. This improvement requires 124 feet of right-of-way and will require acquisition of approximately 10 feet from your New Hampshire Avenue frontage. Also, due to the proximity of McNeil Lane to the recommended center turn lane extending from Briggs Chaney Road to Snider Lane, it is not possible to provide a median opening at McNeil Lane.

I want to thank you for your interest in the highway development process as it relates to this project. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

By: Randy Aldrich
Randy Aldrich
Project Manager

LHE:RCA:vlt
cc: Mr. Michael Snyder

My telephone number is (301) 333-1139

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

Please delete my/our name(s) from the Mailing List.

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his order was typed by [redacted] in order to be legible after printing.

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

Contract No. M 529-101-371
PDMS No. 153337
LOCATION/DESIGN PUBLIC HEARING
Maryland Route 650
Randolph Road to Maryland Route 198
Wednesday, January 6, 1988
John F. Kennedy High School
Original signed by



*Maryland Department of Transportation
State Highway Administration*

Richard H. Traino
Secretary
Hal Kassoff
Administrator

April 4, 1988

RE: Contract No. M 529-101-371
Maryland Route 650 - Randolph
Road to Maryland Route 198
PDMS No. 153337

NAME Hing Wah Lew DATE 3-2-1988

PLEASE PRINT ADDRESS 13201 Autumn Drive

CITY/TOWN Colesville STATE Md ZIP CODE 20904

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

I am a property owner along New Hampshire Ave. at Colesville.

I wish this project to start to work as soon as possible and

I wish to have the update information.

Mr. Hing Wah Lew
13201 Autumn Drive
Colesville, Maryland 20904

Dear Mr. Lew:

This letter is in response to your recent correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate your recommendation to reconstruct this roadway as soon as possible. We are negotiating with Montgomery County Department of Transportation to allow them to assume responsibility for this project. If fruitful, we anticipate construction could begin about one year before our own construction start date of late 1991.

Thank you for your interest in the highway development process as it relates to this project. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Randy Aldrich
Randy Aldrich
Project Manager

LHE:RCA:bh
cc: Mr. Michael Snyder

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

Please delete my/our name(s) from the Mailing List.

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333-1139

My telephone number is (301) _____

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. H 529-101-371
PDMS No. 153137
LOCATION/DESIGN PUBLIC HEARING
Maryland Route 650
Pandolph Road to Maryland Route 198
Wednesday, January 6, 1988
John F. Kennedy High School
Original signed by
Nicola Pascale

NAME _____ DATE 3-2-88

PLEASE PRINT ADDRESS 13801 New Hampshire Avenue

CITY/TOWN Colesville STATE Maryland ZIP CODE 20904

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

1. When is the actual road construction going to begin and end?
2. Are there going to be new traffic signals.
3. If there are not going to be any new traffic signals, may I suggest one at Orchard Way and New Hampshire or Hobbs Dr. and New Hampshire, and definitely one on Notley Rd. and New Hampshire Ave.
4. The widening of the road will probably increase the amount of litter that is already being thrown on my front yard, it would be nice if the State would do something to correct this, (like maybe, building a fence or take some other strict measure to cure this problem), because I'm sick and tired of picking other people's trash.

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

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

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Maryland Department of Transportation
State Highway Administration

R. Trainor
Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Ms. Nicola Pascale
April 4, 1988
Page 2

April 4, 1988

RE: Contract No. M 529-101-371
Maryland Route 650 - Randolph
Road to Maryland Route 198
PDMS No. 153337

Ms. Nicola Pascale
13801 New Hampshire Avenue
Colesville, Maryland 20904

Dear Ms. Pascale:

This letter is in response to your recent correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided. This information will be given a thorough consideration in our study.

Our Draft 1989-1995 Consolidated Transportation Program, which provides the funding for all of Maryland's transportation projects, anticipates a construction start by the end of 1991. Construction will take about two years to complete. We are currently negotiating with Montgomery County Department of Transportation to allow them to assume responsibility for this project. If fruitful, construction could begin about one year earlier.

At this time, we cannot comment on the availability of additional traffic signals. During the final design process, which is scheduled to begin later this year, all of the intersections within the limits of the project will be examined to determine if there will be sufficient traffic to warrant a traffic signal. Signals will only be installed at locations where traffic volumes meet or exceed nationally accepted warrants. Also, after the facility opens, we will monitor all intersections to identify any unforeseen trouble spots.

Also during the final design process, we will develop a comprehensive landscaping plan for the roadway. We do not foresee any fencing being included in this plan.

For the roadway at your property, we are recommending Alternative J. This alternative, which provides a six lane divided roadway, will have curbs and a sidewalk along each side. Some of the litter which is thrown will be contained by the

My telephone number is (301) 333-1139

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gutter. Our district maintenance crews make periodic rounds to clear debris from roadways with curbs. However, the basic problem, as I'm sure you are aware, is that the litterers are disregarding the law.

Thank you for your interest in the highway development process as it relates to this project. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: *Randy Aldrich*
Randy Aldrich
Project Manager

LHE:RCA:bh
cc: Mr. Michael Snyder

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**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

Contract No. M 529-101-371
PDMS No. 153337
LOCATION/DESIGN PUBLIC HEARING
Maryland Route 650
Randolph Road to Maryland Route 198
Wednesday, January 6, 1988
John F. Kennedy High School
Original signed by
M. W. Snider

NAME _____ DATE 3-2-88

PLEASE PRINT ADDRESS 14320 New Hampshire Ave.
CITY/TOWN Silver Spring STATE Md. ZIP CODE 20904

I/We wish to comment or inquire about the following aspects of this project:
We appreciate the work and study that is going into this project.
We like to be informed and if we can help we will try to do so.

Thank you,
M. W. Snider

- Please add my/our name(s) to the Mailing List.*
- Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation
State Highway Administration

R. Trainor
Richard H. Trainor
Secretary
Hal Kassoff
Administrator

April 4, 1988

RE: Contract No. M 529-101-371
Maryland Route 650 - Randolph
Road to Maryland Route 198
PDMS No. 153337

Mr. M. W. Snider
14320 New Hampshire Avenue
Silver Spring, Maryland 20904

Dear Mr. Snider:

This letter is in response to your recent correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided. Your name is currently on our project mailing list to receive future notices concerning this project.

I want to thank you for your interest in the highway development process as it relates to this project. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: *Randy Aldrich*
Randy Aldrich
Project Manager

LHE:RCA:bh
cc: Mr. Michael Snyder

My telephone number is (301) 333-1139

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**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

Contract No. M 529-101-371
PDMS No. 153337
LOCATION/DESIGN PUBLIC HEARING
Maryland Route 650
Randolph Road to Maryland Route 198
Wednesday, January 6, 1988
John F. Kennedy High School
Original signed by

NAME Byong W Yoo DATE 3/2/88

PLEASE PRINT ADDRESS 15504 New Hampshire Ave.

CITY/TOWN Silver Spring STATE Md ZIP CODE 20904

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

I have a property west side of N. H. Ave. opposite of Citgo (Former Exxon) station.

We dedicated some frontage to State Highway, try to save Citgo Gas & parking lot of Cloverly shopping center when you widen the New Hampshire Ave.

I suggest to make straight extension of Briggs Chaney Road through orchard (Apple) to Norwood Rd. Traffic is easier and efficiency for long term and looks more sense.

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

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

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Maryland Department of Transportation
State Highway Administration

Randy

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Mr. Byong W. Yoo
April 4, 1988
Page 2

April 4, 1988

RE: Contract No. M 529-101-371
Maryland Route 650 - Randolph
Road to Maryland Route 198
PDMS No. 153337

Mr. Byong W. Yoo
15504 New Hampshire Avenue
Silver Spring, Maryland 20904

Dear Mr. Yoo:

This letter is in response to your recent correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided. This information will be given a thorough consideration in our selection of a recommended alternative to reconstruct this roadway.

In Segment II of the study, which extends from the proposed Intercounty Connector to Maryland Route 198, Alternative 2 is our preferred alternative. This alternative provides a four lane divided roadway with shoulders along each side. Through the commercial area at Cloverly, we are investigating a five lane undivided roadway. This roadway, which would extend from Briggs Chaney Road to Snider Lane, would provide a continuous left turn lane allowing full access to the commercial area. This roadway would not displace parking at any of the area's shopping centers nor would it displace the Cloverly Citgo. If shoulders are used in lieu of outside curbing, it may displace some of the structures along the west side of New Hampshire Avenue.

Our preferred alignment for a new connection between Norwood Road and Briggs Chaney Road is Alternative BC-1. This alternative relocates Briggs Chaney Road south to intersect New Hampshire Avenue opposite Norwood Road. The other alternative, BC-3, which relocated Norwood Road through the orchard, was not consistent with the master plan and was not well received by the community.

I want to thank you for your interest in the highway development process as it relates to this project. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by:

Randy Aldrich
Randy Aldrich
Project Manager

LHE:RCA:bh
cc: Mr. Michael Snyder

333-1139

My telephone number is (301) _____

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. M 529-101-371
PDMS No. 153337
LOCATION/DESIGN PUBLIC HEARING
Maryland Route 650
Randolph Road to Maryland Route 198
Wednesday, January 6, 1988
John F. Kennedy High School
Original signed by

NAME Eugene & Doris Gerlach DATE 3/3/88

PLEASE PRINT ADDRESS 800 Notley Rd.

CITY/TOWN Silver Spr9ng STATE Md. ZIP CODE 20904

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

Re: Widening of New Hampshire Ave

We are against the lining up of east & west Notley Rd
unless there is a light at the intersection.

It is already very difficult pulling out onto New Hampshire Ave.
at this intersection.

The situation would be even more dangerous if "both Notley's" were
aligned without a light.

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

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation
State Highway Administration

Richard H. Train
Secretary
Hal Kassoff
Administrator

April 4, 1988

RE: Contract No. M 529-101-371
Maryland Route 650 - Randolph
Road to Maryland Route 198
PDMS No. 153337

Mr. and Mrs. Eugene Gerlach
800 Notley Road
Silver Spring, Maryland 20904

Dear Mr. and Mrs. Gerlach:

This letter is in response to your recent correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided.

During the final design phase of the project, which is scheduled to begin later this year, each intersection will be examined to determine if sufficient traffic volumes will exist to warrant a signal. Signals are only installed at intersections with volumes that meet or exceed nationally accepted warrants. The warrants are easier to achieve at a four-way intersection, as opposed to the existing dogleg intersection. Also, after the roadway is completed, we will monitor all intersections to identify any unforeseen trouble spots.

Thank you for your interest in the highway development process as it relates to this project. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: [Signature]
Randy Aldrich
Project Manager

LHE:RCA:bh
cc: Mr. Michael Snyder

My telephone number is (301) 333-1139

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. M 529-101-371
PDMS No. 153337
LOCATION/DESIGN PUBLIC HEARING
Maryland Route 650
Randolph Road to Maryland Route 198
Wednesday, January 6, 1988
John F. Kennedy High School
Original signed by
George Daniello

NAME _____ DATE 3-4-88

PLEASE PRINT ADDRESS 2000 Mayflower Dr.

CITY/TOWN Silver Spring STATE Md. ZIP CODE 20904

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

I commute to and from work along New Hampshire Ave. often one of the worst parts of the trip is the part north of Randolph Road in the evening.

This project is badly needed and long overdue! Please don't delay!



Maryland Department of Transportation
State Highway Administration

Richard H. Train
Secretary
Hal Kassoff
Administrator

April 4, 1988

RE: Contract No. M 529-101-371
Maryland Route 650 - Randolph
Road to Maryland Route 198
PDMS No. 153337

Mr. George Daniello
2000 Mayflower Drive
Silver Spring, Maryland 20904

Dear Mr. Daniello:

This letter is in response to your recent correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided.

I appreciate your recommendation to reconstruct this roadway as soon as possible. We are negotiating with Montgomery County Department of Transportation to allow them to assume responsibility for this project. If fruitful, we anticipate construction could begin about one year before our own construction start date of late 1991.

I want to thank you for your interest in the highway development process as it relates to this project. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: [Signature]
Randy Aldrich
Project Manager

LHE:RCA:bh
cc: Mr. Michael Snyder

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

Please delete my/our name(s) from the Mailing List.

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My telephone number is (301) 333-1139

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. M 529-101-371
PDMS No. 153337
LOCATION/DESIGN PUBLIC HEARING
Maryland Route 650
Randolph Road to Maryland Route 198
Wednesday, January 6, 1988
John F. Kennedy High School
Original signed by
Jay Mallack



Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

April 4, 1988

RE: Contract No. M 529-101-371
Maryland Route 650 - Randolph
Road to Maryland Route 198
PDMS No. 153337

NAME Jay Mallack DATE 3/4/88

PLEASE PRINT ADDRESS 1001 Briggs Chaney Rd.

CITY/TOWN Sil Spg STATE Md ZIP CODE 20904

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

Wish to inquire about following:

Relocation of Briggs Chaney Rd. @ New Hampshire Ave.

Mr. Jay Mallack
1001 Briggs Chaney Road
Silver Spring, Maryland 20904

Dear Mr. Mallack:

This letter is in response to your recent correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198.

In Segment II of the study, we have identified Alternative BC-1 as our preferred alternative. This alternative relocates Briggs Chaney Road south to intersect New Hampshire Avenue opposite Norwood Road. The other proposal, Alternative BC-3, relocating Norwood Road north through the orchard, was not consistent with the master plan and was not well received by the community.

I want to thank you for your interest in the highway development process as it relates to this project. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: [Signature]
Randy Aldrich
Project Manager

LHE:RCA:bh
cc: Mr. Michael Snyder

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**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

Contract No. M 529-101-371
PDMS No. 153337
LOCATION/DESIGN PUBLIC HEARING
Maryland Route 650
Randolph Road to Maryland Route 198
Wednesday, January 6, 1988
John F. Kennedy High School
Original signed by

NAME Guy S. & Dianne Atkins DATE 3/5/88

PLEASE PRINT ADDRESS 1510 Harding Lane

CITY/TOWN Silver Spring STATE MD ZIP CODE 20904

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

A cut thru in Cloverly is needed, perhaps at Cloverly St. These stores are
our primary ones. We feel that U turns would be dangerous

Also, sidewalks would be terrific as New Hampshire is dangerous to walk next
to. Trucks race past, and the "wide shoulders" now there are not sufficient.
Also, when the elementary school opens it would be nice to have the ability
to safely walk there.

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

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

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Maryland Department of Transportation
State Highway Administration

April 5, 1988

RE: Contract No. 529-101-371
Maryland Route 650
Randolph Road to Maryland
Route 198
PDMS No. 153337

Mr. and Mrs. Guy S. Atkins
1510 Harding Lane
Silver Spring, Maryland 20904

Dear Mr. and Mrs. Atkins:

This letter is in response to your recent correspondence pertaining to our Project Planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided. This information will be given a thorough consideration in our development of a preferred alternative.

In Segment II of our study which extends from the proposed Intercounty Connector to Maryland Route 198, we have identified Alternative 2 as our preference. This alternative proposes a 4 lane divided roadway with outside shoulders that are 10' wide. These shoulders, which will be paved, will accomodate pedestrians as well bicyclists. In Segment II there will not be any sidewalks.

Through the Cloverly area, we are investigating a 5 lane undivided roadway extending from Briggs Chaney Road to Snider Lane. The roadway would provide continuous left turn access and remove the requirement for U-turns. No parking would be displaced at any of the area's shopping centers. If we use outside shoulders in lieu of curbs, it will displace some of the structures on the west side of the roadway.

650/15A Randy

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

PAGE 2
April 5, 1988

I want to thank you for your interest in the highway developmen process as it relates to this project. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

By: *Randy Aldrich*
Randy Aldrich
Project Manager

LHE:RCA:vw
cc: Mr. Micheal Snyder

My telephone number is (301) 333-1139

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. M 529-101-371
PDMS No. 153337
LOCATION/DESIGN PUBLIC HEARING
Maryland Route 650
Randolph Road to Maryland Route 198
Wednesday, January 6, 1988
John F. Kennedy High School
Original signed by

NAME John E. Ewin/Emily Vass DATE 3/5/88

PLEASE PRINT ADDRESS 15901 New Hamp Ave

CITY/TOWN Silver Spring STATE MD ZIP CODE 20904

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

- 1) We support Alternative 3 with curbs and sidewalks to take the least amount of frontage.
- 2) With regard to the Cloverly Shopping Center we support Alternative BC-1 relocating Briggs Chaney and also providing for turn lanes to the shopping center. However we do not support the shopping center new owner's position- Take his lot if need be - the house's on the west side of N.H. were there long before the shopping center and should not be taken just because he has more money and influence.
- 3) We support the overpass at Randolph & N.H. but feel this should wait until New Hamp is widened because this may eliminate much of the existing backups.
- 4) Immediate in front of our property is a high bank - when the road is widened it will probably be made even higher. What are the plans? Will a wall be built or the land graded to make it more gradual?

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

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation
State Highway Administration

Richard T.
Secretary
Hal Kassr
Administrat

Mr. John C. Ewin
Ms. Emily Vass
Page 2

March 29, 1988

Re: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to Maryland Route 198
PDMS No. 153337

Mr. John C. Ewin
Ms. Emily Vass
15901 New Hampshire Avenue
Silver Spring, Maryland 20904

Dear Ms. Vass and Mr. Ewin:

This letter is in response to your recent correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided as well as any effects the study alternatives may have on you. This information will be given a thorough consideration in our development of a preferred alternative.

Although not finalized, our tentative recommendations include:

Segment I (Randolph Road to the proposed Intercounty Connector) Alternative 3

Segment II (Proposed Intercounty Connector to Maryland Route 198) Alternative 2

Briggs Chaney Alternative BC-1

In the Cloverly area, we are further investigating a five lane, center turn roadway which would extend from Briggs Chaney Road to Snider Lane. This proposal would not displace parking at either of the shopping areas.

Our investigation of a grade separation is not part of the project to reconstruct New Hampshire Avenue. Because the issues are very complex and because, as you say, there is not an immediate need for this improvement, we have developed a separate planning schedule for it. Since you are enrolled in our mailing list, you will be advised of upcoming project activities.

My telephone number is (301) _____

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

The final design activities for this reconstruction project will be underway by the end of this year. During that process, precise grading plans associated with a widened roadway will be developed. This work will be performed by Montgomery County Department of Transportation and will be managed by Mr. Donald Ayres. Please contact him to obtain a schedule of when this information can be obtained. Mr. Ayres' telephone number is 217-2122.

I want to thank you for your interest in the highway development process as it relates to this project. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Randy Aldrich
Randy Aldrich
Project Manager

LHE/RCA/ih

cc: Mr. Michael Snyder
Mr. Donald Ayres

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. M 529-101-371
PDMS No. 153337
LOCATION/DESIGN PUBLIC HEARING
Maryland Route 650
Randolph Road to Maryland Route 198
Wednesday, January 6, 1988
John F. Kennedy High School
Original signed by

Mr. & Mrs. Theodore Maggelet

NAME Mr. & Mrs. Theodore Maggelet DATE 3/7/88

PLEASE PRINT ADDRESS 15119 Fairlawn Ave.

CITY/TOWN Silver Spring STATE MO ZIP CODE 20904

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

Thank you for realizing the urgency of this entire project - our traffic
is horrendous!

We do not want a traffic light for entrance/exit for Colesville Shopping Ctr. -
it would only back up northbound traffic on 650.

Alternative BC-3 seems to be straighter than BC-1 - therefore more easily
driven & possibly cheaper.

We welcome any widening of 650 north of Randolph Rd. ASAP! This is the
worst part of my husband's drive to work through O.C. & all the way to
Alexandria, VA!!! Gridlock!

Eagerly await MO Rte. 28 extended - urgently needed.

Bonifant Rd. realignment w/good Hope Rd will be good.

** Suggest opening Peachwood Drive into Good Hope Rd. as originally noted
on Master Plan. This should help disburse some traffic & thus give exit

options to Peachwood residents (& others).

We want & NEED ICC.

Section I (6 traffic lanes) should be extended as far as Briggs Chaney.

With excessive building as planned (& in progress now), MD 650 will be

OBSOLETE before it is completed - or perhaps even before started!!!

198 @ Rte. 29 must be widened soon since the new Grant shop Ctr. on 29 will

Please add my/our name(s) to the Mailing List. * be opened soon. East-West traffic
is terrible! We invite you all to

Please delete my/our name(s) from the Mailing List. * come experience our traffic jams -
especially during rush hours!!!

*Persons who have received a copy of this brochure through the mail are already
on the project Mailing List.



Maryland Department of Transportation
State Highway Administration

Richard H. Tamm
Secretary
Hal Kassoff
Administrator

March 25, 1988

RE: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to Maryland
Route 198
PDMS No. 153337

Mr. & Mrs. Theodore Maggelet
15119 Fairlawn Avenue
Silver Spring, Maryland 20904

Dear Mr. & Mrs. Maggelet:

This letter is in response to your correspondence pertaining to
our project planning study on Maryland Route 650 (New Hampshire
Avenue) between Randolph Road and Maryland Route 198. I appreciate
the comments you have provided. This information will be given a
thorough consideration in our development of a preferred
alternative.

At this time, we do not have plans to install a traffic signal
at the entrance to the Colesville Shopping Center. During the final
design phase of this project, all intersections within the
reconstructed portions of New Hampshire Avenue will be examined in
detail to determine if signals are warranted. Also, after the
project is completed, we will closely monitor all of these
intersections to determine if there are any unforeseen trouble spots.

I want to thank you for your interest in the highway
development process as it relates to this project. Please contact
us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

By: Randy Aldrich
Randy Aldrich
Project Manager

LHE:RCA:vw
cc: Mr. Micheal Snyder

My telephone number is (301) 333-1130

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**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

Contract No. M 529-101-371
PDM No. 153337
LOCATION/DESIGN PUBLIC HEARING
Maryland Route 650
Randolph Road to Maryland Route 198
Wednesday, January 6, 1988
John F. Kennedy High School
Original signed by
Harold E. Peaks

NAME _____ DATE 3-7-88

PLEASE PRINT ADDRESS 14705 Old Barn Ct.

CITY/TOWN Silver Spring STATE Md ZIP CODE 20904

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

I would like to know why the SHA is proposing to put a barrier in the median
on 650 in front of Piping Rock Rd thus preventing left turns out of
Peachwood for travel southbound??
Why not a light ???

If you are proposing that southbound traffic first goes northbound to South
view, there U-turn, safety will still play a major role in that effort.

In any case where a U-turn is necessary, you can expect a long lane of
traffic to back up there waiting for a safe opportunity to turn.

Surely the accident rate will rise as well as the death rate

The turn lane as shown at the public meeting was obviously too short,
storing about 7 or 8 cars, maybe!? What do you expect to do to offset
these problems????

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

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

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Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Mr. Harold E. Peaks
Page Two

March 21, 1988

Re: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to Maryland Route 198
PDMS No. 153337

Mr. Harold E. Peaks
14705 Old Barn Court
Silver Spring, Maryland 20904

Dear Mr. Peaks:

This letter is in response to your recent correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided. This information will be given a thorough consideration in our development of a preferred alternative.

We have completed an exhaustive investigation of the intersection at New Hampshire Avenue and Piping Rock Drive. Due to the close spacing of this intersection with the intersection at Relocated Good Hope Road/Bonifant Road (±450 feet), provision of a median opening would have exceeded our minimum spacing criteria (750 feet) for median openings. We further evaluated the relocated Good Hope Road intersection to determine if its traffic operating characteristics will have an affect on Piping Rock Drive. Due to the design year 2016 peak hour queues extending past Piping Rock Drive, it is not possible to provide a median opening.

Access between your community and southbound New Hampshire Avenue will be made via a U-turn at Stonegate Drive or via South View Avenue. During the final design activities of the project, all of the intersections along the reconstructed portions of New Hampshire Avenue will be analyzed to determine if sufficient traffic levels will exist at the time of completion to warrant a signal. Also, after the facility is opened to traffic, we will monitor all of the intersections to determine if there are any unforeseen trouble spots.

I want to thank you for your interest in the highway development process as it relates to this project. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Randy Alorich
Randy Alorich
Project Manager

LHE/RCA/ih

cc: Mr. Michael Snyder

My telephone number is (301) _____

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. M 529-101-371
PDMS No. 153327
LOCATION/DESIGN PUBLIC HEARING
Maryland Route 650
Randolph Road to Maryland Route 198
Wednesday, January 6, 1988
John F. Kennedy High School
Original signed by

NAME Stanley J. Phillips DATE 3/7/88

PLEASE PRINT ADDRESS 15005 Whitegate Rd

CITY/TOWN Silver Spring STATE Md ZIP CODE 20904

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

I live in Stonegate, This would be considered Sec. II.

My house backs on to NH Ave. on the west side going North.

The concern I have is one of safety. N.H. Ave road sits approx 3 - 4 feet

higher then my backyard. If the road is widened I feel this will create an

additional safety concern. Over the past few years no fewer than 3 autos

have gone off NH Ave. Travelling south and have landed in the open space area

behind my property & NH Ave.

If NH Ave is not made level with the adjacent land this safety hazard will be

greatly compounded as the road will almost abut my backyard. What safety

precautions are you planning to build into the widening of NH Ave. to protect

the residents along NH Ave?

Possible Solutions:

1. Place Add'l. dirt to raise shoulder to level of road.

2. Drop NH Ave to level of land

3. Build a berm

4. Construct fence higher than 6'feet since land is already 3-4 feet

below road level.

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

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

March 29, 1988

RE: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to Maryland
Route 198
PDMS No. 153337

Mr. Stanley J. Phillips
15005 Whitegate Road
Silver Spring, Maryland 20904

Dear Mr. Phillips:

This letter is in response to your recent correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided as well as any effects the study alternatives may have on you. This information will be given a thorough consideration in our development of a preferred alternative.

The final design activities for the reconstruction project will be underway by the end of the year. During the process precise grading plans associated with a widened roadway will be developed. This work will be performed by Montgomery County Department of Transportation and will be managed by Mr. Donald Ayers. Please contact him to obtain a schedule of when this information can be obtained. Mr. Ayers telephone number is 217-2122. He can also advise you of possible design changes affecting your yard.

I want to thank you for your interest in the highway development process as it relates to this project. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

By:

Randy Aldrich
Randy Aldrich
Project Manager

LHE:RCA:vw

cc: Mr. Micheal Snyder

Mr. Donald Ayers

My telephone number is (301)

333-1139

Teletypewriter for Impaired Hearing or Speech
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707 North Calvert St., Baltimore, Maryland 21203-0717

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**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

Contract No. M 529-101-371
PDMS No. 153337
LOCATION/DESIGN PUBLIC HEARING
Maryland Route 650
Randolph Road to Maryland Route 198
Wednesday, January 6, 1988
John F. Kennedy High School
Original signed by

NAME Buchanan, Michael & Dian DATE 3/8/88

PLEASE PRINT ADDRESS 211 Vierling Drive

CITY/TOWN Silver Spring STATE Md. ZIP CODE 20904

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

Inter County Connector status and projection -

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

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

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**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Mr. and Mrs. Michael Buchanan
Page Two

April 5, 1988

Re: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to Maryland Route 198
PDMS No. 153337

Mr. and Mrs. Michael Buchanan
211 Vierling Drive
Silver Spring, Maryland 20904

Dear Mr. and Mrs. Buchanan:

This letter is in response to your recent correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198.

The proposed Intercounty Connector, which extends from Interstate Route 370 to U.S. Route 1, has been divided into several distinct sections. The status of each section is as follows:

- Interstate Route 370 to Maryland Route 28
 - funded for construction beginning in 1990
- Maryland Route 28 to U.S. Route 29
 - final design activities are progressing but no funds have been allocated for construction
- U.S. Route 29 to Interstate Route 95
 - funded for construction beginning in late 1991
- Interstate Route 95 to U.S. Route 1
 - final design activities are progressing but no funds have been allocated for construction

I want to thank you for your interest in the highway development process as it relates to this project. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Alan H. Struss *FCR*
Randy Aidrich
Project Manager

LHE/RCA/ih
cc: Mr. Michael Snyder

My telephone number is (301) _____

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**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

**PROJECT
DEVELOPMENT
DIVISION**

Contract No. M 529-101-371
PDMS No. 153337
LOCATION/DESIGN PUBLIC HEARING
Maryland Route 650
Randolph Road to Maryland Route 198
Wednesday, January 6, 1988
John F. Kennedy High School

MAR 16 12 44 PM '88

NAME MR. & MRS. WILLIAM E. MULLIGAN DATE 3/8/88

PLEASE PRINT ADDRESS 15013 WHITEGATE ROAD

CITY/TOWN SILVER SPRING STATE MARYLAND ZIP CODE 20904

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

I would like to know what provisions will be made to protect the residences that abut New Hampshire Ave. (Md. Route 350) from noise / sound pollution. As a person whose residence will be approximately 150 feet from the edge of the expanded roadway. I am extremely concerned about the impact the road noise / sound will have on my residence and living conditions. I believe a barrier or protective fence would be very beneficial in counteracting any adverse noise / sound consequences caused by the New Hampshire Ave. widening.

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

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

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Maryland Department of Transportation
State Highway Administration

650/5A

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Page 2

Mr. and Mrs. Mulligan

April 13, 1988

RE: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to Maryland
Route 198
PDMS No. 153337

Mr. and Mrs. William E. Mulligan
15013 Whitegate Road
Silver Spring, Maryland 20904

Very truly your,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

Dear Mr. and Mrs. Mulligan:

This letter is in response to your recent correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided as well as any effects the study alternatives may have on you. This information will be given a thorough consideration in our development of a preferred alternative.

By: Randy Aldrich
Randy Aldrich
Project Manager

LHE:RCA:vw
cc: Mr. Michael Snyder

Along most of the limits of this project, there is no real opportunity to provide effective noise mitigation measures. There are too many intersecting roadways and driveways. Providing openings in barriers or earthen berm would lessen their effectiveness. During the final design phase of this project, which begins later this year and which will be managed by Montgomery County Department of Transportation, we will develop a comprehensive landscaping package which may in time provide some limited noise mitigation. Also due to the lack of driveways in the section along Whitegate Road, we will perform additional studies on the cost effectiveness of a barrier or berm. We have established a formal policy on noise barriers with criterias which must be achieved before we can fund any barrier on State Highway Administration projects. I recommend you contact Mr. Donald Ayers, the County's project manager, later this year to ascertain the status of this study. Mr. Ayers telephone number is 217-2121.

I want to thank you for your interest in the highway development process as it relates to this project. Please contact us again if we can provide further assistance.

My telephone number is (301) 333-1139

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. M 529-101-371
PDMS No. 153337
LOCATION/DESIGN PUBLIC HEARING
Maryland Route 650
Randolph Road to Maryland Route 198
Wednesday, January 6, 1988
John F. Kennedy High School
Original signed by

Susan Becker

DATE March 12, 1988

PLEASE PRINT NAME _____ DATE _____
ADDRESS 14628 New Hampshire Ave.
CITY/TOWN S.S. STATE Md. ZIP CODE 20904

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

It has come to my attention, that you might offer to plant pine trees or other tree or bush that could be used as a sound barrier between road and house. My house is quite close to the road on New Hampshire Ave. Pine trees with low branches might help to cut down on traffic noise and for creating a more scenic view. However there was some concern from my husbands father about air flow. We face east. I'm not sure how you plan to deal with this. But a number of house owners have wondered if this sort of landscaping would be offered. Many house owners will not be effected because their homes are far from new road. But those that will be close, perhaps a sign of good will, would be to offer, if they wish to participate fine.

You will make the homeowners much happier

* Also please bank the road and the property outside our fence line so that water does not pour into our basement. Water flow should be away from the homes.

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

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Ms. Susan Becker
March 24, 1988
Page 2

March 25, 1988

RE: Contract No. M 529-101-371
Maryland Route 650 - Randolph
Road to Maryland Route 198
PDMS No. 153337

Ms. Susan Becker
14628 New Hampshire Avenue
Silver Spring, Maryland 20904

Dear Ms. Becker:

This letter is in response to your recent correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided, as well as any effects the study alternatives may have on your property. This information will be given a thorough consideration in our development of a preferred alternative.

During the final design phase for this project which, if negotiations are successful, will be performed by Montgomery County Department of Transportation, a comprehensive landscaping design will be formulated for New Hampshire Avenue. Our Bureau of Landscape Architecture will work jointly with the County and with urban designers from the Planning Commission in Silver Spring on this plan. Specific goals for the plans have not been finalized.

Our preferred alternative in the segment of the study adjacent to your homes is Alternative 2. When completed, New Hampshire Avenue will have four travel lanes, a median, and outside shoulders. All runoff from the roadway will be rigidly managed. We do not anticipate water draining onto your property.

My telephone number is (301) 333-1139

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707 North Calvert St., Baltimore, Maryland 21203-0717

I want to thank you for your interest in the highway development process as it relates to this project. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Randy C. Aldrich
Randy Aldrich
Project Manager

LHE:bh

cc: Mr. Michael Snyder

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. M 529-101-371
PDMS No. 153337
LOCATION/DESIGN PUBLIC HEARING
Maryland Route 650
Randolph Road to Maryland Route 198
Wednesday, January 6, 1988
John F. Kennedy High School

Original signed by
NAME Susan O. Hoover DATE 3/13/88

PLEASE PRINT ADDRESS 15220 Middlegate Road
CITY/TOWN Silver Spring STATE Md ZIP CODE 20904

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

Use a median of 10 to 15 feet - vs. 20 feet (I realize it is not as safe,
but it will use less land, and smaller medians have been used on Connecticut
Ave. and Randolph Road. Parts of Rt 198 between Rt 29 and Rt 95 use metal
barriers in the narrower medians. I've seen Jersey Barriers used in a double row,
filled with dirt & planted with bushes & flowers.)
Cloverly - do not put barriers or median along business stretch - use a
"turns-only" lane (as at Plaza Del Mercado, Bel Pre Rd.)
- use the alignment on the current centerline in the business area
Briggs Chaney/Morwood RD - do not re-align ^{(Lease} Buy BC-1 land
land (south of Briggs Chaney) if necessary for future - current traffic
does not warrant re-alignment (& dog leg at Briggs Chaney/Old Columbia Rd
seems to work.)

SEGMENT I and SEGMENT II - use curb-&-gutter (Alt. B)
and one sidewalk (there are very few walkers & bikers on New Hampshire Ave.)
- use "cuts" into median at each current intersection, rather than having
only a few intersections - 4 turns during rush hour would not be safe.

Also, having to watch for people making turns may help prevent New Hampshire Ave.
from becoming a race-way, like Randolph Rd. & Rte. 198 between Rt. 29 and Rt. 95/
Laurel - very few people do the speed limit. Along parts of SEGMENT II that are

Please add my/our name(s) to the Mailing List.* now woods - use 10 foot shoulders
vs. curbing - as is done on parts of
 Please delete my/our name(s) from the Mailing List. Rt. 198 between Rt. 29 and Rt. 95/
Laurel. Developers can pay for

*Persons who have received a copy of this brochure through the mail are already
on the project Mailing List. curbing installed at a later date, if necessary.



Maryland Department of Transportation
State Highway Administration

Richard H. Trammor
Secretary
Hal Kassoff
Administrator

March 24, 1988
Ms. Susan D. Hoover
page 2

March 24, 1988

RE: Contract No. MS29-101--371
Maryland Route 650
Randolph Road to Maryland
Route 198
PDMS No. 153337

Ms. Susan D. Hoover
15220 Middlegate Road
Silver Spring, MD 20904

Dear Ms. Hoover:

This letter is in response to your recent correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided. This information will be given a thorough consideration in our development of a preferred alternative.

Due to undesirable experiences with narrow medians throughout Maryland, we will not consider a median along New Hampshire Avenue that is less than 20 feet. A width less than this provides insufficient spacing to shadow a vehicle crossing a divided roadway. Shadowing allows a vehicle to cross one direction of traffic and fit safely in the width of the median to await crossing or turning into the other direction of traffic.

In Cloverly, we are investigating a five lane, center turn roadway which would extend from Briggs Chaney Road to Snider Lane. This option would not displace parking from any of the shopping centers. Depending on whether the outside of the roadway has curbs or shoulders, there may be displacements along the west side of the roadway opposite the Cloverly Center.

The existing dogleg movement between Briggs Chaney Road and Norwood Road has limited capacity to handle increases in peak hour traffic volumes. By the design year of this study, 2016, peak hour volumes at these two intersections will exceed their capacity. Relocating Briggs Chaney Road south, opposite Norwood Road (Alternative BC-1) is our preferred solution to this upcoming deficiency. To avoid two periods of disrupting construction activity, we anticipate doing both projects simultaneously.

My telephone number is (301) 333-1139

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707 North Calvert St., Baltimore, Maryland 21203-0717

It is not possible to provide a median opening at every intersection along this portion of New Hampshire Avenue. Our criteria allows a minimum of 750 feet between successive openings. In an effort to provide openings at the major intersections, they will be limited to the following locations:

- Midland Road
- Notley Road
- Orchard Way
- Hobbs Drive/Colesville Manor Road
- Interchange Ramps at the proposed Inter County Connector
- Southern Entrance to the First Alliance Church
- Stonegate Drive
- Southview Lane
- Norwood Road/Relocated Briggs Chaney Road
- Briggs Chaney Road to Snider Lane
- Harding Lane
- Relocated Maryland Route 198

Our preferred alternative for the remainder of the study are Alternative 3, six lane divided roadway with outside shoulders, for Segment I, and Alternative 2, four lane divided roadway with outside shoulders, for Segment II.

I want to thank you for your interest in the highway development process as it relates to this project. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

By: Randy C. Aldrich
Randy Aldrich
Project Manager

LHE:RCA:vlt
cc: Mr. Michael Snyder

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March 14, 1983

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

Re: LOCATION/DESIGN PUBLIC HEARINGS
Maryland Route 650

Dear Sir:

This is an additional comment on the proposed improvements for Segment I of Maryland Rte. 650.

We strongly endorse Option 1 in the Colesville area which would relocate the entrance to the Colesville Shopping Center north on Maryland Route 650 to a point opposite Midland Road, where a median opening would allow left turns into and out of the shopping center. This would be a great improvement over the current exit from the shopping center. Left turns from the current exit onto Rte 650 are extremely dangerous to both those attempting them and to oncoming traffic. Option 2 would do little more than continue the existing safety hazards.

Sincerely,

Peter J. Munson,
President

Mr. Peter J. Munson, President
Greater Colesville Citizens Association
Post Office Box 4087
Silver Spring, Maryland 20904

Dear Mr. Munson:

This letter is in response to your recent correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided and your endorsement of Option 1 at Colesville. This information will be given a thorough consideration in our development of a preferred alternative.

I want to thank you for your interest in the highway development process as it relates to this project. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by:
Randy Aldrich
Project Manager

LHE:bh

cc: Mr. Michael Snyder

My telephone number is (301) 333-1139

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

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS



Maryland Department of Transportation
State Highway Administration

rd H.
Secretary
Hal Kassoff
Administrator

March 22, 1988

Contract No. M 529-101-371
PDMS No. 153337
LOCATION/DESIGN PUBLIC HEARING
Maryland Route 650
Randolph Road to Maryland Route 198
Wednesday, January 6, 1988
John F. Kennedy High School

RE: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to Maryland
Route 198
PDMS No. 153337

NAME Harry and Irma Varvounis DATE March 14, 1988

PLEASE PRINT ADDRESS 13909 New Hampshire Ave.

CITY/TOWN Silver Spring STATE Maryland ZIP CODE 20904

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

~~I would like to bring to your attention, as you may already know, certain amount of property has been already given to the county for the New Hampshire Ave. expansion.~~

~~Which was to expand New Hampshire Ave. as it is below Randolph Road. Now if they continue as with the original plan, I do not have much to say, but if they~~

~~go as with the various suggestions with an open section, and much wider median strip then they go over and beyond what was planned and understood.~~

~~I do understand the eminent domain, however on those basis dedication was made, and therefore they should not request more, regardless if they pay or not~~

~~And the most important thing of all is that if it is open section it will impose danger to the residential area; curves tend to restrain drivers from taken too many liberties. This is a residential area after all, number one, and number 2 is not rural to suggest open section.~~

~~Please let us know as to what is been decided and planned. If I need time to contest it~~

~~I need time to prepare.~~

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

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

Mr. and Mrs. Harry Varvounis
13909 New Hampshire Avenue
Silver Spring, Maryland 20904

Dear Mr. and Mrs. Varvounis:

This letter is in response to your recent correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided as well as any effects the study alternatives may have on you. This information will be given a thorough consideration in our development of a preferred alternative.

Your home on New Hampshire Avenue lies within Segment 1 of the study. In Segment 1, we have identified Alternative 3 as our preferred alternative. When reconstructed, this section of New Hampshire Avenue will be a six lane, closed section roadway, with a 20 foot median and with a right-of-way width of 114 feet. The Eastern Montgomery County Master Plan identifies the roadway to be reconstructed as a 6 lane roadway with a median and with a right-of-way width of 120 feet. In front of your home, our preferred alternative is consistent with the master plan. The open section roadway mentioned in your letter is Alternative 2. Alternative 2 is our preferred alternative for Segment 11 of the study extending from Cape May Road to Maryland Route 198.

I want to thank you for your interest in the highway development process as it relates to this project. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

By: Randy Aldrich
Randy Aldrich
Project Manager

LHE:RA:vlt

cc: Mr. Michael Snyder
My telephone number is (301) 333-1139

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 585-0451 O.C. Metro - 1-800-482-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS



Maryland Department of Transportation
State Highway Administration

Secretary
Hal Kassoff
Administrator

Contract No. M 529-101-371
PDMS No. 153337
LOCATION/DESIGN PUBLIC HEARING
Maryland Route 650
Randolph Road to Maryland Route 198
Wednesday, January 6, 1988
John F. Kennedy High School

NAME Gary Clark DATE 3/15/88

PLEASE PRINT ADDRESS 15501 New Hamp. Av.
CITY/TOWN S.S. STATE Md ZIP CODE 20904

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

I would like to see New Road be as Narrow as possible and follow the
existing center line so I can stay in business.

Thanks

Please add my/our name(s) to the Mailing List.*
 Please delete my/our name(s) from the Mailing List.
*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

March 23, 1988

RE: Contract No. M 529-101-371
Maryland Route 650 - Randolph
Road to Maryland Route 198
PDMS No. 153337

Mr. Gary Clark
Cloverly Citgo
15501 New Hampshire Avenue
Silver Spring, Maryland 20904

Dear Mr. Clark:

This letter is in response to your recent correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided, as well as any effects the study alternatives may have on you. This information will be given a thorough consideration in our development of a preferred alternative.

I want to thank you for your interest in the highway development process as it relates to this project. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Randy Aldrich
Randy Aldrich
Project Manager

LHE:bh

cc: Mr. Michael Snyder

333-1139
My telephone number is (301) _____

Teletypewriter for Impaired Hearing or Speech
303-7555 Baltimore Metro - 585-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

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(This letter was typed by SHA in order to be legible after printing).

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

Contract No. M 529-101-371
PDMS No. 153337
LOCATION/DESIGN PUBLIC HEARING
Maryland Route 650
Randolph Road to Maryland Route 198
Wednesday, January 6, 1988
John F. Kennedy High School
Original signed by
Edward Patrick Hagarty

NAME _____ DATE 3-15-88

PLEASE PRINT ADDRESS 1011 Somerset Lane
CITY/TOWN Silver Spring STATE MD ZIP CODE 20904-6241

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

I am concerned about the potential for contamination of the groundwater
with petroleum hydro-carbons and heavy metals as a result of "treatment"
through discharge of stormwater runoff to the ground. I have a well
and do not want my drinking water supply degraded.

I am concerned about the increased stormwater runoff. My property is located
at the bottom of a hill (Hobbs Drive). Erosion of personal property and
deposition of sediment from the expanded road should be controlled.

As called for in the County Master Plan, a bicycle path should be a part of this
project. Consideration should be given to cyclists crossing NH Ave. These
crossings should be designed to allow children to cross the expanded highway
safely.

- Please add my/our name(s) to the Mailing List.*
- Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

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**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Mr. Edward P. Hagarty
Page Two

April 7, 1988

Re: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to Maryland Route 198
PDMS No. 153337

Mr. Edward P. Hagarty
1011 Somerset Lane
Silver Spring, Maryland 20904

Dear Mr. Hagarty:

This letter is in response to your recent correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided as well as any effects the study alternatives may have on you. This information will be given a thorough consideration in our development of a preferred alternative.

Your home on Somerset Lane lies adjacent to Segment I of our study. In this segment, we have identified Alternative 3 as our preference. This alternative proposes a 6 lane divided roadway with curbs on the outside as well as the median side of the roadway. During the final design phase of the project, which will begin later this year, we will develop a comprehensive stormwater management plan to contain runoff from the widened roadway. This plan will address both the quantity as well as the quality of runoff. We hope to use a series of infiltration trenches to achieve these goals. Infiltration trenches in conjunction with a system to keep them from clogging should keep the groundwater from becoming contaminated with petroleum hydrocarbons and heavy metals. These trenches will also discharge water after a heavy period of rainfall at a controlled rate which will eliminate soil erosion on adjacent properties and along discharging streams.

After reconstruction, New Hampshire Avenue will safely accommodate pedestrians and bicyclists. In Segment I, there will be sidewalks along both sides of the roadway. The outside lane in each direction will be 14 feet wide with bituminous concrete paving extending to the face of the curb. This is sufficient room for bicyclists. In Segment II, where we have identified Alternative 2 as our preference, there will be a 4 lane divided roadway with outside shoulders. These shoulders will be paved and will be 10 feet wide. These shoulders will provide ample room for pedestrians and bicyclists.

Since both segments of the reconstructed roadway will be divided with a 20 foot grass median, pedestrian access across the roadway should actually be safer than it is today. When crossing, pedestrian will only need to detect breaks in traffic in one direction at a time.

I want to thank you for your interest in the highway development process as it relates to this project. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Alan H. Straus
Randy Aldrich
Project Manager

LHE/RCA/ih

cc: Mr. Michael Snyder

My telephone number is (301) _____

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PROJECT
DEVELOPMENT
DIVISION

Contract No. M 529-101-371
PDMS No. 153337
LOCATION/DESIGN PUBLIC HEARING
Maryland Route 650
Randolph Road to Maryland Route 198
Wednesday, January 6, 1988
Joan F. Kennedy High School

MAR 22 11 25 AM '88

NAME STEPHEN VAN ALBERT DATE MAR 15, 1988

PLEASE PRINT ADDRESS 704 WINDMILL LA

CITY/TOWN SILVER SPRING STATE MD ZIP CODE 20904

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

-167-

Thank you for the opportunity to comment on the proposed widening of New Hampshire Ave (MD 650). My major concern, like most of the Peachwood residents, is the lack of a median break at Piping Rock Rd in the preliminary plans. I am aware that the proximity of Piping Rock Rd to the newly relocated Good Hope Rd is such that a median break at Piping Rock Rd would violate the State's design codes. However, this remains a major concern to the community. I'm sure that the studies that have been performed indicate that the traffic load warrants a median break. I would like to propose a solution that would require the support of this office. I would suggest that a short connector road be built between Piping Rock Rd and Good Hope Rd on the National Capital Park and Planning Commission property shown on the enclosed map. This small connector would funnel all southbound Peachwood traffic onto Good Hope Rd creating a much safer egress from the community. I am suggesting this to your office for two reasons. This plan will need substantial support to bring the appropriate pressure to bear upon the County and it is an easy way to calm the commotion in the community caused by the State's Location and Design proposal. I would also like to make one other suggestion. Much of the backup on southbound New Hampshire Ave in the morning rush hour is caused by the volume of traffic entering at Notley Rd. I believe that if a right lane was constructed from Notley Rd to the Randolph Rd intersection, that this traffic could turn onto New Hampshire Ave without impeding the main flow. If this lane were built before the rest of the road is widened I feel it would greatly reduce the flow problems that will be encountered during the main construction phase. Thank you again for this forum.

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

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Maryland Department of Transportation
State Highway Administration

032134
Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Page 2

Mr. Van Albert

April 12, 1988

RE: Contract No. M 529-101-371
Maryland Route 650
Randolph Road to Maryland
Route 198
PDMS No. 153337

Mr. Stephen Van Albert
704 Windmill Lane
Silver Spring, Maryland 20904

Dear Mr. Van Albert:

This letter is in response to your recent correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided as well as any effects the study alternatives may have on you. This information will be given a thorough consideration in our development of a preferred alternative.

We have completed an exhaustive investigation of the intersection of Piping Rock Drive. Due to the proximity of the intersection at relocated Good Hope and Bonifant Roads and the design year traffic conditions which will exist at that intersection, it is not possible to provide a median opening at Piping Rock Drive. Earlier this year we looked into a connection between Piping Rock Road and Good Hope Road along your recommended alignment. Due to serious environmental impacts associated with the wetlands and species which inhabit this stream, it would not be practical to pursue this alignment. Also, since this is parkland, regulations required utilization of other alignments, if possible. Since access to your community will be provided via the proposed median opening at Southview Avenue, usage of this alignment is not recommended.

Prior to the start of construction activities on this project, the county is receiving funds from developers to provide some additional lanes at the major intersection at Colesville and to provide an additional lane along New Hampshire Avenue between Colesville and Notley Road. These improvements should be under construction later this year.

I want to thank you for your interest in the highway development process as it relates to this project. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Louis H. Ege, Jr. for
Randy Aldrich
Project Manager

LHE:RCA:bh
cc: Mr. Michael Snyder

My telephone number is (301) 333-1139

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**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

PROJECT
DEVELOPMENT
DIVISION

Contract No. M 529-101-371
PDMS No. 153337
LOCATION/DESIGN PUBLIC HEARING
Maryland Route 650
Randolph Road to Maryland Route 198

MAR 22 11 26 AM '89

John F. Kennedy High School

George & Angela Saah
NAME _____ DATE _____

PLEASE PRINT ADDRESS New Hampshire Ave.

CITY/TOWN Silver Spring STATE Maryland ZIP CODE 20904

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

~~We are concerned the already high noise level from New Hampshire will increase and vibrate our house even more. The amount of easement being used and landscaping may help curb the noise level.~~

~~The speed limit is also a concern for safety reasons. Cars often whiz by at 50 MPH with no regard for pedestrians and no constant speed for cars exiting our driveway to judge the oncoming traffic.~~

~~The proposed expansion to include Briggs Chaney also does not consider safe access for children to the public park on Briggs Chaney nearest to our subdivision. If safe access is not possible, perhaps a small playground could be built in our subdivision. The park would also benefit the handicap center which the report does not mention is located near 13120 New Hampshire Ave.~~

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

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation
State Highway Administration

Randy

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Page 2

Mr. and Mrs. Saah

April 8, 1988

RE: Contract No. 529-101-371
Maryland Route 650
Randolph Road to Maryland
Route 198
PDMS No. 153337

I want to thank you for your interest in the highway development process as it relates to this project. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

Mr. and Mrs. George Saah
15111 New Hampshire Avenue
Silver Spring, Maryland 20904

Dear Mr. and Mrs. Saah:

By: *Randy Aldrich*
Randy Aldrich
Project Manager

This letter is in response to your recent correspondence pertaining to our project planning study on Maryland Route 650 (New Hampshire Avenue) between Randolph Road and Maryland Route 198. I appreciate the comments you have provided as well as any effects the study alternatives may have on you. This information will be given a thorough consideration in our development of a preferred alternative.

LHE:RCA:vw
cc: Mr. Micheal Snyder
Mr. Donald Ayers (w/incoming)

Due to the numerous intersecting driveways and roadways, it is not possible to provide effective noise mitigation measures along the portion of New Hampshire Avenue adjacent to your home. During the final design phase of the project, which begins later this year, we will be developing a comprehensive landscaping plan. This landscaping, will in time, provided some limited noise mitigation.

The design speed for the reconstructed portions of New Hampshire Avenue is 50 MPH. We anticipate a posted speed that is 5 to 10 MPH less than the design speed. Compliance with the posted speed limit is the responsibility of Montgomery County's Police Department.

The portion of our study which proposes to relocate Brigg's Chaney Road is being performed as a service to Montgomery County. The actual design and construction of our preferred alternative, BC-1, realigning Briggs Chaney Road to intersect New Hampshire Avenue opposite Norwood Road, is the responsibility of Montgomery County. I recommend you contact their project manager, Mr. Donald Ayers, to discuss your concerns about access along this roadway to the public park. Mr. Ayers telephone number is 217-2121.

My telephone number is (301) 333-1139

-170-

158

(301) 278-1120
495-#525

January 14, 1988

RECEIVED

A-51
JAN 19 1988

#92
DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Mr. Hal Kassoff
Administrator
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Re: MD 650 Project Planning Study

Dear Mr. Kassoff:

The Planning Board, at its regularly scheduled meeting of January 7, 1988, reviewed the plans and the Environmental Effects Report for the referenced Project Planning Study. We support the project. The additional capacity and improved safety are needed. However, we are troubled by the fact that the alignment decisions -- the judgments to equalize the burden and determine take lines with respect to residential property -- are being proposed without adequate knowledge of the storm water management system design. We believe that minor alignment changes may well be needed in order to adequately accommodate the appropriate infiltration structures and therefore urge delay of final alignment design until the necessary soil tests are performed.

Because of the extreme environmental sensitivity of the receiving streams in the project area, in particular the Good Hope tributary, we fully expect SHA to make every effort to control its stormwater run-off via the employment of infiltration controls. For the past several months, M-NCPPC staff have recommended that your consultant develop a conceptual stormwater management plan which identifies potential infiltration sites and that soils testing for these areas be performed as soon as possible. We also recommend that in the event that infiltration proved to not be feasible, within portions of the ROW, that alternative infiltration areas or other viable stormwater management BMP sites outside of the ROW be identified.

As you are probably aware, the appropriateness and effectiveness of stormwater management infiltration practices is largely dependent upon the suitability of the underlying soils. Based upon our experience, soils suitability in the project area may vary considerably from location to location. Thus, the appropriateness of potential candidate infiltration sites for this project cannot be properly determined without performing necessary soils tests.

To our knowledge, none of the preceding tasks have been performed. It is the Board's opinion that this work should have been completed months ago, as it could seriously affect required ROW widths, existing residences, various roadway design elements, and the level of protection afforded to receiving streams. We do not share your staff's point of view that the preceding concerns are design-related issues which can be addressed at a later date. Therefore, we strongly recommend that stormwater management considerations be comprehensively addressed before final alignment and ROW decisions are made. We would also expect that SHA properly maintain, in perpetuity, all stormwater management control devices employed as part of this project. Accordingly, your stormwater management plans should take maintenance consideration into account.

The Planning Board provides the following recommendations:

- 1) We support Alternative 3 (closed section) for Segment I and Alternative 2 (open section) for Segment II. We recognize that right-of-way in addition to that identified in the Project Planning Study may be needed to accommodate necessary storm water management facilities. The minimum 120 foot right-of-way should be purchased for Segment II even if Alternative 3 (closed section) is selected.
- 2) We support the relocation of the Colesville Shopping Center entrance to a location opposite Midland Road (Option 1 in Segment I).
- 3) We support the realignment of Notley Road east of New Hampshire Avenue (MD 650) to meet Notley Road west of New Hampshire Ave.
- 4) We support the realignment of Hobbs Drive and Colesville Manor Drive to create one intersection. The house in the northeast quadrant of this intersection is used as a day care facility in conjunction with an adjacent facility; retaining the day care facility at this location is important. We suggest that you investigate moving the house on its lot, thereby retaining this use and creating a situation where the roadway realignment is possible.
- 5) Infiltration is the recommended stormwater management practice for this project and should be employed wherever possible. SHA should identify all potential stormwater management infiltration areas. Soils tests of these areas should be performed as soon as possible to properly determine site suitability. Where test results indicate poor soil conditions, SHA should identify and locate alternate stormwater management infiltration areas. This may require that additional lands

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be purchased. SHA should be prepared to purchase areas needed to include all elements of the stormwater management facilities.

- 6) Landscaping needs to be provided in the median and on both sides of this road for the entire length of the project in accordance with our earlier recommendations which are included in the Environmental Effects Report.
- 7) Provide sidewalks on both sides of the roadway for the entire length of the project. Redesign the sidewalks in Segment I (closed section) in accordance with our staff recommendation (drawing enclosed). This redesign provides a five (5) foot sidewalk set back four (4) feet from the curb with a tree at the edge of the four (4) foot grass area; an additional three (3) feet will be needed for each side of the roadway for a total 120 foot right-of-way which is in accordance with our master plan. Add a sidewalk in the open section roadway in the safety grading area beyond the shoulder.
- 8) We continue to support the master planned realignment of Briggs Chaney Road (Alternative BC-1). This alignment has many advantages. This alignment will reduce traffic in front of the Cloverly Elementary School. This school is scheduled to be reopened. This alignment will also move the intersection of Briggs Chaney Road to the south and make a median break at Cloverly Street possible. Such a break will improve circulation for the businesses located on both sides of New Hampshire Avenue between Briggs Chaney Road and Bryant's Nursery Road. In addition, this alignment will leave untouched an apple orchard that provides local produce to Montgomery County residents.
- 9) Option 1 in Segment II was developed to minimize the damage to the parking lot of the Cloverly Shopping Center. The Cloverly Shopping Center has dedicated sixty (60) feet from the center line of the existing New Hampshire Avenue in accordance with our master plans. The properties on the opposite side of the road have not only never contributed land for the road but have been designated in our master plan as being needed for the road. We recommend that you acquire the necessary right-of-way from the west side of New Hampshire Avenue at this location.
- 10) Reevaluate the use of "popcorn" asphalt paving as a noise mitigation measure. This type of paving can significantly reduce traffic noise due to road/tire interactions and has shown to reduce hydroplaning (vehicle skidding on a road surface due to the presence of water on the surface), which can occur at traffic speeds as low as 35 mph. As stated in the SHA

environmental report, because many of the adjacent houses have driveways on New Hampshire Avenue (MD 650), the use of berms or walls for noise reduction is limited. Thus, the use of the "popcorn" asphalt paving would be the only effective noise reduction measure that can be provided to most of the existing houses along MD 650. We realize that there may be other considerations that must be weighed in the use of "popcorn" asphalt and we would support the detailed evaluation of these other factors.

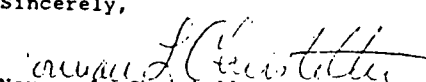
- 11) Evaluate the use of small earth berms and/or noise walls/fences for a group of ten houses on Whitegate Road (in the Stonegate subdivision) and a group of 5 to 6 houses on Old Barn Court (in the Peachwood subdivision). These houses have backyards which abut the New Hampshire Avenue (MD 650) right-of-way.
- 12) For those sections of the roadway where physical noise attenuation measures are not feasible, landscaping plans should include dense evergreen plantings to create visual and psychological noise screens.
- 13) Where the right-of-way line is very close to a residence (for example, the house on the southeast corner of Windridge Drive), SHA should offer to purchase the property.

The produce stands along New Hampshire Avenue are important assets for the nearby residents and viable businesses for the families that operate them. We support retaining these stands. Please remember that such uses are allowed as Special Exceptions under the Montgomery County Zoning Ordinance. The taking of such a structure for your project need not result in the loss of the business.

You will need to work with our staff as this project is designed. We expect a particularly close working relationship as the soils are tested and the storm water treatment system is designed.

The Planning Board appreciates the attendance of Randy Aldrich and Paul Ramey at our meeting. As usual we found them to be very helpful.

Sincerely,


Norman L. Christeller
Chairman

NLC:PBW:JG:CB:vgn



Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator 4A

FEB 09 1988

FEB 09 1988

PROJECT
DEVELOPMENT
FEB 11 1988

Mr. Norman L. Christeller

Page Two

Mr. Norman L. Christeller, Chairman
Montgomery County Planning Board
The Maryland-National Capital Park
and Planning Commission
8767 Georgia Avenue
Silver Spring, Maryland 20910-3760

Dear Mr. Christeller:

Thank you for your continuing interest in our Project Planning study to widen Maryland Route 650 between Randolph Road and Maryland Route 198. I appreciate the comments you and your staff have prepared on this study. This information is currently being utilized in our development of a preferred alternative for the project.

We fully recognize the sensitivity of the natural environment surrounding Paint Branch and the effect that stormwater runoff from our roadway may have. We agreed to perform a preliminary stormwater analysis of the study alternatives to determine if infiltration techniques could be used to control quality and quantity of surface water runoff. This analysis shows that runoff could be controlled with these techniques and that neither type roadway had definite advantages over the other. We do agree that oil grit separators, or some other device, would be required to prevent clogging of the trenches. Since soil tests are required to confirm the functionality of the infiltration trenches for both study alternatives, we feel they are not a prerequisite to determine the superiority of either alternative in our recommendation analysis.

Following our normal process, soil tests will be performed in the final design phase. At approximately 35 percent into this phase, soil test boring locations can be pinpointed to confirm the soil's suitability for infiltration. As you have pointed out, we may experience some difficulty in specific areas which may result in additional right-of-way acquisitions. As a general policy, we do not purchase additional right-of-way for these facilities that require any kind of displacement. Also during the final design phase, we will make a final analysis to determine the most appropriate technique to prevent clogging of the trenches.

As you are most likely aware, the Montgomery County Department of Transportation plans to assume responsibility for the completion of this project using our standards and criteria. We plan to closely monitor their efforts to ensure compliance at all levels. Close coordination should work toward everyone's advantage. We are developing additional information regarding the costs and impacts associated with sidewalk construction on both sides of the highway before making any decisions regarding sidewalks. We agree that sufficient right-of-way to ultimately accommodate a six-lane closed section in Segment II should be acquired initially.

After investigating the issue of proximity damages in more detail, we have agreed to consider shifting our right-of-way lines in a few places to permit total acquisition. This includes the day care facility at the corner of Hobbs Drive, the house at the corner of Windridge Court, and perhaps some of the close structures in Cloverly. As is our usual policy, it will be up to the individual property owner to investigate relocation of the structure to the remainder of the property if possible. My staff will be available to assist the county in explaining all options available to each owner.

We are continuing to investigate a resolution of the impacts in Cloverly. While I agree that it is desirable to adhere to the Master Plan alignment where reasonable, it should not be the only item considered in the placement of our alignments. Many of the structures along this route predate the Master Plan and impacts to these structures must weigh in our decision process. We are further refining our options at Cloverly, taking into account parking loss at the Cloverly Center and access to the shopping centers on both the east and west sides.

Our policy regarding the application of popcorn mix aggregate to roadways in Montgomery County, while not yet official, is beginning to take shape. We will be reserving its usage to our higher speed, heavier traveled, highest classification highways. Maryland Route 650 does not fall within this classification. Some of the factors used to arrive at this conclusion include: the most beneficial noise mitigation occurs at vehicular speeds above 50 mph; it is more expensive to apply; it is more expensive to maintain, particularly in locations with excessive turning movements; and lastly, its deicing costs are about twice that of normal aggregate.

In the area of Whitegate Road, we are further investigating the consistency of our new policy regarding noise barriers with additional analysis of a barrier. If appropriate, these studies will be concluded during the final design activities.

My telephone number is (301) _____

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

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FEB 09 1988

Mr. Norman L. Christeller

Page Three

I want to thank you for your endorsement of Alternative 3, Option 1 in Segment I, Alternative 2 in Segment II, and Alternative BC-1 for the Briggs Chaney Road, Norwood Road connection. As always, my staff considers your input invaluable. We look forward to your continued assistance in the further development of this project.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK:db

cc: Mr. Neil J. Pedersen
Mr. Michael Snyder
Mr. Louis H. Ege, Jr.

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Maryland Department of Natural Resources

Tidewater Administration
Tawes State Office Building
580 Taylor Avenue
Annapolis, Maryland 21401

Don Donald Schaefer
Governor

Torrey C. Brown, M.D.
Secretary

January 27, 1988

PROJECT
DEVELOPMENT
DIVISION
FEB 3 8 05 AM '88

Mr. Louis H. Ege, Jr., Deputy Director
Project Development Division (Room 310)
State Highway Administration
601 North Calvert Street
Baltimore, MD 21202

Dear Mr. Ege:

Fisheries Division has reviewed your Environmental Effects Report on "Maryland Rte. 650 Improvements Study--Pandolph Road to Maryland Rte. 198," submitted to us pursuant to the Maryland Environmental Policy Act. We have the following comments which were prepared by Bob Schueler of our Environmental Review and Habitat Protection Program in cooperation with our Freshwater Fisheries Program.

1. Fisheries Division personnel attended the May 14, 1987 Alternates Public Workshop and the January 6, 1988 Combined Location/Design Public Hearing. Comments addressing considerations brought out at the May 14, 1987 Workshop were sent to SHA on June 9, 1987. These comments also included our review of your preliminary report "Stormwater Management for Proposed Improvements to Md. Rte. 650 from Randolph Road to Md. Rte. 198 and Effects on Paint Branch Trout Waters." In addition, Fisheries Division personnel participated in the SHA October 23, 1987 meeting to discuss Md. 650 hydrologic and stormwater management studies. Our review of the Environmental Effects Report reflects this previous involvement and participation.

2. Previous Fisheries position may be summarized as follows:

- (a) Impacted habitat supports valuable, fragile trout resources.
- (b) From the fisheries and aquatic life standpoint Alternative 1 (No Build) is preferred.
- (c) The secondary, indirect impacts of the proposed highway development in terms of facilitating adjacent and nearby development should be addressed to meet NEPA standards for an adequate environmental assessment.
- (d) During the construction period, the most rigorous erosion and sediment control Best Management Practices (BMP'S) should be implemented with strict monitoring and enforcement.
- (e) Stormwater management (SWM) is the most critical aspect in terms of impacts on trout and aquatic life habitat from the proposed work.
- (f) SWM should be geared to an infiltration approach.
- (g) Based on the limited information available, Fisheries Division supported Alternative 2 (open system) with an adequately-sized vegetated filter strip and paralleling infiltration trenches.

- (h) If Alternative 3 (closed system) were to be employed, it is absolutely essential that adequate pretreatment facilities be provided and maintained to remove sediment before runoff enters infiltration ponds or basins.
 - (i) Fisheries Division preferences in 2 (g) and 2(h) above were preliminary. The basic reality is that SHA has not developed to this point a complete and well-thought-out SWM design (with sufficient background information) for an objective decision to be made between Alternatives 2 and 3.
3. The following comments on the Environmental Effects Report follow the linear sequence of our previously-transmitted comments using the same organization as in item 2 above.

- (a) Descriptive material on the unique brown trout resource of the Upper Paint Branch watershed and the fragile ecosystem that supports it are restricted to essentially passing references on pages 53, 82, and 83. The same may be said of other fish and aquatic life resources and habitat. In Fisheries Division's opinion, this treatment is inadequate and does not do justice to the key role of these resources in relation to this specific project. We suggest more expanded use of the references cited in our June 19, 1987 comments, particularly (Gall, 1983) and (CH2M Hill, 1980). The November 1981 MNCPPC Approved and Adapted Master Plan "Eastern Montgomery County Planning Area--Cloverly, Fairland and White Oak" also contains much relevant material on these key resources and habitat.
- (b) Fisheries Division recognizes that Alternative 1 (no build) probably is not a realistic option given the planning and development framework now existing in this portion of Montgomery County, in spite of its obvious desirability from the fisheries and aquatic life standpoint. Under these circumstances, however, we believe that SHA should take its planning for, and consideration of, these resources much more seriously than this report now does. What the report does is consign the difficult questions and the detailed answers to some indefinite future point in the planning sequence. Even more objectionable, is the conclusion (Item 12) in the Environmental Assessment Form that the action will not affect the use of any natural or manmade features that are unique to the county, state, or nation. Upper Paint Branch watershed supports the only bona-fide, self-sustaining Brown Trout fishery in Montgomery County and is therefore unique.
- (c) On page 81, line 5, reference is made to "indirect impacts of highways in wetland and stream headwater areas." The impacts referred to are "direct" impacts; "indirect" or "secondary" impacts are those like accelerated residential or commercial development facilitated by highway construction. SHA has contended that it does not control this dimension and consideration of it is not its responsibility. Be that as it may, the indirect results are a reality and should be described in any environmental assessment that aims to approximate CEQ Guidelines. We note that this aspect is treated, at least at a minimal level, in the SHA Environmental Assessment (EA) for "Finding of No Significant Impact--U.S. Rte. 29--Patuxent River Bridge to U.S. Rte. 40" (SHA No. H.O. 606-101-770) under the heading "Land Use and Planning." To Fisheries Division it seems that the same level of consideration is warranted in the case of Rte. 650.

Telephone: _____
DNR TTY for Deaf: 301-974-3683

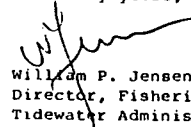
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- (d) The Environmental Effects Report recognizes on page 77 that sediment and erosion control during construction will be necessary to avoid impacts to wetlands and stream headwaters adjacent to the highway. The point is again made at the top of page 83. What is lacking is a forthright commitment by SHA to ensure adequate monitoring and enforcement of the most rigorous of erosion and sediment control BMPs during construction. This should include details on frequency of inspection and implementation of penalties for non-compliance.
- (e) On page 77, it is stated that "Stormwater management of highway runoff will be essential to avoid longterm erosion, deposition and other impacts on downslope areas." This is at least implicit concurrence with the Fisheries Division position that SWM is the central issue as far as impacts on fisheries and aquatic life and habitat are concerned. The discussion of this problem on pages 81 and 82 is useful, but unfortunately remains at a generalized level. This problem is discussed in items (f) (g) and (h) below.
- (f) Infiltration remains our recommended method for generally controlling stormwater runoff for the proposed highway alteration. It is Fisheries Division's understanding that this position has also been endorsed by MNCPPC and SHA staffs. However, there exists a strong possibility that soils within the envisioned Right of Way (ROW) area may not be entirely suitable for SWM infiltration practices. MNCPPC staff has previously recommended to SHA that soils tests along the project area be performed to determine the feasibility of infiltration. In the event that infiltration proves not to be feasible within portions of the ROW, alternative SWM infiltration areas or other SWM BMP sites outside the ROW should be identified. To Fisheries Division's knowledge, SHA has neither performed these soils suitability tests nor developed a possible alternative SWM scenario. This work should have been done months ago. It could seriously affect required ROW widths, existing residences, and the protection afforded to receiving streams. Generalized references to infiltration without detailed treatment of planning realities in the project area are of limited usefulness.
- (g) Within the framework of limited information cited in the conclusions of our June 19, 1987 comments, we continue to prefer the Open Section Alternative. However, in this connection, the previous concept of paralleling infiltration trenches along the expanded highway (item 2(g) above) appears to have dropped out of consideration in the Environmental Effects Report. The paralleling infiltration trenches with slotted pipe and broken stone underlay, while not a complete answer to SWM problems, can make a useful contribution. If this approach has been deleted it should be clearly stated, the consequences discussed, and justification given. Our basic position remains that without the studies and planning analyses outlined in item (f) above, a decision between the open and closed options that will maximize protection for fisheries and aquatic life resources and habitat cannot realistically be made. Indicative of this ambiguity are the references on page 82 to shading of SWM basins and creation of artificial wetlands. Infiltration remains a generality; specific SHA planning appears geared to "wet" ponds and artificial wetlands. Both will increase temperatures in a stream ecosystem where the marginality of this factor dominates the resource base.
- (h) The need for adequate pretreatment of closed system discharges to

infiltration areas mentioned in our June 19, 1987 comments still holds. Other considerations relating to a closed system are maintenance accessibility of infiltration basins; adequacy of proposed minimum ROW widths to properly accommodate sidewalks, landscaping, infiltration areas as well as assurances for regular maintenance in perpetuity. None of these considerations are adequately treated in the Environmental Effects Report. Relegating treatment of these considerations to the Final Design Stage of project planning--after major decisions between closed and open approaches are made, is not acceptable from the fisheries standpoint. To do so makes a mockery of the concept of realistic discussion of environmental impacts.

- (i) In summary, Fisheries Division does not believe a balanced decision can or should be made on major options such as selecting an open or closed system on the basis of the information in the Environmental Effects Report. The additional studies, soil testing and planning analyses cited above are mandatory if protection of the fisheries and aquatic life resources for which we have responsibility is to be achieved. Until they can be accomplished, we recommend that a decision between the open and closed system be suspended.

Sincerely yours,


 William P. Jensen
 Director, Fisheries Division
 Tidewater Administration

WPJ/kb

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Response to the comments of the Tidewater Administration's Fisheries Division:

1. Comment is noted.
- 2.3. Since the format of paragraphs 2 and 3 follows the same sequence, the response to these comments is combined.
 - a. The State Highway Administration realizes the importance of the Northwest Branch and Paint Branch Fisheries and is committed to their protection.

The selection of the alignment and typical sections of the proposed highway alternatives was made to minimize destruction of wildlife habitat. The alignment follows as closely as possible the existing route and uses the least right-of-way that could be allowed under the circumstances. Measures to mitigate the destruction of habitat would include landscaping with native plants to replace lost trees and shrubs.
 - b. The State Highway Administration does not feel that the No-Build Alternative is feasible, given the projected traffic volume and the congestion now being experienced on this highway.

The need to protect the fisheries of the Northwest Branch and Paint Branch has been and continues to be of great importance in the development and decision-making process of this project.
 - c. The State Highway Administration is aware of the potential for induced development in the project area that the Build Alternatives would create. This project was initiated to respond to the current traffic situation on Maryland Route 650 and to the projections that are based on land uses proposed in the Master Plan for the project area.

As this project is entirely state-funded, CEO guidelines were not adhered to in the development of the Environmental Effects Report.
 - d. The State Highway Administration is committed to a rigorous sediment and erosion-control program for the project. Further details will be developed as engineering design proceeds.
 - e. The State Highway Administration agrees that stormwater management is the best way to ensure that the trout streams in the area are not adversely affected by the construction of this project. Infiltration is the preferred means of achieving this goal.

- f. Preliminary studies suggest that infiltration is feasible for this project, regardless of whether open or closed section is chosen. More detailed design of stormwater management systems is usually done after engineering design has progressed beyond the planning stage, as the design depends on soil analyses, hydrologic studies, and on more exact knowledge of the highway design.
- g. As the engineering design of the project progresses, determination of the feasibility of various infiltration practices will be determined. The preferred method in the open section would be with stone-filled trenches parallel to the highway with a vegetated filter strip separating pavement from trench. The use of slotted pipe with a broken stone underlay beneath the pavement in the closed section is still under consideration, as are other stormwater management methods.
- h. The State Highway Administration is aware of the need to provide adequate pretreatment of flows to stormwater management facilities and is committed to including this feature in the design. The design will be chosen with preference given to that requiring the least maintenance. The other considerations mentioned are the subject of continuing discussion with the Project Planning Team and will be acted on after a thorough analysis of engineering factors, public comment, and environmental effects.
- i. Comment is noted.

0455s(63,64)



Montgomery County Government

February 1, 1988

Mr. Louis H. Ege, Jr., Deputy Director
Project Development Division (Room 310)
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Re: Maryland Rte. 650 Improvements
Randolph Rd. to Md. Rte 198
SHA contract No. 529-101-371

Dear Mr. Ege:

Staff of the Department of Environmental Protection have reviewed the Environmental Effects Report for Maryland Route 650 Improvements, Randolph Road to Maryland Route 198. As recognized in the study, approximately 80% of the project area drains to the Class III natural trout waters of the Paint Branch, and accordingly, water quality controls will be required for this runoff (e.g., infiltration, permanent pools, oil/grit separators, etc.). Runoff directed toward the Northwest Branch may need water quality control measures as determined on a subwatershed case by case review. Because the existing and proposed roadway is located along a ridge between these two watersheds, stream channel erosion may very likely be a problem requiring quantity controls and/or stream conveyance improvements, possibly located offsite of the project area.

A review of stormwater management practices proposed in conjunction with this project will be provided by Montgomery County to the Maryland Water Resources Administration and will require detailed runoff computations, preliminary practice designs, outfall studies, etc.

Please contact Mr. Vince Berg at 217-2624 to verify the specific requirements for this review submittal, as well as to identify possible regional stormwater management facilities that may be the basis for waivers for some subareas.

Sincerely,

John L. Menke
Director

JLM:MMH:mn1/1288W

cc: Nazir Baig, M-BCPPC
Vince, Berg, DEP
Paul Clements, Md. Water Resources Admin.
Robert Merryman, DOT
Lewis Williams, DCCE

Department of Environmental Protection, Office of the Director
101 Monroe Street, Room 618, Rockville, Maryland 20850, 301/251-2400

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Maryland Department of Transportation
State Highway Administration

cc: Beard
Ramey
Richard H. Trainor
Secretary
Hal Kassoff
Administrator

June 28, 1988

MEMORANDUM

TO: Mr. Louis H. Ege, Jr.
Deputy Director
Project Development Division

FROM: Randy Aldrich
Project Manager *Randall C. Aldrich*

SUBJECT: Contract No. M 529-101-371
MD 650 - Randolph Road to MD 198
PDMS No. 153337

RE: Follow-up Administrator's Recommendation Meeting

On Thursday, May 5th, Neil Pedersen and I met with the Administrator to discuss two areas of our recommendation which were pending as a result of our formal meeting held on February 25th. First, the design characteristics of the five lane roadway through Cloverly was being investigated. By providing a completely closed section within an 85 foot wide right-of-way, we can limit displacements to a single produce stand. Of course, due to the potential for pedestrian activity, five foot wide sidewalks are contained within this proposal. The Administrator concurred in our recommendation of this proposal identified as Option 4.

The other unresolved issue was the alignment of the roadway between the Grodin residence and the antique store. The layout of our preference in Segment II, Alternative 2 avoids displacing the antique store but requires frontage from the Grodin residence. Responding to a suggestion made by Mr. Grodin, we investigated an extension of Option 4 at Cloverly northward approximately 900 feet. This five lane section, with an 85 foot wide right-of-way lessens frontal acquisition from the Grodin's as well as providing more desirable access to their property. Its alignment would be situated to allow the addition of an outside lane without displacing the antique store.

Due to land use implications involved with this extension, the Administrator recommended obtaining input from the Montgomery County Planning Board. The issue was presented to the Board on June 23rd. By a vote of 3 to 1 (Chairman Christeller not in attendance), the Board recommended not extending the 5-lane section. Based on this input, the Administrator reconfirmed the selection of Option 4 at Cloverly; providing the 5 lane section only between Briggs Chaney Road and Snider Lane.

RCA/ih

- | | |
|--------------------------|------------------------|
| cc: Mr. Neil J. Pedersen | Mr. Edward Payne |
| Ms. Sharon Preller | Mr. Donald Ayres |
| Mr. C. Rogers Jorss | Ms. Patricia Willard |
| Mr. Steve McHenry | Mr. Charles G. Walsh |
| Mr. Rick Davis | Ms. Cynthia S. Simpson |
| Mr. Jeff Smith | Ms. Barbara K. Gstrom |
| Mr. Jeff Randall | Mr. Barry Ditto |
| Mr. Bob Cunningham | Mr. John Grauer |
| Mr. Sonny Lauer | Mr. John D. Bruck |
| Mr. Michael Snyder | Mr. Michael Zezeski |
| Mr. Majid Shakib | Mr. Anthony M. Capizzi |
| Mr. Richard Ravenscroft | Mr. Creston Mills |
| Ms. Gina Anthony | Mr. Harry Beard |

My telephone number is (301) 333-1139

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Jacqueline H. Rogers
Secretary, DHCD

Mr. Louis H. Ege, Jr.
August 8, 1988
Page 2

August 8, 1988

Mr. Louis H. Ege, Jr.
Deputy Director
Division of Project Development
State Highway Administration
P.O. Box 7171, North Calvert Street
Baltimore, Maryland 21203-0717

Re: Phase I Archeological Survey
Contract No. M529-101-37
Maryland Route 650 (New
Hampshire Avenue)
Randolph Road to MD 198
Montgomery County, Maryland

Dear Mr. Ege:

This office has completed its review of the above-referenced project.

The Phase I survey identified five historic archeological sites, all five are reported to be 19th century farmsteads.

One of these sites, the Collingru/Commonwealth Site (18MO278), has been severely impacted by construction of an extensive nursing home complex during the 20th century. This office concurs that Site 18MO278 is not eligible for the National Register of Historic Places because the integrity of the site has been compromised.

Four other sites identified during the survey are considered to be potentially eligible for the National Register. One of these, the Winpenny Site (18MO280) is located within the right-of-way. This site appears to date at least to the second half of the 19th century and consists of the remains of the farmhouse itself, a capped well and at least one other outbuilding. This office concurs that Phase II archeological investigations of the Winpenny Site (18MO280) are warranted, in order to determine the site's eligibility for the National Register.

A second historic site, the Jacob Van Horn Site (18MO277), will be in the right-of-way if alternate 8C1 for the realignment of Briggs Chaney/Norwood Roads is chosen. Based upon information provided by the Division of Archeology dated June 13, 1988 and received by this office July 5, 1988, additional documentation will be necessary to determine the site's eligibility for the National Register if alternate 8C1 is chosen. This documentation should include sufficient historical research to insure that the Van Horn Site dates no earlier than the last quarter of the 19th century and that it is a common site type (i.e. not ethnic, etc.). In addition cross section profiles of the site will be needed to establish that the integrity of the site has been seriously compromised by successive occupations. If alternate 8C1 is not chosen, we recommend that the Jacob Van Horn Site (18MO277) be fenced during all phases of construction activities.

In addition, we concur that the two additional historic sites, the William Lea Site (18MO177) and the Lyddan Site (18MO279) are potentially eligible for the National Register. Since these sites are located adjacent to the proposed right-of-way, no additional archeological investigations are warranted for these two sites. However, we recommend that both the William Lea Site (18MO177) and the Lyddan Site (18MO279) be fenced during all phases of construction.

Thank you for providing us the opportunity to comment. If you have any questions or require additional information, please contact Dr. Ethel R. Eaton of our staff at (301) 974-5000. We request that you keep us informed regarding the implementation and results of the Phase II investigations.

Sincerely,

Richard B. Hughes
Chief Administrator,
Archeological Programs
Office of Management and Planning

R8H/ERE/meh

cc: Ms. Rita Suffness
Mr. Tyler Bastian
Dr. Ira Beckerman
Mr. Mary Ann Kephart
Ms. Margaret M. Coleman
Ms. Roberta Hahn

Maryland

Department of Housing and Community Development
Shaw House, 21 State Circle, Annapolis, Maryland 21401 (301) 974-4450, 757-9000
Temporary Address: Arnold Village Professional Center, 1517 Ritchie Highway, Arnold, Maryland 21012

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Maryland Department of Transportation
State Highway Administration

RA

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

August 29, 1988

MEMORANDUM

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

FROM: Louis H. Ege, Jr.
Deputy Director
Project Development Division

SUBJECT: Contract No. M 529-101-371
MD 550 (New Hampshire Avenue
Randolph Road to MD 198
PDMS No. 153337

RE: Administrative Recommendation Revision

Option 4 of Alternative 2 as described in the attached memorandum dated June 28th was our recommended alternative through Cloverly. This option proposed a five lane closed section roadway from Briggs Chaney Road to Snider Lane. At the request of Mr. Michael Grodin, a property owner and businessman located at 13710 New Hampshire Avenue, we sought the Montgomery County Planning Board's opinion on extending the five lane section further north to approximately 350 feet north of McNeil Lane. The extension would provide him median access and reduce right-of-way requirements from his property. The Planning Board did not endorse the extension.

Shortly after the Planning Board's decision, the Transportation and Environment Committee of the Montgomery County Council examined the extension and unanimously endorsed it. Mr. Robert McGarry, Director, Montgomery County Department of Transportation, has subsequently concurred with their endorsement.

In light of the further information received from Montgomery County, we are now recommending Option 4 Extended at Cloverly.

LHE:lh

My telephone number is (301) 333-1130

Teletypewriter for Impaired Hearing or Speech:

199



Montgomery County Government

February 1, 1988

RECEIVED
DEPARTMENT
OF PLANNING
FEB 1 3 51 PM '88

Ms. Cynthia D. Simpson, Chief
Environmental Management
Maryland Department of Transportation
State Highway Administration
707 N. Calvert Street
Baltimore, Maryland 21203-0717

RE: Contract M-529-01-371; Maryland Route 650)

Dear Ms. Simpson:

Thank you for your letter of January 13, 1988, regarding the effect of the above referenced contract on identified historic sites within the impact area. Neither the John Leizear Farmhouse (site #28/24) or the Perrie Leizear House (site #28/25) have been evaluated by the Historic Preservation Commission to determine whether or not they should be recommended for placement on the Master Plan for Historic Presentation. I will schedule such an evaluation as soon as possible and convey the findings to you. This seems particularly important for the Perrie Leizear House as it would be displaced under Alternative 2. Thank you very much for keeping us informed.

Sincerely,

Bobbi Hahn
Executive Director

BH/rm

cc: Pat Willard, MNCPPC
Gwen Marcus
Office of Planning Policy

0597E/6

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Section VII:

Appendices

Attachment for Environmental
Impact Documents
Revised: February 1, 1988
Bureau of Relocation Assistance

"SUMMARY OF THE RELOCATION ASSISTANCE PROGRAM OF THE
STATE HIGHWAY ADMINISTRATION OF MARYLAND"

All State Highway Administration projects must comply with the provisions of the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970" (Public Law 91-646 and amendments as published in CFR Vol. 51, No. 39 on February 27, 1986) and/or the Annotated Code of Maryland, Real Property, Title 12, Subtitle 2, Sections 12-201 thru 12-212. The Maryland Department of Transportation, State Highway Administration, Bureau of Relocation Assistance, administers the Relocation Assistance Program in the State of Maryland.

The provisions of the Federal and State Law require the State Highway Administration to provide payments and services to persons displaced by a public project. The payments that are provided include replacement housing payments and/or moving costs. The maximum limits of the replacement housing payments are \$15,000 for owner-occupants and \$4,000 for tenant-occupants. Certain payments may also be made for increased mortgage interest costs and/or incidental expenses, provided that the total of all housing benefits does not exceed the above mentioned limits. In order to receive these payments, the displaced person must occupy decent, safe and sanitary replacement housing. In addition to the replacement housing payments described above, there are also moving cost payments to persons, businesses, farms and non-profit organizations. Actual moving costs for residences include actual moving costs up to 50 miles or a schedule moving cost payment, including a dislocation allowance, up to \$500.

The moving cost payments to businesses are broken down into several categories, which include actual moving expenses and payments "in lieu of" actual moving expenses. The owner of a displaced business is entitled to receive a payment for actual reasonable moving and related expenses in moving his business, or personal property; actual direct losses of tangible personal property; and actual reasonable expenses for searching for a replacement site.

The actual reasonable moving expenses may be paid for a move by a commercial mover or for a self-move. Generally, payments for the actual reasonable expenses are limited to a 50 mile radius. The expenses claimed for actual cost commercial moves must be supported by receipted bills. An inventory of the items to be moved must be prepared in all cases. In self-moves, the State will negotiate an amount for payment, not to exceed the lowest acceptable bid obtained. The allowable expenses of a self-move may include amounts paid for equipment hired, the cost of using the business' own vehicles or equipment, wages paid to persons who physically participate in the move, the cost of actual supervision of the move, replacement insurance for the personal property moved, costs of licenses or permits required, and other related expenses.

In addition to the actual moving expenses mentioned above, the displaced business is entitled to receive a payment for the actual direct losses of tangible personal property that the business is entitled to relocate but elects not to move. These payments may only be made after an effort by the owner to sell the personal property involved. The costs of the sale are also reimbursable moving expenses. If the business is to be reestablished, and the personal property is not moved but is replaced at the new location, the payment would be the lesser of the replacement cost minus the net proceeds of sale (or trade-in value) or the estimated cost of moving the item. If the business is being discontinued or the item is not to be replaced in the reestablished business, the payment will be the lesser of the difference between the value of the item for continued use in place and the net proceeds of the sale or the estimated cost of moving the item. When personal property is abandoned without an effort by the owner to dispose of the property for sale, unless permitted by the State, the owner will not be entitled to moving expenses, or losses for the item involved.

The owner of a displaced business may be reimbursed for the actual reasonable expenses in searching for a replacement business up to \$1,000. All expenses must be supported by receipted bills. Time spent in the actual search may be reimbursed on an hourly basis, within the maximum limit.

In lieu of the payments described above, the business may elect to receive a payment equal to the average annual net earnings of the business. Such payment shall not be less than \$2,500 nor more than \$10,000. In order to be entitled to this payment, the State must determine that the business cannot be relocated without a substantial loss of its existing patronage, the business is not part of a commercial enterprise having at least one other establishment in the same or similar business that is not being acquired, and the business contributes materially to the income of a displaced owner during the two taxable years prior to displacement.

Considerations in the State's determination of loss of existing patronage are the type of business conducted by the displaced business and the nature of the clientele. The relative importance of the present and proposed locations to the displaced business, and the availability of suitable replacement sites are also factors.

In order to determine the amount of the "in lieu of" moving expenses payment, the average annual net earnings of the business is considered to be one-half of the net earnings, before taxes, during the two taxable years immediately preceding the taxable year in which the business is relocated. If the two taxable years are not representative, the State may use another two-year period that would be more representative. Average annual net earnings include any compensation paid by the business to the owner, his spouse, or his dependents during the period. Should a business be in operation less than two years, the owner of the business may still be eligible to receive the "in lieu of" payment. In all cases, the owner of the business must provide information to support its net earnings, such as income tax returns, for the tax years in question.

For displaced farms and non-profit organizations, the actual reasonable moving costs generally up to 50 miles, actual direct losses of tangible personal property, and searching costs are paid. The "in lieu of" actual moving cost payments provide that the State may determine that a displaced farm may be paid from a minimum of \$2,500 to a maximum of \$10,000, based upon the net income of the farm, provided that the farm has been discontinued or relocated. In some cases, payments "in lieu of" actual moving costs may be made to farm operations that are affected by a partial acquisition. A non-profit organization is eligible to receive "in lieu of" actual moving cost payments, in the amount of \$2,500.

A more detailed explanation of the benefits and payments available to displaced persons, businesses, farms, and non-profit organizations is available in Relocation Brochures that will be distributed at the public hearings for this project and will also be given to displaced persons individually in the future along with required preliminary notice of possible displacement.

In the event comparable replacement housing is not available to rehouse persons displaced by public projects or that available replacement housing is beyond their financial means, replacement "housing as a last resort" will be utilized to accomplish the rehousing. Detailed studies must be completed by the State Highway Administration before "housing as a last resort" can be utilized.

The "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970" requires that the State Highway Administration shall not proceed with any phase of any project which will cause the relocation of any persons, or proceed with any construction project, until it has furnished satisfactory assurances that the above payments will be provided and that all displaced persons will be satisfactorily relocated to comparable decent, safe, and sanitary housing within their financial means or that such housing is in place and has been made available to the displaced person.