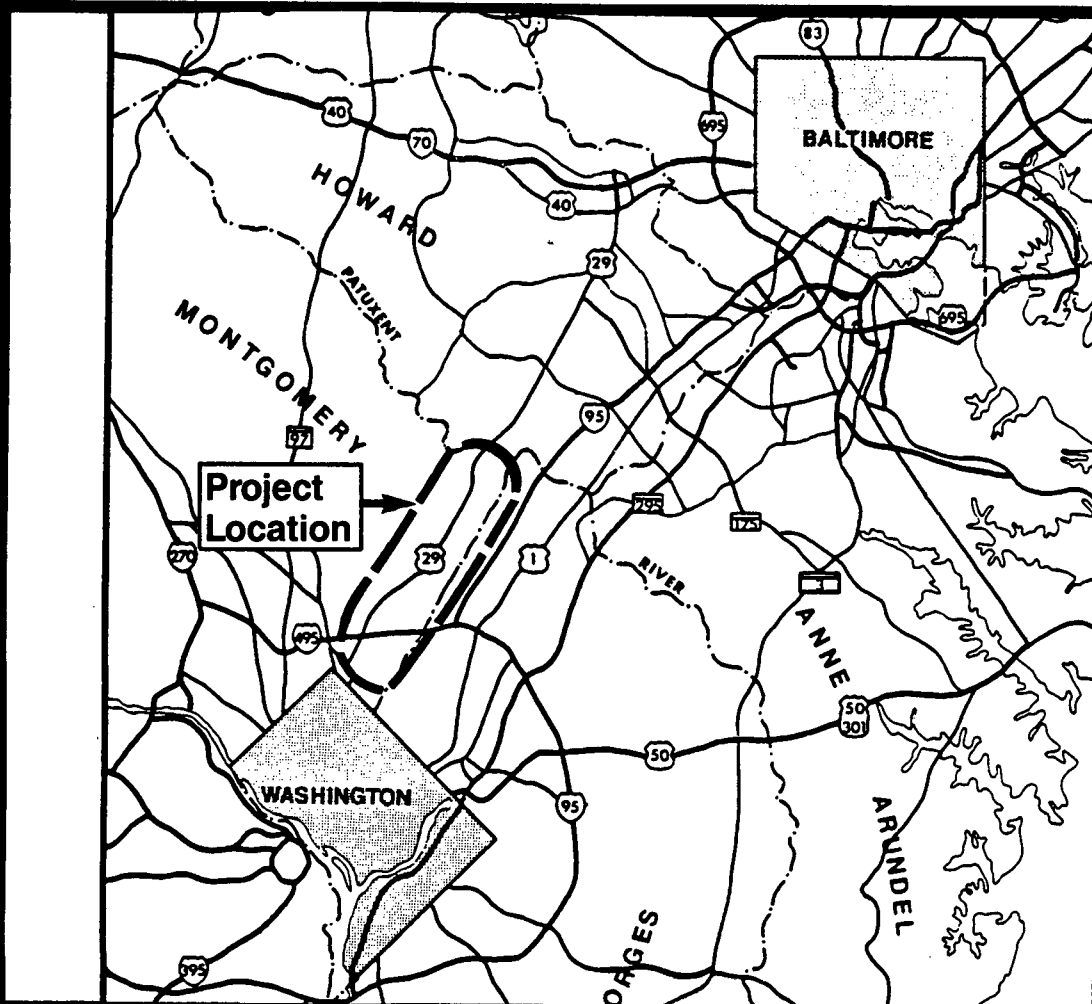


FINAL ENVIRONMENTAL IMPACT STATEMENT

For
CONTRACT NO. M 425-101-370

U.S. ROUTE 29

SLIGO CREEK TO THE HOWARD COUNTY LINE
MONTGOMERY COUNTY, MARYLAND



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

and
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

REPORT NUMBER: FHWA-MD-EIS-88-04-F

U.S. ROUTE 29
from Sligo Creek to Howard County Line
Montgomery County, Maryland

FINAL ENVIRONMENTAL IMPACT STATEMENT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Submitted Pursuant to 42 U.S.C. 4332 (2)(C)

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March 20, 1995

Date

The proposed action involves intersection and lane improvements and new alignments for the Montgomery County portion of U.S. Route 29 from Sligo Creek Parkway, south of I-495, to the Patuxent River Bridge at the Howard County line. The purpose of these proposed highway improvements is to provide additional safe and efficient capacity for this 11.35 mile segment of the U.S. Route 29 corridor, which contains numerous major residential, commercial, and industrial developments along the north-south roadway.

The Selected Alternate C includes: (1) grade-separated interchanges north of MD 650 and (2) intersection improvements south of MD 650. Environmental impacts in the areas of land use, neighborhoods, businesses, community services, natural resources, air quality, and noise are presented.

Summary

SUMMARY

A. ADMINISTRATIVE ACTION

Federal Highway Administration
Administration Action Environmental Statement

- Draft
- Final
- Section 4(f) Evaluation
- Supplemental

B. INFORMATIONAL CONTACTS

The following persons may be contacted for additional information concerning this document:

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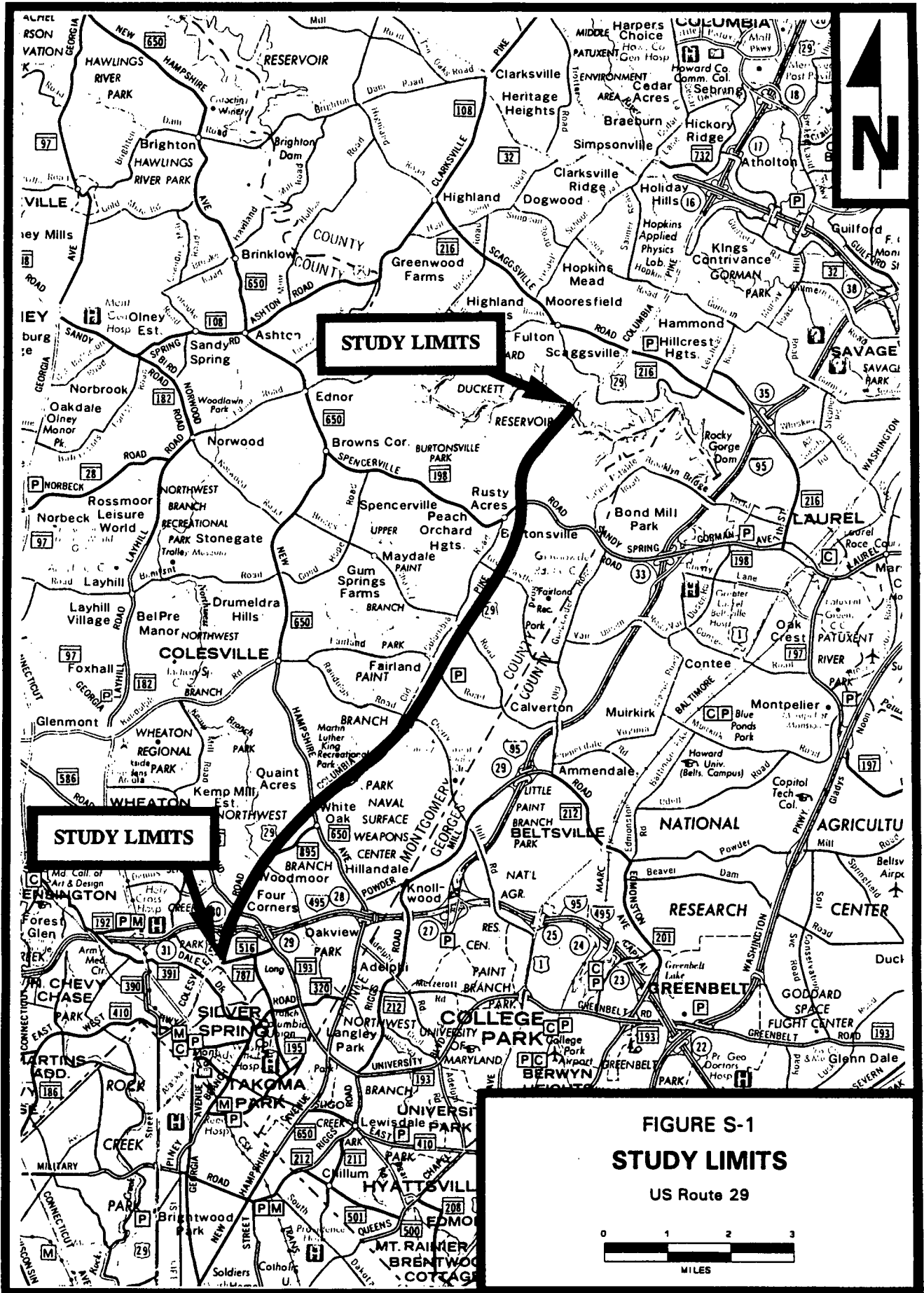
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C. DESCRIPTION OF PROPOSED ACTION

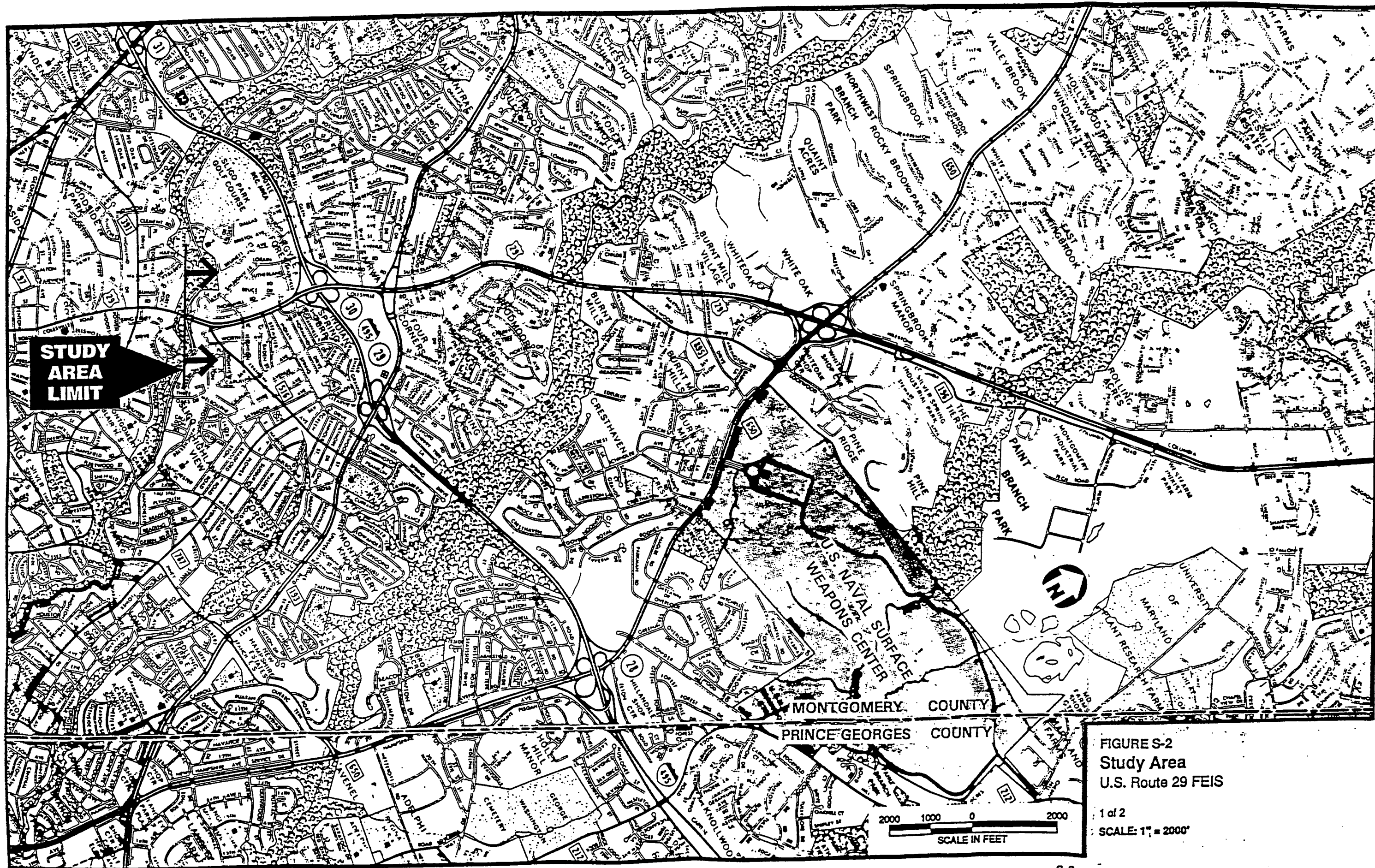
The proposed action involves intersection, lane and interchange improvements and new alignments for the Montgomery County portion of U.S. Route 29 from Sligo Creek Parkway, south of I-495, to the Patuxent River Bridge at the Howard County line (Figure S-1). The purpose of proposed highway improvements is to provide additional, safe, and efficient capacity for this 11.35-mile segment of the U.S. Route 29 corridor, which contains numerous major residential, commercial, and industrial developments along the north-south roadway (Figure S-2).

D. ALTERNATIVES CONSIDERED

Four alternatives were developed for this portion of the U.S. Route 29 project and presented at the Combined Location/Design Public Hearing held on January 25, 1989 and a Supplemental Public Meeting held on March 20, 1990. Alternative A, the No-Build Alternative, consisted of the maintenance of the existing highway design. Intersection improvements, with no control of access, were proposed in Alternative B. Alternative C included control of access, with grade-separated interchanges (bridges) and/or service roads. All median crossovers and traffic signals north of MD 650 would be removed. Several intersection/interchange designs concepts have been developed for Alternatives B and C. Alternative D provided separated



Source: MDSA Official Transportation Map



**STUDY
AREA
LIMIT**

MONTGOMERY COUNTY
PRINCE GEORGES COUNTY



FIGURE S-2
Study Area
U.S. Route 29 FEIS
1 of 2
SCALE: 1" = 2000'

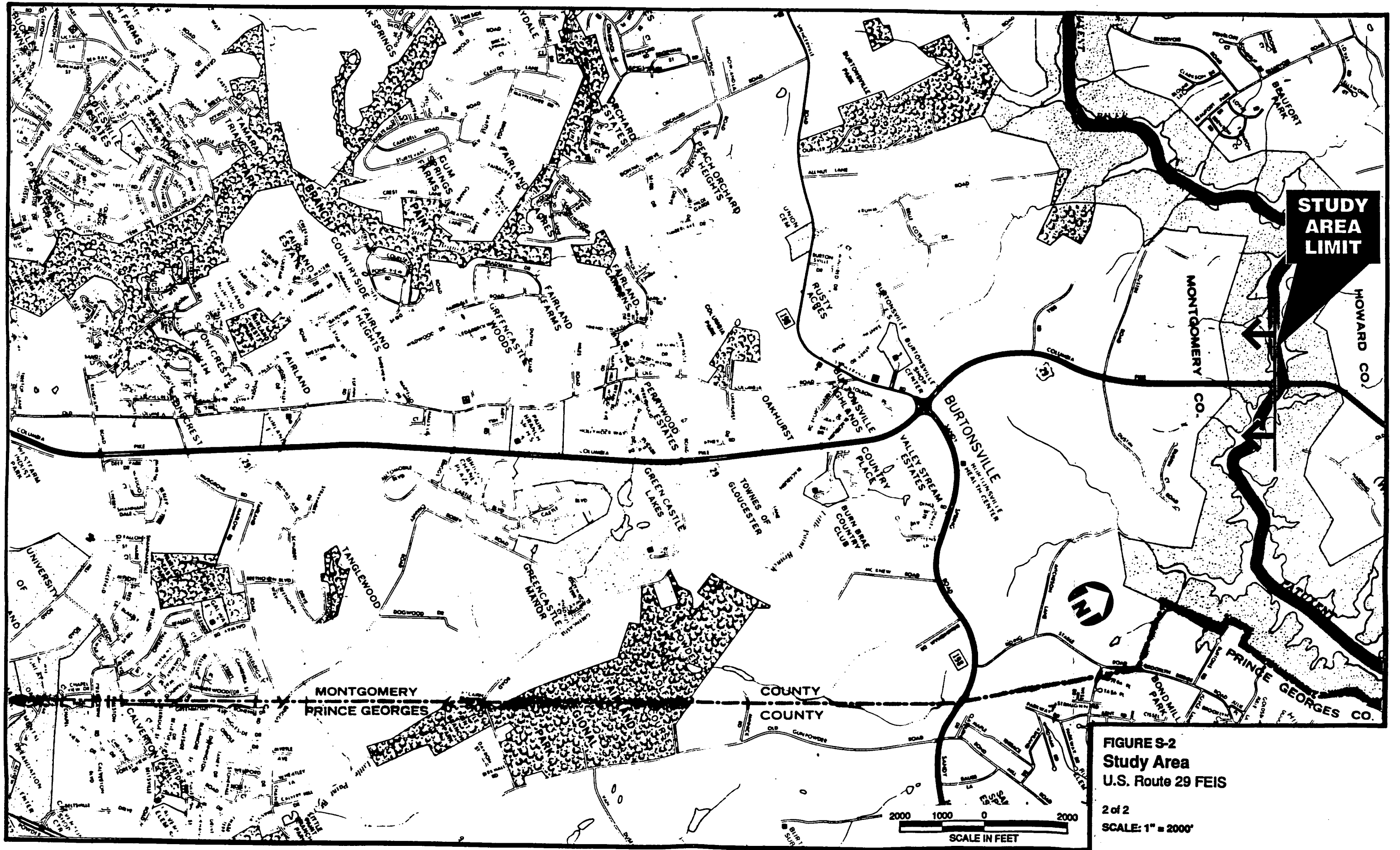


FIGURE S-2
Study Area
U.S. Route 29 FEIS
 2 of 2
 SCALE: 1" = 2000'

HOV lanes within the existing median from Sligo Creek to Maryland Route 198. Three design concepts were considered within Alternative D and several options within each concept were proposed.

Additional alternatives were developed subsequent to the Location /Design Public Hearing that included several options at Four Corners and two-lane treatment alternatives (Alternatives C-4, C-4 At Grade, C-5, and C-6 Modified).

For this FEIS, two alternatives are described including the No-Build Alternative and Selected Alternative (Alternative C) which includes modifications that were made since the Draft Environmental Impact Statement (DEIS). The Selected Alternative includes control of access, with grade-separated interchanges (bridges) and/or service roads. Median crossovers and traffic signals would be removed. Design concepts have been developed for the Selected Alternative.

E. AREAS OF CONTROVERSY

Residents and businesses along the U.S. Route 29 corridor have expressed a variety of concerns regarding the proposed improvements. These concerns involve a number of issues including noise, pedestrian access, bicycle and equestrian paths, neighborhood traffic, and general safety. In addition, area business people have expressed concern for maintenance of access to local businesses and availability of parking. Residents south of the project area are concerned about the effects of the proposed improvements to U.S. Route 29 on traffic and safety of the roadway in their area.

These concerns have been voiced through a number of public meetings and hearings. The studies and alternatives contained in this report have been refined in response to these identified concerns.

F. RELATED PROJECTS IN THE STUDY AREA

Several projects in the vicinity of U.S. Route 29 listed in the Maryland Consolidated Transportation Program (CTP) are either under construction or about to proceed into the construction phase. All projects identified below will impact the U.S. Route 29 corridor in some way. Among the improvements are the widening and reconstruction of Maryland Route 650 from Randolph Road to MD Route 198. Construction is scheduled to begin in FY 1994. The Intercounty Connector, a new transportation facility between I-270 and I-95, is currently in the Development and Evaluation stage. Widening is currently being constructed or in the planning stages at various roads intersecting U.S. Route 29. The widening of E. Randolph Road from MD Route 650 to Old Columbia Road is currently under construction. Montgomery County is also planning to widen Briggs Chaney Road. These improvements should reduce congestion and improve traffic flow on U.S. Route 29 by providing more capacity and less congestion on roadways off of U.S. Route 29.

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G. SUMMARY OF ENVIRONMENTAL IMPACTS

Traffic - In 1985, many intersections in the project corridor operated at Level of Service (LOS) E or F during peak hours. Traffic projections for the year 2015 indicate that the Selected Alternative will provide acceptable traffic conditions.

Safety - Increasing traffic volumes, especially at high accident intersections, can be expected to increase accident rates in the corridor with the No-Build Alternative. The Selected Alternative would have the capability to substantially reduce the number of accidents in the corridor.

Land Use and Planning - Any changes to U.S. Route 29 have the potential to affect transit serviceability which may enhance or deter land use development. With the No-Build Alternative, traffic conditions will worsen due to congestion. The Selected Alternative will eliminate intersection delays while providing improved traffic flow for existing and future development.

Displacements - The No-Build Alternative would not require any displacements. Twenty-three (23) structures could be impacted by the Selected Alternative. All Maryland State Highway Administration projects requiring displacements must comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended). See Appendix D.

Neighborhoods and Social Groups - Overall project effects on area neighborhoods would be minimal. The Selected Alternative would provide safer access to and from U.S. Route 29, although in some cases this access would be more circuitous. The Four Corners community is somewhat more sensitive to changes in their areas as they are concerned that future transportation improvements might worsen an already deteriorating commercial district.

Community Facilities - Emergency vehicle response time may increase over a period of time with the No-Build Alternative. Although access to U.S. Route 29 would be changed by the Selected Alternative, response time should improve for the most part due to less traffic congestion.

Surface Water - None of the major streams in the corridor would be affected by the project. The Selected Alternative would impact several small intermittent tributaries through culvert extensions, new culverts and relocations. Potential mitigation of aquatic resources may be accomplished using depressed, natural-bottom culverts or enhancement of existing aquatic resources.

Groundwater - The project should produce no impacts on groundwater resources.

Wetlands - The Selected Alternative would permanently impact approximately 0.55 acres of wetlands. Mitigation will be accomplished by creation, enhancement, or restoration of wetlands at ratios determined by the Maryland Department of Natural Resources and the U.S. Department of the Army, Corps of Engineers (U.S. COE).

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Vegetation - The Selected Alternative would require removal of approximately 10 acres of early-succession shrubland, 56 acres of hardwood forest, and 27 acres of agriculture. Mitigation for the hardwood forest will be accomplished by Maryland State Highway Administration (MD SHA) at a 1:1 ratio.

Threatened and Endangered Species - The project would have no impact on federal or state threatened, endangered or rare species.

Farmlands - The proposed alternatives would not have an adverse effect on farmland, as per evaluation criteria of the Farmland Protection Policy Act.

Noise - The Selected Alternative would impact front row receptors within each noise sensitive area studied. Mitigation measures such as noise barriers and site specific noise insulation of public buildings which are reasonable and feasible would be developed during final design of the U.S. Route 29 project.

Air Quality - The air quality analysis indicates that carbon monoxide (CO) impacts resulting from the implementation of the No-Build or Selected Alternative at the Four Corners intersection and the Sligo Creek Parkway intersection would not result in a violation of the 1-hour or 8-hour S/NAAQS of 35 ppm and 9 ppm, respectively. No intersections north of MD 650 violate the S/NAAQS.

The construction phase of the proposed project has the potential to impact the local ambient air quality by generating fugitive dust through activities such as demolition and materials handling. MD SHA has addressed this possibility by establishing "Specifics for Construction and Materials" which specifies procedures to be followed by contractors involved in site work.

Historic and Archaeological Resources - There are five historic sites in the study area considered eligible for the National Register of Historic Places. Two of these historic sites would have been effected by the Selected Alternates. Due to design refinements, these impacts were avoided. The State Historic Preservation Officer (SHPO) issued a determination that the Selected Alternative will not adversely affect the Marlow/Bushnell House (M 34/8) and St. Marks Chapel (M 34/9), the latter determination conditioned on a landscaping plan. The Advisory Council on Historic Preservation (ACHP) concurred with the SHPO's no adverse effect determinations. There are no archeological sites in the area of potential effect which meet the criteria for listing on the National Register.

Hazardous Materials - There is a strong likelihood that petroleum contaminated soils will be encountered on several of the properties or section of properties anticipated to be acquired for this project. Impact of these petroleum contaminated soils on the project will be associated with characterization, excavation, testing and disposal of encountered contamination. To minimize the impact of contaminated sites on the construction of the roadway improvements, it is recommended that characterization of the potentially acquired property be conducted prior to the purchase of the properties as delays and expenses associated with construction related discovery of contamination can be substantial.

Table S-1 contains a summary of impacts that may result from the proposed improvements to U.S. Route 29.

**Table S-1
Summary of Impacts
U.S. Route 29**

Impact Category	No-Build Alternative	Selected Alternative (Alternative C)
Traffic	Does not meet future transportation needs	Provides acceptable future traffic flow
Safety	Potential for accidents increases	Substantial reduction in the number of accidents
Land Use and Planning	Incompatible with land use plans	Compatible with land use plans
Displacements	No Displacements	Total - 23 16 - Single-Family 5 - Commercial (on 4 properties) 3 - Auxiliary
Neighborhood and Social Groups	Maintains access to all neighborhoods, but may add cutthrough traffic on neighborhood streets. Unsafe conditions accessing U.S. Route 29	Changes the access to neighborhoods, but enhances safety
Community Facilities	Hampers emergency vehicle travel due to congestion	Changes access for emergency services while improving response time on U.S. Route 29
Surface Water	No Impact	Minor Impact - Erosion and Sediment Control Plan will be developed and implemented
Groundwater	No Impact	No Impact
Wetlands	No Impact	Maximum 0.55 acres - Mitigation as required by MD DNR and U.S. COE
Floodplains	No Impact	No impact
Vegetation	No Impact	Maximum 142.7 acres includes 56.3 acres hardwood forest - Mitigation as required by MD DNR
Threatened and Endangered Species	No Impact	No Impact
Prime and Statewide Farmland	No Impact	No Impact
Noise	192 receptors exceed the NAC, 100 would benefit from mitigation	246 of 381 receptors would benefit from mitigation
Air	No sensitive areas exceeding the one-hour or eight-hour NAAQS	No sensitive areas exceeding the one-hour or eight-hour NAAQS
Historic and Archeological	No Impact	No adverse impact - Landscaping Plan required for one historic site (St. Marks Chapel)
Total Project Cost	Normal Maintenance Cost	Approximately \$200 million

H. FEDERAL AND STATE APPROVALS REQUIRED

The following is a list of permits and approvals that may be required for the proposed project construction:

- Waterway Construction Permit - Maryland Department of Natural Resources (MD DNR)
- Sediment and Stormwater Management Approval - MD DNR - Water Resources Administration (WRA), and Department of Health and Mental Hygiene - Office of Environmental Programs (OEP)
- Joint Permit for Construction on Nontidal Waters and Floodplains (Wetlands) - MD DNR Wetlands and Waterways Program, WRA. Department of the Army, U.S Corps of Engineers

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Section I
Project
Purpose
and Need

I. PROJECT PURPOSE AND NEED

A. HISTORICAL BACKGROUND

Portions of Old Columbia Pike were originally constructed around 1945. The old two-lane highway proceeded north from White Oak on New Hampshire Avenue to Olney, then toward Ellicott City along Clarksville Pike. Old Columbia Pike, then designated MD Route 196, was unable to accommodate the growth of the region. In the early 1950s, the State Roads Commission began construction for a new parallel dual highway facility. The dual section for U.S. Route 29 between Paint Branch and Burtonsville was completed in 1956. The dual section between Northwest Branch and Sligo Creek followed in the late 1950s. The connection of these two sections, between Paint Branch and Northwest Branch, opened in 1960. It was not until 1967 that the two-lane section north of Burtonsville, originally constructed in 1954, was widened to four lanes.

The project to improve traffic flow conditions and to gain access control on U.S. Route 29 from U.S. Route 40 in Howard County to I-495 in Montgomery County was added to the Development and Evaluation Program in the 1984-1989 Consolidated Transportation Program (CTP). It has remained in the Development and Evaluation Program through the current CTP (1994-1999). In the 1987-1992 CTP, the study limit was extended south to Sligo Creek Parkway and the study was split into two; one in Montgomery County and the other in Howard County. Two portions of the project, the proposed improvements on U.S. Route 29 at MD Route 193 (Four Corners) and the bridge widening over New Hampshire Avenue have been advanced to the Construction Program in the 1994-1999 CTP. The anticipated construction date for these projects are FY 96 and FY 94, respectively. This project is also included in the Transportation Improvement Program, a document created jointly with Metropolitan Washington Council of Governments (MWCOCG).

When the study was split into two, no improvements were proposed at the Patuxent River bridge. As noted in Section II.B, the projected level-of-service at the bridge is LOS D, therefore no major capacity improvement was deemed necessary. Intense development and traffic generation occurs south of MD 198 (in Montgomery County) and north of MD 216 (in Howard County). Between these two routes, little development exists or is planned because the area lies within a section of the Patuxent River watershed which both counties are trying to protect from development. Traffic volumes decrease in both counties as U.S. Route 29 approaches the Patuxent River. Given the low density of development projected in this section and the minimal need for local access improvements, the existing roadway will be adequate in the immediate vicinity of the Patuxent River bridge. The environmental documents evaluating improvements in each county have the Patuxent River bridge as their termini, but roadway improvements leading up to the bridge (between MD 198 and MD 216) are transitional purposes only (e.g., acceleration lanes and truck climbing lanes.) major roadway capacity improvement terminate at MD 198 in Montgomery County and MD 216 in Howard County.

The U.S. Route 29 project corridor consists of 11.35 miles of roadway containing 38 at-grade intersections. Nineteen intersections have traffic signals. From Sligo Creek to MD Route 650 (3.79 miles), U.S. Route 29 is a 6-lane divided highway. North of MD Route 650 to the

25
27

- University Boulevard EB
- University Boulevard WB
- Timberwood Avenue
- Circle Drive (east side only)
- Lorain Avenue
- Southwood Avenue/Eastwood Avenue (west side only)
- Crestmoor Drive (east side only)
- Washington Suburban Sanitary Commission entrances
- Manor Care/Exxon
- Hillwood Drive (east side only)
- Lockwood Drive (MD Route 895) (east side only)
- Lockwood Drive Spur/Quality Inn connector
- Burnt Mills Avenue
- Southwest Drive (no median opening)
- Northwest Drive
- Prelude Drive (west side only)
- Oak Leaf Drive

North of MD Route 650, to the Howard County line (7.56 miles), the right-of-way width is typically 200-feet south of MD Route 198 and 150 feet north of MD Route 198. Numerous private driveways connect to U.S. Route 29 north of MD Route 198 (9 onto northbound U.S. Route 29, 18 onto southbound U.S. Route 29).

At-grade intersections north of MD 650 are listed below. All locations include median crossovers and left turn bays. Traffic signals are provided at New Hampshire Avenue, Stewart Lane and Stewart Lane offset intersections, Industrial Parkway, Tech Road, Randolph Road, Musgrove Road, Fairland Road, Briggs Chaney Road, Greencastle Road, and at MD Route 198 and Burtonsville Crossing Shopping Center.

- Stewart Lane
- Stewart Lane offset
- Old Columbia Road/Industrial Parkway
- Tech Road (east side only)
- East Randolph Road
- Musgrove Road
- Fairland Road
- Briggs Chaney Road
- Greencastle Road
- Blackburn Road
- MD Route 198 (Spencerville Road)
- Burtonsville Shopping Center/Office Park (National Drive)
- Burtonsville Crossing Shopping Center
- Bell Road (west side only)
- Dustin Road

B. EXISTING HIGHWAY SYSTEM AND DEFICIENCIES

1. Existing Highway

Beginning at Silver Spring, U.S. Route 29 extends north through extensively developed areas of Montgomery County, across the Patuxent River and into Howard County before terminating at I-70/MD Route 99. Numerous major residential, commercial, and industrial developments are located along the 4-lane and 6-lane divided highway. As a major state highway facility in the Baltimore-Washington Parkway/U.S. Route 1/I-95/U.S. Route 29 band, U.S. Route 29 serves as a "main street" for nearly every major development in the eastern half of Montgomery County.

The entire project corridor (from Sligo Creek to the Patuxent River) consists of six lanes except for the areas north of MD Route 198 to the Patuxent River where two lanes are northbound and two are southbound, and at the U.S. Route 29 bridge over MD Route 650 which consists of four lanes.

From Sligo Creek to MD Route 650 (3.79 miles), existing U.S. Route 29 typically consists of a divided 6-lane arterial highway; the existing 16-foot raised median includes left turn bays at the intersections. Sidewalks are provided in the vicinity of Four Corners and in some locations south of I-495. The existing right-of-way width is 100-feet. Four lanes with a 16-foot median are carried through the MD Route 650 interchange; an auxiliary third lane per direction is provided between the loop ramps.

To provide consistent roadway capacity, improvements at the U.S. Route 29/MD 650 interchange have been separated from this project to correct the bottleneck effect of narrowing 6 lanes to 4 at the interchange. The improvements consist of adding a lane in both the north and southbound lanes on the U.S. Route 29 bridge over MD 650 through the interchange to accommodate merging traffic. The additional lanes would be added within the existing median rather than on the outside as presented in the Draft Environmental Impact Statement (DEIS). The acceleration and deceleration lanes for the U.S. Route 29/MD 650 ramps will also be shifted to accommodate the lane additions which may require some additional right-of-way. No improvements to the U.S. Route 29 bridge substructure over MD 650 are required. The Federal Highway Administration (FHWA) approved this project as a Categorical Exclusion on September 10, 1992.

In addition to the full cloverleaf interchange at MD Route 650, at-grade intersections are provided as listed below, with median crossovers and left turn bays provided at most locations. Traffic signals are provided at Sligo Creek Parkway/St. Andrews Way, Franklin Avenue (MD Route 516), MD Route 193 (University Boulevard)(2 lights), Southwood Avenue, Lockwood Spur, Burnt Mills Avenue, and Prelude Drive.

- Franklin Street
- Leighton Avenue
- Brewster Avenue
- Indian Spring Road
- Granville Drive
- Lanark Way (west side only)

- University Boulevard EB
- University Boulevard WB
- Timberwood Avenue
- Circle Drive (east side only)
- Lorain Avenue
- Southwood Avenue/Eastwood Avenue (west side only)
- Crestmoor Drive (east side only)
- Washington Suburban Sanitary Commission entrances
- Manor Care/Exxon
- Hillwood Drive (east side only)
- Lockwood Drive (MD Route 895) (east side only)
- Lockwood Drive Spur/Quality Inn connector
- Burnt Mills Avenue
- Southwest Drive (no median opening)
- Northwest Drive
- Prelude Drive (west side only)
- Oak Leaf Drive

North of MD Route 650, to the Howard County line (7.56 miles), the right-of-way width is typically 200-feet south of MD Route 198 and 150 feet north of MD Route 198. Numerous private driveways connect to U.S. Route 29 north of MD Route 198 (9 onto northbound U.S. Route 29, 18 onto southbound U.S. Route 29).

At-grade intersections north of MD 650 are listed below. All locations include median crossovers and left turn bays. Traffic signals are provided at New Hampshire Avenue, Stewart Lane and Stewart Lane offset intersections, Industrial Parkway, Tech Road, Randolph Road, Musgrove Road, Fairland Road, Briggs Chaney Road, Greencastle Road, and at MD Route 198 and Burtonsville Crossing Shopping Center.

- Stewart Lane
- Stewart Lane offset
- Old Columbia Road/Industrial Parkway
- Tech Road (east side only)
- East Randolph Road
- Musgrove Road
- Fairland Road
- Briggs Chaney Road
- Greencastle Road
- Blackburn Road
- MD Route 198 (Spencerville Road)
- Burtonsville Shopping Center/Office Park (National Drive)
- Burtonsville Crossing Shopping Center
- Bell Road (west side only)
- Dustin Road

2. Traffic

The DEIS included a detailed traffic analyses which is also described in this FEIS. Traffic issues are discussed in depth in the Traffic Analysis Report. The Traffic Analysis Report can be reviewed at the Maryland State Highway Administration offices. The five volumes of the Preliminary Traffic Analysis supplement the information presented in the Traffic Analysis Report. The traffic analysis was performed based on travel demand forecasts developed in cooperation with the MWCOG. This section summarizes the key points discussed in the Traffic Analysis Report.

a. Traffic Data

The U.S. Route 29 corridor is one of the most important commuter-oriented arterials radiating from the Capital Beltway. The growth in traffic volumes over the past 35 years along U.S. Route 29 has generally paralleled the growth in households and employment. Past average traffic volumes (vehicles per day) are tabulated in Table I-1.

Table I-1
Past Average Daily Traffic Volumes

Location Along U.S. Route 29	1950	1960	1970	1980
South of MD Route 193	N/A	11,780	25,700	39,600
North of MD Route 650	3,590	9,080	26,000	33,000
North of MD Route 198	2,510	5,750	14,500	18,900

Daily traffic volumes (vehicles per day) and hourly traffic volumes (vehicles per hour) are tabulated in Table I-2. The peak-hour directional distribution immediately south of Randolph Road is 70 percent AM southbound and 62 percent PM northbound. The AM and PM peak hours are 8.88 percent and 9.34 percent, respectively, of the total daily traffic at this location.

**Table I-2
Year 1985 Traffic Data**

The directional distribution north of Dustin Road approaching the northern termini is 58 percent AM southbound/42 percent AM northbound, and 59 percent PM northbound/41 percent PM southbound.

Location Along U.S. Route 29	Total Daily Traffic Volume	Peak-Hour Traffic Volume
North of Sligo Creek Parkway	49,250	5,285
North of I-495	46,750	4,895
North of MD Route 193	49,850	4,975
South of Lockwood Drive	51,750	5,315
South of MD Route 650	41,200	4,355
South of Randolph Road	34,450	3,445
South of Briggs Chaney Road	34,800	3,265
South of MD Route 198	27,800	2,530
North of MD Route 198	26,950	2,415

In accordance with the projected increases in land use and with increased transit usage, year 2015 traffic volumes are anticipated to increase in comparison to year 1985 volumes. Tabulated in Table I-3 are projected year 2015 daily and peak-hour traffic volumes.

**Table I-3
Year 2015 Traffic Data**

Location Along U.S. Route 29	Total Daily Traffic Volume	Peak-Hour Traffic Volume
North of Sligo Creek Parkway	62,050	5,980
North of I-495	64,060	5,965
North of MD Route 193	66,540	6,470
South of Lockwood Drive	69,550	6,900
South of MD Route 650	56,450	5,710
South of Randolph Road	66,300	6,190
South of Inter-County Connector	73,200	6,725
South of Briggs Chaney Road	69,700	6,250
South of MD Route 198	55,350	4,830
North of MD Route 198	48,850	5,025

Trucks comprise approximately 5 percent of the average daily traffic (ADT) and peak-hour traffic and will remain the same percentage for the design year 2015.

The methodology used to develop the 2015 AM and PM peak hour traffic forecasts involved the use of existing traffic volumes at the selected intersections and the traffic models developed by the MWCOG for the base year 1985 and the forecast year 2015. Some results of these models indicate the following:

- i) Howard County portion of traffic (daily trips in 2015) on various sections of U.S. Route 29 is as follows:
 - south of I-495 - 6 percent
 - north of I-495 - 13 percent
 - north of University Boulevard - 14 percent
 - south of Inter County Connector (ICC) - 21 percent
 - north of ICC - 55 percent

- ii) The largest portion of traffic on U.S. Route 29:
 - south of I-495 is from outside the Washington area from the NE and White Oak - Fairland/Four Corners - 24 percent
 - north of I-495 is from White Oak-Fairland/Four Corners - 52 percent
 - north of University Boulevard is from White Oak-Fairland/Four Corners - 44 percent
 - south of ICC is from Prince Georges County outside I-495 - 26 percent
 - north of ICC is from Howard County - 55 percent

iii) ADT at the Montgomery/Howard County line:

	<u>1985</u>	<u>2015</u>
U.S. Route 29	27,000	49,000
I-95	75,000	170,000

Total increase in daily trips on the two highways is 117,000 vehicles per day. An 80 percent increase in traffic on U.S. Route 29 is projected by 2015.

b. Level of Service

Quality of traffic flow along a highway is measured in terms of level of service (LOS). This measure is dependent upon highway geometry and traffic characteristics and ranges from LOS "A" (Best), to LOS "C" (minimum desirable in rural areas), to "E" (capacity and acceptable in urban and suburban areas), to LOS "F" (worst or forced flow). The LOS categories and general descriptions are:

LOS A is free flow, with low volumes and high speeds.

LOS B is the zone of stable flow, with operating speeds beginning to be restricted somewhat by traffic conditions. Drivers still have reasonable freedom to select their speed and lane of operation.

LOS C is still in the zone of stable flow, but speeds and maneuverability are more clearly controlled by the higher volumes.

LOS D approaches unstable flow, with tolerable operating speeds being maintained though considerably affected by changes in operating conditions.

LOS E cannot be described by speed alone, but represents operations at even lower operating speeds than in level D, with volumes at or near capacity of the highway.

LOS F describes forced flow operation at low speeds, where volumes are above capacity.

The previously mentioned traffic volumes were distributed to reflect the particular travel paths available for each alternative and concept. Each alternative and concept was then thoroughly analyzed to develop levels-of-service for the following areas of analysis: freeways, multilane highways, two-lane highways, ramp junctions, ramp roadways, weaving areas and intersections. The results of these analyses were presented and thoroughly discussed in the Traffic Analysis Report and are summarized below:

i) South of MD Route 650

a) 1985 Conditions

Table I-4 lists the level-of-service obtained for the 1985 morning and afternoon peak hours at the key intersections on U.S. Route 29 between Sligo Creek Parkway and MD Route 650. The following is a list of the intersections south of MD Route 650 that are operating beyond capacity:

- U.S. Route 29 at Sligo Creek Parkway
- U.S. Route 29 at Lanark Way
- U.S. Route 29 at MD Route 193 EB
- U.S. Route 29 at MD Route 193 WB
- U.S. Route 29 at Southwood Drive
- U.S. Route 29 at Hillwood Drive
- U.S. Route 29 at Lockwood Drive
- U.S. Route 29 at Burnt Mills Avenue
- U.S. Route 29 at Franklin Avenue

**Table I-4
1985 and Projected 2015 Levels of Service
South of MD Route 650**

	AM/PM Level of Service During Peak Hour ¹	
	Year 1985 Existing	Year 2015 No-Build
@ Sligo Creek/St. Andrews	F(1.4)/F(1.0)	F(1.6)/F(1.6)
@ Franklin Avenue	F(1.3)/F(1.0)	F(1.5)/F(1.4)
@ EB MD Route 193 (South)	F(1.3)/F(1.1)	F(1.6)/F(1.5)
@ WB MD Route 193 (North)	F(1.3)/F(1.2)	F(1.8)/F(1.6)
@ Burnt Mills Avenue	F(1.2)/D	F(1.5)/F(1.2)
¹ Level of Traffic Service range from 'A' best to 'F' breakdown. State Highway practice is to strive to achieve level of service C to D in suburban areas and level of service E in urban areas in Montgomery County. Numbers following the LOS designation are for v/c.		

These results are confirmed by actual observations of the congestion that exists on U.S. Route 29 during the morning and afternoon peak periods. The long queues at the intersections listed above extend to, and adversely affect, adjacent intersections.

b) No-Build Alternative

Table I-4 also lists the levels of service obtained for the 2015 morning and afternoon peak hours at the key intersections on U.S. Route 29 between Sligo Creek Parkway and MD Route 650 for the No-Build Alternative. As may be expected, most intersections will operate at LOS F. The following is a list of the intersections south of MD Route 650 that would operate beyond capacity for this alternative:

- U.S. Route 29 at Sligo Creek Parkway
- U.S. Route 29 at Franklin Avenue
- U.S. Route 29 at Lanark Way
- U.S. Route 29 at MD Route 193 EB
- U.S. Route 29 at MD Route 193 WB
- U.S. Route 29 at Timberwood Avenue
- U.S. Route 29 at Lorain Avenue
- U.S. Route 29 at Crestmoor Avenue
- U.S. Route 29 at Southwood Drive
- U.S. Route 29 at Hillwood Drive
- U.S. Route 29 at Lockwood Drive
- U.S. Route 29 at Burnt Mills Drive
- U.S. Route 29 at Southwest Drive
- U.S. Route 29 at Northwest Drive

- U.S. Route 29 at Prelude Drive
- U.S. Route 29 at Oak Leaf Drive

Clearly, the No-Build Alternative would not meet future traffic demands.

ii) North of MD Route 650

a) 1985 Conditions

Table I-5 lists the level of service obtained for the 1985 morning and afternoon peak hours at the key intersections on U.S. Route 29 between MD Route 650 and the Howard County line. The following is a list of the intersections in this area that are operating beyond capacity.

- U.S. Route 29 at Stewart Lane
- U.S. Route 29 at Industrial Parkway
- U.S. Route 29 at Randolph Road
- U.S. Route 29 at Briggs Chaney Road

The northern termini at the bridge over the Patuxent River, U.S. Route 29 operates at a LOS B.

These results are confirmed by actual observations of the congestion that exists on U.S. Route 29 during the morning and afternoon peak periods. The long queues at the intersections listed above extend to, and adversely affect, adjacent intersections.

**Table I-5
1985 and Projected 2015 Levels of Service**

	AM/PM Level of Service During Peak Hour ¹	
	Year 1985 Existing	Year 2015 No-Build
@ Stewart Lane	F(1.0)/C	F(1.7)/F(1.6)
@ Industrial Parkway	F(1.1)/F(1.1)	F(2.1)/F(2.6)
@ Tech Road	D/E	F(1.3)/F(1.9)
@ East Randolph Road	F(1.1)/F(1.1)	F(1.5)/F(1.5)
@ Musgrove Road	C/B	F(1.6)/F(1.3)
@ Fairland Road	C/C	F(1.5)/F(1.4)
@ Briggs Chaney Road	F(1.2)/F(1.1)	F(1.6)/F(1.7)
@ Greencastle Road	B/C	F(1.2)/F(1.3)
@ Blackburn Road	B/A	F(1.1)/F(1.0)
@ MD Route 198	C/C	F(1.6)/F(1.6)
@ Dustin Road	A/A	D/F (1.1)

¹ Level of Traffic Service range from "A" best to "F" breakdown. State Highway Administration practice is to strive to achieve level of service C to D in suburban areas and level of service E in urban areas in Montgomery County

b) No-Build Alternative

Table I-5 also lists the projected levels of service obtained for the 2015 morning and afternoon peak hours at the key intersections on U.S. Route 29 between MD Route 650 and the Howard County line. The following are the intersections that will operate at LOS F:

- U.S. Route 29 at Stewart Lane
- U.S. Route 29 at Industrial Parkway
- U.S. Route 29 at Tech Road
- U.S. Route 29 at Randolph Road
- U.S. Route 29 at Musgrove Road
- U.S. Route 29 at Fairland Road
- U.S. Route 29 at Briggs Chaney Road
- U.S. Route 29 at Greencastle Road
- U.S. Route 29 at Blackburn Road
- U.S. Route 29 at MD Route 198
- U.S. Route 29 at Bell Road
- U.S. Route 29 at Dustin Road

At the northern termini, the U.S. Route 29 bridge over the Patuxent River, the 2015 LOS would be LOS D.

Clearly, the No-Build Alternative would not meet future traffic demands.

c. Safety

U.S. Route 29, from Sligo Creek to the Patuxent River experienced an average accident rate of 203 accidents for every one-hundred million vehicle miles of travel (100mvm) during the three year DEIS study period (1984 - 1986). This rate is below the statewide average rate of 218 accidents/100 mvm for similar highways now under state maintenance.

A total of 863 accidents was reported within the study limits (from 1984 through 1986). The accident cost to the motoring and general public resulting from these accidents is estimated at approximately \$1.6 million/100mvm. These accidents are listed below in Table I-6 by severity, indicating number of fatalities, injuries and property damage accidents.

There were six fatal accidents within the study limits (from 1984 through 1986). Of the six fatal accidents, three were fixed object collisions, one was a rear end collision, one was an angle collision and one was a left turn collision.

The collision types experienced on U.S. Route 29 within the study limits, in comparison to the statewide average rates for this type of highway area, is shown in Table I-7.

**Table I-6
Study Area Accidents Listed by Severity**

Severity	1984	1985	1986	Total	Rate	Statewide Average Rate
Fatal Accidents	1	1	4	6	1.4	1.9
# Killed	1	1	5	7	—	—
Injury Accidents	154	166	152	472	111.0	123.0
# Injured	253	288	255	796	—	—
Property Damage Accidents	115	109	166	385	90.6	93.3
Total Accidents	270	276	317	863	203.0	218.2

**Table I-7
Study Area Accidents Listed by Collision Type**

Collision Type	Number of Accidents 1984-1986	Rate	Statewide Average Rate
Angle	180	42.4*	37.0
Rear End	229	53.9	71.4
Fixed Object	113	26.6*	22.6
Opposite Direction	8	1.9	3.0
Sideswipe	68	16.0	18.8
Left Turn	118	27.8	29.0
Pedestrian	9	2.1	4.8
Parked Vehicle	19	4.5	3.6
Other	119	28.0	28.1

* Significantly higher than Statewide Average Rate

The accident rates for the angle and fixed object collisions were significantly higher than the statewide average rates. The high rate of angle accidents may be attributed to the numerous intersections throughout the study limits. Of the 863 total accidents, 518 (or 60%) were intersection related accidents. As traffic volumes increase, at-grade intersections will experience increased congestion, accidents and delays. Of the total 113 fixed object collisions, 62 (or 55%) occurred during the hours of darkness and 63 (or 56%) involved vehicles striking the curb.

There are ten (10) High Accident intersections within the study limits. These are listed below:

1. U.S. Route 29 at Sligo Creek Parkway (St. Andrews Way)
(1984 - 14 accidents, 1986 - 14 accidents)
2. U.S. Route 29 MD Route 193 Eastbound
(1984 - 15 accidents, 1986 - 23 accidents)
3. U.S. Route 29 at MD Route 193 Westbound
(1984 - 13 accidents, 1985 - 12 accidents)
4. U.S. Route 29 at Stewart Lane
(1984 - 15 accidents, 1986 - 21 accidents)
5. U.S. Route 29 at East Randolph Road
(1984 - 27 accidents, 1985 - 16 accidents, 1986 - 25 accidents)
6. U.S. Route 29 at Fairland Road
(1984 - 25 accidents, 1985 - 24 accidents)
7. U.S. Route 29 at Briggs Chaney Road
(1986 - 12 accidents)
8. U.S. Route 29 at MD Route 198
(1985 - 23 accidents, 1986 - 12 accidents)
9. U.S. Route 29 at (1.50-2.00) .01 mile south of MD Route 391 to .15 mile north of MD Route 516 (1985-59 accidents)
10. U.S. Route 29 at (10.50-11.00) .18 mile south of MD Route 198 to .32 mile north of MD Route 198 (1985 - 21 accidents)

C. OTHER PROPOSED ACTIONS IN THE PROJECT AREA

Tables I-8 and I-9 summarize ongoing or proposed actions on other roadways in the area. These improvements are to roadways intersecting U.S. Route 29 in the project area or feeding into these intersecting roadways. All will have an impact on traffic conditions on U.S. Route 29.

As described in Part A, the study of U.S. Route 29 was split into two sections at the Montgomery/Howard County line at the Patuxent River. The studies in each county continued, but on different paces, with a Finding of No Significant Impact (FONSI) being signed for the Howard County portion in 1987. The FONSI documented the selection of interchanges at all major intersections along U.S. Route 29, similar to these proposed in Montgomery County.

**Table I-8
Montgomery County Roadway Improvements**

The Montgomery County Department of Transportation's Capital Improvement Program (1994-1999) lists the following County roadway improvement projects. These programmed improvements will help relieve traffic congestion and improve safety and accessibility along many of the roads that connect with U.S. Route 29.

Roadway	Scope	Improvement Status
Fairland Road	<ul style="list-style-type: none"> • East Randolph Road to U.S. 29 • Reconstruct and Widen 	Completed
Fairland Road	<ul style="list-style-type: none"> • U.S. Route 29 to Prince George's County Line • Reconstruct 	Dropped Due to Fiscal Constraints
E. Randolph Road - Phase I	<ul style="list-style-type: none"> • MD Route 650 to Burkhart Street • Widen and Reconstruct to 6 lanes 	Under Construction - Complete April 1994. Site improvement and utilities, FY 1995
E. Randolph Road - Phase II	<ul style="list-style-type: none"> • Burkhart Street to Old Columbia • Widen and Reconstruct 	Under Construction - Funded for FY 1995-FY-1997
Briggs Chaney Road	<ul style="list-style-type: none"> • Realignment at Old Columbia Road • New construction 	Construction Funded FY 1994-FY 1995
Briggs Chaney Road	<ul style="list-style-type: none"> • Automobile Boulevard to Gateshead Manor Way • Widen and Reconstruct 	Facility Planning Program - Complete Funded for Construction by FY 1999-2000
Good Hope Road	<ul style="list-style-type: none"> • Cape May Drive to MD Route 198 • Reconstruct 	Dropped Due to Fiscal Constraints
Briggs Chaney Road	<ul style="list-style-type: none"> • Realignment to Norwood Road at MD Route 650 	Dropped
Bonifant Road	<ul style="list-style-type: none"> • Realignment to Good Hope Road at MD Route 650 	Project Complete
Robey Road	<ul style="list-style-type: none"> • Greencastle Elementary School site to Greencastle Road • Reconstruct 	Under Preliminary Design - Funds for FY 1993, No Funds for Construction
Silver Spring CBD	<ul style="list-style-type: none"> • Intersection Improvement 	Not Funded, In Planning
Eastern Montgomery County Park and Ride Lots	<ul style="list-style-type: none"> • Construct Approximately 2000 additional spaces 	Completed Construction

Source: Montgomery County Department of Transportation, 3/94.

**Table I-9
State Highway Roadway Improvements**

The Maryland Department of Transportation's Consolidated Transportation Program (1990-1999) lists the following State roadway improvement projects which could affect U.S. Route 29 between I-495 and the Howard County line.

Roadway	Scope	Improvement Status
I-95 - I-495 Interchange	<ul style="list-style-type: none"> Reconstruct Interchange 	Completed
I-495	<ul style="list-style-type: none"> MD Route 97 to I-270 Construct 7th & 8th lanes 	Completed
Intercounty Connector	<ul style="list-style-type: none"> I-370 to U.S. 1 New Construction 	Development and Evaluation Program
MD Route 650	<ul style="list-style-type: none"> Randolph Road to MD Route 198 Widen and Reconstruct 	Funded for Construction, 1994-1996
MD Route 28 Relocation	<ul style="list-style-type: none"> From West of MD 182 to MD Route 198 New Construction 	Funded for Construction, 1997
U.S. Route 29	<ul style="list-style-type: none"> Industrial Boulevard to Randolph Road and Fairland Road to Greencastle Road Construct 5th and 6th lanes 	Completed
U.S. Route 29	<ul style="list-style-type: none"> MD Route 650 to Industrial Blvd. and Greencastle Road to MD Route 198 Construct 5th and 6th lanes 	Completed
MD Route 198	<ul style="list-style-type: none"> Vietch Lane to U.S. Route 29 Widen and Resurface 	Completed
U.S. Route 29	<ul style="list-style-type: none"> Patuxent River to U.S. Route 40 Construct Grade Separations and 5th & 6th lanes 	Partially Constructed - Interchanges only
U.S. Route 29	<ul style="list-style-type: none"> Reconstruct Bridge over MD Route 650 	Construction Starts Spring 1994
U.S. Route 29	<ul style="list-style-type: none"> Reconstruct Intersection at MD Route 193 	Funded for Construction 1996-1998
I-495/I-95	<ul style="list-style-type: none"> American Legion Bridge to Woodrow Wilson Bridge HOV Study 	Development and Evaluation Program

Source: Maryland Department of Transportation, State Highway Administration, 1994.

The MDSHA in coordination with Howard County has begun to implement these improvements with interchange construction complete at MD 108, Broken Land Parkway/Seneca Drive and MD 103/MD 100. Interchanges at MD 216 and Hopkins/Gorman Road are expected in future programs.

D. INTERFACE WITH MASS TRANSIT FACILITIES AND SERVICES

Mass transit service in the U.S. Route 29 corridor is provided by Washington Metropolitan Area Transportation Authority Metro Bus, Montgomery County Ride-On and Eyre Trailways. It is estimated that transit accounts for 12.2% of the person-trips in the U.S. Route 29 corridor. The corridor does not presently have features designed specifically for mass transit, such as HOV (High Occupancy Vehicle) lanes. In addition, the present designs of at-grade and signalized intersections are not conducive to mass transit efficiency.

Incorporation of certain design features within U.S. Route 29 would improve existing mass transit efficiency. Efficient mass transit would be a desirable alternative to automobile use. Extensive use of mass transit would help ease corridor congestion within and beyond the project area and would be consistent with the Eastern Montgomery County Master Plan's objective to move people, not vehicles. While total home to work trips in the study area are expected to increase by 76 percent from 1985 to 2010, transit trips are expected to increase by only 57 percent.

Concurrent/Coordinated Studies

A study entitled "U.S. Route 29 Transit Alternatives Light Rail vs. HOV Lane(s)" was prepared by the Office of Transportation Planning of the Maryland Department of Transportation (MDOT) in coordination with the MWCOG and local governments. The purpose of the study was to make a comparative analysis of the ridership, capital and operating costs, and operational advantages and disadvantages associated with building a light rail transit line vs. building an HOV transitway along several corridors in Maryland, including U.S. Route 29. A further comparison was made of both at-grade and grade separated version of both facilities. The focus of the analysis was a 2010 intermediate time frame consistent with the current highway project planning activity. MWCOG provided travel demand forecasts for both planning studies.

The light rail option analyzed was an 18.6 mile, 2 to 3 track system connecting Columbia Town Center with the Silver Spring Metrorail station. The at-grade option would cross signalized intersections at-grade with possible signal preemption. The grade separated option would use median stations requiring pedestrian access and probable escalators/elevators. Both options would require shuttle service from the park-and-ride lots.

The transitway option analyzed for comparison was a 9 mile, 1 to 2 lane HOV restricted transitway from Burtonsville south to Silver Spring Metrorail Station. This transitway would be used by buses, vanpools, and 3+ carpools north of Stewart Lane and buses and vanpools south of Stewart Lane. Pedestrians would be taken directly from the park-and-ride lots. This option was developed consistent with Alternative D from the U.S. Route 29 study.

The study indicates that the U.S. Route 29 corridor promises to be an excellent transit corridor with almost 40 percent of all trips with an origin in the corridor and bound for the Washington region having a destination in either Silver Spring or the 10-mile square which includes the District and northern Virginia employment sites. Either an HOV transitway or a light rail line could be expected to attract up to about 20,000 trips per day, similar to the ridership being achieved by several of the new light rail transit systems across the country; i.e., about 1,000 riders per mile of guideway. About 75 percent of the patronage would come from Montgomery County, the remaining 25 percent from Howard County.

The total net annualized cost of a light rail system, including both operating and capital costs, would be about 3 to 3½ times the cost of comparable HOV transitway system providing the same level of service.

The capital cost of building an HOV transitway vs. a light rail system at-grade is \$71 million vs. \$208 million. The capital cost of building these alternatives grade separated is \$87 million vs. \$319 million. The net annual cost, after fare revenue is deducted, of a light rail system would be about three times the cost of a transitway system, \$6.6 million as compared to \$2.1 million.

The study concluded that although there appears to be sufficient future patronage to support either a light rail system or an extensive transitway system, express buses operating on a transitway would appear to be a more cost effective alternative.

Subsequent to the MDOT study, options to provide a time advantage to express bus service such as a concurrent flow right lane HOV with queue-jumpers were considered. This idea uses the right-most general use lane as an HOV lane. Signal phasing would give this lane advance green for any vehicles needing out of the lane, e.g. to turn left. There are several negative aspects affecting this option. Police enforcement would be difficult. The idea is not compatible with the Montgomery County Master Plan. There would be problems with right turns from the general use lanes, and the psychological problem of people having to stay out of the "empty-looking" right lane. The latter is difficult because people naturally tend to drive in the right lane if it is open. Realizing these points, this option was dropped from further analysis.

HOV lane feasibility was studied extensively throughout the entire corridor. South of MD 650, at grade HOV lanes in the median were considered. Public concern over a decrease in safety associated with the existing median eliminated this alternative. Use of the existing right lane (northbound and southbound) as an HOV lane with signal que-jumpers was also considered. Additional capacity would still be required, and congestion would not be alleviated solely by this alternative.

Physical corridor constraints prohibited grade separated HOV lanes south of MD 650.

North of MD 650, at-grade and grade separated HOV lanes were considered. Alternative D-1 north of MD 650 included at-grade HOV lanes in the existing median area (north of MD 650). The lack of time savings associated with start/stops at traffic signals along the corridor and failing levels-of-service eliminated this alternative.

Alternative D-2, north of MD 650 included grade separating the HOV lanes only, within the existing median with U.S. Route 29 remaining at-grade. Long retaining walls and bridges, and a "roller coaster" aesthetic effect deemed this alternative too expensive and unsightly with only minimal improvement to traffic along U.S. Route 29. Projected intersection LOS remained in failure. This alternative was eliminated.

Alternative D-3, north of MD 650 provided grade separated interchanges and limited access, with at-grade HOV lanes in the existing median. The capacity improvements associated with grade separating existing intersections improved traffic sufficiently. The use of HOV lanes alone would not alleviate the congestion. The additional improvements, associated with this alternative, as well as the selected alternative, C-3, solved the projected congestion.

Another option considered to accommodate express bus service and/or HOV travel was a Contra-Flow bus lane concept. This alternative provided for use of one lane on the "opposite" side of the median as a bus lane travelling in the peak direction. That is, in the morning, there would be three (3) general use lanes heading southbound, one bus lane heading southbound on the northbound side of the median, and two lanes heading northbound. This scenario would be reversed during the evening rush hour. Safety concerns attributed to unawareness of the traveling public, maintenance associated with daily installation and breakdown, and difficulty moving the buses across the median at the termini resulted in dropping this alternative from further analysis.

Other HOV/Express bus options, which required removal of the median south of MD Route 650 were considered and dropped because of public concern for driver and pedestrian safety and access.

The Montgomery County Department of Transportation (MCDOT) has recently began a study of Express Bus service south of MD 650. The 1994 study is expected to include a more detailed investigation of operations and design of a potential facility.

E. SOCIAL AND ECONOMIC DEVELOPMENT DEMANDS

As the main connector between Washington and Baltimore, while serving Silver Spring and Columbia, the capacity of U.S. Route 29 is critical to the vitality of adjacent communities. If population growth occurs as projected (Table I-10), design year 2015 would result in traffic operating at Levels of Service E and F.

**Table I-10
Growth Projections for U.S. Route 29 Corridor
1990 - 2005**

Characteristic	1990	1995	% Change 1990-1995	2005	% Change 1995-2005	% Change 1990-2005
Population	68,326	68,443	.17%	74,689	9.1%	9.3%
Household	26,945	28,098	4.2%	33,308	18.5%	23.6%
Employment	31,438	34,906	11.0%	42,113	20.6%	40.0%

Source: Washington COG, Round IV-1, Cooperative Forecasts, Revised 1990.

In addition to population increases, land use plans in the corridor call for additional growth in commercial and industrial uses which also would put additional strain on traffic capacities of U.S. Route 29. Additional commercial development is planned for White Oak, Fairland, Burtonsville, Colesville, and the Kay Tract. Additional industrial development is planned for Montgomery Industrial Park, West Farm Industrial Park and the Burtonsville area.

In instances where a developing transportation corridor is affected by issues such as unacceptable Levels of Service (Levels D through F), unlimited access creating hazardous conditions, and inability to meet future traffic demand, sites adjacent to the highway segment would be less attractive to developers than transportation corridors offering safe access and unhindered traffic flow. In the growing Baltimore/Washington region, competition for development is intense; corridors with transportation facilities operating at adequate capacity would have a competitive advantage in attracting this development, particularly commercial and industrial development.

Unacceptable traffic levels on U.S. Route 29 have a two-fold effect on the area's economy. Existing business is directly impacted by impeded customer access and delivery of goods and services. In addition, new commercial and industrial establishments are less likely to locate in the corridor if transportation facilities do not function efficiently.

F. TRANSPORTATION PLANS, POLICIES AND PROGRAMS

The most recent transportation planning for the study area is included in the comprehensive plans for the Four Corners and Eastern Montgomery County planning areas. The transportation features of these plans, as applicable to U.S. Route 29, are:

- Recommends short-term and long-term operational improvements for the U.S. Route 29/University Boulevard intersection;
- Proposes improvements to facilitate safe traffic flow;
- Proposes a network of express bus routes, neighborhood bus services, and fringe parking lots to reduce dependence on the automobile; and,
- Encourages a network of bicycle and pedestrian routes to enhance safety for cyclists and walkers.

Existing transportation conditions within the U.S. Route 29 corridor do not meet the goals of these land use plans. Mass transit in the area does not function near its potential efficiency. Highway design features used to enhance mass transit efficiency could increase the appeal of mass transit services. Existing at-grade intersections on U.S. Route 29 do not promote safe use for pedestrians or bicyclists. In addition, area land use plans indicate the need for improvements to U.S. Route 29 at specific locations and for the corridor in general.

Section II
Alternatives

II. ALTERNATIVES

A. ALTERNATIVES PRESENTED AT THE COMBINED LOCATION/DESIGN PUBLIC HEARING

Four alternatives were developed for the Montgomery County portion of the U.S. Route 29 project and presented at the Combined Location/Design Public Hearing held on January 25, 1989. Alternative A, the No-Build Alternative, consisted of the maintenance of the existing highway design. Intersection improvements, with no control of access, were proposed in Alternative B. Alternative C included control of access, with grade-separated interchanges (bridges) and/or service roads. All median crossovers and traffic signals north of MD 650 would be removed. Several intersection/interchange design concepts have been developed for Alternatives B and C. Alternative D provided separated HOV lanes within the existing median from Sligo Creek to Maryland Route 198. Three design concepts were considered within Alternative D and several options within each concept were proposed. Detailed descriptions of previous Alternatives A, B, C, and D can be found in the Draft Environmental Impact Statement (DEIS) for U.S. Route 29, Sligo Creek to the Howard County Line, Montgomery County, Maryland (11/7/88). The DEIS can be reviewed at MD SHA in Baltimore, MD.

B. ALTERNATIVES DEVELOPED SUBSEQUENT TO THE PUBLIC HEARING

In addition to the alternatives previously considered for that portion of U.S. Route 29 south of MD 650 as previously described, additional alternatives were developed subsequent to the Location/Design Public Hearing held on January 25, 1989. These include several options at Four Corners and two-lane treatment alternatives. Though these are being considered as new alternatives since they were not included in the DEIS, they are only slightly different from those previously presented. Typical section designs for these modified alternatives are contained in Appendix A.

At Four Corners

The preparation of this FEIS has been delayed slightly to develop design modifications and to evaluate community concerns regarding the alternatives at the U.S. Route 29/MD Route 193 (Four Corners) intersection. A Supplemental Public Meeting for the section of U.S. Route 29 between Sligo Creek Parkway and MD 650 was held on March 20, 1990. A third public meeting for the Four Corners area was held on November 4, 1992. Following are the alternatives that have been developed since the Location/Design Public Hearing in this area.

Alternative C-4

Alternative C-4 (underpass option) proposes the relocation of all MD Route 193 traffic to the location of the existing eastbound roadway. This section of MD Route 193 would be widened from the existing three-lane facility to a six-lane divided roadway. The existing westbound roadway, on either side of U.S. Route 29, would become a two-way, three-lane

facility providing local access and circulation. U.S. Route 29 would be depressed under the widened section of MD Route 193, therefore, the existing westbound lanes will be severed providing no through movements. U.S. Route 29 would narrow from a six-lane divided section to a five-lane undivided section with a center reversible lane as it approaches MD 193.

All of the turning movements between the two roadways would be handled at the signalized intersection located on the bridge. On MD Route 193, there would be six lanes (three lanes in each direction) of through traffic, with a single left turn lane for westbound and double left turn lanes for eastbound traffic, respectively.

Each of the existing jug handles would be reconstructed to two-way roadways, further enhancing community circulation. The intersections formed between MD Route 193 and the jug handles would be signalized.

Alternative C-4 will require the displacement of three businesses, namely the Roy Rogers Restaurant, the Auto-Mech Transmission Shop and the Steuart/Agip Gas Station which houses two tenant operated auto businesses. These displacements were not required prior to the completion of the DEIS. Alternative C-4 design is contained as Plate 3 in Appendix B.

Alternative C-4 At-Grade

Alternative C-4 At-Grade is basically the same alternative as C-4 only at-grade (see Plate 5 in Appendix B). As in the underpass alternative of C-4, MD Route 193 would be widened from the existing three-lane facility to a six-lane divided roadway. The existing westbound roadway, on either side of U.S. Route 29, would become a two-way, three-lane facility providing local access and circulation, no through movements would be allowed. U.S. Route 29 would narrow from a six-lane divided section to a five-lane undivided section with a center reversible lane as it approaches MD 193. Left turns from both roadways would not be permitted. Instead, vehicles would have to use the widened jug handles in an at-grade loop situation.

Also, as with Alternative C-4, this at-grade option displaces the Auto-Mech Transmission Shop, the Roy Rogers Restaurant, and the two tenant operated businesses at the Steuart/Agip Gas Station.

Alternative C-5

Alternative C-5 (underpass option) proposed to depress MD Route 193 under U.S. Route 29 at the location of the current eastbound roadway. U.S. Route 29 will remain a six-lane facility with the median being retained and existing eastbound MD Route 193 will be widened to a five-lane roadway to handle the through movements. All traffic wishing to cross U.S. Route 29 will be diverted onto this widened section. Community access and circulation will be handled via right-in, right-out movements at the existing westbound MD Route 193/U.S. Route 29 intersection and upgraded jug handle turn lanes. MD Route 193 will be signalized and the existing westbound roadway will be narrowed to handle two-way local traffic. Alternative C-5 is illustrated as Plate 4 in Appendix B.

Alternative C-5 will require the displacement of three businesses, namely the Roy Rogers Restaurant, the Auto-Mech Transmission Shop, and the Steuart/Agip Gas Station. These displacements were not required prior the completion of the DEIS.

Alternative C-6 Modified

Alternative C-6 Modified, the at-grade improvement, calls for the addition of a travel lane in each direction along U.S. Route 29 and the widening of MD Route 193 at the intersections to provide for exclusive turning lanes. U.S. Route 29 will become an eight-lane facility with a continuous raised median with a median width varying between 9 and 16 feet. Also, on U.S. Route 29, exclusive right turn lanes will be provided. MD Route 193 will be widened at its intersections with U.S. Route 29 to provide exclusive left and right turn lanes.

In order to provide greater intersection level-of-service, left turns from U.S. Route 29 are being denied. Jug handle lanes are being proposed to accommodate turning movements. Vehicles making a left turn movement from U.S. Route 29 onto MD Route 193 will first have to make a right turn onto MD 193 then use the jug handles to proceed in the desired direction. Alternative C-6 Modified also includes the addition of two traffic signals located at the existing intersections of the jug handles and MD Route 193. Appendix A contains mapping of Alternative C-6 Modified.

One business displacement, Steuart/Agip Gas Station, will be required by Alternative C-6 Modified.

C. CORRIDOR ALTERNATIVES NOT SELECTED

No Build Alternative - Alternative A

The No-Build Alternative would involve continued use of the existing U.S. Route 29 highway alignment. This alternative would not meet the project need because the existing facilities are functionally inadequate to support the current and projected transportation levels of service for U.S. Route 29.

Alternative B

This alternative addressed intersection improvements, such as addition of turn lanes and improving turning radii, with no control of access. Alternative B would not meet the project need because these minor improvements would not support the current and projected transportation levels of service for U.S. 29.

Alternative D

This alternative was similar to the selected alternative, Alternative C. Alternative D, however, included provisions for HOV lanes throughout the length of the corridor. South of MD Route 650, this alternative became prohibitive due to the high cost of right-of-way acquisition beyond existing right-of-way widths, and strong public concern for maintaining the existing median within existing right-of-way. Though not selected north of MD Route 650

either, there is sufficient width in the existing median area to provide two HOV lanes in the future without additional right-of-way if so determined necessary. Alternative D was not selected north of MD Route 650 because addition of HOV lanes alone would not have solved the projected congestion problem. The selected alternative does resolve projected congestion without the required additional expense of HOV lane construction.

D. ALTERNATIVE C - SELECTED ALTERNATIVE

The following is a description of the Alternative C - Selected Alternative, including modifications that were made since the DEIS, from north of MD 650 to the Howard County line. The alternative was selected using best available engineering technology, public input through meetings and hearings, economic considerations and analysis, public safety concerns, and environmental impact analysis. The Selected Alternative fulfills the projects' Purpose & Need to providing improved roadway and intersection level-of-service, and by addressing safety and operational concerns through the development of grade separated interchanges at selected locations throughout the majority of the corridor. Section II.A described all alternatives that were considered for the U.S. Route 29. Appendices A & B contain mapping of all proposed improvements listed in this section. Appendix C contains a photo survey of all areas proposed for improvements along the U.S. Route 29 corridor.

Alternatives South of MD 650

At Four Corners

Alternative C-6 Modified (the at-grade improvement) was selected. This Alternate was developed subsequent to the Public Hearing (see Appendix A - Map 1). It calls for the addition of a travel lane in each direction along U.S. Route 29 and the widening of MD 193 at the intersections to provide for exclusive turning lanes. U.S. Route 29 will become an eight-lane facility with a continuous raised median with a median width varying between 9 and 16 feet. Exclusive right turn lanes also will be provided along the corridor. MD 193 will be widened at the MD 193/U.S. Route 29 intersection to provide exclusive left and right turn lanes.

In order to provide greater intersection level-of-service, left turns from U.S. Route 29 are being denied. Jug-handle lanes are being proposed to accommodate left turning movements. Vehicles making a left turn movement from U.S. Route 29 onto MD 193 will first have to make a right turn onto MD 193 then use the jug-handles to proceed in the desired direction. Alternative C-6 Modified also includes the addition of two traffic signals located at the existing intersections of the jug-handles and MD 193.

One business displacement, Steuart/Agip Gas Station, will be required by Alternative C-6 Modified.

Alternatives C-2, C-4, and C-5 were not selected because construction would have disrupted the local business community for up to four years and because the alternatives were deemed too expensive for the resultant traffic level of service benefit. Alternative C-4 at grade was not selected since the resultant level-of-service remained in F and additional business displacements were required.

At Sligo Creek Parkway

In light of uncertainties regarding both the development levels in the Silver Spring Central Business District (CBD) and the potential relocation of the Blair High School to the Sligo Creek Golf Course, MD SHA has delayed indefinitely any decision on the Sligo Creek Parkway intersection and is proceeding with obtaining Location and Design Approvals for improvements north of the Beltway only. This will allow MD SHA to work with Montgomery County in determining the appropriate improvement for the Sligo Creek Parkway intersection and other intersections between the Capital Beltway and downtown Silver Spring.

At-grade intersections are provided as listed below, with median crossovers and left turn bays provided at most locations: Franklin Street, Leighton Avenue, Brewster Avenue, Indian Spring Road, Granville Drive, Lanark Way (west side only), University Boulevard EB, University Boulevard WB, Timberwood Avenue, Circle Drive (east side only), Lorain Avenue, Southwood Avenue/Eastwood Avenue (west side only), Crestmoor Drive (east side only), Washington Suburban Sanitary Commission entrances, Manor Care/Exxon, Hillwood Drive (east side only), Lockwood Drive (MD Route 895) (east side only), Lockwood Drive Spur/Quality Inn connector, Burnt Mills Avenue, Southwest Drive (no median opening), Northwest Drive, Prelude Drive (west side only) and Oak Leaf Drive.

Alternatives North of MD 650

At Stewart Lane

At Stewart Lane, Alternative C-4 was selected with a slight modification (Appendix A - Map 2). Under Alternative C-4, the Stewart Lane intersection would be closed and a structure would be built at the existing location to convey Stewart Lane over U.S. Route 29. East of U.S. Route 29, Stewart Lane would access U.S. Route 29 via right-on, right-off movements 800 feet north of the overpass. These movements form a T-intersection with Old Columbia Road. An access ramp in the northeast quadrant would connect Old Columbia Road with Stewart Lane. West of U.S. Route 29, the southbound U.S. Route 29 off ramp would diverge south of the Stewart Lane overpass and go under the entrance ramp from Stewart Lane to southbound U.S. Route 29. After going under the entrance ramp, the exit ramp would diverge into two ramps. One ramp would lead to Stewart Lane and the other would lead to MD 650 ramp A.

There also is a ramp leading from Stewart Lane to MD 650 ramp A. This ramp provides for future development. Existing Milestone Drive would be closed south of Stewart Lane, but existing access would be maintained with the proposed alignment. The modification to this alternative was that the northbound right-in, right-out ramp will be moved south to intersect across from the Stewart Lane access ramp. The alignment of Old Columbia Road will be shifted eastward to provide more desirable intersection spacing.

Alternatives C-1, C-2, and C-3 did not provide intersection spacing as desirable as the selected alternative. They also did not have ramp movements as smooth as the selected alternative to MD Route 650 from US 29 and to US 29 from Stewart Lane.

At Industrial Parkway and Tech Road

Alternative C-2, also with a slight modification, was selected at the combined location of Industrial Parkway and Tech Road (Appendix A - Map 3). This concept closes Tech Road as it exists and utilizes its alignment for an overpass that connects Tech Road with Old Columbia Road. Access to northbound U.S. Route 29 is achieved via right-on, right-off ramps at Industrial Parkway. The on ramp for southbound U.S. Route 29 is located north of the overpass and forms a T-intersection with Old Columbia Road, 300 feet north of the Tech Road/Old Columbia Road intersection. The Tech Road overpass would have been long enough to allow Prosperity Drive to be located under it. The southbound U.S. Route 29 access will be provided via the Randolph Road interchange. The modification to this alternative consisted of elevating Prosperity Drive to intersect with the Tech Road overpass, which will provide enhanced community access.

Alternative C-1 was not selected because the southbound off ramp to Old Columbia Road conflicted with a planned Park-N-Ride lot, and cul-de-sacs on Prosperity Drive were undesirable for community circulation that forced all traffic through intersections on Industrial Parkway.

At Randolph, Musgrove and Fairland Roads

At the combined location of Randolph, Musgrove, and Fairland roads, Alternative C-4 was selected with a modification to the Randolph Road interchange (Appendix A - Map 3). All three roads would be severed from U.S. Route 29 and overpasses would be constructed at each of those locations utilizing existing alignments. Northbound U.S. Route 29 traffic wishing to exit at Randolph or Musgrove roads would use a Collector/Distributor (C-D) roadway south of Randolph Road. Northbound on and off ramps for Randolph and Musgrove roads are tied into this roadway which merges back into U.S. Route 29 north of Musgrove Road. Randolph Road has separate northbound exits for travel east and west. The northbound ramps at Musgrove Road form a T-intersection with Musgrove Road. Southbound on U.S. Route 29, the ramps are located in the northwest quadrant for both Randolph and Musgrove roads. The modification to Randolph Road consisted of removing the loop ramp in the northwest quadrant and replacing it with a diamond type ramp in the southwest quadrant. There is no access from U.S. Route 29 to Fairland Road. Access to Fairland Road is via Musgrove Road.

At Briggs Chaney Road

At the combined location of Briggs Chaney Road and the proposed ICC, an alternative was selected for Briggs Chaney Road; however, nothing is being recommended for the ICC. Alternatives for the ICC interchange are being evaluated as part of the ICC Project Planning Study.

The alternative that was selected for Briggs Chaney Road was the tight diamond interchange as shown in Alternatives C-1, C-3 and C-5 with modifications (Appendix A - Map 4). These three alternatives have the same concept for Briggs Chaney Road but the options for the ICC varied. In each of the alternatives, the U.S. Route 29 and ICC interchange was tied into the U.S. Route 29 and Briggs Chaney Road interchange with a series of ramps. Vehicles were required to go through the U.S. Route 29/Briggs Chaney Road interchange in order to access the ICC.

The modifications consisted of separating the ramps into a series of interlacing ramps that provide exclusive access to the ICC and Briggs Chaney Road from U.S. Route 29.

Alternatives C-2, C-4, and C-6 were not selected because they included displacements that the selected alternative avoided, and because the complicated bridge construction to accommodate an Urban Diamond was not necessary. The selected alternative provided equal level-of-service.

At Greencastle Road

At Greencastle Road, Alternative C-3 was selected since it results in less impact to area residences, and reduces the right-of-way requirements in the southwest quadrant (Appendix A - Map 5). This concept cuts off Greencastle Road access to U.S. Route 29 as it exists and utilizes the existing alignment for an overpass. Access to and from Greencastle Road is achieved via a full diamond interchange.

Alternative C-1 was not selected because it requires more right-of-way while providing poorer ramp design than the selected alternative.

At Blackburn Road

The alternative selected at Blackburn Lane was Alternative C-1 (Appendix A - Map 5). Under this concept, Blackburn Road's existing access to U.S. Route 29 is closed and an overpass is constructed 200 feet south of the existing at-grade intersection. Access to U.S. Route 29 is via ramps in the northwest and southeast quadrants. The ramps are an extended right-on, right-off concept.

Alternative C-3 was not selected due to additional displacements associated with ramp design in the southwest quadrant and due to a shorter weaving length than the selected alternative with the southbound ramp at Greencastle Road.

At MD 198 and Dustin Road

Alternative C-3 at MD 198 and a modified Alternative C-1 at Dustin Road were chosen. Alternative C-3 is the Master Plan alignment with a ramp underpass. Northbound U.S. Route 29 would access MD 198 via one exit ramp that diverges from and then goes under mainline U.S. Route 29. A lane at this ramp would be eliminated and northbound U.S. Route 29 would remain two lanes throughout the segment. This ramp would then intersect MD 198 at the existing U.S. Route 29/MD 198 intersection. At Dustin Road, there would be two diamond type ramps (Appendix A - Map 6), a northbound entrance ramp and a southbound exit ramp. Existing U.S. Route 29 between MD 198 and Dustin Road would remain as a four-lane roadway. The modification to these alternatives was to relocate the northbound entrance ramp from Dustin Road to the MD 198 interchange.

At MD 198, Alternative C-1 was not selected because of additional displacements associated with this alternative. Alternatives C-5 and C-6 were not consistent with the Master Plan.

At Dustin Road, Alternatives C-5 and C-6 tied into existing US 29 alignment and was not consistent with the selected Master Plan alignment at MD Route 198.

Table II-1 includes LOS information (year 2015) for the Selected Alternate for selected intersections and roadway improvements.

E. CONGESTION MANAGEMENT STRATEGY (CMS) COMPONENTS

Many traditional and nontraditional strategies that would result in more efficient travel in the corridor were considered and evaluated. These strategies are described below and were investigated with information and coordination with local governments and the Metropolitan Planning Organization (MPO). A resolution documenting the following Congestion Management System (CMS) Major Investment Study (MIS) components was presented to the Metropolitan Washington Council of Governments (MWCOG) in September 1994. The resolution passed the Transportation Planning Board without any objections.

1. Transportation Demand Management (TDM) Measures

The potential for increased carpooling was studied. Obviously, some carpooling exists today primarily due to an established carpool/vanpool program through the MWCOG. However, even liberal assumption applied to the increase of carpooling in the future with encouragements such as corridor advertising and preferential parking were unable to reduce the number of single occupant vehicles to a point precluding the need for physical improvements throughout the corridor.

Alternative work hours as recommended by Montgomery County, MNCPPC and MWCOG already exist at employment centers south of U.S. Route 29, as can be witnessed by extended morning peak hours. Parking management measures are currently in place in Silver Spring with preferential treatment given to non-single occupant vehicles. These agencies will continue to work with employers to further expand these programs.

2. Traffic Operational Improvements

Operational improvements were studied as Alternative B throughout the corridor. These alternatives included intersection improvements such as improved turning radii, additional approach lanes, turning lanes, and installation of traffic signals. The resulting poor intersection LOS led to the conclusion by study participants that Alternative B improvements would not meet the study's objectives to provide long-term capacity and operational improvement.

3. Measures To Encourage High Occupancy Vehicle (HOV) Use

HOV is discussed in Section I.D - Interface with Mass transit Facilities and Services.

**Table II-1
Prevailing Level of Service⁽¹⁾
Selected Alternatives (2015)**

Alternative	Four Corners		Stewart Lane		Industrial Parkway/ Tech Road		Randolph, Musgrove & Fairland Rds.		Briggs Chaney Road		Greencastle Road		Blackburn Road		MD 198		Dustin Road		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
C-1													B	B					
C-1 Modified																	C	C	
C-2 Modified					D	D													
C-3											B	B			C	C			
C-4 Modified			C	B			C	B											
C-5 Modified									D	C									
C-6 Modified	F(1.15)	F(1.01)																	

⁽¹⁾ Refer to Page I-7 for Prevailing Levels-of-Service (LOS) - A-F explanation refer to Page I-7.

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4. Public Transit Capital Improvements

Park-n-Ride lots exist today along U.S. Route 29 north of MD 650 and into Howard County (south of Randolph Road along Old Columbia Pike and Burtonsville). Park-n-ride lots are planned at White Oak (at New Hampshire/U.S. Route 29) and Fairland Road/U.S. Route 29. One park-n-ride lot has been developed on the east side of U.S. Route 29 near Spencerville Road. Park-n-ride lots have also been developed at Gatesburg Manor and Briggs Chaney Road, and at Tech Road and Old Columbia Road. Although as the corridor approaches build-out and sites for additional lots will become more scarce, MCDOT and MNCPPC will continue to look for additional areas to locate park-n-ride facilities.

The potential for a Light Rail Corridor along U.S. Route 29 was studied. A report comparing a busway corridor to a light rail corridor was prepared. Refer to Section I.D. for additional information on commuter assistance studies prepared by MDOT. The high cost of construction and ongoing maintenance of a light rail facility along with the lack of appropriate sites for stations and mode change facilities, and projected low ridership eliminated light rail as a reasonable alternative (see Section I.D). Improvement and expansion of the existing busway facilities will achieve similar ridership at much lower expense.

Montgomery County has initiated a bus route feasibility study in Spring 1994 along the U.S. Route 29 corridor to determine the feasibility of an exclusive bus lane that may include a reversible lane concept.

5. Public Transit Operational Improvements

A comprehensive bus routing system currently exists that has recently been expanded, with future expansion expected. Both MTA and Montgomery County provide bus service along U.S. Route 29. As a result of this study effort, a shoulder bus lane is operating north of MD 650 for exclusive use only during morning and evening peak periods. The existing shoulders were widened, where necessary, and resurfaced with a pavement structure suitable to sustain traffic. The shoulder, in effect, has become a fourth travel lane for buses which are the only vehicles permitted to use the shoulder lane. These travel lanes operated by MCDOT in coordination with MNCPPC and MDSHA will continue to be used along U.S. Route 29 after construction of the selected improvements are completed.

6. Measures to Encourage the Use of Nontraditional Modes

The corridor does not encourage nontraditional travel as an alternative mode of transportation over its 11.35 mile length. Provisions to move bicycle and pedestrians separately would result in additional expense and poorer level-of-service. Pedestrian overpasses were considered throughout the corridor south of MD 650 in association with the median removal concepts. However, the communities were opposed primarily due to aesthetics of overpasses. Also, all developed concepts provide sidewalks within the limits of improvement. However, in the Four Corners area, the Selected Alternative includes a particular focus on pedestrian traffic.

7. Growth Management and Activity Center Strategies

MNCPPC within Montgomery County has addressed growth management in the Eastern Montgomery County Master Plan (1981). Future development is limited to specific portions of the county, and controlled through a Growth Management Policy. Montgomery County has instituted programs such as the Annual Growth Policy (AGP) and the Adequate Public Facilities Ordinance (APFO) to help manage the growth in the County. Silver Spring has implemented flexible working hours, preferential parking restrictions, and expansion planning in accordance with the County Master Plan.

8. Addition of General Purpose Lanes

All of the planned widening proposed north of MD 650 along U.S. Route 29 from two general use lanes to three general use lanes has already been completed. South of MD 650 the only proposed capacity improvements are location specific to University Boulevard. These improvements are recommended with the concurrence of participating agencies and civic groups to provide uniform level-of-service throughout the corridor south of MD 650. Lastly, the bridge carrying U.S. Route 29 over MD Route 650 is programmed to be widened to provide for three travel lanes consistent with the sections on either side.

9. Conclusion

The implementation of CMS measures alone will not alleviate the need for additional SOV capacity along U.S. Route 29 (as demonstrated in the previous paragraphs). Reasonable strategies to manage the facility include further consideration of HOV lanes, trip reduction programs, enhanced bus and express bus service, and adherence to the County's Growth Management Policy. Current commitments to these strategies are realized with the Montgomery County bus route feasibility study initiated in Spring 1994.

Section III
**Affected
Environment**

III. AFFECTED ENVIRONMENT

A. LAND USE, SOCIAL AND ECONOMIC

The following is a summary of the existing land use and socioeconomic environment for the project area. More detailed information is contained in the Socioeconomic Technical Analysis Report prepared in support of this Final Environmental Impact Statement (FEIS).

1. Land Use and Planning

a. Existing Land Use

Land use along U.S. Route 29 is comprised of residential properties, interspersed with commercial and industrial developments. Figure III-1 (located at the end of this section) illustrates the existing land use of the area.

The intensity of development generally decreases northward along the corridor. Extending north from Sligo Creek in Sligo Creek Park and passing through the I-495 interchange and the heavily developed "Four Corners" intersection with MD Route 193 (University Boulevard), the U.S. Route 29 corridor is characterized by intensely developed commercial and residential land uses. Except for the vacant tract of land bounded by I-495/U.S. Route 29/MD Route 193 known as the Kay Tract, the remaining portions of this section of the corridor are developed.

From Paint Branch Park to Briggs Chaney Road, the corridor is intensely developed with industrial parks and residential land use. The Intercountry Connector (ICC) is scheduled to cross U.S. Route 29 on the only other vacant tract of land, between Fairland Road and Briggs Chaney Road.

Except for the major commercial developments at MD Route 198 (Spencerville Road) and the Paint Branch High School, the majority of the corridor north of Briggs Chaney Road consists of residential and open space/wooded land uses.

b. Future Land Use Plans

Figure III-2 (located at the end of this section) depicts the future land use for the study area based on available land use plans. Montgomery County has undertaken several planning projects since the adoption of the 1964 Montgomery County General Plan. By geographically dividing the County into planning areas, the County is able to focus planning efforts on areas sensitive to additional growth. The most recent future land use plans for the area include the 1986 Four Corners Sector Plan, Kemp Mill-Four Corners Planning Area and the 1981 Master Plan, Eastern Montgomery County Planning Area, as amended. In 1990, the Montgomery County Council adopted a Trip Reduction Amendment to the Eastern Montgomery County Master Plan to deal with increasing traffic congestion on U.S. Route 29. This is an interim measure to reduce potential future growth until the master plan is updated.

In 1993 the County Council developed a Final Draft General Plan Refinement (to the 1964 General Plan) that included a primary goal to "provide a safe and efficient transportation system that serves the environmental, economic, social, and land use needs of the County and provides a framework for development." Many of the issues raised by the community are similar to those raised by the Four Corners community in its Issues Report.

Currently, the Maryland-National Capital Park and Planning Commission is in the process of developing a new Master Plan for the Four Corners, White Oak, and Fairland Communities, all of which are areas that comprise the U.S. Route 29 corridor. In the interim, the Maryland-National Capital Park and Planning Commission has issued a series of reports for each master plan area that addresses the community's concerns and outlines the issues that will ultimately be addressed in the Master Plan. The Master Plan is expected to be adopted in the summer of 1995.

The Four Corners Sector Plan focuses on the enhancement of the established Four Corners community. The following list contains elements of the plan which are of considerable importance to the U.S. Route 29 study. The Four Corners Plan:

- Recommends the low-density residential character of the area be maintained and protected;
- Proposes a mixture of residential, office and commercial uses on the Kay Tract;
- Proposes sites for elderly housing;
- Recommends short-term and long-term operational improvements for the U.S. Route 29/University Boulevard intersection;
- Proposes improvements to facilitate safe traffic flow;
- Recommends a network of bicycle and pedestrian routes;
- Recommends an Historic District along U.S. Route 29 and Sutherland Road.

The Four Corners Master Plan Issues Report (1993) raises several issues the community would like to see addressed in the next Master Plan. Among the issues which are of importance to the U.S. Route 29 study: (1) the future development of the Kay Tract, (2) implementation of the selected alternative at Colesville Road, (3) cut-through traffic on residential streets, (4) pedestrian safety improvements, and (5) commercial revitalization at Four Corners.

The Eastern Montgomery County Planning Area includes three subareas: Cloverly, White Oak, and Fairland. U.S. Route 29 traverses White Oak from the Northwest Branch to Paint Branch and Fairland from Paint Branch to Burtonsville. Cloverly is located outside of the project area. The 1981 Master Plan recommends the concentration of future development where it can be served by transit. Any changes to U.S. Route 29 have the potential to affect transit serviceability, which may enhance or deter future land use development. These impacts will be discussed in Section IV, Environmental Consequences.

The land use plan for the Eastern Montgomery County area delineates expected development patterns adjacent to U.S. Route 29. The Eastern Montgomery Area Plan:

- Concentrates commercial development at White Oak, Fairland, Burtonsville, and Colesville;
- Concentrates industrial development and employment at the Montgomery Industrial Park (which is the former University of Maryland Plant Research Farm) and at Burtonsville;
- Recommends a mix of housing types;
- Designates low-density residential uses in the Upper Paint Branch watersheds;
- Retains the Intercounty Connector (ICC) as a major county-wide transportation facility;
- Proposes a network of express bus routes, neighborhood bus services, and fringe parking lots to reduce dependence on the automobile;
- Encourages a network of bicycle and pedestrian routes to enhance safety for cyclists and walkers;
- Designates Transferable Development Rights (TDR) to help preserve agricultural lands in Montgomery County;
- Encourages use of cluster developments to provide additional watershed protection throughout the area; and,
- Recommends designation of several historic sites to preserve the cultural heritage of the area.

Residential expansion is planned north of the White Oak center. The expansion of industrial development at the Montgomery Industrial Park and West Farm Industrial Park would provide tax revenue to support residential development. Because commercial and industrial areas are critical to the self-sufficiency of the area, such development should be encouraged and enhanced.

In 1990, the County Council adopted an amendment to the Master Plan which attempts to address increasing traffic congestion in Eastern Montgomery County. As a consequence of the imbalance between transportation facilities and traffic generated by land uses, the Council directed the Planning Board to study the effect that downzoning vacant and redevelopable land in Eastern Montgomery County would have on traffic congestion. The end result was the following Trip Reduction Amendments:

- (1) The Council agreed to remove recommendations for Planned Development (PD) optional development for all properties not already zoned PD.
- (2) The Council also decided to reduce densities for Transferable Development Rights (TDR) receiving areas in the 1981 Master Plan.

Both of these actions would have the effect of reducing potential residential trips from 10,653 to 7,300 on residentially zoned land. In addition, the property owners of the major undeveloped industrial-zoned properties in Eastern Montgomery County have executed trip reduction agreements with the Montgomery County Planning Board. These agreements are expected to result in a reduction of 10,200 trips on vacant and redevelopable land.

According to the White Oak Master Plan Issues Report, the White Oak area has generally developed in a manner consistent with the 1981 Master Plan recommendations. Commercial development was concentrated in the established commercial areas and has not spread into the surrounding neighborhoods. However, traffic on U.S. Route 29 has increased due to development that has occurred in Howard County and in Fairland.

Much of the development in both the Fairland and White Oak areas has been consistent with guidelines recommended in the 1981 Master Plan. For example, there is now greater housing "diversity" in Fairland, an objective of the 1981 Master Plan, but the community is concerned about the rapid increase over the past decade of multi-family units relative to single-family units. Another major concept stressed in the 1981 Master Plan was "transit serviceability".

Although residential densities were achieved that could sustain transit, neither transit utilization nor road improvements have kept pace with development, resulting in increased traffic congestion, deteriorating levels of service at many intersections, and a moratorium on subdivision approvals in Fairland and White Oak. If transit serviceability is to continue to be a viable concept for Fairland, improvements along U.S. Route 29 will have to take place.

The above section has summarized the issues surrounding the preparation of the future land use plan, in addition to listing the future land use plans presently in effect. As described above, most of the development in the planning areas along the U.S. Route 29 corridor has proceeded in accordance with the guidelines recommended in the 1981 Master Plan. However, development has proceeded much faster than transportation improvements, resulting in much congestion and a moratorium on development in many areas. If community desires outlined in the Issues Reports are to be followed, and transit serviceability is to remain a viable concept, development must be closely linked to transportation improvements, and strongly regulated, as it is now.

2. Social Characteristics

a. Population and Housing

Table III-1 delineates existing (1990) population and household data for the U.S. Route 29 Corridor, Montgomery County and the State of Maryland including total population, median age, percent population over 65, number of households, and mean household income. The U.S. Route 29 corridor area data were provided by the Metropolitan Washington Council of Governments (COG) and U.S. Census Bureau. The boundaries of the area considered as the corridor are shown on Figure III-3 (located at the end of this section).

Table III-2, Growth Projections for U.S. Route 29 Corridor, gives historic and projected growth trends in population, housing, and employment for years 1990, 1995, 2000 and 2005. Population, number of households and employment are expected to continue to grow within the corridor.

Table III-1

Characteristics of the Population - 1990
U.S. Route 29 Corridor, Montgomery County and Maryland

Area	Population	Median Age ⁽¹⁾	% Population 65+ Years ⁽¹⁾	Households*	Mean Household Income ⁽¹⁾
U.S. Route 29 Corridor	68,326	NA	NA	26,945	NA
Montgomery County	757,027	34	27.4%	282,228	\$54,089
Maryland	4,781,468	33	10.8%	1,748,991	\$39,386

NA - Not Available

⁽¹⁾ This information not available from U.S. Census.

Sources: 1990 Census of Population and Housing Summary Tape File 3A.

* Numbers in Household statistics with Round III tabulations from Metropolitan Washington COG may vary due to the survey sample methodology.

Table III-2

Growth Projections For U.S. Route 29 Corridor*
1990 - 2005

Characteristic	1990	1995	% Change 1990-1995	2005	% Change 1995-2005	% Change 1990-2005
Population	68,326	68,443	.17%	74,689	9.1%	9.3%
Household	26,945	28,098	4.2%	33,308	18.5%	23.6%
Employment	31,438	34,906	11.0%	42,113	20.6%	40.0%

Source: Metropolitan Washington Council of Governments, Round IV, Cooperative Forecasts, Department of Metropolitan Development and Information Resources. Revised 1990.

* The corridor boundary (with the designated zones) is shown on Figure III-3.

Table III-3 gives the racial composition and Spanish origin of persons in eastern Montgomery County, Montgomery County, and Maryland. Eastern Montgomery County, the corridor area, is predominately White (59%), but does have sizable Black (27%), Asian (9%), and Hispanic (11%) populations.

Table III-3
Persons By Race and Spanish Origin - 1990
Eastern Montgomery County, Montgomery County, and Maryland

Area	RACE										Hispanic Origin (of any race)	
	White		Black		Indian, Eskimo and Aleutian		Asian and Pacific Islander		Other			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Eastern Montgomery County*	93,645	58.8	43,238	27.1	479	0.30	13,903	8.7	8,080	5.0	7,913	11.2
County	580,635	77	92,267	12.2	1,841	0.24	61,981	8.2	20,303	2.7	55,684	7.4
State	3,393,964	71	1,189,899	25	12,972	0.27	139,719	2.9	44,914	0.93	125,102	2.6

Source: 1990 Census of Population and Housing.

* Congressional District 4.

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b. Neighborhoods

The population of the U.S. Route 29 corridor is concentrated in five neighborhoods: Indian Springs, Four Corners, Burnt Mills/White Oak, Fairland, and Burtonsville, which includes Briggs Chaney. Figure III-3 depicts the zones for each area. Population, housing and employment growth projections by neighborhood are presented in Table III-4. There are several communities within each neighborhood, as shown on Figure III-4 (located at the end of this section). There are over 200 civic organizations located within the Montgomery County U.S. Route 29 corridor. Civic associations in the five neighborhoods have actively participated throughout the planning of the U.S. Route 29 highway improvement project.

c. Community Facilities and Services

Community facilities and services immediately adjacent to U.S. Route 29 include religious, emergency service, health care, educational, recreational and miscellaneous facilities. The corridor and surrounding communities are adequately served by existing community facilities. Figure III-5 (located at the end of this section) shows the location of community facilities and services. Numbers included in the following discussion refer to the numbers of the facility on Figure III-5.

d. Religious Facilities

The area is served by a variety of religious facilities including Protestant, Catholic, and both Orthodox and Reform Jewish Congregations, as shown on Figure III-5. Religious facilities include the Marvin Memorial United Methodist (3), Southeast Hebrew Congregation (11), Shaare Tefila Congregation (10), Burnt Mills Seventh Day Adventist (23), Forcey Memorial Fundamental (13), St. Mark's Episcopal (14), Roberts Memorial Free Methodist (15), Epiphany Lutheran (17), Liberty Grove United Methodist (19), and Columbia Primitive Baptist (20).

e. Education Facilities

Numerous elementary, junior and senior high schools exist throughout the corridor. These schools include:

- Springbrook High School (11)
- White Oak Junior High School (15)
- Jackson Road Elementary School (16)
- Burnt Mills Elementary School (12)
- Banneker Junior High School (21)
- Paint Branch High School (20)
- Fairland Elementary School (17)
- Galway Elementary School (18)
- Greencastle Elementary School (19)

Table III-4
Population Projections by Neighborhoods
1990 - 1995 - 2005

Neighborhood ¹	1990	% Change 1990-1995	1995	% Change 1995-2005	2005	% Change 1990-2005
POPULATION						
Indian Springs ²	8,051	-3.9%	7,734	-4.7%	7,367	-8.5%
Four Corners ³	9,456	-3.4%	9,132	-6.6%	8,530	-9.8%
Burnt Mills ⁴	14,550	1.2%	14,727	-5.9%	13,860	-4.7%
Fairland ⁵	11,568	1.8%	11,780	15.8%	13,647	18.0%
Burtonsville ⁶	20,558	2.6%	21,090	28.6%	27,127	32%

HOUSEHOLDS						
Indian Springs	3,175	0%	3,175	3.5%	3,285	3.5%
Four Corners	3,729	.54%	3,749	1.5%	3,804	2.0%
Burnt Mills	5,738	5.4%	6,846	2.2%	6,181	7.7%
Fairland	4,562	6.0%	4,836	25.9%	6,086	33.4%
Burtonsville	8,107	6.8%	8,658	39.7%	12,098	49.2%

EMPLOYMENT						
Indian Springs	110	9%	120	3.9%	167	51.8%
Four Corners	1,016	5.9%	1,076	18.7%	1,277	25.7%
Burnt Mills	7,417	3.6%	7,682	8.6%	8,341	12.5%
Fairland	13,369	14.8%	15,354	27.3%	19,549	46.2%
Burtonsville	4,269	22.5%	5,231	30.8%	6,844	60.3%

Source: Metropolitan Washington Council of Governments, Round IV-1, Cooperative Forecasts, Department of Metropolitan Development and Information Resources. Revised 1990.

¹ Neighborhoods listed below do not include total population/population projections of U.S. Route 29 corridor.

² Indian Springs data generated from zones 147G, 147H, 147J.

³ Four Corners data generated from zones 156C, 156D, 156E.

⁴ Burnt Mills/White Oak data generated from zones 157C, 157D, 157J, 157H.

⁵ Fairland data generated from zones 157M, 157N, 157P, 157Q.

⁶ Burtonsville data generated from zones 164G, 164H, 164J, 164K.

f. Recreational Facilities

The County provides an abundance of park and recreational facilities (Figure III-5), under the jurisdiction of the Maryland-National Capital Park and Planning Commission. These parks provide a broad range of recreational facilities for activities including boating, swimming, baseball, tennis and passive recreation. The following facilities are located within the U.S. Route 29 corridor study area:

- Sligo Creek Park (22)*
 - Northwood Park (3)*
 - Northwest Branch Park (5)
 - Rocky Brook Park (7)
 - Cannon Road Park (9)
 - Paint Branch Park (10)*
 - Martin Luther King Park (11)
 - East Fairland Park (15)
 - Galway Park (14)
 - West Fairland Park (16)
 - Calverton Park (13)
 - Tanglewood Park (17)
 - Columbia Park (20)
 - Fairland Regional Park (18)
 - T. Howard Duckett Watershed (21).
 - Edgewood Local Park (24)
- * Located adjacent to U.S. Route 29.

g. Emergency Services

The County's Department of Fire and Rescue Services and the Department of Police are responsible for providing safety for the U.S. Route 29 corridor. Police protection to Four Corners and south of Fairland Road is provided by the Silver Spring District Station. North of Fairland Road is within the service area of the Wheaton-Glenmont District Station.

Fire and rescue departments and service areas include:

- Silver Spring Fire Department (1) -- I-495 to MD Route 650.
- Hillandale Fire Department (2) -- MD Route 650 to Musgrove Road.
- Burtonsville Fire Co. 15 (3) -- Musgrove Road to Howard County Line.
- Burtonsville Volunteer Fire Department (4)

Eastern Montgomery County is adequately served by numerous health facilities including Montgomery County General in Olney, National Naval Medical Center in Bethesda, the Walter Reed Hospital Annex and Holy Cross in Forest Glen, Kensington Georgetown Medical Center in Kensington, and numerous private facilities. In addition, Montgomery County Health Department operates two facilities in Silver Spring and Wheaton which supplement individual and family health services. The Burtonsville Family Health Center is located east of the MD Route 198/U.S. Route 29 intersection.

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h. Miscellaneous Facilities

Several other public and private facilities, including libraries, post offices, golf courses and shopping centers, are adjacent to U.S. Route 29. The Fairland Library (4) is on U.S. Route 29, northeast of the U.S. Route 29/University Boulevard intersection. The White Oak Library (8) located west of U.S. Route 29 on New Hampshire Avenue, is less sensitive to proposed changes to the highway.

In addition to public libraries, two post offices are located within the U.S. Route 29 corridor: Woodmoor Post Office (6) at Four Corners and Burtonsville Post Office (17). Shopping areas have developed at major intersections: Woodmoor Shopping Center (21), east of the University Boulevard and U.S. Route 29 intersection; White Oak Shopping Center (11), east of the New Hampshire Avenue/U.S. Route 29 intersection; Briggs Chaney Plaza (14), east of the Briggs Chaney Road/U.S. Route 29 intersection; and Burtonsville Shopping Center (18) and Burtonsville Crossing Shopping Center (26), northwest and northeast of the MD Route 198/U.S. Route 29 intersection, respectively.

Planning for additional services and/or elimination of services when the population grows or declines has been an ongoing process in Montgomery County. Proposed changes to existing conditions require careful consideration and analyses. In the case of changes made to a major highway system such as U.S. Route 29, careful consideration of the communities' present condition and planned future condition are necessary to protect every aspect of the corridor's environment.

3. Economic Characteristics

a. Economic Activity - Planned Development

The potential for the area to expand its economic activities is dependent on several factors, including availability of vacant and/or underutilized land and an efficient transportation network. Continued planning of development will ensure a sound economic base for the area.

The land use plans emphasize the degree to which expansion is expected in future activities (Figure III-2). The greatest potential for new economic activity at Four Corners will be on Kay Tract. In the White Oak area, east of U.S. Route 29, expansion of retail activities, the Naval Surface Weapons Center and a multi-family residential area, have left no available land for the expansion of the Silver Springs Industrial Park. The Silver Springs Industrial Park is currently occupied by Wall Street Journal and Dow Jones, Inc. Commercially zoned development potential does exist in the northwest quadrant of the MD Route 650 interchange, the Montgomery Industrial Park, and the West Farm Industrial Park.

The Montgomery Industrial Park is located south of Tech Road. Several large corporations have located offices within the Montgomery Industrial Park including Singer, Advanced Biotechnologists, Computer Entry Systems Corporation, International Fabricaire Institute, and AT&T. The industrial land use will have further expansion opportunities to the east of current development and to the north in the West Farm Industrial Park.

b. Employment and Income

The economic activity in the U.S. Route 29 corridor is not concentrated in any one business activity, but is distributed among several industries. Table III-5 describes the number of employees in industrial, retail, office and other employment along the U.S. 29 corridor. The majority of business activity is found in services, retail trade, wholesale trade, and others which include agriculture. Service, retail and wholesale trade are concentrated at the Four Corners Commercial Center, White Oak Shopping Center at New Hampshire Avenue, Silver Spring Industrial Park at White Oak, Montgomery Industrial Park, Montgomery Auto Park at Briggs Chaney Road, Burtonsville Shopping Center and Burtonsville Crossing Shopping Center (Figure III-1, Existing Land Use Map). Agricultural lands are interspersed throughout the corridor but primarily are located beyond Greencastle Road to the north.

4. Transportation System

a. Transit

Existing bus service in the U.S. Route 29 corridor is provided by WMATA METRO BUS (Routes Z-4, Z-7, Z-8 and Z-9) and several private bus companies. Table III-6 summarizes bus service in the corridor.

Based on the "Journey to Work" data from the 1990 Census, Table III-7 summarizes the total number of person trips, % trips by transit, and total number of trips by transit for three sub-areas of the U.S. Route 29 corridor.

b. Pedestrian and Bicycle Travel

Figure III-5 depicts the existing and proposed bikeways including proposed bike paths at:

- Woodmoor Shopping Center, and north of U.S. Route 29;
- U.S. Route 29 to Lockwood Drive, including bridge over Paint Branch;
- Intersection of U.S. Route 29 with Stewart Lane;
- Intersection of U.S. Route 29 with Randolph Road;
- Intersection of U.S. Route 29 with Greencastle Road; and
- Intersection of U.S. Route 29 with MD Route 198.

Since the U.S. Route 29 corridor has developed as a primary transit corridor, the lack of sidewalks has hindered pedestrian movement. The addition of sidewalks in developed areas would be necessary to allow pedestrian movement to activity centers and for safety. Although sidewalk construction is usually the responsibility of private developers and/or the County sidewalks will be constructed on both sides at U.S. Route 29 intersection with University Boulevard. The following additional sidewalks may be constructed by the County as part of this project:

- Commercial centers at White Oak, Burnt Mills, and Burtonsville
- U.S. Route 29 from Four Corners to White Oak.

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Table III-5
Characteristics of Employment 1990 - U.S. Route 29 Corridor
(Number of Employees)

Category	Number	Percent of Total Employees
Industrial Employment	2,903	9.2%
Retail Employment	5,423	17.3%
Office Employment	13,976	44.5%
All Other Employment	9,136	29.0%
Total	31,438	100%

Source: MWCOG Round IV-1, Cooperative Forecast Revised 1990.

Table III-6
Bus Service (1994)

Bus Service	Buses Per AM Peak Hours ⁽¹⁾	Average Number of Persons per Bus
Metro Bus To Silver Spring⁽²⁾		
From Greencastle Road (Z-9)	8	—
From Briggs Chaney Road (Z-8)	17	—
From Randolph Road (Z-4)	6	—
From Randolph Road (Z-7)	5	—
Private Buses⁽³⁾		
Eyre Bus Service	18	40

⁽¹⁾ Peak Hours: 6:00 A.M. - 9:00 A.M.

⁽²⁾ Washington Metropolitan Area Transit Authority (WMATA), May, 1994.

⁽³⁾ Eyre Bus Service, 1994.

**Table III-7
Corridor Transit Travel (1990)**

Area	Total Number of Daily Person Trips	% Trips via Transit	Number of Trips via Transit
Fairland	20,748	9.1%	1,882
White Oak	18,423	9.2%	1,699
Four Corners	3,296	11.9%	392
Total	42,467	9.4%	3,973

Source: 1990 U.S. Census, Journey to Work Survey Data.

Equestrian trails also cross U.S. Route 29 at:

- Paint Branch Park
- Briggs Chaney Road
- North of Greencastle Road
- North of MD Route 198

5. Aesthetics/Visual Environment

Proceeding from south to north along the project corridor, the visual environment generally changes from human dominated land uses, such as housing and commercial development, to a more rural/open space environment. From the Sligo Creek Parkway to MD Route 650, the view is generally dominated by single family housing. The "Kay Tract" and the Northwest Branch Park are the two major open spaces in this area. The Kay Tract is slated for future development although at this time the type of development has not been determined.

North of MD Route 650, the corridor contains more open space, including open space, agricultural land and wooded areas, and fewer residential and commercial areas. Several large industrial and commercial parks are located in this area. Other areas providing visual amenities include Paint Branch Park and the Rocky Gorge Reservoir. Rocky Gorge Reservoir is a large freshwater impoundment surrounded by mature hardwoods up to 50 feet high. The reservoir lies in a wide valley and is easily visible from U.S. Route 29.

B. HISTORIC AND ARCHAEOLOGICAL RESOURCES

1. Historic Resources

An inventory performed by the MD SHA, with concurrence from the Maryland Historic Trust (MHT), identified five sites in the study area which are possibly National Register Eligible (NRE). These sites are:

- Polychrome Houses Historic District (M 32/5)
- Conley House (M 34/10)
- Marlow (Bushnell) House (M 34/8)
- Columbia Primitive Baptist Church (M 15/62)
- St. Marks Chapel (M 34/9)

These sites are considered significant for the following reasons:

- The Polychrome Houses Historic District (M 32/5) is significant architecturally for its five component dwellings which are early examples of a building technology introduced to Montgomery County in the 1930's. This inexpensive pre-fabricated type of concrete construction was developed as a solution to the problem of shortages of affordable housing in the decades between the two World Wars. The houses bordering U.S. Route 29 are located at 9900 and 9904 Colesville Road. The other three are located behind them and in front of Sunderland Avenue.
- The Conley House (M 34/10) is historically significant for its association with the Conley Family who has owned the land since the early 1800's. The house is architecturally significant as well for its Colonial Revival style which is unique to the area. This house is located at 12500 Old Columbia Pike.
- Marlow (Bushnell) House (M 34/8), a substantial farmhouse, is significant historically for its association with three prosperous and influential Montgomery County families. It is also significant as a typical farm dwelling which was considerably expanded by its 19th century owners as a result of increasing family size and prosperity. It is located at 2525 Musgrove Road.
- Columbia Primitive Baptist Church (M 15/62), a small frame building with a graveyard, is significant as the house of worship for one of the earliest Baptist congregations to form in the area. It is located on the west side of U.S. Route 29 north of MD Route 198.
- St. Marks Chapel (M 34/9) is an early nineteenth century chapel built in the rural Gothic Revival style. It retains integrity despite two twentieth century additions. The chapel belongs to one of the earliest Episcopal Parishes in the area. It is located at 12621 Old Columbia Pike.

2. Archeological Sites

The project area was reconnoitered for archeological sites by the Division of Archeology, Maryland Geological Survey. Five potential archeological sites were located including: 1 historic archeological site (18 HO 142), 3 prehistoric sites (18 MO 272, 18 MO 273 and 18 MO 274), and 1 mixed prehistoric/historic site (18 MO 27). A letter from the State Historic Preservation Officer (SHPO) contained in Section VII discusses the archeological sites and the need for additional work on Site 18 MO 274. None of the other sites warranted additional work as they did not have the potential to yield important information in accordance with the criteria set forth by the National Register of Historic Places. A Phase II Archeological Survey was performed on Site 18 MO 274. Because of low frequency of artifacts and the disturbed context, it was concluded that the site lacks research value and thus would not meet the criteria for inclusion in the National Register. The SHPO agreed with this assessment as indicated in the August 28, 1989 correspondence, which is included in Section VII.

C. NATURAL RESOURCES

The following summarizes natural resources of the study corridor. Detailed information is provided in the Natural Resources Technical Analysis Report prepared in support of this FEIS.

1. Water Resources

a. Surface Water

U.S. Route 29 crosses two drainage sub-basins, as defined by COMAR 10.50.01 (December 31, 1985) within the Montgomery County study area: the Patuxent River Area and the Washington Metropolitan Area. Most of the corridor is drained by tributaries of the Anacostia River (Washington Metropolitan Area). The northernmost portion of the corridor is drained by the Patuxent River. Table III-8 lists the drainage basins and the number of streams and tributaries crossed by and situated adjacent to U.S. Route 29. These streams, shown on Figure III-6 located at the end of this section, are briefly described below.

U.S. Route 29 passes over Northwest Branch approximately 350 feet downstream of the Burnt Mills Dam. The stream is conveyed under the 6-lane divided roadway through a concrete box culvert approximately 90 feet long and 45 feet wide. U.S. Route 29 passes over Paint Branch on a bridge approximately 80 feet above the streambed. The U.S. Route 29 bridge over Rocky Gorge Reservoir is 4 lanes wide and approximately 400 feet long. The six intermittent headwater tributaries of Little Paint Branch pass under U.S. Route 29 through three-to-six-foot wide pipes or culverts between Fairland Road and MD Route 198.

In addition to the streams which pass under U.S. Route 29, there are three additional intermittent headwater tributaries of Little Paint Branch and two tributaries of the Patuxent River adjacent to the roadway, as identified in Table III-8. Several small stormwater management

**Table III-8
Study Corridor Streams Information**

A. Streams Crossed by U.S. Route 29		
Tributary	Drainage Sub-Basin	Location of Crossing (Stations)
Northwest Branch	Washington Metropolitan Area	160-165
Paint Branch	Washington Metropolitan Area	270
Little Paint Branch	Washington Metropolitan Area	
Tributary (1)*		395
Tributary (2)		425
Tributary (3)		445
Tributary (4)		460-465
Tributary (5)		490-495
Tributary (6)		520
Patuxent River (Rocky Gorge Reservoir)	Patuxent River	625
B. Streams Adjacent to U.S. Route 29		
Tributary	Location	
Northwest Branch		
Tributary (12)	West of U.S. Route 29 and south of Northwest Branch Park	
Little Paint Branch		
Tributary (7)*	East of U.S. Route 29 and south of Musgrove Road	
Tributary (8)	West of U.S. Route 29 in vicinity of Old Columbia Road	
Tributary (9)	East of U.S. Route 29 and south of MD Route 198	
Patuxent River		
Tributary (10)	East of U.S. Route 29 and north of MD Route 198	
Tributary (11)	East of U.S. Route 29 and north of MD Route 198	

* Numbers designated for purposes of this study to identify on Figure III-6.

basins, associated with industrial and commercial developments also are found along the corridor. Volumes of water retained in these basins are related to storm events, pond design and evaporation.

Available water quality data for Northwest Branch, Paint Branch and Rocky Gorge Reservoir reveal violations of the Maryland Receiving Water Quality Standards for fecal coliforms at all sampling stations except for the Rocky Gorge Reservoir. The dissolved oxygen standard was violated at the Rocky Gorge Reservoir. Standards for other parameters were not violated at stations where sampling was conducted.

Allowable uses for area streams are given in Table III-9. The Patuxent River and adjacent land area in the northern portion of the study area constitute the Rocky Gorge Reservoir, a suburban Washington, D.C. water supply. The Patuxent River is classified as a recreational trout stream as is Northwest Branch, a recreational fishery stocked with rainbow trout. Paint Branch is classified as a natural trout stream and supports a naturally-breeding population of brown trout. The headwater tributary, Good Hope Branch is the primary spawning area of Paint Branch, approximately two miles west of the U.S. Route 29 study area. The mainstem of Paint Branch is considered to be a marginal to fair quality trout habitat and is not a spawning area. Little Paint Branch is denoted as contact recreation waters supporting warmwater fish species. Study area streams can be used for fishing, with some of the larger water bodies able to accommodate small boats. The small size of area streams limits recreational activities to wading and swimming.

**Table III-9
Maryland Water Use Classifications for
U.S. Route 29 Associated Tributaries**

Tributary	Drainage Sub-Basin	Maryland Water Use Classification
Northwest Branch	Washington Metropolitan Area	IV - Recreational Trout Waters
Paint Branch	Washington Metropolitan Area	III - Natural Trout Waters
Little Paint Branch	Washington Metropolitan Area	I - Water Contact Recreation and Aquatic Life
Patuxent River (Rocky Gorge Reservoir)	Patuxent River Area	IV - Recreational Trout Waters

Stream valley parks are located adjacent to Northwest Branch and Paint Branch in the project area. The Anacostia River and its tributaries which include Northwest Branch and Paint Branch have been designated as scenic and wild rivers by the MD DNR. The purpose of this designation is to protect the scenic and recreational values of this river system.

No federally listed or proposed threatened or endangered species exist in area waters (USFWS letter in Section VII). MD DNR has noted the presence of the rare amphipod species Stygobromus t. potomacus and Stygobromus pizzinii in a few small streams adjacent to U.S. Route 29 (Maryland DNR letter in Section VII).

b. Groundwater

The major water-bearing formation in Montgomery County is the ancient Pre-Cambrian and Paleozoic Age crystalline rocks of the Piedmont Plateau. In general, the crystalline rock aquifer is considered suitable for providing limited quantities of high quality water. It underlies most of the entire study area. Well yields in the crystalline rock aquifer range from less than 1 gallon per minute (gpm) to 183 gpm, with yields generally averaging 11 gpm. The water table is generally 10 to 35 feet below the surface. A small portion of the Patuxent formation aquifer is crossed by the U.S. Route 29 corridor in the area of Greencastle Road. This aquifer is more sensitive to development impact but is predominantly located east of the U.S. Route 29 study area.

Precipitation is the principal source of aquifer recharge in the study area. Average annual rainfall in the Anacostia River Basin is approximately 42.5 inches, of which an estimated 9 to 10 inches are available as recharge.

Groundwater is the primary source of potable water available to residents outside the Washington Suburban Sanitary Commission service areas. Groundwater resources serve as a suitable water supply to individual homes in rural areas. However, due to limited yields, municipalities now use treated surface water rather than groundwater to meet the need for larger water supplies. There are no residences dependent on wells for water in the study area.

2. **Floodplains and Wetlands**

Floodplains are terrestrial areas adjacent to streams and rivers which typically receive and convey surface water overflow during flood events. They are generally flat or gently sloping, with deep eutisol soils, and often have wetlands within their limits. For purposes of this study, floodplains are those areas covered by surface waters from the 100-year storm event. Figure III-6 shows the 100-year floodplains for streams within the project corridor. The Patuxent River, at the U.S. Route 29 crossing, is controlled by the Washington Suburban Sanitary Commission's (WSSC) Rocky Gorge Reservoir. The elevation of the 100-year floodplain of this impoundment is controlled by the operation of Rocky Gorge Dam.

The 100-year floodplain of Northwest Branch is approximately 400 feet wide upstream of the highway but narrows to approximately 100 feet downstream of the roadway. The Washington Suburban Sanitary Commission office, located behind a retaining wall on the northwest bank, is included within the 100-year floodplain. On either side of U.S. Route 29

crossing of Paint Branch, the 100-year floodplain is approximately 100 feet wide with hardwood vegetation.

Wetlands within the project corridor are associated with perennial and intermittent streams. Waters of the state are also present in the form of streams, ponds, and stormwater management facilities. Figure III-6 provides the locations of delineated wetlands and Waters of the United States within the project corridor. Table III-10 lists the location, type, and approximate acreage of the wetlands that were delineated within the project corridor.

3. Terrestrial Ecosystem

a. Soils

The Chillum-Beltsville-Croom and Glenelg-Manor-Chester soil associations are the general soil associations of the U.S. Route 29 corridor. The Chillum-Beltsville-Croom soils are generally gently sloping, silty and gravelly soils which commonly have a dense or cemented layer in the subsoil or substratum. A majority of the soil is in forested areas and has a low potential for agricultural uses due to the strong acidity and low fertility characteristics. Runoff is high, causing considerable erosion. Glenelg-Manor-Chester soils are generally deep, well drained, strongly sloped, silty, micaceous soils. These soils are well suited for agricultural purposes including dairying, livestock, and cultivated and forage crops.

b. Vegetation

Several vegetative cover types exist within the U.S. Route 29 corridor. These cover types include (1) Urban, (2) Early-succession Shrubland, (3) Hardwood Forest, and (4) Agricultural. Characteristics of these vegetation cover types are described in Table III-11.

The urban cover type is typically found in the residentially developed areas of the corridor. This includes much of the area between Fairland Road and Sligo Creek. There are also pockets of this cover type interspersed throughout the project area, generally near intersections.

Early-succession shrubland areas are located in the less developed portions of the corridor, mainly between Briggs Chaney Road and Greencastle Road. Large tracts of this vegetative type also exist in the U.S. Route 29 corridor between MD Route 198 and Dustin Road.

The forested areas within the corridor vary greatly in terms of maturity and species composition depending upon the stage of succession and/or human intervention. Generally, the forested areas of the corridor are not mature. Tree heights are typically less than 30 feet with diameters of 14 inches or less. There are individual exceptions scattered throughout the forested areas. The most mature forest in the corridor lies in the Rocky Gorge Reservoir watershed, where trees are greater than 45 feet tall and have diameters up to 24 inches. Most of the forested areas are located adjacent to streams. Small stands of hardwoods are interspersed throughout the project corridor, but larger tracts are located north of Fairland Road.

**Table III-10
Wetlands and Waters of the State Within the Project Corridor**

Wetland Number¹	Location	Cowardin Classification System	Approximate Area Within Project Corridor² (acres)
2	South of Musgrove Road, east of U.S. 29	PFO/SS1C	0.2
3	ICC - to the east and west of U.S. 29	PSS1C	0.1
4	North of ICC, west of U.S. 29	PEM1K	0.1
5	South of Greencastle Road	POWH	0.04
6	South of Greencastle Road, west of U.S. 29	PFO1C	0.1
7	Both sides of U.S. 29, south of Blackburn Road	PFO1C	0.4
8	Both sides of U.S. 29, north of Blackburn Road	PEM/SS1A	0.1
9	New alignment between Burtonsville and Patuxent River	PSS/FO1C	< 0.1
10	New alignment between Burtonsville and Patuxent River	PFO1C	0.1

- PEM2C - Palustrine, Emergent, Nonpersistent, Seasonal
- PFO/SS1C - Palustrine, Forested, Scrub/Shrub, Broad-Leaved Deciduous, Seasonal
- PSS1C - Palustrine, Scrub/Shrub, Broad-Leaved Deciduous, Seasonal
- PEM1K - Palustrine, Emergent, Persistent, Artificial (Water of the State)
- POWH - Palustrine, Open Water, Permanent (Water of the State)
- PFO1C - Palustrine, Forested, Broad-Leaved Deciduous, Seasonal
- PEM/SS1A - Palustrine, Emergent, Persistent, Scrub/Shrub, Broad-Leaved Deciduous, Temporary
- PSS/FO1C - Palustrine, Scrub/Shrub, Forested, Broad-Leaved Deciduous, Seasonal

Note: Each wetland and Waters of the United States is further described in a separate document entitled "Wetlands Delineation Report", prepared by Gannett Fleming, Inc., 3/93.

¹ Wetlands are identified on Figure III-6.

² Wetland limits extend beyond the project corridor boundary.

* Wetland #1 was removed from Table III-10 in this FEIS as a result of Sligo Creek Parkway alternate being dropped from consideration.

Table III-11
Vegetation Cover Types

Habitat	Description	Representative Plants
Urban	Mowed aprons, lawns, and residential gardens	Grasses, broad-leaved herbaceous species, and landscaping trees and shrubs
Early-succession Shrubland	Areas not subject to mowing for at least the current growing season and subject to invasion of woody species	Herbaceous species, shrubs (sumac, blackberry and dogwood), and tree seedlings (black locust, Virginia pine, wild cherry and pin oak)
Hardwood Forest	Areas where > 50% of the area was dominated by trees; mostly immature hardwoods	Oaks, wild cherry, yellow poplar, black locust, hickories, elm, sycamore
Agricultural	Areas maintained for annual crop production or pasturing; includes hedgerows and drainage ways	Crops (hay, corn and soybeans), pasture (grasses, legumes, and herbaceous plants)

The Maryland DNR has no record of any plant located within the corridor on the State Rare or Federal Endangered Species lists. There is an historic record (1937) for the state-rare Walking Spleenwort (*Asplenosorus ebenoides*) on the "old highway bridge over Paint Branch" (Maryland DNR letter in Section VII). This project includes no proposed activities in the area of Paint Branch.

c. Wildlife

Habitats within the corridor support a variety of wildlife. Though the study corridor is narrow and includes an existing heavily traveled highway, the habitats could be utilized for feeding, cover and travelways. It is expected that some birds and small mammals would utilize the habitats within the corridor on a constant basis while the larger, more mobile, mammals such as the raccoon, opossum and white-tailed deer may use study corridor habitats primarily as travelways.

According to the U.S. Fish and Wildlife Service, there are no federally listed or proposed endangered or threatened animal species known to exist in the area. Coordination with the Maryland DNR also revealed no rare wildlife species in the study area (see Section VII).

4. Farmland

A few small tracts of land utilized for crop production exist in the project area. These areas are located between Tech Road and Briggs Chaney Road, part of which is slated for development by the Seventh Day Adventist Church, and also between MD Route 198 and Dustin

Road. Prime farmland and soils of statewide importance for Montgomery County, found within the study area, are listed in Table III-12. Figure III-7 (located at the end of this section) shows the location of prime farmland, soils of statewide importance and productive agricultural land within the U.S. Route 29 corridor.

**Table III-12
Prime Farmland Soils and Soils of Statewide Importance**

Prime Farmland Soils In Study Area	
ChA	Chester silt loam, 0 to 3 percent slopes
ChB2	Chester silt loam, 3 to 8 percent slopes, moderately eroded
CmB2	Chillum silt loam, 3 to 8 percent slopes, moderately eroded
GhA	Glenelg silt loam, 0 to 3 percent slopes
GhB2	Glenelg silt loam, 3 to 8 percent slopes, moderately eroded
SaB2	Sassafras loam, 3 to 8 percent slopes, moderately eroded
SfB2	Sassafras loam, clayey substratum, 3 to 8 percent slopes, moderately eroded
SsB2	Sassafras sandy loam, 3 to 8 percent slopes, moderately eroded
Soils of Statewide Importance In Study Area	
BaA2	Beltsville silt loam, 0 to 3 percent slopes, moderately eroded
BaB2	Beltsville silt loam, 3 to 8 percent slopes, moderately eroded
C1B2	Chillum gravelly silt loam, 3 to 8 percent slopes, moderately eroded
C1B3	Chillum gravelly silt loam, 3 to 8 percent slopes, severely eroded
C1C2	Chillum gravelly silt loam, 8 to 15 percent slopes, moderately eroded
CWC2	Croom gravelly loam, 8 to 15 percent slopes, moderately eroded
MdB2	Manor silt loam, 3 to 8 percent slopes, moderately eroded
MdB3	Manor silt loam, 3 to 8 percent slopes, severely eroded
MdC2	Manor silt loam, 8 to 15 percent slopes, moderately eroded
RsB2	Rumford loamy sand, 3 to 8 percent slopes, moderately eroded
SsB2	Sassafras sandy loam, 3 to 8 percent slopes, moderately eroded

Source: Montgomery County, Maryland Soil Survey and Soil Conservation Service.

In addition to cultivated parcels and pastures, hedgerows, edges and drainageways are considered part of the agricultural community. Herbaceous and woody species found in the abandoned field shrub type also may be found in these small areas within the agricultural type.

D. AIR QUALITY

U.S. Route 29 is located between the modifying influences of the Chesapeake Bay and Atlantic Ocean to the east and the Appalachian Mountains to the west. The net effect is to produce a more uniform climate compared with other locations further inland at the same latitude.

Areas which are sensitive to air quality impacts include residences (or communities), schools, parks, hospitals, health care facilities, and retirement homes. A field survey of the project corridor identified 14 areas which would be sensitive to changes in the air quality. Each area was then subdivided into individual sites for the purpose of estimating air quality emissions. A total of forty-two air quality modeling sites were included in the analysis. A detailed air quality analysis has been performed to determine impacts of the proposed project which is described in further detail in Section IV.D. These air quality analyses can be found under separate covers entitled "Detailed Air Quality Supplemental Analysis at the Four Corners and Sligo Creek Parkway Signalized Intersections" and "The Air Quality Technical Report (1988)".

E. NOISE

The following is a summary of the Noise Technical Analysis Report (August 1993) prepared in support of this FEIS.

Highway traffic noise is usually measured on the "A" weighted decibel scale "dBA," which is the scale that has a frequency range closest to that of a human ear. In order to give a sense of perspective, a quiet rural night would register about 25 dBA, a quiet suburban night would register about 60 dBA, and a very noisy urban daytime about 80 dBA. Under typical field conditions, noise level changes of 2-3 dBA can barely be detected, but a 5 dBA change in noise levels is noticeable. A 10 dBA increase is judged by most people as a doubling of sound loudness.

The Federal Highway Administration (FHWA) has established noise abatement criteria for various land uses (Table III-13). The noise levels in this analysis are expressed in terms of an L_{eq} noise level which is the energy-averaged noise level for a given time period. All ambient and predicted noise levels in this report are L_{eq} exterior noise levels unless otherwise noted.

**Table III-13
FHWA Noise Abatement Criteria**

Activity Category	L_{eq} (h)	Description of Activity Category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary value and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties or activities not included in Categories A or B above.
D	--	Undeveloped lands.
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

Source: 23 CFR, Part 772.

In a noise analysis, measurement of ambient noise levels is intended to establish the basis for impact analysis. The ambient noise levels are recorded to represent a generalized view of present noise levels. Variations with time of total traffic volume, truck traffic volumes, speed, etc. may cause fluctuations in ambient noises levels of several decibels. However, for the purposes of impact assessment, these fluctuations are usually not sufficient to affect the assessment.

Fourteen noise sensitive areas, designated A through N, have been identified within the U.S. Route 29 corridor. The fourteen areas consist of residential and commercial/residential uses. Measurement and modeling sites selected within each sensitive area are described in Table III-14. Mapping of sensitive areas and measurement/modeling sites are contained within the impact discussion in Section IV. All of the areas identified in Table III-14 are Category B uses as defined in 23 CFR 772.

A noise monitoring program was conducted throughout the project area during the months of June, July, November and December 1987 and August 1993. Measurements were conducted for 20-minute periods at each of the sites. Existing noise levels measured during this time ranged from 51 to 73 dBA. Additional details of this measurement procedure are provided in the Noise Analysis Report. It was determined that for all the noise sensitive areas, the most typical noise conditions occur during the non-rush hour period (9:00 a.m. - 4:00 p.m.). During this time, the highest noise levels are experienced for the greatest length of time.

Calibration of the STAMINA 2.0/OPTIMA noise prediction model was performed utilizing simultaneous traffic data collected at noise monitoring sites along U.S. Route 29. Traffic counts taken during the 20-minute monitoring periods were adjusted to represent hourly traffic flows and were used as input into the computer model. The predicted L_{eq} noise levels generated at monitoring sites as a result of this calibration exercise differed from their actual ambient noise levels by less than 3.0 dBA. The fluctuations in noise levels can be attributed to extraneous noise sources pertinent to the modeled site (i.e., low aircraft flyovers) as well as the site's specific location, topographical features, and natural and man-made components (i.e., buildings, ground cover, etc.).

Table III-14 summarizes the results of the measurement survey. Traffic volumes observed during most of the noise measurements were below LOS C capacity. To determine impact of the project, all predicted noise levels are modeled at LOS C to establish worst case conditions.

The dominant source of noise in the study area was traffic on U.S. Route 29. Two areas had traffic noise contributions from roadways other than U.S. Route 29. The first was in Fairway where traffic from I-495 was noticeable as a part of the overall background noise. The second was at the Inverleigh Apartments where traffic on Old Columbia Road contributed to noise levels at apartment units facing the roadway.

As Table III-14 indicates, noise levels range from 51 to 73 dBA. Fifteen sites approach or exceed the Noise Abatement Criterion (NAC) of 67 dBA.

**Table III-14
Ambient Noise Levels**

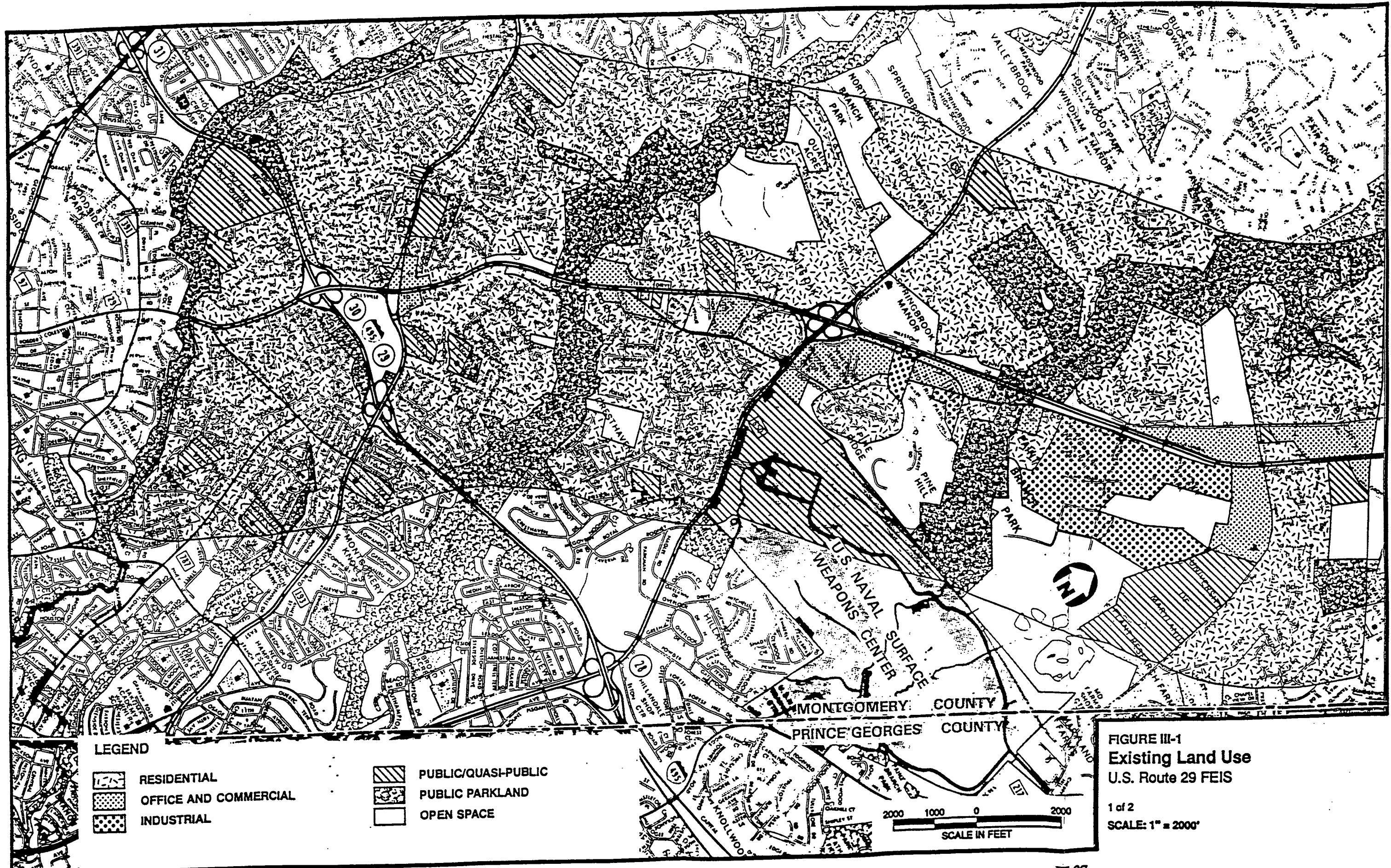
Noise Area	Sensitive Receptor	Description of Site	Measured L _w (dBA)
A	A-1*	1904 Colesville Road (U.S. Route 29)	65
	A-1a*	9301 Colesville Road (U.S. Route 29)	63
	A-3	North Hills of Sligo; west of U.S. Rt. 29	69
	A-5	9500 Colesville Road (U.S. Route 29)	67
	A-7*	Christ Congregational Church	68
B	B-1*	9822 Colesville Road (U.S. Route 29), Fairway	69
C	C-1	Marvin Memorial Church - Four Corners, northeast quadrant (U.S. Rt. 29/Rt. 198 eastbound)	71
	C-2*	Marvin Memorial Church - School Playground (Four Corners)	61
D	D-1	Residences, Pinecrest	73 68
	D-4	Residences, Woodmoor	
	D-11	Residences, Northwood Park	
	D-18		
E	E-4	Residences, Burnt Mills Hills	68
	E-7	Residences, Burnt Mills Village	55
F	F-2	Burnt Mills Townhouses	65
	F-4	Apartment, Dumont Oaks	56
	F-8	Tartan Ridge Townhouses	57
G	G-2	Oak Hill Apartments	62
	G-5	Apartments, White Oak Towers	58
	G-11	Residences, Springbrook Manor	63
H	H-2	Bronzgate Apartments	58
	H-7	Inverleigh Apartments	64
I	I-2	Residences, Shanandale Drive	60
J	J-1	Residences northeast of Fairland Road, U.S. Rt. 29 intersection	62
	J-2	Fairland Elementary School	51
K	K-1	Windsor Court Apartments	58
	K-2	Avonshire Apartments	61
L	L-1	Townhouses, Greencastle Lakes	62
	L-2	Paint Branch High School	51
	L-7	Residences, Perrywood Estates	60
M	M-2	Country Place Apartments	63 68
	M-5	Residences, Oakhurst	
	M-7	Residences, Graybill Drive	
N	N-1	Residences southeast quadrant of Dustin Rd. and U.S. Rt. 29 intersection	56 65 62
	N-2	Residences east of U.S. Rt. 29 on Dustin Rd.	
	N-3	Primeton Baptist Church	
	N-4	Residences, southwest quadrant of Dustin Rd. and U.S. Rt. 29 intersection	

* Included in Noise Measurement Survey conducted in August 1993.

F. HAZARDOUS MATERIALS

Initial Site Assessments were performed in the corridor for properties that may be condemned by SHA for additional right-of-way. A total of seventy-seven (77) sites were assessed that included background and site history as well as site reconnaissance evaluations. Section IV.F. summarizes the activities undertaken for hazardous waste documentation based upon MD SHA guidance.

The U.S. Route 29 Phase I Environmental Assessment Report - Volumes 1-15 (9/93) are contained under separate cover, and can be obtained from MD SHA.



LEGEND







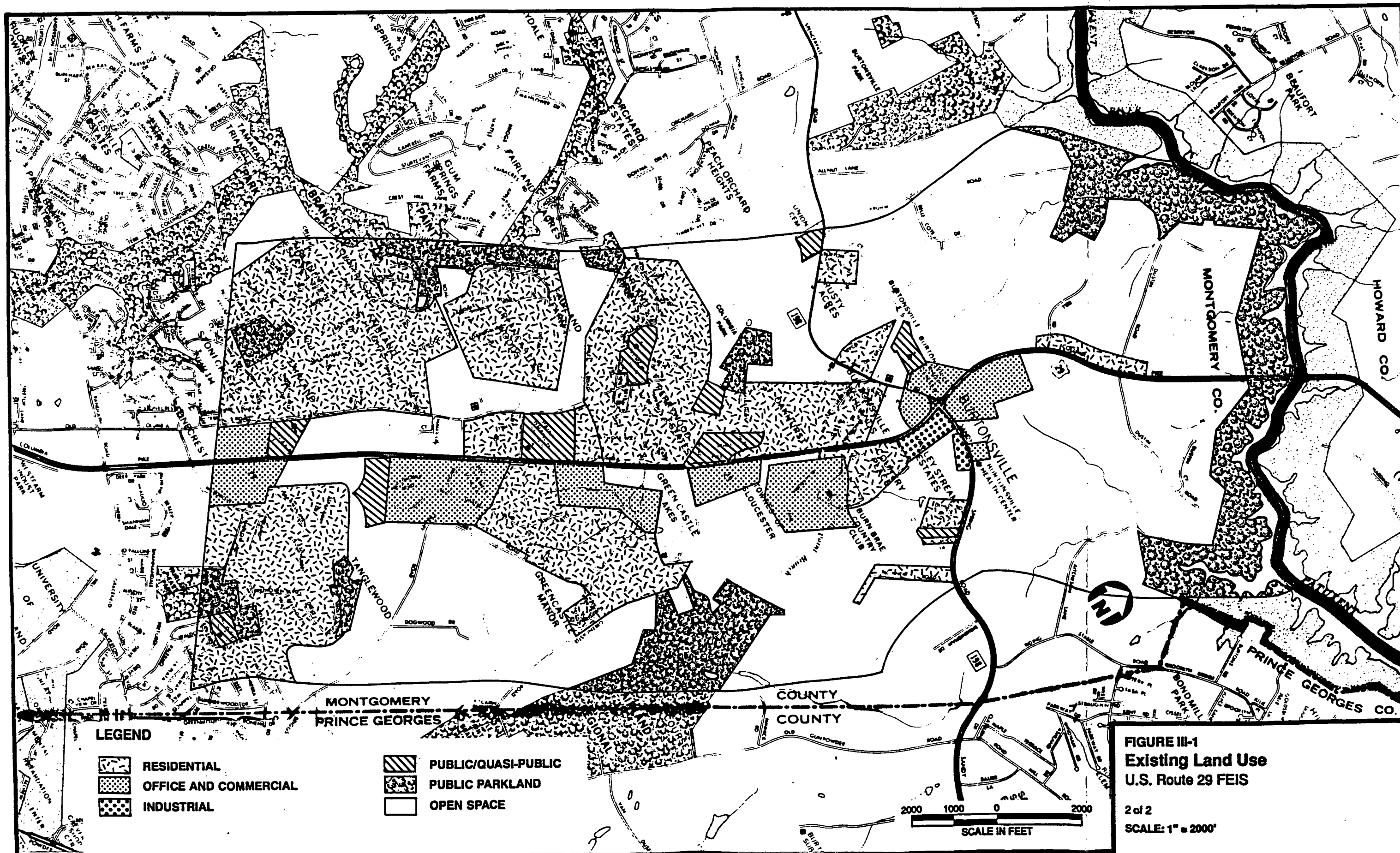
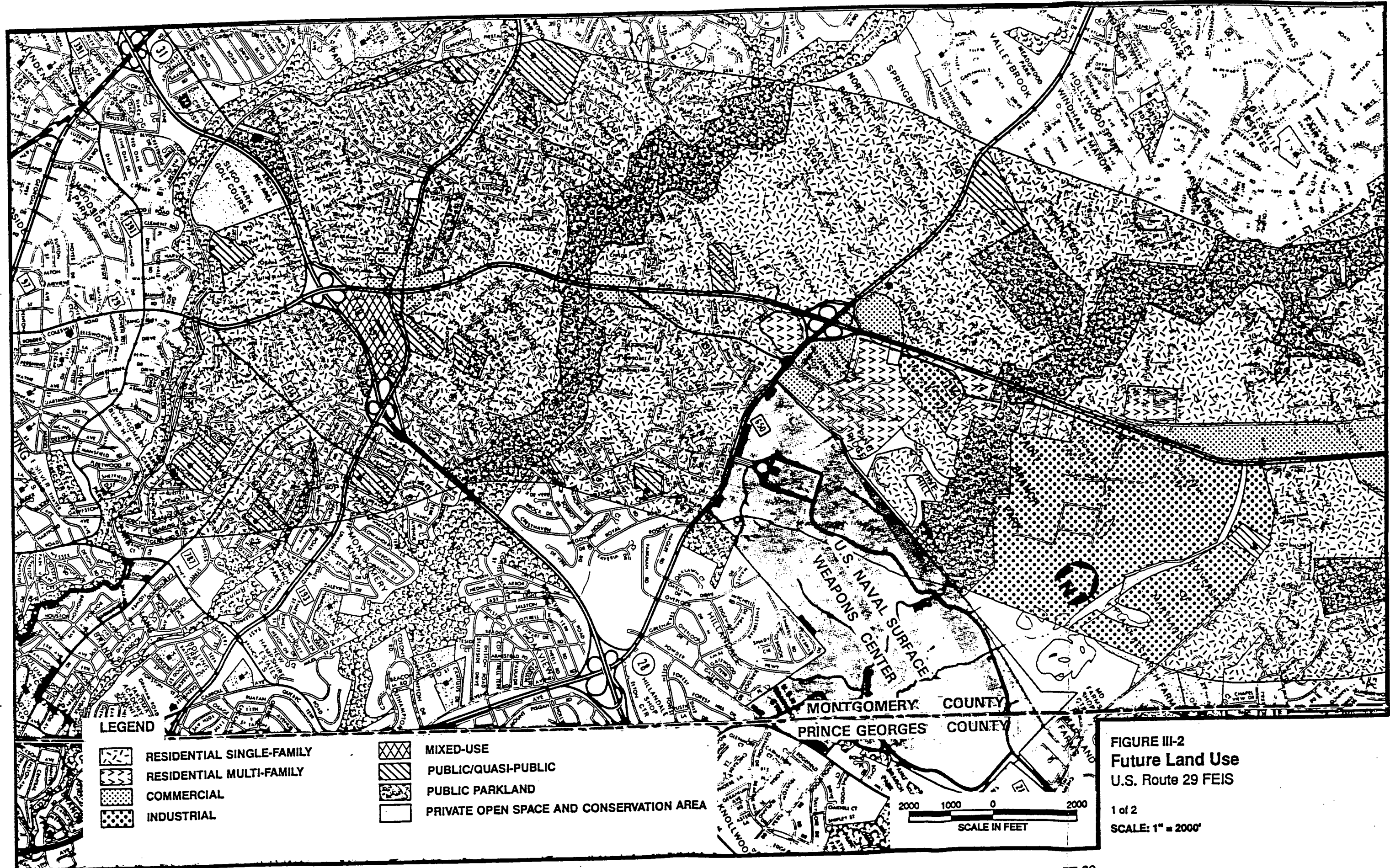
- | | | | |
|---|-----------------------|---|---------------------|
|  | RESIDENTIAL |  | PUBLIC/QUASI-PUBLIC |
|  | OFFICE AND COMMERCIAL |  | PUBLIC PARKLAND |
|  | INDUSTRIAL |  | OPEN SPACE |

FIGURE III-1
 Existing Land Use
 U.S. Route 29 FEIS
 1 of 2
 SCALE: 1" = 2000'

2000 1000 0 2000
 SCALE IN FEET





LEGEND

- | | | | |
|--|---------------------------|--|--|
| | RESIDENTIAL SINGLE-FAMILY | | MIXED-USE |
| | RESIDENTIAL MULTI-FAMILY | | PUBLIC/QUASI-PUBLIC |
| | COMMERCIAL | | PUBLIC PARKLAND |
| | INDUSTRIAL | | PRIVATE OPEN SPACE AND CONSERVATION AREA |



FIGURE III-2
Future Land Use
U.S. Route 29 FEIS

1 of 2
SCALE: 1" = 2000'

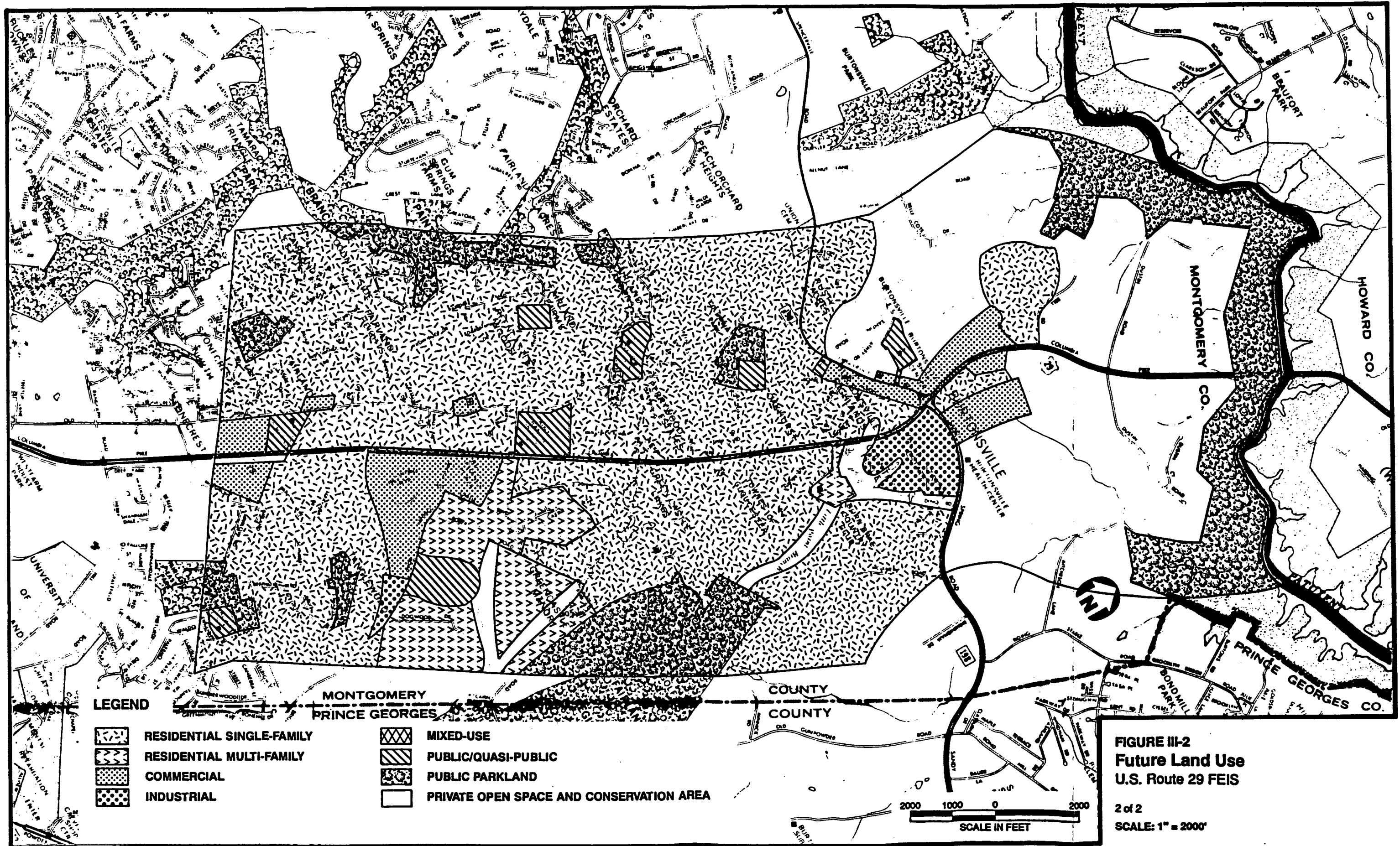
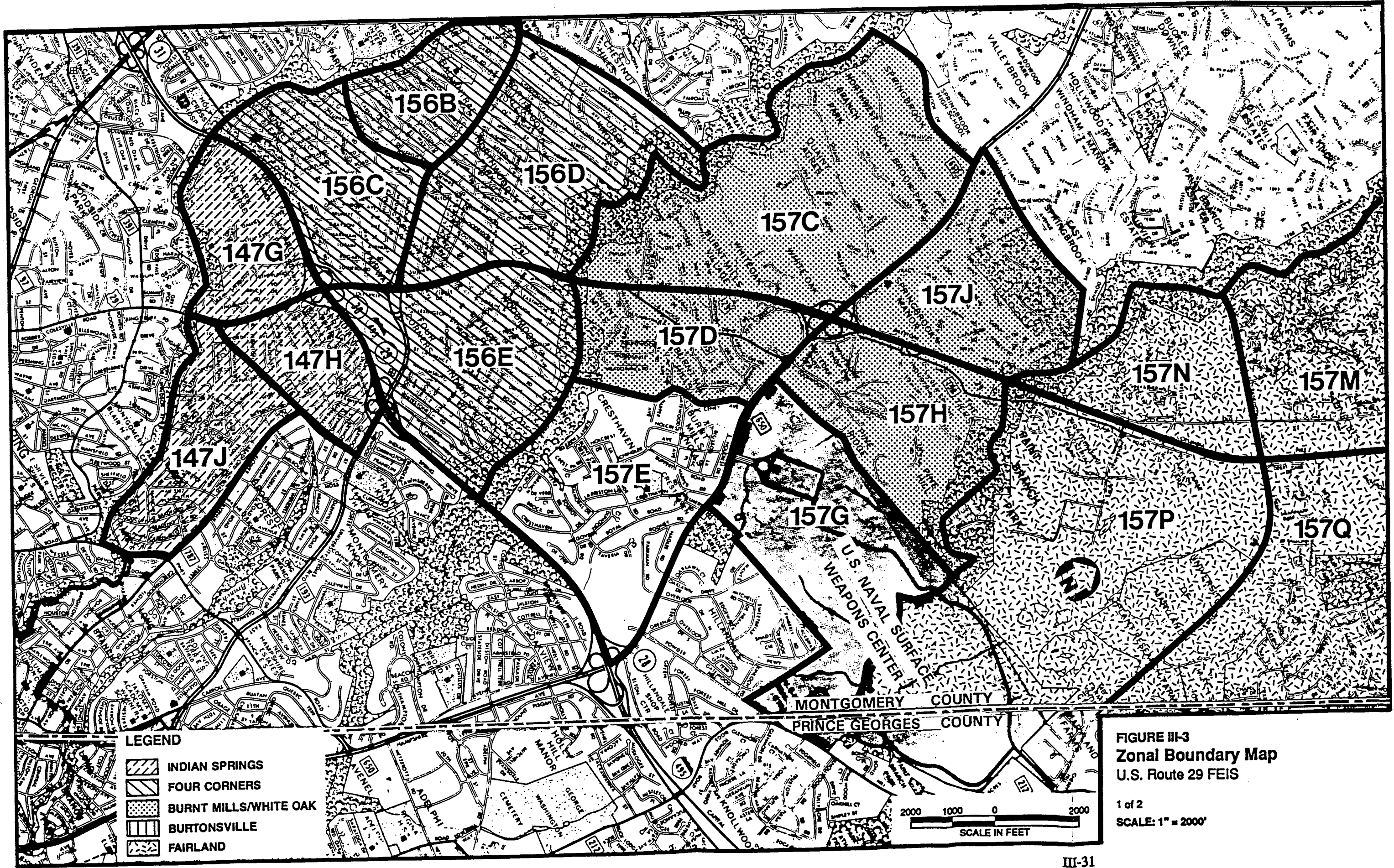


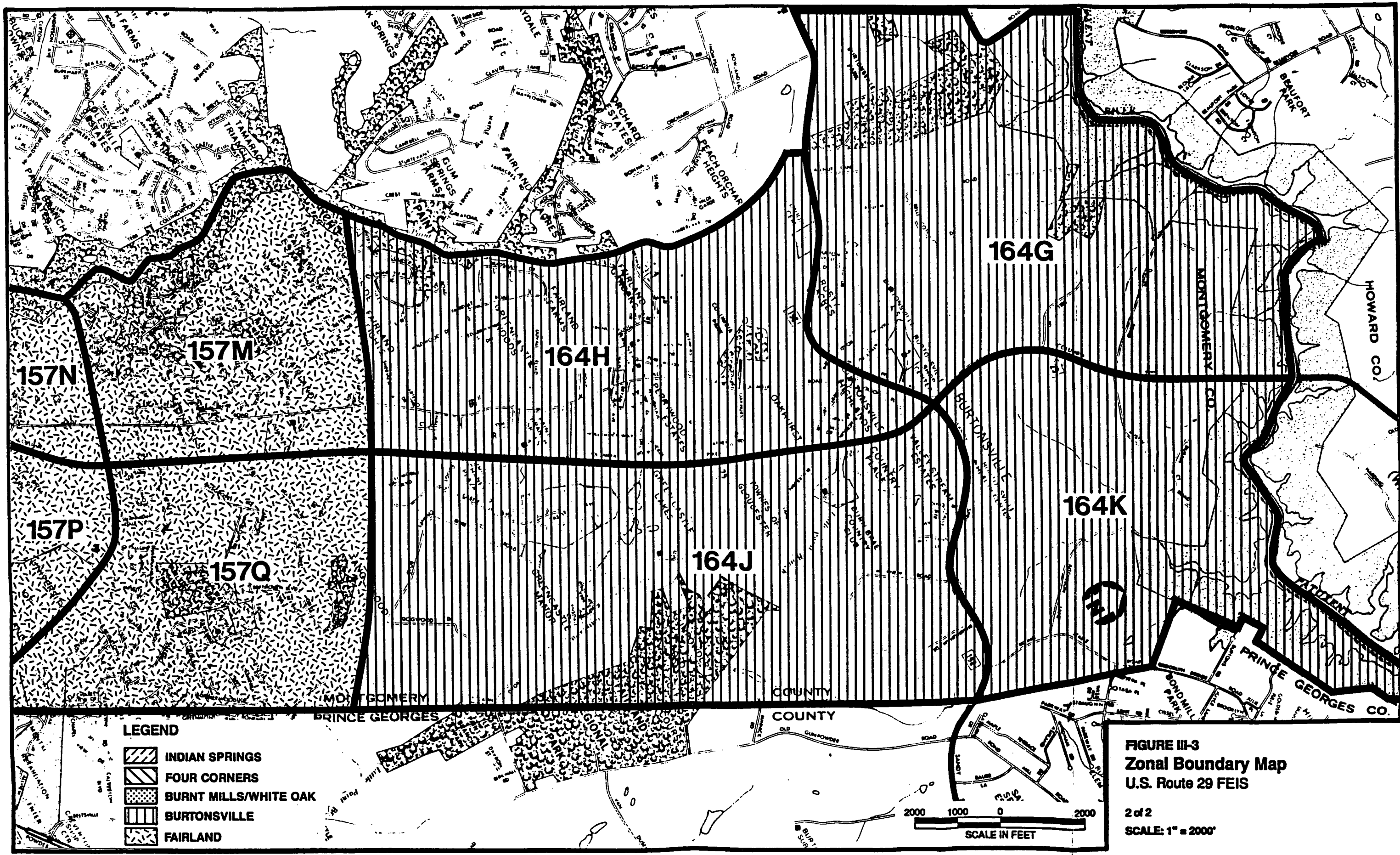
FIGURE III-2
Future Land Use
U.S. Route 29 FEIS
 2 of 2
 SCALE: 1" = 2000'



- LEGEND**
-  INDIAN SPRINGS
 -  FOUR CORNERS
 -  BURNT MILLS/WHITE OAK
 -  BURTONSVILLE
 -  FAIRLAND

FIGURE III-3
Zonal Boundary Map
 U.S. Route 29 FEIS

1 of 2
 SCALE: 1" = 2000'



- LEGEND**
-  INDIAN SPRINGS
 -  FOUR CORNERS
 -  BURNT MILLS/WHITE OAK
 -  BURTONSVILLE
 -  FAIRLAND

FIGURE III-3
Zonal Boundary Map
U.S. Route 29 FEIS

2 of 2
 SCALE: 1" = 2000'

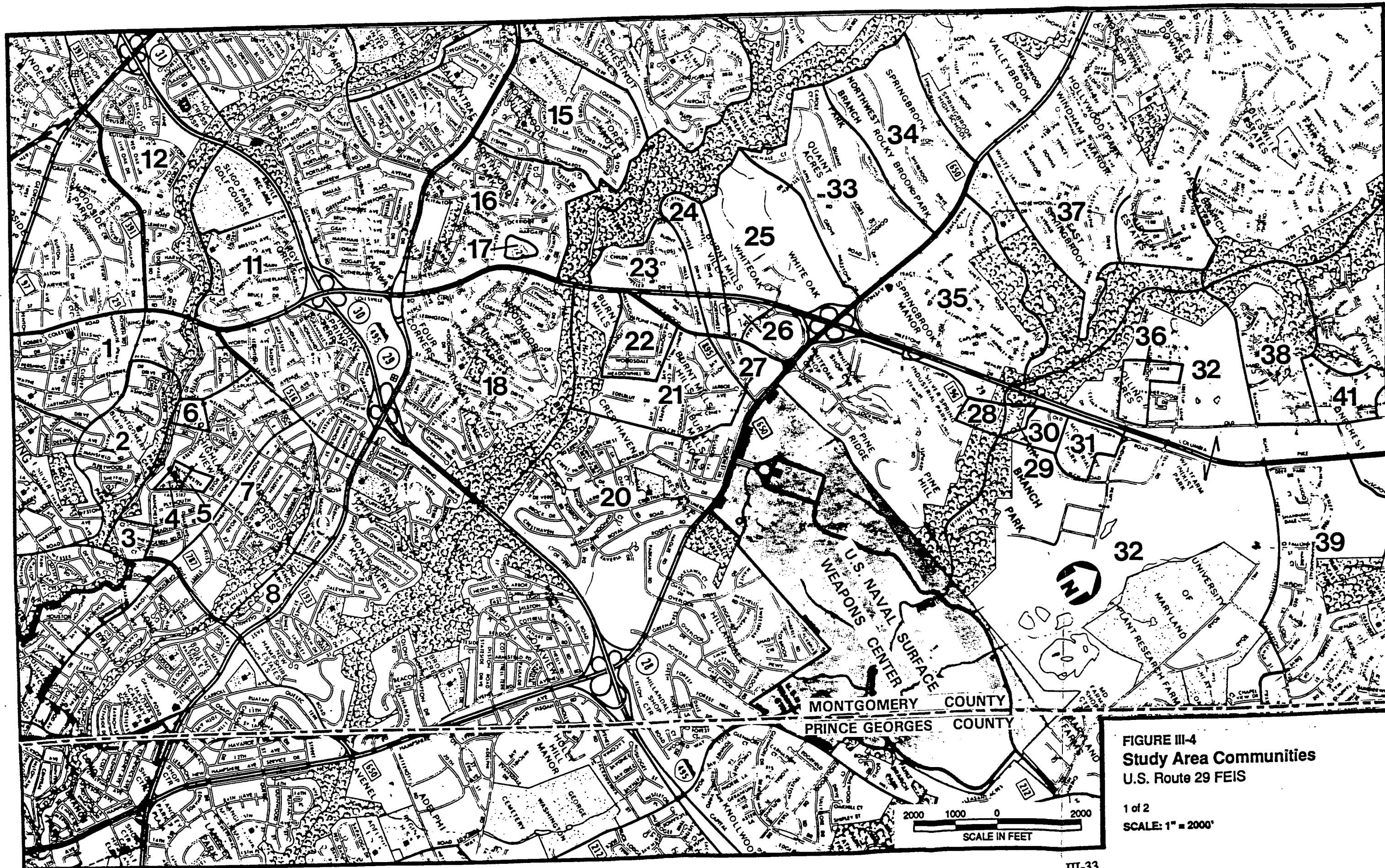


FIGURE III-4
Study Area Communities
 U.S. Route 29 FEIS

1 of 2
 SCALE: 1" = 2000'

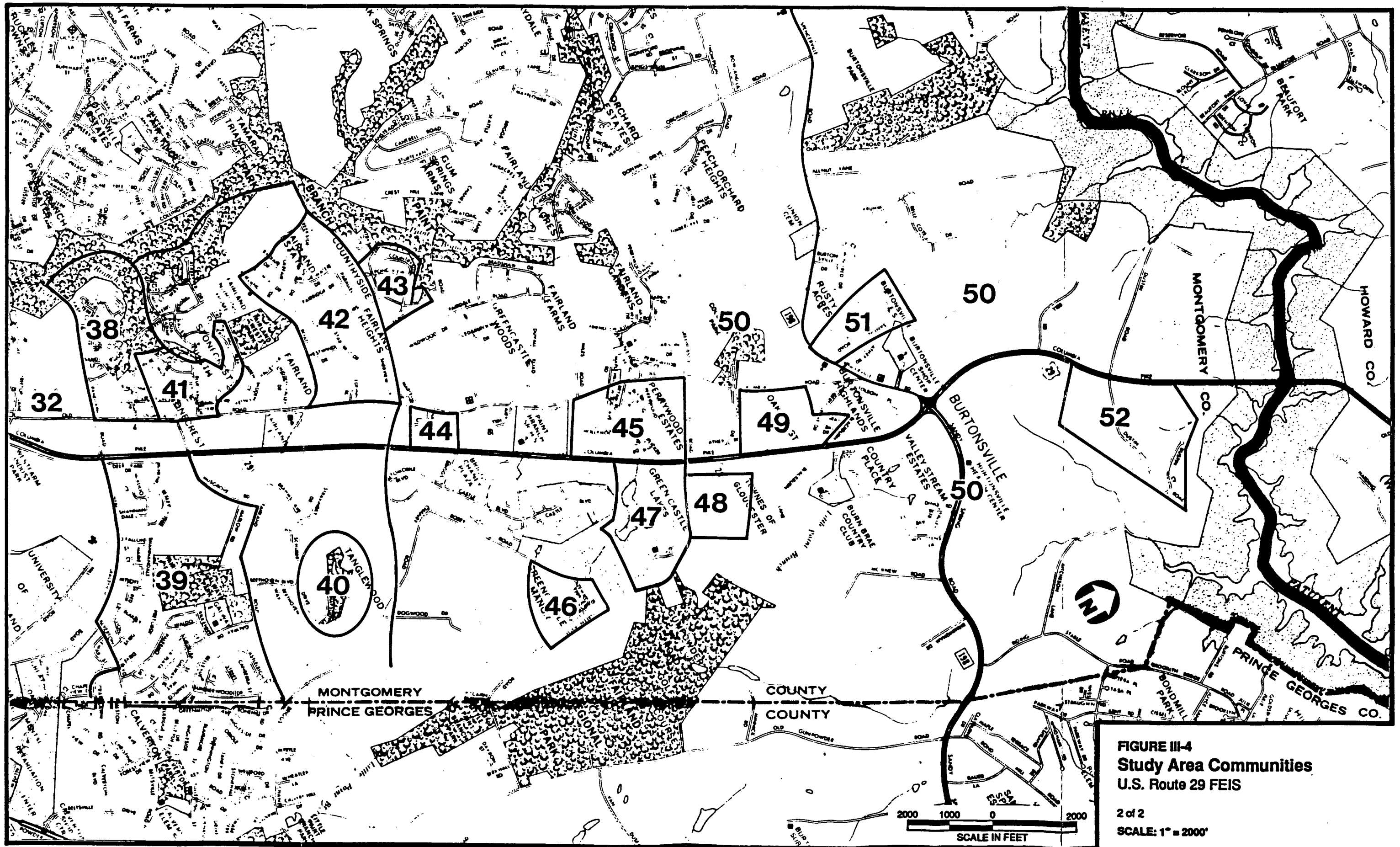
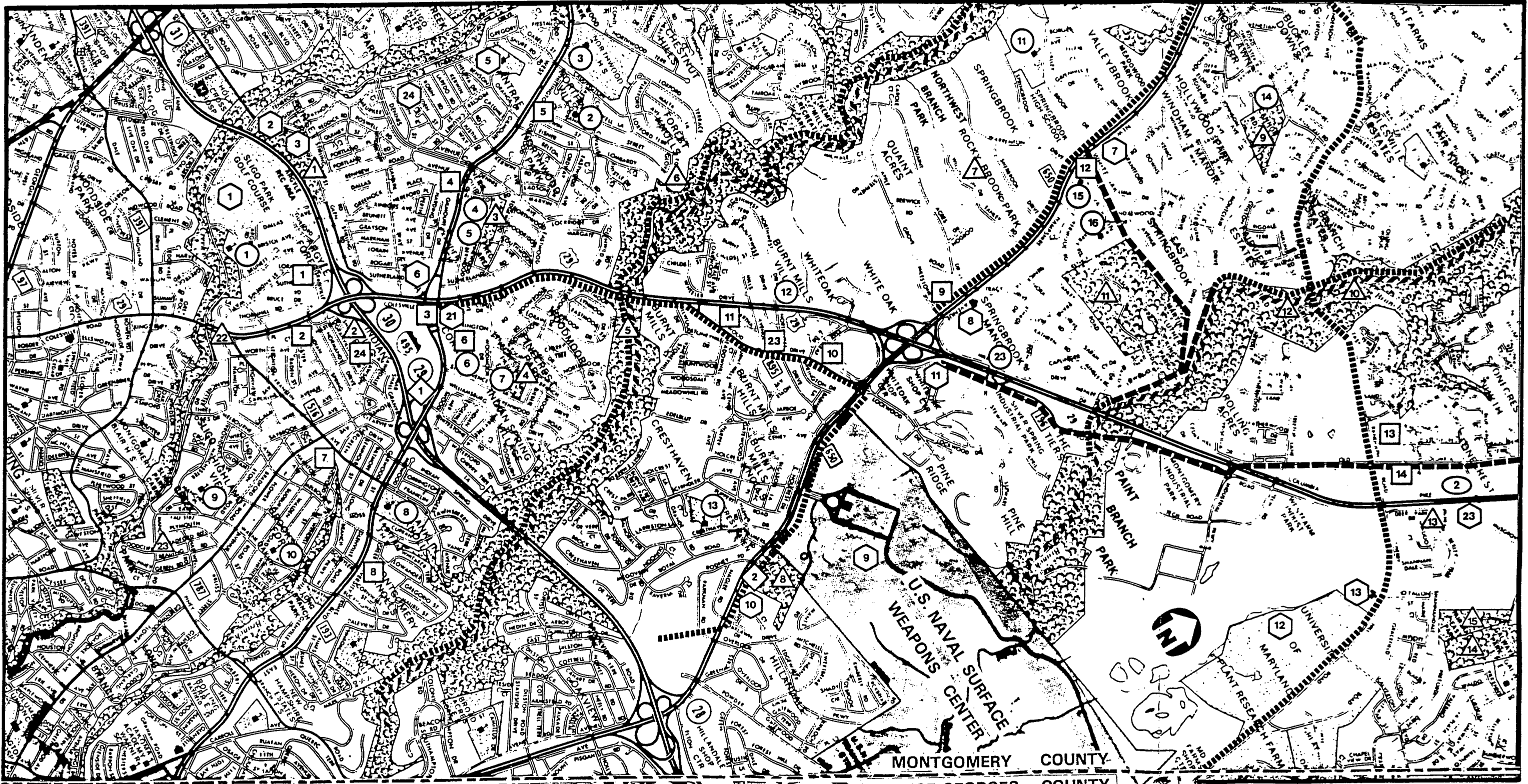


FIGURE III-4
Study Area Communities
U.S. Route 29 FEIS

2 of 2
 SCALE: 1" = 2000'

Figure III-4
Legend Study Area Communities

- | | | | |
|----|---------------------------------|----|-----------------------------|
| 1 | Seven Oaks - Evanswood | 42 | West Fairland |
| 2 | Sligo Park Hills | 43 | Briggs Chaney - Countryside |
| 3 | The Park Bradford | 44 | Avonshire |
| 4 | Manchester Gardens | 45 | Perrywood |
| 5 | Timberwood | 46 | Greencastle Manor #2 |
| 6 | Parkside Plaza | 47 | Greencastle Lake |
| 7 | Sligo-Branview | 48 | Townes of Gloucester |
| 8 | North Quince Orchard Manor | 49 | Oakhurst |
| 9 | Long Branch | 50 | Columbia Road |
| 10 | Indian Springs | 51 | Santini Road |
| 11 | North Hills of Sligo | 52 | Timber Hill |
| 12 | Woodside Forest | | |
| 13 | South Four Corners | | |
| 14 | Sligo Woods | | |
| 15 | Forest Nolls | | |
| 16 | Northwood - Four Corners | | |
| 17 | Kinsmen Farms | | |
| 18 | Woodmoor - Pinecrest | | |
| 19 | Franklin Knolls | | |
| 20 | Hillandale | | |
| 21 | Burnt Mills Hills | | |
| 22 | Northwest Branch Estates | | |
| 23 | Burnt Mills Manor | | |
| 24 | Burnt Mills Village | | |
| 25 | Dumont Oaks | | |
| 26 | Burnt Mills | | |
| 27 | Burnt Mills Estates and Gardens | | |
| 28 | Tiers of Silver Spring | | |
| 29 | Columbia Towers | | |
| 30 | Paint Branch Park | | |
| 31 | Stonehedge | | |
| 32 | Columbia Road | | |
| 33 | Quaint Acres | | |
| 34 | Springbrook | | |
| 35 | North White Oak | | |
| 36 | Rolling Acres | | |
| 37 | East Springbrook | | |
| 38 | Snowden's Mill | | |
| 39 | Calverton | | |
| 40 | Stockridge at Tanglewood | | |
| 41 | Stonecrest - Woodcrest | | |



LEGEND

- SCHOOLS
- ◇ SAFETY FACILITIES
- ⬡ MISCELLANEOUS
- HEALTHCARE
- △ RECREATION
- RELIGIOUS FACILITIES
- EXISTING BIKEWAY
- ⋯ PROPOSED BIKEWAY
- /// EQUESTRIAN TRAIL

MONTGOMERY COUNTY
PRINCE GEORGES COUNTY

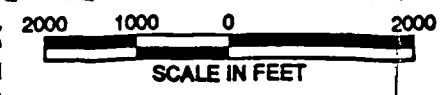
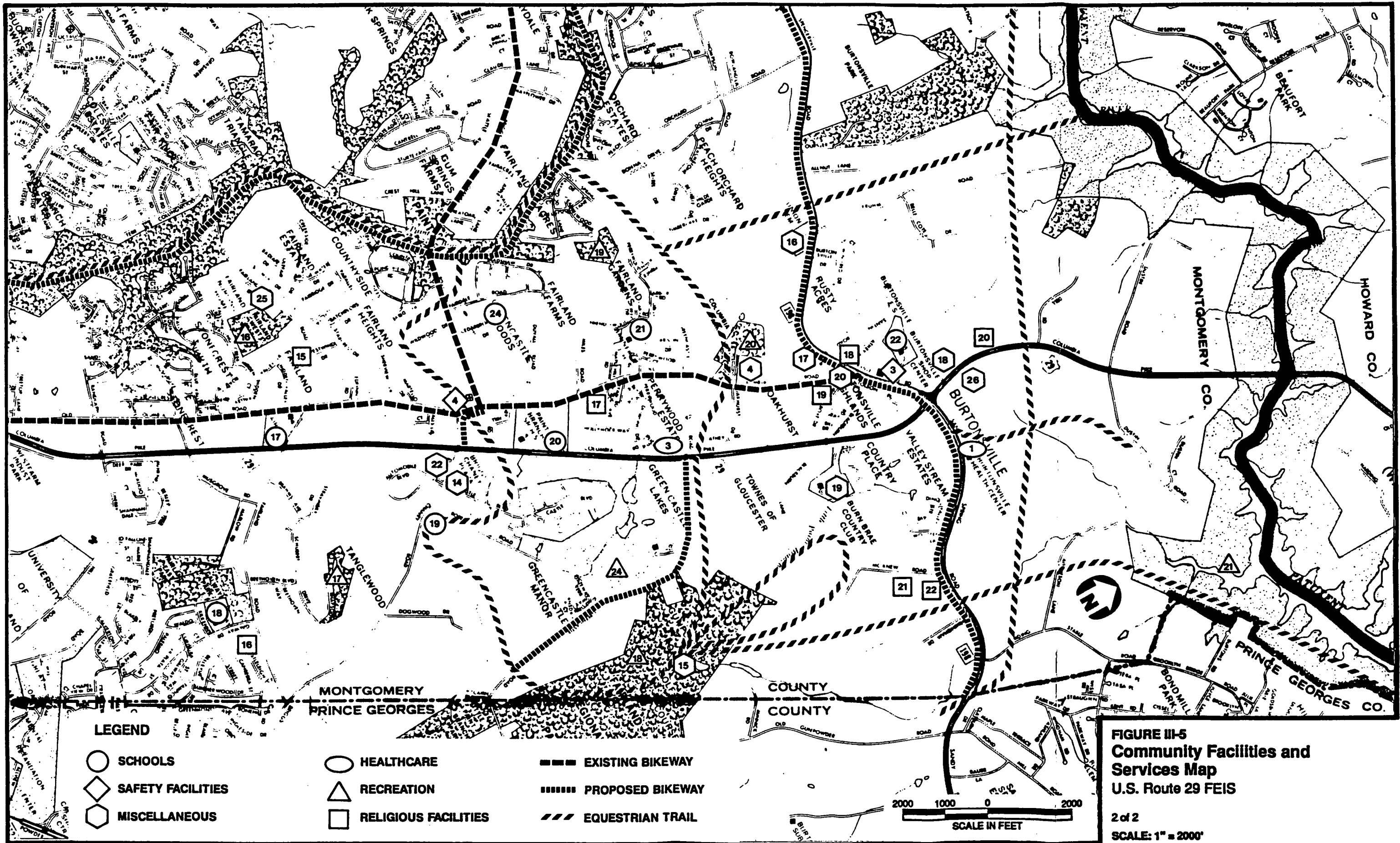


FIGURE III-5
Community Facilities and
Services Map
 U.S. Route 29 FEIS

1 of 2
 SCALE: 1" = 2000'



**Figure III-5
Community Facilities and Services (1994)**

○ SCHOOLS

1. Acorn Hills Children Center
2. Forest Knolls E.S.
3. Northwood H.S.
4. Four Corners E.S.
5. Alexander School
6. St. Bernadettes
7. Pine Crest E.S.
8. Eastern Intermediate
9. Highland View E.S.
10. Oakview E.S.
11. Springbrook H.S.
12. Burnt Mills E.S.
13. Cresthaven E.S.
14. Cannon Road E.S.
15. White Oak J.H.S.
16. Jackson Road E.S.
17. Fairland E.S. (Old)
18. Galway E.S.
19. Greencastle E.S.
20. Paint Branch H.S.
21. Benjamin Banneker J.H.S.
22. Burtonsville E.S.
23. Julia Brown Montessori School
24. Fairland Elementary School (New)

◇ SAFETY FACILITIES

1. Silver Spring Fire Station Co. 16
2. Hillandale Fire Co. 12
3. Burtonsville Fire Co. 15
4. Burtonsville Volunteer Fire Dept.

△ RECREATION

1. Argyle Recreation Center
2. YMCA
3. Northwood Park
4. Pinecrest Recreation Center
5. Northwest Branch Park
6. Forest Knoll Swim Club
7. Rocky Brook Park

○ MISCELLANEOUS

1. Sligo Park Golf Course
2. Silver Spring Boys Club
3. Forest Glen Senior Citizens Center
4. Fairland Library
5. Center for the Handicapped
6. Woodmoor Post Office
7. Colonial Villa Nursing Home
8. White Oak Library
9. U.S. Naval Surface Weapons Center
10. Center for the Handicapped
11. White Oak Shopping Center
12. University of MD Plant Research Farm
13. U.S. National Guard
14. Briggs Chaney Road Plaza
15. Gunpowder Road Golf Course
16. Union Cemetery
17. Burtonsville Post Office
18. Burtonsville Shopping Center
19. Burn Brae Country Club
20. Burtonsville Post Office
21. Woodmoor Shopping Center
22. Park-n-Ride
23. Manor Care
24. Sligo Community Building
25. Fairland Nursing Home
26. Burtonsville Crossing Shopping Center

○ HEALTHCARE

1. Burtonsville Family Health Center
2. Musgrove Road Medical Park
3. Holy Cross Hospital (Proposed medical facility)

□ RELIGIOUS FACILITIES

1. Church of Christ
2. Christ Congregational
3. Marvin Memorial United Methodist
4. Memorial United Methodist
5. Young Israel Shomrai Emunah

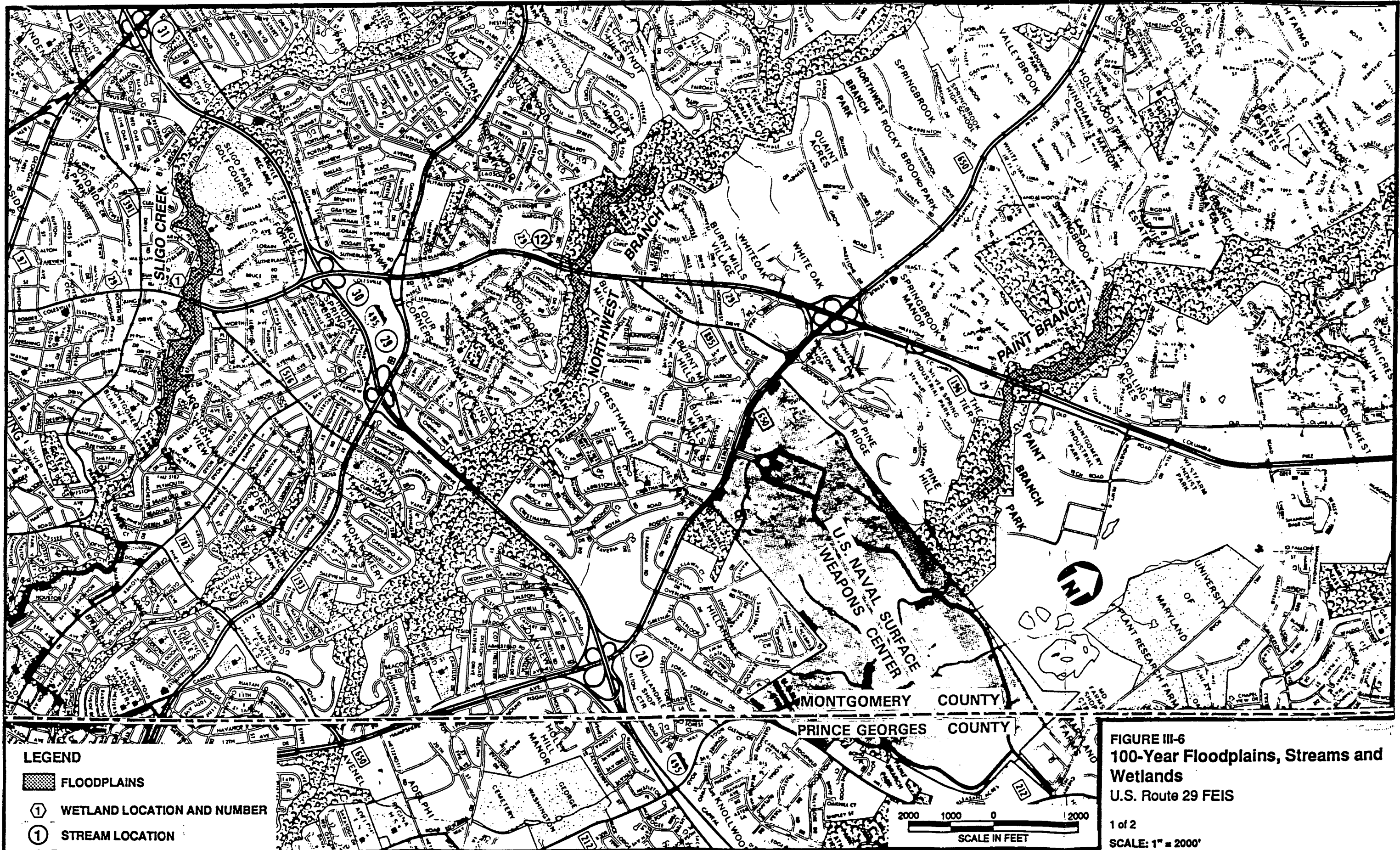
**Figure III-5
Community Facilities and Services (1994)
(Continued)**

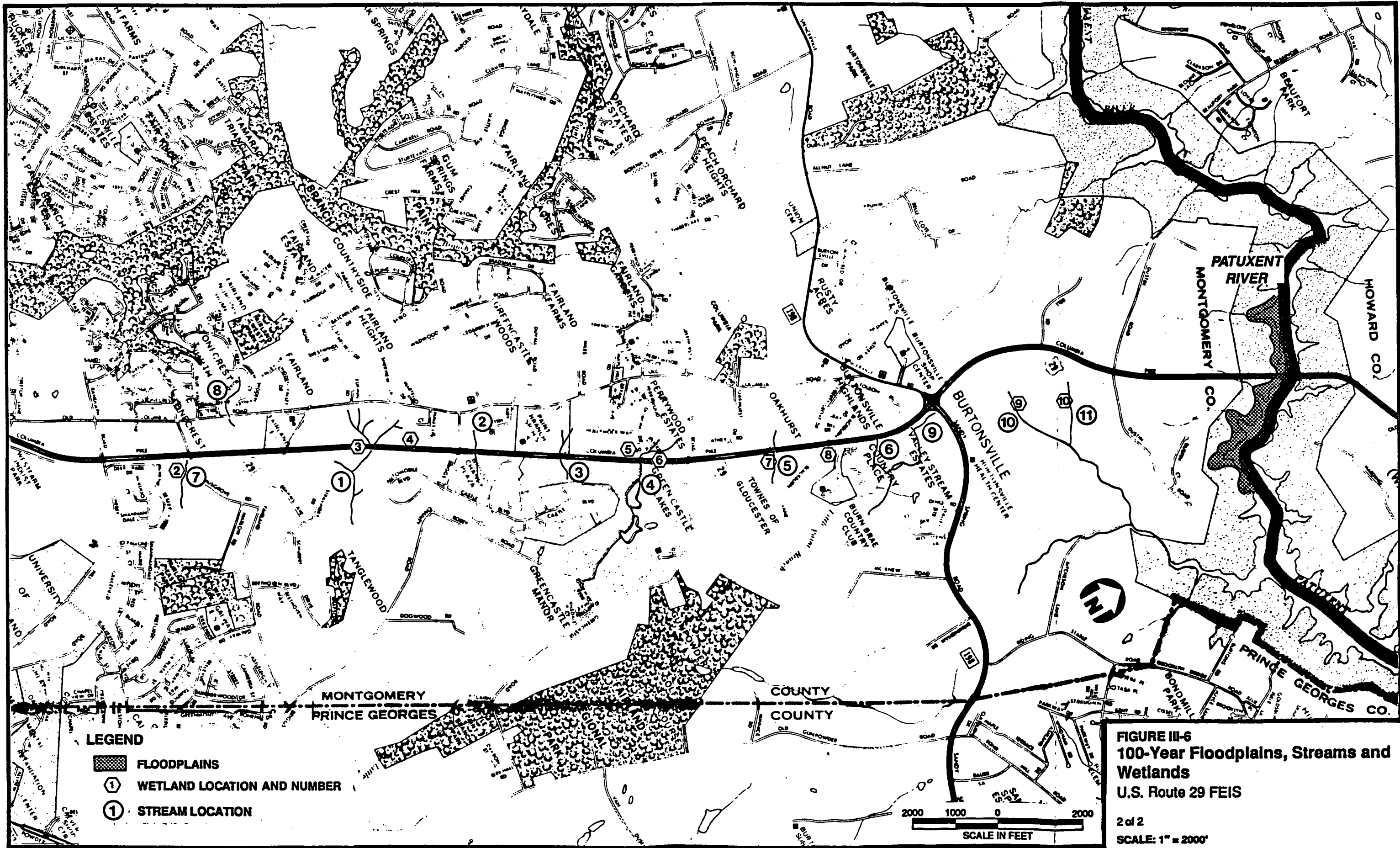
Δ RECREATION (Cont'd.)

- 8. Hillandale Recreation Area
- 9. Cannon Road Park
- 10. Paint Branch Park
- 11. Martin Luther King Park
- 12. Pilgrim Hill Recreation Center
- 13. Calverton Park
- 14. Galway Park
- 15. East Fairland Park
- 16. West Fairland Park
- 17. Tanglewood Park
- 18. Fairland Regional Park
- 19. Spencerville Park
- 20. Columbia Park
- 21. T. Howard Duckett Watershed
- 22. Sligo Creek Park
- 23. Dale Drive Recreation Center
- 24. Edgewood Local Park

□ RELIGIOUS FACILITIES (Cont'd.)

- 6. St. Bernadettes
- 7. Silver Spring Church of Christ
- 8. Temple Israel
- 9. St. Stephen Luthern
- 10. Shaare Tefila Congregation
- 11. Southeast Hebrew Congregation
- 12. St. John the Baptist
- 13. Forcey Memorial Fundamental
- 14. St. Marks Episcopal
- 15. Roberts Memorial Free Methodist
- 16. Calverton Baptist
- 17. Epiphany Lutheran
- 18. Burtonsville Baptist
- 19. Burtonsville Liberty Grove United Methodist
- 20. Columbia Primitive Baptist
- 21. Burnt Mills Seventh Day Adventist
- 22. Covenant Orthodox Presbyterian
- 23. Burnt Mills Seventh Day Adventist Church





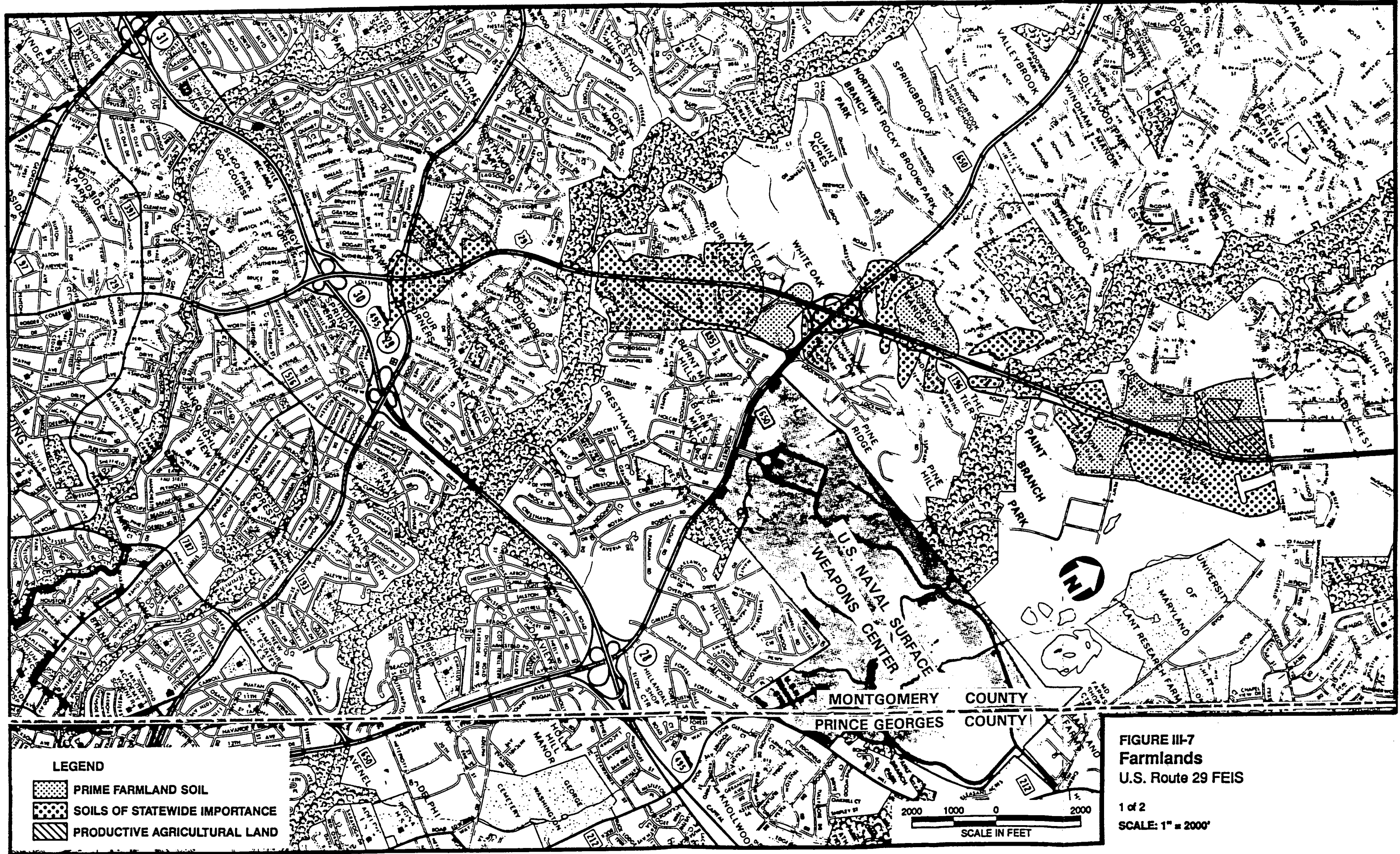


FIGURE III-7
Farmlands
U.S. Route 29 FEIS
 1 of 2
 SCALE: 1" = 2000'



LEGEND




-  PRIME FARMLAND SOIL
-  SOILS OF STATEWIDE IMPORTANCE
-  PRODUCTIVE AGRICULTURAL LAND

FIGURE III-7
Farmlands
U.S. Route 29 FEIS

2 of 2
 SCALE: 1" = 2000'

Section IV

**Environmental
Consequences**

IV. ENVIRONMENTAL CONSEQUENCES

A. LAND USE, SOCIAL AND ECONOMIC

1. Consistency with Transportation Goals

Typically, transportation systems impact adjacent land uses depending on highway features such as serviceability, accessibility and safety. As a main connector between Washington and Baltimore, serving Silver Spring and Columbia, the capacity of U.S. Route 29 is critical to the vitality of adjacent communities.

The proposed U.S. Route 29 project is consistent with the transportation goals of the project area. The project will promote short-term and long-term operational improvements for the U.S. Route 29 corridor and provide a network of bicycle and pedestrian routes.

Traffic Flow
(Eastern Montgomery Plan)

Traffic flow is hindered on existing U.S. Route 29 by numerous inefficient at-grade intersections. The No-Build Alternative would not remove any of these intersections or control access to interchanges. The No-Build Alternative is not consistent with transportation goals because this alternative does not relieve congestion or improve safety for motorists or pedestrians. The Selected Alternative would eliminate many existing transportation deficiencies. The Selected Alternative would eliminate intersection delays by providing improved traffic patterns and traffic flow.

Network of Bicycle and Pedestrian Routes
(Eastern Montgomery Plan)

The implementation of a No-Build Alternative would have a detrimental effect on bicycle and pedestrian paths. By maintaining existing conditions with respect to pedestrian and bicycle crossings at signalized intersections, the crossings would become increasingly difficult to negotiate with increases in future year traffic. The Selected Alternative would provide uninterrupted bicycle and pedestrian crossings U.S. Route 29. Bicycle paths will be developed by Montgomery County, while sidewalks are included as part of the project improvements at Four Corners.

At Four Corners, the Selected Alternative would enhance the safe passage of pedestrians. Clearly designated sidewalks would be constructed. Pedestrian phases would be provided at all signalized intersections. Nine foot wide sidewalks would be provided along the outside frontage roadways.

Parking
(Eastern Montgomery Plan)

The 1982 Approved and Adopted Master Plan for Eastern Montgomery County recommends the construction of fringe parking facilities at strategic locations to encourage transit ridership and ridesharing, as well as maintain a balance between projected traffic and the design capacity of the proposed highway network.

Three lots along U.S. Route 29 are recommended at the following locations:

1. White Oak, since it is already a major activity center and is located on the intersection of two major transportation corridors, New Hampshire Avenue and Route 29 (has not been constructed).
2. Fairland Road and Route 29 because it is centrally located and would provide a convenient location for changing to transit or forming carpools (has not been constructed).
3. East side of Route 29, north of Spencerville Road (MD 198) and south of PEPCO Power line. This location is convenient to Howard County, Upper Prince George's County and other areas where motorists might use MD 198 or I-95 for access to Route 29 (has been constructed).

In addition, the County is using a church parking lot for a park-n-ride lot at Fairland Road and Old Columbia Road. There has also been park-n-rides developed at Gatesburg Manor and Briggs Chaney Road, and at Tech Road and Old Columbia Road.

2. Consistency with Land Use Goals

Every year Montgomery County adopts an Annual Growth Policy. It sets the levels of development approved for policy areas throughout the County. The County Council does this through means of an Adequate Public Facilities Ordinance (APFO), which promotes orderly growth by synchronizing development with the availability of public facilities needed to support that development. Currently, the Fairland/White Oak Policy Area is in a moratorium for development, as the infrastructure has not kept up with the growth. The Four Corners area, located in the Silver Spring/Takoma Park Policy Area, is not in moratorium. With a very high transit level of service because of extensive transit service coverage and frequency, the area could accommodate more development.

The ability or inability to meet previously discussed transportation goals, using either alternative, also would affect the ability to meet land use goals. These goals include:

- commercial development at White Oak, Burtonsville and Colesville; and,
- industrial development and employment at the Montgomery Industrial Park and at Burtonsville.

Since competition in the Baltimore/Washington region for development is intense, corridors with transportation facilities operating with adequate capacity would have a competitive advantage in attracting this development, particularly commercial and industrial development.

Operational Improvements for U.S. Route 29/University Boulevard
(Four Corners Plan)

The No-Build Alternative would maintain existing traffic patterns and inefficient at-grade intersections. With the implementation of the No-Build Alternative traffic conditions would worsen due to increasing ADT's and the complexity of turning movements at the intersections.

Kay Tract

To be consistent with planned land use objectives for the development of the Kay Tract, the No-Build Alternative is not acceptable. This alternative would not change the existing interchange configuration or capacity of the intersection. However, the Selected Alternative may encourage the development desired by providing added traffic capacity and flow. An important land use goal in this area is to support any land use or development of the Kay Tract.

During construction, traffic flow would be affected only slightly. The Maryland Department of Transportation would maintain the same number of lanes to allow U.S. Route 29 to function as well as possible. The MD DOT does not want traffic diverted into the neighborhoods. Access to certain areas would be interrupted during the construction period.

Commercial Development at White Oak, Fairland, Burtonsville and Colesville
(Eastern Montgomery Plan)

Commercial development at White Oak would be encouraged to expand if traffic flow is improved, at-grade intersections and signalization would be eliminated, and a new controlled access intersection at Stewart Lane would be constructed. These goals would not be accomplished by the No-Build Alternative because this alternative does not provide additional capacity on U.S. Route 29. The Selected Alternative would provide these benefits and allow the site to become more attractive to developers because of the additional capacity resulting from the proposed project.

From Burtonsville to the Howard County line, the commercial development potential increases north of MD Route 198. Current commercial development in the northwest quadrant is planned for future expansion. The northeast quadrant also is planned for commercial development. Because future conditions would result in traffic levels of service that are not acceptable, the No-Build Alternative would not accommodate the development potential of the area. The Selected Alternative also would improve access, traffic flow and safety to the area. Thus commercial development potential would be enhanced.

Industrial Development at Montgomery Industrial Park and Burtonsville
(Eastern Montgomery Plan)

The Silver Spring Industrial Park is not expected to grow much beyond existing development. The Montgomery and West Farm Industrial Parks are expected to continue to

develop. The No-Build Alternative does not address existing and future congestion problems. In contrast, the Selected Alternative would improve traffic flow conditions with intersection improvements. This alternative would be a contributing factor for the expansion potential of these industrial parks from a traffic standpoint.

North of West Farm Industrial Park, another industrial park is located at the intersection of U.S. Route 29 and existing MD Route 198. The No-Build Alternative would not facilitate traffic flow. The Selected Alternative would enhance traffic flow by reducing congestion.

In summary, the No-Build Alternative would be inconsistent with transportation and land use goals. Unlike the No-Build Alternative, the Selected Alternative would address identified transportation deficiencies, improve pedestrian safety, and increase development potential. The Selected Alternative is consistent with the desired land use goals and objectives.

3. Displacements

The No-Build Alternative would require no displacements or relocation of residential or business properties. Twenty-three (23) structures which includes 16 single-family residences, 5 businesses (at 4 locations) and 3 auxiliary buildings could be displaced by the Selected Alternative.

All State Highway Administration projects involving displacement activity must comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 USC 4601) as amended by Title IV of the Surface Transportation & Uniform Relocation Assistance Act of 1987 (P.L. 100-17), the Annotated Code of Maryland entitled "Real Property Article" Section 12-112 and Subtitle 2, Sections 12-201 to 12-212. The Maryland Department of Transportation, State Highway Administration, Office of Real Estate administers the Transportation Relocation Assistance Program in the State of Maryland.

Title VI Statement -- It is the policy of the Maryland State Highway Administration (MD SHA) to ensure compliance with the provision of Title VI of the Civil Rights Act of 1964, and relate 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 MD SHA program projects funded in whole or in part by the Federal Highway Administration (FHWA). The MD SHA will not discriminate in highway planning, highway design, highway construction, and 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 MD SHA for investigation.

A survey of potential relocatees indicates no minorities, elderly, or handicapped persons would be affected. Comparable, affordable replacement housing is expected to be available in the project area for persons displaced by the Selected Alternative.

4. Neighborhoods

Most residential areas have developed as subdivision units (communities) with access roads to U.S. Route 29. Very few residences abut or directly access U.S. Route 29 with individual driveways. Impacts to neighborhoods generated by the project would be limited to accessibility issues and changes in travel patterns. Travel patterns would be affected by reduced access points along U.S. Route 29. Between Lockwood Drive and MD Route 650 in the Burnt Mills Village, White Oak and Quaint Acres areas, the Selected Alternative would require vehicles to access through the MD Route 650 interchange.

The Selected Alternative would affect vehicles accessing homes along U.S. Route 29, MD Route 198 and Dustin Road. To access the area west of U.S. Route 29, vehicles from Burtonsville would access U.S. Route 29 at MD Route 198 and exit at Dustin Road. Homes to the east would be accessed by a service road, Amina Drive, east of the Dustin Road intersection.

Overall project effects on area neighborhoods would be minimal. The proposed improvements to U.S. Route 29 would not present any barriers to neighborhood interaction nor affect community cohesion. During construction, traffic flow would be affected. Access to certain areas would be temporarily interrupted.

5. Community Facilities and Services

a. Public Transportation

Public Transit

The No-Build Alternative will result in increased traffic congestion that would slow commuter and transit travel time since signalized intersections and turning movements would be maintained. Public transit trip times would be improved by the Selected Alternative because of reduced congestion at traffic signals and median crossovers.

Bicycle and Pedestrian

The No-Build Alternative would maintain at-grade intersections, resulting in continued at-grade interfacing of pedestrian and bicyclists with increased vehicular traffic. The Selected Alternative would have beneficial effects on bicycle and pedestrian movements within the corridor by providing new sidewalks at Four Corners. Grade-separated interchanges with overpass sidewalks would provide safer, less-congested U.S. Route 29 crossings.

b. Emergency Services

The No-Build Alternative would not affect existing emergency vehicle access throughout the corridor. Longer response times would result as congestion around at-grade intersections increases. Overall, the Selected Alternative would offer the fastest response times for emergency vehicles in the corridor. This alternative eliminates at-grade intersections and traffic signals on U.S. Route 29 north of MD 650.

Emergency response times to certain areas would be affected by reduced access points along U.S. Route 29. Between Lockwood Drive and MD Route 650 in the Burnt Mills Village, White Oak and Quaint Acres areas, the Selected Alternative would require emergency vehicles from Silver Spring Fire Station Co. 16 to access through the MD Route 650 interchange.

The Selected Alternative would increase the response time of emergency vehicles accessing homes along U.S. Route 29, MD Route 198 and Dustin Road. To access the area west of U.S. Route 29, emergency vehicles from Burtonsville Company 15 would access U.S. Route 29 at MD Route 198 and exit at Dustin Road. Homes to the east would be accessed by a service road, Amini Drive, east of the Dustin Road intersection.

c. Health Care Facilities

The No-Build Alternative would have minimal impact on existing health care facilities. The U.S. Route 29 highway project would have no substantial impact on the Burtonsville Family Health Center, the Musgrove Road Medical Park, and the proposed Holy Cross Nursing Facility other than effects on travel time. All other facilities are located outside the study area.

d. Educational Facilities

The No-Build Alternative would retain current conditions of signalized intersections, cross traffic, and left turn movements, thereby not improving safety and increasing the risk of accidents. School buses would continue to negotiate signalized intersections, and as traffic volume and congestion on U.S. Route 29 increases, safety would be reduced. The proposed project's effect on school bus service is a major concern of the Montgomery County Public Schools. Potential impacts of the project alternatives on school bus service focus on safety and bus route adjustments. There are currently nine (9) public schools in the project area having buses that access or cross U.S. Route 29. Springbrook High School, White Oak Intermediate School, Jackson Road Elementary, Paint Branch High School, Banneker Junior High School, Galway Elementary School, Greencastle Elementary, Fairland Elementary and Burtonsville Elementary.

The Selected Alternative would provide grade-separated interchanges and eliminate median crossovers on U.S. Route 29 north of MD 650. Although school bus routes would have to be adjusted, overall safety would be increased.

e. Religious Facilities

Eleven (11) religious facilities adjacent to U.S. Route 29 may be affected by the proposed project: Christ Congregational Church, Knox Presbyterian Church, Marvin Memorial Methodist Church, Southeast Hebrew Congregation, Shaare Tefila Congregation, Burnt Mills Seventh Day Adventist Church, Forcey Memorial Fundamental Church, St. Mark's Episcopal Church, Roberts Memorial Free Methodist Church, Liberty Grove United Methodist Church, and Columbia Primitive Baptist Church. The No-Build Alternative would impact all the facilities by not improving the traffic conditions which exist at the intersections on U.S. Route 29. The only negative impacts associated with the Selected Alternative would be related to traffic and access patterns which are discussed below. The improvements will provide safer pedestrian access. Potential adverse effects to the Roberts Memorial Free Methodist Church and the

Columbia Primitive Baptist Church. These impacts are discussed briefly in the following paragraphs.

Roberts Memorial Free Methodist Church

The Selected Alternative would adversely affect access at Roberts Memorial Free Methodist from U.S. Route 29 by eliminating access to Fairland Road. Access to Fairland Road from U.S. Route 29 northbound would be at Randolph Road or Musgrove Road and southbound would be at Briggs Chaney Road. The Selected Alternative would increase the safety of vehicles and pedestrians crossing U.S. Route 29 to the church.

Columbia Primitive Baptist Church

The Selected Alternative would realign U.S. Route 29 to the east, thereby reducing traffic volumes on the bypassed U.S. Route 29 segment. Access would be adversely impacted due to the circuitous trip for parishioners traveling to and from the church from the south on U.S. Route 29.

6. Recreational Facilities

No impacts on area parks would occur with implementation of the Selected Alternative. The proposed minor widening of the Sligo Creek Parkway and U.S. Route 29 intersection is not within the Sligo Creek Park. The area involved serves only as a buffer between the park and nearby homes.

7. Economic Impacts

a. Regional Impacts

The No-Build Alternative would not improve existing transportation conditions. An inefficient transportation system would have the potential to discourage industrial/ commercial growth in the corridor. Section III-6, Economic Characteristics, indicates that the U.S. Route 29 study area is expected to grow economically in the industrial, commercial and service sectors. The potential for an area to expand its economic activities is dependent on several factors including availability of vacant an/or underutilized land, sufficient labor supply, and adequate transportation system. Major capital highway improvements are seen as a catalyst to economic activity on a regional scale.

b. Corridor Impacts

The greatest potential for new economic development south of MD Route 650 is the Kay Tract at Four Corners. Because the No-Build Alternative would not improve the existing intersection configuration or increase the capacity at the University Boulevard intersection, this alternative would not support the development potential of Kay Tract.

Several effects would be expected to impact the Four Corners business district. The No-Build Alternative would negatively impact the retail and service segments of the area's economy because this alternative does not alleviate peak hour congestion for short-term trips.

The Selected Alternative would improve the intersection and provide better access to businesses for the local community, but access into the Woodmoor Shopping Center would be more circuitous from southbound U.S. Route 29.

During the construction period, the Four Corners business district would experience temporary changes in traffic patterns resulting in more circuitous access to businesses adjacent to U.S. Route 29. Access to all businesses would be maintained during the entire construction period. Access to businesses after construction would be similar to before construction. For the local community, access to businesses would improve with reduced congestion.

Businesses Affected

The No-Build Alternative would negatively impact the retail and service segments of the area's economy because this alternative does not address peak hour congestion for short-term trips.

Development potential does exist at two industrial parks: the Montgomery Industrial Park and the West Farm Industrial Park. Industrial land use would have further expansion opportunities to the east of current development and to the north in the West Farm Industrial Park. North of Blackburn Road in Burtonsville, commercial developments in the northwest and northeast of Montgomery Auto Park are expected to expand. Industrial development is expected to occur in the southeast quadrant. As mentioned in Section III-6, capital and labor supplies are adequate for expansion. The Selected Alternative would benefit retail businesses because these establishments would retain direct access and passby patronage although median closures would make access more circuitous. The White Oak retail area would be affected beneficially by the Stewart Lane improvements north of the New Hampshire area.

Five (5) businesses at 4 locations could be displaced by the selected improvements. They are as follows: the Steuart/Agip Gas Station at Four Corners; Gerald's Landscape Supplies at Randolph Road; Tolley Enterprises, Inc. and Big Landscapes, both located off Fairland Road at the same location, and Shemin Nursery along Sandy Spring Road (MD Route 198). A walk-up Automated Teller Machine may also be displaced at Nations Bank along Old Columbia Road at Stewart Lane. Due to the built-up nature of the U.S. Route 29 corridor, relocating businesses in close proximity to their current location may be difficult. MD SHA is developing a Relocation Assistance Program in coordination with final design.

Employment and Income

Highway improvements have the potential to raise commercial and industrial land values. Because the No-Build Alternative would do nothing to alleviate traffic congestion in the future, land values may decrease as the attractiveness for development decreases. The Selected Alternative would increase the desirability of the area for development by providing an efficient transportation system; thereby increasing employment and income possibilities.

Taxes and Revenues

The highway improvements would have no major effect on the area's tax base. Because the proposed project consists of widening an existing roadway, acquisition of additional right-of-

way and resulting loss in taxable property would be minimal compared to the total tax assessment base. Effects on tax revenue would be relatively negligible. Positive effects would occur if the inducement of better transport conditions encourages businesses to locate in the corridor. Businesses, in general, support a proportionately higher share of the tax base than residences.

8. Visual Environment

The proposed project would produce visual changes within the project area but would not affect any sensitive or unique visual amenities. The proposed overpass at Stewart Lane will produce some visual impacts to residents in the area. Although there would be a 200 foot widening of the existing right-of-way for the project and a few ramps added at the Dustin Road intersection, the proposed improvement would not result in any substantial visual impact to the environment. The overall regional impact would not be substantial considering the highly developed nature of the corridor.

During construction of the proposed project, a temporary visual intrusion would be created by the presence of the construction equipment and activities. Construction activities would require the removal of vegetation adjacent to the roadway. The view of the highway during construction would change as traffic queues for construction activities.

At Four Corners, the Selected Alternative would provide opportunities to meet the goals for urban design elements investigated in the "Four Corners Streetscape Study": (1) provide pedestrian circulation that is safe, continuous, attractive, and practical for the needs of Four Corners. Provide sidewalks and pedestrian crossings; (2) provide vehicular circulation that is safe, continuous, and produces a balance between vehicular movements and pedestrian movements; (3) improve the visual image of Four Corners and provide a more suitable "front door" for the community through the planting of trees, landscaping, and the design of storefronts and signs.

B. HISTORIC AND ARCHAEOLOGICAL RESOURCES

1. Historic Resources

There are five (5) sites identified as possibly eligible for the National Register of Historic Places in the U.S. Route 29 corridor. These sites are:

- Conley House (M 34/10)
- St. Marks Chapel (M 34/9)
- Marlow (Bushnell) House (M 34/8)
- Columbia Primitive Baptist Church (M 15/62)
- Polychrome House Historic District (M 32/5)

None of the five sites would be affected by the No-Build Alternative. The Conley House and the Columbia Primitive Baptist Church would not be affected by any of the proposed alternatives as they would not alter the characteristics which qualify the sites for the National Register.

The SHPO rendered a "No Adverse Effect" determination for the Marlow House in a letter dated September 2, 1988 and a "Conditional No Adverse Effect" determination for St. Marks Chapel dependent on the development of a landscape plan to reduce impacts to the site. (See letter in Section VII).

No property would be required from the Polychrome House Historic District, located west of U.S. Route 29. The SHPO has rendered a no effect determination for the Polychrome Houses because the undertaking would not alter the characteristics of the District which would qualify it for inclusion to the National Register (See SHA correspondence, 1/12/93 - Section VII).

The Advisory Council on Historic Preservation (ACHP) concurred with the Maryland SHPO that proposed roadway improvements to U.S. Route 29 would have no adverse effects upon significant historic properties (See ACHP correspondence, 12/9/93 - Section VII).

2. Archeological Resources

The No-Build Alternative would have no impact on archeological sites within the U.S. Route 29 study area. Relating to archeological resources, the U.S. Route 29 corridor south of MD 650 in Montgomery County was previously surveyed by Ballweber (1988). The SHPO concurred on August 28, 1989 that no additional archeological investigations were warranted for the project.

No archeological sites have been recorded in or near the current project area. Given the degree of previous disturbance from residential and commercial development, and road construction along the U.S. Route 29 corridor and the U.S. Route 29/I-495 interchange, it is unlikely that potentially significant prehistoric archeological resources would be affected by proposed construction. On February 11, 1993, the SHPO rendered a no effect determination for archeological resources (See SHA correspondence, 1/12/93 - Section VII).

C. NATURAL RESOURCES

The following summarizes potential natural resources impacts of the proposed project. Detailed information on methodologies, analysis and conclusions is provided in the Natural Resources Technical Analysis report prepared in support of this FEIS.

1. Water Resources

The No-Build Alternative would produce no impacts on the study area's water resources including: surface water, groundwater, wetlands, floodplains and aquatic communities. Impacts resulting from implementation of the Selected Alternative are discussed below.

a. Surface Water

Sligo Creek, Northwest Branch, and Paint Branch are designated by the Maryland Department of Natural Resources (MD DNR) as wild and scenic rivers. Construction proposed for this project would not cause permanent impact to these rivers. During the construction

phase, strict erosion and sedimentation control measures would be practiced, as approved in the final Erosion and Sediment Control Plan.

The majority of the streams crossed by U.S. Route 29 would not be impacted by the Selected Alternative. The two major streams crossed--Paint Branch, and the Patuxent River--would not be affected. Impacts to the Little Paint Branch tributaries are summarized in Table IV-1.

Although the potential exists for temporary sediment loading of surface waters, proper erosion control measures can mitigate this impact successfully. Final design for the proposed improvements would include "Standard Erosion and Sediment Control Procedures" as specified by the MD SHA, as well as the MD DNR - Water Resources Administration's (WRA) standards and specifications. Full and rigorous implementation and enforcement of erosion and sediment control measures would be conducted. All final design plans would require review and approval by the WRA and the Department of Health and Mental Hygiene - Office of Environmental Programs (OEP).

A Waterway Construction Permit would be required during the final design phase for each of the affected crossings. In addition, no in-stream work would be permitted from March through May, inclusive, for Class IV waters (Patuxent River tributaries and Northwest Branch); and from March through June 15, inclusive, for Class I waters (all other area streams).

Three tributaries of Little Paint Branch would be affected by channel relocations (Table IV-1). Due to the complexity of the MD Route 198 interchange, exact locations of these channel relocations will be determined in final design. New stream channels would be constructed for each of the areas to be relocated. The stream length of the relocated sections would be maintained; no loss of stream length would occur. The new stream channels would approximate the impacted channels in physical characteristics. To the extent possible, existing slopes and grades would be maintained. Rocks and gravel would be placed randomly within the new channels to encourage rapid naturalization of the stream bed and development of a pool/riffle sequence. The banks of the new channels would be stabilized before diverting the flow of the stream from the old to the new channels.

Bottom-dwelling organisms and the aquatic habitat of the existing sections of relocated streams would be destroyed. However, the new sections of streams would be naturally reestablished with flora and fauna from the upstream and downstream reaches of each stream. The reestablishment of flora and fauna is predicted to occur rapidly because of the low gradient of the streams. MD SHA is committed to mitigating the effects of new culverts within the project area. Existing stream habitats may be enhanced, or the culverts would be constructed using depressed natural bottoms.

The predominant, continuing impact on the area tributaries would be the discharge of runoff from the roadway. The increase in impervious area resulting from construction of the Selected Alternative would produce a proportionate increase in the amount of runoff carrying vehicle-generated pollutants. Stormwater runoff would be managed under MD DNR's Stormwater Management Regulations and would be in compliance with COMAR 26.09.02 Stormwater Management Practices under these regulations including:

///

Table IV-1

**Summary of Impacts from Selected Alternative
Little Paint Branch Tributaries**

Tributary*	Type of Impact
(1)	Relocation of approximately 3000 feet, 3 new culverts
(2)	Culvert extension
(3)	No impact
(4)	Culvert extension
(5)	Culvert extension
(6)	Culvert extension
(7)	New culvert
	Construction near stream
(8)	Culvert extension
(9)	Culvert extension, one new culvert
	Bridge, relocation of 450 feet
	Two culvert extensions, relocation of 550 feet
(10)	New culvert
(11)	New culvert

* Refer to Section III.C.1 (Figure III-6) for description and location of streams.

- on-site infiltration,
- flow attenuation by open vegetated swales and natural depressions,
- stormwater retention structures, and
- stormwater detention structures.

These measures could reduce pollutant loads and control runoff. The Tidewater Administration's Fisheries Division requires that the proposed work produce zero additional degradation from stormwater management operations (See correspondence in Section VII). MD SHA will also observe any requirements stipulated in the Anacostia Watershed Restoration Agreement for stormwater management, erosion control, and wetlands protection.

The proposed project would not involve the use of hazardous materials with the exception of fuel oils and lubricants. Accidental spills of these products could cause adverse impacts on area streams. However, the probability of spills is low, and the contractor would be required to maintain cleaning equipment on site in case of a spill event.

b. Groundwater

The increase in impervious area resulting from construction of the Selected Alternative is not expected to impact the groundwater recharge potential because of the relatively small area impacted compared to the total impervious area of U.S. Route 29. The study area is predominantly located within the Piedmont Plateau, which has a large recharge area and therefore is not substantially affected by small increases in imperviousness caused by development. Impacts to groundwater quality due to runoff impurities from paved surfaces are not expected. The amount of runoff from new impervious surfaces would be minimal when compared with the total contribution of pollutants to the aquifer.

A small portion of the Patuxent Formation aquifer recharge area is located within the U.S. Route 29 corridor near Greencastle Road. Proposed activities, as a result of the Selected Alternative, at Greencastle Road would not substantially impact this aquifer recharge area. The appropriate stormwater management procedures, described in the previous section, would be applied to control runoff and reduce the potential discharge of pollutants.

Since the project area is served by a municipal water supply system, there would be no impact on private wells.

2. **Floodplains and Wetlands**

The 100-year floodplains within the project corridor were identified and mapped using FEMA Flood Insurance Rate Maps (see Figure III-6). An evaluation of the preliminary design plans for the Selected Alternative indicates that an increase (greater than one foot) in the 100-year surface water elevation is not anticipated at any of the floodplain crossings. However, the exact effects of the new construction can only be determined using Hydrologic Engineering Center (HEC) models and detailed hydrologic and hydraulic (H&H) evaluation. Final roadway designs will include all measures necessary to minimize the increases to 100-year surface water elevations at the crossings. MD SHA will prepare a Joint Permit Application for the project. The detailed H&H report will be included in the Application.

Seven wetlands in four areas would be impacted by the Selected Alternative. Existing vegetation and function information on impacted wetlands is given in Table IV-2. Each wetland is identified in Figure III-6. The Selected Alternative will impact less than one acre of wetlands.

MD SHA is committed to mitigating all temporary and permanent wetlands impacts. Mitigation will occur prior to, or concurrent with, highway construction. MD SHA will provide the MD DNR and U.S. Corps of Engineers (U.S. COE) with mitigation plans in the Joint Permit Application. Wetlands temporarily impacted by construction will include restoring the disturbed area to its preconstruction contours and revegetating, and/or avoiding those areas to the maximum extent possible. The replacement ratios and specific design components for wetlands permanently impacted by construction will be negotiated by MD SHA and MD DNR/U.S. COE in final design. At a minimum, the emergent, scrub-shrub, and forested wetlands will be mitigated at ratios of 1:1, 2:1, and 2:1, respectively. Higher ratios will be applied if the mitigation is conducted via restoration or enhancement of existing wetlands. All wetland mitigation efforts will be in accordance with COMAR 08.05.04 under the authority of Natural Resources Article, Section 88-1201-8-1211.

3. Terrestrial Resources

The No-Build Alternative would produce no impact on the terrestrial environment. Impacts resulting from construction of the Selected Alternative are discussed below.

a. Vegetation

The construction of the Selected Alternative will result in a permanent impact to approximately 142.7 acres of vegetation. Table IV-3 provides the breakdown of permanent impacts to each of the four vegetation cover types discussed in Chapter III.

The hardwood forest vegetation cover type must be replaced at 1:1 ratio. MD SHA is committed to reforestation of approximately 56.3 acres in accordance with Natural Resources Article, Section 5-103 and COMAR 08.19. The forest stand delineation and forest conservation plan will be prepared by MD SHA after completion of final highway design and will be reviewed and approved by MD DNR - Forest, Park, and Wildlife Service. Deforestation will be minimized during final design, but some loss of forested acreage will be unavoidable.

There are no known threatened or endangered plant species impacted by the Selected Alternative.

b. Wildlife

Wildlife would be displaced from habitats which currently provide adequate cover and food. These areas include the hardwood forest areas and early-succession shrubland. The project corridor does not provide known habitat for state or federal threatened, endangered, or rare wildlife species. However, individuals of non-threatened species of birds, reptiles, mammals, and amphibians will be displaced or lost during construction. The mitigation of the hardwood forest and wetlands will replace a portion of the lost habitat.

Table IV-2

Wetland Impacts of Selected Alternative

Wetland Number	Dominant Vegetation	Functions and Values	Impact (acres)
2	red maple black willow multiflora rose soft rush	passive recreation sediment trapping	0.06
3	black willow spicebush arrowwood seedbox jewelweed soft rush	wildlife habitat passive recreation sediment trapping	0.09
6	red maple blackwillow alder	sediment trapping passive recreation wildlife habitat flood desynchronization food chain support	0.03
7	red maple yellow poplar spice bush arrowwood green brier black willow grasses	passive recreation wildlife habitat sediment trapping flood desynchronization food chain support	0.02
8	red maple saplings elderberry alder woolgrass softrush	sediment trapping	0.10
9	yellow poplar greenbrier elderberry alder brambles seedbox joe-pye weed skunk cabbage	passive and active recreation wildlife habitat food chain support sediment trapping flood desynchronization	0.12
10	red maple green brier alder arrowwood softrush	active and passive recreation wildlife habitat food chain support sediment trapping flood desynchronization	0.13
TOTAL			0.55

Note: Wetlands are mapped on Figure III-6.

Table IV-3

Impacts to Vegetation Cover Types - Selected Alternative

Urban (ac.)	Early Succession Shrubland (ac.)	Hardwood Forest (ac.)	Agriculture (ac.)	Total (ac.)
49.7	9.7	56.3	27.0	142.7

Note: All values are approximate.

4. Farmland Impacts

The No-Build Alternative would produce no impacts on prime farmland in the study area. Impacts resulting from implementation of the Selected Alternative, requiring the most right-of-way, would be worst-case and are discussed below.

In accordance with the Farmland Protection Policy Act of 1981, (FPPA) Farmland Conversion Impact Rating Forms (Form AD-1006) for the Selected Alternative were completed and processed in coordination with the Soil Conservation Service (See Appendix E).

Prime farmland committed to urban use and areas of prime farmland soils that are non-productive agriculturally would be affected by the Selected Alternative. Because FPPA does not apply to land already in, or committed to, urban development or water storage, acquisition of this land would not be considered an impact on prime farmland (Refer to Forms AD-1006 in Appendix E).

D. AIR QUALITY

1. Analysis of Air Quality Emissions Within the U.S. Route 29 Corridor

a. Overview

Details of this analysis are contained in the "Detailed Air Quality Supplemental Analysis at the Four Corners and Sligo Creek Parkway Signalized Intersections" prepared in support of this FEIS. A detailed description of those alternatives previously considered for the U.S. Route 29 project is presented in the U.S. Route 29 Air Quality Technical Report (1988). The analyses contained in the Detailed Air Quality Supplemental Analysis are equivalent to Alternative A, the No-Build Alternative, and the Selected Alternative in each area of study.

The traffic data used for the Detailed Air Quality Supplemental Analysis included average daily traffic volumes (ADTs), hourly AM and PM peak hour volumes, percent daily distributions (diurnal traffic curves), and peak and off-peak vehicle speeds. Traffic data were provided by the MD SHA for the U.S. Route 29 project. These data were compiled for each alternative and each year of study. Free flow travel speeds were developed by using the HCS (Highway Capacity Software) program. The data used throughout this study are consistent with previous studies conducted for the U.S. Route 29 project.

Mobile source emission factors were obtained for use in the carbon monoxide (CO) prediction models using the latest version of the (EPA) Mobile Source Emission Factors Model, MOBILE5a.

Because MOBILE5a cannot directly calculate idle emissions factor, MOBILE4.1 was used with the assumption of 100% Hot Starts. Emissions factors for idling and running vehicles are shown in Table IV-4. The data is presented for various speeds and both analysis years.

Major differences occur between air quality predictions contained in the 1988 analyses and those contained in this supplemental analysis. Because of recent changes in methodology, dispersion models, and statistical data reflected in mobile source emission factors, a direct comparison of data presented in the Air Quality Technical Report (1988), and information presented in this Detailed Air Quality Supplemental Analysis would not be valid. A summary of the effect(s) these differences may have on air quality impacts at nearby sensitive receptors, are:

- CALINE3 predicts CO concentrations for moving vehicles only, i.e., free flow traffic conditions on a limited access roadway. Therefore, the results of CALINE3 dispersion analyses are linearly proportional to, and dependent on, the traffic volume and the strength of the speed dependent running emission factor. CAL3QHC considers both running emissions, using the CALINE3 dispersion algorithms, and idle emissions from queued vehicles in a "stopped" mode. Results of CAL3QHC analyses will be identical to those of CALINE3 for free flow traffic conditions, but will vary substantially for signalized intersections where "stop-n-go" traffic conditions occur. Because of the interaction of moving and stopped vehicles in CAL3QHC, results are NOT linear, nor directly proportional to, the strength of the emission factor(s) and traffic volume.
- The basic differences described above also account for another major difference between results obtained with the two modeling methods. At a signalized intersection, CALINE3 cannot differentiate among modeled results as a function of the number of lanes and the resultant emission strength of idling vehicles. Depending upon the geometric relationship of the air quality sensitive receptor, the wind angle relative to idling vehicles, and the NUMBER of lanes of idling vehicles, the Selected Alternative may result in greater CO concentrations than the No-Build Alternative. This is particularly true if the increase in capacity for the Selected Alternative cannot be offset by the reduction in future year idle emission factors. For example, a No-Build Alternative may contain three (3) approach lanes to a traffic signal consisting of three (3) through lanes with shared left and right turning movements. Intersection improvements for the Selected Alternative condition may add a dedicated left turn and dedicated right turn lane to the three (3) through lanes. The resultant geometry for the Selected Alternative is five (5) lanes versus three (3) lanes for the No-Build scenario. Since idling vehicles may account for the majority of emissions at signalized intersections which are congested, the non-linear emission strength for a wind angle perpendicular to the queue lanes, to a receiver adjacent to the intersection, would be greater for the Selected Alternative (five lanes) than the No-Build Alternative (three lanes), thus resulting in Selected Alternative CO concentrations which may be greater than No-Build CO concentrations.

Table IV-4
U.S. Route 29
Emission Factors
Montgomery County, MD

Vehicle	Year of Analysis and Traffic Operating Condition			
	1995 1-Hour	1995 8-Hour	2015 1-Hour	2015 8-Hour
	CAL3QHC IDLE EMISSION (GM/MIN)⁽²⁾			
	3.80	3.10	2.26	1.79
	CAL3QHC RUNNING EMISSION (GM/MI)⁽¹⁾			
15	27.4	22.1	28.3	22.5
20	22.2	17.9	24.0	19.0
25	18.3	14.7	18.3	14.5
30	15.7	12.6	14.4	11.5
35	13.8	11.1	11.7	9.3
40	12.4	10.0	9.7	7.7
45	11.3	9.1	8.1	6.4
50	10.8	8.7	7.3	5.8
55	10.8	8.7	7.3	5.8

⁽¹⁾ MOBILE5a emissions estimated using 100% hot/stabilized operating conditions.

⁽²⁾ Idle emissions (grams per minute) calculated using EPA MOBILE4.1 with 100%.

Traffic Data, Emission Factors, and Speeds

The appropriate traffic data was utilized as supplied by the Traffic Forecasting Section, MD SHA. The composite and idle emission factors used in the analysis were calculated using the Environmental Protection Agency (EPA) MOBILE 5a (Mobile Source Emissions Model) computer program. An ambient air temperature of 20° Fahrenheit (F) was assumed in calculating the emission factors for the 1 hour analysis and the 35° F for the 8 hour analysis in order to approximate worst case results for each analysis case. Credit for a vehicle inspection maintenance (I/M) emission control program was included in the emission factor calculations.

Average vehicle operating speeds used in calculating emission factors were based on the capacity of each roadway link from immediately adjacent links. Average operating speed ranged from 30 mph to 55 mph for the No-Build and the Build Alternatives depending upon the roadways under consideration.

Meteorological Data

Worst case meteorological conditions of 1 meter/second (m/s) for wind speed and atmospheric stability class F were assumed for the 1 hour analysis and a combination of 1 m/s, stability class F and 2 m/s and stability class D for 8 hour calculations. In addition, as stated above, a worst case temperature of 20° F and 35° F were assumed.

The wind directions utilized as part of the analysis were rotated to maximize CO concentrations at each receptor location. Wind direction varied for each receptor and were selected through a systematic scan of CO concentrations associated with different wind angles.

b. Background Levels

In order to calculate the total concentration of CO which occurs at a particular receptor site during worst cast meteorological conditions, the background levels are considered in addition to the levels directly attributable to the facility under consideration.

The background levels were derived from the application of rollback methodology to on-site monitoring conducted by the Maryland Air Management Administration at their Rockpike Site in Montgomery County during the period of 1992.

Background CO, PPM

	<u>1 Hour</u>	<u>8 Hour</u>
1995	4.4	2.6
2015	4.4	2.6

Data obtained from Maryland Air Quality Data Report 1992.

c. Sensitive Receptors

South of MD 650 - Four Corners Area

The No-Build Alternative at the Four Corners intersection consists of U.S. Route 29 which is a six lane divided highway and University Boulevard. University Boulevard is bifurcated with 3 lanes eastbound and 3 lanes westbound approximately 250 feet north of the eastbound lanes. There are traffic signals at U.S. Route 29 and University Boulevard eastbound and University Boulevard westbound. The Four Corners and U.S. Route 29 intersection is currently operating at a Level of Service (LOS) F with extensive congestion during the AM and PM peak traffic hours. It is important to note that the Selected Alternate for the Four Corners intersection is operationally constrained from achieving better than a LOS F by the 2015 design year of analysis. In other words, the intersection is failing now, and will continue to fail in the future, with or without the Transportation System Management (TSM) improvements. The only differentiating factor among the alternatives analyzed is the degree of LOS F failure and congestion. The Selected Alternate, which would provide substantially improved LOS, was rejected by the public. (See the 1988 Air Quality Technical Report for details of these and other alternatives studied for the U.S. Route 29 project.)

North of MD 650

A Supplemental Air Quality Analysis was performed and describes the receptor sites north of MD 650. Site selection of sensitive receptors was made on the basis of proximity to the roadway, type of adjacent landuse, and changes in traffic patterns on the roadway network. Thirty-six (36) receptor sites were chosen for this analysis consisting of 20 residents, 3 schools, a nursing home, and 10 office/commercial sites. The receptor site locations were verified during study area visits by the analysis team. The following is a list of air sensitive receptors and where each is located.

- AQ-1: 4200 Dustin Road
Grey frame and brick residence (Windy Acres)
- AQ-2: 4021 Dustin Road
Grey/Green frame ranch residence
- AQ-3: 3801 Sandy Spring Road (MD 198)
Brick Store
Zimmerman Home Center
- AQ-4: Burtonsville Office Park
U.S. 29/MD 198
2-story brick building
- AQ-5: 3929 Sandy Spring Road (MD 198)
White frame residence

- AQ-6: 4058 Columbia Pike (U.S. 29)
1-story brick building
Childway Daycare Center
- AQ-7: 15017 Blackburn Road
1-story frame residence
- AQ-8: 15000 Blackburn Road
1-1/2 story brick building
- AQ-9: 2601 Greybill Road
2-story white frame residence
- AQ-10: 15201 Blackburn Road
1-1/3 story brick residence
- AQ-11: 3420 Greencastle Road
Brick ranch residence
- AQ-12: 3504 Greencastle Road
1-1/2 story brick residence
- AQ-13: 3504 Turbridge Drive
2-story tan frame residence
- AQ-14: 3060 Shepperton Terrace
Grey end of group townhouse
- AQ-15: 2922 Briggs Chaney Road
1-1/2 story brick residence
- AQ-16 NE corner of U.S. 20/Briggs Chaney Road
MD National Bank
Wood Building
- AQ-17: SE corner of U.S. 20/Briggs Chaney Road
Sport Chevrolet showroom
- AQ-18: NW corner of U.S. 29/Fairland Road
2-story white frame residence
- AQ-19: NE corner of Fairland Road/Old Columbia Pike
Highland View Elementary School
- AQ-20: 2700 Fairland Road
2-story frame
- AQ-21 13201 Copland Court
End of group townhouse

- AQ-22: 13304 Old Columbia Pike
1-1/2 story white frame residence
- AQ-23: 13150 Old Columbia Pike
2-story white frame residence
- AQ-24: 13000 Old Columbia Pike
Tan split level residence
- AQ-25: 2415 Musgrove Road
Holy Cross Medical Center
3-story medical building
- AQ-26: 2501 Musgrove Road
Manor Care Nursing Home
1-story brick building
- AQ-27: 222 East Randolph Road
Amoco Station
- AQ-28: 12520 Prosperity Drive
3-story brick office building
- AQ-29: 12221 Cherry Hill Road
1-1/2 story tan frame residence
- AQ-30: 12200 Tech Road
3-story office building
- AQ-31: 12345 Old Columbia Pike
1-story healthcare building
- AQ-32: 12400 Old Columbia Pike
2-story tan frame residence
- AQ-33: 2031 Featherwood Street
End of group townhouse
- AQ-34: 1300 Milestone Drive
Montessori School
2-story stone/brick building
- AQ-35: 11499 Columbia Pike (U.S. 29)
Nations Bank
2-story office building
- AQ-36: 11501 Columbia Pike (U.S. 29)
Wall Street Journal
1-story office building

d. Summary of Results

South of MD 650

A summary of the CO concentrations for the Four Corner Intersection is shown in Table IV-5. The concentrations remain essentially unchanged between the No-Build and Selected Alternative. While the concentrations at some receptors decrease, most locations increase slightly from No-Build to Selected Alternative conditions. However, the concentrations at all receptors for both locations are below the S/NAAQS for the one-hour and eight-hour analyses. The slight increase for the Selected Alternative condition occurs because constructing additional lanes will move traffic closer to some receptors.

North of MD 650

The results of the calculations of CO concentrations at each of the sensitive receptor sites for the No-Build and Build Alternatives for 1995 and 2015 are shown on Tables IV-6 and IV-7, respectively. A comparison of the values in Tables IV-6 and IV-7 with the S/NAAQS shows that no violations will occur for the No-Build or Build Alternatives in the 1995 or 2015 for the 1 hour or 8 hour concentrations of CO.

e. Conclusions

The air quality analysis indicates that carbon monoxide impacts resulting from the implementation of the No-Build or Selected Alternative along the entire length of the proposed U.S. Route 29 corridor intersection would not result in a violation of the 1-hour or 8-hour S/NAAQS of 35 ppm and 9 ppm, respectively.

Relative comparisons of the impacts for the No-Build versus Selected Alternative at the intersection analyzed indicates that implementation of the proposed alternatives would result in a slight increase in CO concentrations at most receptor locations analyzed. These increases would be attributable to the addition of left turn and through lanes which increase the roadway width and idle emissions near the intersection.

f. Conformity With Regional Air Quality Planning

The U.S. Route 29 project is located in Montgomery County which is an air quality non-attainment area for CO and ozone and has transportation control measures in the State Implementation Plan (SIP). The project conforms with the SIP, as it originates from the conforming federal Transportation Improvement Program (TIP).

g. Construction Impacts

The construction phase of the proposed project has the potential to impact the local ambient air quality by generating fugitive dust through activities such as demolition and materials handling. The State Highway Administration has addressed this possibility by establishing "Specifics for Construction and Materials" which specifies procedures to be followed by contractors involved in site work.

Table IV-5

U.S. Route 29
Hot Stabilized CO Concentration Estimates From CAL3QHC (PPM)
Four Corners Area

Receptor/Scenario	1995 No-Build		1995 Selected Alternative		2015 No-Build		2015 Selected Alternative	
	1-Hour	8-Hour	1-Hour	8-Hour	1-Hour	8-Hour	1-Hour	8-Hour
4C-1: C-1 (AQTBR)	15.7	6.4	15.8	5.9	13.2	5.6	13.6	5.1
4C-2: Playground	12.5	5.5	17.5	8.1	10.7	4.5	13.7	5.9
4C-3: Church - 1 (MMUMC1)	12.1	4.6	12.6	5.4	10.0	4.0	10.9	4.4
4C-4: Church - 2 (MMUMC2)	14.6	5.9	15.9	6.0	12.6	5.0	13.5	5.1
4C-5: Plaza	14.0	5.1	15.5	5.0	11.7	4.2	12.7	4.2
4C-6: Hardees	14.6	5.6	13.3	5.8	10.9	4.7	10.7	4.7

NOTES: 1-hour average CO concentrations include a 4.4 ppm background concentration.
8-hour average concentrations include a 2.6 ppm background concentration.
The S/NAAQS for the 1-hour average is 35.0 ppm.
The S/NAAQS for the 8-hour average is 9.0 ppm.

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Table IV-6

U.S. Route 29 Total CO Concentrations (1995)*

Receptor	1995 No-Build			1995 Build		
	1-hour AM	1-hour PM	8-hour	1-hour AM	1-hour PM	8-hour
AQ-1	4.9	5.0	2.8	5.1	5.3	2.9
AQ-2	5.5	5.7	3.1	5.2	5.3	2.9
AQ-3	5.6	5.9	3.3	5.7	5.9	3.2
AQ-4	5.4	5.6	3.1	5.9	6.1	3.2
AQ-5	5.5	5.6	3.1	6.3	6.7	3.5
AQ-6	5.5	5.7	3.1	5.8	5.7	3.1
AQ-7	5.6	6.6	3.5	5.5	6.5	3.5
AQ-8	5.1	5.5	3.1	5.2	5.6	3.1
AQ-9	5.9	6.7	3.5	6.0	6.8	3.5
AQ-10	5.2	5.5	3.0	5.2	5.4	3.0
AQ-11	5.4	5.5	3.0	5.5	5.5	3.0
AQ-12	5.7	5.9	3.2	5.8	6.0	3.2
AQ-13	5.6	5.7	3.1	5.6	5.7	3.1
AQ-14	6.0	5.7	3.4	6.1	6.3	3.6
AQ-15	5.9	6.4	3.6	6.5	6.6	3.7
AQ-16	5.8	6.2	5.2	6.2	7.0	4.0
AQ-17	5.6	6.1	3.4	5.7	6.3	3.6
AQ-18	5.4	5.6	2.9	5.2	5.4	2.8
AQ-19	5.4	5.4	2.9	5.1	5.3	2.8
AQ-20	6.3	6.9	3.5	6.3	6.8	3.4
AQ-21	5.5	5.6	3.0	5.4	5.6	3.0
AQ-22	5.0	5.0	2.8	5.3	5.3	2.8
AQ-23	5.0	5.0	2.8	5.5	5.2	2.9
AQ-24	5.2	5.1	2.8	5.8	5.5	3.0
AQ-25	6.2	6.0	3.2	6.4	6.3	3.3

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Table IV-6

U.S. Route 29 Total CO Concentrations (1995)*
(Continued)

Receptor	1995 No-Build			1995 Build		
	1-hour AM	1-hour PM	8-hour	1-hour AM	1-hour PM	8-hour
AQ-26	5.6	5.7	3.0	5.8	5.9	3.2
AQ-27	6.1	6.3	3.1	5.8	6.0	3.0
AQ-28	6.8	7.1	3.4	6.0	6.3	3.2
AQ-29	5.7	6.0	3.0	5.7	5.8	3.0
AQ-30	6.5	6.5	3.2	5.8	5.7	3.0
AQ-31	6.7	6.7	3.2	5.8	5.8	3.1
AQ-32	6.0	5.8	3.0	5.5	5.4	2.9
AQ-33	7.5	7.7	3.6	6.8	7.2	3.7
AQ-34	6.4	6.4	3.2	5.6	5.6	3.0
AQ-35	7.0	7.2	3.5	6.0	6.4	3.3
AQ-36	6.1	6.2	3.1	5.6	5.9	3.2

* Includes background concentrations

State/National Ambient Air Quality Standards:

1-hour: 35 PPM
8-hour: 9 PPM

Table IV-7

U.S. Route 29 Total CO Concentrations (2015)*

Receptor	2015 No-Build			2015 Build		
	1-hour AM	1-hour PM	8-hour	1-hour AM	1-hour PM	8-hour
AQ-1	6.2	6.1	3.1	5.1	5.1	2.9
AQ-2	8.1	8.4	3.7	5.3	5.3	2.9
AQ-3	8.5	8.7	3.9	6.0	6.1	3.3
AQ-4	7.5	7.7	3.6	5.9	6.1	3.3
AQ-5	7.8	7.7	3.8	6.3	6.7	3.6
AQ-6	7.6	8.0	3.7	5.8	5.7	3.2
AQ-7	8.0	10.3	3.4	5.5	67.2	3.4
AQ-8	6.6	7.4	3.1	5.2	5.4	3.0
AQ-9	9.0	11.0	3.5	5.9	6.5	3.5
AQ-10	6.5	7.6	3.0	5.2	5.3	3.0
AQ-11	7.2	7.4	3.5	5.4	5.4	3.0
AQ-12	8.1	8.2	3.9	5.7	5.9	3.2
AQ-13	7.7	8.3	3.7	5.4	5.6	3.1
AQ-14	8.3	8.2	4.1	6.1	6.4	3.6
AQ-15	8.1	8.1	4.0	6.3	6.6	3.8
AQ-16	8.1	8.6	4.1	6.3	7.1	3.9
AQ-17	7.6	8.2	3.9	6.1	6.4	3.5
AQ-18	7.1	7.0	3.3	5.3	5.3	2.8
AQ-19	6.7	6.8	3.4	5.2	5.3	2.8
AQ-20	9.6	11.0	4.3	6.2	6.7	3.4
AQ-21	7.1	7.3	3.4	5.4	5.6	2.9
AQ-22	5.8	5.8	3.0	5.5	5.3	2.9
AQ-23	5.8	5.9	2.9	5.5	5.3	2.9
AQ-24	5.9	5.9	3.0	6.1	5.7	3.1
AQ-25	8.7	8.6	3.7	6.6	6.2	3.3

Table IV-7

U.S. Route 29 Total CO Concentrations*
(Continued)

Receptor	2015 No-Build			2015 Build		
	1-hour AM	1-hour PM	8-hour	1-hour AM	1-hour PM	8-hour
AQ-26	7.3	7.6	3.3	6.1	5.9	3.2
AQ-27	6.6	6.7	3.2	5.9	6.0	3.1
AQ-28	7.8	8.5	3.6	6.0	6.3	3.2
AQ-29	6.3	6.5	3.1	5.8	5.7	3.0
AQ-30	7.7	7.7	3.4	5.7	5.6	3.0
AQ-31	8.0	8.0	3.5	5.7	5.8	3.1
AQ-32	6.9	6.7	3.1	5.5	5.5	2.8
AQ-33	9.5	9.8	3.9	6.6	7.1	3.6
AQ-34	7.7	7.6	3.4	5.7	5.5	3.0
AQ-35	8.8	8.8	3.8	6.0	6.3	3.3
AQ-36	7.2	7.1	3.3	5.5	5.7	3.2

* Includes background concentrations

State/National Ambient Air Quality Standards:

1-hour: 35 PPM

8-hour: 9 PPM

The Maryland Air Management Administration was consulted to determine the adequacy of the "Specifications" in terms of satisfying the requirements of the "Regulations Governing the Control of Air Pollution in the State of Maryland". The Maryland Air Management Administration found the specifications to be consistent with the requirements of these regulations. Therefore, during the construction period, all appropriate measures (Code of Maryland Regulations 10.18.06.03 D) would be incorporated to minimize the impact of the proposed transportation improvements on the air quality of the area.

h. Agency Coordination

Copies of the U.S. 29 Supplemental Air Quality Analysis have been circulated to the U.S. Environmental Protection Agency and the Maryland Air Management Administration.

E. **NOISE IMPACTS**

South of MD 650

Abatement Criteria and Land Use Relationships

This noise analysis was completed in accordance with the FHWA regulations 23 CFR, Part 772, "Procedures for Abatement of Highway Traffic Noise and Construction Noise." (Noise abatement criteria are shown on Table III-13). The factors that were considered in identifying noise impacts were:

- Identification of existing land use,
- Existing noise levels,
- Prediction of future design year noise levels, and
- Potential traffic increases.

The noise impacts of the project were based upon the relationship of the projected noise levels to the FHWA Noise Abatement Criteria and to the ambient noise levels. Noise impacts occur when the FHWA Noise Abatement Criteria (Table III-13) are approached or exceeded or when the predicted traffic noise levels substantially exceed the existing noise levels. MD SHA uses a 10 DBA increase over ambient levels to define a substantial increase. Noise abatement measures or mitigation will be evaluated when a noise impact is identified.

Figures IV-1 through IV-5 show the location of noise modeling sites in Sensitive Areas south of MD Route 650. Table IV-8 presents the results of the noise impact and mitigation analysis for south of MD 650. Location of Noise Sensitive Areas (NSA) are shown on Figure IV-6 in the north of MD Route 650 section.

Because the No-Build Alternative would not result in an increase in capacity, or involve lane additions to U.S. Route 29, the Alternative would not qualify for mitigation analyses. The Selected Alternative would qualify for consideration of mitigation measures. Individual communities or receptors in all of the identified Noise Sensitive Areas would be impacted in excess of the Noise Abatement Criteria (NAC) with the implementation of the Selected Alternative.

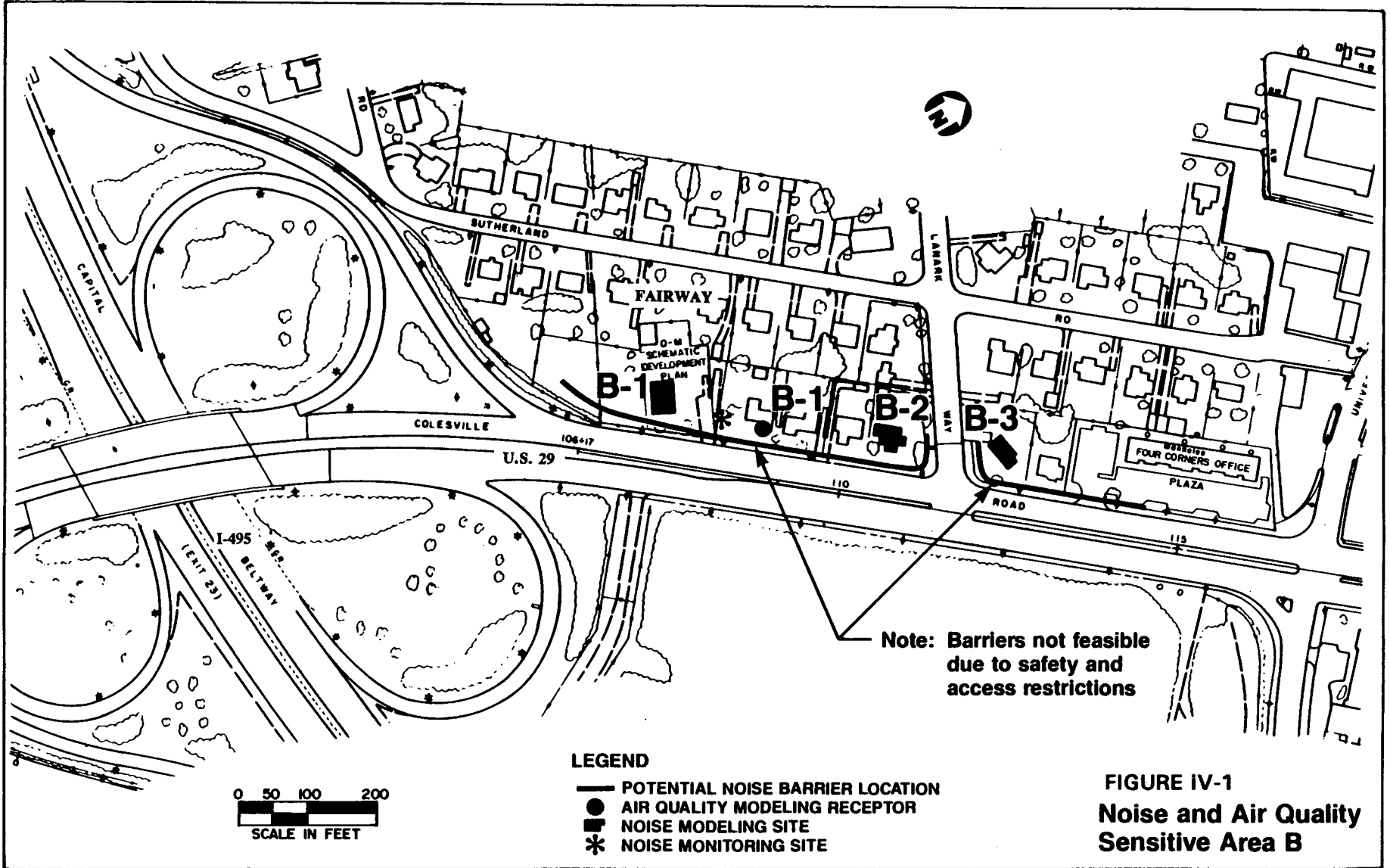
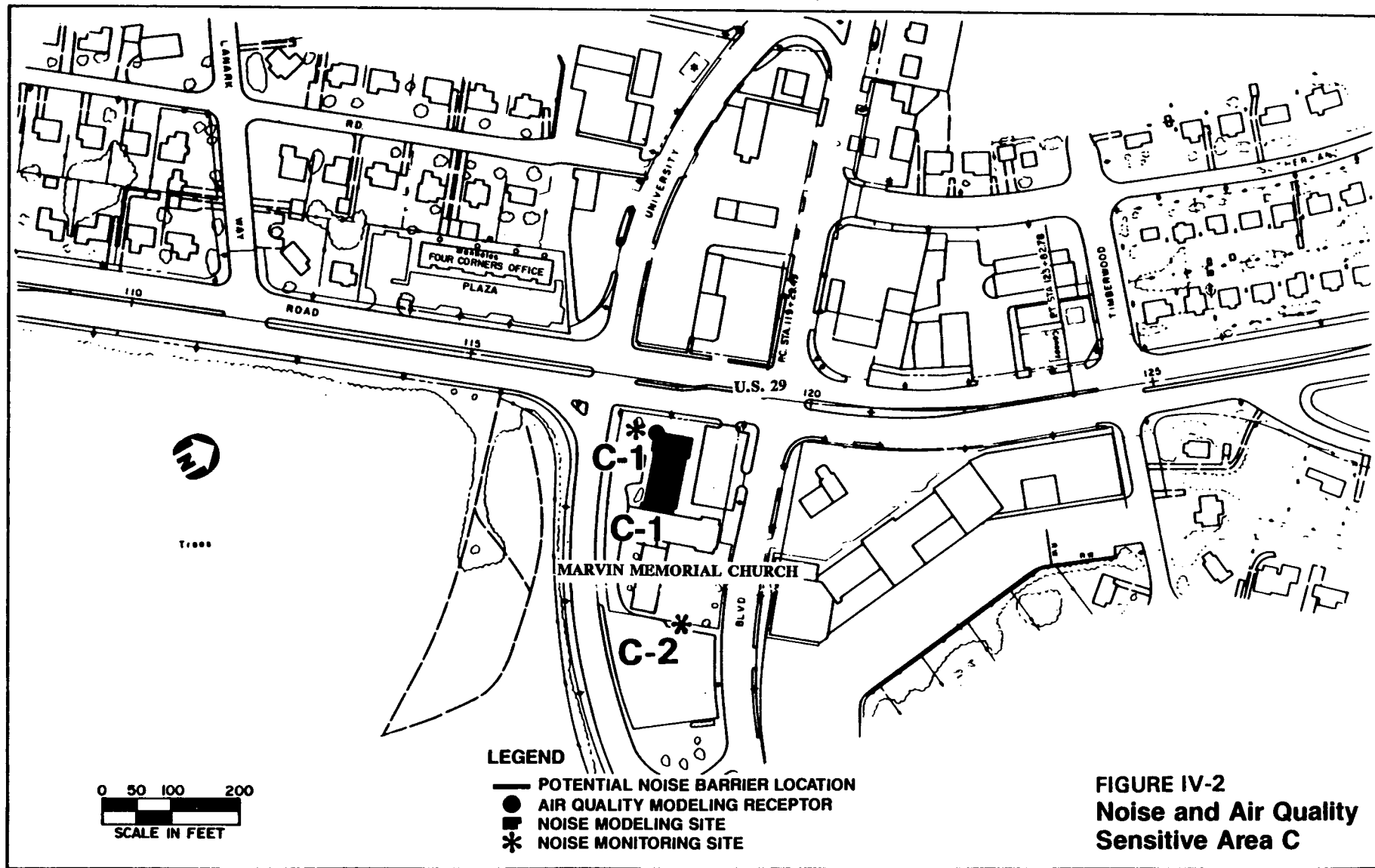


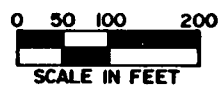
FIGURE IV-1
Noise and Air Quality
Sensitive Area B

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IV-31



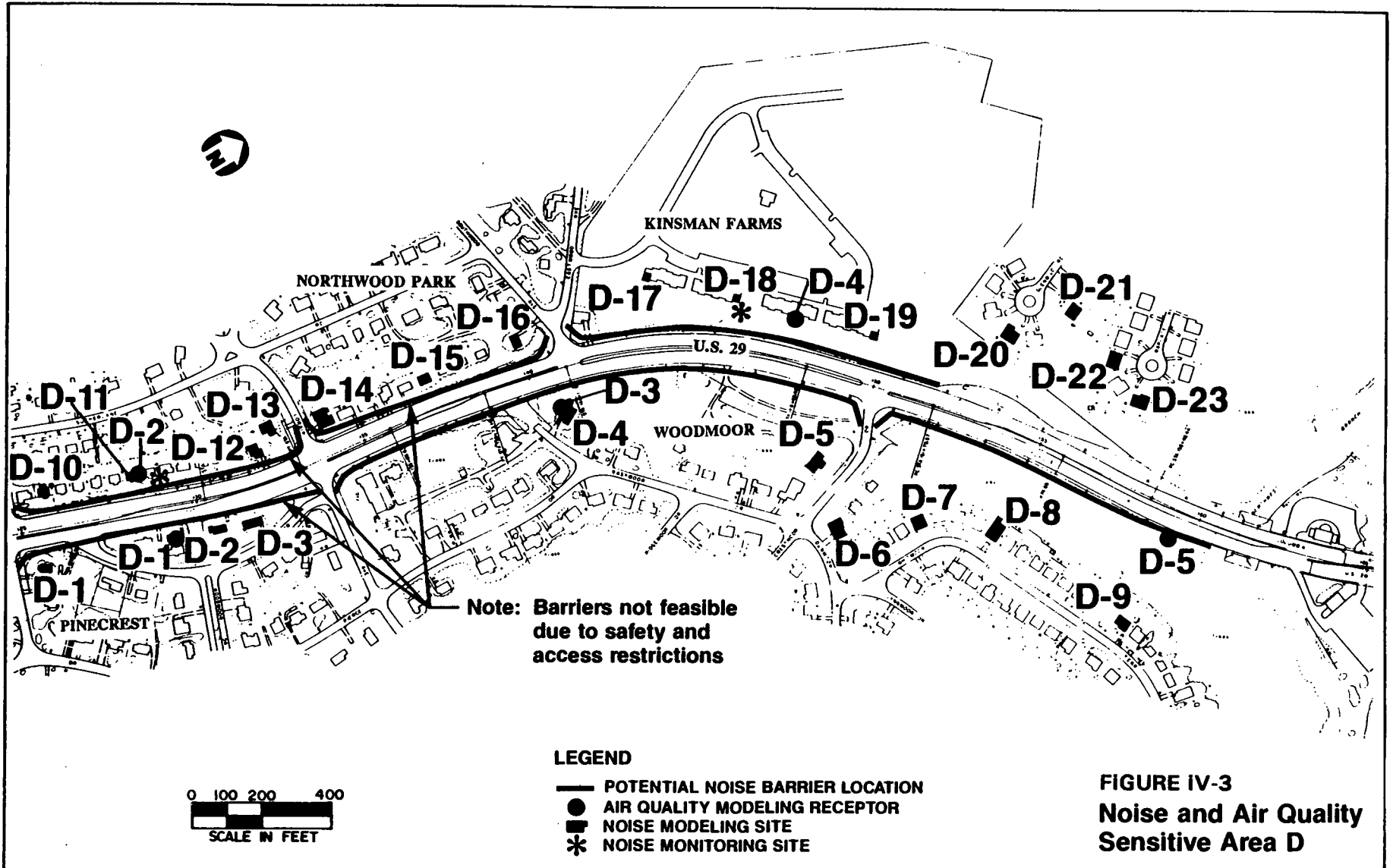
Trees

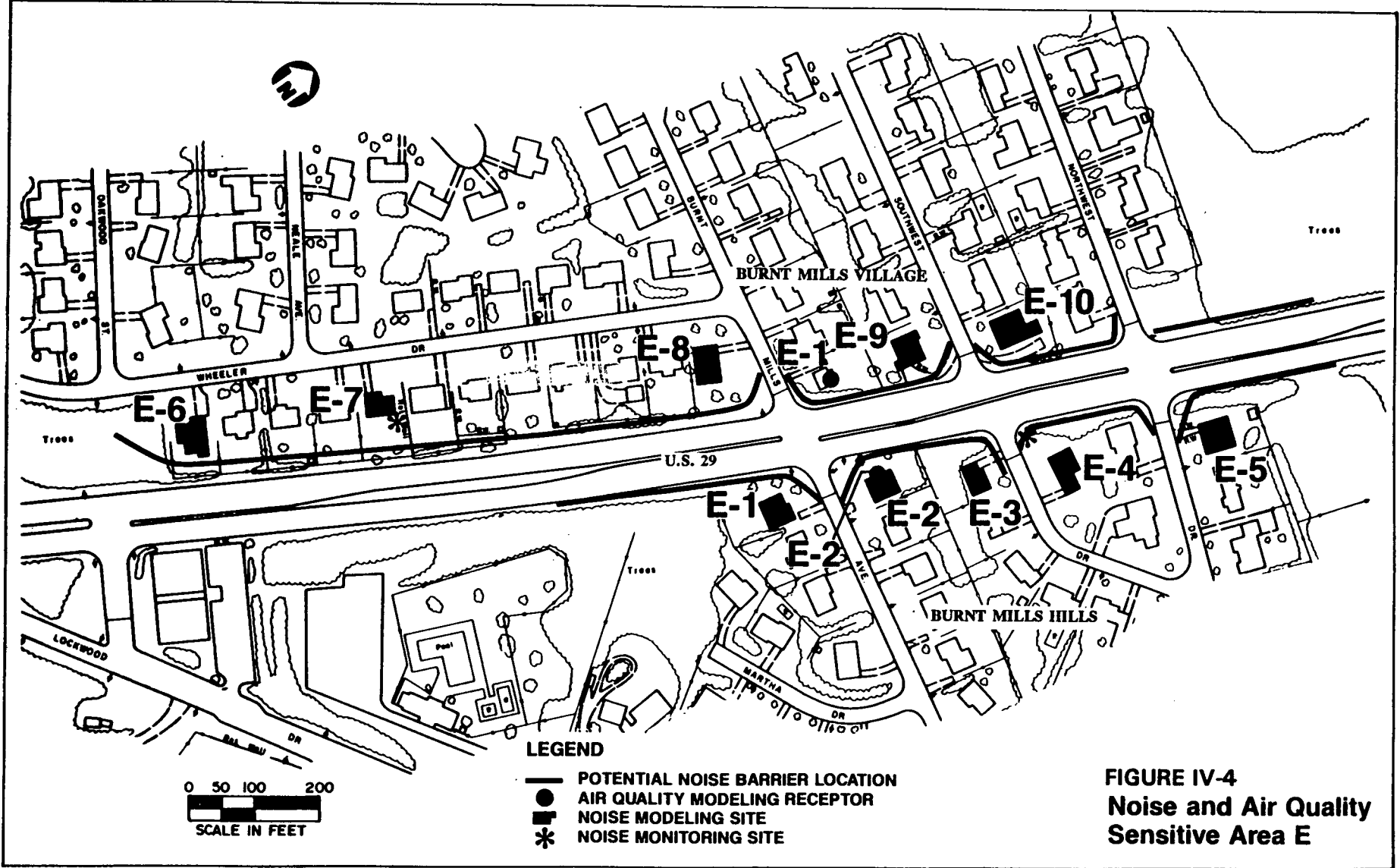


- LEGEND**
- POTENTIAL NOISE BARRIER LOCATION
 - AIR QUALITY MODELING RECEPTOR
 - NOISE MODELING SITE
 - * NOISE MONITORING SITE

FIGURE IV-2
Noise and Air Quality
Sensitive Area C

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LEGEND

- POTENTIAL NOISE BARRIER LOCATION
- AIR QUALITY MODELING RECEPTOR
- NOISE MODELING SITE
- * NOISE MONITORING SITE

FIGURE IV-4
Noise and Air Quality
Sensitive Area E

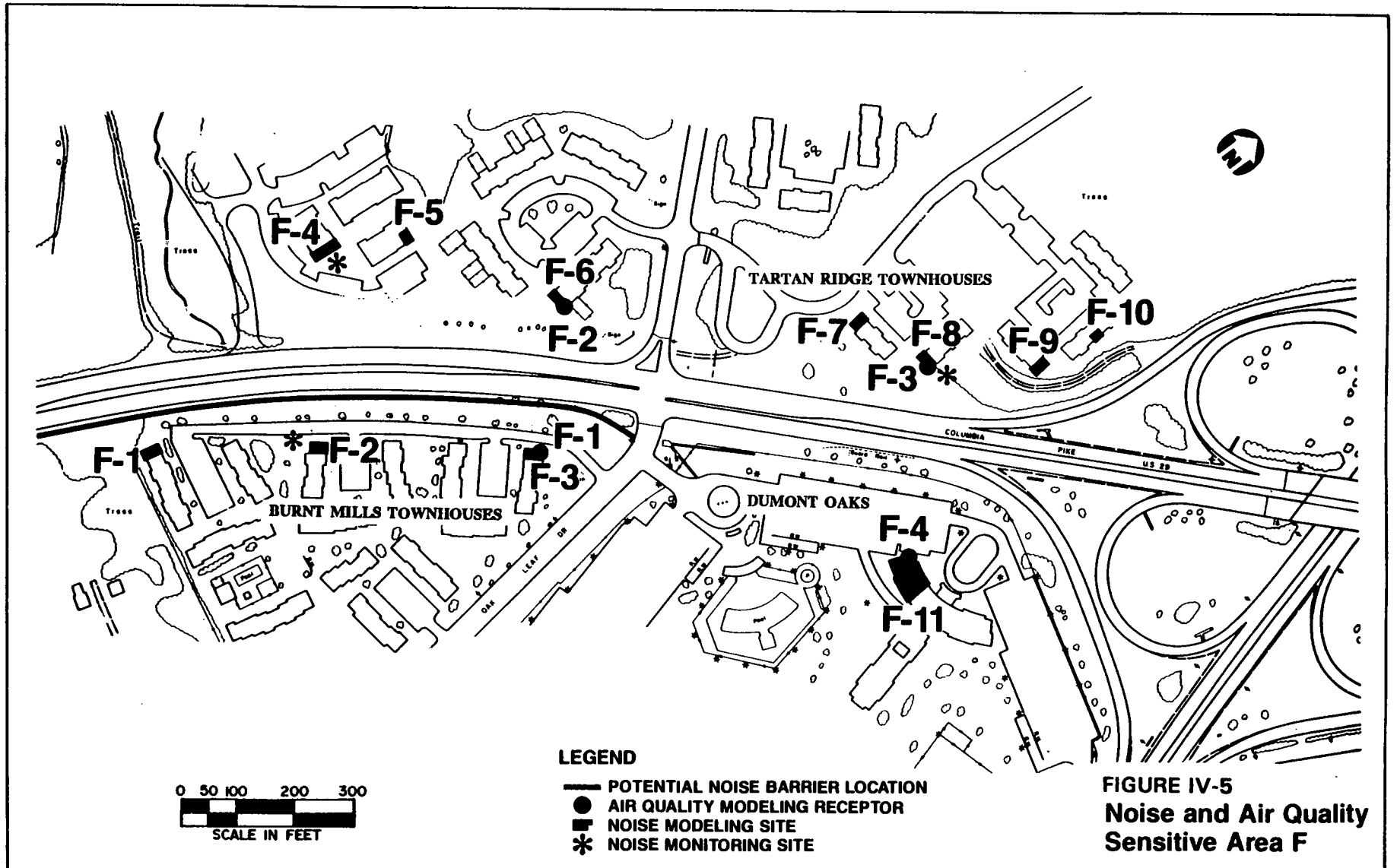


FIGURE IV-5
Noise and Air Quality
Sensitive Area F

**Table IV-8
Summary of Impact and Mitigation
Noise Sensitive Areas
South of MD Route 650**

NSA	Community ⁽¹⁾	Existing Noise Level	No-Build Alternative Number of Receptors					Selected Alternative Number of Receptors ⁽²⁾				
			Future 2015 Noise Level Leq, dBA	Impact Total Impacts*	Mitigation			Future 2015 Noise Level Leq, dBA	Impact Total Impacts*	Mitigation		
					† max. 7-10	†† 5-6	††† Total			† max. 7-10	†† 5-6	††† Total
B	Fairway	71	71	8	8	0	8	74	8	8	0	8
C	Marvin Memorial Church	61-72	72	5	5	0	5	75	5	5	0	5
D	Pinecrest	67-70	61-70	8	7	0	7	71-74	17	7	5	12
	Woodmoore	61-70	61-70	3	1	0	1	64-74	36	16	8	24
	Northwood Park	68-73	68-73	26	26	0	26	71-77	26	26	0	26
	Kinsman Farms	58-64	58-64	0	0	0	0	61-67	20	10	5	15
E	Burnt Mills Hills	70-72	70-72	7	6	0	6	73-75	18	11	0	11
	Burnt Mills Village	64-72	64-72	6	6	0	6	68-75	6	6	0	6
F	Burnt Mills Townhouses	65-67	65-67	1	1	0	1	68-70	6	6	0	6
	Dumont Oaks	54-63	54-63	0	0	0	0	58-66	0	0	0	0
	Tartan Ridge Townhouses	54-63	54-63	0	0	0	0	57-66	0	0	0	0
	Point Apts.	62	62	0	0	0	0	65	0	0	0	0
TOTAL				64	60	0	60		142	95	18	113

- * Total impacts - the total number of impacts within a noise sensitive area.
- † The number of critical receptors receiving a 7-10 dBA reduction of noise levels.
- †† The number of receptors receiving 5-6 dBA reduction of noise levels.
- ††† The total number of receptors receiving a minimum of 5 dBA reduction of noise levels

⁽¹⁾ Includes residences on the east and west side of U.S. Route 29 and the Christ Congregational Church.

⁽²⁾ Impact and mitigation data for the Selected Alternative are presented for the most effective concept (option) for noise control for the specific Noise Sensitive Area. In most cases, this would be a total control of access concept, devoid of any access for local roadways through the barrier.

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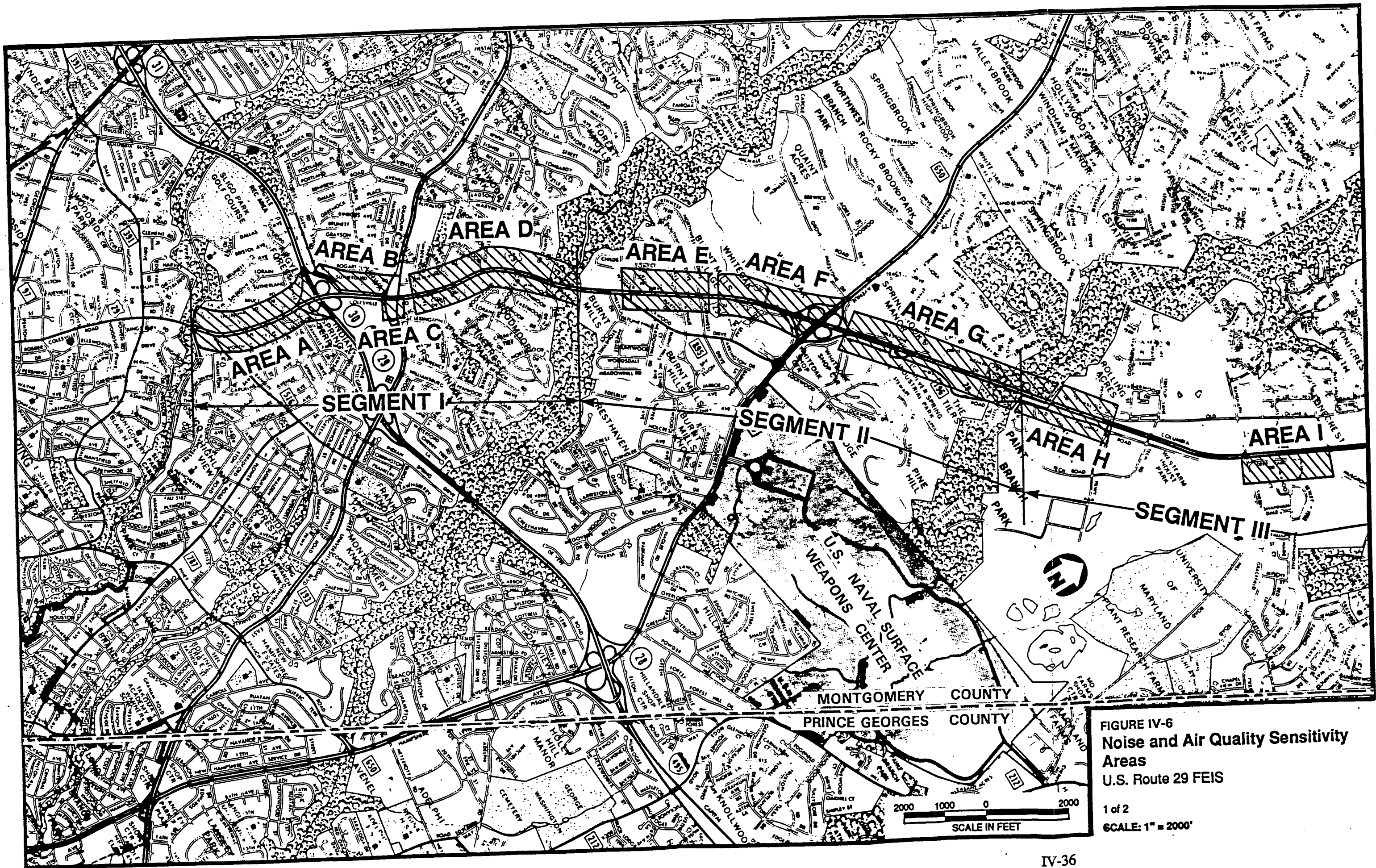


FIGURE IV-6
Noise and Air Quality Sensitivity
Areas
U.S. Route 29 FEIS
 1 of 2
 SCALE: 1" = 2000'

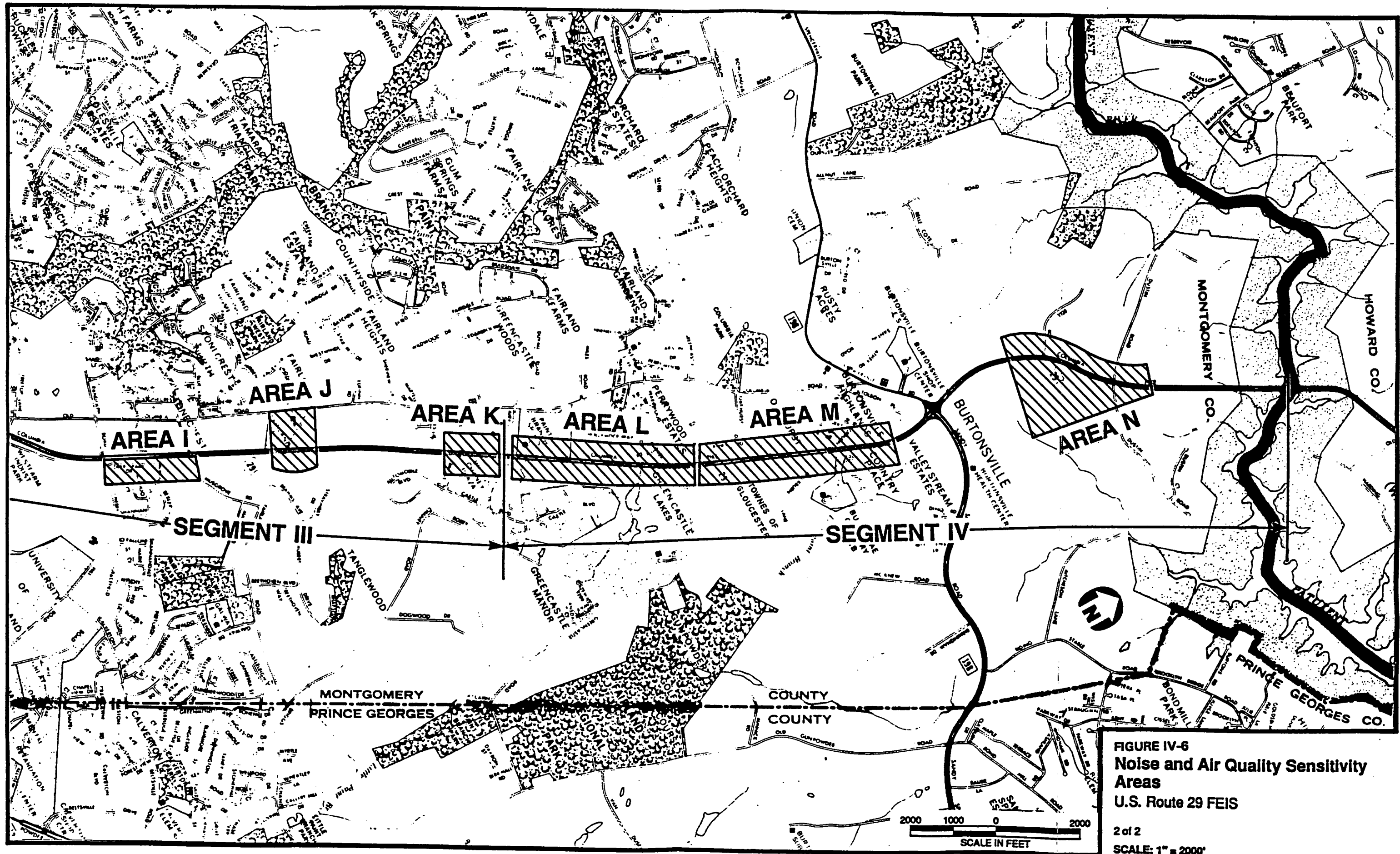


FIGURE IV-6
Noise and Air Quality Sensitivity
Areas
U.S. Route 29 FEIS
 2 of 2
 SCALE: 1" = 2000'

The effectiveness of any of the conceptual barrier schemes would increase for the Selected Alternative relative to the No-Build Alternative. With the deletion of access openings to local roadways, more uniform and effective abatement of first-row critical receptors could be accomplished. Table IV-8 presents the number of impacted receptors that would benefit from mitigation measures in each NSA for the Selected Alternative. A total of 113 receptors would benefit from mitigation measures evaluated for the Selected Alternative.

The factors considered when determining whether mitigation should be considered and whether the mitigation is reasonable and feasible are:

1. Whether Federal Highway Administration Noise Abatement Criteria are approached or exceeded - 67 dBA for residential areas;
2. Whether a substantial (10 dBA or more) increase over ambient levels would occur;
3. Whether a feasible method is available to reduce the noise;
4. Whether the noise mitigation is cost effective for those receptors that are impacted - approximately \$40,000 per residence; and
5. Whether the mitigation is acceptable to affected property owners.

In addition to noise walls, other abatement measures were considered. These include:

- a. Traffic Management Measures (e.g., traffic control devices and signing for prohibition of certain vehicles (heavy trucks), time use restrictions for certain types of vehicles, modified speed limits, and exclusion lane designations).
- b. Alterations of Horizontal and Vertical Alignment. This alternative would not be reasonable because the project consists of widening an existing facility within the median.
- c. Acquisition of Real Property or Property Rights to Establish Buffer Zones or install Earth Berms. Existing residential development immediately adjacent to the roadway makes it infeasible to acquire sufficient amounts of property for buffer areas without significant relocations and community disruption.
- d. Noise insulation of public buildings or non-profit structures. If interior noise impacts are identified, detailed analysis of abatement measures will be conducted during final design of the U.S. Route 29 transportation improvement.

Table IV-9 presents a summary of the barrier dimensions, locations, benefits, and associated costs for mitigation of noise impacts studied in each NSA.

**Table IV-9
Abatement Summary
Noise Sensitive Areas
U.S. Route 29, Montgomery County, MD**

NSA	Description	# of Homes w/Greater than 5 dBA Reduction & Greater Than 67 dBA	Selected Alternative Noise Levels Range (Leq)				Barriers			Cost Per Residence (\$ x 1000)	Notes
			Ambient ⁽¹⁾	No-Build (Design Year)	Build (Design Year)	Build w/ Barrier (Design Year)	Length (ft.)	Height (ft.)	Cost ⁽²⁾ (\$ mil.)		
B	Fairway	8	69	71	74	60-64	980	11	.175	21	Mitigation measures evaluated but not feasible due to restriction of access to local residents.
C	Marvin Memorial Church	5	71	72	75	-	-	-	-	-	Architectural modifications will be considered during final design.
D	Pinecrest	12	70	67-71	71-74	61-63	890	11	.162	13.5	Mitigation measures evaluated but not feasible due to restriction of access to local residents. Mitigation measures evaluated but not feasible due to restriction of access to local residents. Mitigation measures evaluated but not feasible due to restriction of access to local residents. Detailed Studies of noise mitigation measures recommended during final design.
	Woodmoor	24	69	61-70	64-74	57-63	2260	16-21	.714	30	
	Northwood Park	26	73	68-73	71-77	61-65	1150	11-16	.299	11.5	
	Kinsman Farms	15	68	58-64	61-67	57-65	1110	21	.383	25.5	

**Table IV-9
Abatement Summary
Noise Sensitive Areas
U.S. Route 29, Montgomery County, MD
(Continued)**

NSA	Description	# of Homes w/Greater than 5 dBA Reduction & Greater Than 67 dBA	Selected Alternative Noise Levels Range (Leq)				Barriers			Cost Per Residence (\$ x 1000)	Notes
			Ambient ⁽¹⁾	No-Build (Design Year)	Build (Design Year)	Build w/ Barrier (Design Year)	Length (ft.)	Height (ft.)	Cost ⁽²⁾ (\$ mil.)		
E	Burnt Mills Hills	11	68	70-72	73-75	63-64	1246	11-16	.180	16.4	Detailed studies of noise mitigation measures recommended during final design.
	Burnt Mills Village	6	65	64-72	68-75	59-64	1520	11-16	.296	49.5	Mitigation measures evaluated but not feasible due to restriction of access to local residents.
F	Burnt Mills Townhouses	6	65	65-67	68-70	58-60	1300	16	.345	57.5	Mitigation measures evaluated but not reasonable because benefits do not justify cost.
	Dumont Oaks	0	56	54-63	58-66	-	-	-	-	-	
	Tartan Ridge Townhouses	0	57	54-63	57-66	-	-	-	-	-	
	Points Apts.	0	65	62	65	-	-	-	-	-	

⁽¹⁾ Representative "worst case" measurement of designated area.

⁽²⁾ Based on \$16.50/sf

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Noise Sensitive Area A: North Hills of Sligo and Christ Congregational Church (CCC)

Noise Sensitive Area A was omitted from this FEIS due to the selected alternate for the Sligo Creek Parkway being dropped from consideration. In light of uncertainties regarding both the development levels in the Silver Spring Central Business District and the potential relocation of the Blair High School to the Sligo Creek Golf Course, MD SHA has delayed indefinitely any decision on the Sligo Creek Parkway intersection and proceed with obtaining Location and Design Approvals for improvements north of the Beltway only. This will allow MD SHA to work with Montgomery County in determining the appropriate improvement for the Sligo Creek Parkway intersection and other intersections between the Capital Beltway and downtown Silver Spring.

Noise Sensitive Area B: Fairway (all Concepts)

Projected noise levels of 74 dBA exceed the Noise Abatement Criteria of 67 dBA. A conceptual noise barrier to reduce noise levels in Fairway would be approximately 11 feet in height and approximately 980 feet in length. The barrier would provide a 10-14 dBA reduction of noise levels for receptor locations in NSA B (Figure IV-1). The barrier would be located between stations 105+80 and 114+40 with required access provided at Lanark Way. Implementation of abatement would require the restriction of individual access to residential units along U.S. Route 29 and therefore, would not be feasible. Total cost would be approximately \$175,389 or \$20,700/residence for 8 impacted receptors benefiting.

Based on a review of all reasonableness and feasibility criteria, mitigation measures evaluated for this area would not be considered reasonable and feasible because of safety and access criteria, and a substantial number of relocations and community disruption would occur.

Noise Sensitive Area C: Marvin Memorial Church

Because of the orientation of the church building with respect to U.S. Route 29 and MD Route 193, and the need to retain access to church facilities, the use of a noise wall to mitigate traffic noise impact was not evaluated.

Predicted worst-case interior noise levels, assuming windows closed and air conditioning, would be approximately 54 dBA which exceeds the FHWA NAC of 52 dBA. The use of double-pane insulated glass at window openings would provide an effective means to mitigate interior noise levels within the day care facilities at the church building. Future abated interior noise levels for the Selected Alternative (Figure IV-2) would be approximately 39 dBA. This would represent a 36 dBA reduction of noise levels from U.S. Route 29 and MD Route 193 due to increased transmission loss through the building structure. It is therefore recommended that a detailed study of interior noise levels at the church building be conducted during final design of the U.S. Route 29 improvements.

Noise Sensitive Area D: Pinecrest, Woodmoor, Northwood Park, Kinsman Farms

Approximately eight first-row residences face U.S. Route 29 in the community of Pinecrest. Abatement would be effective for concepts which would deny access to Circle Drive. A barrier approximately 890 feet in length and 11 feet high would provide a 10-12 dBA

reduction of noise levels for receptor locations in Pinecrest (Figure IV-3). The barrier would be located between stations 125 and 133+20. The average setback distance of the barrier from the near travel lane of U.S. Route 29 would be approximately 24 feet. Total cost would be approximately \$162,000 or \$13,496/residence for 12 impacted receptors benefitting from the conceptual barrier system. However, this mitigation measure would not be physically feasible because access to the community would be denied. This loss of access would primarily affect existing driveway and garage combinations which are currently accessed directly from U.S. Route 29.

Based upon a review of all reasonableness and feasibility criteria, mitigation measures evaluated for Pinecrest would not be considered reasonable and feasible because of safety and access criteria, and substantial community disruption would occur.

Access would be have to retained at Crestmoor Drive in the community of Woodmoor resulting in a barrier consisting of two sections located between stations 134 and 160. A barrier 16-21 feet in height and approximately 2,260 feet in length would provide a 4-11 dBA reduction of noise levels in Woodmoor. Wraps where the barrier would turn back at Crestmoor Drive would be required for each barrier section to ensure effective reductions for receptors located near the access opening (Figure IV-3). Approximate cost of the barrier system would be \$713,800 or \$29,740/residence. Approximately 24 impacted receptors would receive a minimum benefit of 5 dBA reduction of noise levels from the barrier system. However this mitigation measure would not be physically feasible because access to the community would be denied.

Based upon a review of all reasonableness and feasibility criteria, mitigation measures evaluated for Woodmoor would not be considered reasonable and feasible because of safety and access criteria and significant community disruption would occur.

Future noise levels with a barrier would be reduced 8-13 dBA in Northwood Park with a conceptual barrier 11-16 feet in height (Figure IV-3). Abated noise levels would be 61-65 dBA. Twenty-six impacted receptors would receive effective reductions with the proposed barrier. The barrier would be located between stations 125 and 140+80. Approximate length of the barrier would be 1510 feet. As previously discussed for Woodmoor, wraps would be required in Northwood Park at the access opening to Lorain Avenue to ensure the acoustic integrity of the barrier system. The barrier would cost approximately \$299,440 or \$11,520/residence. However this mitigation measure would not be physically feasible because access to the community would be denied.

Based upon a review of all reasonableness and feasibility criteria, mitigation measures evaluated for Northwood Park would not be considered reasonable and feasible because of safety and access criteria and substantial community disruption would occur.

It would be feasible to place a barrier along U.S. Route 29 to reduce noise levels associated with the Selected Alternative for the townhouse units in Kinsman Farms north of Eastwood Avenue. The barrier would be located between stations 141+60 and 151+70. A total of 15 impacted residential units would benefit from a barrier, and a 5-10 dBA reduction would be possible with a barrier 21 feet in height and 1,110 feet in length (Figure IV-4). A wrap would be required at Eastwood Avenue. The approximate cost of the barrier would be

\$383,170 or \$25,540/residence. Mitigation will be studied during final design when a final determination of reasonableness and feasibility would be evaluated.

Noise Sensitive Area E: Burnt Mills Hills, Burnt Mills Village

A conceptual barrier system consisting of four sections to allow for local access would provide a 10-12 dBA reduction of noise levels in Burnt Mills Hills (Figure IV-4). The barrier would be located between stations 186 and 198+40, and would be approximately 1246 feet in length and 11-16 feet in height. Total cost of the barrier system would be \$180,200 or \$16,390/residence. A total of 11 impacted receptors would receive a minimum benefit of 5 dBA reduction of noise levels. Access would be retained for Burnt Mills Avenue, Southwest Drive and Northwest Drive. Openings placed in a barrier system to provide access to local communities generally result in decreased barrier acoustical performance. Also, residents located near openings would receive little or no benefit from the barrier system.

The effect of multiple segmented barrier sections, with wraps provided at access openings, would be physically and visually disruptive to community cohesion between adjacent neighborhoods. Additionally, wraps would require additional right-of-way acquisition, further impacting residents located at access areas. This effect is often gauged to be non-desirable by affected residents. A final determination of reasonableness and feasibility would be evaluated during final design of the U.S. Route 29 improvement.

A barrier system consisting of three sections to allow for local access would provide a 5-11 dBA reduction of noise levels for 6 impacted receptors in Burnt Mills Village (Figure IV-4). The barrier system would be approximately 1,520 feet in length and 11-16 feet in height. Total cost of the barrier system would be \$296,390 or \$49,500/residence. The barrier would be located between stations 179+80 and 195. Access would be retained for Burnt Mills Avenue and southwest Drive.

Based upon a review of all reasonableness and feasibility criteria, mitigation measures evaluated for Burnt Mills Village would not be considered reasonable and feasible because of cost, safety, and access criteria.

The Southeast Hebrew Congregation is located on Lockwood Drive southeast of Noise Sensitive Area E. The building is more than 300 feet from the near lanes of U.S. Route 29 and is air conditioned. Due to the large setback distance from U.S. Route 29, the proposed project would not result in noise impacts to religious activities held at this facility.

Noise Sensitive Area F: Burnt Mills Townhouses

Future noise levels would be reduced 9-11 dBA with a conceptual barrier 16 feet in height (Figure IV-5). Abated noise levels would be 58-60 dBA. Six receptors would receive a minimum 5 dBA reduction with the proposed barrier. The barrier would be located between stations 198+40 and 210+60. Approximate length of the barrier would be 1300 feet. The barrier would parallel the northbound lanes of U.S. Route 29 at an average setback of 24 feet. The barrier would cost approximately \$345,300 or \$57,550/residence.

Based on a review of all reasonableness and feasibility criteria, mitigation measures evaluated for this area would not be considered reasonable and feasible because of constraints on cost.

North of MD 650

The projected design year noise levels by noise sensitive area for the area north of MD Route 650 are contained in Table IV-10.

Many residences are currently experiencing noise levels in excess of the FHWA NAC due to existing traffic operations and minimal setback from U.S. Route 29 traffic operations. Some developers have constructed earth berms between the communities and U.S. Route 29, thus providing effective noise reduction in these areas.

Where appropriate, the use of naturally occurring earthen embankments, roadway cut sections and ground attenuation effects were utilized to evaluate future predicted noise levels. Where feasible, barriers were evaluated to reduce impacts associated with U.S. Route 29 improvements. Barrier heights from 11 to 26 feet were evaluated.

Impact Assessment and Abatement Analysis

Evaluation of the No-Build Alternative was performed to determine the future-year (2015) noise levels of residences along existing major roadways. The No-Build Alternative assumes that no roadway improvements other than normal maintenance will occur within the project area. With implementation of the No-Build Alternative, thirteen of the fourteen noise-sensitive areas (NSAs) would experience design-year (2015) noise levels above FHWA criteria. None of the predicted future-year noise levels would result in an ambient increase of 10 dBA.

Table IV-11 presents future predicted noise levels of each noise sensitive area for the No-Build Alternative and the Selected Alternative. An increase in noise levels of 3 to 4 dBA would be generated from the operation of the Selected Alternative as compared to the No-Build Alternative. This increase would be due entirely to increased LOS C traffic volumes resulting from grade-separation improvements.

None of the future noise levels for the No-Build Alternative would exceed existing noise levels by 10 dBA or more. One receptor location in area N would increase approximately 10 dBA with the line shift concepts for the Selected Alternative.

With the No-Build Alternative, a total of 74 receptors would meet or exceed the NAC; 199 receptors would meet or exceed the NAC with the Selected Alternative. With the line shift concepts developed under the Selected Alternative, a total of 185 receptors would meet or exceed the NAC.

Mitigation of impacts associated with the No-Build Alternative are evaluated equally with respect to a reduction of 7-10 dBA to define feasibility of abatement, even though non-abated noise impacts for the Selected Alternative are quantitatively on the order of 3 dBA greater than the corresponding No-Build Alternative non-abated noise levels for the same Noise Sensitive Area. This increase in noise for the Selected Alternative is due entirely to increased traffic

Table IV-10

**Projected Design Year Noise Levels
By Noise Sensitive Area
L_{eq}, dBA
North of MD Route 650**

NSA	Description	Noise Levels Range, L _{eq} , dBA	
		No-Build	Selected Alternative ⁽¹⁾
G	Oak Hill Apts.	65	68
	White Oak Towers	58	61
	Springbrook Manor	64	68
H	Bronzegate Apts.	66	69
	Rolling Acres/Inverleigh	71	75
I	Shanandale Drive	67	70
J	Res. N. of Fairland Rd. ⁽¹⁾	70	68
	Fairland Elementary School	64	67
K	Windsor Court Apts.	66	69
	Avonshire Apts.	71	74
L	Greencastle Lakes	68	70
	Paint Branch High School	63	67
	Perrywood Estates	70	73
M	Country Place Apts.	65	68
	Oakhurst	67	70
	Blackburn Road	66	70
N	Dustin (SE)	57	66
	Dustin (E)	61	66
	Primitive Baptist Church	69	55
	Dustin (SW)	70	65

⁽¹⁾ Residence impacted at 70 dBA for existing and No-Build Alternative would be taken for the Selected Alternative. Second row residence would then be worst-case receptor with a noise level of 68 dBA.

NSA - Noise Sensitive Area

Table IV-11

Summary of Impact and Mitigation
Noise Sensitive Areas
North of MD Route 650

NSA	Community	Existing Noise Level	No-Build Alternative Number of Receptors					Selected Alternative Number of Receptors ⁽¹⁾				
			Future 2015 Noise Level Leq, dBA	Total Impacts*	Mitigation			Future 2015 Noise Level Leq, dBA	Total Impacts*	Mitigation		
					↑ max. 7-10	↑↑ 5-6	↑↑↑ Total			↑ max. 7-10	↑↑ 5-6	↑↑↑ Total
G	Oak Hills Apts. White Oak Towers Springbrook Manor	63-65	63-63	0	0	0	0	66-68	2	2	0	2
		57-58	57-58	0	0	0	0	60-61	0	0	0	0
		58-64	58-64	0	0	0	0	62-68	16	9	0	9
H	Bronzgate Apts. Rolling Acres/ Inverleigh	65-66	65-66	0	0	0	0	68-69	11	8	0	8
		65-71	65-71	10	6	1	7	68-75	23	11	5	16
I	Shanandale Drive	60-67	60-67	2	1	0	1	63-70	5	4	0	4
J	Res. N. of Fairland Rd. Fairland Elementary School	65-70	65-70	1	0	0	0	68	1	0	1	1
		59-64	59-64	0	0	0	0	62-67	1	0	0	0
K	Windsor Court Apts. Avonshire Apts.	64-66	64-66	0	0	0	0	67-69	16	8	0	8
		67-71	67-71	20	12	0	12	70-74	32	14	0	14
L	Greencastle Lakes Paint Branch High School	60-68	60-68	15	5	0	5	63-70	28	28	0	28
		60-63	60-63	0	0	0	0	63-67	1	0	0	0
M	Country Place Apts. Oakhurst SW Quad. Blackburn Rd.	62-65	62-65	0	0	0	0	66-68	9	8	0	8
		63-67	73-67	8	6	0	6	66-70	11	9	0	9
		64-66	64-66	0	0	0	0	67-70	7	5	0	5

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Table IV-11

Summary of Impact and Mitigation
 Noise Sensitive Areas
 North of MD Route 650
 (Continued)

NSA	Community	Existing Noise Level	No-Build Alternative Number of Receptors					Selected Alternative Number of Receptors ⁽¹⁾				
			Future 2015 Noise Level Leq, dBA	Total Impacts*	Mitigation			Future 2015 Noise Level Leq, dBA	Total Impacts*	Mitigation		
					† max. 7-10	†† 5-6	††† Total			† max. 7-10	†† 5-6	††† Total
N	Dustin Rd. (SE Quad.)	57	57	0	0	0	0	60	0	0	0	0
	Dustin Rd. (NE Quad.)	61	61	0	0	0	0	64	0	0	0	0
	Primitive Baptist Church	69	69	9	0	0	0	72	14	0	0	0
	Dustin Rd. (SW Quad.)	70	70	1	1	0	1	73	1	1	0	1
Totals for existing alignment				74	39	1	40		199	127	6	133
N ⁽²⁾	Dustin Rd. (SE Quad.)	57	-	0	0	0	0	66	1	1	0	1
	Dustin Rd. (NE Quad.)	61	-	0	0	0	0	66	0	0	0	0
	Primitive Baptist Church	69	-	9	0	0	0	55	0	0	0	0
	Dustin Rd. (SW Quad.)	70	-	1	1	0	1	65	0	0	0	0
Totals with line shift north of MD 198				74	39	1	40		185	127	6	133

- * Total impacts - the total number of impacts within a noise sensitive area.
- † The number of impacted receptors receiving a 7-10 dBA reduction of noise levels.
- †† The number of impacted receptors receiving a 5-6 dBA reduction of noise levels.
- ††† The total number of impacted receptors receiving a minimum of 5 dBA reduction of noise levels

⁽¹⁾ Impact and mitigation data are presented for the most effective concept (option) for noise control presented under the Selected Alternative for the specific Noise Sensitive Area. In most cases, this would be a total control of access concept, devoid of any access for local roadways through the barrier.

⁽²⁾ Line shift data between MD 198 Route and Dustin Road.

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capacity associated with the controlled access design. Therefore, mitigation of noise impacts for the No-Build Alternative would have approximately equivalent length, height, and cost requirements associated with achieving the minimum insertion loss design goal of 7-10 dBA at first-row receptors.

Table IV-11 also presents the number of impacted receptors in each NSA for the No-Build Alternative that would benefit from mitigation measures. As can be seen, 40 receptors would benefit from mitigation measures implemented with the No-Build Alternative. A total of 133 receptors would benefit from mitigation measures for the Selected Alternative. With the line shift concepts associated with the Selected Alternative, a total of 133 receptors also would benefit from mitigation measures.

Table IV-12 presents a summary of the barrier dimensions, location, noise reduction benefits and associated costs for mitigation of noise impacts in each Noise Sensitive Area.

Selected Alternative

Construction of the Selected Alternative would not substantially increase noise levels within the project corridor. Of the future noise sensitive areas modeled, the future-year (2015) noise levels would exceed the FHWA's noise abatement criteria for Category B Activities within all noise sensitive areas. Predicted future-year (2015) noise levels ranged from a minimum of 57 dBA at NSA G and N to a maximum of 75 dBA at NSA H.

Because the No-Build Alternative would not result in an increase in capacity, or involve lane additions to U.S. Route 29, these alternatives would not qualify for mitigation analyses. Only the Selected Alternative would qualify for consideration as mitigation measures for this project. All of the identified Noise Sensitive Areas would be impacted in excess of the NAC for the Selected Alternative.

The following assumptions were made with regard to noise impact analysis enabling the combination of the No-Build Alternative for comparison with the Selected Alternative.

1. There are no roadway differences that would result in substantially different traffic capacity between the No-Build Alternative. LOS C traffic volumes would be equal or slightly decreased and speeds would be equivalent for these alternatives; therefore, worst-case noise levels would remain the same. These alternatives have therefore been combined for the purposes of simplifying the noise analysis and are hereafter referred to as the No-Build Alternative.
2. The major difference between the Selected Alternative and the No-Build Alternative is grade separations at interchanges. The Selected Alternative improvements would result in a greater increase in noise levels than the No-Build Alternative for LOS C operation, due entirely to the increased traffic capacity associated with the Selected Alternative.

Table IV-12

Abatement Summary Noise Sensitive Areas
U.S. Route 29
Montgomery, County, MD

NSA	Description	No. of Homes Impacted and Benefitted	Selected Alternative				Barriers			Cost Per Residence (\$ x 1000)	Notes
			Ambient ⁽¹⁾	No-Build (Design Year)	Build (Design Year)	Build w/ Barrier (Design Year)	Length (ft.)	Height (ft.)	Cost ⁽²⁾ (\$ mil.)		
G	Oak Hill Apts.	2	62	63-65	66-68	60-63	1180	16	.315	157	Mitigation measures evaluated but not reasonable because benefits do not justify cost.
	White Oak Towers	0	58	57-58	60-61	--	--	--	--	--	
	Springbrook Manor	9	63	58-64	62-68	55-57	2800	16-21	.856	95	
H	Bronzegate Apts.	8	58	65-66	68-69	58-60	2200	16-21	.764	95.5	Mitigation measures evaluated but not reasonable because benefits do not justify cost.
	Rolling Acres/Inverleigh	16	64	65-71	68-75	60-69	2200	16	.580	36	Detailed studies of noise mitigation measures recommended during final design.
I	Shanandale Drive	4	60	60-67	63-70	56-61	1780	21	.615	154	Mitigation measures evaluated but not reasonable because benefits do not justify cost.
J	Res. N. of Fairland Rd.	1	62	65-70	68	57	945	16	.249	249	Mitigation measures evaluated but not reasonable because benefits do not justify cost.
	Fairland Elementary School	0	50	59-64	62-67	--	--	--	--	--	
K	Windsor Court Apts.	8	58	64-66	67-69	59-60	1300	21	.442	55.5	Mitigation measures evaluated but not reasonable because benefits do not justify cost.
	Avonshire Apts.	14	61	67-71	70-74	60-63	1200	11-16	.414	29.5	
L	Greencastle Lakes	28	62	60-68	63-70	56-63	3800	21-26	1.418	50.6	Mitigation measures evaluated but not reasonable because benefits do not justify cost.
	Paint Branch High School	0	51	60-63	63-67	--	--	--	--	--	
	Perrywood Estates	20	60	59-70	62-73	58-62	2400	21	.833	41.6	

8/1

Table IV-12

Abatement Summary Noise Sensitive Areas
 U.S. Route 29
 Montgomery, County, MD
 (Continued)

NSA	Description	No. of Homes Impacted and Benefitted	Selected Alternative				Barriers			Cost Per Residence (\$ x 1000)	Notes
			Ambient ⁽¹⁾	No-Build (Design Year)	Build (Design Year)	Build w/ Barrier (Design Year)	Length (ft.)	Height (ft.)	Cost ⁽²⁾ (\$ mil.)		
M	Country Place Apts.	8	58	62-65	66-68	60	1030	21	.358	45	Detailed studies of noise mitigation measures recommended during final design.
	Oakhurst	7	63	63-67	66-70	60-63	1800	21	.622	89	Mitigation measures evaluated but not reasonable because benefits do not justify cost.
	Blackburn Road	5	68	64-66	67-69	57-60	1220	16	.358	72	Mitigation measures evaluated but not reasonable because benefits do not justify cost.
N	Dustin (SE)	1	50	57	66	58	1830	21	.634	634	Mitigation measures evaluated for line shift option only. Mitigation measures evaluated but not reasonable because benefits do not justify cost.
	Dustin (E)	0	56	61	66	--	--	--	--	--	
	Primeton Baptist Church	0	65	69	55	69	700	26	.429	86	Mitigation measures evaluated but not feasible due to restriction of access to local residents.

(1) Representative "worst case" measurement of designated area.

(2) Based on \$16.50/sf.

NSA - Noise Sensitive Area

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Table IV-10 summarizes worst-case mainline noise impacts associated with the No-Build and Selected Alternatives for each Noise Sensitive Area. An increase in noise levels of 3 to 4 dBA would be generated from the operation of the Selected Alternative as compared to No-Build Alternative. This increase would be due entirely to increased LOS C traffic volumes resulting from grade-separation improvements.

None of the future noise levels from the No-Build Alternative would increase existing noise levels by 10 dBA or more. One receptor location in area N would approach a 10 dBA increase over existing noise levels with the line shift concepts for the Selected Alternative.

With the No-build Alternative, a total of 74 receptors would approach or exceed the NAC. With the line shift concepts developed under the Selected Alternative, a total of 185 receptors would approach or exceed the NAC.

Noise Sensitive Area G: Oak Hill Apartments, Springbrook Manor

Approximately seven impacted first-row apartment units in Oak Hill Apartments face U.S. Route 29. A barrier approximately 1,180 feet in length and 16 feet high would provide benefits of 5-6 dBA reduction of U.S. Route 29 noise levels for 2 receptors. Abatement of noise levels associated with Old Columbia Road would not be feasible at the apartment complex due to access and safety restrictions (Figure IV-7). The barrier would be located between stations 231 and 242+70. The average setback distance of the barrier from the near travel lane of U.S. Route 29 would be approximately 24 feet. Total cost would be approximately \$314,790 or \$157,361/residence.

Based upon a review of all reasonableness and feasibility criteria, mitigation measures evaluated for Oak Hill Apartments would not be considered reasonable and feasible because of cost and substantial reduction in noise levels would not occur.

Approximately 17 impacted first-row residences face U.S. Route 29 in the community of Springbrook Manor. A barrier approximately 2,800 feet in length and 16-21 feet high would provide a 5-12 dBA reduction of noise levels for receptors located in this area (Figure IV-7). The barrier would be located between stations 244 and 272+50. The average setback distance of the barrier from the near travel lanes of U.S. route 29 would be approximately 24 feet. Total cost would be approximately \$855,556 or \$95,060/residence for 9 receptors benefitting.

Based upon a review of all reasonableness and feasibility criteria, mitigation measures evaluated for Springbrook Manor would not be considered reasonable and feasible because of constraints on cost.

Noise Sensitive Area H: Bronzegate Apartments, Rolling Acres-Inverleigh

Approximately 8 impacted apartment units in Bronzegate Apartments would benefit from a barrier approximately 2,200 feet in length and 16-21 feet in height. The barrier would provide a 9-10 dBA reduction of U.S. Route 29 noise levels for first-row receptor locations. Abatement of noise levels associated with Old Columbia Road would not be feasible at the apartment complex (Figure IV-8). The barrier would be located between stations 268+90 and 295+50, would begin on structure, transition to the top of the embankment, and continue along Old

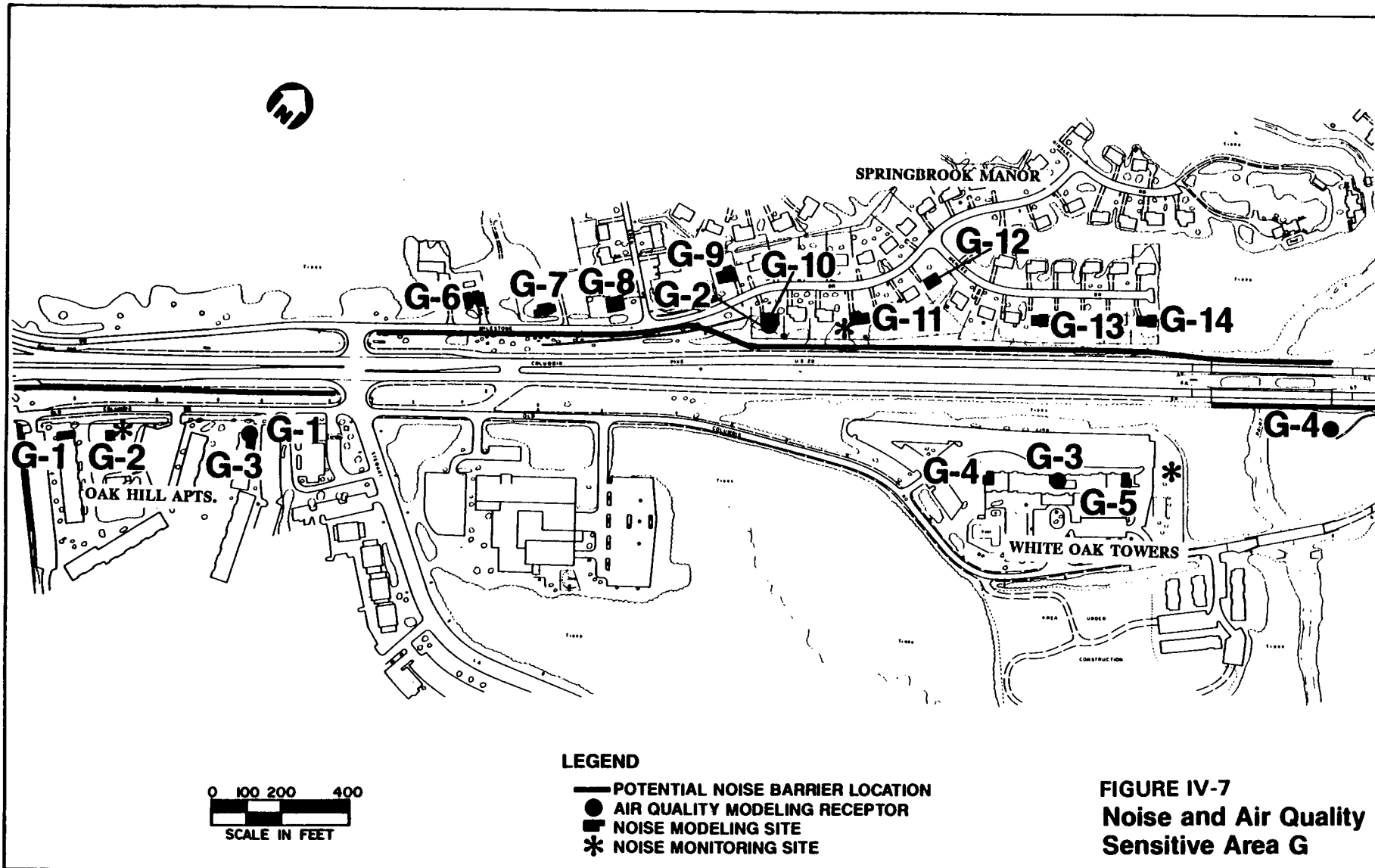
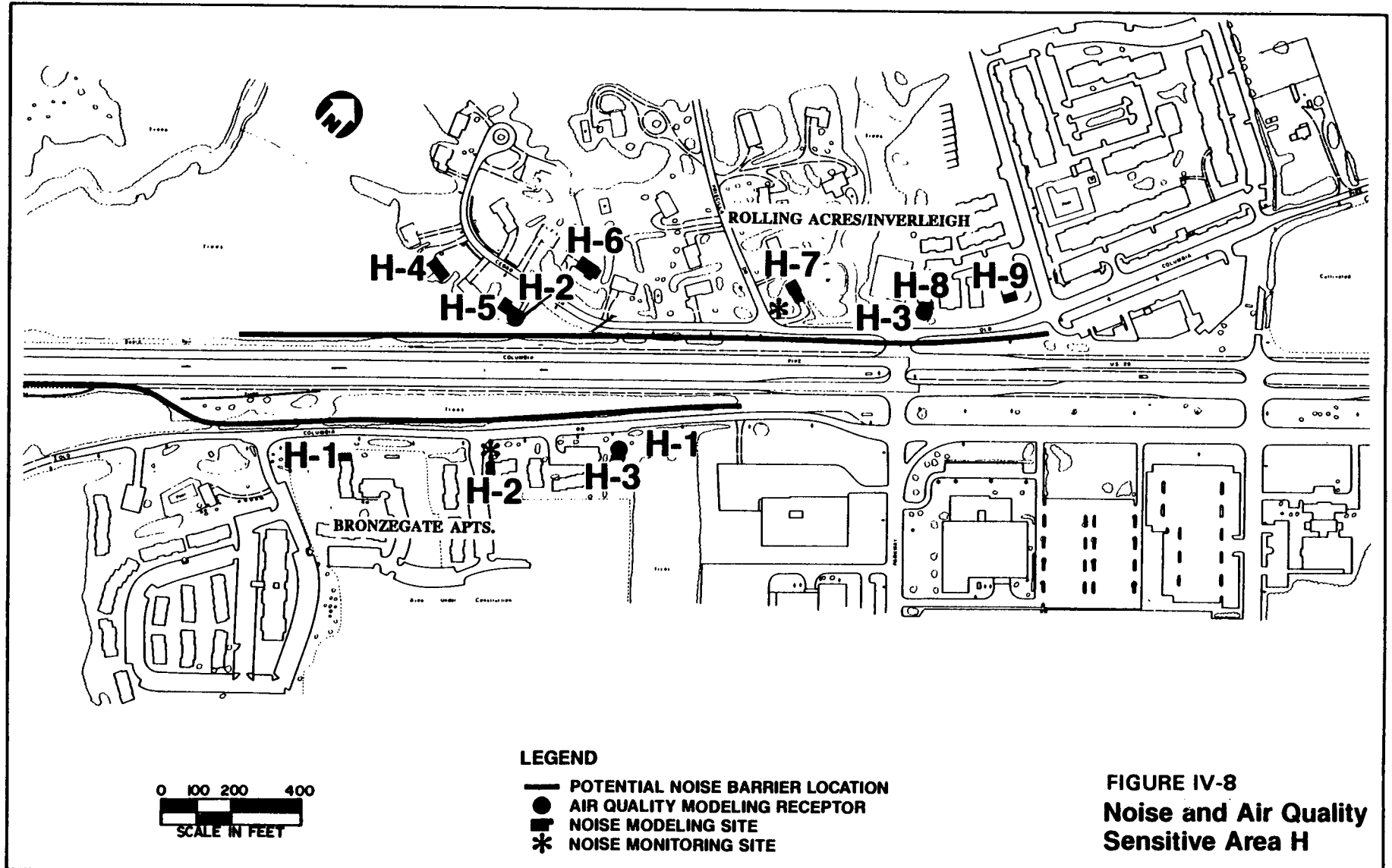


FIGURE IV-7
Noise and Air Quality
Sensitive Area G



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Columbia Road. The barrier would be located between stations 268+90 and 295+50, would begin on structure, transition to the top of the embankment, and continue along Old Columbia Road. Total cost would be approximately \$763,890 or \$95,490/residence.

Based upon a review of all reasonableness and feasibility criteria, mitigation measures evaluated for Bronzgate Apartments would not be considered reasonable and feasible because of constraints on cost.

Approximately six first-row residences in Rolling Acres and three apartment buildings in Inverleigh face U.S. Route 29. Sixteen impacted receptors would benefit from a barrier approximately 2,200 feet in length and 16 feet in height which would provide a 5-10 dBA reduction of U.S. Route 29 noise levels for first-row receptor locations. Abatement of noise levels associated with Old Columbia Road (Inverleigh Apartments) and Cedar Hill Road (Rolling Acres) would not be feasible with the proposed barrier due to access and safety restrictions (Figure IV-8). The barrier would be located between stations 286 and 304 and would parallel the southbound lanes of U.S. Route 29 at a setback distance of approximately 24 feet. Total cost would be approximately \$580,555 or \$36,285/residence.

Based upon a review of all reasonableness and feasibility criteria, mitigation measures evaluated for Rolling Acres and Inverleigh Apartments is recommended for detailed study during final design.

Noise Sensitive Area I: Shanandale Drive

Approximately four impacted residences would benefit from a barrier approximately 1,780 feet in length and 21 feet in height. The barrier would provide an 9-10 dBA reduction of U.S. Route 29 noise levels for first-row receptor locations (Figure IV-9). The barrier would be located between stations 339+20 and 351+70, would begin along the proposed northbound entrance ramp and continue along the northbound lanes of U.S. route 29 at a setback of approximately 24 feet. Total cost would be approximately \$615,450 or \$153,850/residence.

Based upon a review of all reasonableness and feasibility criteria, mitigation measures evaluated for this residence would not be considered reasonable and feasible because of constraints on cost.

Noise Sensitive Area J: Residence North of Fairland Road

For the Selected Alternative, future predicted noise levels would be reduced 10 dBA at receptor J1 with a barrier 21 feet in height. Barrier length and location would be equivalent to the No-Build Alternative barrier discussion. The barrier would cost approximately \$326,964. The barrier location studied is presented graphically in Figure IV-10.

Based upon a review of all reasonableness and feasibility criteria, mitigation measures evaluated for this residence would not be considered reasonable and feasible because of constraints on cost.

IV-55

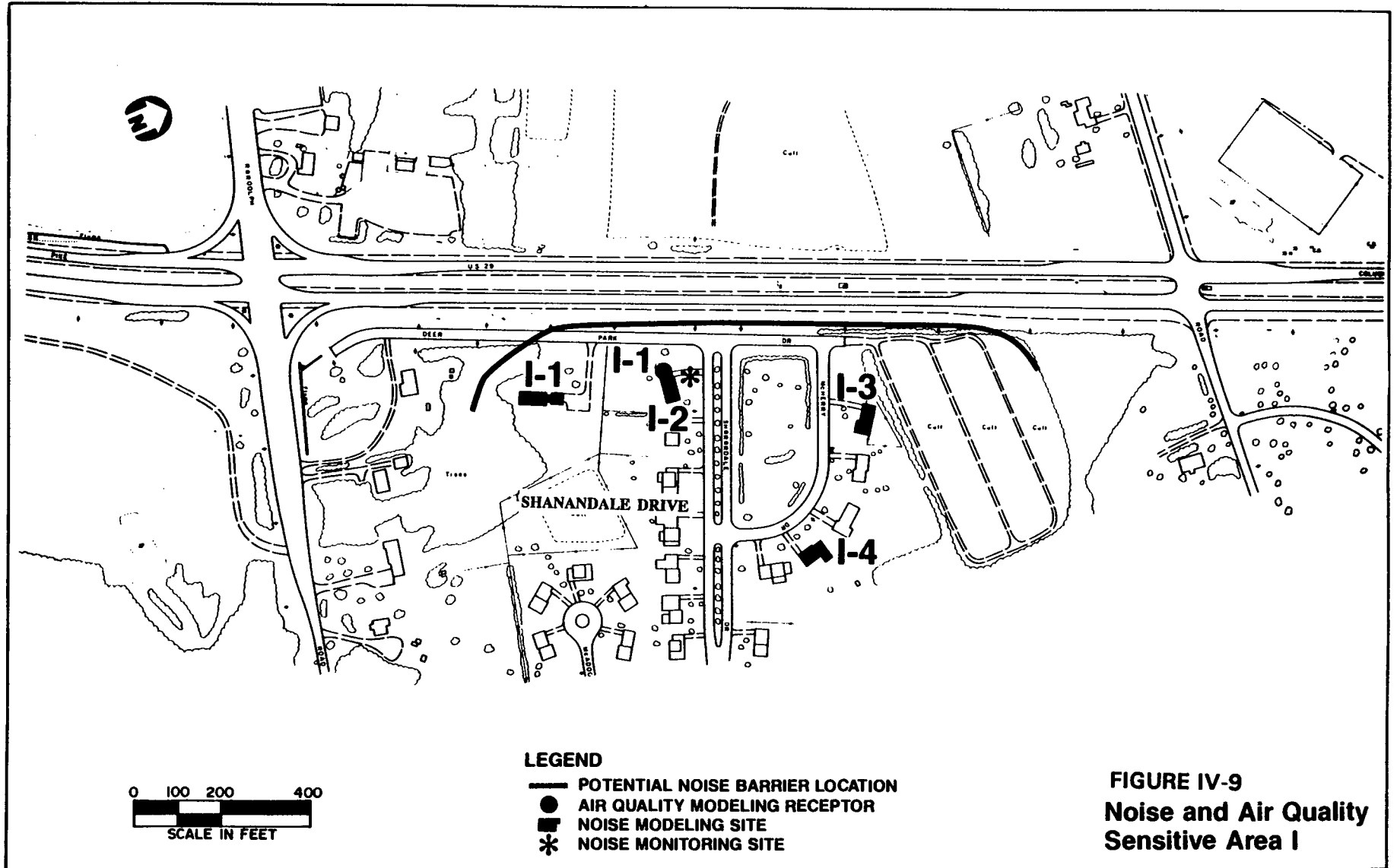


FIGURE IV-9
Noise and Air Quality
Sensitive Area I

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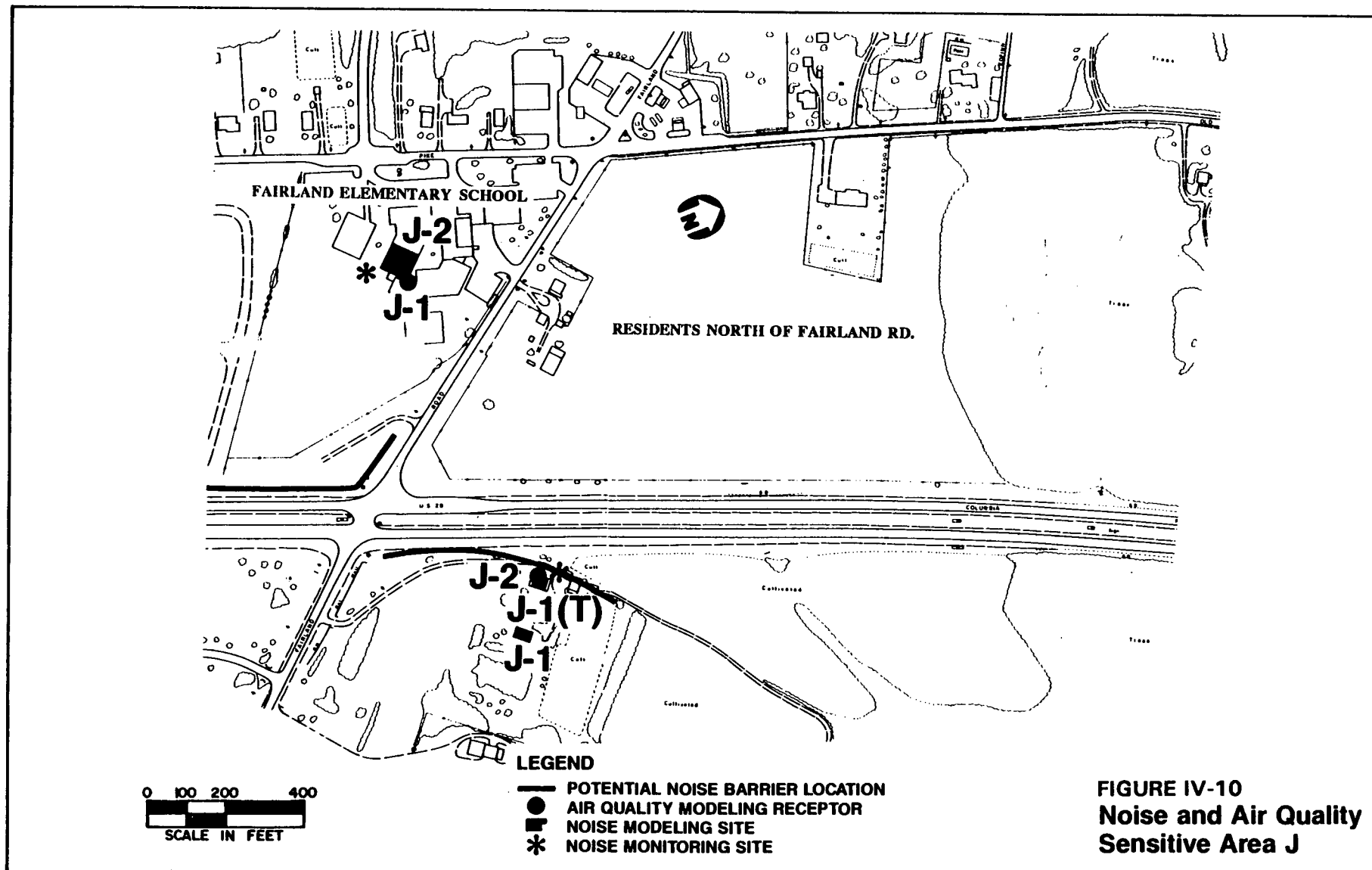


FIGURE IV-10
Noise and Air Quality
Sensitive Area J

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Noise Sensitive Area K: Windsor Court Apartments, Avonshire Apartments

It would be feasible to place a barrier along U.S. Route 29 to reduce noise levels, associated with the Selected Alternative, for the apartment complex. A total of 8 residential units would benefit from the barrier, and a 7-10 dBA reduction of noise levels would be possible with a barrier 21 feet in height and 1,300 feet in length (Figure IV-11). The barrier would continue along the northbound lanes of U.S. Route 29 and connect with the southern terminus of the proposed barrier for NSA L, Greencastle Lakes. The barrier would be located between stations 424+50 and 437+50. The approximate cost of the barrier would be \$442,278 or \$55,535/residence.

Based upon a review of all reasonableness and feasibility criteria, mitigation measures evaluated for the Windsor Court Apartments would not be considered reasonable because of constraints on cost.

Ten first-row apartment buildings face U.S. Route 29 in Avonshire Apartments. A barrier approximately 1,200 feet in length and 11-16 feet in height would provide a 9-11 dBA reduction of U.S. Route 29 noise levels for fourteen first row receptor locations (Figure IV-11). The barrier would be located between stations 405+50 and 418+80 and would parallel the southbound ramp from U.S. route 29 on the top of the proposed retaining wall. Total cost would be approximately \$414,335 or \$29,595/residence.

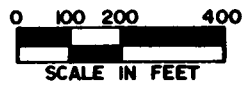
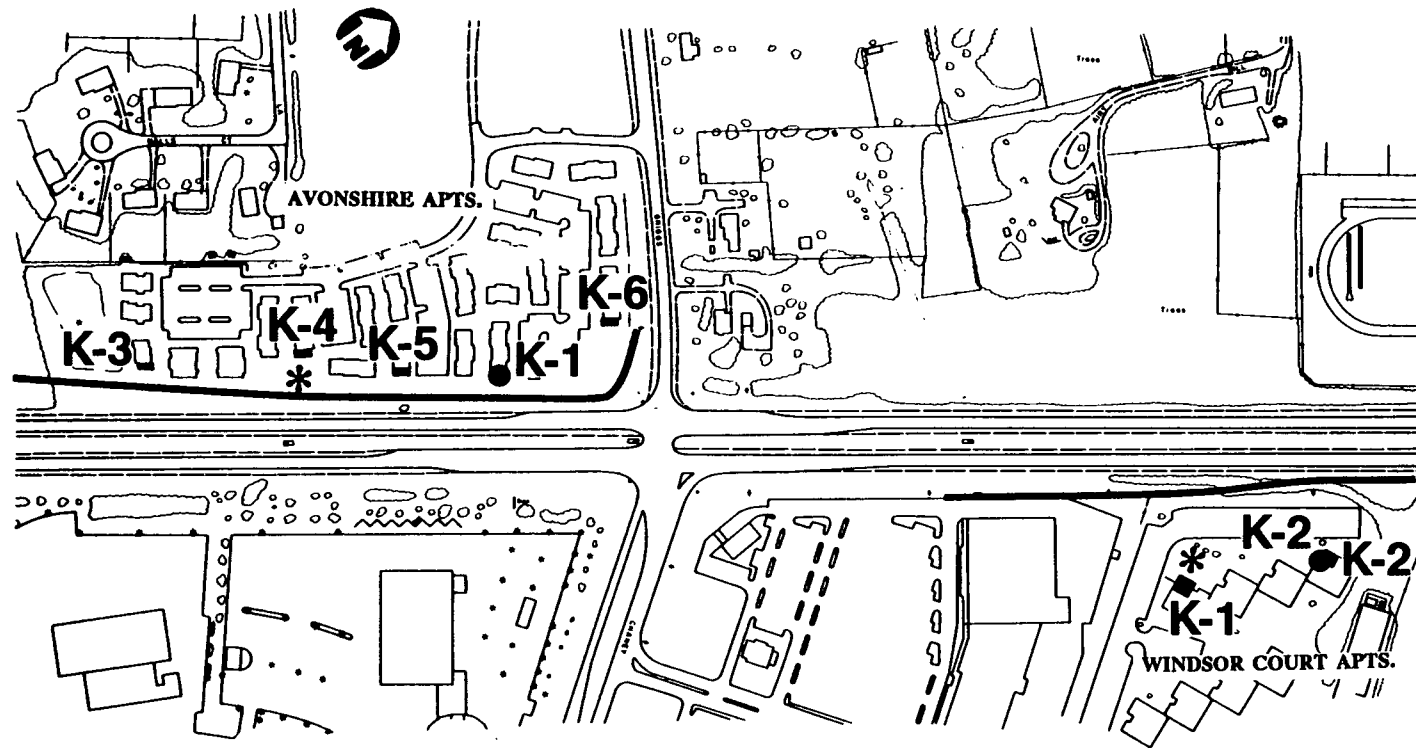
Based upon a review of all reasonableness and feasibility criteria, mitigation measures evaluated for Avonshire Apartments are recommended for detailed study during final design.

Noise Sensitive Area L: Greencastle Lakes, Perrywood Estates

It would be feasible to place a barrier along U.S. Route 29 to reduce noise levels, associated with the Selected Alternative, for the apartment complex at Greencastle Lakes. A total of 28 impacted residential units would benefit from the barrier, and a 5-10 dBA reduction of noise levels would be possible with a barrier 21-26 feet in height and 3,800 feet in length (Figure IV-12). The barrier would connect at the southern terminus with the proposed barrier at the Windsor Park Apartments and continue along the northbound lanes of U.S. Route 29 to Greencastle Road. The barrier would be located between stations 437+50 and 475+50. The approximate cost of the barrier would be \$1,417,780 or \$50,635/residence.

Based upon a review of all reasonableness and feasibility criteria, mitigation measures evaluated for Greencastle Lakes would not be considered reasonable because of constraints on cost.

Approximately 20 impacted residences in Perrywood Estates would benefit from a barrier 2,400 feet in length and 21 feet in height. The barrier would provide an 8-11 dBA reduction of U.S. Route 29 noise levels for first-row receptor locations (Figure IV-12). The barrier would be located between stations 442+30 and 466+50 and would be setback approximately 24 feet from the southbound lanes of U.S. Route 29. A wrap along the southbound entrance ramp would be required at the northern terminus of the proposed barrier. Cost would be approximately \$832,945 or \$41,650/residence.

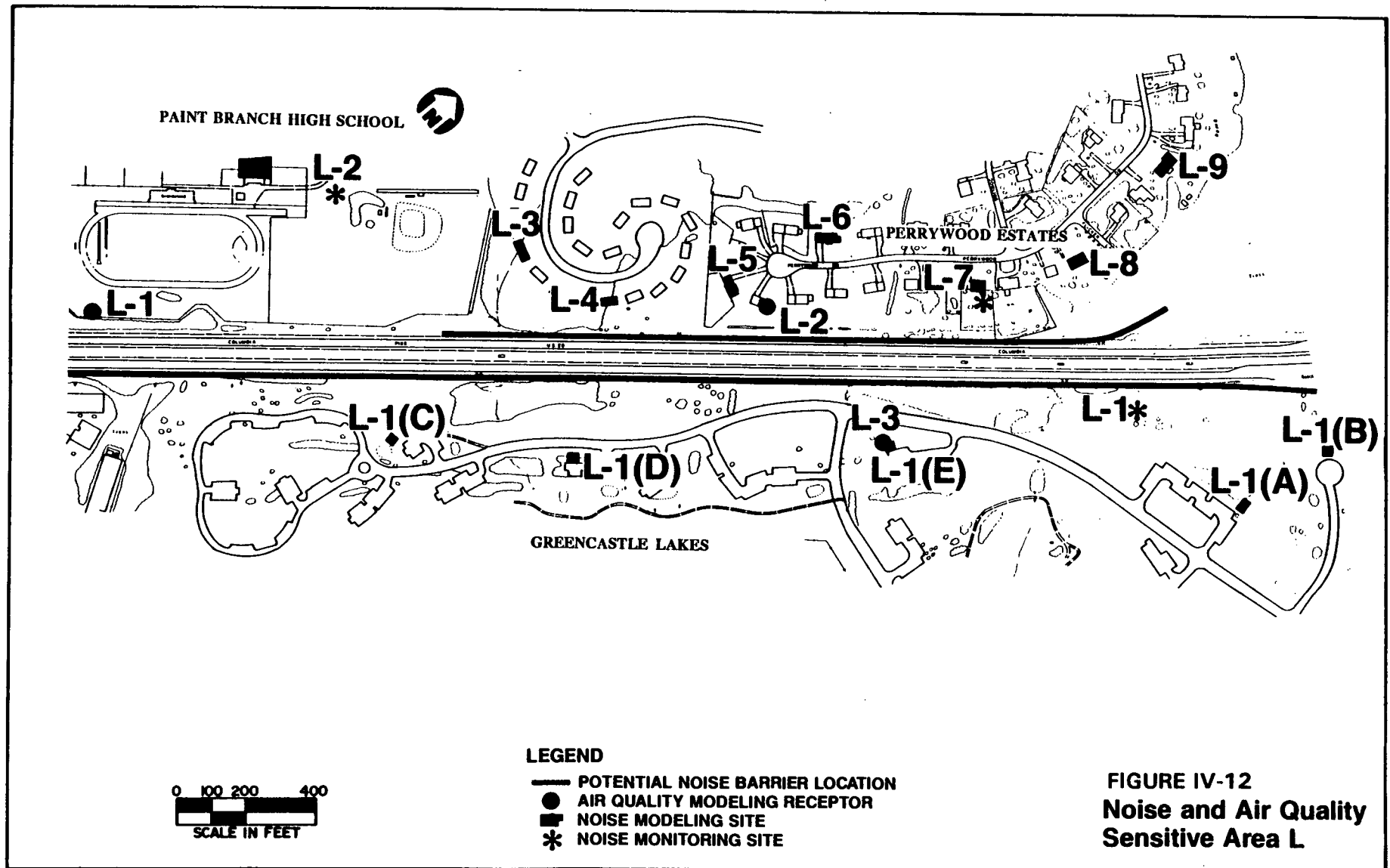


LEGEND

- POTENTIAL NOISE BARRIER LOCATION
- AIR QUALITY MODELING RECEPTOR
- NOISE MODELING SITE
- * NOISE MONITORING SITE

FIGURE IV-11
Noise and Air Quality
Sensitive Area K

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PAINT BRANCH HIGH SCHOOL



PERRYWOOD ESTATES

GREENCASTLE LAKES



LEGEND

- POTENTIAL NOISE BARRIER LOCATION
- AIR QUALITY MODELING RECEPTOR
- NOISE MODELING SITE
- * NOISE MONITORING SITE

FIGURE IV-12
Noise and Air Quality Sensitive Area L

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Based upon a review of all reasonableness and feasibility criteria, mitigation measures evaluated for Perrywood Estates are recommended for detailed study during final design.

Noise Sensitive Area M: Country Place Apartments, Oakhurst, Residences along Blackburn Road Impacted receptors in Country Place Apartments would benefit from a barrier approximately 1,030 feet in length and 21 feet in height which would provide a 6-8 dBA reduction of U.S. Route 29 noise levels for first-row receptor locations (Figure IV-13). The barrier would be located between stations 507 and 517 and would parallel northbound U.S. route 29. A total of eight impacted residential units would benefit from the proposed barrier at a cost of approximately \$358,110 or \$44,765/residence.

Based upon a review of all reasonableness and feasibility criteria, mitigation measures evaluated for Country Place Apartments are recommended for detailed study during final design.

Approximately 7 impacted residences in Oakhurst would benefit from a barrier 1,800 feet in length and 21 feet in height. The barrier would provide a 7-10 dBA reduction of U.S. Route 29 noise levels for first-row receptor locations (Figure IV-13). The barrier would be located between stations 478 and 496+30 and would be setback approximately 24 feet from the southbound lanes of U.S. Route 29. The barrier would connect with the southern terminus of the proposed barrier for residences along Blackburn Road. Cost would be approximately \$621,500 or \$88,785/residence.

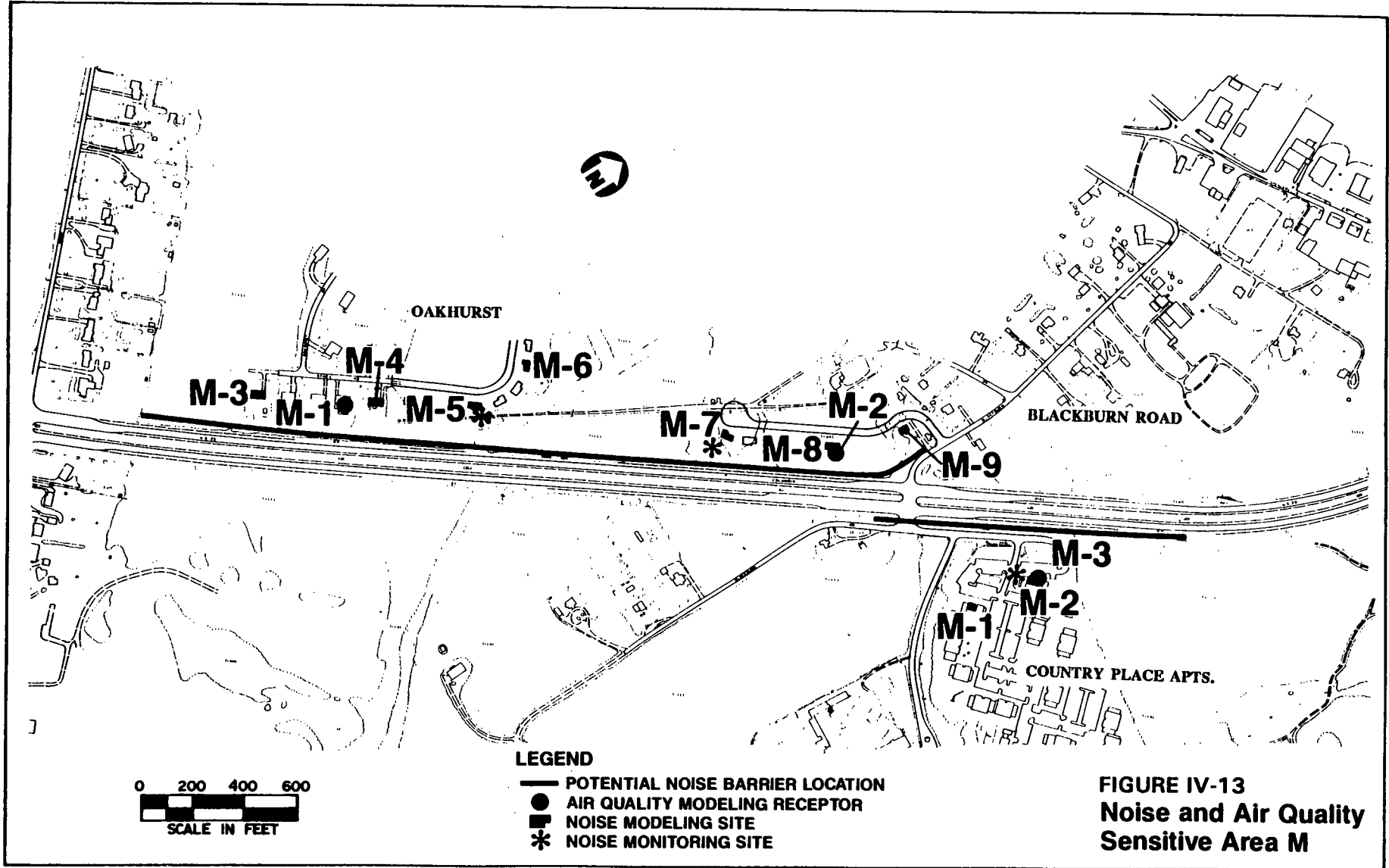
Based upon a review of all reasonableness and feasibility criteria, mitigation measures evaluated for Oakhurst would not be considered reasonable and feasible because of constraints on cost.

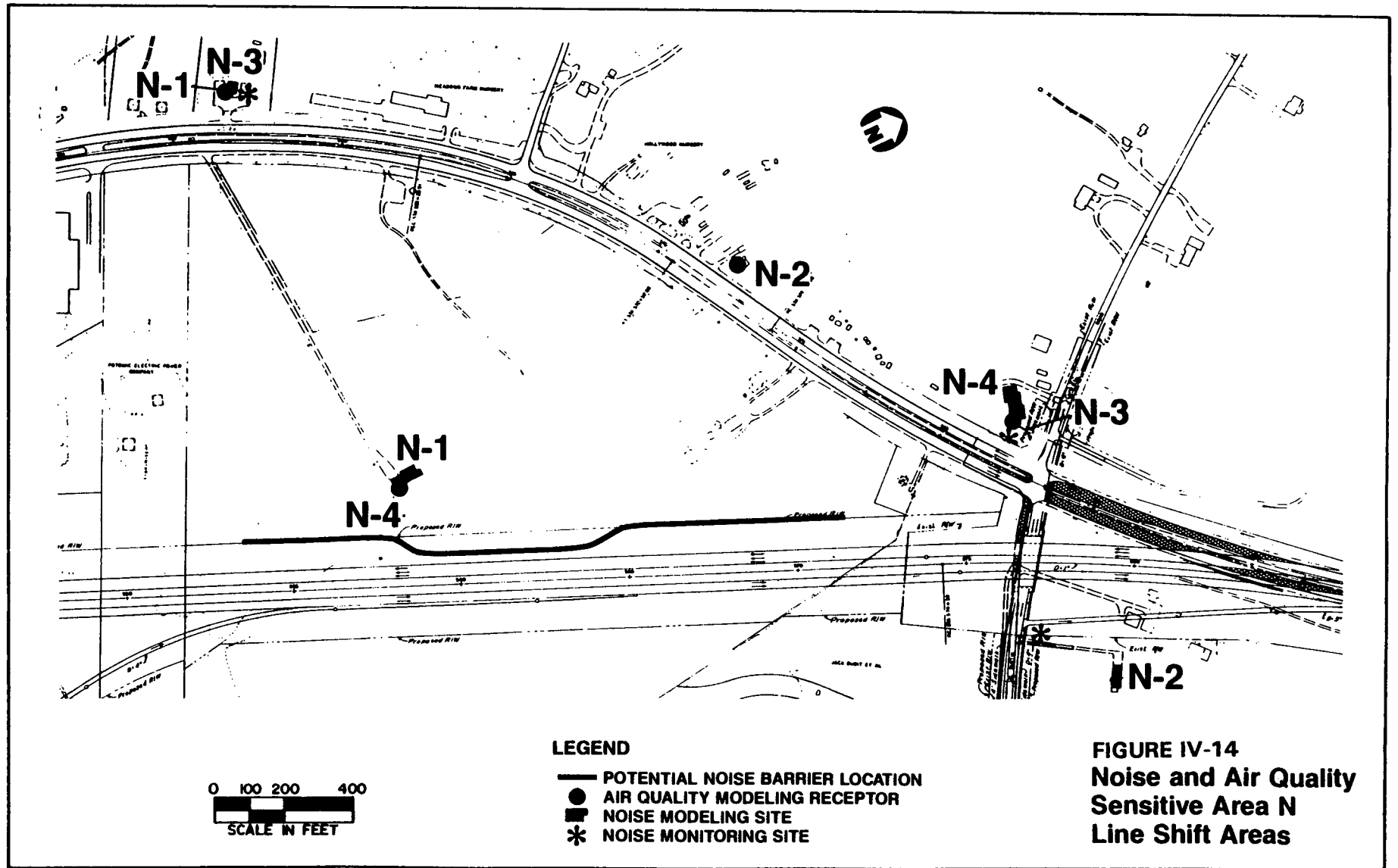
Approximately five first-row receptors face U.S. Route 29 south of Blackburn Road. A barrier approximately 1,220 feet in length and 16 feet in height would provide a 9-10 dBA reduction of U.S. Route 29 noise levels for first-row receptor locations (Figure IV-13). The barrier would parallel southbound U.S. Route 29, beginning at station 496+30 where the barrier would connect to the northern terminus of the proposed barrier at Oakhurst, continue to station 507, at a setback of 24 feet, and terminate with a wrap along the proposed southbound entrance ramp to U.S. Route 29 at station 508+50. A total of five impacted residential units would benefit from the proposed barrier at a cost of approximately \$358,110 or \$71,620/residence.

Based upon a review of all reasonableness and feasibility criteria, mitigation measures evaluated for these residences would not be considered reasonable and feasible because of constraints on cost.

Noise Sensitive Area N: Primeton Baptist Church, S.W. Quadrant of Dustin Road, S.E. Quadrant of Dustin Road (line shift)

A barrier approximately 1,830 feet in length and 21 feet in height would provide a 6 dBA reduction of U.S. Route 29 noise levels for the first-row receptor location in the southeast quadrant of Dustin Road (Figure IV-14). The barrier would be located between stations 553+80 and 571+50, and would transition from the top of embankment to roadway on fill continue northward and transition back to a top of embankment location. Total cost would be approximately \$634,000.





LEGEND

- POTENTIAL NOISE BARRIER LOCATION
- AIR QUALITY MODELING RECEPTOR
- NOISE MODELING SITE
- * NOISE MONITORING SITE

0 100 200 400
SCALE IN FEET

FIGURE IV-14
Noise and Air Quality
Sensitive Area N
Line Shift Areas

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Based upon a review of all reasonableness and feasibility criteria, mitigation measures evaluated for this residence would not be considered reasonable and feasible because of constraints on cost.

Construction Impacts

Construction noise differs from traffic noise in length, type, and duration of noise events. Construction noise is of a fixed duration, usually during daylight hours, and generally does not continue throughout the night. In addition, construction noise emanates from discontinuous noise sources, such as heavy machinery that produce varying levels of sound. Impacts resulting from construction are dependent upon the length of construction, equipment types, and the equipment usage cycle.

Typical construction would involve activities such as demolition, clearing and grubbing, earthwork, foundations, superstructures, paving operations, and finishing. Equipment used for these activities will be subject to Construction Noise Specifications to minimize impacts through control of the noise source, control along the sound path, and control at the receptor.

An increase in project area noise levels would occur during the construction of the proposed improvements. Construction noise differs from that generated by normal traffic due to its unusual spectral and temporal nature. The actual level of noise impact during this period will be a function of the number and types of equipment being used, as well as the overall construction procedure.

Generally, construction activity would occur during normal working hours on weekdays. Therefore, noise impacts experienced by local residents as a result of construction activities should not occur during sleep or outdoor recreation periods.

Other Mitigation Measures

In addition to noise walls, other abatement measures were considered. These include:

a. Traffic Management Measures

Traffic management measures which could be used include traffic control devices and signing for prohibition of certain vehicles (heavy trucks), time use restrictions for certain types of vehicles, modified speed limits and exclusive lane designations.

It is not possible to prohibit heavy trucks from this type of facility, as it is a heavily traveled trucking corridor.

b. Alterations of Horizontal and Vertical Alignment

This also is not a reasonable alternate because the project consists of widening and existing facility within the median.

c. Acquisition of Real Property or Property Rights to Establish Buffer Zones

Existing residential development adjacent to U.S. Route 29 makes it infeasible to acquire substantial amounts of property for buffer areas.

F. INITIAL SITE ASSESSMENTS - HAZARDOUS MATERIALS

Candidate properties for Phase I site assessments were identified from the Selected Alternative mapping and refined by preliminary site visits. The sites were selected by their proximity to the proposed alignment and probable environmental impact. Seventy-seven sites were identified for assessment within the Selected Alternative. The individual site assessment reports are included under separate cover to this report. Phase I Site Assessments were performed on sites that included agricultural, residential, commercial and manufacturing entities. In addition, several properties were excluded from the Phase I Site Assessment based on obvious environmental concerns such as current usage as a gasoline dispensing station for which Phase II Assessments should be conducted.

The gasoline stations excluded from the Phase I Site Assessments are located along the alignment, from north to south at Briggs Chaney Road (southeast of the alignment), East Randolph Road (northwest of the alignment), Timberwood Avenue (west of the alignment) and along both the west and east sides of U.S. Route 29 at the intersection of University Blvd. and U.S. Route 29. Due to the historical and potential current storage tank leaking problems, it is recommended that a Phase II Site Assessment with acquisition of environmental samples of the soil sand groundwater be undertaken prior to acquisition.

The junctions of University Blvd. and U.S. Route 29, "Four Corners Area" contains both historical and present day gasoline dispensing stations. In addition, several properties for which Phase I investigations had fuel storage as an integral part of their past or present operations. A soil gas survey may need to be conducted on the existing ROW to determine the areas where Phase II assessments need to be focused.

The most frequently occurring evidence of environmental degradation appeared associated with automobile fuel storage. Several incidents of improper waste disposal practices were noted during the site inspections. These incidents generally were associated with automobile repair facilities or practices. Several facilities contain fuel oil storage tanks and past leakage from those tanks were noted.

There is a strong likelihood that petroleum contaminated soils will be encountered on several of the properties or section of properties anticipated to be acquired for this project. Impact of these petroleum contaminated soils on the project will be associated with characterization, excavation, testing and disposal of encountered contamination. To minimize the impacts of contaminated sites on the construction of the roadway improvements, it is recommended that characterization of the potentially acquired property be conducted prior to the purchase of the properties as delays and expenses associated with construction related discovery of contamination can be substantial. Site specific recommendations are included in each Phase I Site Assessment Report. The U.S. Route 29 Phase I Environmental Assessments Report - Volumes 1-15 (Sept. 1993) can be obtained from MD SHA.

G. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

Implementation of the proposed project would involve the commitment of natural, physical, human and fiscal resources.

Land used for transportation purposes is considered a relatively permanent commitment of resources. Although this land could be restored for other uses if a greater need arises or if the highway is no longer needed, the effort would be extremely costly as well as time consuming. Presently, there is no reason to believe that such a conversion will be necessary or desirable.

The use of materials, labor, and energy would be irretrievably committed to construction and maintenance of the proposed project.

Once utilized in road construction, certain mined and manufactured materials such as sand, gravel, steel and cement are, for practical purposes, irretrievable. These materials, however, are not in short supply and their use would not have an adverse effect on their continued availability. The project commitment of construction materials and labor would be irretrievable.

The use of energy resources in the construction and operation of the highway would be an irretrievable commitment of resources. Compilation of the total energy balance sheet for the highway is unusually complex. The use of gasoline for travel would be balanced by the efficiency of this additional investment of fuels in terms of moving goods and people and of increasing their production.

The land acquired for right-of-way would be, for all practical purposes, irreversibly committed to transportation use and will not yield tax revenue. Tax losses to the area, however are not necessarily irretrievable. The highway has the potential to stimulate economic growth and increase the overall productivity of the area, thus increasing tax revenues.

Residents in the area, region, and state are expected to benefit from the improved accessibility and savings in time provided by the improvements. It is anticipated that these benefits would outweigh the commitment of natural, physical, human, and fiscal resources.

H. RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

The short-term uses of the environment due to the implementation of the project would be temporary and would occur primarily during construction. Land required for the right-of-way would become permanently committed to transportation needs. Taking this land would involve an initial loss of tax revenue. The air and noise environments of the corridor would be impacted by construction equipment and activities. The expenditure of time, energy, and money are also short-term uses of resources that would be associated with the project.

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The project has been proposed and planned in response to growth that has occurred in the past years. Maintenance of long-term productivity in the area would be attained through increased safety and a reduction in congestion. The long-term effects of the project would result from changes in land use and economic development. The anticipated improved access to the area and the decreased local traffic congestion expected to result from the proposed project would both support and help stimulate the long-term productivity and development benefits of the region.

Section V
**List of
Preparers**

V. LIST OF PREPARERS

The following is a list of key personnel responsible for the preparation of the Final Environmental Impact Statement, and their project responsibilities:

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Christ Congregational
9525 Colesville Road
Silver Spring, MD 20901

Church of Christ of Silver Spring
100 East Franklin Avenue
Silver Spring, MD 20901

Marvin Memorial United Methodist
33 University Boulevard East
Silver Spring, MD 20901

Southeast Hebrew Congregation
10900 Lockwood Drive
Silver Spring, MD 20901

Shaare Tetila Congregation
11120 Lockwood Drive
Silver Spring, MD 20901

St. Stephen Lutheran
11612 New Hampshire Avenue
Silver Spring, MD 20902

St. Marks Episcopal
12621 Old Columbia Pike
Silver Spring, MD 20904

Forcey Memorial Fundamental
2130 East Randolph Road
Silver Spring, MD 20904

Roberts Memorial Free Methodist
2337 Fairland Road
Silver Spring, MD 20904

Epiphany Lutheran
14411 Old Columbia Pike
Burtonsville, MD 20866

RELIGIOUS INSTITUTIONS ON U.S. ROUTE 29 CORRIDOR (Continued)

Burtonsville Baptist
3400 Spencerville Road
Burtonsville, MD 20866

Liberty Grove United Methodist
15124 Liberty Grove Drive
Burtonsville, MD 20866

Knox Presbyterian Church
410 Granvale Drive
Silver Spring, MD 20901

Burnt Mills Seventh Day Adventist
10915 Lockwood Drive
Silver Spring, MD 20901

Resurrection Catholic Church
14505 Perrywood Drive
Burtonsville, MD 20866

Columbia Primitive Baptist
15900 Columbia Pike
Burtonsville, MD 20866

COMMUNITY ORGANIZATIONS FOR U.S. 29

Allied Civic Group
Joan Ennis, President
9410 Crosby Road
Silver Spring, MD 20910
(558-5962)

Avonshire Homeowners (635)
Scott Brace, President
13769 Avonshire Drive
Silver Spring, MD 20904

Burnt Mills Manor Civic Association (117)
Pamela Mason, President
10900 Childs Street
Silver Spring, MD 20901
(681-6598)

COMMUNITY ORGANIZATIONS FOR U.S. 29 (Continued)

Burnt Mills Hills Citizens Association
Edwin Miller, President
10910 Hoyle Avenue
Silver Spring, MD 20901
(681-6618)

Burnt Mills Estates 7 Gardens Civic Association
Stuart Elsen, President
813 Northwest Drive
Silver Spring, MD 20901

Burnt Mills Condominiums, Inc.
Marsha Mills, Secretary
11223 Columbia Pike
Silver Spring, MD 20901

Burnt Mills Village Citizens Association
Jack Gates, President
405 Southwest Drive
Silver Spring, MD 20901

Burtonsville/Spencerville Planning
Ellen Beck, President
4325 Valley Stream Avenue
Burtonsville, MD 20866

Calverton Civic Association
Bill Sykora, President
12301 Tampico Way
Silver Spring, MD 20904

Columbia Road Citizens Association
Patricia Faulkner, President
2805 Nalls Lane
Silver Spring, MD 20904

Columbia Towers Condo Association
Board of Directors, Message Slot
12001 Old Columbia Pike
Silver Spring, MD 20904

Dumont Oaks Community Association
A.K., President
8630 Fenton Street #123
Silver Spring, MD 20910

COMMUNITY ORGANIZATIONS FOR U.S. 29 (Continued)

Four Corners Condominium Association
William Fisher
10028 Colesville Road
Silver Spring, MD 20901

Greencastle Lake Homeowners (520)
Morton Levine, Associated Investment
7979 Old Georgetown Road
Suite 805
Bethesda, MD 20814

Indian Springs Citizens Association
Kathy Lipton, President
109 Granville Drive
Silver Spring, MD 20901

Kingsman Farm Homeowners Association
Geoffrey Back, President
19 Kingsman View Circle
Silver Spring, MD 20901

Northwood-Four Corners Civic Association
Tierney Siegel, President
108 Northwood Avenue
Silver Spring, MD 20901

Northwest Branch Estates Civic Association
George Sloan, Jr. President
10801 Meadowhill Road
Silver Spring, MD 20901

North White Oak Civic Association
Kate Stevenson, President
12122 David Drive
Colesville, MD 20904

North Hills of Sligo Civic Association
Bob Bachman
9523 Thorn Hill Road
Silver Spring, MD 20901

Oakhurst Homeowners Association, Inc.
Deborah Rothenhoeffter, President
Box 506
Burtonsville, MD 20866

COMMUNITY ORGANIZATIONS FOR U.S. 29 (Continued)

Paint Branch Park Twn. Condo
Kitty Roberts, President
11915 Old Columbia Pike
Silver Spring, MD 20904

Perrywood Civic Association
Bob Stephens, President
14404 Perrywood Drive
Burtonsville, MD 20866

Petree
Ms. Carol Petree, Trail Riders of Today
13490 Columbia Road
Silver Spring, MD 20904

Rolling Acres Homeowners Association
Edwards Lyons, President
2017 Featherwood Street
Silver Spring, MD 20904

Seven Oaks-Evanswood Citizens Association
William Kaupert, President
9222 Manchester Road
Silver Spring, MD 20901

South Four Corners Citizens Association
Karen Michels, Acting President
9904 Rogart Road
Silver Spring, MD 20901

Stonecrest-Wood Crest Civic Association
Leroy Faringer, President
12813 Stonecrest Drive
Silver Spring, MD 20904

Timber Hill Civic Association
George Krouse, President
4540 Dustin Road
Burtonsville, MD 20866

Stonehedge Condo
Martha Cardona, President
12110 Cliftdatle Drive
Silver Spring, MD 20904

COMMUNITY ORGANIZATIONS FOR U.S. 29 (Continued)

White Oak Area Civic Coalition
William Tate, President
12901 Broadmore Road
Silver Spring, MD 20904

Woodmoor-Pinecrest Citizens Association
Mike Pfetsch
9906 Indian Lane
Silver Spring, MD 20901

Woodside Forest Civic Association
William Morice, President
1709 Corwin Drive
Silver Spring, MD 20910

CITIZEN ADVISORY COMMITTEE FOR U.S. 29

Mr. Ralph Bennett
Northwood-Four Corners Civic Association
115 Southwood Avenue
Silver Spring, MD 20901

Mr. Micheal Fisher
Fisher-Suburban Construction Company
10020 Colesville Road
Silver Spring, MD 20901

Ms. Barbara Foresti
White Oak Area Civic Association
301 Willinton Drive
Silver Spring, MD 20901

Mr. Tony Hauner
Indian Spring Citizens Association
203 Brewster Avenue
Silver Spring, MD 20901

Mr. Fred Howlin
The Corner Pub
10111 Sutherland Road
Silver Spring, MD 20901

CITIZEN ADVISORY COMMITTEE FOR U.S. 29 (Continued)

Mr. George Krouse
Timber Hill Civic Association
4540 Dustin Road
Burtonsville, MD 20730

Mr. Edward Lynch
Rolling Acres Homeowners' Association, Inc.
P.O. Box 4757
Silver Spring, MD 20904

Mr. Dale Mangum
Bell Flowers
8201 Georgia Avenue
Silver Spring, MD 20910

Mr. Tony Marva, Manager
Government & Community Relations
C & P Telephone
1738 Elton Road, Suite 220
Silver Spring, MD 20903

Kelley L. Rexroad, Manager
Public Relations & Employee Services
The Singer Company
11800 Tech Road
Silver Spring, MD 20904

Ms. Kitty Roberts
Tri-Community Group
11915 Old Columbia Pike
Silver Spring, MD 20904

Mr. James Tavel
Linowes & Blocher
8720 Georgia Avenue
Silver Spring, MD 20910

Ms. Ilene Wieselthier
Burnt Mills Manor Civic Association
10901 Oakwood Street
Silver Spring, MD 20901

Section VII

**Comments and
Coordination**

VII. COMMENTS AND COORDINATION

A. PUBLIC INVOLVEMENT

Public participation was an important part of the study, and thus was initiated early in the DEIS study process to allow incorporation of public concerns into the development of project alternatives. An introductory review meeting was held on February 6, 1986, with interested parties in Montgomery County. The purpose of the meeting was to afford SHA an opportunity to brief the Community Associations on the U.S. Route 29 Project Planning Study prior to the Alternatives Public Workshop.

The Alternatives Public Workshop was held on March 1, 1986. This served as the first formal contact with the public. The purpose of the public workshop was to 1) acquaint interested persons with the project planning process, 2) present findings of the engineering, environmental, and socioeconomic studies, and 3) provide an opportunity for public involvement in the project planning process. The workshop offered the general public and special interest groups the opportunity to express their opinions and concerns. Photogrametric mapping depicting the various alternatives was on display, and representatives were available to answer questions and record comments. A brochure which highlighted key information and provided brief descriptions and maps of the alternatives was distributed at the workshop. The public was encouraged to participate in the workshop to ensure their input in the decision-making process.

A debriefing meeting was held on April 29, 1986, to determine which of the study alternatives should be carried forward for further study based on the results of the workshop.

A Citizen's Advisory Committee was established for the U.S. Route 29 project to gain valuable input from local citizens and businessmen throughout the study.

Input by citizens' associations and business organizations has been an important part of the process of evaluating the alternatives for U.S. Route 29. These groups have been invaluable in providing information from the perspective of the local resident and businessman. Numerous meetings have been conducted as a forum for analysis of the project alternatives by the citizens in the project area.

In addition, correspondence was received from Mr. Tony Hausner who represents the U.S. Route 29 Coalition. This group has expressed concern about the proposal to upgrade U.S. Route 29 to a commuter expressway with grade-separated interchanges and HOV lanes in the median. They requested an investigation of light rail be included in the DEIS.

The MD DOT compared the HOV transit-way proposal with a similarly operated light rail system between Silver Spring and Columbia in a report dated July 1988. The U.S. Route 29 Coalition examined this report and had taken exception with some of the judgments and costing procedures used. In September, 1988, the Coalition met with the MD DOT representatives and reiterated their concerns about the HOV transit way proposal and the light rail comparison. MD DOT officials affirmed their belief that the assumptions put forth in the July, 1988 report were reasonable and that they stood behind the conclusions of the report. Although there appears to be sufficient future patronage for support of either a light rail system

or an extensive transit way system, express buses operating on the HOV transit way is a more cost-efficient proposal within the time frame considered by the FEIS.

The following community organizations have provided input and comment on the proposed project:

- Allied Civic Group
- Burnt Mills Manor Civic Association
- Burnt Mills Village Citizens Association
- Calverton Citizens Association
- Dumont Oaks Homeowners Association
- Four Corners Business Community
- Greater Colesville Citizens Association
- Indian Springs Citizens Association
- Maryland Association of Bicycle Organizations
- North Hills of Sligo Creek Community
- North White Oak Civic Association
- Northwood Four Corners Civic Association
- Paint Branch Park Condominium Association
- Rolling Acres Homeowners Association
- Seven Oaks-Evanswood Civic Association
- Sligo Branview Community Association
- Southeast Hebrew Congregation
- South Four Corners Citizens Association
- Timber Hill Civic Association
- Trail Riders of Today
- White Oak Area Civic Coalition
- Woodmoore-Pinecrest Civic Association
- Woodside Civic Association
- Woodside Forest Citizens Association
- Woodside Park Civic Association

B. PUBLIC HEARING COMMENTS

The following is a summary of comments solicited at the Combined Location/Design Public Hearing for the proposed improvements to U.S. Route 29 from Sligo Creek to the Howard County Line that was held on January 25, 1989, at Norwood High School in Silver Spring, MD. The purpose of the meeting was to acquaint the public with the progress of the project and to present the findings of the engineering and environmental studies to date. It was also an opportunity for all interested persons to present their views regarding the location and design of the project. About 370 citizens attended the hearing with approximately 75 individuals, interested organizations, and local officials presenting oral and written testimony.

Overview of Public Hearing Testimony

Most of the testimony presented at the public hearing reflected a strong opposition to the alternatives proposed for upgrading U.S. Route 29. While people acknowledge the need to

alleviate increasing traffic and congestion on U.S. Route 29, few wanted to accept any of the specific alternatives presented.

Among the major areas of concern voiced at the hearing included the following:

1. Safety seemed to be an overriding factor for many citizens. To accommodate their safety, several people argued for crossing lights at Prelude, Oakleaf, and Burnt Mills Drive. Members of the Dumont Oaks development, many of whom are Jewish, were concerned for their safety as they walk to the Synagogue every Friday night and Saturday and must cross U.S. Route 29.
2. Residents argued for keeping the median from White Oak to Four Corners. This makes it safer for people to cross the street.
3. Many argued for more sidewalks to help insure pedestrian safety, and lamented the fact that there would be only one pedestrian overhead walkway under Alternative C.
4. People seemed to have mixed feelings about HOV lanes (Alternative D). They are hard to enforce, and people often have difficulty finding people to carpool. On the other hand, some people favored HOV lanes because they believe it will encourage more carpooling, and is more cost-effective than a light rail system.
5. Many citizens urged their legislators and MD SHA officials to seriously consider light rail as a viable alternative to increasing actual road capacity and as a motivation for people to use public transportation as opposed to automobiles.
6. People are concerned that the expressway is going nowhere. While the project area officially ends at the Sligo Creek Parkway, many people believe that the bottleneck of traffic already in existence there will just be pushed southward into the City of Silver Spring.
7. Most citizens were opposed to the underpass at Four Corners. Those who were in favor of that alternative (Alternative C) favored the jug handle lanes at that intersection.
8. Another major concern expressed by many residents was cut-through traffic through residential streets, spurred by the rerouting of left-turn traffic from U.S. Route 29 into various neighborhood streets. Traffic could also be rerouted into residential streets during construction of the highway improvements.
9. People are also concerned about the potential impact to businesses during the construction period, estimated to be as long as four and one-half years for one alternative (Alternative C).

- 10. Finally, people are concerned that the proposed widening of the Sligo Creek Parkway will impact Sligo Creek Park. They do not want any parkland to be taken for the project.

A list of Public Hearing comments and responses is being prepared.

C. AGENCY INVOLVEMENT

In accordance with implementation procedures of the National Environmental Policy Act (NEPA), the following agencies were contacted to provide information or input in particular discipline areas:

- Board of Education of Montgomery County
- Metropolitan Washington Council of Governments
- U.S. Army Corps of Engineers
- U.S. Environmental Protection Agency
- U.S. Department of Agriculture, Soil Conservation Service
- U.S. Department of Interior, Fish and Wildlife Service
- Maryland State Health Department, Office of Environmental Programs
- Maryland Department of Natural Resources
- Washington Suburban Sanitary Commission
- Maryland Historical Trust
- Maryland-National Capital Park and Planning Commission

A summary of all responses received through the coordination process is provided within this section. Copies of correspondence are also included at the end of this section.

This FEIS will be circulated to all agencies, organizations and individuals by MD SHA.

**Section VII-A
Summary of and Responses to
Public Hearing**

JANUARY 25, 1989 COMBINED LOCATION/DESIGN PUBLIC HEARING - COMMENTS AND SHA RESPONSES

The following are comments from the general public recorded from transcripts of the Combined Location/Design Public Hearing held on January 25, 1989 for the proposed improvements to U.S. Route 29. Approximately 70 persons and/or organizations presented testimony.

Delegate Dana Dombrow, Member of House of Delegates - Legislative District 20:

No grade separation at Four Corners. Favors jug-handle design. Keep median strips. Also wants urban design characteristics incorporated into any road modifications - e.g. sidewalks along Route 29.

SHA Response:

The at-grade solution was selected that includes sidewalks to assist pedestrian movements. Options to remove median strips were dropped from consideration.

Delegate Hank Heller - Member - Maryland General Assembly:

Proposes two intercounty bus loops in eastern Montgomery County and Western Prince George's County. Believes loops will have positive economic development effects and environmental benefits.

SHA Response:

MD SHA is continuing to study mass transit in cooperation with Montgomery County. These studies include bus transit (See Section II.E.4).

Dr. Margarie Barrett:

Believes median strip removal will cause an increase in auto accidents. Questions enforceability of HOV lanes. Against rerouting of left turn traffic from Route 29 to Dumont Oaks. This will put a lot of traffic on residential streets.

SHA Response:

Options to remove median were dropped from consideration. HOV lanes were dropped from consideration. The selected improvements do not promote neighborhood cut-through traffic.

James R. Sullivan, Resident:

Believes truck traffic from I-95 will increase on Route 29 as a result of construction. What effect will the ICC have on Route 29. Way of life and businesses at Four Corners will be adversely affected by construction.

SHA Response:

The MD DOT, Montgomery County, and Prince George's County are beginning a new study of the Inter County Connector project. Alternatives for the ICC project are being evaluated. Construction of the proposed improvements at Four Corner will adversely affect the Route 29 corridor; however, mitigation measures, as identified in Section IV - Environmental Consequences will be implemented to minimize these impacts.

Carol Cremonese:

Concerned with rapid pace of development near Lockwood Drive. Also concerned about relocation of family business if Alternative C - Concept 3, 4, or 5 is selected. Believes Alternative C would be very expensive and cause great distress to commerce.

SHA Response:

Proposed improvements at Lockwood Drive were dropped from consideration.

Dr. Stan Truman, Vice President - Dumont Oaks Association:

Wants light at Prelude Drive and Route 29, a pedestrian overpass near Oak Leaf Drive, and sidewalks. Opposes Route 29 plan.

SHA Response:

A traffic signal has been installed at Prelude Drive. The only recommended improvements along U.S. Route 29 south of MD 650 include at-grade improvements at Four Corners.

Patrick Zilliacus, President - Avonshire Homeowners Association

Opposed to Alternative C-2 and D-3-2 at Briggs Chaney Road. These concepts require the destruction of 38 homes. Believes Alternatives C-2, C-4, C-6, and D-3 options 2, 4, and 6 will increase the number of vehicles using private streets.

SHA Response:

These alternatives were not selected, Alternative C-5 was selected. The selected improvement does not promote neighborhood cut-through traffic.

Gabor Karafiath:

Opposed to grade separation intersection at Four Corners. Wants to keep median. Wants to maintain ability to make left turns off Route 29 into Woodmoor Community. Believes four-leaf clover intersection onto beltway at Route 29 and University Boulevard have not been completed, and believes they should be.

SHA Response:

The at-grade solution, Alternative C-6 Modified, was selected. Options to remove median strips were dropped from consideration.

Jerilyn Ray-Shelley:

Concerned about bottleneck that will be created at Sligo Creek Parkway.

SHA Response:

No improvements were selected in the Sligo Creek Parkway area. They have been deferred until development rates and patterns have been more clearly defined. See Section II.D.

Rabbi Winter, Southeast Hebrew Congregation:

Fears that if median taken out, young children will not cross street unless there is an overpass. Wants light at Prelude Drive.

SHA Response:

A traffic signal has been installed at Prelude Drive.

Joan Lehrhaupt, Dumont Oaks, Resident:

Wants light at Prelude Drive and sidewalks. Wants to keep median.

SHA Response:

Removal of median strips were dropped from consideration. A traffic signal has been installed at Prelude Drive.

Ellen Shames, Resident:

Sidewalks need to be constructed along Route 29. Traffic light needed at Prelude Drive. Overpasses needed in some sections of Route 29.

SHA Response:

The at-grade solution at Four Corners would have beneficial effects on pedestrian movements within the corridor by providing sidewalks on both sides of Route 29 within the limits of Four Corners proper. A traffic signal has been installed at Prelude Drive.

Faiga Kanovsky, Resident:

No specific comments.

SHA Response:

No response needed.

Bob Dalrymple, Attorney for owners of Kay Tract:

Urging SHA to make decision on Four Corners so he can proceed with development plans for Kay Tract.

SHA Response:

The at-grade option, Alternative C-6 Modified, was selected.

Tom Faringer, Stonecrest/Woodcrest Civic Association:

Requested that alternatives at Four Corners, D-3-2; Randolph Road, Musgrove Road, and Fairland, D-3-1; Briggs Chaney Road, D-3-2; and MD 198, D-3-3, be selected.

SHA Response:

Selected Alternative C-6 Modified at Four Corners; Alternative C-4 with Modifications at Randolph, Musgrove and Fairland Roads; tight diamond interchange at Briggs Chaney Road; and Alternative C-3 at MD 198.

Clayton Englar:

Indicated that planning to curb development will reduce or alleviate traffic congestion.

SHA Response:

Measures have been taken by Montgomery County to curb development due to the existing traffic congestion. Traffic flow will be improved with the proposed improvements.

Gerald Hercenberg, Resident:

Does not want grade separation on the proposed southbound ramp at Lockwood Drive. Alternative C-3, C-4, and C-5 are not justified.

SHA Response:

Proposed improvements at Lockwood Drive were dropped from consideration.

Clair Connors:

Against Alternative C - Concept 2 and Alternative D - Concept 3, Option 2 which will destroy 38 homes. Also worried about decrease in property values in her community (Avonshire).

SHA Response:

These alternatives were not selected.

Robert Conners, Resident:

Feels MD SHA is discriminating against middle-class homeowners at Avonshire. Alternatives C-2 and D-3-2 at ICC should be eliminated. Is against all alternatives.

SHA Response:

The alternative selected for the Briggs Chaney Road was the tight diamond interchange as shown in Alternatives C-1, C-3, and C-5 with modifications.

Mr. Steve Oseroff, Vice-President GPS Realty:

Representing Burtonsville Shopping Center - stated that concepts presented by MD SHA do not address access to existing businesses in Burtonsville area. Cites 1982 Montgomery County Master Plan which recommends building fringe parking lots and express bus service to increase capacity of Route 29. Favors Alternative B - Concept 1, which maintains at-grade intersection.

SHA Response:

This alternative was not selected. Access to existing businesses will be maintained and enhanced.

Phillip A. Stevens, Partner - Burtonsville Office Park:

Alternative B-1 is acceptable with minor modifications, and Alternative D-1 and D-2 would be most acceptable. Alternatives C-1, C-3, C-5, C-6, D-2, and D-3 are not acceptable alternatives.

SHA Response:

Alternative C-3 at MD 198 - Burtonsville, and a modified Alternative C-1 at Dustin Road were selected.

Richard Reis:

Concerned about number of cars travelling on Route 29. Recommends HOV lane on Route 29. Also recommends sidewalks for bicycle riders.

SHA Response:

Proposed improvements will lessen congestion and improve safety on Route 29. HOV lanes were dropped from consideration due to physical and economic constraints. Sidewalks are included in the selected alternative improvements.

William L. Honan, Vice President of Shemin Nurseries:

Request that any of the five (5) alternatives that affects the Shemin Nurseries be removed from consideration by MD SHA.

SHA Response:

Alternative C-3 was selected at MD 198 - Burtonsville.

H. Walter Townsend, Secretary-Treasurer of Burtonsville Nurseries, Inc.:

Imploring Maryland SHA to utilize existing alignment of Route 29 and improve access to Bell Road Nursery. Also recommends acceleration/deceleration lanes for median crossover to allow for stacking of cars that cannot be accommodated by median width. Also wants to add signals at Bell Road/Route 29 intersection.

SHA Response:

Alternative C-3 was selected in this area. Low traffic volumes and diversion of Route 29 traffic from this area did not warrant any traffic improvements at this intersection.

Paul McDonald, Northwest Branch Citizens' Association:

Opposed to closing of Hillwood Drive - shown in Alternate C - Concepts 3, 4, and 5. Wants Hillwood Drive to remain open and overpass alternative shown for Lockwood Drive be discarded as too disruptive.

SHA Response:

These alternatives were not selected. Alternatives for Lockwood Drive were dropped from consideration.

Victor Siegel, Resident:

It is too difficult to cross Route 29 at Dumont Oaks. The median strip should not be removed. Traffic light needed at Oak Leaf Drive and Colesville Road.

SHA Response:

Options to remove the median strip were dropped from consideration.

Jack Delman, President, Southeast Hebrew Congregation

Wants safer and improved access across Route 29 to synagogue, including sidewalks between Burnt Mills Avenue and Prelude Drive, a traffic light at Prelude Drive, and the preservation of existing traffic lights at Burnt Mills Avenue and Lockwood Drive.

SHA Response:

A traffic signal has been installed at Prelude Drive. No further improvements are recommended at this location.

Lois Siegel, Resident:

What is going to be done to make crossing the street at Dumont Oaks safe for pedestrians? Will the Dumont Oaks area need noise barriers?

SHA Response:

Median strips will not be removed. Noise barriers are not included in the proposed improvements.

Jeffrey Russell, Vice-President, Woodside Forest Civic Association:

Opposed to grade separated intersections, particularly at Four Corners. Opposed to the removal of median strips, and jug-handle traffic above Four Corners that will travel through established neighborhoods. Also opposed to the HOV plan. MD SHA should strongly consider the light rail study.

SHA Response:

Alternative C-6 Modified, at-grade option, was selected. Removal of the median was dropped from consideration. The selected improvements do not promote neighborhood cut-through traffic. HOV lanes were dropped from consideration. Light rail was dropped from consideration. See Section I.D.

Mary Robbins, Resident:

Median strip should not be removed. HOV lanes should be in the left lane only. Traffic light at Prelude Street should be installed.

SHA Response:

Removal of median strips and HOV lanes were dropped from consideration. A traffic signal has been installed at Prelude Drive.

Sandra Pasco, Resident:

Opposes jug-handle, with no sidewalks, at Crestmoor Drive. Opposes all alternatives, MD SHA should review their plans.

SHA Response:

No improvements are recommended at Crestmoor Drive.

Harry Sanders, Woodside Civic Association:

Association believes light rail should be reevaluated for the Route 29 corridor.

SHA Response:

The potential for a light rail corridor along Route 29 was studied. A report comparing a busway corridor to a light rail corridor was prepared. The high cost of construction and ongoing maintenance of a light rail facility along with the lack of appropriate sites for station and mode change facilities, and projected low ridership eliminated light rail as an alternative. Improvement and expansion of the existing busway facilities will achieve similar ridership at much lower expense. See Section I.D.

Michael Pfetsch, President of the Woodmoor Pinecrest Citizens Association:

Median strip should not be removed on Colesville Road. No HOV lanes through the Four Corners area. No jug-handle at Crestmoor Drive. Sidewalks should be built on both sides of Route 29, and cut-through traffic addressed.

SHA Response:

Removal of median strips and HOV lanes were dropped from consideration. Proposed improvements at Crestmoor Drive were dropped from consideration. Sidewalks on both sides of Route 29 are included at Four Corners. The selected alternative does not promote neighborhood cut-through traffic.

Tony Hausner, Route 29 Coalition:

Prefer the jug-handle concepts rather than the expressway. Would like light rail studied further.

SHA Response:

The at-grade option was selected. The potential for a light rail corridor along Route 29 was studied. A report comparing a busway corridor to a light rail corridor was prepared. The high cost of construction and ongoing maintenance of a light rail facility along with the lack of appropriate sites for station and mode change facilities, and projected low ridership eliminated light rail as an alternative. Improvement and expansion of the existing busway facilities will achieve similar ridership at much lower expense. (See Section I.D).

Ed Simmons, Resident:

Supports the position of the Route 29 Coalition - the jug-handle alternative. Light rail needs to be studied in greater detail.

SHA Response:

The at-grade option was selected. The potential for a light rail corridor along Route 29 was studied. A report comparing a busway corridor to a light rail corridor was prepared. The high cost of construction and ongoing maintenance of a light rail facility along with the lack of appropriate sites for station and mode change facilities, and projected low ridership eliminated light rail as an alternative. Improvement and expansion of the existing busway facilities will achieve similar ridership at much lower expense. See Section I.D.

Karen Michaels, South Four Corners Citizens Association:

Association does not want an underpass at Four Corners. Median should not be removed. In favor of an in-depth study of light rail.

SHA Response:

Alternative C-6 Modified, the at-grade option, was selected. Median strip removal was dropped from consideration. The light rail study was reevaluated and was deemed to be economically infeasible due to projected low ridership and lack of sites for stations and mode change facilities.

Gerald Lane, President of Northwood-Four Corners Civic Association:

In favor of the jug-handles, not in favor of the tunnel. Would like to keep the median and are not in favor of HOV lanes. Object to cut-through traffic from construction.

SHA Response:

The at-grade option was selected. Median strip removal and HOV lanes were dropped from consideration.

Liz Symonds, Resident:

Construction will cause major cut-through traffic to occur around Four Corners. Believes the underpass is not a solution, it will create traffic jams and not encourage use of mass transit. Against widening of Leighton Avenue to 2 lanes.

SHA Response:

Alternative C-6 Modified was selected at the Four Corners area.

Senator Ida Ruben:

Request a light be installed at Prelude Avenue. Provide sidewalks along Route 29, if necessary, pedestrian overpasses.

SHA Response:

A traffic signal has been installed at Prelude Drive. The at-grade solution was selected that includes sidewalks to assist pedestrian movements along Route 29 in the Four Corners Area.

Ross Capon, Action Group for Transit:

The group thinks that Light Rail Transit would be more beneficial than an all bus system. Against new construction if it does not solve traffic congestion.

SHA Response:

MD SHA is continuing to study mass transit in cooperation with Montgomery County. (See Section I.D. and II.E.4.)

Charles Wolff, President of Seven Oaks Evanswood Citizens Association:

Association does not want 5 or 7 lanes on Sligo Creek Parkway at the Colesville Road intersection. Want the median strip to remain. Keep left turn from Colesville Road during rush hour (alleviates cut-through traffic). Improve jug-handles - delete underpass.

SHA Response:

Alternative C-6 Modified, at-grade option, was selected at Four Corners. Median strip removal was dropped from consideration.

Timothy Close, Resident:

Light needed at Prelude Drive and Route 29.

SHA Response:

A traffic signal has been installed at Prelude Drive.

Joan Ennis, Allied Civic Group Board:
No specific comments.

SHA Response:
No response needed.

Frank Mahlman, Resident:
Asks that MD SHA support the No-Build strategy for the Route 29 project.

SHA Response:
The No-Build Alternative was not selected because it would not meet the project purpose and need.

Susan Chavarria, Seven Oaks Evanswood Citizens Association:
Concerned about cut-through commuter traffic caused by Route 29. Money should be spent on mass transit rather than road construction. Light rail should be looked at in more depth.

SHA Response:
The selected improvements do not promote neighborhood cut-through traffic. MD SHA is continuing to study mass transit in cooperation with Montgomery County. Light rail was eliminated from consideration. See Section I.D.

Robert Boone, Save the Anacostia River:
Seriously doubts this project will improve traffic congestion. Also doubts the project will have only minimal impacts to surface waters (Sligo Creek, Paint Branch, Little Paint Branch and Northwest Branch). No mention of stormwater controls.

SHA Response:
During the construction phase, strict erosion and sediment control measures will be implemented, as approved in the Final Erosion and Sediment Control Plan. Stormwater runoff would managed under MD DNR's Stormwater Management Regulations.

Dave Povtek, Resident:
MD SHA has provided no assurances that improvements to Route 29 will cure congestion problems or where the traffic goes after it passes Sligo Creek Parkway. Light rail study was not a truly unbiased study - needs to be reviewed.

SHA Response:
Traffic flow will be enhanced with the selected improvements. Light rail was reevaluated and dropped from consideration due to cost and availability of mode stations. See Section I.D.

Mark Dreyfuss, Tartan Ridge Subdevelopment:
Supports the Route 29 Coalition. The median is the only safety zone along the corridor and must not be removed. Need pedestrian rights-of-way.

SHA Response:

Removal of median strips was dropped from consideration. Proposed improvements include sidewalks to assist pedestrian movements.

Ilene Wieseltheier, Burnt Mill Manor Civic Association:

Opposed to Alternative C at Burnt Mills. Alternative D-3-1-3 is the preferred alternative of Burnt Mills Manor residents. Sidewalks need to be constructed if the median strip is removed. Traffic lights must remain on Route 29.

SHA Response:

This alternative was not selected.

Bret Rouilier, Resident:

No park-and-ride lots have been proposed for Route 29. Light rail has not been given a just investigation. The jug-handle and underpass proposals will not solve the traffic problems at Four Corners.

SHA Response:

MD SHA is continuing to study mass transit in cooperation with Montgomery County. Light rail was dropped from further consideration. See Section I.D.

Hugh Jones, Hillendale Citizens Association:

Do not favor an underpass, it will have a negative effect on traffic. Will promote cut-through traffic. Support other alternatives such as light rail.

SHA Response:

The Alternative C-6 Modified, at-grade option, was selected at Four Corners. Light rail was reevaluated and dropped from consideration. See Section I.D.

Bob Bachman, President North Hills of Sligo Civic Association:

Opposed to the removal of the median for safety reasons. Overhead walkways will serve as barriers to a segment of the population.

SHA Response:

Removal of the median strip was dropped from further consideration. Proposed improvements will enhance pedestrian movements and safety.

Michael Mullins, North Hills of Sligo Civic Organization:

The proposed expressway will be detrimental to the environment of residential neighborhoods. This project will also pose safety problems. Will create traffic problems. Does not support an underpass at Four Corners. Mass transit (i.e. light rail) should be considered further.

SHA Response:

Selected alternatives will enhance quality of life and safety for pedestrians and commuters. MD SHA is continuing the development of mass transit alternatives with Montgomery County (See Section II.E.4). Light rail was studied and dropped from consideration. See Section I.D.

Joyce Benson, Resident:

Opposed to Alternatives C and D. Construction would cause additional cut-through traffic, increases noise and pollution. Favors jug-handle configuration.

SHA Response:

Alternative C-6 Modified was selected. Mitigation measures will be implemented to reduce impacts that result from project construction.

Darren Morgan, Coalition to Keep Traffic Flowing but Use Common Sense:

SHA should look at using HOV lanes and leaving Route 29 intact.

SHA Response:

HOV lanes were dropped from consideration due to physical and economic constraints.

Natu S. Patel, Resident:

Not enough space to construct an interchange at Route 29/193 intersection. Opposed to any improvements to Route 29 south of New Hampshire Avenue. Opposed to removal of median strip.

SHA Response:

Alternative C-6 Modified was selected. Removal of the median strip was dropped from consideration.

Bernice Schwartz, Resident:

An HOV lane on Route 29 will decrease traffic safety in Oak Leaf and Prelude Court.

SHA Response:

HOV lanes were dropped from consideration due to physical and economic constraints.

Michael Mullins, North Hills of Sligo Association:

Question to the panel about hearing process and if anyone is listening to testimony presented.

SHA Response:

The public hearing process was described in detail.

Wayne Mitchell, Resident:

How did this process (Route 29 project) get started and who decided it should be done.

SHA Response:

U.S. Route 29 was identified as a corridor that had very serious traffic congestion problems through technical data developed by MD SHA, and in consultation with County elected officials.

Robert Corbett, Resident:

Would like to know how the Project Planning Team is going to vote on the Route 29 project.

SHA Response:

The purpose of the public hearing was to record public comment on the proposed alternatives. The Project Planning Team in attendance were not present to announce or speak of their preference for any of the Route 29 alternatives.

Dr. Joe Margolin, Democratic Chairman of Precinct 1311:

No specific comments were made about the proposed Route 29 project alternates.

SHA Response:

No response needed.

Dr. Carl Zofco, Resident:

Improvements would increase cut-through traffic around Eastwood and University Blvd.

SHA Response:

Proposed improvements would not increase cut-through traffic along Route 29.

Stephen Hotsgo, Resident:

Indicated SHA engineers have done a good job on the Route 29 project.

SHA Response:

No response needed.

Charles Pritchard, Resident (for Paul Boudreux):

Route 29 improvements will degrade the community until it becomes a "slum".

SHA Response:

The selected improvements will enhance public safety, pedestrian movements, and benefit local commerce.

Darren Morgan, Resident:

No specific comments relating to Route 29 improvement project.

SHA Response:

No response needed.

Wayne Mitchell, Resident:

Synchronization of lights on Route 29 could help to alleviate congestion, and other smaller solutions rather than massive construction projects.

SHA Response:

The selected improvements will alleviate congestion to an acceptable level.

Marion Daniels, Resident:

Signal lights cause a lot of congestion on Route 29, especially turning signals at University Blvd.

SHA Response:

Alternative C-6 Modified, at-grade option, was selected.

RECEIVED

442
NOV 21 1988

9304 Colesville Road

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Silver Spring, MD 20901
16 November 1988

I plan to attend the meeting on November 30.

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

Sincerely,


William F. Buckley

Dear Mr. Pedersen:

Re: The 9 November 1988 Public Notice concerning Route 29

I have lived at Colesville Road and Sligo Creek Parkway for almost nine years and do desire to provide comments and recommendations concerning this project. First, if you want to avoid traffic backups then keep traffic moving. Traffic lights in Montgomery County are adjusted to keep traffic speed down and the county publically admitted so a few years ago. You can't have both. Oddly enough, if you ask the people who speed in Montgomery County (when they can), why? the answer is that 8-9 miles over the speed limit will get you through a lot of traffic lights that driving the speed limit won't. To further exacerbate the situation, the traffic lights now installed change frequency after several days. Readjust all of them on Colesville Road today and in 2-3 days they will be out of synchronization.

Recommendation: Install state-of-the-art traffic lights on Route 29 and adjust them to keep the traffic moving.

Widening Route 29 seems to be the State's panacea as evidenced by the current construction south of Burtonsville. You can make it 12 lanes wide if you want but unless the State/County intends to purchase all of the houses on one side of Route 29 from New Hampshire Ave. to Georgia Ave., then forget it! The median from New Hampshire Ave. to Sligo Creek Parkway will gain one reversible lane but I have seen rush hour traffic backed up from Georgia Ave/ Fenton St., ect., past Dale Drive. Now, so what will happen to the cars? The answer is obvious. They will back up to Four Corners!

Recommendation: Convert the median to a North or South lane and install light rail or metro train on the East or West side of Route 29. (At a recent meeting I was told this was impractical because how would people cross the street without expensive pedestrian overpasses? I say, the same way that people riding the metro busses cross the street today. If that's dangerous, then you had better stop running metro busses on Route 29!)

I really hate to say this but the traffic planning and implementation I have observed in the nine years I've lived in Montgomery County haven't been very impressive. Since I live in Silver Spring and work 13 miles away in Rockville, I observe the results five days a week (which doesn't include weekend travel). I certainly hope this project is better planned.

VII-17

198



Maryland Department of Transportation
State Highway Administration

December 5, 1988

Richard H. Trainor
Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Mr. William C. Buckley
Page Two

Mr. William C. Buckley
9304 Colesville Road
Silver Spring, Maryland 20901

Dear Mr. Buckley:

This letter is in response to your recent correspondence regarding our Project Planning study on US 29 (Colesville Road) between Sligo Creek and the Howard County Line at the Patuxent River. I appreciate the comments you have provided about the planning study and traffic conditions on Colesville Road.

The traffic signals along Colesville Road are indeed controlled by Montgomery County Department of Transportation as are all of the signals on state routes in that county. They are in the process of interconnecting them with their Central Operations Computer in Rockville so that progressive timing of the signals along Colesville Road can be phased into operation. Due to the current congestion at Four Corners, the reality of such timing may be impossible. If there are one or two signals that appear to be inconsistently timed, please bring them to our attention.

The lanes currently being added to US 29 south of Burtonsville are part of a special project funded by the State Highway Administration and the Montgomery County Department of Transportation to provide a six-lane divided highway between MD 650 and MD 198. These additional lanes are included in the no-build alternative of our project planning study. They are being constructed to correct deficient traffic operations in the northern portion of US 29. None of the build alternatives in the study propose any additional outside lanes south of MD 650. The lane proposed for the median is a reversible high occupancy vehicle (HOV) lane. During the morning and evening peak periods, it will be restricted to express buses and vanpools. Current local bus service will continue to operate in the curb lanes.

Although not specifically addressed in our study, the feasibility of constructing a light rail line along US 29 was investigated by the Office of Transportation Planning. Their study compared light rail with the proposed HOV/Transitway system, labeled as Alternative D in our study. Many variables were considered in the comparison which determined the HOV/Transitway was more cost effective than light rail. I have enclosed a copy of their report for your further reading.

Again, thank you for your comments. If you have additional questions you may address them to me or to Mr. Randy Aldrich, the project manager for this study.

Very truly yours,

Neil J. Pedersen

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

NJP/ih

Attachment

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

My telephone number is (301) _____

VII-18

199

541

3839 Dustin Road
Burtonsville, MD 20866
December 9, 1988

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

LIVED

DEC 14 1988

Dear Sirs:

The following comments are in regard to Contract No. M 425-101-370, US Route 29, Sligo Creek to the Patuxent River, PDMS No. 152019. They are a result of attending the display review at Northwood High School in Silver Spring.

The enclosed sketch shows another combination of Md Route 198 (Spencerville Road and Dustin Road intersections with US 29. It assumes that US 29 will be straightened through the region that includes these two intersections and that Dustin Road will cross above US 29. Rather than bring northbound traffic on US 29 that desires to turn onto 198 via an underpass (Alt. D, Con 3, Option 3) under US 29 and into the old intersection, this traffic would enter 198 east of the US 29 overpass as in Alternative C, Concept 1. A grade crossing of left turn traffic at this point would eliminate the extensive westbound loop shown in Alt. C, Con. 1.

Md 198 traffic going north on US 29 could turn onto an on-ramp directly rather than via old US 29 and Dustin Road, though the latter option would remain.

Northbound traffic on US 29 for Dustin Road could exit on a short off-ramp just before reaching Dustin Road.

Southbound traffic would be handled as per Alt. C, Concept 1.

ADVANTAGES:

1. Very little right of way would be required other than that assumed for the straightening of US 29. The blend space between the northbound on-ramp from 198 and the off-ramp to Dustin Road should be adequate.
2. There would be possibility of bypassing accidents occurring in the region that might block the main highway.
3. Local traffic routing would be flexible. There would be two methods of getting northbound from 198 to US 29 and two ways to get to Dustin Road. Both of these choices would remove some traffic from the old 198-US 29 intersection.
4. Because of minimal right of way acquisition, reduced ramp lengths, only essential bridge structures, and little, if any, retaining wall construction, the overall cost should be towards the low end of the cost range for straightened US 29 options. Since the cost of an overpass seems to be about \$5,000,000 (Dustin

Road?*) the proposed plan construction should be less than that for Alt. D, Con. 3, Op.3. The land acquisition should be less than for Alt. C, Con. 1.


DISADVANTAGE:

The access to 198 from US 29 would be partially signal controlled, but this is not a serious fault since 198 cannot be a high speed highway where it passes through Burtonsville. The eastbound turn onto 198 from US 29 would be uncontrolled as would the westbound 198 exit to US 29.

Finally I do not see why the southbound access ramp to US 29 from 198 should not use existing pavement unless the grade of the new US 29 will be considerably below the old US 29 at the point of juncture. Also, it is possible that the northbound ramp to US 29 from Blackburn Road may have to blend into the northbound off-ramp to 198. Blackburn Road traffic heading north on US 29 would then cross 198 at grade.

Though probably not the cheapest alternative, this proposal seems to include many desirable features at reasonable cost.

Sincerely yours,



Robert S. Price

*It is not clear whether the cost of the Dustin Road alternatives include straightening the mile of US 29 between Dustin Road and MD 198.

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MD. RTE 198 (SPENCERVILLE RD)
ALTERNATIVE C, CONCEPT 1

MD. RTE 198 (SPENCERVILLE RD)
AND DUSTIN RD.
ALTERNATIVE C, CONCEPT 1

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Maryland Department of Transportation
State Highway Administration

29/5A Randy

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Mr. Robert S. Price
Page Two

December 22, 1988

Mr. Robert S. Price
3839 Dustin Road
Burtonsville, Maryland 20866

Dear Mr. Price:

This letter is in response to your correspondence of December 9th, regarding our project planning study on US 29 in Montgomery County. I appreciate the recommendation to modify Alternative D-3-3 at Burtonsville with diamond-type interchange ramps along the east side of US 29 at MD 198 and at Dustin Road. We will give your proposal full consideration in the further development of the study alternatives.

While your proposal provides more desirable access between MD 198 and US 29, it does require more right-of-way displacements at MD 198.

It also requires two relatively closely spaced signalized intersections along MD 198. It would also preclude ending the high occupancy vehicle lane underneath the US 29 overpass of MD 198. Alternative D-3-2, which was a similar proposal, was deleted for these reasons earlier in the study process. Our major objective with Alternative D-3-3 was to relocate mainline US 29 along the master plan alignment with a minimum of displacements. As full access between US 29 and MD 198 can also be retained, we feel the alternative has many advantages.

In Alternatives D-3-1 and D-3-3, the ramp from MD 198 to southbound US 29, is shown on a new location, rather than using existing pavement, to maximize the weave distance to ramps proposed at Blackburn Lane. Also, we prefer ancillary use of our right-of-way only along one side or the other. Usage within the median is not desirable. If this were to someday become excess property, we could dispose of it without granting access to it from our roadway.

As clarification, the cost associated with relocating the mainline of US 29 is lumped into the grade separation alternatives at MD 198. At Dustin Road, the grade separation alternative, although mated to the proposals at MD 198, reflect only Dustin Road costs.

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, if we can provide further assistance. Randy's telephone number is (301) 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) _____

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29/5A

Randy

Richard H. Trainor
Secretary
Hal Kaseoff
Administrator



Maryland Department of Transportation
State Highway Administration

STATE HIGHWAY ADMINISTRATION PROJECT DEVELOPMENT DIVISION
QUESTIONS AND/OR COMMENTS

Dec 19 11 27 AM '88

CONTRACT NO. M 425-101-370
US ROUTE 29
SLIGO CREEK TO THE PATUXENT RIVER
PDMS NO. 152019

Display Review
November 30, 1988

Public Hearing
January 25, 1988

December 22, 1988

NAME BRETT LAZERUS DATE 27 Nov 88

PLEASE PRINT ADDRESS 14215 CASTLEMOOR CT

CITY/TOWN BURTONVILLE STATE MD ZIP CODE 20866

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

IT should be the design goal of reducing Traffic Flow to level "B" during rush hour. Alternative C-1 "Greencastle Rd" is the cheapest way to achieve this. Only 1 home must be destroyed and still leaves the option for "HOV" lanes in the future a Rail service down the median. It is imperative to redesign Route 29 to allow future growth capabilities. Traffic lights should be placed to assist in left turns on Green Castle Rd.

Mr. Brett Lazerus
14215 Castlemoor Court
Burtonsville, Maryland 20866

Dear Mr. Lazerus:

This letter is in response to your recent correspondence pertaining to the project planning study of US 29 in Montgomery County. Your comments are appreciated and will be given thorough consideration in the selection of a recommended alternative.

Alternative D, Concept 3, Option 1 is the same as Alternative C, Concept 1 at Greencastle Road, except for the provision of the two-lane HOV roadway in the median. Accordingly, there would be no additional right-of-way required to provide these HOV lanes.

This HOV alternative was developed to provide the most flexible transit service available. The introduction of an HOV system does not preclude the eventual development of light rail or similar concept within the US 29 corridor.

I would like to thank you for your interest in the highway development process as it relates to the US 29 planning study. Please contact us again if you have any further questions or comments.

Very truly yours,

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

by: Randy Aldrich
Randy Aldrich
Project Manager

LHE/AHS/ih

cc: Mr. Micheal 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.

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

2915A

PROJECT DEVELOPMENT
STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS DIVISION



Maryland Department of Transportation
State Highway Administration

Richard H. Treiner
Secretary
Hel Kassoff
Administrator

CONTRACT NO. M 425-101-370 Dec 19 11 23 AM '88
US ROUTE 29
SLIGO CREEK TO THE PATUXENT RIVER
PDMS NO. 152019

Display Review
November 30, 1988

Public Hearing
January 25, 1988

January 4, 1989

NAME Richard Reis DATE 11/23/88

PLEASE PRINT ADDRESS 711 Copley Lane
CITY/TOWN Silver Spring STATE MD ZIP CODE 20904

Mr. Richard Reis
711 Copley Lane
Silver Spring, MD 20904

Dear Mr. Reis:

This letter is in response to your recent correspondence pertaining to the project planning study of US 29 in Montgomery County. Your comments are appreciated and will be given thorough consideration in the selection of a recommended alternative.

We appreciate your support of Alternative D for the corridor. The primary concern of the study was to effectively transport people, not necessarily private automobiles. Institution of high occupancy vehicle (HOV) lanes does not preclude development of another form of transit in the future and, therefore, provides a rather flexible solution to the traffic congestion problems on US 29.

Throughout the study, air and noise analyses were completed and compiled in the Draft Environmental Document (DEIS) which is available for public review at most of the local libraries. An examination will reveal little effects on regional air pollution with the development of the specific HOV system. But I agree, if the region were to develop a functional system of HOV facilities, it could have beneficial effects on air pollution.

As part of Alternative D, sidewalks will be added to join the segmented sections which exist today between Sligo Creek Parkway and MD 650. In addition, there are pedestrian overpasses proposed at Granville Drive, Lorain Avenue and Oak Leaf Drive. These overpasses were strategically placed so that combined with the remaining signalized intersections, a pedestrian would have to walk no more than three blocks to safely cross Colesville Road.

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

I favor alternative 'D' because it incorporate a car pool roadway.

Car pool lanes carry far more people than comparable traffic lanes. They move them faster than unrestricted lanes. Therefore, they provide a strong incentive for people to car pool and use mass transit buses.

Although there was no mention of regional air pollution as a factor in weighing which alternative to choose, our area does suffer from severe air pollution, mostly during the summer. In the DC area most air pollution is from automotive exhausts. Car pool lanes, by encouraging people to not drive by themselves, tends to lessen air pollution.

Finally, I'd like to note that there is no pedestrian/bike path or even sidewalk between four corners and White Oak. The addition of a path would provide for the safety of cyclists and pedestrians and would add an ecologically sound transportation alternative.

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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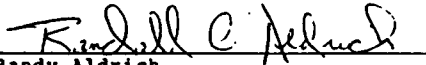
Mr. Richard Reis
Page Two

I would like to thank you for your interest in the highway development process as it relates to the US 29 corridor study. Please contact us again if we can be of further assistance.

Very truly yours,

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

by:


Randy Aldrich
Project Manager

LHE/AHS/ih

cc: Mr. Michael Snyder

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS



Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kasloff
Administrator

CONTRACT NO. M 425-101-370
US ROUTE 29
SLIGO CREEK TO THE PATUXENT RIVER
PDMS NO. 152019

Display Review
November 30, 1988

Public Hearing
January 25, 1988

January 5, 1989

NAME MARY KING LYON DATE 11/30/88
PLEASE PRINT ADDRESS 10707 Glenwild Road
CITY/TOWN S.S. STATE MD ZIP CODE 20901

Ms. Mary King Lyon
10707 Glenwild Road
Silver Spring, MD 20901

Dear Ms. Lyon:

This letter is in response to your recent correspondence pertaining to the project planning study of US 29 in Montgomery County. Your comments are appreciated and will be given thorough consideration in the selection of a recommended alternative.

The proposed grade separation is considered the most feasible solution to the traffic problem which exists at Four Corners. Other options at this intersection do not totally solve the congestion conditions. At best the at-grade proposal operates at level-of-service "F" in the design year, 2015. Today's peak hour congestion conditions provide an indication of LOS "F" traffic flows. If the grade separation were constructed with provisions for an HOV lane (Alternative D-3-2), the interchange would operate at a prevailing level of service "D" in the year 2015. This improvement reduces traffic delay on Colesville Road as well as on University Boulevard.

Along with the widening of the approach lanes on Sligo Creek Parkway, and the "Transportation Management District Plan" in downtown Silver Spring, as conceived by Montgomery County, it is anticipated that the traffic congestion downstream of Four Corners will be no worse than it is today. Prohibition of left turns, parking restrictions, carpool incentives and increased pedestrian access will promote the transit serviceability of the US 29 corridor.

The retaining wall, which is necessary in the southwest quadrant of the proposed grade separation at Four Corners has been modified to allow for approximately 250 additional feet of weaving area. The lengthened weave section would meet design criteria and should not be a safety hazard.

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

I am against the project all together - found my understanding the intersection will not be improved over with the underpass as proposed. I can only hope the 4th neck at Four Corners is made further down Rte. 29 to Slip Hook or Downtown Silver Spring. Also the condition created between Landmark and the Beltway on Rte. 29 should cause several fatalities a week.

I feel like I've just seen the "Compressin' New Clothes" - SHA thinks it's wonderful - I don't see anything in it at all!!

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

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Ms. Mary King Lyon
Page two

Thank you for your interest in the US 29 planning study.
Please contact us again if you have any further questions or
comments.

Very truly yours,

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

by: Randy Aldrich
Randy Aldrich
Project Manager

LHE/AHS/ih

cc: Mr. Michael Snyder

VII-27

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Avonshire Homeowners' Association
c/o Condominium Management, Inc.
8720 Georgia Avenue #410
Silver Spring, Maryland 20910-369

PROJECT
DEVELOPMENT
DIVISION

JAN 3 3 37 PM '09

31 December 1988

Randy Aldrich
Maryland Department of Transportation
State Highway Administration
Office of Planning and Preliminary Engineering
P.O. Box 717
Baltimore, Maryland 21203-0717

Re: Contract No. HD 425-101-370, PDMS No. 152019
Avonshire Community

Dear Mr. Aldrich:

We recently received your Alternatives Display Review document, and submit this letter in response to it, and the items presented at your display on 30 November 1988 at the old Northwood High School. Our comments are limited to the segment of U.S. 29 directly adjoining the Avonshire community, in the vicinity of Briggs Chaney Road and the alignment of the proposed Intercounty Connector (ICC).

The Avonshire Homeowners' Association Board of Directors opposes unanimously:

- o Alternative C, Concept 2; and
- o Alternative D, Concept 3, Option 2.

These options, as described in your document, will require the destruction of 38 moderately priced (by Montgomery County standards) residential units within our subdivision. The loss of these homes will negatively impact property values of the remaining homes within Avonshire, and quality of life within the community will decline. Presented in your document are several viable concepts which do not

Page 2 - Randy Aldrich

require the taking of any of these units, and these still provide badly needed relief for the traffic congestion problems in the area.

We also wish to point out two errors on page 13 of the document (Summary of Alternatives). Under the two alternatives that propose to tear down homes within Avonshire, the number of residences displaced in our community is listed as 6. Each row of Avonshire townhouses was incorrectly counted as one residence. These rows contain from four to eight units each. According to our computations, 38 homes within Avonshire must be demolished in order to construct either of the two concepts which we oppose.

The impact of the following alternatives on the intersection of Old Columbia Pike and Briggs Chaney Road is not discussed in this document:

- o Alternative C, Concept 2;
- o Alternative C, Concept 4;
- o Alternative C, Concept 6;
- o Alternative D, Concept 3, Option 2;
- o Alternative D, Concept 3, Option 4; and
- o Alternative D, Concept 3, Option 6.

All of these propose 'off' access eastbound and 'on' access to the westbound lanes of the ICC, to and from Old Columbia Pike, respectively. We currently suffer from 'cut-through' traffic attempting to avoid the signal at this intersection, and these alternatives are likely to increase the number of vehicles using our

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29/53

Richard H. Trainor
Secretary
Hal Kassoff
Administrator



Maryland Department of Transportation
State Highway Administration

Page 3 - Randy Aldrich

private streets (Avonshire Lane and Avonshire Drive) in this manner.

On another matter, the items displayed at the meeting on 30 November indicated a 'wetland' (labelled as number 3) at the south end of our property, near the right-of-way for the ICC. This area does in fact look like a wetland, but only because the developer of Avonshire, Curtis F. Peterson, Inc., has failed to convert the area to its intended use as a storm water management basin. With the assistance of our legal counsel, we are attempting to get Peterson to fulfill their obligation to finish this part of our community by re-grading and seeding the entire area.

We are aware of the severe congestion and increased travel times experienced in the U.S. 29 corridor, as most of the homeowners in our community travel it every working day. We expect that the need for increased traffic capacity on U.S. 29 can be met without forcing 38 families from their homes.

Sincerely,

C. Patrick Zilliacus
President, Avonshire Homeowners' Association

January 5, 1989

Re: Contract No. M 425-101-370
US 29 - Sligo Creek to
the Patuxent River
PDMS No. 152019

Mr. C. Patrick Zilliacus, President
Avonshire Homeowners' Association
c/o Condominium Management, Inc.
8720 Georgia Avenue #410
Silver Spring, Maryland 20910-3697

Dear Mr. Zilliacus:

This letter is in response to your correspondence of December 31, 1988 regarding our project planning study on US 29 in Montgomery County. I appreciate your comments concerning the effects of the study alternatives on the Avonshire community. This information will be given a thorough consideration in our selection of a recommended alternative.

I agree that Alternatives C-2 and D-3-2 at ICC-Briggs Chaney would have devastating effects on your community. These alternatives were developed with mapping that depicted only the northern half of Avonshire. Although later mapping corrected our oversight, we retained these two alternatives for consideration at the public hearing. As you pointed out, we apparently counted buildings and not units in our summation of displaced dwelling units for these alternatives. The increased number emphasizes our position that these alternatives displace families and are not preferable. Other equally effective alternatives address the transportation problem.

Although the effects to the Briggs Chaney Road, Old Columbia Road intersection by the even numbered concepts and options of Alternatives C and D-3, respectively, were not addressed in the draft environmental document, they were not overlooked intentionally. The purpose of the ramps from the ICC to and from Old Columbia Road associated with these alternatives is to accommodate access between the immediate area and the ICC. We initially viewed the traffic as non-substantial; but we will reconsider the volumes associated with the ramps and consider the effects to the intersection in the final environmental document if one of these alternatives is recommended.

My telephone number is (301) 333-1139

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

VII-29

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Mr. C. Patrick Zilliacus
Page Two

Cut through traffic into local communities is to be expected along a congested highway corridor like US 29. Although not fully within our jurisdiction, we are committed to working with Montgomery County Department of Transportation (MCDOT) on the implementation of measures to discourage it. Similar work is underway with one of the communities at Four Corners. If you wish to address the current problem, I recommend you contact MCDOT and bring it to their attention.

Your candid observations about your developer's failure to complete the stormwater management pond which we labeled as wetland no. 3 is noted. It is inconsequential though in our consideration. The mere observation from our field visits that the intended stormwater management area is functioning as a wetland requires us to view it in our analysis as a wetland.

Again, thank you for your interest in the highway development process as it relates to this project. Please contact me again if I 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

VII-30

211

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PROJECT DEVELOPMENT DIVISION
 Dec 16 9 42 AM '88

CONTRACT NO. M 425-101-370
 US ROUTE 29
 SLIGO CREEK TO THE PATUXENT RIVER
 PDMS NO. 152019

Display Review
 November 30, 1988

Public Hearing
 January 25, 1988

NAME Susan Chavarria DATE 12/2/88

PLEASE PRINT ADDRESS 9123 Sligo Creek Pkway

CITY/TOWN Silver Spring STATE Maryland ZIP CODE 20901

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

I attended the Display Review meeting on Nov. 30, 1988.

I have lived in the Silver Spring community all my life. I have seen many changes occur and see a lot of good things ahead for the center of Silver Spring. I think there is a point where the sacrifice of neighborhoods and community is more important. There were questions I had at the meeting which I feel Mr. Aldrich did not answer sufficiently. (1) What is going to prevent a "bottleneck" a traffic jam of huge proportions from occurring at the intersections of Franklin and the intersection of Sligo Creek Parkway. It seems the traffic moving from 4 corners will hit these lights and then have to funnel into Silver Spring.

(2) What is to prevent traffic (tired & impatient from waiting in jams at these intersections to traverse the residential streets. I can see the whole environment of Sligo Creek Parkway change. Instead of the park for people to joggers, dogwalkers, pedestrians it will become an artery full of rush hour traffic. If Route 29 THIS IS A NEIGHBORHOOD & children wait for school buses, people work in their yards, families picnic in the park, and people use this area for relaxation and recreation.

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.

I don't want to see the quality of this life change to make a commuters life in Bartonville better! ^{expands project area} for why

SHA 61.3-9-35
 (Rev. 12/18/85)

Computer ^{made} - there will be a sacrifice from a resident. The benefits and the cost does not seem balanced to the loss.

And I was appalled to see the example used of ^{see} New York Ave underpass as what the 4 corners area development will be like. Again - it shows the historical trend of the

This form is for your use to enroll your name on the project mailing list and/or for offering written comments. To do so, remove form, fold, and close by stapling or taping before mailing. All postage will be paid by the State Highway Administration

demise of "city living" to benefit the suburbs. It seems this whole ^{project} problem is just a bandaid over the real problem. How to get computers to use mass transportation. Fifteen - 20 years the whole thing will be obsolete and all the \$ will have been spent and headaches during construction made - and we will be back to point A. GO AFTER THE REAL

PROBLEM!

Fold

From: S. Chavarria
9123 Sligo Creek Pkway.
Silver Spring Md
20901



FIRST CLASS
 Permit No. 17715
 Baltimore Md.

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BOX 717
 BALTIMORE MD. 21203

2/2

VII-31

29/5A



Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Ms. Susan Chavarria
Page 2

January 6, 1989

Re: Contract No. M 425-101-370
US 29 - Sligo Creek to the
Patuxent River
PDMS No. 152019

Ms. Susan Chavarria
9123 Sligo Creek Parkway
Silver Spring, MD 20901

Dear Ms. Chavarria:

This letter is in response to your recent correspondence pertaining to the project planning study of US 29 in Montgomery County. Your comments are appreciated and will be given thorough consideration in the selection of a recommended alternative.

As you noted in your letter, there will be a slight funneling effect as motorists approach the Silver Spring central business district. Contrary to popular opinion, the sequence of platooning traffic will begin at either Prelude Drive or at Burnt Mills Avenue and not as far south as Sligo Creek Parkway. The proposed grade separation at Four Corners is not only to relieve the traffic on US 29, but also the deceptively high volume of traffic on both portions of University Boulevard. With the institution of the Transportation Management District Plan in Silver Spring, as conceived by Montgomery County, and modification of the Sligo Creek Parkway approach lanes at US 29, we believe the traffic congestion will be no worse than it is today.

Moreover, SHA is committed to working with Montgomery County Department of Transportation to help alleviate the cut through traffic. The project team is keenly aware of the characteristics of the surrounding neighborhoods, and has made every attempt to protect the cohesiveness and safety of these communities.

Let me assure you that the New York Avenue/ North Capitol Street grade separation was used only to give the public a perception of the composition of this type of construction. A study by a specialized consultant entitled "Four Corners Urban Streetscape Study" was prepared. The report details measures and opportunities for creating an aesthetically pleasing, as well as fully functional, community center at Four Corners.

My telephone number is (301) 333-1139

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Every attempt has been made to provide for long term usefulness for the full build alternatives. The proposed HOV lane offers a flexible transit solution, both in terms of operation and future development. The HOV system aims to move people, not necessarily vehicles, and does not preclude the development of a more intensive transit system in the future.

I would like to thank you for your interest in the highway development process as it relates to the US 29 planning study. Please contact us again if you have any further questions or comments.

Very truly yours,

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

by: Randy C. Aldrich
Randy Aldrich
Project Manager

LHE/AHS/ih

cc: Mr. Michael Snyder

VII-32

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STATE HIGHWAY ADMINISTRATION PROJECT
QUESTIONS AND/OR COMMENTS DEVELOPMENT
DIVISION

CONTRACT NO. M 425-101-370
US ROUTE 29
SLIGO CREEK TO THE PATUXENT RIVER
PDMS NO. 152019

DEC 16 9 43 AM '88



Maryland Department of Transportation
State Highway Administration

29/5A
Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Display Review
November 30, 1988

Public Hearing
January 25, 1988

NAME Morton W. Seward *Morton W. Seward* DATE Dec. 2, 1988

PLEASE PRINT ADDRESS 1250 South Washington Street
CITY/TOWN Alexandria, STATE Virginia ZIP CODE 22314

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

I comment as a managing partner of Burtonsville Associates which owns approximately 49 acres of unimproved land on the east side of Route 29 just south of the fire tower near Dustin Road. Under Alternative C, Concepts 1, 3, 5 and 6, varying parts of our land would have to be acquired for the project. I have outlined in green on the upper portion of Plate 26 (attached), the approximate location of our land relative to existing and rerouted Route 29. Our essential concerns relate to the possibility of and extent to which some or all of our 49 acres may become landlocked or partially inaccessible.

Concept 5 does not identify a service road on the east side of existing Route 29 or access to our property from either Route 29 or Dustin Road. Does this imply that access will be denied? If not, what access provisions are included in your planning?

Concept 6 includes a 20 foot northbound service road on the east side of existing Route 29 from the Giant Shopping Center to Dustin Road. Under Concept 6 will access from the service road to our property be provided/allowed?

Concepts 1 and 3 would reroute Route 29 through our property, understandably with no access from rerouted Route 29. Thus, access to the west parcel would have to be off of old Route 29. Access east of rerouted Route 29 would have to be from Dustin Road.

Accordingly, what ^{are} your intentions regarding access to each of the two parcels that would result from the rerouting of Route 29 between Route 198 and Dustin Road?

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

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

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

January 9, 1989

RE: Contract No. M 425-101-370
US 29 - Sligo Creek to the
Patuxent River
PDMS No. 152019

Mr. Morton W. Seward
Burtonsville Associates
1250 South Washington Street
Alexandria, Virginia 22314

Dear Mr. Seward:

This letter is in response to your recent correspondence regarding our project planning study on US 29 in Montgomery County. Your comments are appreciated and will be given a thorough consideration in our recommendation of a preferred alternative.

I respect your concern regarding continued access to your parcel of land in Burtonsville. As you point out, Alternatives C-1 and C-3 bisect the parcel. Access to the western portion would continue to be provided from the existing segment of Old Columbia Road. Although not shown on our plans, access to the eastern portion would be provided by a roadway paralleling the relocated northbound lanes of US 29 extending from your northern boundary to Dustin Road.

In Alternative C-5, you would continue to have access to the northbound roadway of US 29. No attempt would be made to purchase controls.

In Alternative C-6, access would be provided via the two-way, east side frontage roadway.

My telephone number is (301) 333-1139

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Mr. Morton W. Seward
January 9, 1989
Page 2

Thank you for your interest in this matter. If either Alternative C-1 or C-3 is chosen for our preferred alternative, we will clearly depict in the final environmental document the roadway providing access to the eastern portion of your parcel. Please contact us again if we can provide further assistance.

Very truly yours,

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

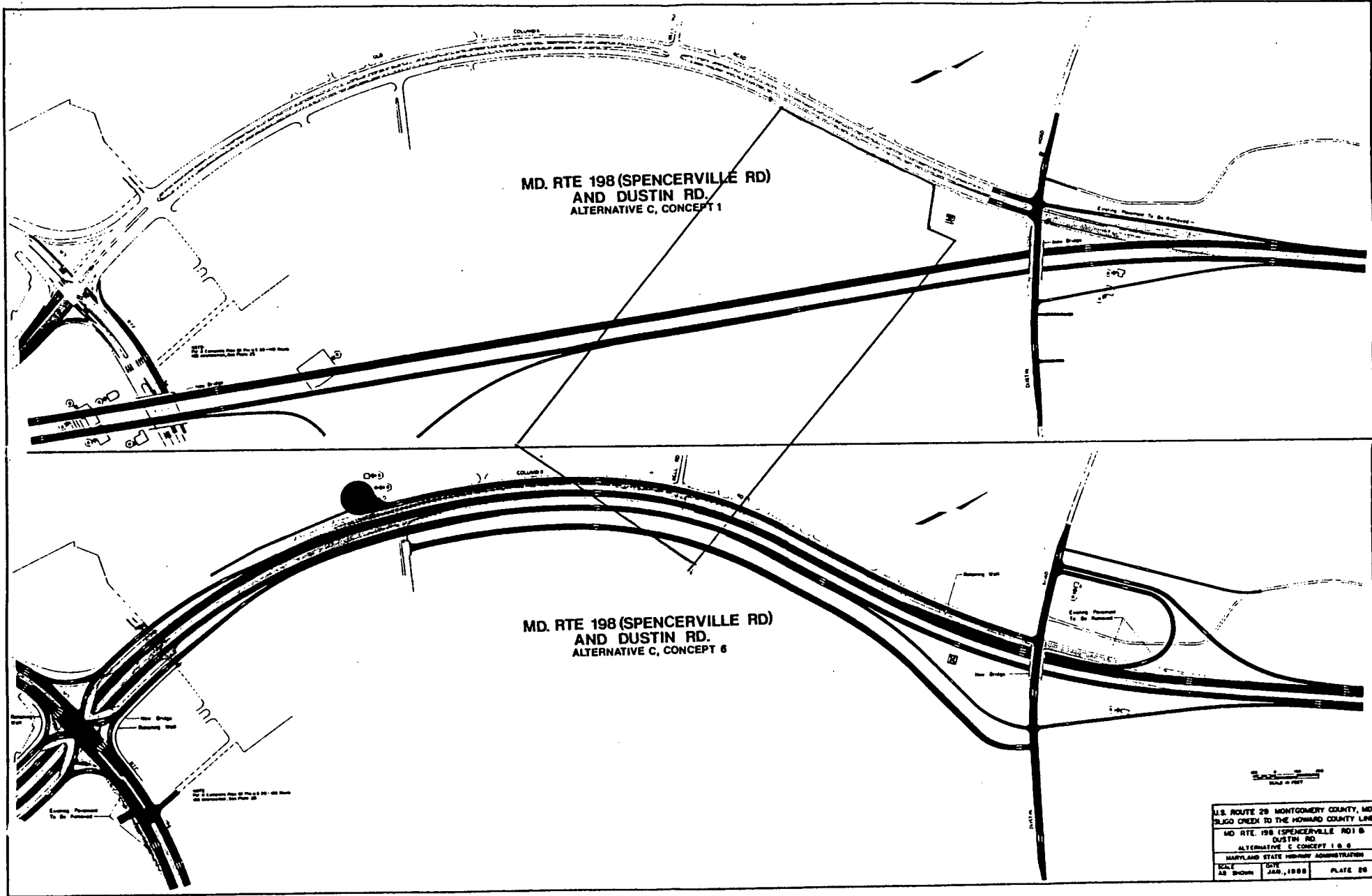
by: *Randy Aldrich* Ege
Randy Aldrich
Project Manager

LHE:RA:eh
cc: Mr. Michael Snyder

VII-34

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VII-35



MD. RTE 198 (SPENCERVILLE RD)
AND DUSTIN RD.
ALTERNATIVE C, CONCEPT 1

MD. RTE 198 (SPENCERVILLE RD)
AND DUSTIN RD.
ALTERNATIVE C, CONCEPT 6

SCALE: 1" = 100'

U.S. ROUTE 29 MONTGOMERY COUNTY, MD SLUGO CREEK TO THE HOWARD COUNTY LINE		
MD. RTE. 198 (SPENCERVILLE RD) & DUSTIN RD.		
ALTERNATIVE C, CONCEPT 1 & 6		
MARYLAND STATE HIGHWAY ADMINISTRATION		
SCALE AS SHOWN	DATE JAN., 1980	PLATE NO. 26

2/16

24/52

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PROJECT DEVELOPMENT
DIVISION



Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

CONTRACT NO. M 425-101-370
US ROUTE 29
SLIGO CREEK TO THE PATUXENT RIVER
PDMS NO. 152019

Dec 16 9 41 AM '88

January 10, 1989

RE: Contract No. M 425-101-370
US 29; Sligo Creek Parkway
to the Patuxent River at the
Howard County Line
PDMS No. 152019

Display Review
November 30, 1988

Public Hearing
January 25, 1988

NAME DOROTHY STOTTEMYER DATE 12/7/88

PLEASE PRINT ADDRESS 10205 EDGEWOOD AVE

CITY/TOWN SILVER SPRING STATE MD ZIP CODE 20901

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

The Four Corners area - University Blvd and Route 29
I support either alternative B, Concept 1 or
alternative D, Concept 1 or NO Build

The proposed underpass is unacceptable for the following reasons

- ① Loss of a business community at Four Corners
- ② No consideration for pedestrian crossings at the intersection with right turn lanes that require cars to yield.
- ③ Proposed 5 foot wide sidewalk in front of stores - you get 2 baby strollers to pass each other on a sidewalk that wide with buses and trucks inches away - provides stores left to sleep at
- ④ An unacceptable merge situation in the southbound direction just before the 495 interchange.
- ⑤ No consideration of traffic backups at Sligo Creek after traffic gets through the underpass
- ⑥ No consideration for the fact that the light at Patuxent and R-29 will continue to cause backups even if there is an underpass

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.

⑦ Reservoir wasted for 2 1/2 hrs. problem at midday
⑧ affect on community our loss of business and impact of a 4 year construction project.

Ms. Dorothy Stottlemeyer
10205 Edgewood Avenue
Silver Spring, MD 20901

Dear Ms. Stottlemeyer:

This letter is response to your recent correspondence pertaining to the project planning study of US 29 in Montgomery County. Your comments will be given thorough consideration in the selection of a recommended alternative.

We appreciate your endorsement for the at-grade proposals at Four Corners. The items of concern pertaining to the proposed grade separation have been identified by you in your previous correspondence.

Thank you for your interest in the highway development process as it relates to the US 29 planning study. Please contact us again if you have any further questions or comments.

Very truly yours,
Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Randy Aldrich
Randy Aldrich
Project Manager

LHE/AHS/ih
cc: Mr. Michael Snyder

My telephone number is (301) _____

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

VII-36

217

Potomac Enterprises

PROJECT
DEVELOPMENT
DIVISION

January 13 2 28 89 10 07 AM '89

Mr. Randy Aldrich
Maryland Department of Transportation
State Highway Administration
Office of Planning and Preliminary Engineering
P.O. Box 717
Baltimore, MD 21203-0717

RE: Contract No. HO 425-101-370, PDMS No. 152019
Avonshire Community

Dear Mr. Aldrich:

In receipt of your Alternatives Display Review document, I am submitting this letter in response to it.

As a homeowner in Avonshire Community in the vicinity of Briggs Chaney Road and the alignment of the proposed Intercounty Connector (ICC), I oppose the following:

*Alternative C, Concept 2; and

*Alternative D, Concept 3, Option 2

These options require destruction of some units in the subdivision and I feel my home will be affected adversely.

Certainly there must be a better way of providing the ICC traffic plan without taking away some much needed moderately priced homes in Montgomery County.

Please take into consideration the concerns and opposition of homeowners in the vicinity and choose other alternatives in the segment of US 29, Briggs Chaney Road & the Intercounty Connector.

Very truly yours,

Anne Koutsoutis

AK:rmh

1751 ELTON ROAD, SUITE 210

SILVER SPRING, MARYLAND 20903

(301) 439-7788



Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

January 26, 1989

Ra: Contract No. M 425-101-370
US 29; Sligo Creek Parkway
to the Patuxant River at the
Howard County Line
PDMS No. 152019

Mrs. Anne Koutsoutis
Potomac Enterprises
1751 Elton Road, Suite 210
Silver Spring, Maryland 20903

Dear Mrs. Koutsoutis:

This letter is in response to your recent correspondence pertaining to the project planning study of US 29 in Montgomery County. Your comments are appreciated and will be given thorough consideration in the selection of a recommended alternative.

Your community is severely affected only by Alternative C, Concept 2 and its related MOV concept, Alternative D, Concept 3, Option 2. Both alternatives were developed with mapping that only showed the northern half of the Avonshire development. After the study was along in its progress, we realized the omission in our mapping. Because these alternatives have benefits to traffic operations at this proposed interchange, we decided to retain them for further study even though they displace homes in your community. Since then, we have obtained more information regarding their merit. This information, in addition to your's and your neighbors' comments will help us determine whether they are retained decision on their retention in the study after the public hearing.

I would like to thank you for your interest in the highway development process as it relates to the US 29 planning study. Please contact us again if we can provide any further assistance.

Very truly yours,

Louis M. Egan, Jr.
Deputy Director
Project Development Division

by:
Randy Aldrich
Project Manager

LME/AHS/ih
cc: Mr. Michael Snyder

My telephone number is (301) 333-1139

Teletypewriter for Impaired Hearing or Speech
363-7555 Baltimore Metro - 585-0451 D.C. Metro - 1-800-492-5082 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

218

Paul A. McDonald
10610 Stoneyhill Court
Silver Spring, Md. 20901

January 16, 1989

Maryland Department Of Transportation
State Highway Administration
P.O. Box 717 Baltimore, Maryland 21203-0717
Attn: Mr. Neil J. Pedersen

Ref: Route 29 "Alternatives"

Sir:

I wish to call to your attention that portion of the "Study Area" shown in Plate 14 of the material sent out in book form by your Office.

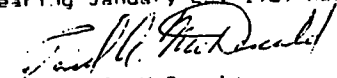
In all three "Alternatives" shown on Plate 14 Hillwood Drive is closed permanently at its Route 29 intersection. When the consultants at the "Display Review" on November 30, 1988 were questioned about the accuracy of this depiction they assured me and my neighbors that this closing was necessary to the plan.

In 1988 the Maryland - National Capital Park and Planning Commission (M-NCPPC) approved site plans for two sites on Hillwood Drive which depend on entry to Route 29 for practicality. One of these plans is for a "Mini Storage" facility which requires truck entry. The other is for a high density apartment development which would overload (according to County Regulations) the only other access street if Hillwood Drive were closed. The storage facility is under construction now. The apartment construction will begin as soon as possible.

In addition to the the 1988 activity, in 1967 an office building, The Colwood Centre, was constructed at the intersection of Hillwood Drive and Route 29. This building requires entry from Hillwood Drive via Route 29 and egress to Lockwood Road. Which egress will be blocked by all three "Alternatives" shown on Plate 14.

Hillwood Drive was opened to Stoneyhill Drive in the late 1960's at the request of the Montgomery County Fire Service because until its opening to The Northwest Branch Estates Subdivision there was "inadequate access" to the homes there. The "Alternatives" shown on Plate 14 would now restore that "inadequate access" to a population which has been augmented by a large office building, 74 apartment units and a "mini storage" facility.

On behalf of The Northwest Branch Citizens Association I request to speak at the hearing January 27, 1989 hearing on this subject.


Paul A. McDonald
Treasurer
Northwest Branch Citizens Assoc.



Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

February 2, 1989

Mr. Paul A. McDonald, Treasurer
Northwest Branch Citizens Association
10610 Stoneyhill Court
Silver Spring, Maryland 20901

Dear Mr. McDonald:

This letter is in response to your correspondence of January 16th regarding our project planning study of the US 29 corridor in Montgomery County. I appreciate the comments you have provided about the intersection of US 29 and Hillwood Drive, and how some of the study alternatives affect access into and out of your community. This information will be given a thorough consideration in our development of a preferred alternative of this location.

Your concerns about limiting access to US 29 from Hillwood Drive are valid. When the grade separation alternative concepts (C-3, C-4, and C-5) were developed several years ago, much of this new development at this location was only pending. In our effort to design an effective grade separation, we weighed traffic volumes on Hillwood Drive against allowing conflicting movements along a deceleration ramp. In light of the concerns you have raised particularly regarding adequate fire truck access to the community, we are going to reexamine the access issue and, if possible, reconfigure the grade separation concepts to allow right-in, right-out access between northbound US 29 and Hillwood Drive.

I want to 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. Randy's telephone number is 301-333-1139

Very truly yours,



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

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

My telephone number is (301) _____

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

VII-38

219

PROJECT
DEVELOPMENT
DIVISION

Scott T. Macomber
Director of Acquisitions

Manor Care, Inc.

10750 Columbia Pike, Silver Spring, Maryland 20901
(301) 681-9400 Telex 90-6148

RECEIVED

JAN 23 1989

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

January 20, 1989

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

Re: Contract No. M 425-101-370, U.S. Route 29, Sligo Creek to
the Patuxent River, PDMS No. 152019

Dear Mr. Pedersen:

This letter is written to express the concerns of Manor Care, Inc. over the proposed alternative designs in two locations along Route 29: (a) at the southeast corner of the intersection of Route 29 and Musgrove Road, the site of our proposed 120-bed nursing center and 120-bed assisted living facility and (b) at our headquarters complex (10720, 10750, 10770 Columbia Pike and 10801 Lockwood Drive) located at the Lockwood Drive and Route 29 intersection. Our buildings at 10770 Columbia Pike and 10801 Lockwood Drive do not appear on the various alternative designs.

Attached is a copy of a letter sent to Hal Kassoff by our Chairman, Stewart Bainum, Jr., regarding our concerns over the proposed Musgrove Road intersection improvements. We continue to believe that Alternative B, Concept 2 would have a negative impact on our project. Alternatives D-1-1, D-2-1 and D-3-1 have a similar negative impact due to the location of the Route 29 northbound off-ramp. Although we prefer Alternative A, the "no build" alternative, we believe Alternative B, Concept 1 would not greatly impact our project as long as we retain our curb cut on Musgrove Road. Alternatives C-4 and D-3-4 are less desirable because of the grade problems the bridge creates for our site plan.

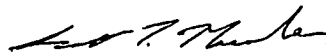
The alternatives proposed for the Lockwood Drive intersection present serious problems for our headquarters complex. Alternative B, Concept 1 shows the closing of the median cut at our southern entrance which would eliminate left turns into our complex from the northbound lane of Route 29. Many of our

employees and visitors come from this direction and the closure of the median cut would present a hardship to them. In addition, this alternative does not show our existing northern entrance/exit located at the traffic light just north of the Sunoco station. I assume this is an oversight rather than a proposal to eliminate this entrance/exit. The value of maintaining left turn movements from our complex at a signalized intersection is obvious.

Alternative C, Concepts 3, 4, and 5 present even more serious problems. Our complex now consists of three office buildings with approximately 231,000 square feet of gross rentable area and 547 parking spaces on the west side of Route 29 and a fourth office building with 73,000 square feet on the east side of Route 29. For suburban office buildings, we already operate at a very low parking space per 1,000 square feet of gross rentable area ratio. Alternative C-3, C-4, and C-5 would eliminate between 20% - 35% of our parking spaces. These spaces would have to be replaced or there would be a substantial reduction in the value of our buildings which have a current value over \$25 million. With a reduction in parking we could no longer utilize this site for our headquarters due to the parking demand of our growing work force. The problem with our site is that there is no practical way to replace the lost parking. There is no land available for development adjacent to our property and the Montgomery County Zoning Ordinance does not permit structured parking at the rear of our site. The impact on our existing two curb cuts at our 10801 Lockwood Drive building is not clear from any of the design alternatives. It is our opinion that the problems created by Alternatives C-3, C-4 and C-5 and the cost of these alternatives to the State make them impractical for further consideration.

We certainly can understand the problems you face when undertaking a project of this magnitude and realize that such a project is going to have an impact on both property and people. Our objective is to provide you with our opinion for the record and additional facts concerning our property which may not have been available to your engineers. If your engineers have any questions or require additional information, please have them contact me.

Sincerely,



Scott T. Macomber

STM/RD

cc: Weldon Humphries
Joe Buckley

VII-39

220

Scott T. Macomber
Director of Acquisitions

#692



Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Manor Care, Inc.

10750 Columbia Pike, Silver Spring, Maryland 20901
(301) 681-9400 Telex 90-8148

February 6, 1989

January 25, 1989

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

Re: Letter of January 20, 1989

Dear Mr. Pedersen:

It has come to my attention that the enclosure to my letter of January 20, 1989 was inadvertently left out. Enclosed is another copy of that letter.

As I was unable to stay for the entire Public Hearing, I would like the letters dated January 20th and March 28th to serve as the position of Manor Care for the official record. In addition, I would welcome the opportunity to meet with your people privately at a time they deem appropriate to discuss the proposed alternatives for Lockwood Drive.

Sincerely,

Scott T. Macomber

STM/RD

Enclosure

Mr. Scott T. Macomber
Director of Acquisitions
Manor Care, Inc.
10750 Columbia Pike
Silver Spring, Maryland 20901

Dear Mr. Macomber:

This letter is in response to your correspondence of January 20th regarding our project planning study on US 29 in Montgomery County. I appreciate the comments you have provided concerning the alternatives' affects to your proposed nursing center at Musgrove Road and to your headquarters complex at Lockwood Drive. This information will be given a thorough consideration in our development of a preferred alternative at each location.

At the Musgrove Road site, your endorsement of Alternatives B-1, C-4, and D-3-4 is useful information. Due to right of way impacts to the southeast corner by Alternatives B-2, D-1-1, D-2-1 and D-3-1, I can see why they are not recommended.

I agree, the alternatives at Lockwood Drive will require some additional engineering studies if any of them are selected for eventual construction. I regret the omission of your northern entrance from US 29 in Alternative B-1; however, if this alternative is retained for further study, the entrance will not be omitted. The parking displacements of the three Alternative C concepts is a real issue that we have not fully evaluated. If one of them is selected, we will work with Manor Care to provide replacement parking. Dislocating you from this site is not a viable option.

Finally, I think you overlooked an impact associated with Alternative D. With the 3-1-3 lane configuration along US 29, left turns from US 29 would be prohibited during the morning and evening peak periods. During off-peak periods, this center, high occupancy vehicle lane would operate as a two-way turn lane. This prohibition changes some of the peak hour access to your buildings. From northbound US 29, motorists can use the existing jug-handle at Lockwood Drive. From southbound US 29, motorists will be able to make a U-turn at a jug-handle proposed opposite Crastmoor Drive. No access is being denied; just changed somewhat from its existing fashion.

333-1110

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

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Mr. Scott T. Macomber
Page Two

Although we do not have a preferred alternative, we are coordinating the study closely with the wishes of Montgomery County Department of Transportation. They have funds identified in the current budget to assist in the construction of an HOV system (Alternative D). Although the format of the system has not yet been determined, it will most likely consist of elements from our study.

Also, as requested in your follow-up letter of January 25th, we have included Mr. Bainum's March 28, 1988 letter in the record as formal testimony for the public hearing.

I would like to thank you for your continued spirit of cooperation in the further development of this study. Please contact me or the project manager, Mr. Randy Aldrich, if we can provide further assistance. Randy's telephone number in Baltimore is (301) 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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Manor Care, Inc.

10750 Columbia Pike, Silver Spring, Maryland 20901
(301) 681-9400 Telex 90 814E

March 28, 1988

Mr. Hal Kassoff, Administrator
Maryland Department of Transportation
State Highway Administration
707 North Calvert Street
Baltimore, MD 21203-0717

Re: Manor HealthCare Nursing Center Project at U.S. Rt. 29 and
Musgrove Road, Silver Spring

Dear Hal:

I would like to thank you and your staff, particularly Randy Aldrich, for their cooperation and responsiveness in working with our people in their efforts to obtain preliminary subdivision approval from the Montgomery County Planning Board for our nursing center project on Rt. 29. As you may know, a condition to our approval is that Manor HealthCare is required to place an area of land along Rt. 29 in reservation for possible future use by the SHA for an off-ramp from northbound Rt. 29 to Musgrove Road.

Although the off-ramp design alternative is obviously more desirable to Manor HealthCare than the previously considered on-ramp/off-ramp alternative, we do have a concern about the impact of the off-ramp alternative on our project.

The design of this alternative requires that existing grades be changed so that the off-ramp rises to meet the proposed Musgrove Road overpass at an elevation (398 feet) which is 26 feet higher than the first floor elevation of our nursing center (372 feet). The result will be that our building will be sitting in a hole as our building height is only 29 feet. We try to provide a residential atmosphere for the patients at our nursing center and are very concerned about the aesthetics of the site. The visual impact of the proposed ramp and resulting embankment will be a negative feature that will be difficult to overcome.

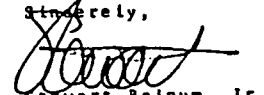
I request that the SHA give serious consideration to the alternative which places both ramps on the C&P Telephone property across Musgrove Road. Due to the location of their buildings and the area of undeveloped land available for this alternative, it would appear that this design would have less impact on C&P than the other alternative would have on Manor HealthCare. It is unlikely that the C&P land required for both ramps will be developed as it remains residentially zoned to serve as a buffer.

Mr. Hal Kassoff
March 28, 1988
Page Two

Obviously, the engineering and design parameters may make one alternative more viable than the other, but I am simply requesting that you take into consideration our concerns. The proposed change of the current Musgrove Road/Rt. 29 intersection with an overpass will also cause considerable design problems for us, but I recognize that there is little that can be done to resolve this problem. We request that these design issues not be complicated by the construction of the new off-ramp.

Thank you for your consideration of our request, and please feel free to call me if you have any questions.

Sincerely,



Stewart Balnum, Jr.

SHJr:tmc
cc: Scott Macomber

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A- B-1, C-5, C-6
D-1-1, D-2-1
D-3-6

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

CONTRACT NO. M 425-101-370
US ROUTE 29
SLIGO CREEK TO THE PATUXENT RIVER
PDMS NO. 152019

PROJECT
DEVELOPMENT
DIVISION
Jan 26 3 55 PM '89



**Maryland Department of Transportation
State Highway Administration**

Richard H. Treinor
Secretary
Hal Kaesoff
Administrator

February 6, 1989

RE: Contract No. M 425-101-370
US 29 - Sligo Creek Parkway
to the Patuxent River at the
Howard County Line
PDMS No. 152019

Display Review
November 30, 1988

Public Hearing
January 25, 1988

NAME JOHN T. HARDISTY DATE JAN 23, 1989

PLEASE PRINT ADDRESS 5316 PORTSMOUTH ROAD

CITY/TOWN BETHESDA STATE MARYLAND ZIP CODE 20816

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

Since 1971 I have owned a parcel of ground containing approximately 4.8 acres near the intersection of Routes 29 and 198 in Burtonsville.

My property is known as parcel 933 at Grid 62 on tax map KS and contains three residential buildings: one single family house, a two apartment building and a three apartment building. All six units are currently being rented at a modest income housing rate with a total of fourteen individuals occupying the buildings.

There are 14 design alternatives under consideration for the intersection of Routes 29 and 198. Of these 14, 8 would result in displacing one or more of the families occupying the property. In those cases where only one or two of the buildings would be acquired by SHA, the impact on the remaining house or houses would be such that they would be adversely affected. I therefore favor any of the six design alternatives which would not necessitate taking any of my buildings.

I would like the opportunity to further address my concerns at the hearing on January 25 at Northwood High 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.

Mr. John T. Hardisty
5316 Portsmouth Road
Bethesda, Maryland 20816

Dear Mr. Hardisty:

This letter is in response to your recent correspondence pertaining to the project planning study of US 29 in Montgomery County. Your comments are appreciated and will be given thorough consideration in the selection of a recommended alternative.

Your support for Alternatives A, B-1, C-5 & 6, D-1-1, D-2-1, and D-3-6 at MD 198 is certainly appreciated. The remaining alternatives at this location which adversely affect your property, are those associated with the Eastern Montgomery County Master Plan alignment for US 29 through Burtonsville. At this time the planning team has not identified a preferred alternative at MD 198. Planning activities are progressing toward determining a preference later this year.

I would like to thank you for your interest in the highway development process as it relates to the US 29 planning study. Please contact us again if we can provide any further assistance.

Very truly yours,

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

by: Randy Aldrich
Randy Aldrich
Project Manager

LHE/AHS/ih

cc: Mr. Michael Snyder

My telephone number is (301) 333-1139

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10000 Brunett Avenue
Silver Spring, MD 20901
25 January 1989

I have the following observations and questions concerning these observations.

1. Brunett Avenue is West of Rte 29 and East of Md Rte 97. It follows (parallels) Rte 29 from Rte 193 to Sligo Creek Parkway and is the only road that goes under the Beltway Rte 495. It is a known commuter bypass all ready. Directions: Lanark Way, take right, left on Sutherland which becomes Forest Glen Rd, left on Brunett to Sligo Creek Pkwy, left on Sligo Creek to Rte 29. Or Right on Brunett at Rte 193 (left is going west) all the way to Sligo Creek Pkwy.
2. METRO (Subway system) is to open in 1990 at the intersection of Rte 97, Rte 495 and Forest Glen Rd. Brunett Avenue and other side streets are within hiking (walking) distance from the Station. Commuter parking will take place on side streets.
3. Artist conceptions of the 4 corners intersection show a grassy park in the middle of the overpass.

Questions:

1. Re; observation #1 What will be done to insure commuter traffic will not use Brunett Avenue as Rte 29 Bypass? Amuch busier street condition will certainly pose many dangers to the young children who live on this road.
2. The subway system will bring an increase in parking along residential streets, Brunett Avenue included, Has this increase in parking along the road, which affects the decrease of travelable road space been taken into consideration due to the increase in commuter traffic on Brunett Avenue?
3. In reality, who would play/sit/use an area like this where all during the day through traffic would be spewing exhaust fumes in peoples' faces?

Thank you for your consideration.

Richard Karpe



Maryland Department of Transportation
State Highway Administration

SA *Handy*
Richard H. Trainor
Secretary
Hal Kassoff
Administrator

February 15, 1989

RE: Contract No. M 425-101-370
US 29; Sligo Creek Parkway
to the Patuxent River at the
Howard County Line
PDMS No. 152019

Mr. Richard Karpe
10000 Brunett Avenue
Silver Spring, Maryland 20901

Dear Mr. Karpe:

This letter is in response to your recent correspondence pertaining to the project planning study of US 29 in Montgomery County. Your comments are appreciated and will be given thorough consideration in the upcoming selection of a recommended alternative.

We do not anticipate additional use of Brunett Avenue as a result of the proposed improvements. In fact, we believe the cut-through traffic will subside considerably with the completion of improvements at Four Corners. Widening Brunett Avenue is not and never has been a consideration of any of the alternatives in this study. In fact, Montgomery County Department of Transportation (MCDOT) will investigate measures to discourage neighborhood cut-through traffic if they determine this type of traffic exists. A representative of your community association should contact Mr. Ron Welke at MCDOT to request a cut-through traffic survey. Mr. Welke's telephone number in Rockville is 217-2190.

The landscaped area shown in the artist's renderings at Four Corners is not meant to portray a park area. Instead it is an attempt to further the community center theme through the use of aesthetically pleasing green space. Additional opportunities for increasing the cohesiveness of the community center are identified in a study prepared for State Highway called "Four Corners Urban Streetscape Study". This document is available at our office upon request.

My telephone number is (301) 333-1119

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Mr. Richard Karpe
Page Two

I would like to thank you for your interest in the highway development process as it relates to the US 29 planning study. Please contact us again if we can provide any further assistance.

Very truly yours,

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

by: 
Randy Aldrich
Project Manager

LHE/AHS/ih

cc: Mr. Michael Snyder

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SN

Robert F. Cook
10404 Crestmoor Drive
Silver Spring, MD 20901



Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

January 24, 1989

February 15, 1989

Mr. Neil J. Pedersen
State Highway Administration
Office of Planning
and Preliminary Engineering
Box 717
Baltimore, MD 21203

RE: Contract No. M 425-101-370
US 29; Sligo Creek Parkway
to the Patuxent River at the
Howard County Line
PDMS No. 152019

Re: Route # 29 Jughandle at Crestmoor Drive

Mr. Robert F. Cook
10404 Crestmoor Drive
Silver Spring, Maryland 20901

Dear Mr. Cook:

As chairman of the Traffic Committee of the Woodmoor-Pinecrest Citizens Association, I sent a letter to Mr. Ron Welke, Chief, Division of Traffic, Montgomery County Department of Transportation on October 28, 1988 requesting that traffic counts be done and changes be made to try to reduce the rush hour cut-through traffic in the neighborhood. You and Mr. Aldrich were copied on that letter.

This letter is in response to your recent correspondence pertaining to the project planning study of US 29 in Montgomery County. Your comments are appreciated and will be given thorough consideration in the selection of a recommended alternative.

On November 15, 1988, Mr. Welke wrote to me to indicate that a traffic survey would be done and consultation regarding alternatives to solve the problem would be undertaken.

The jug-handle turn lane opposite Crestmoor Drive in Alternative D is proposed to provide peak hour access into your community. An element of Alternative D would prohibit peak-hour left turns along US29. The turn lane will also provide U-turn capability. It is not intended to provide a short cut through your community. Hopefully, measures implemented by the county will discourage any cut-through traffic, now and in the future.

The purpose of this comment on contract # M-425-101-370 for Route # 29 from Sligo Creek to the Patuxent river is to alert you to the fact that we are trying to reduce the cut-through traffic in the neighborhood. It would appear to us that the plan to construct a jughandle at Crestmoor Drive and to straighten Crestmoor Drive to meet it would exacerbate rather than alleviate the problem we are attempting to correct.

I would like to thank you for your interest in the highway development process as it relates to the US 29 planning study. Please contact us again if we can provide any further assistance.

The Woodmoor-Pinecrest Citizens Association has taken the position of opposing the jughandle and, failing that, my neighbors and I will oppose the straightening of Crestmoor Drive to line up with it. Therefore, the Woodmoor-Pinecrest Citizens Association, the Traffic Committee, my immediate neighbors on Crestmoor Drive, and I suggest that additional thought be given to alternatives to this option.

Very truly yours,

Thank you for consideration of my comments.

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

Sincerely,

Robert F. Cook
Robert F. Cook

by: *Randy Aldrich*
Randy Aldrich
Project Manager

LHE/AHS/ih

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 425-101-370
US ROUTE 29
SLIGO CREEK TO THE PATUXENT RIVER
PDMS NO. 152019

Display Review
November 30, 1988

Public Hearing
January 25, 1988

NAME Mrs. Mrs. Gearhart DATE 1/25/88

PLEASE PRINT ADDRESS 10011 Lorain Ave

CITY/TOWN Silver Spring STATE MD ZIP CODE 20901

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

The Euclid neighborhood is not designed to handle commuter traffic. The streets are narrow and in some places two cars can not pass side by side. I have no interest in accepting traffic to my address & my driveway. I currently walk thru the neighborhood and to the local shops with my traffic and the proposed construction will make this dangerous. There are few places in the Washington area which are quite and favorable to a safe traffic free neighborhood. We have a nice neighborhood and it seems like we should be able to keep it and should not be punished for the over development occurring on Rt 29. In my opinion light rail should be considered, just another as a last resort. The underpass not at all.

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

February 15, 1989

RE: Contract No. M 425-101-370
US 29; Sligo Creek Parkway
to the Patuxent River at the
Howard County Line
PDMS No. 152019

Mr. & Mrs. Gearhart
10011 Lorain Avenue
Silver Spring, Maryland 20901

Dear Mr. & Mrs. Gearhart:

This letter is in response to your recent correspondence pertaining to the project planning study of US 29 in Montgomery County. Your comments are appreciated and will be given thorough consideration in the selection of a recommended alternative.

The project team is keenly aware of the elements of the US 29 neighborhoods and have taken measures to protect them. There has been no attempt to reroute additional traffic onto Lorain Avenue or any other neighborhood streets.

Only the alternatives requiring the removal of the median would affect the pedestrian access. Under this alternative, Alternative D, we have proposed pedestrian overpasses at Granville Drive, Lorain Avenue and Oak Leaf Drive. Along with all of the signalized intersections which will be retained, a pedestrian will have to walk no more than 2-3 blocks to safely cross Colesville Road. Also, the timing of all of the signals will be examined to ensure ample time exists to cross seven lanes of pavement.

I would like to thank you for your interest in the highway development process as it relates to the US 29 planning study. Please contact us again if we can provide any further assistance.

Very truly yours,

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

by: Randy Aldrich
Randy Aldrich
Project Manager

LHE/AHS/ih
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 425-101-370
 US ROUTE 29
 SLIGO CREEK TO THE PATUXENT RIVER
 PDMS NO. 152019

Public Hearing ←
 January 25, 1988

Display Review
 November 30, 1988

NAME GREG DINARDI DATE 01/25/89

PLEASE PRINT ADDRESS 2831 SHEPPERTON TERR
 CITY/TOWN SS STATE MD ZIP CODE 20904

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

I STRONGLY SUPPORT YOUR CONSTRUCTION ALTERNATIVES
FOR US29. YOUR STUDIES HAVE DEVELOPED LEASABLE DRAWINGS,
AND A BUILD DECISION YOU WOULD ENHANCE SAFETY,
AND CAPACITY, AND FUEL ECONOMY. REMOVING
THE LIGHTS ON US29 IN HOWARD COUNTY WAS
A WISE DECISION; US29 WAS DESIGNED FOR
GRADE SEPARATION, AND THIS SHOULD BE
CONTINUED SOUTH TO WHITE OAK⁴⁵ FURTHER
TO I495 IF POSSIBLE. I, A 33 YEAR RESIDENT
OF SILVER SPRING, MUST COMPETE WITH
TRIPS GENERATED OUTSIDE THE COUNTY, AND
NEED A FACILITY REMOVED OF CROSS TRAFFIC.
PLEASE MAKE THE TIGHT CHOICES TO BUILD
FOR THE FUTURE, BUILD FOR SAFETY,
AND BUILD FOR THE PUBLIC GOOD, RATHER
THAN BE SWAYED BY FEW NEIGHBORHOOD
OPPOSITION. I AM A MERE PEON GOVT
ANALYST NOT CONNECTED WITH

TO BE MAINTAINED
 500-400-500
 DEDICATED

SHA 61.3-9-35
 (Rev. 12/18/85)

Page 2

1. Development Interests, and, as a resident of
Wishart (@Briggs Chaney Rd) would be the willing
recipient of temporary inconvenience for the
necessary public improvement.

This form is for your use to enroll your name on the project mailing list and/or for offering written comments. To do so, remove form, fold, and close by stapling or taping before mailing. All postage will be paid by the State Highway Administration

LOCAL NOTE: PLEASE CONSIDER THE SAFETY DECISIONS TO BE MADE AT BRIGGS CHANEY: SELECT AN ALTERNATIVE WHICH WILL NOT USE OLD COLUMBIA PIKE & BRIGGS CHANEY AS ICE EXIT RAMP - PLEASE ~~KEEP~~ KEEP ALL RAMP NECESSARY. KEEP ICE/US29 EXIT TRAFFIC ONLY ON ~~THE~~ ICE & US29. Fold

From _____



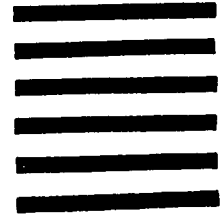
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Maryland Department of Transportation
State Highway Administration

5A

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

February 15, 1989

RE: Contract No. M 425-101-370
US 29; Sligo Creek Parkway
to the Potuxent River at the
Howard County Line
PDMS No. 152019

Mr. Greg Dinerdi
2831 Shepperton Terrace
Silver Spring, Maryland 20904

Dear Mr. Dinerdi:

This letter is in response to your recent correspondence pertaining to the project planning study of US 29 in Montgomery County. Your comments are appreciated and will be given thorough consideration in the selection of a recommended alternative.

We certainly appreciate your support of our planning study alternatives to improve a troubled transportation facility. As you noted, the decision of which alternative to select will be a "tough choice", but we expect that decision to be made later this year.

I would like to thank you for your interest in the highway development process as it relates to the US 29 planning study. Please contact us again if we can provide any further assistance.

Very truly yours,

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

by: Randy C. Aldrich
Randy Aldrich
Project Manager

LHE/AHS/ih

cc: Mr. Michael Snyder

My telephone number is (301) 333-1119

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

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Shemin Nurseries, Inc.

HORTICULTURAL DISTRIBUTION CENTERS

PROJECT DEVELOPMENT DIVISION

RECEIVED

FEB 2 1989
776
DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

January 31, 1989

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

Dear Mr. Pedersen:

I recently spoke on behalf of my company, Shemin Nurseries, Inc., at the public hearing regarding the US 29 Corridor. Five of the State's alternatives for the future improvement to Route 29 relocates the road so as to take our property. Obviously, we are distressed at this proposal and are in total opposition to it. I am enclosing a copy of my testimony in order to be included in the "Public Hearing Transcript". I have also enclosed a brochure outlining the nature of our business.

On Thursday, February 23, 1989 at 4:00 PM we have scheduled a meeting with you at your office in order to analyze the full impact of what the State intends to do. I look forward to meeting you at that time.

Sincerely yours,

William L. Honan

William L. Honan

WLH/db
Enc.

State Highway Administration Testimony

January 25, 1989

Good Afternoon. My name is William Honan, Vice President of Shemin Nurseries, Inc. located on Route 198 in Burtonsville, Montgomery County, Maryland.

~~Two~~ ^{FIVE} of the state's alternatives for the future improvements to Route 29 (identify the alternatives here) relocates the road so as to take our property. Obviously, we are distressed at this proposal and are in total opposition to it. It would appear to us that the alternatives which take our property and business is the most costly to the taxpayers of the state of Maryland.

Our business is the wholesale distribution of horticultural products. On our 22 acre site we distribute landscape trees and shrubs, indoor foliage and flowering plants, irrigation supplies, landscape construction products and pottery. Making up our 6000 plus customer base are landscape contractors, interior-landscape contractors, municipalities, government agencies and many

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public and private parks and arboretums. Besides both residential and commercial landscape designs, our plants and horticultural supplies can be found at Brookside Gardens, Dumbarton Oaks, The White House, The National Arboretum, Mt. Vernon and many of the parks and properties managed by the Maryland National Capital Parks and Planning Commission.

We have occupied this location since September of 1980 when we began with just 9 employees and have grown since that time to where we now have over 65 full-time employees and an additional 25 part-time, the majority of whom reside in Montgomery and Howard Counties. In 1988 we had a total payroll of \$1.8 million and paid payroll taxes of \$33,000. We also paid \$30,000 in personal and property taxes to Montgomery County.

Our sales volume in 1988 was just under \$16 million with approximately \$6 million in sales coming from out of state. We collected and paid over \$400,000 in sales tax to the state of Maryland.

When we began our business in 1980 the Montgomery County Council saw fit to finance our business with \$2.8 million in Industrial Revenue Bonds that have a maturation date of October 1, 2007 (refer to Bond #). This would represent 27 year financing on our facility. At that time the county was financing businesses to encourage employment and capital expenditures in what then was the less developed eastern part of the county. These bonds were issued on a floating rate of interest of 5.5% below the prime rate. This incentive financing impacted our decision to locate in Montgomery County rather than elsewhere. In taking this action of assisting in the financing of our business, and the area, the county felt that our business was important to the county and, hopefully, that feeling still holds true today.

We would respectfully urge that you delete these alternatives from your consideration as soon as possible.

Thank you.

William Horan



Maryland Department of Transportation
State Highway Administration

Randy
Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Mr. William L. Honan
Page Two

February 16, 1989

Mr. William L. Honan
Vice President
Shamin Nurseries, Inc.
P.O. Box 355
Burtonsville, Maryland 20866

Dear Mr. Honan:

This letter is in response to your correspondence of January 31st regarding our project planning study on US 29 in Montgomery County. I appreciate the comments you provide as to the effects of certain study alternatives on your wholesale nursery operation in Burtonsville. This information will be given a thorough consideration in our development of a preferred alternative.

As you are aware, Shamin Nurseries operates within the approved master plan alignment for US 29 in Burtonsville. A special exemption was granted by Montgomery County to allow horticultural activities within this alignment. When granted by the County Board of Appeals in 1980, it was with the understanding that if and when the State Highway Administration determines acquisition of your property is necessary for the improvement to US 29 between MD 198 and the Potomac River, the state acquisition, whether it be from negotiations or condemnation, will not be prejudiced by any improvements which you place on the property. It specifies that acquisition would involve fair market value for land plus appreciation, but that no monies would be paid as a result of improvements placed on your property. Accordingly, as this study is considering both near-term and long-term proposals for US 29, it is appropriate to investigate useage of the master plan alignment.

Our main intent in studying the master plan alignment is that it provides an alignment for US 29 through Burtonsville that is not encumbered with intersecting driveways and roadways. A controlled access facility such as this provides greater roadway capacity and an overall safer highway. The study alternatives along the existing alignment of US 29 through Burtonsville all have elements in their design whereby we would be obtaining access control.

At this time, we do not have a preferred alternative concept at Burtonsville. The information gathered in this project planning study will assist in our selection. Even after a recommendation is made and necessary approvals are granted, it will be some time in the future before we would construct any alignment changes. There are no funds in our current program for any construction activities on this portion of US 29.

I look forward to our meeting scheduled for late in February. If you need additional assistance prior to then, please contact me or the project manager, Mr. Randy Aldrich. Randy's telephone number is (301) 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.

333-1110

My telephone number is (301) _____

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GREATER COLESVILLE CITIZENS ASSOCIATION
P.O. BOX 4087 COLESVILLE
SILVER SPRING, MARYLAND 20904

RECEIVED

FEB 6 1989

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

January 28, 1989

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

Re: US Route 29 - Sligo Creek to Patuxent River

Dear Sir:

Greater Colesville Citizens Association represents over 2800 households near the intersection of Randolph Road and New Hampshire Avenue. Because of the location of our homes, our members frequently drive the segment of Route 29 being considered for improvements. Our comments relate to the Route 29 Alternatives Location/Design document (PDMS 152819).

Our comments are presented below and are organized as overall comments and intersection specific comments.

Overall Comments

HOV vs Reversible Lanes: We have reservations about whether HOV lanes are workable, since their major use is for people working in Washington. An alternative to HOV is reversible lanes, which will work. Because the possible road improvements through Four Corners and into Silver Spring will not improve the already terrible traffic conditions through these areas, something else needs to be done to improve travel conditions in addition to the improvements. The use of HOV lanes along with commuter parking lots north of New Hampshire Ave is the best option. Therefore, we encourage DOT to improve Rt 29 with HOV lanes. If HOV does not work, then the lanes can be converted to reversible lanes just by changing a few signs; the construction of HOV or reversible lanes is the same.

Light rail: We believe that light rail may prove feasible in the distant future, as the use of HOV increases. If this occurs, then light rail could either join or replace the HOV lanes. To make this transition possible in the distant future, the design and construction of the HOV lanes in the near term should allow sufficient space for the addition of light rail.

Intersection Types: The alternatives imply that all the intersections along Rt 29 must be either at-grade or grade-

separated. We reject this approach. Rather, we strongly encourage grade-separated interchanges with major roads and at-grade interchanges with other roads. There are three reasons for this approach. Grade-separated interchanges with the less traveled cross-streets will have a major impact on nearby residential areas, while at-grade interchanges already exist. Second, grade-separated interchanges are much more expensive, which is a waste when they are not justified. Last, the roads inside the Beltway will not be able to support all the vehicles that unobstructed access (ie. grade-separated interchanges) will create. Therefore, building all grade-separated interchanges is not justified.

Grade-Separated Interchanges

We recommend grade-separated interchanges at the following intersections:

University Blvd: Alternative D-3-2 should be built, but care needs to be taken to minimize disruption to existing businesses during construction. Four Corners is the major bottleneck on Rt 29, and therefore a grade-separated interchange is needed to move as many vehicles as possible through this interaction.

New Hampshire Av: Improvements need to be made to add the lanes at the overpass as shown in Plate 31.

Tech Rd: The industrial park will be experiencing a large amount of growth in the future. Based upon lessons learned with Tysons Corner, multiple entrances and exits need to be provided. As shown, the major entrance and exit is with Randolph Rd, which then accesses Rt 29. Industrial Parkway will allow entrance into the industrial park from the south and exit to the north. Alternative D-3-1 is needed to allow entrance from the north and exit to the south. We recommend this alternative, but with modifications. Alternative D-3-1 blocks Prosperity Dr, which is unwanted for those who wish to access Randolph Rd. Rather, the Alternative D-3-2 design for the Tech Rd/Prosperity intersection is recommended since it provides another point of access to the industrial park.

Randolph/Musgrove/Fairland: We recommend Alternative D-3-1 because it requires the least amount of land and therefore has the least amount of disruption to existing businesses/residences and retains the most green space. However, Old Columbia Pike between Musgrove and Fairland serves primarily residential traffic and therefore should not be upgraded to four lanes. Vehicles accessing Rt 29 from the east will use Musgrove, and from the west will use Old Columbia Pike. Fairland road is only accommodating drivers from one two-lane road and, than only from the west. Therefore, four lanes on Old Columbia Pike are not required. The length of four lanes on Fairland should be as shown in

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Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

February 21, 1989

either ICC/Briggs Chaney Rd Alternatives D-3-4 or D-3-6, rather than Fairland Alternative D-3-1.

ICC/Briggs Chaney: At Briggs Chaney, either Alternatives D-3-4 or D-3-6 provide the desired turning movements with minimum disruption to residences and businesses, plus retaining the most green space. Either option will provide the turns desired for the ICC. The full clover-leaf ICC design is poor because of the amount of land required. It also does not provide access to Old Columbia Pike and it has much more impact on residences.

Spencerville Rd: Of the Alternatives, D-3-3 is the best for Rt 29. However, the turning movements at Spencerville Rd and old Rt 29 appear to be inadequate for the number of vehicles using this intersection. This intersection should be addressed, along with widening of Spencerville Rd through Burtonsville.

Other Intersections

The remaining intersections should be at-grade, essentially as they are presently. The only exception is that the Rt 29 median break for Hillwood Dr. should be closed for safety reasons.

These comments were reviewed and adopted by the GCCA Executive Board.

If you have any questions, please call Bill Tate (384-4471), Dan Wilhelm (384-2698) or Ned Bayley (384-9328).

Sincerely,
Peter J. Munson
Peter Munson
GCCA President

Mr. Peter J. Munson, President
Greater Colesville Citizens Association
P.O. Box 4087 Colesville
Silver Spring, Maryland 20904

Dear Mr. Munson: *Peter*

This letter is in response to your letter of January 28th regarding our project planning study on US 29 between Sligo Creek and the Potomac River. I appreciate the comments you have provided on the study alternatives' effects on this important roadway corridor in Eastern Montgomery County. This information will be given thorough consideration in our development of a preferred alternative.

The Greater Colesville Citizen Association is to be complemented for their interest and in-depth review of the transportation problem on US 29. Your endorsement of the HOV alternative, Alternative D, is acknowledged. It is consistent with Montgomery County's objective to move people, not necessarily vehicles. We also realize that with the HOV alternative, not all of the intersections need to be initially grade separated. Your limitation of grade separation concepts only to D-3-2 at Four Corners, D-3-2 at Industrial/Tech, D-3-1 at Randolph/Musgrove/Fairland, D-3-4 or D-3-6 at ICC/Briggs Chaney and D-3-3 at Spencerville Road is noted. These locations are all projected to have inadequate intersection capacity in the future. We agree that if the transit characteristics of this corridor were to someday indicate that commuter trips could be more effectively served by a light rail system, there is nothing within the design of the Alternative D that would deter it.

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My telephone number is (301) 333-1110

Mr. Peter J. Munson
Page Two

I would like 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, if we can provide further assistance. Randy's telephone number in Baltimore is (301) 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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FROM: NEIL J. PEDERSEN, DIRECTOR
OFFICE OF PLANNING & PRELIMINARY ENGINEERING

DATE: 2/6 ACTION DUE BY: 2/16

<input type="checkbox"/> KASSOFF, E.	<input type="checkbox"/> ZIGALL, J.	<input type="checkbox"/> ROSS, J.
<input type="checkbox"/> AGRO, J.	<input type="checkbox"/> WILLIAMS, J.	<input checked="" type="checkbox"/> ECK, L.
<input type="checkbox"/> MYERS, R.	<input type="checkbox"/> SHYDER, H.	<input type="checkbox"/> NEUKAM, J.
<input type="checkbox"/> FINCE, R.	<input type="checkbox"/> OLSEN, C.	<input type="checkbox"/> BRUCE, J.
<input type="checkbox"/> CARILL, J.	<input type="checkbox"/> NEENAN, E.	<input type="checkbox"/> CARLIAUSKAS, L.
<input type="checkbox"/> REWARD, G.	<input type="checkbox"/> BEAULIEU, T.	<input type="checkbox"/> DECARLO, D.
<input type="checkbox"/> DOUGLASS, R.	<input type="checkbox"/> CLINGMAN, W.	<input type="checkbox"/> BELLE, D.
<input type="checkbox"/> RICKS, T.	<input type="checkbox"/> FREDMAN, E.	<input type="checkbox"/> HEKLT, T.

<input checked="" type="checkbox"/> PREPARE REPLY FOR MY SIGNATURE	<input type="checkbox"/> INFORMATION
<input type="checkbox"/> PREPARE REPLY FOR ADMINISTRATOR'S SIGNATURE	<input type="checkbox"/> NOTE AND RETURN
<input type="checkbox"/> PREPARE REPLY FOR SECRETARY'S SIGNATURE	<input type="checkbox"/> PLEASE SEE ME
<input type="checkbox"/> PREPARE DRAFT FOR GOVERNOR'S SIGNATURE	<input type="checkbox"/> DISCUSS AT STAFF MEETING
<input type="checkbox"/> REPLY DIRECTLY WITH COPY TO THIS OFFICE	<input type="checkbox"/> APPROPRIATE ACTION
<input type="checkbox"/> REVIEW AND COMMENT	<input type="checkbox"/> TYPE/RETYPE
	<input type="checkbox"/> COPY FOR ME
	<input type="checkbox"/> FILE

REMARKS:

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

9618 Sutherland Road
Silver Spring, Maryland 20901
February 2, 1989

Dear Sirs:

This is a letter of protest to the State proposed renovation of Route 29, especially the Four Corners underpass and south into Silver Spring. The idea is distressful to all neighborhood residents from New Hampshire Avenue South to Silver Spring.

Many aspects of it are of concern to me but I shall primarily address the major one as I see it: NO CONCERN FOR PEDESTRIAN SAFETY. The plan is made to move cars in a smooth freeway-like method with no real interest or plans for people needing to cross Colesville Road for: 1) buses, 2) school, 3) church, and 4) recreation at YMCA and surrounding parks.

About three years ago I attended a meeting of this original proposal. At that time there were NO PEDESTRIAN OVERPASSES CONSIDERED. The presentors of the plan looked surprised when questioned about this. Recent plans include ONE PEDESTRIAN OVERPASS (south of Beltway near Granville Road) from Four Corners to Sligo Creek Parkway. NOT ENOUGH.

This proposal appears that the State and County planners are talking out of both sides of their mouths. They profess to want to encourage use of public transportation but make it a near impossibility with no safe way to cross Colesville Road. Once the median strip is removed to accommodate HOV (which will be as ineffective as Virginia's HOV has proved since people do not like to car pool for various reasons) it will be a DEATH STRIP all along Colesville as adults (to bus, church and YMCA) and children (to school, church & YMCA) attempt to dash between cars. The speed will increase to freeway speed as local police will be unable to control that as they are unable to control drivers not observing YIELD signs as they come off Beltway onto Colesville or the NO U-TURN sign at Granville and Colesville.

Dangerous and frustrating will be the atmosphere for drivers coming up from the underpass going south as they quickly try to merge to the right frontage roadway lane to enter the Beltway. I predict many sudden stops causing lots of rear-ending accidents and delays.

Congestion farther South from Sligo Creek into Silver Spring will be worse than it is now as the faster moving traffic will bottle neck farther down. Traffic already has 2 or 3 weekly slow downs from Granville on South and drivers turn off onto Granville and go through Bruce as a cut-through to save time. I witness this daily between 7:30 a.m. and 8:00 a.m. during my regular walk.

Well established neighborhoods will be in jeopardy as more cut-throughs will take place. Even as this proposal would cause the deterioration of these neighborhoods (with more noise, pollution and traffic), the County continues to increase the property taxes.

The small, convenient business district at Four-Corners will be all but destroyed, if not during lengthy construction, after, with limited access to them. These are also taxpayers, and have been a dependable neighborhood outlet for us.

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Richard H. Trainor
Secretary
Hal Kassoff
Administrator



Maryland Department of Transportation
State Highway Administration

February 21, 1989

I suggest that Montgomery County and the State take more time and re-evaluate what they need to do. Since light-rail does not seem too feasible (according to them), look into the simpler idea of jug handles to provide for left turns. Put traffic lights where needed - such as Oak Leak and Prelude Drives and time the lights for an even flow of traffic at a reasonable speed. Make available more "Park and Ride" lots (free) and subsidized bus transportation to Metro. The monies could come from money allocated for this very expensive (in all ways) proposal which will not solve the long term problems anyway.

Residents who bought property up-county did so knowing they would have to allow time and patience for commuting to work and play. They had a choice, and made it for whatever reason, but, we, in the affected neighborhoods, also made choices with our eyes and pocketbooks open.

PLEASE RECONSIDER THIS PROPOSAL AND STUDY OTHER OPTIONS.

Sincerely yours,

Kathleen M. Becker

Kathleen M. Becker

Ms. Kathleen Becker
9618 Sutherland Road
Silver Spring, Maryland 20901

Dear Ms. Becker:

This letter is in response to your letter of February 2nd regarding our project planning study on US 29 between Sligo Creek and the Patuxent River. The comments you have provided on the study alternatives' effects to the southern portion of the study area are appreciated. This information will be given thorough consideration in our development of a preferred alternative.

We feel that under the alternative which would remove the median there would be several places to safely cross US 29 between Sligo Creek Parkway and I-495. In addition to the proposed pedestrian overpass at Granville Drive, you would be able to cross at the signalized intersections at Sligo Creek Parkway and Franklin Avenue. The timing of the traffic signals would be set to ensure ample time is provided for a pedestrian to cross to the other side. Also, sidewalks would be constructed along both sides of US 29 so that pedestrians can get to these crossing points.

The Virginia Department of Transportation has been an early supporter of the HOV concept of moving people, not necessarily vehicles. Carpooling has been quite successful in the area served by these incentive facilities. In fact, the HOV roadway on the Shirley Highway is cited as the most successful HOV facility in the nation. Forecasts generated for the proposed HOV/Express Bus System on US 29 are promising. The diversion of travelers to buses or carpools reduce the impact associated with allowing more and more single occupant commuters on this roadway.

The analysis of traffic engineering changes to the Silver Spring Central Business District is currently underway. We are working closely with the Montgomery County Department of Transportation and their consultant on this study. It includes an examination of the capacity of US 29 between Sligo Creek Parkway and Georgia Avenue. The objective of their study is to provide changes to manage traffic that is consistent with the Transportation Management District legislation enacted by Montgomery County.

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 21202-0717

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copies sent to:
Mr. Sidney Kramer
M. Michael Subin
Ms. Rose Crenca
Senator Ida G. Ruben
Delegate Dana Lee Dembrow
Delegate Peter Franchot
Delegate Sheila E. Hixson
Mr. Robert McGarry

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DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

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Ms. Howard M. Becker
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Alternative D is consistent with Montgomery County Department of Transportation's long term plans for eastern Montgomery County. They are actively pursuing a program to site more park and ride lots that could provide a total of 4,000 to 5,000 parking spaces. Although only a small portion of these spaces are available today, they are being used effectively. Frequent peak hour buses, providing service between the current lots and Silver Spring, are being subsidized by the county and private developers. Also, the county is considering funding initial portions of the HOV lane system. Their goal, which is consistent with the Eastern Montgomery County Master Plan, is to adapt US 29 into a transit serviceable corridor.

I would like 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, if we can provide further assistance. Randy's telephone number in Baltimore is (301) 333-1139.

Very truly yours,

ORIGINAL SIGNED BY:
NEIL J. PEDERSEN

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

NJP/ih

Attachment

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

Prepared by: Randy Aldrich, Proj. Dev. Div., 333-1139

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Joyce Benson
10427 Eastwood Avenue
Silver Spring, MD 20901

February 2, 1989

State Highway Administration
Office of Planning & Preliminary Engineering
Box 717
Baltimore, MD 20203

Dear Sirs & Mesdames:

My husband and I own a home on Eastwood Ave., where it meets Dennis Ave. One of the things that attracted us to this area was its bucolic ambience, and its underdevelopment. It is an old, established neighborhood, with rustic charm.

Soon after we moved into our home we learned something which apparently half of lower Montgomery County already knew. Eastwood Ave. is a convenient cut-through if you're going South on Rt. 29, heading West on University Boulevard; you can save a few minutes' driving time by avoiding the traffic light at the Four Corners intersection.

I take a Ride-On bus to the Silver Spring Metro, and have to cross to the side of the street opposite my house so that I may walk down the hill facing oncoming traffic. It is sometimes necessary for me to wait until 10 or 15 cars have passed before I can safely dart across the street. When I get to the bottom of the hill, I have to cross to the opposite side of the street to the bus stop, again risking life and limb crossing against an often steady stream of cars turning left onto Dennis, short cutting through our neighborhood. I have missed catching my bus on more than one occasion, due to my inability to get past the cut-through traffic in time to get to reach the bus stop. My resentment increases considerably when I have to wait half an hour for the next bus, thus arriving at work late.

My husband counted 200 cars an hour passing through our street this summer, during non-rush hour. I cannot even imagine how many pass through during morning and evening rush hours.

The county has permitted unbridled development in the Route 29 corridor. The State Highway Administration now plans to sacrifice our community by permanently disfiguring our neighborhood in order that the people who live out in Burtonsville can shave a few minutes off their commuting time driving through Four Corners. We didn't buy our home where we did in order to wind up living next to a concrete corridor. The folks who bought out in Burtonsville knew they could expect a long commute if they drove their cars into downtown Silver Spring. Expressways only encourage use by additional vehicles. Those residents of Rt. 29 North

can use mass transportation, instead of contributing to the congestion by driving their cars to work. As a matter of fact, they are the ones who cause the congestion in the first place, not residents of our community.

We are opposed to Alternatives C and D. Many older people find driving through underpasses intimidating, and something of a nightmare.

A natural jughandle already exists on University Blvd, at Four Corners, but the State Highway Administration claims it would take a year to widen the road, and install pacer lights. Yet they claim it would take only 3½-4 years to construct underpasses and overpasses on Rt. 29. I suspect they've greatly underestimated the construction time for this massive project. And where would all the traffic be re-routed while 3 lanes of Colesville are under construction? Eastwood Avenue, I've no doubt. The Department of Traffic Control and State Highway Administration would be only too pleased to siphon as much traffic as possible off Rt. 29 through residential streets. I suspect that might be why they complied with our community's request to install a much-needed traffic light at the intersection of Colesville/Eastwood/Southwood.

The majority of streets in our neighborhood lack sidewalks, and pedestrians have to walk in the streets to get to the bus, school bus, neighbors' homes, park, playground. Parents wheel their babies in strollers, youngsters ride bikes and skate, people walk for the enjoyment and exercise of walking. We don't want the additional traffic, noise and pollution during 3½-4 years of construction and beyond.

At the public hearing conducted at Northwood High School Wednesday, January 25th, many of us heard for the first time of the extremely dangerous situation that exists at Oak Leaf Drive and Prelude Drive, where no traffic light exists. We heard the moving plea of a young man whose wife and infant son had been in an accident that morning, when their car was hit while the young woman was attempting to make a right turn onto Rt. 29. The car was pushed down a steep embankment, into a ravine.

We were also informed of an accident which had occurred that very evening. I am enclosing a copy of an article which appeared in the Montgomery Journal, reporting the death of an 82-year old pedestrian in that accident, who was hit by a car after he got off the bus at Oak Leaf Drive and was attempting to cross Rt. 29. The State Police called the accident "pedestrian error". I would call it a "traffic engineering" error. A traffic light should have been installed as soon as the town houses on either side of the highway were ready for occupancy, providing safe entrance and egress from the developments as well as safe passage across Rt. 29 to and from the bus stops. Obviously the man thought he had sufficient time to cross to the median strip, and he misjudged time, distance, or the speed of the oncoming car. As there is no

traffic light at this location, pedestrians needing to cross from one side of Rt. 29 to the other have to make similar judgments all the time. I have read that the SHA has re-evaluated this section of Rt. 29 and has decided to install a traffic light there by March, 1989, and that Montgomery County will install some sidewalks along this location. It is tragic that it had to take a death to precipitate these actions.

We are totally opposed to the removal of the median strip on Rt. 29 between White Oak and Four Corners. The median strip serves as a safety zone for pedestrians attempting to cross Rt. 29 where no traffic lights exist. The County is now in the process of replacing the median strip which they removed from a portion of Connecticut Avenue in Kensington, for just that reason.

Since the jughandle configuration at Four Corners is part of the State Highway Administration's proposal in conjunction with their underpass/overpass plan, I recommend that they build the jughandle first and allow several years before evaluating its usefulness, rather than rejecting it out of hand.

Very truly yours,

Joyce Benson
Joyce Benson

44 THE MONTGOMERY JOURNAL, THURSDAY, JANUARY 28, 1989 1

Pedestrian killed on Route 29

An 82-year-old Auburn, N.Y., man was killed last night when he was struck by a car while walking across Colesville Road (Route 29) at the intersection of Oak Leaf Drive in Silver Spring, State Police said.

Walter O'Hagan had just gotten off a bus about 7:15 and was cross-

ing northbound Colesville Road to go to his son's house when he was struck in the lane closest to the median strip, said Trooper Carlos Hall. O'Hagan was by himself at the time, Hall said. Hall said the accident was ruled pedestrian error.

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Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

February 21, 1989

Ms. Joyce Benson
10427 Eastwood Avenue
Silver Spring, Maryland 20901

Dear Ms. Benson:

This letter is in response to your correspondence of February 2nd regarding our project planning study on US 29 in Montgomery County. I appreciate the comments you have provided concerning the study alternatives' effects on your home and community. This information will be given a thorough consideration in our development of a preferred alternative.

Apparently, the recent signalization of Eastwood Avenue has its advantages and disadvantages. We studied the appropriateness of a signal at this intersection at the request of the Kinsman Farms Community. The study's traffic counts determined sufficient traffic volumes existed to warrant a signal. As you point out, this signal enhances that attractiveness of using Eastwood Avenue as a neighborhood cut-through route to avoid Four Corners. Realizing the impacts of this traffic, we are committed to working with Montgomery County Department of Transportation on implementing measures to discourage this traffic. These changes would be actively sought before any construction is started on the proposed grade separation. We have no plans to route any detouring traffic onto neighborhood streets with any of our study alternatives.

As a result of a detailed and ongoing engineering analysis, we are preparing to install a traffic signal at Pralude Drive. This will allow pedestrians to safely cross Colesville Road and will allow easier access to and from the Dumont Oaks Community. The signal is scheduled to be functioning by March 31st. Also, the County has programmed the construction of a sidewalk on the west side of US 29 between Praluda Drive and Burnt Mills Avenue.

Not all elements of Alternative D propose converting US 29 into a controlled access expressway. Concept 1 proposes an at-grade HOV lane between MD 198 and I-495. Such a system would retain the signalized intersections. It includes usage of the jug-handle turn lanes at Four Corners. It also proposes con-

Ms. Joyce Benson
Page Two

structing sidewalks along both sides of US 29 between MD 650 and Sligo Creek Parkway. Pedestrian access across US 29 would be guided toward the retained signalized intersections and pedestrian overpasses at Granville Drive, Lorain Avenue and Oak Leaf Drive. Between these signalized intersection and overpass locations, a pedestrian will only walk a few blocks to safely cross US 29. Additionally, the timing of the signals will be evaluated to ensure ample time is provided to cross seven lanes of pavement.

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, if we can provide further assistance. Randy's telephone number is (301) 333-1139.

Very truly yours,

Neil J. Padarsan

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

NJP/ih

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

My telephone number is (301) _____

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 Office
of Planning & Preliminary Engineering
Box 717
Baltimore, Maryland 21203

9618 Sutherland Road
Silver Spring, Maryland 20901
February 2, 1989



Maryland Department of Transportation
State Highway Administration

February 21, 1989

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Dear Sirs:

The purpose of this letter is to express my objection to the proposed State of Maryland Highway improvement project from Howard County, Maryland to Sligo Creek Parkway in Silver Spring along Route 29 - principally the section from Four Corners (intersection of University Boulevard and Colesville Road - Route 29) to Sligo Creek Parkway. The arguments against this project have been voiced sufficiently by others in public hearings, meetings, letters, etc., so I will simply summarize my points of concern:

1. Creation of a safety hazard for pedestrians crossing Colesville Road with elimination of median strip, thus creating a zone of potentially greater danger from excessive speeds.
2. Creation of safety hazards for autos coming out of underpass at Four Corners for exit to Beltway-West.
3. Disruption of neighborhood in the Leighton Avenue jug handle project.
4. Creation of traffic bottleneck at Sligo Creek Parkway through Georgia Avenue with the added traffic.
5. The magnitude of expenditure for the construction of the Four Corners underpass and the length of construction time.
6. The disruption and damage to the business community at Four Corners by the underpass construction.
7. Inability of pedestrians to cross Colssville Road to use public transportation with only one pedestrian overhead walkway.

I believe additional study and consideration of this project is necessary to determine the best option available to alleviate if not solve the traffic conditions both present and future. Added emphasis should be placed on:

1. Utilization of light rail along the Route 29 Corridor.
2. Additional pedestrian overhead walkways between Beltway and Sligo Creek Parkway.
3. Coordination with Montgomery County Transportation Department for determination of necessary facilities to accommodate the added traffic (bottleneck) from Sligo Creek Parkway to Georgia Avenue prior to the beginning of any construction work on Colssville Road between Four Corners and Sligo Creek Parkway.

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FEB 6 1989
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DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Sincerely yours,
Howard M. Becker
Howard M. Becker

Mr. Howard M. Becker
9618 Sutherland Road
Silver Spring, Maryland 20901

Dear Mr. Becker:

This letter is in response to your letter of February 2nd regarding our project planning study on US 29 between Sligo Creek and the Patuxent River. The comments you have provided on the study alternatives' effects to the southern portion of the study area are appreciated. This information will be given a thorough consideration in our development of a preferred alternative.

In consideration of your comment about the Leighton Avenue jug-handle, this reroute of traffic will not be necessary. The only alternative under which this would have occurred has been designated "not preferred".

The appropriateness of a light rail system on US 29 has been thoroughly evaluated. From a study performed by the Maryland Department of Transportation, Office of Transportation Planning entitled "US Route 29, Transit Alternatives, Light Rail vs. HOV Lane(s)" it was determined that an HOV lane network and an express bus system was about three times more effective at addressing the unique transportation needs of this corridor than a light rail system. A copy of this report is attached.

We feel that under the alternative in which the median is removed there would be several places to safely cross US 29 between Sligo Creek Parkway and I-495. In addition to the proposed pedestrian overpass at Granville Drive, you would be able to cross at the signalized intersections at Sligo Creek Parkway and Franklin Avenue. The timing of the traffic signals would be set to ensure ample time is provided for a pedestrian to cross to the other side. Also, sidewalks would be constructed along both sides of US 29 so that pedestrians can get to these crossing points.

The analysis of traffic engineering changes to the Silver Spring Central Business District is currently underway. We are working closely with Montgomery County Department of Transportation and their consultant on this study. It includes an examination of the capacity of US 29 between Sligo Creek Parkway and Georgia Avenue. The objective of their study is to provide changes to manage traffic that is consistent with the Transportation Management District legislation enacted by Montgomery County.

My telephone number is (301) _____

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

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Mr. Howard M. Becker
Page Two

I would like 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, if we can provide further assistance. Randy's telephone number in Baltimore is 333-1139.

Very truly yours,

Neil J. Pedersen

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

NJP/ih

Attachment

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

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

CONTRACT NO. M 425-101-370
US ROUTE 29
SLIGO CREEK TO THE PATUXENT RIVER
PDMS NO. 152019



Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Display Review
November 30, 1988

Public Hearing
January 25, 1989

RE: Contract No. M 425-101-370
US 29; Sligo Creek Parkway
to the Patuxent River at the
Howard County Line
PDMS No. 152019

NAME Penelope T. Garcia DATE 1/25/89

PLEASE PRINT ADDRESS 804 Forest Glen Road
CITY/TOWN Silver Spring STATE MD ZIP CODE 20901

Ms. Penelope T. Garcia
804 Forest Glen Road
Silver Spring, Maryland 20901

Dear Ms. Garcia:

This letter is in response to your recent correspondence pertaining to the project planning study of US 29 in Montgomery County. Your comments are appreciated and will be given thorough consideration in the selection of a recommended alternative.

The project team is keenly aware of the characteristics of the surrounding neighborhoods, and has made every attempt to protect the cohesiveness and safety of these communities. The Draft Environmental Impact Statement prepared for this study includes an investigation of the alternatives' effects on the Four Corners communities. It was determined there is no adverse effect. Additionally, although the jug-handle proposal provides some relief to the existing congestion, only the full grade separation proposal provides desirable service levels in the design year, 2015.

I would like to thank you for your interest in the highway development process as it relates to the US 29 planning study. Please contact us again if we can provide any further assistance.

Very truly yours,

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

by: Randy Aldrich
Randy Aldrich
Project Manager

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

I am against any drastic alterations
to Route 29 at Four Corners -
The proposed plans for an underpass
especially. I would consider the
jug-handle which would have a
minimum impact on our neighborhood.

I feel the proposed underpass will
diversely affect the businesses as
well as our family homes and neighborhoods
It will welcome more traffic and in
turn more pollution, danger in our
children being on the streets and
run the accessibility to the Four Corners
shopping area.

I feel not enough research has been given
to the affects on the neighborhoods and therefore
no plans should proceed to disrupt our neighborhood.

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.

Penelope Garcia

LHE/AHS/ih

cc: Mr. Michael Snyder

My telephone number is (301) 333-1139

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 585-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

VII-64

245

NORTHWEST BRANCH CITIZENS ASSOCIATION
Silver Spring, Maryland 20901

Mr. Neil J. Pedersen
Director, Office of Planning
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

RE: Route 29 Development

Dear Mr. Pedersen:

The Northwest Branch Community recently went through a lengthy hearing before the Maryland National Capital Park and Planning Commission with respect to the proposed development of a 136 low/moderate income townhouse development which has its only access on Hillwood Drive. Our principal objection to the development was to the traffic problem that would be created because of the difficulty of exiting onto Route 29 and the resulting traffic flow through the 25-foot wide residential streets of our community.

Because we have taken an active interest in the State Highway Administration plans for major development of Route 29, we asked for the views of your Department concerning the proposed 136 unit townhouse development on Hillwood Drive. The response of Michael Snyder, District Engineer, dated June 6, 1988 (copy enclosed) called for an additional left turn lane at the intersection of Lockwood Drive and Route 29 and otherwise raised no objection to the Hillwood Drive development. Our pleas to the Maryland National Capital Park and Planning Commission to delay approval of the new project until the plans of your agency were published went unheeded. The project preliminary plan was approved in September, 1988 subject to several conditions, among which was that the developer pay for construction of the additional lane on Lockwood Drive. Now, less than 6 months after we raised this issue to your Department, State Highway is proposing to exacerbate our problem by sealing off Hillwood Drive entirely under at least two, and possibly all three of the development plans for Lockwood Drive (Alternate C). This would throw all traffic from the new development, plus the storage warehouse now under construction on Hillwood Drive, plus traffic from the Colewood Center office building onto the residential streets of Stoneyhill Drive and Meadow Hill Drive where it exits onto Lockwood Drive. This will result in an intolerable traffic hazard and threat to the safety of our residents.

Mr. Neil J. Pedersen
Page 2
February 7, 1989

While we applaud your efforts to improve traffic flow on Route 29, you cannot and should not attempt to make it an expressway. All traffic lights, all median dividers, and all access roads cannot be eliminated without major traffic, safety and environmental impact on existing neighborhoods.

On behalf of the Northwest Branch Citizens Association, I strongly urge the State Highway Administration to eliminate the Alternate C, concepts 3, 4 and 5 design proposals from the Route 29 development plans.

Very cordially yours,

NORTHWEST BRANCH CITIZENS ASSOCIATION

By Robert Plotkin
Robert Plotkin
Vice-President
10706 Stoneyhill Drive
Silver Spring, MD 20901

Enclosures

cc: Mr. Thomas Schild

VII-65

246

Date of Mailing: September 14, 1988



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

MONTGOMERY COUNTY PLANNING BOARD
OPINION

Preliminary Plan 1-86083
Project: Andris Property

Action: Approval with conditions. (Motion by Commissioner Keeney, Seconded by Commissioner Henry, with a vote of 4-0, Commissioners Keeney, Hewitt, Christaller and Henry in favor, Commissioner Floreen absent.)

On March 13, 1986, Andris Realty, Inc. submitted an application for the approval of a preliminary plan of subdivision of property located in the RH and R-90 zones. The application proposed to create 136 dwelling units on 8.70 acres of land. The application was designated Preliminary Plan 1-86083.

On November 12, 1987, June 23, 1988 and August 11, 1988 Preliminary Plan 1-86083 was presented to the Montgomery County Planning Board for a public hearing pursuant to Article 28 of the Annotated Code of Maryland, Chapter 50 of the Montgomery County Code (Subdivision Regulations) and the Rules of Procedure for the Montgomery County Planning Board of the Maryland-National Capital Park and Planning Commission. The Planning Board heard testimony and received evidence into the record. Based upon the testimony and evidence presented and the preliminary plan itself, the Montgomery County Planning Board approves Preliminary Plan 1-86083, under Special Ceiling Allocation for Affordable Housing subject to the following conditions:

1. Agreement with Planning Board to provide Intersection Improvements at Lockwood Drive and Route 29 pursuant to the July 28, 1988 Transportation Division Memorandum with said Improvements to be under construction prior to the Applicant requesting and receiving building permits. (Planning Board to approve design).
2. Dedication along Hillwood, forty feet off center line.
3. No clearing, grading or recording of lots prior to site plan approval by the Montgomery County Planning Board.
4. Number and location of units to be determined at Site Plan.

5. Site Plan to show one hundred foot undisturbed buffer along park and undisturbed buffer along the eastern property line, adjacent to the single family homes. (Dimensions of buffer on eastern property line to be determined at site plan approval.)

6. Execution of Regulatory Agreement between applicant and Housing Opportunities Commission as outlined in the March 22, 1988 letter from Bernard Tetrault to Leon Andris prior to recording of plats. Agreement must satisfy the requirements of the Annual Growth Policy Special Ceiling Allocation for Affordable Housing.

7. Necessary easements.

8. Conditions of Department of Environmental Protection Stormwater Management Waiver.

The applicant proposes construction of an affordable housing development on the subject property which is located on the south side of Hillwood Drive, 350 feet east of Route 29 in the Fairland-White Oak policy area. While a very small piece of the subject property abutting park property is zoned R-90, the overwhelming majority of the land is in the R-H zone. The application for preliminary subdivision plan seeks approval for the construction of 31 townhouses and 105 garden apartment units. The Board notes that in the R-H zone (Multiple-family, high-rise planned residential), the applicant could conceivably receive approval for the construction of over 400 units.

In approving a preliminary plan, the Board must determine that public facilities will be adequate to support and service the area of the proposed subdivision. 1/ Public facilities to be examined for adequacy include road, public transportation facilities, sewerage and water service; schools, police stations, firehouses and health clinics. The guidelines, methods and criteria to be used by the Planning Board and staff in determining the adequacy of public facilities are contained in the Fiscal Year 1989 Annual Growth Policy approved by the Montgomery County Council in the form of Resolution Number 11-919, on June 28, 1988.

The Annual Growth Policy referenced above provides a special growth ceiling for affordable housing. The special ceiling is an exception to the requirements of §50-35(k) and provides as follows:

"(c) Special Ceiling Allocation for Affordable Housing The County's policy of balancing

1/ Montgomery County Code, Chapter 50 Subdivision Regulations, §50-35 (k)

99-11-66

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growth in each policy area with the supply of public facilities, set forth in the Adequate Public Facilities Ordinance and implemented through the Annual Growth Policy, has the effect of preventing the accomplishment of another important County policy; i.e., the provision of a balanced and affordable housing for low and moderate income families. To encourage the provision of a housing supply which fosters the availability of affordable housing for low and moderate income families, the Planning Board may approve affordable housing subdivision applications in any policy area with insufficient net remaining capacity, according to the following guidelines:

(i) An affordable housing development is defined as housing development which is either owned by the Housing Opportunities Commission or by a partnership in which HOC is the general partner; or, a privately owned housing development in which 20% of the units are occupied by households at or below 50% of the area median income, adjusted for family size, or 40% of the units are occupied by households at or below 60% of the area median income, adjusted for family size. Such a development must be certified by HOC as having met the definition of affordable housing and the owner of such development must enter an agreement with HOC to maintain the occupancy requirements for a period of at least 15 years.

(ii) For projects owned or controlled by HOC, the Planning Board may approve affordable housing developments which include up to 125 units in a policy area with insufficient net remaining capacity or, in the alternative, for privately owned affordable housing developments, the Planning Board may approve projects which include up to 250 units in a policy area with insufficient net remaining capacity.

(iii) Countywide, no more than 1000 units may be approved under this staging ceiling amendment in FY89.

(iv) Affordable housing developments approved under this increase in the staging ceiling must meet the standards of Local Area Review. (See Section (2), Local Area Review, below).

(v) Developments approved under this provision will be added to the pipeline of development.

(d) Ceiling Flexibility for Developer Participation Projects.

Staging Ceiling Flexibility allows the Planning Board, after considering the recommendation of the County Executive, to approve a preliminary plan application which exceeds the staging ceiling. In allowing the staging ceiling to be exceeded, caution should be exercised to assure the average level of service for the relevant policy area is not adversely affected. Except as otherwise expressly stated in this subsection, the same level of service criteria already established in the annual growth policy shall be used in evaluating an application to be approved under these ceiling flexibility provisions."

While providing the special ceiling for affordable housing, the Annual Growth Policy requires that any application be approved under Local Area Review standards prior to receiving Planning Board approval. Local Area Review is an evaluation, a local analysis applied to assure that new development is not allowed to cause unacceptable congestion at individual intersections or roadway links within a Policy Area. The Local Area Review process must be undertaken for subdivisions which will generate more than 50 peak hour automobile trips under the following circumstances:

In the Policy Area where the total approved development is within 5 percent of the policy area ceiling or

In the Local Area where the proposed development is located near a congested area.

The proposed development described in this application is located in the Fairland-White Oak Policy Area. It is 350 feet east of Route 29 (Colesville Road) and is near the intersections of Route 29 and Hillwood Drive, Lockwood Drive and Meadowhill Road and Lockwood Drive and Route 29. The intersection of Lockwood Drive and Route 29 is a critical intersection that will be affected by traffic from this preliminary plan.

Traffic from the development will have the option of travelling left on Hillwood Drive to Route 29 or travelling right from Hillwood Drive to Stoneyhill Drive and then to Meadowhill Road (which intersects Lockwood Drive and is controlled by a traffic signal). However, for purposes of the Local Area Review analysis calculations have been based on the assumption that all traffic will proceed down Stoneyhill. The Board notes that this development will place a greater number of cars on Meadowhill Road and has weighed and considered the concerns surrounding this issue as well as concerns regarding traffic generated by adjacent properties both developed and under construction. The testimony and evidence presented by opponents to this preliminary plan has been evaluated in conjunction with the

testimony, traffic study and evidence submitted by the applicant, the Planning staff, the State Highway Administration of the Maryland Department of Transportation and the Office of Planning and Project Development of the Montgomery County Government. The Board notes that Meadowhill Road is a secondary residential road. The principal function of a secondary residential road is to provide direct access between a residential development housing less than two hundred families. 2/ This definition on the road code is not, however, a regulatory requirement and the Planning Board must consider the right of the property owner to reasonable use of the property. Since traffic will be permitted to exit the development at either Hillwood and Route 29 or Lockwood Drive and Meadowhill Road, the Board finds that the peak hour level of service, with the improvements referred to in Condition 1, is acceptable and passes local area review.

The Master Plan applicable to this preliminary plan is the Approved and Adopted Master Plan - Eastern Montgomery County Planning Area. The Master Plan refers to the property in the preliminary plan on pages 138 and 139. The Master Plan recommends that the property retain its current R-H and R-90 zoning to permit construction of a previously approved site plan for 136 townhouse and triplex units. Although this preliminary plan proposes townhouses and garden apartments, it is the same layout as was before the Board during consideration of the Master Plan. It proposes the same number of units as that which was approved at the time of the publication of the Eastern Montgomery County Planning Area Master Plan. In accordance with §50-35(1), Ordinance Number 11-28, Subdivision Regulation Amendment 88-1, effective July 25, 1988), the Planning Board finds that Preliminary Plan 1-86083 substantially conforms to the applicable Master Plan, maps and text.

A:•Andris.Bak

2/ Montgomery County Code, Chapter 49, §49-34(e)
Ch. 49-34(e) Secondary Residential.



Office of District Engineer
State Highway Administration
1180 Eastown Avenue
P.O. Box 117
Greenbelt, Maryland 20770

Maryland Department of Transportation
State Highway Administration

Richard H. Train
Secretary
Hal Kassoff
Administrator

June 6, 1988

MEMORANDUM

TO: Creston Mills, Chief
Bureau Engineering Access Permits

FROM: Michael Snyder
District Engineer

SUBJECT: US 29 at Maryland Route 895
Montgomery County

RE: Preliminary Plan No. 1-86083
Andris Property

This is in response to receipt of the traffic impact analysis for the referenced development for review and comment.

My traffic engineering staff has reviewed the impact analysis as well as other correspondence received from the traffic consultant. The review of this development indicates the critical intersection is the identified subject intersection and that with construction of the proposed additional westbound Maryland Route 895 left turn lane to provide for a triple left turn the impact of this development will be totally mitigated. Therefore, it is our recommendation the referenced development will not further deteriorate capacity along the US Route 29 corridor.

If further comment or discussion is necessary, please contact Maj Shakib at the number below.

MS:WJC:co
cc: Bud Leim, M-NCPPC

My telephone number is (301) 220-7359

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383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-482-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21202

249

29/53

Richard H. Trainor
Secretary
Hal Kassoff
Administrator



Maryland Department of Transportation
State Highway Administration

FEB 27 1989

Mr. Robert Plotkin
Vice President
Northwest Branch Citizens Association
10706 Stoneyhill Drive
Silver Spring, Maryland 20901

Dear Mr. Plotkin:

This letter is in response to your correspondence of February 7th regarding our project planning study on US 29 in Montgomery County. I appreciate your comments of how your community will be affected by the current layout of Alternative C, Concepts 3, 4 and 5. This information will be considered in our development of a preferred alternative at this location.

The concerns you raised were also brought to our attention by Senator Ruben who thoroughly discussed the impacts the closure of Hillwood Drive would have on the community.

Our current criteria recommends no access of intersecting roadways onto interchange ramps. Our designers rigidly observed this criteria. I tend to not view this situation as a ramp, but as part of the non-access controlled arterial street. When viewed from this perspective, there is less reason to close the intersection of Hillwood Road with northbound US 29. Accordingly, we are modifying all three concepts to retain this intersection. Our planning team is keenly aware of the relationship of the study alternatives and the pending development at this intersection.

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, if we can provide further assistance. Randy's telephone number in Baltimore is 333-1139.

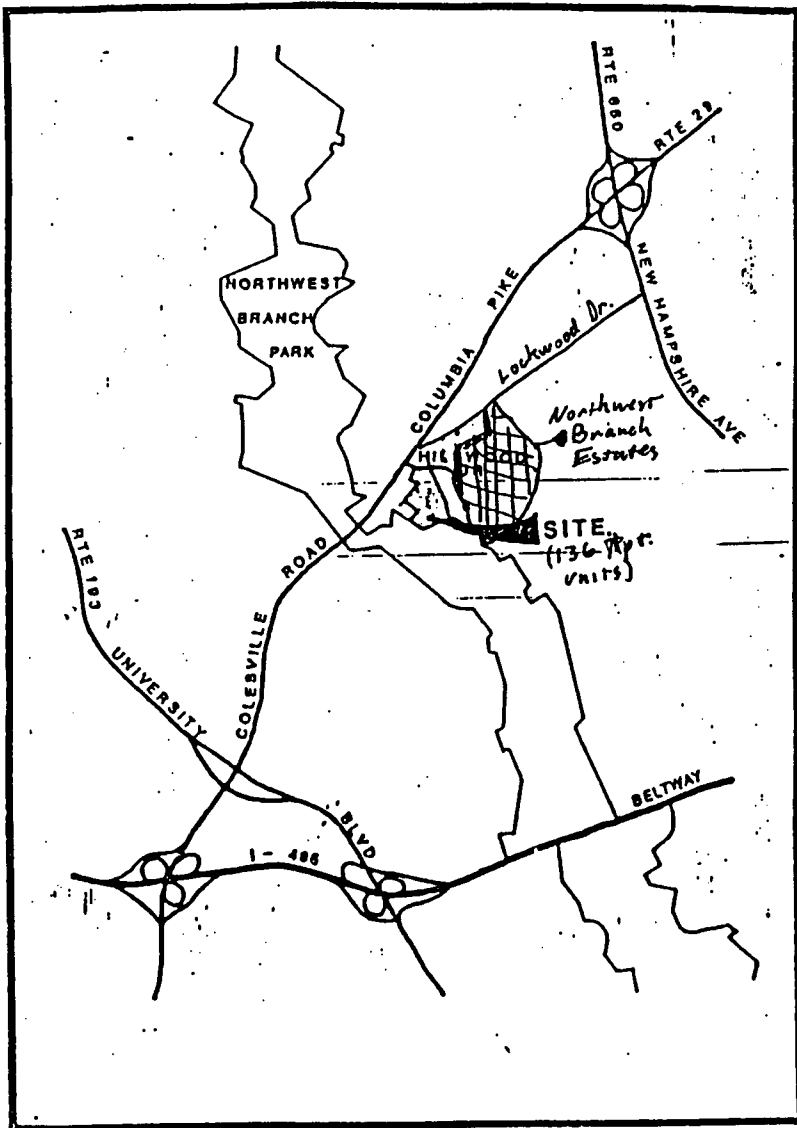
Very truly yours,

Neil J. Pedersen

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

NJP/lh

cc: Senator Ida Ruben
Mr. Michael Snyder
Mr. Louis H Ege, Jr.



VICINITY MAP



VII-11A
69-11A

My telephone number is (301) _____

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

250

RECEIVED

#930
FEB 22 1989

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

9039 Sligo Creek Pkwy., No. 1501
Silver Spring, Maryland 20901
February 8, 1989

Mr. Neil J. Pedersen, Director
Office of Planning and Preliminary Engineering
State Highway Administration
P.O. Box 717
Baltimore, Maryland 21202

Dear Mr. Pedersen:

I wish to voice my support for the grade separation option at the US 29/University Boulevard (Md. 193) intersection, which is one element of the alternates being considered in the State Highway Administration's (SHA) US 29 Study. I believe this improvement is basic to any overall scheme intended to address the long-term travel needs of the US 29 corridor.

I feel that this intersection is currently the primary cause of existing congestion in this corridor. It is a problem not limited only to a peak hour of weekday commuter travel; congestion occurs for extended periods as well as during other hours of the week. This situation presents a psychological barrier which discourages general travel along US 29 and tends to divide eastern Montgomery County north and south of University Boulevard.

Furthermore, during the PM peak the queues from this intersection frequently block access between northbound US 29 and I-495. Since this situation exists under present conditions, I believe it is most important that a solution to this problem be a basic element of the longer range program adopted by the SHA to address the transportation needs of the US 29 corridor.

The jug handle option for accommodating turn movements between US 29 and University Boulevard (Md. 193) may offer opportunities as an interim improvement. It appears that several aspects of this option can be implemented in the short term; it may then be possible to determine the limitations of this option. I have the following comments which help explain my concerns of why I think the jug handle approach may be only an interim improvement.

1. I have not observed the jug handle being used now as an alternate approach for making left turns from US 29 to University Boulevard despite the present difficulties. It could be argued that currently a). this option is not signed; and b). there is no separate right turn lane to allow bypassing of the traffic queue. However, I think there are additional considerations as well. The weave across the University Boulevard traffic is very difficult; I do not find it safe to merge with the eastbound University Boulevard traffic and then weave over to the jug handle when traveling to the Woodmore shopping center. Furthermore, the horizontal and vertical geometrics of University Boulevard can make the merge with University Boulevard difficult when vehicles are approaching with any speed. When University Boulevard volumes are heavy during the peak periods, crossing several lanes is also difficult because of the lack of traffic gaps within such a limited distance.
2. As a result of the conditions described above, I would anticipate that the following operating conditions would exist if the jug handle operation were implemented given the current alignment of University Boulevard.
 - a. The separate right turn lanes on US 29 would not function as free flow movements; they would be either signal controlled, or drivers weaving across to the jug handles would likely stop for safety reasons until there is a clear break in the University Boulevard traffic. One stopped vehicle would prevent the free flow.
 - b. I would expect that the jug handle intersections with University Boulevard to be signalized given the merge, weave, driveway conflicts, and volume/speed of oncoming vehicles on University Boulevard.
3. The total vehicular volume in this corridor is projected to increase considerably over the 20 year forecast period. A component of this increase would be additional turn volumes. I also anticipate that bus service in the corridor will increase noticeably. The net increase in traffic which will attempt to negotiate these jug handles, coupled with the anticipated signalization to accommodate the weaves and merges on University Boulevard, I expect will result in

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MARCH

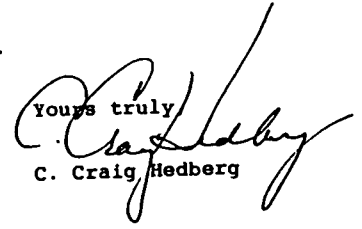
9039 Sligo Creek Pkwy., No. 1501
Silver Spring, Maryland 20901
March 13, 1989

queues which will impede through traffic on University Boulevard. The left turn circulating volumes themselves will result in increased volumes on University Boulevard between the jug handles.

- 4. The additional congestion which appears inevitable to me over the study period with the jug handle option I feel will result in additional driver frustration and increased accidents. With the accidents will come virtual gridlock through the US 29/University Boulevard intersection.

In summary, I believe that while the jug handle option may offer interim improvement at the US 29/University Boulevard intersection if necessary operational modifications are undertaken, the long term solution for this location must include a grade separation. This grade separation should be a basic element of any overall plan to address the long term transportation needs of this corridor. Without a grade separation, I feel that future access to I-495 from Silver Spring and points south via US 29 could be severely constrained. Furthermore, the congestion at US 29/University Boulevard could well become a barrier inhibiting movement between upper and lower eastern Montgomery County.

Thank you for consideration of my comments.

Yours truly,

C. Craig Hedberg

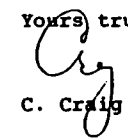
Mr. Neil J. Pedersen, Director
Office of Planning and Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203-0717

Dear Mr. ^{Neil} Pedersen:

Thank you for your response to my correspondence regarding my support for the grade separation being considered for the US 29/University Boulevard (Md. 193) intersection.

I strongly endorse moving ahead expeditiously during the "window of opportunity" you cite for implementing the grade separation. Furthermore, I feel that the commitment by elected officials to follow through with the grade separation is necessary before any such measure as removal of the median on Colesville Road is undertaken, which I characterize as a major action that could be justified only as part of a comprehensive solution which includes the grade separation.

No response to this follow-up letter is expected, other than the normal notification of the progress of this study. Thank you for considering this clarification to my earlier comments.

Yours truly,

C. Craig Hedberg

RECEIVED

MAR 15 1989

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

VII-71

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Maryland Department of Transportation
State Highway Administration

March 3, 1989

2/19/89

Randy
Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Mr. C. Craig Hedberg
Page Two

Mr. C. Craig Hedberg
9039 Silgo Creek Parkway
No. 1501
Silver Spring, Maryland 20901

Dear Mr. Hedberg: *Craig*

This letter is in response to your correspondence of February 8th regarding our project planning study on US 29 in Montgomery County. I appreciate your professional opinion about the existing traffic congestion at Four Corners. Your comments and your endorsement of the grade separation at this location will be thoroughly considered in our development of a preferred alternative.

As you point out, the operating characteristics of the at-grade proposal are complex. I agree there is perhaps some missing opportunity in motorists avoiding usage of the current jug-handle turn lanes. We have studied intersection improvements at Four Corners for several years. Although we identified short term improvements that in some cases make use of these jug-handles, we have decided to await the outcome of this study before implementation.

The current at-grade proposals have been studied in detail by our Traffic Division with an emphasis on how the improvement would function as a system. They agree that right turns from US 29 destined to the jug-handles will probably back up to await an unimpeded opportunity to cross over to the jug-handles. This is not expected to be a significant problem. Also, their analysis was based on traffic signals controlling vehicles exiting the jug-handles. Signal queues were estimated and were determined to be manageable.

From a best-of-all-worlds scenario, it would be advantageous to implement the at-grade proposal now and construct the grade separation at a later date. Unfortunately, such a scenario is not consistent with our complex staging and maintenance of traffic plans for constructing the grade separation. We feel that we have a window of opportunity to construct the grade separation within the near future. Ten to fifteen years of additional traffic growth will be all that more difficult to maintain during construction.

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 would like 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, if we can provide further assistance. Randy's telephone number in Baltimore is (301) 333-1139.

Very truly yours,

Neil

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

NJP/ih

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

VII-72

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PROJECT
DEVELOPMENT
DIVISION

FEB 8 2 15 PM '89



Maryland Department of Transportation
State Highway Administration

2915A
Randy
Richard H. Trainor
Secretary
Hal Kassoff
Administrator

CONTRACT NO. M 425-101-370
US ROUTE 29
SLIGO CREEK TO THE PATUXENT RIVER
PDMS NO. 152019

Display Review
November 30, 1988

Public Hearing
January 25, 1988

NAME JAMES & BARBARA KISH DATE Jan 31, 1989
ADDRESS 10009 LORAIN AVE
CITY/TOWN SILVER SPRING STATE MD ZIP CODE 20901

March 6, 1989

RE: Contract No. M 425-101-370
US 29; Sligo Creek Parkway
to the Patuxent River at the
Howard County Line
PDMS No. 152019

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

We are opposed to the underpass plans sited for the four corners area in Silver Spring. We have lived in the area 4 1/2 years + fear for the safety (because of traffic cutting through our neighborhood) of our 3 children. We feel roads should be re-routed away from this area. There are old, established neighborhoods of young families that will leave this area if plans are approved. All of us intend to picket or protest however necessary to prevent further development. Also businesses in Woodman would be destroyed - merchants that we depend upon for everyday necessities. The SHA should look at what the people want not their own wants + needs. We as the landowners in this area + have a right to refuse your plans as we will. I know of no one in favor of the underpass/overpass.

Mr. & Mrs. Kish
10009 Lorain Avenue
Silver Spring, Maryland 20901

Dear Mr. & Mrs. Kish:

This letter is in response to your recent correspondence pertaining to the project planning study of US 29 in Montgomery County. Your comments are appreciated and will be given thorough consideration in the selection of a recommended alternative.

The State Highway Administration is committed to working with Montgomery County Department of Transportation to help alleviate cut through traffic at Four Corners. The project team is keenly aware of the characteristics of the surrounding neighborhoods, and has made every attempt to protect the cohesiveness and safety of these communities. Measures to alleviate undesirable traffic would be implemented prior to the onset of any construction activities for the proposed grade separation.

The planning team has developed a complex maintenance of traffic plan for the construction of the grade separation at Four Corners in order to maintain access to the area businesses. In fact this plan significantly adds to the time and cost of construction, but is considered a vital part of the plan.

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

VII-73

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Mr. & Mrs. Kish
Page Two

I would like to thank you for your interest in the highway development process as it relates to the US 29 planning study. As requested, your name has been added to the project mailing list. Please contact us again if we can provide any further assistance.

Very truly yours,

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

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

LHE/AHS/ih

cc: Mr. Michael Snyder

VII-74

256

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PROJECT DEVELOPMENT
DIVISION



Maryland Department of Transportation
State Highway Administration

Richard H. Treinor
Secretary
Hal Kassoff
Administrator

CONTRACT NO. M 425-101-370
US ROUTE 29
SLIGO CREEK TO THE PATUXENT RIVER
PDMS NO. 152019

FEB 8 2 15 PM '69

Display Review
November 30, 1988

Public Hearing
January 25, 1988

March 6, 1989

NAME Hazel M. Ewing DATE 2/3/89

PLEASE PRINT ADDRESS 13731 Avonshire Drive
CITY/TOWN Silver Spring STATE ND ZIP CODE 20904

RE: Contract No. M 425-101-370
US 29; Sligo Creek Parkway
to the Patuxent River at the
Howard County Line
PDMS No. 152019

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

I heartily concur with the letter to you of December 31, 1988 from the Avonshire Homeowners' Association opposing unanimously Alternative C, Concept 2; and Alternative D, Concept 3, Option 2. I am one of the homeowners presently occupying one of the 38 residential units destined for destruction if either of these options is decided upon. Specifically, my home is one of the end units adjacent to Rt. 29, and I am most concerned at the extent to which any of these alternatives will encroach upon Avonshire Association property. Additionally, in considering access to Rt. 29 from the Intercounty Connector, I can only mildly accept Alternate C, Concept 3; and Alternate D, Concept 3, option 3, which would require taking the least acreage for this project. I am most distressed at the number of trees that will need to be destroyed to complete these projects; nor has there been any assurance in any of my reading that efforts will be made to preserve trees and foliage along the way.

Ms. Hazel M. Ewing
13731 Avonshire Drive
Silver Spring, Maryland 20904

Dear Ms. Ewing:

This letter is in response to your recent correspondence pertaining to the project planning study of US 29 in Montgomery County. Your comments are appreciated and will be given thorough consideration in the selection of a recommended alternative.

The responsibility of the project planning team is to identify prudent and feasible alternatives to transportation deficiencies within specific areas. At the location of the proposed Intercounty Connector (ICC) and Briggs Chaney Road there are six differing concepts within the grade separation alternative. Each of these, including Alternative C-2 and its mated Alternative D, Concept 3-2, had merit in solving the inadequacies at this location. All of the study alternatives including the two that severely affect the Avonshire community were subjected to the same scrutiny. The updated mapping which better displays the extent of impacts, as well as correspondence from residents of your community, has led us to determine that these two alternative concepts are not preferred. Later this winter, we plan to formally delete them from further consideration when the study team meets to discuss public hearing testimony.

Please add my/our name(s) to the Mailing List.* I am on 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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707 North Calvert St., Baltimore, Maryland 21203-0717

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Ms. Ewing
Page Two

I would like to thank you for your interest in the highway development process as it relates to the US 29 planning study. Please contact us again if we can provide any further assistance.

Very truly yours,

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

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

LHE/AHS/ih

cc: Mr. Michael Snyder

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Tri-Community Group

Columbia Towers

Paint Branch Park

Stonehedge

11915 Old Columbia Pike, Silver Spring, MD 20904

FEB - 9 1989

Mr. Louis H. Ege, Jr.
Deputy Director, Project Development
Division
State Highway Administration
707 North Calvert Street, Room 506
Baltimore, Maryland 21201

Dear Mr. Ege:

The Tri-Community Group is pleased to have the opportunity to provide comments on the U.S. Route 29 from Sligo Creek to Patuxent River Alternative for Improvements. The Tri-Community Group is comprised of Paint Branch Park Townhouse Condominium, Columbia Towers Condominium and Stonehedge/Bronzegate Townhouse Condominium. Our group is bound on the west by Old Columbia Pike, on the north by Industrial Parkway, on the east by Maryland Industrial Park and on the south by Paint Branch.

The task of addressing the transportation needs in this corridor is complex at least and with no clear-cut answer for each intersection problem. Many of the influences which are creating the need to better transport individuals along and across the corridor are outside the control of the Maryland State Highway Administration - pointing out that road improvements, expansions, etc. in and by themselves will not resolve the total transportation needs or problems of eastern Montgomery County. With that premise in mind, we submit the following general recommendations for any design changes along Route 29 and will follow with some specific recommendations for the Industrial Parkway/Tech Road intersections.

GENERAL RECOMMENDATIONS

1. **HOV Lanes.** Any consideration of HOV lanes in the Route 29 corridor should be thoroughly evaluated. Other corridors, such as I-95 should be more intensely considered for HOV as opposed to "squeezing" this mode of transportation into the median of Route 29. While we realize that the HOV funding is being provided by the Montgomery County Department of Transportation, we must consider the effectiveness of such an HOV concept when at its southern terminus, there is no way to logically or smoothly merge the two types of traffic

without major congestion. Additionally, we are not convinced that having 2-lane HOV north of Route 650 and 1-lane HOV south of Route 650 would be efficient or conducive to HOV travel.

Green Space. As an adjunct to our comments on HOV (above), we are extremely concerned about maintaining the median strips as green spaces. Additionally, we encourage any and all efforts by the State Highway Administration to preserve any green spaces adjacent to the roadway on ecological, aesthetic and noise abatement principles.

Intersections. Although the intersection improvements were presented in groupings, we would not support a blanket treatment for all intersections. Generally, we would recommend grade separated intersections for main arterial roads only, i.e. Route 650 (existing); Randolph Road; ICC; and Route 198. We encourage an extended evaluation period of the jug-handle concept for the Four Corners area before considering more drastic improvements.

Sidewalks/Bicycle Trails. We oppose any attempts by the State Highway Administration or others to convert Route 29 into an I-270. Introduction of sidewalks and bicycle trails adjacent to the roadway and the exclusion of medians with jersey barriers or roadways with manmade sound barriers will help insure a "non-interstate highway" corridor.

SPECIFIC RECOMMENDATIONS FOR INDUSTRIAL PARKWAY/TECH ROAD INTERSECTIONS

As a group of communities that has only one route for vehicular ingress and egress along Old Columbia Pike (north of Paint Branch), we are extremely concerned about preserving the least circuitous route of accessing Route 29 both to the north and south.

With this premise in mind, we recommend Alternative B, Concept I for the Industrial Parkway and Tech Road intersections with the following modifications:

- A. Add a left turn signal for southbound traffic on Route 29 at Industrial Parkway.
- B. Institute a right-turn-on-green arrow for northbound Route 29 traffic during the rush hour periods, allowing a delay for right turn on red at the beginning of each cycle onto Industrial Parkway. This will allow

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Mr. Raymond C. Weigel
Mr. Kirk Kidwell
Ms. Karen Bartol
Page Two

Mr. Raymond C. Weigel
Mr. Kirk Kidwell
Ms. Karen Bartol
Page Three

- o Regarding preserving green space and the retention of the median, we agree, it has positive benefits. From a practical viewpoint, the median of roadways in urbanized areas is regarded as our hedge against future traffic growth. The median is generally used to provide additional travel lanes to avoid displacements along the sides of the roadway. Along US 29, we are committed to working with Maryland-National Capital Park and Planning Commission on a design of any selected improvement that has urban design attributes. Landscaping, to replace the effect of the green space within the median, is a consideration that could be made.
- o Regarding the appropriateness of at-grade improvements in this corridor, we agree that some of the major intersections have existing, and proposed, traffic forecasts that exceed the capacity of a multi-lane intersection. These include Stewart Lane, Industrial Boulevard/Tech Road, Randolph Road, Briggs Cheney Road end MD 198. Unfortunately, the current master plan poorly correlates land use with the need for grade separations. At Four Corners, we feel there is a window of opportunity within the near future to build the grade separation and provide an acceptable level of traffic congestion during the construction stages. This makes it very difficult to build an initial at-grade improvement which would be followed by the complex grade separation. Building the grade separation after ten to fifteen years of additional traffic growth has occurred may be all but impossible.
- o Regarding the design specifics of the Industrial Boulevard/Tech Road location, I indicated above that this is one of the locations where retention of the at-grade intersection is going to be very difficult. Traffic forecasts at this point of US 29 have the greatest growth of any location in the corridor. I have forwarded your comments on changes to the existing intersection to our district engineer so that they may be incorporated into any interim improvements that are underway or planned. The eastward shift of the Old Columbia Road/Industrial Boulevard/Prosperity Drive intersection is a change associated with the grade separation proposals that cannot be deleted. The volumes of traffic using the right-on, right-off ramps to and from US 29 are going to be extensive. Unsafe operations will exist if undesirable radii are provided on these ramps. The only way to provide the proper radii is to shift the orientation of this intersection. Also, we have no plans to provide a slip ramp further south along Old Columbia Pike.

Again, thank you for your continuing 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. Neil J. Pedersen
Mr. Michael Snyder (with incoming)

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29/50

Richard H. Trainor
Secretary
Hal Kassoff
Administrator



Maryland Department of Transportation
State Highway Administration

vehicles northbound on Old Columbia Pike attempting to turn left onto Industrial Parkway to do so more safely.

- 2. If the State Highway Administration chooses to ignore our recommendations of the modified Alternative B, Concept I, we wish to put into the record the following comments for Alternative C:
 - A. Concept 1 is totally unacceptable because of the cul-de-sac configuration on either side of Tech Road.
 - B. If Concept 2 is the preferred alternative selected by the State Highway Administration, we see no reason to re-orient the Industrial Parkway/Old Columbia Pike/Route 29 intersection away from the existing alignment. Removal of pavement and no left turn signs should eliminate any concern for additional traffic congestion in the area. The only land acquisition in this area should be for sidewalk construction between Industrial Parkway and Stewart Lane along Old Columbia Pike.
- 3. Introduction of any slip ramps from Route 29 onto Old Columbia Pike (northbound) between Paint Branch and Industrial parkway is strongly opposed by the Tri-Community Group. (See enclosed correspondence)

March 8, 1989

Re: Contract No. M 425-101-370
US Route 29, Sligo Creek to
the Patuxent River
PDMS No. 152019

Mr. Raymond C. Weigel
Mr. Kirk Kidwell
Ms. Karen Bartol
The Tri-Community Group
11915 Old Columbia Pike
Silver Spring, Maryland 20904

Dear Tri-Community Group Representatives:

This letter is in response to your recent correspondence regarding our project planning study on US 29 in Montgomery County. I appreciate the review of the study alternatives in this project made by you group. This information will be given a thorough consideration in our development of a preferred alternative.

Regarding your general recommendations for the study and your specific recommendations for the Industrial Parkway/Tech Road intersections, I want to provide some further comments.

- o Regarding the development of HOV lanes solely along the US 29 corridor, I want to bring to your attention a study that is underway. The current statewide "Commuter Assistance Study", initially known as "A Study of the Appropriateness and Applicability of Light Rail Transit in Maryland", is looking at about 28 corridors in Maryland where there is a market for more intensive modes of travel than the single occupant automobile. Logical scenarios being investigated are heavy rail, light rail, commuter rail, express buses and HOV lanes. It has identified I-95 as a good candidate for HOV lanes. Also, Montgomery County is investigating land use assumptions that would support the development of HOV lanes. The proposed Intercounty Connector is in the list of study roadways.

We hope our comments are useful to you, the planning staff, consultants and Montgomery County Department of Transportation in determining the most effective and economical ways to improve our transportation system without totally ignoring the communities and environment that any "build" alternatives will have on the Route 29 corridor.

If you need clarification on any of our recommendations, please contact Ms. Kitty L. Roberts, 11915 Old Columbia Pike, Silver Spring, Maryland 20904 or by telephone (daytime) at (202) 485-9836.

Sincerely,

Raymond C. Weigel
Paint Branch
Raymond C. Weigel, Pres.

Kirk Kidwell
Stonehedge
Kirk Kidwell, Pres.

Karen Bartol
Columbia Towers
Karen Bartol, Pres.

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PROJECT DEVELOPMENT DIVISION

FEB 1 3 57 PM '89

CONTRACT NO. M 425-101-370
US ROUTE 29
SLIGO CREEK TO THE PATUXENT RIVER
PDMS NO. 152019

Display Review
November 30, 1988

Public Hearing
January 25, 1988

NAME Jane L. Lawson DATE 1/29/89

PLEASE PRINT ADDRESS 9409 Thornhill Rd.

CITY/TOWN Silver Spring STATE Md. ZIP CODE 20901

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

I want to go on record as completely opposing the various "build" alternatives proposed for the U.S. 29 corridor. The proposals would severely disrupt residential neighborhoods by diverting major traffic flows onto small neighborhood streets. In particular, some of the proposals would place homes near the Sligo Creek Parkway/Colesville Rd. intersection into what would essentially be a traffic "island."

Such "improvements," as you euphemistically call them, are rationalized as being necessitated by forecast traffic flows. In fact, they serve mainly to generate more automobile traffic and exacerbate the problem. The best way to control traffic flows along the corridor is with the "no-build" alternative for highways. Instead the focus should be on extension of Metro to Wheaton and beyond, when the Silver Spring Metro Station will no longer be the end of the line and will therefore be less of a traffic magnet. Further consideration should also be directed to a "light-rail" alternative, financed by a diversion of highway funds.

Jane L. Lawson

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

29/SA

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

March 9, 1989

RE: Contract No. M 425-101-370
US 29; Sligo Creek Parkway
to the Patuxent River at the
Howard County Line
PDMS No. 152019

Ms. Jana L. Lawson
9409 Thornhill Road
Silver Spring, Maryland 20901

Dear Ms. Lawson:

This letter is in response to your recent correspondence pertaining to the project planning study of US 29 in Montgomery County. Your comments are appreciated and will be given thorough consideration in the selection of a recommended alternative.

Let me assure you that the project team is keenly aware of the characteristics of the surrounding neighborhoods, and has made every attempt to protect the cohesiveness and safety of these communities. Traffic diversion onto local streets is not being encouraged.

The traffic forecasts developed for the US 29 corridor are based on travel demand generated from approved development within Eastern Montgomery County and in Silver Spring. The extension of METRO's terminal station to Wheaton will not divert the amount of traffic necessary to support the No-Build Alternative at Four Corners.

A report antitled "US Route 29 Transit Alternatives Light Rail vs. HOV Lane(s)", was prepared by Maryland Department of Transportation's Office of Transportation Planning. The report, which compared operational characteristics, appropriatanass and operational and capital costs of each system is attached with this letter. The study datermined that light rail within the US 29 corridor had some major deficiencies: namely, the unavaila-bility of large parcels of land directly adjacent to the highway for the development of park and ride lots and/or stations; the diversity of the trip origins and destinations; and costs associated with construction and operation. In addition, the mixture of light rail vehicles, automobiles, padestrians and neighborhood facilities presents major safaty considarations.

My telephone number is (301) _____

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

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Ms. Lawson
Page Two

It is important to note that throughout the development of the High Occupancy Vehicle Lane (HOV) system its flexibility has been emphasized. Operating the HOV system within the median of US 29 would not preclude the development of a light rail system in the future.

I would like to thank you for your interest in the highway development process as it relates to the US 29 planning study. Please contact us again if we can provide any further assistance.

Very truly yours,

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

by: Randy Aldrich
Randy Aldrich
Project Manager

LHE/AHS/ih

Attachments

cc: Mr. Michael Snyder

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PROJECT DEVELOPMENT DIVISION
 FEB 1 1 34 PM '89

CONTRACT NO. M 425-101-370
 US ROUTE 29
 SLIGO CREEK TO THE PATUXENT RIVER
 PDMS NO. 152019



Maryland Department of Transportation
 State Highway Administration

2115A
 Richard H. Trainor
 Secretary
 Hal Kassoff
 Administrator

Display Review
 November 30, 1988

Public Hearing
 January 25, 1989

NAME DONALD M ESTERLINE DATE 1/27/89

ADDRESS 301 PRELUDE DR.

CITY/TOWN SILVER SPRING STATE MD ZIP CODE 20901

March 9, 1989

RE: Contract No. M 425-101-370
 US 29; Sligo Creek Parkway
 to the Patuxent River at the
 Howard County Line
 PDMS No. 152019

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

① SUPPORT "C-2" AT 4 CORNERS. KEEP WOODMOOR SHOPS, BUT PROHIBIT ENTRANCE/EXIT FROM RT. 29

② ~~KEEP~~ KEEP MEDIAN STRIP IN RT. 29. * * DO NOT DO CONCEPT "D" STUFF. THIS IS A RESIDENTIAL, NOT RURAL AREA! YOU WANT TO BUILD A SUPER HIGHWAY RIGHT THROUGH NEIGHBORHOODS. THIS IS DUMB. IF YOU WANT A NORTH/SOUTH THRUWAY (IN ADDITION TO B-95), FINE. BUILD IT. BUT BUILD IT THRU RURAL AREAS.

③ TRAFFIC SOLUTION: SPEND YOUR MILLIONS ON A BUS SYSTEM THAT IS NOT A JOKE. RESERVE CURB LANE FOR BUSES/VAN POOLS ONLY DURING RUSH HOUR, + HAVE BUSES EVERY (2-3) MINUTES. FOLKS SITTING IN CARS, WATCHING THE AWKEL WHIP BY WILL QUICKLY GET THE MESSAGE + GO ON

Please add my/our name to the Mailing List. PUBLIC TRANSPORTATION!
 Please delete my/our name from the Mailing List. ITEM ③ SOLUTION CAN BE

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List. DONE NOW, NOT IN 4 YEARS.
 ④ CONNECT CHILDS RD. WITH OAK LEAF DR. (PAST ALEX. SCHOOL/ BURNT MILLS ELEM.), THEN DUMONT OAK'ERS WANTING TO GO LEFT CAN GO TO LIGHT AT BURNT MILLS.

Mr. Donald M. Esterline
 301 Prelude Drive
 Silver Spring, Maryland 20901

Dear Mr. Esterline:

This letter is in response to your recent correspondence pertaining to the project planning study of US 29 in Montgomery County. Your comments are appreciated and will be given thorough consideration in the selection of a recommended alternative.

Your support of Alternative C-2 at Four Corners is appreciated. The planning team has devised a complex maintenance of traffic plan to maintain access to the businesses during the construction period. In fact, this plan substantially adds to the cost and length of construction of the grade separation, but we feel it is a crucial part of the proposal.

A bus lane system which operates in the right hand lane has been investigated for the US 29 corridor. Because of conflicts with turning vehicles and localized bus service, the express buses would not achieve the time savings necessary to effectively promote their usage.

As I am sure you are aware, a traffic signal will be installed at Prelude Drive by the end of March. In addition, Montgomery County Department of Transportation will be constructing sidewalks on the west side of US 29 between Oakleaf Drive and Burnt Mills Avenue. These improvements should improve the unique access issues associated with your community.

My telephone number is (301) 333-1139

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Mr. Esterline
Page Two

The extension of Childs Road between the Dumont Oaks community and the Burnt Mills community is not within our realm of responsibility. Briefly, Montgomery County, who does have this responsibility, determined no access would be allowed between Dumont Oaks and any of its surrounding communities at the time of subdivision. The officials at Maryland-National Park and Planning adhered to the wishes of these neighboring communities throughout the development process. I recommend you contact them if you need additional details.

I would like to thank you for your interest in the highway development process as it relates to the US 29 planning study. As requested, your name has been added to the project mailing list to inform you of further project milestones. Please contact us again if we can provide any further assistance.

Very truly yours,

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

by: 
Randy Aldrich
Project Manager

LHE/AHS/ih

cc: Mr. Michael Snyder

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TESTIMONY FOR
COMBINED LOCATION/DESIGN PUBLIC HEARING
U. S. ROUTE 29
FROM SLIGO CREEK TO THE HOWARD COUNTY LINE
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

January 25, 1989

The White Oak Area Civic Coalition, established in 1975, is an umbrella organization with a membership of approximately 20 civic associations in the Eastern Montgomery County Master Plan area. The purpose of the Coalition is to take an active part in the decision-making processes regarding planning, growth, and development in and around the area of the Coalition. After actively participating in the development of the Eastern Montgomery County Master Plan, referred to hereafter as the Plan, the Coalition has continued to monitor proposals for development within our area. We look forward to taking an active part in the review of the Plan's transportation and land use issues again starting next week.

The Coalition has followed the State Highway Administration (SHA) Route 29 Study closely and carefully considered the alternatives presented. We recognize that residents' concerns will reflect a more intimate knowledge of problems in their area. This is not an attempt to preempt their rights. The land uses designated by the Plan included areas of high density along Route 29. This was done based on the stated fundamental aim of the Plan which was to reduce automobile dependence (see page 158 of Plan). The alternative transportation modes were to be public transit, ride-sharing, carpooling, vanpooling, riding bicycles, and walking. Probably less than half of the proposed plans for various transportation facilities have materialized, at least that's the status of the recommended area-wide road improvements scheduled for construction by 1990. Given our

acknowledged traffic congestion, the road construction is probably ahead of the improved transit service, park-and-ride lots, bikeways, and pedestrian paths. A far greater percentage of the dwelling units along Route 29 were constructed prior to enforcement of the APF ordinance. The resulting density of development, coupled with the commuter traffic from Prince Georges and Howard Counties, caused increased traffic which has only been partially mitigated by normal and express transit service. Developer funding of park-and-ride lots, intersection improvements, and additional traffic lanes along Route 29, as well as some commuter jitneys, provide minimal but temporary relief but for how long. A review of the land uses and transportation issues in the Plan is underway to explore downzoning because the proposed alternative transportation modes have been largely ineffective at getting commuters out of their cars.

HOV OPTION

The HOV option being considered as part of this Route 29 Alternatives Location/Design Public Hearing is a concept that should be carefully analyzed (if such analysis is possible). Use of the median for HOV may provide relief, but it is also possible that a better flow of traffic would result from its use as reversible lanes. We understand and agree with the desire to eliminate as many SOV's as possible, but we must recognize that as we build more and more employment centers in our county we have less and less of a traffic shed into Washington. The dispersion of employment locations into the County continues to deplete the numbers of commuters who can be served by taking Metro into Washington. Employee transit needs may no longer be as easily solved by north-south transit routes. This increased dispersion of work places, coupled with flexible working hours, also reduces the viability of some of the other transportation alternatives. We urge that, if HOV alternatives are selected, they be constructed in configurations which could also function as reversible lanes. If a trial period determines that greater numbers of people would be carried by their use as reversible lanes, this flexibility precludes the further consideration of the D Concept 2 Alternatives.

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We would like to thank SHA for their cooperation, willingness to meet and discuss issues, and provision of needed materials and information.

RECOMMENDATIONS

Our recommendations are for a hybrid approach. In general, the Coalition favors grade separation at several of the critical intersections along Route 29 between Sligo Creek and the Howard County line. Full development of all intersections with grade separation is not warranted at this time. If, at a later date, the need for additional grade separated intersections can be shown, and the cost justified, then the improvements should be made. Such changes will have minimum future impact on the neighbors involved if the needed right-of-way is acquired now. We believe the intersections that should be initially considered for grade separation are Four Corners, Randolph Road, Briggs Chaney Road, and Route 198. The New Hampshire Avenue interchange will have to be widened to carry three lanes of continuous traffic with a reversible or HOV lane in the middle. Brief comments concerning the details of our preferences on the proposed alternatives for each intersection are as follows:

SLIGO CREEK PARKWAY

After much thought about the long term goal of trying to get commuters out of their cars and into transit, we have decided to support the 3-1-3 alternative. The rationale for this is the expected advantage of reducing the volume of cars by providing a dedicated lane for transit. Traffic signals should be used to reduce speed between the Beltway and Georgia Avenue. If the HOV concept fails to generate the volume of riders needed to continue the use of a dedicated lane, then the use of one or two reversible lanes should provide the needed capacity at the reduced speeds needed to maintain safety. Additional traffic signals should be used to control speed south of Route 650. The needed jughandle turns should be used for local needs only. Measures must be taken to eliminate cut-through traffic through the neighborhoods.

FOUR CORNERS AREA

As mentioned previously we favor a grade separated configuration. We request that SHA study a change to the proposed underpass configuration.

The change consists of moving east and westbound through traffic on Route 193 to the widened eastbound roadbed, using undeveloped land on the Kay tract to the maximum extent possible. This change would shorten the length of total underpass needed and would reduce the impact to the shopping area if the turning movements can be worked out. During construction of any alternative additional parking should be made available on the west side by allowing angled parking on the wide section of Sutherland Road between Md Route 193 and Timberwood Avenue.

If the 3-1-3 HOV alternative is selected it is critical that the Crestmoor community in the northeast Four Corners quadrant be protected from cut-through traffic before and during any construction at Four Corners. Only after the congestion is relieved at Four Corners should there be an evaluation of the need for morning rush hour access to the local community using the proposed underpass at Crestmoor Drive.

LOCKWOOD DRIVE

At the present time we would like SHA to consider having three lanes turn left onto Route 29 during the AM rush. This should reduce the green time needed for Lockwood traffic. The right lane should be allowed to go straight into the Quality Inn/Manor Care parking lot. This would avoid the near stop, and attendant congestion, caused by cars turning into the very small radius driveway south of the Sunoco station on Route 29.

If a grade separated alternative is deemed necessary, we favor Alternative C, Concept 3 as the best. Pedestrian access is not adequately addressed in the overpass description. Likewise no description is provided for meeting the needs of pedestrians from Wheeler Drive now using a paved walkway along the north end of the parking lot north of the Sunoco station. There is also concern for traffic from Hillwood Drive which will be generated by the proposed high density development on the Andrus property. We suggest that right turns be allowed into and out of Hillwood Drive from Route 29, if and when a grade separated concept is deemed necessary. This would allow the interchange to be used as a jughandle for those needing to go south on Route 29 rather than going through the adjacent subdivision for ingress and egress to the Andrus development.

PRELUDE DRIVE

The jughandle lane for left turns will meet the need for access when left turns cause unacceptable evening congestion or when direct left turns interfere with the operation of the HOV lane.

NEW HAMPSHIRE AVENUE

It is unfortunate that the bridge was not widened during previous work, but that would probably have required work on the whole interchange.

STEWART LANE

We see no need to develop a grade separated intersection at this time, and thus support Alternative D Concept 1. We prefer Alternative D-3-3 in the years ahead if more congestion makes a grade separated intersection necessary. However we think the access to Milestone Drive should be relocated closer to the overpass rather than in front of a residence.

INDUSTRIAL PARKWAY and TECH ROAD

We recommend that the Old Columbia Road bridge across Paint Branch be reopened to local auto traffic. This would allow local residents access to the industrial park during the AM rush without needing to add to the Route 29 traffic volume. Another advantage is that local traffic access could access shopping. In any case we realize that the cost of repairing the structure must also be weighed against the traffic reduction and safety gained.

When a grade separated intersection becomes necessary we recommend Option D-3-2 since it leaves Prosperity Drive open to traffic from Randolph Road. An exit ramp similar to that shown in Option 1 to Old Columbia Road should be provided to reduce traffic at the Randolph Road/Old Columbia Road intersection. This also provides access to the park-and-ride lot that will be located on the property of the World Headquarters for the General Conference of Seventh-Day Adventists.

PANDOLPH ROAD, MUSGROVE ROAD, and FAIRLAND ROAD

The Randolph Road intersection is already operating at unacceptable levels of service during rush hours. We recommend that Alternative D-3-1

be accepted on the basis of reduced land takings while providing the access needed. Reasonable green time for through traffic on Pandolph Road is expected from the traffic signals needed to allow turning movements.

The northbound ramp for Musgrove Road will need to be constructed to provide the jughandle function for northbound traffic to the C&P building on the west side of Route 29. This assumes the adoption of the HOV lane concept, in this case Concept 1, as described earlier. At a later time this ramp would provide access to the Musgrove Road overpass bridge.

Additional alternatives for Fairland Road should be sought before widening Old Columbia Road to provide access to Route 29 via the Musgrove Road interchange. A large park-and-ride lot is proposed on the farmland adjacent to Fairland Road, a prime location next to the ICC. Access to the park-and-ride lot must be maintained even when overpasses become necessary at Fairland and Musgrove Roads. Alternatives with this access can be worked out which will still be compatible with the ICC Interchange.

INTERCOUNTY CONNECTOR and BRIGGS CHANEY ROAD

After review of the various complex options for the ICC a modified Alternative D Concept 3 Option 6 was selected. This Option was selected over Option 4 because it does somewhat less damage to wetlands and requires one less bridge. On the other hand more land is required adjacent to the Tanglewood subdivision. A minor addition between the ramps in the northeast quadrant of the interchange will provide northbound access to Route 29 directly from Fairland Road. Southbound access to Route 29 is provided by joining the two lanes crossing over Route 29 on the northern most of the three bridges. These changes will provide direct access from the large proposed park-and-ride lot located adjacent to the present farm on Fairland Road. Access to the park-and-ride lot from the north may require an additional bridge over the three lane ramp.

The same option is recommended for Briggs Chaney Road. Access to the westbound ICC from Briggs Chaney Road could also be provided from the southbound ramp to Route 29. A connection to the westbound ramp from Route 29 could be made after coming down off the bridge over that same ramp. This change would reduce ICC access traffic on Old Columbia Road.

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GREENCASTLE ROAD

Initially we recommend alternative D-1-1 but with the jughandle ramps in the southwest quadrant so the two houses are not taken. This also allows for the orderly expansion to the grade separated option at a future time if deemed necessary.

BLACKBURN ROAD

Again we recommend the D-1-1 alternative but with the ramps from alternative D-3-1. Future conversion to the grade separated alternative can be done at less cost. Additional alternatives should be considered which provide better access to the proposed park-and-ride lot on the Burn Brae property.

Route 198

We recommend the early construction of alternative D-3-3, but again with changes. We suggest that the southbound merge lane, south of Route 198, be kept on the west side of the existing roadbed to allow the maximum use of the old roadbed in that area as a park-and-ride lot. This area provides a nearly ideal location with bus access through the area from the present Burtonsville lot near the Giant Food Store. Modification to the northbound ramp at that same location could provide evening return access, with continuation on to the present Burtonsville lot.

DUSTIN ROAD

Although not considered initially, careful thought now leads us to recommend a grade separated intersection because of safety considerations. Dustin Road is at the top of a long grade coming out of the river valley. All of Howard County's intersections will be grade separated. Dustin Road should not be the first at grade intersection. The increase in safety between building an intersection at grade in the new alignment and a grade separated one is worth the incremental cost difference. We recommend a 270 degree loop in the southeast quadrant to go north on Route 29. This allows use of existing right of way with minimum disturbance of the flat land at the top of the hill instead of destruction of a steep wooded slope that drains directly into the reservoir.

Thank you for reading this far. If you have questions on any of the above we would be happy to discuss them. This concludes our review and recommendations on the Route 29 Alternatives.



William Tate
President, White Oak Area Civic Coalition

VII-87

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**Maryland Department of Transportation
State Highway Administration**

29/53
Richard H. Trainor
Secretary
Hal Kassoff
Administrator

William E. Tate
ge Two

March 9, 1989

Re: Contract No. M 425-101-370
US 29 - Sligo Creek to the
Patuxent River
PDMS No. 152019

Mr. William E. Tate, President
White Oak Area Civic Coalition
12901 Broadway Road
Silver Spring, Maryland 20904

Dear Mr. Tate:

This letter is in response to the comments you provided at the recent public hearing on the project planning study of US 29 in Montgomery County. The State Highway Administration is most appreciative of all the time and effort provided by your group in their review of the study alternatives. As in previous reviews, your comments and recommendations have been very helpful. This information will be given a thorough consideration in our development of a preferred alternative.

Regarding the specific elements of your recommendations for the corridor, I want to provide further input.

- o At Sligo Creek Parkway, the 3-1-3 lane configuration has been determined to be not preferred. This lane system for Alternative D proposed using portions of Leighton Avenue for rerouting left turn movements from US 29. This reroute was extremely unpopular with the residents of that community. If Alternative D is ultimately selected, it would be constructed with a lane system that provides four lanes in the peak direction as well as a center turn lane. The proposed 4-1-2 lane configuration has these characteristics. Additionally, we do not think ending the HOV lane at I-495 will affect travel times for the express buses operating on it. Somewhere in this general area, these buses will be merging to the curb lane to begin discharging passengers. The beltway is a logical point to begin this merge.
- o At Four Corners, reconfiguration of the proposed grade separation has its advantages and disadvantages. As you point out, relocating all MD 193 traffic to the existing eastbound roadway shortens the length of the underpass and utilizes portions of the undeveloped Kay Tract. The

down side of this change is the displacements encountered on the west side of US 29 in providing additional travel lanes. We feel these displacements, which on first thought would be the post office, Roy Rogers Restaurant and the Shell station, are inconsistent with the intent of the current sector plan. Such a change displaces community facilities and would be more controversial than the current plan.

- o At Lockwood Drive, our District No. 3 office is studying an interim intersection improvement that would provide a triple left turn. This proposal was presented as a means to absorb traffic growth resulting from the development of the Andrus property. If a grade separation is selected at this location, pedestrian access could be more effectively designed consistent with your recommendations. The Hillwood Drive access issue was brought to our attention by the affected community association. We will be modifying the plans to provide right-in, right-out access to northbound US 29 for all of the grade separation alternatives.
- o At Prelude Drive, a traffic signal will be functioning by the end of March. If a jug-handle turn lane is ultimately selected as part of Alternative D, this signal will enhance its operation. Also, Montgomery County has earmarked funds in their current appropriations process to construct a sidewalk along the west side of US 29 between Prelude Drive and Burnt Mills Avenue.
- o At New Hampshire Avenue, the widening of the bridge to provide six travel lanes through the interchange along US 29, is a crucial element of our initiatives for US 29. Currently, this widening is programmed to begin construction at the same time as the Four Corners grade separation; by the end of 1993. If interim traffic deficiencies do exist at this location, they may be more clearly identified early next year when the fifth and sixth lanes are completed along US 29 north of this interchange.
- o At Stewart Lane, we have identified a more near-term need for a grade separation. A relatively short service life would be associated with the changes needed to provide left turn movements with an at-grade HOV lane. Without an HOV lane, the complex of at-grade intersections will be able to accommodate near-term traffic

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VII-88

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Mr. William E. Tate
Page Three

increases along US 29. If a grade separation is ultimately selected, we will investigate the proximity of ramp movements to homes along Milestone Drive.

- o At Industrial Parkway and Tech Road, we see a near-term need for a grade separation. At-grade intersections will not be able to accommodate traffic volumes being attracted to and from the neighboring industrial park. The exact orientation of ramps in both of the grade separation proposals is not final, particularly those between southbound US 29 and Old Columbia Road. They traverse an area of the General Conference site identified for a park and ride lot. One of the proposals purposely has only an on-ramp so that we could assess the effects of diverting this traffic to Randolph Road. We are more concerned with ensuring the integrity of the park and ride lot and have been able to reorient the lot and retain only one ramp. We have identified the on-ramp as an absolutely needed movement.

As you point out, local circulation patterns would be enhanced by opening up Old Columbia Pike across Paint Branch. It was not addressed in this study due to the previous turmoil that developed with such a proposal. Since this more appropriately is an issue for Montgomery County to handle, particularly in dealing with local transit access, we are deferring its reopening to their further study.

- o At Randolph, Musgrove and Fairland Roads, there is an immediate need for a grade separation, particularly at Randolph Road. Relief would be provided for the large volumes of cross-county traffic on Randolph Road, as well as for US 29. Although the grade separation proposals with conventional diamond movements impact less land, they do not accommodate traffic movements as efficiently as the other proposal. Ultimately, we feel the selection of the more appropriate proposal will be related to what is selected on each side of this location.
- o At the Intercounty Connector and Briggs Chaney Road, their are major attributes associated with the last grade separation proposal. Due to the proximity of Fairland Road to the interchange at the Intercounty Connector, we have purposely avoided proving any ramps between US 29 and Fairland Road. Although it is not clearly labeled, the ramps to Fairland Road associated with Alternative D-3-6, are for HOV's traveling between the Intercounty Connector and the HOV lane on US 29. These HOV's would access the center lane on US 29 via the ramp from the Fairland Road grade separation. Once again, we avoided additional Fairland Road ramps to test the adequacy of the local road network.

Mr. William E. Tate
Page Four

Access between the Intercounty Connector and the Briggs Chaney Road area posed a real dilemma. Rather than further complicate the already intensive interchange proposals we considered it was more desirable to provide these movements at locations where the Intercounty Connector crossed the local road network. Both Old Columbia Road and Briggs Chaney Road to the east, provided this access opportunity.

- o At Greencastle Road and Blackburn Lane, we agree that there are probably more desirable locations for jug-handle turn lanes associated with Alternative D-1. If this alternative is ultimately selected, we will reorient them to other, less damaging locations.
- o At MD 198, your comment about reserving space between the southward ramps to US 29 for a park and ride lot is a good one. We will investigate shifting the on-ramp along the west side of our current right-of-way so that space is available for this lot.
- o At Dustin Road, we agree that if the master plan alignment is ultimately selected, it would be prudent to provide a grade separation. On the other hand, if we retain the current alignment and do not address the access control issue, this location could remain at grade. Mitigating impacts to the neighboring watershed by reorienting the northbound ramp to US 29 to the southeast quadrant is another good idea. We will look into it.

Again, thank you for your continuing interest in the refinement of the study alternatives. 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. Neil J. Pedersen
Mr. Michael Snyder



Tamarack Triangle Civic Association, INC.

PROJECT DEVELOPMENT
P. O. Box 4294, Silver Spring, MD 20904
FEB 13 1989

February 5, 1989

Maryland Department of Transportation
State Highway Administration
Project Development Division
P.O. Box 717
Baltimore, MD 21203

Re: Contract No. M425-101-370
U. S. Route 29
Sligo Creek to the Patuxent River
PDMS No. 152019

Dear Project Planners:

We appreciate the opportunity to comment during the process to plan and decide the action to be taken to improve U. S. Route 29 in the eastern area of Montgomery County. The Tamarack Triangle Civic Association has requested that the feeling of the Association be communicated to you by the undersigned.

The TTCA represents approximately 800 detached individual homes in the area bound on the north by Fairland Road, on the south by Randolph Road and on the east by the Paint Branch Creek. Anything that happens or fails to happen on Randolph or Fairland Roads, U. S. Route 29 and New Hampshire from Four Corners to Burtonsville affects our residents. If the Beltway is tied up anywhere from U. S. Route 1 to River Road, it affects our residents. We are distressed that the County and State highway programs have not kept pace with planned growth in eastern Montgomery County.

We participated and agree with the testimony of Mr. William Tate, President of the White Oak Civic Coalition on January 25, 1989 in which he stated:

We urge that if HOV alternatives are selected, they be constructed in configurations which could also function as reversible lanes.

Our recommendations are for a hybrid approach....grade separation at several of the critical intersections along 29 between Sligo Creek and the Howard County line. Full development of all intersections with grade separations is not warranted at this time. If, at a later date, the need for additional grade separated intersections can be shown, and the cost justified, then the improvements should be made. Such changes will have minimum future impact on neighbors involved if the right of way is acquired now. We believe the intersections that should be initially considered for grade separation are FOUR CORNERS, Randolph Road, Briggs Chaney Road and Route 198.

Page 2
February 5, 1989
U. S. Route 29

The New Hampshire Avenue intersection will have to be widened to carry three lanes of continuous traffic with a reversible or HOV lane in the middle.

The emphasis given to the FOUR CORNERS intersection is the writers'. We believe that any improvements in traffic on U. S. 29 now or in the future will ultimately be successful or fail depending on the action taken at Four Corners. The TTCA recommends that the plan to grade separate Route 29 at Four Corners be implemented as quickly as possible.

We believe that appropriate action to alleviate and mitigate the problems inherent in such construction should be taken. This should include economic aid as warranted and temporary construction to help pedestrian traffic.

The TTCA is not unmindful that this decision is hard and far reaching as would be a decision to do nothing. It is also true that the hard decision needed to be made today cannot be postponed to a future date else events and traffic further overwhelm us.

Thank you for your consideration.

Sincerely yours

Robert P. Mann
TTCA representative
Route 29 advisor

cc: Senator Kasemeyer
Delegate Chasnoff
Neil J. Pedersen
Montgomery County Executive
Montgomery County Council
Robert S. McGarry

VI-90

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**Maryland Department of Transportation
State Highway Administration**

SB

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Mr. Robert P. Mann
Page Two

March 10, 1989

Re: Contract No. M 425-101-370
US 29, Sligo Creek to
the Patuxent River
PDMS No. 152019

Mr. Robert P. Mann
Representative
Tamarack Triangle Civic Association, Inc.
P.O. Box 4294
Silver Spring, Maryland 20904

Dear Mr. Mann:

This letter is in response to your recent correspondence regarding our project planning study on US 29 in Montgomery County. We appreciate the comments you have provided on the study alternatives. This information will be given a thorough consideration in our development of a preferred alternative.

Regarding your specific recommendations, I would like to offer the following considerations:

- o We agree that with the relative poor patronage of mass transit in this corridor today, designing an HOV facility that could be easily converted into a reversible peak hour lane is prudent. North of MD 650, where the HOV roadway would be used by all types of vehicles, conversion to general use lanes would be rather simple. South of MD 650, where the lane would be reserved for express buses and possibly vanpools, such a change would meet with community resistance. Communities in this area are concerned about losing the existing median.
- o We think your list of intersections requiring eventual grade separations is incomplete. Traffic projections used in this study and supplemental traffic analysis completed on Alternatives A and B, show the intersections of Stewart Lane and Industrial Boulevard/Tech Road will experience undesirable traffic congestion. This is due to increases in traffic along US 29 as well as from further development within the West Farm area.
- o Near-term widening of US 29 through the New Hampshire Avenue interchange will be needed. This may become more readily apparent later this year when the fifth and sixth lanes north of this interchange are completed along US 29.

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I want to thank your association 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: Alan H. Strawn For
Randy Aldrich
Project Manager

LHE/RCA/ih

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

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PROJECT DEVELOPMENT
DIVISION

CONTRACT NO. M 425-101-370
US ROUTE 29
SLIGO CREEK TO THE PATUXENT RIVER
PDMS NO. 152019

FEB 13 3 09 PM '88

SHA 61.3-9-35
(Rev. 12/18/85)

(CONTINUED FROM REVERSE)

Of the various options suggested for the area near where I live, I favour Alternative C, Concept 3 (late 20 in your green cover 'Alternatives Display Review Location/Design Public Hearing' book), because again I think this would allow an adequate flow of traffic for the foreseeable future while minimizing the effects on the existing landscape and people. I also favour this option because it would not entail the acquiring of any existing residence or business. Thank you for this opportunity to comment. I would be grateful if you will take the above into consideration when evaluating this project further.

This form is for your use to enroll your name on the project mailing list and/or for offering written comments. To do so, remove form, fold, and close by stapling or taping before mailing. All postage will be paid by the State Highway Administration

the effects on the existing landscape and people. I also favour this option because it would not entail the acquiring of any existing residence or business. Thank you for this opportunity to comment. I would be grateful if you will take the above into consideration when evaluating this project further.

Display Review
November 30, 1988

Public Hearing
January 25, 1988

NAME DAVID LEWIS DATE FEBRUARY 8TH 1989

PLEASE PRINT ADDRESS 13715 OLD COLUMBIA PIKE
CITY/TOWN SILVER SPRING, STATE MD ZIP CODE 20904

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

- 1) I would like to thank everyone involved at the SHA for the thorough & detailed manner in which the study of this project, including the presentation on 1-25-89, was conducted.
- 2) I accept the need to upgrade hwy 29 to allow for the expected increase in traffic volume over the next 20 years.
- 3) The most important requirement in assessing how to best achieve this, in my opinion is to carefully balance the need to upgrade the road with the preservation of as much of the existing landscape as possible to protect the natural beauty of the land & retain as many of the natural attractions which first brought people to this area. The interests of the people affected by the project are vital.
- 4) Before final decisions are made, I think the effects of each of the suggested alternatives on the lives of people living south of Sligo Creek should be carefully assessed, especially in light of the proposed development in the central Silver Spring area.
- 5) I am generally in favour of Alternative C. I think this would permit an adequate flow of traffic for the foreseeable future without the possibly devastating effects of the HOV lanes proposed under Alternative D. I feel that, although HOV lanes would further improve the traffic flow, the

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would overall be detrimental to the quality of life in the area because they would tend to separate residents & to make life more impersonal
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VII-92



Maryland Department of Transportation
State Highway Administration

SA Randy
Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Merch 13, 1989

RE: Contract No. M 425-101-370
US 29; Sligo Creek Parkway
to the Patuxent River at the
Howard County Line
PDMS No. 152019

Mr. Devid Lewis
13715 Old Columbie Pike
Silver Spring, Meryland 20904

Dear Mr. Lewis:

This letter is in response to your recent correspondence pertaining to the project planning study of US 29 in Montgomery County. Your comments are appreciated and will be given thorough consideration in the selection of a recommended alternative.

Your support of Alternative C-3 at the combined location of Brigge Chaney Road and the proposed Intercounty Connector, as well as your support for Alternative C in the remainder of the corridor, is noted.

The environmental and socio-economic effects of each of the study alternatives is contained in the Draft Environmental Document, which you will find on display at many of the local libraries. The project team is keenly aware of the unique characteristics of each of the neighborhoods, as well as the natural landscape of the area, and have made every attempt to protect those prominent features.

I would like to thank you for your interest in the highway development process as it relates to the US 29 planning study. Please contact us again if we can provide any further assistance.

Very truly yours,

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

by: AL U. Shraw for
Randy Aldrich
Project Manager

LHE/AHS/ih
cc: Mr. Micheel Snyder

333-1139

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VII-93

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PROJECT
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FEB 15 1989

International Fabricare Institute
12251 TECH ROAD • SILVER SPRING, MD 20904 • (301) 622-1900

February 9, 1989

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

RE: Comments on the Proposed Reconstruction of
U.S. Route 29 in Montgomery County

Dear Mr. Aldrich:

The following comments on the proposed construction of the U.S. Route 29 corridor are submitted by the International Fabricare Institute on behalf of ourselves and on behalf of Mr. George H. Beuchert, III of the Tech Center 29 limited partnership.

We are submitting these comments to specifically address the significant negative impact on the Institute's International headquarters and the Tech Center 29 office building of those proposed options which incorporate a Tech Road ramp and overpass. However, several proposed options or modifications thereof would be acceptable as described in the body of our comments below.

A. OPTIONS SPECIFICALLY RECOMMENDED AGAINST

The Institute Headquarters and the Tech Center 29 office building, with respective addresses of 12251 and 12200 Tech Road, are located in the Montgomery Industrial Park and are the first properties situated on Tech Road in its eastward travel from U.S. Route 29.

THE ASSOCIATION OF PROFESSIONAL DRYCLEANERS AND LAUNDERERS

Page 2
State Highway Administration
Baltimore, MD

Proposed options such as (but not necessarily limited to) C1, C2, D3-1, and O3-2 involve ramping of Tech Road with a bridge over Route 29. We are strongly opposed to these options and to any other option which may be considered that would involve the ramping of Tech Road at the location of our respective properties.

According to the elevations provided by your office of the ramping necessary for a Tech Road bridge, all access to Tech Road would be cut off from each of our properties. Moreover, each property would find that its frontage was now fronting an unbroken stone wall. As a result of this change, each property would face significant disruption of business as well as an almost certain loss of property value.

Additionally, traffic flow patterns would be significantly disrupted for our properties and for others within the Montgomery Industrial Park, including for travel within the Park itself.

For these reason, we oppose and strongly recommend against consideration of any and all options involving a Tech Road bridge and associated ramping.

B. SUPPORTED OPTIONS AND/OR MODIFICATIONS THEREOF

Of the proposed Alternatives involving improvements to U.S. Route 29, various options under consideration are acceptable.

In our evaluation of these options which do not incorporate a Tech Road bridge, our primary emphasis was on those alternatives which continue to permit reasonable access to northbound and southbound U.S. Route 29 and to Cherry Hill/Randolph Roads.

We recommend the following options and/or modifications of options:

- Option B1: Acceptable
- Option B2: Acceptable
- Option D1-1: Acceptable, with a recommendation for ingress/egress between Tech Road and northbound Route 29.
- Option D2-1: Acceptable, with a recommendation for ingress/egress between Tech Road and northbound Route 29.

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Maryland Department of Transportation
State Highway Administration

Carby
Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Page 3
State Highway Administration
Baltimore, MD

Additionally, we recommend that during the State Highway Administration's final evaluation of options, strong consideration must be given to reasonable access from the Montgomery Industrial Park to Randolph Road/Cherry Hill Roads and ease of access to southbound U.S. Route 29. Option C4 as shown on plate 17 illustrates one such acceptable configuration.

We wish to thank you for the opportunity to submit these comments. If there is any additional information which would be useful and which you would like us to provide, we would be happy to do so.

Sincerely,

William E. Fisher
Assistant General Manager/
Vice President

MEF:crw

copy to: Mr. George, Beuchert, III, Jon Meijer, Charles Riggott

March 16, 1989

Re: Contract No. M 425-101-370
US 29, Sligo Creek
the Patuxent River
PDMS No. 152019

Mr. William E. Fisher
Assistant General Manager/
Vice President
International Fabricare Institute
12251 Tech Road
Silver Spring, Maryland 20904

Dear Mr. Fisher:

This letter is in response to your recent correspondence regarding our project planning study on the US 29 corridor in Montgomery County. I appreciate the comments you have submitted on behalf of your organization and Mr. George H. Beuchert, III about the study alternatives affects on Tech Road and your buildings that are located at this intersection. This information will be given a thorough consideration in our development of a preferred alternative.

Regarding your specific comments and your recommendation of only alternatives B-1, B-2, D-1-1 and D-2-1, I want to provide the following consideration. First, due to increasing traffic volumes along US 29, alot of which is being generated by continuing development of West Farm, we foresee near-term traffic operations at the Tech Road intersection, as well as the Industrial Boulevard intersection, reaching undesirable levels. At-grade intersections have prescribed capacity thresholds through which specified traffic volumes can be efficiently managed. At both of these intersections, this threshold will be exceeded, even with the additional fifth and sixth lane along US 29 and with intersection improvements proposed in Alternatives B and D-1. Our only recourse is to ultimately provide a grade separation. Due to physical constraints at the Industrial Boulevard intersection, we have proposed locating the grade separation at Tech Road.

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Mr. William E. Fisher
Page Two

Second, even though the existing elevation of Tech Road would be raised in the vicinity of your buildings, we have not proposed denying your access from Tech Road. Accordingly, if your current access has an inappropriate grade change, we will relocate it to a point along the approach grade to the bridge over US 29 where it is achievable. Also, your access to Prosperity Drive will be retained. We will make every effort through the usage of sophisticated retaining wall techniques to avoid displacing any of your existing parking areas and at the same time provide a design that is aesthetically pleasing.

Third, with the next publication of any alternative mapping, most likely in the final environmental document, we will show the orientation of Broadbirch Drive and its connection to Cherry Hill Road. This is an important roadway providing access and local circulation within the West Farm development.

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. Straws For
Randy Aldrich
Project Manager

LHE/RCA/ih

cc: Mr Michael Snyder
Mr. Neil J. Pedersen
Mr. George H. Beuchert, III

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

CONTRACT NO. M 425-101-370
US ROUTE 29
SLIGO CREEK TO THE PATUXENT RIVER
PDMS NO. 152019

Display Review
November 30, 1988

Public Hearing
January 25, 1988

NAME Stuart C. Moore DATE 2/7/89

PLEASE PRINT ADDRESS 9318 Ocala Street

CITY/TOWN Silver Spring STATE MD ZIP CODE 20901

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

I am vehemently opposed to permanent and/or peak hour restrictions of left turn movements from Rte. 29 south of MD 650. In addition, I object to the removal of the median, as Rte. 29 would become more dangerous for both motorists and pedestrians. Consequently, the 3-1-3 configuration should be dropped. This configuration would offer little to no improvement of LOS when compared to alternative A. However, due to congestion at Sligo Creek Parkway and in lieu of approved development in Silver Spring, the 4-1-2 concept seems reasonable south of I-495, even though the median would be removed. North of MD 650, I support D-2-1. Little additional right of way would be needed, which would minimize the impact on adjacent neighborhoods. Delays at signalized intersections would be an incentive for HOV use. D-1-1 would be pointless as it would offer no time-saving incentive for HOV use. D-3-1 might be desirable at Industrial Pkwy/Tech Rd. and Briggs Chaney/ICC due to heavy congestion expected.

In general, D-3 alternatives would be inappropriate, as they would be incompatible with the character of the Route 29 corridor. They would result in increased congestion south of MD 650, and would likely cause a significant increase in development pressures along the corridor. Finally, sidewalks and pedestrian safety are necessary elements of an agreeable design.

SUMMARY:

Sligo Creek Pkwy to I-495: 4-1-2

I-495 to MD 650: A (No Build)

University Blvd: C-2

MD 650: widen to 6 through lanes

MD 650 to MD 198: D-2-1 (w/ D-3-1 at Industrial Pkwy/Tech Rd. and Briggs Chaney/ICC)

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*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

SA *Randy*

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

March 17, 1989

RE: Contract No. M 425-101-370
US 29; Sligo Creek Parkway
to the Patuxent River at the
Howard County Line
PDMS No. 152019

Mr. Stuart C. Moore
9318 Ocala Street
Silver Spring, Maryland 20901

Dear Mr. Moore:

This letter is in response to your recent correspondence pertaining to the project planning study of US 29 in Montgomery County. Your comments will be given thorough consideration in the selection of a recommended alternative.

We certainly appreciate your support of the 4-1-2 lane configuration south of I-495. Realizing the negative impact to the surrounding communities, the 3-1-3 lane configuration is no longer preferred. Therefore, if Alternative D is selected, a 4-1-2 configuration will be implemented south of the Beltway. Along with the removal of the median, pedestrian overpasses at Granville Drive, Lorain Avenue and Oak Leaf Drive are proposed to ensure pedestrian safety.

Your support of Alternative C-2 at Four Corners, D-3-1 at Industrial Parkway and Briggs Chaney/ICC as well as D-2-1 for the rest of the corridor are also noted.

I would like to thank you for your interest in the highway development process as it relates to the US 29 planning study. Please contact us again if we can provide any further assistance.

Very truly yours,

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

by: Alan H. Evans For
Randy Aldrich
Project Manager

LHE/AHS/ih
cc: Mr. Michael Snyder

My telephone number is (301) 333-1139

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PROJECT
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Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoif
Administrator

CONTRACT NO. M 425-101-370
US ROUTE 29
SLIGO CREEK TO THE PATUXENT RIVER
PDMS NO. 152019

Display Review
November 30, 1988

Public Hearing
January 25, 1988

March 28, 1989

NAME E. F. Domaas DATE 3/6/89
LEASE ADDRESS 14229 Ballinger Terr
RINT CITY/TOWN Burtonsville STATE MD ZIP CODE 20866

RE: Contract No. M 425-101-370
US 29; Sligo Creek Parkway
to the Patuxent River at the
Howard County Line
PDMS No. 152019

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

FOR ALL LOCATIONS BOTH NORTH AND SOUTH OF MD 650, WE FEEL THAT
ALTERNATIVE A - NO BUILD IS THE ONLY WAY TO ADDRESS WHAT
SHOULD BE A PROBLEM SOLVED BY OTHER MEANS.

SPECIFICALLY, THE EXTREME AMOUNTS OF MONEY THAT WILL BE
WASTED TURNING THE RTE 29 CORRIDOR INTO AN UGLY MASS OF
CONCRETE AND STEEL WOULD BE BETTER SPENT ON MORE BUSES
AND MASS TRANSPORTATION SO AS TO MAKE THESE SYSTEMS A VIABLE
ALTERNATIVE TO PERSONAL TRANSPORTATION CONVENIENCE. SECONDLY, WE
DON'T UNDERSTAND HOW IT IS SO DIFFICULT TO SYNCHRONIZE
TRAFFIC LIGHTS ALONG RTE 29, PARTICULARLY AT 4 CORNERS. FINALLY,
WE FEEL THAT INFLUENTIAL PEOPLE OF HOWARD COUNTY ARE
PUSHING FOR THESE "IMPROVEMENTS" SINCE THEY DO NOT LIKE IN OUR
COUNTY AND WILL NOT BARE THE CONSEQUENCES OF INCREASED
CONGESTION THAT WILL INEVITABLY FOLLOW.

ONE NEED ONLY LOOK TO NORTHERN VIRGINIA TO SEE THAT HOV
LANS AND INCREASED CAPACITY ARE ONLY TEMPORARY MEASURES THAT ARE QUICKLY
OVERWHELMED BY DEVELOPMENT. NEW YORK CITY'S LONG ISLAND EXPRESSWAY IS
ANOTHER EXAMPLE. THE ROOT OF THE TRAFFIC PROBLEM IS THE INCREDIBLE PACE
OF DEVELOPMENT THAT MARYLAND, MONTGOMERY CTY, AND HOWARD CTY HAVE ALLOWED.

Please add my/our name(s) to the Mailing List.* ADDRESS THIS PROBLEM!!
 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. E. Domaas
14229 Ballinger Terrace
Burtonsville, Maryland 20866

Dear Mr. Domaas:

This letter is in response to your recent correspondence
pertaining to the project planning study of US 29 in Montgomery
County. Your comments are appreciated and will be given thorough
consideration in the selection of a recommended alternative.

Your opinion of optimizing transit usage on US 29 is shared
by both the State Highway Administration and Montgomery County.
The key to the success of any transit system, whether it be
express buses or other high occupancy vehicles, is to achieve a
significant travel time savings advantage over other vehicles.
Providing unimpeded flow for these vehicles in exclusive lanes is
an essential component in attracting commuters into the transit
system. This is proposed in Alternative D. Simply adding more
vehicles into the general use lanes would not produce a pivotal
time savings to attract the ridership necessary for a successful
transit system.

The traffic signals south of MD 650 will remain in operation
in all improvement scenarios for US 29. Montgomery County is
currently investigating a computer system which would link the
signals into a central computer in Rockville. The revisions to
the timing should facilitate more efficient operations on Coles-
ville Road. Due to the large volumes of traffic along University
Boulevard, there will be some undesirable degree of congestion at
an at-grade intersection at Four Corners.

My telephone number is (301) 333-1139

Teletypewriter for Impaired Hearing or Speech
363-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5082 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

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Mr. E. Domaas
Page Two

The majority of traffic on this portion of US 29 is generated within eastern Montgomery County. This is also the case with the forecasted increases in traffic. The State Highway Administration is committed to rerouting motorists from Howard and other adjacent counties to Interstate 95. Evidence of this commitment is the improvement of MD 175 and MD 32 and future improvements to MD 216 and MD 100.

I would like to thank you for your interest in the highway development process as it relates to the US 29 planning study. As requested your name has been added to the project mailing list. Please contact us again if we can provide any further assistance.

Vary truly yours,

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

by: Alan H. Straws For
Randy Aldrich
Project Manager

LHE/AHS/ih

cc: Mr. Michael Snyder

66-11A

280

PROJECT
DEVELOPMENT
DIVISION

Mar 8 2 00 PM '89

GFS REALTY, INC.

DEPT 671
BOX 1804, WASHINGTON, D.C. 20013
(301) 341-8440

Mr. Neil Pederson
State Highway Administration
March 7, 1989
Page Two

STEPHEN L. OSEROFF
VICE PRESIDENT

March 7, 1989

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

Re: Proposed Route 29 Improvements

Dear Mr. Pederson:

I represent the Burtonsville Shopping Center. This Shopping Center is located on the northeast corner of the intersection of Route 29 and Route 198. This letter will summarize a meeting I had two weeks ago with Randy Aldrich concerning the proposed improvements to this intersection. Mr. Aldrich informed me that the State Highway Administration is currently favoring Alternate C Concept 5 and Alternate C Concept 3.

I emphasized to Mr. Aldrich that any decision the State Highway Administration makes concerning improvements to this intersection must be carefully evaluated to determine the impact on the existing businesses in Burtonsville. It appears that Alternate C Concept 5 will effectively close the Center because access will be severely limited. Access relates to the following factors:

- o Retail Customer Traffic Access
- o Visual Access to the Facility
- o Commuter Traffic Access (The center is being used as a regional transportation hub.)

This Center was designed to be a community center, not a regional center. Access to the Center must be convenient for the local residents or the economic viability of the Center will be compromised. The Burtonsville Crossing Center is a \$12,000,000 asset.

As I stated in my public testimony, the intent of the 1982 Master Plan was to make Burtonsville a "village center". A "village center" provides services to the local residents. Our investment in the Shopping Center was predicated on being able to provide a portion of the retail component to these local residents. This Center was built with the full understanding that someday, the "by-pass" might be built. However, the Center was not designed to operate as a regional shopping center at the corner of a major grade separated intersection.

If I can provide you with any additional information relative to the proposed design of this intersection, please let me know. I will remain in contact with Mr. Aldrich in order to keep current with this project. Please thank Mr. Aldrich for meeting with me and my Associate.

Sincerely,

Stephen L. Oseroff /dwa
Stephen L. Oseroff

SLO:dwa

cc: Peter Helmed, GFS Realty, Inc.
Randy Aldrich, State Highway Administration

VII-100

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GFS REALTY, INC.

STEPHEN L. OSEROFF
VICE PRESIDENT

February 8, 1989

Mr. Neil Pederson
State Highway Administration
Director
Office of Planning and Preliminary Engineering
707 North Calvert Street
Room 400
Post Office Box 717
Baltimore, Maryland 21203-0717

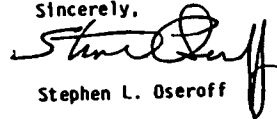
VIA FEDERAL EXPRESS

Re: Proposed Route 29 Improvements

Dear Mr. Pederson:

I testified at the Route 29 Public Hearing held on January 25, 1989. I would like the attached written testimony entered into the Public Hearing record.

Sincerely,


Stephen L. Oseroff

SL0:dwa

Attachment (as stated)

DEPT 671
BOX 1804, WASHINGTON, D.C. 20013
(301) 341-8440

RECEIVED

FEB 8 1989
9:00 a.m.
DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

TESTIMONY

My name is Steve Oseroff and I represent the Burtonsville Crossing Shopping Center, which is located in the northeast quadrant of the intersection of Route 29 and Route 198. Burtonsville has become a major commercial center as the approved and adopted master plan envisioned it would become. The master plan emphasizes the importance of establishing Burtonsville as a viable commercial center. One of the criteria that ensures the viability of a commercial center is that of its convenience to the residents of the area. The concept plans presented by SHA do not focus on the proposed road improvements' impact on the functioning of Burtonsville as a commercial center. Specifically, the concept does not adequately address access to the existing businesses in the Burtonsville area. State Roads must sit down with us to understand how our project functions. Failure to examine this facet of design at this time could have drastic effects and result in the loss of a viable project in the future.

The 1982 master plan states that major elements of the land use concept for Burtonsville are:

- o to provide for a self-contained "village center" in the northeast quadrant of the Route 29-Route 198 intersection
- o to locate a fringe parking lot at the north end of the "village center".

These two physical improvements are already in place at the Burtonsville Crossing Shopping Center. I do not believe that the State Highway Administration's road planners have adequately addressed the existence of these facilities in the conceptual plans which have been presented to the public. Certainly a goal of any road system must be to service facilities which already exist and the master plan deems necessary.

I understand that the future predictions for the number of trips along the Route 29 corridor mandate increasing the capacity of this corridor. However, the increase in trips can either be handled by construction of additional roads, by increasing the capacity of existing roads through the use of mass transit, or by a combination of both methods. The 1982 master plan lists the following methods to increase the capacity of the existing roads.

- o locate fringe (commuter) parking lots where auto occupants can form carpools or transfer to busses
- o operate express bus service linking these fringe parking lots with Silver Spring and Glenmont Metro stations
- o operate express bus service on Route 29.

The Park & Ride Lot located behind the Burtonsville Crossing Shopping Center is providing all of these benefits. Building bus ridership is a time-consuming and expensive task. Commuters demand convenient quality service to induce them to leave their cars for mass transit. Therefore, careful consideration and planning must be given to the impact the proposed intersection improvements will have on this existing Park & Ride Lot. To my knowledge, this analysis has not been done.

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The current concept plans offer one idea (Md 198 Alternative B, Concept 1) which maintains an at grade intersection which could be acceptable to us. This concept needs to be modified to permit a right turn in and out at the intersection of Route 29 and National Drive. This is north of the 198/29 intersection and on the east side of Route 29. The balance of the ideas for modifying Route 29 are of such a magnitude that it dehumanizes the facilities surrounding the intersection. Therefore, it loses the intent of the 1982 master plan which created the current facilities.

In addition, Alternative D, Concept 1 and 2, Option 1 and Alternative D, Concept 2, Option 2 would be acceptable.

Currently, there are nine alternatives being proposed for the intersection. None of these alternatives have been evaluated to determine how they will effect the operation of Burtonsville as a commercial center and as a transit hub. Therefore, I recommend that additional work sessions be scheduled with the adjoining property owners and MCDOT representatives in order to address the above issues. Until this type of study is conducted, any analysis of the proposed improvements is impossible.

We look forward to working with the State.



Maryland Department of Transportation
State Highway Administration

March 31, 1989

Mr. Stephen L. Oseroff
Vice President
GPS Realty, Inc.
Department 671
Box 1804
Washington, D.C. 20013

Dear Mr. Oseroff:

This letter is in response to your recent correspondence regarding our project planning study on US 29 in Montgomery County. I appreciate the comments you provided about the study alternatives' effects to the continued operation of your shopping center in Burtonsville. As the project manager, Mr. Randy Aldrich, indicated when you met earlier this year, this input will be considered in the development of a preferred alternative.

At this time, we do not have a preference. Analysis and refinement of the alternatives is underway to determine if it would be desirable to retain the existing alignment of US 29 through Burtonsville or to more closely adhere to the Eastern Montgomery County Master Plan, which envisions a bypass slightly east of the existing alignment. If the existing alignment is retained, we anticipate alternatives C-5 or D-3-5, including minor changes to them, are logical choices. If the Master Plan alignment is judged preferable, we think Alternatives C-3 or D-3-3, also including minor changes, are logical choices. The "Village Center" intentions of the Master Plan must be weighed in our considerations. As you point out, retention of the existing alignment and the placement of an interchange adjacent to the Burtonsville Crossing Center has consequences on the scope of this plan. Other considerations, such as costs, environmental consequences, and the minimization of right-of-way displacements, must also be considered. A rigid schedule has not been developed to assess all of the information available to render a decision. We do anticipate having a preference indicated by this fall however. Please remain in contact with Randy Aldrich to chart our progress.

Very truly yours,

Neil J. Pedersen

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

NJP/1h

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 O.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St. Baltimore, Maryland 21202-0717

Randy
Richard H. Trainor
Secretary
Hal Kassoff
Administrator

VII-102

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LAW OFFICES

LINOWES AND BLOCHER

TENTH FLOOR

1010 WAYNE AVENUE

P.O. BOX 8728

SILVER SPRING, MARYLAND 20907

(301) 588-8580

TELECOMEN (301) 485-8044

WRITER'S DIRECT DIAL NUMBER

January 25, 1989

145 MAIN STREET
P.O. BOX 31
ANNAPOLIS, MARYLAND 21404
ANNAPOLIS (301) 268-0881
WASHINGTON (202) 281-1888
BALTIMORE (301) 588-0045
TELECOMEN (202) 281-2603

CABLE: HOLIN

LINOWES AND BLOCHER

SUITE 400
655 FIFTEENTH STREET, N.W.
WASHINGTON, D.C. 20005
(202) 672-8080
TELECOMEN (202) 347-7342

SUITE 600
841 IVY LANE
GREENBELT, MARYLAND 20770
(301) 882-3382
TELECOMEN (301) 882-0585

By Resolution 10-1742 effective February 11, 1986, the District Council rezoned the property from R-60 to O-M optional method (office, moderate intensity use). The rezoning approved development of 651,875 square feet of space for use by eleemosynary and philanthropic institutions, association headquarters and use incidental thereto. A reduced copy of the Amended Schematic Development Plan diagramming the anticipated development footprint is attached hereto and incorporated herein as Attachment "A".

On April 3, 1987, the Planning Board issued an Opinion approving preliminary plan of subdivision No. 1-84246 for the property. The subdivision approval permits development of Phase I (consisting of 250,000 square feet of office space and 50,000 square feet of conference space) and Phase II (consisting of 100,000 square feet of office space) of the SDA World Headquarters project. It is anticipated that SDA will commence occupancy of Phase I in April 1989. Phase II occupancy is projected to begin in January 1993. As a condition of its subdivision approval, SDA entered into a May 18, 1987 Agreement with Montgomery County and M-NCPPC requiring, inter alia, that SDA construct a 155 space public park-and-ride lot at the southern end of its property paralleling Tech Road prior to commencement of occupancy of Phase I.

On March 20, 1987, the Planning Board issued an Opinion approving site plan No. 8-86078 for Phase I (i.e., 300,000 square feet) of SDA's World Headquarters project. In accordance with this site plan approval and subsequent issuance of building permits, SDA has commenced construction of Phase I and, as noted, anticipates occupying this phase in April of this year.

Given the approvals received to date and the ultimate 3-phase buildout of its World Headquarters, SDA is very concerned about any and all proposed changes to Route 29 and the road network surrounding the SDA property. Obviously, SDA would oppose any road improvements or changes that would in any manner be contrary to the governmental approvals issued to SDA or impede or prevent full development and use of the property for 651,875 square feet of SDA World Headquarters office and uses related thereto. SDA is particularly alarmed by the possibility of overpasses being located at both ends of its property at East Randolph Road and Tech Road. Conversely, SDA would readily support any proposed road improvements that would increase existing road capacity and safety without adversely impacting the SDA World Headquarters project.

Until SDA has had an opportunity to listen to the January 25, 1989 SHA/MCDOT presentation, it cannot definitively identify those proposed alternative road improvements that it would either endorse or oppose. Therefore, SDA reserves the right to take a position on these alternatives until after the aforementioned presentation.

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

By Hand

Ms. Eileen Rappaport
Montgomery County Department of Transportation
101 Monroe Street
Rockville, MD 20850

Re: Proposed Improvements to Route 29 and Potential Impact on Seventh-day Adventists World Headquarters Project

Dear Mr. Aldrich and Ms. Rappaport:

It is our understanding that on January 25, 1989, the Maryland State Highway Administration ("SHA") and Montgomery County Department of Transportation ("MCDOT") will be holding a public hearing to present alternative proposals and receive testimony on proposed improvements to Maryland Route 29 (Columbia Pike). On behalf of our client, General Conference Corporation of Seventh-day Adventists ("SDA"), we request that this letter be placed into the record of the above-referenced proceedings and that SDA be given timely notice of all future proceedings, proposals and actions related to Route 29 Improvements.

SDA is the owner, developer and future occupant of a 29.37 acre lot located in the southwest quadrant of the intersection of East Randolph Road and Route 29 in Silver Spring. Specifically, the property is bounded by Old Columbia Pike, East Randolph Road, Route 29 and Tech Road. The property is presently being developed to house the World Headquarters of the SDA Church, which is being relocated to Silver Spring from Takoma Park. In preparing the site design for this multi-million dollar facility, SDA, in keeping with its fundamental philosophies, has placed great emphasis upon environmental sensitivity and compatibility.

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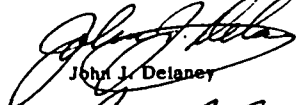
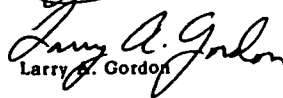
284

LINOWES AND BLOCHER

Finally, we request that you give careful consideration to SDA's land use approvals, agreements and development plans as you work toward finalization of road improvements along Route 29 and the surrounding road network. We remain available to assist in any way that we can.

Very truly yours,

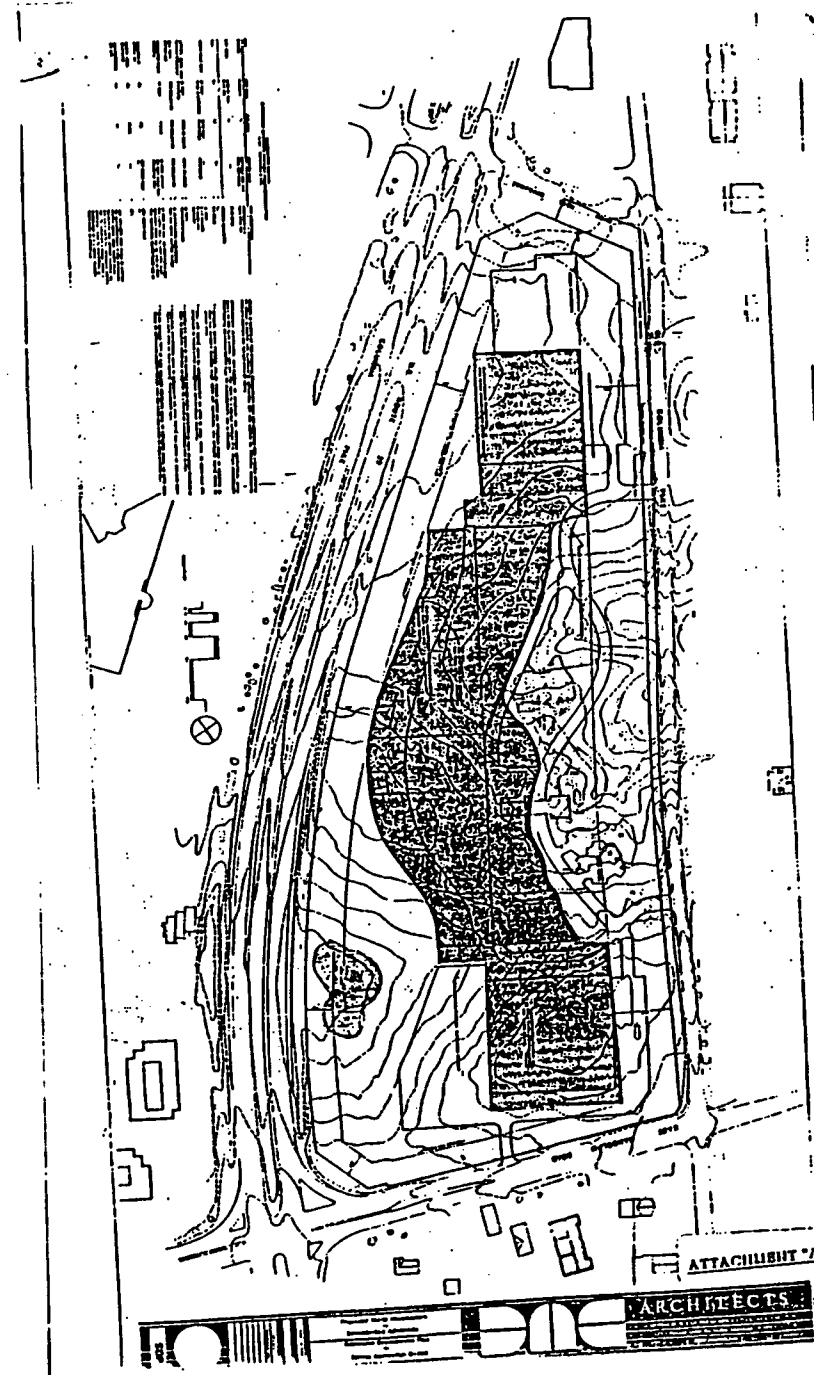
LINOWES AND BLOCHER


John J. Delaney

Larry A. Gordon

LAG/bfd
Attachment

cc: Robert Merryman
John Clark
Jeff Riese
Alex Hekimian
Bud Liem
Donald Gilbert
Charles Frederick
Frank Jones
Michael Breakle
Randy Gregory
Jim Appleton
Edward Papazian

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Maryland Department of Transportation
State Highway Administration

29/CA

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Mr. John J. Delaney
Mr. Larry A. Gordon
Page Two

April 3, 1989

Re: Contract No. M 425-101-370
US 29, Sligo Creek to the
Patuxent River
PDMS No. 152019

Mr. John J. Delaney
Mr. Larry A. Gordon
Linowee and Blocher
Tenth Floor
1010 Wayne Avenue
P.O. Box 8728
Silver Spring, Maryland 20907

Dear Mr. Delaney and Mr. Gordon:

This letter is in response to the comments you provided at the public hearing on our proposals for US 29 in Montgomery County and their effect to the General Conference Corporation of Seventh-day Adventists (SDA) site. Your input is valued and appreciated. This material will be included in the transcript and will be thoroughly considered in our development of a preferred alternative. Also, as requested, we have enrolled you on the project mailing list so you can remain apprised of all major project activities.

We are equally concerned with the affects of our study on the SDA site. Early in the study, we obtained a copy of the Amended Schematic Development Plan dated January 1988 from Kamber Engineering. We were specifically interested in any impacts to the layout of the buildings and parking areas by any of the alternatives. The only alternatives that have any effect are the grade separation alternatives at Tech Road and Randolph Road. At Tech Road, we feel it is absolutely essential to have at least an on-ramp from Old Columbia Road to southbound US 29 as proposed in Alternatives C-2 and D-3-2. The adjacent off-ramp proposed in Alternatives C-1 and D-3-1 is not as critical because traffic that would be using it can be accommodated on ramps at the Randolph Road grade separation proposal. The essential on-ramp does impact the area on which you are constructing Montgomery County's 155 space park-n-ride lot. Enough engineering analysis has been completed to determine that the layout of the lot can be reoriented such that the ramp can be situated between it and SDA's future parking garage. If ultimately selected as our preferred alternative at this location, we will be available to discuss any changes to the lot.

My telephone number is (301) 333-1139

Teletypewriter for Impaired Hearing or Speech
303-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-482-5092 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

At Randolph Road, only Alternative D-3-1 has any kind of effect on the SDA site. A small portion of the site in the southwest corner of the US 29/Randolph Road intersection would be displaced by an on-ramp from Randolph Road to southbound US 29. This ramp does not traverse any parking areas. Some intersection improvements to the Randolph Road/Old Columbia Road intersection are required. Once again, none of these improvements displace any of your parking areas.

Again thank you for your interest in this matter. Please contact us again if we can provide further assistance or if you would like to discuss these effects at a future meeting.

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. Neil J. Pedersen
Mr. Michael Snyder
Mr. John Clark (with incoming)

VII-105

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C&P Telephone

A Bell Atlantic Company

Constellation Place
1 E. Pratt Street
Baltimore, Maryland 21202
(301) 539-9900

January 25, 1989

Attached are our comments on the various alternatives. Please keep us apprised of developments on this project. C&P will endeavor to do its best to be of help.

Maryland Department of Transportation
State Highway Administration

D. V. Masterman

Re: Proposed Route 29 Improvements
at Musgrove & Fairland Roads

F. V. Masterman

Gentlemen:

This is in reference to the Alternative Displays Review on Maryland Route 29 from Sligo Creek to the Patuxent River. C&P is primarily concerned with the proposed improvements at Musgrove Road and Fairland Road. C&P owns and has developed all the property abutting both the East and West sides of Route 29 between Fairland and Musgrove Road. On the East side is C&P's Fairland Data Processing Center for which a third building is planned in the near future. That building must be situated as between the existing buildings and Musgrove Road.

Attachment

The development on both of these properties is substantial in terms of scope and investment. C&P has not only striven to establish and maintain attractive properties in parklike settings but in developing these properties C&P has relinquished significant takings and provided multi millions of dollars for the widening of Route 29. In addition, C&P fulfilled the added requirement to supervise the highway contractor. At this point in time C&P feels it has already given well beyond its fair share.

In addition, it should be recognized that both C&P properties have been developed in keeping with agreements between C&P and our residential neighbors toward minimizing the impact on these neighborhoods. In fact, a 200 foot wide buffer with heavy landscape screening exists around the perimeter of the Fairland Data Center. Even the Musgrove Road driveway entrance was placed near Route 29 to keep traffic off the residential road.

In your plans you will notice that Alternative C, Concept 4 does away with the C&P driveway and establishes a new entrance in the heart of the residential area along Musgrove Road. This is unacceptable to C&P as it violates C&P's agreements with Montgomery County.

C&P's review of the proposed alternatives indicates that only Alternative B, Concept 1 would be considered acceptable to C&P and then only with some provision made for safe access to our Fairland Data Center driveway entrance from the Eastbound lane of Musgrove Road.

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ATTACHMENT

ALTERNATIVE B, CONCEPT ONE

Under this plan, a second right-turn-only lane is being added from Southbound onto Westbound Musgrove Road and Musgrove is being widened by one lane along the Chesapeake Complex property.

This alternative could possibly be completed with minimum impact on our Chesapeake Complex site and its stormwater management ponds. There would be minor impact on the Fairland Data Center property except for the need to make provision for safe access to our driveway from the Eastbound lane of Musgrove Road.

ALTERNATIVE B, CONCEPT TWO

This plan places a right turn lane into the Southbound entrance onto Musgrove Road.

This plan would cut into our stormwater management ponds and is unacceptable, because of the impact to our Chesapeake Complex. The affect on our Fairland Data Center is not objectionable.

ALTERNATIVE C, CONCEPT FOUR

This approach utilizes a cloverleaf exit from Route 29 to Musgrove Road and is unacceptable.

This proposed route would totally remove our stormwater management pond at the Chesapeake site and would leave us no other place to replace it. Unlike other proposed changes, this change would also require a similar amount of property from the Fairland Data Center to handle northbound Route 29 exit traffic at Musgrove Road. In addition, it would divert our entrance to the employees parking lot through the residential property along Musgrove Road.

ALTERNATIVE D, CONCEPTS ONE, TWO AND THREE, OPTION ONE

Similar to Alternative B, Concept Two

ALTERNATIVE D, CONCEPT THREE, OPTION FOUR

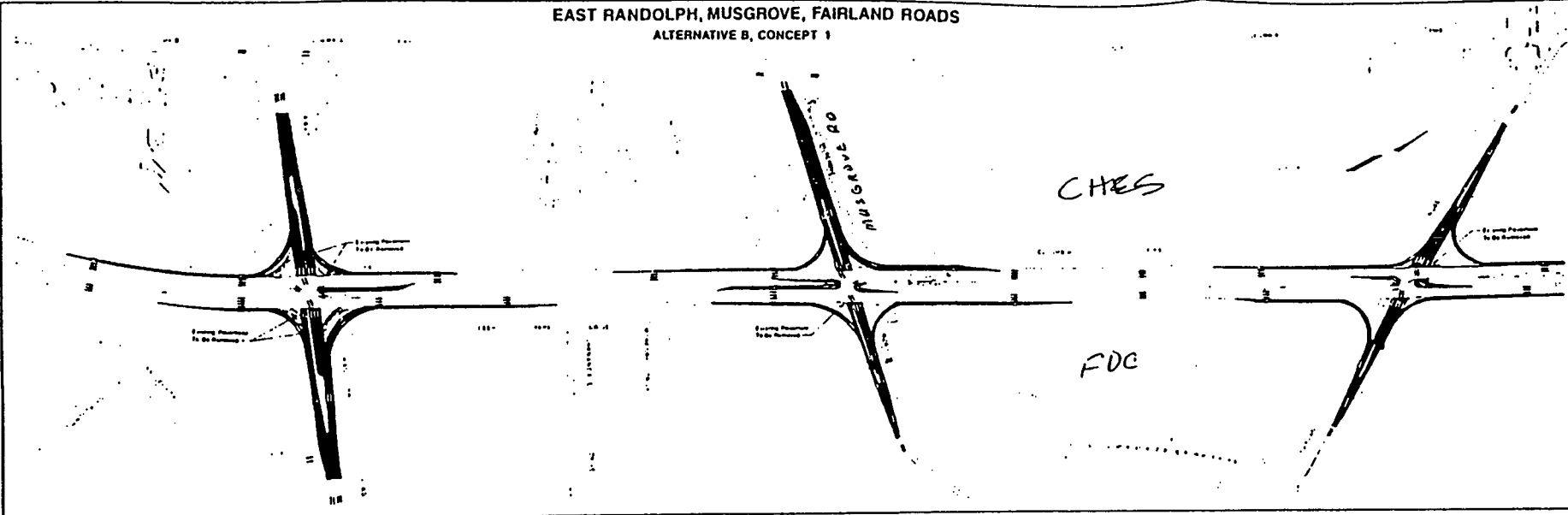
Similar to Alternative C, Concept Four.

VII-107

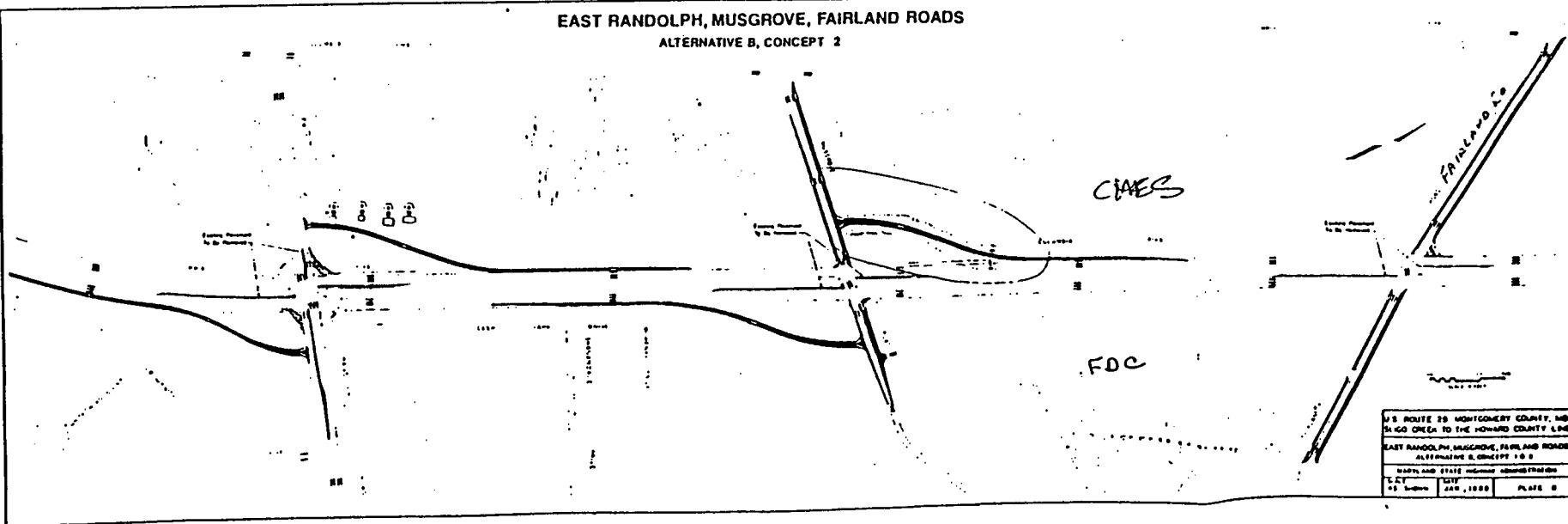
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EAST RANDOLPH, MUSGROVE, FAIRLAND ROADS
ALTERNATIVE B, CONCEPT 1



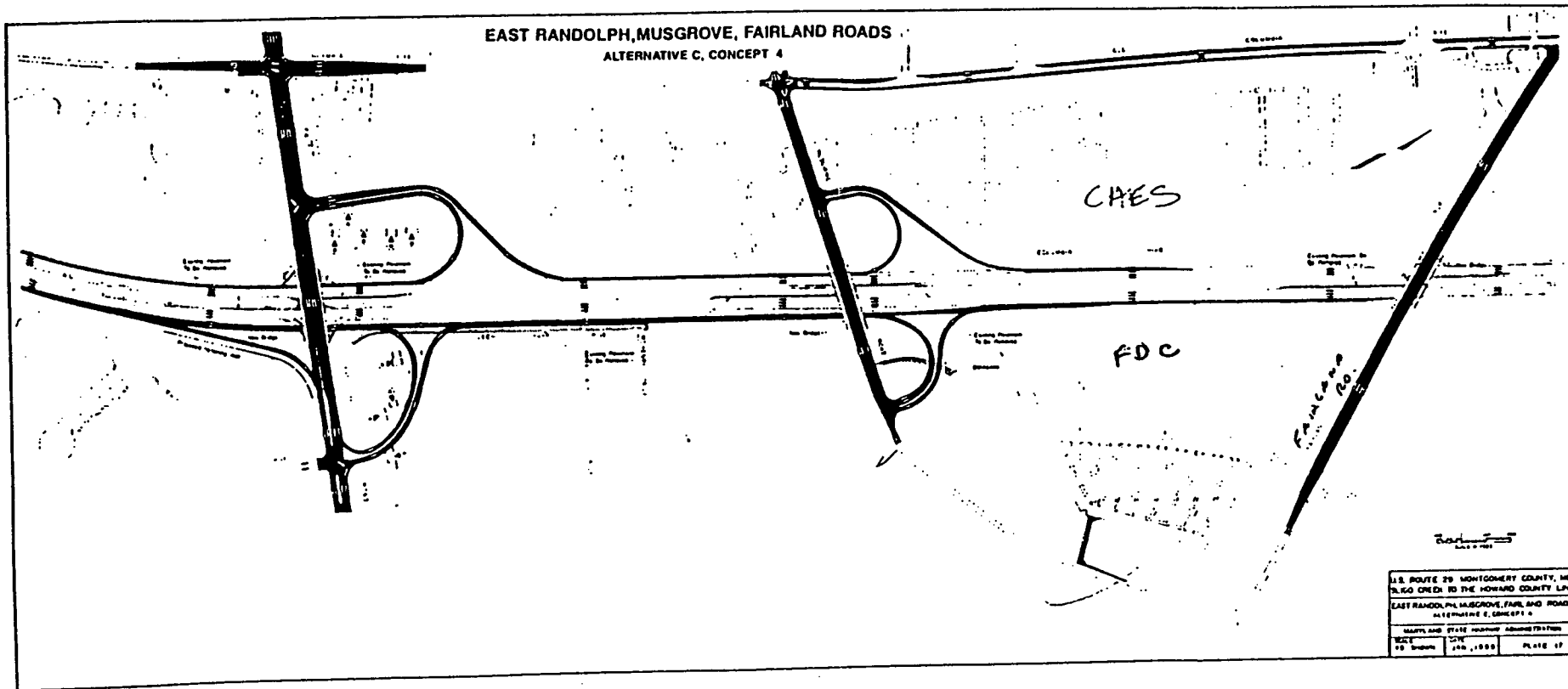
EAST RANDOLPH, MUSGROVE, FAIRLAND ROADS
ALTERNATIVE B, CONCEPT 2



U.S. ROUTE 28 MONTGOMERY COUNTY, MD
SI GO CREEK TO THE HOWARD COUNTY LINE
EAST RANDOLPH, MUSGROVE, FAIRLAND ROADS
ALTERNATIVE B, CONCEPT 1 & 2
MAPS AND STATE ENGINEER APPROVED
L.C.V. DATE 2/24/1989 PLATE 0

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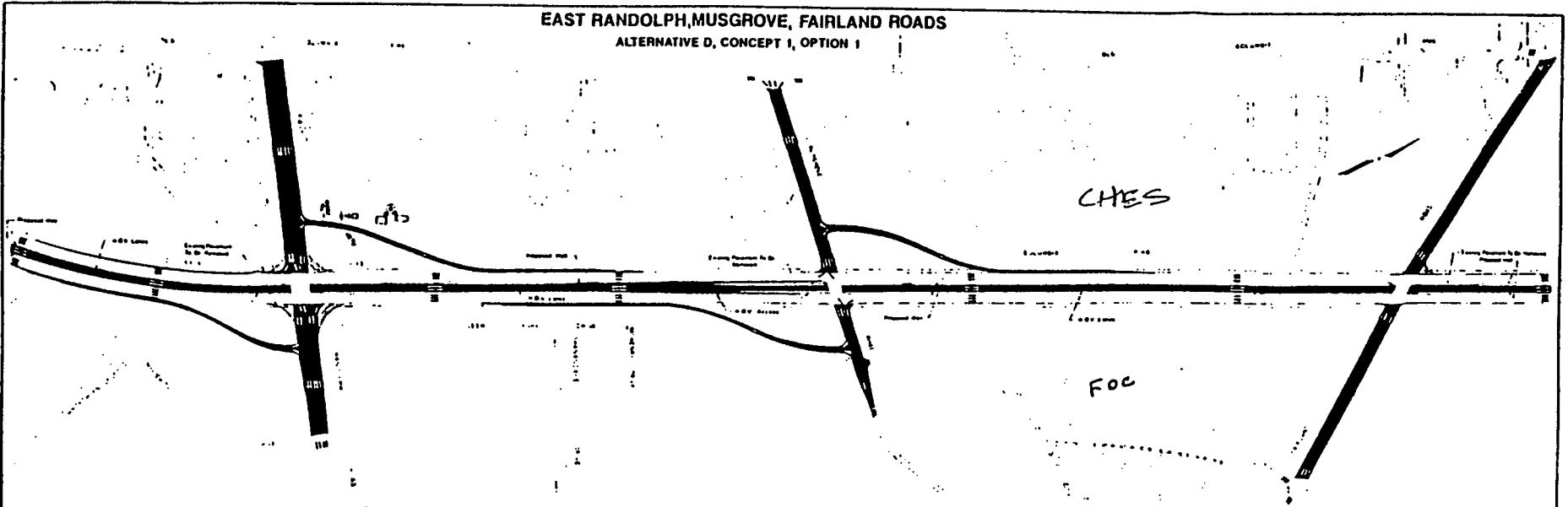
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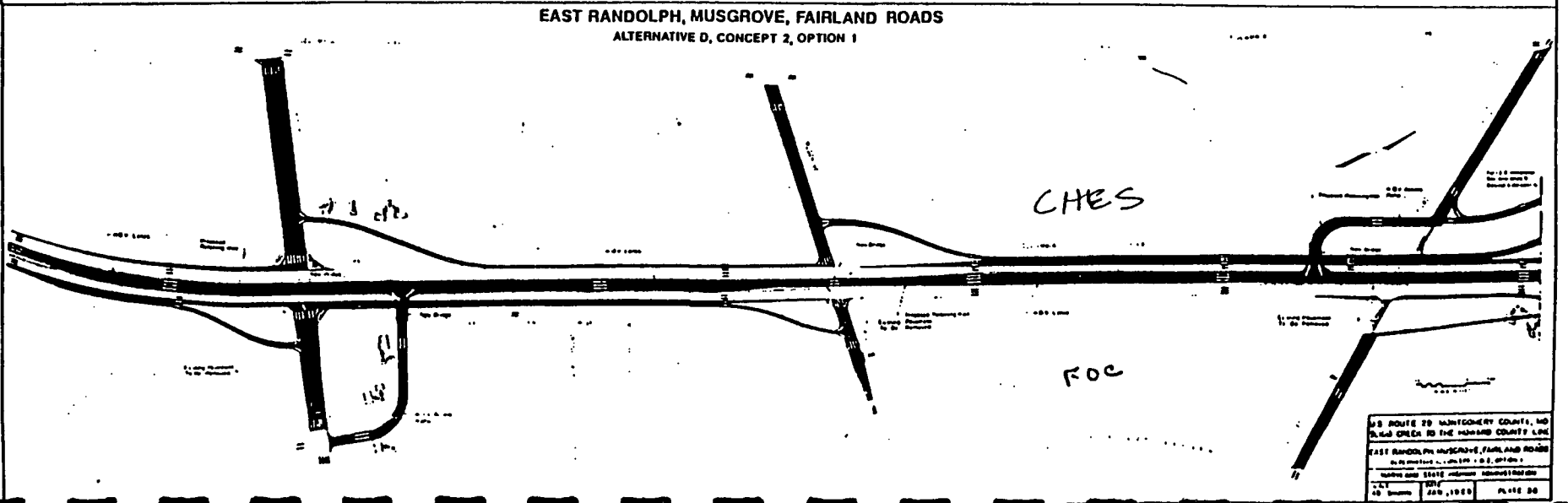
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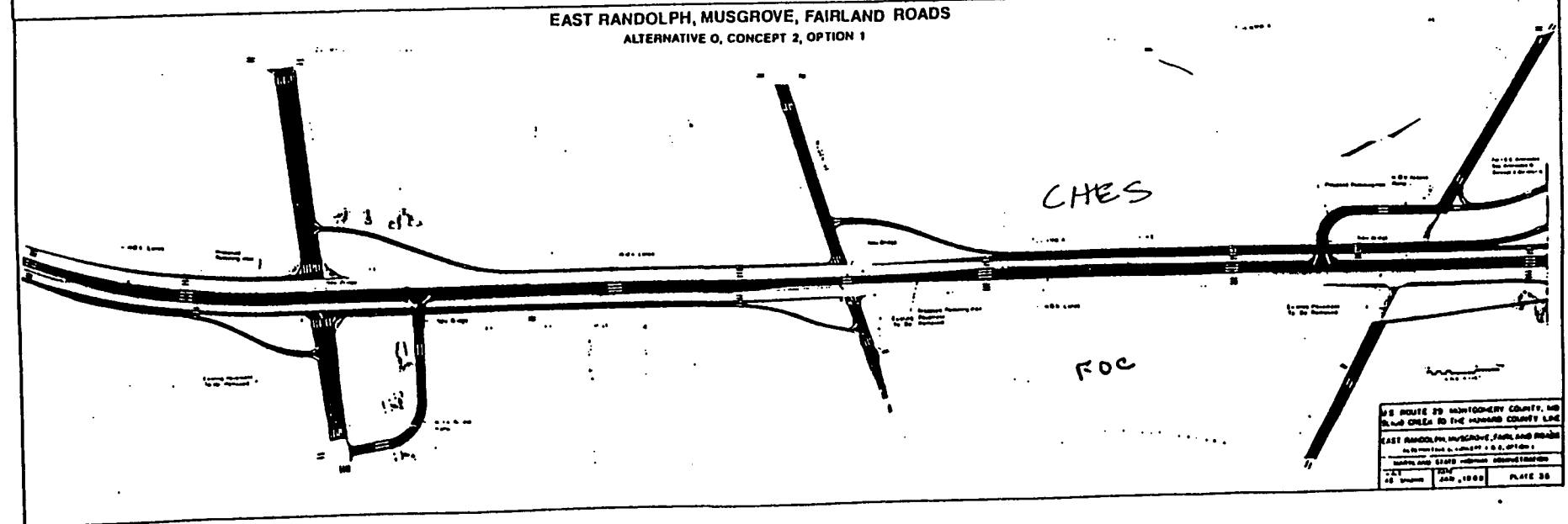
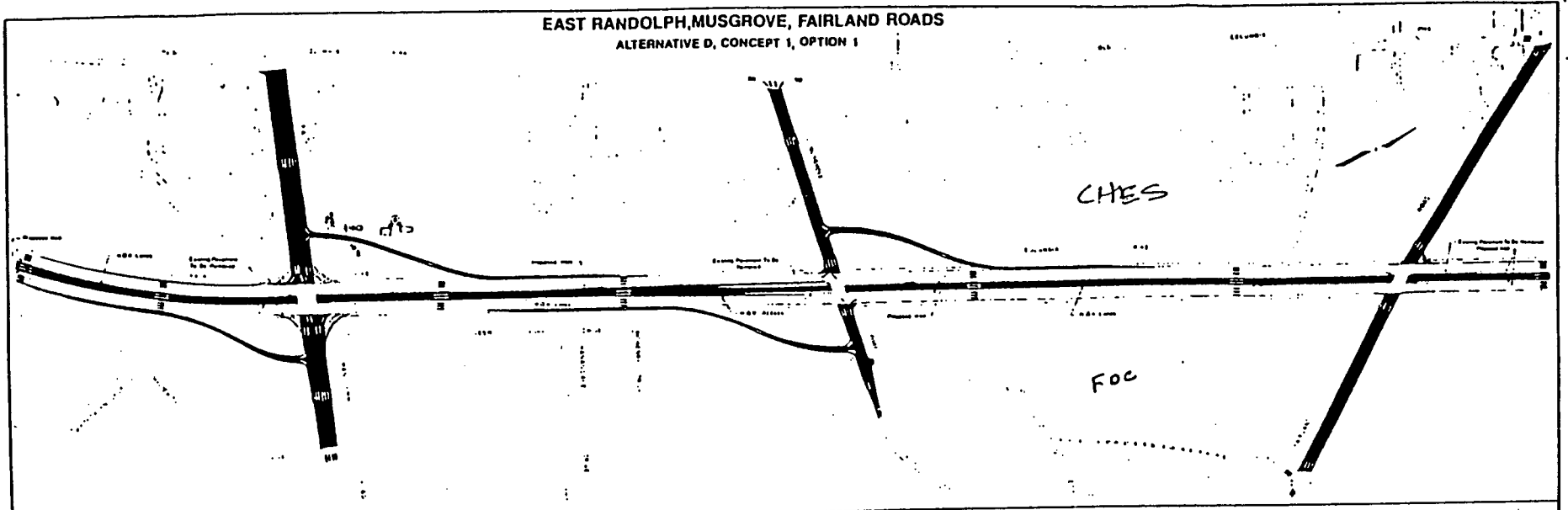
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EAST RANDOLPH, MUSGROVE, FAIRLAND ROADS
ALTERNATIVE D, CONCEPT 1, OPTION 1



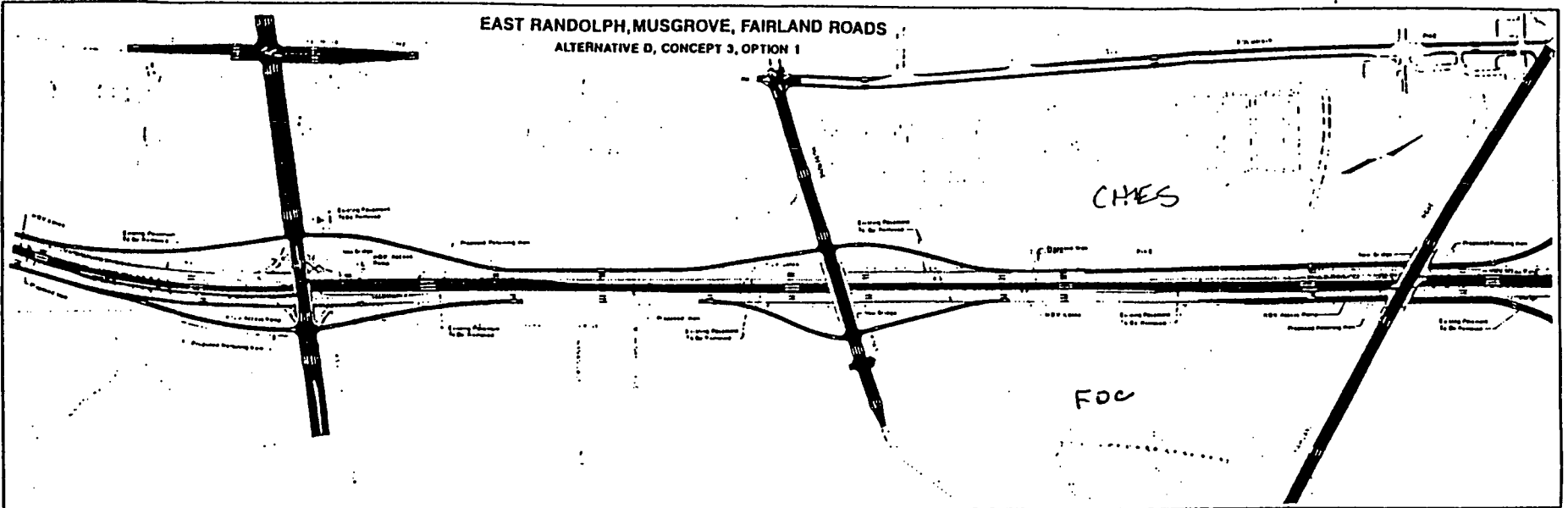
EAST RANDOLPH, MUSGROVE, FAIRLAND ROADS
ALTERNATIVE D, CONCEPT 2, OPTION 1



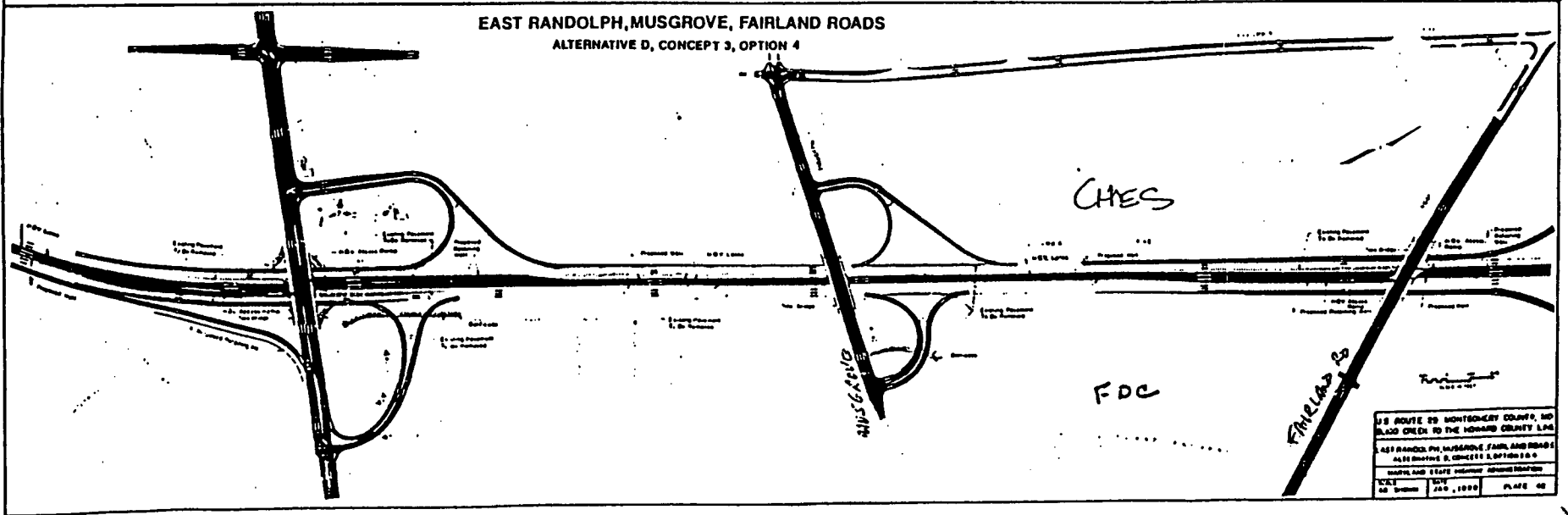


US ROUTE 29 MONTGOMERY COUNTY, MD
BLADDER CREEK TO THE MARYLAND COUNTY LINE
EAST RANDOLPH, MUSGROVE, FAIRLAND ROADS
ALTERNATIVE O, CONCEPT 2, OPTION 1
SCALE AND STATE HIGHWAY BOARD APPROVAL
DATE
BY
NO. SHEETS 250 OF 250 PLATE 30

EAST RANDOLPH, MUSGROVE, FAIRLAND ROADS
 ALTERNATIVE D, CONCEPT 3, OPTION 1



EAST RANDOLPH, MUSGROVE, FAIRLAND ROADS
 ALTERNATIVE D, CONCEPT 3, OPTION 4



VII-112

293



Maryland Department of Transportation
State Highway Administration

*19 157
Randy*

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Mr. Del Walter
Page Two

April 4, 1989

Re: Contract No. M 425-101-370
US 29, Sligo Creek to the
Patuxent River
PDMS No. 152019

At this time, we do not have a preference to address the traffic congestion shortfalls on US 29. Currently, we anticipate being in a position to formulate a recommendation later this year. You are welcome to contact us now and then to chart our progress. If in the interim you feel that an informal meeting would be productive, please contact us to schedule a convenient date.

Mr. Del Walter
Staff Supervisor, Real Estate
C & P Telephone Company
Constellation Plaza
1 E. Pratt Street
Baltimore, Maryland 21202

Vary truly yours.

Dear Mr. Walter:

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

This letter is in response to the comments you provided at the public hearing on our proposals for US 29 in Montgomery County and their affects to your complex of buildings at Musgrove Road. Your input is valued and appreciated. This material will be thoroughly considered in our development of a preferred alternative.

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

LHE/RCA/ih

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

As was discussed at previous meetings with Mr. William A. Johnson, providing future improvements to US 29 to accommodate design year traffic forecasts is a formidable task. The alternatives presented in the public hearing brochure represent reasonable proposals to meet these forecasts. They were developed around existing and proposed development that was available at least two years ago. Any affects to your continued development of the Fairland Data Center on the east side of US 29 may need further refinement. In Alternatives C-4 and D-3-4, the access from your parking lot to Musgrove Road was relocated to provide separation from the loop ramps to and from US 29. The location selected was arbitrary and can be moved closer to US 29 so that you conform with prior agreements with Montgomery County. A spacing of at least 100 to 400 feet between this relocated access roadway and the interchange ramps will be required.

Retaining a signalized intersection at Musgrove Road would not adequately serve the anticipated traffic volumes. The traffic analysis completed for all of the study alternatives shows that congestion will reach undesirable levels at both Musgrove Road and Randolph Road. Due to the proximity of these two intersections, the proposed grade separation concepts must be developed as a single proposal. Developing separate, stand alone grade separations is questionable. At this time, we feel a long term solution will be similar to initiatives proposed in Alternatives C-4, D-3-1 or D-3-4.

My telephone number is (301) 333-1139

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 585-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

VII-113

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PROJECT
DEVELOPMENT
DIVISION

APR 7 10 03 AM '89

10708 Margate Rd.
Silver Spring, Maryland 20901
April 4, 1989

Mr. Rendy Aldrich
Project Manager
Project Development Division, Md. Dept. of Transportation
707 N. Calvert St.
Baltimore, Maryland 21203

Dear Sir:

After considerable thought this is in further response to the letter of Mr. Richard Trainor to Representative Constance Morella on our behalf, a copy of which was sent to you.

We are still highly opposed to the idea of a tunnel at Md. 193 and US 29 in Silver Spring. There seems to be so much neighborhood opposition to the idea of removing the median strips along Colesville Road, we wondered if any thought had been given to building pedestrian bridges across Colesville where the medians might be removed? We strongly agree that/is extremely dangerous to try to cross the road on foot even with the help of a walk light. Perhaps this idea could be investigated and acted upon. In our view that would be an improvement over any tunnel which would take years to build and cost millions of dollars.

Sincerely,

Doris F. Hardy

Doris F. Hardy

Walton R. Hardy

Walton R. Hardy



Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

April 12, 1989

Re: Contract No. M 425-101-370
US 29, Sligo Creek to the
Petuxent River
PDMS No. 152019

Mr. and Mrs. Walton R. Herdy
10708 Margate Road
Silver Spring, Maryland 20901

Dear Mr. and Mrs. Herdy:

This letter is in response to your letter of April 4th regarding our project planning study on US 29 (Colesville Road) in Montgomery County. You had previously written to Representative Constance Morella with concerns about the study alternatives effects to Colesville Road.

A great deal of thought has entered into the study alternatives. If the median is removed, as proposed in Alternative D, pedestrian mobility will change. Because the goal of this alternative is to enhance the transit usage characteristics of the US 29 corridor, as envisioned in the Eastern Montgomery County Meeter Plan, pedestrian circulation becomes all that more critical. Consequently, there are elements being considered as part of Alternative D to construct aesthetically pleasing pedestrian overpasses at Sligo Creek, Greenville Drive, Lorain Avenue and Oak Leaf Drive, and to construct sidewalks along both sides of the roadway between Sligo Creek Parkway and MD 650. Additionally, the signalized intersections at Sligo Creek Parkway, Franklin Avenue, Southwood Avenue, Lockwood Drive, Burnt Mills Avenue and Prelude Drive will be retained. The timing of the signal cycle at each intersection will be examined to ensure ample time is provided for pedestrians to cross even lanes of pavement. Mid block crossings of a roadway with traffic levels such as Colesville Road, even with a median to provide some refuge, are not recommended.

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

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Mr. and Mrs. Walton R. Hardy
Page Two

I want to 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
Office of Planning and
Preliminary Engineering

by: Randy C. Aldrich
Randy Aldrich
Project Manager

LHE/RCA/ih

cc: Mr. Michael Snyder

VII-115

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STATEMENT OF JERROLD HERCENBERG, ESQ., A RESIDENT AND
MEMBER OF THE BURNT MILLS MANOR CIVIC ASSOCIATION ON
LOCKWOOD DRIVE/STATE ROUTE 29 ALTERNATIVES BEFORE THE
STATE HIGHWAY ADMINISTRATION AND THE COUNTY
DEPARTMENT OF TRANSPORTATION
JANUARY 25, 1989

Thank you for the opportunity to share my views on the proposed roadway alternatives for the Lockwood Drive section of Colesville Road (State Route 29), which is the first intersection located north of Northwest Branch Creek. At this location, the state has proposed four alternative approaches to address primarily future anticipated congestion. The four alternative concepts are:

- A. - Leave the existing roadway unchanged;
- B. - Close off the left turn lanes at various points between Eastwood Drive and New Hampshire Avenue (State Route 650);
- C. - Establish a new interchange at Route 29 and Lockwood Drive at an estimated cost of between 7-8 million dollars; and
- D. - Establish a new high occupancy vehicle lane using a 3-1-3 configuration with an overhead lane control system.

Opinions in our community differ on whether the state should consider concepts A or B, and whether Concept D the 3-1-3 lane without any median would be safe in wet and icy weather. The consensus in our community is that concepts A, B, ~~and C~~ are the only reasonable options available for the Lockwood Drive area. Alternative Concept C is opposed by our entire civic association and community. We do not believe it will be in the public interest or cost effective transportation policy to construct an interchange. Speaking personally, this proposal would have a severe and ruinous affect upon my neighborhood and my home.

I would like to direct your attention to Plate 14 of your hearing book displaying Lockwood Drive alternative Concepts 3, 4, and 5. All three concepts establish an interchange elevated over Coleville Road/State Route 29 and converge two lanes of traffic from Lockwood Drive unto a single lane for traffic heading southbound. This design will likely create more traffic congestion unto Lockwood Drive than exists today and will shift more Route 29 traffic congestion to Southwood Road where a new traffic light was installed last year. Because morning rush hour traffic is frequently backed up from Southwood Road past Northwest Branch where the proposed Lockwood Drive interchange would connect to Route 29, traffic from Lockwood Drive is likely to encounter difficulty.

Without the assistance of a traffic light, traffic from Lockwood Drive would have to merge with Route 29 traffic already backed up from Southwood Drive defeating the primary purpose of an interchange. If it was not bad enough that this interchange could add to traffic congestion, each of the three alternative C concepts add unnecessarily more than \$1 million to the cost and have understated the costs.

All three concepts include a southbound ramp from Route 29 to the proposed Lockwood Drive Interchange. This southbound ramp has only two potential purposes:

- (1) to allow vehicles to make a left turn onto Lockwood Drive and
- (2) to allow vehicles to enter the Manor Care Company parking lot.

Yet, these two purposes do not seem justified or reasonable. Even if a high occupancy vehicle lane were added to this corridor preventing left turns, cars needing to access Lockwood Drive from southbound Route 29 may do so from New Hampshire Avenue. In addition, cars rarely turn left at Lockwood Drive and the state has been unable to document more than 10 left turns per hour from southbound traffic to Lockwood

Drive. Moreover, employees of Manor Care routinely use its current entrances to enter its parking lot. Yet the state alternative C proposals include a \$1 million dollar ramp to all three alternatives of the Lockwood Drive interchange designs.

Of the three concepts, Concept C-3 clearly has the worst impact on my home and those of my neighbors. It would propose to build an elevated ramp through the middle of my backyard and take up to 40 feet from the existing roadway. The impact on my home would be devastating.

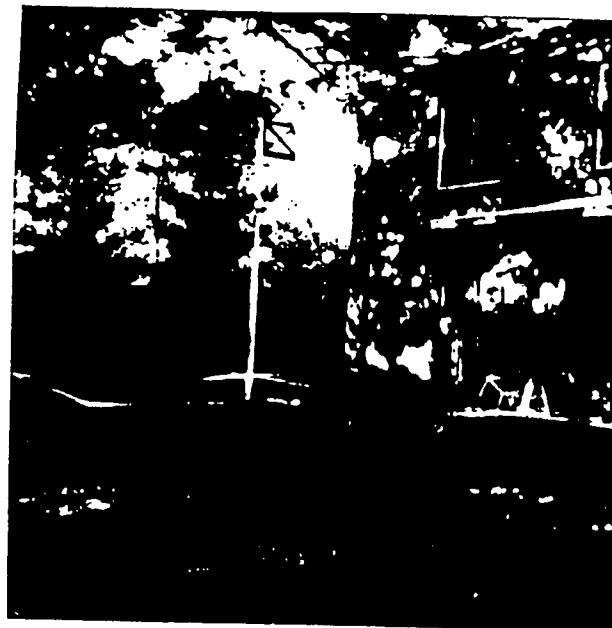
VII-117

Pictures A1 and A2 following show what my backyard and my next door neighbor's backyard look like today.

VII-118



A1



A2

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Pictures B1 and B2 following show what my backyard and my neighbor's backyard would look like under alternative concept 3. Please note that if Concept 3 is implemented, my backyard would be left with less than 10 feet of clearance from my rear deck. In my neighbor's yard, this proposal would eliminate more than one-half of the basketball court.



B1



B2

VII-119

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Although these pictures show how close the roadway would be placed to my home, one can not appreciate the increased noise level from piggy-back trucks, buses, and other vehicles. This proposal leaves no room for my four children who are all under age 12 to play safely in their own backyard. Further, imagine the quiet enjoyment our family would have everytime an 18 wheeler decided to use the elevated ramp. Concept 3 would make my home unfit to live in and completely unmarketable. Yet, the state's staff and the summary of alternatives reveal that the state does not even intend to pay me or my neighbors for the loss of our homes. This grossly underestimates the cost of this alternative.

By contrast with alternative C-3, both concept C-4 and C-5 also establish a ramp, which leads only to the Manor Care parking garage. They do not even provide for left turns at Lockwood Drive. Yet, as I mentioned earlier, employees of Manor Care already access their parking facilities by right turns from Route 29. To establish ramps to accomplish right turns into Manor Care's parking lot when employees have been able to do so for 15 years, is a waste of taxpayer's money and will simply represent a million dollar boondoggle. In addition, these proposals which take approximately 10 feet less of my property than Concept C-3 create the same problems for me and my neighbors.

I would like to add two additional points about the Lockwood Drive, Alternative C Concepts.

First, because these alternatives will reduce available parking at Manor Care they may require construction of additional parking or building facilities by Manor Care that encroach upon the privacy of nearby homes. The entire Burnt Milla Manor Civic Association objects to all of these alternative C concepts.

Second, our community is concerned with the adverse impact and disregard for safety created by the Lockwood Drive Interchange. For the 15 years I have lived in White Oak, there have never been adequate sidewalks along Lockwood Drive. If the state leaves stoplights at Burnt Milla Avenue and adds a stoplight at Prelude Drive, we fear that the interchange will steer more traffic to Lockwood Drive converting its use from two single lane roads to a four lane super highway. This could result in tragedy for the many families with young children who live and walk to synagogue, church, or recreational activities along Lockwood Drive. We also strongly believe that the interchange will undermine the safety to pedestrian traffic in the area and may create a barrier to pedestrians who need to cross Route 29 at or near Lockwood Drive.



Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

April 12, 1989

Re: Contract No. M 425-101-370
US 29, Sligo Creek to the
Patuxant River
PDMS No. 152019

Finally, when I moved to the White Oak Community, it was a quiet and safe community, and friendly to pedestrians. Even Route 29, although busy, was a highway not an expressway. If you proceed with planned Alternative C for Lockwood Drive, you will effectively be building an expressway through the heart of a community which I and many neighbors spent the last 15 years building.

Mr. Jarrold Harcanberg, Esq.
10903 Wheeler Drive
Silver Spring, Maryland 20901

Dear Mr. Harcanberg:

This letter is in response to the comments you presented at the January 25th public hearing about the project planning study of US 29 in Montgomery County. We appreciate receiving this material and learning how the proposed changes to US 29 may affect your home on Wheeler Drive. Your input will be given a thorough consideration in our development of a recommended alternative.

At this time, there is no preferred alternative for US 29. A detailed engineering and environmental analysis and an assessment of all the correspondence received is underway. Sometime later this year, the planning team will make a recommendation to the Administrator. After he formally selects an alternative, a final environmental document will be prepared that examines the selected alternative.

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.

Vary truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by: Randy C. Aldrich
Randy Aldrich
Project Manager

LHE/RCA/ih

cc: Mr. Michael Snyder

My telephone number is (301) 333-1139

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

VII-121

302

10210 Colesville Road
Silver Spring, MD. 20910

7 MAR 29 1989
March 23, 1989

Hal Kassoff
Administrator
Maryland State Highway Administration
707 Calhert Street
Baltimore, MD 21202

Dear Mr. Kassoff:

I am writing to you seeking information on the proposals for Route 29.

As you will note from my address, I live right on the main, just a block from Four Corners. I am very concerned as to the impact the different proposals will have on life of residents in the area, in particularly the difficulty in crossing the street. As it is, it is nearly impossible to go across the street because of the stream of traffic and the speed in which they go. There is no way one can go across without the median strip. There is another adverse impact--the noise and pollution.

I would be grateful if you could enlighten me on the protective measures for residents that are being considered along with the different proposals. I understand the following are under consideration:

1. HOV lanes--which mean removing the median in some areas
2. Underpass at Four Corners
3. Jughandles at Four Corners--making right turns before turning left.

My questions are:

If No.1 is accepted, what arrangements are being considered for pedestrians? Would this mean removing the median from all of Colesville Road (that is the area under consideration) or is this only north of Four Corners

If No 2 is accepted, my understanding is that there will be an overhead crossing, but that will be at Four Corners--what happens to people north of Four Corners coming off buses and boarding buses? Are they to come off the buses one, two, three blocks from Four Corners and then walk back to Four Corners to get over to the other side of the road? This question also applies to people south of Four Corners.

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C-130
MAR 28 1989
103
DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Has consideration been given to the people who live along Colesville Road, who chose to do so because of the convenience of getting to buses, etc.? Will driveways and more sidewalks be built to accommodate them?

If No.3 is decided--what does this mean? Making a right turn before turning left --would the right turn be on to a side street? what does this really mean?

As you can see from my questions, I do not know what the considerations are for residents in the area and I do not understand clearly what the proposals will do. It would help me to understand better if I know what consideration is being taken into account when you consider each proposals and an explanation of what each proposal will really do. I also know that a decision has not yet been taken as to which way to go, and I am aware that all of the above are recommendations under consideration, but I am in need of enlightenment.

In summing up, from my point of view, it seems to me, that no matter which proposal is approved--the residents in the area will be the losers. I think it is frightening that a road that is considered residential has been turned into a highway--that is what it is now--to accommodate residents who are coming from outside the community--they are leaving the peace and quite behind--they also go back to the peace and quiet. I think the state planners should really look further ahead and find a route to make a highway outside of this residential area for commuters without infringing on the rights of residents in and around Silver Spring. Silver Spring is a town, roads go off highways into towns. If highways go through towns, then speed limits on that stretch of highway should be reduced to accommodate the neighborhoods. Turning Colesville Road into a major highway will not solve the problem of traffic congestion, the wider the roads, the more traffic will it take--the more congestion will arise--this seems to me to make a never-ending problem. Why not try for an outer beltway now.

Grateful for an early response.

Thanking you,

Daphne Richards
Daphne Richards

NOTE: What I would like to see happen to Colesville Road is what has been done to 16th Street--a median in the middle with trees and shrubs growing. (Am I dreaming?)

cc. Rep. Constance A. Morella

VII-122

303



Maryland Department of Transportation
State Highway Administration

24134

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Ms. Daphna Richards
Page Two

April 12, 1989

Ms. Daphna Richards
10210 Colasville Road
Silver Spring, Maryland 20910

Dear Ms. Richards:

Thank you for your March 23rd letter regarding our project planning study on US 29 in Montgomery County. I can understand your concern about how our study alternatives may affect pedestrian circulation in and around the Four Corners area.

There are three basic proposals for Four Corners. First, alternative A proposes to do nothing and allow the traffic congestion to worsen. Second, there is an at-grade intersection proposal that prohibits all left turns at the Four Corners crossroads between US 29 and MD 193. Vehicles making left turns would be rerouted to jug-handle turn lanes behind the Roy Rogers Restaurant and the Marvin Mamoriel Methodist Church. Without the operation of an HOV lane along US 29, this proposal is designated Alternative B-1. It still requires removal of the median along US 29 through Four Corners. With the operation of an HOV lane along US 29, this proposal is designated Alternative D-1. The third basic proposal is to construct a grade separation at Four Corners. In the grade separation, five lanes along US 29 would pass under the existing roadways of MD 193. Without an HOV lane, it is designated Alternative C-2. With an HOV lane, it is designated Alternative D-3-2.

Regarding your specific questions, I can offer the following:

- If the median is removed, pedestrian access will not be sacrificed. At Four Corners, pedestrians will be encouraged to cross US 29 at the remaining signalized intersections. This is especially true with the proposed grade separation where it would not be possible to cross at locations other than these intersections. The timing of all the signals would be set to ensure ample time is provided for a pedestrian to cross the roadway. Sidewalks will be provided along all roadways to facilitate pedestrian circulation. Due to the heavy volumes of traffic on US 29 through Four Corners, mid-block crossings, even with a median to provide some refuge, are not recommended.

- If the median of US 29 between MD 650 and Sligo Creek Parkway is replaced with a travel lane, additional measures will be taken to enhance pedestrian travel and to encourage usage of mass transit. First, sidewalks are proposed along both sides of US 29 in this segment. Second, all of the existing signalized intersections will be retained and the timing of their cycles will be set to ensure ample time is provided for a pedestrian to cross the roadway. Finally, where there are large gaps between signalized intersections, pedestrian overpasses are proposed so that pedestrians will not have to walk more than two or three blocks to cross US 29. These overpasses would be considered at Sligo Creek, Granville Drive, Lorain Avenue and Oak Leaf Drive.

- All of the turns associated with the Four Corners jug-handle proposal would be made via existing State routes. No traffic would be intentionally routed onto local neighborhood streets. As an example, to travel south on US 29 and to access the Woodmoor Shopping Center, a motorist would make a right turn onto westbound MD 193, follow the jug-handle behind the Roy Rogers Restaurant, proceed across US 29 along eastbound MD 193, follow the jug-handle behind the Methodist church and finally turn right into the shopping center from westbound MD 193. With signals to control traffic at the two jug-handles, this movement requires passage through four signalized intersections.

As you indicate, we do not have a preference at this time. We expect to select an alternative later this year after we have assessed citizen input such as yours and completed a detailed engineering and environmental analysis. An alternate routing for US 29 along Sligo Creek Park had to be abandoned many years ago due to changes in Federal and State regulations that make it all but impossible to impact parkland for transportation purposes.

In many ways, the adoption of the Alternative D proposal, or something similar to it, may minimize the effects to your portion of US 29. The intent of this proposal is to change US 29 into a mass transit serviceable corridor, as envisioned in the Eastern Montgomery County Master Plan. The goal is to move people, not necessarily more vehicles. The single largest concentration of forecasted trips will be traveling between origins in Eastern

My telephone number is (301) _____

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

VII-123

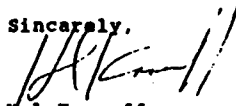
304

Ms. Daphna Richards
Page Thrae

Montgomery County and Silver Spring. With plans being developed by Montgomery County to construct as many as thrae to four thousand park and rida spaces in this araa and to operata express bus servica from the lots to Silver Spring via tha HOV lana along US 29, a convaniant and dapandabla servica would develop. Patronage would be assured as long as this service could provide usars with a clear traval tima advantage over using their single occupant vehiclas. Tha local bus sarvice currantly providad along US 29 south of MD 650 would be ratained and possibly expandad. This is why the proposal includas measures to anhanca padastrian circulation.

Your intarast in the highway developmant proccass as it relatass to this study is appraciated. Plaasa feel frae to contact the project manager, Mr. Rendy Aldrich, if wa can provide furthar assistanca. Mr. Aldrich's telephone number is (301) 333-1139.

Sincerely,


Neil Kassoff
Administrator

HK/ih

cc: Mr. Neil J. Pedarsan
Mr. Michael Snyder
~~Mr.~~ Louis H. Ega, Jr.

VII-124

305

PROJECT
DEVELOPMENT
DIVISION

APR 10 2 20 PM '69

9301 Coleridge Road
Silver Spring, Maryland 20901
Telephone: (301) 588-4476

5 April 1969

Randy Aldrich
Project Manager
Maryland Department of
Transportation

Dear Mr. Aldrich,

I deeply appreciated your
on-site visit with me a few days
ago to discuss the proposed widening
of Slip Creek Parkway. I received the
plan you promised. It shows only an
easement of about 5' which I already
realized was spurious. Unless there
was additional color coding (not
shown) I believe you still lack
a legal easement.

Would you do me the distinct
favor of calling to discuss the
matter further. I realize that

changes are going to occur. I am
a life-long resident of Silver Spring
and know much that is
planned. I am not pleased about
the increased traffic but realize
some compromise may be necessary
for the public good.

When, and if, widening at the
intersection near my home occurs,
it will necessitate canal re-
grading to avoid further water
encroachment on the neighboring
properties. As I discussed, a wall may
have to be erected to protect against
noise and pollution. It would be
useful to discuss these matters.

I would enclose a photo coll
at any hour to continue our discussion.
I have been fairly treated by State
roads in the past and am optimistic
about the future. Very truly yours,
Paul S. Edwards
M.D.



**Maryland Department of Transportation
State Highway Administration**

Randy
Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Dr. Earnest E. Harmon
Page Two

April 13, 1989

Re: Contract No. M 425-101-370
US 29, Sligo Creek to the
Patuxent River
PDMS No. 152019

Dr. Earnest E. Harmon
9301 Colesville Road
Silver Spring, Maryland 20901

Dear Dr. Hermon:

This letter is in response to your correspondence of April 8th regarding our project planning study on US 29 in Montgomery County. I appreciate the constructive interest you have shown in this study and the effects it has on the Sligo Creek Parkway intersection.

As we discussed on the telephone earlier today, the width of the perpetual easement along Sligo Creek Parkway granted to the State Highway Administration by Maryland-National Park and Planning Commission in 1959 is approximately 60 feet. The width of the current roadway is approximately 30 feet. If the approaches to Colesville Road are widened to five lanes as proposed in the 4-1-2 lane configuration concept of Alternative D between I-495 and Sligo Creek Parkway, the widened roadway would be contained within this easement area. This is the only study alternative that proposes any changes at this location. The similar 3-1-3 lane configuration concept, which proposed seven lane approaches along Sligo Creek Parkway, has been determined to be "not preferred" due to the impacts to the communities on both sides of Colesville Road.

A copy of your letter documenting your problems with storm water runoff from Colesville Road will be given to our District Office and our Division of Highway Design for their consideration in the final design phase of the project. If widening does occur at this intersection, appropriate stormwater analyses will be performed to ensure that stormwater regulations and criteria are upheld. Please feel free to monitor our development of these proposals so that your concerns can be dealt with at the appropriate stage of final design activities. Currently, these proposals are not funded and there is no preferred alternative. Later this year, we will be making a recommendation. Decisions to provide funds to construct any or all of a recommended project are reviewed annually by State and County elected officials.

My telephone number is (301) 333-1139

Teletypewriter for Impaired Hearing or Speech
303-7555 Baltimore Metro - 505-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

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

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

By: *Randy Aldrich*
Randy Aldrich
Project Manager

LHE/RCA/ih

cc: Mr. Michael Snyder w/attach.
Mr. Anthony Capizzi

VII-126

307

0011

April 15, 1989
Sec'y County Exec APR 18 1989
Mr. Sidney Kramer, County Executive
Montgomery County Government
Executive Office Building, 101 Monroe Street
Rockville, MD 20850

Dear Mr. Kramer:

This letter is to express my concern with the proposed project to turn Route 29 into an expressway. Though I understand the difficulties faced by commuters from the up-county area to downtown Silver Spring and DC, I think the proposed project would have several impacts on the communities along Route 29. Worse yet, it will not accomplish what it sets out to do.

As the project has been proposed, creation of an underpass in the Four Corners area will accelerate the flow of traffic towards downtown Silver Spring. However, a series of lights exist below Four Corners, at the junctures of Route 29 and Franklin, Sligo Creek Parkway, Dale Drive and other roads. Acceleration of southbound traffic will simply shift the perceived bottleneck south of Four Corners, and likely create a worse situation, as spill over occurs onto the adjoining streets, which are for the most part narrow and residential in character.

The single pedestrian skyway which has been proposed as an element of the plan is not enough to make up for the limited crossings which will be available south of Four Corners once the median strip is removed. This will be particularly dangerous for students and the elderly who will have to contend with shortened lights or a long detour to use the skyway.

Other elements in your "Expresswayification of Colesville Road", such as the proposed prohibition of left turns and creation of jughandles at Leighton Avenue and Franklin Street, threaten, once again, to convert residential streets full of families and children into dangerous thoroughfares.

The defects of this proposal are clear; but the reasons for supporting it are less so. In order to content commuters, neighborhoods are being sacrificed. And what will this accomplish? Millions of dollars will be spent to shift the traffic jam from Four Corners one-half mile further south to Sligo Creek and Colesville Road.

The answer is much simpler. Vehicular traffic must be lowered by shifting traffic to other routes (HOV on I-95 for example) and increasing the use of public transportation and car pooling. As a supporter of the Route 29 Coalition, I urge you and your colleagues to insist that state officials re-examine the plans for Route 29 with closer attention to the concerns of adjacent communities.

Sincerely yours,

Claudia Beville
Claudia Beville
9501 Saint Andrew's Way
Silver Spring, MD 20901
(301) 585-4820

VII-127

April 15, 1989

Mr. Robert McGarry, Transportation Director
Montgomery County Government
Executive Office Building, 101 Monroe Street
Rockville, MD 20850

Dear Mr. McGarry:

This letter is to express my concern with the proposed project to turn Route 29 into an expressway. Though I understand the difficulties faced by commuters from the up-county area to downtown Silver Spring and DC, I think the proposed project would have severe impacts on the communities along Route 29. Worse yet, it will not accomplish what it sets out to do.

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Sincerely yours,

Claudia Beville
Claudia Beville
9501 Saint Andrew's Way
Silver Spring, MD 20901
(301) 585-4820

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MONTGOMERY COUNTY, MD
OFFICE OF THE DIRECTOR

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MONTGOMERY COUNTY, MD
OFFICE OF PLANNING & PUBLIC REL.

308



Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

April 28, 1989

June 1, 1989

Claudia Beville
9501 Saint Andrew's Way
Silver Spring, Maryland 20901

RE: Contract No. M 425-101-370
US 29 - Sligo Creek to
the Petuxent River
PDMS No. 152019

Dear Ms. Beville:

Ms. Claudie Beville
9501 Saint Andrew's Way
Silver Spring, Maryland 20901

This is in response to your letter of April 15, 1989 to County Department of Transportation Director, Robert S. McGarry expressing concern with the State Highway Administration's proposed improvements to U.S. Route 29.

Dear Ms. Beville:

The State Highway Administration has just completed the last phase of the U.S. 29 study, and during this process they held many meetings with citizen groups, civic associations and business owners. During this process the State has heard many concerns expressed regarding this project. However, you have made an interesting observations regarding the SHA proposal. To assure that your concerns are addressed, I am forwarding a copy of your letter to Mr. Randy Aldrich. Pedestrian access and neighborhood quality of life are important issues to this county and to this corridor. You should also be aware that the County Executive has not taken a position regarding any of the alternatives for improvement to U.S. 29, and your concerns will be given full consideration before any decision is made.

This letter is in response to your recent correspondence to Montgomery County Executive Sidney Kremer pertaining to our project planning study on the Colesville Road portion of US 29 north of Sligo Creek. Your comments are appreciated and will be given thorough consideration in the selection of a recommended alternative later this year.

A great deal of thought has been given to the development of the study alternatives. If the median is removed, as proposed in Alternative D, pedestrian mobility will change. Because the goal of this alternative is to enhance transit patronage in the US 29 corridor, as envisioned in the Eastern Montgomery County Master Plan, pedestrian circulation becomes all the more crucial. Consequently, there are elements being considered as part of Alternative D to construct aesthetically pleasing pedestrian overpasses at Sligo Creek, Grenville Drive, Lorein Avenue and Oak Leaf Drive, and to construct sidewalks along both sides of the roadway between Sligo Creek Parkway and MD 650. Additionally, the signalized intersections operating today would remain and the timing of the signal cycles at each intersection will be examined to ensure ample time is provided for a pedestrian to cross a seven lane roadway. Mid-block crossings of a roadway with traffic levels such as Colesville Road, even with a median to provide some refuge, are not recommended. At the most, a pedestrian would have to walk only a few blocks to safely cross.

Thank you for bringing your concerns to our attention.

Between Sligo Creek Parkway and I-495, the 3-1-3 lane configuration is not our preference. This lane system for Alternative D, which proposed using portions of Leighton Avenue for rerouting left turn movements from US 29 (jug-handle concept), was extremely unpopular with the residents of the adjacent communities.

Sincerely,

John J. Clark, Director
Office of Planning and Project
Development

My telephone number is (301) 333-1139

JJC:ATR:adp:SS07U

cc: Mr. Randy Aldrich, Project Director, MSHA

Teletypewriter for Impaired Hearing or Speech
303-7555 Baltimore Metro - 565-0481 D.C. Metro - 1-800-492-5082 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

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Ms. Claudie Beville
June 1, 1989
Page 2

If Alternative D is ultimately selected, current plans show it would be constructed with a lane system that provides four lanes in the peak direction, two off-peak direction lanes and a continuous center turn lane. Left turns from Colesville Road would be permitted at all times. Such a lane system has been designated the 4-1-2 lane configuration. Additionally, the proposal to widen Sligo Creek Parkway's approach to seven lanes is only associated with the ill-fated 3-1-3 lane configuration. With the 4-1-2 lane configuration, only five lanes will be needed to accommodate the increase in traffic at this intersection. This proposal does prohibit left turns from Sligo Creek Parkway which helps to discourage through traffic. Finally, to facilitate peak hour access from the North Hills of Sligo community, left turns will be permitted from St. Andrew's Way.

The proposed grade separation at Four Corners is not proposed to merely move US 29 traffic through the congested intersection, but also to relieve the deceptively high volume of traffic on both portions of University Boulevard. Peak hour delay on University Boulevard nearly parallels the delay currently experienced on US 29. Our studies show that the current traffic congestion at Sligo Creek Parkway will not be worsened by the proposed Four Corners grade separation, primarily due to the revised lane balance at this intersection.

I would like to thank you for your interest in the highway development process as it relates to the US 29 planning study. Please contact us again if we can provide any further assistance.

Very truly yours,

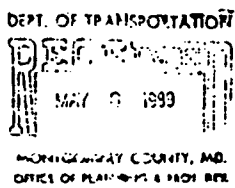
Louis H. Ege, Jr.,
Deputy Director
Office of Planning and
Preliminary Engineering

by: 
Randy Aldrich
Project Manager
Project Development Division

LHE/AHS/ih
cc: Mr. Michael Snyder
Mr. John J. Clerk

VII-129

310



PROJECT DEVELOPMENT DIVISION

MAY 22 8 05 AM '89

April 26, 1989
Rec'd County Exec ARR 2 7 1989

Dear Mr. Kramer,

I am writing to express my concern for pedestrian safety and to urge restrained development in the Four Corners area of Silver Spring. I live in the southwest quadrant of Four Corners.

The Brookland area of Washington, where I grew up, had a lot of traffic, but also had wide sidewalks, alleys, and ample parkland. One rarely felt endangered by motor vehicles. Four Corners lacks such amenities. More development means more cars, and more cars in an area like this almost forces would-be walkers to drive. But aesthetic development never seems to occur without accomodation for pedestrians. Do people sightsee in Houston or Tyson's Corners? County planners of the 1950's and 1960's should have foreseen urbanization of the inner suburbs and better prepared for it, but they failed.

Forgive me for a bit of self-congratulation, but I hope that I represent part of the solution to the congestion dilemma: I usually commute by bus or bicycle to the Silver Spring Metro station. Walking to and from the bus stop, or to the Safeway and the Woodmoor stores, or just walking the dogs, is neither enjoyable nor safe because of the abundance and proximity of motor vehicles. Bicycling has enough problems to warrant a separate letter.

Here are some concrete proposals. Build sidewalks on Lanark Way, Lorain Street, and on Brunette Street down to Sligo Creek. Keep the median strip on Colesville to aid pedestrians and to avoid frontal collisions between vehicles. Put some ballparks in the Kay tract, or simply leave it as a green island in this asphalt desert. Put some real sidewalks in the central Four Corners area. Real sidewalks are about five feet wide and have grass strips on the street side. Where is a wheelchair-bound person, crossing University onto the southwest corner by the Shell station, expected to go?

I know that the County government cannot simply dictate solutions, but it can attempt them. I ask elected officials to walk, not drive, around this neighborhood at rush hour before making any decisions. Finally, thanks for the addition to Paint Branch.

Sincerely,
Thomas Betsock

Thomas Betsock,
405 Harding Drive,
Silver Spring, MD 20901

May 9, 1989

Mr. Thomas Betsock
405 Harding Drive
Silver Spring, Maryland 20901

Dear Mr. Betsock:

This is in response to your letter to County Executive Sidney Kramer expressing concern with the State Highway Administration's proposed improvements to U.S. Route 29 between Four Corners and Sligo Creek Parkway.

The State Highway Administration has just completed the last phase of the U.S. 29 study, and during this process they held many meetings with citizen groups, civic associations and business owners. During this process the State has heard many concerns expressed regarding this project. However, you have made an interesting observation regarding the SHA proposal. To assure that your concerns are addressed, I am forwarding a copy of your letter to Mr. Randy Aldrich. You should also be aware that the County Executive has not taken a position regarding any of the alternatives for improvement to U.S. 29, and your concerns will be given full consideration before any decision is made.

Thank you for bringing your concerns to our attention.

Sincerely,

John J. Clark, Director
Office of Planning and Project
Development

JJC:ATR:adp:5507U

cc: Mr. Randy Aldrich, Project Director, MSHA

VII-130

311



Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Mr. Thomas Batsock
June 2, 1989
Page 2

June 2, 1989

RE: Contract No. M 425-101-370
US 29 - Sligo Creek to
the Patuxent River
PDMS No. 152019

Mr. Thomas Batsock
405 Harding Drive
Silver Spring, Maryland 20901

Dear Mr. Batsock:

This letter is in response to your recent correspondence to Montgomery County Executive Sidney Kramer pertaining to our project planning study on the Colasville Road portion of US 29 north of Sligo Creek. Your comments are appreciated and will be given thorough consideration in the selection of a recommended alternative later this year.

A great deal of thought has been given to the development of the study alternatives. If the median is removed, as proposed in Alternative D, pedestrian mobility will change. Because the goal of this alternative is to enhance transit patronage in the US 29 corridor, as envisioned in the Eastern Montgomery County Master Plan, pedestrian circulation becomes all that more crucial. Consequently, there are elements being considered as part of Alternative D to construct aesthetically pleasing pedestrian overpasses at Sligo Creek, Granville Drive, Lorain Avenue and Oak Leaf Drive, and to construct sidewalks along both sides of the roadway between Sligo Creek Parkway and MD 650. Additionally, the signalized intersections operating today would remain and the timing of the signal cycles at each intersection will be examined to ensure ample time is provided for a pedestrian to cross a seven lane roadway. Mid-block crossings of a roadway with traffic levels such as Colasville Road, even with a median to provide some refuge, are not recommended. At the most, a pedestrian would have to walk only a few blocks to safely cross.

I would like to thank you for your interest in the highway development process as it relates to the US 29 planning study. Please contact us again if we can provide any further assistance.

Very truly yours,

Louis H. Egan, Jr.,
Deputy Director
Office of Planning and
Preliminary Engineering

by: Randall Aldrich
Randy Aldrich
Project Manager
Project Development Division

LHE/AHS/ih
cc: Mr. Michael Snyder
Mr. John J. Clark

333-1139

My telephone number is (301) _____

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

VI-131

3/2

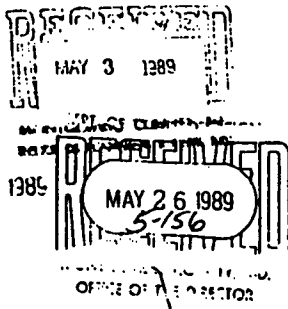
4-2551

R. E. ENGLAND
9308 ST. ANDREWS WAY
SILVER SPRING, MARYLAND 20901

21 May 1989

1 Rec'd County Exec MAY 24 1989

Mr. Sidney Kramer, County Executive
100 Maryland Avenue
Rockville, MD 20850



Dear Mr. Kramer:

It is not possible to live adjacent to the Route 29 corridor and not have very strong feelings about the proposed construction program. For those of us whose "neighborhood" streets will suddenly become congested "arteries" during rush hours. We wish to point out that consideration should be given to more important factors.

Overriding all of these items of personal importance, however, is the impersonal analysis of the wisdom of the current plan.

At present Route 29 carries 110 per cent of its capacity, at Four Corners, during rush hour. By testimony of the state representative, five years and 30 million dollars later, the road will be at 104 per cent of capacity. One can easily discern that a few years later, Route 29 will again require a major and expensive construction program.

The logic of the present plan therefore defies reason. It is inadequate to the present needs let alone the future needs.

May we suggest that the plan be remanded to the appropriate agencies for re-study and specifically with emphasis on using light rail instead of ever increasing numbers of auto lanes. The cost will be higher initially, but with the ability to run longer trains, or increasing the frequency of service, expansion is easily possible. It could well be argued that this line is of greater importance than the proposed Bethesda-Silver Spring line. It would also be appropriate to seek funding from the feeder counties. Of course, the number of parking spaces not required by train riders should be included in the financial planning.

Silver Spring is going to change from a fairly calm quiet place to live to a bustling, crowded, impersonal area soon enough with the proposed office construction here. Let's not exacerbate the problem under the proposed Route 29 terms.

Copies of this text have been sent to the Montgomery County Delegation in Annapolis and to the County Council.

Sincerely yours,

R. E. England
R. E. England
Martha T. England
Martha T. England

VII-132

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**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Mr. and Mrs. R. E. England
Page Two

June 15, 1989

RE: Contract No. M 425-101-370
US 29; Sligo Creek to
the Petuxent River
PDMS No. 152019

Mr. and Mrs. R. E. England
9508 St. Andrews Way
Silver Spring, Maryland 20901

Dear Mr. and Mrs. England:

This letter is in response to your recent correspondence to Montgomery County Executive Sidney Kremer pertaining to our project planning study on the Colesville Road portion of US 29 north of Sligo Creek. Your comments are appreciated and will be given thorough consideration in the selection of a recommended alternative later this year.

A great deal of thought has been given to the development of the study alternatives. The goal of the alternatives, especially Alternative D, is to move people, not necessarily more vehicles. Early in the study process, a task force deliberated with the appropriateness of light rail transit along this corridor. It was concluded that an express bus system operating in an exclusive median lane could satisfy the commuting characteristics of Eastern Montgomery County and not be saddled with the operating deficiencies of light rail. These deficiencies include trying to serve a dispersed pattern of origins and destinations, the inability to construct large park and ride lots along US 29 and the narrow median south of MD 650 that is not wide enough to construct a double track rail line. I have enclosed a brief report prepared by the Office of Transportation Planning that provides a detailed comparison of the two systems. A decision has been made by the Maryland Department of Transportation that further studies of light rail along this corridor are not warranted at this time. Also, the design characteristics of the proposed HOV/Express Bus system would enable a conversion to light rail if future travel demand characteristics change.

The proposed grade separation at Four Corners is not proposed to merely move US 29 traffic through the congested intersection, but also to relieve the deceptively high volume of traffic on both portions of University Boulevard. Peak hour delay on University Boulevard nearly parallels the delay currently experienced on US 29. Our studies show that the current traffic congestion at Sligo Creek Parkway will not be worsened by the proposed Four Corners grade separation, primarily due to the revised lane balance at this intersection.

I would like to thank you for your interest in the highway development process as it relates to the US 29 planning study. Please contact us again if we can provide any further assistance.

Very truly yours,

Louis H. Ege, Jr.,
Deputy Director
Office of Planning and
Preliminary Engineering

by: Randy Aldrich
Randy Aldrich
Project Manager
Project Planning Division

LHE/AHS/ih

Enclosure

cc: Mr. Michael Snyder
Mr. John J. Clerk

May 31, 1989

Mr. and Mrs. R. E. England
1508 St. Andrews Way
Silver Spring, Maryland 20901

Dear Mr. and Mrs. England:

This is in response to your letter to County Executive Sidney Kramer expressing concern with the State Highway Administration's proposed improvements to U.S. Route 29.

The State Highway Administration has just completed the last phase of the U.S. 29 study, and during this process they held many meetings with citizen groups, civic associations and business owners. During this process the State has heard many concerns expressed regarding this project. To assure that your concerns are addressed, I am forwarding a copy of your letter to Mr. Randy Aldrich. Pedestrian access and neighborhood quality of life are important issues to this county and to this corridor. You should also be aware that the County Executive has not taken a position regarding any of the alternatives for improvement to U.S. 29, and your concerns will be given full consideration before any decision is made.

Thank you for bringing your concerns to our attention.

Sincerely,

John J. Clark, Director
Office of Planning and Project
Development

JJC:ATR:adp:5507U

cc: Mr. Randy Aldrich, Project Director, HSHA

VII-134

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**Section VII-B
Summary of and Responses to
Supplemental Public Hearing**

MARCH 20, 1990 SUPPLEMENTAL PUBLIC HEARING - COMMENTS AND
SHA RESPONSES

Mayor Dell Goodis, Mayor of Takoma Park:

City opposes grade separations at US 29 and MD 193. Encourage mass transit including park and ride lots.

SHA Response:

The at-grade option, Alternative C-6 Modified was selected. Continuing studies on mass transit in cooperation with Montgomery County. See Section II.E.4.

Edward Simmons:

Supports Route 29 position which was no underpass. Opposed to any of the underpass options. Would like to consider light rail, especially along I-95.

SHA Response:

The at-grade option, Alternative C-6 Modified was selected. Continuing studies on mass transit in cooperation with Montgomery County. See Section II.E.4.

Mr. John Callow:

Represents the Greater Washington Board of Trade. Strongly supports the people moving capacity of US 29. In favor of grade separated intersections and operating express bus lanes.

SHA Response:

Improvements were selected that will assist in the movement of people and support improved bus service.

Rev. Wyatt, Marvin Memorial Methodist Church:

Concerned about impacts to church. They run a nursery school, the Washington Ear Recording and Broadcast Studio, and a regional public reading service for the blind. Concerned about construction impacts, noise impacts, and dust impacts.

SHA Response:

Alternative C-6 Modified has the least impact on the church as well as having a shorter construction period. Therefore noise, dust and other construction impacts would be minimized.

Tony Hausner, US 29 Coalition:

Supports the at-grade jug handle solution. Wants more study on light rail. Opposed to Contra Flow. Concerned about pedestrian movements through grade separated Four Corners.

SHA Response:

The at-grade solution was selected.

Mike Pfetsch, Woodmoor/Pine Crest Community Association:

Opposed to the underpass options. Wants more work done on light rail and other mass transit options.

SHA Response:

Alternative C-6 Modified was selected. Also, continuing to study mass transit in cooperation with Montgomery County. See Section II.E.4.

Eugene Sadick, Clifton Park Civic Association:

Concerned about delays at traffic lights. Thinks improvements are needed now at Four Corners. Increase mass transit to outlying areas. Thinks the underpass plans are too grandiose, could reduce right-of-way.

SHA Response:

Reduce right-of-way by selecting lesser improvement.

Derrick Berlage, US 29 Coalition:

Concerned that an underpass would destroy community cohesion and quality of life. Wants continued studies on the at-grade solutions.

SHA Response:

Selected at-grade option that includes landscaping and sidewalks which will contribute to community cohesion and quality of life.

Mark White:

Upset over upcounty people wanting trip reduction time. Doesn't want his community to suffer for their benefit.

SHA Response;

By selecting alternatives that reduce the right-of-way impact the community does not suffer for others benefit.

Elizabeth Symonds:

Opposes underpass options. Concerned about being able to walk to library and drug store. Concerned about construction and hardship it could cause to community. Interested in jug handle options. Supports further study of light rail, bus service, and controlled land use development.

SHA Response:

At-grade alternative was selected which includes sidewalks to assist pedestrian movements.

Mr. Gerry Lane, Northwood/Four Corners Civic Association:

Supports at-grade solutions. Wants Montgomery County DOT involved to reduce neighborhood traffic.

SHA Response:

Alternative C-6 Modified, the at-grade solution, was selected.

Phyllis Cochran, Seven Oaks/Evanswood Community:

Supports US 29 Coalition, opposed to the underpass. Wants further study on the at-grade options. Opposed to the removal of the median. Opposed improvements to the Sligo Creek Parkway intersection. Further support studies of light rail and controlled land use.

SHA Response:

At-grade option selected and dropped all alternatives that included removal of the median between Sligo Creek Parkway and New Hampshire Avenue.

Karen Michaels, South Four Corners Citizens Association:

Concerned about cut-through traffic during construction and afterwards. Concerned about pedestrian movements.

SHA Response:

At-grade solution provides for pedestrian movements throughout the Four Corners intersection. The selected improvements do not promote neighborhood cut through traffic.

Nick Brand, Action Committee for Transit:

Believe the study of busway and light rail was flawed. Wants another look at merits of light rail. Wants a truly transit oriented solution for the corridor.

SHA Response:

A follow-up report was developed that supported previous conclusions. Light Rail would be difficult to implement due to severe right-of-way constraints.

Harry Sanders:

Opposed to the Contra Flow bus lane. Concerned about safety.

SHA Response:

Contra Flow was dropped from consideration primarily due to safety and access issues.

Michael Mullins, North Hills of Sligo Civic Association:

Opposed any underpass option and any removal of the median. Opposed to Contra Flow for safety and operational reasons. Concerned about neighborhood cut-through traffic with underpass options. Supports at-grade solution.

SHA Response:

At-grade solution was selected at Four Corners. Contra Flow and options to remove the median were dropped from consideration. The selected improvements do not promote cut through traffic.

Bob Backman, North Hills of Sligo Citizens Association:

Opposed to removal of the median for safety and pedestrian reasons. Opposed to pedestrian bridge because it is unsightly. Opposed to widening of Leighton Avenue which promotes neighborhood traffic. Supports more commuter buses.

SHA Response:

Options to remove the median were dropped from consideration. Also dropped were pedestrian overpass options primarily due to aesthetic concerns.

Donna Mizell, Sligo Woods Civic Association:

Supports US 29 Coalition. Concerned about cut-through traffic.

SHA Response:

The at-grade option was selected. The selected improvements do not promote neighborhood cut through traffic.

Mr. Karpe:

Concerned about traffic on Brunett Avenue during construction of underpass.

SHA Response:

The at-grade option was selected.

Mr. Stan Truman, Dumont Oaks Homeowners Association:

Does not want the median removed in area of Prelude Drive. Wants sidewalks added to same area.

SHA Response:

Options to remove the median have been dropped from consideration.

Ms. Joey Potter:

Concerned about noise impacts to the Metropolitan Washington Ear, the only radio-reading service for the blind and handicapped in the greater Washington area.

SHA Response:

This is the same concern as the Marvin Memorial Methodist Church.

Mr. Frank Mahlman, North hills of Sligo Civic Association:

Opposed to widening of Leighton Avenue as it would encourage cut-through traffic. Opposed to the Contra Flow and the 3-1-3 lane options.

SHA Response:

Options to remove the median and widen Leighton Avenue were dropped from consideration.

Ms. Mary Robbins, Dumont Oaks:

Supports light rail or monorail instead of underpass.

SHA Response:

Mass transit is under study but no such improvements are recommended with this study. See Section II.E.4.

Mr. Peter Chang, North Hills of Sligo Civic Association:
Opposed to the 3-1-3 and the Contra Flow options. Does not want neighborhood cut-through traffic.

SHA Response:
These options were dropped from consideration.

Mr. John Reilly, North Hills of Sligo Civic Association:
Concerned about the amount of property being taken and the associated cost. Also, concerned about environmental impacts.

SHA Response:
No improvements were selected in the Sligo Creek Parkway area. They have been deferred until development rates and patterns have been more clearly defined.

Ms. Beverly Rixon, Indian Springs Citizens Association:
Concerned about quality of life after the improvements.

SHA Response:
No improvements have been recommended in this vicinity. This is the Sligo Creek Parkway vicinity.

Mr. Brent Rouillier:
Concerned about pedestrian movements in Four Corners.

SHA Response:
Pedestrian movements have been accommodated within the at-grade option.

Joan Ennis, Allied Civic Group:
Supports US 29 Coalition position. Concerned about vehicle movement with the underpass options.

SHA Response:
The at-grade option was selected.

Mr. Frank Schaeffer:
Opposed to use of Leighton Avenue and St. Andrew's Way in a jug handle.

SHA Response:
These options have been dropped from consideration.

Mr. Walter Fisher:
Supports mass transit and wants to promote carpooling.

SHA Response:
A cooperative study is ongoing between the State and County to look at the appropriateness for mass transit. See Section II.E.4.

Mr. Charles Pritchard:
Opposes all grade separations.

SHA Response:
North of MD 650 several grade separations were selected, south none were selected.

Ms. Rita Schaeffer:
Opposes any improvements. Supports adding more buses, increasing parking fees, and reducing Metro fares from Silver Spring.

SHA Response:
Metro fares and parking fees are out the jurisdiction of the SHA. These elements were considered when the local planners were revising their master plans.

Mr. Brent Rouillier on behalf of Mr. Frank Lyon:
Supports at-grade solution and/or a light rail system.

SHA Response:
The at-grade solution was selected.

Mr. White:
Opposes improvements feeling they is no adequate time savings.

SHA Response:
By reducing the congestion at the intersections, vehicles will achieve a time savings.

INDIVIDUAL TESTIMONY PROVIDED TO A COURT REPORTER

Mr. Fred Brown:
With any option wants to retain the median.

SHA Response:
Options to remove the median were dropped from consideration.

Mr. Frank Howard:
Supports building more mass transit.

SHA Response:
Studies are ongoing.

Ms. Elizabeth Sanders:
Wants sidewalks in Four Corners and adequate pedestrian signal timing to cross US 29.

SHA Response:
These elements are provided with the at-grade option.

Mr. Ken Noble:
Supports Alternative C-5.

SHA Response:
This alternative was not selected.

Mr. Donald Esterling:
Supports mass transit. Opposed to Contra Flow based on safety reasons.

SHA Response:
Contra Flow was dropped due to safety and access issues.

Mr. Ronald Lane:
Supports Alternative C-5.

SHA Response:
Alternative C-6 Modified, the at-grade option, was selected.

Ms. Jean Dunnigton:
Put more buses on US 29 and provide subsidy.

SHA Response:
Continuing mass transit study in cooperation with Montgomery County. See Section II.E.4.

Ms. Dara Howard:
Opposed to any underpass option.

SHA Response:
The at-grade option, Alternative C-6 Modified, was selected.

Mr. Howard Levine:
Supports Alternative C-4 or C-5.

SHA Response:
The at-grade option, Alternative C-6 Modified, was selected.

Mr. Leopold May:
Supports light rail.

SHA Response:
Continuing mass transit studies are ongoing in cooperation with Montgomery County. See Section II.E.4.

Ms. Teresa Dunnington:
Concerned about the width of lanes, lane markings and travel speeds.

SHA Response:
Current AASHTO standards were used in the development of the alternatives.

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

Contract No. M 425-101-370, PDMS No. 152019
SUPPLEMENTAL PUBLIC MEETING
US 29 - Sligo Creek Parkway to
MD 650 (New Hampshire Avenue)

Tuesday, March 20, 1990, Northwood/Sherwood High School



Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

NAME NANCY WILLIAMS DATE 3/30/90

PLEASE PRINT ADDRESS 10415 INWOOD AVE.
CITY/TOWN SILVER SPRING STATE MD ZIP CODE 20902

March 28, 1990

Ms. Nancy Williams
10415 Inwood Avenue
Silver Spring, Maryland 20902

Dear Ms. Williams:

Thank you for letter regarding the US 29 project planning study. Your comments are appreciated and will be incorporated into the remainder of the study.

The purpose of the meeting held March 20th was to keep the general public informed of the developments in the US 29 project planning study. Over the past year, the State Highway Administration, along with the Montgomery County Department of Transportation, the Maryland-National Capital Park and Planning Commission, and local citizen groups, have developed new alternatives at the Four Corners area and for an HOV/Express bus alternative. We wanted to give everyone an opportunity to review and comment on the proposals.

In your letter you stated two specific points of concern. The first was about the air quality in the underpass. A grade separation would provide for better air quality. Most air and noise pollution is created when automobiles start and stop. So by reducing the congestion, we would in turn reduce the air and noise impacts.

Your second point was regarding the size of stations for light rail. True, the stations themselves are not that large, but where the majority of the land is needed is to provide adequate parking facilities. Along US 29 between Sligo Creek Parkway and New Hampshire Avenue (MD 650), there is very little vacant land adjacent to the roadway. This is a major problem with trying to implement a light rail system in this area.

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

It's depressing that SHA keeps coming back with a tunnel. I care about the quality of life in Silver Spring - a tunnel is a terrible idea. So is contra-flow - it's dangerous.

I favor light rail, at the very least enough public transportation to give the drivers a reasonable alternative. I repeat what I wrote after the last hearing: of all the SHA alternatives, no growth and no handles are the least objectionable. HOV would obstruct the area and God help the pedestrians. Don't take the medians.

* Air quality in tunnel would be awful, esp in summer. Destruction of 4 corners & its businesses is not acceptable.

* It's not necessary to have large stations off the mainline, e.g. Pittsboro's train has compact stops.

Referring to the resolution of condemnation - get the information the SHA underwent is determined to ram the

Please add my/our name(s) to the Mailing List. bad alternatives down our throats.

Please delete my/our name(s) from the Mailing List. threats of the last hearing

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List. people were overwhelmingly opposed to tunnel, contra-flow, etc. So why are we going thru this again?

This is not democracy.

My telephone number is 301-111-1170

Teletypewriter for Impaired Hearing or Soseen
333-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5082 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

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Ms. Nancy Williams
Page Two

I would like to thank you for your interest in the highway development process as it relates to the US 29 planning study. Please contact us again if we can provide any further assistance. I can be reached in Baltimore at (301) 333-1139 or toll free 1-800-548-5026.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by: *George W. Walton*
George W. Walton
Project Manager
Project Planning Division

GW:ih

VII-143

325

Frank John Schaffer, M.D.
509 Leighton Avenue
Silver Spring, Maryland 20901

March 17, 1990.

Mr. Neil J. Pederson, Director,
Office of Planning and Preliminary
Engineering,
State High Administration,
707 North Calvert Street,
Baltimore Md., 21202.

Dear Mr. Pederson:

With reference to the Colesville Road changes, this has specific reference to the proposed jug handle which would start at Sligo Creek, go up St. Andrews way and right up Leighton Avenue to exit again on Colesville Road.

You and your people have heard from the residents of this area, concerning this jug handle, many times. We have repeatedly told you that "we don't want this, don't plan for it, don't do it". Yet, although we know you hear us, you seemingly don't pay any attention to us.

This - The North Hills of Sligo Park - is and for many years has been a very nice and quiet residential community. Now, for a comparatively poor reason, you would wish to destroy our community by running the main highway through it.

My wife and I and nine of our neighbors live on the two lane Leighton Avenue. If you would somehow pus your jug handle plan to fruition you would not only convert St. Andrews Way and Leighton Avenue to a turn-around but convert Leighton Avenue to an exit thoroughfare for our entire community. This in turn would mean that you would have to widen our street by cutting back the property on both sides. Our homes would then be closer to the cars and trucks than they are on Colesville Road. The noise would be horrendous! The safety factor for our pedestrians would drop. And probably worst of all, especially for those of us that live at the corner of Leighton Avenue, would be the high concentration of toxic fumes from the cars and trucks that would pass close to the front of our homes.

Frank John Schaffer, M.D.
509 Leighton Avenue
Silver Spring, Maryland 20901

Page 2

Mr. Pederson, I would like to have you and members of your staff put yourselves in our shoes for a few minutes. Suppose you lived in my home - 509 Leighton Avenue. How would you react to this particular jug handle proposal?

Oh, yes, then there is the proposed light at Colesville and Leighton. There already is a light only several hundred feet south of Leighton Avenue. This permits the funneling of southbound traffic into Franklin Street, or a turn into northbound Colesville Road. Why not work with what you already have?

Sincerely yours,

Frank J. Schaffer, M.D.
Frank J. Schaffer, M.D.

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Frank J. Schaffer
509 Leighton Avenue
Silver Spring, Maryland 20901

March 17, 1990.



Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

March 30, 1990

Mr. Neil J. Pederson Director,
Office of Planning & Preliminary Engineering,
State Highway Administration,
307 North Calvert Street,
Baltimore, Md., 21202.

Dear Mr. Pederson:

I am against plan in the Green Book - SH-100 PLAN TO PLACE
involving Leighton Avenue, Plate 11, Plate 14, Plate 15
and Plate 16. I am writing to protest strongly your latest
plans for Colesville Road, Leighton Avenue and St. Andrews
Way.

I live at 509 Leighton Avenue and view with horror and dismay
the idea that you could even contemplate invading our quiet
neighborhood. Main roads such as Colesville Road (Route 29)
were meant to carry traffic, not neighborhood streets
anywhere. This proposed invasion of Leighton Avenue is
extremely shortsighted (we have young children walking down
our street to catch the school bus at St. Andrews Way).
It will not really solve your problem because the traffic
will funnel right back to Colesville Road create an
enormous backup.

It is my belief that you want car drivers to use the Metro.
That is why it was built and has station at Silver Spring.
Widening roads and invading neighborhoods to "improve smooth
flow of cars" defeats that purpose categorically.

The way to get drivers to use the buses and Metro is to
run double-decked buses (clean) every few minutes at rush
hours to and from the Metro; free to any outlying area, charge
25¢ no matter where they board; \$1.00 for the Metro; raise
parking fees to discourage driving. That will fulfill your
desire to get people out of their cars, and will increase
bus and metro revenues. It will, in addition, be far cheaper
and more cost effective than any present plan.

I would be glad to hear from you regarding the above. Yes.
I would be glad to subsidize the above suggestion that I made.

Sincerely,
Frank Schaffer

Dr. and Mrs. Frank J. Schaffer
509 Leighton Avenue
Silver Spring, Maryland 20901

Dear Dr. and Mrs. Schaffer:

This is in response to your March 17th letters regarding the
latest proposals in the US 29 project planning study. Thank you
for your input; it will become a part of the project record and
will be considered in our decision-making process.

The project planning study for US 29 in Montgomery County
has been ongoing for approximately four years. Early in the
study, the planning team recognized the need to provide transit
in this corridor. Due to the physical constraints, especially
south of the Baltway, removing the median of Colesville Road for
the express bus/HOV lane was studied. Noted on plate 11 of the
supplemental public hearing brochure as the 3-1-3 lane configura-
tion, this plan was subject to opposition from the citizens of
North Hills of Sligo and Indian Springs due to lack of community
access and the widening of Leighton Avenue.

To address community access, a continuous center left turn
lane was added yielding the 4-1-2 lane configuration (plate 10).
Although preferable, the 4-1-2 still required the removal of the
median.

Plates 14 and 15 represent the latest concept in this
portion of US 29 for providing transit in the corridor. Contra-
flow is the result of citizen request to preserve the median,
while still providing a time-savings advantage to transit
vehicles. As shown on plates 14 and 15, the contra-flow proposal
does not require the jug-handle movement or widening of Leighton
Avenue.

Let me assure you that we have heard the objections from the
community and do not condone rerouting commuter through traffic
onto your neighborhood streets. Therefore, the 3-1-3 lane
configuration has been labeled "not preferred".

My telephone number is (301) 333-1110

Teletypewriter for Impaired Hearing or Speech
303-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
307 North Calvert St. Baltimore, Maryland 21203-0717

Dr. and Mrs. Frank J. Schaffer
Page Two

The State Highway Administration agrees with your opinion that the US 29 corridor should be used to move people, not necessarily automobiles. Our express bus proposal serves this initiative by providing its patrons a travel time savings. However, to fully realize this savings, several roadway improvements need to be implemented.

Thank you again for your involvement in the highway development process as it relates to the US 29 study. If we can provide further assistance, please feel free to contact me or the project manager, Mr. George Walton. George can be reached in Baltimore at (301) 333-1139 or toll free 1-800-548-5026.

Very truly yours,

Neil J. Pedersen

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

NJP:ih

cc: Mr. Louis H. Ege, Jr.
Mr. Creston Mills

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. M 425-101-370. PDMS No. 152019

SUPPLEMENTAL PUBLIC MEETING

US 29 - Sligo Creek Parkway to

MD 650 (New Hampshire Avenue)

Tuesday, March 20, 1990, Northwood/Sherwood High School



Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

April 17, 1990

NAME Charles A. Whitten DATE Apr. 4, 1990

PLEASE PRINT ADDRESS 9606 Sutherland Road

CITY/TOWN Silver Spring STATE MD ZIP CODE 20901

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

The statement for Alternative B does not adequately emphasize the significant benefits which can be achieved by restricting (eliminating) left turns at the Four Corners intersection. During the time when six to ten cars are making left turns, three lanes of advancing traffic are stopped. Because the speed of the forward movement of cars is somewhat greater than that of left-turning cars, there would be an increased flow of more than thirty cars during the saved time. Due to the controls established by traffic lights at Sligo Creek, Franklin and those north of Four Corners, the jug-handle proposal would assist in maintaining a uniform flow. As indicated by many other citizens, the proposal for an underpass indicates an abnormal flow resulting in serious congestion at the above mentioned traffic lights.

We favor adoption of Alternative B with one exception. We strongly oppose the removal of the median. The volume of pedestrian traffic with the consideration for their safety has been vigorously emphasized by many citizens of the region. We support their views.

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. Charles A. Whitten
9606 Sutherland Road
Silver Spring, Maryland 20901

Dear Mr. Whitten:

This letter is in response to your recent correspondence regarding the project planning study for US 29 in Montgomery County. Your comments and support of Alternative B at Four Corners are appreciated and will be made part of the official project record.

The median removal through the Four Corners intersection is not directly related to the build alternatives. Instead, the removal of the median is a consequence of the transit option. To fully realize the time savings necessary in the corridor, the transit treatment must continue south of New Hampshire Avenue. The Contra-Flow option provides this extra travel lane without removing the median. Alternative B, or any other build alternative, could be implemented with this lane treatment.

The charts on page 14 of the project brochure are not complete. They were simply meant to illustrate the relative distribution of traffic within the intersections themselves. You are correct when saying the traffic entering and leaving the intersection must be equal.

Thank you again for your insightful comments. If we can provide any additional information, please contact the project manager, Mr. George Walton. George can be reached in Baltimore at (301) 333-1139 or toll free 1-800-548-5026.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by: George W. Walton
George W. Walton
Project Manager
Project Planning Division

LHE:AHS:kw

My telephone number is (301) 333-1139

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 383-0431 O.C. Metro - 1-500-492-5082 Statewide Toll Free

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CHARLES A. WHITTEN
8000 SUTHERLAND ROAD
SILVER SPRING, MARYLAND 20911

P. S.

April 4, 1990

I suggest that your engineers review the "Percentage Traffic Distribution" figures shown on page 14. The sums of the percentage values for all traffic entering and leaving the intersection from the four directions should equal 100. The numbers as shown suggest the relative differences for entering and turning but do not show the leaving. The error in reasoning is due to placing numbers within the intersection. The intersection might be a rotary, a rectangle, or a point. The cars within the intersection are the result of having entered. They are merely a sub-set. The percentages for left and right turners from each direction might be shown but the impact of such is also shown by indicating the leaving percentages for each direction.

As one engineer to another, "thank you for your attention".


Charles A. Whitten

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COMMENTS AND SUGGESTIONS ON THE STATE HIGHWAY ADMINISTRATION PROJECT
CONTRACT M 425-101-370, PDMS No. 152019, US 29 - Sligo Creek Parkway to
Md. 650 New Hampshire Avenue

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. M 425-101-370, PDMS No. 152019
SUPPLEMENTAL PUBLIC MEETING
US 29 - Sligo Creek Parkway to
MD 650 (New Hampshire Avenue)
Thursday, March 20, 1990, Northwood/Sherwood High School

RECEIVED

APR 5 1990

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

by Richard and Sylvia G. Humphrey
9300 Colesville Rd., Silver Spring, Md. 20901

1. As long-time residents and taxpayers living in Montgomery County, we are writing to protest the State Highway Administration's proposed plan for modifying Route 29 (Colesville Road). The plan as proposed would be a serious detriment to the safety and security of our North Hills of Sligo Community. It does not provide sufficient safety margin for homeowners, pedestrians and motorists alike. We are categorically opposed to:

1. Widening Colesville Road and removing the median south of Franklin Avenue down to Sligo Creek Parkway.
2. Taking more property from homeowners who have houses along the west side of Colesville Road in order to add more highway lanes.
3. Restricting the use of St. Andrews Way and blocking entry from this street into Colesville Road.
4. Changing the intersection at Sligo Creek Parkway as a way of "streamlining" Rt. 29 rush-hour traffic.

2. It is our understanding that plans call for removal of our median strip on Colesville Road in order to increase traffic capacity between University and Sligo Creek Parkway. This removal will create a narrow, high-occupancy vehicle (HOV) lane for use by buses and van pools during rush hours. Though that sounds good in theory, because this "expressway" is funneling high-speed traffic into a dead-end at Georgia Avenue or 16th Street, it is fantasy to expect an HOV will substantially reduce traffic congestion. But even if one buys this fantasy, SHA planners have already acknowledged that it is only likely to prove a temporary stop-gap remedy. Within 5 years it's their expectation that development to the North will increase enough to offset this remedy.

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NAME Sylvia and Richard Humphrey DATE 30 March 90

PLEASE PRINT ADDRESS 9300 Colesville Road

CITY/TOWN Silver Spring STATE Maryland ZIP CODE 20901

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

See attached comments as follows:

1. COMMENTS ON SHA PROJECT CONTRACT M 425-101-370, PDMS No. 152019, US 29 - Sligo Creek Parkway to Md. 650 New Hamp Ave.

SUGGESTIONS FOR CONSIDERATION AS PART OF THE COLESVILLE ROAD PROJECT

Please add my/our names to the Mailing List.*

Please delete my/our names 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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3. This cheap transient solution of median removal will come at the expense of the safety of pedestrians in our neighborhood. Crossing Colesville Road on foot between University Blvd. and Sligo Creek Parkway is difficult now, even with the median strip. Take it away, and there's no place for pedestrians to wait in reasonable safety. If crossing is more difficult, bus ridership by neighborhood residents may decrease--since at least once a day they'll have to cross Colesville to get to or from a bus stop. It may also discourage use of the YMCA and area churches by pedestrians--particularly older residents or others who may not drive.

4. Even if the state were to propose a possible pedestrian overhead walkway spanning Colesville Rd., this doesn't solve the problem. First, only one walkway is planned between Sligo Creek Parkway and University Blvd.--not enough to make pedestrian traffic safe and convenient along the entire stretch. Second, there is no assurance that the walkway will be accessible to those in wheelchairs or pushing strollers. Such walkways also take up land and are terrible eyesores. They threaten to give our suburban community the look of an urban expressway.

5. In the interest of safety and security, we strongly oppose losing our front lawns to Colesville Road traffic. To aid those southbound commuters turning from Colesville Rd. during morning rush hours--without sacrificing any of the four lanes of traffic going on into downtown Silver Spring, SHA would carve out an extra lane from the properties of homeowners bordering the west side of Colesville Road from Franklin Avenue to Sligo Creek Parkway. We stand to lose valuable land, and more important, this plan would create a dangerous situation for pedestrians, residents and motorists alike.

6. Widening Colesville Road by taking our front yards does not make sense. Currently homeowners have had virtually no margin of safety against the onslaught of traffic coming south on Colesville Road. Over the past 5 years, Montgomery County Police have reported an alarming number of traffic accidents and resultant property damage along the southbound lanes of Colesville Road from Franklin Avenue to Sligo Creek Parkway. One has only to witness the condition of the front yards of the homes

along this portion of the Colesville Road corridor to understand how important it is to maintain a safety barrier against traffic. Homeowners have had to bear the brunt of vehicle damage to their front yards time and time again in this area. Speedsters have run up on their embankments, flattened flag poles and power poles, destroyed railings and shrubbery, cut into the fire hydrant many times, demolished retaining walls, and generally have destroyed the beauty of their lawns. The evidence of this damage remains an eyesore and a constant reminder of the hazardous situation for motorist, homeowner and pedestrian alike. There simply is no margin for safety in this area. In one particular incident last June, a taxi ran up the steep grade along three properties (9300, 9304, and 9308 Colesville Rd.) crushing everything in its path, going at a high rate of speed, tore up porches, railings, shrubbery, and retaining walls, coming to rest precariously at an angle on a stone wall it had wrecked. Most important, the taxi came only inches from plowing into the dining room of the house at 9304 (home of Mr. and Mrs. Buckley). There is an ever-present danger because of the narrow margin between the home yards and the fast-moving lanes of traffic. Taking more land away from these properties and further increasing the risk of danger and death at the hands of speeding motorists and the resultant vehicular accidents is unthinkable. Please don't ask us to give up this important safety buffer, narrow though it is. We need every inch as a margin of safety between us and the traffic.

7. We are also very concerned about the plan to widen the mouth of Sligo Creek Parkway to several more lanes. This ridiculous plan would promote high traffic density on a 25mph parkway designed to access to parks and recreation. The plan would endanger the safety of pedestrians, school kids, joggers, and bikers, and others crossing Colesville Road at that intersection. And handicapped people would have no chance at all.

8. Finally, the proposed closing off of St. Andrews Way at Colesville Road is completely unacceptable to us residents here who use this key intersection daily. It is not fair that we have to lose a primary entrance to our North Hills of Sligo neighborhood just to keep commuter traffic moving. Also, this plan would block the access to St. Andrews Way by emergency vehicles and that could be a matter of life and death.

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SUGGESTIONS FOR CONSIDERATION AS PART OF THE COLESVILLE ROAD PROJECT

by Richard and Sylvia G. Humphrey
9300 Colesville Rd., Silver Spring, Md. 20901

We respectfully submit the following suggestions for consideration of the State Highway Administration and the Montgomery County Council and County Executive. We submit these ideas in the interest of safety for our North Hills of Sligo community.

1. CONSTRUCT A SIDEWALK along the west side of Colesville Road between Four Corners and Sligo Creek Parkway, using existing land at the curb. Such a sidewalk would encourage pedestrians to walk to buses, increase walking safety and provide a buffer for properties and the Rt. 29 lanes of traffic. Currently, walkers have little or no chance to proceed with safety along the grassy and rutty edge of the road as they struggle to make their way to bus stops and intersections and cross the road. The road curves dangerously at the top of Franklin Avenue southward so that pedestrians have no chance to see oncoming traffic. We feel that homeowners along the west bank of Colesville Road would welcome the construction of a sidewalk in front of their homes, even if it meant taking a bit of their yards to make it happen. We would all benefit.
2. REDUCING THE TRAFFIC SPEED ON COLESVILLE ROAD from Four Corners to Sligo Creek Parkway from 40mph to 35mph. This new speed would match the 35mph speed now enforced farther south between Sligo Creek and Georgia Avenue. The 40mph speed we now must endure is too fast for most motorists to negotiate, due to the sharp curve at the top of Franklin Avenue. The motor vehicle accident rate is phenomenal along this section of Colesville Road. The area is very dangerous. A reduced speed would reduce the number of accidents and provide a margin of safety for pedestrians as well. Right now this strip of road is an accident waiting to happen.
3. PROVIDE IMPROVED ROAD MARKINGS AND LIGHTS TO WARN MOTORISTS of the dangerous curve and light at Franklin Avenue. Better street lighting is sorely needed to help drivers and pedestrians alike. We also suggest the planting of trees along the median between the south and north lanes of Colesville Road to aid motorists and reduce glare of headlights at this dangerous strip of highway.

4. EXTEND THE WASHINGTON METRO SUBWAY SYSTEM from Silver Spring to Burtonsville. This would immeasurably reduce vehicular traffic along the entire Rt. 29 corridor and would essentially make the SHA proposal now being considered for Rt. 29 obsolete. This would be the better use of our hard-earned taxpayers' money.



Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

April 18, 1990

Mr. and Mrs. Richard Humphrey
2300 Colesville Road
Silver Spring, Maryland 20901

Dear Mr. and Mrs. Humphrey:

Thank you for your recent letter regarding the US 29 project planning study. Your comments are appreciated and will be considered during the remainder of the study.

You expressed several concerns pertaining to the alternatives developed during the study and offered several suggestions. First, let me respond to your concerns.

You stated in your letter that you were against the removal of the median between Franklin Avenue and Sligo Creek Parkway. One option under the contra-flow alternative does require the taking of the median here, while another does not. Pedestrian and vehicular safety issues will be a principal consideration in the decision regarding whether the median should be retained between Franklin Avenue and Sligo Creek Parkway.

Next, you discussed the taking of property along the west side of Colesville Road in order to add more travel lanes. This option was developed to maintain a balance of lanes for the morning traffic heading towards Silver Spring. Colesville Road has four travel lanes south of Sligo Creek Parkway, and by adding the lane north of Sligo Creek Parkway, we can allow for left turns from US 29 onto Sligo Creek Parkway. This land is currently owned by the State Highway Administration.

You also were concerned about the addition of lanes on Sligo Creek Parkway. These lanes are not for the length of the parkway; they are only located at the intersection with Colesville Road. Their purpose is to allow for the turning movements to be separated from the through movements, thereby reducing congestion in the intersection. They are not intended to promote high traffic density.

My telephone number is (301) 333-1110

Teletypewriter for Impaired Hearing or Speech
203-7555 Baltimore Metro - 365-0431 D.C. Metro - 1-800-492-5082 Statewide Toll Free
727 North Calvert St., Baltimore, Maryland 21203-0717

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Mr. and Mrs. Richard Humphrey
Page Two

Regarding the restriction of movements on St. Andrews Way, we are trying to develop alternatives that will allow full access while maximizing the service capability of the US 29/Sligo Creek Parkway intersection.

In reference to your suggestions of adding sidewalks, reducing the posted speed, and improving the road markings, these are all under the jurisdiction of our district office. I am forwarding a copy of your letter to Mr. Creston Mills, our District Engineer for Montgomery and Prince George's counties, for his consideration.

Finally, with regard to your suggestion to extend the Metro from Silver Spring to Burtonsville, some of the same problems exist with this concept that existed with a light rail system, i.e., lack of vacant land to build the stations or locate adequate parking areas, with much higher costs than those of the proposed priority bus system.

If you have any further questions or comments regarding this study, please feel free to contact me or the project manager, George Welton. George's telephone number is (301) 333-1139 or toll free 1-800-548-5026.

Very truly yours,

Neil J. Pedersen

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

JP:ih

cc: Mr. Creston Mills (w/incoming)
Mr. Louis H. Ege, Jr.

VII-153

335

4 574



Marvin Memorial United Methodist Church

33 UNIVERSITY BOULEVARD, EAST
SILVER SPRING, MARYLAND 20901
803-8100

March 23, 1990

Mr. Neil Pederson, Director
Office of Planning & Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

Dear Mr. Pederson:

Please carefully consider the enclosed position of our church with regard to upgrading Route 29 at Four Corners. This position was overwhelmingly approved by our Administrative Board, the official governing body of our local church. It was partially presented, as the three minute limit allowed, at the State Highway Administration hearing at Northwood High School on March 20.

Thank you for your time and attention in reviewing our concerns and recommendations.

Sincerely,

Lincoln Talbot

Lincoln Talbot, Chairman
Administrative Board

Bruce Smith
Bruce Smith, President
Board of Trustees

Mr. Lincoln Talbot
Mr. Bruce Smith
Page Two

Also, Montgomery County is in the process of planning improvements to some intersections in the Silver Spring vicinity. For specifics on that matter, please contact Mr. Robert McGarry, Director of the Montgomery County Department of Transportation, Executive Office Building, 101 Monroe Street, Rockville, Maryland 20850. (301) 217-2170.

Finally, we agree that the long-term solution is mass transit and we have been working with the county to implement a system that would result in significant improvements in transit service and increased patronage. As you are probably aware, we recently opened a shoulder bus operation north of New Hampshire Avenue. This is the first of several steps that will be taken to establish priority treatment for mass transit in the US 29 corridor.

If you have any further questions or comments, please feel free to contact me or the project manager, George Welton. George can be reached in Baltimore at (301) 333-1139 or toll free 1-800-548-5026.

Very truly yours,

Neil J. Pedersen

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

NJP:lh

cc: Mr. Craston Mills
Mr. Louis H. Ege, Jr.

VII-154

RECEIVED

MAR 28 1990

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

330

POSITION OF MARVIN MEMORIAL UNITED METHODIST CHURCH REGARDING
THE PROPOSED UPGRADING OF U.S. ROUTE 29 AT FOUR CORNERS

Our church is located on an island between the east and west lanes of University Blvd. bordered on the west by Colesville Rd. (U.S. 29). We are a seven day a week operation. In addition to many day and night activities associated with a large urban church, we house a large nursery school (175 pupils) and the Washington Ear recording and broadcast studio, a regional public reading service for the blind.

Because of our location, the possibility of losing church land, and our concern for the well-being of the community, we want to address critical issues affecting us if the State of Maryland constructs an underpass at Four Corners. We feel that any such construction will have a severely adverse impact upon Marvin Church and the residents and businesses nearby.

We are greatly concerned about possible structural damage to the church due to excavation close to our foundation and/or the use of explosives or heavy equipment during excavation. We will incur added maintenance and replacement costs including extra painting and cleanup from heavy red soil and dust deposits during construction. If any underpass option (especially C-4 or C-5) is chosen, we expect the high noise level during construction just a few feet from our windows to make it impossible to conduct business in the church offices.

The nursery school, Washington Ear, vacation bible school, weddings and receptions will be hampered and we will lose critically needed contributions. Our contract with Washington Ear allows them to terminate their lease and ministry at Marvin Church if excessive noise or vibration levels related to the road construction make conditions unsuitable to their operation. At best, access to the church will be limited, difficult, and messy. The worst case scenario is that the church virtually would be unusable during much of a two and a half year or longer construction period. Increased costs and loss of income will seriously jeopardize our programs.

During construction of an underpass, pedestrian and vehicular access to and around Four Corners undoubtedly will be dangerous and difficult. Many businesses, which are part of the church community, are likely to fail. Traffic jams during construction will be worse than they are now. Since, at times it will be necessary to detour traffic through neighborhood streets that don't have sidewalks, and cut-through traffic will increase, we are concerned with the safety of pedestrians and especially neighborhood children going to and from school. The anticipated accidental interruption of utilities related to construction will cause additional hardship to the community.

In our opinion, building an underpass is not an acceptable solution because it will cause large backups at succeeding intersections. Since Colesville road traffic must be metered in a controlled manner by use of traffic signals through the congested intersections at Silgo Creek, Dale Dr., Spring St., Fenton St., Georgia Ave. and East West Hwy., the anticipated advantages of an underpass at Four Corners are limited. Solutions to congestion south of Four Corners should be implemented before, not after, major road construction at Four Corners. Estimates of gridlock for the beltway vary but it is likely that, even prior to completion of an underpass, traffic attempting to merge onto the beltway will be backed up on to Rt. 29.

We believe a jughandle alternative, designed to prevent cut-through traffic at Lexington Dr. and shifted slightly to the undeveloped land south of the church, will substantially reduce the bottleneck problems at Four Corners with considerably less disruption during construction and at substantially less cost (\$5 million vs \$35 million for the underpass). Shorter construction time will reduce the damaging effects associated with the construction. Presently, back-ups in the north and southbound left turn lanes on Rt. 29 at University Blvd. quite often block a through-lane reducing flow by a third. The provision of significantly more park and ride lots if combined with the jughandle construction will further reduce and possibly eliminate the traffic flow problems.

We feel that the only long-term solution to a sizable portion of the air pollution, acid rain, and ozone layer problems is to lessen automobile traffic by designing adequate mass transit systems. We therefore request, prior to any underpass construction, the implementation of an in-depth independent study of mass transit, especially light rail, encompassing Montgomery, Howard, and Prince Georges counties. Montgomery county action to downgrade the Rt. 29 corridor now, also will help control future growth and traffic congestion.

As a church serving the community, we believe that \$35 million may better be spent on pressing social and environmental needs than on construction of an underpass. The health of the world depends upon the environment in which we live. The quality of life of our children and grandchildren depend upon environmental decisions made concerning projects like we are discussing tonight. Certainly, transportation solutions must be long-term rather than stopgap and soon obsolete.

Approved by:

Marvin Church Rt. 29 Task Force — March 5, 1990
Marvin Church Board of Trustees — March 12, 1990
Marvin Church Administrative Board — March 19, 1990



**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

April 18, 1990

Mr. Lincoln Telbot, Chairman
Administrative Board
Mr. Bruce Smith, President
Board of Trustees
Mervin Mamoriel United Methodist Church
33 University Boulevard, East
Silver Spring, Maryland 20901

Dear Messrs. Telbot and Smith:

Thank you for your recent letter regarding the US 29 project planning study. Your comments are appreciated and will be considered throughout the remainder of the study.

In your letter, you stated several issues that were of concern to you and the church. Regarding the disruption that will occur during construction, we will try to do everything within reason to accommodate the church. If a build alternative is selected, particularly one of the underpass options, there will be noise and dust during construction. We will formulate a construction plan to minimize this as much as possible. We will also take precautions to insure against damage to the church or its foundation.

You were also concerned about the congestion during construction and that traffic would be forced onto neighborhood streets. The State Highway Administration has a policy of maintaining the existing number of lanes during the course of the construction period. Pedestrian and vehicular access to all businesses and the church will be maintained during and after construction.

Construction of an underpass is not expected to significantly increase congestion at succeeding intersections over today's lavale. By utilizing the remaining signals on Colesville Road, we will be able to platoon the traffic, thus controlling the arrival of vehicles at these intersections. This will maintain the current levels of service at these intersections. Studies show that an underpass improves traffic flow in the evening peak. By removing the bottleneck at Four Corners in the northbound direction, the backups that occur on the beltway ramps could be eliminated. This would be a significant safety improvement.

My telephone number is (301) 333-1110

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0431 D.C. Metro - 1-800-492-5062 Statewide Toll Free
207 North Calvert St. Baltimore, Maryland 21203-0717

Mr. Lincoln Telbot
Mr. Bruce Smith
Page Two

Also, Montgomery County is in the process of planning improvements to some intersections in the Silver Spring vicinity. For specifics on that matter, please contact Mr. Robert McGerry, Director of the Montgomery County Department of Transportation, Executive Office Building, 101 Monroe Street, Rockville, Maryland 20850, (301) 217-2170.

Finally, we agree that the long-term solution is mass transit and we have been working with the county to implement a system that would result in significant improvements in transit service and increased patronage. As you are probably aware, we recently opened a shoulder bus operation north of New Hampshire Avenue. This is the first of several steps that will be taken to establish priority treatment for mass transit in the US 29 corridor.

If you have any further questions or comments, please feel free to contact me or the project manager, George Walton. George can be reached in Baltimore at (301) 333-1139 or toll free 1-800-548-5026.

Very truly yours,

Neil J. Pedersen

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

NJP:ih

cc: Mr. Creston Mills
Mr. Louis H. Ege, Jr.

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Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Greater Colesville Citizens Association
P.O. Box 4087
Colesville, MD 20914

April 2, 1990

April 20, 1990

Mr. Edward Watzlar, President
Greater Colesville Citizens Association
P.O. Box 4087
Colesville, Maryland 20914

Dear Mr. Watzlar:

Thank you for your recent letter regarding our project planning study for US 29 in Montgomery County. Your interest in the highway development process is appreciated.


Your comments concerning the latest proposals at Four Corners have been added to the project record and will appear in the public meeting transcript.

Thank you again for your comments. If we can provide any additional information, please contact the project manager, Mr. George Walton. George can be reached in Baltimore at (301) 333-1139 or toll free 1-800-548-5026.

Very truly yours,

Louis H. Egan, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by:


George W. Walton
Project Manager
Project Planning Division

LHE:ANS:lr

333-1139

My telephone number is (301) _____

Teletypewriter for Impaired Hearing or Speech
362-7555 Baltimore Metro - 555-0451 D.C. Metro - 1-800-452-5082 Statewide Toll Free
200 South College St. Baltimore, Maryland 21201-0717

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

Re: US 29 - Sligo Creek to MD 650

Dear Sir:

Greater Colesville Citizens Association represents some 3000 households surrounding the New Hampshire Avenue and Randolph Road intersection. As such, our homes are not impacted by any of the proposed changes to the Four Corners area. However, we are impacted because we travel US 29, New Hampshire Avenue, and other roads affected by proposed improvements.

Summary. Our first reaction was to support one of the underpass/overpass options. However, we do not now support any of the underpass/overpass options. Rather we support the simple at-grade improvements of using jug-handle turn lanes to provide left turns along University Boulevard. We also urge that the State Highway Administration, Montgomery County DOT, and the Montgomery County Planning Commission conduct a joint study to develop an effective public transportation system.

Underpass/overpass limitations: The new underpass/overpass Alternatives C-4/C-5/D-3-4/D-3-5 are much better than the previous underpass/overpass alternatives. GCCA thanks the State Highway Administration for listening to citizen suggestions.

The use of the underpass/overpass options C-4/C-5/D-3-4/D-3-5 with those modifications suggested below would improve the level of service (LOS) to "C", at least in theory. GCCA believes that in reality a small improvement will occur, and that the LOS will still be "F". We drive US 29 and the I-495 each work day. In the morning, the beltway traffic is slow from New Hampshire Avenue (or even I-95) to Georgia Ave on the outer loop. The reason for this slow traffic is the large number of vehicles entering the Beltway from US 29. The traffic starts to flow freely once it has had a chance to spread out, which takes the short distance between US 29 and Georgia Avenue. Improving Four Corners will just make the outer loop slower in the morning, with the result that traffic will back-up through Four Corners on US 29. Making improvements on US 29 from University Blvd. to Sligo Creek will create similar problems on US 29 going south into Silver Spring. Therefore, GCCA opposes any underpass/overpass alternative.

In addition to the limited LOS improvement, the underpass/overpass alternatives cost too much and impact upon the community too much during the construction period. The \$34 million to \$44 million is far too much to pay for one intersection improvement.

The funds should rather be spent on public transportation. We do not agree with Four Corners residents that the underpass/overpass alternative will decrease their quality of life; they already have a severely degraded quality of life with the traffic congestion, pollution, and cut-through traffic. We, however, agree with the Four Corners residents that the construction process will have a major impact on both residences and businesses. The impact could be tolerable if the construction process were short - done in the summer. A two year or four year construction period is not acceptable to either the Four Corners residents or those who use US 29 and University Blvd.

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If State Highway Administration decides to build any of the underpass/overpass alternatives, a plan needs to be developed to complete the process in one summer as it impacts the traffic. We would suggest US 29 be closed for July and August when traffic is light and detour traffic to New Hampshire Ave/I-495. Work during this period must proceed 24 hours per day, seven days a week until all the lanes have reopened.

Alternatives C-5 and D-3-5 if selected should be modified in order to improve the LOS. As designed, a traffic signal is planned for US 29 to allow pedestrians and buses to cross. A pedestrian underpass at US 29 should be constructed instead to allow them to cross. The buses should be forced to use the new University Blvd underpass. Changing the bus stops by a few 100 feet would accomplish this.

Need for Public Transportation: While GCCA opposes any of the underpass/overpass alternatives for the reasons stated above, GCCA, however, believes corrective action is required. We drive over all parts of Montgomery County and observe that most major roads are congested- an LOS of "F" is common. We also recently completed a Eastern Montgomery County Master Plan review with the result that some properties were rezoned or the subdivision plan modified to reduce future increased traffic congestion. These actions do not address the existing congestion.

GCCA has been considering these factors and has come to the conclusion that a major commitment needs to be made to public transportation. An area wide public transportation plan needs to be developed. It should include Metro-rail, Metro-bus, ride-on buses, light-rail, HOV lanes, and fringe parking lots. We can learn from the Europeans in this area since they faced the congestion problems a number of years ago and solved them with a good public transportation system.

It should be noted that a good public transportation system will not eliminate highway congestion for private vehicles. Governments should not attempt to eliminate this congestion - rather manage its severity. Congestion is the motivator for people to use public transportation. Congestion should be heavy for those areas where public transportation is an option and congestion should be light where public transportation is not an option.

There is much talk about the cost of public transportation to the user. We feel that this is only one factor. The other important factor is travel time. Many people will use public transportation if it is faster than using the automobile. Today, public transportation is in many cases much slower.

In terms of the public transportation options that have been included in the US 29 alternatives, GCCA strongly opposes the contra-flow approach as extremely unsafe. The use of the median for one lane is one option. The one lane would be for south bound traffic in the morning and for north bound traffic in the afternoon. Rather than use the median for express buses and HOV vehicles, a better option is to install a monorail system similar to the one used at Walt Disney World. The monorail system should go between the Silver Spring Metro-rail station and Burtonsville, if not further north into Howard County. From White Oak to Silver Spring, both a monorail and HOV lanes may be needed in the median.

In conclusion, the massive grade separated interchange at Four Corners is no longer a valid option. Rather, a well planned public transportation system is required. This system should include a monorail down US 29.

Sincerely,

Edward C. Estlar

Edward C. Estlar
GCCA President

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VII-158

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

Re: Proposed reconstruction of US 29 from Sligo Creek Parkway to
MD 650

Dear Sirs:

Please enter the following statement into the project record for
the 20 March 1990 Public Meeting on this subject.

As residents of the North Hills of Sligo, we are concerned about
the proposed reconstruction of US 29. The Maryland State Highway
Administration's proposals, as bound for the 20 March 1990 Public
Meeting, do not vary significantly from earlier proposals that
met with intense criticism from the community in previous Public
Meetings. It does not appear that the objections raised, and
suggestions made by the Community have been taken into
consideration.

It is clear to me, if not to the State Highway Administration,
that residents of the Route 29 Corridor will not accept the
following aspects of the State Highway Administration's
Proposals, in any of their various alternatives, concepts, or
options.

1. Grade Separation at the Intersection of US 29 and University
Boulevard - If implemented, this concept would be costly,
disruptive during construction, and displace current businesses.
During construction, commuters would be diverted into
neighborhoods and onto residential streets, such as Brunett
Avenue, which are not designed for through-traffic, and which do
not have sidewalks to protect pedestrians. Many of these
residential streets are already overburdened with automobiles
traveling at unsafe speeds. In addition to having a negative
impact on the character of these neighborhoods, commuter traffic
jeopardizes the safety of their residents.
2. Removal of the Median Strip Along US 29 - If implemented,
this concept would discourage the use of bus ridership, as it
would make it difficult and dangerous for pedestrians to cross US
29. The construction of overpasses would be an unsightly and
inconvenient alternative.
3. Elimination of Left Turn Lane on Southbound US 29 at Sligo
Creek - If implemented, rush hour traffic would be routed through
established residential neighborhoods. As noted above, many of
the neighborhoods in question do not have sidewalks, and through-
traffic would put neighborhood residents in danger, including
schoolchildren. It would significantly lower property values in,
and destroy the character of, those neighborhoods.

4. The Taking of Recreational Areas - The widening of Sligo
Creek at US 29 would sacrifice numerous mature trees up to four
feet in diameter to create additional lanes not warranted by
traffic levels.

The State Highway Administration has not responded to Community
demands for alternatives that are consistent with the residential
and recreational character of the Route 29 Corridor. They
continue to propose concepts that do not address issues and
concerns raised by the community which include: encouragement of
public transportation in lieu of single automobile commuting; the
problem of traffic congestion at intersections south of Sligo
Creek Parkway where automobile traffic is likely to bottleneck if
the State Highway Administration's proposals are implemented; and
discouragement of commuter shortcutting through residential
neighborhoods.

The Maryland State Highway Administration should learn from
mistakes made in northern Virginia and do its best not to repeat
them. The proposals made thus far will sacrifice close in
residential communities in an attempt to ease commuter traffic.
They will cause residents and businesses to leave the community,
and they will do little if anything, to ease commuter traffic.
Desirable alternatives to road construction, such as express
buses, HOV lanes, improved bus-stop locations and bus schedules,
and improved parking at metro stations have not been adequately
considered.

The State Highway Administration's No Build Alternative, would be
far preferable, than the disruptive and ineffectual alternatives
proposed.

Sincerely,

Mark and Elissa Keillett

Mark A. Keillett
Elissa S. Keillett



Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

April 20, 1990

Mr. and Mrs. Kellett
9621 Brunett Avenue
Silver Spring, Maryland 20901

Dear Mr. and Mrs. Kellett:

Thank you for your recent letter regarding our project planning study for US 29 in Montgomery County. Your interest in the highway development process is appreciated.

Your comments concerning the latest proposals for the reconstruction of Coleseville Road and the associated effects to the North Hills of Sligo community have been added to the project record and will appear in the public meeting transcript.

Thank you again for your comments. If we can provide any additional information, please contact the project manager, Mr. George Walton. George can be reached in Baltimore at (301) 333-1139 or toll free 1-800-546-5026.

Very truly yours,

Louie H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by: *George W. Walton*
George W. Walton
Project Manager
Project Planning Division

LHE:ANS:ih

My telephone number is (301) 333-1139

Teletypewriter for Impaired Hearing or Speech
363-7855 Baltimore Metro - 888-0481 D.C. Metro - 1-800-452-5082 Statewide Toll Free

VI-160

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DRAFT

PROJECT DEVELOPMENT
JAN 30 11 41 AM '80



**UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE**

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Management Division
Habitat Conservation Branch
Oxford, Maryland 21054

January 27, 1980

Louis H. Ege, Jr.
Deputy Director
Project Development Div. (Room 310)
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Mr. Ege:

The National Marine Fisheries Service (NMFS) has reviewed the Draft Environmental Impact Statement (EIS) for intersection/access improvements to U.S. Route 29 (Sligo Creek to the Patuxent River) in Montgomery County, Maryland.

NMFS is particularly concerned about impacts on riparian wetlands within the Anacostia River watershed, such as will occur from improvements to Rt. 29. Inter-governmental efforts (including programs under the new Chesapeake Bay Agreement) are currently working to improve water quality via retrofitting of stormwater systems and restore anadromous fish use via removal of barriers within this watershed. Conservation of floodplain wetlands and their associated water quality enhancing values in tributaries such as Sligo Creek, Paint Branch, and Little Paint Branch will be essential to the success of these programs.

While highway improvements discussed in the EIS will not result in largescale displacement of wetlands and stream habitat, the plan to widen the Rt. 29 corridor (proposed as a separate project) will compound the total impacts to the same portion of the Anacostia watershed. Therefore, impacts regarding both access/intersection improvements and corridor widening should be addressed within a single environmental document. 1

Of the various options presented in the EIS for improving access and intersections, we prefer those which will minimize riparian wetland losses. For example, Alternative B-1, or D-3-4 will minimize impacts to Wetland #1, which provides high nutrient and sediment control values to the Little Paint Branch system. 2

Furthermore, we prefer options which will reduce or eliminate the proposed stream relocations within tributaries 1 and 9 of the Little Paint Branch watershed. Should relocation be required, criteria for design of new stream channels (discussed on page IV-48 in the EIS) should include planting woody vegetation along stream banks, and/or, creating adjacent wooded wetlands (i.e., as part of required compensation for unavoidable wetland loss) to enhance new stream habitat. 3



DRAFT

345

Finally, given its current state of poor water quality, the Anacostia River watershed should be the focal point in locating replacement sites for unavoidable wetland losses that will occur within its tributaries from Rt. 29 improvements. Floodplain wetland losses should be replaced in riparian locations where they may hydrologically interact with streams during periods of stream bank overtopping by high flows. Additionally, where much of the riparian land associated with this watershed is presently developed, early planning efforts regarding wetland compensation will facilitate locating on-site and/or intra-watershed replacement sites. Furthermore, prospective mitigation sites noted in highway right-of-ways or on adjacent properties during field investigations should be identified and described in the EIS to facilitate inter-agency coordination on this matter.

If there are any questions concerning these comments, you may contact John S. Nichols, (301) 226-5771.

Sincerely,

Edward W. Christoffers
Assistant Branch Chief

SHA RESPONSE TO NMFS LETTER DATED JANUARY 27, 1989

1. The impacts regarding access/intersection improvements and corridor widening are addressed in the FEIS.
2. Alternative C, with modifications, has been selected as the preferred alternate.
3. Three tributaries of Little Paint Branch would be affected by channel relocations. Due to the complexity of the MD Route 198 interchange, exact locations of these channel relocations will be determined in final design. New stream channels would be constructed for each of the areas to be relocated. The stream length of the relocated sections would be maintained; no loss of stream length would occur. The new stream channels would approximate the impacted channels in physical characteristics. To the extent possible, existing slopes and grades would be maintained. Rocks and gravel would be placed randomly within the new channels to encourage rapid naturalization of the stream bed and development of a pool/riffle sequence. The banks of the new channels would be stabilized before diverting the flow of the stream from the old to the new channels.
4. Approximately 0.55 acres of wetlands will be permanently impacted by construction. Wetland mitigation sites will be selected upon final design for the project.



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Montgomery County Government

MEMORANDUM

January 19, 1989

TO: Aileen T. Rappaport, Program Manager
Planning and Project Development Office
Department of Transportation

FROM: ^{PEB} Philip E. Bennett, Manager, Water Resources Group
Division of Environmental Planning and Monitoring
Department of Environmental Protection

SUBJECT: Comments on Draft EIS for the US Route 29 Widening

I have attached comments from a number of specialists in the Division of Environmental Planning and Monitoring concerning water quality, air pollution, and noise control issues that should be addressed in the EIS. Please feel free to forward these comments to Mr. Ege for consideration.

A number of suggestions that were made would require detailed discussions between County and SHA Staff if they were to be implemented. We would be happy to meet with Montgomery County Department of Transportation and the SHA to discuss our suggestions further. Actually, we would prefer such a meeting instead of having our suggestions dealt with solely by a consultant in a responsiveness summary.

Thank you for the opportunity to participate in this review. Please call me at 217-2380 if you have any questions.

PEB:rs/1917W

Attachments

cc: David Sobers
James Caldwell
Cameron Wiegand

MEMORANDUM

January 17, 1989

TO: Phillip E. Bennett, Manager
Water Resources Group

FROM: James A. Caldwell, Manager *JAC*
Environmental Monitoring and Enforcement Group

SUBJECT: Draft Environmental Impact Statement (EIS)
U.S. 29 from Sligo Creek to Patuxent River
State Highway Administration (SHA)

We have reviewed the air quality and noise aspects of the captioned EIS, and offer the following comments:

Air Quality

Experience in the summer of 1988, with SHA contractors widening I-270 indicates the need for improved awareness and control of fugitive dust. Construction activities where grading, other soil related activities or equipment movement are underway will create excessive dust conditions. The final EIS should define the methods to be used by the contractors for fugitive dust control. The mechanism by which the SHA and the Air Management Administration of the Maryland Department of the Environment will monitor and enforce contractor dust control requirements and the Maryland Air Quality regulations must be stipulated. It is not sufficient to define "Specifications" unless an adequate inspection, complaint handling and enforcement process is established for the construction phase.

1

Noise Control

Methodology of monitoring and modelling was according to accepted practice and apparently diligently conducted. The chosen evaluation standard of 67 l_{eq}(h) is reasonable and proper.

The alternatives creating the HOV lanes would raise noise levels somewhat. However, with few exceptions, the projected increase would be 2-3 dBA. This is acceptable considering:

Jim Caldwell
January 17, 1989
Page 2

- a. Due to the front line development along the highway, as stated in the EIS, barriers would not be feasible, and the cost would be prohibitive for a nominal reduction in noise.
- b. Any slight increases in noise would be more than offset by the advantages of HOV lanes, and turning lanes during off-peak hours. Besides improving traffic flow, there should be some predictable impact on air quality; both directly measurable by the reduction of vehicle miles travelled and as part of the Regional Emission Reduction Plans.

The Construction Noise Specifications should be stated in the final EIS. A process for oversight and enforcement of the specifications should be developed with the State Air Management Administration and the Montgomery County Department of Environmental Protection. Attention should be given to the use of quieter equipment and improved operational techniques. The type, duration and nature of any contractor night work should be defined and noise mitigation methods applied to both equipment and operations, particularly in the more densely populated portions of the corridor.

2

We feel especially compelled to mention fugitive dust and construction noise. We normally handle those issues under our Air and Noise Ordinances, but the SHA has chosen, in the past, to invoke its immunity to local ordinances.

TO:bjb/4150I

**SHA RESPONSE TO MONTGOMERY COUNTY GOVERNMENT LETTER DATED
JANUARY 17, 1989**

1. The construction phase of the proposed project has the potential to impact the local ambient air quality by generating fugitive dust through activities such as demolition and materials handling. The State Highway Administration has addressed this possibility by establishing "Specifics for Construction and Materials" which specifies procedures to be followed by contractors involved in site work.

The Maryland Air Management Administration was consulted to determine the adequacy of the "Specifications" in terms of satisfying the requirements of the "Regulations Governing the Control of Air Pollution in the State of Maryland". The Maryland Air Management Administration found the specifications to be consistent with the requirements of these regulations. Therefore, during the construction period, all appropriate measures (Code of Maryland Regulations 10.18.06.03 D) would be incorporated to minimize the impact of the proposed transportation improvements on the air quality of the area.

2. Typical construction would involve activities such as demolition, clearing and grubbing, earthwork, foundations, superstructures, paving operations, and finishing. Equipment used for these activities will be subject to Construction Noise Specifications to minimize impacts through control of the noise source, control along the sound path, and control at the receptor. Construction noise specifications will be incorporated into all construction contracts.



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MARYLAND
DEPARTMENT OF STATE PLANNING
301 W. PRESTON STREET
BALTIMORE, MARYLAND 21201-2365

WILLIAM DONALD SCHAEFER
GOVERNOR

CONSTANCE LIEDER
SECRETARY

January 13, 1989

Mr. Neil J. Pedersen, Director
Office of Planning and Preliminary Engineering
State Highway Administration
707 North Calvert St.
Baltimore, Maryland 21203

SUBJECT: REVIEW AND RECOMMENDATION -

State Application Identifier: MD881122-0869

Applicant: MDOT - State Highway Administration

Description: DEIS - US 29, Sligo Creek to the Howard Co. Line

Location: Montgomery County

Approving Authority: DOT

Recommendation: Endorsement Subject to Comments

Dear Mr. Pedersen:

In accordance with Presidential Executive Order 12372 and the Code of Maryland Regulations 16.02.01, the State Clearinghouse has coordinated the intergovernmental review of the referenced projects. As a result of the review, it has been determined that the project is consistent with Maryland's plans, programs and objectives as of this date. The State process recommendation is endorsement. Comments enclosed mentioned desirable alternatives for Md. Rte. 29. Also, it was suggested that safety measures be constructed to protect the safety of the Great Oaks Center clients. The Maryland Historical Trust requested additional information (maps and discussions) in order to make an informed review of the project with appropriate recommendations.

All directly affected State and local public officials were provided notice of the project. Review comments were requested from the following local jurisdictions, military, and State agencies:

Department of the Navy, Montgomery County, Department of Education, Department of Agriculture, Department of General Services, Department of Public Safety and Correctional Services, Department of Housing and Community Development including the Maryland Historical Trust, Department of the Environment, Department of Health and Mental Hygiene, Department of Natural Resources including the Coastal Zone Division, and the Department of State Planning.

RECEIVED

JAN 13 1989

TELEPHONE: 301-225-4490
TTY for Deaf: 301-383-7555
OFFICE OF STATE CLEARINGHOUSE

VII-168

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

352
RECEIVED

JAN 20 1989

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Mr. Neil J. Pedersen
Page 2
January 13, 1989

The following specific comments are provided for your consideration:

The State Historic Preservation Officer has determined that the project may affect archeological or historic resources listed in, or possibly eligible for the National Register of Historic Places. Section 106 of the National Historic Preservation Act and the federal Advisory Council on Historic Preservation's regulations (36 CFR Part 800) require that the Advisory Council be given the opportunity to comment when a federal undertaking will affect resources listed in or eligible for the National Register. The Trust indicated the Section 106 review needs to be completed. The Maryland Historical Trust indicated that the Phase I survey identified four archeological sites adjacent to or outside of the proposed right-of-way and the Executive Summary included recommendations regarding those sites. The Trust requested maps showing the area location and site's boundaries and detailed discussions on the sites in order to review the project with appropriate recommendations. 1

Department of Health and Mental Hygiene suggested that appropriate safety measures (fences, walls, etc.) should be constructed one mile to the north and one mile to the south of Randolph Rd. on Md. Rte. 29 in order to protect the safety of the Great Oaks Center clients. 2

Department of Public Safety and Correctional Services noted (copy attached) that Alternatives A and B should not be considered as they allow for no improvement on a roadway which is already operating beyond capacity at certain locations. The Department indicated that Alternatives C and D appear to be more favorable to public safety needs. It was also noted that plans must be implemented to increase the number of law enforcement personnel patrolling the 10.58 mile segment of the roadway under study. 3

Department of the Navy and the Department of Natural Resources have not responded to inquiries as of this date; however, if comments are received, they will be forwarded.

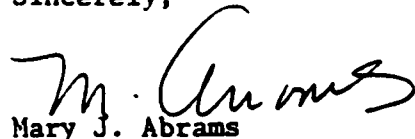
In response to the review request, this letter with attachments constitutes the State process recommendation. The applicant is required to include a copy of this letter with attachments and a statement of consideration given to the comments and recommendation with the application that is submitted to the federal approving authority. A copy of this statement should also be submitted to the State Clearinghouse. Additionally, you are required to place the State Application Identifier (SAI) Number on the application for financial assistance.

The State Clearinghouse must be kept informed if the recommendation cannot be accommodated by the federal approving authority. The Clearinghouse recommendation is valid for a period of three years from the date of this letter. If the approving authority has not made a decision regarding the project within that time period, information should be submitted to the Clearinghouse requesting a review update. 4

Mr. Neil J. Pedersen
Page 3
January 13, 1989

We appreciate your attention to the intergovernmental review process and look forward to continued cooperation.

Sincerely,



Mary J. Abrams
Director, Maryland State Clearinghouse
for Intergovernmental Assistance

MJA:SB:scl

Attachments

- cc: Bruce Gilmore - DNR
- Sheiala Moskow - DHCD
- Mac Voelcker - MDE
- Betsy Barnard - DHNH
- James Duffy - DAGR
- Lorraine Flowers - MSDE
- John O'Neill - DPSCS
- Nancy King - MTGM
- Eric Walbeck - DGS
- L. Chernikoff - (Dept. of the Navy)
- Roland English - DSP

RECEIVED

JAN 16 1989

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Director
Maryland State Clearinghouse
for Intergovernmental Assistance
301 West Preston Street
Baltimore, Maryland 21201-2365

Date:

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DEPT. OF STATE PLANNING
RECEIVED

DEC 19 1988

SUBJECT: REVIEW AND RECOMMENDATION

State Application Identifier: MD881122-0869

Applicant: MDOT - SHA

Description: DEIS - US 29, Sligo Creek to the Howard Co. Line

RECEIVED		
APPROVED		

Responses must be returned to the State Clearinghouse on or before December 23, 1988

Based on a review of the notification information provided, we have determined that:

Check One:

- _____ 1) It is consistent with our plans, programs, and objectives. For those agencies which are responsible for making determinations under the following federal consistency requirements, please check the appropriate response:
- _____ It has been determined that the project has "no effect" on any known archeological or historic resources and that the requirements of Section 106 of the National Historic Preservation Act and 36 CFR 800 have been met.
- _____ It has been determined that the requirements of Maryland Coastal Zone Management Program have been met for the project in accordance with 16 USC 1456, Section 307(c)(1) and (2).
- ✓ _____ 2) It is generally consistent with our plans, programs, and objectives, but the qualifying comment below is submitted for consideration.
- _____ 3) It raises problems concerning compatibility with our plans, programs, or objectives, or it may duplicate existing program activities, as indicated in the comment below. If a meeting with the applicant is requested, please check here _____.
- _____ 4) Additional information is required to complete the review. The information needed is identified below. If an extension of the review period is requested, please check here _____.
- _____ 5) It does not require our comments.

COMMENTS: It is respectfully suggested that appropriate safety measures, i.e. fences, walls be constructed one mile to the north and one mile to the south of Randolph Rd. on Rt. 29, to protect the safety of existing Great Oaks Center clients.

(Additional comments may be placed on the back or on separate sheets of paper.)

Signature: Morton Diamond for E. Burnard

Name: Morton Diamond For Elizabeth Burnard

Organization: DHMT

Address: 201 W. Preston St.

Baltimore, Md 21201

RECEIVED

JAN 19 1989

DEPT. OF STATE PLANNING
& PROFESSIONAL ENGINEERING

Date: 12/19/88 355

Director
Maryland State Clearinghouse
for Intergovernmental Assistance
701 West Preston Street
Baltimore, Maryland 21201-2365

MARYLAND STATE PLANNING
RECEIVED

DEC 22 1988

SUBJECT: REVIEW AND RECOMMENDATION

State Application Identifier: MD881122-0869

Applicant: MDOT - SHA

Description: DEIS - US 29, Sligo Creek to the Howard Co. Line

REVIEWED		
APPROVED		

Responses must be returned to the State Clearinghouse on or before December 23, 1988.

Based on a review of the notification information provided, we have determined that:

Check One:

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 It has been determined that the requirements of Maryland Coastal Zone Management Program have been met for the project in accordance with 16 USC 1456, Section 307(c)(1) and (2).

 2) It is generally consistent with our plans, programs, and objectives, but the qualifying comment below is submitted for consideration.

 3) It raises problems concerning compatibility with our plans, programs, or objectives, or it may duplicate existing program activities, as indicated in the comment below. If a meeting with the applicant is requested, please check here .

 4) Additional information is required to complete the review. The information needed is identified below. If an extension of the review period is requested, please check here .

 5) It does not require our comments.

COMMENTS: See attached report.

(Additional comments may be placed on the back or on separate sheets of paper.)

Signature: John J. O'Neill

Name: John J. O'Neill

Organization: Department of Public Safety and Correctional Services

Address: Suite 310 - 6776 Reisterstown Road

RECEIVED

JAN 13 1989

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

VII-172

Baltimore MD 21215

TO Mr. John O'Neill, D/Secretary, DPSCS DATE December 16, 1988
FROM Col. E. H. Tippet, Superintendent State Planning-Mont. Co
U.S. 29-Sligo Creek
to Howard Co. Line

- For your information
- As requested
- Approve and return
- Note and return
- See me

RECEIVED

DEC 19 1988

- Take charge of
- For additional information
- For comment/recommendation
- Give me facts so I can answer
- Prepare reply for my signature

CONNECTIONAL SERVICES

The primary objective of the Maryland State Police in the Washington Metro area is to ensure the safe and orderly flow of traffic. Therefore, when reviewing the Draft Environmental Impact Statement for the proposed future of U.S. Route 29 from Sligo Creek to the Howard County line, the impact categories of traffic, safety, neighborhood and social groups and community facilities were considered.

Because projected traffic volume on the subject portion of Route 29 is expected to increase by some 58.8% by the year 2015, from a public safety standpoint, improvements must occur to stimulate traffic flow, reduce accidents and increase development safety and emergency accessibility; therefore, alternatives A and B should not be considered as they allow for no improvement on a roadway that, at certain locations, is already operating beyond capacity. While the area under study is not now experiencing an alarming accident rate, such cannot be expected far into the future if measures are not taken to meet the projected traffic volume increases.

Alternatives C and D would appear to be more favorable to public safety needs. Alternative C would generally improve traffic flow while alternative D would promote use of the HOV lane by intentionally causing congestion to those on the mainline.

It should be noted that plans must be made to increase the number of law enforcement personnel patrolling the 10.58 mile segment of the roadway under study. The Maryland State Police currently has one trooper dedicated to the area around the clock. This number should be at least doubled; therefore, an additional five troopers should be assigned to the Rockville Barrack in anticipation of an increased demand for police services.

cc: Lt. Col. L. V. Booker, Chief, F.O.B.
Capt. Brooks, Troop Commander, Wash. Metro Troop
1/Lt. McAfee, Barrack Commander, Rockville Barrack

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JAN 12 1989

VII-173

Date: 1/10/89 357

Director
Maryland State Clearinghouse
for Intergovernmental Assistance
301 West Preston Street
Baltimore, Maryland 21201-2365

SUBJECT: REVIEW AND RECOMMENDATION

State Application Identifier: MD881122-0869

Applicant: MDOT - SHA

Description: DEIS - US 29, Sligo Creek to the Howard Co. Line

Responses must be returned to the State Clearinghouse on or before December 23, 1988.

Based on a review of the notification information provided, we have determined that:

Check One:

_____ 1) It is consistent with our plans, programs, and objectives. For those agencies which are responsible for making determinations under the following federal consistency requirements, please check the appropriate response:

_____ It has been determined that the project has "no effect" on any known archeological or historic resources and that the requirements of Section 106 of the National Historic Preservation Act and 36 CFR 800 have been met.

_____ It has been determined that the requirements of Maryland Coastal Zone Management Program have been met for the project in accordance with 16 USC 1456, Section 307(c)(1) and (2).

_____ 2) It is generally consistent with our plans, programs, and objectives, but the qualifying comment below is submitted for consideration.

_____ 3) It raises problems concerning compatibility with our plans, programs, or objectives, or it may duplicate existing program activities, as indicated in the comment below. If a meeting with the applicant is requested, please check here _____.

_____ 4) Additional information is required to complete the review. The information needed is identified below. If an extension of the review period is requested, please check here _____.

_____ 5) It does not require our comments.

COMMENTS: _____

(Additional comments may be placed on the back or on separate sheets of paper.)

Signature: Sturlew

Name: DACD

Organization: _____

Address: _____

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JAN 10 1989

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

RESPONSE TO MD DEPARTMENT OF STATE PLANNING LETTER DATED 1/13/89

1. The Advisory Council on Historic Preservation (ACHP) concurred with the Maryland SHPO that proposed roadway improvements to U.S. Route 29 would have no adverse effects upon significant historic properties (see ACHP correspondence, 12/9/93 - Section VII.A-E.).

No archeological sites have been recorded in or near the current project area. Given the degree of previous disturbance from residential and commercial development, and road construction along the U.S. Route 29 corridor and the U.S. Route 29/I-495 interchange, it is unlikely that potentially significant prehistoric archeological resources would be affected by proposed construction. On February 11, 1993, the SHPO rendered a no effect determination for archeological resources (see SHA correspondence, 1/12/93 - Section VII.A-E.).

2. Noise barriers are going to be constructed one mile to the north and south of Randolph Road along Route 29. Specific noise barrier locations and designs are included in the FEIS.
3. Alternative C was the selected alternative. The corridor under consideration for improvements is 11.35 miles in length, not 10.58 miles.
4. Comment noted. The Final EIS will be circulated to appropriate federal, state and local government agencies, citizens groups, and civic associations.



Montgomery County Government

MEMORANDUM

December 20, 1988

TO: Philip E. Bennett, Manager
Water Resources Group

FROM: Cameron Wiegand, Senior Planning Specialist
Water Resources Group

SUBJECT: Comments on Draft EIS For U.S. Route 29 Improvements
(From Sligo Creek to the Howard County Line)

The principal environmental impacts discussed in the November, 1988 draft report focus more on the effects of the various alternatives on air quality and neighborhood noise than on water quality. I therefore suggest that Jim Caldwell's group also review the EIS.

My comments on water quality impacts are limited to the following areas:

1. Anacostia Restoration Agreement - The EIS should be augmented to acknowledge that there is an Anacostia Watershed Restoration Agreement signed by the Governor, the Montgomery and Prince George's County Executives, and the Mayor of the District of Columbia. This Agreement is backed up by major commitments from public agencies in these jurisdictions to implement special protective measures and projects to help restore seriously degraded stream habitat and water quality conditions to a more natural and desirable state.

Montgomery County and the other signatories to the Agreement are committed to doing much more than meeting minimum development standards and regulatory requirements to fulfill watershed restoration objectives. However, as now presented in the EIS, MD SHA is simply proposing to meet the normal regulatory requirements for stormwater management, sediment control, and wetlands protection. In accordance with the spirit and intent of the Agreement, we should ask that MD SHA commit to doing more on the Route 29 project to contribute to watershed restoration objectives. (Possible areas where this could be accomplished are highlighted under comments #2-5).

2. Wetlands - The various project alternatives would impact up to 2.93 acres of wetlands. MD SHA proposes to replace these "...on a one-to-one basis, if required." (P. IV-49) We should point out that MDE guidelines now call for a minimum 2:1 replacement ratio for wetlands losses and insist that MD SHA also adhere to these guidelines. We should also seek even higher levels of mitigation for any wetlands affected along Northwest Branch (Class IV). (According to the report, wetlands along Paint Branch will be unaffected).

Philip E. Bennett
December 20, 1988
Page 2

3. Stormwater Management Retrofit Opportunities - Both Montgomery and Prince George's Counties have committed substantial funds to upgrade existing drainage structures in the Anacostia watershed to improve their performance in water quality control and peak runoff detention. These pilot projects involve the application of stormwater management controls to areas which developed prior to current regulatory requirements for such controls. MDE is also working with Prince George's County to implement a "theme park" to demonstrate effective stormwater control technologies. This theme park is to be located in the Fairland Regional Park (which incidentally places it very near the major construction site the SHA plans for the Route 29 interchange with the Inter-County Connector).

MD SHA should be urged to work closely with MDE and County staff to explore opportunities for upgrading runoff controls in conjunction with road construction work in the Route 29 corridor, especially around stream crossing and nearby headwater areas. Hopefully, some of the stormwater controls that would be required under current regulations could be designed to capture additional road and off-site drainage at little additional cost. The implementation of stormwater retrofit controls in conjunction with Route 29 improvements could measurably contribute to Anacostia watershed restoration objectives. The planned interchange construction with the ICC should afford an excellent opportunity for innovative stormwater controls which would both contribute to Anacostia restoration objectives and to the educational objectives of the aforementioned MDE theme park.

4

4. Patuxent Reservoir Impacts - The WSSC has recently seen evidence of significantly accelerated losses in reservoir storage capacity which is directly attributable to sediment losses from urban construction and agricultural activities. To help address and arrest this problem, the MD SHA should be requested to work closely with the WSSC to provide extra levels of sediment and stormwater control, including increased frequencies of inspection, for road widening work which approaches and crosses the Rocky Gorge Water Supply Reservoir.

5

5. Tree Preservation - Alternatives C and D would impact nearly 80 acres of hardwood forest. It appears (from Tables IV-13, IV-14) that up to about 70 acres of hardwoods would be removed from Anacostia watershed drainage. Most of this acreage is located in the extreme headwater tributaries of Little Paint Branch (probably along the planned Route 29 interchange with the ICC). Up to another 10 acres would be removed from the Patuxent watershed in an area about 3/4 mile from the shoreline of the Rocky Gorge reservoir.

The EIS is silent as to what, if any, tree preservation measures are planned within the affected acreages. It also does not indicate what mitigation plans will be implemented to replace unavoidable tree losses with equivalent species. The EIS should be augmented to discuss planned tree preservation measures within the affected areas and to identify mitigation measures which will be implemented to offset unavoidable tree losses.

6

CW:jm/1838W

RESPONSE TO MONTGOMERY COUNTY MEMORANDUM DATED DECEMBER 20, 1988

1. Comment noted. Text added to Section IV.C.1.
2. Comment noted. MD SHA will meet all regulatory requirements for stormwater management, sediment control and wetlands protection.
3. The replacement ratios and specific design components for wetlands permanently impacted by construction will be negotiated by MD SHA and MD DNR/U.S. COE. At a minimum, the emergent, scrub-shrub, and forested wetlands will be mitigated at ratios of 1:1, 2:1, and 2:1, respectively. Higher ratios will be applied if the mitigation is conducted via restoration or enhancement of existing wetlands.
4. Stormwater runoff would be managed under MD DNR's Stormwater Management Regulations and would be in compliance with COMAR 26.09.02 Stormwater Management Practices under these regulations including:
 - on-site infiltration,
 - flow attenuation by open vegetated swales and natural depressions,
 - stormwater retention structures, and
 - stormwater detention structures.

These measures could reduce pollutant loads and control runoff.

5. Although the potential exists for temporary sediment loading of surface waters, proper erosion control measures can mitigate this impact successfully. Final design for the proposed improvements would include "Standard Erosion and Sediment Control Procedures" as specified by the MD SHA, as well as the MD DNR - Water Resources Administration's (WRA) standards and specifications. Full and rigorous implementation and enforcement of erosion and sediment control measures would be conducted. All final design plans would require review and approval by the WRA and the Department of Health and Mental Hygiene - Office of Environmental Programs (OEP).
6. The hardwood forest vegetation cover type must be replaced at 1:1 ratio. MD SHA is committed to reforestation of approximately 56.3 acres in accordance with Natural Resources Article, Section 5-103 and COMAR 08.19. The forest stand delineation and forest conservation plan will be prepared by MD SHA after completion of final highway design and will be reviewed and approved by MD DNR - Forest, Park, and Wildlife Service. Deforestation will be minimized during final design, but some loss of forested acreage will be unavoidable.

PROJECT DEVELOPMENT

EDWARD J. KASEMEYER
DISTRICT OFFICE
HOWARD/MONTGOMERY COUNTIES

FINANCE COMMITTEE
JOINT COMMITTEE
ON FEDERAL RELATIONS
ADVISORY COMMISSION
ON PROFESSIONAL SPORTS



SENATE OF MARYLAND
ANNAPOLIS, MARYLAND 21401-1991

879
PROJECT DEVELOPMENT
OCT 31
DISTRICT OFFICE
1740 CLARKVILLE PIKE
CLARKVILLE, MARYLAND 21029
884-8020 (MONT. CTY.)
888-9818 (HOWARD CTY.)

ANNAPOLIS
ROOM 310 SENATE OFFICE BLDG.
841-3871 (BALTIMORE)
858-3871 (WASHINGTON)
1-800-486-7122

C. Patrick Zilliacus
2931 Shepperton Terrace
Silver Spring, Maryland 20904-6716
301/384-0972

SEND COPY TO NEIL
ASK FOR ANSWER - EN
WAVE MR. ZILLIACUS

26 September 1989

Hon. Edward Kasemeyer
Maryland State Senator
2590 Pfefferkorn Road
West Friendship, Maryland 21794

Subject: U.S. Route 29 Improvements - Montgomery County

Dear Sen. Kasemeyer:

I enjoyed speaking with you at the Maryland State Highway Administration (SHA) presentation by Neil Pedersen last week concerning U.S. 29, and thank you for taking the time to be there.

On 31 December 1989 I sent a letter to Randy Aldrich of SHA concerning two construction alternatives for U.S. 29 in the area of Briggs Chaney Road and the proposed Inter-County Connector (ICC), which would have required the taking of over 35 homes in my community, Avonshire. They were:

- o Alternative C, Concept 2; and
- o Alternative D, Concept 3, Option 2.

I have heard from various sources that these alternatives have been dropped from consideration, but I have not gotten a definite letter on the subject from SHA, and because the presentation ran so late, Mr. Pedersen did not really address the matter last week. SHA has presented several other alternatives which get the job done here without the taking of any homes in Avonshire.

I would appreciate it if you would ask the SHA staff what the status of these two alternatives are.

A few other concerns:

- o SHA has not, to my knowledge, discussed the U.S. 29 bridge over the Northwest Branch at Burnt Mills. Twice during the 1970's, this bridge was damaged enough by flooding to require at least the partial closing of U.S. 29 between Maryland Route 193 at Four Corners and Md. 650 at White Oak. Were this to happen today, the traffic problems would be even more of a disaster than they were then. Does SHA have any plans to improve this bridge to make it less vulnerable to flooding? It would be a shame to spend a large sum of money correcting the problem at Four Corners with a grade separation (a project that I strongly favor) and then have the whole thing rendered useless by the failure of this 'little' bridge.
- o The reversible (contra-flow?) bus lane that Mr. Pedersen described makes a lot of sense. But I hope that SHA will consider what would happen if a bus were to break down or otherwise be disabled, blocking the lane. Will there be 'escape hatches' at breaks in the median for this lane, so that a bus using this lane can get back to the main roadway, at least in an emergency?

October 10, 1989

Mr. Neil J. Pedersen
State Highway Administration
707 N. Calvert Street
Baltimore, Maryland 21202

Dear Neil:

Attached is a copy of a letter I received from Mr. C. Patrick Zilliacus of Silver Spring, Maryland.

It would be very much appreciated if you or someone in your department could review the contents of this letter and respond to me so that I may answer Mr. Zilliacus's concerns. Thank you for your help.

Sincerely,

Edward J. Kasemeyer

mg

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OCT 12 1989

DISTRICT OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

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Hon. Edward Kasemeyer - Page 2
25 September 1987

Finally, please extend my thanks to Messers. Aldrich and Pedersen for the informative presentation. I hope that they will be able to press ahead with corrections to the U.S. 29 problem, in spite of the highly vocal groups that are opposed to this project.

If needed, feel free to call me at the number above, or at my office on 202/223-6800, extension 296.

Sincerely,



C. Patrick Ziliacus



Maryland Department of Transportation
State Highway Administration

PROJECT DEVELOPMENT DIVISION
Richard H. Trainor Secretary
Hal Kassoff Administrator
Oct 31 4 02 PM '87

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October 26, 1989

The Honorable Edward J. Kasemeyer
Maryland State Senate
12400 Clarksville Pike
Clarksville, Maryland 21029

Dear Senator Kasemeyer ^{FJ}

Thank you for your October 10th letter requesting information to respond to your constituent, Mr. C. Patrick Ziliacus. The following information should assist you in responding to Mr. Ziliacus' concerns.

Mr. Ziliacus' first question was about the interchange alternatives on US 29, in the area of Briggs Chaney Road and the Intercounty Connector. He stated that he heard Alternative C, Concept 2 and Alternative D, Concept 3, Option 2 had been dropped from further consideration. These two alternatives required the acquisition of residential property. Although they continue to be carried through the study process, they have been labeled as not preferred. We have named a preferred alternative for the Briggs Chaney Road interchange, a tight diamond configuration concept. This can be seen in Alternative C, Concept 3 as an example (see attachment). As for the Intercounty Connector, we are still investigating several alternatives. No decision has been made regarding this interchange.

The second concern was about possible flooding of the bridge over the Northwest Branch at Burnt Mills. Since our planning study does not call for any roadway widening, we do not plan any reconstruction for additional lanes on the bridge. Similarly, we do not plan to improve the bridge from a hydraulic or flooding standpoint. It should be mentioned that this structure was inspected by our Office of Bridge Development in November 1987, and was listed as having no structural deficiencies. The bridge is due for another inspection later this year.

The final concern was with the proposed contra-flow busway. Mr. Ziliacus was concerned about the possibility of bus breakdowns and how they might affect the traffic flow in the bus lane. This is an excellent point and we will be sure to focus on it. We are expecting to continue to have frequent median breaks which will afford the opportunity for buses to leave the contra-flow lane if another bus breaks down. We will specifically review the entire plan in light of this concern.

My telephone number is (301) _____

Teletypewriter for Impaired Hearing or Speech
383-7558 Baltimore Metro - 585-0451 D.C. Metro - 1-800-492-5092 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

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The Honorable Edward J. Kasemeyer
Page Two

I hope this information will be helpful. If you have any further questions, please feel free to contact me or Neil Pedersen, Director of the Office of Planning and Preliminary Engineering. Mr. Pedersen's telephone number is (301) 333-1110.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK:ih

Attachment

cc: Mr. Neil J. Pedersen
Mr. Louis H. Ege, Jr.

Prepared by: George Walton, Proj. Plan. Div., Ext. 1139, #879

VII-181

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MEMORANDUM

November 14, 1989

Neal Potter
November 14, 1989
Page 2

TO: Neal Potter, Chair
Transportation and Environment Committee
Montgomery County Council

FROM: *Robert S. McGarry*
Robert S. McGarry, Director, Department of Transportation

SUBJECT: Expediting Buses on U.S. 29

Reference your memorandum dated October 20, 1989, to Mr. Kassoff and me, subject is above.

Since the responsibility for planning for U.S. 29 rests with the Administrator, SHA, I will not comment fully on the memorandum. I assume that Mr. Kassoff will respond more fully.

I do believe that it is appropriate to point out several inaccuracies in Mr. Bain's memorandum.

a. The SHA-proposed contraflow lane is only proposed in the short section of U.S. 29 in the vicinity of Silver Spring. They have not proposed a contraflow lane for the entire length of U.S. 29, so vehicles would not be approaching at a combined speed of 120 miles an hour. This proposal is responding to the citizens' desire that the median on U.S. 29 between the Beltway and Sligo Creek not be removed. Since the traffic conditions projected would require additional capacity, the State has proposed a contraflow lane to handle this, but only in this section of road.

b. The memorandum assumes that there will be access ramps to U.S. 29 north of the Beltway. At the present time, the Master Plan does not provide for ramps except at the ICC and MD 198. Because the Master Plan did not provide for grade separation and access ramps, the necessary right-of-way for such ramps has not been reserved. The SHA study has developed some options for some very limited ramps at other intersections beyond the ICC, but these would be far from the traditional ramp that would be found on the interstate. From what I understand of these ramps, the vehicles that were queued would be forced to queue on roads such as Randolph and Briggs Chaney since there would be virtually no ramp space.

c. The concept of an HOV lane in the median has not been deleted by the SHA. The review of the project indicates that a single lane HOV in the median in lieu of a two-lane is more appropriate. To my knowledge, the concept would be carried forward and adopted as the concept for eventual construction on U.S. 29. The SHA has advised that funds are not available at the present for this construction, but that is the case on almost all SHA studies underway at the present time. It is certainly my recommendation that the County continue to support the HOV lane in the median and do everything possible to eventually obtain State funding for its construction.

RSMcG:jeg:3751Z

cc: Hal Kassoff, Administrator, SHA
Neil Pedersen, Director, Office of Planning and Preliminary Engineering, SHA
John Clark, Director, Office of Planning and Project Dev., MC DOT

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MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

MEMORANDUM

October 20, 1989

MEMORANDUM

October 20, 1989

TO: Hal Kassoff, Administrator
Maryland State Highway Administration

Gue Bauman, Chairman
Montgomery County Planning Board

Robert S. McGarry, Director
Montgomery County Department of Transportation

From: Neal Potter, Chair *NP*
Transportation and Environment Committee
Montgomery County Council

TO: Neal Potter, Chair
Transportation and Environment Committee

FROM: Henry Bain, Senior Legislative Analyst

SUBJECT: Arrangements for Expediting Buses on U.S. 29

SUBJECT: Arrangements for Expediting Buses on U.S. 29

As we reach a final decision on the design of improvements for U.S. 29, special attention should be given to the provision of a high-quality express bus service along this important corridor of travel, in recognition of the fact that this I-95 corridor deserves the same quality of transit as the I-270 corridor.

The Original Thinking

We need to recapture the thinking that went into the original planning of the Metrorail system and the companion effort that produced the Year 2000 Plan for the Washington area with its focus on new cities in a corridor pattern. One new city, closely approximating the ideal held out by the regional planners of 1961, is already well advanced on U.S. 29 at Columbia.

The Metro and Year 2000 planning aimed for a network of high-quality transit service along all principal corridors, linking the new cities with each other and downtown Washington. While most of the routes penetrating downtown would have to be placed underground, and would therefore have to be electrically powered rail transit, it was realized that other routes, and the outer mileage of all, would better consist of buses running on the highway. This would not only be cheaper, but would enable the transit system to carry people closer to their destinations than a rail line can do.

The result would be a regional network of frequent, speedy, comfortable transit service, rendered in some cases by trains on rail and in other cases by buses on highway. Both kinds of service would obtain their suburban riders from large park-and-ride lots and feeder buses; the express buses could also circulate through a few residential areas at the ends of their routes.

Subsequent Failures

Unfortunately, transit service in the I-95 corridor has until recently been declining, rather than growing in keeping with the rapid development of the corridor and the plans for it. Milestones have been the abandonment of local bus service by Greyhound on U.S. Route 1; the reduction of Trailways service on U.S. Route 29, along with abandonment of the Silver Spring station

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and a shift to a local operator (Byre); and the collapse of the citizen-operated, unsubsidized Columbia Commuter Bus Corporation, which at one time operated thirteen daily rush-hour buses each way (its demise was apparently partly due to competition from Montgomery County's free bus service from Briggs Chaney to Silver Spring, and the County's vigorous promotion of ride-sharing among Silver Spring workers). Looking ahead, we face the possibility of further declines if the park-and-ride lots at MD Routes 216 and Owen Brown Road are lost as a result of the improvement of U.S. 29 to full freeway standards.

Earlier, the basic idea of a transit-oriented, corridor-city development in Montgomery County's part of the corridor was largely abandoned when the current Eastern Montgomery County plan was adopted, removing the Corridor City that had been shown between U.S. 29 and I-95 in the previous plan and allowing development to proceed in a non-corridor-city form which, though it claimed to be based on a concept of "transit serviceability," really fails to provide the kind of a development pattern in which a significant proportion of trips can be served by transit.

Recent Improvements

A few efforts have recently been made to reverse the decline of transit in this vital Washington-Laural-Columbia-Baltimore corridor.

Montgomery County has instituted some express bus service on U.S. 29, has persuaded some churches to allow use of their (small) parking lots by commuters, has used its power of land-use control to persuade Giant Food to donate land for a park-and-ride lot at Burtonsville, and has made an attempt to develop some other park-and-ride lots wherever a parcel can be found that nobody wants to develop at the moment. But this approach has found the County standing at the starting gate while more foresighted private developers race ahead with their development plans; several proposed, well-located sites were abandoned when the County gave way to property owners with different ideas.

The State's Mass Transit Administration has started some bus service from Howard County to Silver Spring, and has already built the ridership back to approximately what it was a decade ago at the height of the Columbia Commuter Bus Corporation's success (though at a heavy cost in public funds, since the operation is now subsidized). This quick recovery of transit ridership, almost all of it drawn from Columbia's neighborhoods, is dramatic evidence of the inherent wisdom of the original Year 2000 Plan with its emphasis on Corridor Cities.

What Is Needed Now

But these recent efforts still fall far short of the I-270 model, and lack any overall plan, design, and program, of a sort that can win the support of citizens and the approval of policymakers, providing a workable guide for long-term development of transit in the corridor. While the hour is late, there is still a chance to provide this corridor with the kind of high-quality express transit service that has been in the (often ignored) plans for the last three decades. Three kinds of improvement are needed.

First, we need to plan, buy, develop, and operate park-and-ride lots that are strategically located to intercept motorists before they have gone very far from home, and that are large enough to support bus service that is frequent at all times (naturally more frequent in rush hours than at other times). These lots should be provided with many amenities to ease the traveler's journey: shelters, phones, vending machines, lighting, police patrol, etc.—just the sort of supportive environment one finds at a Metrorail station.

Second, bus fares must be increased so the service can be provided at whatever level the population desires, without running into constraints on quantity and quality of service imposed by the unwillingness of the County's taxpayers to finance ever-increasing transit subsidies.

Third, ways must be found to expedite the movement of the buses on the congested highway system. The rest of this memorandum shows how to do this.

The underlying philosophy is simple: There is plenty of highway capacity out there to carry everyone wherever he wants to go, safely and speedily, if we can make a modest shift of travelers from auto to transit. All we have to do is manage the traffic so that bus service is not impeded by traffic congestion. Such a bus service will attract some motorists from their autos, making the task easier. The rest of the motorists will be free to choose between fast-moving buses and autos in congested traffic; if they stay in their cars, their travel problems will no longer be such a pressing concern of the County government, since we will have done about all we can for them.

Our past management of highway traffic has been deficient in that we have not made any effort to limit the traffic load on each highway segment to the capacity of that segment. As a result, peak-period overloads on key segments of the highway system, while rather small in relation to the total volume of travel, impose enormous time losses on all travelers. Our situation is like that of a tall building that does nothing to prevent the loading of its elevators in excess of the strength of their cables, or a movie theater that sells tickets on a Friday night to everyone waiting in line, far in excess of the number of seats or the number allowed by the Fire Marshall's regulations.

While a complete proposal for changing this state of affairs is beyond the scope of this memorandum, a first step toward a more sensible method of highway operation is here proposed for U.S. 29.

Ways To Expedite the Buses

Three possible methods of expediting buses in this corridor are worth considering. Unfortunately, only one of these methods really works; it is the one method that had not yet been publicly discussed.

The first possible approach was in the County's Capital Improvements Program for several years—construction of two lanes for use by buses and carpools. On the strength of the County's alleged willingness to pay the cost of the lanes (\$38 million) the State Highway Administration included them in its planning for U.S. 29.

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On close examination, the HOV concept proves to be of very little value. In today's world, few people car pool (the County's auto occupancy for work trips is about 1.04—one passenger for every 25 cars) and few can be induced to shift to carpools, even by a substantial time savings. An HOV lane that is limited to cars with three or more persons would have so few vehicles that the waste of highway space and overall increase in person-hours of delay would certainly not be tolerated by the public; allowing two-person pools would increase the usage, but primarily by attracting husband-wife teams, not by causing many more people to pool.

This interpretation of HOVs is supported by the study of U.S. 29's potential for HOV development, performed by the Metropolitan Washington Council of Governments, though the published study never comes right out and points out the implications of its findings.

In any case, the unwillingness of either the County Council or the State Highway Administration to put up the millions of dollars needed for HOVs may have eliminated this possibility from consideration.

Another approach, now being advanced by the State Highway Administration, is to reserve one lane for buses moving in the heavy direction of peak-period travel, on the opposite side of the median—a "contraflow" lane.

This approach raises several serious problems. Could such highway be operated safely, with vehicles approaching each other, only a few feet apart, at a combined speed of 120 miles per hour on a roadway that is usually one-way? How will the buses, entering the highway at various points, be able to get into the contraflow lane on the other side of the median? Will the system be a satisfactory long-term solution, allowing enough capacity for traffic moving in the lighter direction as development of employment centers continues at Fort Meade, BWI, Columbia, Konterra, and other outlying locations, causing the volume of outbound morning and inbound evening traffic to increase?

Whatever the answer to these questions may be, there is a better way. The third approach, already being applied in states with progressive highway departments like California, Minnesota, and Georgia, is ramp metering with bus priorities. It brings benefits to both the motorists and the bus riders.

Ramp Metering With Bus Priorities

This approach has been recognized in the literature for the past 30 years, and was well described by Harvard economist John Kain in a famous article entitled "How to Solve The Traffic Problem at Practically No Cost," but highway engineers in Maryland and Montgomery County have not shown much interest in it.

When this approach is applied to a freeway, the flow of traffic onto the highway at each interchange is limited to the quantity that can be accommodated downstream. This is achieved by the following arrangements.

A traffic signal is placed at each on-ramp

The signal turns green briefly every few seconds, to allow one vehicle at a time onto the freeway at a rate slightly less than would occur without the signal

This produces a queue on the ramp during the peak period

Buses bypass the queue on a parallel lane

With congestion avoided on the freeway, both buses and cars move at high speeds (total highway capacity is increased, too) and there is no need to build a new lane, or to take one away from the traffic stream, for use by buses

To avoid favoritism to travelers coming from far upstream (say, Columbia), there is also a metering device, a queue, and a bus bypass lane, on the main highway where traffic enters the ramp-metering stretch

Each signal is timed to admit traffic at a rate determined by downstream capacity as shown by historical experience—it need not have elaborate sensors and computerized electronic controls. However, a higher level of instrumentation would produce greater benefits by, for example, allowing the signal timing to be changed if downstream capacity is reduced by bad weather or an accident.

The two basic principles underlying these arrangements are

When the highway system is overloaded and vehicles must suffer delay while awaiting their turn to pass through bottlenecks, they should do their waiting offstream, where they do not interfere with the high-speed movement of the bulk of the traffic

Buses, having a much higher occupancy than any automobile, should be allowed to bypass the waiting vehicles, both reducing total person-delay and encouraging people to get out of their cars and onto transit. (Vanpools, while carrying much smaller loads than buses, might also be admitted to the bypass lanes without raising problems of efficiency or enforcement.)

This concept can be applied both on freeways and, in a modified form, on arterial highways, where the metering takes place on the main highway at each signal and the bypass lane is at the right (also used by right-turning vehicles).

Ramp metering with bus priorities is difficult to install after a highway is built, mainly because the queues may become longer than a standard on-ramp, backing up onto local streets. While this difficulty is not necessarily a fatal flaw (we will be seeing much worse traffic conditions than a few backed-up queues, as the County's traffic continues to grow faster than highway capacity), it should be avoided where possible by designing the metering-and-priorities arrangement into the highway from the start.

Need to analyze the queue on side street

When there is congestion, no gaps or change timing via sensors

Bus bypass

Ramp metering

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Maryland Department of Transportation
State Highway Administration

PROJECT DEVELOPMENT
DIVISION

Richard H. Trainor
Secretary
Hal Kessoff
Administrator

Dec 18 10 24 AM '89
December 15, 1989

What
length
is needed
to

U.S. 29 offers an especially good opportunity to do this, for two reasons. First, major improvements are now being planned, to include grade-separated intersections at some or all cross streets in Montgomery County and at all in Howard County. Second, a very wide grass median is planned for the whole route north of Randolph Road, even after all of it is widened to three lanes each way. This gives enough room to provide not only the planned three through lanes, but very long on-ramps for storage of the waiting queues. (The bus ramps, to the left of the queue ramps, can be short.)
Bus ramps need to be long enough to get around queues.

Conclusion

The ramp-metering-and-bus-prioritiss system can solve several problems at once:

BUT CAUSE
SOME UP
SOME

Increase capacity and traffic speed on U.S. 29 by preventing overloads

Give the buses a big time saving, greatly reducing person-hours of delay. This will, in turn, attract more travelers to the buses, further reducing the vehicle overloads.

Avoid the problems arising under other approaches, including unenforceability (HOV lanes) and accident hazard (contraflow lane).

Limit the capital expenditure—the main expenditures would be for some ramps, signals, and instructional signs.

Serve into the indefinite future, whereas the contraflow lane would eventually have to yield to growing reverse-flow traffic.

This system, in combination with large, well-located park-and-ride lots and routing of the buses into residential areas on the outermost portions of their trips, would at last give the I-95 corridor the kind of high-quality, high-speed, Metrorail-like transit service was planned 30 years ago but has never been delivered. Its main components would be:

Comfortable, high-powered buses operating on frequent schedules

Ramp metering with bus priorities

Large, well-located park-and-ride lots

Routing of some buses through residential areas on the outermost portions of their trips

Fares that cover costs, so we can achieve the needed big increase in transit ridership without bankrupting the County

I recommend that the Transportation and Environment Committee endorse the ramp-metering-and-bus-prioritiss concept and strive to secure serious consideration of it by the State and County governments. Long experience has shown that this kind of transportation improvement won't get anywhere without strong backing by the selected policymakers.

HB:mjb
S289/45

The Honorable Neal Potter
Montgomery County Council
Stella Werner Council Office Building
100 Maryland Avenue
Rockville, Maryland 20850

Dear Councilman Potter:

Thank you for your recent memorandum regarding Mr. Henry Bain's paper about transit priority treatment on US 29.

We agree with many of Mr. Bain's points and are willing to further consider the possibility of ramp metering in the long-term as a means to regulate the amount of traffic entering US 29 north of White Oak. However, for several practical reasons, we would conclude that the implementation of ramp metering in the short-term in the US 29 corridor, or as a means to eliminate the need for a contra-flow lane south of New Hampshire Avenue, is not possible.

We agree with Mr. Bain's conclusion that we need to plan, buy, develop and operate park-and-ride lots that are strategically located in the corridor. We will continue to work cooperatively with both Montgomery and Howard counties in attempting to achieve this goal. The key to increasing bus patronage in the corridor will be to provide frequent, reliable service which has travel times competitive with private automobiles. Frequent service can most effectively be provided from large park-and-ride lots strategically located near major intersections and in the vicinity of intensely developed residential areas. In order to achieve competitive travel times, we will have to provide a way for buses to bypass areas of severe congestion.

Regardless of what is ultimately decided at Four Corners, the most severe congestion will continue to occur south of New Hampshire Avenue, where there are no controls of access, frequent side street connections and limited ability to provide for capacity improvements. Given the lack of control of access south of New Hampshire Avenue, ramp metering south of White Oak will not be possible. Even an effective ramp metering system in place north of New Hampshire Avenue will not reduce vehicular demand south of New Hampshire Avenue enough to eliminate severe congestion problems in this section of roadway. Therefore, we believe a contra-flow lane south of New Hampshire Avenue should continue to be pursued, even if ramp metering is ultimately implemented to the north of New Hampshire Avenue.

My telephone number is (301) _____

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383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5082 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

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The Honorable Neal Potter
Page Two

Our traffic engineers have been studying the operations of a contra-flow lane in some detail together with county traffic engineers, and they believe that a contra-flow bus lane can be operated in a safe manner. Given that the greatest potential for travel time savings for buses relative to private automobiles will be in the section south of New Hampshire Avenue. We believe we should continue our attempts to find a way to provide a bus lane south of White Oak if we are to achieve our objective of getting as many people in the corridor to use transit as possible.

To the north of New Hampshire Avenue, the greatest potential for benefits from a ramp metering system would be when all the at-grade intersections have been converted to interchanges. Otherwise, limiting the number of vehicles allowed to turn from intersecting streets onto US 29 will have the effect of backing up traffic on these cross streets, thereby increasing congestion significantly for east-west traffic attempting to cross US 29. We have already implemented a bypass lane for buses on the mainline of US 29 by converting the shoulder to a bus lane during peak hours. However, once the at-grade intersections start to be replaced with interchanges, the benefits of using shoulders as bypass lanes become more limited and the implementation of ramp meters with priority treatment for buses may make more sense.

I am asking the project planning team to study the interchange concepts to determine what would have to be done to preserve the option of being able to incorporate ramp metering in the long-term as part of a plan which would replace most, if not all, of the at-grade intersections north of White Oak with interchanges. We will compare this option with one which would provide a separate high occupancy vehicle lane in the median.

Thank you for providing us with Mr. Bain's thoughtful analysis. We will continue to keep the Council informed as we grapple with the very difficult issues associated with trying to accommodate travel demand in the US 29 corridor. If you have any further questions or comments about this matter, please feel free to contact me or Neil Pedersen. Neil can be reached at (301) 333-1110.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF
Hal Kassoff
Administrator

HK/ih

cc: Mr. Robert McGarry
Mr. Gus Bauman
Mr. Neil J. Pedersen
Mr. Creston Mills
Mr. Thomas Hicks
bcc: Mr. Louis H. Ege, Jr.
Mr. Perry Berman
Mr. Ron Welke

Prepared by: George Walton, Proj. Plan. Div., Ext. 1139, #931

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20TH LEGISLATIVE DISTRICT
MONTGOMERY COUNTY

JUDICIARY COMMITTEE
DEPUTY MAJORITY WHIP



HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401-1991

DANA LEE DEMBROW

January 11, 1994

PROJECT DEVELOPMENT DIVISION
JAN 20 12 40 PM '94
ANNAPOLIS OFFICE
STATE HOUSE OFFICE BUILDING
TELEPHONE: (410) 841-3200
TOLL FREE FROM WASHINGTON AREA: 858-3200
DISTRICT OFFICE:
10111 COLESVILLE ROAD, SUITE 117
SILVER SPRING, MARYLAND 20901-2427
TELEPHONE: (301) 595-5550

Page Two

January 11, 1994

to continue to work with representatives of Silver Spring Stage to insure that the final building plans for Route 29 meet with their approval. As you probably know, you may contact the theatre directly at 946-3808. Interested parties include Carol Leahy, Norman Seltzer, Paul Boudreaux and others.

Thank you again for your arduous and sensitive work and negotiations on this difficult project. Please feel free to let this office know if we may be of further assistance in finalizing your design plans.

Sincerely yours,

Dana Lee Dembrow

cc: Silver Spring Stage, Inc.

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

Re: Four Corners Intersection
Montgomery County
University Boulevard and Colesville Road

Dear Neil:

This correspondence is directed to you on behalf of the Silver Spring Stage, Inc., located in the basement of the Woodmoor Shopping Center at 10145 Colesville Road, Silver Spring, Maryland 20901. As you may know from discussions with George Walton, it was recently learned by the State Highway Administration that the underground space used by Silver Spring Stage for its theatre and technical equipment is an incursion below the existing sidewalk and potential road surface of Route 29 adjacent to the Woodmoor Shopping Center.

The undersigned has met with Mr. Walton on site and discussed with about a dozen members of the Stage's Board of Directors the feasibility of shifting the proposed reconstruction of Route 29 slightly to the west sufficient to accommodate the underground needs of the theatre, which is a 25-year-old cultural institution in the four corners community. We have also encouraged pertinent parties to extend liberal easement rights to the State Highway Administration in order to permit your good offices to complete engineering and design work in a fashion that will not interfere with the theatre's operation.

We believe that Mr. Walton has a firm grasp of the problem as well as the preferred design modifications needed to narrow the median slightly and shift the road surface a few feet to the west in order to avoid the necessity of costly excavation into the basement area of the Woodmoor Shopping Center now used by Silver Spring Stage, Inc. This correspondence is to express our support for such design modifications and to encourage you

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Maryland Department of Transportation
State Highway Administration

O James Lighthizer
Secretary
Hal Kassoff
Administrator

The Honorable Dana Lee Dembrow
February 2, 1994
Page Two

February 2, 1994

The Honorable Dana Lee Dembrow
Maryland House of Delegates
226B Lowe House Office Building
6 Governor Bladen Boulevard
Annapolis MD 21401-1991

bcc: Mr. Louis H. Ege, Jr.
Mr. Creston J. Mills, Jr.
Mr. George W. Walton

Prepared by: G. Walton, PPD, x3439, #451

Dear Delegate Dembrow:

Thank you for your recent letter concerning the proposed improvements at the Four Corners Intersection and its potential impact on the Silver Spring Stage. The State Highway Administration (SHA) is currently investigating alternatives that would allow the theater to remain in operation. Specifically, we are looking closely at options that are a compromise to all parties. By that I mean options that have impacts to both sides of US 29, as well as the median. We do not have all the data necessary to make a determination on an alternative at this time. However, we fully expect to make a decision shortly. This is critical so that we may remain on the current production schedule of a FY 1996 advertisement date.

Thank you and the members of the Silver Spring Stage for working with SHA in resolving this very sensitive issue. If you have any additional questions or comments, please feel free to contact me or Neil Pedersen. Neil can be reached at (410) 333-1110.

Sincerely,

Hal Kassoff
Administrator

cc: Mr. Neil J. Pedersen

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

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SILVER SPRING STAGE

P.O. Box 3086
10145 Colesville Road, Silver Spring, Maryland 20901
Phone (301) 593-6036

Mr. Neil Pederson, Director
Office of Planning & Preliminary Engineering
State Highway Administration
707 N. Calvert St
Baltimore, MD 21202

February 4, 1994

Dear Mr. Pederson:

As Chairperson, Board of Directors of Silver Spring Stage, Inc., I am writing to comment on SHA's preliminary plan for the intersection of Route 29 and University Boulevard. These plans, as presently conceived, would place Silver Spring Stage's continued existence in jeopardy.

As background, Silver Spring Stage, a non-profit community theater located at 10145 Colesville Rd., has been housed in the basement of the Woodmoor Shopping Mall for over twenty years. The Stage normally produces seven plays per year with 14 to 17 performances per production so that the Stage is functioning throughout the year. Ticket prices are nominal with discounts for students and senior citizens, and those who cannot afford admissions may receive free admission by contributing some service at the stage. One performance of each play is reserved for residents of retirement communities, nursing homes, and participants at community senior centers. They are admitted free and the 120 seat theater is always filled to capacity.

Silver Spring Stage relies entirely on volunteers and because of its outstanding reputation attracts performers, set and light designers, stage managers; technicians, producers, and directors from the greater metropolitan area. Volunteers include men, women and children, persons from white- and blue-collar occupations and retirees, and from those with graduate degrees to those who are developmentally disabled. Our associates provide technical assistance to high school and other community theaters without charge, and we conduct classes, workshops and practical clinics on various aspects of theater.

As you can see, Silver Spring Stage is a community asset that, in turn, tries to give something valuable and meaningful to the community. Unfortunately, our value cannot be measured in dollars alone--Silver Spring Stage relies almost entirely on ticket sales for funding and the annual budget is only about \$70,000. However, we make a concerted effort to keep that money in the community by purchasing all materials and supplies from local merchants.

Finally, Silver Spring Stage is a six-time winner of the British Embassy's prestigious Ruby Griffith award for best community theater productions, and holder of four Theater Lobby Awards, an honor rarely bestowed on community theaters. Based on all of the foregoing, I think you will agree that our theater plays a vital role in the Silver Spring community.

As you know, Mr. George Walton of your office and Delegate Dana Dembrow of the House of Delegates met last month with the Stage's Board of Directors. This meeting resulted from our learning only recently that the underground space used by the Stage for its theater and technical equipment is an incursion below the existing sidewalk and potential road surface of Route 29 adjacent to the Woodmoor Shopping Center. Mr. Walton indicated that the failure to consider Silver Spring Stage was an oversight which arose because the Stage is not in clear view from the front of the shopping center. However, Mr. Walton also indicated that there is still time to correct the oversight, and harm to the stage can be avoided without compromising the highway project, without incurring added costs, and with little serious impact on the community's businesses and residents. As we understand SHA's proposed plan to widen Route 29 and widen and landscape the median,

utilities would have to be relocated. This would require that the northwest corner of Woodmoor Shopping Center's basement either be filled in or the basement wall demolished and reconstructed to make it suitable for the added weight required. This basement area contains the Stage's lobby area, some rehearsal space, and the technical booth which includes the sound and lighting equipment and is the most expensive, most complex, and most essential component of the theater. The Stage cannot afford the cost of relocating the technical booth, shutting down for at least a year during reconstruction of the new basement wall, or comparable space elsewhere.

We sincerely believe that the destruction of the Stage's facilities can be prevented without compromising the roadway project. In essence, SHA needs about ten feet more in width to build the new traffic lanes and median. Therefore, we propose that three feet be taken from the land lying to the east side of Colesville Rd., three feet from the land on the west side, and the planned median narrowed from ten to six feet (the existing median is two feet wide).

Mr. Walton discussed our proposal and, based on preliminary information, estimates that our proposal would support SHA's planned traffic patterns, would permit the relocation of utilities, and would guarantee pedestrians' safety. Furthermore, this proposal would not pose any serious harm for businesses on either side of Colesville Rd. and, since it would not affect gas stations in the area, it would not pose environmental dangers.

The only needed compromise contained in our proposal concerns landscaping: Because the median would be narrowed from ten to six feet, shrubs and/or perennials could be substituted for an estimated five trees that are planned for the median. This seems to be a small sacrifice, considering the role Silver Spring Stage plays in the community.

As stated previously, the Stage cannot afford to move (a comparable space cannot be found), and cannot afford the cost of relocating our technical facilities and closing down for at least a year. Therefore, we urge that you use your office's expertise to design an alternative proposal that will not destroy a valuable community asset.

Thank you for your time and consideration. We appreciate that the planning and negotiations involved in this project have been difficult and sensitive. We look forward to hearing from you in the near future, and would be glad to discuss our concerns with you or your staff at any time.

Sincerely,

Norman Seltzer
Chair, Board of Directors
Work (202) 653-8989
Home (301) 762-4112

cc:

- Honorable Constance Morella, U.S. House of Representatives
- Honorable Ida Ruben, Maryland State Senate
- Honorable Dana Lee Dembrow, Maryland House of Delegates
- Honorable Peter Franchot, Maryland House of Delegates
- Honorable Sheila Hixson, Maryland House of Delegates
- Honorable Neil Potter, Montgomery County Executive
- Honorable Derick Berlage, Montgomery County Council
- Ms. Sally Sternbach, President, Greater Silver Spring Chamber of Commerce
- Mr. George Walton, State Highway Administration

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Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

March 2, 1994

Mr. Norman Seltzer
Chair, Board of Directors
Silver Spring Stage
P.O. Box 3086
Silver Spring MD 20901

Dear Mr. Seltzer:

Thank you for your recent letter regarding the proposed improvements to the Four Corners Intersection and their potential impact to the stage facility. The State Highway Administration (SHA) appreciates your comments and assistance in resolving such difficult issues.

Though the SHA has not made a determination on the improvement for the section of Colesville Road in front of the Silver Spring Stage, we are pursuing the compromise option as indicated in your letter. We agree that the impacts should be distributed between the east side, west side and the median to the extent possible. Further, SHA representatives have discussed this issue with members of the local community groups and they also agree with a compromise of the impacts. We anticipate to have a decision on an alternative later in March.

If you have any additional questions or comments, please feel free to contact me or the project manager, George Walton. George can be reached in Baltimore at (410) 333-3439 or toll free, in Maryland only, at 1-800-548-5026.

Very truly yours,

Neil J. Pedersen

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

cc: Mr. Louis H. Ege, Jr.
Mr. Creston Mills
Mr. George Walton

My telephone number is (410) 333-1110

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

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Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

The Honorable William E. Hanna, Jr.
April 13, 1994
Page Two

April 13, 1994

The Honorable William E. Hanna, Jr.
President
Montgomery County Council
100 Maryland Avenue
Rockville MD 20850

Dear Councilmember Hanna: *B.11*

I would like to share with you the State Highway Administration's position on proposed improvements at the US 29 and Sligo Creek Parkway intersection.

Uncertainties, about redevelopment proposals in the Silver Spring Central Business District and about the possible relocation of Blair High School to the Sligo Creek Golf Course, have persuaded us to delay, indefinitely, any decision on improvements to this intersection. We do intend to proceed with the US 29 Environmental Impact Statement, but only to recommend improvements along US 29 north of the Capital Beltway.

We look forward to working with you to develop alternatives to improve the efficiency of US 29 between the Capital Beltway and downtown Silver Spring, including the US 29/Sligo Creek Parkway intersection.

If you have any questions, please feel free to contact me or Neil Pedersen, Director of our Office of Planning and Preliminary Engineering. Neil can be reached at (410) 333-1110.

Sincerely,

Hal Kassoff
Administrator

- cc: The Honorable Bruce T. Adams
- The Honorable Derick P. Berlage
- The Honorable Nancy Dacek
- The Honorable Gail Ewing
- The Honorable Betty Ann Krahnke
- The Honorable Isiah Leggett
- Mr. Neil J. Pedersen
- The Honorable Marilyn J. Praisner
- The Honorable Michael L. Subin

My telephone number is _____

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Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

The Honorable Constance A. Morella
April 13, 1994
Page Two

April 13, 1994

The Honorable Constance A. Morella
House of Representatives
United States Congress
Suite 507
51 Monroe Street
Rockville MD 20850

bcc: Mr. Louis H. Ege, Jr.
Mr. Creston Mills
Mr. George W. Walton

Prepared by: G. Walton, PPD, x3439, #943-51

Dear Congresswoman Morella:

Con: e

Thank you for your recent letters transmitting correspondence from Ms. Anne Esposito and from Mr. Norman Seltzer, Chairman of the Board of Directors for the Silver Spring Stage. We have received similar letters, and agree that the Stage serves a number of important community needs and should be saved.

The State Highway Administration (SHA) has met with representatives from the Silver Spring Stage to discuss this issue. At that time, we were investigating several options that would spare the stage, as is shown in Neil Pedersen's letter to Mr. Seltzer (copy enclosed). Since then, SHA has decided to shift the roadway several feet to the west and to reduce the proposed median width from approximately 12 feet to six feet. This modification will eliminate all impact to the Stage.

We are always pleased to resolve potential conflicts so that the community benefits, and are glad we could do so in this case. If you have any additional questions, please feel free to contact me or Neil Pedersen, Director of our Office of Planning and Preliminary Engineering. Neil can be reached at (410) 333-1110.

Sincerely,

Hal
Hal Kassoff
Administrator

Enclosure

cc: Mr. Neil J. Pedersen

My telephone number is _____

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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

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Section VII-E
Agency Coordination



DEPARTMENT OF THE ARMY
BALTIMORE DISTRICT, U.S. ARMY CORPS OF ENGINEERS
P.O. BOX 1715
BALTIMORE, MD 21203-1715

PROJECT DEVELOPMENT DIVISION

MAR 30 1993

REPLY TO
ATTENTION OF

Operations Division

Subject: CENAB-OP-RX(MD SHA/U.S. RT 29, from Sligo Creek to Patuxent River)93-00484-4

Mr. Bruce Grey
Maryland State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203-0717

Dear Mr. Grey:

I am replying to your request for a jurisdictional determination for the subject project in Montgomery County which will be processed in accordance with the procedure for merging NEPA and Section 404.

In conjunction with the Corps of Engineers permit process, including Phase I of NEPA/404 process, the Corps has the following response.

a. The Corps concurs with the delineated wetlands 1-10 with the following exceptions. Wetland 4 may be omitted as a jurisdictional wetland due to its function as an urban runoff detention basin, its lack of natural hydrology, and the assumption based on NWI mapping that the basin was not built in a wetland. Wetland 5 may be omitted as a jurisdictional wetland but will still be regulated as Waters of the United States due to its outfall connection with a tributary to Little Paint Branch. Wetland 10 must be re-delineated to extend the wetland boundary approximately twenty feet to the Northeast, and a small pocket at the Eastern end which was re-flagged during the site visit on March 12, 1993 (see enclosure).

b. The Corps also requests that SHA investigate the feasibility of extending the existing retaining walls vertically to allow widening of U.S. 29 reducing the impacts to Wetland 3. Finally, we request that SHA investigate the utilization of the existing median for the widening of U.S. Route 29.

If you have any questions concerning this matter, please call Mr. Arthur Coppola of this office at (410) 962-1843.

Sincerely,

Keith A. Harris
Acting Chief, Special Projects
Permits Section

Enclosure

Copy Furnished:

MD DNR, Muhammed Ebrahimi
MD DNR, Sean Smith
USFWS, Bill Schultz
MDE, Andrew Der

SHA RESPONSE TO DEPARTMENT OF THE ARMY LETTER DATED 3/30/93

This project will not be developed consistent with merged NEPA/404 process since the project began pre-NEPA/404 implementation. The Selected Alternative will impact less than one acre of wetland.

Responses to Paragraph (a.)

Wetland #10 boundary was shifted to the northeast by approximately 30-40 feet during the March 12, 1993 site visit that included Corps of Engineers, MD DNR, USFWS, MD SHA and Gannett Fleming, Inc. personnel.

Response to Paragraph (b.)

Since the impact to Wetland #3 will affect only 0.09 acres, extension of the retaining wall, vertically was not considered a viable, economic option.

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**AGENCY FIELD VIEW
US 29 SLIGO CREEK TO PATUXENT RIVER**

Date: March 12, 1993

Attendees:

Art Coppola - Corps of Engineers
Paul Wettlaufer - Corps of Engineers
Sean Smith - MD Department of Natural Resources
Mohammad Ebrahimi - MD Department of Natural Resources
Bill Schultz - US Fish and Wildlife Service
Sharon Preller - MD State Highway Administration
Wanda Brocato - MD State Highway Administration
Steve Goodyear - Gannett Fleming, Inc.
Roxanne Shiels - Gannett Fleming, Inc.

Purpose: The purpose of the wetland field view was to conduct a jurisdictional determination to verify wetland boundaries and classifications.

Prior to the field view, attendees were provided copies of the wetland delineation report, including mapping to be used for orientation and description of wetlands viewed. Criteria used to establish boundaries were explained. MDSHA discussed how current plans would impact each wetland. Comment packages were provided by Gannett Fleming, but attendees preferred to comment in their own field notebooks. Agencies requested to view all intermittent and perennial streams along the corridor.

The following summarizes the findings from the agency field view within the project area.

W-1 and W-2

Wetland boundaries accepted as delineated.

W-3

Wetland boundary accepted in all 3 portions of wetland.

W-4

Wetland 4 was determined to be a stormwater detention basin. Attendees agreed that it was not a jurisdictional wetland. Flagging was not removed during the field view.

W-5, W-6, and W-7

Wetland boundaries accepted as delineated.

W-8

Wetland boundary was pulled in 7 to 15 feet on the west side at the southern end of the wetland. This was due to a lack of soils with sufficiently low matrix chroma color and mottles. Existing flags were relocated to reflect new boundary. Numbering remained the same as in the Wetland Delineation Report.

W-9

Wetland boundary accepted as delineated.

W-10

Wetland boundary was shifted to the northeast approximately 30-40 feet. Upland soils found during the delineation were determined to be part of an upland inclusion (natural stream berm) within the wetland. Hydric soils were found adjacent to the berm. Existing flags were relocated to reflect the newly determined boundary. Flag numbering remains 1-11 on this side of the wetland to agree with the Wetland Delineation Report.

A stormwater pond located across U.S. 29 from Wetland 2 was viewed and was determined not to be a jurisdictional wetland.

All stream sites within project limits (waters of the United States) were viewed which included:

- Sligo Creek - west of Sligo Creek Parkway
- Northwest Branch and adjacent unnamed tributary - approximately 1,400' south of Lockwood Drive/29 intersection
- Unnamed tributary to Northwest Branch - south of Prelude Drive
- Paint Branch - approximately 3,600' north of Hampshire Avenue
- Three unnamed tributaries to Little Paint Branch approximately 300', 1,600' and 2,400' north of Briggs Chaney Road (Northernmost tributary was Wetland #4 in EIS).

The agencies verified that no jurisdictional wetlands exist adjacent to the streams.

Conclusion: All wetlands field viewed were agreed upon for jurisdictional boundary and classification. Although the boundaries of Wetlands 8 & 10 were adjusted, the mapping for the remaining sites presented in the Wetland Delineation Report remains a good approximation of the wetland boundaries.

Submitted by:

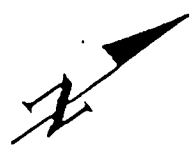
Roxanne Shiels

Roxanne Shiels
Environmental Scientist
Gannett Fleming, Inc.
March 17, 1993

RCS/jh

pc:

W. Willey
R. Pugh
File 25420.250



Hickories
*Wetland is rose & honey suckle
along the low fluvial channel*
Young red maples

560

565

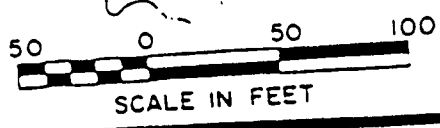


FIGURE 6J
US ROUTE 29: SLIGO CREEK
TO PATUXENT RIVER
WETLAND MAP, WETLAND NO. 10

9203404

F
SHA

386



Maryland Department of Transportation
State Highway Administration

EXHIBIT
DEVELOPMENT
DATE

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

FEB 17 1 53 PM '93

January 12, 1993

Re: Contract No M 425-101-370
US 29 @ MD 193 (University Boul.)
Four Corners Vicinity
Montgomery County, Maryland

RECEIVED

JAN 18 1993

DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
AND CULTURAL RESOURCES

Mr. J. Rodney Little
State Historic Preservation Officer
Maryland Historical Trust
100 Community Place
Crownsville, MD 21032-2023

Dear Mr. Little:

On June 29, 1988 we described the alternatives that were under consideration at that time for the US 29 project (from Sligo Creek to the Patuxent River). A copy of that letter is attached. Since that time, we have developed new alternatives, of which only Alternatives C5 and C6 Modified would require additional right-of-way on the side of US 29 opposite the Polychrome Houses (M 32/2). None of the new alternatives that have been developed are significantly different in design or impact when compared to the previously developed alternatives.

The US 29 corridor is a vital part of the transportation network serving eastern Montgomery County and northern portions of Washington, DC. This corridor has undergone extensive development and in the next 20 years is expected to experience continued growth as the result of planned commercial, industrial and residential development. In the vicinity of the Polychrome Houses, US 29 is a 6-lane divided highway.

Descriptions of the alternatives that have been developed since the Location/Design Public Hearing in this area are described below. Plans are attached for your information.

Alternative C-4

Alternative C-4 (underpass option) proposes the relocation of all MD 193 traffic to the location of the existing eastbound roadway. This section of MD 193 would be widened from the existing three-lane facility to a six-lane divided roadway.

(410) 333-1177

My telephone number

Handwritten: IABC 2/3/93

Handwritten: HICKS IAEAT 2/11/93

383-7555 Baltimore Metro - 561

Teletypewr

VII-201 Hearing or Speech

707 North Calvert St., Baltimore, Maryland 21203-0717
- 1-800-492-5062 Statewide Toll Free

The existing westbound roadway, on either side of US 29, would become a two-way, three-lane facility providing local access and circulation. US 29 would be depressed under the widened section of MD 193. The existing westbound lanes will be severed and would not provide any through movements. US 29 would narrow from a six-lane divided section to a five-lane undivided section with a center reversible lane as it approaches MD 193.

All of the turning movements between the two roadways would be handled at the signalized intersection located on the bridge. On MD 193, there would be six lanes (three lanes in each direction) of through traffic, with a single left turn lane for westbound and double left turn lanes for eastbound traffic, respectively.

Each of the existing jug-handles would be reconstructed to two-way roadways, further enhancing community circulation. The intersections formed between MD 193 and the jug-handles would be signalized.

As the roadway would not be widened or altered in the immediate vicinity of the Polychrome Houses, they would not be affected by Alternative C-4.

Alternative C-4 At-Grade

Alternative C-4 At-Grade is basically the same alternative as C-4, only at-grade. As with Alternative C-4, MD 193 would be widened from the existing three-lane facility to a six-lane divided roadway. The existing westbound roadway, on either side of US 29, would become a two-way, three-lane facility providing local access and circulation and no through movements would be allowed. US 29 would narrow from a six-lane divided section to a five-lane undivided section with a center reversible lane as it approaches MD 193. Left turns from both roadways would not be permitted. Instead, vehicles would have to use the widened jug-handles in an at-grade loop situation.

As the roadway would not be widened or altered in the immediate vicinity of the Polychrome Houses, they would not be affected by Alternative C-4 At-Grade.

Alternative C-5

Alternative C-5 (underpass option) proposes to depress MD 193 under US 29 at the location of the current eastbound roadway. US 29 will remain a six-lane facility with the median being retained and existing eastbound MD 193 will be widened to a five-lane roadway to handle the through movements. All traffic wishing to cross US 29 will be diverted onto this widened section. Community access and circulation will be handled via right-in, right-out movements at the existing westbound MD 193/US 29 intersection and upgrade² jug-handle

Mr. J. Rodney Little
January 4, 1993
Page Three

turn lanes. MD 193 will be signalized and the existing westbound roadway will be narrowed to handle two-way local traffic.

Even though the roadway would be widened by 22 feet in the vicinity of the Polychrome Houses, the widening is on the side of the road opposite the building; thus, they would not be affected by Alternative C-5.

Alternative C-6 Modified

Alternative C-6 Modified, the at-grade improvement, calls for the addition of a travel lane in each direction along US 29 and the widening of MD 193 at the intersections to provide for exclusive turning lanes. US 29 will become an eight-lane facility with a continuous raised median with a median width varying between 9 and 16 feet. Also, on US 29, exclusive right turn lanes will be provided.

MD 193 will be widened at its intersections with US 29 to provide exclusive left and right turn lanes.

In order to provide greater intersection level-of-service, left turns from Colesville Road will be denied. Jug-handle lanes are being proposed to accommodate turning movements. Vehicles making a left turn movement from US 29 onto MD 193 will first have to make a right turn onto MD 193 then use the jug-handles to proceed in the desired direction. Alternative C-6 Modified also includes the addition of two traffic signals located at the existing intersections of the jug-handles and MD 193.

Alternative C-6 Modified is similar to one alternative previously proposed in the DEIS. It has the same characteristics as Alternative B-1 except that it retains the median. Left turn movements would be handled via jug-handle turn lanes. By retaining the median, all the widening would occur to the outside.

Even though the roadway would be widened by 22 feet in the vicinity of the Polychrome Houses, the widening is on the side of the road opposite the building; thus, they would not be affected by Alternative C-6 Modified.

OK
Relating to archeological resources, the US 29 corridor from I-495 in Montgomery County to US 40 in Howard County, Maryland, was previously surveyed by Ballweber (1988). During that survey, the project area directly adjacent to the current study area was considered to have low archeological potential, and did not warrant testing. Your office concurred on August 28, 1989 that no additional archeological investigations were warranted for the project.

389

No archeological sites have been recorded in or near the current expanded project area. It is considered to have low prehistoric archeological potential by virtue of its interfluvial setting. Regional research has identified proximity to surface water as a primary consideration in the selection of areas for use by prehistoric populations. No structures appear on historic maps in the project area vicinity. Given the degree of previous disturbance from residential and commercial development, and road construction along the US 29 corridor and the US 29/I-495 interchange, it is unlikely that potentially significant historic or prehistoric archeological resources would be affected by proposed construction.

We seek your signature on the concurrence line below documenting your agreement with our determination that these additional alternatives will not affect significant cultural resources. Please return this signed correspondence by February 17, 1993 and, should you have any questions, please call Ms. Suffness on 333-1183 concerning historic sites or Ms. Barse on 321-2213 concerning archeology.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by: Cynthia D. Simpson
Cynthia D. Simpson
Deputy Division Chief
Project Planning Division

Concurrence:

J. Ellen Innes
State Historic Preservation Office

2/11/93
Date

LHE:RMS:
Attachment (2)
cc: Ms. Chris Barse
Ms. Sharon Preller
Mr. George Walton

390

MARYLAND
HISTORICAL



TRUST

PROJECT
DEVELOPMENT
DIVISION

William Donald Schaefer
Governor

Jacqueline H. Rogers
Secretary, DHCD

SEP 1 3 34 AM '89

August 28, 1989

Mr. Louis H. Ege, Jr.
Deputy Director
Division of Project Development
State Highway Administration
P.O. Box 717
707 North Calvert Street
Baltimore, Maryland 21203-0717

Re: Phase I Survey
U.S. Route 29 from I-495 to U.S. Route 40
Contract No. HO 606-101-770
Howard and Montgomery Counties, Maryland

Dear Mr. Ege:

Thank you for sending us a copy of the final report of the archeological reconnaissance conducted for the above-referenced project.

The report presents a concise and well written documentation of the survey's goals, methodology, results and recommendations. The report's graphics are exceptionally clear and helpful. All comments suggested in our letter concerning the above-referenced project dated June 13, 1988 have been successfully addressed.

The survey identified five sites, 18MD271, 18MD272, 18MD273, 18MD274 and 18HO142. Based upon the information provided in the report, we concur that Sites 18MD271, 18MD272, 18MD273 and 18HO142 are not eligible for the National Register of Historic Places. The Newton Site (18MD274) was considered to be potentially eligible. However, Phase II investigations of this site have already been completed. This office has previously concurred in our letters dated September 7, 1988 and December 1, 1988 that Site 18MD274 is not eligible for inclusion on the National Register of Historic Places.

No further archeological investigations are recommended for this particular project.

Maryland

Department
Shaw House, 21 St

VII-205

Community Development
Maryland 21401 (301) 974-5000

391

Mr. Louis H. Ege, Jr.
August 28, 1989
Page 2

We thank you for your cooperation and assistance.

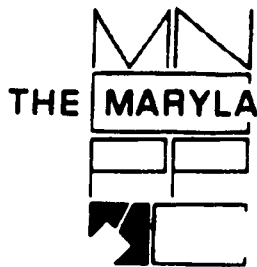
Sincerely,

Ethel R. Eaton

Ethel R. Eaton, Ph.D.
Assistant Administrator
Archeological Services
Office of Preservation Services

EJC/lm

- cc: Mr. Herman Rodrigo
Mr. Samuel Baker
Ms. Cynthia D. Simpson
Mr. Tyler Bastian
Dr. Ira Beckerman
Mrs. Phillip St. C. Thompson
Ms. Alice Ann Wetzel
Ms. Mary Ann Kephart
Ms. Mary Anne Tuohy
Mr. Jared B. Cooper



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

2-6-89
AT 11/9

August 7, 1989

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

Re: US 29 Project Plans

Dear Mr. ~~Pedersen~~ *Neil*:

Over the last several weeks the portion of US 29 between Four Corners and the Silver Spring CBD has come under close review by our staff as part of the work on the Silver Spring CBD traffic management program analysis, and the Eastern Montgomery County Master Plan, as well as the continuing efforts on your US 29 Project Plan. We have reached some tentative staff conclusions on several critical elements of this roadway of which I would like to inform you before the team meeting on August 9. I would stress that these are preliminary, but they are in keeping with our earlier analyses. We have put this down in writing to facilitate communication; please recognize that it may be necessary to refine or even revise this as we learn more on the subject.

We asked JHK and Associates to assist us with analyzing this critical roadway section, since the traffic operations here are complex and there are currently conflicting and seemingly incompatible results from different previous analysis. They used the TRANSYT 7 model, as well as manual calculations to provide us with different criteria. Both our transportation staff, and that of the Community Planning South Division have been involved with the review, and concur in our current position.

We would offer the following observations for your consideration.

1. The most recent Gannett Fleming configuration for the US 29 approaches at Sligo Creek Parkway are for only three through lanes and a counter-flow bus lane with the median retained. We do not believe that this is feasible from a capacity perspective, and probably not from a traffic safety viewpoint as well. All our previous analyses show that at least four through lanes are needed here for future volumes, generally with a prohibition of left turns from US 29.

- 343
2. We strongly desire to provide a high quality bus priority lane along the entire length of US 29 from the Howard County line, including the section south of the Beltway. We do not endorse retaining the medians below the Beltway, since it appears that future traffic volumes will require configurations involving reversible lanes that are not workable with the medians retained. wha
ms
 3. Concerning bus priority: if a busway is a part of each stage of the Four Corners modification, we tentatively feel we can endorse the revised Four Corners underpass. The recent staging plan allowing for initial jughandles, then revised roadway and finally the underpass if needed seems appropriate and workable.
 4. We have highlighted to your staff what we think is an inconsistency in the future evening peak hour north-bound traffic projections between the COMSIS estimates and ours. This involves several hundred peak hour trips fewer in your estimates, and is probably a major factor in your consultants findings about the workability of the "median retention" scheme.

To provide you with some technical validation of these findings, I have attached the summary of the JHK analysis. This shows four schemes, some with bus priority, between the Beltway and the Silver Spring CBD evaluated against several criteria. The Base Case is the configuration of 4 or 5 through lanes on US 29 (5 north of Sligo Creek Parkway and 4 south of it). It does not include any bus priority. Options 1 and 2, respectively, are a "take-away" and "add-a-lane" for buses to the Base Case. The "GFTE" is our understanding of the recent Gannett Fleming configuration. The results show that only with 1,000 vehicles diverted to transit would the GFTE plan work without major delays to both buses and other vehicles on side streets and on US 29.

Please feel free to call me or Rick Hawthorne after you have reviewed this information. We will be attending the August 9 team meeting, but would welcome the opportunity to discuss these concerns with you before hand in perhaps a smaller group or by telephone.

Sincerely,



Robert M. Winick, Chief
Transportation Planning Division

RMW:RCH/b:njp.rmw

cc: Ron Welke
John Clark
Kevin Hooper

SHA RESPONSE TO MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION LETTER DATED 8/7/89

Responses to Paragraph (1)

No action on Sligo Creek Parkway is being taken. The alternative has been dropped.

Responses to Paragraph (2)

The buslanes will continue to provide high-quality service along the shoulders of U.S. 29. The medians below the Beltway will be retained as the Sligo Creek Parkway Alternative (below the Beltway) has been dropped from consideration.

Responses to Paragraph (3)

The at-grade solution, Alternative C-6 Modified, was selected. As such, there will be no underpass at Four Corners.

Responses to Paragraph (4)

Removal of the median strip has been dropped from consideration.

Handwritten: Prepare letter to staff
#R 313



U.S. Department
of Transportation
Federal Highway
Administration

Memorandum

395

Handwritten initials: JZ

Subject: Maryland - Draft EIS U.S. 29 from
Sligo Creek to Howard County Line
Montgomery County, Maryland
FHWA-MD-EIS-82-04-D

Date: March 8, 1989

From: Director, Office of Planning
and Program Development
Baltimore, Maryland

Reply to
ATTN of: HPP-03.3

To: Porter Barrows
Division Administrator
Baltimore, Maryland

We have reviewed your March 3 submission on the perpetual easement at Sligo Creek Parkway. If the construction can be accomplished totally within the limits of the perpetual easement, we agree no Section 4(f) Evaluation is required and would concur with your determination.

Robert E. Gatz



U.S. Department
of Transportation
Federal Highway
Administration

PROJECT
DEVELOPMENT
DIVISION

MAR 7 3 20 AM '89

Memorandum

Subject: Maryland-Draft EIS
US 29 from Sligo Creek to
Howard County Line
Montgomery County, Maryland
From: FHWA-MD-EIS-88-04-D

Date: March 3, 1989

Reply to: HDA-MD
Attn. of:

To: Division Administrator
Baltimore, Maryland

Robert E. Gatz
Office of Planning and Program
Development
Region 3
Baltimore, Maryland

Enclosed is a submission from SHA which shows that the proposed improvements at Sligo Creek Parkway, under the proposed 4-1-2 option, are totally contained within a perpetual easement which was granted to SHA in 1959 (see attached mylar of Option 4-1-2). We are requesting your concurrence with our determination that Section 4(f) would not apply to this improvement. This determination would be conditioned upon all proposed work, including earthwork (the limits of which are not shown on the mylar) being contained within the perpetual easement. We have discussed the limits of earthwork with SHA and it is their belief that the earthwork will be contained within the perpetual easement, provided they shift the alignment of Sligo Creek Parkway slightly further from Sligo Creek.

We would appreciate your returning the enclosures upon completion of your review.

Heuman Rodigo
FOR A. P. Barrows

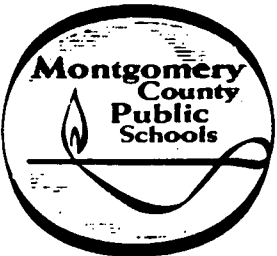
Attachments

397

**SHA RESPONSE TO FEDERAL HIGHWAY ADMINISTRATION LETTER DATED
3/3/89**

The alternative at Sligo Creek Parkway has been dropped from consideration.

398



850 Hungerford Drive • Rockville, Maryland • 20850

PROJECT DEVELOPMENT DIVISION
Telephone 301 279-3381
MAR 13 1 35 PM '89

March 3, 1989

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

Dear Mr. Pedersen:

Thank you for your thoughtful response regarding school concerns about the proposed alternatives for improving US Route 29 in Montgomery County. I am especially heartened by your willingness to consider additional landscape screening adjacent to Paint Branch High School.

Mr. Michael Snyder, your district engineer in Greenbelt, has contacted staff to request a meeting to discuss ways to control pedestrian movement at Paint Branch High School. I look forward to hearing the results of these joint efforts. Again, thank you for your help.

Sincerely,

Harry Pitt
Superintendent of Schools

HP:ew

- Copy to:
- Members of the Board of Education
 - Dr. Vance
 - Dr. Lewis
 - Dr. Rohr
 - Dr. Skinner
 - Mr. Snyder
 - Mr. Wilder
 - Mr. McGarry

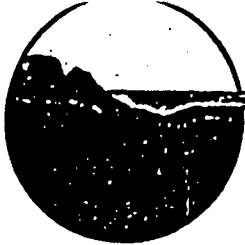
RECEIVE

MAR 13 1989

PLANNING & PRELIMINARY

SHA RESPONSE TO MONTGOMERY COUNTY PUBLIC SCHOOLS LETTER, DATED 3/3/89

The alternative selected for the Briggs Chaney Road (near Paint Branch High School) was the tight diamond interchange as shown in Alternatives C-1, C-3, and C-5 with modifications.



Maryland Department of Natural Resources

400

Tidewater Administration
Tawes State Office Building
580 Taylor Avenue
Annapolis, Maryland 21401

William Donald Schaefer
Governor

Torrey C. Brown, M.D.
Secretary

February 15, 1989

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

07 01 63 07
FEB 17 1989

Dear Mr. Kassoff:

Tidewater Administration's (TA) Power Plant and Environmental Review Division (PPER) personnel attended the January 25, 1989 Location/Design Public Hearing, U.S. Route 29 Sligo Creek to Patuxent River. This segment is part of the overall Route 29 improvement proposal which extends from Sligo Creek to U.S. Route 70 in Howard County.

We did not present a statement at the Public Hearing but would like to have the following comments prepared by Bob Schueler of our Environmental Review Staff made part of the hearing record. The comments were developed against the background of our past comments on U.S. Route 29 Improvement. These include:

- (a) Letter of June 20, 1986 to Gannett Fleming Transportation Engineers, Inc. from Md. WRA. (copy attached)
- (b) Letter of August 7, 1986 to Gannett Fleming Transportation Engineers, Inc. from Charles Gougeon, Biologist, Tidewater Administration. (copy attached)
- (c) Letter of September 9, 1986 to Gannett Fleming Transportation Engineers Inc. from W.R. Carter III, Tidewater Administration (copy attached).
- (d) Fisheries Division comments of February 27, 1987 to WRA on the Draft Environmental Assessment (EA) for U.S. Route 29 - Patuxent River Bridge to U.S. Route 40 Howard County, Md. (copy attached). These comments were included in the Final ER, together with SHA responses. Overall we believe the responses do not adequately address the issues we raised.
- (e) Fisheries Division comments of February 25, 1988 to WRA on the U.S. Route 29 crossing of Paint Branch (copy attached).

Telephone: 4-2261
DNR TTY VII-215 1-974-3683

- (f) WRA comments of February 29, 1988 to SHA on Route 29 crossing of Paint Branch (copy attached).
- (g) Fisheries Division comments on May 16, 1988 to MD Dept. of Environment.

(1) The above comments are still valid and reflect our concerns on project impacts.

(2) Our comments on the EA noted that the secondary impacts of SHA highway construction and improvement were inadequately addressed. The facilitation of additional commercial and residential development with consequent loss of open wooded space, expansion of impervious surface and increases in polluted runoff and sediment discharge as a result of this project must be reviewed. We have raised this same point repeatedly over the years with regard to similar SHA projects. SHA response has consistently been to minimize the linkage of secondary impacts to highway improvements, contending that such development was an independent outgrowth of local zoning. We noted that during the SHA project information slide presentation at the January 25, 1989 Location/Design Public Hearing, the Stewart Lane Overpass was described as "opening up" the wooded area north of Rt. #29 to development. Such acceleration of development will adversely impact the already stressed Paint Branch stream ecosystem. It illustrates our consistent concern with indirect impacts and our insistence that they be forthrightly evaluated.

(3) Rt. 29 presently bridges Northwest Branch, accommodating six lanes of traffic-as much as is contemplated under any of the alternatives under consideration. We assume that this crossing will therefore remain essentially unaltered. Stormwater runoff (with its load of highway pollutants) enters directly into the stream at the bridge. As part of highway upgrading this situation should be corrected, not only at the Northwest Branch crossing but along the entire Rt. 29 ROW with emphasis on a workable infiltration approach.

(4) Our principal concern, however, remains the Paint Branch crossing. All of the points made in our February 25, 1988 comments remain valid. These center on:

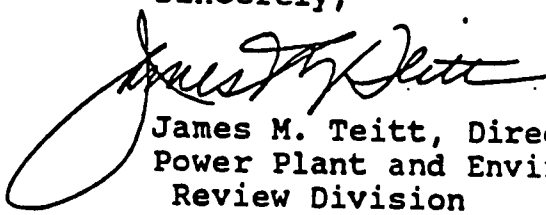
- (a) installation of debris net under the bridge during construction.
- (b) reforestation and landscaping.
- (c) preservation of the stream substrate in a configuration basically replicating existing fisheries habitat.
- (d) emplacement of large stones along the west bank upstream from the bridge.

- (e) emplacement of either large, free-standing, stones or imbricated rip-rap slabs along the lowermost 3 feet of the west slope under the bridge.
- (f) advance planning to provide for fisheries and aquatic life habitat protection in the context of the ultimate improvement of Rt. 29 at the Paint Branch crossing - not merely in the context of bridge deck maintenance. This involves protection of the eroding west bank of Paint Branch by emplacement of large boulders between the bridge and a point approximately 500 feet upstream.

(5) It is our understanding that the bridge maintenance work cited above will commence shortly although in-stream construction in a Class III stream such as Paint Branch cannot begin until April 30, 1989. For some reason, the measures recommended in our above cited comments have not been integrated into your planning process. PPER personnel have made contact with SHA project personnel in an effort to retroactively resolve the problem before work gets underway.

We request that these comments be made part of the record for the January 25, 1989 Location/Design Public Hearing. We further request that the involved SHA planning and operational personnel be instructed to implement the fisheries and aquatic life resource protection measures we have previously recommended as soon as possible. Tidewater Administration contact point is W.R. Carter III 301-974-3061.

Sincerely,



James M. Teitt, Director
Power Plant and Environmental
Review Division

JMT:BS:swp

attachments (7)

cc: Project w/att
Journal wo/att
Schueler wo/att
Gougeon w/att
Nazir Baig, MNCPPC - 8787 Georgia Ave. w/att
Silver Spring, Md. 20910

SHA RESPONSE TO MD DNR LETTER, DATED 2/15/89**Response to Comment (2)**

During the construction phase, strict erosion and sediment control measures will be implemented, as approved in the Final Erosion and Sediment Control Plan.

Response to Comment (3)

Stormwater runoff would be managed under MD DNR's Stormwater Management Regulations.

Response to Comment (4)

Mitigation measures will be carried out during construction.

Response to Comment (5)

Mitigation measures will be incorporated into Section IV-Environmental Consequences of the FEIS.

404



U.S. Department of Transportation
Federal Highway Administration

Memorandum

Subject: Draft Environmental Impact Statement
U.S. 29 - Montgomery County, Maryland
FHWA-MD-EIS-88-04-D

Date: FEB 1 1989

From: Eugene W. Cleckley
Chief, Environmental Operations Division
Washington, D.C. 20590

Reply to
Attn. of: HEV-11

To: Mr. David S. Gendell
Regional Federal Highway Administrator (HFP-03)
Baltimore, Maryland

Attached is a copy of the comments on the subject draft environmental impact statement (EIS) from the Secretary's Environmental Division (P-14). The comments are being sent directly to the Division Office and should be included in the final environmental impact statement.

The Secretary's Environmental Division expresses its position that the impacts of the ongoing widening projects should be addressed in the final EIS for U.S. 29. We understand the 6-mile widening required less than an acre of right-of-way, none from a 4(f) resource, and resulted in no relocations or other major impacts.

We recommend the final EIS for U.S. 29 indicate that the widening results in few additional impacts and the final EIS, therefore, addresses the overall cumulative impacts of both actions. It should also indicate the 6-lane cross section was used for noise analysis, traffic studies, etc.

Harter M. Rupert
Harter M. Rupert

Attachment

cc: HDA-MD ✓

MARYLAND
2-7-89
ADA
B-2
B-3
✓ B-4
EM
ENV
EP
NCE
ALL

405

**SHA RESPONSE TO FEDERAL HIGHWAY ADMINISTRATION MEMORANDUM
DATED 2/1/89**

Response to Paragraph (2)

All impacts, be they to the community, the physical landscape, or other environmentally sensitive resources, are addressed in the FEIS.

Response to Paragraph (3)

(See response to Paragraph (2)). Noise and traffic studies conducted along segments of Route 29 are carefully documented in the FEIS.

Memorandum ⁴⁰⁶


U.S. Department of
Transportation
Office of the Secretary
of Transportation

Subject: Draft Environmental Impact Statement
U.S. 29, Montgomery County, Maryland
FEWA-EIS-88-04-D

Date:

JAN 13 1989

From: Joseph Canny, Director
Office of Transportation
Regulatory Affairs

Reply to
Attn. of:

To: Eugene W. Cleckley, Chief
Environmental Operations Division, HEV-10

We have reviewed the draft environmental impact statement for improvement of U.S. 29 from the Sligo Creek Parkway to the Patuxent River Bridge. The proposed action would provide intersection improvements, control of access, and/or high occupancy vehicle lanes, depending upon the alternative selected. We note that U.S. 29 is being widened from four to six lanes from MD Route 198 to MD Route 650 by the State and Montgomery County. It appears that impacts of the widening projects are not addressed in the draft EIS. Because the widening projects and intersection/HOV projects are closely interrelated, the impacts of the widening project should be addressed in the EIS to reflect the cumulative impacts of the Route 29 projects.

The draft EIS indicates that there will be no section 4(f) impacts to Paint Branch Park or Northwest Branch Park. The basis for this statement and information on whether the widening projects will impact the parks should be provided.

We appreciate the opportunity to review this draft EIS.

407

**SHA RESPONSE TO MEMORANDUM FROM FEDERAL HIGHWAY
ADMINISTRATION, DATED 1/13/89**

Response to Paragraph (1)

All impacts of the Route 29 widening are addressed in the FEIS.

Response to Paragraph (2)

All background information supporting the claim that there will be no 4(f) impacts will be provided in the FEIS.

408



PROJECT DEVELOPMENT DIVISION
UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
FEB REGION III 21 '89
841 Chestnut Building
Philadelphia, Pennsylvania 19107

JAN 30 1989

Ms. Cynthia D. Simpson, Chief
Environmental Management
Project Development Division (Room 310)
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Re: U.S. 29 from Sligo Creek to the Patuxent River
Montgomery County, MD (88-11-116)

Dear Ms. Simpson:

In accordance with the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, EPA has reviewed the Draft Air Quality Analysis for the above referenced project. Maximum predicted carbon monoxide (CO) impacts are 3.5 ppm (8-hour average) and 14.4 ppm (1-hour average), which are below the respective 9 ppm and 35 ppm National Ambient Air Quality Standards (NAAQS). The EPA-approved MOBILE3 and CALINE3 models were used, however, there is no mention of the use of models specifically designed for intersections.

Since the highest CO concentrations usually occur close to intersections, major intersections should be modeled (or sufficient justification given as to why this is not necessary), using an appropriate EPA recommended model; e.g. CALINE3 in combination with Worksheet 2 of Volume 9 of the EPA Guidelines for Air Quality Maintenance Planning and Analysis; EPA-450/4-78-001).

Thank you for including EPA in the early coordination of this report. Should you have any questions, or if we can be of further assistance, please contact Larry Budney (215-597-0545) or Lynn Rothman (215-597-7336) to discuss these comments in greater detail before a response is prepared for the Final Air Quality Analysis.

Sincerely,

Jeffrey M. Alper, Chief
NEPA Compliance Section

cc: Larry Budney; EPA

409

SHA RESPONSE TO EPA LETTER DATED 1/30/89

Air quality modeling has been incorporated in the FEIS, Sections III and IV.

410

PROJECT DEVELOPMENT DIVISION
FEB 2 10 10 AM '83



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III

841 Chestnut Building
Philadelphia, Pennsylvania 19107

JAN 30 1983

Mr. Louis H. Ege, Jr.
Deputy Director
Project Development Division (Rm 506)
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Re: U.S. 29 from Sligo Creek to the Patuxent River
Montgomery County, Maryland (88-11-123)

Dear Mr. Ege:

In accordance with the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, EPA has reviewed the Draft Environmental Impact Statement (DEIS) for the above referenced project. We have rated the project EC-2 on EPA's rating scale, a copy of which is enclosed for your reference. This rating is based primarily upon the need for more information regarding the light rail alternative. There is also concern about potential noise and surface water impacts and the taking of hardwood forest. The following comments are provided for your consideration in the Final Environmental Impact Statement (FEIS).

Alternatives Analysis

The justification for the transitway option, in-lieu of a light rail facility, is the lower capital and operating ~~cost of the former~~. Yet unless cost makes an alternative infeasible, there are many other issues that are of equal, or greater, importance that must also be considered in the alternative selection process. For example, it is not stated whether the studies comparing a light rail system and an HOV transitway ~~evaluated costs to the consumer, such as gasoline, automobile insurance, and vehicle maintenance/repair, or intangible costs, such as, cleaner air, energy conservation, decreased commuting time or increased safety.~~ In addition, the light rail alternative would directly benefit residents of Howard County and may be consistent with the transportation and land use goals of this County.

All of the suggested transitway options will have intersections which operate at a level of service F (volumes are above capacity) in the design year. (It is assumed that widening done by others is included in the traffic projections.) In comparison, the estimated level of service for Route 29 with the light rail facility, as well as the potential capacity of the light rail system, should be given. Furthermore, page VII-2 mentions the possibility of retrofitting the transitway with a light rail "in the more distant future." The FEIS should discuss whether the alternatives differ in their ability to be retrofitted in terms of cost and engineering.

EPA believes the light rail option is ~~potentially superior~~ to the transitway options and should have been included in the DEIS. If SHA/FHWA feel that all of the pertinent issues have been adequately addressed in the comparative studies referenced in the DEIS, then the findings of the studies should be related in greater detail in the FEIS.

Terrestrial Resources

There is concern regarding the impact of Alternatives C and D on hardwood forest and agricultural land in the vicinity ~~of the~~ ~~Chapin~~ ~~Road~~. A maximum of ~~76.1~~ acres of hardwood forest and 33 acres of agricultural land could be taken at this location, the former having an adverse impact on wildlife. Therefore, we recommend that Alternatives B, C and D and the individual options within Alternatives C and D, be compared directly with respect to levels of service, safety, and environmental impacts (including, stream relocations, wetlands, agricultural land and hardwood forest) at this intersection. A justification for the selected design should follow.

The term "Man-Dominated" should also be clarified in the FEIS.

Wetlands

EPA is pleased to have been included in the Wetlands Field View on March 14, 1988. For wetlands that cannot be avoided, the FEIS should identify potential mitigation sites.

Surface Water

EPA supports the time of year restrictions for instream work stated in the DEIS. In addition, all efforts should be made to minimize channel relocations. The FEIS should provide as much detail as possible regarding unavoidable relocations. EPA also supports replacement with a natural stream channel, as described on page IV-48 of the DEIS.

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Groundwater

Page IV-49 states that a small portion of the Patuxent Formation recharge area is located within the U.S. 29 corridor near Greencastle Road. The design of stormwater management facilities, described on page IV-48, should also consider the possibility of hazardous waste spills from transport vehicles using Route 29.

Noise

In many cases noise barriers are not feasible due to restriction of access to local residents. Yet the option of relocating residents as a result of noise impacts is not discussed.

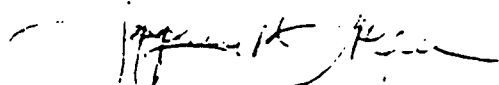
The ~~FIS~~ should also confirm whether the proposed highway widening is taken into account in the noise analysis.

Air Quality

EPA has reviewed and commented separately on the Air Quality Technical Report.

Thank you for allowing EPA the opportunity to review this document. We look forward to working with you throughout the NEPA process. Should you have any questions, or if we can be of further assistance, please contact Lynn Rothman at 215/597-7336.

Sincerely,



Jeffrey M. Alper, Chief
NEPA Compliance Section

Enclosure

cc: Mr. Herman Rodrigo; FHWA

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SHA RESPONSE TO EPA LETTER DATED 1/30/89

Response to Paragraphs (1),(2),(3) [Section 1]

The potential for a light rail corridor along Route 29 was studied. A report comparing a busway corridor to a light rail corridor was prepared. The high cost of construction and ongoing maintenance of a light rail facility along with the lack of appropriate sites for station and mode change facilities, and projected low ridership eliminated light rail as an alternative. Improvement and expansion of the existing busway facilities will achieve similar ridership at much lower expense.

Response to Section 2 (Terrestrial Resources)

Alternative C-4 At-Grade Option was selected. A justification for the Selected Alternative, as well as all the significant impacts is included in the FEIS.

Response to Section 3 (Wetlands)

All affected wetlands, as well as potential mitigation measures, are incorporated in the FEIS.

Response to Section 4 (Surface Water)

During construction, strict erosion and sediment control measures will be implemented, as approved in the Final Erosion and Sediment Control Plan.

Response to Section 5 (Groundwater)

Stormwater runoff would be managed under DNR's Stormwater Management Regulations.

Response to Section 6 (Noise)

All noise impacts and appropriate mitigation measures are described in Section IV.

Response to Section 7 (Air Quality)

All impacts and mitigation measures have been incorporated in the FEIS.



414

DEPARTMENT OF THE ENVIRONMENT

2500 Broening Highway, Baltimore, Maryland 21224

Area Code 301 • 631- 3609

William Donald Schaefer
Governor

Martin W. Walsh, Jr.
Secretary

January 23, 1989

Louis H. Ege, Jr.
Deputy Director
Project Development Division
Room 506
State Highway Administration
707 N. Calvert Street
Baltimore, Maryland 21202

RE: Contract No. M 425-101-370, Draft EIS
U.S. 29, Montgomery County

Dear Mr. Ege:

The above-referenced document has been received and reviewed. This Department offers the following comments.

1. Waterways to be affected by this project include Sligo Creek and Little Paint Branch which are Class I, Paint Branch which is Class III and Northwest Branch and the Patuxent River which are Class IV. Usual time-of-year restrictions for in-stream work will need to be observed. These are as follows:

- Class I - No in-stream work March 1 through June 15
- Class II - No in-stream work October 1 through April 30
- Class IV - No in-stream work March 1 through May 31

2. A good stormwater management is critical to the maintenance of these sensitive waterways. Infiltration of at least the first 1/2" runoff from existing and proposed roadways is the preferred alternative, as this strategy removes both unwanted chemical and thermal pollutants.

JAN 21 2 40 PM '89
PROJECT DEVELOPMENT DIVISION

415

SHA RESPONSE TO MD DOE LETTER, DATED 1/23/89

Response to Comment (1)

During construction, strict erosion and sediment control measures will be implemented, as approved in the Final Erosion and Sediment Control Plan.

Response to Comment (2)

Stormwater runoff would be managed under MD DNR's Stormwater Management Regulations.

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Floodplains along small, low order streams are buffer zones, where excessive nutrients and sediments from upland disturbances may be trapped and assimilated (Brinson et. al, 1981). Overbank flooding provides an opportunity for upstream derived nutrients to be utilized by riparian vegetation. In the absence of riparian vegetation, or when streams are constrained so that they cannot overflow, nutrients (or contaminant) are exported downstream without opportunity for assimilation or immobilization, except for that provided in the channel itself.

The amount and rate of nutrient uptake by vegetation, return as litter fall, and released by decomposition reported in several studies cited by Brinson et al., (1981) indicates that floodplains forests retain nutrients by recycling them. Rapid recycling reduces the possibility of nutrient export down drainage. Sedimentation provides a principal mechanism for the delivery and retention of phosphorus to floodplain areas. Where there is extensive swamp vegetation, the rate of sedimentation is accelerated, with far greater amounts of phosphorus being sequestered in the floodplain.

Nitrogen is most often present in stream waters in the form of nitrate. When present in excess amounts, it may cause eutrophication downstream. Currently, the extent to which nitrogen is responsible for eutrophication in Chesapeake Bay is a subject of hot controversy, with a variety of nitrogen controls being funded for various man-caused sources of nitrogen in stream waters. Notable among these is the proposal to install water control structures to retain water in drainage ditches on the Eastern Shore, on the grounds that this will enhance denitrification, and the escape of nitrogen into the atmosphere as a gas, rather than its export downstream as nitrate, where it could aggravate eutrophication (S.C.S., 1986). This proposed control method is similar in theory to what floodplains naturally perform for waters which flow onto them.

It is worth noting that the Maryland State Soil Conservation Water Quality Management Plan (Md. Dept. of Agriculture, 1986) has endorsed buffer strips of natural vegetation as a "best management practice" for the reduction of escaping subsurface nitrogen from farm fields. The rationale is that the native vegetation is able to take up and utilize the nitrogen from the root zone.

Wharton et al., (1982) noted that the swampy portions of a Georgia river floodplain reduced nitrate, sulfate, calcium and magnesium in small tributaries. They concluded that conversion of even a small part of the floodplain/riparian ecosystem to fields (or other uses) would increase stream loadings of most nutrients. Denitrification reactions in swampy conditions were described previously in this discussion.

The movement and immobilization of metals and exotic organic compounds is accomplished in riparian systems by exchange, absorption and chelation with humic substances (humic and fulvic acids, tannins and lignins). Humic acids tend to be immobilized in bottom sediments, creating a sink for the contaminants which they complex and bind up. Fulvic acids, being lighter, may act as ligands for contaminants in the water column, and being carried downstream, flocculate with electrolytes at the saltwater-freshwater interfaces in coastal streams, settling out in such loci. Dissolved materials are slowly converted to particulate matter by freezing, microbial action, complexing with organic compounds and absorption to crystalline lattices of clays.

Reduction/removal of buffer strips from headwater streams reduces the ability of the stream/riparian system to remove or reduce contaminating substances. Reduced amounts of allochthonous materials --sticks, leaves, logs, snags and the like-- both reduces the abundance of organic ligands available for complexing of contaminants, and speeds the water along with whatever contaminants it bears, downstream to the estuary. Residence time in a stream system is an important variable for the purification of water. The more the streamflow is slowed by eddies or leaf packs against logs, the more the water must percolate through, slowly leaching organic material. The slower water migrates away from the point where it falls as precipitation the more opportunity there is for it to evaporate (due to lying in thin layers over extensive surface areas, such as are provided by extensive forest floor leaf litter). The more opportunity water has to evaporate, the less chance there is for contaminants to be carried into streams and estuaries. The longer water lies in sloughs before percolating into the soil, and the more that does percolate into the soil rather than reaching streams as overland flow, the greater the opportunity for both surface and subsurface decontamination through chemical reaction with forest-derived organic and soil compounds. Actions such as hydraulic capacity improvements, removal of vegetation, hastening runoff from urban impervious surfaces, or decreasing the capacity for infiltration or evapotranspiration, aggravate the downstream conveyance of contaminants and the increase of the loadings to Chesapeake Bay.

A dense streamside vegetation canopy guarantees regular fall-in of allochthonous (e g., originating from outside the stream proper) materials, such as leaves, twigs, branches and trees. Terrestrial insects are regular sources of food for stream animals. Lower light levels in headwater stream ecosystems make them primarily dependent on inputs of materials and terrestrial vegetation-fixed energy, since photosynthesis is unable to produce substantial amounts in the prevailing light intensities. Fisher and Likens (1973) reported that more than 99% of a New Hampshire stream's organic budget came from outside the stream. Vannote (1981) reported that it is common to find greater than 75% of the energy base of low order streams derived

from terrestrial sources. An alternative method of emphasizing this circumstance is to point out that the ratio of primary production (photosynthesis) to community respiration, (i.e. P:R or P/R, in terms of grams of carbon per square meter per unit time) is less than 1.0 in the stream. This indicates that the community is heterotrophic, or dependent on external sources for support of its metabolism.

The structural integrity of low order stream beds is dependent partially on stabilization by roots and coarse woody debris. The presence of snags, logs, and other obstructions, are important areas where current patterns and velocities are varied and eddies are created. This leads to creation of diverse micro-habitat. A wide size range of bed materials can be deposited in areas of varied current velocities. The presence of varied sizes of particles permits a self-cementing effect as smaller particles pack among the interstices of large ones. Varied and complex substrata provide habitat for organisms having varied requirements. Obstructions which cause variations in water velocities contribute to scouring of beds in local areas, thereby creating variable depths.

Pursuant to the concept outlined above, Fisheries recommends the following as an acceptable revegetation plan. The permit should require that the applicant accept this plan or provide an alternative equivalent substitute.

1. Any areas within the 100 year floodplain disturbed by construction must be revegetated by the applicant.
2. Prior to the start of construction the upper 2 feet of topsoil in the areas that will be disturbed by the project must be removed and stored outside the floodplain. Following the projects completion the stored topsoil will be used to resurface the disturbed area on the site. The area should then be stabilized and revegetated as specified below.
3. Disturbed areas within 25 feet of the stream's bank should be revegetated with a mixture of golden (Niobe) willows (Salix niobe), river birch (Betula nigra) and red maple (Acer rubrum) planted on 15 foot centers. Trees along the stream should be planted as close to the stream's bank as possible. Further back from the stream but within the 100 year floodplain, a mixture of tress from Table 1 can be planted on 25 foot centers. Specifications as to the size and root condition of the trees to be planted are found in Table 1.
4. A mixture of understory vegetation, selected from Table 2, should be planted along the stream's banks. Three or more understory plants should be planted between the first line of trees along the edge of the stream. Further landward of

the stream's banks understory seedlings should be planted at a density of 1000 plants per acre of disturbed floodplain.

5. Appropriate fertilization should be used.
6. Pit dimensions should be 42 inches in diameter and 24 inches deep for shade trees and 18 inches in diameter and 18 inches deep for understory shrubs.
7. Planting may occur in either Spring or Fall. In the case of Spring planting, the applicant should be advised that planting may have to take place during rainy weather, since waiting until clear weather (e.g. June) may be so late as to cause failure of plantings.
8. The applicant is responsible for insuring the survival of planted trees and shrubs for at least one year. The site must be surveyed by the applicant 1 year following the completion of the project to determine survival and condition of planted vegetation. The applicant will notify the permitting agency at least 5 working days prior to the day the inspection will occur. Results of the inspection must also be reported to the permitting agency within 30 days after the inspection is completed. If more than 10 % of the trees or understory vegetation planted by the applicant are either dead or seriously damaged, then all dead and damaged plants will be replaced. For seedlings, a minimum 50 % survival rate is required. If seedling survival is less than 50 % , then a second planting to replace the dead seedling will be required.

Literature Cited

Brinson, M.M., B.L. Swift, R.C. Plantico, and J.S. Barkley. 1981. Riparian ecosystems: their ecology and status. U.S. Fish and Wildlife Service. FWS/OBS-81/17.

Fisher, S.G. and G.E. Likens. 1973. Energy flow in Bear Brook, New Hampshire: an integrative approach to stream ecosystem metabolism. Ecol. Monogr. 43(4):421-439.

Maryland Department of Agriculture. 1986. Maryland Agricultural Water Quality Management Program. Md. Dept. of Agriculture, Annapolis, Md.

S.C.S. (U.S. Soil Conservation Service. 1984. Environmental Impact Statement, Goldsboro Watershed (PL 83-566 project) Caroline County, Maryland. U.S.D.A. Soil Conservation Service.

Wharton, C.H., W.M. Kitchens, E.C. Pendleton, T.W. Sipe. 1982. The ecology of bottomland hardwoods swamps of the Southeast: a community profile. U.S.F.W.S. / OBS-81-37.

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Table 1. Recommended shade trees to be used in restoration of 100 year floodplain.

Name (<u>Scientific name</u>)	Root ¹	Height (feet)	Caliper (inches)	Minimum Ball Diameter (inches)
Red Maple (<u>Acer rubrum</u>)	B&B	12-14	2.5	24
Green Ash (<u>Fraxinus pennsylvanica</u>)	B&B	12-14	2.5	24
Pin Oak (<u>Quercus palustris</u>)	B&B	12-14	2.5	24
Red Oak (<u>Quercus rubra</u>)	B&B	12-14	2.5	24
Box Elder (<u>Acer negundo</u>)	B&B	12-14	2.5	24
Golden Willow (<u>Salix niobe</u>)	B&B	12-14	2.5	24
River Birch (<u>Betula nigra</u>)	BR	5-6		
Willow Oak (<u>Quercus phellos</u>)	B&B	12-14	2.5	24
Sycamore (<u>Platanus occidentalis</u>)	B&B	12-14	2.5	24
Sweet Gum (<u>Liquidambar styraciflua</u>)	B&B	12-14	2.5	24

¹ B&B = Balled and Burlaped
BR = Bare Root

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Table 2. Recommended understory vegetation to be used in restoration of 100 year floodplain.

Name (Scientific name)	Root ¹	Height (feet)	Caliper (inches)	Minimum Ball Diameter (inches)
Spice Bush (<u>Lindera benzoin</u>)		1.75-2		
Flowering Dogwood (<u>Cornus florida</u>)		5-6		
Inkberry (<u>Ilex glabra</u>)		1.75-2		
Sourwood (<u>Oxydendrum arboreum</u>)		1.75-2		
Shadbush (<u>Amelanchier canadensis</u>)	BR	5-6		
Streamco Purple Willow (<u>Salix purpurea 'streamco'</u>)	BR	1.75-2		
Goat Willow (<u>Salix cafreia</u>)	BR	1.75-2		
Silky Dogwood (<u>Cornus amomum</u>)	BR	2-2.5		
Red Osier Dogwood (<u>Cornus stolonifera</u>)	BR	2-2.5		
Bankers Dwarf Willow (<u>Salix cottetii 'bankers'</u>)	BR	2-2.5		
Red Chokeberry (<u>Aronia arbutifolia</u>)	BR	2		
Winterberry (<u>Ilex verticillata</u>)	BR	2		
Elderberry (<u>Sambucus canadensis</u>)	BR	2		
American Cranberry Bush (<u>Viburnum trilobum</u>)	BR	2		



DEPARTMENT OF THE ENVIRONMENT

2500 Broening Highway, Baltimore, Maryland 21224

Area Code 301 • 631-3245

William Donald Schaefer
Governor

January 12, 1989

Martin W. Walsh, Jr.
Secretary

Ms. Cynthia D. Simpson, Chief
Environmental Management
Project Development Division
707 North Calvert Street
Baltimore, Maryland 21202

RE: US Route 29 from Sligo Creek to the
Patuxent River
Contract No. M 425-101-370
PDMS No. 15 2019

Dear Ms. Simpson:

I have reviewed the air impact analysis performed for the proposed improvement alternatives for the U.S. Route 29 from Sligo Creek to the Howard County line and concur with its conclusions.

Given the expected increase in traffic predicted for the region, I believe that the build alternatives will yield the best air quality for the area. In particular, Alternative D, consisting of separated High Occupancy Vehicle (HOV) lanes utilizing the existing median, will not only enhance traffic flow but will also encourage car pooling, van pooling and mass transit use throughout the region. This will enhance Maryland's ability to attain and maintain the National Ambient Air Quality Standards for ozone and carbon monoxide. Therefore, I strongly encourage the Department of Transportation to consider Alternative D in preference over the other alternatives in the proposal.

The proposed project is consistent with the transportation control portion of the State Implementation Plan for the Metropolitan Washington Interstate Air Quality Control Region. Furthermore, adherence with the provisions of COMAR 10.18.06 .03D will ensure that the impact from any construction phase of this project will be minimal.

Thank you for the opportunity to review this analysis.

Sincerely,

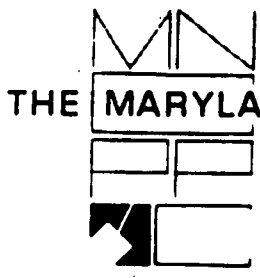
Mario E. Jorquera, P.E.
Program Administrator
Air Management Administration

494

SHA RESPONSE TO MD DOE LETTER, DATED 1/12/89

Alternative D was not selected.

425



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

January 4, 1989

Mr. Louis H. Ege, Jr.
Deputy Director
Project Development Division
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203-0717

Re: Sligo Creek Stream Valley Park at U.S. 29

Dear Mr. Ege:

You recently requested information concerning parkland located at the above referenced intersection. This information is needed by your office so that it can adequately assess the potential impacts of widening the Sligo Creek Parkway approaches to Route 29. This widening work would be done in conjunction with other improvements being considered for Route 29 between Sligo Creek Parkway and the Patuxent River.

In this regard I am pleased to provide the following information in series as it was requested:

1. Park history, plan and uses.

Sligo Creek Stream Valley Park in the vicinity of its intersection with Route 29 was purchased from several different private landowners beginning around 1930. As stream valley parkland this property is primarily intended to be managed and maintained as a conservation and open space resource. Portions of Sligo Creek Stream Valley Park, however, have been developed over the years with facilities such as picnic areas, playground equipment, tennis courts, recreation buildings, a two lane parkway road, paved hiker-biker paths and parking lots. Just north of the Sligo Creek Parkway intersection with Route 29 the Montgomery County Parks Department has its Parkside Headquarters Office. Further north on Sligo Creek Parkway, not far from our office is a nine hole public golf course.

Within Sligo Creek Stream Valley Park immediately north and south of Route 29, park improvements are limited to the parkway road itself and a paved hiker-biker path. There is, in addition, a gravel pull-off area on the east side of the parkway road north of Route 29. South of Route 29 east of the parkway road is a driveway which serves a private residence having an address of 9301 Colesville Road, Silver Spring. We have not made an inventory of the natural features such as specimen trees, flood plains, wetlands or other unique features that may be impacted by widening the parkway approaches. We expect to do this inventory and report our findings to you in the not too distant future.

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2. Who has jurisdiction over the park?

Sligo Creek Stream Valley Park, including the two lane roadway and the approaches to Route 29 from the north and south are owned by The Maryland-National Capital Park and Planning Commission. Responsibility for maintaining and managing this park belongs to the Montgomery County Parks Department of the Commission. Any divestiture of property ownership required for right-of-way needed by this project will have to be approved by the full Commission following a recommendation of the Montgomery County Park Commission. Incidentally, the Park Commission also serves as the Montgomery County Planning Board when dealing with planning matters in Montgomery County.

3. Are any portions of the park funded with Program Open Space funds or Section 6 (f) funds?

Sligo Creek Stream Valley Park was not funded with Maryland Program Open Space funds for either acquisition or development. On the Federal level, however, acquisition monies were received under a program known as the Capper-Cramton Act. The parcels impacted by the proposed widening of the approaches to Route 29 received 30% funding under that Act. As part of our funding contract with the Federal Government any changes of parkland use must be reviewed and approved by the National Capital Planning Commission (N.C.P.C.) prior to such changes taking place. If you wish to preliminarily contact N.C.P.C. concerning S.H.A.'s proposed plans I would suggest you make that contact with:

Reginald W. Griffith
Executive Director
National Capital Planning Commission
1325 G Street, N.W.
Washington, D. C. 20576
Phone: 724-0176

I hope the above information sufficiently responds to the questions asked in your recent letter. If you have any further questions regarding this matter, please do not hesitate to call me at (301) 495-4620.

Sincerely,



William E. Gries
Land Acquisition Specialist

WEG/dw



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407

MARYLAND
DEPARTMENT OF STATE PLANNING
 301 W. PRESTON STREET
 BALTIMORE, MARYLAND 21201-2365

WILLIAM DONALD SCHAEFER
 GOVERNOR

CONSTANCE LIEDER
 SECRETARY

November 28, 1988

Mr. Neil J. Pedersen, Director
 Office of Planning and
 Preliminary Engineering
 State Highway Administration
 707 North Calvert Street
 Baltimore, Maryland 21203-0717

Reply Date Due: December 28, 1988

State Application Identifier: MD881122-0869

State Clearinghouse Contact: Samuel Baker

RE: DEIS - US 29, Sligo Creek to the Howard Co. Line

Dear Mr. Pedersen:

This is to acknowledge receipt of the referenced project. We have initiated the Maryland Intergovernmental Review and Coordination Process as of this date. You can expect to receive review comments and recommendations on or before the reply date indicated. If you have any questions concerning this review, please contact the staff member noted above.

The State Application Identifier (SAI) must be placed on any financial assistance application form and used in future correspondence.

We are interested in the referenced project and will make every effort to ensure a prompt review. Thank you for your cooperation.

Sincerely,

Mary J. Abrams
 Director, Maryland State Clearinghouse
 for Intergovernmental Assistance

MJA:SB:scl

RECEIVED

DEC 1 1988

DIRECTOR, OFFICE OF
 PLANNING & PRELIMINARY ENGINEERING

TELEPHONE: 301-225-4490
 TTY for Deaf: 301-383-7555
 OFFICE OF STATE CLEARINGHOUSE

VII-242

428

MARYLAND
HISTORICAL



TRUST

PROJECT
DEVELOPMENT
DIVISION

William Donald Schaefer
Governor

Jacqueline H. Rogers
Secretary, DHCD

Oct 27 9 16 AM '88

October 25, 1988

Ms. Cynthia D. Simpson, Chief
Environmental Management
Maryland Department of Transportation
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203-0717

Re: Contract No. M 425-101-370
US 29 from Sligo Creek to the
Patuxent River
PDMS No. 152019

Dear Ms. Simpson:

Thank you for your letter of September 29, 1988 concerning the above referenced project.

This office has determined that the revised alternates D-2-1, D-3-1 and D-3-4, as shown in the submitted plans, will have no adverse effect on the Marlow (Bushnell) House.

We understand, based on a telephone conversation with Ms. Rita Suffness, of your office, that Alternate C-4 is the same as Alternate D-3-4 and therefore would also be considered to have no adverse effect on the Marlow House.

Should you have any questions concerning this review, please contact Michael Day at 974-5000.

Sincerely,

George J. Andreve
Project Review and
Compliance Administrator
Office of Preservation Services

GJA:MKD:lcb

cc: Ms. Rita Suffness
Ms. Mary Ann Kephart
Ms. Roberta Hahn



Department of Housing and Community Development
Shaw House, 21 State Circle, Annapolis, Maryland 21401 (301) 974-5000

Section VII-F
Citizen Correspondence

Action Committee for Transit

RECEIVED

MAY 18 1990 P.O. Box 7074, Silver Spring, MD 20907

Office of Public Transportation Management Sect.

May 14, 1990

Mr. Larry Saben, Director
Office of Public Transportation
Management
Maryland Department of Transportation

RECEIVED

MAY 17 1990

Office of Public
Management

Dear Mr. Saben,

Thank you for sending your analysis of March 26, 1990, on the cost effectiveness of U.S. 29 transit options: the contra-flow busway and the light rail line. We are happy to see that you agreed with several of the points that ACT raised in January. In fact your new study shows light rail can perform well compared to the busway:

- the operating deficit of a light rail line would be nearly half that of a busway (\$4.3 million versus \$8.1 million a year);
- the light rail line would carry roughly the same number of people as a busway, but there would be more Montgomery County riders on the light rail line than on the busway;
- more people would walk and use feeder buses to reach the light rail line than the busway; the flip side is that fewer cars would burden local access roads with the light rail line;
- the busway would add 100 peak direction buses at rush hour to the 50 buses that operate in mixed traffic today south of Sligo Creek Parkway; this cuts into road capacity more severely than the 12 trolleys needed for the same passenger loads.

However, several of the "conclusions" that are reached in the DOT study don't follow from the data. For example your cover letter states that the operating deficit for a light rail system was estimated at \$7.4 million vs. \$11.1 million for the busway. These numbers are in fact the cost of the transitways before revenues are added in. Using the cost figure so prominently and labeling it the deficit figure leads the unwary reader to suppose that there is not much difference between the two systems, when in fact the bottom line very much favors the light rail.

Another faulty conclusion is that the light rail needs "stations in the median of a grade-separated highway". The study boldly budgets over \$5 million dollars per station even though U.S. 29 is not grade-separated, there are stop lights at each of the eleven stations that you proposed, and pedestrians can cross at the light cycle. Why the extraordinary cost for a non-Metrorail light rail station? The average Georgetown Branch station costs only about \$0.5 million, one tenth the U.S. 29 budget!

The study concludes wrongly that the light rail line, the parking lots, the stations, and the trolleys will last less than ten years! From this starting point, the study can't help but find that a busway is more cost-effective. Correcting the station costs alone brings the light rail line and the busway to within 15% of each other on an annualized cost basis. Correcting the study to account for the twenty to thirty year life of the trolley facilities will show it to be a more cost-effective investment than the busway.

ACT Letter to MDDOT
Re: U.S. 29 Transit

May 14, 1990

The study also doesn't address the dangers of the contra-flow busway concept, which has proven to be deadly when pedestrians cross the road and the lanes. It took two pedestrian deaths and several dozen injuries for Chicago to reverse a four-year experiment with contra-flow lanes and make the buses run with the traffic. The attached commentary gives more detail on their experience in the eighties.

Finally, neighborhood impacts from the two transit systems are not discussed. The busway would provide no service to the very neighborhoods around the Four Corners intersection that would bear the brunt of the negative impacts of the proposed underpasses. The buses from farther out would run express through the neighborhood. The light rail line, on the other hand, would stop in the neighborhood, and would be an improvement for the Four Corners area, as well as for all residents along Colesville Road.

What is the next step for working out the best transit system for this corridor? ACT suggests that a joint State-County study be undertaken with the goal of obtaining a consensus by the end of the year on the ridership, costs, and on the cost-sharing that is such a critical part of determining whether the project should be done, and in what fashion. The slow shifting of US DOT attitudes towards highway and transit -- equality of shares of Federal dollars regardless of mode and growing recognition of the role that rail transit can play -- make it essential that we not pass over U.S. 29 lightly. It is the highest potential transit corridor in our area after the Georgetown Branch, and we should give it the careful and responsible thinking that it deserves.

Sincerely,

Nicholas M. Brand

Nicholas M. Brand
Chairman

- cc. William Hanna, Council President
- Neal Potter, Chairman, T&E Committee
- Senator Ida Ruben
- Delegate Michael Gordon
- Delegate Jennie Forehand
- Secretary Richard Trainor
- Gus Bauman, Chairman, Planning Board
- Robert McGarry, Director of Transportation
- Tony Hausner, U.S. 29 Coalition

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Maryland Department of Transportation

The Secretary's Office
8720 Georgia Avenue, Suite 904
Silver Spring, MD 20910

May 30, 1990

Mr. Nicholas M. Brand, Chairman
Action Committee for Transit
P.O. Box 7074
Silver Spring, MD 20907

Dear Mr. Brand:

This letter acknowledges receipt of and responds to your correspondence to Larry Saben of May 14, 1990. Mr. Saben has resigned from the Maryland Department of Transportation effective May 21, 1990. Our office will be pleased to maintain the dialogue that the Action Committee for Transit, through you, and Mr. Saben have entered into in regards to transit solutions for US 29 and other areas of interest in Montgomery County.

Your letter detailed ACT's review of OPTM's most recent comparative analysis of alternative transit technologies for the US 29 corridor (March, 1990). Thank you for ACT's close reading of this report. There are several issues raised by ACT's review that merit point-by-point response.

Light Rail Capital Costs:

ACT expressed concern over the estimated costs for LRT stations and parking. Station costs were estimated using a model developed for the Statewide Commuter Assistance Study. Key assumptions that drove the estimates were the total accessibility of the system to disabled patrons and a high level of improvement or grade separations on US 29. Given the system would operate in the center of a congested highway, the high quality of facilities transit riders in this area expect, the conditions for accessibility, and the preliminary nature of this study, we believe these estimates reflect a fair judgement from which to compare technologies.

ACT disputes the estimated cost of LRT parking facilities on two points. I think the report's position can be clarified to answer these questions. The report tried to identify current or near-future spaces that would be available for both systems. The cost of parking requirements that could not be met with current or near-future spaces would be estimated.

William Donald Scheffer
Governor
Richard H. Trelnor
Secretary
Stephen G. Zentz
Deputy Secretary

Mr. Nicholas Brand
Page two

Since LRT would operate in the median of US 29 the parking spaces for any LRT station would have to be adjacent to US 29 (Not in the median of US 29 as ACT has understood). Busway transit centers and associated parking could be further away from US 29. Given that the total requirements for parking are similar for both systems, this fact has two impacts on the estimated parking costs. First LRT needs more new spaces because it cannot use spaces currently in use that are "off" US 29. Secondly since land adjacent to US 29 is more expensive than land "off" the highway, spaces built there will obviously cost more.

The parking cost estimates were coordinated with SHA, the Montgomery County Real Estate Office, and other local experience involving Metrorail lots and Park and Ride lots.

Your letter stated that the report erred by assuming that LRT facilities have a useful life of about ten years. In fact the report assumes a 25 to 30 year life for vehicles and most system components. The cost of the asset is discounted over that term. This is clearly stated in the text of the report.

Safety and Neighborhood Impact:

The scope of OPTM's March 1990 report was limited. The report did not address in detail ACT's concerns over the safety of a contra-flow busway or of a LRT in mixed traffic. There are genuine issues that SHA is investigating throughout its project planning process. Any further study or design of systems in the US 29 corridor will encompass these concerns.

The Next Step for Transit on US 29:

The Statewide Commuter Assistance Study will be complete in June, 1990. US 29 is one of the corridors under study in this major effort. The SCAS results will likely direct the next step of action in regard to many priority corridors throughout the state. In the months that follow important decisions will be made by the County and State leaders as to the best evolution of US 29.

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Mr. Nicholes M. Brend
Page three

Pleeee contact David Earley of my etaff at tha above address
or at (301) 565-9665 if you hvs further quastions on the OPTM
study or other matters of intrest. Ae elveys we appreciate
ACT's thoughtful contribution to trensit in Maryland's busiaat
euburbs.

Sincerely,

Alex Eckmann
Alex Eckmann, Acting Director
Office of Public Transportation
Manegement

AE:DE:gm

cc: Secretary Richard Treinor
Neil Pedersen, SHA (w/attachment - ACT's letter)
William Hanna, Council Praeident
Neal Potter, Chairman, T&E Committaa
Senator Ida Ruben
Gua Bauman, Chairman, Planning Board
Robert McGarry, Director of Transportation
Delagate Jennie Forehand
Delegata Michael Gordon

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308 Normandy Drive
Silver Spring, MD 20901
June 14, 1992

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Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

Mr. Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering
Maryland Department of Transportation
State Highway Administration
707 North Calvert St.
Baltimore, Maryland 21203-0717

July 8, 1992

Mr. and Mrs. Peter A. Enchelmayer
308 Normandy Drive
Silver Spring MD 20901

Dear Mr. and Mrs. Enchelmayer:

Thank you for your recent letter concerning a pedestrian overpass in the vicinity of Hastings Drive. As you stated in your letter, we have received opposition from the community to pedestrian overpasses. They feel that these overpasses would be visually intrusive to the neighborhood and would not be utilized by the pedestrians. These were the main reasons for not continuing with the overpass proposals.

In your area of Hastings Drive, an overpass was previously proposed in our project planning studies. It was developed in conjunction with two alternatives that required the removal of the median. Since the median provides a refuge for crossing pedestrians and it was being removed, the only way to provide a completely safe and efficient crossing was to have an overpass. However, the idea of removing the median was not very well received and thus has been labelled as a non-preferred alternative. Although a proposed overpass in conjunction with an alternate which left the median in place was not explicitly studied, based on the strong community opposition to overpasses in general for the reasons cited above, we do not intend to further pursue this concept.

If you have any further questions or comments, you may contact me or the project manager, Mr. George Walton. George can be reached in Baltimore at (410) 333-1139 or toll free 1-800-548-5026.

Very truly yours,

Neil J. Pedersen

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

cc: Mr. Louis H. Ege, Jr.

Dear Mr. Pedersen:

We have had the opportunity to review a copy of your May 5, 1992, letter to the Mr. Robert W. Marriott, Jr., Planning Director for Maryland-National Capital Park and Planning Commission. Your letter speaks to an overpass for the hiker-biker trail at Sligo Creek Parkway and US 29. It states that this has met stiff community opposition.

We do not question whether an overpass as cited above has met with, "stiff community opposition," but it is this reference that the Park and Planning Commission cites whenever we have requested a pedestrian overpass at US 29 and Hastings Drive, between Hastings and the I-495.

Every morning we take our lives into our hands as we cross US 29 to catch the busses that go to the Silver Spring Metro. There is no crosswalk or light at our intersection. To cross at a light, we must walk to Franklin Street which is 0.2 mile. There are no sidewalks on the west side of US 29, Colesville Road. Those who cross the street must then work their way back north without sidewalks 0.1 miles to the bus stop or down 0.15 miles to the next bus stop.

We would appreciate consideration of a pedestrian bridge across US 29, Colesville Road between Hastings Drive and I-495. Your assistance and attention to this is appreciated.

Sincerely,

Peter A. Enchelmayer
Peter A. Enchelmayer

Kathryn W. Enchelmayer
Kathryn W. Enchelmayer

My telephone number is (410) 333-1110

Teletypewriter for impaired Hearing or Speech
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Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

November 30, 1992

10000 Brunett Avenue
Silver Spring, MD 20901
4 November 1992

Mr. Neil J. Pederson, Director
Office of Planning and
Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, MD 21203

Dear Mr. Pederson:

I wish to thank you for your time last night in listening to my observations and comments on the Four Corners Project.

I really am concerned over the outcome mainly for selfish reasons, however I believe you are cognizant over the neighborhood disruptions in the traffic patterns and are trying to help solve the situation.

I am worried over the increased traffic on my road as a bypass to U.S. 29 from MD Rte 193 to Sligo Creek Parkway. I believe that eliminating left turns at U.S. 29 both North and South onto University Boulevard and the jug handle turns combined with the new traffic light pattern is a most intelligent idea.

I also feel that widening both highways will not alleviate the basic problem. This is there is simply too many cars using the available space. This will always be the problem. I suggest you put the plan forward as such--Alternative A with the modifications of the traffic lights and the no left turns.

Please keep me informed over your recommendations and decisions. I feel that your staff and the persons who met with the public were most professional. I do wish the drawings with the trees (landscape) showed more cars. The only time something like this happens at this intersection is about 2:45 AM in inclement weather.

Thank you again.

Sincerely,

Richard D. Karpe

P.S. Please pardon my typing.

Mr. Richard D. Karpe
10000 Brunett Avenue
Silver Spring MD 20901

Dear Mr. Karpe:

Thank you for your recent letter concerning the US 29 project planning study.

Increased neighborhood traffic has been a concern throughout the study; however, we do not expect additional traffic to divert into the neighborhoods and, in fact, expect that with less of a capacity constraint at Four Corners, there should be less of a reason for traffic to divert onto the neighborhood streets. Further, if diversion does occur, the county has the authority to apply neighborhood cut-through restrictions.

Your suggestion to provide the No-Build, Alternative A, with the left-turn restrictions on US 29 was investigated as part of the project planning study. This option does not provide enough relief to the traffic congestion to be considered an adequate solution. It is necessary to add lanes in order to improve the traffic carrying capabilities. Our analysis shows the intersection will function in the design year of 2015 as follows:

Alternative A (No-Build)	± 80% over capacity
No additional lanes; deny lefts off Colesville Road	± 70% over capacity
Alternative C-6 Modified (At-Grade)	± 20% over capacity

Alternative C-6 Modified is preferred, from a traffic congestion standpoint, because it provides comparable service to all the other intersections along US 29 between Sligo Creek Parkway and New Hampshire Avenue. Also, it keeps the system in balance by not providing too much or too little improvement.

Thank you for your suggestion concerning the landscape drawings. We realize there will be more vehicles than what was depicted; however, the purpose of the drawings was to demonstrate our proposals. If too many vehicles were shown, detail on the drawings would be lost.

My telephone number is (410) 333-1110

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

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Mr. Richard D. Karpe
Page Two

If you have any further questions or comments, please feel free to contact me or the project manager, George Walton. George can be reached in Baltimore at (410) 333-1139 or toll free, in Maryland only, at 1-800-548-5026.

Very truly yours,

Neil J. Pedersen

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

cc: Mr. Louis H. Ege, Jr.
Mr. George Walton

VII-249

495

ROUTE 29 COALITION

9906 Indian Lane
Silver Spring, MD. 20901-2520

Mr. Neil Pedersen, Director
Office of Planning and Preliminary Engineering,
State Highway Administration (SHA)
PO Box 717, 707 N. Calvert Street,
Baltimore, Md., 21203

Dear Neil,

Thank you for the presentation by the landscape and pedestrian consultants in May. We were pleased with their progress. That meeting answered many questions we have for the Four Corners proposal. However, the material was of such volume that we were not able to see or absorb all of the ideas that the landscape consultant had developed. While we realize that these ideas are uncommitted concepts, we need to meet with your staff and your consultants to further explore the landscape package and its relationship with pedestrian safety issues. Many questions concerning pedestrian traffic and safety have been raised since the presentation.

During the summer, several of us received a letter from George Walton stating that the SHA and the Coalition have not completely resolved their differences. He was understating the differences -- we are a long way from agreement on the proposals. Our primary concern is the number of additional lanes that are being added to Colesville Road and to University Boulevard. Our first preference would be to add fewer lanes. However, if we must compromise with that many lanes, there are several ameliorating conditions that must be satisfied to ensure the safety of the users of the intersection.

The following are some of the issues of concern.

- o To ensure completion of the entire project, contracts for landscaping, etc. must be awarded at the same time as construction contracts.
- o Modify the area of study. On (1) Route 29, from the southernmost extent of the intersection with Route 495 to the northernmost extent of the intersection at Southwood Road inclusive, and (2) University Boulevard, from the westernmost extent of the Dennis Avenue intersection to the easternmost extent of the intersection with Route 495 inclusive.
- o Pedestrian safety:
 - Construction of 2 medians on Route 29 at Lanark.
 - Installation of island/porkchops at all corners at the intersection of University and Colesville; attractive urban design of these porkchops with substantial protection for pedestrians (including those mobility challenged)

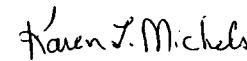
- that provides protection against the incursion of vehicles onto the porkchop;
- Installation of a signal control at right turn lanes configurable for multiple modes, including slave, pedestrian command and warning modes.
- More substantial concrete barriers between traffic lanes and sidewalks.
- Construct the median on Route 29 north of University and south of Timberwood so as to allow mid-block pedestrian crossing.
- Pedestrians need more protection wherever sidewalk is 5 feet wide or less and the distance between sidewalk edge and street is 2 feet or less.

o Landscaping:

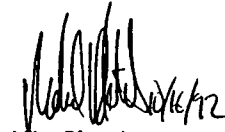
- provide both steps and a ramp at the Four Corners Pharmacy and adjoining parking lot.
- provide vertical concrete barriers whenever clearance between sidewalk and street is 2 feet or less.
- Pedestrian walkways throughout intersection should be designed for heaviest use possible (e.g. school or maximum development of Kay Tract)
- o Install utility lines underground (a truck recently snagged one of these wires)
- o Pedestrian traffic measurements differ from those estimated by the consultants. We would like to see the raw data and be able to resolve these differences.
- o Specify the relationship of this proposal with the various placement options of the Blair High School on the Kay Tract, particularly relating to site access/egress for both pedestrians and vehicular traffic.
- o The Maryland-National Park and Planning Commission has made considerable efforts toward increasing the throughput of the Sligo Creek Parkway/Route 29 intersection. We need more information about the proposals for the Sligo Creek Park intersection.

We would like to schedule a meeting with you as soon as possible in addition to the informational meeting at Sligo Middle School scheduled for November 4, 1992.

Sincerely yours,



Karen Michaels,
Co-chair



Mike Pfetsch,
Co-chair



Dave Povtak, 10-20
Co-chair



Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

Route 29 Coalition
Page Two

December 31, 1992

Route 29 Coalition
c/o Mr. Michael Pfetsch
9906 Indian Lane
Silver Spring MD 20901-2520

Dear Coalition:

Thank you for your recent letter concerning the proposed intersection improvements at Four Corners. As you requested, we will schedule a meeting to discuss the proposed improvements with representatives of the coalition.

In your letter, you outline issues. In responding we have restated your concern, marked with (C), and our response, marked with (R), follows.

I. General

- (C) To ensure the completion of the entire project, contracts for landscaping, etc. must be awarded at the same time as construction contracts.
- (R) We will endeavor to have the roadway construction and landscaping contracts either combined in a single contract or coordinated to immediately follow each other. Most landscaping work will follow as soon after the roadway work is completed as practicable.
- (C) Modify the area of study. On (1) Route 29, from the southernmost extent of the intersection with Route 495 to the northernmost extent of the intersection at Southwood Road inclusive, and (2) University Boulevard, from the westernmost extent of Dennis Avenue intersection to the easternmost extent of the intersection with Route 495 inclusive.
- (R) Our understanding is that your purpose for increasing the study area is to be compatible with the Blair High School relocation study. The State Highway Administration (SHA) study has already incorporated these study limits into our project planning study. During our study, we analyzed this area for transportation impacts. Since we are not proposing any improvements other than those at the Four Corners intersection, it may appear as though these areas have not been considered. But as part of our traffic analyses, these sections were investigated. Further, we will keep in contact with the county as they develop their school plans and provide them with our comments.

My telephone number is (410) 333-1110

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

- (C) Install utility lines underground.
 - (R) It is not SHA policy to relocate utilities underground. However, if funding and right-of-way were made available from other sources, it would be sensible to have the utility relocation done concurrent with the intersection reconstruction.
 - (C) Pedestrian traffic measurements differ from those estimated by the consultants. We would like to see raw data and be able to resolve these differences.
 - (R) I am providing you with the numbers that were prepared for the SHA project planning study. As for the data associated with the Blair High School, I refer you to the Traffic Impact Study for a Senior High School at the "Kay Tract" at Four Corners, prepared by Lukas Associates for the Montgomery County Public Schools, dated July 30, 1992. Please note that SHA was not involved in the development of the numbers in that report.
 - (C) Specify the relationship of this proposal with the various placement options of the Blair High School on the Kay Tract, particularly relating to the site access/egress for both pedestrians and vehicular traffic.
 - (R) The possible relocation of Blair High School to this site does not add or detract from the need for intersection improvements. The original improvements are based on the Kay Tract being a mixed use site. This zoning generates a higher volume of traffic than a school site. Further, if a school was placed at Kay Tract, the peak travel times would be different than those found on Colesville Road. Since this site is located in the northern part of Blair High School's district, the morning peak flow would be traveling north along Colesville Road, which is opposite the major traffic movements in the morning. Second, the afternoon peak flow from the school would move ahead of the heavy traffic on Colesville Road, since school closing is between 3:00 p.m. and 4:00 p.m.
- The details of site access have not been resolved. The Traffic Impact Study does discuss alternatives for access to the site; however, no final selection has been made. Although there has been no official submittal by the county, SHA will continue to coordinate on these issues.
- (C) The Maryland-National Capital Park and Planning Commission has made considerable efforts toward increasing the throughput of the Sligo Creek Parkway/Route 29 intersection. We need more information about the proposals for the Sligo Creek Parkway intersection.
 - (R) I am providing you copies of mapping that depict the alternatives that have been considered during the study at Sligo Creek Parkway. They include the 3-1-3, 4-1-2 and Reversible Lane options for Colesville Road and Sligo Creek Parkway being widened to a maximum of seven lanes. Please note that the 3-1-3, 4-1-2, Reversible Lanes and the seven lane option for Sligo Creek Parkway are designated not preferred.

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II. Pedestrian Safety

- (C) Construction of two medians on Route 29 at Lanark Way.
- (R) The purpose of constructing a second median here is to provide for a shorter pedestrian crossing. Currently, the plan shows eight lanes north and nine lanes south of Lanark Way. The additional lane on the south is to provide for an exclusive left-turn lane from northbound US 29 to Lanark Way. The latest plan also provides for an unsignalized pedestrian crosswalk to be located north of the Colesville Road/Lanark Way intersection. If a second median is provided, it was suggested to place it between the left-turn lane and the through lanes on northbound US 29. This is being investigated and we will be able to discuss it when we meet.

The example of the intersection of East-West Highway, Wisconsin Avenue and Old Georgetown Road does not really apply to this situation. The median there is specifically designed to divert traffic to the roadways. It is not intended as a pedestrian refuge. Pedestrian movements occur at signalized intersections that are at both ends of the median.

- (C) Installation of islands/porkchops at all corners at the intersection of University and Colesville; attractive urban design of these porkchops with substantial protection for pedestrians (including those mobility challenged) against the incursion of vehicles onto the porkchop.
- (R) We will discuss the pros and cons of both options when we meet.
- (C) Installation of a signal control at right turn lanes configurable for multiple modes, including slave, pedestrian command and warning modes.
- (R) Traffic signals that include pedestrian phasing will be provided at the crosswalks in the Four Corners intersection. The actual phase design has not been determined, but these signals will have the capability to be pedestrian-activated.
- (C) More substantial concrete barriers between traffic lanes and sidewalks.
- (R) This comment is reiterated several times in your letter. We will investigate the feasibility of providing wall treatment, similar to what is being proposed in front of People's Drug Store, in other parts of the intersection. The two areas it may apply are both at the Marvin Memorial Methodist Church. The first location is on the west side between the church and Colesville Road, and the second location is along the north side of the church between University Boulevard and the church's playground.

- (C) Construct the median on Route 29 north of University Boulevard and south of Timberwood Avenue so as to allow mid-block pedestrian crossings.
 - (R) The current plan shows a reduced median width in one section between Timberwood Avenue and University Boulevard. Due to restricted right-of-way, the median had to be narrowed. With the reduced width, there is not enough room to provide street trees. This gives the perception that there is an opportunity to cross Colesville Road. We will not purposely provide a mid-block pedestrian crossing. Our plans call for the crossing of Colesville Road to occur at the Timberwood Avenue and University Boulevard intersections; however, we do understand that people will cross a facility wherever they feel comfortable doing so. We are not promoting or condoning this mid-block crossing movement.
 - (C) Pedestrians need more protection wherever sidewalk is five feet wide or less and the distance between sidewalk edge and street is two feet or less.
 - (R) This is being considered with the wall treatments.
- III. Landscaping
- (C) Provide both steps and a ramp at the Four Corners Pharmacy and adjoining parking lot.
 - (R) The feasibility of this suggestion is being investigated. Ramp length and right-of-way restrictions are factors that need to be considered before making a recommendation. We will further discuss this when we meet.
 - (C) Provide vertical concrete barriers whenever clearance between sidewalk and street is two feet or less.
 - (R) This is being considered with the wall treatments.
 - (C) Pedestrian walkways throughout the intersection should be designed for heaviest use possible (e.g. school or maximum development of Kay Tract).
 - (R) Our pedestrian concepts were developed prior to the Kay Tract being considered as a relocation site for Blair High School. However, we have taken the numbers we developed, as well as those developed by the School Board's consultant, and reviewed them in terms of capacity and safety. Our findings are that the improvements being provided with the intersection reconstruction are adequate to handle the pedestrian volumes generated from either scenario at Kay Tract.

Route 29 Coalition
Page Five

I appreciate your thoughtful review of our plans and look forward to continuing our discussions. If you have any further questions or comments prior to our meeting, please contact me or the project manager, Mr. George Walton. George can be reached in Baltimore at (410) 333-1139 or toll free, in Maryland only, at 1-800-548-5026.

Very truly yours,

Neil J. Pedersen

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

Attachments

cc: Mr. Louis H. Ege, Jr.
Mr. George Walton

VII-253

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**Maryland Department of Transportation
State Highway Administration**

March 17, 1993

Mr. Bernard Fridovich, President
White Oak Area Civic Coalition
P.O. Box 4441
Silver Spring MD 20914

Dear Mr. Fridovich:

Thank you for your recent letter concerning improvements to US 29, specifically at MD 650 (New Hampshire Avenue) and MD 193 (Four Corners). We appreciate your detailed review of our proposals.

Under the latest proposals for the reconstruction of US 29 at MD 650, US 29 would be widened to three lanes in each direction. This would eliminate the bottleneck that currently exists. The improvement provides consistent lane balance along the US 29 corridor and the existing southbound left from US 29 onto Oak Leaf Drive will be removed.

You stated a concern that in the southbound direction on Colesville Road there would be five lanes merging into three. We have revised earlier plans so this is not the case. A single lane ramp from southbound MD 650 would merge with southbound US 29 north of Oak Leaf Drive. There would be no exclusive right turn lane for Oak Leaf Drive where vehicles could 'bypass' traffic. Further, the existing left turn lane from southbound US 29 to Oak Leaf Drive would be removed and replaced with a median.

Similarly, the ramp from northbound US 29 to southbound MD 650 would begin just north of Oak Leaf Drive. Colesville Road at the intersection of Oak Leaf Drive would remain with the same basic width as today.

Pedestrian crossings would be shortened with the proposed improvement. The design calls for the removal of the southbound left turn lane and the revision for the starting and ending points of the MD 650 ramp. US 29 will be six lanes just north of the intersection and seven lanes just south. While the south side of the intersection remains the same as today's conditions, the north side is reduced by one lane.

In your discussion of Four Corners, you state that unless the intersection capacity is significantly improved, none of the proposals north of Four Corners will make a major difference. Our goal for the section of US 29 between New Hampshire Avenue and Sligo Creek Parkway is to provide a consistent transportation facility that operates in balance, i.e., no one intersection will function significantly better or worse than another intersection.

My telephone number is (410) 333-1110

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O. James Lighthizer
Secretary
Hal Kassoff
Administrator

Mr. Bernard Fridovich
Page Two

By providing Alternative C-6 Modified (the at-grade alternative), Four Corners will operate at relatively the same levels of service as the other intersections in this stretch of US 29.

Regarding your concerns about business and neighborhood disruptions, SHA has worked closely with the local businesses and neighborhoods, as well as Montgomery County Department of Transportation and Maryland-National Capital Park and Planning Commission representatives to develop Alternative C-6 Modified. All involved believe that the at-grade solution disrupts the area the least. The construction is smaller in scale than what would be required for an underpass and the length of time for construction is shorter. Further, there is only one business that would have to be relocated under Alternative C-6 Modified where three are taken with the underpass. Access to the businesses would remain basically as they currently exist.

Although the sidewalk would have to be reduced in certain areas throughout Four Corners, we are proposing to complete a sidewalk system for the entire intersection. These sidewalks would be a minimum of five feet wide, with some being as much as ten feet wide.

Associated with the transportation improvements, an extensive landscape/urban design plan has been developed and includes such features as street furniture, bus shelters, pedestrian walls and numerous tree and shrub plantings. Those involved in the development of this plan agree that the streetscape would allow Four Corners to once again become the community center where individuals can walk to the businesses.

Your last concern was whether these two projects meet the requirements of the Clean Air Act. The improvement for US 29 at MD 650 has already received the necessary environmental approvals. Four Corners is in the process of having the environmental documentation completed. Both projects satisfy the requirements of the Clean Air Act.

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ohh

Mr. Bernard Fridovich
Page Three

Once again, thank you for your comments. If you have any further questions or comments, please feel free to contact me or the project manager, Mr. George Walton. George can be reached in Baltimore at (410) 333-1139 or toll free, in Maryland only, at 1-800-548-5026.

Very truly yours,

Neil J. Pedersen

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

cc: The Honorable Ida G. Ruben
Mr. Creston Mills

VII-255

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LAW OFFICES OF
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GREGORY M. WILSON *
MARTIN L. GOZMAN *
JEFFREY W. BERNSTEIN *
V. PETER MARKUSKI, JR. *

BUD STEPHEN TAYMAN *
JOHN J. FERGUSON
SCOTT E. ALKIRE
* D.C. AND MARYLAND BARS

May 8, 1993

MONTGOMERY COUNTY OFFICE
COURTS OF OLNEY, SUITE B
3423 OLNEY-LAYTONSVILLE ROAD
OLNEY, MARYLAND 20832
301 - 774-5308
METRO. AREA 301 - 924-0266

FAX 301 - 774-4820

REPLY TO LAUREL

Mr. Neil J. Pederson, Director
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203

Re: U.S. 29 @ MD 193

Dear Mr. Pederson:

Please be advised that this office represents G & C Properties, owner of the Woodmore Shopping Center, located at the northeast corner of the above intersection. On April 6, 1993, my clients and I met with George Walton of your office to discuss how the proposed improvements to the U.S. 29 and MD 193 intersection will effect the shopping center and its customers. Mr. Walton recommended that I advise you in writing of my client's concerns and comments.

The Woodmore Shopping Center has been part of the Four Corners neighborhood for over the past fifty (50) years. An integral part of the shopping center is the gas station which is located directly on the northeast corner of the intersection, and the proposed road improvement would require the displacement of the gas station. Although, my client is not very optimistic that this limited project will significantly alleviate the traffic congestion on the Rt. 29 corridor, it would appear that the project could be engineered in a manner which would not require the displacement of the gas station or which would reduce the amount of displaced property.

The proposed median dividing Rt. 29 on the northside of the intersection will be sixteen feet wide primarily for the purpose of accommodating the planting of three trees. It would appear by reducing the median by seven (7) feet and shifting the roadway to the west, the amount of property displaced from the gas station would be significantly reduced. The planting of trees may be a laudable goal, but not at the sacrifice of a viable business. Furthermore, the deletion of the three trees on the median in no way would detract from the overall aesthetics of the project.

The proposed project also adds a right turn lane from

westbound University Boulevard onto northbound Rt. 29. It is our understanding that right turns will not be allowed on red lights, and it is probable that traffic will back-up blocking the shopping center's only remaining entrance and exit on University Boulevard. This condition will not only adversely affect the accessibility of the shopping center to its customers and the internal flow of traffic within the parking lot, it will also potentially cause traffic accidents. It is inevitable that customers leaving the parking lot who intend to travel west on University Boulevard will attempt to enter the travel lanes by driving between cars backed up waiting to make right turns onto Route 29, and potentially causing accidents with moving cars in the travel lanes.

The proposed plan also removes all curb-cuts for utilization by customers of the gas and service station. The removal of the curb-cuts greatly impairs the use of the property as a service station and/or gas station. Even if a portion of the gas station is displaced there may be the possibility that the pumps and/or building could be relocated which would allow the current use continued. We would request that the plan be revised which would add two driveways to the gas station to allow cars to enter, but not exit, from both University Boulevard and Route 29.

Another concern of my clients is that part of the proposed improvements will be constructed over a portion of the basement of the shopping center. My client would request a copy of the engineer's report relating to this aspect of the improvement, along with assurances from SHA that the basement will not be damaged by the construction and that businesses which utilize the basements will not be displaced during construction.

It is our understanding that Mr. Walton in conjunction with your office would be researching my client's concerns and would be advising us of SHA's response. If you require any further information, please do not hesitate to contact my office.

In sum, we are urging your office to examine reasonable alternatives which would eliminate the displacement of the gas station and the adverse impact of this project on the Woodmore Shopping Center.

Very truly yours,


Jeffrey W. Bernstein

JWB/kam-66
cc: Dennis Keller

VII-256

442

LAW OFFICES OF
WILSON, GOOZMAN, BERNSTEIN & MARKUSKI
CHERRY LANE PROFESSIONAL PARK, SUITE 207
9101 CHERRY LANE
LAUREL, MARYLAND 20708
D. C. AREA 301 - 953-7480
BALTIMORE AREA 410 - 792-0075
FAX 301 - 953-1339

GREGORY M. WILSON *
MARTIN L. GOOZMAN *
JEFFREY W. BERNSTEIN *
V. PETER MARKUSKI, JR. *

SUBO STEPHEN TAYMAN *
JOHN J. FERGUSON
SCOTT E. ALKIRE
* D.C. AND MARYLAND BARS

May 8, 1993

MONTGOMERY COUNTY OFFICE
COURTS OF OLNEY, SUITE 5
3423 OLNEY-LAYTONSVILLE ROAD
OLNEY, MARYLAND 20832
301 - 774-5306
METRO. AREA 301 - 924-0266

FAX 301 - 774-4820

REPLY TO LAUREL

Mr. Neil J. Pederson, Director
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203

Re: U.S. 29 • MD 193

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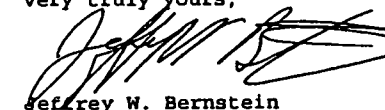
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In sum, we are urging your office to examine reasonable alternatives which would eliminate the displacement of the gas station and the adverse impact of this project on the Woodmore Shopping Center.

Very truly yours,



Jeffrey W. Bernstein

JWB/kam-66
cc: Dennis Keller

VII-257

4/29



Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

June 2, 1993

Mr. Jeffrey W. Bernstein
Wilson, Goozman, Bernstein & Merkuski
Cherry Lane Professional Park
Suite 207
9101 Cherry Lane
Leurel MD 20708

Dear Mr. Bernstein:

Thank you for your recent letter concerning the proposed improvements at Four Corners and their impacts to the Woodmoor Shopping Center.

I am sure that you can appreciate that the development of capacity improvements for the Four Corners intersections was a difficult engineering and urban design challenge given the very tight right-of-way available to us. We had as a goal to try to make improvements to traffic operations through development of an alternative that would include aesthetic enhancements that would improve the appearance of the Four Corners area. A key element of the alternative that was developed is a landscaped median.

The need to take the gas station on your client's property is due to a combination of the right-of-way needed to fit in the improvements that we feel are needed, as well as traffic operations considerations. In response to the issues that you raised, we looked at whether an alignment shift was prudent and concluded that to try to do so would result in the displacement of up to five businesses on the west side. We also looked at the effect of narrowing the median as you suggested. Unfortunately, due to roadway geometric considerations, the median would have to be narrowed for several hundred feet in order to effectuate the narrowing that you requested. This would dramatically impair our ability to develop a fully landscaped median which we feel is an essential element of the proposed improvements.

We have very carefully evaluated traffic operational considerations in the development of the selected alternate. The additional lanes, including turn lanes, are necessary to be able to get any significant improvement in capacity in the intersection. Turns in and out of the gas station were a major concern from a traffic operations standpoint and we felt a significant improvement could be achieved by eliminating these movements.

My telephone number is (410) 333-1110

Teletypewriter for Impaired Hearing or Speech
363-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

Mr. Jeffrey W. Bernstein
Page Two

You also discussed the issue of access to the shopping center from University Boulevard. Although we are reducing the number of access points, there will be three entrance/exit points to the center from University Boulevard. Two currently exist to the rear parking lot - one from Pierce Drive and one from University Boulevard, and the third entrance/exit point is from the front parking lot off University Boulevard. As for blocking the access, a new traffic signal located just east of the junction should create sufficient gaps for cars to make the movement onto University Boulevard.

As follow-up to your meeting with George Walton, he is investigating the issue of the effect of the roadway construction on the basement shopping center. Once we have fully investigated this issue, we will get back to you.

Although I understand that you would have preferred that the gas station be able to remain after the roadway improvements, I will assure you that your clients will be fully compensated under provisions of federal and state law associated with displacement of businesses by roadway projects. If you would like to discuss what is involved in such compensation, please feel free to contact our District Right-of-Way Chief, Mr. Richard Ravenscroft, who would be happy to assist you. Mr. Ravenscroft can be reached at (301) 513-7455.

Again, thank you for letting us know of your client's concerns. If you have any other questions or comments, please feel free to contact me or the project manager, George Walton. George can be reached in Baltimore at (410) 333-1139 or toll free, in Maryland only, at 1-800-548-5026.

Very truly yours,

Neil J. Pedersen

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

cc: Mr. Richard Ravenscroft (w/incoming)
Mr. George Walton

VII-258

hjh

WHITE OAK AREA CIVIC COALITION
P. O. BOX 4441
SILVER SPRING, MARYLAND 20914

February 17, 1993

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

Dear Mr. Pedersen:

The WOACC, established in 1975, is an umbrella organization of representatives of civic associations in the Eastern Montgomery County Master Plan (EMCMP) area. The purpose of the Coalition is to take an active part in the decision-making processes regarding planning, growth, and development, in and around the area of the Coalition. After actively participating in the development of the Eastern Montgomery County Master Plan, the Coalition has continued to monitor, and comment on, proposals for development within its area, and issues that affect its area.

We appreciate the cooperation of the State Highway Administration in providing the Coalition with maps of the proposed changes to the Route 29 - New Hampshire Avenue interchange (White Oak) and the Four Corners area. Since the Coalition had previously reviewed in detail all of the Route 29 intersections, from Howard County to the Sligo Creek Parkway, it was particularly valuable to be able to review current proposals for these two crucial intersections. Our comments follow.

ROUTE 29 and NEW HAMPSHIRE AVENUE

Our review leads us to conclude that congestion problems along Route 29 will not be significantly mitigated by this proposal. Traffic traveling south on New Hampshire Avenue and proceeding south onto Route 29 can be expected to back up on the 0.3 mile ramp from New Hampshire Avenue during AM rush hour conditions. Five lanes merging to three at Oak Leaf Drive will produce a significant additional backup during the AM peak traffic hours. This merge will occur in the 0.1 mile between the end of the ramp and Oak Leaf Drive.

The right turn lane at Oak Leaf Drive will not remove significant traffic. Experience indicates that this right hand lane will be used to get ahead of traffic already on Route 29. This scenario is not speculation. One need only observe the movement of traffic from Route 95 onto the outer loop of Route 495 just before the New Hampshire Avenue exit on 495 to see this phenomenon. Traffic regularly slows during high volume conditions just before the New Hampshire Avenue exit, and this area is frequently the location of accidents.

WOACC February 17, 1993

Southbound Route 29 traffic approaching the White Oak interchange has minimal visibility and no way to assess traffic conditions ahead until it is on the bridge over New Hampshire Avenue. This traffic will already have dealt with the loss of the dedicated right turn lane onto northbound New Hampshire Avenue before entering two merge zones: (1) with traffic coming from northbound New Hampshire Avenue, and (2) traffic coming from New Hampshire Avenue south. The next obstacle is the traffic light at Prelude Drive which meters the volume moving south. (The map provided to us does not show Prelude Drive). This area already has more consecutive lane adjustments in a short distance than any other area along Route 29. Let us not make it worse.

Pedestrians, and more importantly the transit riders we wish to encourage, cross Route 29 at both Oak Leaf and Prelude Drives. This proposal appears to make crossing Route 29 more hazardous than it already is. Let us not forget the fatalities that have already occurred in this vicinity.

The scenario depicted in the AM is repeated in the PM with northbound New Hampshire Avenue traffic proceeding onto Route 29 north and encountering full lanes just before Stewart Lane. The lights at Stewart Lane control the northbound volume.

We do not believe that adding extra lanes at the bridge "relieves a bottleneck and increases effective roadway capacity" as stated in the Final Draft of the FY 94 Annual Growth Policy. Extra lanes cannot be used to justify adjusting the staging ceiling to add 1000 jobs in the Fairland/White Oak policy area.

Under constrained fiscal conditions we question the \$1,900,000 allotted for this project.

FOUR CORNERS.

We believe that the prime determinant of traffic capacity on Route 29, north and south, is Four Corners. Unless capacity is significantly improved there, none of the proposals north of Four Corners will make a major difference.

What we see in the most recent proposals for Four Corners (Alternative 6 and Alternative 6 modified) are a trivial redirection of traffic onto existing loops, to be controlled by additional traffic lights. We believe this will only cause additional backups on the already congested lanes of University Boulevard.

- * It appears that the businesses along Route 29 that we sought to protect will be impacted, by construction immediately adjacent to them, and by permanent reduction of sidewalk width.

VII-259

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Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

WDACC February 17, 1993

June 2, 1993

- * Neighborhoods will continue to be adversely impacted, perhaps worse than now.
- * This is not a solution that will increase traffic capacity in any significant way.

We still believe that a tunnel in the right of way of the eastbound lane of University Boulevard under Route 29 (Alternative C, Concept 5) was the least disruptive and most effective way to significantly increase capacity through this intersection - in all directions. That option would not totally solve the congestion problem, however it would seem to provide more relief for Route 29, and hence for the neighborhood streets that are now used by cut through traffic. (We ask you again to imagine Route 29 and New Hampshire Avenue with jug handles).

Can the requirements of the Clean Air Act be met under the continuing congested conditions that will exist at both White Oak and Four Corners?

We appreciate the opportunity to comment on these proposals.

Sincerely,

Bernard Fridovich
President, WDACC

Mr. Bernard Fridovich, President
White Oak Area Civic Coalition
P.O. Box 4441
Silver Spring MD 20914

Dear Mr. Fridovich:

It has come to my attention that Mr. William Tate, speaking on behalf of the White Oak Area Civic Coalition, contacted my staff to further discuss the proposed improvements of US 29. The concern focused on the justification for widening the US 29 bridge over MD 650 (New Hampshire Avenue).

The primary reason for the improvement is to eliminate the existing bottleneck and provide a consistent number of lanes along US 29 between Silver Spring and Burtonsville. Currently, this is only a four-lane segment with the remainder of US 29 in this vicinity being a six-lane facility. The additional lane would relieve existing and future traffic congestion. Traffic volumes just south of the MD 650 interchange are currently approximately 50,200 vehicles per day and they are expected to increase to approximately 56,500 vehicles per day by the year 2015. The numbers just north of the interchange are 54,600 and 67,800, respectively.

In the northbound direction of US 29 approaching the bridge, we find that the lane-drop situation at the ramp to southbound MD 650 causes congestion. Providing an additional lane would improve the traffic flow here.

The weave between US 29 and MD 650 that occurs on the bridge should improve since there would be less traffic travelling in the right lane of US 29. However, the exclusive lanes that exist for southbound MD 650 to southbound US 29 would become a typical merge section where traffic from MD 650 would merge with southbound traffic on US 29.

Another issue raised is that the improvement would simply move the congestion south to Four Corners. Our intent is to handle traffic flow through a 'platoon' pattern south of New Hampshire Avenue. Traffic signals would be timed to make traffic move in groups along the corridor rather than have them collect at one intersection. The intent is to have all the signalized intersections at approximately the same level-of-service thus distributing the congestion. In this case the Prelude Drive, Burnt Mills Avenue, Lockwood Drive and Southwood Avenue signals would be coordinated.

My telephone number is (410) 333-1110

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

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9th

Mr. Bernard Fridovich
Page Two

If you have any further questions or comments, please feel free to contact me or the project manager, Mr. George Walton. George can be reached in Baltimore at (410) 333-1139 or toll free, in Maryland only, at 1-800-548-5026.

Very truly yours,

Neil J. Pedersen

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

cc: Mr. Robert D. Douglass
Mr. Creston Mills

Mr. Bernard Fridovich
Page Three

bcc: Mr. Louis H. Ege, Jr.
Ms. Sharon Yohn

Prepared by: George Walton, Project Planning Division, x1139

VII-261

447



Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

ok
RJD
6/11

Mr. Bernard Fridovich, President
White Oak Area Civic Coalition
P.O. Box 4441
Silver Spring MD 20914

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383-7555 Baltimore Metro - 565-0451 O.C. Metro - 1-800-492-5082 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

Mr. Bernard Fridovich
Page Two

If you have any further questions or comments, please feel free to contact me or the project manager, Mr. George Walton. George can be reached in Baltimore at (410) 333-1139 or toll free, in Maryland only, at 1-800-548-5026.

Very truly yours,

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering
cc: Mr. Creston Mills

Mr. Robert Langley
S. J. H.

VII-262

448



Marvin Memorial United Methodist Church

33 UNIVERSITY BOULEVARD, EAST
SILVER SPRING, MARYLAND 20901
503-9100

Mr. Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering
Maryland State Highway
Administration
707 North Calvert Street
Baltimore, MD 21203

Dear Mr. Pedersen,

This letter is in regard to the proposed improvements at the intersection of US 29 (Colesville Road) and MD 193 (University Boulevard), more commonly known as Four Corners. We have learned of the proposed improvements from the Public Informational Meeting on Four Corners which was held at Sligo Middle School on Wednesday, Nov. 4, 1992.

We understand that some of the proposed plans include the widening of University Blvd., East and Colesville Rd. We are concerned about any proposed improvement to this intersection, especially those involving property adjacent to the 4 Corners Community Nursery (4CCN) which is located in the middle of this intersection, within the Marvin Memorial United Methodist Church at 33 University Blvd. East.

4CCN has a current enrollment of 170 two, three, and four-year old children. These children use the nursery playground, which is situated on the north side of the building, along University Blvd., and is enclosed by a chain-link fence and is presently only 21 feet from University Blvd.

We are already concerned about the playground's close proximity to University Blvd. because there have been numerous accidents near the playground at this busy intersection. For example, in Dec., 1992 at approximately 12:30 p.m., a car travelling westbound on University Blvd., East collided with another vehicle, jumped the curb and came to rest at the bushes, about 20 feet from our playground. At the time there were 30-45 children and 6 teachers on the playground. Fortunately, the car did not hit the playground fence. We feel that any widening of University Blvd. at the playground will further endanger the safety of our children.

For the same safety reasons, we are already concerned about the proximity of the building entrance and parking lots to Colesville Rd. and University Blvd. The 4CCN families use the building entrance on the south side of University Blvd., East, which is currently only 32 feet from Colesville Rd. The building entrance on Colesville Rd. is used for 4CCN registration and fundraising activities, and is currently only 29 feet from Colesville Rd. Also, the parking lot, which fills up in the morning, is very close to University Blvd. and Colesville Rd. Children can quickly and easily run out into these busy streets. And vehicles can easily jump the curb and enter the parking lot or even crash into the building, as one car did several years ago. We feel that any widening of University Blvd. or Colesville Rd. adjacent to the Church building or parking lots will further endanger the safety of our children.

Please consider the safety of the two, three, and four-year old children that attend the 4 Corners Community Nursery when making any decisions on the Four Corners intersection. Thank you for your attention to this matter.

Sincerely,

Rev. William Wyatt



Maryland Department of Transportation
State Highway Administration

July 12, 1993

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

Reverend William Wyatt
Marvin Memorial United Methodist Church
33 University Boulevard, East
Silver Spring MD 20901

Dear Reverend Wyatt:

Thank you for your recent letter concerning the proposed improvements at the Four Corners intersection. We share your concerns for the safety of the children at the Four Corners Community Nursery. I have provided information that will explain the proposed improvements in the vicinity of the church property. These improvements should make the transportation element safer, as well as improve the safety provisions for pedestrians and others working or living next to the intersection by providing a complete sidewalk network throughout the Four Corners area.

I am enclosing a map that shows the proposed improvements and have high-lighted certain features that are of specific interest to you. The purple line is the existing property line, the yellow area represents new paving and the orange area is additional right-of-way necessary to provide sidewalks. As part of the roadway improvements, there will be an 8 inch curb, which will provide a better barrier to redirect cars than exists today. The design of the curb is based on 30-40 MPH design criteria that was used for this intersection.

Additional protection to the playground area could be provided with an aesthetically treated wall or a wrought iron fence. Both options will be investigated during the design phase of the study. We can further discuss the issues as the study continues and most likely bring them to conclusion during right-of-way negotiations.

The plan calls for the building entrances to remain basically as they exist today. Two entrances, one on Colesville Road and one on westbound University Boulevard, would need minor modifications since they would be moved back from their present locations.

I have also enclosed a sketch that illustrates a proposed wall between the roadway and the sidewalk on the west side of the church property. This provides additional safety for the pedestrians. This wall is similar to the one proposed adjacent to the Woodmoor Shopping Center. Please note that one pedestrian is shown on the sidewalk and the other on the ramp that leads to the social hall door.

My telephone number is (410) 333-1110

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 585-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

449

VII-263

Reverend William Wyatt
Page Two

Also included is a drawing that shows the proposed sidewalk and landscaping for the northeast side of the property. Additional land behind the proposed SHA right-of-way may be required to allow for landscaping.

If you have any further questions or comments, please feel free to contact me or the project manager, Mr. George Walton. George can be reached in Baltimore at (410) 333-1139 or toll free, in Maryland only, at 1-800-548-5026.

Very truly yours,

Neil J. Pedersen

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

Enclosures

cc: Mr. Louis H. Ege, Jr.
Mr. Creston J. Mills, Jr.

VII-264

450

KELLER ASSOCIATES, INC.
REALTORS

10117 COLESVILLE ROAD • SILVER SPRING, MARYLAND 20901

November 13, 1993

Mr. George Walton
Project Manager, Four Corners Project
Maryland Department of Transportation
State Highway Administration
Box 717
Baltimore, MD 21203

Dear Mr. Walton:

Keller Associates, Inc. is the manager of the Woodmoor Shopping Center in the Four Corners area of Silver Spring. In that capacity it is receiving daily questions from the tenants as to what stage the Four Corners road development project has reached.

I hereby request that at your earliest convenience you attend a meeting, which I will arrange, with the Shopping Center tenants. Upon your receipt of this letter please let me know what day and time will be good for you.

Sincerely yours,

Keller Associates, Inc.

Lois Miller
Lois Miller

LM/cd



Commercial and Residential Sales, Leasing and Property Management

DRAFT

US 29 at Four Corners

Near Sovran Bank

- IF: Hold existing east curb line and shift proposed template 10.5' west,
THEN:
IMPACT: . 7.5' into Amoco Canopy
 . Higher retaining wall @ Fred & Harry's
 . Reduce sidewalk width @ Fred & Harry's landscaping
 . Additional Impact to Pet Supplies parking
 . Potential minor impact to northeast corner of 7-11 parking
 . No impact to east side of US 29
- IF: Hold existing west curbline and shift proposed template 5' east
THEN:
IMPACT: . Existing east curb would shift 15.5' east under proposed leaving only 5.5' from curb to face of Sovran Bank, potential minor additional impact to church
 . No impact to west side of US 29
- IF: Reduce median to concrete mountable median (2' wide) and hold proposed west pavement edge. (Median could widen back to 12' near Steuart Gas)
THEN:
IMPACT: . Minimal (1'-2') impact to existing sidewalk @ Sovran Bank
 . Lose landscaping design in US 29 Median
- IF: Hold existing east curb & use (2') median
THEN:
IMPACT: . Amoco lateral impact would be 1 additional foot beyond current design
- IF: Hold existing west curb and use (2') median
THEN:
IMPACT: . 5.5' of existing sidewalk in front of Sovran Bank would be impacted (current design impact is 10.5')
- IF: Hold current alignment, but eliminate one northbound lane
THEN:
IMPACT: . No impact to Sovran Bank sidewalk
 . Severe damage to traffic level-of-service

VII-265

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Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

Ms. Lois Miller
Page Two

I hope this is helpful to you and your tenants. If you have any questions or comments, please feel free to contact me at (410) 333-3439 or toll free, in Maryland only, at 1-800-548-5026.

December 10, 1993

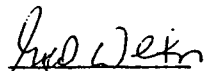
Very truly yours,

Ms. Lois Miller
Keller Associates, Inc. Realtors
10117 Colesville Road
Silver Spring MD 20901

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

Dear Ms. Miller:

I am writing in response to your letter requesting information on the proposed improvements at Four Corners and the potential impacts to the Woodmoor Shopping Center. As we discussed in our telephone conversation, as opposed to having a meeting, I would provide the necessary information in a letter.

by: 
George W. Walton
Assistant Division Chief
Project Planning Division

The State Highway Administration (SHA) is presently investigating options to avoid impacts to the basement of the Woodmoor Shopping Center. The shopping center has a basement located underneath the existing sidewalk that extends 10 feet from the storefronts towards Colesville Road. As part of the proposed improvements, this section of the basement would be impacted. SHA is looking at alternatives to avoid impacting the basement. These alternatives include reducing the proposed median, eliminating the proposed median and shifting the alignment of Colesville Road away from the Woodmoor Shopping. I have enclosed a draft list of the options under consideration and their potential consequences. No selection has been made on the options as more information is needed, particularly cost estimates. It is not anticipated to resolve this issue until early 1994.

LHE:GWW:sc
Enclosure

cc: Mr. Kevin Nowak (w/ enclosure)

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

VII-266

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References

REFERENCES

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455

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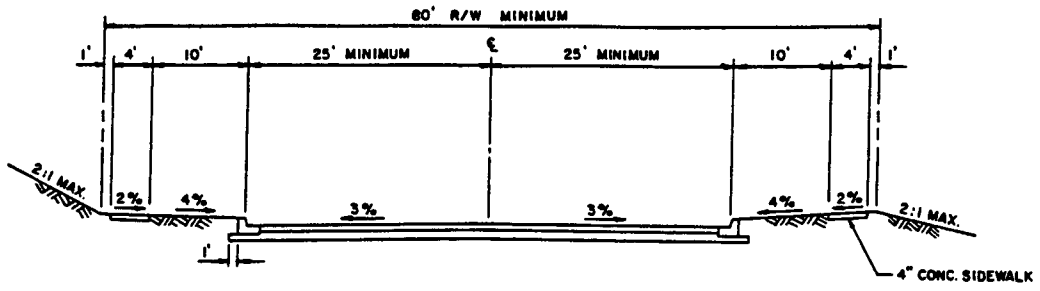
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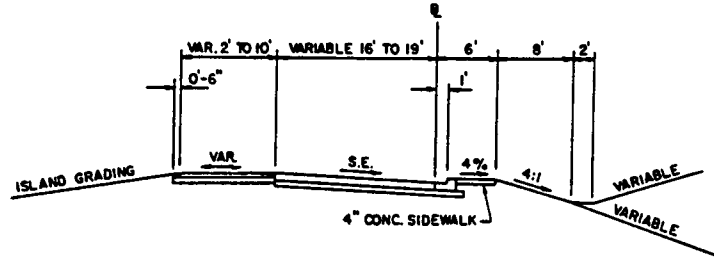
Appendices

Appendix A

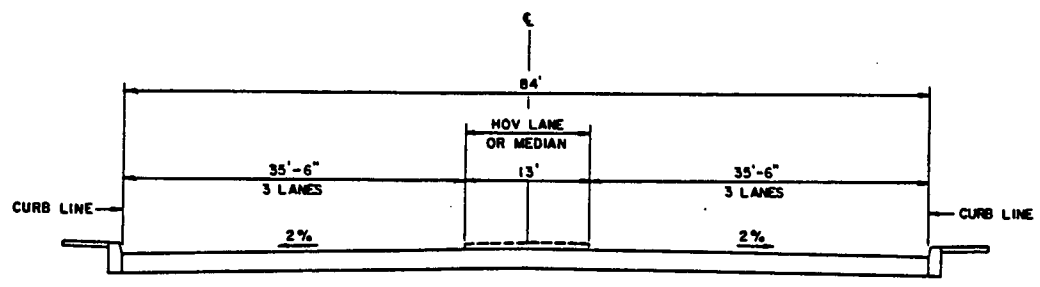
Appendix B



4 LANE ARTERIAL ROAD
CLOSED SECTION



RAMPS









NORMAL SECTION - U.S. ROUTE 29

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

TYPICAL SECTIONS
U.S. ROUTE 29
MONTGOMERY COUNTY

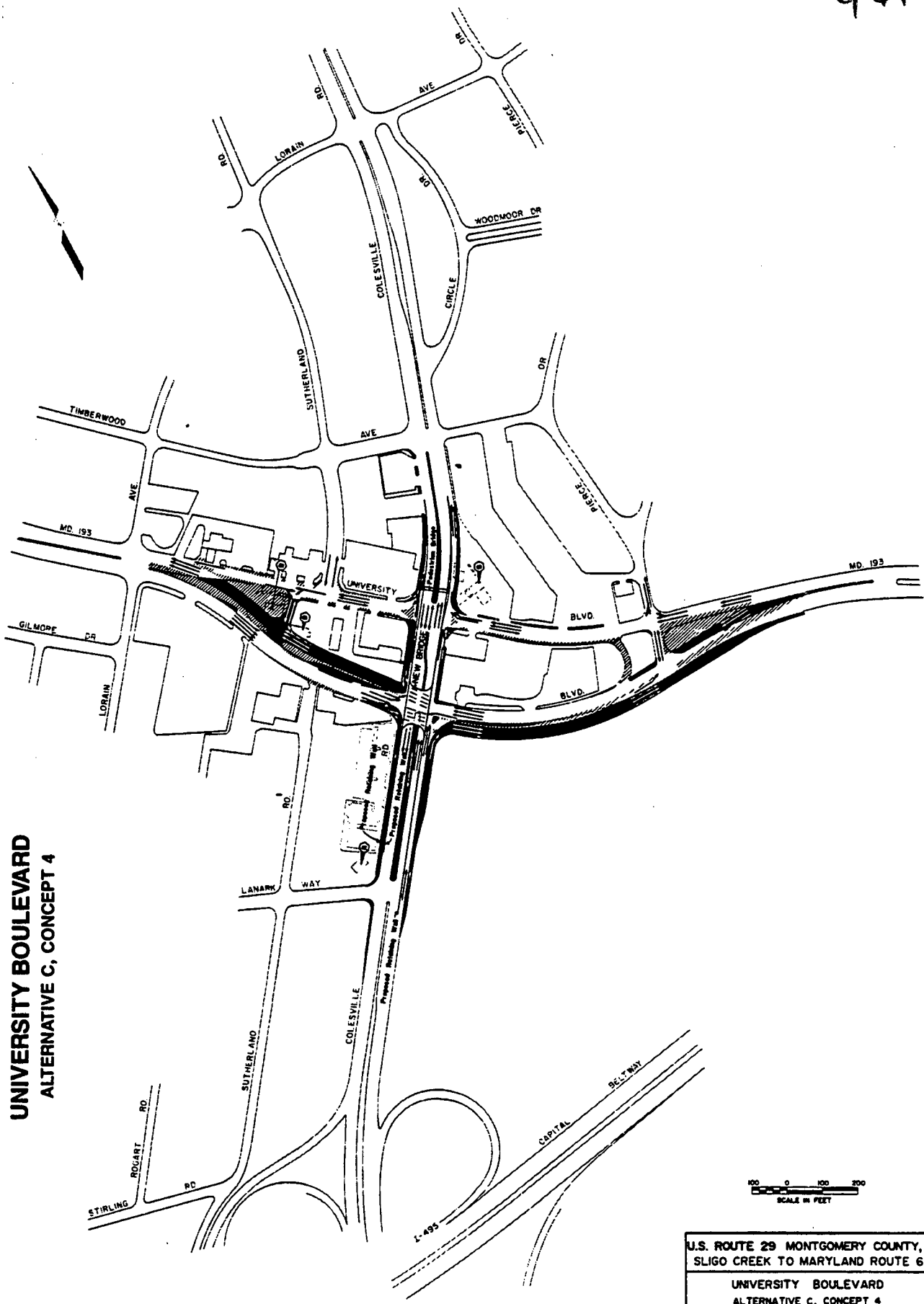
460

-  EXISTING ROADWAY
-  PROPOSED ROADWAY
-  RESIDENCE TO BE ACQUIRED
-  BUSINESS TO BE ACQUIRED
-  LANES NOT IN USE
-  NEW MEDIAN SPACE

LEGEND
U.S. ROUTE 29
MONTGOMERY COUNTY

461

**UNIVERSITY BOULEVARD
ALTERNATIVE C, CONCEPT 4**

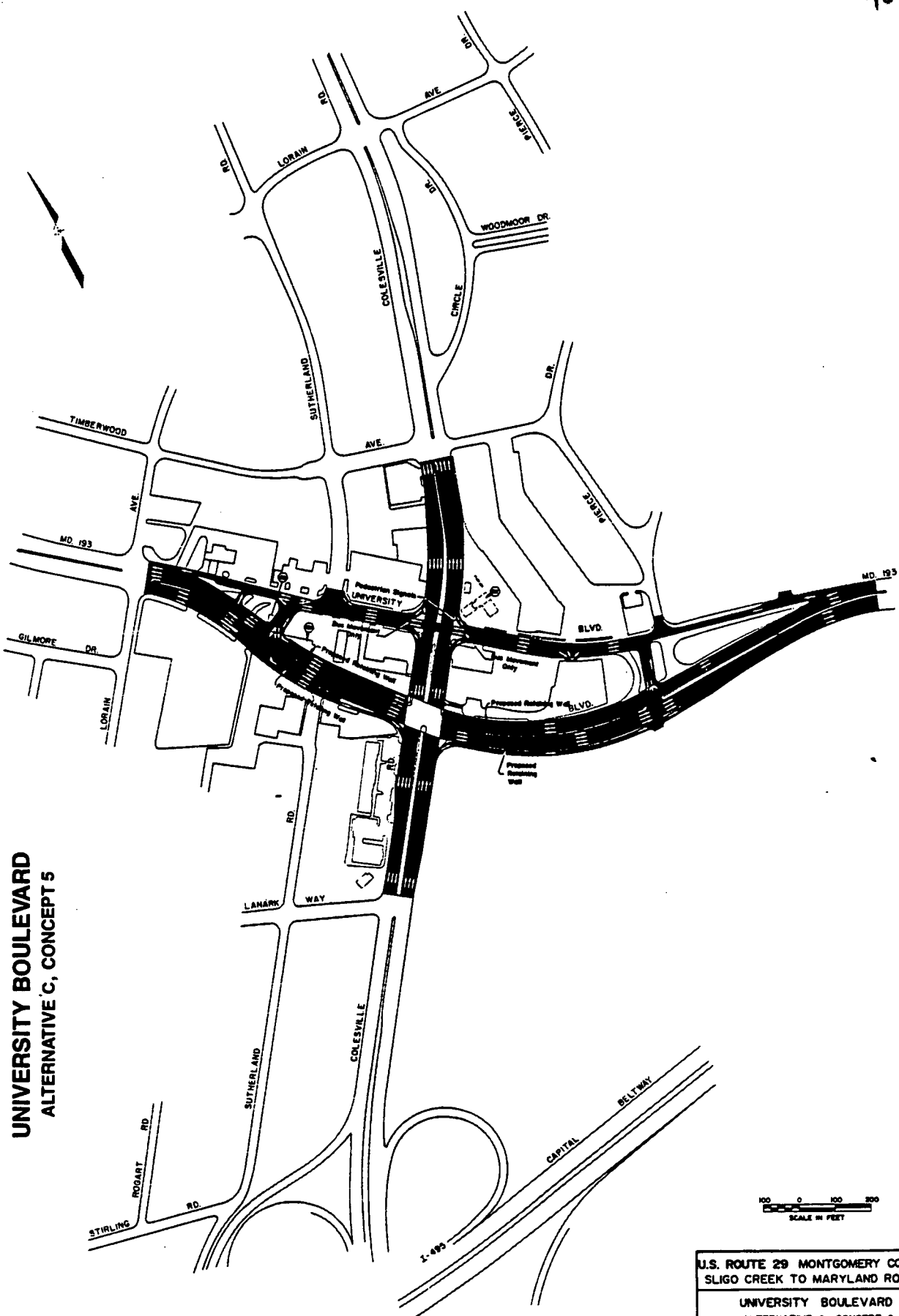


0 100 200
SCALE IN FEET

U.S. ROUTE 29 MONTGOMERY COUNTY, MD. SLIGO CREEK TO MARYLAND ROUTE 650		
UNIVERSITY BOULEVARD ALTERNATIVE C, CONCEPT 4		
MARYLAND STATE HIGHWAY ADMINISTRATION		
SCALE AS SHOWN	DATE FEB. 1960	PLATE 3

462

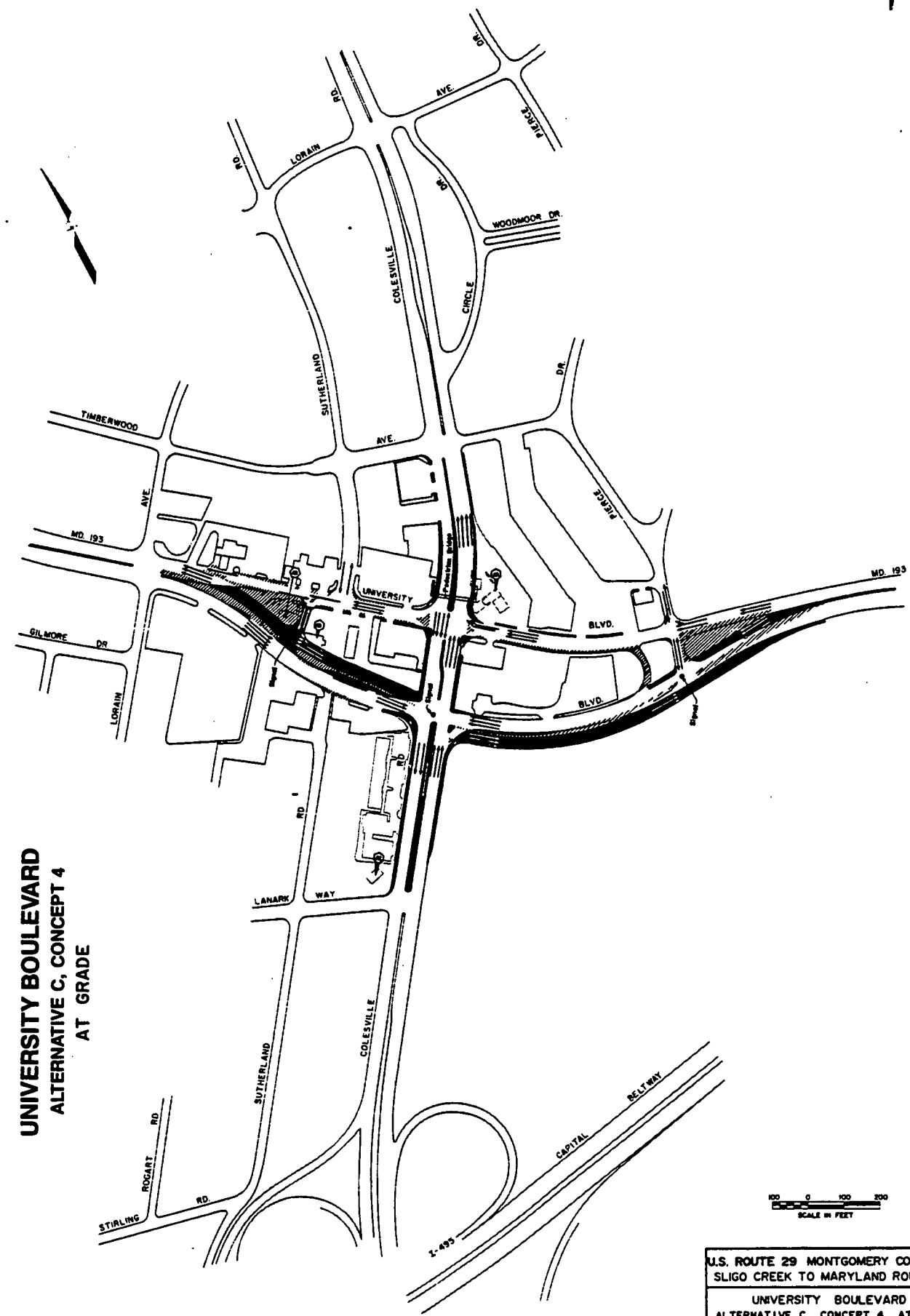
**UNIVERSITY BOULEVARD
ALTERNATIVE C, CONCEPT 5**



U.S. ROUTE 29 MONTGOMERY COUNTY, MD. SLIGO CREEK TO MARYLAND ROUTE 650		
UNIVERSITY BOULEVARD ALTERNATIVE C, CONCEPT 5		
MARYLAND STATE HIGHWAY ADMINISTRATION		
SCALE: AS SHOWN	DATE: FEB. 1980	PLATE 4

463

**UNIVERSITY BOULEVARD
ALTERNATIVE C, CONCEPT 4
AT GRADE**



100 0 100 200
SCALE IN FEET

U.S. ROUTE 29 MONTGOMERY COUNTY, MD. SLIGO CREEK TO MARYLAND ROUTE 650		
UNIVERSITY BOULEVARD ALTERNATIVE C, CONCEPT 4, AT GRADE		
MARYLAND STATE HIGHWAY ADMINISTRATION		
SCALE AS SHOWN	DATE FEB. 1990	PLATE 5

2/6/4

Appendix C

**APPENDIX B
ROUTE 29 ALTERNATIVES - PHOTO SURVEY**



I. Sligo Creek Parkway - View from intersection looking southwest onto U.S. Route 29.



II. University Boulevard - On median of 29, looking north.

APPENDIX B
ROUTE 29 ALTERNATIVES - PHOTO SURVEY
(CONTINUED)

466



III. Lockwood Drive - On Route 29, looking east onto Lockwood Drive.



IV. Stewart Lane - Looking northwest onto Route 29.

APPENDIX B
ROUTE 29 ALTERNATIVES - PHOTO SURVEY
(CONTINUED)

01307



V. Industrial Parkway - East of 29 on Parkway, looking west.



VI. Tech Road - Just southwest of intersection looking north.

APPENDIX B
ROUTE 29 ALTERNATIVES - PHOTO SURVEY
(CONTINUED)

468



VII. Randolph Road - On Route 29 median, looking southwest.



VIII. Musgrove Road - From intersection looking southeast onto Route 29.

APPENDIX B
ROUTE 29 ALTERNATIVES - PHOTO SURVEY
(CONTINUED)

469



IX. Fairland Road - On Route 29, just southeast of intersection looking north.



X. Briggs Chaney Road - From north of intersection, looking southwest on 29.

APPENDIX B
ROUTE 29 ALTERNATIVES - PHOTO SURVEY
(CONTINUED)

420



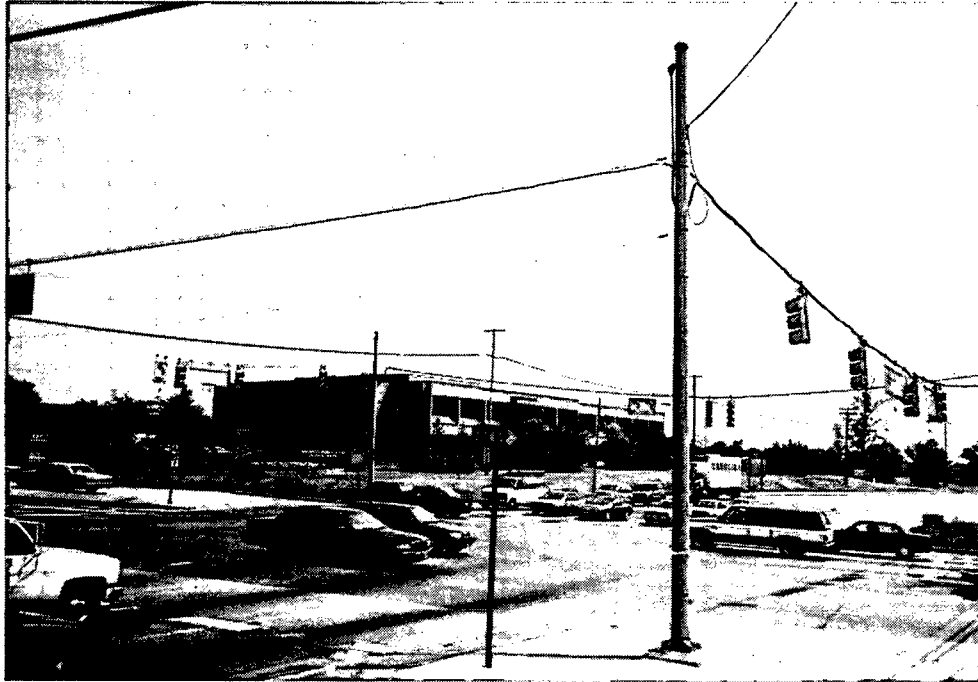
XI. Greencastle Road - From Greencastle Road, west of 29, looking east.



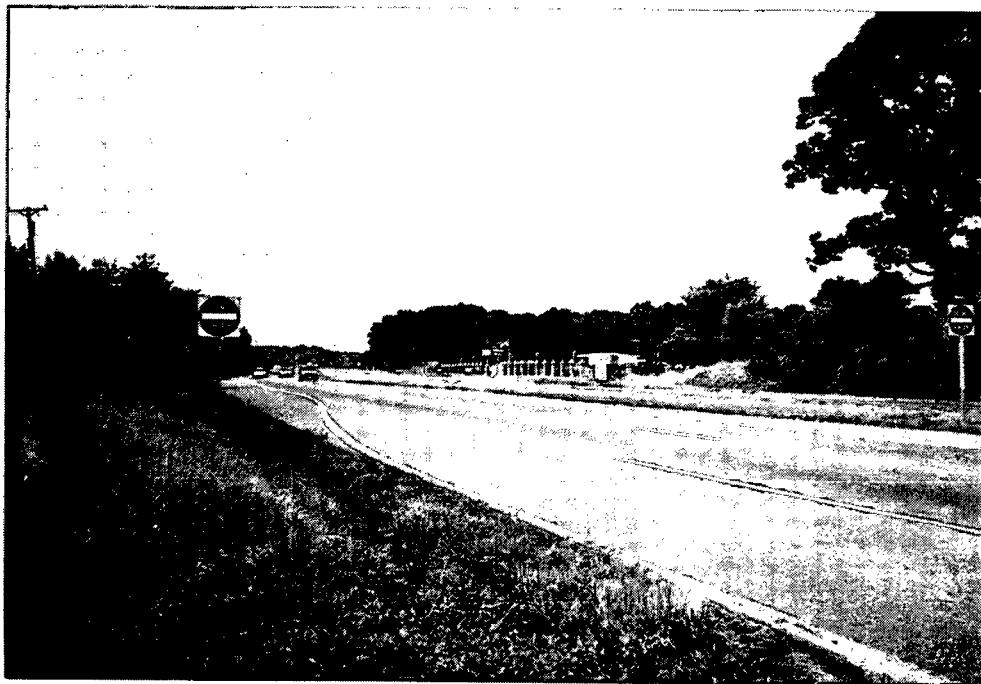
XII. Blackburn Road - From Blackburn Road, east of 29, looking southwest.

APPENDIX B
ROUTE 29 ALTERNATIVES - PHOTO SURVEY
(CONTINUED)

471



XIII. Route 198 - From main intersection, looking northeast onto Route 29.



XIV. Dustin Road - From North of intersection, looking southwest.

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Appendix D

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SUMMARY OF THE RELOCATION ASSISTANCE PROGRAM OF THE
STATE HIGHWAY ADMINISTRATION OF MARYLAND

All State Highway Administration projects must comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 USC 4601) as amended by Title IV of the Surface Transportation & Uniform Relocation Assistance Act of 1987 (P.L. 100-17), the Annotated Code of Maryland entitled "Real Property Article" Section 12-112 and Subtitle 2, Sections 12-201 to 12-212. The Maryland Department of Transportation, State Highway Administration, Office of Real Estate administers the Transportation Relocation Assistance Program in the State of Maryland.

The provisions of the Federal and State laws require the State Highway Administration to provide payments and services to persons displaced by a public project. The payments include replacement housing payments and moving costs. The maximum limits of the replacement housing payments are \$22,500 for owner-occupants and \$5,250 for tenant-occupants. Certain payments may also be made for increased mortgage interest costs and other incidental expenses. In order to receive these payments, the displaced person must occupy decent, safe and sanitary replacement housing. In addition to these payments, there are also moving expense payments to persons, businesses, farms and non-profit organizations. Actual but reasonable moving expenses for residences are reimbursed for a move of up to 50 miles or a schedule moving payment of up to \$1,300 may be used.

In the event comparable replacement housing is not available within the monetary limits for owners and tenants to rehouse persons displaced by public projects or 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 relocation "housing as a last resort" can be utilized.

The moving cost payments to businesses are broken down into several categories, which include actual moving expense payments, reestablishment expenses limited to \$10,000 or fixed payments "in lieu of" actual moving expenses of \$1,000 to \$20,000. Actual moving expenses may also include actual direct losses of tangible personal property and expenses for searching for a replacement site up to \$1,000.

The actual reasonable moving expenses may be paid for a move by a commercial mover or for a self-move. Payments for the actual reasonable expenses are limited to a 50-mile radius unless the State determines a longer distance is necessary. The expenses claimed for actual cost moves must be supported by firm bids and 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, usually lower than the lowest acceptable bid. The allowable expenses of a

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self-move may include amounts paid for equipment hired, the cost of using the business vehicles or equipment, wages paid to persons who 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 elects not to move or to discontinue the use of an item, the payment shall consist of the lesser of: the fair market value of the item for continued use at the displacement site, less the proceeds from its sale; or the estimated cost of moving the item.

If an item of personal property which is used as part of a business or farm operation is not moved and is promptly replaced with a substitute item that performs a comparable function at the replacement site, payment shall be of the lesser of: the cost of the substitute item, including installation costs at the replacement site, minus any proceeds from the sale or trade-in of the replaced item; or the estimated cost of moving and reinstalling the replaced item.

In addition to the moving payments described above, a business may be eligible for a payment up to \$10,000 for the actual reasonable and necessary expenses of reestablishing at the replacement site. Generally, reestablishment expenses include certain repairs and improvements to the replacement site, increased operating costs, exterior signing, advertising the replacement location and other fees paid to reestablish. Receipted bills and other evidence of these expenses are required for payment. The total maximum reestablishment payment eligibility is \$10,000.

In lieu of all moving payments described above, a business may elect to receive a fixed payment equal to the average annual net earnings of the business. This payment shall not be less than \$1,000 nor more than \$20,000. 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 more than three other establishments in the same or similar business that are not being acquired; and the business contributes materially to the income of a displaced owner during the two taxable years prior to the year of the displacement. A business operated at the displacement site solely for the purpose of renting to others is not eligible. 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.

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In order to determine the amount of the "in lieu of" moving expenses payment, the average annual net earnings of the business is 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, owner's spouse, or 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, or certified financial statements, for the tax years in question.

Displaced farms and non-profit organizations are also eligible for actual reasonable moving costs up to 50 miles, actual direct losses of tangible personal property, search costs up to \$1,000 and reestablishment expenses up to \$10,000 or a fixed payment "in lieu of" actual moving expenses of \$1,000 to \$20,000. The State may determine that a displaced farm may be paid a minimum of \$1,000 to a maximum of \$20,000, based upon the net income of the farm, provided that the farm has been relocated or the partial acquisition caused a substantial change in the nature of the farm. 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 a fixed payment or an "in lieu of" actual moving cost payment, in the amount of \$1,000 to \$20,000 based on gross annual revenues less administrative expenses.

A more detailed explanation of the benefits and payments available to displaced persons, businesses, farms and non-profit organizations is available in the "Relocation Assistance" brochure that will be distributed at the public hearing for this project and be given to displaced persons.

Federal & State laws require that the State Highway Administration shall not proceed with any phase of a 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.

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Appendix E



United States
Department of
Agriculture

Soil
Conservation
Service

18410 Muncaster Rd.
Derwood, MD 20855

590-2855

477

January 29, 1988

RECEIVED

FEB 5 1988

Ms. Betty Bowers
Environmental Manager
Gannett Fleming Transportation
Engineers, Inc.
P.O. Box 1963
Harrisburg, PA 17105

Dear Ms. Bowers:

Enclosed are the Farmland Conversion Impact Rating forms to assist you with the environmental studies for the improvement of U.S. Route 29 in Montgomery County.

Alternative C--Spencerville and Dustin Roads, was the only site in which farmland would be affected. That form has been completed for Parts II and IV. The remaining farms were marked as not containing farmland.

In the future, sending these materials directly to the field office for the county in which a project site is located should ensure a more timely response and return to your office.

If our office can be of further assistance please give us a call at 590-2855.

Sincerely,

Richard R. Brush
District Conservationist

Enclosures:
As stated

RRB/bjb



The Soil Conservation Service
is an agency of the
Department of Agriculture

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U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request 11-30-87	
Name Of Project U.S. Route 29 Improvements	Federal Agency Involved State Highway Administration		
Proposed Land Use Transportation	County And State Montgomery County, MD		

PART II (To be completed by SCS)		Date Request Received By SCS 12/7/87	
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply - do not complete additional parts of this form).		Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Major Crop(s)	Farmable Land In Govt. Jurisdiction Acres: %	Acres Irrigated	Average Farm Size
Name Of Land Evaluation System Used	Name Of Local Site Assessment System	Amount Of Farmland As Defined in FPPA Acres: %	
		Date Land Evaluation Returned By SCS	

PART III (To be completed by Federal Agency)	Alternative Site Rating *			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	0			
B. Total Acres To Be Converted Indirectly	0			
C. Total Acres In Site	0			

PART IV (To be completed by SCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value				

PART V (To be completed by SCS) Land Evaluation Criterion				
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)				

PART VI (To be completed by Federal Agency)	Maximum Points			
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))				
1. Area In Nonurban Use				
2. Perimeter In Nonurban Use				
3. Percent Of Site Being Farmed				
4. Protection Provided By State And Local Government				
5. Distance From Urban Builtup Area				
6. Distance To Urban Support Services				
7. Size Of Present Farm Unit Compared To Average				
8. Creation Of Nonfarmable Farmland				
9. Availability Of Farm Support Services				
10. On-Farm Investments				
11. Effects Of Conversion On Farm Support Services				
12. Compatibility With Existing Agricultural Use				
TOTAL SITE ASSESSMENT POINTS	160			

PART VII (To be completed by Federal Agency)				
Relative Value Of Farmland (From Part V)	100			
Total Site Assessment (From Part VI above or a local site assessment)	160			
TOTAL POINTS (Total of above 2 lines)	260			

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>
----------------	-------------------	---

Reason For Selection:
* Alternative C - University Blvd. Concept 2

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U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request 11-30-87
Name Of Project U.S. Route 29 Improvements	Federal Agency Involved State Highway Administration	
Proposed Land Use Transportation	County And State Montgomery County, MD	
PART II (To be completed by SCS)		Date Request Received By SCS

Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply - do not complete additional parts of this form).		Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Acres Irrigated	Average Farm Size
Major Crops	Farmable Land In Govt. Jurisdiction Acres: %			Amount Of Farmland As Defined in FPPA Acres: %	
Name Of Land Evaluation System Used	Name Of Local Site Assessment System	Date Land Evaluation Returned By SCS			

PART III (To be completed by Federal Agency)	Alternative Site Rating *			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	0.54	0.47	0.41	
B. Total Acres To Be Converted Indirectly	0	0	0	
C. Total Acres In Site	0.54	0.47	0.41	

PART IV (To be completed by SCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value				

PART V (To be completed by SCS) Land Evaluation Criterion Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)				
---	--	--	--	--

PART VI (To be completed by Federal Agency)	Maximum Points			
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))				
1. Area In Nonurban Use				
2. Perimeter In Nonurban Use				
3. Percent Of Site Being Farmed				
4. Protection Provided By State And Local Government				
5. Distance From Urban Builtup Area				
6. Distance To Urban Support Services				
7. Size Of Present Farm Unit Compared To Average				
8. Creation Of Nonfarmable Farmland				
9. Availability Of Farm Support Services				
10. On-Farm Investments				
11. Effects Of Conversion On Farm Support Services				
12. Compatibility With Existing Agricultural Use				
TOTAL SITE ASSESSMENT POINTS	160			

PART VII (To be completed by Federal Agency)				
Relative Value Of Farmland (From Part V)	100			
Total Site Assessment (From Part VI above or a local site assessment)	160			
TOTAL POINTS (Total of above 2 lines)	260			

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>
----------------	-------------------	---

Reason For Selection:
 * Alternative C - Lockwood Dr.
 Site A = Concept 3
 Site B = Concept 4
 Site C = Concept 5

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U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request 11-30-87	
Name Of Project U.S. Route 29 Improvements		Federal Agency Involved State Highway Administration	
Proposed Land Use Transportation		County And State Montgomery County, MD	

PART II (To be completed by SCS)		Date Request Received By SCS	
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply - do not complete additional parts of this form).		Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Major Crop(s)		Acres Irrigated	Average Farm Size
Farmable Land In Govt. Jurisdiction Acres: %		Amount Of Farmland As Defined In FPPA Acres: %	
Name Of Land Evaluation System Used	Name Of Local Site Assessment System	Date Land Evaluation Returned By SCS	

	Alternative Site Rating *			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	0.96	1.22	1.91	3.02
B. Total Acres To Be Converted Indirectly	0	0	0	0
C. Total Acres In Site	0.96	1.22	1.91	3.02

PART IV (To be completed by SCS) Land Evaluation Information	
A. Total Acres Prime And Unique Farmland	
B. Total Acres Statewide And Local Important Farmland	
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	

PART V (To be completed by SCS) Land Evaluation Criterion	
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)	

PART VI (To be completed by Federal Agency)	Maximum Points
Site Assessment: Criteria (These criteria are explained in 7 CFR 558.5(b))	
1. Area In Nonurban Use	
2. Perimeter In Nonurban Use	
3. Percent Of Site Being Farmed	
4. Protection Provided By State And Local Government	
5. Distance From Urban Builtup Area	
6. Distance To Urban Support Services	
7. Size Of Present Farm Unit Compared To Average	
8. Creation Of Nonfarmable Farmland	
9. Availability Of Farm Support Services	
10. On-Farm Investments	
11. Effects Of Conversion On Farm Support Services	
12. Compatibility With Existing Agricultural Use	
TOTAL SITE ASSESSMENT POINTS	160

PART VII (To be completed by Federal Agency)	
Relative Value Of Farmland (From Part V)	100
Total Site Assessment (From Part VI above or a local site assessment)	160
TOTAL POINTS (Total of above 2 lines)	260

Site Selected:	Date Of Selection:	Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>
----------------	--------------------	---

Reason For Selection:

* Alternative C - Stewart Lane
 Site A = Concept 1
 Site B = Concept 2
 Site C = Concept 3 Site D = Concept 4

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U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request 11-30-87
Name Of Project U.S. Route 29 Improvements	Federal Agency Involved State Highway Administration	
Proposed Land Use Transportation	County And State Montgomery County, MD	
PART II (To be completed by SCS)		Date Request Received By SCS

Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply - do not complete additional parts of this form).		Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Acres Irrigated	Average Farm Size
Major Crop(s)	Farmable Land In Govt. Jurisdiction Acres: %	Amount Of Farmland As Defined In FPPA Acres: %		Date Land Evaluation Returned By SCS	
Name Of Land Evaluation System Used	Name Of Local Site Assessment System				

PART III (To be completed by Federal Agency)	Alternative Site Rating *			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	0	0		
B. Total Acres To Be Converted Indirectly	0	0		
C. Total Acres In Site	0	0		

PART IV (To be completed by SCS) Land Evaluation Information	
A. Total Acres Prime And Unique Farmland	
B. Total Acres Statewide And Local Important Farmland	
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	

PART V (To be completed by SCS) Land Evaluation Criterion	
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)	

PART VI (To be completed by Federal Agency)	Maximum Points
Site Assessment Criteria (These criteria are explained in 7 CFR 658.51b)	
1. Area In Nonurban Use	
2. Perimeter In Nonurban Use	
3. Percent Of Site Being Farmed	
4. Protection Provided By State And Local Government	
5. Distance From Urban Builtup Area	
6. Distance To Urban Support Services	
7. Size Of Present Farm Unit Compared To Average	
8. Creation Of Nonfarmable Farmland	
9. Availability Of Farm Support Services	
10. On-Farm Investments	
11. Effects Of Conversion On Farm Support Services	
12. Compatibility With Existing Agricultural Use	
TOTAL SITE ASSESSMENT POINTS	160

PART VII (To be completed by Federal Agency)	
Relative Value Of Farmland (From Part VI)	100
Total Site Assessment (From Part VI above or a local site assessment)	160
TOTAL POINTS (Total of above 2 lines)	260

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>
----------------	-------------------	---

Reason For Selection:

* Alternative C - Industry Blvd. and Tech. Rd.
 Site A = Concept 1
 Site B = Concept 2

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U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request 11-30-87	
Name Of Project U.S. Route 29 Improvements		Federal Agency Involved State Highway Administration	
Proposed Land Use Transportation		County And State Montgomery County, MD	
PART II (To be completed by SCS)		Date Request Received By SCS	

Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply - do not complete additional parts of this form).		Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Acres Irrigated	Average Farm Size
Major Crop(s)	Farmable Land In Govt. Jurisdiction Acres: %	Amount Of Farmland As Defined in FPPA Acres: %			
Name Of Land Evaluation System Used	Name Of Local Site Assessment System	Date Land Evaluation Returned By SCS			

	Alternative Site Rating *			
	Site A	Site B	Site C	Site D
PART III (To be completed by Federal Agency)				
A. Total Acres To Be Converted Directly	5.47			
B. Total Acres To Be Converted Indirectly	0			
C. Total Acres In Site	5.47			

PART IV (To be completed by SCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value				

PART V (To be completed by SCS) Land Evaluation Criterion				
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)				

PART VI (To be completed by Federal Agency)	Maximum Points			
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))				
1. Area In Nonurban Use				
2. Perimeter In Nonurban Use				
3. Percent Of Site Being Farmed				
4. Protection Provided By State And Local Government				
5. Distance From Urban Builtup Area				
6. Distance To Urban Support Services				
7. Size Of Present Farm Unit Compared To Average				
8. Creation Of Nonfarmable Farmland				
9. Availability Of Farm Support Services				
10. On-Farm Investments				
11. Effects Of Conversion On Farm Support Services				
12. Compatibility With Existing Agricultural Use				
TOTAL SITE ASSESSMENT POINTS	160			

PART VII (To be completed by Federal Agency)				
Relative Value Of Farmland (From Part V)	100			
Total Site Assessment (From Part VI above or a local site assessment)	160			
TOTAL POINTS (Total of above 2 lines)	260			

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>
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Reason For Selection:

* Alternative C - Randolph, Musgrove, and Fairland Roads
Site A = Concept 4

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U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request 11-30-87	
Name Of Project U.S. Route 29 Improvements		Federal Agency Involved State Highway Administration	
Proposed Land Use Transportation		County And State Montgomery County, MD	
PART II (To be completed by SCS)		Date Request Received By SCS	

Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply - do not complete additional parts of this form).		Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Acres Irrigated	Average Farm Size
Major Crop(s)	Farmable Land In Govt. Jurisdiction Acres: %	Amount Of Farmland As Defined in FPPA Acres: %		Date Land Evaluation Returned By SCS	
Name Of Land Evaluation System Used	Name Of Local Site Assessment System				

PART III (To be completed by Federal Agency)	Alternative Site Rating *			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	20.40	20.62	13.43	13.96
B. Total Acres To Be Converted Indirectly	0	0	0	0
C. Total Acres In Site	20.40	20.62	13.43	13.96

PART IV (To be completed by SCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value				

PART V (To be completed by SCS) Land Evaluation Criterion				
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)				

PART VI (To be completed by Federal Agency)	Maximum Points			
Site Assessment Criteria (These criteria are explained in 7 CFR 658.51b)				
1. Area In Nonurban Use				
2. Perimeter In Nonurban Use				
3. Percent Of Site Being Farmed				
4. Protection Provided By State And Local Government				
5. Distance From Urban Builtup Area				
6. Distance To Urban Support Services				
7. Size Of Present Farm Unit Compared To Average				
8. Creation Of Nonfarmable Farmland				
9. Availability Of Farm Support Services				
10. On-Farm Investments				
11. Effects Of Conversion On Farm Support Services				
12. Compatibility With Existing Agricultural Use				
TOTAL SITE ASSESSMENT POINTS	160			

PART VII (To be completed by Federal Agency)				
Relative Value Of Farmland (From Part V)	100			
Total Site Assessment (From Part VI above or a local site assessment)	160			
TOTAL POINTS (Total of above 2 lines)	260			

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>
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Reason For Selection:

* Alternative C - Intercounty Connector and Briggs Chaney Road
 Site A = Concept 1
 Site B = Concept 2
 Site C = Concept 3
 Site D = Concept 4

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FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request 11-30-87	
Name Of Project U.S. Route 29 Improvements		Federal Agency Involved State Highway Administration	
Proposed Land Use Transportation		County And State Montgomery County, MD	
PART II (To be completed by SCS)		Date Request Received By SCS	

Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply - do not complete additional parts of this form).		Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Acres Irrigated	Average Farm Size
Major Crop(s)	Farmable Land In Govt. Jurisdiction Acres: %			Amount Of Farmland As Defined in FPPA Acres: %	
Name Of Land Evaluation System Used	Name Of Local Site Assessment System	Date Land Evaluation Returned By SCS			

	Alternative Site Rating +			
	Site A	Site B	Site C	Site D
PART III (To be completed by Federal Agency)				
A. Total Acres To Be Converted Directly	24.25	24.63		
B. Total Acres To Be Converted Indirectly	0	0		
C. Total Acres In Site	24.25	24.63		

PART IV (To be completed by SCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value				

PART V (To be completed by SCS) Land Evaluation Criterion				
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)				

PART VI (To be completed by Federal Agency)	Maximum Points			
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))				
1. Area In Nonurban Use				
2. Perimeter In Nonurban Use				
3. Percent Of Site Being Farmed				
4. Protection Provided By State And Local Government				
5. Distance From Urban Builtup Area				
6. Distance To Urban Support Services				
7. Size Of Present Farm Unit Compared To Average				
8. Creation Of Nonfarmable Farmland				
9. Availability Of Farm Support Services				
10. On-Farm Investments				
11. Effects Of Conversion On Farm Support Services				
12. Compatibility With Existing Agricultural Use				
TOTAL SITE ASSESSMENT POINTS	160			

PART VII (To be completed by Federal Agency)				
Relative Value Of Farmland (From Part V)	100			
Total Site Assessment (From Part VI above or a local site assessment)	160			
TOTAL POINTS (Total of above 2 lines)	260			

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>
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Reason For Selection:

* Alternative C - Intercounty Connector and Briggs Chaney Road
 Site A = Concept 5
 Site B = Concept 6

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U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request 11-30-87			
Name Of Project U.S. Route 29 Improvements		Federal Agency Involved State Highway Administration			
Proposed Land Use Transportation		County And State Montgomery County, MD			
PART II (To be completed by SCS)		Date Request Received By SCS			
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply - do not complete additional parts of this form).		Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>		
Major Crop(s)		Acres Irrigated	Average Farm Size		
Name Of Land Evaluation System Used		Date Land Evaluation Returned By SCS			
Farmable Land In Govt. Jurisdiction Acres: %		Amount Of Farmland As Defined in FPPA Acres: %			
Name Of Local Site Assessment System		Date Land Evaluation Returned By SCS			
PART III (To be completed by Federal Agency)		Alternative Site Rating *			
		Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly		2.84	4.05		
B. Total Acres To Be Converted Indirectly		0	0		
C. Total Acres In Site		2.84	4.05		
PART IV (To be completed by SCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland					
B. Total Acres Statewide And Local Important Farmland					
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted					
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value					
PART V (To be completed by SCS) Land Evaluation Criterion					
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)					
PART VI (To be completed by Federal Agency)		Maximum Points			
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))					
1. Area In Nonurban Use					
2. Perimeter In Nonurban Use					
3. Percent Of Site Being Farmed					
4. Protection Provided By State And Local Government					
5. Distance From Urban Builtup Area					
6. Distance To Urban Support Services					
7. Size Of Present Farm Unit Compared To Average					
8. Creation Of Nonfarmable Farmland					
9. Availability Of Farm Support Services					
10. On-Farm Investments					
11. Effects Of Conversion On Farm Support Services					
12. Compatibility With Existing Agricultural Use					
TOTAL SITE ASSESSMENT POINTS		160			
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		100			
Total Site Assessment (From Part VI above or a local site assessment)		160			
TOTAL POINTS (Total of above 2 lines)		260			
Site Selected:		Date Of Selection		Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>	

Reason For Selection:

* Alternative C - Greencastle Rd.
 Site A = Concept 1
 Site B = Concept 3

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FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request 11-30-87
Name Of Project U.S. Route 29 Improvements	Federal Agency Involved State Highway Administration	
Proposed Land Use Transportation	County And State Montgomery County, MD	

PART II (To be completed by SCS)		Date Request Received By SCS
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply - do not complete additional parts of this form).		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Mejor Crop(s)	Farmable Land In Govt. Jurisdiction Acres: %	Acres Irrigated Average Farm Size Acres: %
Name Of Land Evaluation System Used	Name Of Local Site Assessment System	Date Land Evaluation Returned By SCS

PART III (To be completed by Federal Agency)	Alternative Site Rating *			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	3.34	2.36		
B. Total Acres To Be Converted Indirectly	0	0		
C. Total Acres In Site	3.34	2.36		

PART IV (To be completed by SCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value				

PART V (To be completed by SCS) Land Evaluation Criterion				
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)				

PART VI (To be completed by Federal Agency)	Maximum Points
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))	
1. Area In Nonurban Use	
2. Perimeter In Nonurban Use	
3. Percent Of Site Being Farmed	
4. Protection Provided By State And Local Government	
5. Distance From Urban Builtup Area	
6. Distance To Urban Support Services	
7. Size Of Present Farm Unit Compared To Average	
8. Creation Of Nonfarmable Farmland	
9. Availability Of Farm Support Services	
10. On-Farm Investments	
11. Effects Of Conversion On Farm Support Services	
12. Compatibility With Existing Agricultural Use	
TOTAL SITE ASSESSMENT POINTS	160

PART VII (To be completed by Federal Agency)	
Relative Value Of Farmland (From Part V)	100
Total Site Assessment (From Part VI above or a local site assessment)	160
TOTAL POINTS (Total of above 2 lines)	260

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>
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Reason For Selection:

* Alternative C - Blackburn Lane
 Site A = Concept 1
 Site B = Concept 3

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U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request 11-30-87
Name Of Project U.S. Route 29 Improvements	Federal Agency Involved State Highway Administration	
Proposed Land Use Transportation	County And State Montgomery County, MD	
PART II (To be completed by SCS)		Date Request Received By SCS

Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply - do not complete additional parts of this form).		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Acres Irrigated NONE	Average Farm Size 157
Major Crop(s) CORN, SMALL GRAIN, SOYBEANS	Farmable Land In Govt. Jurisdiction Acres: 167,100 % 53	Amount Of Farmland As Defined in FPPA Acres: 113,800 % 36		
Name Of Land Evaluation System Used MONTGOMERY Co. Land EVALUATION	Name Of Local Site Assessment System NONE	Date Land Evaluation Returned By SCS 1-29-88		

PART III (To be completed by Federal Agency)	Alternative Site Rating *			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	11.14	10.94	3.39	10.36
B. Total Acres To Be Converted Indirectly	0	0	0	0
C. Total Acres In Site	11.14	10.94	3.39	10.36

PART IV (To be completed by SCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	3.6	3.6	0	7.6
B. Total Acres Statewide And Local Important Farmland	5.2	5.2	0	2.0
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	.007	.007		.008
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	.003	.003		.005

PART V (To be completed by SCS) Land Evaluation Criterion				
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)	65	65		75

PART VI (To be completed by Federal Agency)					
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))	Maximum Points				
1. Area In Nonurban Use	15	10	10		10
2. Perimeter In Nonurban Use	10	7	7		6
3. Percent Of Site Being Farmed	20	20**	20**		20**
4. Protection Provided By State And Local Government	20	0	0		0
5. Distance From Urban Builtup Area	-	-	-		-
6. Distance To Urban Support Services	-	-	-		-
7. Size Of Present Farm Unit Compared To Average	10	0	0		0
8. Creation Of Nonfarmable Farmland	25	0	0		0
9. Availability Of Farm Support Services	5	3	3		3
10. On-Farm Investments	20	5	5		5
11. Effects Of Conversion On Farm Support Services	25	0	0		0
12. Compatibility With Existing Agricultural Use	10	5	5		5
TOTAL SITE ASSESSMENT POINTS	160	50	50		49

PART VII (To be completed by Federal Agency)				
Relative Value Of Farmland (From Part V)	100	65	65	75
Total Site Assessment (From Part VI above or a local site assessment)	160	50	50	49
TOTAL POINTS (Total of above 2 lines)	260	115	115	124

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>
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Reason For Selection:

* Alternative C - Spencerville and Dustin Roads
 Site A = Concept 1
 Site B = Concept 3
 Site C = Concept 5
 Site D = Concept 6

** No basis for answer; Maximum Assumed