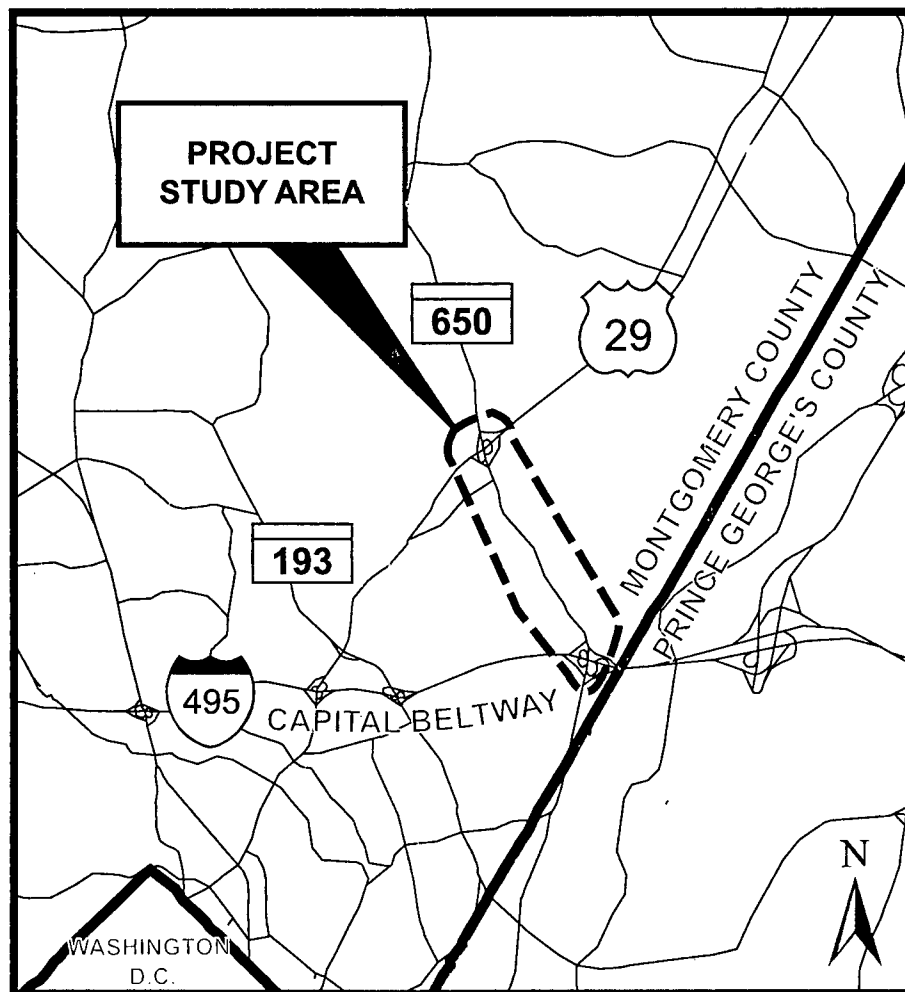


FINDING OF NO SIGNIFICANT IMPACT/ FINAL SECTION 4(f) EVALUATION

MD 650 from Powder Mill Road to North of US 29

Montgomery County, Maryland

Project No. MO900B21



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

and
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

April, 2003

2

Federal Highway Administration
Maryland Division

MD 650

From Powder Mill Road To North Of US 29
Montgomery County, Maryland

ADMINISTRATIVE ACTION

**FINDING OF NO SIGNIFICANT IMPACT/
FINAL SECTION 4(f) EVALUATION**

U.S. Department of Transportation
Federal Highway Administration
and

State of Maryland
Department of Transportation
State Highway Administration

Cooperating Agency:
General Services Administration

SUBMITTED PURSUANT TO: 42 U.S.C. 4332 (2)(C), 49 U.S.C. 303 and
CEQ REGULATIONS (40 CFR 1500 et. seq.)

The Federal Highway Administration (FHWA) has determined that State Highway Administration's Selected Alternative 2 for improvements to MD 650 from Powder Mill Road to North of US 29 will have no significant impact upon the environment. The Selected Alternative proposes outside widening of MD 650 to provide an additional northbound through lane from Cresthaven Drive to the ramp to northbound US 29. The Selected Alternative also includes MD 650 intersection improvements at Powder Mill Road, Mahan Drive, Relocated Michelson Road, and Lockwood Drive, as well as improvements to the MD 650 interchange at US 29.

The Selected Alternative would require 8.84 acres of right of way, including 7.48 acres of permanent right of way from the public White Oak Golf Course property, part of the Naval Ordnance Laboratory (NOL) Historic District, which is eligible for inclusion on the National Register of Historic Places. The State Historic Preservation Officer concurred that the Selected Alternative would have no adverse effect on the NOL Historic District. The Selected Alternative would not require displacement of any residential properties or community facilities. No wetland impacts are anticipated with the SHA Selected Alternative.

This Finding of No Significant Impact/Final Section 4(f) Evaluation has been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues, impacts of the proposed action, and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the Environmental Assessment and attached documentation.

4/10/03

Date

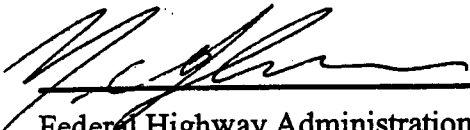

Federal Highway Administration
Division Administrator

TABLE OF CONTENTS

	Page No.
I. RECORD OF DECISION.....	1
II. ENVIRONMENTAL IMPACT/COST COMPARISON OF ALTERNATIVES	
A. Summary of Environmental Impacts.....	6
B. Cost Comparison of Alternatives.....	7
III. SUMMARY OF ACTIONS AND RECOMMENDATIONS	
A. Project Location.....	9
B. Purpose and Need.....	9
1. Traffic Conditions.....	12
2. Levels of Services.....	13
C. Project History.....	14
D. Master Plan Consistency and County Support.....	15
E. Alternatives Considered.....	16
1. Preliminary Alternatives.....	16
2. SHA's Selected Alternative.....	18
F. Environmental Consequences of SHA's Selected Alternative.....	26
1. Social Impacts.....	26
a. Displacements/Property Impacts.....	26
b. Disruptions of Neighborhoods and Communities.....	27
c. Environmental Justice Inventory.....	27
d. Summary of the SHA's Equal Opportunity Program/Title VI Statement.....	30
e. Relocation Assistance Program.....	30
f. Effects on Parks and Recreational Facilities.....	30
g. Effects on Community Facilities and Services.....	30
h. Maintenance of Traffic (MOT) and Construction Detours.....	32
i. Effects on Visual Quality.....	32
2. Economic Impacts.....	34
a. Effects on Existing Business.....	34
3. Land Use Impacts.....	35
4. Cultural Resources.....	37
a. Historic Sites.....	37
b. Archaeological Sites.....	37
5. Natural Environment/Ecological Conditions.....	38
a. Topography and Geology.....	38
b. Soils.....	38
1. Erosion and Sedimentation.....	38
c. Water Resources.....	39
1. Surface Water and Groundwater.....	39
d. Ecological Effects.....	40
1. Waterways/Wetlands.....	40
2. Terrestrial Habitat/Wildlife.....	40
3. Aquatic Wildlife/Habitat.....	42
4. Endangered and Threatened Species.....	42
6. Noise Quality.....	42
7. Air Quality.....	46
a. Objectives and Types of Analysis.....	46
b. Construction Impacts.....	47

- c. Receptor Site Locations47
- d. Results of the Microscale Analysis48
- e. Conformity with Regional Air Quality Planning.....49
- 8. Hazardous Materials.....50
 - a. Initial Site Assessment (ISA).....50
 - b. File Review and Agency Coordination.....50
 - c. Site Inspection.....51
 - d. Conclusions and Recommendations51
- G. Secondary and Cumulative Effects Analysis52
 - 1. Scoping.....52
 - a. Resources52
 - b. Boundary.....53
 - c. Time Frame.....53
 - 1. Past Time Frame.....53
 - 2. Future Time Frame.....55
 - 2. Analysis.....55
 - a. Land Use Scenarios55
 - 1. Past55
 - 2. Present56
 - 3. Future56
 - b. SCEA Resources57
 - 1. Waters of the US57
 - a. Past.....57
 - b. Future.....59
 - 2. Historic Resources.....60
 - a. Past60
 - b. Future60
 - 3. Recreational Facilities60
 - a. Past62
 - b. Future62
 - 4. Conclusions62
 - a. Waters of the US.....62
 - b. Historic Resources62
 - c. Recreational Facilities.....63

IV. FINAL SECTION 4(f) EVALUATION

- A. Introduction64
- B. Proposed Action.....64
- C. Description of Section 4(f) Resources65
- D. Impacts to Section 4(f) Resources66
- E. Avoidance and Minimization Alternatives69
 - 1. Minimization Alternative69
 - 2. Avoidance Alternatives69
- F. Measures to Minimize Harm80
- G. Mitigation.....80
- H. Coordination83
- I. Conclusion83

V. SUMMARY OF PUBLIC INVOLVEMENT

- A. Introduction85
- B. LABQUEST Community Partnership85

C. Landscaping Focus Group85
 D. Community Meeting.....86
 E. Public Meetings86
 1. Summary of Written Comments and Comments Received at the
 Informational Public Meeting88

VI. COMMENTS AND COORDINATION

A. Other Agency Correspondence

- Appendix A: Supplemental Technical Information
- Appendix B: References
- Appendix C: Environmental Justice Outreach
- Appendix D: Record of Conversation/Coordination

LIST OF TABLES

Table 1 Summary of Impacts8
 Table 2 Average Daily Traffic (ADT).....13
 Table 3 Level of Service Analysis14
 Table 4 Large Trees41
 Table 5 SCEA Resources.....52
 Table 6 Future Land Development57
 Table 7 Summary of Impacts to the White Oak Golf Course67
 Table 8 Avoidance Alternative 1 Impacts.....71
 Table 9 Avoidance Alternative 2 Impacts.....74
 Table 10 Avoidance Alternative 3 Impacts.....77
 Table 11 Summary Comparison of Avoidance Alternatives79

6



LIST OF FIGURES

Figure 1 Regional and Study Area Maps10

Figure 2 Priority Funding Area (PFA)11

Figure 3 Preliminary Alternative.....17

Figure 4 SHA’s Selected Alternative20-23

Figure 5 Typical Section24

Figure 6 Existing and Future (2020) Land Use.....36

Figure 7 Air Quality and Noise Receptors-SHA’s Selected Alternative.....43

Figure 8 SCEA Geographical Boundary54

Figure 9 SCEA Study Area Population Change.....55

Figure 10 Future Development.....58

Figure 11 Waters of the US Resources58

Figure 12 Historic and Recreational Resources61

Figure 13 Avoidance Alternative 1 and Avoidance Alternative 270

Figure 14 Avoidance Alternative 376

Figure 15 Section 4(f) Mitigation Landscape Concept Plan81

I. RECORD OF DECISION

SHA's Selected Alternative

Of the two alternatives, including no-build, presented at the Informational Public Meeting (November 25, 2002), Alternative 2 was chosen as SHA's Selected Alternative. The Selected Alternative involves outside widening of MD 650 to provide an additional northbound through lane from Cresthaven Drive to the ramp to northbound US 29. The Selected Alternative includes intersection improvements at the following locations:

- MD 650/Powder Mill Road Intersection
- MD 650/Mahan Drive Intersection
- Relocated Michelson Road
- MD 650/Lockwood Drive Intersection
- US 29/MD 650 Interchange

MD 650/Powder Mill Road Intersection

At the MD 650/Powder Mill Road intersection, the northbound left turn lane will be lengthened 175 feet by reducing the median width in this area. The east leg of the intersection will be widened to the south of Powder Mill Road and the westbound lanes configured to provide two left turn lanes, one shared left-through lane and one exclusive right turn lane. A raised median will be added between the westbound lanes and the two eastbound lanes to provide a pedestrian refuge area.

MD 650/Mahan Drive Intersection

In addition to the northbound through lane added to MD 650, a northbound right turn lane will be added at the MD 650/Mahan Drive intersection. A double left turn lane from southbound MD 650 to Mahan Drive will also be added. Mahan Drive will be seven lanes wide, and will be widened (by others) to provide three eastbound lanes and four westbound lanes, configured as two left turn lanes, one shared left through lane and one exclusive right turn lane. A grass median will be provided on Mahan Road for pedestrian refuge.

MD 650/Relocated Michelson Road

The Selected Alternative involves relocating Michelson Road directly across from Northwest Drive, approximately 550 feet south of its current intersection location. Two left turn lanes will be added

to MD 650 to accommodate southbound left turns to Relocated Michelson Road. Relocated Michelson Road will be five lanes wide, and will consist of two eastbound lanes and three westbound lanes (two left turn lanes and one right turn lane) with a grass median for pedestrian refuge. Others will construct relocated Michelson Road.

MD 650/Lockwood Drive Intersection

The Selected Alternative involves improvements to all approaches at the MD 650/Lockwood Drive intersection:

- On the west leg, the eastbound approach will be widened and the lanes configured to provide one left turn lane, one shared left-through lane, one through lane and two right turn lanes.
- On the east leg, the westbound Lockwood Drive approach will be widened and the lanes configured to provide two left turn lanes, one through lane and one right turn lane.
- With the addition of the northbound turning lane previously discussed, the south leg, northbound MD 650 approach will be configured as a single left turn lane, four through lanes and an exclusive right turn lane.
- On the north leg, the southbound MD 650 left turn lane will be extended to provide a total storage length of 400 feet, and an exclusive right turn lane will be added. Approximately 400 feet north of Lockwood Drive, an exclusive left turn lane will be provided in the existing median of MD 650 to provide access to the White Oak Shopping Center.

US 29/MD 650 Interchange

At the US 29/MD 650 interchange, the ramp from southbound US 29 to southbound MD 650 will be reconstructed to provide additional weaving distance to the ramp from southbound MD 650 to northbound US 29. In addition, two left turn lanes will be installed for access from northbound MD 650 to southbound US 29. The ramp from northbound MD 650 to southbound US 29 will be widened to two lanes at the entrance to accommodate both turn lanes. Of the four northbound lanes continuing north from the Lockwood Drive intersection, the outside lane will become a lane-drop at the northbound US 29 ramp. A new acceleration lane will be installed at the ramp from northbound US 29 to northbound MD 650.

Alternatives Considered

The alternatives considered are described in *Section III.E* of this document, and include the No-Build Alternative and one Build Alternative. The following discussion highlights the factors that were considered in the decision of the Selected Alternative.

Alternative 1 – No-Build

The No-Build Alternative would not provide any significant improvements to MD 650 from Powder Mill Road to north of US 29. Any improvements would occur as part of normal maintenance and safety operations and would not measurably affect roadway capacity or address accident potential.

In addition, the No-Build Alternative is not designed to accommodate the increase in predicted traffic for the 2025 analysis year. The predicted traffic volume moving southbound in the morning peak hour is 5,595 vehicles on the existing three through lanes and one left turn lane. It is reasonable that carbon monoxide (CO) violations would exist in the No-Build Alternative for the 2025 analysis year.

Alternative 2 – Build Alternative

Alternative 2 involves outside widening of MD 650 to provide an additional northbound through lane from Cresthaven Drive to the ramp to northbound US 29. Alternative 2 also considers intersection improvements at the following locations:

- MD 650/Powder Mill Road Intersection
- MD 650/Mahan Drive Intersection
- Relocated Michelson Road
- MD 650/Lockwood Drive Intersection
- US 29/MD 650 Interchange

Measures to Minimize Harm

The Selected Alternative will not require displacing any residential properties or community facilities, including schools, healthcare facilities, emergency services, libraries, or places of worship. A total of nine commercial properties would be impacted, with no commercial displacements. The Selected Alternative would require a minor right-of-way (ROW) acquisition of

0.07 acre and 0.14 acre of temporary easement from the Kingdom Hall of Jehovah Witnesses. A temporary construction easement of 0.01 acre and a slope easement of 0.01 acre from the Hillandale Volunteer Fire Company would also be required.

The Selected Alternative would require ROW acquisition of 0.30 acre of commercial, 0.38 acre of residential and 0.61 acre of the White Oak Shopping Center parking lot. The Selected Alternative requires the net loss of 14 parking spaces at the White Oak Shopping Center (ten spaces at the north end and four spaces at the south end), in order to improve access to the shopping center.

The Selected Alternative would require 7.48 acres of permanent ROW and 1.89 acres of temporary easement to the golf course property, part of the Naval Ordnance Laboratory (NOL) historic district. In addition, 0.48 acres of perpetual easement will be required for maintenance and access to two proposed outfall pipes. Total ROW requirements with the Selected Alternative would be approximately 8.84 acres, the total includes the 7.48 acres of ROW.

Section 4(f) impacts will result not only from the roadway widening but also from the installation of two stormwater management facilities. Permanent impacts would be necessary for construction of the proposed roadway, roadway embankment and the stormwater management facilities and will require SHA to acquire 7.48 of acres of ROW from the White Oak Golf Course. The following minimization design techniques have been incorporated into SHA's Selected Alternative:

- The design radii of Relocated Michelson Road were tightened to the maximum extent in order to reduce impacts to the golf course.
- The acceleration lane from Mahan Drive to northbound MD 650 was eliminated, thus reducing Section 4(f) impacts.
- The right turn lane from the firehouse to Mahan Drive was shortened to minimum capacity, which reduced Section 4(f) impacts.
- The proposed stormwater management facility south of Mahan Drive was shifted and modified in shape to minimize impacts and to blend with the redesign plans of the golf course.

Standard measures to minimize sediment and erosion impacts and stormwater management will be implemented. No wetland impacts are anticipated with the Selected Alternative. Complete avoidance of waterways within the study area is not possible due to the construction of outfall pipes for the two proposed stormwater management facilities. Preserving and protecting existing vegetation wherever possible and using landscaping will minimize visual impacts.

II. ENVIRONMENTAL IMPACT/COST COMPARISON OF ALTERNATIVES

A. Summary of Environmental Impacts

A summary of environmental impacts is shown in *Table 1*. The No-Build Alternative is analyzed to provide a baseline condition. The last column in the table presents the impacts and costs for SHA's Selected Alternative. The Selected Alternative avoids and/or minimizes environmental impacts wherever possible. The Selected Alternative is similar to Alternative 2 - Build Alternative presented in the October 2002 Environmental Assessment (EA)/Draft Section 4(f) Evaluation. Since publication of the October 2002 EA/Draft Section 4(f) Evaluation, there have been only minor design changes to SHA's Selected Alternative. The proposed retaining wall to be constructed at the White Oak Shopping Center has been re-designed. The previously proposed retaining wall would have impacted an underground Potomac Electric Power Company (PEPCO) utility vault. To minimize impacts to the utility vault, the retaining wall location was shifted and design modifications were made to further minimize ROW impacts. Please refer to *Table 1* for detailed descriptions of impacts to the White Oak Shopping Center parking lot.

SHA's Selected Alternative would require 7.48 acres of ROW and 1.89 acres of temporary easement from the White Oak Golf Course, part of the Naval Ordnance Laboratory (NOL) historic district. In addition, 0.48 acres of perpetual easement will be required for maintenance and access to two proposed outfall pipes. Permanent impacts would be necessary for construction of the proposed roadway and the stormwater management facilities.

SHA's Selected Alternative would not impact any wetlands or Federal Emergency Management Administration (FEMA) designated 100-year floodplains. The Selected Alternative would require two stream crossings resulting in 93 linear feet of stream impacts. In addition, one-half acre of woodland impacts would result from the Selected Alternative. Implementation of SHA's Selected Alternative would not result in a violation of the 1-hour or 8-hour State and National Ambient Air Quality Standards (S/NAAQS) for CO in the analysis years 2010 or 2025. The projected 2025 design-year noise levels indicate that the Federal Highway Administration (FHWA) Noise Abatement Criterion (67 dBA) is approached (66 dBA) or exceeded at five of the six Noise Sensitive Areas (NSAs) associated with the Selected Alternative.

No residential or commercial displacements would be required with SHA's Selected Alternative. A total of 0.38 acre of residential and 0.30 acre of commercial ROW would be required with the Selected Alternative. The Selected Alternative will also require a ROW acquisition of 0.07 acre from the Kingdom Hall of Jehovah Witnesses.

B. Cost Comparison of Alternatives

The costs for SHA's Selected Alternative are presented in *Table 1*. The total cost is estimated at approximately \$17.7 million, including \$2.2 million for ROW, \$1.5 million for engineering, and \$14.0 million for construction.

Table 1
Summary of Impacts

RESOURCE CATEGORY	UNIT	Alternative 1 (No-Build)			Alternative 2 (Selected Alternative)			
		Easements		ROW	Easements			ROW
		Temp.	Slope		Temp.	Slope	Perp.	
SOCIO-ECONOMIC								
Residential	Acre	0	0	0	0.31	0.37	0	0.38
Commercial	Acre	0	0	0	2.78	0.22	0	0.91
Shopping Center Parking Lot (White Oak Shopping Center)*	Acre	0	0	0	2.22	0.10	0	0.61
Undeveloped	Acre	0	0	0	0	0	0	0
Emergency Services (Hillandale Fire Department)	Acre	0	0	0	0.01	0.01	0	0
Religious Center (Jehovah Witnesses)	Acre	0	0	0	0.14	0	0	0.07
SECTION 4(f) RESOURCE (White Oak Golf Course/ NOL Historic District)	Acre	0	0	0	1.89	0	0.48	7.48
TOTAL ROW Requirements		0	0	0	5.13	0.60	0.48	8.84
Residential Displacements	No.	0	0	0	0	0	0	0
Commercial Property Structural Displacements	No.	0	0	0	0	0	0	0
NATURAL ENVIRONMENT								
Wetlands	Acre	0			0			
Stream Crossings	No.	0			2			
Stream Impacts	L.F.	0			93			
Floodplain	Acre	0			0			
Woodland	Acre	0			0.5			
CULTURAL RESOURCES								
NR/NRE Historic Sites Impacted	No.	0	0	0	1 (No Adverse Effect)			
Archeological Sites Impacted	No.	0			0			
NOISE IMPACTS	No.	38 Residences 2 Churches 1 Golf Course 1 Assisted Living Center			38 Residences 3 Churches 1 Golf Course 1 Assisted Living Center			
AIR QUALITY IMPACTS**	No.	0 (8 hr, 2007)	3 (8 hr, 2025)		0 (8 hr, 2007)		0 (8 hr, 2025)	
		0 (1 hr, 2007)	2 (1 hr, 2025)		0 (1 hr, 2007)		0 (1 hr, 2025)	
COST ESTIMATE								
ROW	\$	0	0	0	2,210,004			
Engineering Costs	\$	0	0	0	1,500,000			
Construction Costs	\$	0	0	0	13,963,398			
TOTAL COSTS***	\$	0	0	0	17,673,402			

* With the exception of the White Oak Shopping Center, the impacts presented for SHA's Selected Alternative are the same as those presented in the EA/Draft Section 4(f) Evaluation. The impacts presented in the EA/Draft Section 4(f) Evaluation were 2.41, 0.11 and 0.65 acres for temporary easement, slope easement and ROW, respectively.

** These numbers refer to violations of the State and National Ambient Air Quality Standards.

*** Costs have increased since submittal of the EA/Draft Section 4(f) Evaluation. Costs as presented in the EA were \$2.21 million (ROW), \$1.5 million (Engineering) and \$12.96 million (construction), for a total of \$16.67 million.

III. SUMMARY OF ACTIONS AND RECOMMENDATIONS

A. Project Location

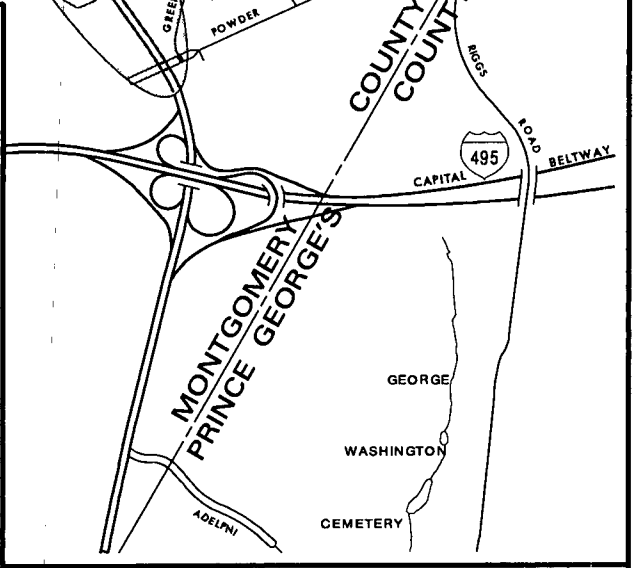
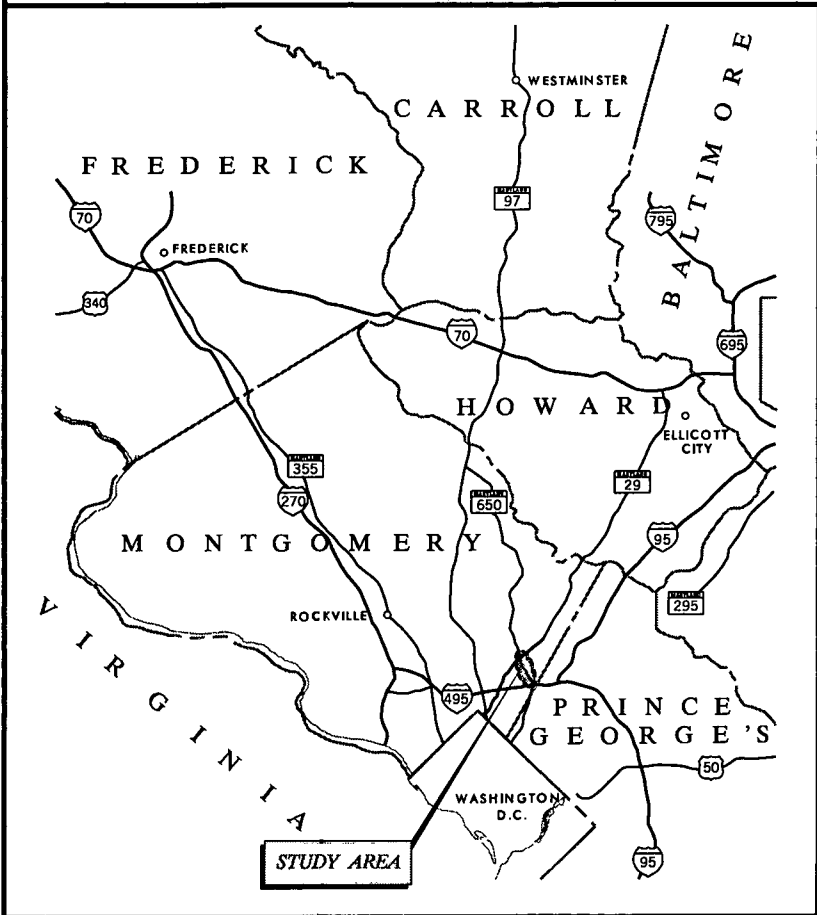
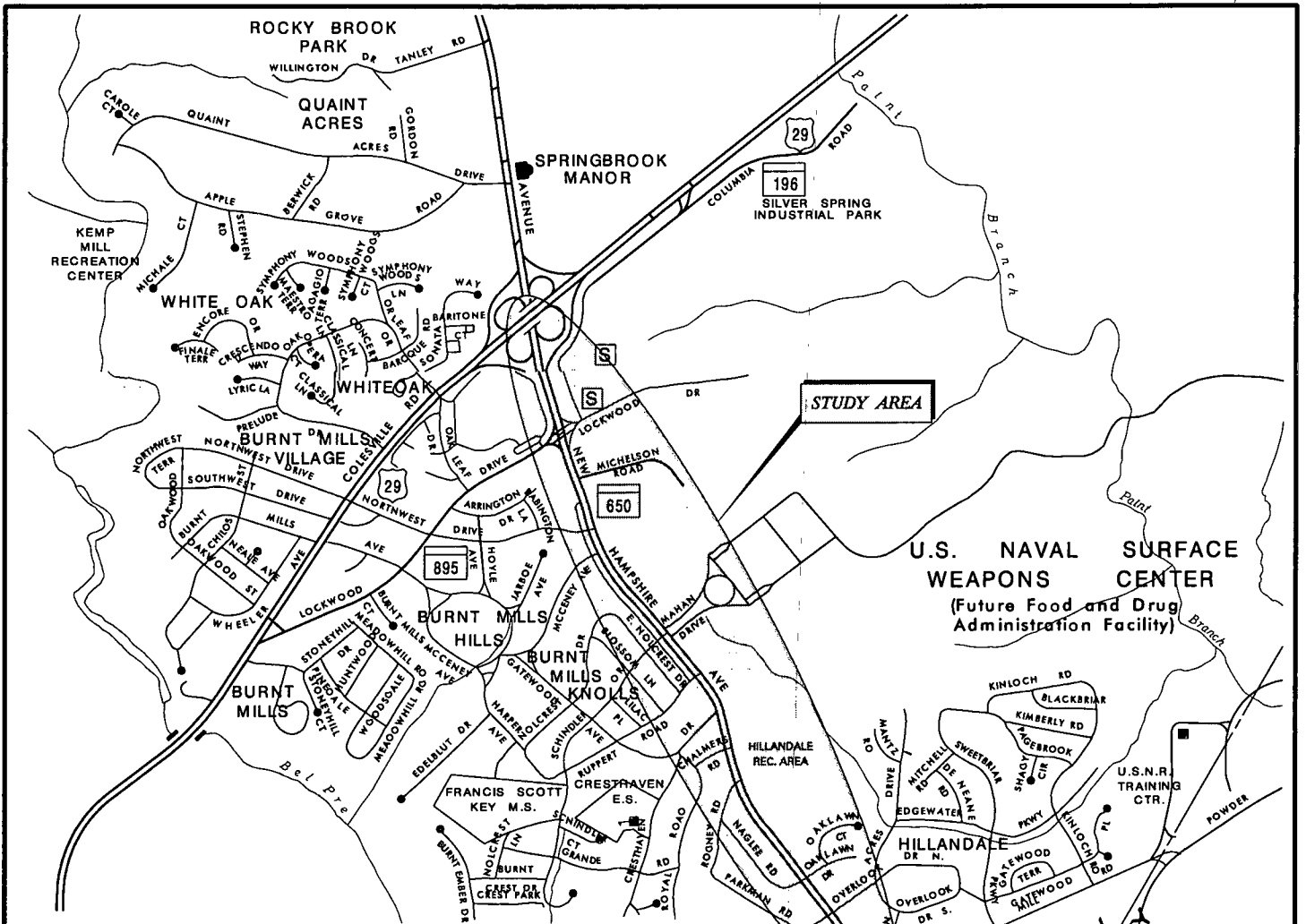
MD 650 (New Hampshire Avenue) is located in eastern Montgomery County near the Montgomery/Prince George’s County line, and is a primary facility for north-south travel through Montgomery County. The study area is located in White Oak, Maryland, just north of Washington D.C., and extends along MD 650 from Powder Mill Road to north of US 29 (Columbia Pike). Mahan Drive is located in the center of the study area and provides the main access to the proposed Food and Drug Administration (FDA) facility (*Figure 1*). Additional access will be provided via Relocated Michelson Road.

B. Purpose and Need

Based on the Federal Functional Classification System, MD 650 and US 29 are each functionally classified as other principal arterial highways and Powder Mill Road is functionally classified as a minor arterial highway. MD 650 and US 29 are each classified as major highways according to the Montgomery County Master Plan roadway designation. Both Lockwood Road (CO 109) and Powder Mill Road (CO 104) are county roadways, designated as arterials in the master plan. The master plan designates Schindler Drive as a primary residential road. The study area is entirely within a designated Priority Funding Area (PFA) (*Figure 2*).

Transportation improvements along MD 650 are needed to accommodate additional highway traffic and capacity needs. The project was initiated based on roadway transportation needs identified in the General Services Administration’s (GSA) *1997 Final Environmental Impact Statement (FEIS)* since FDA's consolidation on the former US Naval Surface Weapons Center will (NSWC) substantially contribute to the impact of traffic flow in this area. The following necessary improvements were identified to mitigate traffic impacts associated with the FDA consolidation (*1997 FEIS*):

- MD 650 at Michelson Road – These improvements include the addition of a turn lane along northbound MD 650 into the site.
- MD 650 and Schindler Drive/Mahan Drive – These improvements include the addition of a channelized turn lane into the site and extending the southbound turn lane on MD 650.

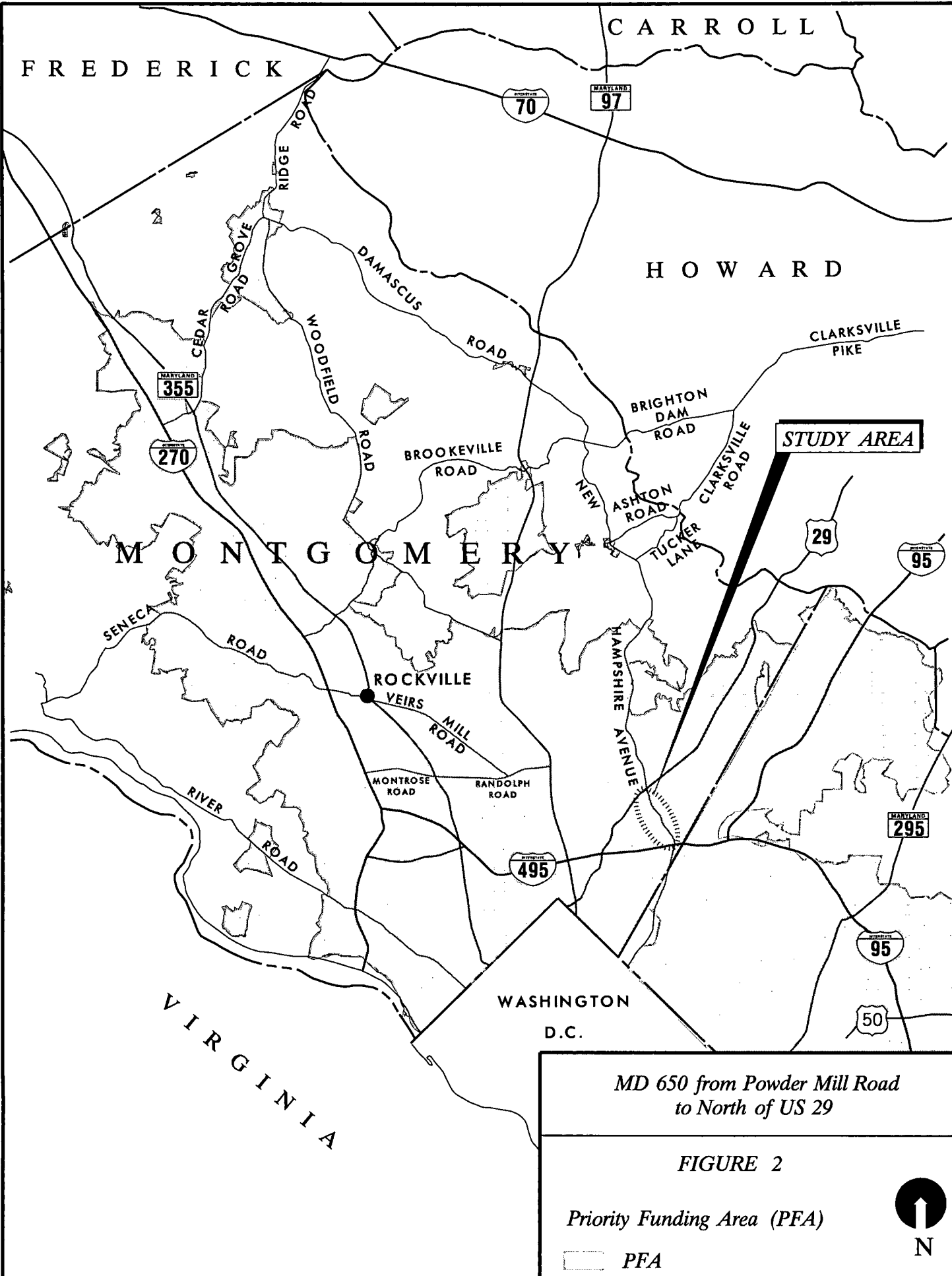


MD 650 from Powder Mill Road to North of US 29

FIGURE 1

Regional and Study Area Maps





*MD 650 from Powder Mill Road
to North of US 29*

FIGURE 2

Priority Funding Area (PFA)

□ PFA



- MD 650 at Lockwood Drive – These improvements include the widening of southbound MD 650 to accommodate the turning movements of turn lanes from the east leg of Powder Mill Road.
- MD 650 at Lockwood Drive – These improvements involve reconfiguring the intersection to provide a turn lane on Lockwood Drive.

Additional traffic analyses [*1998 Traffic Access Plan* (GSA); *Transportation Improvement Feasibility Study* (BMI, 1999); and *Review of Transportation Improvements along New Hampshire Avenue (MD 650)* (GSA, 2000)] were undertaken by Montgomery County and GSA to determine needed transportation roadway improvements to accommodate not only the FDA proposed development, but also other future projected new development at other locations in the vicinity that would add traffic to the MD 650 corridor. These studies concluded that selected intersections would operate at an unacceptable level of service (LOS) with the proposed FDA consolidation and other projected new development.

The purpose of this project is to improve traffic operations for vehicles using MD 650 at Powder Mill Road and from Chalmers Road to north of US 29. In order to accommodate the additional highway traffic and capacity needs associated with the FDA consolidation and other projected new development, this study assesses the environmental impacts of the proposed transportation improvements along MD 650. Provisions for improving circulation of traffic and pedestrians to and from the proposed FDA facility are being considered to accommodate future development associated with FDA's consolidation and the future employment of approximately 6,256 (2002 FDA Master Plan) persons at this location. Adequate vehicular, pedestrian and bicycle access to existing and planned activity centers, including commercial sites is also being considered.

1. Traffic Conditions

Existing and Future Average Daily Traffic

Average daily traffic (ADT) volumes for existing conditions (2001) and No-Build years 2007 and 2025 are shown in **Table 2**. SHA Travel Forecasting Section provided traffic volume information. The forecasts used in this project were based on previous forecasting efforts described in detail in the *Review of Transportation Improvements Along New Hampshire Avenue* (GSA, 2000). Peak hour



estimates of traffic accessing the FDA site are approximately 1,100 during the AM peak hour and 1,800 during the PM peak hour. This represents approximately 15 percent of the future peak hour traffic and accounts for roughly one-third of the anticipated traffic growth in the study area.

Table 2
Average Daily Traffic (ADT)

MD 650 (New Hampshire Avenue) Average Daily Traffic (ADT)			
Intersection	Vehicles Per Day (vpd)		
	2001 (Existing)	2007 (No-Build)	2025 (No-Build)
MD 650 @ US 29	48,900	54,050	72,950
MD 650 @ Lockwood Drive	53,250	58,700	78,750
MD 650 @ Michelson Road	53,250	58,700	78,750
MD 650 @ Northwest Drive	53,650	58,850	77,600
MD 650 @ McCeney Avenue	53,650	58,850	77,600
MD 650 @ Schindler Road	53,400	59,300	81,050
MD 650 @ Powder Mill Road	61,350	67,150	88,150

2. Levels of Services

The critical lane methodology was used at signalized intersections to determine the number of conflicts at the intersection, known as the critical lane volume (CLV) and the ratio of that volume to the intersections capacity (v/c ratio). From this, the Level of Service (LOS) is determined. LOS is a measure of congestion experienced by drivers and ranges from "A" (free flow with little or no congestion) to "F" (failure with stop-and-go conditions). LOS is normally computed for the peak periods of the typical day, with LOS "D" (approaching unstable flow) or better generally considered acceptable for highways in suburban areas. At LOS "E," volumes are near or at the capacity of the highway. LOS "F" represents conditions in which the capacity is exceeded resulting in operational breakdowns with stop-and-go traffic and extremely long delays at signalized intersections. A table summarizing the 2001, 2007 No-Build and 2025 No-Build critical lane analysis is included in Table 3.

Table 3

Level of Service Analysis

Location / Scenario	AM Peak Hour			PM Peak Hour		
	LOS	V/C	CLV	LOS	V/C	CLV
MD 650 at Lockwood Road						
Existing (2001)	F	1.11	1770	F	1.22	1954
2007 No-Build	F	1.43	2289	F	1.33	2125
2025 No-Build	F	2.12	3394	F	2.02	3232
MD 650 at Schindler Road / Mahan Drive						
Existing (2001)	E	0.94	1500	D	0.89	1423
2007 No Build	F	1.12	1790	F	1.40	2239
2025 No Build	F	1.61	2578	F	2.09	3341
MD 650 at Powder Mill Road						
Existing (2001)	F	1.03	1654	F	1.04	1665
2007 No Build	F	1.37	2197	F	1.33	2122
2025 No Build	F	1.79	2863	F	1.93	3082

Analysis based on SHA critical lane volume methodology and volume and lane information provided by SHA.

C. Project History

MD 650 and associated improvements were initiated by SHA based on roadway transportation needs identified in GSA's 1997 FEIS since FDA's consolidation will substantially contribute to the impact of traffic flow in this area. Prior to the development of GSA's 1997 FEIS, the MD 650 roadway improvements (from I-495 to the then-proposed Inter-County Connector (ICC)) were identified in the 1997 White Oak Master Plan prepared by Montgomery County. The 1997 White Oak Master Plan recommended widening MD 650 to a six lane divided highway between Randolph Road and the then-proposed ICC. Additionally, sidewalk improvements were recommended along MD 650 from I-495 to the then- proposed ICC.

The purpose of GSA's 1997 FEIS was to describe the provision of new consolidated, state-of-the art facilities for FDA at one location in Montgomery County, Maryland. Various sections of GSA's 1997 FEIS will be referenced throughout this document. The study area consisted solely of the former NSWC property, located at the White Oak Federal Center.

GSA will be studying a northeast access road from Cherry Hill Road to the FDA facility. Environmental impacts and cost estimates for this potential new access will be conducted as part of

the overall FDA development plan. Traffic evaluations for the MD 650 project have been based on the inclusion of this access entrance, however, the actual planning study will be undertaken by others.

A series of LABQUEST Community Partnership (LABQUEST) and Landscaping Focus Group meetings have been held since February 2000, along with three public meetings. The most recent public meeting was an Informational Public Meeting (November 25, 2002) held to obtain community input on the project. A discussion of the public involvement efforts for the MD 650 project is located in *Chapter V, Summary of Public Involvement*.

D. Master Plan Consistency and County Support

The MD 650 project is located entirely within the Montgomery County-Certified PFA. The proposed transportation improvements are consistent with the *1997 White Oak Master Plan* recommendations for roadway and intersection improvements for MD 650. The goals of the MD 650 project are consistent with the goals of the *1997 White Oak Master Plan's* support for the FDA facility. The goals of the MD 650 project are to:

- 1) make all necessary improvements to facilitate the in-flow and out-flow of the approximately 4,000 cars expected to be used by FDA employees;
- 2) minimize congestion on MD 650 during peak traffic hours; and
- 3) preclude the use of Lockwood Drive, Schindler Drive and Northwest Drive as commuter thoroughfares for FDA employees.

Several future transportation improvements have been recommended by Maryland National Park and Planning Commission (M-NCPPC) within the project area and are included in the *1997 White Oak Master Plan*. Transportation improvements anticipated in this plan included:

- **US 29** - Improvements to US 29 will provide six general-purpose lanes plus acceleration and deceleration lanes, with four lanes crossing the Patuxent River to the Howard County line. SHA has started construction on two US 29 interchanges in Montgomery County including the US 29/MD 198 and US 29/Randolph Road interchanges. The US 29/Briggs Chaney interchange is expected to begin construction in the winter of 2003.

SHA is currently designing the following US 29 interchanges in Montgomery County; Stuart Lane, Industrial Parkway/Tech Road, Musgrove Road/Fairland Road, Greencastle Road and Blackburn Road are currently in the design phase.

- **MD 650** – Study the potential to widen New Hampshire Avenue from four lanes to six lanes at the US 29 interchange.
- **Lockwood Drive** – Reaffirm classification of Lockwood Drive between US 29 and a point 400 feet west of New Hampshire Avenue as an arterial road with a two-lane closed section cross-section. This master plan recommendation was reaffirmed and Lockwood Drive’s functional classification remains an arterial road (Personal Interview, February 2003).

Construction is funded for 700 feet of missing sidewalk links on the east side of Lockwood Drive from US 29 to New Hampshire Avenue as part of a project providing continuity of pedestrian facilities between University Boulevard and Prelude Drive. The scope also includes construction of 3,300 feet of sidewalk on the west side of US 29 where feasible. The project includes the construction of retaining walls to reduce the impacts to properties adjacent to the public ROW. This project was completed in Fall 2001 (Personal Interview, February 2003).

- **Powder Mill Road** – From New Hampshire Avenue to the Prince George’s County line, sidewalk and bikeway improvements are recommended. None of the recommended improvements have been funded at this time (Personal Interview, February 2003).

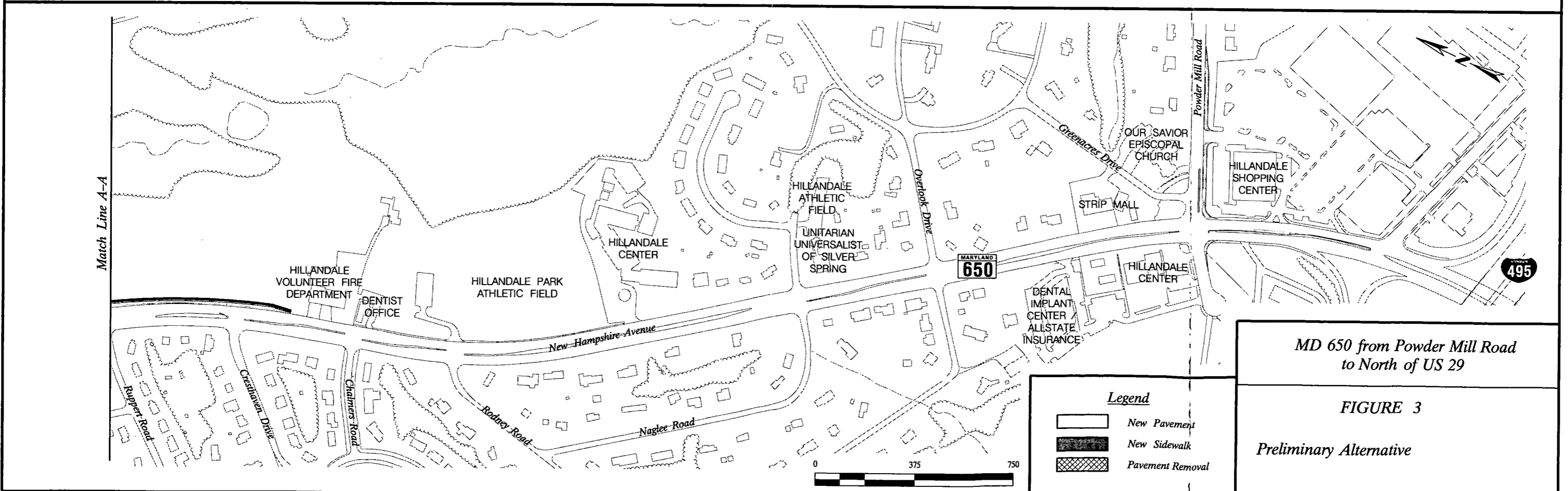
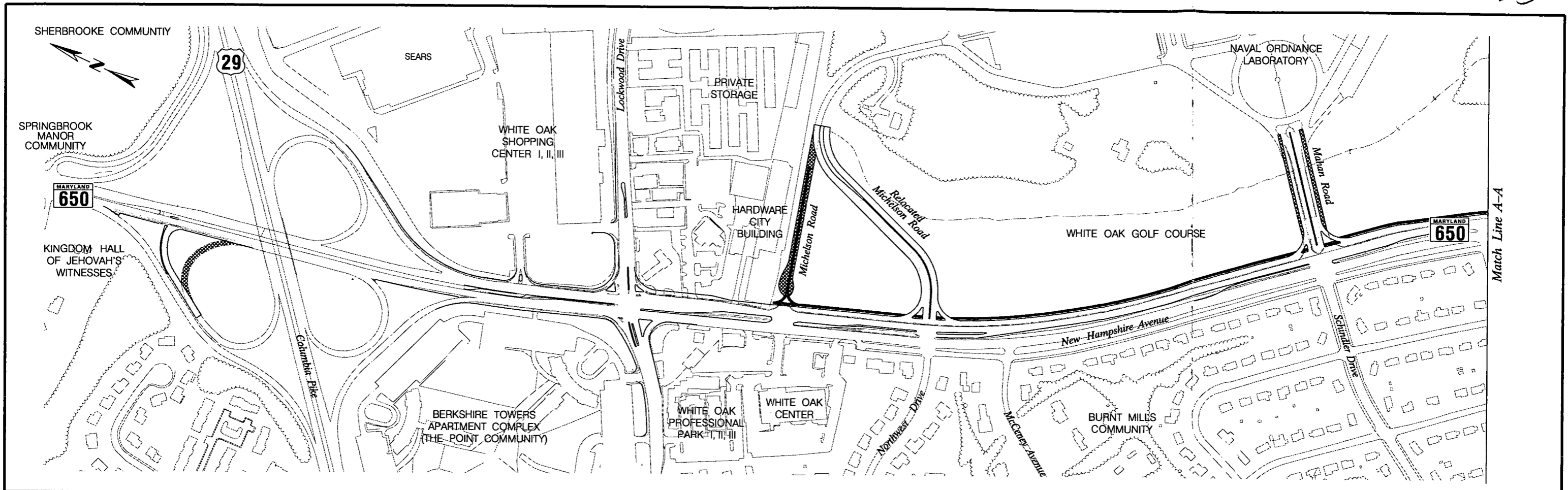
The MD 650 project involves adding double left turn lanes from MD 650 onto US 29 to alleviate congestion. It also involves widening Lockwood Drive to allow for double left turn lanes. The areas of proposed improvements are consistent with those areas mentioned for improvement in the *1997 White Oak Master Plan*.

E. Alternatives Considered

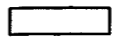


1. Preliminary Alternatives

Refer to the *1999 BMI Report* for details of this preliminary concept (*Figure 3*). The preliminary concept included intersection improvements at the following locations in the MD 650 corridor:

- MD 650/Powder Mill Road Intersection
- MD 650/Schindler Drive/Mahan Drive Intersection
- MD 650/Relocated Michelson Road/Northwest Drive Intersection
- MD 650/Lockwood Drive Intersection
- Ramp to Southbound US 29/MD 650 Intersection



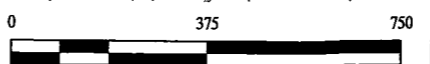
Legend

-  New Pavement
-  New Sidewalk
-  Pavement Removal

MD 650 from Powder Mill Road to North of US 29

FIGURE 3

Preliminary Alternative



Because these intersection improvements involved closely spaced intersections, it was determined that traffic operations between Chalmers Road and the MD 650/US 29 interchange were best addressed by the addition of a northbound lane through that part of the corridor.

The report titled *2000 Review of Transportation Improvements Along MD 650* recommended minor changes to the improvements proposed in the *1999 BMI Report* at the MD 650/Lockwood Drive intersection. None of the improvements recommended in the *2000 Review of Transportation Improvements Along MD 650* were carried into final design due to community opposition. Local citizens expressed concern that these recommended improvements would encourage through traffic to use local residential streets as alternate routes. Improvements recommended in the *1999 BMI Report* were used except for the westbound Lockwood Drive approach, which was revised based on community input and updated traffic calculations. Two left turn lanes, one through lane and one right turn lane were carried into final design for the westbound Lockwood Drive approach to MD 650.

The *2000 Review of Transportation Improvements Along MD 650* also recommended minor changes to the westbound approach at the MD 650/Relocated Michelson Road/Northwest Drive intersection. The improvements to this approach carried into final design included modification from one left turn lane and one right turn lane (BMI, 1999) to two left turn lanes and one right turn lane (GSA, 2000).

2. Selected Alternative

Since the publication of the October 2002 MD 650 EA/Draft Section 4(f) Evaluation, there have been only minor design changes to SHA's Selected Alternative. In addition, the MD 650 project also now proposes to resurface the entire MD 650 Roadway from Powder Mill Road to North of US 29. This additional resurfacing will not result in any new impacts since it is on existing roadway.

The proposed retaining wall to be constructed at the White Oak Shopping Center has been re-designed because the previously proposed retaining wall would have impacted an underground PEPCO utility vault. To minimize impacts to the utility vault, the retaining wall location was

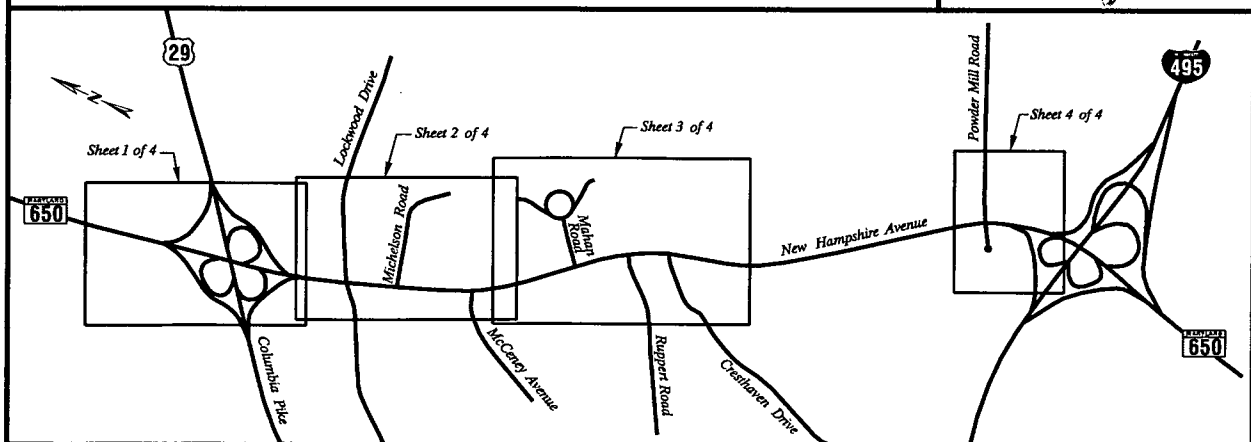
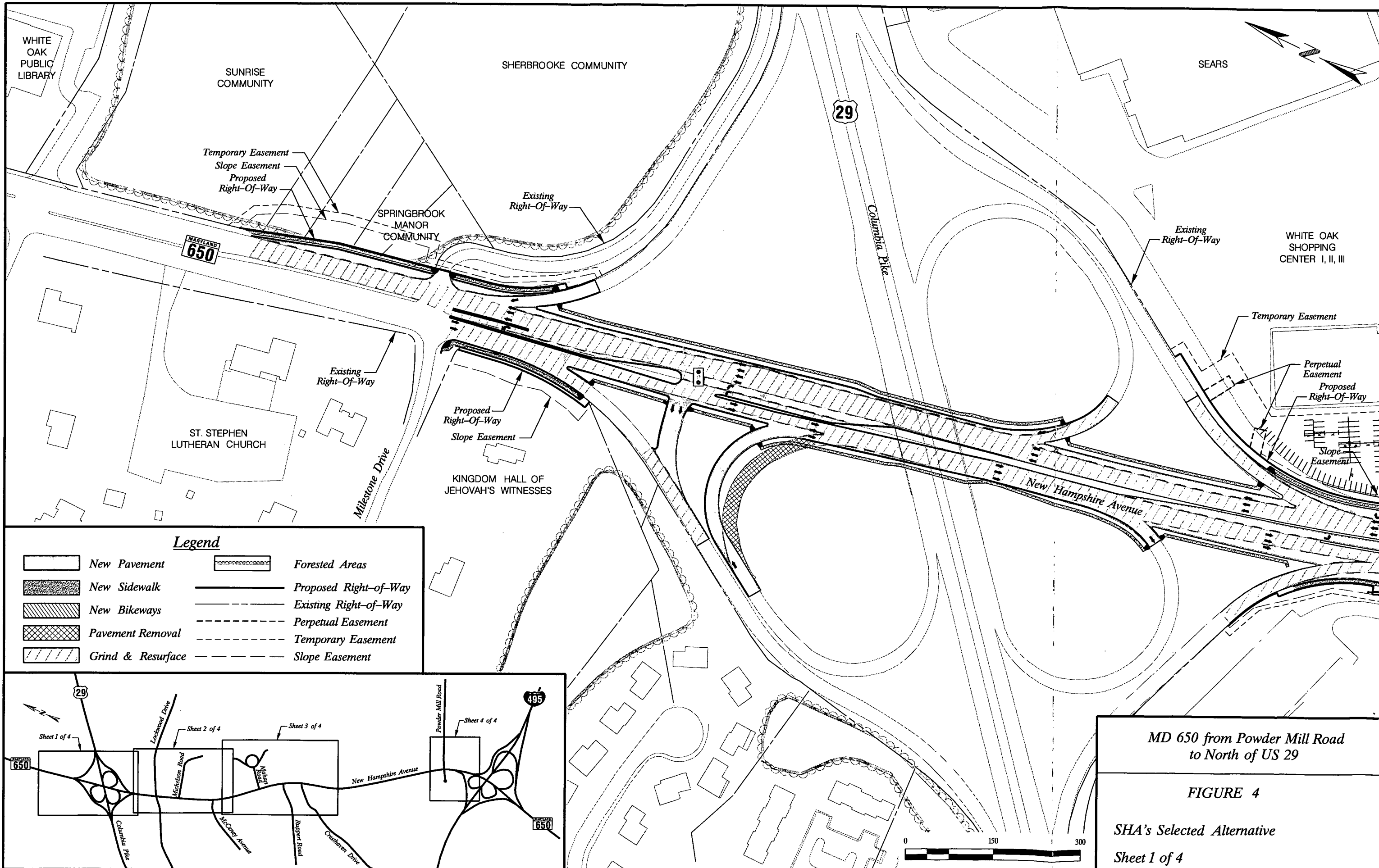
MD 650 from Powder Mill Road to North of US 29

shifted and design modifications were made to further minimize ROW impacts. ROW requirements at the White Oak Shopping Center decreased from 0.65 acre to 0.61, temporary easement decreased from 2.41 acres to 2.22 acres and slope easement from 0.11 acre to 0.10 (*Table 1*).

The October 2002 MD 650 EA/Draft Section 4(f) Evaluation stated that, as one of its transportation management strategies, the March 2002 Transportation Management Plan (TMP) for the FDA Consolidation identified a goal of developing a program to increase the Average Vehicle Occupancy (AVO) to 1.5 persons per vehicle. Further coordination with GSA has revealed that the National Capital Planning Commission (NCPC) did not approve the 1.5 persons per vehicle. Currently, the NCPC has approved the parking ratio of 1:2 (one parking space for two employees) and requires that NCPC review the parking ratio as the facility is constructed and the parking habits of FDA employees are observed. Many of the employees work odd and long hours so car-pooling is difficult. Also, there is limited public transportation to the site. GSA and its traffic consultant anticipate that more parking may be needed than what has been approved, as they predict a ratio of 1.2:2 (1.2 parking spaces for two employees).

SHA's Selected Alternative involves outside widening of MD 650 to provide an additional northbound through lane from Cresthaven Drive to the ramp to northbound US 29 (*Figure 4*). The typical section for the Selected Alternative is shown in *Figure 5*. The Selected Alternative includes intersection improvements at the following locations:

- MD 650/Powder Mill Road Intersection
- MD 650/Mahan Drive Intersection
- Relocated Michelson Road
- MD 650/Lockwood Drive Intersection
- MD 650/US 29 Interchange

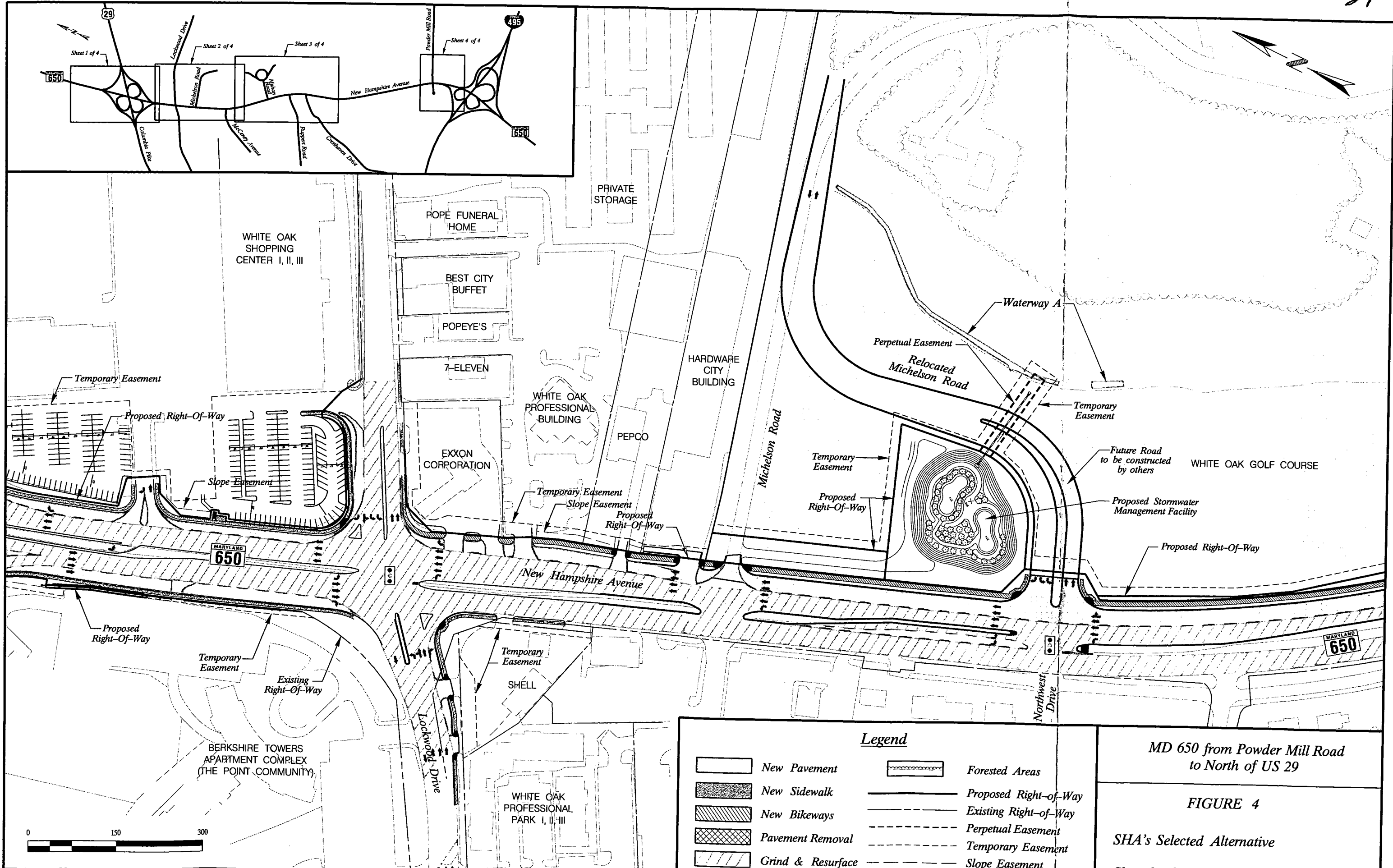


MD 650 from Powder Mill Road to North of US 29

FIGURE 4

SHA's Selected Alternative

Sheet 1 of 4



Legend

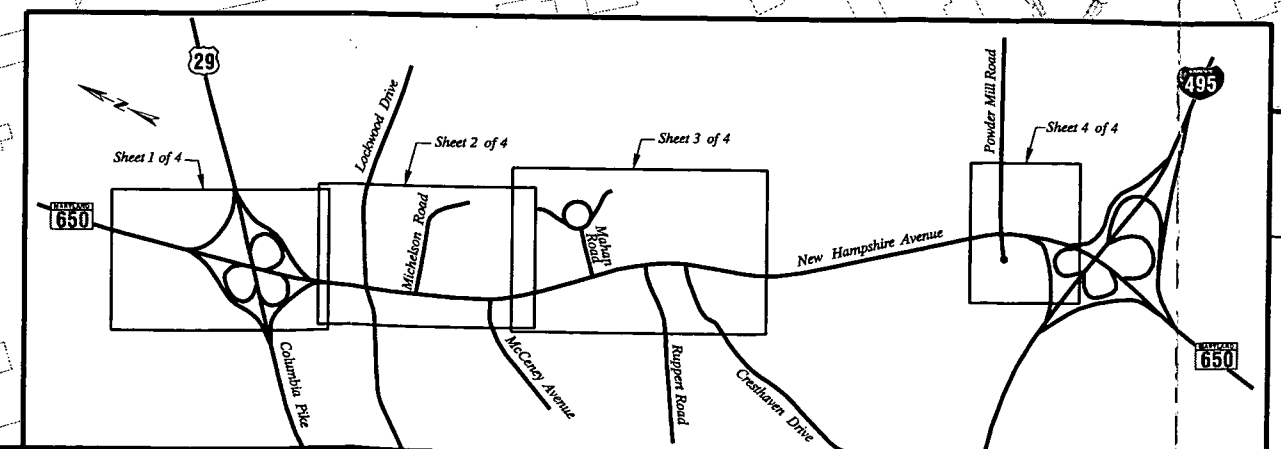
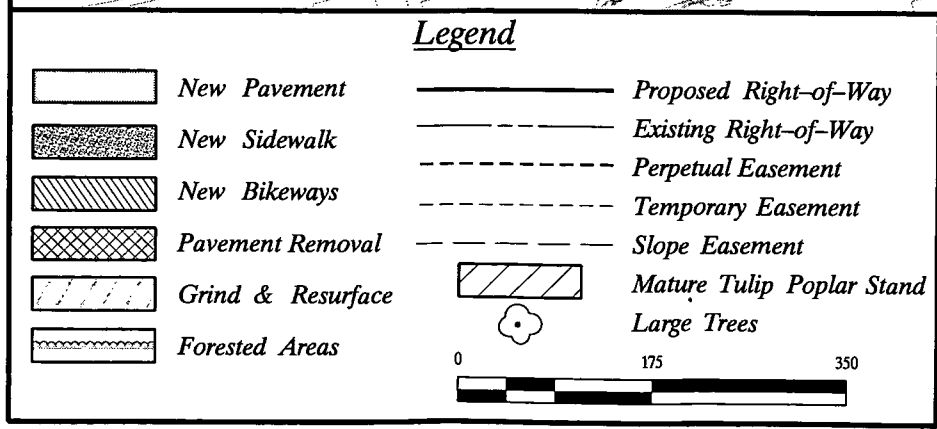
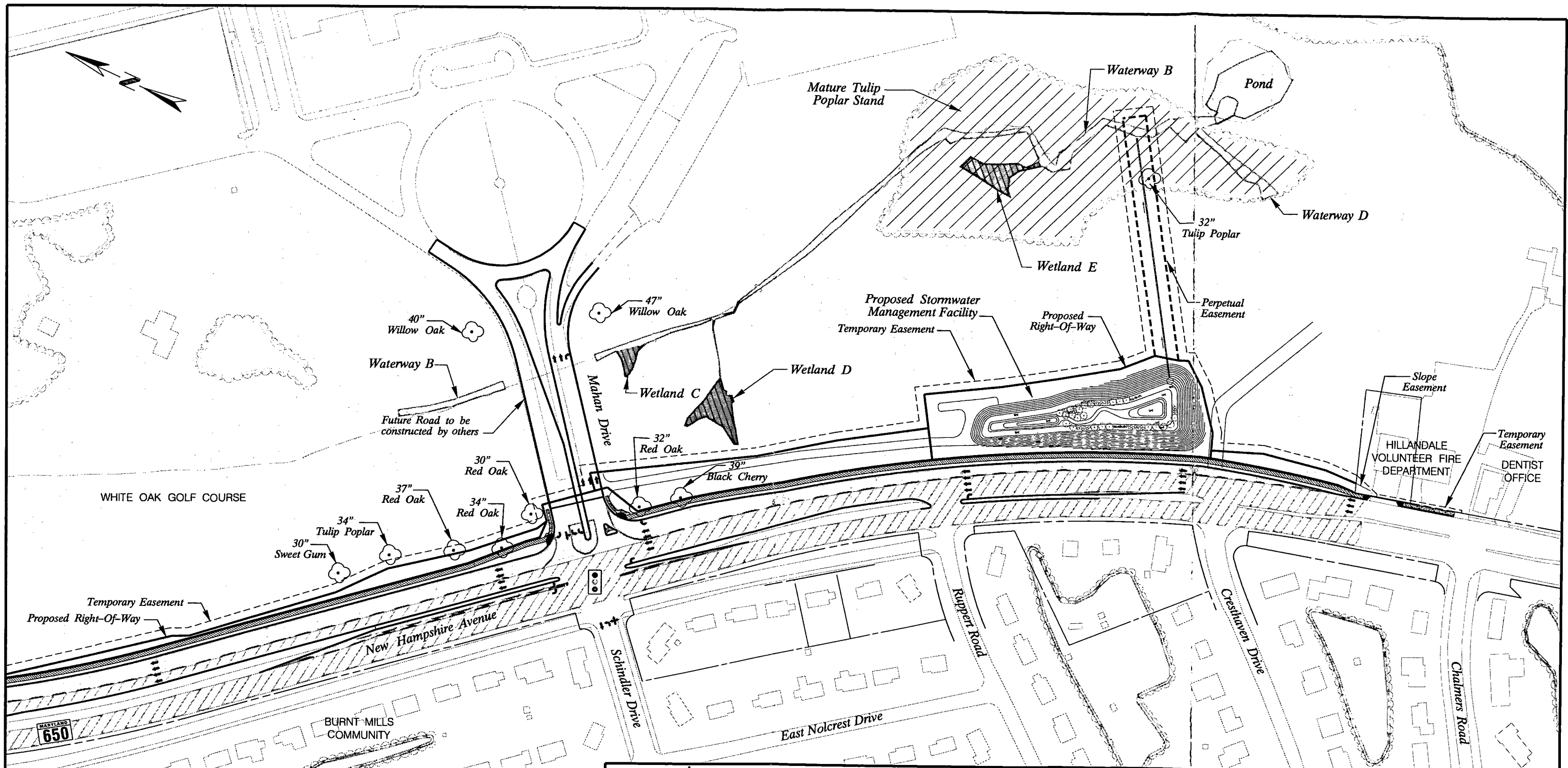
	New Pavement		Forested Areas
	New Sidewalk		Proposed Right-of-Way
	New Bikeways		Existing Right-of-Way
	Pavement Removal		Perpetual Easement
	Grind & Resurface		Temporary Easement
			Slope Easement

MD 650 from Powder Mill Road to North of US 29

FIGURE 4

SHA's Selected Alternative

Sheet 2 of 4

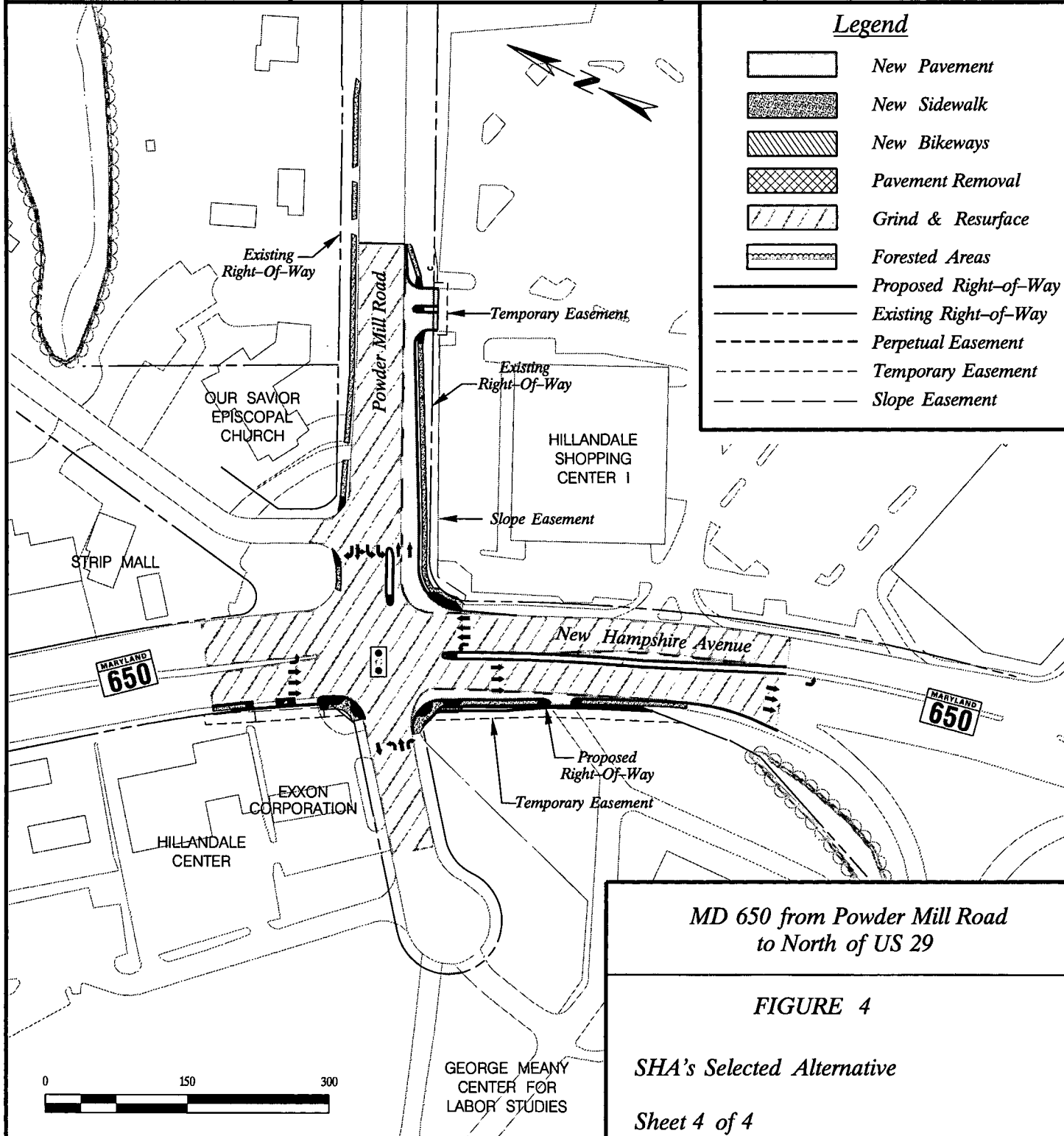
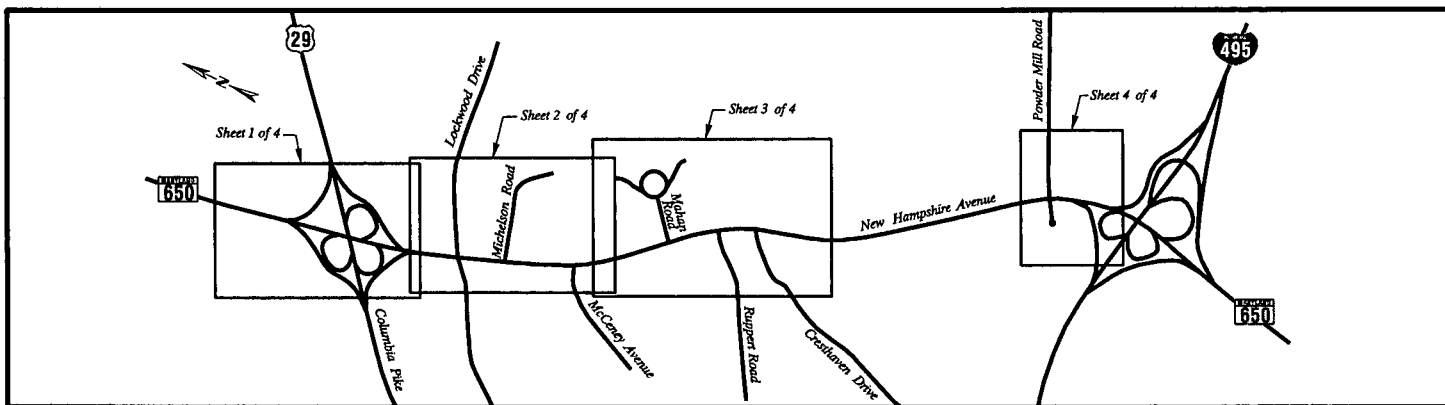


MD 650 from Powder Mill Road to North of US 29

FIGURE 4

SHA's Selected Alternative

Sheet 3 of 4

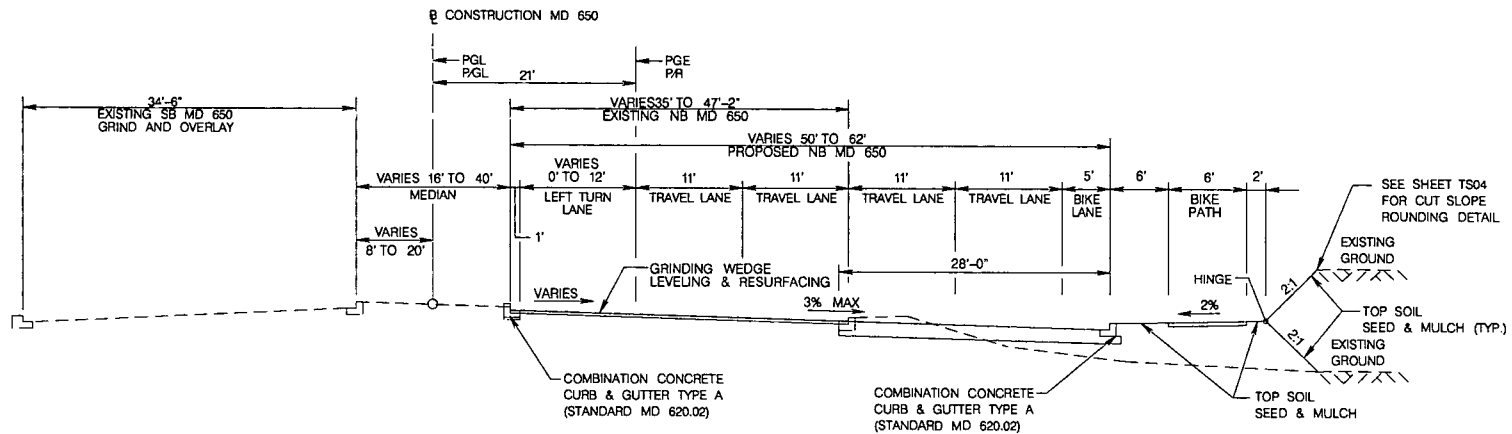


MD 650 from Powder Mill Road to North of US 29

FIGURE 4

SHA's Selected Alternative

Sheet 4 of 4



TYPICAL SUPERELEVATED SECTION - MD 650

MD 650 from Powder Mill Road
to North of US 29

FIGURE 5

Typical Section

3D

MD 650 from Powder Mill Road to North of US 29

MD 650/Powder Mill Road Intersection

At the MD 650/Powder Mill Road intersection, the northbound left turn lane will be lengthened 175 feet by reducing the median width in this area. The east leg of the intersection will be widened to the south of Powder Mill Road and the westbound lanes configured to provide two left turn lanes, one shared left-through lane and one exclusive right turn lane. A raised median will be added between the westbound lanes and the two eastbound lanes to provide a pedestrian refuge area.

MD 650/Mahan Drive Intersection

In addition to the northbound through lane added to MD 650, a northbound right turn lane will be added at the MD 650/Mahan Drive intersection. A double left turn lane from southbound MD 650 to Mahan Drive will also be added. Mahan Drive will be seven lanes wide and will be widened to provide three eastbound lanes and four westbound lanes, configured as two left turn lanes, one shared left through lane and one exclusive right turn lane. A grass median will be provided on Mahan Drive for pedestrian refuge. SHA will only be improving MD 650 and allowing for turning movements into/out of Mahan Drive. Improvements to Mahan Drive will be constructed by others.

MD 650/Relocated Michelson Road

Under SHA's Selected Alternative, Michelson Road will be relocated to a location across from Northwest Drive, approximately 550 feet south of its current intersection location. Two left turn lanes will be added to MD 650 to accommodate southbound left turns to Relocated Michelson Road. Relocated Michelson Road will be five lanes wide and will consist of two eastbound lanes and three westbound lanes (two left turn lanes and one right turn lane) with a grass median for pedestrian refuge. SHA will only be improving MD 650 and allowing for turning movements into/out of Relocated Michelson Road. Relocated Michelson Road will be constructed by others.

MD 650/Lockwood Drive Intersection

SHA's Selected Alternative involves improvements to all approaches at the MD650/Lockwood Drive intersection:

- On the west leg, the eastbound approach will be widened and the lanes configured to provide one left turn lane, one shared left-through lane, one through lane and two right turn lanes.

- On the east leg, the westbound Lockwood Drive approach will be widened and the lanes configured to provide two left turn lanes, one through lane and one right turn lane.
- With the addition of the northbound turning lane previously discussed, the south leg, northbound MD 650 approach will be configured as a single left turn lane, four through lanes, and an exclusive right turn lane.
- On the north leg, the southbound MD 650 left turn lane will be extended to provide a total storage length of 400 feet, and an exclusive right turn lane will be added. Approximately 400 feet north of Lockwood Drive, an exclusive left turn lane will be provided in the existing median of southbound MD 650 to provide access to the White Oak Shopping Center.

US 29/MD 650 Interchange

At the US 29/MD 650 interchange, the ramp from southbound US 29 to southbound MD 650 will be reconstructed to provide additional weaving distance on MD 650 to the ramp from southbound MD 650 to northbound US 29. Under Alternative 2, two left turn lanes will be installed for access from northbound MD 650 to southbound US 29. The ramp from MD 650 to southbound US 29 will be widened to two lanes at the entrance to accommodate both turn lanes. Of the four northbound lanes continuing north from the Lockwood Drive intersection, the outside lane will become a lane-drop at the northbound US 29 ramp. A new acceleration lane will be installed at the ramp from northbound US 29 to northbound MD 650.

F. Environmental Consequences of SHA's Selected Alternative

Environmental impacts that would result from SHA's Selected Alternative are shown on *Figure 4* and summarized below. Refer to *Table 1* for a summary of all environmental impacts.

1. Social Impacts

a. Displacements/Property Impacts

SHA's Selected Alternative would not displace any residential properties or community facilities. The Selected Alternative requires the net loss of 14 parking spaces at the White Oak Shopping Center (ten spaces at the north end and four spaces at the south end), in order to improve access to the shopping center. The Selected Alternative would also require ROW acquisition of 0.30 acre of commercial, 0.38 acre of residential and 0.61 acre of the White Oak Shopping Center parking lot.

Total ROW requirements with SHA's Selected Alternative would be approximately 8.84 acres. This includes 7.48 acres of ROW from the White Oak Golf Course.

b. Disruptions of Neighborhoods and Communities

SHA's Selected Alternative would not disrupt any neighborhoods or communities within the study area. The Selected Alternative would not divide or disrupt existing cohesiveness of communities, and would maintain all existing access for residences in neighborhoods and communities in the study area.

c. Environmental Justice Inventory

Executive Order (EO) 12898 "Federal Actions to Address Environmental Justice in Minority and Low-Income Populations" was signed on February 11, 1994. The EO requires the assessment of disproportionately high adverse human health and environmental impacts on minority and low-income populations resulting for proposed federal actions. The EO reaffirms the provisions of Title VI of the Civil Rights Act of 1964 and related statutes, emphasizing the incorporation of those provisions with existing planning and environmental processes. Title VI requires federal agencies to ensure that their programs, policies and activities do not have the effect of excluding populations from the benefits of the project, or subjecting persons and populations to discrimination based on race, color or national origin. EO 12898 adds low-income to the list of populations which should be investigated to ensure that they are not excluded from the benefits of the project or subjected to discrimination caused by federal programs, policies and activities.

In compliance with federal guidelines on environmental justice, SHA identified low-income or minority persons that live within geographic proximity of SHA's Selected Alternative. Identification of low-income and minority populations was based on existing census demographics, field research and correspondence with local planning officials. Areas of known environmental justice populations are within the study area but well outside the Selected Alternative's ROW.

Low-Income Population – Low-income is identified as a person whose median household income is at or below the Department of Health and Human Services (DHHS) poverty guidelines. The poverty guidelines issued by the DHHS are abstracted from the original poverty thresholds updated

each year by the United States Census Bureau. Examination of census tract data shows that the average household income from the study area is higher than the DHHS poverty guidelines for the year 1999 (AGS – Census Tract Summary, 1999). The median household income for the study area is \$81,438. This is in comparison to Montgomery County’s median household income of \$70,794 (2000 Census).

Holly Hall, a rental apartment facility for the elderly, is located near the Hillandale community and is operated by the Housing Opportunities Commission. This facility was identified as a low-income, elderly population at a public meeting held on September 10, 2001 at the Child Center/Hillandale Center/Inwood House (CHI) and is discussed in the *1997 White Oak Master Plan*. Refer to *Section V.E* for more detail on the September 2001 meeting. Though not consistent with the EO requirements, M-NCPPC verified that this facility should be considered a low-income population compared to the rest of Montgomery County (*see Record of Conversation, Bill Barron, Appendix C*). Holly Hall is within the study area, but well outside the Selected Alternative’s ROW. SHA requested residents of the community to attend the November 25, 2002 Informational Public Meeting. SHA contacted a Holly Hall representative prior to this meeting so that residents were notified in advance and encouraged to attend (*see Record of Conversation, Vanessa Floyd, Appendix C*). An additional outreach meeting was held on January 22, 2003 with residents from Holly Hall. SHA representatives provided a presentation to Holly Hall residents to obtain input from the community on the proposed improvements (*see January 22, 2003 Holly Hall Community Meeting Minutes and Follow-Up Letter, Appendix C*). General comments included topics such as vehicles making U-turns at Powder Mill Road, truck turn-around traffic into Holly Hall, access to MD 650 from the Holly Hall facility, signalization, pedestrian safety and bus access.

Minority Population – The racial and ethnic makeup of the study area reveals the presence of a minority population. The minority population of the census tract shows a higher percentage (43 percent African-American and 14 percent Hispanic) of minority persons found within the census tracts in comparison to surrounding areas within the county. Minority persons were identified as Black (African-American origin), Hispanic, Asian American, American Indian and Alaskan Native. Areas of known minority populations are within the study area but located well outside the Selected Alternative’s ROW.

Approximately 77 percent of the study area populations are a race other than white. This is in comparison to 47 percent of the county population being a race other than white. Persons of African-American race make up 43 percent of the study area compared to 15 percent of the population countywide, which is almost three times that of Montgomery County. The Hispanic ethnic origin also constitutes 14 percent of the study area population, in comparison to the 12 percent of the total County population.

The local M-NCPPC planner for the White Oak Planning Area was contacted regarding the identification of potential environmental justice communities. The M-NCPPC planner identified the White Oak Apartments as a minority and low-income community. The White Oak Apartments are located behind the White Oak Shopping Center on both sides of Lockwood Drive (*see Record of Conversation, Bill Barron, Appendix C*). This community, as a whole, is referred to by Montgomery County as the April/Stuart Lane Community, and is occasionally called the Garden Apartments. These apartments consist of several three-story buildings, and have both African-American and Hispanic populations, with the majority of the population being Hispanic. As the April/Stuart Lane Community includes the White Oak Apartments, this community is partially within the study area, but well outside the Selected Alternative's ROW. SHA requested residents of the community to attend the November 25, 2002 Informational Public Meeting. SHA contacted a White Oak Apartment representative prior to this meeting so that residents were notified in advance and encouraged to attend. SHA also offered to meet separately with residents of the White Oak Apartments community. The Property Manager from the community indicated that she would contact SHA if there was enough interest from residents (*see Record of Conversation and Follow-up Letter, Michele Schively, Appendix C*). No additional contact with SHA was made from the White Oak Apartments.

An investigation into the characteristics of the individuals affected by the proposed roadway improvements found that there would not be a disproportionate impact to low or minority populations.

d. Summary of SHA’s Equal Opportunity Program/Title VI Statement

It is the policy of SHA to ensure compliance with the provisions of the Title VI of the Civil Rights Act of 1964 and related civil rights laws and regulations which prohibit discrimination on the grounds of race, color, sex, national origin, age, religion, physical or mental handicap or sexual orientation in all SHA projects funded in whole or in part by FHWA. The SHA will not discriminate in highway planning, design, construction, the acquisition of ROW, or the provision of relocating advisory assistance.

e. Relocation Assistance Program

Relocation of any individuals, families or businesses displaced by this project would be accomplished in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended by the Surface Transportation and Uniform Relocation Assistance Act of 1987 and could be affected in a timely and humane fashion. In the event comparable replacement housing is not available for displaced persons or available replacement housing is beyond their financial means, replacement “housing as a last resort” will be utilized to accomplish the rehousing.

f. Effects on Parks and Recreational Facilities

SHA's Selected Alternative would not impact any parks within the study area. The Selected Alternative would impact one public recreational facility, the White Oak Golf Course (*Figure 4*), which is owned by GSA but used and operated by M-NCPPC. The White Oak Golf Course is also a contributing element in the NOL Historic District. The Selected Alternative would require 7.48 acres of ROW, 1.89 acres of temporary easement and 0.48 acre of perpetual easement from the golf course property. Please refer to *Chapter IV, Final Section 4(f) Evaluation*, for a detailed description of the White Oak Golf Course and impacts associated with the Selected Alternative.

g. Effects on Community Facilities and Services

SHA's Selected Alternative would not displace any schools, healthcare facilities, emergency services, libraries or places of worship. In addition, the Selected Alternative would not require any ROW acquisition from schools or healthcare facilities. A temporary easement would be required from one emergency service facility, the Hillandale Volunteer Fire Company. In addition, a minor

MD 650 from Powder Mill Road to North of US 29

ROW acquisition of 0.07 acre and 0.14 acre of temporary easement would be required from one place of worship, the Kingdom Hall of Jehovah Witnesses. This acquisition will not impact access/egress from the property or impact any parking areas.

SHA's Selected Alternative would require a temporary construction easement of 0.01 acre and a slope easement of 0.01 acre from the Hillandale Volunteer Fire Company. This temporary impact will not disturb emergency service operations, such as access/egress from the facility, or interrupt the normal operation of the unit. The Selected Alternative is designed to alleviate congestion and is anticipated to improve accessibility for emergency services. Coordination with the Montgomery County Fire and Rescue Service (F&R) and the Montgomery County Department of Police (DOP) was necessary to determine the effect on emergency service and response time (January 15, 2002). The DOP does not foresee any negative impacts from the improvements proposed in the Selected Alternative, and responded that the proposed changes should result in improved traffic flow throughout the area.

SHA has also received a response from the F&R (February 25, 2002). The F&R would like to ensure the following (*SHA responses to address these comments are enclosed in parentheses after each Division comment*):

- Refuge areas for motorists to move while apparatus is passing during emergency response. (*By adding lanes, SHA would provide additional room available for passing emergency vehicles*);
- Advance notification of construction start and stop dates, and other benchmark events which may cause additional congestion and lane closures (*The current schedule shows a Notice to Proceed date in late Summer 2003 with approximately two years for construction. As this date approaches, the event dates will be verified and checked regularly with the District 3 Construction Engineer*);
- Apparatus egress, both northbound and southbound, will be maintained for Fire Station 12, including signal control (*The Limit of Work is currently just north of the Fire Station, and there should not be any disruption to egress. The signal will function as it does today. SHA is currently reconstructing the Fire Station signal at MD 650 under a separate contract*); and
- Signal control or another type of control to prevent motorists from cutting across all lanes of New Hampshire Avenue to access Northwest Drive from relocated Michelson Road. Northwest Drive provides a short cut to Lockwood Drive and US Route 29 and the Fire and

Rescue Division believes that not controlling the intersection will result in an increase in vehicle crashes and pedestrians being struck. *(There will be a new signal installed at this intersection)*

h. Maintenance of Traffic (MOT) and Construction Detours

To minimize the disruption of traffic during construction, existing travel lanes will be maintained to the greatest extent possible, with required lane closures permitted only during off-peak travel periods. Access to adjacent businesses will be maintained through all construction phases by providing driveway connections to the current construction phase through lanes. Driveways and side streets will be overlaid or rebuilt as necessary to match the proposed MD 650 pavement elevations.

Reconstruction of ramps at the US 29/MD 650 interchange will require closure of the ramps and detours of ramp traffic. Ramp closures will only be permitted during overnight periods to avoid significant impact to interchange operations and congestion on the detour route. All detours will be carefully marked and portable variable message signs will be used to provide at least 72 hours notice of the anticipated ramp closure.

i. Effects on Visual Quality

Proposed streetscape improvements along MD 650 include the addition of plant material, sidewalks, bicycle paths, fences terminating in brick piers and planted medians, which will complement the improved travel lanes of the highway itself. The sidewalks and bicycle paths will be installed with appropriate ramps and landings to make the design handicap accessible and ADA compliant.

New four-foot wide sidewalks are proposed at the north end and the south end of the project study area; from north of the US 29 overpass to Lockwood Drive (along MD 650) and along the westbound side of Powder Mill Road, which allows for continuous pedestrian movement along MD 650 and Powder Mill Road within the project limits. Medians planted with flowering trees, shade trees and sod are proposed between the northbound and southbound traffic lanes on MD 650, providing enhanced safety as they assist in directing movement of vehicular traffic. Landscape treatments along both sides of the road, beyond the sidewalks, supplement existing vegetation and add variety, seasonal color and interest to the roadside plantings. The medians separating north and southbound traffic on MD 650 from the bridge at US 29 to the median break ending at the existing

Michelson Road will be given special landscape treatment to deter pedestrian crossings at locations other than intersections with striped cross walks. In addition to the thorny, flowering shrubs proposed in the medians, a 3.5-foot high ornamental fence is also proposed. The visual quality of the medians separating southbound MD 650 from the bridge at US 29 will be greatly improved with the installation of these additional landscape features. A three to five-foot wide grass strip planted with street trees is proposed between the proposed bicycle path and MD 650, which will provide a visual buffer between vehicular and bicycle/pedestrian traffic.

Street tree plantings are proposed along the golf course between the bikeway and MD 650 with additional plantings located behind the bikeway. An eight-foot high fence is also proposed along the perimeter of the golf course between Michelson Road and Mahan Drive. Mahan Drive (to be constructed by others) will be improved with landscaping for seasonal interest and color to enhance the gateway entry feature. South of Mahan Drive, an eight-foot high fence is proposed along the perimeter of the golf course. Buffer planting including shade trees, flowering trees and shrub beds is also proposed along this fence line to create more of a naturalized setting for the golf course and to provide a buffer from MD 650. The proposed bikeway and street tree plantings, between the bikeway and MD 650, continue south to the end of the project limits.

A planted median is located between MD 650 and the service road to the west. The existing vegetation in this median is proposed for removal and will be replaced with a variety of plant materials that will be easier to maintain, increase the buffer and provide color and seasonal interest. The plantings within this median, which includes shade trees, flowering trees, shrubs and perennial beds, has been carefully designed to allow for safe movement in and out of the development by ensuring clear lines of sight at the intersections.

The proposed landscape and streetscape improvements along MD 650 will result in a well-designed, aesthetically pleasing project that ensures safe and efficient movement for pedestrians, cyclists and vehicular traffic throughout the project site while enhancing the setting for residents and patrons of the golf course and other businesses in the area.



2. Economic Impacts

a. Effects on Existing Businesses

No commercial displacements will result from SHA's Selected Alternative. A total of 0.91 acre of ROW would be required from a total of nine commercial properties. Three of these commercial properties contain multiple businesses.

The following businesses would be impacted:

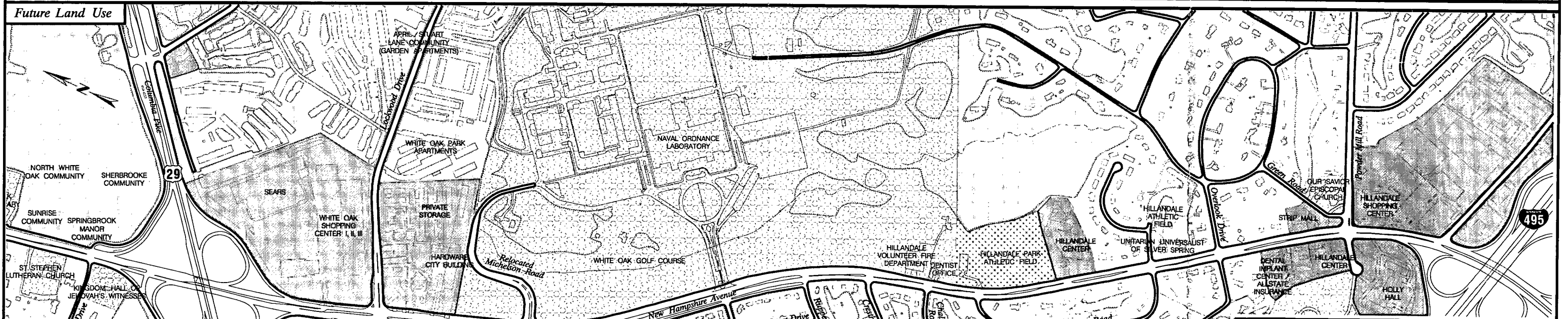
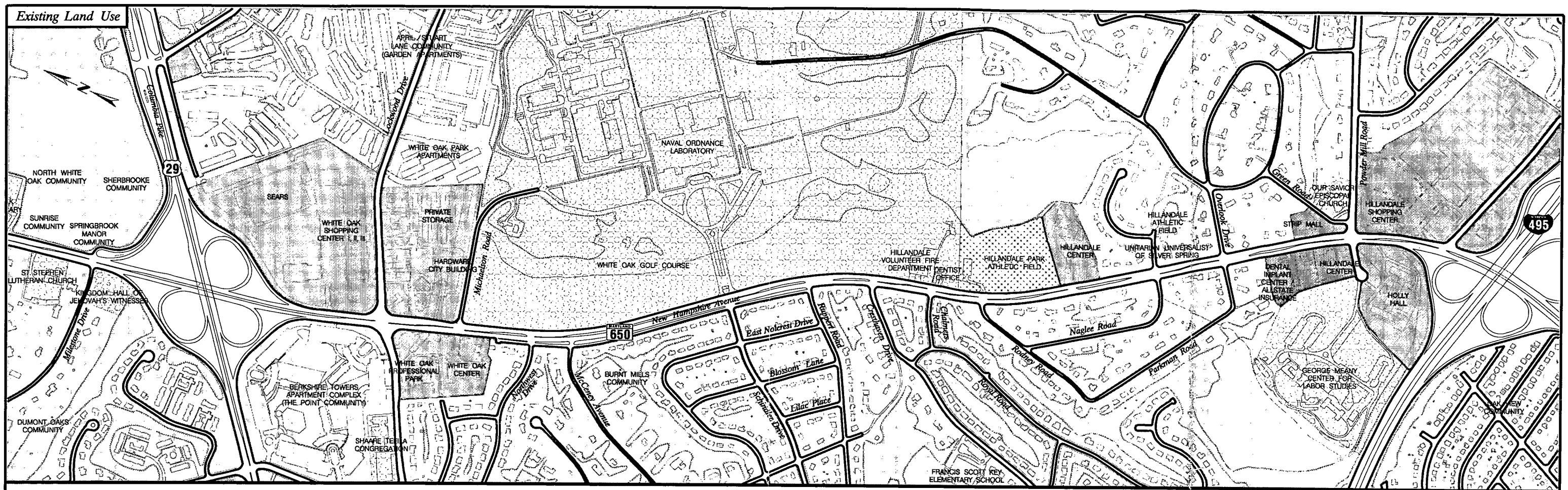
- Exxon Corporation (Powder Mill Road)
- White Oak Shopping Center I, II, III
- White Oak Professional Building
- Hillandale Shopping Center I
- PEPCO
- Hardware City
- Shell
- Exxon Corporation (Lockwood Drive)
- George Meany Center for Labor Studies

It is anticipated that the overall operation of the impacted commercial properties would not be affected. In general, the ROW requirements would occur as minor sliver takings. With the exception of one commercial property, the White Oak Shopping Center, SHA's Selected Alternative would not impact parking spaces. The Selected Alternative would also change access to the White Oak Shopping Center. In order to improve access to the White Oak Shopping Center, the Selected Alternative would require the acquisition of 0.61 acre of permanent ROW and a net loss of 14 parking spaces at the shopping center (ten spaces at the north end and four spaces at the south end). From the north, an exclusive left turn lane from southbound MD 650 would allow direct access to the reconfigured entrance into White Oak Shopping Center. From the south, traveling northbound on MD 650, two additional lanes would improve access to the reconfigured entrance of the shopping center.

3. Land Use Impacts

The study area consists predominately of mixed residential and institutional land uses (*Figure 6*). The Milestone Drive Properties, which was previously listed as vacant in the 1997 *White Oak Master Plan* has since been developed into a mixed residential community. The majority of the commercial land use is located adjacent to Lockwood Drive and Powder Mill Road. There are minor amounts of land use consisting of parkland/open space and industrial located within the study area. Please refer to *Section 3.2.1 (pg. 3-43 through 3-48)* of GSA's 1997 *FEIS* for further information on existing land use within and surrounding the study area. Statewide Smart Growth Initiatives formally took effect on October 1, 1998. The intent of Maryland's Smart Growth Act of 1997 is to direct State funding for growth-related projects to areas designated by local jurisdictions as Priority Funding Areas (PFAs). PFAs are existing communities and other locally designated areas as determined by local jurisdictions in accordance with Smart Growth Guidelines. The entire study area falls within the PFA therefore, this project is consistent with Smart Growth.

Since the publication of the October 2002 MD 650 EA/Draft Section 4(f) Evaluation, additional coordination has revealed that the focus of transit studies has changed in the White Oak area. Montgomery County Department of Public Works and Transportation (DPW&T) completed a two-year study to determine the feasibility of locating a transit center in the White Oak Shopping Center. The study expanded on the 1997 *White Oak Master Plan* recommendation to look at other potentially feasible transit center locations in the White Oak area. The prototype for technical analysis as the study began was a facility with 500 parking spaces and six bus bays. As the study progressed, a decision was made by Montgomery County DPW&T to delay the long-term transit study, including the potential for a large-scale transit center at the White Oak Shopping Center. Montgomery County DPW&T focused on short-term improvements instead, specifically improvements to heavily used bus stops in the vicinity of MD 650 and Lockwood Drive. The final study report presents a proposed facility program for the bus stop improvements. Bus pads will be installed on New Hampshire Avenue at Lockwood Drive (east and west sides, north of Lockwood Drive). According to Montgomery County DPW&T, there are no immediate plans to reinstate the White Oak/Hillandale Transit Center study (*see Record of Coordination, Rob Klein, Appendix D*).



LEGEND

	Residential		Parkland
	Commercial		Industrial
	Transportation Land Use		
	Institutional		

0 750 1500

MD 650 from Powder Mill Road to North of US 29

FIGURE 6

Existing and Future (2020) Land Use

4. Cultural Resources

a. Historic Sites

NOL Historic District

Located on the east side of MD 650 at 10901 New Hampshire Avenue, the NOL Historic District is approximately 1.15 miles north of the Capital Beltway (I-495) and 0.75 mile south of US 29 and encompasses 732 acres. The district includes 372 contributing resources as well as a golf course that serves as a buffer along the western and southern borders of the district. The NOL Historic District is the only historic property within the area of potential effects (APE). There are no contributing buildings located within the APE.

SHA's Selected Alternative would require 7.48 acres of permanent ROW and 1.89 acres of temporary easement from the White Oak Golf Course, part of the NOL Historic District. In addition, 0.48 acres of perpetual easement would be required for maintenance and access to two proposed outfall pipes. Permanent ROW impacts would be necessary for construction of the proposed roadway and the Storm Water Management (SWM) facilities. The proposed roadway improvements would require impacting the existing golf course layout, including removal of fairways and changes to course circulation.

SHA's Selected Alternative would temporarily impact 1.89 acres of the golf course property for construction access. SHA determined that the impacts would have no adverse effect on the NOL Historic District. The State Historic Preservation Officer (SHPO) concurred with this determination on January 14, 2002.

b. Archeological Sites

No National Register eligible archeological sites would be impacted by SHA's Selected Alternative. The SHPO concurred with this finding on January 14, 2002. Please refer to *Chapter VI*, Other Agency Correspondence.

5. *Natural Environment/Ecological Conditions*

a. Topography and Geology

SHA's Selected Alternative would affect existing topography in the study area. Earth fill to support new road and road embankments would be necessary for the expansion of MD 650. Less substantial earth cut and fill would be necessary for grading and widening associated with the intersections at Powder Mill Road, Lockwood Drive and the US 29 interchange. Soil will have to be removed for the construction of SWM best management practices (BMP). The top bank of the SWM facility would be built level with existing grade.

No unique geologic features or economically important mineral deposits would be affected by the Selected Alternative.

b. Soils

1. **Erosion and Sedimentation**

Construction of SHA's Selected Alternative would affect soils, especially by erosion and subsequent sedimentation during the construction phase. Such erosion would primarily be caused by removal of existing vegetation and placement of unvegetated fill leading to increased exposure of soils to weather and runoff potential. Sedimentation may increase slightly as soil becomes disturbed and subsequently erodes. Several structural, vegetative and operational methods would be used together to decrease erosion effects during construction. These control measures may include:

- conducting work during drier seasons (i.e. autumn and early winter),
- seeding, sodding and stabilizing slopes as soon as possible to minimize the time of area exposure,
- stabilizing ditches at the tops of cuts and at the bottoms of fill slopes before evacuation and formation of embankments,
- proper use of sediment traps, silt fences, slope drains, water holding areas and other control measures, and
- use of diversion dikes, mulches, netting, energy dissipaters and other physical erosion controls on slopes where vegetation cannot be supported.

A grading plan and sediment and erosion control plan will be prepared and implemented in accordance with Maryland Department of the Environment (MDE) regulations. The grading and sediment control plans will minimize the potential for impacts to water quality from erosion and sedimentation. Proper implementation of the control plans will help prevent any erosion that would occur during and after construction. Furthermore, temporary and permanent controls are reviewed and approved by MDE prior to initiation of work. Measures to prevent erosion in highly susceptible areas (i.e., steep slopes) are included in the control plans when necessary.

c. Water Resources

1. Surface Water and Groundwater

The study area generally lies on the divide between the Paint Branch watershed to the east and the Northwest Branch watershed to the west. Both watersheds are within the Washington Metropolitan drainage basin. Paint Branch and its tributaries are classified as Use III (Natural Trout) waters above the Capital Beltway. Northwest Branch and tributaries are Use IV streams (please refer to *Chapter VI*, Other Agency Correspondence). An intermittent stream (a tributary of Paint Branch) generally bisects the White Oak Golf Course and drains from north to south. In-stream work is prohibited in Use III streams from October 1st to April 30th of any given year (MDE, COMAR 26.08.02). There are no perennial streams in the study area. Waterways draining to both Paint Branch and Northwest Branch are tributaries to the Anacostia River, a State Scenic and Wild River.

SHA's Selected Alternative would require the construction of one outfall pipe for each of the two proposed SWM facilities. The outfall pipes would provide drainage east from the facilities through the golf course property and outfall into a small waterway also located on golf course property in the event of a 100 year storm event. The Selected Alternative adds 5.08 acres of impervious area. Both SWM ponds combined treat 12.28 acres of impervious area. Both SWM ponds are designed with 12-hour detention periods for the one year storm event (Final Stormwater Management Report 2002).

SHA's Selected Alternative would not affect aquifer formations or the level of the groundwater table because local aquifers are recharged by precipitation throughout the study area. In general, fluctuations of the groundwater level depend upon precipitation amounts and temperature.

The Selected Alternative has limited potential for groundwater contamination from roadway runoff due to the fact that there are closed drainage systems throughout the study area. Possible pollutants include engine oil, brake lining, coolant, rubber and road salt. The impacts are limited spatially by the natural processes of the soil, so there should be less effect farther from the roadway.

SHA's Selected Alternative would increase impervious areas by approximately 5.1 acres. To minimize adverse effects from road wash, stormwater BMPs would be strictly followed to comply with MDE standards. All runoff in the drainage area of Relocated Michelson Road and the additional right turn lane added by the Selected Alternative will pass through one of the SWM facilities before evaporation or discharge into the intermittent stream. Specific measures to reduce runoff include adherence to erosion and sediment control procedures, vegetating and stabilizing exposed soil.

d. Ecological Effects

1. Waterways/Wetlands

SHA's Selected Alternative would impact 43 linear feet of stream from Waterway A and 50 linear feet from Waterway B, for a total of 93 linear feet of stream impact. Stream impacts would be required for the installation of SWM outfall pipes. The Selected Alternative would not impact Waterway D. In addition, no wetland impacts are anticipated with the Selected Alternative. Please refer to *Figure 4* waterway and wetland locations within the study area, and *Table 1* for a description of impacts to the waterways/wetlands in the study area.

2. Terrestrial Habitat/Wildlife

SHA's Selected Alternative would have minimal permanent effects upon a small area of pervious ground on the White Oak Golf Course. This existing area does not provide substantial wildlife habitat because it is not large enough to be a wildlife corridor or Forest Interior Dwelling Species (FIDS) habitat, it is maintained turf or forest as part of the golf course and it provides little use as food, cover or nesting area for native wildlife. The Selected Alternative would impact one-half acre of forest for the construction of the outfall pipe from the SWM facility south of Mahan Drive. This area would be able to revert to forest, but some existing trees may be subject to removal or root pruning. The remainder of the affected terrestrial habitat is already urbanized and serves limited use as native wildlife habitat.

Large trees were defined as those trees having a diameter at breast height (DBH) equal to or greater than 24 inches and in good health. Significant trees were defined as those trees having a DBH equal to or greater than 75 percent of the DBH of the current state champion for that particular species. Ten large trees and no significant trees were identified within the study area (*Table 4*). The construction of the bikeway and sidewalk would impact four red oaks (*Quercus rubra*) and one black cherry (*Prunus serotina*). The fill associated with the road embankment would impact one 34-inch tulip poplar (*Liriodendron tulipifera*) and the 30-inch sweet gum (*Liquidambar styraciflua*). The stormwater outfall pipe from the southern SWM facility would impact one 32-inch tulip poplar associated with the forest stand on the golf course. *Table 4* lists the large trees and describes the impacts from the Selected Alternative. Please refer to *Figure 4* for locations of the large trees.

Table 4
Large Trees

<i>Common Name</i>	<i>Scientific Name</i>	<i>Diameter at Breast Height (DBH)</i>	<i>Impact</i>
Red Oak	<i>Quercus rubra</i>	30"	Root prune
Red Oak	<i>Quercus rubra</i>	32"	Removal
Red Oak	<i>Quercus rubra</i>	34"	Removal
Red Oak	<i>Quercus rubra</i>	37"	Root prune
Black Cherry	<i>Prunus serotina</i>	39"	Removal
Tulip Poplar*	<i>Liriodendron tulipifera</i>	32"	Removal
Tulip Poplar	<i>Liriodendron tulipifera</i>	34"	Removal
Sweet Gum	<i>Liquidambar styraciflua</i>	30"	Root prune
Willow Oak	<i>Quercus phellos</i>	40"	Not impacted
Willow Oak	<i>Quercus phellos</i>	47"	Not impacted

* Within a forest stand

Per Natural Resources Article 5-103, "Reforestation Law," adopted 1989, amended 1990 and 1991, the construction of a highway by a unit of the state:

1. May cut or clear only the minimum number of trees and other woody plants that are necessary and consistent with sound design practices, and
2. Shall make every reasonable effort to minimize the cutting or clearing of trees and other woody plants.

The Maryland Reforestation Law requires the minimizing of forest clearing, replacement of removed wooded areas or contributions to a reforestation fund if forested areas are taken. Every effort will be made to minimize the impacts within the project area. All highway construction projects utilizing \$1 or more of State funding must perform mitigation for forest impacts. Forest mitigation is required for any State project that requires one or more acre of impact. SHA's Selected Alternative would impact 0.5 acre of woodlands. Therefore, no reforestation mitigation is required under the Maryland Reforestation Act.

The Selected Alternative will impact eight individual trees. This will require SHA to submit a "Roadside Tree Permit" in compliance with the Maryland Reforestation Law. Impacted roadside trees can be defined as plants that have woody stem or trunk that grow all, or in part, within the ROW of a public road per "Natural Resources Article 5-103, the Reforestation Law" (Maryland DNR Forest Service). SHA will submit a Roadside Tree Permit to DNR Forest Service.

3. Aquatic Wildlife/Habitat

SHA's Selected Alternative would propose the construction of two SWM outfall pipes that will discharge into the Waterways A and B. The quality of storm water discharged would not have any adverse effects on the existing water quality. The Selected Alternative would not impact vegetated wetlands. The Selected Alternative would have no adverse effect on water quality or aquatic habitat, and would therefore have no adverse impact on aquatic wildlife.

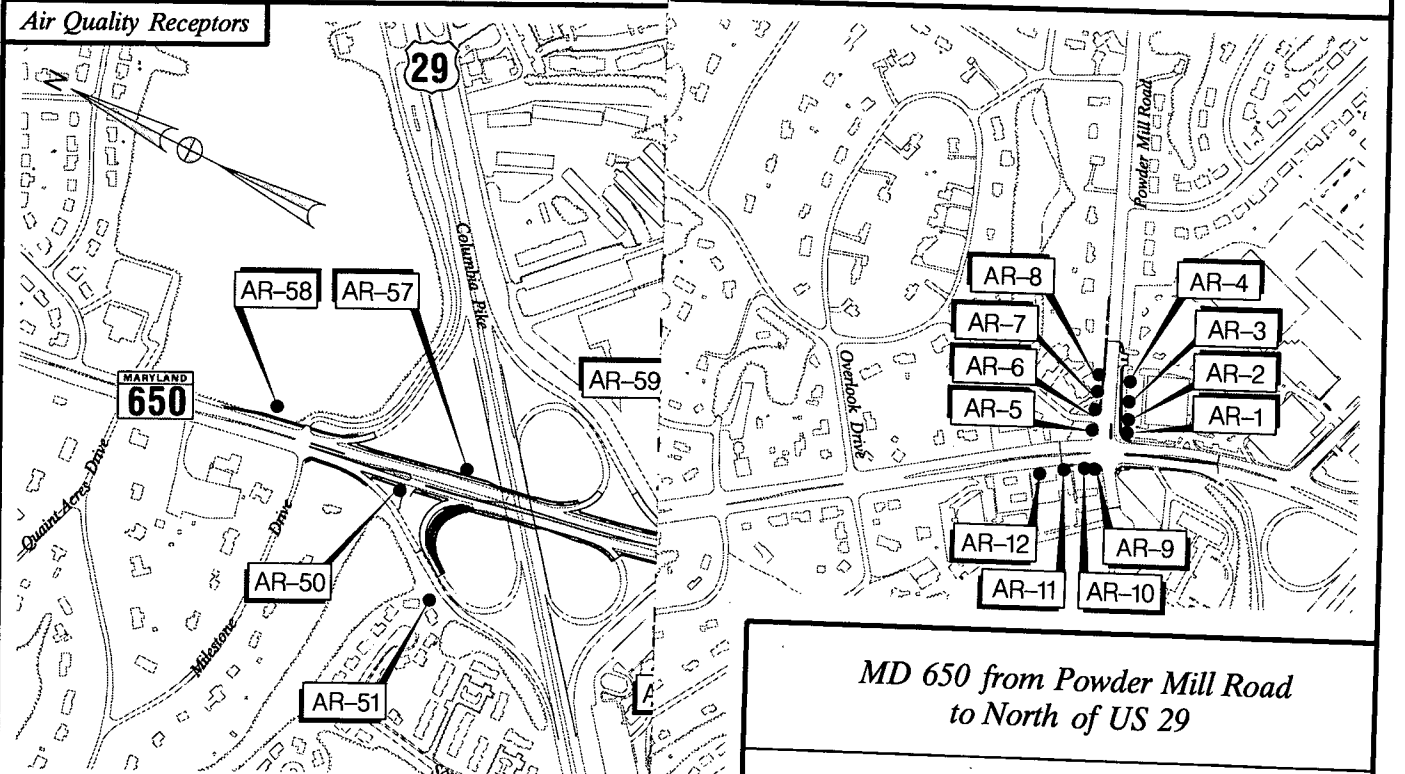
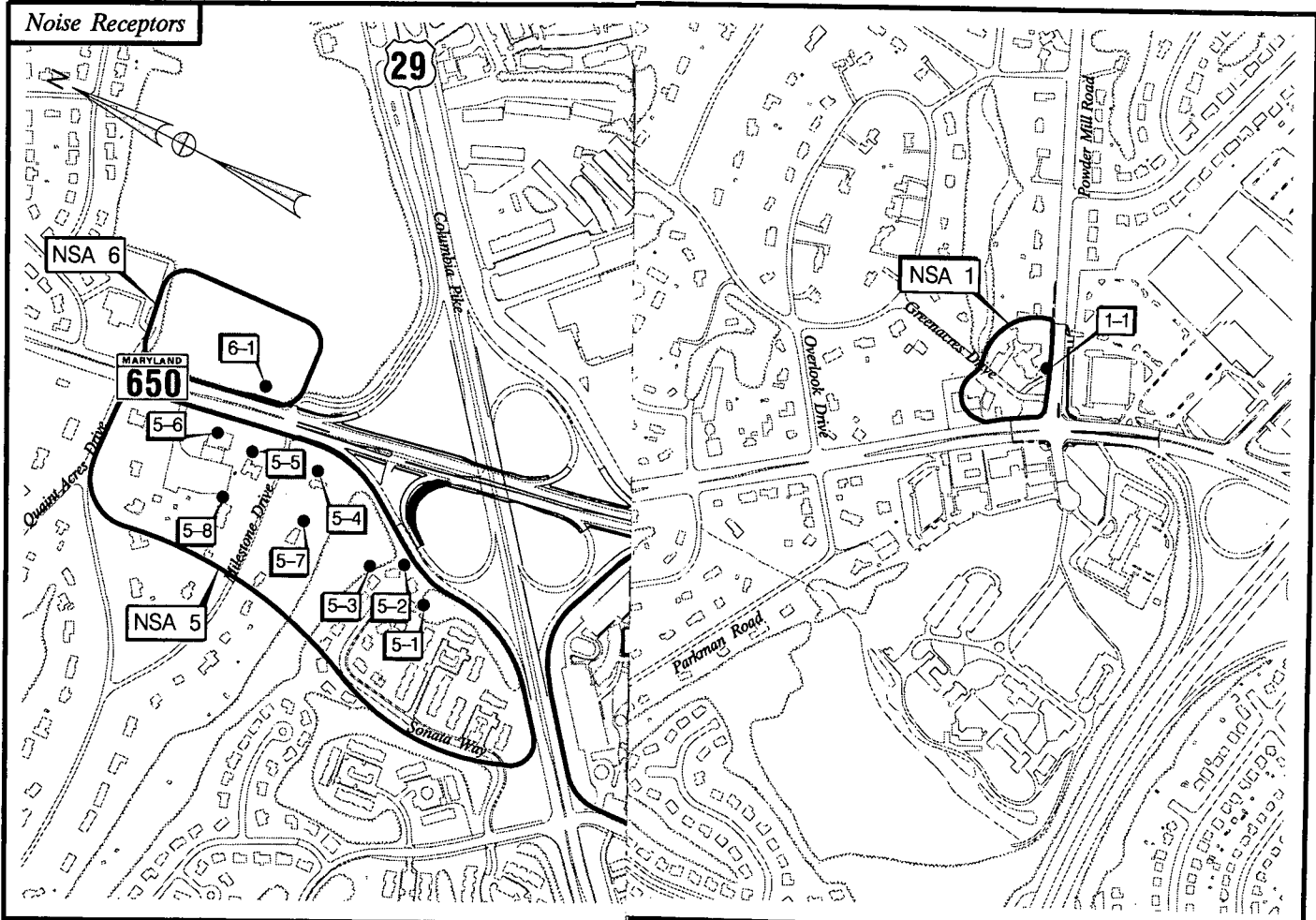
4. Endangered and Threatened Species

Coordination with the DNR and the United States Fish and Wildlife Service (USFWS) indicated that no known federal or state, rare, threatened or endangered (RTE) species were identified within the study area. Therefore, none would be affected by SHA's Selected Alternative.

6. Noise

Six Noise Sensitive Areas (NSAs), were identified in the study corridor. A total of 41 receptors were identified to represent noise sensitive land uses within the six NSAs. The location of these NSAs and receptor locations are shown on *Figure 7*. The projected 2025 design-year noise levels indicate that the FHWA Noise Abatement Criterion (67dBA) is approached (66dBA) or exceeded at five of the six NSAs associated with SHA's Selected Alternative. Sound barriers are not feasible or reasonable at the six NSAs due to the following reasons:

- SHA's vehicular/pedestrian access and no-build vs. build relationship criteria,
- desirable construction width required for a sound barrier,
- cost per benefited residence criteria,
- seasonal and transient nature of the activities taking place on the property, and
- lack of capacity enhancing improvements affecting the highway noise environment.



Legend

AR-50	Air Receptor
5-8	Noise Receptor
NSA 5	Noise Sensitive Area (NSA)

MD 650 from Powder Mill Road to North of US 29

FIGURE 7
Noise and Air Quality Receptors - SHA's Selected Alternative

The following summarizes noise abatement evaluation for each NSA:

NSA 1

NSA 1 (represented by Receptor 1-1) is a two-story brick church (Our Savior Episcopal Church) in the northeast quadrant of the MD650/Powder Mill Road intersection. A sound barrier at NSA 1 is considered not feasible or reasonable based on SHA's vehicular/pedestrian access and no-build vs. build relationship criteria (3 dBA or less difference between build and no-build noise levels). If a sound barrier were to be constructed at this NSA, a gap or opening would be required for the access drive, as well as Greenacres Drive to maintain access to the church and adjacent community. Gaps or openings of this nature for vehicular access and desirable sight distance at the access point would reduce the achievable barrier insertion loss and compromise the sound barrier's effectiveness.

NSA 2

NSA 2 (represented by Receptors 2-1 to 2-23) consists of two residential communities (Hillendale Heights and Burnt Mills Knolls) on the west side of MD 650, between Chalmers Road and Lockwood Drive. A sound barrier at NSA 2 is considered not feasible or reasonable based on SHA's vehicular/pedestrian access and no-build vs. build relationship criteria, as well as the desirable construction width required for a sound barrier. If a sound barrier were to be constructed between Chalmers Road and Ruppert Road, gaps or openings would be required to maintain access for Chalmers Road, Ruppert Road and the private driveways to MD 650. The same applies for a sound barrier between Ruppert Road and Lockwood Drive. Gaps or openings of this nature for vehicular access and desirable sight distance at the access points would reduce the achievable barrier insertion loss and compromise the sound barrier's effectiveness. If the sound barrier would be constructed in the grassy area between the service road and the MD 650 southbound roadway, the need for driveway gaps would be eliminated but gaps would still be required to allow access points at Ruppert Road, Schindler Drive, McCeney Avenue and Northwest Drive. In addition, the grassy area is quite narrow and is generally insufficient in width for the physical construction of a sound barrier. Lastly, the grassy area contains a line of utility poles and associated transmission lines, which would require relocation.

NSA 3

NSA 3 (represented by Receptors 3-1 to 3-7) is the White Oak Golf Course, located on the east side of MD 650 between Chalmers Road and existing Michelson Road. A sound barrier at NSA 3 is considered not feasible or reasonable based on SHA's vehicular/pedestrian access, no-build vs. build relationship, the cost per benefited residence criteria and the seasonal and transient nature of the activities taking place on the property. If a sound barrier were to be constructed, it would require gaps or openings to provide pedestrian and vehicular access and desirable sight distances at Mahan Drive, Relocated Michelson Road and private driveways north and south of the golf course property. Gaps or openings of this nature would reduce the achievable barrier insertion loss and compromise the sound barrier's effectiveness.

NSA 4

NSA 4 (represented by Receptor 4-1) is the Berkshire Towers, three nineteen-story apartment buildings on the west side of MD 650 between Lockwood Drive and US 29. NSA 4 will not be impacted.

NSA 5

NSA 5 (represented by Receptors 5-1 to 5-8) consists of a community of single-family residences on Sonata Way. A sound barrier at NSA 5 is considered not feasible or reasonable based on SHA's vehicular/pedestrian access, no-build vs. build relationship, cumulative effects criteria and the lack of capacity enhancing improvements affecting the highway noise environment. If a sound barrier were to be constructed, gaps or openings would be required to maintain access for Milestone Drive, Quaint Acres Drive and the private driveway to MD 650 for the St. Stephen Lutheran Church. Gaps or openings of this nature would reduce the achievable barrier insertion loss and compromise the sound barrier's effectiveness. The improvements proposed for this area are limited to the reconstruction of the US 29 southbound on-ramp to provide a tighter radius and the provision of a double left-turn from northbound MD 650 to the southbound on-ramp, neither of which are considered capacity enhancements.

NSA 6

NSA 6 (represented by Receptor 6-1) consists of two single-family residences and an assisted living center (currently under construction) north of the US 29 underpass. A sound barrier at NSA 6 is

considered not feasible or reasonable based on SHA's vehicular/pedestrian access, no-build vs. build relationship, cumulative effects and aesthetics criteria. If a sound barrier were to be constructed, gaps or openings would be required to maintain access and provide desirable sight distance for the new subdivision roadway under construction opposite Quaint Acres Drive and the entrance to the library on MD 650. Gaps or openings of this nature would reduce the achievable barrier insertion loss and compromise the sound barrier's effectiveness. In addition, a barrier of the height required could present a visual impact for residents west of MD 650 and travelers on MD 650 and the US 29 southbound off-ramp.

Construction Impacts

Land uses that are sensitive to vehicular noise would also be sensitive to construction noise. Although highway construction is a short-term condition, it can cause significant noise impacts. Additionally, it is possible that some construction may occur at night to avoid severe traffic impacts. The extent and severity of the noise impact would depend upon the phase of construction and the noise characteristics of the construction equipment in use. Construction would have direct impact on receptors located close to the construction site and would have an indirect impact on receptors located near roadways where traffic flow characteristics are altered due to re-routing of vehicles from the construction area.

7. *Air Quality*

a. Objectives and Types of Analysis

This analysis will serve as support documentation for the project and has been prepared in accordance with the U.S. Environmental Protection Agency (EPA), FHWA, and SHA guidelines. CO impacts are analyzed as the accepted indicator of vehicle-generated air pollution. The CO microscale analysis indicates that overall air quality in the project area will improve as a result of SHA's Selected Alternative. Under the No-Build Alternative, the increased vehicle volume forecasted for the project area in the future would overburden the existing roadway configurations extending queue lengths from signalized intersections. The Selected Alternative would add lane capacity for the additional vehicles and improve the signal timing for the new configuration. This will result in more efficient vehicle movement at intersections and reduce the overall queue length of idling

vehicles waiting to make left turns. The improved movements, shorter queue lengths and more efficient timing of signals will ultimately improve the CO emissions at signalized intersections with the Selected Alternative.

b. 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. SHA has addressed this possibility by establishing “Standard Specifications for Construction and Materials” which specifies procedures to be followed by contractors involved in site work.

The Maryland Air and Radiations 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”. It found the specifications to be consistent with the requirements of these regulations. Therefore, during the construction period, all appropriate measures (Code of Maryland Regulations 26.11.03D) would be incorporated to minimize the impact of the proposed transportation improvements on the air quality of the study area.

c. Receptor Site Locations

Fifty-nine air quality receptors were selected to represent air quality sensitive locations within the study area. Five hotspot intersection locations were selected for a detailed CO analysis. The five intersections consisted of 50 air quality receptors. The hotspot intersections are:

- MD 650/Powder Mill Road
- MD 650/Schindler Drive/Mahan Drive
- MD 650/Michelson Road
- MD 650/Lockwood Drive
- MD 650/US 29 Interchange

The remaining nine receptors were placed at sensitive receptor locations such as near sidewalks, residential dwellings, schools, churches or parks. For detailed receptor locations, please refer to the *MD 650 (from I-495 to US 29) Intersection Improvements, Air Quality Technical Analysis Report*.

d. Results of the Microscale Analysis

The results of the predicted CO concentrations for both the No-Build and Build Alternative for the build (2007) and design (2025) years are described in detail below. For additional technical information regarding the CO microscale analysis, refer to the *MD 650 (from I-495 to US 29) Intersection Improvements, Air Quality Technical Analysis Report*. Receptor CO concentrations for the 2025 No-Build Alternative exceeded the State and National Ambient Air Quality Standards (S/NAAQS) for the 1-hour (35.0 ppm) and 8-hour (9.0 ppm) analyses. No receptor CO concentration exceeded the 1-hour S/NAAQS standard (35.0 ppm) or the 8-hour standard (9.0 ppm) for the 2007 No-Build and 2007 Build Alternatives. No CO concentrations exceeded the S/NAAQS for the 2025 Build Alternative.

The CO concentrations for the 2007 Build Alternative were generally higher than that of the 2007 No-Build Alternative. The higher CO concentrations in the 2007 Build Alternative may be due to greater predicted traffic volumes occurring in the project study area. Relative comparison of the 2025 No-Build Alternative versus the 2025 Build Alternative identified that CO concentrations for the No-Build Alternative were generally higher than the Build Alternative. This was likely due to the constrained capacity of the roadway to handle forecasted traffic for the year 2025. Both the 2025 No-Build Alternative and the 2025 Build Alternative experienced elevated concentrations of CO at the intersections of MD 650 with Powder Mill Road, Michelson Road and Lockwood Drive. This was expected due to vehicle idle emissions in queue at the signalized intersections. The only violations of the S/NAAQS occurred at the intersection of MD 650 and Powder Mill Road. The 2025 No-Build Alternative analysis predicted that Receptors 5, 9 and 10 exceed the eight-hour standard (9.0 ppm), while Receptors 11 and 12 exceed the 1-hour standard (35.0 ppm). These elevated levels in the 2025 No-Build Alternative may be explained because of the increased traffic volumes and the longer queue lengths at the MD 650/Powder Mill Road intersection. However, the 2025 No-Build Alternative was not designed to function properly with increased predicted traffic volumes.

Receptor 5 was located on the northeast corner of the MD 650/Powder Mill Road intersection. This receptor CO concentration of 9.2 ppm exceeded the 8-hour S/NAAQS criteria of 9.0 ppm in the 2025 No-Build Alternative. The 2025 No-Build Alternative did not contain additional lane assignments for the additional traffic volumes predicted for the 2025 model year. The additional traffic volumes and longer queue lengths predicted for westbound Powder Mill Road in the 2025 model year resulted in 8-hour CO violations.

Receptors 9 through 12 were located at the northwest corner of the MD 650/Powder Mill Road intersection (Figure 7). The model predicted that Receptors 9 (11.7 ppm) and 10 (9.9 ppm) would have CO concentrations that exceeded the 8-hour S/NAAQS criteria for the 2025 No-Build Alternative. Receptors 11 (37.7 ppm) and 12 (37.2 ppm) exceeded the 1-hour standard of 35 ppm for the 2025 No-Build Alternative. The violations occurred in the 2025 morning rush hour model. The 2025 No-Build Alternative was not designed to accommodate the increase in predicted traffic for the 2025 analysis year. The predicted traffic volume moving southbound in the morning rush hour was 5,595 vehicles on the existing three through lanes and one left turn lane. It was expected that CO violations existed in the 2025 No-Build Alternative.

e. Conformity with Regional Air Quality Planning

This project is located in Montgomery County, Maryland. The County is not designated as a non-attainment area for CO or particulate matter (PM₁₀), but is designated as a non-attainment area for ozone (O₃). The MD 650 improvement is identified in the 2001 – 2006 Transportation Improvement Plan (TIP) and the Year 2000 Constrained Long Range Plan (CLRP). The MD 650 project is categorized in the CLRP’s Projects under Major Study as a component of the East West Link Improvements. The projects included in the TIP and CLRP are consistent with the air quality budgets set forth in the State Implementation Plan (SIP) Phase II Attainment Plan. The Phase II Plan has been prepared by the Metropolitan Washington Air Quality Committee to comply with the Clean Air Act Amendments of 1990 and with an EPA memorandum dated March 2, 1995 on the phased attainment demonstration process. Because the project was considered in the region’s CLRP as a study, it may be subject to a future conformity determination once its design has been completed. Meeting conformity requirements in future years may require the implementation of additional transportation control measures that reduce vehicle miles traveled. Employer based TCMs in the study area include the services provided through the “Commuter Connections”

program. "Commuter Connections", a service provided through the Metropolitan Council of Governments, assists commuters in finding a commute alternative to the single occupant vehicle (SOV) trip. Their services include ride-matching assistance to help employees in locating potential carpool/vanpool matches and guaranteed ride home programs. Additional TCMs that reduce the need for SOV trips that are in use at the current FDA facility includes parking space incentives for carpool/vanpool users and flexible work hour programs. Bus service between the FDA site and the Silver Spring Metrorail Station is also available providing an alternative to SOV trips. Since the FDA is a federal government agency, GSA has agreed to implement these types of TCMs to reduce emissions (1997 FEIS). Please refer to III.C. Project History for a description of transportation management strategies, such as transit usage and carpooling.

8. Hazardous Materials

a. Initial Site Assessment (ISA)

The study area was inspected on November 14, 2001. For the purposes of this hazardous waste ISA, general site characteristics were examined. The site inspection focused on the following areas of concern:

- Underground Storage Tank (USTs)/Aboveground Storage Tank (ASTs)
- Storage, handling and disposal of hazardous substances
- Waste disposal areas
- Stained soils, gravel or pavement
- Electrical transformers
- Odors
- Collection ponds
- Stressed vegetation
- Discolored water/seeps/discharges
- Other potential areas of concern

b. File Review and Agency Coordination

The Montgomery County Department of Environmental Protection and MDE were contacted to obtain information on properties within the study area. According to the Montgomery County Department of Environmental Protection, no records were found in their database indicating any environmental problems investigated by their office. A file review with MDE was also conducted. MDE had several files for sites identified within the study area. The results of the MDE file review regarding tank removal, corrective actions and site monitoring were considered in the assessment of environmental contamination potential.

c. Site Inspection

A total of 39 sites with potential environmental concerns were identified in the study area during the ISA investigation. The following sites were included in the inspection:

- Active gasoline stations
- Former gasoline stations
- Vehicle repair shops
- Dry cleaners
- Facilities with USTs
- Businesses with large or small quantity hazardous waste generator permits

Many of these properties were included because of the materials handled on site and the nature of activities conducted, not because of a verified presence of soil and/or groundwater contamination.

d. Conclusions and Recommendations

SHA guidelines for performing an ISA and the ASTM E 1527-00 *Standard Practice for Environmental Site Assessment: Phase I Environmental Site Assessment Process* were followed.

The database search documented a number of sites where USTs have been removed or are permanently out of service. The Code of Maryland Regulations (COMAR 26.10.10.02, Code of Maryland Regulations is a Maryland state regulation which regulates waste material. Title 26 - Department of the Environment, Subtitle 10 - Oil Pollution and Tank Management, Chapter 10 - Out-of-Service UST Systems and Closure, Section 2 - Permanent Closure and Changes-In-Services) requires that USTs be removed from the ground or, with MDE approval, filled with an inert material. Before a UST site is closed, the owner must determine if a release occurred. If evidence of a release exists, the owners must begin corrective action according to COMAR 26.10.03 (Title 26, Department of the Environment, Subtitle 10 - Oil Pollution and Tank Management, Chapter 3 - UST Systems: Design, Construction, Installation and Notification).

Should a property with underground storage tanks be impacted by the project, the USTs would need to be removed in accordance with all applicable local and state regulations (COMAR 26.10.10.02). Although some gasoline stations will be impacted by a slight expansion of ROW, no underground

storage tanks will be affected. The US NSWC is listed as a site with high potential for Hazardous Waste. However the ROW expansion occurs entirely on the White Oak Golf Course. The history of the White Oak Golf Course does not indicate a presence of hazardous materials or waste disposal. Therefore, no sites within the project area are anticipated to pose a threat to construction activities or ROW expansion.

G. Secondary and Cumulative Effects Analysis

A Secondary and Cumulative Effects Analysis (SCEA) was performed in compliance with the NEPA and Council on Environmental Quality (CEQ) regulations that require the secondary and cumulative effects on the project be examined (40 CFR 1508.25 (c)).

1. Scoping

a. Resources

Resources considered in the SCEA are those that are directly impacted by the project alternatives and those resources impacted from any secondary development that would be the result of the project's action. Coordination initiated with the M-NCPPC concluded that no secondary development is contingent upon implementation of SHA's Selected Alternative. Other sources that were referenced regarding secondary development included the 1997 White Oak Master Plan and the 1997 USDA FEIS. An environmental inventory identified three resources that are impacted by the project alternatives. The resources considered in the SCEA and how they will be analyzed is presented in *Table 5*.

Table 5
SCEA Resources

Resource	Analysis Methodology
Waters of the US	Evaluate published trends of watersheds to estimate past impacts to Waters of the US. Trends analysis will be supported with population and employment data for the future time frames to show the effect that growth pressures have on this resource.
Recreational Facilities	Inventory recreational facilities, parklands and schools from Environmental Systems Research Institute (ESRI) data, ADC maps and the Parks, Recreation and Open Space Plan (PROS Plan). Overlay future land use in relation to existing recreational facilities to identify impacts. Support overlay analysis with population and employment data to show the effect that growth pressures have on this type of resource.
Historic	Inventory National Register and/or Maryland Inventory sites within the SCEA boundary. Overlay future land use in relation to existing historic properties to identify impacts. Support overlay analysis with population and employment data to show the effect that growth pressures have on this resource.

b. Boundary

The establishment of the SCEA boundary is a synthesis of all sub-boundaries into one overall SCEA boundary and considered available data for all the sub-boundaries relevant to the proposed action. The sub-boundaries considered in establishing the SCEA boundary are listed below.

- Direct Impacts
- Area of Traffic Influence
- Subwatersheds
- Census Tracts
- County Planning Area
- Sewer and Water Service

Figure 8 shows the SCEA boundary in relation to the Area of Traffic Influence, Subwatershed, Census Tracts and Traffic Analysis Zones (TAZs) sub-boundaries into the overall SCEA geographical boundary. All sub-boundaries were considered in establishing the SCEA boundary but only those sub-boundaries influencing the shape of the SCEA boundary are shown on *Figure 8*.

c. Time Frame

1. Past Time Frame

Data collected to determine the past time frame include events with historic consequence to the development of the SCEA study area. The following events/policy decisions were considered when determining the past time frame, however the past time frame was not significantly influenced by these events/policies:

- 1954-64 Opening/Expansions of I-495
- 1964 General Plan (Wedges and Corridors)
- 1981 Eastern Montgomery County Master Plan

1980 was selected as the past time frame limit. A sewer moratorium for eastern Montgomery County was lifted in 1980. The result helped initiate rapid development of the US 29 corridor in Montgomery and Howard Counties. The selection of 1980 as the past time frame limit is substantiated by trends that show the SCEA study area decreasing in population by 37 percent from 1970 to 1980 and increasing in population by 50 percent in the period from 1980 to 1990 (*Figure 9*).

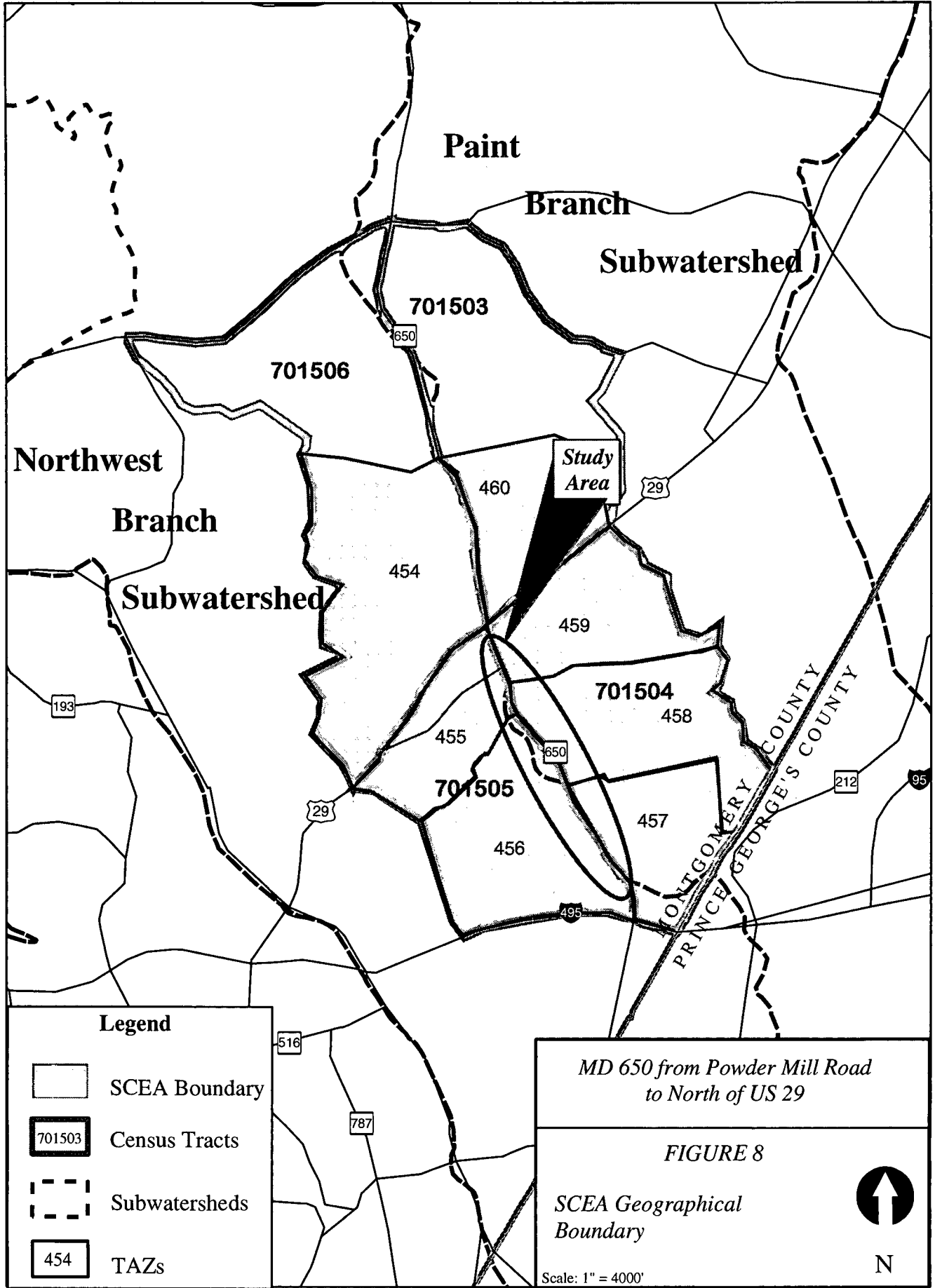
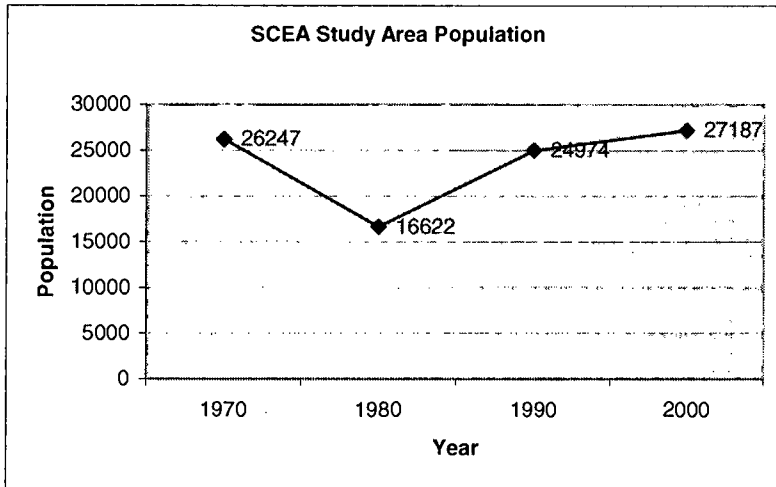


Figure 9

SCEA Study Area Population Change



2. Future Time Frame

The year 2007 is proposed as the SCEA’s future time frame limit. 2007 is the design year of the project and represents the timeframe in which travel forecasting land use assumptions were conducted for the project.

2. Analysis

a. Land Use Scenarios

1. Past

The primary data source available for establishing land use in the 1980 time period is the Montgomery County *Eastern Montgomery County Planning Area Master Plan*. This Master Plan identifies land use, zoning, transportation and public facilities for the year 1979.

There are seven land use classifications that that make-up the Master Plan including:

- Single Family
- Apartments
- Commercial and Office
- Industrial
- Public Parkland
- Public and Semi-Public
- Agricultural, Woodland, Vacant

The SCEA boundary consists of six land use classifications with Public Parkland (39%) and Agricultural/Vacant land (22%) making up the majority of land use.

2. Present

The present land use scenario established for the SCEA is based on the 1997 White Oak Master Plan. The SCEA boundary consists of seven land use classifications with Single Family Residential (50%) making up the majority.

The present land use scenario was updated based on proposed development (one to five years beyond present year), as defined in the 1997 White Oak Master Plan. According to the Master Plan, the Milestone Drive Properties, located at the intersection of US 29 and MD 650, was the only undeveloped area within the SCEA Boundary. Since publication of the 1997 White Oak Master Plan, the property has been developed into a mixed residential community. This site consists of 37 developable acres and is appropriate for single-family detached units and single-family attached units. Two transportation projects, intersection improvements at MD 650/Lockwood Drive and US 29/Stewart Lane, have been completed in the present timeframe but do not alter the underlying land use of the SCEA boundary. The proposed land development for this area is consistent with the base land use scenario established in the Master Plan.

3. Future

According to the 1997 White Oak Master Plan, commercial and transit development planned for the study area is consistent with present land use. The Master Plan supports and reinforces the existing land use patterns of the 1997 White Oak Master Plan communities and encourages development in the commercial centers that will strengthen their function and sense of place.

The future land use scenario was established by overlaying parcels of land recommended for rezoning or development in the 1997 White Oak Master Plan, with the present land use scenario. Each of the land parcels greater than ten acres overlaid on the present land use scenario is summarized in Table 6 and shown on Figure 10. No major transportation projects are planned for the future timeframe (beyond the year 2007).

Table 6
Future Land Development

Property	Property Size	Existing Land Use	Proposed Development	Zoning
Hillandale Commercial Center	31.4 Acres	Commercial	Require Properties to provide a "Main Street" Development	Maintain Commercial Zoning
Burnt Mills Commercial Center	17.6 Acres	Commercial	Redevelopment of Manor Care International	Rezone 5.88 acres of C-2 (General Commercial) to C-4 (Limited Commercial).

The future land use in the SCEA geographical boundary for the year 2007 will remain similar to the existing scenario. Development of land parcels described above may alter the appearance of small isolated land areas, but are unlikely to change the overall land use from its current condition.

b. SCEA Resources

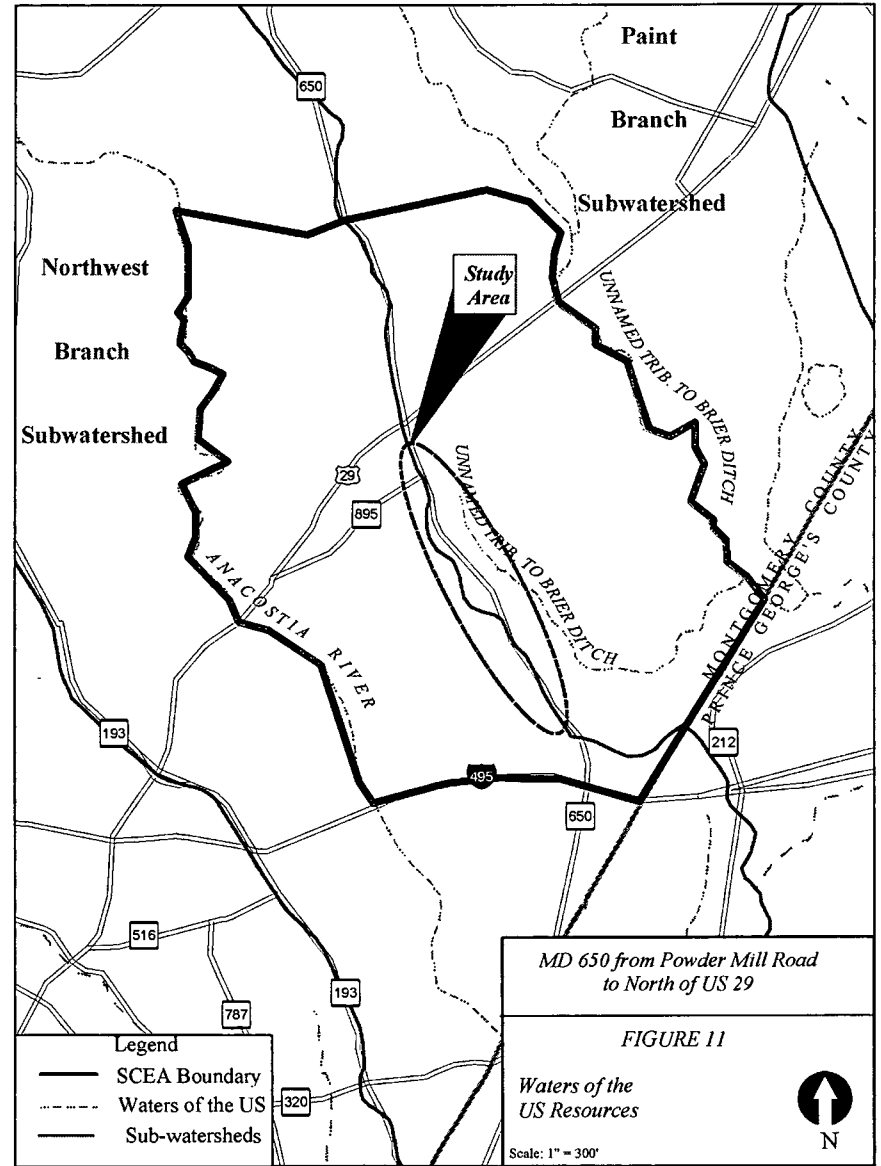
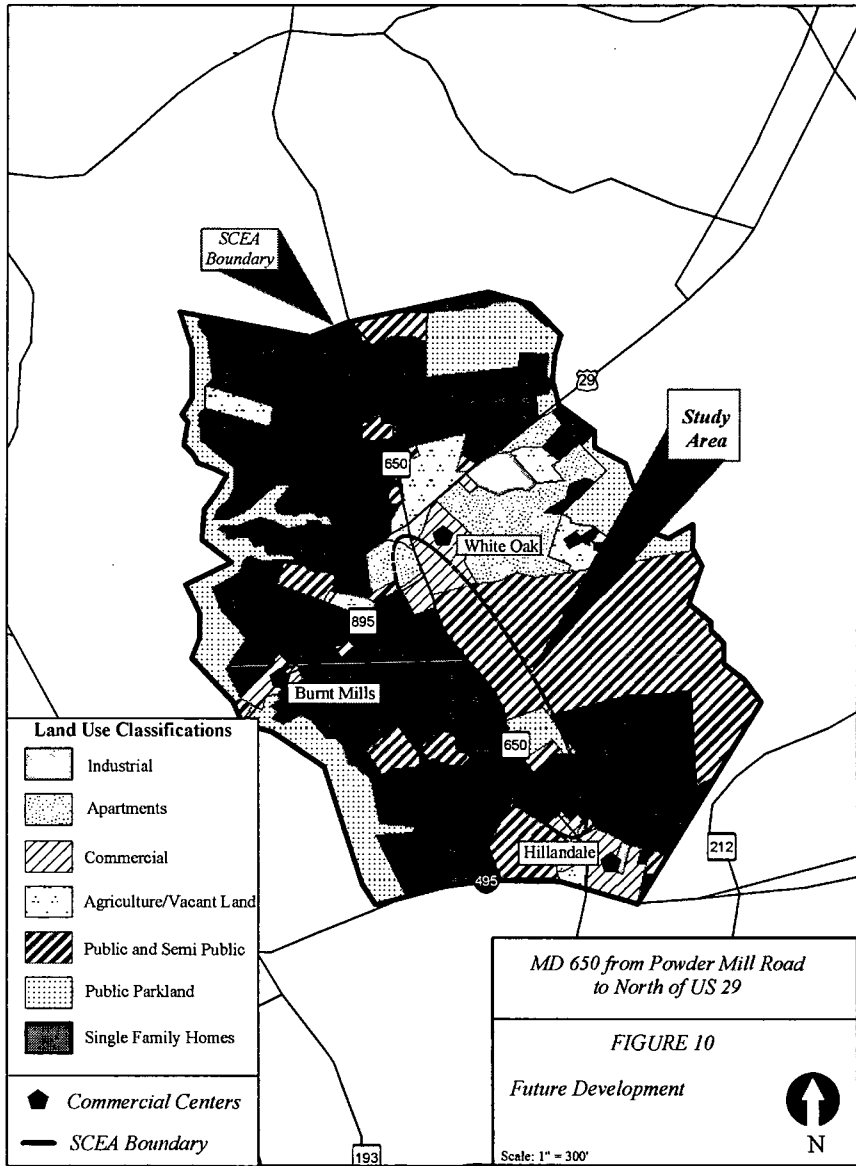
1. Waters of the US (WUS)

Impacts to WUS examined trends in watershed quality for the Middle Potomac River Basin and Anacostia River Watersheds. The SCEA boundary is contained in both watersheds. The Anacostia River and two unnamed tributaries are contained within the SCEA boundary (*Figure 11*).

a. Past

According to the Maryland DNR Watershed Profile for the Anacostia River Watershed, past and current stresses to surface water quality in the SCEA area include agricultural runoff, stormwater runoff and sedimentation/siltation due to development.

Data obtained from the Middle Potomac Watershed Status and Trends Report indicates that there is a general improvement in water quality in the Middle Potomac River Basin resulting from the overall decreasing trend in phosphorus concentrations from 1985 to 2000. The nitrogen levels have shown no trend over this same time frame. The status for dissolved oxygen content has been good.



The Potomac Washington Metro Basin Environmental Assessment of Stream Conditions report indicated that both fish habitat and benthos indicate substantial problems with stream resources in the basin. These problems are a direct result of urbanization within the watershed. The basin has the highest percentage of urban land use (45 percent or 192 square miles) of all 18 major river basins in the State of Maryland.

b. Future

SHA's Selected Alternative would increase impervious areas by approximately 5.1 acres. SHA is constructing two SWM facilities to treat the additional impervious surfaces required under the Selected Alternative. According to GSA's 1997 FEIS, the proposed FDA facility consolidation will increase impervious area by approximately 29 acres on the main FDA site and 17 acres on the remote parking area. Impervious areas increase the amount of runoff that is discharged into receiving streams. Cumulative impacts from the FDA site and the Selected Alternative include increased levels of sedimentation, pollutants and thermal loading in the receiving streams. Impacts from these increases in impervious areas would be mitigated through the use of BMP's during and after construction. Refer to GSA's 1997 FEIS regarding detailed proposed SWM on the FDA site.

Trends analysis (other than the Selected Alternative and FDA's consolidation project) shows that development pressures continue to add stress to WUS habitat inside the SCEA geographical boundary. According to the M-NCPPC forecasts, future population is expected to increase ten percent between the years 2000 and 2010 for Montgomery County and seven percent for the State of Maryland.

Overlay analysis shows that one of the vacant land parcels will occur in areas of WUS. The Dow Jones parcel (15.76 acres), located on US 29, currently contains a small Technology and Business Park covering a portion of the lot. The remainder of the parcel is vacant. Future development of this parcel will transform the vacant portion of the parcel to residential use. However, in order to provide protection of the existing stream valley, the plan recommends that a 50-foot buffer be retained on the property to ensure compatibility with future residential development. The 1997 *White Oak Master Plan* identifies the need to protect and enhance the natural resources in order to



sustain a stable and healthy biological environment. To minimize further degradation of WUS a number of laws and regulations are applicable to preserving this land in the future timeframe. They include:

- Clean Water Act, Section 404
- Clean Water Act, Section 401 (Water Quality Certification)
- Maryland Waterway Construction Statute (COMAR) 26.17.04
- Maryland Planning Act, 1992

2. Historic Resources

Evaluation of historic resources included overlaying National Register of Historic Places (NRHP) and Maryland Inventory of Historic Properties with the future land use scenario. One National Register Property (Rachel Carson House) and 11 properties (including Rachel Carson House) listed in the Maryland Inventory of Historic Properties are contained within the SCEA geographical boundary. These properties are shown on *Figure 12*.

a. Past

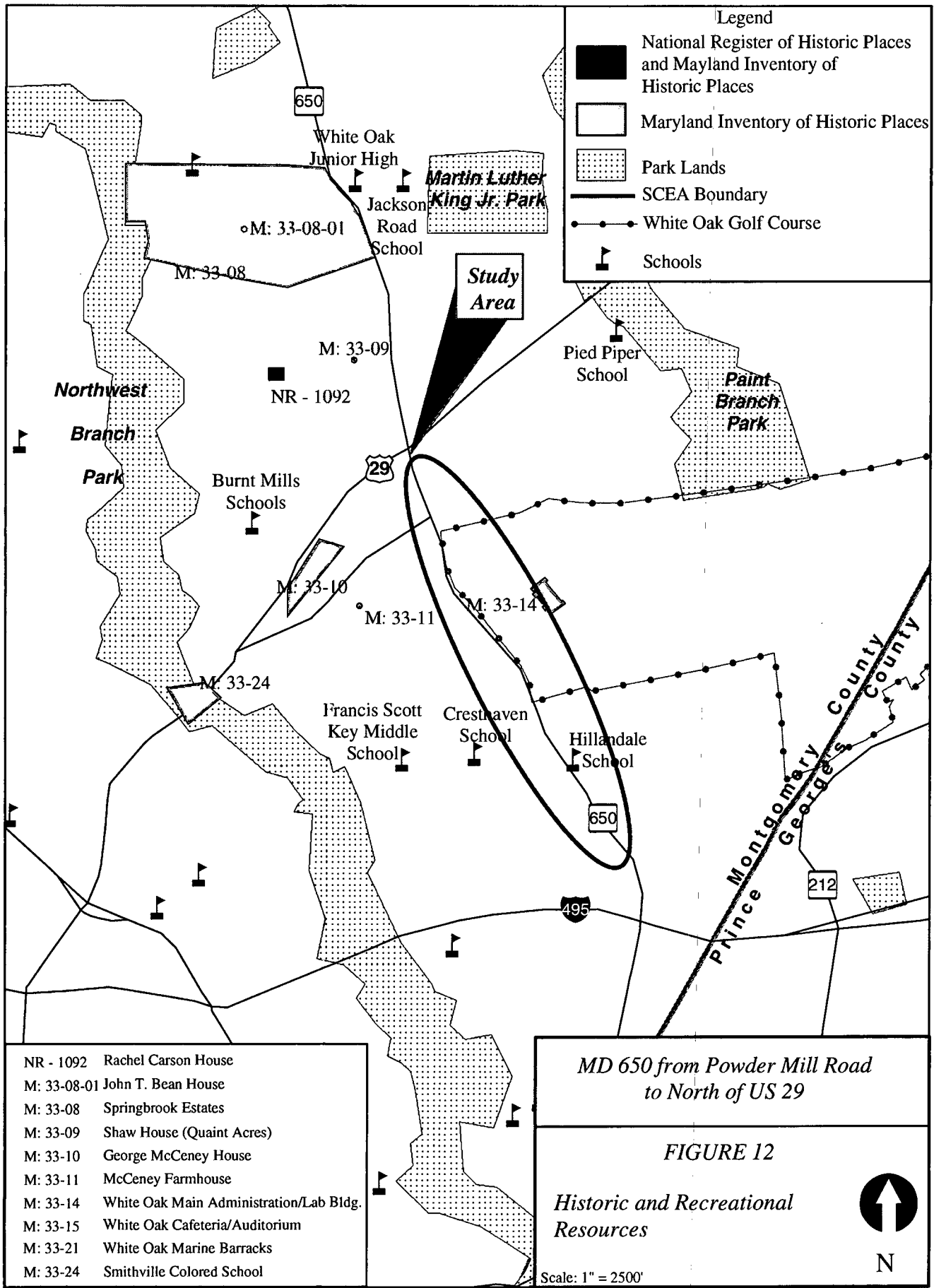
Records show that trends in the elimination or protection of historic sites in the past time frame are not readily available. For these reasons, a past to present trend was not conducted for these resources.

b. Future

Future assessment of historic properties included overlaying future development on the locations of existing known historic properties. Overlay analysis indicated that no NRHP or Maryland Inventory of Historic Properties listings would be affected by future development in the study area.

3. Recreational Facilities

Data sources from the PROS Plan, ESRI Institution data set and the Montgomery County ADC map identified eleven recreational facilities contained in the SCEA boundary (*Figure 10*).



a. Past

Records show that trends in the elimination or protection of recreational facilities in the past timeframe are not readily available. Because of this, a past to present trend was not conducted for these resources.

b. Future

Future assessment of recreation facilities included overlaying future development on the locations of existing known recreational facilities. Overlay analysis determined no recreational facilities would be affected by future development.

4. Conclusions

a. Waters of the US

Waters of the US in the past to present time frame have experienced cumulative effects due to rapid residential and employment growth between 1980 and 2000. The rapid development has contributed to the loss of parkland and agricultural/vacant land inside the SCEA boundary. Despite the occurrence of cumulative effects to WUS, the style of growth that did occur is consistent with the goals set forth by the *Eastern Montgomery County Master Plan*.

The development in the past time frame occurred in a corridor designated for residential and commercial growth in the 1969 General Plan. The 1969 General Plan is an updated version of the 1964 plan. This is based on the concept of Wedges and Corridors and is a general plan for the Maryland-Washington regional district for Montgomery and Prince George's Counties.

No cumulative effects to WUS are expected to occur in the SCEA geographical boundary for the future time frame. Environmental and conservation programs/laws previously listed in *Section III.G.2.b.1.b.* will minimize impacts from future development.

b. Historic Resources

Construction of the proposed new FDA headquarters will involve the demolition of nearly all of the "100 Area" buildings within an area of approximately 130 acres on the western portion of the site. Only Building 100, a Non-Contributing resource, and part of the Main Administration Building's

facade (Building 1) will be retained within this area. As a result of the construction of the Remote Parking Facility on a 40 acre parcel near the center of the site, approximately 46 contributing historic district resources were demolished within "100 Area".

SHA's Selected Alternative will have a direct permanent impact of 7.48 acres, 0.48 acres of perpetual easement and 1.89 acres of temporary impact to the White Oak Golf Course, part of the NOL Historic District. SHA's proposed project does not require demolition of any buildings. SHA determined that the impacts would have no adverse effect on the NOL Historic District and the SHPO concurred with this determination on January 14, 2002. Therefore, SHA's project will have no additional cumulative effects to historic resources.

Cumulative effects are not expected to occur in the future time frame due to national and county preservation regulations that protect historic resources. These regulations and preservation programs include the Master Plan for Montgomery County Historic Preservation, the Historic Preservation Ordinance, Chapter 24A of the Montgomery County Code and Section 4(f) of the U.S. Department of Transportation Act of 1966. Future development and transportation projects do not impact any of the historic resources, including the NOL Historic District, identified in the SCEA Boundary.

c. Recreational Facilities

No cumulative effects to recreational facilities are expected to occur in the future time frame. Potential impacts to recreation facilities due to population and employment growth would be minimized by local and national laws designed to protect public facilities used for recreation including 49 U.S.C. Section 303 and FHWA Regulation – 23 CFR 771.135.

IV. FINAL SECTION 4(f) EVALUATION

A. Introduction

Section 4(f) of the U.S. Department of Transportation Act of 1966 (49 USC 303 (c)) permits the use of land from a significant publicly-owned public park or recreation area, wildlife refuge or historic site (as determined by the officials having jurisdiction over the park, recreation area, refuge or site) only if there are no feasible and prudent alternatives to using that land. The action must also include all possible planning to minimize harm to the protected property resulting from this use.

The requirements of Section 4(f) apply to this project because SHA's Selected Alternative would require use of land from the White Oak Golf Course. The White Oak Golf Course is a contributing element of the Naval Ordnance Laboratory (NOL) Historic District and is classified as a publicly-owned public recreational land. The White Oak Golf Course is situated in the extreme western portion of GSA's property, immediately adjacent to MD 650. The Selected Alternative would impact the golf course by widening MD 650 to the east, encroaching within the golf course boundary. The proposed MD 650 improvements are necessary to accommodate additional highway traffic and capacity needs associated with future anticipated development in the area. FDA's consolidation will substantially contribute to the volume of traffic flow in this area. Therefore, impacts to this Section 4(f) resource are necessary to provide adequate transportation improvements to support the traffic needs associated with FDA's consolidation and other future projected new development that would add traffic to the MD 650 corridor.

B. Proposed Action

The purpose of this project is to improve traffic operations for vehicles using MD 650 at Powder Mill Road and from Chalmers Road to north of US 29. The proposed action involves the widening of MD 650 from approximately Acres Drive to Chalmers Drive (*Figure 4*). The proposed typical section would include four through-lanes in the northbound direction and three through lanes in the southbound direction. The typical section would also include a median of variable width that would range from 16 to 40 feet. Widening will also occur on Powder Mill Road, Mahan Road and Lockwood Drive. The proposed scope of work includes the installation of two SWM ponds, an access road, inlets and outfalls, landscaping, milling and resurfacing existing pavement and construction of medians, curbs and gutters, bikeways and sidewalks. The project also includes the

relocation of Michelson Road (to be constructed by others) to a new location across from Northwest Drive, the relocation and reconstruction of the US 29 southbound ramp and the widening of the US 29 northbound ramp. Refer to *Chapters I and III* for more detail on SHA's Selected Alternative.

C. Description of Section 4(f) Resources

The White Oak Golf Course (Photos 1 and 2) is located on the east side of MD 650. In 1995, the closure of the former Naval Service Warfare Center (NSWC) on New Hampshire Avenue was announced as part of the Defense Base Closure and Realignment Act of 1990. The White Oak Federal Center, comprising 730 acres, includes a nine-hole golf course that served as a buffer area to the former naval activities. The golf course was developed by an employee group in the 1950s and was operated and maintained by the group for the exclusive use of their members. The employee group relinquished their control of the course effective January 1, 1997.



Photo 1: White Oak Golf Course



Photo 2: White Oak Golf Course from MD 650

The Department of the Navy granted the M-NCPPC a temporary license to operate the golf course, and the course was opened to the public in July, 1997. The license was to continue following transfer of the administrative jurisdiction of the NSWC from the Navy to the GSA, on October 18, 1997 and remained in place until the M-NCPPC and GSA entered into a service contract for the golf course. The term of the service contract expired on October 31, 2000. The M-NCPPC is currently negotiating with the GSA to continue operating the course during the planning process of long-term improvements to the course.

A Navy employee group developed the golf course in the 1950s, with no Navy-appointed funds used for its construction and maintenance. Initially, membership was restricted to military and civilian employees of NOL. For community relations, membership was opened to residents in the surrounding communities by the 1960s. The Navy relinquished its control of the course effective January 1, 1997.

D. Impacts on Section 4(f) Resources

SHA's Selected Alternative would impact the White Oak Golf Course/NOL Historic District by widening MD 650 to the east, encroaching within the western perimeter of the property. Impacts to this Section 4(f) resource are necessary to provide adequate transportation improvements to support the traffic needs associated with FDA's consolidation and other future projected new development in the area. These impacts would occur as a result of the proposed widening of MD 650 for an additional northbound through lane along MD 650 and the turn lane from northbound MD 650 to Mahan Drive and the proposed turning movements to/from Relocated Michelson Road. Additional property impacts would occur for the proposed relocated Michelson Road (to be constructed by others). Relocated Michelson Road is proposed south of its current location. The Relocated Michelson Road would shift the existing Michelson Road/MD 650 intersection approximately 550 feet south, across from Northwest Drive.

Impacts to the Section 4(f) resource will also occur as a result of two proposed SWM facilities within the White Oak Golf Course property/NOL Historic District. SHA determined that the SWM ponds are the most feasible alternative for managing stormwater runoff as opposed to the alternative of excavating portions of MD 650 for placement of stormwater drainage pipes parallel to northbound MD 650. One of the SWM facilities would be located on the southern portion of the golf course and would be approximately 1.59 acres in size. An additional facility would be located on the northern section of the property, north of the proposed Relocated Michelson Road and would be approximately 1.24 acres in size. Both permanent and temporary impacts to the golf course would occur as a result of the proposed roadway improvements and SWM facilities.

Such impacts constitute a Section 4(f) "use" as defined in 23 CFR 771.135 (Section 4(f)) (49 U.S.C. 303). SHA requested a no adverse effect determination for this project from the State Historic

Preservation Officer (SHPO). The SHPO concurred with SHA's no adverse effect determination (January 14, 2002). Please refer to *Chapter VI, Other Agency Correspondence*.

SHA's Selected Alternative would require 7.48 acres of permanent ROW and 1.89 acres of temporary easement from the golf course property. In addition, 0.48 acres of perpetual easement will be required for maintenance and access to two proposed outfall pipes. Section 4(f) impacts will result not only from the roadway widening, but also from the installation of two SWM ponds.

Table 7
Summary of Impacts to the White Oak Golf Course

Alternative	Impacts to White Oak Golf Course		
	Proposed ROW	Perpetual Easement	Temporary Easement
Selected Alternative	7.48 acres	0.48 acres	1.89 acres

The outfall pipes would extend from each of the SWM facilities, drain east through the golf course property and outfall into a small waterway also located on the golf course property (*Figure 4*). A perpetual easement is necessary at these two locations to allow SHA to maintain these outfall pipes.

The proposed improvements would require 1.89 acres of temporary easement from the golf course property. Types of temporary impacts necessary for construction of the project include areas needed to temporarily install erosion and sediment control measures during construction (removed immediately after construction) and areas needed for construction access to allow equipment on site to construct the roadway, embankments and SWM facilities. In general, temporary impacts extend approximately 15 feet beyond SHA's proposed ROW and will not result in modification to existing terrain. These temporary impacts require SHA to obtain temporary use concurrence from agencies with jurisdiction over the Section 4(f) property. The FHWA has determined that the requirements of Section 4(f) do not apply to the temporary use of a publicly-owned public recreational area when officials with jurisdiction over the resource indicate their agreements with the five criteria outlined below. As part of this project, SHA formally requested concurrence from GSA, M-NCPPC and MHT with the Section 4(f) criteria of temporary use of the golf course since these agencies have jurisdiction over the Section 4(f) property.

MD 650 from Powder Mill Road to North of US 29

All of these agencies (M-NCPPC, MHT, and GSA) concurred that the requirements of Section 4(f) would not apply in this instance to 1.89 acre of temporary easement based on the following criteria:

- *The duration of the use will be temporary and less than the time needed for construction of the project.*

The temporary use of the NOL golf course for grading will be completed prior to the final completion of the MD 650 improvements.

- *The ownership of the property will not change or result in the retention of long term or indefinite interests in the land for transportation purposes.*

The ownership of the NOL golf course outside of existing and proposed SHA ROW will remain with GSA, leased by the M-NCPPC, and will continue to be maintained by M-NCPPC.

- *The scope of the work will be minor, in which the nature and magnitude of the changes to the resource will be minimal.*

Temporary use of the NOL golf course property will be required due to grading within the vicinity of the proposed SWM facilities, bike paths, sidewalks, and access roads. This will require approximately 1.89 acres of temporary easement from GSA within the NOL Historic District.

- *There will be no anticipated permanent adverse physical impacts, nor will there be interference with the activities or purposes of the resource, on either a temporary or permanent basis.*

The temporary grading will not adversely impact the front area that was created to provide a physical and natural buffer that preserves the visual character of the main complex. Overall, it is anticipated that there will be no interference with the activities or purposes of the NOL golf course, on either a temporary or permanent basis.

- *The land being used will be fully restored, in that the resource will be returned to a condition, which is at least as good as that at which existed prior to the project.*

The areas where temporary use is proposed will be restored to an acceptable condition upon completion of grading. Mature trees will be avoided to the extent possible. If any mature trees require removal, they will be properly mitigated with re-planting of the appropriate tree species by SHA upon approval by GSA and M-NCPPC.

E. Avoidance and Minimization Alternatives

In addition to the No-Build Alternative, three other avoidance or minimization alternatives were developed to avoid impacting the White Oak Golf Course at White Oak NOL Historic District. SHA's Selected Alternative is considered a minimization alternative. Its design was modified extensively since the preliminary alternative (*Section III.E.1 and Figure 3*) to minimize Section 4(f) impacts.

1. Minimization Alternative

Selected Alternative

The detailed design of SHA's Selected Alternative is included on Figure 4. The following minimization design techniques have been incorporated into the Selected Alternative:

- The design radii of Relocated Michelson Road were tightened to the maximum extent in order to reduce impacts to the golf course by 0.6 acre.
- The acceleration lane from Mahan Drive to northbound MD 650 was eliminated, thus reducing Section 4(f) impacts by 0.08 acre.
- The deceleration lane from the firehouse to Mahan Drive was shortened to minimum capacity, thus reducing Section 4(f) impacts by 0.05 acre.
- The proposed SWM facility south of Mahan Drive was shifted and modified in shape to minimize impacts and to blend with the redesign plans of the golf course.

2. Avoidance Alternatives

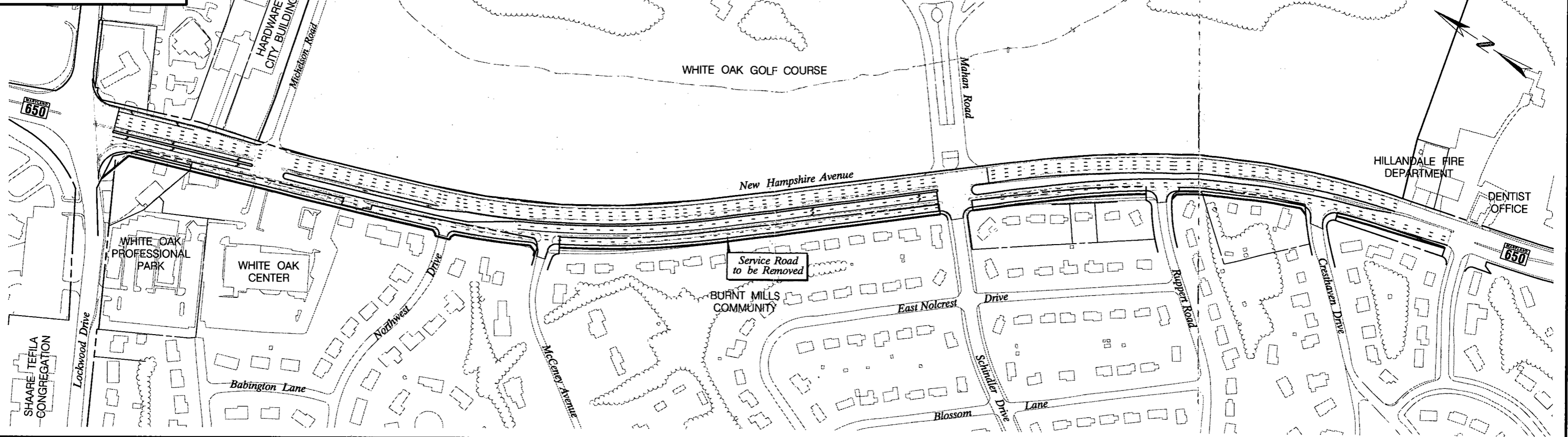
Alternative 1 (No-Build)

Alternative 1 would not provide any significant improvements to MD 650 from Powder Mill Road to north of US 29 and would therefore not impact the White Oak Golf Course. Alternative 1 is not considered feasible and prudent because it does not address the project's purpose and need.

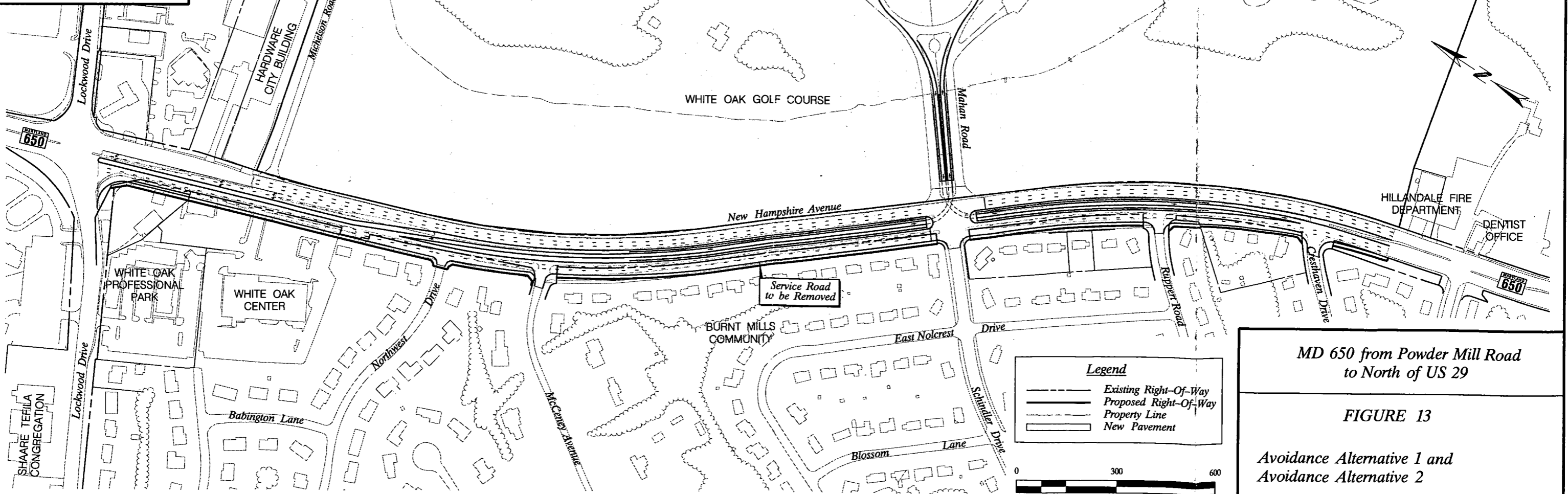
Avoidance Alternative 1

Avoidance Alternative 1 holds the existing eastern curb line of MD 650 to avoid direct impacts to the golf course. This alternative proposes widening MD 650 to the west, towards the community of Burnt Mills (*Figure 13*). This would require the elimination of the service road and the landscaped buffer area, along the west side of MD 650.

Avoidance Alternative 1

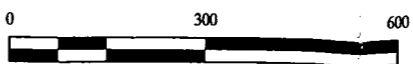


Avoidance Alternative 2



Legend

- Existing Right-Of-Way
- Proposed Right-Of-Way
- Property Line
- New Pavement



MD 650 from Powder Mill Road to North of US 29

FIGURE 13

Avoidance Alternative 1 and Avoidance Alternative 2

MD 650 from Powder Mill Road to North of US 29

This alternative would consist of four 12-foot northbound lanes, three 12-foot southbound lanes and an 18-foot grass median on MD 650. Where left turns are proposed, there would be a 6-foot monolithic median. The southbound lanes would continue to allow access to each of the side streets. Schindler Drive would be the sole point of access for left turns into the Burnt Mills Community. Turns would no longer be allowed from the northbound lanes on Northwest Drive, McCeney Avenue, Ruppert Road and Cresthaven Drive. Lockwood Drive would provide alternate access to the community. Table 8 summarizes the impacts associated with this avoidance alternative.

Table 8
Avoidance Alternative 1 Impacts

Impact Category	Avoidance Alternative 1 Impacts
Noise	Noise levels would remain approximately the same or slightly increase, due to the change in distance between the receiver and source. Sound barriers to mitigate traffic noise impacts would remain not feasible or reasonable due to access and sight distance issues for driveways and cross streets entering MD 650.
Air	Moving the roadway alignment closer to the Burnt Mills Community may result in a slight increase of CO concentrations for homes located along the existing service road.
Cost*	\$16,298,575
Landscaped Buffer	This Avoidance Alternative would require the elimination of the landscaped buffer area between the southbound lanes of MD 650 and the service road parallel to MD 650.
Service Road	This Avoidance Alternative would require the elimination of the service road.
Displacements <ul style="list-style-type: none"> Residential Commercial 	This Avoidance Alternative has the potential to impact four residences located along MD 650, between Ruppert Drive and Cresthaven Drive, and has the potential to displace two commercial properties located at the MD 650/Lockwood Drive intersection.
ROW Acquisition	Considerable ROW acquisitions would be required from adjacent residential and commercial properties. Additional ROW acquisition would also be required (beyond what is depicted in Figure 13) for bikeways and pathways.
Local Traffic	The introduction of a median on MD 650 and elimination of the service road would result in changes to local traffic patterns, as traffic from the Burnt Mills Community would only have access to/from northbound MD 650 via Schindler Drive. This may result in increased traffic levels on the local community street network.
Safety	The elimination of the service road would require residents to enter their driveways directly from MD 650, thus compromising safety.

* Cost Estimates are Based on Average Cost Per Mile Estimates for Roadway Construction, June 1996, and do not include ROW Acquisition Costs.

The MD 650/Mahan Road/Schindler Road intersection would serve as the primary access to and from the GSA property. A double left turn lane is proposed to accommodate the predicted heavy left turn movement from southbound MD 650 to Mahan Road during the morning peak hour. Existing Michelson Road would remain open. However, due to its proximity to the Lockwood Drive intersection, there would be minimal left turn storage on northbound and southbound

MD 650 from Powder Mill Road to North of US 29

MD 650. Therefore, Michelson Road would only be a minor point of access to and from the GSA property.

Avoidance Alternative 1 is not prudent and feasible because it would require several commercial displacements and substantial community impacts. The acquisition of 0.66 acre of new ROW along southbound MD 650 would affect four residential properties and four commercial properties. In addition, two commercial facilities along southbound MD 650 just south of Lockwood Drive would be displaced.

Avoidance Alternative 1 would result in community impacts at the Burnt Mills Community, including decreased traffic safety, decreased availability of parking and changes in access. This alternative would eliminate the landscaped buffer island and service road on the west side of MD 650 whereby creating unsafe conditions for residents and motorists by connecting driveways directly to proposed MD 650, which would have three lanes in the southbound direction and an anticipated speed limit of 35 miles per hour. The elimination of the service road would also result in hardship for many of the residents in this area because the service road currently provides parking. The residences along the service road currently have driveways, but many of those driveways are only large enough to accommodate one vehicle. The service road is needed for supplemental parking for those residents with more than one vehicle.

Avoidance Alternative 1 would also have a major impact on local traffic patterns because, along MD 650, it would limit left-turn access into and out of the Burnt Mills Community to only one location (Schindler Road). Residents along Schindler Road would be affected by the increase in traffic volumes along this roadway. The elimination of left-turn access from MD 650 could potentially cause more motorists to enter the community from Lockwood Drive and wind through side streets to reach their destination. This would result in greater traffic volumes on side streets within the community, which could contribute to a decline in the quality of life currently enjoyed by residents of the community.

To avoid the White Oak Golf Course/NOL Historic District, Avoidance Alternative 1 does not include the stormwater management facility that is proposed under SHA's Selected Alternative. Because the study area is already largely developed, there are no alternative locations available for

MD 650 from Powder Mill Road to North of US 29

this facility. The absence of the stormwater management pond would eliminate all of the benefits associated with the inclusion of this facility such as controlling pollution from runoff and controlling the rate at which runoff is discharged into the natural drainage system.

The cost of Avoidance Alternative 1 is estimated to be \$16,298,575, which is slightly less than the estimated cost of the Selected Alternative (not including ROW costs). It is likely that the inclusion of additional costs associated with ROW acquisition would result in an overall cost that exceeds that of the selected alternate.

Avoidance Alternative 2

Avoidance Alternative 2 also holds the existing eastern curb line of MD 650 to avoid direct impacts to the Section 4(f) property and consists of widening the facility towards the community of Burnt Mills (*Figure 13*). This would require the elimination of the service road and landscaped buffer area along the west side of MD 650.

This alternative would consist of three northbound and southbound lanes on MD 650 with a median of variable width. Mahan Road would serve as the primary access to and from the GSA property. Left turns to and from Mahan Road would be accommodated through underground ramps. Existing Michelson Road will remain open but would function as right in/right out only.

The southbound lanes would allow access to each of the side streets. Schindler Drive would be the sole point of access for left turns into the Burnt Mills Community. Left turns would no longer be allowed from the northbound lanes into Northwest Drive, McCeney Avenue, Ruppert Road, Cresthaven Drive or the White Oak Center. Double northbound turn lanes would also be provided at Lockwood Drive. As in Avoidance Alternate 1, Lockwood Drive would provide alternate access to the community. *Table 9* summarizes the impacts associated with this Avoidance Alternative.

Avoidance Alternative 2 is not prudent and feasible because it would require several commercial displacements, substantial community impacts and would be extremely expensive to construct. The acquisition of 0.66 acre of new ROW along southbound MD 650 would affect four residential and four commercial properties. In addition, two commercial facilities located along southbound MD 650, south of Lockwood Drive, would be displaced.

Table 9
Avoidance Alternative 2 Impacts

Impact Category	Avoidance Alternative 2 Impacts
Noise	Noise levels would remain approximately the same or slightly increase, due to the change in distance between the receiver and source. Sound barriers to mitigate traffic noise impacts would remain not feasible or reasonable due to access and sight distance issues for driveways and cross streets entering MD 650.
Air	CO concentrations may increase slightly for the homes located along the existing service road and there may be a potential increase in CO as a result of the underground ramps.
Cost*	\$24,807,732
Landscaped Buffer	This Avoidance Alternative would require the elimination of the landscaped buffer area between the southbound lanes of MD 650 and the service road parallel to MD 650.
Service Road	This Avoidance Alternative would require the elimination of the service road.
Displacements • Residential • Commercial	This Avoidance Alternative has the potential to impact four residences located along MD 650, between Ruppert Drive and Cresthaven Drive, and has the potential to displace two commercial properties located at the MD 650/Lockwood Drive intersection.
ROW Acquisition	Considerable ROW acquisitions would be required from adjacent residential and commercial properties. Additional ROW acquisition would also be required (beyond what is depicted in <i>Figure 13</i>) for bikeways and pathways.
Local Traffic	The introduction of a median on MD 650 and elimination of the service road would result in changes to local traffic patterns, as traffic from the Burnt Mills Community would only have access to/from northbound MD 650 via Schindler Drive. This may result in increased traffic levels on the local community street network.
Safety	The elimination of the service road would require residents to enter their driveways directly from MD 650, thus compromising safety.

* Cost Estimates are Based on Average Cost Per Mile Estimates for Roadway Construction, June 1996, and do not include ROW Costs.

Similar to Avoidance Alternative 1, Avoidance Alternative 2 would result in community impacts at the Burnt Mills Community, including decreased traffic safety, decreased availability of parking and changes in access. This alternative would also eliminate the landscaped buffer island and service road on the west side of MD 650 whereby creating unsafe conditions for residents and motorists by connecting driveways directly to proposed MD 650. The elimination of the service road would have the same effect on parking for residents along the service road as Avoidance Alternative 1.

Avoidance Alternative 2 would have similar impacts on local traffic patterns as Avoidance Alternative 1 because, along MD 650, it would limit left-turn access into and out of the Burnt Mills Community to only one location (Schindler Road). Increases in traffic volumes along Schindler Road as well as other community side streets used by traffic entering the community via Lockwood

MD 650 from Powder Mill Road to North of US 29

Drive would have a similar effect on the quality of life currently enjoyed by residents of the community as those described in Avoidance Alternative 1.

As described in Avoidance Alternative 1, there would be no opportunity to relocate the stormwater management facility included in SHA's Selected Alternative. Therefore, no benefits of stormwater management practices would be realized under this alternative.

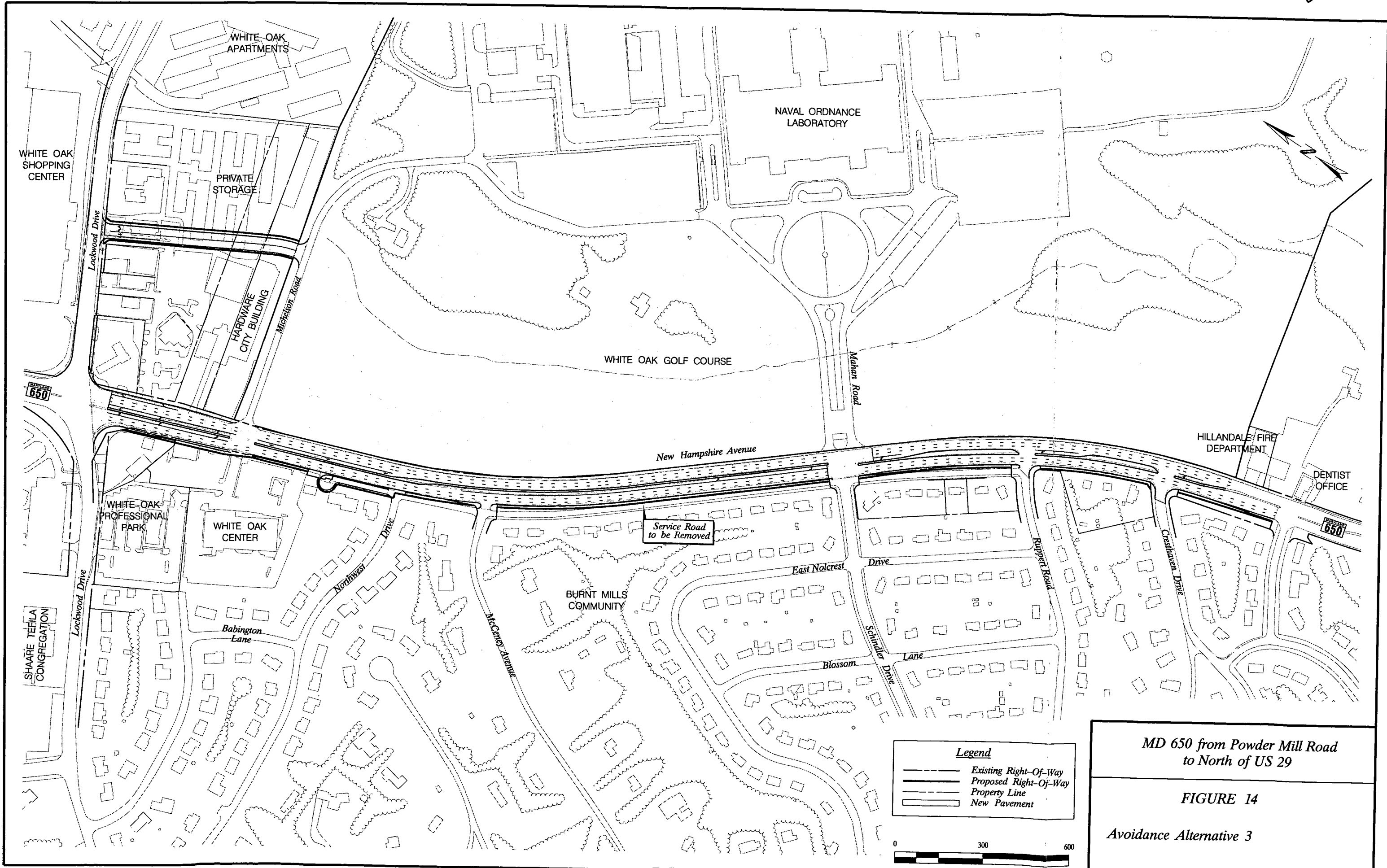
The construction of underground ramps to provide left-turn access from southbound MD 650 onto Mahan Road and from Mahan Road onto southbound MD 650 would cause the cost of this alternative to be much greater than the other alternatives considered. The overall construction cost (not including ROW costs) would be \$24,807,732.

Avoidance Alternative 3

Avoidance Alternative 3 also holds the existing eastern curb line of MD 650 to avoid Section 4(f) impacts and proposes widening the facility towards the community of Burnt Mills (*Figure 14*). This alternative would require the elimination of the service road and landscaped buffer area along the west side of MD 650 and the service road.

This alternative would consist of three 12-foot northbound lanes, three 12-foot southbound lanes and an 18-foot median on MD 650. Where left turns are proposed, there would be a six-foot monolithic median. The southbound lanes would continue to allow access to each of the side streets. Left turns into the Burnt Mills Community would be limited to Schindler Drive, Ruppert Road and Cresthaven Drive. Northwest Drive and McCeney Drive would be right in/right out only. *Table 10* summarizes the impacts associated with this avoidance alternative.

Access to the GSA property would be allowed at both Mahan Drive and Michelson Road. However, left turns lanes on both northbound and southbound MD 650 would be one lane only. Avoidance Alternative 3 would also include a four-lane road connecting Michelson Road and Lockwood Drive. This proposed roadway is intended to provide an entrance directly into the northern parking lot from Lockwood Drive.



MD 650 from Powder Mill Road to North of US 29

FIGURE 14

Avoidance Alternative 3

MD 650 from Powder Mill Road to North of US 29

Table 10
Avoidance Alternative 3 Impacts

Impact Category	Avoidance Alternative 3 Impacts
Noise	Noise levels would remain approximately the same or slightly lower, due to the reduction in traffic volume. Sound barriers to mitigate traffic noise impacts would remain not feasible or reasonable due to access and sight distance issues for driveways and cross streets entering MD 650.
Air	Residents along southbound MD 650 may experience a slight increase in CO concentrations as a result of the realignment closer to homes; however, traffic volume on MD 650 may be reduced slightly as a result of the additional access road to the FDA facility from Lockwood Drive. Properties may be affected as a result of the four-lane connector road between Michelson Road and Lockwood Drive.
Cost*	\$19,354,541
Landscaped Buffer	This Avoidance Alternative would require elimination of the landscaped buffer area between the southbound lanes of MD 650 and the service road parallel to MD 650.
Service Road	This Avoidance Alternative would require the elimination of the service road.
Displacements <ul style="list-style-type: none"> • Residential • Commercial 	This alternative has the potential to impact four residences located along MD 650, between Ruppert Drive and Crethaven Drive. This alternative has the potential to displace two commercial properties at the MD 650/Lockwood Drive intersection, and two businesses on Lockwood Drive east of the MD 650/Lockwood Drive intersection.
ROW Acquisition	Additional ROW acquisition would also be required (beyond what is depicted in Figure 14) for bikeways and pathways.
Local Traffic	Since a majority of the forecast trips to the FDA site originate south and west of the MD 650 corridor, the proposed connector to the northeast of the corridor may not adequately address the arrival pattern of site traffic. In addition, the proposed connection is located 600 feet from the MD 650/Lockwood Drive intersection. This is close enough to impact traffic operations at the MD 650/Lockwood Drive intersection.
Safety	The elimination of the service road would require residents to enter their driveways directly from MD 650, thus compromising safety.

* Cost Estimates are Based on Average Cost Per Mile Estimates for Roadway Construction, June 1996, and do not include ROW Costs.

Avoidance Alternative 3 is not prudent and feasible because it would require several commercial displacements and substantial community impacts. The acquisition of 0.26 acre of new ROW along southbound MD 650 would affect four residential properties located adjacent to the existing roadway. In addition, two commercial facilities located along southbound MD 650, south of Lockwood Drive, would be displaced. The construction of the proposed new roadway between Lockwood Drive and Michelson Road would require 0.98 acre of new ROW from three commercial properties and require the displacement of two businesses.

Similar to Avoidance Alternative 1, Avoidance Alternative 3 would result in community impacts at the Burnt Mills Community, including decreased traffic safety, decreased availability of parking

MD 650 from Powder Mill Road to North of US 29

and changes in access. The elimination of the landscaped buffer island and service road on the west side of MD 650 would create the same unsafe conditions for residents and motorists as described under Avoidance Alternative 1. The elimination of the service road would also result in the same impacts to parking for residents along the service road.

The costs associated with Avoidance Alternative 3 would be substantially higher than the cost of the Selected Alternative (not including ROW costs) due to the construction of the four-lane connector road between Lockwood Drive and Michelson Road.

Changes in local traffic patterns would also result from this alternative. Providing only one left-turn lane from southbound MD 650 onto Mahan Road, this entrance would not accommodate the anticipated traffic volumes associated with the FDA consolidation. This would encourage motorists to utilize the proposed Lockwood Drive entrance, whereby diverting traffic from MD 650 onto Lockwood Drive. The introduction of this new entrance in conjunction with the proposed improvements to the MD 650/Lockwood Road intersection is a cause for concern among local citizens. These citizens feel that improvements at the MD 650/Lockwood Drive intersection would encourage through traffic to use local residential streets as alternate routes. Greater volumes of traffic that would be using Lockwood Drive as a result of this alternative would exacerbate the potential for this situation to occur. Furthermore, traffic bound for the FDA facility from northbound US 29 may exit US 29 at Lockwood Drive instead of MD 650 to avoid the left turn from MD 650 onto Lockwood Drive. This could potentially result in greater traffic volumes on Lockwood Drive during the AM peak period, which could make it more difficult for residents of the adjacent community to turn onto Lockwood Drive. In addition, the 1997 White Oak Master Plan states a goal to preclude the use of Lockwood Drive as a commuter thoroughfare for FDA employees.

As described in Avoidance Alternative 1, there would be no opportunity to relocate the stormwater management facility included in SHA's Selected Alternative. Therefore, no benefits of stormwater management practices would be realized under this alternative.

Table 11
Summary Comparison of Avoidance Alternatives

Impact Category	No-Build	Avoidance Alternative 1	Avoidance Alternative 2	Avoidance Alternative 3	Selected Alternative
Address Purpose & Need	No	Yes	Yes	Yes	Yes
Right-of-Way (acres)*	0	0.66	0.66	1.24	7.30
Section 4(f) Impacts (acres)	0	0	0	0	7.48**
Displacements	0	2	2	4	0
Residential	0	0	0	0	0
Commercial	0	2	2	4	0
Community Impacts					
Access	None	<ul style="list-style-type: none"> Eliminate service road Limit left-turns to/from Burnt Mills 	<ul style="list-style-type: none"> Eliminate service road Limit left-turns to/from Burnt Mills 	<ul style="list-style-type: none"> Encourage use of proposed Lockwood Drive entrance Eliminate service road 	<ul style="list-style-type: none"> Does not eliminate service road Does not limit left-turns to/from Burnt Mills
Parking	None	<ul style="list-style-type: none"> Eliminate parking on service road 	<ul style="list-style-type: none"> Eliminate parking on service road 	<ul style="list-style-type: none"> Eliminate parking on service road 	<ul style="list-style-type: none"> Does not eliminate parking on service road
Traffic	None	<ul style="list-style-type: none"> Safety issues result from driveways directly entering MD 650 Potential increase in traffic on side streets 	<ul style="list-style-type: none"> Safety issues result from driveways directly entering MD 650 Potential increase in traffic on side streets 	<ul style="list-style-type: none"> Safety issues result from driveways directly entering MD 650 Increased traffic on Lockwood Drive 	<ul style="list-style-type: none"> Driveways do not directly enter MD 650 Does not potentially increase traffic on side streets
Stormwater Management (SWM)	N/A	<ul style="list-style-type: none"> No benefits of SWM 	<ul style="list-style-type: none"> No benefits of SWM 	<ul style="list-style-type: none"> No benefits of SWM 	<ul style="list-style-type: none"> All benefits of SWM
Cost***	\$0	\$16,298,575*	\$24,807,732	\$19,354,541	\$15,463,398

* These figures include ROW acquisitions along MD 650 between Lockwood Drive and Chalmers Road and along the connecting road between Lockwood Drive and Michelson Road.

** Total includes permanent ROW and perpetual easements located on the Section 4(f) property.

*** Costs shown do not include ROW acquisition costs.

85

F. Measures to Minimize Harm

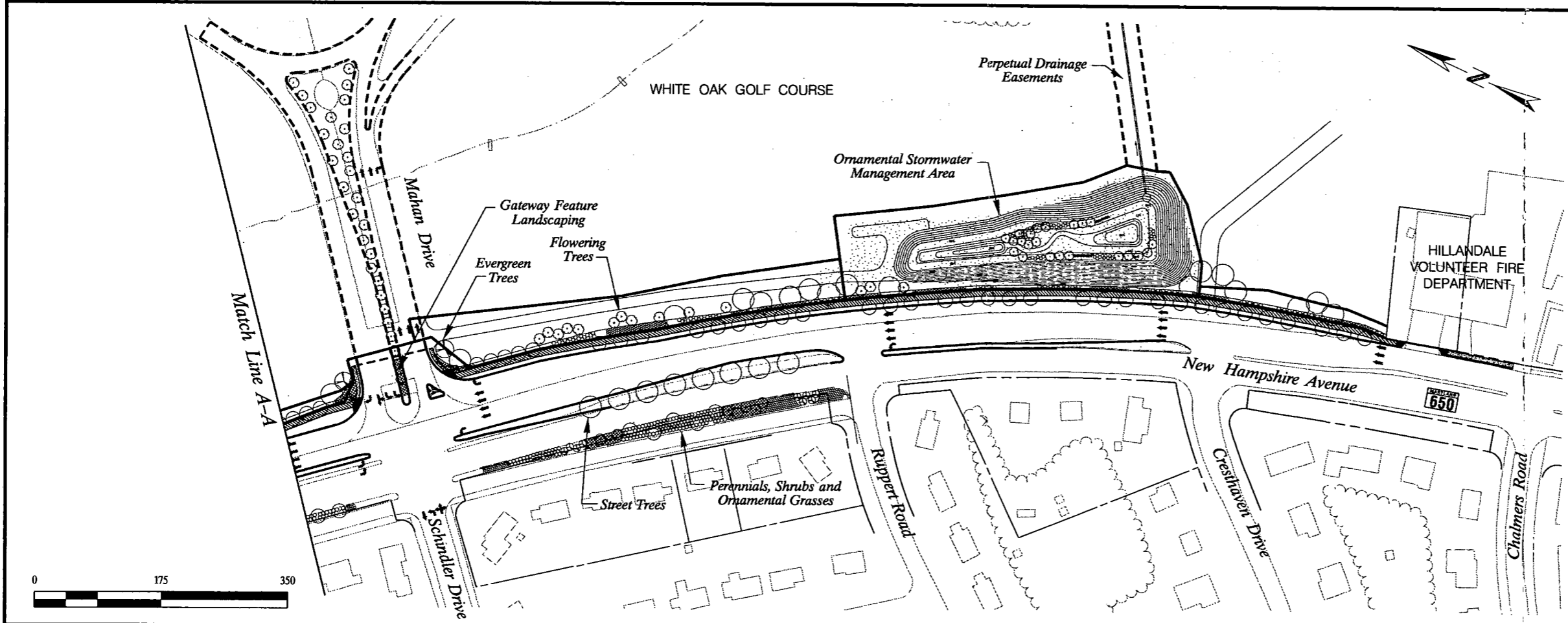
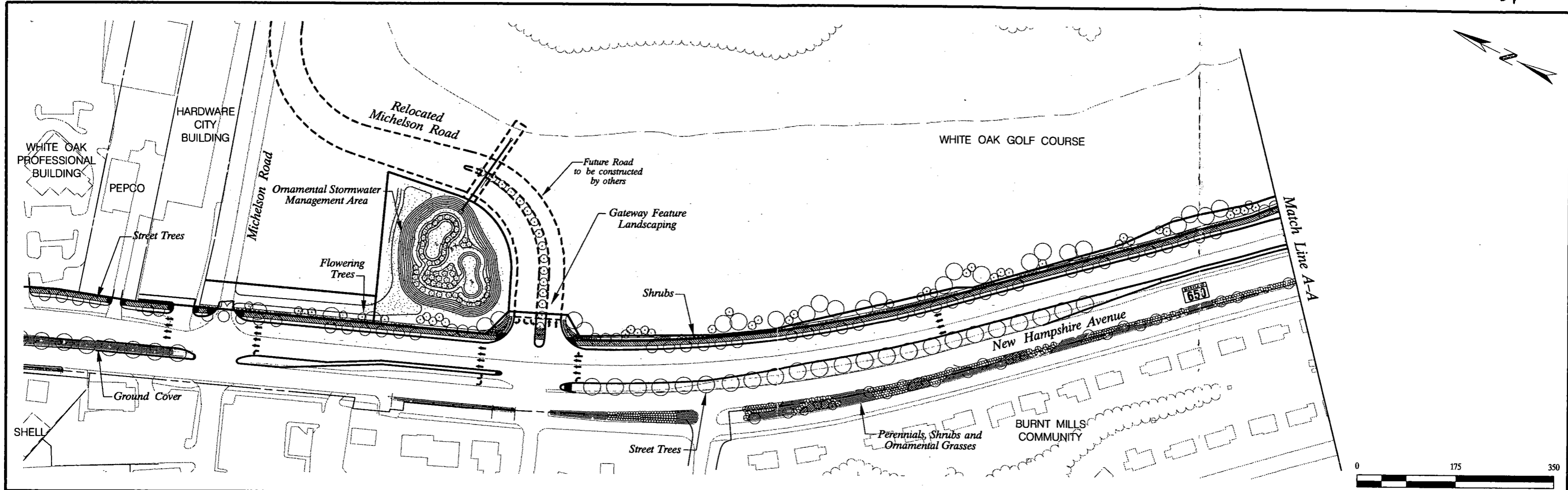
A variety of measures were incorporated into SHA's Selected Alternative to minimize harm to the White Oak Golf Course. Please refer to *Chapter IV.E, Avoidance and Minimization Alternatives* of this section for details regarding minimization design strategies associated with the Selected Alternative for minimizing impacts to the Section 4(f) property.

G. Mitigation

Impacts to the Section 4(f) resource will be mitigated through the use of landscape improvements (*Figure 15*). Recognizing the recreational use this property serves, landscape elements are being incorporated into the mitigation landscape plan that will blend with the redesign plans for the White Oak Golf Course. SHA, in coordination with M-NCPPC and GSA, is incorporating a mitigation landscape plan into the final design plans. In conjunction with LABQUEST, a Landscaping Focus Group was formed to discuss landscaping issues within the MD 650 corridor (refer to *Section V.C* of this document for further detail). Landscape elements include street trees, evergreen buffers, ornamental planting beds and ornamental SWM enhancements.

SHA and GSA must determine the extent of landscaping maintenance each party is willing to commit to so that it may be accounted for in the design process. A temporary eight-foot fence will be constructed by SHA between the proposed sidewalk and SWM facilities. The purpose of the temporary eight-foot fence is to provide a buffer between the golfers and the construction site and to prevent deer from approaching MD 650. A new permanent fence will be installed along MD 650 prior to removing the temporary fence. Also, the recreational use of the property as a golf course is being considered in the landscape design. GSA will be landscaping based on the FDA development. The following summarizes SHA's proposed Section 4(f) mitigation:

- **Golf Course Gateways** - The Golf Course has two proposed entrances along MD 650, Mahan Drive and Relocated Michelson Road. SHA will landscape these entrances to provide a gateway effect and be in accordance with the surrounding area. Additional ornamental species will be added to the gateways in order to enhance the visual effects. These plantings include flowering trees and shrubs along the driveways and in the medians. More plantings would be focused in the area of the gateway to help add visual



LEGEND

WHITE OAK GOLF COURSE PROPERTY

////// SIDEWALK

○ LARGE STREET TREE
I.E. MAPLE, OAK, ASH, SYCAMORE, LOCUST, GINKGO, LINDEN, SWEET GUM, ELM, ZELKOVA

○ SMALL STREET TREE
I.E. CHERRY, CRABAPPLE, GOLDEN RAIN TREE, HAWTHORN, HORNBEAM, TREE LILAC, SERVICEBERRY, YELLOWWOOD

⊗ EVERGREEN TREE
I.E. WHITE PINE, AMERICAN HOLLY, HEMLOCK, FIR, CYPRESS, ARBORVITAE, CEDAR, SPRUCE

○ ORNAMENTAL TREE
I.E. CHERRY, CRABAPPLE, GOLDENRAIN TREE, HAWTHORN, TREE LILAC, MAGNOLIA, SERVICEBERRY, RIVER BIRCH

○ ORNAMENTAL SHRUB
I.E. EUDORICUS, JUNIPER, INKBERRY, CORALBERRY, POTENTILLA, DOGWOOD, SWEETSPIRE

⊗ WETLAND SHRUB
I.E. SWAMP AZALEA, CLETHRA, SWEETSPIRE, SEA MYRTLE, SWAMP ROSE, SPICEBUSH, INKBERRY

⊗ SWM WILDFLOWER SEEDING
I.E. JOE-PYE WEED, ASTER, MILKWEED, REDTOP, IRIS, BLACK-EYED SYSAN, LOBELIA, BEE BALM, PHLOX

■ PERENNIAL GROUND COVER
I.E. DAYLILY, CORALBELL, LIRIOPE, PANICUM, FESTUCA, SEDUM, CORBOPSIS, FOAMFLOWER, PENNISETUM

— ADDITIONAL RIGHT OF WAY
ALL DISTURBED AREAS OUTSIDE PLANTING BEDS AND PAVED AREAS WILL BE SEEDED WITH GRASS SEED

MD 650 from Powder Mill Road to North of US 29

FIGURE 15
Section 4(f) Mitigation Landscape Concept Plan

interest. Ornamental planting beds will include flowering trees, shrubs, perennials and annuals with an evergreen backdrop. Using species with various bloom periods and seasonal interest would provide year-round enhancements.

- **Golf Course Edge** - The golf course is sensitive to visual impacts. It is important to buffer intrusive views in order to maintain the golf course's visual integrity. A landscaped buffer will be added by SHA along MD 650 to help create an aesthetically pleasing atmosphere and to block intrusive views of the highway. The buffer would extend between the northern property limit to Relocated Michelson Road, between Relocated Michelson Road and Mahan Drive and between Mahan Drive and the southern property limit. The landscape buffer consists of earthen berms, evergreen trees, shade trees, ornamental trees and shrubs and decorative perennial planting beds. In addition, SHA will install a temporary eight-foot chain link fence at the limit of disturbance on the golf course along MD 650 prior to removing the existing fence. The new permanent fence will be installed along MD 650 prior to removing the temporary fence.
- **SWM Facilities** - MDE requires that SHA provide stormwater management for the project. The proposed locations fall within the Section 4(f) impacted area and the locations are south of Mahan Drive and north of Relocated Michelson Road. These facilities would become additional aesthetic features to the golf course. The SWM facilities are currently being designed by SHA, as bio-retention ponds. These ponds drain fairly quickly (usually within 24 hours). Under the most severe conditions, retained water will seldom, if ever, remain for more than 72 hours. The standing water will never be greater than 12 inches deep. Ornamental plantings are proposed along the bench of the pond and along the slopes above the lower pool. Species being incorporated into the landscaping design plan have been carefully selected to provide an aesthetic feature to the golf course, while also considering hydrologic and shade/sunlight tolerances. Plant species currently proposed include Allegheny serviceberry (*Amelanchier laevis*), river birch (*Betula nigra*), Virginia sweetspire (*Itea virginica*) and inkberry (*Ilex glabra*).
- **Sidewalks and Bike Paths** - Sidewalk and bike path areas along the corridor will help connect users to the golf course. The sidewalk and bike path areas will be attractive routes for alternate modes of travel. These routes will be compliant with the Americans with

Disabilities Act (ADA) and may be enhanced with additional landscaping. Landscape opportunities include the use of street trees along the route to add color and shade. A setback is also provided in the design in order to allow users a comfortable buffer between the path and the road. The buffer will be enhanced with additional trees and shrubs.

- Streetscaping - The MD 650 roadway improvements by SHA will include streetscape features to enhance the corridor. Roadside enhancement areas include medians and setbacks as well as the sidewalks, bike paths, SWM facilities and golf course gateways and buffers. Median and setback enhancements include an allée of trees, ornamental shrubs and groundcovers, pavers and other aesthetic features. These features would provide a more attractive setting for the corridor and the golf course.

H. Coordination

Coordination with MHT was undertaken to identify and evaluate historically significant properties and archeological resources in the project study corridor and to determine the effect of the build alternative on these resources. Correspondence from MHT regarding the Section 106 process is contained in *Chapter VI, Other Agency Correspondence*. On October 19, 2001, SHA requested MHT to concur that the project will have no adverse effect on the White Oak Golf Course/NOL Historic District. On January 14, 2002, the MHT provided their concurrence. As previously mentioned, SHA will continue to coordinate with M-NCPPC and GSA regarding the Section 4(f) mitigation plan.

Lastly, the SHA coordinated with the M-NCPPC, MHT and GSA regarding the temporary use of the White Oak Golf Course and NOL Historic District for construction access. All of these agencies concurred with the temporary use criteria and agreed that the proposed improvements will not result in permanent or adverse impacts to the golf course property and NOL Historic District. All correspondence is included in *Chapter VI, Other Agency Correspondence*.

I. Conclusion

The following alternatives to avoid the use of property from the White Oak Golf Course/NOL Historic District were evaluated and found to be neither feasible nor prudent:

- Alternative 1 (NoBuild)

MD 650 from Powder Mill Road to North of US 29

- Avoidance Alternative 1
- Avoidance Alternative 2
- Avoidance Alternative 3

Based upon the above considerations, there is no feasible and prudent alternative to the use of land from the White Oak Golf Course/NOL Historic District, and the proposed action includes all possible planning to minimize harm to the Section 4(f) property resulting from such use.

V. SUMMARY OF PUBLIC INVOLVEMENT

This section summarizes the public involvement that has occurred for this project.

A. Introduction

There has been extensive public involvement associated with this project including a series of LABQUEST, Landscaping Focus Group, community and public meetings. The most recent meetings include an Informational Public Meeting held on November 25, 2002 and an outreach meeting with the Holly Hall Community on January 22, 2003. Summaries of these meetings are included in this section.

B. LABQUEST Community Partnership

Since February 2000, SHA has actively participated in the LABQUEST, comprised of representatives from local communities, advisory boards, civic associations, FDA, GSA, Montgomery and Prince George's Counties and M-NCPPC. LABQUEST has been assisting GSA in the future development of the FDA facility, including improvements to the White Oak Golf Course and transportation improvements affecting the surrounding communities. Comments and suggestions received from LABQUEST have been evaluated and incorporated into preliminary concepts where possible. LABQUEST members have provided valuable insights into the proposed transportation improvements, including access to and from the FDA facility, transportation-related problems during peak traffic hours, signage, pedestrian/bicycle/handicapped requirements, environmental concerns, impacts to the business community and use of transit.

C. Landscaping Focus Group

In conjunction with LABQUEST, a Landscaping Focus Group was formed to discuss landscaping issues within the MD 650 corridor. The Landscaping Focus Group consisted of private citizens and community representatives, along with the President of LABQUEST. This focus group provided input on a new gateway entrance to the FDA site at Mahan Drive, a new boundary fence along the White Oak Golf Course and proposed landscaping along MD 650.

D. Community Meeting

An outreach meeting was held with the Holly Hall Community on January 22, 2003. This facility was identified as an environmental justice community (refer to *Section III.F.1.c* for more detail). Holly Hall is within the study area, but well outside the Selected Alternative's ROW. At the outreach meeting, SHA representatives provided a presentation to residents of the facility to obtain input from the community on the proposed improvements (*see January 22, 2003 Holly Hall Community Meeting Minutes and Follow-Up Letter, Appendix C*). General comments included topics such as vehicles making U-turns at Powder Mill Road, truck traffic at Holly Hall, access to MD 650 from the Holly Hall facility, signalization, pedestrian safety and bus access.

E. Public Meetings

Three public meetings were held to obtain community input on the MD 650 project. The initial meeting was held on April 5, 2000 at the CHI Center. The purpose of this meeting was to review the traffic reports completed for the project, discuss the proposed improvements contained in these reports and review the project schedule. On September 10, 2001, a second public meeting was held at the CHI Center to discuss SHA's MD 650 transportation improvement alternatives being studied to accommodate future traffic associated with the FDA consolidation. SHA and M-NCPPC staff notified attendees that M-NCPPC would review the design proposals at its meeting on Thursday, October 25, 2001. The public was given the opportunity to direct comments on the project to the Montgomery County Planning Board. Several general comments were voiced from local residents at the meeting. Topics discussed included design-related issues and traffic operations, such as speeding and circulation patterns on existing roads.

An Informational Public Meeting held on November 25, 2002 at the CHI Center was the third public meeting held, with a public attendance of 119 people. The purpose of this meeting was to update the public on the project status, present the latest engineering and environmental studies and provide a forum for public comment.

MD 650 from Powder Mill Road to North of US 29

Advertisements for this meeting appeared in the following newspapers:

- The Washington Post
- The Afro-American
- The Montgomery Journal
- The Gazette
- The Prince George's Journal

A brochure was distributed to the project mailing list prior to the Informational Public Meeting and was also available for distribution at the meeting. Included in the brochure was a listing of locations where the October 2002 EA/Draft Section 4(f) Evaluation was on public display for those seeking comprehensive data and results of the environmental studies. The 45-day comment period began on November 11, 2002 and ended on December 31, 2002. These locations included:

Montgomery County Library
White Oak Branch
11701 New Hampshire Ave.
Silver Spring, MD 20904

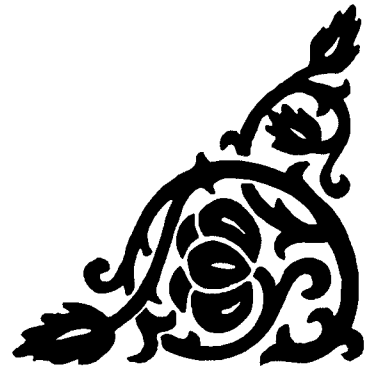
Montgomery County Library
Silver Spring Branch
8901 Colesville Road
Silver Spring, MD 20910

Montgomery County Library
Long Branch Branch
8800 Garland Ave.
Silver Spring, MD 20901

State Highway Administration
District 3 Office
9300 Kenilworth Avenue
Greenbelt, MD 20770

State Highway Administration
Resource Center – 6th Floor
707 North Calvert Street
Baltimore, MD 21202

A summary of the written comments received following the November 25, 2002 Informational Public Meeting is provided in *Section V.E.1*. The majority of the written comments received related to topics including design, vehicle and pedestrian safety, bike paths, traffic patterns, speed limit and transit. SHA received and responded to a total of forty-seven written comments. Individual written comments and SHA response letters can be found in *Section V.E.2*.



V.E.1 SUMMARY OF WRITTEN
COMMENTS AND COMMENTS
RECEIVED AT THE INFORMATIONAL
PUBLIC MEETING

V.E.1

**Summary of Written Comments and
Comments Received at the Informational Public Meeting**

119 People Attended
47 Written Comments/Letters Received
As of 12/31/02

Design

- Adding fourth leaf to US 29/MD 650 cloverleaf
- Support for northwest entrance to FDA facility at Cherry Hill Road (concern that traffic will cut through Burnt Mills neighborhood to access US 29)
- Support for No-Build
- People exiting from McDonald's/Office Depot complex make an illegal "C" turn onto MD 650 going north. Close the break in front of driveway
- Consideration of right turn only lane from I-495 at Powder Mill Road
- MD 650/Lockwood Drive, specifically exiting the shopping center
- Will motorists proceeding north on MD 650 still be able to turn right on Milestone Drive?
- Wouldn't widening US 29 seem more appropriate at southbound US 29 to southbound MD 650?
- No changes are shown at entrance to the Hillandale Park, south of the firehouse and Chalmers
- Support for northbound MD 650 single left-turn lane onto Lockwood Drive
- Support for single right-turn lane onto southbound MD 650
- Should the improvements to the MD 650/Lockwood Drive west leg include an additional right-turn lane onto southbound MD 650?
- Opposed to exclusive left-turn lane in the existing median of southbound MD 650 to northbound US 29
- Look at ways to route people into FDA from north and east (Industrial Boulevard or Michelson)
- Will this plan have any impact on the houses located on MD 650 between the FDA and Powder Mill Road?
- Keep 2 left lanes from MD 650 on to US 29 south. Keep the single right from Lockwood onto southbound MD 650. There is a crucial need to bar traffic from cutting through Burnt Mills Hills and nearby community. There should be "Do not enter" signs during 3:30 pm - 7:00 pm on Schindler, Ruppert, Cresthaven and Michelson
- At Hillandale Shopping Center, consider making a right turn only at exit to Powder Mill Road. Anyone wishing to enter MD 650 can do so directly from [the] shopping center or by way of Elton Drive. Cars pulling out onto Powder Mill are in great danger, especially from cars making a turn from MD 650

- Support project and almost all changes. Suggested improvements: On southbound MD 650 at US 29 southbound ramp, make sure landscaping does not block drivers' view of cars making a left into the same ramp. Like new left turn into shopping center from southbound MD 650. Recommend a signal. Need three left turn lanes westbound from Lockwood
- Will the MD 650/Colesville underpass be widened? What is being done to improve ingress & egress for the White Oak Shopping Center? Will Powder Mill between Riggs and Route 1 be widened to accommodate increased traffic? Will speed bumps be placed in east Hillendale to discourage traffic – purely transitory – from Powder Mill and MD 650?

Safety (general)

- Left on Randolph Road from north on MD 650 (safety concern, allow more room for inner lane cars to make turn)
- Sharp turns required to negotiate ramp from southbound US 29 to southbound MD 650 are unsafe
- Safety is a major concern when getting off of the Beltway to go south on MD 650 with the increased traffic in the area
- Figure 1 – Build Alternative – Sheet 2 of 4. Reengineer median strip on MD 650, opposite present Michelson Road, so autos exiting Office Depot area are not allowed to turn left onto 650 to go north. Allow vehicles to turn left into this access road headed north (put in the same physical barrier here that you now have at Colesville, just north of Randolph). This is a safety hazard
- Against 6 lanes of traffic (3 southbound, 3 northbound) of cars undecided whether to turn into McDonald's, Office Depot, Office Park area, etc, etc, or just to keep going south. Study what happens here as it is very interesting, but deadly
- Responsible police enforcement is needed
- Concern for safety and traffic in the Burnt Mills Hills. There should be no entry during peak hours, especially evenings, from Mahan Drive traffic. Put signs and enforce that at Schindler, Ruppert, Cresthaven and Michelson where they intersect MD 650. I agree with a single right turn on Lockwood, south to MD 650. I also support a double left from MD 650 at US 29 South. We have many young children as our neighborhood is in transition with serious selling to young families

Pedestrian Safety

- Sidewalk on west side of MD 650 should extend north to Quaint Acres Drive to provide easy access to the library for people living west of MD 650 and south of US 29 (need pedestrian activated signal)
- Pedestrian safety and access (lack of sidewalks on east side of MD 650 between fire house and commercial area) (Pedestrian safety at golf course entrance, bus stops and along MD 650)
- Need pedestrian or weight plate instead of existing yellow flashing light. Pedestrians using public transportation can't cross street if dropped off on north side of MD 650 at places of worship
- Pedestrian safety at Lockwood/Burnt Mills Avenue
- New left turn entry from MD 650 into White Oak Shopping Center (no light)

MD 650 from Powder Mill Road to North of US 29

- Pedestrians need adequate time to cross wide roadways
- Where are on-road bike lanes on southbound MD 650?
- Don't underestimate pedestrians crossing to White Oak Shopping Center from the Point Community
- Need speed bumps and traffic cameras to protect children walking to school on Lockwood Drive and Burnt Mills Avenue. Sidewalks through this area would be welcomed and would reduce the danger to pedestrian traffic

Bike paths

- Support for dedicated bike paths
- Bike path on northbound MD 650 needs to be 10 feet according to M-NCPPC guidelines
- Extend bike path from Milestone Drive to Powder Mill Road
- Add bike paths to all major arterials in both directions to help ease congestion and pollution
- Need for bicycle and pedestrian access to FDA facility, concern for those employees walking from buses on MD 650, need for bike paths and walkways all the way to FDA buildings that do not interfere with vehicular traffic

Traffic

- Northbound traffic on MD 650 at Powder Mill Road
- Southbound traffic at MD 650/US 29, change to three lanes
- Concern about traffic cutting up and down Lockwood Drive from Burnt Mills and Northwest Avenues (Need signs /speed limit bumps/no entrance hour restrictions/hard right turn)
- Traffic at MD 650/US 29, only two lanes go under US 29. Why can't three lanes be made?
- Need traffic signal at MD 650/Quaint Acres Drive
- Reduce traffic at Lockwood Drive from US 29 to MD 650
- Synchronize the traffic lights, especially during rush hour mornings and evenings
- Look at zip codes of present FDA employees to see where they are coming from
- Concern about traffic backing up from US 29 and Lockwood Dr. interchange – past Quaint Acres and Tanley Road (North of these interchanges on MD 650). As it is NOW, during busy times we cannot get out of our side streets to enter MD 650. With more traffic, there has got to be better flow on MD 650. south or we will have grid lock on our streets
- Please plan carefully for the intersection of southbound MD 650 exiting on to the ramp for US 29 south. Currently there are two lights there and signage that says "Proceed on flashing red after stop." The combination of this sign and lights that are sometimes on and sometimes off makes this a dangerous intersection
- Concerned with poor "Level of Service" ratings anticipated for the MD 650 corridor. Given the number of failing intersections, parking spaces and the anticipated peak loads should be confirmed. Some of the numbers used for the projections are re-hashed from very old, pre-BMI studies

Speed Limit

- Enforce speed limit of 35 mph under proposed alternate
- Current traffic speeds/speed limit throughout White Oak and Hillendale

MD 650 from Powder Mill Road to North of US 29

- Speed limit/truck provisions on state and local roads
- Will the final design include new signage warning drivers to slow down and/or will at least the new portion of the ramp (southbound US 29 to southbound MD 650) be graded at an angle to help prevent spin-outs by drivers exceeding safe speeds?

Transit

- Transit riders, need bus stops, coordination with WMATA
- Consistency with the 1997 White Oak Master Plan (references to White Oak Transit Center and FDA 2002 TMP)
- Look at locating possible transit center/metro station at former WSSC sludge processing plant
- There do not appear to be any bus stops. Why?
- Why not place bus stops and turnarounds on FDA property instead of further crowding the MD 650 area and the White Oak Shopping Center?

Miscellaneous

- Riderwood Village would be glad to host future community meetings
- What are the ramifications at the Shell Station?
- Is existing pole going to be removed when turning left out of White Oak Shopping Center
- Concern for the wildlife at White Oak Golf Course especially during any proposed construction on MD 650. Temporary fencing should be installed if any permanent fencing has to be removed during construction
- Information presented in the Environmental Assessment/Draft Section 4(f) Evaluation does not reflect current status of the White Oak Transit Center and the FDA's Revised Master Plan. The EA/Draft Section 4(f) Evaluation should also mention the status of the Cherry Hill Road back entrance
- The master plan does not address the dangerous commuter traffic that will be taking a shortcut through our neighborhood to go from US 29 to the Schindler Drive entrance by cutting through Lockwood Drive and Burnt Mills Avenue

Facilitator Notes/Verbal Comments

Facilitators: Karen Arnold, Allison Cauthorn, and Darrell Sacks

Comments: Community comments, suggestions and concerns included the following:

- Signage (such as "local traffic only" or "no through traffic") should be provided to restrict traffic onto Schindler Drive, Ruppert Road, Crest Haven Drive and Michelson Road during peak traffic hours.
- Eliminate cut-through traffic from Mahan Road to Schindler Drive by providing signage ("local access only"); enforcement by police will be necessary.
- Signage should be provided along Lockwood Drive to restrict through traffic.

MD 650 from Powder Mill Road to North of US 29

- US 29 southbound should be widened to accommodate increased traffic double left turn lanes onto US 29 southbound ramp.
- The fourth through lane proposed along MD 650 northbound should begin south of Powder Mill Road.
- Alternate modes of transportation should be explored and encouraged to reduce future FDA traffic. A study should also be completed to determine from where new employees/commuters are coming.
- A new traffic signal should be provided at MD 650 and Quaint Acres Drive, as well as a crosswalk at the library to address pedestrian safety.
- A new traffic signal should be provided at MD 650 and Oaklawn Drive.
- The timing of traffic signals should be investigated and modified, especially at the Hillandale Fire Department.
- Additional bus stops are needed along MD 650.
- The new MD 650 sign blocks the traffic signals at Chalmers Road.
- There is an archeological site on the south side of MD 650 in the residential neighborhood that needs to be identified. Jim Sorenson of M-NCPPC will contact Mary Barse of SHA.

Facilitator: Gabe Makhlof*Comments:*

- Mr. Schnackenberg commented on an existing large sign for the office building just north of the existing Michelson Road. The widening of MD 650 will apparently impact this sign and little space would be available to relocate. He was referred to Mr. Ravenscroft of SHA district right-of-way who stated that the sign would either be relocated or compensated for. A determination will be made during right-of-way negotiations.
- One resident questioned the need for a bike path between the fire department and Lockwood Drive. He stated that this bike path will not be used and doesn't have logical termini. He'd like to see funds put to better use. Reference was made to the County Master plan, which shows a planned path.



- Right turn into Cresthaven from the frontage road is too sharp and not lit which caused many accidents in the past. Difficult to make the turn and would like to have widened.
- Through movement from Mahan Road to Schindler should be denied just as proposed for Relocated Michelson/Northwest.

Facilitator: Pamela McNicholas

Comments:

- Is the northwest entrance at Cherry Hill Road being considered? How many additional employees will be at the new FDA site? The current plan for entrance to the proposed FDA site overloads MD 650 and overlooks the utility of the Cherry Hill entrance gate. Is there an issue with funding this potential additional entrance to the facility?
- The bike path proposed along the MD 650 widening is not functional in terms of pavement required to construct the path, cost, and origin/destination.
- Northbound traffic out of the MD 650/I-495 interchange bottles up at Powder Mill Road. Has any consideration been given to creating a right turn only lane from northbound MD 650 to Powder Mill Road? This would allow a large volume of cars at this intersection to get out of the intersection and alleviate delays northbound on MD 650 and east on MD 212 (Powder Mill).

Facilitator; Jessica Brado

Comments:

Laura McDonald

- Northeast entrance into FDA facility (look for back ways in)
- Pedestrian crossings from high rise into shopping center
- Would like to see pedestrian bridge to Giant/White Oak Shopping Center

Lillie R. Brown, Hillandale resident

- Traffic flow south of Powder Mill and Beltway. Focus of study is currently north of this. Employees coming from the Washington D.C. area on the Beltway need to be considered.

John Sery, Oakview Citizens Association

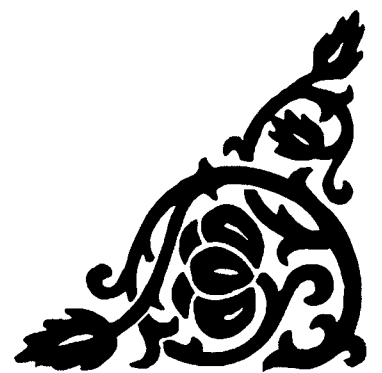
- The study needs to go further south to Oakview Drive, the first light south of the Beltway. Why is the study cut off at Powder Mill Road?
- Traffic coming off of Adelphi Road. Poor turn lanes between Adelphi and Powder Mill Road.

Bill Kelly

- Liked typical sections (vertical breakdown)
- Bicycle lane should be 10 feet, not 8 feet, according to M-NCPPC standards.

Elliot Ware

- Traffic coming out of Chalmers Road due to Hillandale Volunteer Fire Department. Concern about traffic light, bus stop and pedestrian crossing.



V.E.2 INDIVIDUAL WRITTEN
COMMENTS FROM THE
INFORMATIONAL PUBLIC MEETING
AND SHA RESPONSE LETTERS



STATE AND DEPARTMENT OF TRANSPORTATION
Robert L. Ehrlich, Jr., Governor • Michael S. Steele, Lt. Governor • Trent M. Kittleman, Acting Secretary
February 5, 2003

Re: Project No. MO900B21
MD 650 from Powder Mill Road to
North of US 29
Montgomery County, Maryland

Ms. Mary Massey
2012 Forest Dale Dr.
Silver Spring MD 20903

Dear Ms. Massey:

Thank you for your comments regarding the MD 650 (New Hampshire Avenue) Improvements, from Powder Mill Road to north of US 29. The purpose of the project is to improve traffic operations for vehicles using MD 650 at Powder Mill Road and from Chalmers Road to north of US 29. The project will consider provisions for improving circulation of traffic and pedestrians to and from the proposed Food and Drug Administration (FDA) facility at the White Oak Federal Research Center. The project will also consider adequate vehicular, pedestrian and bicycle access to existing and planned activity centers, including commercial sites.

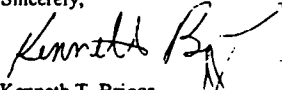
Your comment regarding the left turn from New Hampshire Avenue onto Randolph Road has been noted. Thank you for this valuable comment. From the description you have given us, it appears that there is a legitimate concern that needs to be investigated further. Since the intersection to which you are referring is well beyond the limits of this project, your comment has been forwarded to our District 3 Engineer, Mr. Charlie Watkins.

My telephone number/toll-free number is _____
Maryland's Toll-Free Service for Impaired Hearing/Speech 1-800-735-2228 Statewide Toll Free
Headquarters Address: 191, Dec 717 • Baltimore, MD 21204-0717
Street Address: 507 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410-543-0300 • www.marylandroads.com

Ms. Mary Massey
Page Two
February 5, 2003

The Maryland State Highway Administration has reviewed all comments and will continue to investigate the feasibility of addressing these comments. Your name is included on the project mailing list in order to keep you informed about our progress. Thank you for your interest. If you have any further questions please contact Dana Knight, Project Manager, at 410 662-7400 or dpknight@mta.biz.

Sincerely,


Kenneth T. Briggs
Chief, Highway Design Division

cc: Darrell Sacks, Project Planning Division, SHA
Mr. Charlie Watkins, District Engineer, SHA
~~Mr. Dana Knight~~ McCormick, Taylor, and Associates

MD 650 from Powder Mill Road to North of US 29


103


STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

~~MO900B21
INFORMATIONAL PUBLIC MEETING
MD 650 (NEW HAMPSHIRE AVENUE)
FROM SOUTH OF POWDER MILL RD TO NORTH OF US 29
MONDAY, NOVEMBER 25, 2002, 6:00 P.M. - 8:00 P.M.
CFR CENTER
18601 NEW HAMPSHIRE AVENUE
SILVER SPRING, MD 20903-1187~~

PLEASE PRINT NAME Mary Massey DATE 11/25/02
ADDRESS 2012 Forest Dale Dr
CITY S.S. STATE MD ZIP 20903-1529

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

going north on New Hampshire Ave. toward Randolph Rd, the left turn onto Randolph is difficult, even potentially dangerous. The nose of the concrete median is really sharp. When I'm turning, left off of NH from the inside lane, I have to be so cautious. At the same time I'm trying not to hit the concrete median, shaped like this  I have to be sure I don't swing too far to the right and hit a car in the lane to my right, also turning l. from Randolph.

Please add my/our name(s) to the Mailing List. • NH onto Randolph
 Please delete my/our name(s) from the Mailing List. How about changing the shape of the nose to  to allow more

more for inner lane cars to turn



Robert L. Ehrlich, Jr., Governor • Michael S. Steele, Lt. Governor • Trent M. Kibben, Secretary

February 5, 2003

Re: Project No. MO900B21
MD 650 from Powder Mill Road to North of US 29
Montgomery County, Maryland

Mr. Paul Dwiggans
St. Stephen Lutheran Church
Property Committee
11612 New Hampshire Ave
Silver Spring MD 20904

Dear Mr. Dwiggans:

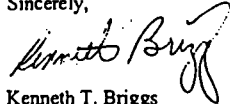
Thank you for your comments regarding the MD 650 (New Hampshire Avenue) Improvements, from Powder Mill Road to north of US 29. The purpose of the project is to improve traffic operations for vehicles using MD 650 at Powder Mill Road and from Chalmers Road to north of US 29. The project will consider provisions for improving circulation of traffic and pedestrians to and from the proposed Food and Drug Administration (FDA) facility at the White Oak Federal Research Center. The project will also consider adequate vehicular, pedestrian and bicycle access to existing and planned activity centers, including commercial sites.

Your comment regarding the extension of the sidewalk along New Hampshire Avenue to Quaint Acres Drive has been noted. A very preliminary review of the site indicates that this may be a possible addition to the project even though it extends beyond the intended limits of construction. An additional study has been authorized to evaluate possible impacts to right-of-way, utilities, sign locations, drainage flow, added construction costs and safety issues. We will also include the Montgomery County Department of Public Works and Transportation (MCDPWT) in the studies. If the study produces favorable results and additional funding is available, we will attempt to add this feature to the present contract. If problems are encountered, the possibility of adding the sidewalk will be deferred to a later date. The MCDPWT can be contacted at 101 Monroe St., Rockville, Maryland, 20850.

Mr. Paul Dwiggans
Page Two
February 5, 2003

The Maryland State Highway Administration has reviewed all comments and will continue to investigate the feasibility of addressing these comments. Your name is included on the project mailing list in order to keep you informed about our progress. Thank you for your interest. If you have any further questions please contact Dana Knight, Project Manager, at 410-662-7400 or dpknight@mta.biz.

Sincerely,



Kenneth T. Briggs
Chief, Highway Design Division

cc: Mr. Darrell Sacks, Project Planning Division, SHA
Mr. Charlie Watkins, District Engineer, SHA
Mr. Bob Simpson, Montgomery County DPW&T
~~Mr. Dana P. Knight~~ McCormick, Taylor, and Associates

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MO900B21
INFORMATIONAL PUBLIC MEETING
MD 650 (NEW HAMPSHIRE AVENUE)
FROM SOUTH OF POWDER MILL RD TO NORTH OF US 29

MONDAY, NOVEMBER 25, 2002, 6:00 P.M. - 8:00 P.M.

CHI CENTER
10501 NEW HAMPSHIRE AVENUE
SILVER SPRING, MD 20903-1197

NAME PAUL DWIGGINS DATE 11/25
PLEASE ADDRESS ST. STEPHEN LUTHERAN CH
PRINT CITY STATE ZIP

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

THE SIDEWALK ON THE WEST
SIDE OF N.H. AVE SHOULD EXTEND
NORTH TO QUANT ACRES DRIVE
(WHICH IS THE NEXT CROSSWALK
LOCATION) TO PROVIDE EASY
ACCESS TO THE LIBRARY FOR
PEOPLE LIVING WEST OF N.H. AVE
SOUTH OF RTE 29.

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



Robert L. Ehrlich, Jr., Governor • Michael S. Steele, Lt. Governor • Trent M. Killeman, Acting Secretary
February 5, 2003

Re: Project No. MO900B21
MD 650 from Powder Mill Road
to North of US 29
Montgomery County, Maryland

Mr. & Mrs. James Cullen
9708 Laconia Dr.
Adelphia MD 20783

Dear Mr. and Mrs. Cullen:

Thank you for your comments regarding the MD 650 (New Hampshire Avenue) Improvements, from Powder Mill Road to north of US 29. The purpose of the project is to improve traffic operations for vehicles using MD 650 at Powder Mill Road and from Chalmers Road to north of US 29. The project will consider provisions for improving circulation of traffic and pedestrians to and from the proposed Food and Drug Administration (FDA) facility at the White Oak Federal Research Center. The project will also consider adequate vehicular, pedestrian and bicycle access to existing and planned activity centers, including commercial sites.

Your comment regarding the speed limit on New Hampshire Avenue has been noted, as has your concern regarding pedestrian safety. The Montgomery County Police Department is responsible for enforcing the speed limit. The pedestrian signal timing will be evaluated by the Montgomery County Transportation Management Center to ensure that the proper timing is given for pedestrians to cross MD 650. It should be noted that from Chalmers Road to Lockwood Drive, all bus stops will be relocated to the signalized intersections of Chalmers Road, Mahan Road/Schindler Drive, the new signal at Northwest Drive, and at Lockwood Drive. These modifications will help improve pedestrian safety especially at bus stops.

My telephone number/toll-free number is _____
Unassisted Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll-Free
Mailing Address: P.O. Box 217 • Baltimore, MD 21202-0217
Street Address: 267 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410-534-6200 • www.mta.gov

Mr. & Mrs. James Cullen
Page Two
February 5, 2003

The Maryland State Highway Administration has reviewed all comments and will continue to investigate the feasibility of addressing these comments. Your name is included on the project mailing list in order to keep you informed about our progress. Thank you for your interest. If you have any further questions please contact Dana Knight, Project Manager, at 410-662-7400 or dpknight@mta.biz.

Sincerely,

Kenneth T. Briggs
Chief, Highway Design Division

cc: Mr. Darrell Sacks, SHA - PPD
~~Ms. Dana P. Knight, McCormick, Taylor, and Associates~~

100

MD 650 from Powder Mill Road to North of US 29

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MO900B21
INFORMATIONAL PUBLIC MEETING
MD 650 (NEW HAMPSHIRE AVENUE)
FROM SOUTH OF POWDER MILL RD TO NORTH OF US 29

MONDAY, NOVEMBER 25, 2002, 6:00 P.M. - 8:00 P.M.
CHI CENTER
10501 NEW HAMPSHIRE AVENUE
SILVER SPRING, MD 20903-1197

PLEASE PRINT NAME James & Louise Cullen DATE 1/25/02
ADDRESS 9708 Laconia Drive
CITY Adelphi STATE Md. ZIP 20783

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

Noise: "Build" Alternative will at least possibly exceed SHA criteria the project (if carried out, would then violate the SHA's own criteria? Suggestion: State Alternate and enforce the present speed limit!! (on N.H. Ave., 35 mph)

What provisions for the pedestrians? - Especially all the people who rely on bus transport from N.H. Ave., Lockwood Drive, etc. carrying packages, seniors, school children, mothers with children in strollers. They need adequate time to cross wide roadways.

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



February 5, 2003

Re: Project No. MO900B21
MD 650 from Powder Mill Road to North of US 29
Montgomery County, Maryland

Mr. Arthur Corbin
641 Concerto Lane
Silver Spring MD 20901

Dear Mr. Corbin:

Thank you for your comments regarding the MD 650 (New Hampshire Avenue) Improvements, from Powder Mill Road to north of US 29. The purpose of the project is to improve traffic operations for vehicles using MD 650 at Powder Mill Road and from Chalmers Road to north of US 29. The project will consider provisions for improving circulation of traffic and pedestrians to and from the proposed Food and Drug Administration (FDA) facility at the former White Oak Naval Ordnance Laboratory. The project will also consider adequate vehicular, pedestrian and bicycle access to existing and planned activity centers, including commercial sites.

Your comment in favor of the No-Build Alternate (Alternate 1) has been noted, as has your concern regarding traffic congestion in the morning rush hour.

Thank you for your comments and opinions. The Maryland State Highway Administration (SHA) is presently improving the US 29 corridor north of the MD 650 interchange, and we recognize the problems to the south. Unfortunately, funding is not available to address those problems at this time. The FDA consolidation will bring far more employees to the White Oak Facility than the Navy workers that formerly occupied the property. This will be a large office complex that will bring approximately 6,000 workers to the site. Planning, traffic analysis, interviews with FDA employees, and coordination with Federal, State, and County agencies have evolved into the plan presented to accommodate this influx of traffic with the least possible amount of disruption to traffic in the immediate vicinity of the FDA site. Efforts have been included in the design to discourage the use of local streets by commuters.

My telephone number/fax number is _____
My e-mail address is _____
Mailing Address: 190 Park 712 Baltimore, MD 21264-0712
Street Address: 20 North Calvert Street Baltimore, Maryland 21202 Phone: (410) 241-6800 www.marylandroads.com

Mr. Arthur Corbin
Page Two
February 5, 2003

The Maryland State Highway Administration has reviewed all comments and will continue to investigate the feasibility of addressing these comments. Your name is included on the project mailing list in order to keep you informed about our progress. Thank you for your interest. If you have any further questions, please contact Dana Knight, Project Manager, at 410-662-7400 or dpknight@mta.biz.

Sincerely,


Kenneth T. Briggs
Chief, Highway Design Division

cc: Mr. Darrell Sacks, SHA-PPD
~~Mr. Dana P. Knight~~, McCormick, Taylor, and Associates

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MO900B21
INFORMATIONAL PUBLIC MEETING
MD 650 (NEW HAMPSHIRE AVENUE)
FROM SOUTH OF POWDER MILL RD TO NORTH OF US 29

MONDAY, NOVEMBER 25, 2002, 6:00 P.M. - 8:00 P.M.
CHI CENTER
10501 NEW HAMPSHIRE AVENUE
SILVER SPRING, MD 20903-1197

PLEASE PRINT NAME Arthur Corbin DATE 11/25/02
ADDRESS 641 Concerto Lane
CITY Silver Spring STATE MD ZIP 20901

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

I am totally opposed to any of the alternatives other than Alternative - No Build. The traffic congestion on 295 during morning rush hour is abominable, and this proposed project will increase this congestion at least 2 fold, perhaps more. For years I have had to endure the 295 morning rush hour with little to no relief and no significant improvements to reduce the congestion. Now that the FDA is coming, I find it ludicrous that Montgomery County would endorse such a project and immensely disrupt our community to accommodate the FDA and its employees. No such project was needed when the Navy workers occupied the proposed FDA site, and traffic was not severely disrupted by their presence and their vehicles.

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





Robert L. Ehrlich, Jr., Governor • Michael S. Steele, Lt. Governor • Trent M. Kittleman, Acting Secretary

February 5, 2003

Re: Project No. MO900B21
MD 650 from Powder Mill Road to
North of US 29
Montgomery County, Maryland

Mr. William Delaney
1800 Powder Mill Road
Silver Spring MD 20903-1515

Dear Mr. Delaney:

Thank you for your comments regarding the MD 650 (New Hampshire Avenue) Improvements, from Powder Mill Road to north of US 29. The purpose of the project is to improve traffic operations for vehicles using MD 650 at Powder Mill Road and from Chalmers Road to north of US 29. The project will consider provisions for improving circulation of traffic and pedestrians to and from the proposed Food and Drug Administration (FDA) facility at the White Oak Federal Research Center. The project will also consider adequate vehicular, pedestrian and bicycle access to existing and planned activity centers, including commercial sites.

Your comment regarding traffic congestion on Powder Mill Road has been noted as has your question regarding the use of a right-only turn lane from I-495 to Powder Mill Road. During the peak traffic hour, there are 259 right turns being made from Northbound 650 to Eastbound Powder Mill Road. As you suggested, a right turn bay would help, but there is approximately a 200 foot section from Elton Road where there is not enough room to provide the extra lane needed without taking a portion of the shopping center. Therefore, the fourth lane cannot be extended from Elton Road to Powder Mill Road.

My telephone number/toll-free number is _____
Maryland Toll-Free Service for Impaired Driving or Spaced 1-800-735-2228 Statewide Toll-Free
Billing Address: P.O. Box 217 • Baltimore, MD 21202-0217
Street Address: 205 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.535.0000 • www.marylandroads.com

Mr. William Delaney
Page Two
February 5, 2003

The Maryland State Highway Administration has reviewed all comments and will continue to investigate the feasibility of addressing these comments. Your name is included on the project mailing list in order to keep you informed about our progress. Thank you for your interest. If you have any further questions please contact Dana Knight, Project Manager, at 410-662-7400 or dpknight@mta.biz.

Sincerely,


Kenneth T. Briggs
Chief, Highway Design Division

cc: Mr. Darrell Sacks
~~Mr. Dana P. Knight~~, McCormick, Taylor, and Associates
Mr. Charlie Watkins, District Engineer, SHA

STATE HIGHWAY ADMINISTRATION
 QUESTIONS AND/OR COMMENTS

MO900B21
 INFORMATIONAL PUBLIC MEETING
 MD 650 (NEW HAMPSHIRE AVENUE)
 FROM SOUTH OF POWDER MILL RD TO NORTH OF US 29

MONDAY, NOVEMBER 25, 2002, 6:00 P.M. - 8:00 P.M.
 CHI CENTER
 10501 NEW HAMPSHIRE AVENUE
 SILVER SPRING, MD 20903-1197

PLEASE PRINT NAME: William Delaney DATE: 11/25/02
 ADDRESS: 1800 POWDER MILL ROAD
 CITY: SILVER SPRING STATE: MD ZIP: 20903-1515

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

NORTHBOUND TRAFFIC OUT OF THE 650-495 INTERCHANGE
BOTTLES UP AT POWDER MILL ROAD. A WIDENING OF POWDER
Mill AT THE INTERSECTION WOULD BE ABLE TO EASE THE
TRAFFIC COMING OFF OF POWDER MILL AND GOING SOUTH
ON 650 TO THE 495 EXCHANGE AND BEYOND BUT IT
WOULD HELP THE TRAFFIC NORTHBOUND ON 650, ESPECIALLY
THE SIGNIFICANT VOLUME OF AUTOMOBILES TURNING RIGHT
ONTO POWDER MILL ROAD. HAS ANY CONSIDERATION BEEN
GIVEN TO CREATING A RIGHT TURN ONLY LANE FROM 495 TO
POWDER MILL RD? THIS WOULD ALLOW A LARGE VOLUME OF
CARS ~~AND~~ AT THIS INTERSECTION TO GET OUT OF
THE INTERSECTION AND AVOID DELAYS NORTHBOUND ON
650 AND EAST ON 212 (POWDER MILL)

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.



MONTGOMERY DEPARTMENT OF TRANSPORTATION
 Robert L. Ehrlich, Jr., Governor • Michael S. Steele, Lt. Governor • Trent M. Kittleman, Acting Secretary
 February 6, 2003

Re: Project No. MO900B21
 MD 650 from Powder Mill Road to
 North of US 29
 Montgomery County, Maryland

Ms. Heather Thomas
 10202 Lariston Lane
 Silver Spring, MD 20903

Dear Ms. Thomas,

Thank you for your comments regarding the MD 650 (New Hampshire Avenue) Improvements, from Powder Mill Road to north of US 29. The purpose of the project is to improve traffic operations for vehicles using MD 650 at Powder Mill Road and from Chalmers Road to north of US 29. The project will consider provisions for improving circulation of traffic and pedestrians to and from the proposed Food and Drug Administration (FDA) facility at the White Oak Federal Research Center. The project will also consider adequate vehicular, pedestrian and bicycle access to existing and planned activity centers, including commercial sites.

Your comment regarding an increase in traffic exiting the White Oak Shopping Center to Lockwood-Drive once the site is fully occupied by FDA has been noted, as have your comments regarding proposed bike paths and US 29/MD 650 clover leaf.

The proposed MD 650 improvements were based on roadway transportation needs identified in the General Service Administration's (GSA) 1997 *Final Environmental Impact Statement*. In July 1997, the GSA proposed to consolidate the FDA at the former site of the Naval Surface Warfare Center located in White Oak, Maryland. A "Transportation Improvement Feasibility Study" (BMI, 1999) was prepared for Montgomery County to determine the need for transportation improvements. The study determined that improvements to five intersections/interchanges as well as the northbound MD 650 lane would be needed. In March 2000, a report entitled "Review of Transportation Improvements Along New Hampshire Avenue (MD 650)" (GSA, 2000) was prepared for GSA and presented the selected build alternative for further evaluation and review.

The telephone number of the number is _____
 Maryland Toll Service for Improved Highway Speeds 1-800-275-2756 Statewide Toll Free
 Toll-free website: 1-800-275-2756 • Baltimore, MD 21201-0717
 Street address: 205 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410-345-1000 • www.marylandroads.com

110

Ms. Heather Thomas
Page Two
February 6, 2003

The addition of turn lanes on Lockwood Drive were a part of the original study plans, but local residents voiced strong opposition because they felt that this would encourage additional commuter traffic through local neighborhoods. Further studies resulted in the present modifications designed to encourage commuter traffic to use the US 29 interchange. Based on SHA's traffic evaluation, and the distance involved between the FDA access points and the US 29 interchange, it is anticipated that motorists will be able to safely merge across MD 650 to access the US 29 southbound movement.

Your support of both bike paths has been noted and is appreciated. Your suggestion of adding the fourth leaf to the US 29/MD 650 cloverleaf has been reviewed. At one time, this movement was in place, however, it introduced major weaving problems along the US 29 southbound roadway, and was therefore removed to improve that condition. The double left turn now planned for northbound MD 650 to southbound US 29 is expected to operate at an acceptable level of service.

The Maryland State Highway Administration has reviewed all comments and will continue to investigate the feasibility of addressing these comments. Your name is included on the project mailing list in order to keep you informed about our progress. Thank you for your interest. If you have any further questions please contact Dana Knight, Project Manager, at dpknight@mta.biz.

Sincerely,


Kenneth Briggs
Chief, Highway Design Division

cc: Mr. Darrell Sacks, Project Planning, SHA
Mr. Dana P. Knight, McCormick, Taylor, and Associates

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MO900B21
INFORMATIONAL PUBLIC MEETING
MD 650 (NEW HAMPSHIRE AVENUE)
FROM SOUTH OF POWDER MILL RD TO NORTH OF US 29
MONDAY, NOVEMBER 25, 2002, 6:00 P.M. - 8:00 P.M.
CHI CENTER
10501 NEW HAMPSHIRE AVENUE
SILVER SPRING, MD 20903-1197

PLEASE NAME Heather Thomas DATE 11/25/02
ADDRESS 10202 Louiston Lane
PRINT CITY Silver Spring STATE mp ZIP 20903

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

650 & Lockwood - specifically from White Oak Shopping Center.
Exiting the shopping center to go south on 650
(turning left from Lockwood) is already *really* difficult.
Traffic regularly backs up on Lockwood. Once the FDA
goes in, I would think that around lunch time getting
out of White Oak is really going to be a bear (since
that shopping center has most of the restaurants in
the area. I don't have an easy answer (maybe more
turn lanes on Lockwood would help) or a separate
access to Michelson Road) but I would appreciate
it if someone could examine this.

No matter what others say I, I LIKE the BIKE PATH,
Both of Them!!

- Perhaps adding the 4th leaf to the 29/650 cloverleaf could help with several issues (including the shopping center southbound & the fact that FDA people are going to have to merge 4 lanes of traffic to turn left on 29 South)
- 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



Robert L. Ehrlich, Jr., Governor • Michael S. Steele, Lt. Governor • **February 5, 2003** • M. Kittleman, Acting Secretary

RE: Project No. MO900B21
MD 650 from Powder Mill Road to
North of US 29
Montgomery County, Maryland

Mr. Barry Wiles
11803 Ithica Road
Silver Spring MD 20904

Dear Mr. Wiles:

Thank you for your comments regarding the MD 650 (New Hampshire Avenue) Improvements, from Powder Mill Road to north of US 29. The purpose of the project is to improve traffic operations for vehicles using MD 650 at Powder Mill Road and from Chalmers Road to north of US 29. The project will consider provisions for improving circulation of traffic and pedestrians to and from the proposed Food and Drug Administration (FDA) facility at the White Oak Federal Research Center. The project will also consider adequate vehicular, pedestrian and bicycle access to existing and planned activity centers, including commercial sites.

Your comment regarding a need for a pedestrian activated traffic signal at Quaint Acres Drive and MD 650 has been noted. An analysis was performed last month and we concluded that there was not enough pedestrian volume to justify a pedestrian signal here.

The Maryland State Highway Administration has reviewed all comments and will continue to investigate the feasibility of addressing these comments. Your name is included on the project mailing list in order to keep you informed about our progress. Thank you for your interest. If you have any further questions please contact Dana Knight, Project Manager, at 410 662-7400 or dpknight@mta.biz.

Sincerely,


Kenneth T. Briggs
Chief, Highway Design Division

My telephone number/toll-free number is _____
In-state toll-free Service for Impaired Drivers or Speech 1-800-735-2278 Statewide Toll Free
Building Address: PO Box 717 Baltimore, MD 21202-0717
Street Address: 205 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.543.0000 • www.marylandroads.com

Mr. Barry Wiles
Page Two
February 5, 2003

cc: Mr. Darrell Sacks, Project Planning Division, SHA
Mr. Dana P. Knight, McCormick, Taylor, and Associates

10/11

STATE HIGHWAY ADMINISTRATION
 QUESTIONS AND/OR COMMENTS

MO900B21
 INFORMATIONAL PUBLIC MEETING
 MD 650 (NEW HAMPSHIRE AVENUE)
 FROM SOUTH OF POWDER MILL RD TO NORTH OF US 29

MONDAY, NOVEMBER 25, 2002, 6:00 P.M. - 8:00 P.M.
 CHI CENTER
 10501 NEW HAMPSHIRE AVENUE
 SILVER SPRING, MD 20903-1197

PLEASE PRINT NAME BARRY WILES DATE 11/24/02
 ADDRESS 11803 WILKINSON TR.
 CITY SILVER SPRING STATE MD ZIP 20904

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

Need pedestrian activated
signal at
Quant Acres Drive
and OND 650.

- 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



Robert L. Ehrlich, Jr., Governor • Michael S. Steele, Lt. Governor • Trent M. Kittenman, Acting Secretary
 February 5, 2003

Re: Project No. MO900B21
 MD 650 from Powder Mill Road to
 North of US 29
 Montgomery County, Maryland

Mr. Hugh S. Pettis
 10260 New Hampshire Avenue
 Silver Spring MD 20903

Dear Mr. Pettis:

Thank you for your comments regarding the MD 650 (New Hampshire Avenue) Improvements, from Powder Mill Road to north of US 29. The purpose of the project is to improve traffic operations for vehicles using MD 650 at Powder Mill Road and from Chalmers Road to north of US 29. The project will consider provisions for improving circulation of traffic and pedestrians to and from the proposed Food and Drug Administration (FDA) facility at the White Oak Federal Research Center. The project will also consider adequate vehicular, pedestrian and bicycle access to existing and planned activity centers, including commercial sites.

Your comment regarding sidewalks, pedestrians and the safety of bus stops along MD 650 has been noted. We have interpreted this comment as referring to stops currently along the commercial area to the north because the commercial area to the south is connected via a continuous sidewalk. As for the connection to the north (towards Lockwood Drive), we are proposing an 8 foot-wide bike path. The intent of the proposed bike path on the east side of MD 650 is for the use of both bicyclists and pedestrians. The bike lane, located between the right-most travel lane and the curb is, in contrast, for the use of commuter biking. Although not shown on the color displays presented at the Public Informational Meeting, a concrete pad will be constructed at each bus stop along this project. This is depicted on the detailed construction plans.

My telephone number/facsimile number is _____
 Maryland Relay Service for Impaired Hearing or Speech: 1-800-735-2268 Statewide Toll Free
 Tolling address: 193 New 747 • Baltimore, MD 21204-0712
 Street address: 105 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410-541-0300 • www.marylandroads.com

113

Mr. Hugh Pettis
Page Two
February 5, 2003

The State Highway Administration has reviewed all comments and will continue to investigate the feasibility of addressing these comments. Your name is included on the project mailing list in order to keep you informed about our progress. Thank you for your interest. If you have any further questions please contact Dana Knight, Project Manager, at 410-662-7400 or dpknight@mta.biz.

Sincerely,

Kenneth Briggs
Kenneth T. Briggs
Chief, Highway Design Division

cc: Mr. Darrell Sacks, Project Planning Division, SHA
~~Mr. Dana P. Knight~~, McCormick, Taylor, and Associates

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MO900B21
INFORMATIONAL PUBLIC MEETING
MD 650 (NEW HAMPSHIRE AVENUE)
FROM SOUTH OF POWDER MILL RD TO NORTH OF US 29

MONDAY, NOVEMBER 25, 2002, 6:00 P.M. - 8:00 P.M.
CHI CENTER
10501 NEW HAMPSHIRE AVENUE
SILVER SPRING, MD 20903-1197

PLEASE PRINT
NAME Hugh S. Pettis DATE 11/25/02
ADDRESS 10260 New Hamp. Ave
CITY Silver Spring STATE MD ZIP 20903

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

Concerned about lack of evident sidewalk provision on East side of 650 between bus house and commercial area - the three bus stops presently along this route (i.e. Northbound on 650) offer no safe or reasonable standing area for pedestrians - a potentially dangerous condition in ice/snow conditions. How will this be corrected? Unclue in the plans attachments for today's meeting.

[Signature]

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

MD 650 from Powder Mill Road to North of US 29



DEPARTMENT OF TRANSPORTATION
Robert L. Ehrlich, Jr., Governor • Michael S. Steele, Lt. Governor • Trem M. Killeman, Acting Secretary

February 5, 2003

Re: Project No. MO900B21
MD 650 from Powder Mill Road to
North of US 29
Montgomery County, Maryland

Ms. Janice Gittleson
10918 Lockwood Drive
Silver Spring MD 20901

Dear Ms. Gittleson:

Thank you for your comments regarding the MD 650 (New Hampshire Avenue) Improvements, from Powder Mill Road to north of US 29. The purpose of the project is to improve traffic operations for vehicles using MD 650 at Powder Mill Road and from Chalmers Road to north of US 29. The project will consider provisions for improving circulation of traffic and pedestrians to and from the proposed Food and Drug Administration (FDA) facility at the former White Oak Naval Ordnance Laboratory. The project will also consider adequate vehicular, pedestrian and bicycle access to existing and planned activity centers, including commercial sites.

Your comments regarding traffic using roads in the Lockwood and Burnt Mills area have been noted, as have your concerns regarding pedestrian safety in your neighborhood.

With regard to Lockwood Drive, it is classified by the local County Master Plan as an arterial road, and therefore, is intended to carry through traffic as well as residential access traffic. With regard to traffic volume restrictions (four-way stops, "Do Not Enter" signs, etc.) on the secondary residential streets mentioned (Burnt Mills Avenue, Northwest Drive), the Montgomery County Department of Public Works and Transportation (MCDPW&T) can initiate a traffic study upon formal request by citizens, homeowners, or neighborhood associations once a specific problem materializes. This type of study would determine appropriate measures to deal with the specific problem. MCDPW&T does not implement volume restrictions based on forecasted problems, but uses actual observed data to install the most effective immediate solution. MCDPW&T can be contacted at 101 Monroe St., Rockville, Maryland, 20850.

My telephone number/toll-free 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: 202 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410-543-6300 • www.marylandroads.com

Ms. Janice Gittleson
Page Two
February 5, 2003

The Maryland State Highway Administration has reviewed all comments and will continue to investigate the feasibility of addressing these comments. Your name is included on the project mailing list in order to keep you informed about our progress. Thank you for your interest. If you have any further questions please contact Dana Knight, Project Manager, at 410-662-7400 or dpknight@mta.biz.

Sincerely,

Kenneth T. Briggs
Chief, Highway Design Division

cc: Mr. Darrell Sacks, Project Planning Division, SHA
~~Mr. Dana P. Knight~~, McCormick, Taylor, and Associates
Mr. Bob Simpson, MCDPW&T

115

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MO900B21
INFORMATIONAL PUBLIC MEETING
MD 650 (NEW HAMPSHIRE AVE)
FROM SOUTH OF POWDER MILL RD TO NORTH OF US 29

MONDAY, NOVEMBER 25, 2002, 6:00 P.M. - 8:00 P.M.
CHI CENTER
10501 NEW HAMPSHIRE AVENUE
SILVER SPRING, MD 20903 - 1197

PLEASE PRINT NAME James Stinson DATE Nov 25, 2002
ADDRESS 10918 Lockwood Drive
CITY Silver Spring STATE MD ZIP 20901

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

I'm still concerned about the
traffic cutting up & down Lockwood Dr.
We cannot get out of our cul-de-sacs
as it is. I appreciate your
taking out the double left turn
going up Lockwood & the double
left turn coming down Lockwood.
That will help a little. I'm
concerned that traffic will go down
Burnt Mills Ave & Northwest Ave to get
into Lockwood & then cut up Lockwood.
These streets are so small. We have 1
children who catch school buses on them!
Also traffic is so bad people cannot walk to
Church or Synagogue since they can't cross
the street. Maybe a 4 way stop at Burnt
Mills Ave would help.

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



Robert L. Ehrlich, Jr., Governor • Michael S. Steele, Lt. Governor • Trent M. Kittleman, Acting Secretary

February 5, 2003

Re: Project No. MO900B21
MD 650 from Powder Mill Road
North of US 29
Montgomery County, Maryland

Mr. Millard Barger
807 Burnt Mills Avenue
Silver Spring MD 20901

Dear Mr. Barger:

Thank you for your comments regarding the MD 650 (New Hampshire Avenue) Improvements, from Powder Mill Road to north of US 29. The purpose of the project is to improve traffic operations for vehicles using MD 650 at Powder Mill Road and from Chalmers Road to north of US 29. The project will consider provisions for improving circulation of traffic and pedestrians to and from the proposed Food and Drug Administration (FDA) facility at the White Oak Federal Research Center. The project will also consider adequate vehicular, pedestrian and bicycle access to existing and planned activity centers, including commercial sites.

Your comment regarding traffic using roads in the Burnt Hills Mills neighborhood for access to US 29 has been noted, as have your concerns regarding another entrance to Cherry Hill Road, and the overload of traffic on MD 650.

In order to discourage use of local streets by commuter traffic, design and signing elements have been incorporated into the proposed highway design. The General Services Administration (GSA) currently initiating studies for the northwest access from Cherry Hill Road, in which environmental impacts and costs will be evaluated as a part of the overall building plan for the FDA development. Traffic evaluations for the MD 650 project have been based on the inclusion of this entrance.

Mr. Mallard Barger
Page Two
February 5, 2003

The State Highway Administration has reviewed all comments and will continue to investigate the feasibility of addressing these comments. Your name is included on the project mailing list in order to keep you informed about our progress. Thank you for your interest. If you have any further questions please contact Mr. Dana Knight, Project Manager, at 410-662-7400 or dpknight@mta.biz.

Sincerely,


Kenneth T. Briggs
Chief, Highway Design Division

cc: Darrell Sacks, SHA - PPD
~~Mr. Dana Knight~~ McCormick, Taylor, and Associates
Mr. Bill Potterton, General Services Administration

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MO900B21
INFORMATIONAL PUBLIC MEETING
MD 650 (NEW HAMPSHIRE AVENUE)
FROM SOUTH OF POWDER MILL RD TO NORTH OF US 29

MONDAY, NOVEMBER 25, 2002, 6:00 P.M. - 8:00 P.M.

CHI CENTER
10501 NEW HAMPSHIRE AVENUE
SILVER SPRING, MD 20903-1197

PLEASE NAME Mallard Barger DATE 11/25/02
ADDRESS 807 Burnt Mills Ave
PRINT CITY Silver Spring STATE MD ZIP 20901

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

I am very concerned that traffic using the Mahan Drive entrance to the White Oak/FDA site will attempt to cross Rt. 650 to use Schindler Dale and connecting roads in the Burnt Mills neighborhood as a "cut-through" route to access Rt. 29. I urge the S.H.A. to ~~reopen~~ open the northwest entrance at Cherry Hill Rd. This would not only help address my concern but would certainly improve the commute for employees coming to the White Oak site. The current plan for entrances ~~will~~ overloads Rt. 650 and overlooks the utility of the Cherry Hill gate. Opening another ~~gate~~ but has major thoroughfare access will help make your improvements to ~~Rt. 650~~ have their desired effect.

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



Robert L. Ehrlich, Jr., Governor • Michael S. Steele, Lt. Governor • Trem M. Kittleman, Acting Secretary
January 24, 2003

Re: Project No. MO900B21
MD 650 from Powder Mill Road to
North of US 29
Montgomery County, Maryland

Ms. Pat Metz
3110 Bracefield Road
Silver Spring MD 20904

Dear Ms. Metz:

Thank you for your comments regarding the MD 650 (New Hampshire Avenue) Improvements, from Powder Mill Road to north of US 29. The purpose of the project is to improve traffic operations for vehicles using MD 650 at Powder Mill Road and from Chalmers Road to north of US 29. The project will consider provisions for improving circulation of traffic and pedestrians to and from the proposed Food and Drug Administration (FDA) facility at the former White Oak Naval Ordnance Laboratory. The project will also consider adequate vehicular, pedestrian and bicycle access to existing and planned activity centers, including commercial sites.

Your comment regarding the Riderwood Village meeting facilities has been noted. Thank you for offering to host future community meetings. We will certainly consider Riderwood Village as a meeting location for future meetings, if needed.

The Maryland State Highway Administration has reviewed all comments and will continue to investigate the feasibility of addressing these comments. Your name is included on the project mailing list in order to keep you informed about our progress. Thank you for your interest. If you have any questions, please contact me at 410-545-8761, 1-888-228-5003 or kbriggs@sha.state.md.us.

Sincerely,


Kenneth T. Briggs
Chief, Highway Design Division

My telephone number toll-free number is _____
Hearings and Voting Services for Impaired Hearing or Speech 1-800-735-2278 Statewide Toll Free
Mailing Address: 131166 717 • Baltimore, MD 21286-0717
Street Address: 705 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410-545-0000 • www.marylandroads.com

Ms. Pat Metz
Page Two
January 24, 2003

cc: Darrell Sacks, SHA - PPD
~~Ms. Anna H. Knight~~ McCormick, Taylor, and Associates

118

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MO900B21
INFORMATIONAL PUBLIC MEETING
MD 650 (NEW HAMPSHIRE AVENUE)
FROM SOUTH OF POWDER MILL RD TO NORTH OF US 29

MONDAY, NOVEMBER 25, 2002, 6:00 P.M. - 8:00 P.M.
CHI CENTER
10501 NEW HAMPSHIRE AVENUE
SILVER SPRING, MD 20903-1197

PLEASE PRINT NAME: PAT METZ (neighbor) DATE _____
ADDRESS: Directr Community Relations
Riderwood Village
CITY: 3110 Breakfast Pl STATE: MD ZIP: 20904
Silver Spring

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

We would be glad to host the large & small informational community meetings. We have plenty of parking and a large + small meeting rooms.

Pat Metz
301 572-8319

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



Robert L. Ehrlich, Jr., Governor • Michael S. Steele, Lt. Governor • Trent M. Kittenman, Acting Secretary

February 5, 2003

Re: Project No. MO900B21
MD 650 from Powder Mill Road to North of US 29
Montgomery County, Maryland

Mr. Clay Tennis
10416 Rodney Road
Silver Spring MD 20903

Dear Mr. Tennis:

Thank you for your comments regarding the MD 650 (New Hampshire Avenue) Improvements, from Powder Mill Road to north of US 29. The purpose of the project is to improve traffic operations for vehicles using MD 650 at Powder Mill Road and from Chalmers Road to north of US 29. The project will consider provisions for improving circulation of traffic and pedestrians to and from the proposed Food and Drug Administration (FDA) facility at the White Oak Federal Research Center. The project will also consider adequate vehicular, pedestrian and bicycle access to existing and planned activity centers, including commercial sites.

Your comment regarding an extension of the bicycle path/sidewalk south to Powder Mill Road has been noted, as has your concern regarding current speeds of traffic in the area.

The plans for this project do not include widening or additional right-of-way through this area. Unfortunately there are no funds available to accommodate the additional widths necessary for exclusive bikeways in the area. The same right-of-way constraints apply to the development of exclusive bikeways that exclude pedestrian accommodation throughout the project.

Several comments were received relative to traffic speed along MD 650. We are providing the latest standards of signing for traffic control and design standards for the posted speed limits. Beyond those efforts, it becomes a matter of enforcement, and we will forward these concerns to the local enforcement offices.

My telephone number/toll-free number is _____
Margaret Helig, Service for Impaired Hearing or Speech, USA 1-800-225-2258, Statewide Toll Free
Mailing Address: 193 Oak 717 Baltimore, MD 21203-0717
Street Address: 701 North Calvert Street Baltimore, Maryland 21202 Phone: 410-545-0000 www.marylandroads.com

Mr. Clay Tennis
 Page Two
 February 5, 2003

The State Highway Administration has reviewed all comments and will continue to investigate the feasibility of addressing these comments. Your name is included on the project mailing list in order to keep you informed about our progress. Thank you for your interest. If you have any further questions please contact Dana Knight, Project Manager, at 410-662-7400 or dpknight@mta.biz.

Sincerely,

Kenneth Briggs
 Kenneth T. Briggs
 Chief, Highway Design Division

cc: Mr. Darrell Sacks, Project Planning Division, SHA
 Mr. Dana P. Knight, McCormick, Taylor, and Associates
 Mr. Charlie Watkins, District Engineer, SHA

STATE HIGHWAY ADMINISTRATION
 QUESTIONS AND/OR COMMENTS

MO900B21
 INFORMATIONAL PUBLIC MEETING
 MD 650 (NEW HAMPSHIRE AVENUE)
 FROM SOUTH OF POWDER MILL RD TO NORTH OF US 29

MONDAY, NOVEMBER 25, 2002, 6:00 P.M. - 8:00 P.M.
 CHI CENTER
 10501 NEW HAMPSHIRE AVENUE
 SILVER SPRING, MD 20903-1197

NAME Clay Tennis DATE 11-25-02
 PLEASE ADDRESS 10416 Rodney Rd ("Old Hillendale")
 PRINT CITY S. Spring STATE MD ZIP 20903

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

- 1) would like bicycle path/sidewalk to extend south to Powder Mill Road and make it a dedicated bike path instead of multi-use.
- 2) Am very concerned about the current speed of traffic. Traffic has been dangerously fast on 650 (involving a pedestrian) at our street several months ago.
QUEST ion: Can something be done about slowing the traffic down on 650 within the White Oak/Hillendale corridor?

Thank you.

- 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



Robert L. Ehrlich, Jr., Governor • Michael S. Steele, Lt. Governor • Trem M. Klittman, Acting Secretary

January 24, 2003

Re: Project No. MO900B21
MD 650 from Powder Mill Road to
North of US 29
Montgomery County, Maryland

Mr. James Pendergrass, Jr.
11602 Caplinger Rd.
Silver Spring MD 20904

Dear Mr. Pendergrass:

Thank you for your comments regarding the MD 650 (New Hampshire Avenue) Improvements, from Powder Mill Road to north of US 29. The purpose of the project is to improve traffic operations for vehicles using MD 650 at Powder Mill Road and from Chalmers Road to north of US 29. The project will consider provisions for improving circulation of traffic and pedestrians to and from the proposed Food and Drug Administration (FDA) facility at the former White Oak Naval Ordnance Laboratory. The project will also consider adequate vehicular, pedestrian and bicycle access to existing and planned activity centers, including commercial sites.

Your comment regarding extending the bike path to Milestone Drive has been noted, as have your concerns regarding northbound traffic on MD 650 turning onto Milestone Drive, the change in the ramp from US 29 to southbound MD 650, and additional bike paths along major arterial roads. Although it would be appropriate to continue the bike path to Milestone Drive, the available width under the US 29 bridge cannot accommodate a bike path.

In response to your question regarding whether or not motorists proceeding north on MD 650 would still be able to turn right onto Milestone Drive, the proposed plans indicate that a right-hand turn onto Milestone Drive will be permitted.

My telephone number, toll-free number is _____
 Maryland Relay Service for Deaf and Hearing or Speech 1-800-735-2275 Statewide Toll Free
 Mailing Address: P.O. Box 717 Baltimore, MD 21203-0717
 Street Address: 707 North Calvert Street Baltimore, Maryland 21202 Phone: 410-545-6000 www.marygharoads.com

Mr. James Pendergrass
Page Two
January 24, 2003

The reason for realigning the ramp that you described is the need to provide additional area for motorists coming in from US 29 to weave into the traffic on MD 650. A large number of vehicles under the bridge attempt to enter MD 650 from southbound US 29 and, at the same time, exit MD 650 to northbound US 29. The current weave distance between these two movements can no longer accommodate an acceptable level of service because of an increase in traffic volumes over the years. Therefore, the proposed improvement pulls back the nose of the ramp to gain additional weave length and improve the current situation. As for the bottleneck to the south, this is due to the current traffic signal timing and the heavy left turning movements. By proposing major improvements to the Lockwood Drive Intersection and providing a median brake for a left turn lane to the shopping center entrance, we anticipate improved traffic conditions.

—Both the State Highway Administration (SHA) and Montgomery County officials share your views on bicycle and pedestrian traffic and attempt to provide for pedestrian and biker facilities where feasible.

The SHA has reviewed all comments and will continue to investigate the feasibility of addressing these comments. Your name is included on the project mailing list in order to keep you informed about our progress. Thank you for your interest. If you have any questions, please contact me at 410-545-6761, 1-888-228-5003, or kbriggs@sha.state.md.us.

Sincerely,


Kenneth T. Briggs
Chief, Highway Design Division

cc: Darrell Sacks, SHA - PPD
McCormick, Taylor, and Associates

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MO900B21
INFORMATIONAL PUBLIC MEETING
MD 650 (NEW HAMPSHIRE AVENUE)
FROM SOUTH OF POWDER MILL RD TO NORTH OF US 29

MONDAY, NOVEMBER 25, 2002, 6:00 P.M. - 8:00 P.M.
CHI CENTER
10501 NEW HAMPSHIRE AVENUE
SILVER SPRING, MD 20903-1197

PLEASE PRINT
NAME: JAMES PERBURGASS JR DATE: 25 NOV 02
ADDRESS: 11602 Caplinger Rd
CITY: S.S STATE: MD ZIP: 20904
301(622-9650 CH) 301(295-9227(O))

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

- many thanks for the briefing - I'd appreciate your further
to the following questions/comments:
- 1) Why not extend bike path from mile stone rd. to Powder
mill rd (on west 650 side)?
 - 2) Will motorists proceeding west on 650 still be able
to turn it onto mile stone drive?
 - 3) At the Cloverleaf (about 1/4) for southbound 29 to
southbound 650, I'm not clear on the change to the
ramp for southbound 650. There is a tremendous bottleneck
on 29 S/650's cloverleaf. Widening 29 south would seem
more appropriate.
 - 4) Future changes to our roadway need to seriously
consider adding bike paths to all major arterials
in both directions to help ease auto congestion + pollution

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



Robert L. Ehrlich, Jr., Governor • Michael S. Steele, Lt. Governor • Trent M. Kittleman, Acting Secretary

February 5, 2003

Re: Project No. MO900B21
MD 650 from Powder Mill Road to
North of US 29
Montgomery County, Maryland

Ms. Liz Berbakos
11010 Lockwood Drive.
Silver Spring MD 20901

Dear Ms. Berbakos:

Thank you for your comments regarding the MD 650 (New Hampshire Avenue) Improvements, from Powder Mill Road to north of US 29. The purpose of the project is to improve traffic operations for vehicles using MD 650 at Powder Mill Road and from Chalmers Road to north of US 29. The project will consider provisions for improving circulation of traffic and pedestrians to and from the proposed Food and Drug Administration (FDA) facility at the White Oak Federal Research Center. The project will also consider adequate vehicular, pedestrian and bicycle access to existing and planned activity centers, including commercial sites.

Your comment regarding traffic using Lockwood Drive, especially in the morning hours, has been noted, as have your ideas for ways to restrict traffic on Lockwood Drive. With regard to Lockwood Drive, it is classified by the local County master plan as an arterial road, and therefore, is intended to carry through traffic as well as residential access traffic. It does not qualify for speed bumps or 'no-entrance' hour restrictions. The other techniques that you mentioned (signs, hard right turn, etc.) were investigated and studied by the project team. There were several studies performed at the US 29/ Lockwood Drive intersection to discourage northbound US 29 traffic from entering Lockwood Drive at this location. The redesign concepts had to consider safety of operation, access to an existing office complex, utility impacts, right of way constraints and environmental issues. To accommodate changes to the intersection, there would be major impacts to a stand of large oak trees and existing utilities. The cost of construction when compared to the possible benefit achieved was prohibitive. Additionally, there was a lack of consensus in the affected community.

My telephone number/toll-free 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: 200 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.534.0000 • www.marylandroads.com

122

Mr. Liz Berbakos
Page Two
February 5, 2003

The Maryland State Highway Administration has reviewed all comments and will continue to investigate the feasibility of addressing these comments. Your name is included on the project mailing list in order to keep you informed about our progress. Thank you for your interest. If you have any further questions please contact Dana Knight, Project Manager, at 410-662-7400 or dpknight@mta.biz.

Sincerely,


Kenneth T. Briggs
Chief, Highway Design Division

cc: Mr. Darrell Sacks, SHA-PPD
~~Mr. Dana P. Knight~~, McCormick, Taylor, and Associates

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MO900B21
INFORMATIONAL PUBLIC MEETING
MD 650 (NEW HAMPSHIRE AVE)
FROM SOUTH OF POWDER MILL RD TO NORTH OF US 29

MONDAY, NOVEMBER 25, 2002, 6:00 P.M. - 8:00 P.M.

CHI CENTER
10501 NEW HAMPSHIRE AVENUE
SILVER SPRING, MD 20903 - 1197

PLEASE NAME Liz Berbakos DATE 11/25/02
ADDRESS 11010 Lockwood Drive
PRINT CITY SS STATE MD ZIP 20901

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

I appreciate that you are no longer having the double left hand turn on to Lockwood Drive but there is great concern that you have not done enough to discourage traffic from using Lockwood particularly in the morning hours. If you turn onto Lockwood from Rt 29 you only have one light if you continue on 29 to 650 you have several lights. With the merge in lanes onto 650 that will make it easier to enter 650 from Lockwood probably better than staying on 29 North bound. We need signs, speed bumps, no entrance during certain hours or make it a hard right turn not just a veve.

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

Robert L. Ehrlich, Jr., Governor • Michael S. Steele, Lt. Governor • Trent M. Kittleman, Acting Secretary

February 6, 2003

Re: Project No. MO900B21
MD 650 from Powder Mill Road to
North of US 29
Montgomery County, Maryland

Mr. John Metz
10506 Truxton Road
Adelphia MD 20783-1122

Dear Mr. Metz:

Thank you for your comments regarding the MD 650 (New Hampshire Avenue) Improvements, from Powder Mill Road to north of US 29. The purpose of the project is to improve traffic operations for vehicles using MD 650 at Powder Mill Road and from Chalmers Road to north of US 29. The project will consider provisions for improving circulation of traffic and pedestrians to and from the proposed Food and Drug Administration (FDA) facility at the White Oak Federal Research Center. The project will also consider adequate vehicular, pedestrian and bicycle access to existing and planned activity centers, including commercial sites.

Your comment regarding the bottleneck conditions at MD 650 and US 29 and the apparent lack of improved conditions for southbound traffic has been noted as has your question regarding widening from two lanes to three.

The project is proposing three lanes of southbound traffic under the US 29 Bridge. The right lane would also serve as a "weaving lane" for traffic exiting southbound US 29 to southbound on MD 650. At the same time, southbound MD 650 traffic desiring to go north would enter the loop ramp on the south side of the interchange. The proposed three lanes under the bridge are through lanes.

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1-800-735-2258 Statewide Toll Free
Building Address: 991, Box 717 • Baltimore, MD 21203-0717
Street Address: 207 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.1000 • www.marylandroads.com

Mr. John Metz
Page Two
February 6, 2003

The Maryland State Highway Administration has reviewed all comments and will continue to investigate the feasibility of addressing these comments. Your name is included on the project mailing list in order to keep you informed about our progress. Thank you for your interest. If you have any further questions please contact Dana Knight, Project Manager, at 410-662-7400 or dpknight@mta.biz.

Sincerely,

Kenneth T. Briggs
Chief, Highway Design Division

cc: Mr. Darrell Sacks, Project Planning Division
~~Mr. Dana Knight~~, McCormick, Taylor, and Associates
Mr. Charlie Watkins, District Engineer, SHA

124

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MO900B21
INFORMATIONAL PUBLIC MEETING
MD 650 (NEW HAMPSHIRE AVENUE)
FROM SOUTH OF POWDER MILL RD TO NORTH OF US 29

MONDAY, NOVEMBER 25, 2002, 6:00 P.M. - 8:00 P.M.
CHI CENTER
10501 NEW HAMPSHIRE AVENUE
SILVER SPRING, MD 20903-1197

PLEASE PRINT
NAME: JOHN E. METZ DATE 11/25/02
ADDRESS 10506 TRUXTON ROAD
CITY ADELPHI STATE MD ZIP 20783-1121

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

REFERENCE RT 650 SOUTH BOUND AT
RT 29 (INTERCHANGE)

ROADWAY HAS ALWAYS BEEN ONLY 2 LANES
THROUGH. A REAL BOTTLENECK FOR MORNING
TRAFFIC GOING SOUTH. THE HOUR GLASS EFFECT -
3 LANES TO 2 LANES AND BACK TO 3 LANES.

YOUR PLAN DOES "NOT" IMPROVE THIS FOR
SOUTH BOUND TRAFFIC - ONLY 2 LANES GO UNDER
RT 29 !!

Q - WHY CAN NOT 3 LANES BE MADE? ROOM
EXISTS - AND HAS FOR 20 YEARS! THANK YOU.

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

Just



MARYLAND DEPARTMENT OF TRANSPORTATION
Robert L. Ehrlich, Jr., Governor • Michael S. Steele, Lt. Governor • Trent M. Kittleman, Acting Secretary

February 5, 2003

Re: Project No. MO900B21
MD 650 from Powder Mill Road to
North of US 29
Montgomery County, Maryland

Ms. Ruth Irwin
509 Quaint Acres Drive
Silver Spring MD 20904

Dear Ms. Irwin;

Thank you for your comments regarding the MD 650 (New Hampshire Avenue) Improvements, from Powder Mill Road to north of US 29. The purpose of the project is to improve traffic operations for vehicles using MD 650 at Powder Mill Road and from Chalmers Road to north of US 29. The project will consider provisions for improving circulation of traffic and pedestrians to and from the proposed Food and Drug Administration (FDA) facility at the White Oak Federal Research Center. The project will also consider adequate vehicular, pedestrian and bicycle access to existing and planned activity centers, including commercial sites.

Your suggestion regarding modifications at the existing yellow flashing light due to traffic speeds has been noted, as has your comment regarding vehicles experiencing difficulty exiting Quaint Acres Drive making a left onto MD 650 due to traffic volumes. Your concern regarding onrivers exiting the White Oak Shopping Center has also been noted.

The Honorable Ida Ruben, Maryland State Senator, has requested SHA District 3 Traffic to perform another Signal Warrant Analysis at the MD 650/Quaint Acres Drive intersection. This study is currently underway, and is expected to be completed in April 2003. The direct contact person at the Maryland State Highway Administration District 3 office, Mr. Charlie Watkins, District Engineer, may be contacted at Maryland State Highway Administration, 9300 Kenilworth Avenue, Greenbelt, MD 20770.

My telephone number/toll-free number is _____
Hearald Relay Service for Deaf/Blind Hearing or Speech 1.800.735.2258 Statewide Toll Free

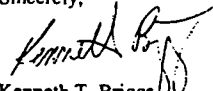
Mailing address: P.O. Box 717 • Baltimore, MD 21204-0717
Street address: 207 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0000 • www.marylandroads.com

Ms. Ruth Irwin
 Page Two
 February 5, 2003

Regarding the White Oak Shopping Center, SHA is aware of the difficult turn out of the shopping center onto Lockwood Drive due to the proximity of MD 650. The proposed improvements add an additional left turn lane from westbound Lockwood to southbound MD 650. These improvements along with additional improvements on MD 650 will help to reduce congestion at the intersection improving the access to the shopping center in this area.

The Maryland State Highway Administration has reviewed all comments and will continue to investigate the feasibility of addressing these comments. Your name is included on the project mailing list in order to keep you informed about our progress. Thank you for your interest. If you have any further questions please contact Dana Knight, Project Manager, at dpknight@mta.biz.

Sincerely,


 Kenneth T. Briggs
 Chief, Highway Design Division

cc: The Honorable Ida G. Ruben, Senate of Maryland
 Mr. Darrell Sacks, Project Planning Division, SHA
 Mr. Charlie Watkins, District Engineer, SHA
~~Mr. Dana Knight~~ McCormick, Taylor, and Associates

STATE HIGHWAY ADMINISTRATION
 QUESTIONS AND/OR COMMENTS

MO900B21
 INFORMATIONAL PUBLIC MEETING
 MD 650 (NEW HAMPSHIRE AVENUE)
 FROM SOUTH OF POWDER MILL RD TO NORTH OF US 29

MONDAY, NOVEMBER 25, 2002, 6:00 P.M. - 8:00 P.M.
 CHI CENTER
 10501 NEW HAMPSHIRE AVENUE
 SILVER SPRING, MD 20903-1197

NAME Ruth Irwin DATE 11/25/02
 PLEASE ADDRESS 509 Quaint Acres Ct
 PRINT CITY Silver Spring STATE MD ZIP 20904

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

① Revisit the need for a ^{pedestrian} flashing light - such as a pedestrian or weight plate versus the current yellow flashing light due to the increased pace that will now occur from this project. The community can not currently depart Quaint Acres by turning left due to the flow now - with this project the increased pace northbound will make this harder to read impossible. Also the light is there it just needs to be changed to a better functioning light. The citizens also have no option 43 are public transportation if they are dropped off on the north side returning home from DC - they can't cross the street. With a volume of people going to FDA (southbound) how congestion is expected with FDA employees coming.

Please add my/our name(s) to the Mailing List. *alternative route to the beltway - this is normal to depart traffic from Ronderick road*

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

126

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MO900B21
INFORMATIONAL PUBLIC MEETING
MD 650 (NEW HAMPSHIRE AVENUE)
FROM SOUTH OF POWDER MILL RD TO NORTH OF US 29

MONDAY, NOVEMBER 25, 2002, 6:00 P.M. - 8:00 P.M.
CHI CENTER
10501 NEW HAMPSHIRE AVENUE
SILVER SPRING, MD 20903-1197

PLEASE PRINT NAME Ruth Kwin DATE 11/25/02
ADDRESS 509 Quaint Acres Dr
CITY Silver Spring STATE MD ZIP 20904

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

① The improvement to enter white oak shopping center looks good. Please look at how difficult it is now to turn left to exit the shopping center - with 7 lanes to at 29 + widening it will be significantly harder to turn left and continue straight on New Hampshire ave. one would have to cross a faster pace traffic - not sure of the solution but wanted you to look at it. Also there is a visual barrier (a pole) when you try to turn left - so you reach out to pass it to see the traffic coming - is the pole being removed?

- 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



GOVERNMENT OF MARYLAND
Robert L. Ehrlich, Jr., Governor • Michael S. Steele, Lt. Governor • Trent M. Kittingham, Comptroller

February 5, 2002

Re: Project No. MO900B21
MD 650 from Powder Mill Road to North of US 29
Montgomery County, Maryland

Mr. Kevin Scrimgeour
11020 Lockwood Rd.
Silver Spring MD 20901

Dear Mr. Scrimgeour:

Thank you for your comments regarding the MD 650 (New Hampshire Avenue) Improvements, from Powder Mill Road to north of US 29. The purpose of the project is to improve traffic operations for vehicles using MD 650 at Powder Mill Road and from Chalmers Road to north of US 29. The project will consider provisions for improving circulation of traffic and pedestrians to and from the proposed Food and Drug Administration (FDA) facility at the White Oak Federal Research Center. The project will also consider adequate vehicular, pedestrian and bicycle access to existing and planned activity centers, including commercial sites.

Your comment regarding the apparent lack of bus stops has been noted, along with your concern regarding potential additional traffic on Lockwood Drive during morning and evening rush hours.

There will be six bus stops and five bus shelters along MD 650 within the limits of the work. They will all be reconstructed to have a concrete pad between the curb and the sidewalk. These bus stops/bus shelters may not have been shown on the color displays presented at the Public Workshop but they are shown in the more detailed construction plans for this project.

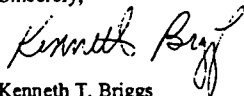
With regard to Lockwood Drive, it is classified by the local County Master Plan as an arterial road, and therefore, is intended to carry through traffic as well as residential access traffic.

My telephone number/toll-free number is _____
Toll-free Relay Service for Deaf/Hearing or Speech: 1-800-735-2278
Baltimore, MD 21203-0517
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410-543-1000 • www.maryland.gov

Mr. Kevin Scrimgeous
Page Two
February 5, 2003

The Maryland State Highway Administration has reviewed all comments and will continue to investigate the feasibility of addressing these comments. Your name is included on the project mailing list in order to keep you informed about our progress. Thank you for your interest. If you have any further questions please contact Dana Knight, Project Manager, at 410-662-7400 or dpknight@mta.biz.

Sincerely,



Kenneth T. Briggs
Chief, Highway Design Division

cc: Mr. Darrell Sacks, Project Planning Division, SHA
~~Mr. Dana E. Knight~~, McCormick, Taylor, and Associates

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

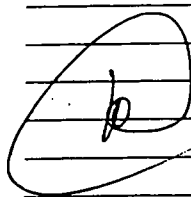
MO900B21
INFORMATIONAL PUBLIC MEETING
MD 650 (NEW HAMPSHIRE AVENUE)
FROM SOUTH OF POWDER MILL RD. TO NORTH OF US 29

MONDAY, NOVEMBER 25, 2002, 6:00 P.M. - 8:00 P.M.
CHI CENTER
10501 NEW HAMPSHIRE AVENUE
SILVER SPRING, MD 20903-1197

PLEASE PRINT NAME Kevin Scrimgeour DATE 11/24/02
ADDRESS 11020 Lakewood Rd
CITY S.S. STATE MD ZIP 20901

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

*There does not appear to
be any Bus stops.
& Why are there no Bus stops?*



- 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

128

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MO900B21
INFORMATIONAL PUBLIC MEETING
MD 650 (NEW HAMPSHIRE AVENUE)
FROM SOUTH OF POWDER MILL RD TO NORTH OF US 29

MONDAY, NOVEMBER 25, 2002, 6:00 P.M. - 8:00 P.M.
CHI CENTER
10501 NEW HAMPSHIRE AVENUE
SILVER SPRING, MD 20903-1197

PLEASE PRINT NAME: Kevin Scrimgeour DATE: 11/25/02
ADDRESS: 11020 Lockwood Dr
CITY: S.S. STATE: MD ZIP: 20901

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

I think that the plan should include a way to reduce the traffic that will use Lockwood from 29 to New Hampshire. Lockwood is an easy cut thru. You'll need to block Lockwood in the AM & PM Rush Hours. We have enough traffic anymore would be unbearable. Please do not allow more traffic into 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



Robert L. Ehrlich, Jr., Governor • Michael S. Steele, Lt. Governor • Trent M. Kittleman, Acting Secretary

February 6, 2003

Re: Project No. MO900B21
MD 650 from Powder Mill Road to North of US 29
Montgomery County, Maryland

Mr. Bill Kelly
5206 Paducah Road.
College Park MD 20740

Dear Mr. Kelly:

Thank you for your comments regarding the MD 650 (New Hampshire Avenue) Improvements, from Powder Mill Road to north of US 29. The purpose of the project is to improve traffic operations for vehicles using MD 650 at Powder Mill Road and from Chalmers Road to north of US 29. The project will consider provisions for improving circulation of traffic and pedestrians to and from the proposed Food and Drug Administration (FDA) facility at the White Oak Federal Research Center. The project will also consider adequate vehicular, pedestrian and bicycle access to existing and planned activity centers, including commercial sites.

Your comment regarding bike lanes on MD 650 has been noted, as have your concerns regarding the width of combined/limited use trail, vertical drawings, and the need for more crosswalks.

With regard to southbound bike lanes, a decision was made early in the project to avoid impacts to the westernmost curb line of MD 650 wherever possible, to preserve as much of the island as possible and thereby protect this existing buffer for the residences on the west side of MD 650. For this reason, southbound MD 650 is not being widened as part of this project, and a bike lane not added. With regard to the bike path width, since this is a master-planned transportation bikeway, and not a recreational trail, the Montgomery County Department of Public Works and Transportation (MCDPW&T) standards apply, not the Maryland National Capital Parks and Planning Commission (MNCPPC) standards. MCDPW&T will be responsible for maintaining and operating any bike path, not MNCPPC. The MCDPW&T specifies 8-foot widths for bike paths within road right-of-way, instead of 10-feet, because the volume of path users will be less since some bicyclists will use the adjacent parallel road instead. Environmental benefits

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2254 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410-545-1800 • www.marylandroads.com

Mr. Bill Kelly
Page Two
February 6, 2003

include the reduction of imperviousness, and an increase in planting space for landscaping. Because the road is parallel to the path, access is not a problem. The MCDPW&T can be contacted at 101 Monroe St., Rockville, Maryland, 20850.

The Maryland State Highway Administration has reviewed all comments and will continue to investigate the feasibility of addressing these comments. Your name is included on the project mailing list in order to keep you informed about our progress. Thank you for your interest. If you have any further questions please contact Dana Knight, Project Manager, at 410-662-7400 or dpknight@mta.biz.

Sincerely,

Kenneth Briggs
Kenneth T. Briggs
Chief, Highway Design Division

cc: Mr. Darrell Sacks, Project Planning Division
Mr. Dana Knight, McCormick, Taylor, and Associates
Mr. Charlie Watkins, District Engineer, SHA
Mr. Bob Simpson, MCDPW&T

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MO900B21
INFORMATIONAL PUBLIC MEETING
MD 650 (NEW HAMPSHIRE AVENUE)
FROM SOUTH OF POWDER MILL RD TO NORTH OF US 29

MONDAY, NOVEMBER 25, 2002, 6:00 P.M. - 8:00 P.M.
CHI CENTER
10501 NEW HAMPSHIRE AVENUE
SILVER SPRING, MD 20903-1197

PLEASE NAME Bill Kelly DATE 11-25-02
ADDRESS 5206 Paducah Rd
PRINT CITY Cell PK STATE MD ZIP 20740

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

*Could we see on-Road Bike Lanes
on North Bound #650. - When
Are there on the South Bound #650
Could the OFF-Road Multi-use
TRAIL is on the North Bound
It is too small for a
combined - Multi-use trail.
Should be 10'-wide - MIN (AK Required
10' -> typical section
Vertical Drawings MISSING
on Hand-outs - Can't find
drawings if the NOT SHOWN on
Vertical Drawings
Thanks for the Bike Lanes
And Sidewalks Need*

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



Robert L. Ehrlich, Jr., Governor • Michael S. Steele, Lt. Governor • Trent M. Kittleman, Acting Secretary

February 5, 2003

Re: Project No. MO900B21
MD 650 from Powder Mill Road to
North of US 29
Montgomery County, Maryland

Mr. Charles Dilla
11237 Lockwood Dr.
Silver Spring MD 20901

Dear Mr. Dilla:

Thank you for your comments regarding the MD 650 (New Hampshire Avenue) Improvements, from Powder Mill Road to north of US 29. The purpose of the project is to improve traffic operations for vehicles using MD 650 at Powder Mill Road and from Chalmers Road to north of US 29. The project will consider provisions for improving circulation of traffic and pedestrians to and from the proposed Food and Drug Administration (FDA) facility at the former White Oak Naval Ordnance Laboratory. The project will also consider adequate vehicular, pedestrian and bicycle access to existing and planned activity centers, including commercial sites.

Your comment regarding traffic exiting from the McDonalds/Office Depot complex and making an illegal turn onto northbound New Hampshire Avenue has been noted. The State Highway Administration's (SHA) proposed improvements incorporate a channelized median that would prohibit exiting from the McDonalds/Office Depot complex onto northbound MD 650. The design also shifts the median opening further south. As for closing the median break altogether, this would create hardship and loss of business to the commercial area occupants currently benefiting from that point of access.

My telephone number/toll-free number is _____
Maryland Relay Service for Deaf and Hearing or Speech 1-800-735-2228 Statewide Toll Free
Mailing Address: P.O. Box 317 • Baltimore, MD 21203-0317
Street Address: 206 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410-534-6000 • www.maryland.gov

Mr. Charles Dilla
Page Two
February 5, 2003

The State Highway Administration has reviewed all comments and will continue to investigate the feasibility of addressing these comments. Your name is included on the project mailing list in order to keep you informed about our progress. Thank you for your interest. If you have any further questions please contact Dana Knight, Project Manager, at 410-662-7400 or dpknight@mta.biz.

Sincerely,


Kenneth T. Briggs
Chief, Highway Design Division

cc: Mr. Darrell Sacks, SHA - PPD
Mr. Dana P. Knight, McCormick, Taylor, and Associates
Mr. Charlie Watkins, District Engineer, SHA

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MO900B21
INFORMATIONAL PUBLIC MEETING
MD 650 (NEW HAMPSHIRE AVENUE)
FROM SOUTH OF POWDER MILL RD TO NORTH OF US 29

MONDAY, NOVEMBER 25, 2002, 6:00 P.M. - 8:00 P.M.
CHI CENTER
10501 NEW HAMPSHIRE AVENUE
SILVER SPRING, MD 20903-1197

PLEASE PRINT
NAME: CHARLES JILIA DATE: 11/25/02
ADDRESS: 11237 LOCKWOOD DRIVE
CITY: SILVER SPRING STATE: MD ZIP: 20901

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

People exiting from McDonald's / OFFICE DEPOT complex make an illegal @ turn onto New Hampshire Ave going North. Why not make it impossible to do that by closing that break in front of that driveway,

- 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



Robert L. Ehrlich, Jr., Governor • Michael S. Steele, Lt. Governor • Trent M. Kittleman, Acting Secretary
February 5, 2003

Re: Project No. MO900B21
MD 650 from Powder Mill Road to North of US 29
Montgomery County, Maryland

Mr. Will Hires
S. White Oak Vista Court
Silver Spring MD 20904

Dear Mr. Hires:

Thank you for your comments regarding the MD 650 (New Hampshire Avenue) Improvements, from Powder Mill Road to north of US 29. The purpose of the project is to improve traffic operations for vehicles using MD 650 at Powder Mill Road and from Chalmers Road to north of US 29. The project will consider provisions for improving circulation of traffic and pedestrians to and from the proposed Food and Drug Administration (FDA) facility at the White Oak Federal Research Center. The project will also consider adequate vehicular, pedestrian and bicycle access to existing and planned activity centers, including commercial sites.

Your comment regarding synchronized traffic lights, especially during rush hour mornings and evenings, has been noted. The Montgomery County Transportation Management Center will be contacted to evaluate MD 650 from the I-495 off ramp to the on ramp to US 29 South.

The Maryland State Highway Administration has reviewed all comments and will continue to investigate the feasibility of addressing these comments. Your name is included on the project mailing list in order to keep you informed about our progress. Thank you for your interest. If you have any further questions please contact Dana Knight, Project Manager, at 410-662-7400 or dpknight@mta.biz.

Sincerely,

Kenneth Briggs
Kenneth T. Briggs
Chief, Highway Design Division

MD Toll-Free number toll-free number is 1-800-368-6868. For information on the project, visit our website at www.mta.gov.
Toll-free number: 1-800-368-6868. Toll-free number: 1-800-368-6868.
Toll-free number: 1-800-368-6868. Toll-free number: 1-800-368-6868.
Toll-free number: 1-800-368-6868. Toll-free number: 1-800-368-6868.
Toll-free number: 1-800-368-6868. Toll-free number: 1-800-368-6868.

132

Mr. Will Hires
Page Two
February 5, 2003

cc: Mr. Darrell Sacks, Project Planning Division, SHA
~~Mr. Dana P. Knight~~, McCormick, Taylor, and Associates

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

- MO900B21
INFORMATIONAL PUBLIC MEETING
MD 650 (NEW HAMPSHIRE AVENUE)
FROM SOUTH OF POWDER MILL RD TO NORTH OF US 29

MONDAY, NOVEMBER 25, 2002, 6:00 P.M. - 8:00 P.M.

CHI CENTER
10501 NEW HAMPSHIRE AVENUE
SILVER SPRING, MD 20903-1197

PLEASE PRINT
NAME Will Hires DATE 11/25/2002
ADDRESS 5 White Oak Vista Court
CITY Silver Spring STATE MD ZIP 20904

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

Synchronize the traffic lights, especially during rush
hour mornings and evenings

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

Robert L. Ehrlich, Jr., Governor • Michael S. Steele, Lt. Governor • Trent M. Kittleman, Acting Secretary

February 5, 2002

Re: Project No. MO900B21
MD 650 from Powder Mill Road to
North of US 29
Montgomery County, Maryland

Mr. Charles Goldman
10715 Gatewood Ave
Silver Spring MD 20903

Dear Mr. Goldman:

Thank you for your comments regarding the MD 650 (New Hampshire Avenue) Improvements, from Powder Mill Road to north of US 29. The purpose of the project is to improve traffic operations for vehicles using MD 650 at Powder Mill Road and from Chalmers Road to north of US 29. The project will consider provisions for improving circulation of traffic and pedestrians to and from the proposed Food and Drug Administration (FDA) facility at the White Oak Federal Research Center. The project will also consider adequate vehicular, pedestrian and bicycle access to existing and planned activity centers, including commercial sites.

Your comment regarding the proposed turning lanes from MD 650 onto US 29 has been noted, as have your concerns regarding traffic restrictions and signage in the Burnt Mills Hills Community.

The Maryland State Highway Administration (SHA) will make a request to Mr. Emil Wolanin, Chief of the Montgomery County Traffic and Parking Services to initiate a study for these restrictions. If they are justified, Montgomery County will then contact the citizens of the affected roadways for their concurrence. If everyone is in agreement with the restrictions, SHA will then be contacted to provide the signage.

My telephone number toll-free 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 21204-0717
Street Address: 202 North Calvert Street • Baltimore, Maryland 21202 • Phone 410-543-3000 • www.maryland.gov

Mr. Charles Goldman
Page Two
February 5, 2003

The SHA has reviewed all comments and will continue to investigate the feasibility of addressing these comments. Your name is included on the project mailing list in order to keep you informed about our progress. Thank you for your interest. If you have any further questions please contact Dana Knight, Project Manager, at 410-662-7400 or dpknight@mta.biz.

Sincerely,

Kenneth T. Briggs
Chief, Highway Design Division

cc: Mr. Darrell Sacks, Project Planning Division, SHA
~~Mr. Dana Knight~~, McCormick, Taylor, and Associates
Mr. Charlie Watkins, District Engineer, SHA

134

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MO900B21
INFORMATIONAL PUBLIC MEETING
MD 650 (NEW HAMPSHIRE AVENUE)
FROM SOUTH OF POWDER MILL RD TO NORTH OF US 29

MONDAY, NOVEMBER 25, 2002, 6:00 P.M. - 8:00 P.M.
CHI CENTER
10501 NEW HAMPSHIRE AVENUE
SILVER SPRING, MD 20903-1197

PLEASE PRINT NAME Charles Goldman DATE 11/25/02
ADDRESS 10715 Gatewood Ave
CITY Silver Spring STATE MD ZIP 20903

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

Comments will follow,
initially per 11/27/02
CCF

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

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MO900B21
INFORMATIONAL PUBLIC MEETING
MD 650 (NEW HAMPSHIRE AVENUE)
FROM SOUTH OF POWDER MILL RD TO NORTH OF US 29

MONDAY, NOVEMBER 25, 2002, 6:00 P.M. - 8:00 P.M.
CHI CENTER
10501 NEW HAMPSHIRE AVENUE
SILVER SPRING, MD 20903-1197

PLEASE PRINT NAME Charles Goldman DATE 11/27/02
ADDRESS 10715 Gatewood Ave
CITY Silver Spring STATE MD ZIP 20903

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

1 Keep the 2K left from New Hampshire out to 295
2 Keep the single right from Lockwood out to
New Hampshire South
3 There is a crucial need to ban traffic
from cutting through Burnt Mills rd
& nearby community. There should be no
enter signs during 3:30-7 PM on Schindler
Ruppert, Great Haven & Hikelake
Responsible police enforcement is
also needed

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



Robert L. Ehrlich, Jr., Governor • Michael S. Steele, Lt. Governor • Trent M. Kittleman, Acting Secretary

February 5, 2003

Re: Project No. MO900B21
MD 650 from Powder Mill Road to
North of US 29
Montgomery County, Maryland

Ms. Diane Wigle
411 Apple Grove Rd.
Silver Spring MD 20904

Dear Ms. Wigle:

Thank you for your comments regarding the MD 650 (New Hampshire Avenue) Improvements, from Powder Mill Road to north of US 29. The purpose of the project is to improve traffic operations for vehicles using MD 650 at Powder Mill Road and from Chalmers Road to north of US 29. The project will consider provisions for improving circulation of traffic and pedestrians to and from the proposed Food and Drug Administration (FDA) facility at the White Oak Federal Research Center. The project will also consider adequate vehicular, pedestrian and bicycle access to existing and planned activity centers, including commercial sites.

Your comment regarding increased traffic on MD 650 north of US 29 has been noted, along with your concern regarding the need for a new traffic signal at MD 650 and Quaint Acres Drive.

The Honorable Ida Ruben, Maryland State Senator, has requested State Highway Administration (SHA) District 3 Traffic to perform another Signal Warrant Analysis at the intersection. This study is currently underway, and is expected to be completed in April 2003. The direct contact person, Mr. Charlie Watkins, District Engineer, may be contacted at Maryland State Highway Administration, 9300 Kenilworth Avenue, Greenbelt, MD 20770.

My telephone number/toll-free number is _____
Hearing & Relay Service for Deaf and Hearing or Speech Impaired: 1-800-735-2258 (Statewide Toll-Free)
Hearing Impaired: 1-800-436-2171 (Baltimore) 410-223-0611
Voice Mail: 410-223-0611
SHA Address: 205 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410-223-9000 • www.mta.maryland.gov

Ms. Diane Wigle
Page Two
February 5, 2003

The Maryland State Highway Administration has reviewed all comments and will continue to investigate the feasibility of addressing these comments. Your name is included on the project mailing list in order to keep you informed about our progress. Thank you for your interest. If you have any further questions please contact Dana Knight, Project Manager, at 410-662-7400 or dpknight@mta.biz.

Sincerely,

Kenneth T. Briggs
Chief, Highway Design Division

cc: The Honorable Ida G. Ruben, Senate of Maryland
Mr. Darrell Sacks, Project Planning Division, SHA
Mr. Charlie Watkins, District Engineer, SHA
~~Mr. Dana P. Knight~~, McCormick, Taylor, and Associates

136

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MO900B21
INFORMATIONAL PUBLIC MEETING
MD 650 (NEW HAMPSHIRE AVENUE)
FROM SOUTH OF POWDER MILL RD. TO NORTH OF US 29

MONDAY, NOVEMBER 25, 2002, 6:00 P.M. - 8:00 P.M.
CHI CENTER
10501 NEW HAMPSHIRE AVENUE
SILVER SPRING, MD 20903-1197

PLEASE PRINT
NAME DIANE WIGLE DATE 11/25/02
ADDRESS 411 APPLE GROVE RD
CITY S.S. STATE MD ZIP 20904

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

It appears all changes are being made with the assumption traffic will not increase on Rt. 650 north of Rt. 29. Do you have data that tells you this? Have you surveyed PDA to see where employees will be travelling from? I'm sure they could collect zip codes from the payroll to give you a pretty accurate estimate of where traffic will be traveling from. Have you considered traffic from the west side of the county may choose to avoid the beltway & travel Randolph Road. That will increase traffic on 650 further north than your plans consider.

For over a decade the citizens have requested a traffic light at 650 and Grant Green Drive. It is over 1 mile North or South to a signalized intersection so it is impossible to safely walk across the street since the

Please add my/our name(s) to the Mailing List. *the street since the signalized traffic signal is so far away -*

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

WE NEED A TRAFFIC SIGNAL!!!

sent:
to:
Subject:

Mark Seney
Tuesday, November 26, 2002 5:44 PM
kbriggs@sha.state.md.us
Hilandale Shell

Dear Mr. Briggs-

My name is Mark Seney and I am owner of the Shell station that is on the corner of New Hampshire Ave and Powder Mill Road. Unfortunately, I was unable to attend your presentation at CHI last night.

I was interested in finding out what possible ramifications there could be at my location. In other words, would any of the proposals require adjustments to the property that the station is located on? Or could traffic patterns be changed to the advantage or disadvantage to my location?

I would appreciate any insight that you could give me to better prepare for any changes.

Sincerely,

Mark Seney



MARYLAND DEPARTMENT OF TRANSPORTATION
Robert L. Ehrlich, Jr., Governor • Michael S. Steele, Lt. Governor • Trent M. Kitchener, Acting Secretary

February 6, 2003

Re: Project No. MO900B21
MD 650, From Powder Mill Road to
North of US 29
Montgomery County, Maryland

Mr. Mark Seney
Hillandale Shell Station
10201 New Hampshire Ave.
Silver Spring, MD 20903

Dear Mr. Seney,

Thank you for your comments regarding the MD 650 (New Hampshire Avenue) Improvements, from Powder Mill Road to north of US 29. The purpose of the project is to improve traffic operations for vehicles using MD 650 at Powder Mill Road and from Chalmers Road to north of US 29. The project will consider provisions for improving circulation of traffic and pedestrians to and from the proposed Food and Drug Administration (FDA) facility at the White Oak Federal Research Center. The project will also consider adequate vehicular, pedestrian and bicycle access to existing and planned activity centers, including commercial sites.

Your comment regarding potential impacts of the proposed project on your property (the Hillandale Shell Station) has been noted. This project has no direct impact on your property or the operation of your business. The proposed improvements are mainly for the southern and the eastern legs of the intersection. MD 650 in front of your business will be resurfaced and re-stripped, and the sidewalks will be reconstructed in their present locations. This operation will require minimum construction time and access to your property will be maintained throughout construction.

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1-800-735-2258 (Statewide)
Mailing address: PO Box 717 • Baltimore, MD 21202-0717
Street address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410-536-6800 • www.mta.maryland.gov

Mr. Mark Seney
Page Two
February 6, 2003

The Maryland State Highway Administration has reviewed all comments and will continue to investigate the feasibility of addressing these comments. Your name is included on the project mailing list in order to keep you informed about our progress. Thank you for your interest. If you have any further questions please contact Dana Knight, Project Manager, at dpknight@mta.biz.

Sincerely,

Kenneth Briggs
Chief, Highway Design Division

cc: Mr. Darrell Sacks, Project Planning Division, SHA
~~Mr. Dana Knight~~ McCormick, Taylor, and Associates

138

MD 650 from Powder Mill Road to North of US 29

Original Message

From: Evans, Dick
Sent: Wednesday, November 27, 2002 12:52 PM
To:
Cc:
Subject: Mr. Seney (Shell Station at Powder Mill Road)

Mr. Seney

Thank you for your inquiry relative to the proposed construction on MD 650. Mr. Briggs asked me to respond on his behalf. There is no direct impact to the Shell Station at the corner of MD 650 and Powder Mill Road. MD 650 in the vicinity will be overlaid. Northbound MD 650 shows no improvements except for the reconstruction of the sidewalks at the corners of the intersection. Southbound MD 650 will widen slightly to the west south of Powder Mill Road primarily to accommodate a triple left turn from westbound Powder Mill to southbound MD 650. The proposed MD 650 median south of the intersection will be wider with a longer left turn lane. The Powder Mill Road western approach will have the same number of lanes but will add a median and an unmarked bike lane. To accommodate the extra width for the new median and bike lane, Powder Mill Rd east of MD 650 will be shifted to the south. The northeast corner of the intersection will not change except for replacing the existing sidewalk in kind and providing a continuous sidewalk in front of the church. The northwest corner will add new sidewalk with handicap ramps and will include new paving he entrances to the gas station.

For additional information, you may contact Dana Knight or Richard evana at the address below.

Thanks,

Richard M. Evans
McCormick, Taylor & Associates, Inc.
509 South Exeter Street - 4th Floor
Baltimore, Maryland 21202
Phone 410-662-7400, (FAX - 7401)
Cellular 410-446-5111
Richard



Major and Deputy Administrators of Transportation
Robert L. Ehrlich, Jr., Governor • Altheim S. Steele, Lt. Governor • Trent M. Kittleman, Acting Secretary

February 5, 2002

Re: Project No. MO900B21
MD 650 from Powder Mill Road to
North of US 29
Montgomery County, Maryland

Mr. Donald McKee
305 Northwest Dr.
Silver Spring MD 20901

Dear Mr. McKee:

Thank you for your comments regarding the MD 650 (New Hampshire Avenue) Improvements, from Powder Mill Road to north of US 29. The purpose of the project is to improve traffic operations for vehicles using MD 650 at Powder Mill Road and from Chalmers Road to north of US 29. The project will consider provisions for improving circulation of traffic and pedestrians to and from the proposed Food and Drug Administration (FDA) facility at the White Oak Federal Research Center. The project will also consider adequate vehicular, pedestrian and bicycle access to existing and planned activity centers, including commercial sites.

Your comment regarding traffic considerations along neighborhood streets has been noted, including FDA employee traffic, traffic on Northwest Drive, and the use of double left and right turn lanes at Lockwood Drive and New Hampshire Ave. Your follow-up comment (after the public informational meeting) regarding the double right and left turning lanes not being used has also been noted.

With regard to Lockwood Drive, it is classified by the local County master plan as an arterial road, and therefore, is intended to carry through traffic as well as residential access traffic. With regard to traffic volume restrictions on Northwest Drive, the Montgomery County Department of Public Works and Transportation (MCDPWT) can initiate a traffic study upon formal requests by citizens, homeowners, or neighborhood associations once a specific problem materializes. This type of study would determine appropriate measures to deal with the specific problem. The MCDPW&T does not implement volume restrictions based on forecasted problems, but uses actual observed data to install the most effective immediate solution. MCDPW&T can be contacted at 101 Monroe St., Rockville, Maryland, 20850.

My telephone number/toll-free number is
Toll-free: 1-800-552-2278
Bulding Address: 101 Box 717 • Baltimore, MD 21204-0717
Street Address: 705 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410-542-0200 • www.marylandroads.com

139

Mr. Donald McKee
Page Two
February 5, 2003

The State Highway Administration has reviewed all comments and will continue to investigate the feasibility of addressing these comments. Your name is included on the project mailing list in order to keep you informed about our progress. Thank you for your interest. If you have any further questions please contact Dana Knight, Project Manager, at 410-662-7400 or dpknight@mta.biz.

Sincerely,

Kenneth Briggs
Kenneth T. Briggs
Chief, Highway Design Division

cc: Mr. Darrell Sacks, Project Planning Division, SHA
~~Mr. Dana P. Knight, McCormick, Taylor, and Associates~~
Mr. Bob Simpson, MCDPW&T

BURNT MILLS CITIZENS ASSOCIATION
SILVER SPRING, MD 20901

OFFICERS

PRESIDENT
Donald McKee
305 Northwest Drive
301 593-4591

VICE PRESIDENT
Dan Wallace
313 Burnt Mills Ave
301 593-3120

TREASURER
Doris Wangerin
10802 Childs Street
301 593-2617

SECRETARY
Sheila Chandler-Leon
408 Burnt Mills Ave
301 593-6983

25 Nov. 2002
305 Northwest Dr.
Silver Spring, MD 20901

Mr. Ken Briggs, Project Mgr.
Office of Highway Design, Mailstop C-102
Maryland State Highway Adm,
707 No. Calvert St.
Baltimore, MD 21202

Ref: MD 650 Study
US-29 to Powder Mill

Dear Mr. Briggs

Our community of 320 homes borders on Lockwood Dr. and goes westward across 29 to the Northwest Branch. Our northern border is Northwest Dr.

We attended a meeting a year ago (7 Nov 01) wherein Bob Simpson of Montgomery Co. heard our thoughts about the FDA project. We did not indicate a non-support then nor do we now, but traffic considerations along our neighborhood streets still remain foremost on our minds. These are small residential streets with parking already existent. FDA employees going to and from work will certainly impact them. To wit:

Northwest Dr. - US29 to New Hampshire speed bumps already in place, but will it become a convenient cut-through?
Lockwood Dr. - houses both sides, 24' roadway a convenient short-cut for traffic coming north on 29 turning south on NH. Providing two right turn lanes off of Lockwood at N.H. will just encourage further use of this short cut. And conversely at PM rush hour, providing a double left turn lane off of NH onto Lockwood repeats the process.

Our Assn. strongly urges that steps be taken to lessen the use of commuter traffic on these two streets not to encourage it.

Very truly yours,
Burnt Mills Citizens Assn.

Donald M. McKee
Donald M. McKee,
President

7:30P
Later at the mtg,
I see you are not going
to the double right turn lanes - (Lockwood to NH south)
and "left" " " (NH to Lockwood SW)
Fine, that's good news to our neighborhood D.M.C.



Robert L. Ehrlich, Jr., Governor • Michael S. Steele, Lt. Governor • Trent M. Kittleman, Acting Secretary

February 5, 2003

Re: Project No. MO900B21
MD 650 from Powder Mill Road to
North of US 29
Montgomery County, Maryland

Ms. Susan Mellish Edwards
811 McCeney Avenue
Silver Spring MD 20901

Dear Ms. Edwards:

Thank you for your comments regarding the MD 650 (New Hampshire Avenue) Improvements, from Powder Mill Road to north of US 29. The purpose of the project is to improve traffic operations for vehicles using MD 650 at Powder Mill Road and from Chalmers Road to north of US 29. The project will consider provisions for improving circulation of traffic and pedestrians to and from the proposed Food and Drug Administration (FDA) facility at the White Oak Federal Research Center. The project will also consider adequate vehicular, pedestrian and bicycle access to existing and planned activity centers, including commercial sites.

Your comments regarding local use of the study area and pedestrian safety have been noted, as have your concerns regarding the consistency of the proposed improvements with the White Oak Master Plan and Regional Planning.

In response to your first comment regarding pedestrian safety and local access at the west leg of the MD 650/Lockwood Drive intersection, the additional right and left turn lanes are not included as part of this project based on response from the community.

Regarding your comment on the White Oak Transit Center Study, additional coordination has revealed that the focus of transit studies has changed in the White Oak area since the publication of the October 2002 EA/Draft Section 4(f) Evaluation. Montgomery County Department of Public Works and Transportation (MCDPW&T) completed a two-year study to determine the feasibility of locating a transit center in the White Oak Shopping Center. The study expanded on the 1997 *White Oak Master Plan* recommendation to look at other potentially feasible transit center locations in the White Oak area. The prototype for technical analysis as the study began was a facility with 500 parking spaces and six bus bays. As the study progressed, a decision was made by

My telephone number/toll-free number is
Montgomery County Department of Public Works and Transportation

Building Address: P.O. Box 517 • Baltimore, MD 21203-0517
Street Address: 205 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410-343-0000 • www.maryland.gov

Ms. Susan Edwards
Page Two
February 5, 2003

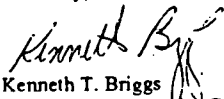
MCDPW&T to delay the long-term transit study, including the potential for a large-scale transit center at the White Oak Shopping Center. MCDPW&T focused on short-term improvements instead, specifically improvements to heavily used bus stops in the vicinity of MD 650 and Lockwood Drive. The final study report presents a proposed facility program for the bus stop improvements. Bus pads will be installed on New Hampshire Avenue at Lockwood Drive (east and west sides, north of Lockwood Drive). According to MCDPW&T, there are no immediate plans to reinitiate the transit center study.

In response to your comment regarding the March 2002 Transportation Management Plan (TMP), further coordination with General Services Administration (GSA) has revealed that the NCPD did not approve the 1.5 persons per vehicle. Currently, the NCPD has approved the parking ratio of 1:2 (1 parking space for 2 employees) and requires that NCPD review the parking ratio as the facility is constructed and the parking habits of FDA employees are observed. There is limited public transportation to the site, and many of the employees work odd and long hours so car-pooling is difficult. GSA and its traffic consultant anticipate that more parking may be needed than what has been approved, as they predict a ratio of 1.2:2 (1.2 parking spaces for 2 employees).

With regard to your final comment, the GSA as a part of their entire building plan is presently studying the Cherry Hill Road entrance to the FDA Facility. The traffic studies that were performed for the New Hampshire Avenue design were done with the understanding that the north entrance would be constructed before the final build out is completed. The GSA, State Highway Administration, (SHA) and Montgomery County Agencies have been and continue to work closely together in the development of this project.

The SHA has reviewed all comments and will continue to investigate the feasibility of addressing these comments. Your name is included on the project mailing list in order to keep you informed about our progress. Thank you for your interest. If you have any further questions please contact Dana Knight, Project Manager, at 410-662-7400 or dpknight@mta.biz.

Sincerely,


Kenneth T. Briggs
Chief, Highway Design Division

Ms. Susan Edwards
Page Three
February 5, 2003

cc: Mr. Darrell Sacks, Project Planning Division, SHA
~~Mr. Dana P. Knight~~, McCormick, Taylor, and Associates
Mr. Charlie Watkins, District Engineer, SHA
Mr. Bob Simpson, MCDPW&T

811 McConey Avenue
Silver Spring, MD 20901

November 25, 2002


Ms. Denise King
Environmental Specialist
Federal Highway Administration
The Rotunda - Suite 220
711 West 40th Street
Baltimore, MD 21211

Dear Ms. King:

Follows are two pages, copy of comments submitted to Mr. Ken Briggs regarding
Project No. MD900B21 October 2002 MD 650 Study and Environmental Assessment
Draft for your review.

Please submit as written testimony for this project. I appreciate your consideration
in this matter.

Sincerely,



Susan Melish Edwards
Vice-President
Burnt Mills Hills Citizens Association

142

811 McCeney Avenue
Silver Spring, MD 20901

November 25, 2002

Ms. Cynthia Simpson
Deputy Director
Office of Planning and Preliminary Engineering
State Highway Administration
707 North Calvert Street
Mail Stop C-301
Baltimore, MD 21202

Dear Ms. Simpson:

Follows are two pages, copy of comments submitted to Mr. Ken Briggs regarding Project No. M0900B21 October 2002 MD 650 Study and Environmental Assessment Draft for your review.

Please submit as written testimony for this project. I appreciate your consideration in this matter.

Sincerely,

Susan Melissa Edwards

Susan Melissa Edwards
Vice-President
Burnt Mills Hills Citizens Association

Project No. M0900B21
October 2002

811 McCeney Avenue
Silver Spring, MD 20901

November 25, 2002

Ken Briggs, Project Manager
Office of Highway Design
Maryland State Highway Administration
Mailstop C-102
707 North Calvert Street
Baltimore, MD 21202

Dear Mr. Briggs:

In review of the MD 650 Study Alternate 2 - Build Alternative I am writing to express our community's concern that the improvements shown do not sufficiently address pedestrian safety issues and local access and are not consistent with the 1997 White Oak Master Plan and Regional Planning.

For our community and the adjoining communities Lockwood Drive serves as a local connector with a church, two synagogues, daycare and swim centers and high pedestrian usage. With the relocation of FDA our communities will be faced with significant additional congestion that the MD 650/Lockwood Drive corridor cannot support without improvements that will also allow local use.

The Environmental Assessment for the MD 650 Study states that it is consistent with the 1997 White Oak Master Plan and the Plan's support for the FDA facility: to mitigate traffic impacts from FDA employees, minimize congestion on MD 650 during peak hours and preclude the use of Lockwood Drive, Schindler Drive and Northwest Drive as commuter thoroughfares for FDA employees. However, the SHA improvements to the MD 650/Lockwood Drive west leg of the intersection include an additional right turn lane onto southbound New Hampshire Ave, which will in fact encourage the use of Lockwood Drive by FDA employees. Its location is in an area that has two bus stops (one on each side of Lockwood Drive) adjacent to the main entrance for the Berkshire high-rise apartments and the commercial center with significant pedestrian crossings at mid-street.

Representatives of our community and the adjoining community of Burnt Mills voiced these concerns to Bob Simpson in a meeting on 11/7/01 regarding this addition of a 2nd right turn and the need instead for an increased level of pedestrian safety and local access. An additional right turn lane should not be included in the final design of the west leg of this intersection.

For this same reason our community is in support of the additional northbound MD 650 lane and single left-turn lane onto Lockwood Drive which discourages the use of Lockwood Drive as a cut-through and encourages the use of the US 29 interchange by FDA employees.

The Environmental Assessment for the MD 650 Study states that the proposed improvements support the possibility of a Transit Center at the White Oak Shopping Center and uses as a model the "current concept" for the Transit Center having 600 parking spaces and six bus bays. The MD 650 Study also shows an exclusive left-turn lane in the existing median of southbound New Hampshire Ave, to provide access into the White Oak Shopping Center. However, the Transit Center Study identified operational constraints with this location and use of this left turn if it is not signalized. References and justification of improvements based on the Transit Center should therefore be removed from this document.

The Environmental Assessment also includes the 2002 TMP for the FDA Concession as part of a regional plan consistency of TDM goals identified in the White Oak Master Plan. However, the TMP submitted by FDA was not approved by NCPC in 2002 as the parking ratio was in excess of the 1 space for every 2 employees approved for final build-out. NCPC further requires GSA to submit a revised TMP with a commitment to undertake specific TDM strategies to meet these

goals. References to the FDA 2002 TMP and parking numbers should therefore be deleted from this document and not used as justification for MD 650 improvements.

In summary, our community strongly feels that coordination between GSA, SHA and Montgomery and Prince George's County planners that utilizes the NE entrance for FDA, provides improvements to the supporting eastern entrance roadways and aggressively pursues strategies to reduce the number of on-site parking spaces for FDA employees would have the greatest impact for this area. This combined with intersection improvements along New Hampshire Ave. that provide safe pedestrian access and allow local use to continue would be closest to the intent of the 1997 White Oak Master Plan and would be the best example of Regional Planning.

I appreciate your consideration of our community concerns and the opportunity to submit these comments.

Sincerely,

Susan Melish Edwards

Susan Melish Edwards
Vice-President
Burnt Mills Hills Citizens Association



Robert L. Ehrlich, Jr., Governor • Michael S. Steele, Lt. Governor • Trent M. Killebrew, Lt. Governor

February 5, 2003

Re: Project No. MO900B21
MD 650 from Powder Mill Road to
North of US 29
Montgomery County, Maryland

Ms. Elizabeth St. John
10500 Rodney Rd.
Silver Spring MD 20903

Dear Ms. St. John:

Thank you for your comments regarding the MD 650 (New Hampshire Avenue) improvements, from Powder Mill Road to north of US 29. The purpose of the project is to improve traffic operations for vehicles using MD 650 at Powder Mill Road and from Chalmers Road to north of US 29. The project will consider provisions for improving circulation of traffic and pedestrians to and from the proposed Food and Drug (FDA) facility at the White Oak Federal Research Center. The project will also consider adequate vehicular, pedestrian and bicycle access to existing and planned activity centers, including commercial sites.

Your comment regarding pedestrian safety and adequate provision for physically challenged persons has been noted, as have your concerns regarding the proposed transit center.

All of the Americans with Disabilities Act (ADA) design requirements have been applied to this design. Several agencies have contributed to and accepted the designs for pedestrian accommodation, including: the Maryland National Capitol Parks and Planning Commission (M-NCPPC); Montgomery County Department of Public Works and Transportation (MCDPW&T), State Highway Administration Office of Traffic and Safety; and the State Highway Administration District 3 Traffic.

With regard to a transit center at the former Washington Suburban Sanitary Commission (WSSC) site, we appreciate the comment; the MCDPW&T will further evaluate it when this study moves forward.

My telephone number/toll-free number is _____
 Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2278 (Toll Free)
 Building Address: 933 New 7th • Baltimore, MD 21204-0717
 Street Address: 706 North Calvert Street • Baltimore, Maryland 21202 • Phone 410-542-0390 • www.msha.state.md.us

ML

Ms. Elizabeth St. John
Page Two
February 5, 2003

The Maryland State Highway Administration has reviewed all comments and will continue to investigate the feasibility of addressing these comments. Your name is included on the project mailing list in order to keep you informed about our progress. Thank you for your interest. If you have any further questions please contact Dana Knight, Project Manager, at 410-662-7400 or dpknight@mta.biz.

Sincerely,


Kenneth T. Briggs
Chief, Highway Design Division

cc: Ms. Lisa Choplin, Assistant Division Chief, SHA
Mr. Darrell Sacks, Project Planning Division, SHA
~~Mr. Dana P. Knight~~, McCormick, Taylor, and Associates
Mr. Bob Simpson, MCDPW&T

Page 1 of 3
11/25/02

To: Maryland Department of Transportation, State Highway Administration
From: Elizabeth St. John - Hillandale Resident
10500 Rodney Rd
Silver Spring, MD 20903 (name already on mailing list)
Concerning: Stated improvements to MD 650 - Comments and Concerns
Date: November 25, 2002

You have gone to a great deal of trouble, time and expense to distribute detailed maps showing planned improvements. However, this is very confusing and perhaps misleading in that the maps do not appear to include some of the maps shared in the last meeting held at CHI.

As an example, the entrance to the Hillandale Park, south of the firehouse and Chalmers, does not show any changes. Clearly, if the plans for the golf course entrance remain intact, this is a significant oversight. As I have previously discussed with one of your representatives, this must be designed properly and with care. Your representative told me that lines of sight as drivers exit the park are already poor and potentially quite dangerous. When coupled with the fact that CHI vehicles are not allowed to exit to the left, those that need to go south almost always come north as far as the park entrance and make u-turns at this intersection. You know this, but this has not been addressed in a satisfactory way.

Also, in reference to this golf course entrance, I have repeatedly stated my concerns about pedestrian safety. I was told that this had not even been considered but that it would be addressed. This golf course is supposed to appeal to younger golfers who are not yet of driving age. Many in the area would want to walk into the park. The pedestrian access is currently limited to the Chalmers intersection. In view of the County's new, long overdue emphasis on pedestrian safety, this entrance must be carefully planned. A pedestrian death occurred at this intersection in February of 2002 and it would be an inexcusable tragedy if such a thing were to occur again. When this area is redesigned, lighting will also be an issue. It is the understanding of the neighborhood that there will be a lit driving range on the golf course, so traffic will be coming in and out at after dark.

The issue of bus stops and safety must be addressed in this corridor as well. All government agencies have a responsibility to help assure the success of our public transportation system. When New Hampshire Avenue work is completed on this stretch, it is essential that you coordinate with WMATA to ensure that the bus stops are in safe locations with safe pedestrian access. It would also be extremely helpful if you could help emphasize the need for bus shelters, rather than ignoring the issue and assuming that it is okay for vehicles to pass within a few feet of unprotected waiting riders while driving at speeds that are more in line with posted beltway limits.

I have also previously expressed my concern for the physically challenged individuals who cross this stretch of New Hampshire Avenue five days a week, often during peak traffic hours, in order to access their workplace at CHI. THIS AREA MUST BE KEPT SAFE AND ACCESSIBLE FOR ALL. It is not a superhighway. Just as you have

145

Page 2 of 3
11/25/02

responsibility for the safe movement of vehicular traffic, you should also be responsible for planning for pedestrian safety.

It is also evident from your plans that New Hampshire Avenue is still being emphasized as the only way in and out of FDA. I recognize that the Nov 25 meeting is in reference to New Hampshire Avenue, but you must also recognize the importance of planning for the entrance on Cherry Hill Road. There are environmental concerns within the confines of the U.S Government property that will have to be addressed, but the neighborhood deserves full disclosure regarding the entrances and efforts made to bring traffic through the area in a more balanced manner.

Lockwood Drive is also an area of serious concern for area roadways. Many pedestrians are crossing that road at numerous spots up and down its length. Traffic is too fast and too heavy already. It appears that your lane change plan on northbound New Hampshire Avenue intentionally encourages more vehicles to use Lockwood. This is inappropriate and unnecessary. If this is indeed your intention, then you must address pedestrian safety at EVERY POINT along Lockwood. Considerations that must not be overlooked are the presence of a day care facility, numerous bus stops and the presence of those, who must, for religious reasons, walk to their places of worship. Perhaps the last issue is considered unimportant, but it should not be. These individuals have a Sabbath that specifically dictates arriving on foot prior to sundown at the start of the Sabbath and High Holy Days. This automatically means the presence of many pedestrians who MUST cross at dusk on Fridays, overlapping rush hour for much of the year.

It is also my understanding that your studies do not justify a four way stop at Lockwood and Burnt Mills Avenue. If this is the case, your studies are faulty. This intersection is already extremely hazardous. The inevitable increase in traffic will make it even more so. Who will bear the responsibility for the accidents that will occur at this intersection?

I have also expressed my concern in the past for the safety issues involved in placing a new left turn entry from New Hampshire Avenue southbound into the White Oak Shopping Center. Apparently, no traffic light is intended to control this new turn. If this is the case, I trust that you have very carefully considered the placement of all bus stops and all currently used pedestrian routes. I'm aware that these pedestrian routes are, in many cases, illegal, but that doesn't stop the fact that they exist. Perhaps some sort of safety breakaway fencing needs to be installed along this corridor to prevent pedestrians from making bad decisions. Obviously, anything of that nature that is installed must be safe in case of vehicle impact and must be difficult for pedestrians to navigate.

I also suggest that the right hand needs to communicate with the left. We have been on the receiving end of very mixed messages in regard to the existence or non-existence of the transit center. Is your plan correct? Who makes the decision? How do we know what is really in the works?

Page 3 of 3
11/25/02

You also should be aware of Doug Duncan's Go Montgomery plans and how those impact this corridor. Let's not tear up this entire corridor just to see it undone and torn up again within a few short years.

I have a concern which I will also share with the Go Montgomery team - if a transit center and/or a metro station are in the works for sometime in the next decade, please look at the possibility of locating it on the site of the former WSSC sludge processing plant off of 29 in the Tech Road area. It is my understanding that that area is planned as the next high tech area of the County. If a transit center could be placed there, it could, quite efficiently channel traffic coming south from Howard County, it would be close to the Cherry Hill corridor for access to the Routes 1 and 95, and it has the potential to be an appropriate site for access to the thousands of FDA employees who are expected within the next several years. This site is much more appropriate for a transit center and/or a metro station.

And, please, no more meetings that are slated to begin at 6 p.m. With work schedules as they are and existing traffic, it is clearly impossible for many individuals to be present at such an early hour.

Let's do this thing right.

CC: Arthur Holmes, Go Montgomery

146

s. Bobbino,

Thank you for your interest in the proposed improvement to MD650 from Powder Mill Road to North of US29.

The widening along MD650 is limited to the area described in the brochure, as you noted. There are no current plans to widen MD 650 beyond these limits in this area.

Please feel free to contact me if you have additional questions.

Thank You

Ken Briggs

Ken Briggs
Chief, Highway Design Division
State Highway Administration
17 W. Calvert Street
Baltimore MD, 21202
Phone 410-545-8761
Cell Free 1-888-228-5003
1-410-333-2450
kbriggs@sha.state.md.us

> Martha Bobbino 12/31/02 02:26PM >>>
Dear Mr. Briggs:

I received the notice regarding the informational workshop about the project but was unable to attend on Nov. 25. I have read through the brochure that I received through the mail and do have a couple of questions.

1. I live on New Hampshire Avenue (MD 650) just a little bit north of the intersection with US 29. From what I can gather in the brochure, it appears that, at least as of the present time, there are no definite plans to widen MD 650 beyond the project area described in the brochure. Is this correct?
2. Are there any plans to widen MD 650 beyond what is described in the brochure?
3. Can you give me more specifics about this and the time frame when this expansion project might be started?

Thank you for your assistance.

Martha Bobbino



Robert L. Ehrlich, Jr., Governor • Michael S. Steele, Lt. Governor • Tom Killeman, Acting Secretary

January 15, 2003

RE: Project No. MO900B21
MD 650 from Powder Mill Road to
North of US 29
Montgomery County Maryland

Mr. Howard Bell Jr.
800 McCeney Avenue
Silver Spring MD 20901

Dear Mr. Bell:

Thank you for your comments regarding the MD 650 (New Hampshire Avenue) improvements, from Powder Mill Road to north of US 29. The purpose of the project is to improve traffic operations for MD 650 at Powder Mill Road and from Chalmers Road to north of US 29. The project will consider provisions for improving circulation of traffic and pedestrians to and from the proposed Food and Drug (FDA) facility at the former White Oak Naval Ordnance Laboratory. The project will also consider adequate vehicular, pedestrian and bicycle access to existing and planned activity centers, including commercial sites.

Your comment regarding the proposed turning lanes has been noted, as have your concerns regarding the use of Lockwood Drive by FDA employees, and consistency of the proposed plans with the White Oak Master Plan. At this time, there is no indication that an additional right turn lane from Lockwood Drive onto southbound MD 650 would be considered in the near future and definitely not in this design project.

The operation of the southbound left turn lane from MD 650 into the White Oak Shopping Center, you have concerns with, has been analyzed. Traffic studies have indicated that the signal phasing at Lockwood Drive and MD 650 provides sufficient breaks in traffic flow to accommodate the anticipated left turn traffic into the parking lot. It has been agreed that this movement will be monitored after the project has been completed and if warranted, a signal will be installed in the future.

My telephone number/toll-free number is
1-800-735-2268 Statewide Toll Free
Mail Stop 193, Box 717 • Baltimore, MD 21202-0717
Street Address: 26 North Calvert Street • Baltimore, Maryland 21202 • Phone 410-545-8761 • www.marylandroads.com

147

Mr. Howard Bell Jr.
Page Two
January 15, 2003

The Maryland State Highway Administration has reviewed all comments and will continue to investigate the feasibility of addressing these comments. Your name is included on the project mailing list in order to keep you informed about our progress. Thank you for your interest.

Sincerely,

Kenneth T. Briggs, Chief
Highway Design Division

cc: Mr. Darrell Sacks
~~Mr. Darrell Sacks~~ McCormick, Taylor and Associates

800 McCeney Avenue
Silver Spring, MD 20901
December 18, 2002

Mr. Ken Briggs, Project Manager
Maryland State Highway Administration
Mailstop C-102
707 North Calvert Street
Baltimore, MD 21202

Dear Mr. Briggs:

After reviewing the improvements shown in the MD 650 Study Alternate 2- Build Alternative, I have a number of comments. According to the Environmental Assessment for the Study it is consistent with the 1997 White Oak Master Plan and the Plan's support for the FDA facility: to mitigate traffic impacts from FDA employees, minimize congestion on MD 650 during peak hours and preclude the use of Lockwood Drive, Sehindler Drive and Northwest Drive as commuter thoroughfares for FDA employees.

Given the above, I am in support of the northbound MD 650 single left-turn lane onto Lockwood Drive, which discourages the use of Lockwood Drive as a cut-through and encourages the use of the US 29 interchange by FDA employees.

I am also in support of a single right turn lane onto southbound New Hampshire Ave. as it was presented at the November 25, 2002 community meeting. Should the improvements to the MD 650/Lockwood Drive west leg of the intersection be revised again to include an additional right turn lane onto southbound New Hampshire Ave. it would not be consistent with the 1997 White Oak Master Plan and Regional Planning since it would in fact encourage the use of Lockwood Drive by FDA employees in an area that has two bus stops (one on each side of Lockwood Drive) adjacent to the main entrance for the Berkshire high-rise apartments and a commercial center with significant pedestrian crossings at mid-street.

The MD 650 study also shows an exclusive left-turn lane in the existing median of southbound New Hampshire Ave. to provide access into the White Oak Shopping Center. However, the Transit Center Study at the White Oak Shopping Center identified operational constraints with this location and the use of a left turn if it is not signalized. Hence, I am opposed to this left turn lane unless it is signalized.

Thank you for this opportunity to comment on MD 650 Study Alternate 2- Build Alternative.

Dave, Please prepare response *R* my signature.
Submitted by

NO REPLY NEEDED

Howard W. Bell, Jr.
Resident of BMHCA

Post-It Fax Note	7871	Date	12/18/02
To	Dave Knight	From	SHA
Category	Informational	Phone #	Ken Briggs
Phone #		Fax #	
Fax #	410-662-7901		

148



Robert L. Ehrlich, Jr., Governor • Michael S. Steele, Lt. Governor • Trent M. Kinteman, Acting Secretary

February 5, 2003

Re: Project No. MO900B21
MD 650 from Powder Mill Road to
North of US 29
Montgomery County, Maryland

Mr. Bruce White
6724 Baltimore Ave.
University Park MD 20782

Dear Mr. White:

Thank you for your comments regarding the MD 650 (New Hampshire Avenue) Improvements, from Powder Mill Road to north of US 29. The purpose of the project is to improve traffic operations for vehicles using MD 650 at Powder Mill Road and from Chalmers Road to north of US 29. The project will consider provisions for improving circulation of traffic and pedestrians to and from the proposed Food and Drug Administration (FDA) facility at the White Oak Federal Research Center. The project will also consider adequate vehicular, pedestrian and bicycle access to existing and planned activity centers, including commercial sites.

Your comments regarding additional weave provisions at the ramp from southbound MD 650 to northbound US 29 have been noted, as has your concern regarding new signage.

The final design for the MD 650 improvements will include new signage. A new sign will be placed in the gore (the area between the ramp and MD 650) that will read: *US 29 NORTH right arrow, 20 MPH*. The 20 MPH will be black with a yellow background so that it will be highly visible; the remaining portion of the sign will be white on a green background. At this time, there will be no re-grading of the ramp.

My telephone number, toll-free number is _____
Should you have any questions, please call 1-800-735-2228 Statewide Toll Free
Mailing Address: PO Box 717 • Baltimore, MD 21202-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410-542-0900 • www.marylandroads.com

Mr. Bruce White
Page Two
February 5, 2002

The Maryland State Highway Administration has reviewed all comments and will continue to investigate the feasibility of addressing these comments. Your name is included on the project mailing list in order to keep you informed about our progress. Thank you for your interest. If you have any further questions please contact Dana Knight, Project Manager, at 410-662-7400 or dpknight@mta.biz.

Sincerely,


Kenneth T. Briggs
Chief, Highway Design Division

cc: Mr. Darrell Sacks, Project Planning Division, SHA
~~Mr. Dana P. Knight~~, McCormick, Taylor, and Associates
Mr. Charlie Watkins, District Engineer, SHA

MD 650 from Powder Mill Road to North of US 29

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MO900B21
INFORMATIONAL PUBLIC MEETING
MD 650 (NEW HAMPSHIRE AVE)
FROM SOUTH OF POWDER MILL RD TO NORTH OF US 29

MONDAY, NOVEMBER 25, 2002, 6:00 P.M. - 8:00 P.M.
CHI CENTER
10501 NEW HAMPSHIRE AVENUE
SILVER SPRING, MD 20903 - 1197

PLEASE PRINT
NAME BRUCE WHITE DATE 11/29/02
ADDRESS TOWN COUNCIL WARD 2 / 6724 BALT. AVE
CITY UNIV PARK STATE MD ZIP 20782

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

RE: RAMP FROM SB US 29 TO SB MD 650 -
I'm GLAD TO SEE THAT MORE WEAVING
WILL BE PROVIDED TO THE RAMP FROM
SB MD 650 TO SB US 29. BECAUSE OF
THE DOWN HILL SLOPE OF THE RAMP FROM
SB US 29 TO SB MD 650, HOWEVER, THE
SHARP TURNS REQUIRED TO NEGOTIATE
THIS RAMP ARE UNSAFE. WILL THE
FINAL DESIGN INCLUDE NEW SIGNAGE
WARNING DRIVERS TO SLOW DOWN AND/OR
WILL AT LEAST THE NEW PORTION OF
THE RAMP BE GRADED AT AN ANGLE TO
HELP PREVENT SPIN-OUTS BY DRIVERS
EXCEEDING SAFE SPEEDS? THANK YOU.
BW

- 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



Department of Transportation
Robert L. Ehrlich, Jr., Governor • Michael S. Steele, Lt. Governor • Trent M. Kittleman, Acting Secretary

February 5, 2002

Re: Project No. MO900B21
MD 650 from Powder Mill Road to
North of US 29
Montgomery County, Maryland

Ms. Mary Crincenti
9621 Dilston Rd.
Silver Spring MD 20903

Dear Ms. Crincenti:

Thank you for your comments regarding the MD 650 (New Hampshire Avenue) Improvements, from Powder Mill Road to north of US 29. The purpose of the project is to improve traffic operations for vehicles using MD 650 at Powder Mill Road and from Chalmers Road to north of US 29. The project will consider provisions for improving circulation of traffic and pedestrians to and from the proposed Food and Drug Administration (FDA) facility at the White Oak Federal Research Center. The project will also consider adequate vehicular, pedestrian and bicycle access to existing and planned activity centers, including commercial sites.

Your comment regarding the current Beltway interchange conditions has been noted, as have your concerns regarding safety and increased traffic in the study area. The project has been designed to increase capacity on New Hampshire Avenue at the local intersections between US 29 and I-495 and to improve access to and from the FDA site. The State Highway Administration (SHA) is aware of the rush hour overload along US 29, as well as many other major highways and interchanges in the Washington Metropolitan Area. A major undertaking such as rebuilding the US 29/New Hampshire Avenue Interchange has been studied by SHA in the past and the existing interchange was deemed to be functional for the foreseeable future. Your concerns have been noted and will be forwarded to the Project Planning Division (PPD) of the Maryland State Highway Administration for consideration.


My telephone number/toll-free number is _____
Marginal Relay Service for Impaired Hearing/Speech 1-800-735-2258 Sub-Voice Toll Free
Mailing Address: 131 GPO 717 Baltimore, MD 21204-6717
Voice Contact: 202 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410-534-6000 • Fax: 410-534-6000

150

Ms. Mary Crincenti
Page Two
February 5, 2003

The State Highway Administration has reviewed all comments and will continue to investigate the feasibility of addressing these comments. Your name is included on the project mailing list in order to keep you informed about our progress. Thank you for your interest. If you have any further questions please contact Dana Knight, Project Manager, at 410-662-7400 or dpknight@mta.biz.

Sincerely,


Kenneth T. Briggs
Chief, Highway Design Division


cc: Mr. Darrell Sacks, Project Planning Division, SHA
~~Mr. Dana P. Knight~~, McCormick, Taylor, and Associates
Mr. Charlie Watkins, District Engineer, SHA

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MO900B21
INFORMATIONAL PUBLIC MEETING
MD 650 (NEW HAMPSHIRE AVE)
FROM SOUTH OF POWDER MILL RD TO NORTH OF US 29

MONDAY, NOVEMBER 25, 2002, 6:00 P.M. - 8:00 P.M.

CHI CENTER
10501 NEW HAMPSHIRE AVENUE
SILVER SPRING, MD 20903 - 1197

NAME _____ DATE 12/7/02
PLEASE ADDRESS _____
PRINT CITY _____ STATE _____ ZIP _____
 Mary P Crincenti
9621 Dilston Rd
Silver Spring, MD 20903

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

I cannot believe that you are doing this project without changing the Beltway interchange I have been rear-ended 3 times getting off the Beltway (South of NH). Safety is a major concern with increased traffic in the area.

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



GOVERNOR AND DEPARTMENT OF TRANSPORTATION
Robert L. Ehrlich, Jr., Governor • Althea S. Steele, Lt. Governor • Trent M. Kintoman, Acting Sec. 2003

February 5, 2003

Re: Project No. MO900B21
MD 650, From Powder Mill Road to
North of US 29
Montgomery County, Maryland

Ms. Laura McDonald
11555 Michale Ct.
Silver Spring MD 20904

Dear Ms. McDonald:

Thank you for your comments regarding the MD 650 (New Hampshire Avenue) Improvements, from Powder Mill Road to north of US 29. The purpose of the project is to improve traffic operations for vehicles using MD 650 at Powder Mill Road and from Chalmers Road to north of US 29. The project will consider provisions for improving circulation of traffic and pedestrians to and from the proposed Food and Drug Administration (FDA) facility at the former White Oak Naval Ordnance Laboratory. The project will also consider adequate vehicular, pedestrian and bicycle access to existing and planned activity centers, including commercial sites.

Your comment regarding potential routing into FDA from the northeast has been noted, as have your concerns regarding where FDA employees are coming from. The Zip Code analysis has been a part of the traffic studies for the development of the MD 650 design.

With regard to access via Industrial Boulevard and from US 29 directly to Michelson (perhaps via Stewart Lane), these ideas were studied when the County updated its master plans for Fairland and White Oak in 1997. The concepts were dropped from consideration due to the negative impacts they would have on the natural environment.

Pedestrian movements crossing MD 650 in the vicinity of the Lockwood Drive intersection has been carefully studied and is recognized as a major pedestrian route between the Berkshire Towers (also known as The Point) and the surrounding communities including Burnt Mills. The design includes landscaping and fencing in the median to encourage pedestrians to use the signalized crosswalks at the intersection.

My telephone number toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2276 Statewide Toll Free
Relay Address: 151, Box 717 Baltimore, MD 21203-0717
Street Address: 205 North Calvert Street Baltimore, Maryland 21202 Phone: 410-541-0200 www.maryland.gov

Ms. Laura McDonald
Page Two
February 5, 2003

The State Highway Administration has reviewed all comments and will continue to investigate the feasibility of addressing these comments. Your name is included on the project mailing list in order to keep you informed about our progress. Thank you for your interest. If you have any further questions please contact Dana Knight, Project Manager, at 410 662-7400 or dpknight@mta.biz.

Sincerely,

Kenneth T. Briggs
Chief, Highway Design Division

cc: Mr. Darrell Sacks, Project Planning Division, SHA
~~Attn: Dana P. Knight~~, McCormick, Taylor, and Associates

152

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MO900B21
INFORMATIONAL PUBLIC MEETING
MD 650 (NEW HAMPSHIRE AVE)
FROM SOUTH OF POWDER MILL RD TO NORTH OF US 29

MONDAY, NOVEMBER 25, 2002, 6:00 P.M. - 8:00 P.M.
CHI CENTER
10501 NEW HAMPSHIRE AVENUE
SILVER SPRING, MD 20903 - 1197

PLEASE PRINT NAME Laura McDonald DATE 12-2-02
ADDRESS 11555 Michale Ct.
CITY Silver Spring STATE MD ZIP 20904-2704

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

Thank you for holding the public meeting

① I am concerned that you look at ways to route people into FDA from the north/east. I realize the Cherry Hill/Powder Mill intersection has an entrance -- but how about thru Industrial Blvd or something to access Michelson?

② Please look at zip codes for present FDAC employees and see where they are actually coming from. It will give a good look at where to put your emphasis.

③ Don't underestimate pedestrians crossing to White Oak shopping center from The Point

- 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

LM



Robert L. Ehrlich, Jr., Governor Michael S. Steele, Lt. Governor Trent M. Killebrew, Acting Secretary

January 24, 2003

Re: Project No. MO900B21
MD 650, From Powder Mill Road to North of US 29
Montgomery County, Maryland

Mr. Ed Driscoll
11239 Legato Way
Silver Spring MD 20901

Dear Mr. Driscoll:

Thank you for your comments regarding the MD 650 (New Hampshire Avenue) Improvements, from Powder Mill Road to north of US 29. The purpose of the project is to improve traffic operations for vehicles using MD 650 at Powder Mill Road and from Chalmers Road to north of US 29. The project will consider provisions for improving circulation of traffic and pedestrians to and from the proposed Food and Drug Administration (FDA) facility at the former White Oak Naval Ordnance Laboratory. The project will also consider adequate vehicular, pedestrian and bicycle access to existing and planned activity centers, including commercial sites.

Your comment regarding wildlife protection at the FDA site has been noted. This issue has been addressed in coordination with the General Services Administration (GSA), the Golf Course Management, and Maryland National Capital Park and Planning Commission (M-NPPC). The State Highway Administration's (SHA) proposed design and specifications require that the contractor install temporary 8-foot high chain link fencing at the limits of construction within the golf course property prior to removal of any existing fencing. This temporary fence must remain in place until the new fencing near the proposed sidewalk/bike path is complete and secure.

My telephone number/toll-free number is _____
Hear about it first. Service for the hearing impaired. Speech 1-800-735-2276. Statewide Toll Free

Headquarters: 101, Park 717 Baltimore, MD 21201-0717
Street Address: 707 North Calvert Street Baltimore, Maryland 21202 Phone: 410-542-0200 www.marylandroads.com

Mr. Ed Driscoll
Page Two
January 24, 2003

The SHA has reviewed all comments and will continue to investigate the feasibility of addressing these comments. Your name is included on the project mailing list in order to keep you informed about our progress. Thank you for your interest. If you have any questions, please contact me at 410-545-8761, 1-888-228-5003 or kbriggs@sha.state.md.us.

Sincerely,

Kenneth Briggs
Kenneth T. Briggs
Chief, Highway Design Division

cc: Darrell Sacks, SHA - PPD
~~William McCormick~~ McCormick, Taylor, and Associates

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MO900B21
INFORMATIONAL PUBLIC MEETING
MD 650 (NEW HAMPSHIRE AVE)
FROM SOUTH OF POWDER MILL RD TO NORTH OF US 29
MONDAY, NOVEMBER 25, 2002, 6:00 P.M. - 8:00 P.M.
CHI CENTER
10501 NEW HAMPSHIRE AVENUE
SILVER SPRING, MD 20903 - 1197

PLEASE NAME Ed Driscoll DATE 12/2/02
ADDRESS 11239 Legato Way
PRINT CITY Silver Spring STATE MD ZIP 20901

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

I am concerned about the Wildlife at White Oak Golf Course especially during any proposed construction on New Hampshire Ave. It is my concern that temporary fencing be installed if any permanent fencing has to be removed during construction. I have lived in this area for over 35 years and am very aware of the Deer, Ground Hogs, Geese, etc... that graze on the golf course and many times right by the fence facing New Hampshire Ave. If any of the current fencing is removed during construction and no temporary fencing is put in its place, it is a guarantee some of the Wildlife will wander on to New Hampshire Ave. and not only endanger their lives but the lives of motorists driving on New Hampshire Ave. This is not a small detail to be overlooked so I thank you for allowing me this opportunity to bring it to your attention if you have not already considered the matter.

Sincerely,
Ed Driscoll
Ed Driscoll
11239 Legato Way
Silver Spring, MD 20901

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

154



Robert L. Ehrlich, Jr., Governor Michael S. Steele, Lt. Governor Trent M. Kittenman, Acting Secretary
January 24, 2003

Re: Project No. MO900B21
MD 650, From Powder Mill Road to
North of US 29
Montgomery County, Maryland

Ms. Florence R. Morgan
10403 New Hampshire Ave.
Silver Spring MD 20903

Dear Ms. Morgan:

Thank you for your comments regarding the MD 650 (New Hampshire Avenue) Improvements, from Powder Mill Road to north of US 29. The purpose of the project is to improve traffic operations for vehicles using MD 650 at Powder Mill Road and from Chalmers Road to north of US 29. The project will consider provisions for improving circulation of traffic and pedestrians to and from the proposed Food and Drug Administration (FDA) facility at the former White Oak Naval Ordnance Laboratory. The project will also consider adequate vehicular, pedestrian and bicycle access to existing and planned activity centers, including commercial sites.

Your question regarding potential impacts to houses located on New Hampshire Avenue between the FDA and Powder Mill Road has been noted. Houses along the east side of MD 650 (opposite the FDA property) will not be impacted. The closest work will be re-landscaping of the area that divides southbound New Hampshire Avenue from the Frontage Road.

The Maryland State Highway Administration has reviewed all comments and will continue to investigate the feasibility of addressing these comments. Your name is included on the project mailing list in order to keep you informed about our progress. Thank you for your interest. If you have any questions, please contact me at 410-545-8761, 1-888-228-5003, or kbriggs@sha.state.md.us.

Sincerely,


Kenneth T. Briggs
Chief, Highway Design Division

My telephone number/toll-free number is _____
Additional Relay Services for Deaf/Blind Hearing or Speech: 1-800-735-2258 (Statewide Toll Free)
Baltimore Address: 191 148 717 • Baltimore: 410-212-0477
Street Address: 705 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410-545-8000 • www.marylandroads.com

Ms. Florence Morgan
Page Two
January 24, 2003

cc: Darrell Sacks, SHA - PPD
~~Mr. Daniel P. Knight~~, McCormick, Taylor, and Associates

MD 650 from Powder Mill Road to North of US 29

153

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MO900B21
INFORMATIONAL PUBLIC MEETING
MD 650 (NEW HAMPSHIRE AVE)
FROM SOUTH OF POWDER MILL RD, TO NORTH OF US 29

MONDAY, NOVEMBER 25, 2002, 6:00 P.M. - 8:00 P.M.
CHI CENTER
10501 NEW HAMPSHIRE AVENUE
SILVER SPRING, MD 20903 - 1197

PLEASE PRINT
NAME Florence R. Morgan DATE 11/26/02
ADDRESS 10403 New Hamp. Ave.
CITY Silver Spring STATE MD ZIP 20903

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

Will this plan have any impact on the
houses located on New Hampshire Avenue
between the FDA and Powder Mill Road?
I live on the east side.

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
Robert L. Ehrlich, Jr., Governor • Michael S. Steele, Lt. Governor • Trent M. Kittleman, Acting Secretary
February 5, 2003

Re: Project No. MO900B21
MD 650, From Powder Mill Road to
North of US 29
Montgomery County, Maryland

Mr. Leonard Friedman & Ms. Randi Passamaneck
11824 Gordon Road
Silver Spring MD 20904

Dear Mr. Friedman & Ms. Passamaneck:

Thank you for your comments regarding the MD 650 (New Hampshire Avenue) Improvements, from Powder Mill Road to north of US 29. The purpose of the project is to improve traffic operations for vehicles using MD 650 at Powder Mill Road and from Chalmers Road to north of US 29. The project will consider provisions for improving circulation of traffic and pedestrians to and from the proposed Food and Drug Administration (FDA) facility at the White Oak Federal Research Center. The project will also consider adequate vehicular, pedestrian and bicycle access to existing and planned activity centers, including commercial sites.

Your comment regarding traffic along New Hampshire Avenue has been noted, as has your concern regarding traffic on local streets.

The Honorable Ida Ruben, Maryland State Senator, District 20, has requested the Maryland State Highway Administration (SHA) to perform another Signal Warrant Analysis at Quaint Acres Drive. The results of this study are expected in early April 2003. This study will be managed out of SHA's District 3 office. We have not had any requests for a Signal Warrant Analysis regarding Tanley Road. However, an evaluation of Tanley Road can be initiated by writing to Mr. Charlie Watkins, District Engineer, Maryland State Highway Administration, 9300 Kenilworth Avenue, Greenbelt, MD 20770.

My telephone number/toll-free number is _____
Hearst/Relay Service for Impaired Hearing/Speech 1-800-735-2268 Statewide Toll Free
Mailing Address: P.O. Box 717 • Baltimore, MD 21202-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410-545-0300 • www.marylandroads.com

154

Mr. Friedman & Ms. Passamaniack
Page Two
February 5, 2003

The Maryland State Highway Administration has reviewed all comments and will continue to investigate the feasibility of addressing these comments. Your name is included on the project mailing list in order to keep you informed about our progress. Thank you for your interest. If you have any further questions please contact Dana Knight, Project Manager, at 410-662-7400 or dpknight@mta.biz.

Sincerely,


Kenneth T. Briggs
Chief, Highway Design Division

cc: The Honorable Ida G. Ruben, Senate of Maryland
Mr. Darrell Sacks, Project Planning Division, SHA
~~Mr. Dana P. Knight~~, McCormick, Taylor, and Associates
Charlie Watkins, District Engineer, SHA

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

MO900B21
INFORMATIONAL PUBLIC MEETING
MD 650 (NEW HAMPSHIRE AVE)
FROM SOUTH OF POWDER MILL RD. TO NORTH OF US 29

MONDAY, NOVEMBER 25, 2002, 6:00 P.M. - 8:00 P.M.
CHI CENTER
10501 NEW HAMPSHIRE AVENUE
SILVER SPRING, MD 20903 - 1197

PLEASE PRINT	NAME _____	DATE <u>11/29/02</u>
	ADDRESS _____	
	CITY _____	E _____ ZIP _____

Mr. Leonard Friedman
Ms. Randi Passamaniack
11824 Gordon Road
Silver Spring, MD 20904

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

We are concerned about traffic backing up from Rt 29 and Lockwood Dr interchanges - past Quant Ave and Tanley Rd (North of these interchanges on New Hampshire Ave). As it is now, during busy times we cannot get out of our side streets to enter NH Ave. With more traffic, there has got to be better flow on NH Ave south or we will have gridlock on our streets.

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

Robert L. Ehrlich, Jr., Governor • Michael S. Steele, Lt. Governor • Trent M. Kittleman, Acting Secretary

February 6, 2003

Re: Project No. MO900B21
MD 650, From Powder Mill Road to
North of US 29
Montgomery County, Maryland

Mr. Maxwell Keeler
10600 Shedy Circle
Silver Spring MD 20903

Dear Mr. Keeler:

Thank you for your comments regarding the MD 650 (New Hampshire Avenue) Improvements, from Powder Mill Road to north of US 29. The purpose of the project is to improve traffic operations for vehicles using MD 650 at Powder Mill Road and from Chalmers Road to north of US 29. The project will consider provisions for improving circulation of traffic and pedestrians to and from the proposed Food and Drug Administration (FDA) facility at the White Oak Federal Research Center. The project will also consider adequate vehicular, pedestrian and bicycle access to existing and planned activity centers, including commercial sites.

Your comments regarding access along New Hampshire Avenue has been noted. The State Highway Administration's (SHA) proposed improvements incorporate a channelized median that would make it difficult to exit from the McDonalds/Office Depot complex onto northbound MD 650. The design also shifts the median opening further south. As for closing the median break altogether, this would create hardship and loss of business to the commercial area occupants currently benefiting from that point of access.

My telephone number/toll-free number is _____
Hearabout Help Services for Impaired Hearing or Speech 1.800.735.2276 Statewide Toll Free

Mail Stop 217 • Baltimore, MD 21201-0217
Street Address: 207 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0000 • www.marylandroads.com

Mr. Maxwell Keeler
Page Two
February 6, 2003

The Maryland State Highway Administration has reviewed all comments and will continue to investigate the feasibility of addressing these comments. Your name is included on the project mailing list in order to keep you informed about our progress. Thank you for your interest. If you have any further questions please contact Dana Knight, Project Manager, at 410-662-7400 or dpknight@mta.biz.

Sincerely,


Kenneth T. Briggs
Chief, Highway Design Division

cc: Mr. Darrell Sacks, Project Planning Division, SHA
~~Miss Dana P. Knight~~, McCormick, Taylor, and Associates

158

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MO900B21
INFORMATIONAL PUBLIC MEETING
MD 650 (NEW HAMPSHIRE AVE)
FROM SOUTH OF POWDER MILL RD. TO NORTH OF US 29

MONDAY, NOVEMBER 25, 2002, 6:00 P.M. - 8:00 P.M.
CHI CENTER
10501 NEW HAMPSHIRE AVENUE
SILVER SPRING, MD 20903 - 1197

PLEASE PRINT NAME: Maxwell Keebler DATE: 11/23/02
ADDRESS: 10600 Shady Circle
CITY: Silver Spring STATE: MD ZIP: 20903-1236

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

Ref: Figure 1 - ^{Build} Alternative - Sheet 2 of 4.

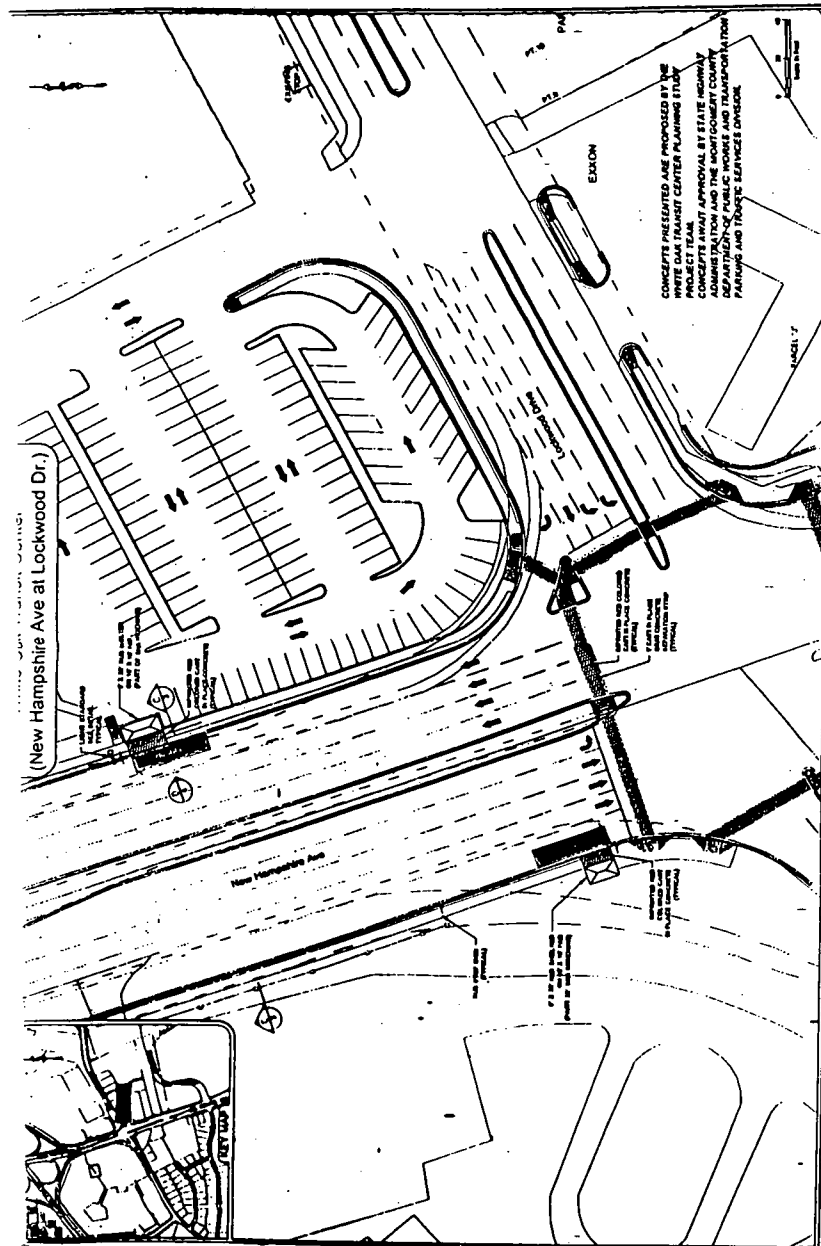
A Re-engineer median strip on MD 650, opposite
SAFETY HAZARD present Michelson Rd, so as to physically disallow
"FTX" autos exiting "officia Dept et d" area from turning
left into 650 to go "North"; make it still OK to
turn left into this access road for autos headed North
of I-495 (35,3N) I.E. put in the same physical barrier here that
you now have @ Calverville (just N. of Rockbehl).
Dept, office, etc. You or no ago, I got State Hwy Admin to install
a couple "left turn only" signs at this "terrible spot"
STUDY WHAT but people still turn left to go North. This was
HAPPENS HERE temp fix then + I had to threaten to
AS ITS VERY INTERESTING BUT escalate if not done quickly + you did (300 vs 274!)
DELAY? I will also escalate to the governor if you
dont install this requested physical barrier.

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

BS-OF NCSU
ATOT MGR-33+42
etc, etc



MD 650 from Powder Mill Road to North of US 29

159



Robert L. Ehrlich, Jr., Governor • Michael S. Steele, Lt. Governor • Trem M. Kittleman, Acting Secretary

February 5, 2002

Re: Project No. MO900B21
MD 650, From Powder Mill Road to
North of US 29
Montgomery County, Maryland

Ms. Deanna Okrent
10715 Gatewood Ave
Silver Spring MD 20903

Dear Ms. Okrent:

Thank you for your comments regarding the MD 650 (New Hampshire Avenue) Improvements, from Powder Mill Road to north of US 29. The purpose of the project is to improve traffic operations for vehicles using MD 650 at Powder Mill Road and from Chalmers Road to north of US 29. The project will consider provisions for improving circulation of traffic and pedestrians to and from the proposed Food and Drug Administration (FDA) facility at the White Oak Federal Research Center. The project will also consider adequate vehicular, pedestrian and bicycle access to existing and planned activity centers, including commercial sites.

Your comment regarding safety, traffic, and signage in the Burnt Mills Hills area has been noted, as has your concern regarding children in the area.

With regard to traffic volume restrictions on Schindler Drive, Ruppert Road, and Cresthaven Drive where they intersect New Hampshire Avenue the Montgomery County Department of Public Works and Transportation (MCDPW&T) can initiate a traffic study upon formal requests by citizens, homeowners, or neighborhood associations once a specific problem materializes. This type of study will determine appropriate measures to deal with the specific problem. MCDPW&T does not install volume restrictions based on forecasted problems, but uses actual observed data to design the most effective solution. With regard to Northwest Drive opposite Mahan Road at MD 650, appropriate signing will be installed as part of the project to prohibit direct movements to and from the Federal Research Center property. MCDPW&T can be contacted at 101 Monroe St., Rockville, Maryland, 20850.

My telephone number/toll-free number is _____
Margaret McKay Service for Impaired Hearing or Speech 1-800-735-2266 Statewide Toll Free
Hearing, Voice, or Deaf Services Baltimore, MD 21204-0211
Street Address: 707 North Calvert Street Baltimore, Maryland 21202 Phone: 410-528-1111

Ms. Deanna Okrent
Page Two
February 5, 2002

The State Highway Administration has reviewed all comments and will continue to investigate the feasibility of addressing these comments. Your name is included on the project mailing list in order to keep you informed about our progress. Thank you for your interest. If you have any further questions please contact Dana Knight, Project Manager, at 410-662-7400 or dpknight@mta.biz.

Sincerely,

Kenneth T. Briggs
Chief, Highway Design Division

cc: Mr. Darrell Sacks
~~Ms. Dana E. Knight~~, McCormick, Taylor, and Associates
Mr. Bob Simpson, MCDPW&T

100

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MO900B21
INFORMATIONAL PUBLIC MEETING
MD 650 (NEW HAMPSHIRE AVENUE)
FROM SOUTH OF POWDER MILL RD TO NORTH OF US 29

MONDAY, NOVEMBER 25, 2002, 6:00 P.M. - 8:00 P.M.
CHI CENTER
10501 NEW HAMPSHIRE AVENUE
SILVER SPRING, MD 20903-1197

PLEASE PRINT
NAME Deanna Okrent ^{okrent} DATE 12/1/02
ADDRESS 10715 Gatewood Ave
CITY Silver Spring STATE MD ZIP 20903

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

I am concerned about safety and traffic
in Burnt Mills Hills. There should be no
entry into our area during peak hours,
especially evenings, from Mahan Drive to the
Put signs & barriers that at Schieller. I support
Cresthaven or Mill Rdna. since they intersect
New Hampshire. I agree with a single
right turn on Lockwood, south to
New Hampshire. I also support a double
left turn from New Hampshire at Rt 29 South.
We have many young children as our
neighborhood is in transition with some
selling to young families.

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



MARK AND DEPARTMENT OF TRANSPORTATION
Robert L. Ehrlich, Jr., Governor • Michael S. Steele, Lt. Governor • Trent M. Killeman, Acting Secretary

February 6, 2003

Re: Project No. MO900B21
MD 650, From Powder Mill Road to
North of US 29
Montgomery County, Maryland

Ms. Charlotte Hennessy
9708 22nd Ave
Adelphi, MD 20783

Dear Ms. Hennessy:

Thank you for your comments regarding the MD 650 (New Hampshire Avenue) Improvements, from Powder Mill Road to north of US 29. The purpose of the project is to improve traffic operations for vehicles using MD 650 at Powder Mill Road and from Chalmers Road to north of US 29. The project will consider provisions for improving circulation of traffic and pedestrians to and from the proposed Food and Drug Administration (FDA) facility at the White Oak Federal Research Center. The project will also consider adequate vehicular, pedestrian and bicycle access to existing and planned activity centers, including commercial sites.

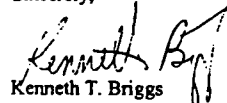
Your comment regarding a right-turn only bay from Hillandale-Shopping Center onto Powder Mill Road has been noted. Because this is outside the limits of State or County jurisdiction (on Hillandale Shopping Center Property), a request needs to be made to the owners and operators of the White Oak Shopping Center. It would then be the responsibility of the Shopping Center to contact the Chief of the Montgomery County Traffic and Parking Services Division to initiate a study for this access change to Powder Mill Road.

My telephone number toll-free number is _____
Assistive Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free
Mailing Address: 191 Box 717 • Baltimore, MD 21202-0717
Street Address: 705 North Calvert Street • Baltimore, Maryland 21202 • Phone 410-543-0200 • www.marylandroads.com

Ms. Charlotte Hennessy
 Page Two
 February 6, 2003

The Maryland State Highway Administration has reviewed all comments and will continue to investigate the feasibility of addressing these comments. Your name is included on the project mailing list in order to keep you informed about our progress. Thank you for your interest. If you have any further questions please contact Dana Knight, Project Manager, at 410-662-7400 or dpknight@mta.biz.

Sincerely,


 Kenneth T. Briggs
 Chief, Highway Design Division

cc: Mr. Darrell Sacks, Project Planning Division, SHA
 Mr. Dana P. Knight, McCormick, Taylor, and Associate

STATE HIGHWAY ADMINISTRATION
 QUESTIONS AND/OR COMMENTS

MO900B21
 INFORMATIONAL PUBLIC MEETING
 MD 650 (NEW HAMPSHIRE AVE)
 FROM SOUTH OF POWDER MILL RD TO NORTH OF US 29
 MONDAY, NOVEMBER 25, 2002, 6:00 P.M. - 8:00 P.M.
 CHI CENTER
 10501 NEW HAMPSHIRE AVENUE
 SILVER SPRING, MD 20903 - 1197

PLEASE NAME Charlotte Hennessy DATE _____
 ADDRESS 9708 22nd Ave
 PRINT CITY Adelphi STATE MD ZIP 20783

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

At Hillandale Shopping Center
consider making a RIGHT
TURN only at exit to Powder
M-H Rd.

Anyone wishing to enter New
Hampshire can do so directly
from shopping center or by way
of Elton Dr.

Cars pulling out onto Powder
Mill are in great danger
especially from cars making
a turn from N. H

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

162



Robert L. Ehrlich, Jr., Governor • Michael S. Steele, Lt. Governor • Trent M. Kittleman, Acting Secretary

January 24, 2003

Re: Project No. MO900B21
MD 650, From Powder Mill Road to
North of US 29
Montgomery County, Maryland

Mr. Dan Wilhelm
904 Cannon Rd.
Colesville MD 20904

Dear Mr. Wilhelm:

Thank you for your comments regarding the MD 650 (New Hampshire Avenue) Improvements, from Powder Mill Road to north of US 29. The purpose of the project is to improve traffic operations for vehicles using MD 650 at Powder Mill Road and from Chalmers Road to north of US 29. The project will consider provisions for improving circulation of traffic and pedestrians to and from the proposed Food and Drug Administration (FDA) facility at the former White Oak Naval Ordnance Laboratory. The project will also consider adequate vehicular, pedestrian and bicycle access to existing and planned activity centers, including commercial sites.

Your comment regarding sight lines and proposed improvements to New Hampshire Avenue has been noted. Thank you for supporting this project and providing us with suggestions to consider. The State Highway Administration (SHA) will provide sufficient sight distance at the movement you mentioned (New Hampshire Southbound at US 29 Southbound Ramp).

Also, in response to your comment regarding the left turn into the White Oak Shopping Center from southbound New Hampshire Avenue, a signal would not be necessary because the current signal at Lockwood Drive will provide a break in traffic. This break in traffic would allow queued cars in the newly proposed left turn lane to enter the shopping center without major delays.

Finally, your recommendation for three left turn lanes westbound from Lockwood Drive to southbound New Hampshire Avenue has also been noted. This movement is proposed to accommodate a triple left movement including one shared through/left lane. This is reflected in the final design plans.

My telephonic number/toll-free number is _____
Disability Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free
Mailing Address: P.O. Box 517 • Baltimore, MD 21202-0517
Street Address: 207 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410-545-0800 • www.marylandroads.com

Mr. Dan Wilhelm
Page Two
January 24, 2003

The SHA has reviewed all comments and will continue to investigate the feasibility of addressing these comments. Your name is included on the project mailing list in order to keep you informed about our progress. Thank you for your interest. If you have any questions, please contact me at 410-545-8761, 1-888-228-5003 or kbriggs@sha.state.md.us.

Sincerely,


Kenneth T. Briggs
Chief, Highway Design Division

cc: Darrell Sacks, SHA - PPD
~~Mr. Sacks~~, McCormick, Taylor, and Associate

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MO900B21
INFORMATIONAL PUBLIC MEETING
MD 650 (NEW HAMPSHIRE AVE)
FROM SOUTH OF POWDER MILL RD TO NORTH OF US 29

MONDAY, NOVEMBER 25, 2002, 6:00 P.M. - 8:00 P.M.
CHI CENTER
10501 NEW HAMPSHIRE AVENUE
SILVER SPRING, MD 20903 - 1197

PLEASE NAME DAN WILHELM DATE 11/24/2002
ADDRESS 904 CANNON RD
PRINT CITY COLESVILLE STATE MD ZIP 20904

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

- SUPPORT PROJECT AND ALMOST ALL CHANGES
SUGGESTED IMPROVEMENTS
- ① ON NEW HAMPSHIRE SOUTH BOUND AT US 29 SOUTH BOUND
RAMP, MAKE SURE LANDSCAPING DOES NOT BLOCK
DRIVERS VIEW OF RAMP MAKING LEFT INTO SAME
RAMP.
 - ② LIKE NBL LEFT TURN INTO SHOPPING CENTER FROM SOUTHBOUND
NH. RECOMMEND IT HAVE A SIGNAL
 - ③ WEST BOUND FROM LOCKWOOD, NBL THREE LEFT TURN
LANES.

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



DEPARTMENT OF TRANSPORTATION
Robert L. Ehrlich, Jr. Governor • Michael S. Steele, Lt. Governor
February 6, 2003. Kittleman, Acting Secretary

Re: Project No. MO900B21
MD 650, From Powder Mill Road to
North of US 29
Montgomery County, Maryland

Mr. & Mrs. Norman Holmes
1709 Edgewater Parkway
Silver Spring MD 20903

Dear Mr. and Mrs. Holmes:

Thank you for your comments regarding the MD 650 (New Hampshire Avenue) Improvements, from Powder Mill Road to north of US 29. The purpose of the project is to improve traffic operations for vehicles using MD 650 at Powder Mill Road and from Chalmers Road to north of US 29. The project will consider provisions for improving circulation of traffic and pedestrians to and from the proposed Food and Drug Administration (FDA) facility at the White Oak Federal Research Center. The project will also consider adequate vehicular, pedestrian and bicycle access to existing and planned activity centers, including commercial sites.

Your questions regarding the New Hampshire/Colesville underpass, ingress & egress at White Oak Shopping Center, potential road widening, speed bumps, and bus stop locations have been noted.

With regard to speed bumps, they are not allowed on Powder Mill Road because of its functional classification as an arterial road intended to carry through traffic as well as property access traffic. Speed bumps can be considered to other neighborhood streets in east Hillandale, through a process administered by the Montgomery County Department of Public Works and Transportation (MCDPW&T). A formal request should be submitted to that agency. Regarding to the issue of bus stops and turn rounds on FDA property, the local transit agencies (Metrobus and Ride-On) are actively coordinating with the FDA currently to implement that objective as part of the FDA site design. MCDPW&T can be contacted at 101 Monroe St., Rockville, Maryland, 20850.

1-800-452-4343 (toll-free number)
Maryland Toll-Free Service (operated by Verizon) 1-800-452-4343 (toll-free)

Mailing Address: 151 New 777 • Hillandale, MD 21050-0717

2000 Powder Mill Road • Hillandale, Maryland 21050 • Phone: 410-542-6200 • www.maryland.gov

151

Mr. & Mrs. Norman Holmes
Page Two
February 6, 2003

The Maryland State Highway Administration has reviewed all comments and will continue to investigate the feasibility of addressing these comments. Your name is included on the project mailing list in order to keep you informed about our progress. Thank you for your interest. If you have any further questions please contact Dana Knight, Project Manager, at 410-662-7400 or dpknight@mta.biz.

Sincerely,


Kenneth T. Briggs
Chief Highway Design Division

cc: Mr. Darrell Sacks, Project Planning Division, SHA
~~Mr. Darrell Sacks~~ McCormick, Taylor, and Associates
Mr. Bob Simpson, MCDPW&T

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MO900B21
INFORMATIONAL PUBLIC MEETING
MD 650 (NEW HAMPSHIRE AVE)
FROM SOUTH OF POWDER MILL RD TO NORTH OF US 29

MONDAY, NOVEMBER 25, 2002, 6:00 P.M. - 8:00 P.M.

CHI CENTER
10501 NEW HAMPSHIRE AVENUE
SILVER SPRING, MD 20903 - 1197

PLEASE NAME Kim + Norman Hobbs DATE 11-15-02
PRINT ADDRESS 1709 Edgecote Parkway
CITY Silver Spring STATE MD ZIP 20903

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

- 1- Will the New Hampshire/Colesville underpass be widened?
- 2 What is being done to improve ingress & egress for the White Oak Shopping Center?
- 3 Will Powder Mill between Liggs & Hotel be widened to accommodate increased traffic?
- 4 Will speed bumps be placed in East Hillandale to discourage traffic purely transitory from Powder Mill and New Hampshire?
- 5 Why not place bus stops & turnarounds on FDA property instead of further crowding New Hampshire Ave and the White Oak Shopping Center?

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



Robert L. Ehrlich, Jr. Governor • Michael S. Steele, Lt. Governor • Trent M. Kittleman, Attorney General

February 5, 2003

Re: Project No. MO900B21
MD 650, From Powder Mill Road to
North of US 29
Montgomery County, Maryland

Ms. Cathy-Martin Urbanek
11333 Classical Lane
Silver Spring MD 20901

Dear Ms. Urbanek:

Thank you for your comments regarding the MD 650 (New Hampshire Avenue) Improvements, from Powder Mill Road to north of US 29. The purpose of the project is to improve traffic operations for vehicles using MD 650 at Powder Mill Road and from Chalmers Road to north of US 29. The project will consider provisions for improving circulation of traffic and pedestrians to and from the proposed Food and Drug Administration (FDA) facility at the White Oak Federal Research Center. The project will also consider adequate vehicular, pedestrian and bicycle access to existing and planned activity centers, including commercial sites.

Your comment regarding safety at the intersection of New Hampshire Avenue and the ramp for US 29 south has been noted. When entering the northbound left turn bay and approaching the flashing red signal, vehicles should come to a complete stop and wait for an acceptable gap in traffic before proceeding with the turn. The sign that is associated with the signal explains what the motorist must do in this situation ("Proceed on Flashing Red After Stop"). This signal operation was implemented to minimize the delay to motorists using the ramp to head south on US 29, and it has operated as intended.

By telephone number toll-free number is
Hearings: 1-800-735-2256 Statewide Toll-Free

Mail: 191, Box 717 • Baltimore, MD 21203-0717
Street Address: 107 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410-541-0000 • Fax: 410-541-0001

Ms. Cathy Urbanek
Page Two
February 5, 2003

The Maryland State Highway Administration has reviewed all comments and will continue to investigate the feasibility of addressing these comments. Your name is included on the project mailing list in order to keep you informed about our progress. Thank you for your interest. If you have any further questions please contact Dana Knight, Project Manager, at 410-662-7400 or dpknight@mta.biz.

Sincerely,

Kenneth T. Briggs
Chief, Highway Design Division

cc: Mr. Darrell Sacks, Project Planning Division, SHA
~~Ms. Dana P. Knight~~, McCormick, Taylor, and Associates
Mr. Charlie Watkins, District Engineer, SHA

106

ATTORNEYS
careful you
realize there is
a condition on
flashing red -
What flashing red
Next time through the
intersection you might
see the flashing red -
So

Note: The sign is placed when you finish reading the driver realizes you are supposed to STOP.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MO900B21
INFORMATIONAL PUBLIC MEETING
MD 650 (NEW HAMPSHIRE AVE)
FROM SOUTH OF POWDER MILL RD. TO NORTH OF US 29

MONDAY, NOVEMBER 25, 2002, 6:00 P.M. - 8:00 P.M.
CHI CENTER
10501 NEW HAMPSHIRE AVENUE
SILVER SPRING, MD 20903 - 1197

When do I proceed - only when there is no flashing light - I think there is no flashing traffic. I usually don't go unless traffic is coming. H H P

NAME: CATHY-MARTIN URBANEK DATE: 11-27-02
PLEASE PRINT ADDRESS: 11333 Classical Lane
CITY: Silver Spring STATE: MD ZIP: 20901

We wish to comment or inquire about the following aspects of this project:
Please plan carefully for the intersection of New Hampshire South bound exiting on to the ramp for Rt 29 South. Currently there are two lights there and signage that says "Proceed on flashing red after stop." The combination of this sign and lights that are sometimes on and sometimes off makes this ~~an~~ a dangerous intersection. I am especially concerned for drivers unfamiliar with the area, and especially for our young teenage drivers. Please do your best to make this intersection as safe as possible.

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.
Thank you.
Cathy-Martin Urbaneck



Robert L. Ehrlich, Jr., Governor Michael S. Steele, Lt. Governor Tom M. Hironaka, Deputy Secretary
February 7, 2003

Re: Project No. MO900B21
MD 650, From Powder Mill Road to North of US 29
Montgomery County, Maryland

Ms. Eileen Finnegan
10404 Sweetbriar Parkway
Silver Spring, MD 20903

Dear Ms. Finnegan,

Thank you for your comments regarding the MD 650 (New Hampshire Avenue) Improvements, from Powder Mill Road to north of US 29. The purpose of the project is to improve traffic operations for vehicles using MD 650 at Powder Mill Road and from Chalmers Road to north of US 29. The project will consider provisions for improving circulation of traffic and pedestrians to and from the proposed Food and Drug Administration (FDA) facility at the White Oak Federal Research Center. The project will also consider adequate vehicular, pedestrian and bicycle access to existing and planned activity centers, including commercial sites.

Your comments regarding the Environmental Assessment Document (EA) recently made available to the public have been noted, as have your concerns regarding levels of service and pedestrians crossing New Hampshire Avenue. A response is provided after each of your comments below.

Comment: The White Oak Transit Center and the FDA's Revised Master Plan status have not been described with the most current information available, and the northeast entrance from Cherry Hill Road is not mentioned.

Response: Since the publication of the October 2002 EA/Draft Section 4(f) Evaluation, additional coordination has revealed that the focus of transit studies has changed in the White Oak area. Montgomery County Department of Public Works and Transportation (DPWT) completed a two-year study to determine the feasibility of locating a transit center in the White Oak Shopping Center. The study expanded on the 1997 White Oak Master Plan recommendation to look at other potentially feasible transit center locations in the White Oak area. The prototype for technical

The telephone number toll-free number is 1-800-392-2278. Statewide toll-free number is 1-800-392-2278. In Maryland, call 410-221-2400. In other states, call 1-800-392-2278. The toll-free number is 1-800-392-2278. The toll-free number is 1-800-392-2278. The toll-free number is 1-800-392-2278.

Ms. Eileen Finnegan
 Page Two
 February 7, 2003

analysis as the study began was a facility with 500 parking spaces and six bus bays. As the study progressed, a decision was made by Montgomery County DPWT to delay the long-term transit study, including the potential for a large-scale transit center at the White Oak Shopping Center. Montgomery County DPWT focused on short-term improvements instead, specifically improvements to heavily used bus stops in the vicinity of MD 650 and Lockwood Drive. The final study report presents a proposed facility program for the bus stop improvements. Bus pads and streetscape improvements will be installed on Lockwood Drive east of New Hampshire Avenue, as well as on New Hampshire Avenue (east and west sides, north of Lockwood Drive). According to Montgomery County DPWT, there are no immediate plans to reinstate the transit center study.

Comment: The reference to FDA's March 2002 Revised Master Plan should be completed with the National Capital Planning Commission's (NCPC) Action of June 2002. In that action, NCPC did not approve the 1:1.5 parking requested, but held to the standard of 1:2 parking spaces for the FDA project. NCPC is requiring General Services Administration (GSA) to resubmit a Transportation Management Plan (TMP) within 9 months of full occupancy of the CDER office building (Phase 2).

Response: The October 2002 EA/Draft Section 4(f) Evaluation stated that, as one of its transportation management strategies, the March 2002 TMP for the FDA Consolidation identified a goal of developing a program to increase the Average Vehicle Occupancy (AVO) to 1.5 persons per vehicle. Further coordination with GSA has revealed that the NCPC did not approve the 1.5 persons per vehicle. Currently, the NCPC has approved the parking ratio of 1:2 (1 parking space for 2 employees) and requires that NCPC review the parking ratio as the facility is constructed and the parking habits of FDA employees are observed. There is limited public transportation to the site, and many of the employees work odd and long hours so ride-sharing is difficult. GSA and its traffic consultant anticipate that more parking may be needed than what has been approved, as they predict a ratio of 1.2:2 (1.2 parking spaces for 2 employees).

Comment: Informally, many associated with the project have been advising citizens that the "northeast gate" will be the solution to the anticipated gridlock of New Hampshire Avenue. The "promise" is (contrary to the BMI study) that Montgomery County residents will travel from Bethesda, Rockville, and east along Randolph Road - which becomes Cherry Hill - to enter the GSA property from this entrance at the Montgomery County line. Some mention of this entrance, and promised relief should be made - if indeed it is going to happen as described."

Ms. Eileen Finnegan
 Page Three
 February 7, 2003

Response: GSA is currently initiating studies for the northeast access from Cherry Hill Road to the FDA facility. Environmental impact and cost estimate for this potential entrance are presently being conducted as part of the overall FDA development plan. Traffic evaluations for the MD 650 project have been based on the inclusion of this access entrance; however, the actual planning study is being undertaken by others.

Comment: Second concern raised is the poor "Level of Service" (LOS) ratings anticipated for the New Hampshire corridor. "Given the number of failing intersections, a confirmation of parking spaces and the anticipated peak loads (1800 p.m. from 6400 employees?) should be done. Some of the numbers used for the projections are re-hashed from very old, pre-BMI studies."

Response: This project has been developed to address the projected traffic generated by the FDA build out. The planned improvements have been scaled back to accommodate local citizen concerns about the potential for increased traffic along Lockwood Drive. While we agree that existing traffic flow is less than desirable during peak hours, the purpose of the project is to accommodate additional traffic generated by the build out of the FDA site. Regarding the number of parking spaces, the SHA has no jurisdiction over the determination of internal GSA site design. By providing a copy of this letter to a GSA representative, we are alerting them of your concerns.

Comment: Third concern raised is regarding pedestrians crossing New Hampshire Avenue. "The plans do not adequately address issues of pedestrian safety. The commercial areas of White Oak and Hillandale need safe and relevant pedestrian focus. The Montgomery Blue Ribbon Panel on Pedestrian and Traffic Safety has produced a significant document which has raised the level of understanding of the three E's - Education, Enforcement, and Engineering. Now is the time for Engineering for pedestrians along New Hampshire Avenue."

Response: Pedestrian safety is a very serious concern for this project. Close coordination with the Montgomery County DPWT, the Maryland National Capital Park and Planning Commission (M-NCPPC), and the State Highway Administration Office of Traffic Safety has been maintained throughout the design process. From Chalmers Road to Lockwood Drive, all bus stops will be located at signalized intersections (all of which have pedestrian signals and marked crossings) which include: Chalmers Road, Schindler Drive/Mahan Road, the proposed intersection at Northwest Drive/Relocated Michelson Road, and at Lockwood Drive. The current bus stop at Ruppert Drive will be abolished. Fencing will be provided along the median from the current Michelson Road location to the

168

Ms. Eileen Finnegan
Page Four
February 7, 2003

driveway entrance into the shopping center along MD 650 as a way to encourage pedestrians to use the crosswalks at the intersection.

The Maryland State Highway Administration has reviewed all comments and will continue to investigate the feasibility of addressing these comments. Your name is included on the project mailing list in order to keep you informed about our progress. Thank you for your interest. If you have any further questions please contact Dana Knight, Project Manager, at dpknight@mta.biz.

Very Truly Yours,


Kenneth Briggs
Chief, Highway Design Division

Cc: Darrell Sacks
Mr. Dana P. Knight, McCormick, Taylor, and Associates

November 25, 2002

Mr. Ken Briggs, Project Manager
Office of Highway Design
Maryland State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

Subject: New Hampshire Avenue (MD 650) from Powder Mill Road to North of US 29
Environmental Assessment/Draft Section 4 (f) for Project:M0900B21

Dear Mr. Briggs,

In accordance with the mailing from Maryland SHA, I am writing to you to express concern regarding several aspects of the Environmental Assessment Document recently made available for public comment.

First, within the text of the Environmental Assessment, the White Oak Transit Center and the FDA's Revised Master Plan status have not been described with the most current information available, and the much-touted northeast entrance from Cherry Hill Road is not even mentioned.

- As a participant in the White Oak Transit Center Citizens Advisory Committee, I can report to you that as early as last spring, it was determined that the 500-car, 6-bay plan was not feasible or desirable. Consequently, plans now call for "improved bus stops" and pedestrian safety measures along New Hampshire Avenue and Lockwood Drive. Enclosed is a set of drawings from September 2002, showing the project.
- The reference to the FDA's March 2002 Revised Master Plan should be completed with the National Capital Planning Commission's Action of June 2002. In that action, NCPC did not approve the 1:1.5 parking requested, but held to the standard of 1:2 parking spaces for the FDA project. NCPC is requiring GSA to resubmit a TPM within 9 months of full occupancy of the CDER office building (Phase 2).
- Informally, many associated with the project have been advising citizens that the "northeast gate" will be the solution to the anticipated grid-lock of New Hampshire Avenue. The "promise" is (contrary to the BMI study) that Montgomery County residents will travel from Bethesda, Rockville, and east along Randolph Road - which becomes Cherry Hill - to enter the GSA property from this entrance at the Montgomery County line. Some mention of this entrance, and promised relief should be made - if indeed it is going to happen as described.

A second concern is the poor "Level of Service" ratings anticipated for the New Hampshire corridor. Given the number of failing intersections, a confirmation of parking spaces and the anticipated peak loads (1800 p.m. from 6400 employees?) should be done. Some of the numbers used for the projections are re-hashed from very old, pre-BMI studies.

169

A final area of concern is for pedestrians who need to cross New Hampshire Avenue. The plans do not adequately address issues of pedestrian safety. The commercial areas of White Oak and Hillandale need safe and relevant pedestrian focus. The Montgomery County Blue Ribbon Panel on Pedestrian and Traffic Safety has produced a significant document which has raised the level of understanding of the three E's—Education, Enforcement and Engineering. Now is the time for Engineering for pedestrians along New Hampshire Avenue.

Thank you for your consideration.

Respectfully


Eileen Finnegan
 10404 Sweetbriar Parkway
 Silver Spring, MD 20903

Enclosures: White Oak Transit Center Dwgs 2002
 WOTC CAC letters of May and Sept 2002
 NCPC Action on FDA Master Plan June 2002

cc: ✓ Ms. Cynthia Simpson, Deputy Director, OPPE, SHA
 Ms. Denise King, Environmental Specialist, FHA
 Albert J. Genetti, Jr., Director, Montgomery County DPW&T

Intersection	Projected LEVEL OF SERVICE (LOS) For Build Plan		
	NOW (2001)	2007	2025
Powder Mill	F am/F pm	F am/F pm	F am/F pm
Schindler	E am/D pm	F am/C pm	F am/F pm
Northwest	D am/D pm	F am/D pm	F am/F pm
Michelson	E am/C pm	F am/B pm	F am/F pm
Lockwood	F am/F pm	F am/F pm	F am/F pm
Turn to 29 SO.	E am/C pm	E am/A pm	F am/E pm



MD STATE DEPARTMENT OF TRANSPORTATION
 Robert L. Ehrlich, Jr., Governor • Michael S. Steele, Lt. Governor • Trent M. Kittleman, Acting Secretary

February 5, 2003

Re: Project No. MO900B21
 MD 650 from Powder Mill Road to
 North of US 29
 Montgomery County, Maryland

Mr. Brian Beard
 10600 Lilac Place
 Silver Spring MD 20903

Dear Mr. Beard:

Thank you for your comments regarding the MD 650 (New Hampshire Avenue) Improvements, from Powder Mill Road to north of US 29. The purpose of the project is to improve traffic operations for vehicles using MD 650 at Powder Mill Road and from Chalmers Road to north of US 29. The project will consider provisions for improving circulation of traffic and pedestrians to and from the proposed Food and Drug Administration (FDA) facility at the White Oak Federal Research Center. The project will also consider adequate vehicular, pedestrian and bicycle access to existing and planned activity centers, including commercial sites.

Your comments regarding bicycle and pedestrian access to the new FDA campus at White Oak have been noted. For this project, the Maryland State Highway Administration (SHA), Montgomery County personnel, and representatives of the General Services Administration (GSA) have been in constant contact for every detail of planning and design. The internal roadway and bikeway system is being studied by GSA and is not a part of this project. The SHA/GSA team has worked closely to assure that proper connection from New Hampshire Avenue will be provided to the FDA Site. Your concerns have been brought to the attention of the GSA site developers.

My telephone number/toll-free number is _____
 Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Nationwide Toll Free
 Mailing Address: P.O. Box 717 • Baltimore, MD 21202-0717
 Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410-545-0300 • www.marylandroads.com

172

Mr. Brian Beard
Page Two
February 5, 2003

The Maryland State Highway Administration has reviewed all comments and will continue to investigate the feasibility of addressing these comments. Your name is included on the project mailing list in order to keep you informed about our progress. Thank you for your interest. If you have any further questions please contact Dana Knight, Project Manager, at 410-662-7400 or dpknight@mta.biz.

Sincerely,


Kenneth T. Briggs
Chief, Highway Design Division

cc: Darrell Sacks, SHA-PPD
~~Mrs. Dana Knight~~ McCormick, Taylor, and Associates
Bill Potterton, General Services Administration

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MO900B21
INFORMATIONAL PUBLIC MEETING
MD 650 (NEW HAMPSHIRE AVE)
FROM SOUTH OF POWDER MILL RD TO NORTH OF US 29

MONDAY, NOVEMBER 25, 2002, 6:00 P.M. - 8:00 P.M.

CHI CENTER
10501 NEW HAMPSHIRE AVENUE
SILVER SPRING, MD 20903 - 1197

PLEASE NAME Brian Beard DATE _____
ADDRESS 10600 Lilac Place
PRINT CITY Silver Spring STATE MD ZIP 20903

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

I am concerned about bicycle and pedestrian access to the new FDA campus at White Oak. Many employees will be exiting buses on New Hampshire and walking onto the FDA campus. Also, many FDA employees live in Hillandale and will be walking or biking to work. There need to be pedestrian and bicycle paths all the way to the FDA buildings. These paths should not interfere with vehicular traffic.

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



ROBERT L. EHRLICH, JR., Governor • MICHAEL S. STEELE, Lt. Governor • TRENT M. KITTLEMAN, Acting Secretary

February 5, 2003

Re: Project No. MO900B21
MD 650 from Powder Mill Road to
North of US 29
Montgomery County, Maryland

Mr. Hugues Sicotte
10803 Blossom Lane
Silver Spring MD 20903

Dear Mr. Sicotte:

Thank you for your comments regarding the MD 650 (New Hampshire Avenue) Improvements, from Powder Mill Road to north of US 29. The purpose of the project is to improve traffic operations for vehicles using MD 650 at Powder Mill Road and from Chalmers Road to north of US 29. The project will consider provisions for improving circulation of traffic and pedestrians to and from the proposed Food and Drug Administration (FDA) facility at the former White Oak Naval Ordnance Laboratory. The project will also consider adequate vehicular, pedestrian and bicycle access to existing and planned activity centers, including commercial sites.

Your comment regarding traffic on Lockwood Road and Burnt Mills Hills Road has been noted, as has your concern regarding the safety of children and other pedestrians in the neighborhood.

With regard to "shortcut" traffic through the neighborhood, the Montgomery County Department of Public Works and Transportation (MCDPW&T) can initiate a traffic study upon formal requests by citizens, homeowners, or neighborhood associations once a specific problem materializes. This type of study will determine appropriate measures to deal with the specific problem. The MCDPW&T does not implement cut-through volume restrictions based on forecasted problems, but uses actual observed data to install the most effective solution. With regard to speed bumps or traffic cameras, they can be considered through processes administered by the MCDPW&T. A formal request should be submitted to that agency. MCDPW&T can be contacted at 101 Monroe St., Rockville, Maryland, 20850.

My telephone number/toll-free number is _____
International Relay Service for Impaired Hearing or Speech 1-800-735-2276 Statewide Toll Free
Mailing Address: 131 Dues 717 • Baltimore, MD 21202-4717
Street Address: 207 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410-543-6200 • www.marylandroads.com

Mr. Hugues Sicotte
Page Two
February 5, 2003

The Maryland State Highway Administration has reviewed all comments and will continue to investigate the feasibility of addressing these comments. Your name is included on the project mailing list in order to keep you informed about our progress. Thank you for your interest. If you have any further questions please contact Dana Knight, Project Manager, at 410-662-7400 or dpknight@mta.biz.

Sincerely,

Kenneth T. Briggs
Kenneth T. Briggs
Chief, Highway Design Division

cc: Mr. Darrell Sacks, Project Planning Division, SHA
~~Mr. Dana Knight~~, McCormick, Taylor, and Associates
Bob Simpson, MCDPWT

172

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MO900B21
INFORMATIONAL PUBLIC MEETING
MD 650 (NEW HAMPSHIRE AVE)
FROM SOUTH OF POWDER MILL RD TO NORTH OF US 29

MONDAY, NOVEMBER 25, 2002, 6:00 P.M. - 8:00 P.M.
CHI CENTER
10501 NEW HAMPSHIRE AVENUE
SILVER SPRING, MD 20903 - 1197

PLEASE PRINT
NAME Hugues Sicotte DATE 11/25/02
ADDRESS 10803 BLOSSOM LN
CITY Silver Spring STATE MD ZIP 20903

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

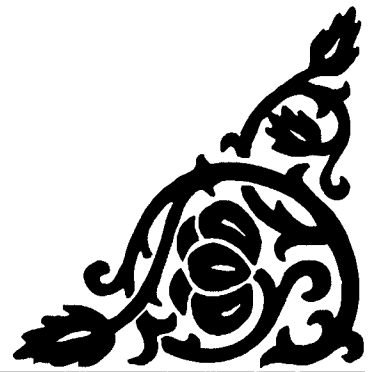
This master plan does not address the dangerous commuter traffic that will be taking a shortcut through to our neighborhood to go from Rte 29 to the Schindler drive entrance by cutting through back woods & burnt mills.

We need speedbumps & traffic cameras to protect the children walking to school. Sidewalks through that area would be welcome too and would reduce the danger to pedestrian traffic.

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



Other Agency Correspondence

Comments and Coordination

Other Agency Correspondence

Correspondence	To:	From:	Reference No.
Requesting Concurrence on Determination of Effect	Mr. J. Rodney Little, SHPO	SHA	VI-1a
Concurrence on Historic Structures on the White Oak Site	Ms. Andrea Mones-O'Hara, Historic Preservation Officer, GSA	MD Historical Trust	VI-2a
Information on FDA facility at the White Oak Site	Ms. Betsy Bretz, LABQUEST Chairperson	General Services Administration (GSA)	VI-3a
Consolidation Improvement Feasibility Study	Montgomery Department of Transportation	Eileen Finnegan	VI-4a
Request pertaining to State Threatened or Endangered Species and Unique Habitat that may be in the Study Area.	SHA	Environmental Review Unit, Maryland Department of Natural Resources	VI-5a
Request pertaining to State Threatened or Endangered Species and Unique Habitat in the Study Area.	SHA	U.S. Fish and Wildlife Service	VI-6a
Request pertaining to State Threatened or Endangered Species and Unique Habitat in the Study Area.	SHA	Forest, Wildlife and Heritage Service, Maryland Department of Natural Resources	VI-7a
Providing input regarding the effects of study alternatives on response times for emergency services.	SHA	Department of Police 3 rd District, Silver Spring	VI-8a
Providing input regarding the effects of study alternatives on response times for emergency services.	SHA	Montgomery County Fire and Rescue Service	VI-9a
Requesting Concurrence on Temporary Use of White Oak Golf Course	Mr. Bill Gries, M-NCPPC	SHA	VI-10a
Coordination Efforts Between M-NCPPC and SHA	SHA	M-NCPPC	VI-11a
Requesting Concurrence on Temporary Use of White Oak Golf Course	GSA	SHA	VI-12a
Comments Regarding the Affected Environment in the Study Area.	SHA	Environmental Review Unit, Maryland Department of Natural Resources	VI-13a
Comments Regarding MD 650 Improvements	SHA	M-NCPPC	V-14a
State Clearinghouse Recommendation	SHA	Maryland Department of Planning	V-15a
Comments Regarding MD 650 Improvements	SHA	United States Department of the Interior	V-16a



Maryland Department of Transportation
State Highway Administration

October 19, 2001

Re: Project No. MO900B21
MD 650 from I-495 to US 29
Montgomery County, MD
USGS Beltsville 7.5" Quadrangle

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Mr. J. Rodney Little
State Historic Preservation Officer
Maryland Historical Trust
100 Community Place
Crownsville MD 21032-2023

Dear Mr. Little:

Introduction and Project Description

This letter serves to inform the Maryland Historical Trust (MHT) of proposed Project No. MO900B21, and to request your concurrence in our no adverse effect determination for this project. The project area includes a small portion of the U.S. Naval Ordnance Laboratory (NOL) Historic District (M: 33-25), which is eligible for listing on the National Register of Historic Places (NRHP).

The project involves the widening of MD 650 from approximately Acres Drive to Chalmers Drive, a distance of 7,100 feet, to provide an additional through lane in the northbound direction. Widening will also occur on Powder Mill Road, Mahan Road, and Lockwood Drive, to accommodate turn lane improvements. Concomitant with the widening, the project proposes the installation of two stormwater management ponds, an access road, inlets and outfalls, landscaping, milling and resurfacing of existing pavement, and construction of medians, curb and gutter, bike paths, and sidewalks. The project also proposes to relocate Michelson Road to a new location across from Northwest Drive. The relocated Michelson Drive will include two westbound and eastbound lanes with a median. The original location of Michelson Drive will be reconstructed to an eight-foot bike path/sidewalk facility. Finally, the project will include the relocation and reconstruction of the US 29 southbound on ramp, and the widening of the US 29 northbound on ramp. Soil borings will be required to complete design aspects of the project.

Widening and intersection improvements will require new right of way. Permanent easements will be required for drainage improvements and slope maintenance. Temporary construction easements will also be required for grading within the golf course and construction access. Project plans are included for your review as Attachment 1.

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 21202-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

VI-1a

Mr. J. Rodney Little
MD 650 from I-495 to US 29
Page Two

Funding

Federal funds are anticipated for this project.

Identification of Area of Potential Effects

We have examined the project area in light of any changes that might be introduced that would have the potential to affect characteristics qualifying historic properties for inclusion in the NRHP. We have developed the area of potential effects (APE) in consideration of both architecture and archeology. The APE has been drawn broadly enough to accommodate all possible construction impacts and the extent of viewsheds from the roadway, as indicated on the attached State Highway Administration (SHA) GIS quadrangle map for Beltsville, MD (Attachment II, showing the APE and the NOL Historic District boundary).

Identification Methods and Results

Potentially significant architectural and archeological resources were both researched as part of the historic investigation instigated by the proposed widening and intersection improvements on MD 650 between I-495 and US 29.

Architecture: SHA Architectural Historian Liz Buxton consulted MHT files, historic mapping including the SHA-GIS quadrangle mapping, and visited the project area on August 9, 2001.

MD 650 is characterized by mid to late 20th century residences interspersed with public, religious and office buildings as well as commercial strip development. The NOL Historic District (M: 33-35) is the only previously identified historic resource within the APE. Located on the east side of MD 650 at 10901 New Hampshire Avenue, the NOL Historic District is approximately 1.15 miles north of the Capital Beltway (I-495) and 0.75 south of US 29 and encompasses 732 acres. The NOL Historic District was determined eligible for the NRHP in 1997 under Criteria A, B and C. The district includes 372 contributing resources as well as a golf course that serves as a buffer along the western and southern borders of the district (Attachment III, MHIP form and eligibility letter).

The APE is confined to the area of direct construction impacts along the east side of MD 650, and also includes a portion of the NOL Historic District- approximately 1200 feet from the center of New Hampshire Ave to the front of the closest building within the NOL Historic District, (Area 100, also known as the Front Area). The only historic resource in the NOL Historic District located within the APE is the 9-hole White Oak Golf Course, a contributing element dating to 1952; there are no contributing buildings located in the APE.

Archeology: SHA archeologist Mary F. Barse assessed the archeological potential of the project area through consultation of the SHA GIS site and survey database, historic mapping, prior archeological studies, planning documents, and modern land use mapping, and conducted a field visit on August 16, 2001. The APE for archeology is defined by the limits of existing and

MD 650 from Powder Mill Road to North of US 29

1710

Mr. J. Rodney Little
MD 650 from I-495 to US 29
Page Three

proposed right of way and easements in which all ground disturbing activities will take place (Attachment I). With the exception of the planned relocation of Michelson Road, and stormwater management facilities on the NOL property, the APE closely follows the existing alignments of MD 650 and its intersecting roadways.

There are no previously reported archeological sites in or near the project's APE (Attachment IV, Inventoried Archeological Sites and Surveys). A portion of the APE at the intersection of US 29 was included in a prior survey by Ballweber (1988) for transportation improvements on US 29 between I-495 in Montgomery County and US 40 in Howard County. No archeological resources were identified during that survey within the current APE. The General Services Administration (GSA) prepared a summary of previous cultural resources surveys within the NOL facility as part of the environmental compliance for the consolidation of the U.S. Food and Drug Administration (FDA) headquarters. The current APE was not subject to actual testing during any of the prior surveys conducted within the facility (Greenhome & O'Mara 1992; Cissna et al. 1982; Rosenzweig 1995). Although several archeological sites were identified during these surveys, none is situated in or near the current APE.

The Phase I archeological identification survey (Rosenzweig 1995) sponsored by GSA for the FDA consolidation project resulted in the determination that no archeological sites were present within the 23 acre area tested (Attachment IV). The remaining 107 acres within the 130-acre APE were not tested. Approximately 99 of the 107 remaining acres were reported by Rosenzweig (1995) to have low archeological potential by virtue of prior disturbance from grading, filling, construction, and landscaping activities. An eight-acre tract that was previously considered to have high archeological potential (Greenhome & O'Mara 1992) was reported to be relatively undisturbed. However, this tract is located well to the east of the current APE for widening and intersection improvements on MD 650, and will be avoided by the undertaking.

The project area is situated on the drainage divide between the Northwest Branch and Paint Branch; tributaries of the Anacostia River drainage. For the most part the APE occupies a rolling upland plateau dissected by the headwater valleys of several low order tributaries that flow east to Paint Branch. This represents a somewhat marginal ecological setting wherein short-term resource procurement camps would be the most likely represented prehistoric archeological site type. The results of previous surveys within the NOL validate this expectation, as all six sites that have been identified to date are characterized as low-density lithic scatters. It is also likely that prehistoric populations may have made transient use of the area in crossing between the larger, resource rich drainages of Paint Branch and Northwest Branch; however, archeological evidence of this behavior would be ephemeral at best, and expressed as occasional isolated flakes or point finds.

Mr. J. Rodney Little
MD 650 from I-495 to US 29
Page Four

Examination of selected historic maps (Martenet and Bond 1865; Hopkins 1878; USGS 1926, 1949) reveals that MD 650 has been present in its current alignment at least as early as 1865. A few structures are shown at this time, primarily near the current MD 650/US 29 interchange, and on the west side of MD 650 north of Chalmers Road. Very little change in the number or ownership of these structures is evident through the first quarter of the 20th century. Several new structures do appear on maps between 1878 and 1926 on the NOL property, south of Mahan Road. By 1945, it is apparent that the MD 650 roadway has been improved and realigned. Subsequent development and road construction in the later half of the 20th century has destroyed all the locations of these historic map indicated structures.

A field visit was conducted to ascertain current conditions and land use within the APE on August 16, 2001. All areas of the APE have been disturbed. Widening north of US 29 will take place on the east side of existing MD 650. Although undeveloped tracts of land remain, the APE is confined to areas previously disturbed by road construction. Widening on MD 650 at the US 29 interchange and modifications to the existing interchange will also occur entirely within areas previously disturbed by road construction. South of the US 29 interchange to Michelson Drive, the APE has been disturbed by commercial development, including the massive White Oak Shopping Center on MD 650 at Lockwood Road.

The character of development along MD 650 changes south of Michelson Drive from commercial to primarily residential on the west side of the roadway. The NOL facility occupies a major portion of the APE on the east side of MD 650 between Michelson Drive and the Hillendale Recreation Area. All work in this section of MD 650 will take place on the east side of the roadway in areas disturbed by construction of the White Oak Golf Course, or within the footprints of the existing roadways. The Powder Mill intersection has been completely disturbed by commercial and institutional development.

Although background research would suggest that the project area is sensitive for archeological resources, there has been extensive disturbance from previous road building, drainage and utility installation, as well as commercial, residential, recreational, and institutional development. Consequently, it is not likely that significant archeological deposits remain within the APE, and no further archeological investigations are recommended.

Determination of Effect

The project would involve the relocation of Michelson Road, improvements to Mahan Road, the installation of two stormwater management ponds and a new access road within the boundaries of the NOL Historic District. In addition, soil borings as part of the project design, landscaping, bike paths, sidewalks and milling and resurfacing of the existing pavement will occur. A total of 5.46 acres is required from the Front Area of the NOL property for right-of-way. Only 1.52 acres is needed for perpetual easement and 0.05 acre for slope easement.

1
bol

Mr. J. Rodney Little
MD 650 from I-495 to US 29
Page Five

We have considered the potential for this project to affect the NOL Historic District and have determined that the impacts would not constitute an adverse effect since they occur in the Front Area of the property which was designed to be a buffer between New Hampshire Avenue (MD 650) and the NOL complex. The proposed changes will be beneficial to the property by providing better access and enhancing the buffer area. We do not believe that the proposed changes will diminish the overall integrity of the location, design, setting, materials, workmanship, feeling, or association of the NOL Historic District.

Although there will be some alteration of the landscape in the Front Area, the golf course and campus-like plan will remain intact. In fact, ponds (storm management) are often incorporated into the design of golf courses and appropriately "fit" into the existing landscape. It is also worth noting that the NOL golf course has undergone many physical changes since it was built in 1952. According to the MHHP survey form, Edmund Ault, a registered golf course architect, provided a long-range renovation plan in 1964, and many of those changes have been implemented over the past thirty years. Within the context of the district, we believe the proposed changes will not significantly alter the Front Area that was created to provide a physical and natural buffer that preserves the visual character of the main complex. In conclusion, we ascertain that the proposed project will not introduce elements that would adversely affect characteristics of the district as a whole that would preclude the NOL Historic District for inclusion in the NRHP. We believe the proposed project will have *no adverse impact* on the NOL Historic District (Attachment V, Effect Table).

Additionally, as part of the documentation process for federal-aid projects, SHA must determine if the requirements of Section 4(f) apply to the use of land from the NOL Historic District. The Federal Highway Administration (FHWA) has determined that the requirements of Section 4(f) do not apply, however, to the *temporary use* of the land, when the officials with jurisdiction over the resource indicate their agreement with the following five criteria.

Therefore, SHA seeks your concurrence that the temporary use of land with the NOL Historic District for grading within the golf course and construction access will not permanently impact the NOL Historic District and that:

- *The duration of the use will be temporary and less than the time needed for construction of the project.*
The temporary use of the NOL golf course for grading will be completed prior to final completion of the MD 650 improvements.
- *The ownership of the property will not change or result in the retention of long term or indefinite interests in the land for transportation purposes.*

Mr. J. Rodney Little
MD 650 from I-495 to US 29
Page Six

The ownership of the NOL golf course outside of existing and proposed SHA right-of-way will remain with GSA, leased by M-NCPPC, and will continue to be maintained by M-NCPPC.

- *The scope of the work will be minor, in which the nature and magnitude of the changes to the resource will be minimal.*
Temporary use of the NOL golf course property will be required due to grading within the vicinity of the proposed stormwater management ponds, bike paths, sidewalks, and access roads. This will require an approximately 1.3 acre temporary easement from GSA within the NOL Historic District.
- *There will be no anticipated permanent adverse physical impacts, nor will there be interference with the activities or purposes of the resource, on either a temporary or permanent basis.*
The temporary grading will not adversely impact the Front Area that was created to provide a physical and natural buffer that preserves the visual character of the main complex. Overall, it is anticipated that there will be no interference with the activities or purposes of the NOL golf course, on either a temporary or permanent basis.

- *The land being used will be fully restored, in that the resource will be returned to a condition, which is at least as good as that which existed prior to the project.*
The areas where temporary use is proposed will be restored to an acceptable condition upon completion of the grading. Mature trees will be avoided to the extent possible. If any mature trees require removal, they will be properly mitigated with re-planting of the appropriate tree species upon approval by GSA and M-NCPPC.

Please note that your concurrence with the above five criteria is only for determining if Section 4(f) applies to this temporary use of NOL Historic District property. SHA's need for the temporary construction easement will be arranged with members of GSA's staff and their right-of-way officials prior to the construction.

Review Request

Please examine the attached maps and plans. We request your concurrence by November 21, 2001 that proposed Project No. MO900B21 will have no adverse effect on the NOL Historic District (M: 33-25), the only historic resource located within the APE. We additionally request your concurrence with the temporary use criteria pertaining to the proposed grading within the NOL golf course.

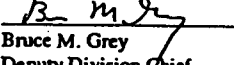
By carbon copy, we invite the Montgomery County Historic Preservation Commission and Montgomery Preservation, Inc., to provide comments and participate in the consultation process. Pursuant to the requirement of the implementing regulations found at 36 CFR Part 800,

Mr. J. Rodney Little
MD 650 from I-495 to US 29
Page Seven

SHA seeks their assistance in identifying historic preservation issues as they relate to this specific project (see 36 CFR 800.2 (c) (4) and (6), and 800.3 (f) for information regarding the identification and participation of consulting parties, and 800.4, and 800.5 regarding the identification of historic properties and assessment of effects). For additional information regarding the Section 106 regulations, see the Advisory Council on Historic Preservation's website, www.achp.gov, or contact the Maryland State Highway Administration or the Maryland Historical Trust.) If no response is received by November 21, we will assume that these offices decline to participate. Please call Ms. Liz Buxton at 410-545-8698 with questions regarding standing structures for this project. Ms. Mary F. Barse may be reached at 410-545-2883 with concerns regarding archeology.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

by: 
Bruce M. Grey
Deputy Division Chief
Project Planning Division

Attachments:

- I) Project Plans
- II) SHA Beltsville, MD Quadrangle with Inventoried Resources and APE Indicated
- III) Maryland State Historic Sites Inventory Form/ MHT letter
- IV) SHA Beltsville, MD Quadrangle with Inventoried Archeological Sites and Surveys
- V) Effect Table

cc: Ms. Mary F. Barse, (w/ Attachments II through V)
Ms. Liz Buxton, (w/ Attachments II through V)
Ms. Allison Cauthorn (w/ Attachments II through V)
Ms. Pamela McNicholas
Ms. Maria Hoey (w/ Attachments I through V)
Mr. Patrick Schmitt (w/ Attachments II and V)
Ms. Cynthia D. Simpson
Mr. Donald H. Sparklin

Mr. J. Rodney Little
MD 650 from I-495 to US 29
Page Eight

Ms. Gwen Marcus Wright, M-NCPPC (w/ Attachments I through V)
Ms. Denise Winslow, FHWA (w/ Attachments I through V)
Ms. Gail Rothrock, PGHPC (w/ Attachments I through V)

179

Mr. J. Rodney Little
MD 650 from I-495 to US 29
Page Nine

Concurrence with Determination of Effect

Project No. MO900B21
MD 650 from I-495 to US 29
Montgomery County, MD
October 19, 2001

The Maryland Historical Trust (MHT) concurs with the State Highway Administration's (SHA) determination of no adverse effect for the referenced undertaking as documented in the SHA's correspondence, dated October 19, 2001.

By: Andrew Lewis
Maryland State Historic Preservation Officer/
Maryland Historical Trust

01/18/02
Date

MHT Log Number: 200103760

Comments on the determination, if any, or conditions for its acceptance by the MHT:



Office of Preservation Services

Ms. Andrea Monea-O'Hara
Historic Preservation Officer
General Services Administration
National Capital Region
Washington, D.C. 20407

Re: Naval Surface Warfare Center
(Naval Ordnance Laboratory)
Determination of Eligibility
Section 106 Review

Dear Ms. Monea-O'Hara:

The Maryland Historical Trust has reviewed the submitted MHT Historic Sites Inventory Form and photographs for the Naval Ordnance Laboratory, received 26 March 1997. Our office had previously concurred with the U.S. Navy's determination that there were no National Register eligible properties at the Naval Ordnance Laboratory. This determination was based on the evaluation of only eleven (11) structures at the laboratory. The submitted revised documentation provides a more complete identification and evaluation of the entire laboratory complex including 372 resources. Based on this information, we concur with your determination that the Naval Ordnance Laboratory is eligible for the National Register as an Historic District under National Register Criteria A, B and C and that the district meets National Register Criteria Consideration G, regarding properties less than 50 years of age, as it has achieved exceptional significance at the national level as a first-generation Cold-War-period naval weapons research facility.

The Naval Ordnance Laboratory achieves significance under Criterion A as the first, and until the late-1960's, the only comprehensive Cold-War-period naval weapons research and development facility in the United States. The property achieves significance under Criterion B for its association with, and employment of several of the country's top scientists, and scientists brought from Germany during and after World War II, whose research at the site resulted in major scientific advances, both in Naval weapons development and science generally. Under Criterion C, the property is significant for its architectural

Division of Historical and Cultural Programs
100 Community Place • Crownsville, Maryland 21032 • (410) 514-_____

Attachment III
Parris N. Glendening, Governor
Patricia J. Payne, Secretary

June 6, 1997

Ms. Andrea Mones-O'Hara
June 6, 1997
Page 2

character and design, with several buildings designed by Eggers & Higgins, one of the largest firms in the country, receiving contracts for a variety of government buildings, military facilities, hospitals, and university buildings in the post-war period. Most important under Criterion C is the engineering significance of many facilities where specialized ordnance development and testing occurred, including several unique buildings and structures. For the same three criteria (A, B, and C), the complex achieves exceptional significance under National Register Criteria Consideration G, at the national level for its pivotal role as a first-generation Cold-War-period defense weapons research facility, being for many years, the only, and after about 1970, the foremost facility of its kind in the United States.

Our office is concurring with your determination of eligibility for the historic district as a whole. We are not concurring with your determination concerning which individual buildings do or do not contribute to the district. Only a few photographs showing representative examples of the resources contained in the district were included with the Inventory Form. In order to make an evaluation of individual properties, we would need photographs of each building and information concerning its use, the role the building played during the district's period of significance, and an evaluation of its integrity.

We understand that this identification and evaluation has been performed as part of GSA's compliance with Section 106 of the National Historic Preservation Act of 1966 (as amended) in conjunction with the Environmental Impact Statement (EIS) for the U. S. Food and Drug Administration Consolidation. Our office has received a copy of the EIS for review through the Maryland State Clearinghouse. The EIS explains that the White Oak site will be used to provide new, consolidated, state-of-the-art facilities for the headquarters component of FDA on one location in Montgomery County, Maryland. The EIS indicates that GSA prepared a detailed evaluation of the existing buildings and systems for their potential renovations/reuse in the new development scheme, or their demolition. The findings indicated that it would not be cost effective to rehabilitate and reuse the majority of the existing buildings. All buildings within a 170 acre area will be demolished with the exception of the Building 1 (the Main Administration Building) and Building 100.

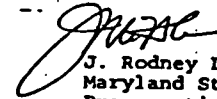
The EIS correctly states that, if the SHPO concurs with the determination that the Naval Ordnance Historic District is eligible for the National Register, the proposed action will have an adverse effect on historic properties, and that GSA will need to consult

Ms. Andrea Mones-O'Hara
June 6, 1997
Page 3

with the SHPO, the Advisory Council, and involve interested persons to determine ways in which GSA will minimize or mitigate adverse impacts.

To date, GSA has not informed the SHPO or the Advisory Council of the proposed undertaking, alternatives considered, or the effect of the project on historic properties. We await this information to initiate Section 106 consultation concerning the effects of the project on historic properties. Should you have any questions, please contact Ms. Jo Ellen Freese at (410) 514-7630.

Sincerely,



J. Rodney Little
Maryland State Historic
Preservation Officer

JRL/JEF/jef
#9603243

cc: Hon. Gilbert Gude
Mr. Charles Edson
Ms. Mary Gardiner
Ms. Gwen Marcus
Ms. Marie-Regine Charles-Bowser

181



U.S. GENERAL SERVICES ADMINISTRATION
National Capital Region

MAY 24 2000

Ms. Betsy Bretz
LABQUEST Chairperson
10733 Kinloch Road
Silver Spring, MD 20903

Dear Ms. Bretz:

Thank you for your letter of support regarding the consolidation of the Food and Drug Administration (FDA) at the Federal Research Center at White Oak. We look forward to completing the project through its remaining three phases and appreciate our continuing dialog with LABQUEST and the local community.

As mentioned in your letter, the FDA complex will not occupy the entire White Oak site. Now that the funding for the FDA complex has begun, we will begin the master planning process for the remaining 530 acres. As stated in our public meetings, for the sake of convenience, we have identified the FDA complex as Parcel A and the remainder of the site as Parcel B.

Our staff stated in a LABQUEST meeting on April 26, that we plan to begin the master planning process of Parcel B by the end of this year. At that time, we informed the group that this process will differ from the FDA master plan in that it likely will not be a plan for a specific agency, but will provide a framework for future development of various uses. It will identify the size and location of developable areas, and will address alternative uses, including appropriate densities. We stated that we would coordinate with the existing uses as well as the FDA complex, especially regarding such issues as access, road alignment, and security. Additionally, we stated that we would follow the Section 106 process regarding historic preservation. Finally, we emphasized that public participation will be a major element in the process.

301 7th Street SW, Washington, DC 20407-0001

VF-3a

-2-

We are aware of LABQUEST's aspirations for the site, and will seriously consider them in the planning process. I have requested that Mr. Thomas James, Director, Portfolio Management Division, of my staff meet with you to discuss your concerns. Mr. James will be contacting you early next week to set up a meeting.

We appreciate your continued participation in the development of this important asset.

Sincerely,

for Nelson B. Alcalde
Regional Administrator

January 6, 2000

Jean Chait, Project Manager
 Montgomery County Department of Transportation
 101 Monroe Street
 Rockville, MD 20850

Re: FDA Consolidation Transportation Improvement Feasibility Study of March 30, 1999

Dear Ms. Chait:

In the absence of any public forums, informational programs or presentations by either the County or local citizen associations on this traffic study in the past year, I have chosen to submit written comments on the project directly to you.

I do understand the "fluid nature" of the project and that traffic numbers are being reviewed along with the questions associated with a second New Hampshire Avenue entrance. I also question the seemingly-segmented planning approach which is being used on the traffic aspect of the FDA consolidation. However, the fact that technical re-evaluations are currently happening provides an opportunity for broader public input forums be held now. I hope that your office, in conjunction with the Maryland State Highway Administration, will do so.

In the spirit of constructive input, here are my specific comments on the original study.

CONCERN FOR PEDESTRIANS: Given that the task is to move more traffic on New Hampshire Avenue by widening the road and re-timing the traffic lights, one unintended result will be additional pressure on pedestrian safety. Currently, walking across New Hampshire Avenue at either business center (White Oak and Hillandale) is hazardous and will become more so. Given the nature of the pedestrian traffic (senior citizens from HOC's Holly Hall Apartments to the Safeway in Hillandale and lots of foot traffic in White Oak) provisions for safe travel must be made. This should include on-demand walk lights of sufficient length for elderly and safe-havens in known foot-traffic areas. One specific safe-haven which needs to be maintained is the median on New Hampshire Avenue south of Powder Mill Road. (FYI: Holly Hall is mis-labeled as the George Meany Center on figure 4-9.)

BUS STOPS: Bus stops and shelters along New Hampshire Avenue need to be upgraded as a part of this project (or even sooner). For example, the bus stop on south-bound New Hampshire at the beltway needs a shelter. Many bus-using shoppers patronize the Hillandale Shopping Center and are left (with heavy grocery bags) in the rain and mud at this stop. Also, the shelter at the Shell Station in White Oak needs serious improvements including expansion, connecting sidewalks, and a floor.

TRACTOR-TRAILER TURNS: The turning radii of tractor trailers, and the new larger 53-foot-trailer trucks which enter the business areas, need to be accommodated at the Powder Mill Road, Eton Road and Lockwood intersections. For example, the Hillandale Shopping Center requires trucks to use the Powder Mill Road entrance. Large trucks, making the two right turns from New Hampshire Avenue, routinely travel on the sidewalks and require opposing traffic on Powder Mill Road to back-up in order to negotiate the turn.

SPEED: The modifications to increase the traffic volume during rush-hours and business-hours means that New Hampshire Avenue will become even more of a speeding zone in the off-hours. Since there is no ability to make an elastic road, what methods (closing off the additional lane, light-timing changes, etc.) will be used to give homeowners (New Hampshire Avenue has single-family homes) and pedestrians a measure of safety when traffic is lighter?

GOLF COURSE: The continued use of the golf course by MNCPP is a benefit to the greater White Oak community and preserving this recreation facility is important. I urge the County and the State to protect this resource as the final plans are developed.

V1-4a

Beyond these specifics, I have three issues which are part of the greater picture of the area, the FDA consolidation and eventual larger use of the entire Federal Research Center. (These issues do not include the "Purple Line," since this particular solution will not be quickly decided, funded, or implemented--and in the end, may not even include White Oak.)

NEGOTIATED CEILING: Evaluate and potentially reduce the on-site parking available for the FDA (currently requested to be 4,500 [or more?], but subject to final approval by NCPD), thereby requiring greater improvements in TDM plans. Also, negotiate traffic maximums with GSA on the total site as was done with the Army at Forest Glen. Negotiate some type of pedestrian access for employees to go to work or to go to the shopping center without requiring a car. (Back in January 1999, then-involved developer Lloyd Moore actually commented that "If someone wanted to walk to work, they should take their car.")

TRANSIT CENTER: Currently in the Facility Planning Phase with the Montgomery County Department of Public Works and Transportation is a CIP project for a White Oak Transit Center. Although I do not know all the details, I understand that the concept is for a 250-car park-and-ride lot with a 5-bus-bay transit center located at (or near?) the White Oak Shopping Center. Given the traffic pressures which exist at that location, and additional pressure from the FDA consolidation, I suggest that this be re-evaluated in light of the greater whole.

First, can these 250 cars be better handled in Fairland, Spencerville, Colesville, or Howard County instead of adding to the congestion of White Oak? Second, will FDA/FRC employees (limited by TDM) find this a convenient place to park, thereby defeating a primary goal of reducing cars? Could a transit center (without a park-and-ride) be better located on the Federal Research Center property? Given the amount of land and the pressure which the development of the FRC adds to White Oak, having the Federal government contribute to the solutions makes sense. Of course this transit center needs to be accessible by the public. A model for this approach is at NIH.

NEW HAMPSHIRE AVENUE SOUTH OF THE BELTWAY: The traffic study reports that intersections in this area operate at a failing level of service (F "LOS"), yet the report makes no recommendations or cost evaluations for improvements. Although expedient, this is very short-sighted. Montgomery, Prince George's and the State need to include improvements in this area also.

The ultimate solution is to redirect the University of Maryland-bound traffic to the proposed beltway-to-University Boulevard access road. This requires political will to authorize a new beltway exit and gain access through the BARC property, but it is the only way to improve many of the over-taxed roads of Adelphi and reduce the increasing neighborhood cut-thru (via Eton to Riggs Road and Oakview to Mount Pisgah). Furthermore, this would alleviate the problem of backups on the 650-south-bound-beltway exit and stacking at left-turn lanes which contribute to traffic accidents on New Hampshire Avenue. Although the new road is considered to be a Prince George's issue, it is not. It is an important component to the whole picture of traffic flow in the corridor.

I hope that the County will be eager to open this process to all citizens in the near future.

Regards,


Eileen Finnegan
 10404 Sweetbriar Parkway
 Silver Spring, MD 20903
 301-439-2263

cc: Senator Ida Ruben
 Council Member Berlage
 Council Member Pruitner
 William Hussmann, Chair, MNCPP
 Bruce Romey, MC-CAO

Mary Arndt, GSA
 Bill Ponemon, GSA
 E. Lunsford, FDA
 Glen Smith, MD-SHA
 John Clarke, MC-DPW&T

George Cardwell, PGC-DPW&T
 Ken Joseph, Chair, ECCAB
 Michael Schultz, President,
 Hillandale Citizens' Association

1/6/00



Maryland Department of Natural Resources
ENVIRONMENTAL REVIEW
 Tawes State Office Building, B-3
 Annapolis, Maryland 21401

Stanley K. Arthur
Acting Secretary

Glendening
 nor

August 10, 2001

Mr. Donald H. Sparklin
 Project Planning Division
 Maryland Department of Transportation
 State Highway Administration
 P.O. Box 717
 Baltimore, Maryland 21203-0717

Dear Mr. Sparklin:

This letter is in response to your letter of request, dated August 6, 2001, for information on the presence of finfish species in the vicinity of the Maryland Department of Transportation's Project No. MO900B21: MD 650 from I-495 to US 29 (Intersection Improvements) in Montgomery County.

From a review of the information provided with your request it does not appear that the proposed work will impact streams where anadromous fish spawn. However, any drainages within the work area would be classified as Use I waters (Water Contact Recreation and Protection of Aquatic Life). Generally, no instream work is permitted in Use I streams during the period of March 1 through June 15, inclusive, during any year. Spawning periods for any resident fish species that may be within your project area will be adequately protected by the Use I instream work restriction period referenced above, sediment and erosion control methods, and other Best Management Practices typically used for protection of stream resources.

If you have any questions concerning these comments, you may contact me at 410-260-8331.

Sincerely,

Ray C. Dintaman, Jr.

Ray C. Dintaman, Jr., Director
 Environmental Review Unit

RCD

Telephone: (410) 260-8330
 DNR TTY for the Deaf: (410) 260-8835

VI-5a



United States Department of the Interior

FISH AND WILDLIFE SERVICE
 Chesapeake Bay Field Office
 177 Admiral Cochrane Drive
 Annapolis, MD 21401



September 12, 2001

Ms. Cynthia D. Simpson
 Deputy Director
 Office of Planning and Preliminary Engineering
 State Highway Administration
 P.O. Box 717
 Baltimore, MD 21203-0717

ATTN: Mr. Donald Sparklin

RE: Project No. MO900B21
 MD 650 from I-495 to US 29
 Intersection Improvements
 Montgomery County, MD

Dear Ms. Simpson:

This responds to your August 9, 2001, request for information on the presence of species which are federally listed or proposed for listing as endangered or threatened within the vicinity of MD 650, from I-495 to US 29. We have reviewed the information you enclosed and are providing comments in accordance with Section 7 of the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*).

Except for occasional transient individuals, no federally proposed or listed endangered or threatened species are known to exist within the project impact area. Therefore, no biological assessment or further Section 7 consultation is required with the U.S. Fish and Wildlife Service. Should project plans change, or if additional information on the distribution of listed or proposed species becomes available, this determination may be reconsidered.

This response relates only to federally protected threatened or endangered species under our jurisdiction. It does not address the Service's concerns pursuant to the Fish and Wildlife Coordination Act or other legislation. For information on the presence of other rare species, you should contact Ms. Lori Byrne of the Maryland Heritage and Wildlife Division at (410) 260-8573.

VI-6a

131
 784

We appreciate the opportunity to provide information relative to fish and wildlife issues, and thank you for your interest in these resources. If you have any questions or need further assistance, please contact Charisa Morris at (410) 573-4550.

Sincerely,

Mary Ratnaswamy

Mary J. Ratnaswamy, Ph.D.
Program Leader
Endangered Species
Chesapeake Bay Field Office



Parris N. Glendening
Governor

Kathleen Kennedy Townsend
Lt. Governor

Maryland Department of Natural Resources

Forest, Wildlife and Heritage Service
Towers State Office Building, E-1
Annapolis, Maryland 21401

J. Charles Fox
Secretary

Stanley K. Arthur
Deputy Secretary

September 10, 2001

Ms. Cynthia D. Simpson
Maryland Department of Transportation
State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

RE: Environmental Review for Project No. Mo900B21, MD 650 from I-495 to US 29, Intersection Improvements, Montgomery County, Maryland.

Dear Ms. Simpson:

The Wildlife and Heritage Division has no records for Federal or State rare, threatened or endangered plants or animals within this project site. This statement should not be interpreted as meaning that no rare, threatened or endangered species are present. Such species could be present but have not been documented because an adequate survey has not been conducted or because survey results have not been reported to us.

However, the forested area on or adjacent to the project site contains Forest Interior Dwelling Bird habitat. Populations of many Forest Interior Dwelling Bird species (FIDS) are declining in Maryland and throughout the eastern United States. The conservation of this habitat is strongly encouraged by the Department of Natural Resources. The following guidelines will help minimize the project's impacts on FIDS and other native forest plants and wildlife:

1. Avoid placement of new roads or related construction in the forest interior. If forest loss or disturbance is absolutely unavoidable, restrict development to the perimeter of the forest (i.e., within 300 feet of the existing forest edge), and avoid road placement in areas of high quality FIDS habitat (e.g., old-growth forest). Maximize the amount of remaining contiguous forested habitat.

Telephone: (410) 761-8541
DNR TTY for the Deaf: (410) 974-6483

VI-7a

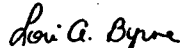
145

Page 2
September 10, 2001

2. Do not remove or disturb forest habitat during May-August, the breeding season for most FIDS. This seasonal restriction may be expanded to February-August if certain early nesting FIDS (e.g., Barred Owl) are present.
3. Maintain forest habitat as close as possible to the road, and maintain canopy closure where possible.
4. Maintain grass height at least 10" during the breeding season (May-August).

If you should have any further questions regarding conservation of these species, please contact David Brinker, Central Regional Ecologist for the Wildlife and Heritage Division, at (410) 744-8939.

Sincerely,



Lori A. Byrne,
Environmental Review Specialist,
Wildlife and Heritage Division

ER# 2001.1707.mo

MD 650 from Powder Mill Road to North of US 29



DEPARTMENT OF POLICE

Douglas M. Duncan
County Executive

Charles A. Moose, Ph.D.
Chief of Police

January 29, 2002

Cynthia Simpson, Deputy Director
Office of Planning and Preliminary Engineering
Maryland Department of Transportation
State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203-0717

Re: Project No. M0900B21
MD 650 from I-495 to US 29
Montgomery County, Maryland

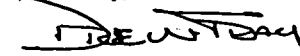
Dear Ms. Simpson:

Thank you for your letter of January 15, 2002, requesting input regarding the effects of the State Highway Administration's (SHA) study alternatives on response times for emergency services along the New Hampshire Avenue corridor.

Sergeant Daniel C. Mayer, of my staff, looked into the proposed alternatives and advised Alternative 1 could result in increased traffic congestion. We foresee no negative impacts from the improvements that you propose in Alternative 2 for New Hampshire Avenue between I-495 and US 29. The proposed changes should result in a welcome improvement of traffic flow in the area.

Again, thank you for your letter. Please be assured of our continued cooperation in matters of mutual concern and interest.

Sincerely,



Commander Drew J. Tracy
3rd District, Silver Spring

DJT:lc



3rd District Station

801 Sligo Avenue • Silver Spring, Maryland 20910 • 301/565-7740, FAX 301/565-5860

VI-8a

186



MONTGOMERY COUNTY FIRE AND RESCUE SERVICE

Douglas M. Duncan
County Executive

Gordon A. Aoyagi
Fire Administrator

February 25, 2002

Cynthia Simpson
Deputy Director
Office of Planning and Preliminary Engineering
P.O. Box 717
Baltimore, Maryland 21203-0717

Re: Project No. MO900B21

Attention: Darrell Sacks, Group Leader
Project Planning Division

Dear Ms Simpson:

Thank you for providing opportunity for the Montgomery County Fire and Rescue Service to comment on the proposed New Hampshire Avenue construction project to ease access into the FDA facility in White Oak. Staff has reviewed the material you sent and we offer the following comments:

- We would like to see refuge areas for motorists to move to while apparatus is passing during emergency response;
- We would like advance notification of construction start and stop dates, other benchmark events which may cause additional congestion, and lane closures;
- We want to ensure that apparatus egress, both north and south bound, will be maintained for Fire Station 12, including signal control; and
- We would like to see signal control or another type of control to prevent motorists from cutting across all lanes of New Hampshire Avenue to access Northwest Drive from relocated Michaelson Road. Northwest Drive provides a short cut to Lockwood Drive and US Route 29 and we believe that not controlling this intersection will result in an increase in vehicle crashes and pedestrians being struck.



Division of Fire and Rescue Services

101 Monroeville Street, 12th Floor • Rockville, Maryland 20850-2589 • 240/777-2400, TDD 240/777-0725, FAX 240/777-2414

Serving with dedication, courage and compassion

VI-9a

Ms. Cynthia Simpson
February 25, 2002
Page 2

Again, thank you for the opportunity to comment. I hope the concerns raised will help with the safe completion of this needed project. If my staff or I can provide any additional assistance, please do not hesitate to contact me.

Sincerely,

Chief Roger W. Strock

RWS/d

cc: Mr. Gordon Aoyagi, Fire Administrator

187



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

March 25, 2002

Re: Project No. M0900B21
MD 650 from I-495 to US 29
Widening and Intersection Improvements
Montgomery County

Mr. Bill Gries
Maryland-National Capital
Park and Planning
9500 Brunett Avenue
Silver Spring, MD 20910

Dear Mr. Gries:

The Maryland State Highway Administration (SHA) is proposing to widen MD 650 from approximately I-495 to US 29, in Montgomery County (See Attachment) to provide an additional through lane in the northbound direction. Widening will also occur on Powder Mill Road, Mahan Road and Lockwood Drive to accommodate turn lane improvements. The proposed scope of work includes the installation of two stormwater management ponds, an access road, inlets and outfalls, landscaping, milling and resurfacing existing pavement, and construction of medians, curb and gutter, bike paths, and sidewalks.

The project also proposes to relocate Michelson Road. The relocated Michelson Road will include two westbound and eastbound lanes with a median. The original location of Michelson Drive will be reconstructed to an eight-foot bike path/sidewalk facility. The project will include the relocation and reconstruction of the US 29 southbound on ramp, and the widening of the US 29 northbound on ramp. The proposed improvements would require 7.81 acres of the White Oak Golf Course property, which is within the NOL Historic District and owned by the General Services Administration, for a perpetual easement. The proposed improvements would also temporarily impact 1.40 acres of the golf course property.

The measures proposed by the SHA to minimize harm and to mitigate for permanent use of the golf course include the following:

- To enhance the visual quality of the proposed stormwater management facility (located south of Mahan Drive), proposed landscaping would be incorporated into the pond design. A well-designed stormwater management pond with colorful landscape plantings that change through the seasons can become an amenity feature to the golf course, enhancing the course for both players and passers-by. Flowering trees and shrubs along with perennials and ornamental grasses will be important features of the pond landscaping.

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

VI-10a

Bill Gries
MD 650 from I-495 to US 29
Page Two

- Street trees planted between MD 650 and the bike/pathways will provide a visual buffer between the pedestrian and bikepath/sidewalks and MD 650. The trees will also provide shade along the path for pedestrians and cyclists.
- Perennial/shrubs/ornamental grasses will be planted in a number of beds between the bike/pathways and the golf course providing color, seasonal interest and visual variety for both the golf course patrons and those using the sidewalk.
- Large evergreen trees within a well-designed landscape area will provide a gateway feature to enhance the entrance to the golf course. Further planting with flowering trees and ground cover in the median at the entrance to the golf course will complete the landscaped gateway feature.

As part of the documentation process for federal-aid projects under the Department of Transportation Act of 1966, SHA must also determine if the requirements of Section 4(f) apply to the temporary use of the land from the White Oak Golf Course (that is, the 1.40 acres that will be affected over and above the perpetual easement). The Federal Highway Administration (FHWA) has determined that the requirements of Section 4(f) do not apply to the temporary use of the land, when the officials with jurisdiction over a resource indicate their agreement with the following five criteria.

Therefore, SHA seeks your concurrence on the signature line (at the end of this correspondence) that the temporary use of land from the White Oak Golf Course for grading and construction access will not permanently impact the White Oak Golf Course and that:

- The duration of the use will be temporary and less than the time needed for construction of the project. The temporary use of the golf course/historic district for grading in the vicinity of proposed stormwater management ponds, bike paths, sidewalks, and access roads will be completed prior to the final completion of the MD 650 improvements.
- The ownership of the property will not change or result in the retention of long term or indefinite interests in the land for transportation purposes. The ownership of the golf course outside of existing and proposed SHA perpetual easement will remain with the General Services Administration (GSA), leased by the Maryland-National Capital Parks and Planning Commission (M-NCPPC), and will continue to be maintained by M-NCPPC.

Bill Gries
MD 650 from I-495 to US 29
Page Three

- *The scope of the work will be minor, in which the nature and magnitude of the changes to the resource will be minimal.*
Temporary use of the golf course property will be required due to grading within the vicinity of the proposed stormwater management ponds, bike paths, sidewalks, and access roads. This will require an approximately 1.40-acre temporary easement from land owned by GSA, but leased by M-NCPPC for the golf course area.
- *There will be no anticipated permanent adverse physical impacts, nor will there be interference with the activities or purposes of the resource, on either a temporary or permanent basis.*
The temporary grading will not adversely impact the front area that was created to provide a physical and natural buffer that preserves the visual character of the golf course. Overall, it is anticipated that there will be no interference with the activities or purposes of the golf course.
- *The land being used will be fully restored, in that the resource will be returned to a condition, which is at least as good as that at which existed prior to the project.*
The areas where temporary use is proposed will be restored to an acceptable condition upon completion of the grading. Mature trees will be avoided to the extent possible. If any mature trees require removal, they will be properly mitigated with re-planting of the appropriate tree species upon approval by GSA and M-NCPPC.

Please note that your concurrence with the above five criteria is only for determining if Section 4(f) applies to this temporary use of the golf course property. SHA will coordinate the temporary construction easement with GSA and M-NCPPC staff and right-of-way officials prior to the construction. The Maryland Historical Trust previously indicated their agreement with the temporary use criteria relevant to that NOL Historic District.

Should you have any further questions or concerns, please contact Mr. Darrell Sacks at (410) 545-8527 or dsacks@sha.state.md.us.

Very truly yours,

Ms. Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

Bill Gries
MD 650 from I-495 to US 29
Page Four

By: _____
Mr. Donald H. Sparklin
Assistant Division Chief
Project Planning Division

CONCURRENCE:

Donald H. Sparklin
M-NCPPC

4/8/02
Date

Attachment

cc: Mr. Ken Briggs, SHA-PPD
Mr. Darrell Sacks, SHA-PPD
Mr. Donald Sparklin, SHA-PPD
Mr. Frank Thomas, GSA

189



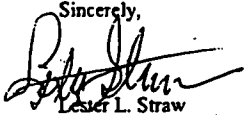
August 29, 2002

Mr. Neil Pedersen
Deputy Administrator for Planning & Engineering
Maryland Department of Transportation
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Mr. Pedersen:

This letter is to notify you of the status of our coordination with the Maryland State Highway Administration (SHA) on the MD 650 project from I-495 to US 29. Commission staff has been attending SHA's monthly coordination meetings on the project, and all issues related to the White Oak Golf Course are being resolved to our satisfaction through these meetings. To date, all issues related to the storm water management ponds, slopes, proposed landscaping, construction impacts and construction schedules have been coordinated and resolved to the best of our knowledge. Ongoing coordination is required with respect to construction sequencing and utility relocation work to ensure that the golf course can remain open during construction.

The Commission is pleased with the level of cooperation and coordination that has been provided by the Maryland State Highway Administration during the course of this project. We look forward to continued cooperation as the project proceeds into the construction phase.

Sincerely,

Lester L. Straw
Deputy Director of Parks

Copy: Jerry Bush

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION, 3100 BRUNETT AVENUE, SEVERAL PARKS, BALTIMORE, MARYLAND 21202

VI-110



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

October 23, 2002

Re: Project No. M0900B21
MD 650 from I-495 to US 29
Widening and Intersection Improvements
Montgomery County

Mr. Omar N. Beyah
Assistant Manager
US General Services Administration
National Capital Region
301 7th Street, SW
Washington, DC 20407-0001

Dear Mr. Beyah:

The Maryland State Highway Administration (SHA) is proposing to widen MD 650 from approximately I-495 to US 29, in Montgomery County to provide an additional through-lane in the northbound direction. Widening will also occur on Powder Mill Road, Mahan Road, and Lockwood Drive to accommodate turn lane improvements. The proposed scope of work includes the installation of two stormwater management ponds, an access road, inlets, and outfalls, landscaping, milling and resurfacing existing pavement, and construction of medians, curb and gutter, bike paths, and sidewalks.

The project also proposes to relocate Michelson Road. The relocated Michelson Road will include two westbound and eastbound lanes with a median. The original location of Michelson Road will be reconstructed to be an eight-foot bike path/sidewalk facility. The project will include the relocation and reconstruction of the US 29 southbound on-ramp, and the widening of the US 29 northbound on-ramp. The proposed improvements would require right-of-way from the White Oak Golf Course property, which is within the NOL Historic District and owned by the General Services Administration (GSA). The proposed improvements would also require temporary impact to 1.89 acres of the golf course property for fine grading and construction access.

As part of the documentation process for federal-aid projects under the Department of Transportation Act of 1966, SHA, on behalf of the Federal Highway Administration (FHWA), must determine if the requirements of Section 4(f) apply to the temporary use of the land from the White Oak Golf Course. (That is, the 1.89 acres that will be temporarily affected over and above the required right-of-way.) The FHWA has determined that the requirements of Section 4(f) do not apply to the temporary use of the land, when the officials with jurisdiction over a resource indicate their agreement with the following five criteria. Therefore, SHA seeks your concurrence on the signature line (at the end of this correspondence) that the temporary use of

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

VI-120

192

Mr. Omar N. Beyah
 MD 650
 pg 2

1.89 acres of land from the White Oak Golf Course for grading and construction access will not permanently impact the White Oak Golf Course and that:

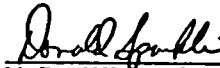
- *The duration of the use will be temporary and less than the time needed for construction of the project.*
 The temporary use of the golf course/historic district for grading in the vicinity of proposed stormwater management ponds, bike paths, sidewalks, and access roads will be completed prior to the final completion of the MD 650 improvements.
- *The ownership of the property will not change or result in the retention of long term or indefinite interests in the land for transportation purposes.*
 The ownership of the golf course outside of existing and proposed SHA right-of-way will remain with the General Services Administration (GSA), used and maintained by the Maryland-National Capital Parks and Planning Commission (M-NCPPC).
- *The scope of the work will be minor, in which the nature and magnitude of the changes to the resource will be minimal.*
 Temporary use of the golf course property will be required due to grading within the vicinity of the proposed stormwater management ponds, bike paths, sidewalks, and access roads. This will require an approximately 1.89 -acre of temporary easement from land owned by GSA, but used by M-NCPPC for the golf course area.
- *There will be no anticipated permanent adverse physical impacts, nor will there be interference with the activities or purposes of the resource, on either a temporary or permanent basis.*
 The temporary grading will not adversely impact the front area that was created to provide a physical and natural buffer that preserves the visual character of the golf course. Overall, it is anticipated that there will be no interference with the activities or purposes of the golf course.
- *The land being used will be fully restored, in that the resource will be returned to a condition, which is at least as good as that which existed prior to the project.*
 The areas where temporary use is proposed will be restored to an acceptable condition upon completion of the grading. Mature trees will be avoided to the extent possible. If any mature trees require removal, they will be properly mitigated with re-planting of the appropriate tree species upon approval by GSA and M-NCPPC.

Mr. Omar N. Beyah
 MD 650
 Page 3

Should you have any further questions or concerns, please contact Mr. Darrell Sacks at (410) 545-8527 or dsacks@sha.state.md.us.

Very truly yours,

Ms. Cynthia D. Simpson
 Deputy Director
 Office of Planning and
 Preliminary Engineering

By: 
 Mr. Donald H. Sparklin
 Assistant Division Chief
 Project Planning Division

CONCURRENCE:


 General Services Administration

10/29/2002
 Date

cc: Mr. Max Azizi, FHWA
 Mr. Ken Briggs, SHA-PPD
 Mr. Bill Gries, M-NCPPC
 Mr. Christian C. Larson, SHA-ORE
 Mr. J. Rodney Little, MHT
 Mr. Darrell Sacks, SHA-PPD
 Mr. Donald Sparklin, SHA-PPD

191



Parris N. Glendening
Governor

Maryland Department of Natural Resources
ENVIRONMENTAL REVIEW

J. Charles Fox
Secretary

Kathleen Kennedy-Townsend
Lt. Governor

Tawes State Office Building
Annapolis, Maryland 21401

Karen M. White
Deputy Secretary

January 10, 2003

Ms. Cynthia D. Simpson
Deputy Director
Office of Planning and Preliminary Engineering
Mailstop C-301
State Highway Administration
707 North Calvert Street
Baltimore MD 21202

Dear Ms. Simpson:

This letter is in response to the distribution for comment of the Environmental Assessment/Draft Section 4(f) Evaluation for the MD 650 Project from Powder Mill Road to North of US 29, Montgomery County (Project No. MO 900B21). The Department has reviewed the subject document and has the following comments:

1. The project area includes headwater drainage ways leading to tributaries to the middle/lower section of Paint Branch, a regionally important natural trout stream. Paint Branch and its tributaries are classified as Use III (Natural Trout) waters above the Capital Beltway, and wild trout are found at times as far down as several hundred yards downstream of the Beltway. The Department is very interested and involved in the protection and improvement of the Paint Branch trout resource. Our environmental review and fisheries staffs are available to provide general and specific information and recommendations on the protection of this sensitive resource during the further planning and construction of this project.
2. In the first paragraph on Page IV-16, some very important information is found regarding stream classifications. The referenced general classifications of Paint Branch to the east and Northwest Branch to the west are correct. We are recommending several minor editing changes: Paint Branch and tributaries are Use III streams, and Northwest Branch and tributaries are Use IV streams, so the phrase "and tributaries" should be added to the text, especially since these are trout stream systems and special water quality protection standards will apply. The stated instream work restriction period is correct for Use III waters (no instream work allowed from October 1 through April 30, inclusive). For Use IV waters, the restriction period is instead "no instream work from March 1 through May 31, inclusive". The intermittent stream referenced in the text will have a Use

VI-13a

Cynthia Simpson
January 10, 2003
Page 2

classification if it is a jurisdictional stream. It is our understanding that it flows to Paint Branch, so it is a Use III waterway.

3. Various review guidelines for protection of natural trout streams apply to both mainstem trout waters and their tributaries. One of the primary protection goals related to trout streams is to preserve the coldwater temperature regime. In general, stormwater ponds or other ponds with permanent pools are strongly discouraged in Use III watersheds. Small wet forebays and micropools are allowed in some cases for stormwater facilities, but in general the proposed stormwater facilities should be carefully considered for minimization of thermal impacts. Infiltration of stormwater is a strong preference in these watersheds.
4. Also on page IV-16, the first paragraph states that "There are no listed Wild or Scenic Rivers in the study area." Note that the Anacostia River is a designated State Scenic and Wild River, and at least one general map for the program highlights several of the major Anacostia tributaries as part of the designated Anacostia River. In any case, tributaries are referenced in the Scenic and Wild River regulations, so perhaps this paragraph should indicate that the waterways draining to both Paint Branch and Northwest Branch are tributaries to the Anacostia River, a State Scenic and Wild River.
5. In the Environmental Consequences section we note that impervious surface area increases are referenced on page V-9. We strongly support minimization of new impervious surfaces in these trout watersheds. In some cases where development and associated infrastructure is desired and targeted for sensitive watersheds, it can be beneficial to consider mitigation that addresses loss of pervious area (those areas capable of infiltrating rainfall), either through innovative treatment of stormwater runoff, or through creation/restoration of new pervious areas in areas which were previously impervious due to older development.
6. In Chapter 7, there is a letter dated August 10, 2001 from the Environmental Review Unit which indicates that drainages within the work area would be classified as Use I waters. Further review has determined that the drainages would be classified either as Use III (if they drain to Paint Branch) or Use IV (if they drain to Northwest Branch). Therefore, the correct information on stream classifications is as stated in the document on page IV-16, and as clarified regarding tributaries in our item #1 above.

If you have any questions concerning these comments, you may contact Greg Golden of my staff at 410-260-8334.

Sincerely,

Ray C. Dintaman, Jr., Director
Environmental Review Unit

192

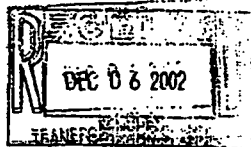


MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
8787 Georgia Avenue • Silver Spring, Maryland 20910-3760
(301) 485-4605

Montgomery County, Planning Board
Office of the Chairman

November 1, 2001

Robert D. Douglass
Deputy Chief Engineer
Highway Development
State Highway Administration
Baltimore, Maryland 21202



Dear Mr. Douglass:

At its regular meeting of October 25, 2001, the Montgomery County Planning Board reviewed the State Highway Administration's plans for improvements to New Hampshire Avenue (MD 650) between Powder Mill Road and Colesville Road (US 29).

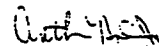
The Planning Board approved the project with the following comments:

1. Prepare final landscape plans in coordination with staff, with particular attention to these specific concerns:
 - a. Compatibility with the golf course design.
 - b. Incorporate improvement to landscaping on the west side of New Hampshire Avenue.
 - c. Landscape medians which are six feet in width or greater.
 - d. Provide landscape panels with street trees between proposed sidewalks and the roadway wherever possible.
2. Prepare final plans in coordination with the golf course design process, including final determination of its access road location.
3. Coordinate transit stop locations, crosswalks, and curb ramp locations in final design with the county to assure they are ADA-compliant, provide adequate median refuge areas, and ensure that there are sufficient pedestrian crossings.
4. In the commercial areas along New Hampshire Avenue, sidewalks should have a 3-foot offset from the curb or be a minimum of 8'-3" wide. To the north of the White Oak Shopping Center entrance, where more right-of-way exists, the proposed sidewalk should be offset from the curb by eight to fourteen feet.
5. Provide sufficient lighting to meet the recommendations of the Illuminating Engineering Society of North America.
6. All intersections, including "T" intersections, should be made ADA compliant.

In making these comments the Planning Board is seeking the integration of specific project elements, such as the landscaping, fencing, crosswalks, lighting, transit facilities, and sidewalks to enhance the local pedestrian experience (convenience and safety). The area, particularly in the Lockwood Road vicinity, has significant pedestrian traffic and transit dependency. The County is currently evaluating implementation of a new transit station to serve this area. With all this in mind, the Planning Board suggests that pedestrian facilities receive the highest priority in this project.

If you have any questions, please contact Joe Anderson with M-NCPPC Environmental Planning at 301-4650-4873.

Sincerely,


Arthur Holmes, Jr.
Chairman

AH:JA:ss\DI\Chairman Letters\LtrDouglass.doc
Attachment

193

Please Complete Your Review & Recommendation Before December 12, 2002

Completed Form To: Linde C. Janey, J.D., Director, Maryland State Clearinghouse for Intergovernmental Assistance, Maryland Department of Planning, 301 West Preston Street, Room 1104, Baltimore, MD 21201-2305
Phone: 410-767-4490 Fax: 410-767-4480

Application Identifier: MD20021115-1324 Clearinghouse Contact: Bob Rosenbush, 410-767-4490
brosenbush@mdp.state.md.us

Location: Montgomery County

Department: State Highway Administration

Application: Draft EA/Section 4(f) Evaluation: MD 650 from Powder Mill Road to North of US 29: build alternative = 1 additional north through lane & intersection & interchange improvements: requires temporary construction & slope easements, & right-of-way acquisition

Based on a Review of the Information Provided, We Have Checked (✓) the Appropriate Determination Below

CONSISTENT RESPONSES - (For Use by State Agencies Only)

- 1 It is Consistent with our plans, programs, and objectives
- 2 It is Consistent with the policies contained in Executive Order 01.01.1992.27 (Maryland Economic Growth, Resource Protection, and Planning Act of 1992), Executive Order 01.01.1998.04 (Smart Growth and Neighborhood Conservation Policy), and our plans, programs, and objectives.
- 3 (MHT ONLY) It has been determined that the project will have "no effect" on historic properties and that the federal and/or State historic preservation requirements have been met.
- 4 (DNR ONLY) It has been determined that this project is in the Coastal Zone and is not inconsistent with the Maryland Coastal Zone Management Program.
- 7 (MDP ONLY) It is consistent with the requirements of State Finance and Procurement Article 5-7B-02; 03; 04 and 05 Smart Growth and Neighborhood Conservation (Priority Funding Areas).

CONSISTENT RESPONSES - (For Use by County & Local Agencies Only)

- 6 It is Consistent with our plans, programs, and objectives.
- 6 It is Consistent with the Economic Growth, Resource Protection, and Planning Visions (Planning Act of 1992), State Finance and Procurement Article 5-7B - Smart Growth and Neighborhood Conservation (Priority Funding Areas), and our plans, programs, and objectives.

OTHER RESPONSES - (For Use by All)

- R1 **GENERALLY CONSISTENT WITH QUALIFYING COMMENTS:** It is generally Consistent with our plans, programs and objectives, but the attached qualifying comment is submitted for consideration.
- R2 **CONTINGENT UPON CERTAIN ACTIONS:** It is generally Consistent with our plans, programs and objectives contingent upon certain actions being taken as noted in the attached comment(s).
- R3 **NOT CONSISTENT:** It raises problems concerning compatibility with our plans, programs, objectives, or Planning Act visions/policies; or it may duplicate existing program activities, as indicated in the attached comment(s). If a meeting with the applicant is requested, please check here:
- R4 **ADDITIONAL INFORMATION REQUESTED:** 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:
- R5 **FURTHER INTEREST:** Due to further interest/questions concerning this project, we request that the Clearinghouse set up a conference with the applicant.
- R6 **SUPPORTS:** Supports "Smart Growth" and Federal Executive Order 12072 (Federal Space Management), which directs federal agencies to locate facilities in urban areas.

If additional comments necessary OR use these spaces: PLEASE FIND ATTACHED
OUR PLANNING BOARD COMMENTS TRANSMITTED TO SHA 11/1/01

Signature: DAN HARDOY
Address: MUNCIPAL MONTGOMERY CO.
8787 GEORGIA AVENUE
SILVER SPRING MD 20910
Phone: 301-945-4530
Date Completed: 12/11/02
 Check here if comments are attached.



Maryland Department of Planning

L. Ehrlich, Jr.
Governor
Michael S. Stahl
Governor

Anshy E. Sant
Secretary
Farhana E. Barion
Deputy Secretary

PROJECT STATUS FORM

Please complete this form and return it to the State Clearinghouse upon receipt of notification that the project has been approved or not approved by the approving authority.

Maryland State Clearinghouse
Maryland Department of Planning
301 West Preston Street
Room 1104
Baltimore, MD 21201-2305

DATE: _____
(Please fill in the date form completed)

NAME: _____
(Name of person completing this form.)

PHONE: _____
(Area Code & Phone number)

State Application Identifier: MD20021115-1324
Project Description: Draft EA/Section 4(f) Evaluation: MD 650 from Powder Mill Road to North of US 29: build alternative = 1 additional north through lane & intersection & interchange improvements: requires temporary construction & slope easements, & right-of-way acquisition

PROJECT APPROVAL

This project/plan was: Approved Approved with Modification Disapproved

Name of Approving Authority: _____ Date Approved: _____

FUNDING APPROVAL

Has funding (if applicable) been approved for the period of: _____, 200__ to _____, 200__ as follows:

Federal \$: _____ Local \$: _____ State \$: _____ Other \$: _____

OTHER

Further comment or explanation is attached

194



Maryland Department of Planning

W. L. Ehrlich, Jr.
Governor
Michael S. Stoltz
Lt. Governor

Andry E. Sant
Secretary
Flora E. Burian
Deputy Secretary

January 28, 2003

Ms. Cynthia D. Simpson
Deputy Director
Office of Planning and Preliminary Engineering
State Highway Administration
Mailstop C-301
707 North Calvert Street
Baltimore, MD 21202

STATE CLEARINGHOUSE RECOMMENDATION

State Application Identifier: MD20021115-1324
Applicant: State Highway Administration
Project Description: Draft EA/Section 4(f) Evaluation: MD 650 from Powder Mill Road to North of US 29; build alternative = 1 additional north through lane & intersection & interchange improvements; requires temporary construction & slope easements, & right-of-way acquisition
Project Location: Montgomery County
Approving Authority: U.S. Department of Transportation
CFDA Number: None
Funds: Federal: \$16,671,517.00 State: \$ 0.00 Local: \$ 0.00 Other: \$ 0.00
Recommendation: Consistent with Qualifying Comments and Contingent Upon Certain Actions

Dear Ms. Simpson:

In accordance with Presidential Executive Order 12372 and Code of Maryland Regulation 14.24.04, the State Clearinghouse has coordinated the intergovernmental review of the referenced project. This letter, with attachments, constitutes the State process review and recommendation based upon comments received to date. This recommendation is valid for a period of three years from the date of this letter.

Review comments were requested from the Maryland Departments of Business and Economic Development, Housing and Community Development, including the Maryland Historical Trust, Natural Resources, the Environment, Transportation, the Maryland Military Department, Montgomery County, Maryland-National Capital Park and Planning Commission in Montgomery County, and the Maryland Department of Planning. As of this date, the Maryland Department of the Environment has not submitted comments. This recommendation is contingent upon the Applicant considering and addressing any problems or conditions that may be identified by their review. Any comments received will be forwarded.

The Maryland Departments of Business and Economic Development, Natural Resources, and Transportation; the Maryland Military Department; Montgomery County; the Maryland-National Capital Park and Planning Commission in Montgomery County; and the Maryland Department of Planning found this project to be consistent with their plans, programs, and objectives.

VI 150

Ms. Cynthia D. Simpson
January 28, 2003
Page 2

The Maryland Department of Housing and Community Development, including the Maryland Historical Trust (the Trust) found this project to be generally consistent with their plans, programs, and objectives, but included certain qualifying comments. The Trust has determined that the project will have "no adverse effect" on historic properties, and that the Federal/Section 106 historic preservation requirements have been met.

The Maryland-National Capital Park and Planning Commission in Montgomery County (the Commission) suggested that planning coordination would be appropriate between the Applicant and the Commission concerning pedestrian facilities. The Commission sought to coordinate the following: final landscape plans, transit stop locations, crosswalks, and curb ramp locations. See the attached letter.

Any statement of consideration given to the comments(s) should be submitted to the approving authority, with a copy to the State Clearinghouse. The State Application Identifier Number must be placed on any correspondence pertaining to this project. The State Clearinghouse must be kept informed if the approving authority cannot accommodate the recommendation.

Please remember, you must comply with all applicable state and local laws and regulations. If you need assistance or have questions, contact the State Clearinghouse staff person noted above at 410-767-4490 or through e-mail at brosenhush@mdp.state.md.us. Also please complete the attached form and return it to the State Clearinghouse as soon as the status of the project is known. Any substitutions of this form must include the Application Identifier Number. This will ensure that our files are complete.

Thank you for your cooperation with the MIRC process.

Sincerely,

Linda C. Janey
Linda C. Janey, J.D., Director
Maryland State Clearinghouse
for Intergovernmental Assistance

LCJ:BR

* indicates enclosure(s)
cc: Jorge Valladares - MNCPPCM James Gring - DBED
Friedrich Martin - MILT Joane Mueller - MDE
Kathryn Ortez - DHCD/MHT Ronald Spalding - MDOT
Sean Reilly - MTGM

02-1324.CLS.doc

105



United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, D.C. 20240

ER 02/1077

MAR 13 2003

Ms. Cynthia Simpson
Deputy Director
Office of Planning and Preliminary Engineering
Mail Stop C-301
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Ms. Simpson:

The Department of the Interior (Department) has reviewed the Environmental Assessment (EA) and Draft Section 4(f) Evaluation for MD 650 Widening, from Powder Mill Road to north of US 29, Montgomery County, Maryland. The Department offers the following comments for your consideration.

PROJECT DESCRIPTION

The proposed project is to improve traffic operations for vehicles using MD 650 at Powder Mill Road from Chalmers Road to north of US 29. The project will include provisions for improving circulation of vehicles and pedestrians to and from the Food and Drug Administration headquarters facility, which is currently under construction. The Section 4(f) property is the White Oak Public Golf Course. The golf course is currently operated for public use through a lease agreement between the General Services Administration and the Maryland-National Capital Park and Planning Commission.

ENVIRONMENTAL ASSESSMENT COMMENTS

Wetlands will not be affected by either the Build or the No Build Alternatives. Threatened or endangered species do not exist at the site, and therefore will not be affected by either the Build or No Build Alternatives. The No Build Alternative would not affect aquatic wildlife. The Build Alternative would add two storm-water management outfall pipes that may discharge into existing streams. The quality and quantity of storm water discharged would not have any adverse effect on the existing streams, or aquatic wildlife.

-16a

SECTION 4(f) EVALUATION COMMENTS

The project will permanently take approximately eight acres of public park land that is currently used for active recreation and convert that land to road right-of-way. However, the golf course will be redesigned so that it continues to function as a nine-hole golf course. Project mitigation includes the addition of trees and shrubs within the golf course and around the storm water management ponds. The golf course is a contributing element in the Naval Ordnance Laboratory Historic District. The State Historic Preservation Officer (SHPO) has concurred with the State Highway Administration's (SHA) determination that the proposed project will not adversely affect the Historic District. The SHPO has also concurred that the two acres of temporary construction impacts are not subject to the provisions of Section 4(f).

The Section 4(f) Evaluation does not include a determination by the SHA regarding feasible and prudent alternatives. Perhaps this is an oversight. Nevertheless, the Department would concur with a determination by SHA that there are no feasible and prudent alternatives to the proposed project, if project objectives are to be met. The Department would also concur that all possible planning needed to minimize harm to the Section 4(f) resource has been employed within Alternative 2, the Build Alternative.

We appreciate the opportunity to provide these comments.

Sincerely,

Willie R. Taylor
Director, Office of Environmental Policy
and Compliance

196

MID 650 from Powder Mill Road to North of US 29

APPENDIX A. FEASIBILITY AND REASONABLENESS WORKSHEET SUMMARY

FEASIBILITY CRITERIA		NSA 1		NSA 2		NSA 3		NSA 4		NSA 5		NSA 6	
		Y	N	Y	N	Y	N	Y	N	Y	N	Y	N
1	Noise levels can be reduced by 7-10 dBA (minium 3 dBA at impacted residences.	Not Calculated		Not Calculated		Not Calculated		Not Impacted		Not Calculated		Not Calculated	
2	Construction of a sound barrier will restrict pedestrian or vehicular access.	✓		✓		✓				✓		✓	
3	Construction of a sound barrier will cause safety or maintenace problems.		✓		✓		✓				✓		✓
4	Sound barriers can be constructed given topography, drainage, utilities, etc.	✓			✓	✓							✓
5	There are non-highway noise sources that would reduce barrier effectiveness.		✓		✓		✓				✓		✓
REASONABLENESS CRITERIA		NSA 1		NSA 2		NSA 3		NSA 4		NSA 5		NSA 6	
		Y	N	Y	N	Y	N	Y	N	Y	N	Y	N
1	Majority of impacted receptors will receive a 7 dBA or greater noise reduction.	Not Calculated		Not Calculated		Not Calculated		Not Impacted		Not Calculated		Not Calculated	
2	75% or more of impacted and benefited residents approve of the proposed noise abatement. ¹												
3	A 3 dBA or greater change in design year build noise levels over design year no build noise levels is expected to result from the proposed action.		✓		✓		✓				✓		✓
3a	The cumulative effects of highway improvements in the design year build noise levels, at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.		✓		✓	Not Calculated					✓		✓
3b	Noise levels equal or exceed 72 dBA at impacted receptors.		✓	✓			✓				✓		✓
4	The cost of noise abatement is equal to or less than \$50,000 per residence, impacted and benefited.	Not Calculated		Not Calculated			✓			Not Calculated		Not Calculated	
5	Noise barriers will have a negative visual/aesthetic impact (size and appearance).		✓		✓		✓				✓	✓	
6	Noise barrier will have an adverse impact on Section 4(f) resource.		✓		✓	✓					✓		✓
7	There are local controls on noise sensitive development adjacent to state highways.	✓		✓		✓				✓		✓	
8	There are special circumstances, i.e. historical/cultural significance at this NSA.		✓		✓		✓				✓		✓

¹ To be determined during final design.

APPENDIX A. ISA PROPERTIES - ENVIRONMENTAL CONCERNS AND POTENTIAL CONTAMINATION VALUES

ISA Properties	Reason for Concern	Potential Contamination Values		
		High	Medium	Low
Site 1 1,500 feet South of I-495 at Building 502	<ul style="list-style-type: none"> Emergency Response Notification System No other information found Unknown quantity and substance 	X		
Site 2 ADEC White Oak 10905 New Hampshire Ave Silver Spring, MD 20904	<ul style="list-style-type: none"> Small Quantity Hazardous Waste Generator No reported violations Unknown nature of business 	X		
Site 3 Adelphia Laboratory Center 2800 Powder Mill Road Adelphia, MD 20783 Harry Diamond Laboratory 2800 Powder Mill Road Adelphia, MD 20783	<ul style="list-style-type: none"> State Hazardous Waste Site (MD-068) 13 violations reported Large Quantity Hazardous Waste Generator Transport, Storage, Disposal Facility Six reported UST closures It is required that UST removal/abandonment be conducted according to COMAR 26.10.10.02 and COMAR 26.10.10.03 Two LUSTs with monitoring well sampling Unknown nature of material in UST No MDE file exists for these facilities, additional inquiry is warranted 	X		
Site 4 Amoco Station #766 10226 New Hampshire Ave Silver Spring, MD 20903	<ul style="list-style-type: none"> Four 10,000 gallon gasoline USTs currently in use Currently used USTs are about Five years old One 10,000 gallon gasoline UST Removed One 8,000 gallon gasoline UST removed Two 6,000 gallon gasoline USTs removed One 550 gallon heating oil UST removed Verification with MDE records confirmed no contamination and proper closure on 6-12-95 It is required that UST removal/abandonment be conducted according to COMAR 26.10.10.02 and COMAR 26.10.10.03 			X
Site 5 Bell Atlantic 11300 Columbia Ave Silver Spring, MD 20904	<ul style="list-style-type: none"> Unknown size UST for heating oil removed/abandoned It is required that UST removal/abandonment be conducted according to COMAR 26.10.10.02 and COMAR 26.10.10.03 			X
Site 6 Brookview Elementary School 1100 Corliss Street Silver Spring, MD 20903	<ul style="list-style-type: none"> 8,000 gallon heating oil UST currently in use 6,000 gallon heating oil UST permanently out of use It is required that UST removal/abandonment be conducted according to COMAR 26.10.10.02 and COMAR 26.10.10.03 			X

ISA Properties	Reason for Concern	Potential Contamination Values		
		High	Medium	Low
<p>Site 7 Center for the Handicapped 10501 New Hampshire Ave Silver Spring, MD 20903</p> <p>Hillandale Elementary School 10501 New Hampshire Ave Silver Spring, MD 20903</p>	<ul style="list-style-type: none"> 6,000 gallon Heating Oil UST Tank was cleaned, pumped and filled with cement, no signs of contamination in down gradient monitoring well Verification with MDE records confirmed no contamination and proper closure on 6-29-95 It is required that UST removal/abandonment be conducted according to COMAR 26.10.10.02 and COMAR 26.10.10.03 			X
<p>Site 8 Chateau Apartments 9727 Mount Pisgah Road Silver Spring, MD 20903</p>	<ul style="list-style-type: none"> 8,000 gallon heating oil UST currently in use Two 20,000 gallon heating oil USTs permanently out of use It is required that UST removal/abandonment be conducted according to COMAR 26.10.10.02 and COMAR 26.10.10.03 			X
<p>Site 9 Coca Cola Bottling Company 1710 Elton Road Silver Spring, MD 20903</p>	<ul style="list-style-type: none"> Reported release from UST, no other information about release found 5,000 gallon UST permanently out of service One 8,000 gallon diesel UST permanently out of service Two 4,000 gallon gasoline USTs permanently out of service It is required that UST removal/abandonment be conducted according to COMAR 26.10.10.02 and COMAR 26.10.10.03 		X	
<p>Site 10 Continental Petroleum 11526 Stewart Lane Silver Spring, MD 20904</p> <p>Montgomery White Oak Apartments 11400 Stewart Lane 11526 Stewart Lane 11530 Lockwood Drive Silver Spring, MD 20904</p> <p>Graey Management 11525 Stewart Lane Silver Spring, MD 20904</p>	<ul style="list-style-type: none"> Documented release and cleanup No other information available Information inconsistency with Montgomery White Oak Apartments 10,000 gallon heating oil UST at each location 8,000 gallon heating oil UST at 11400 Closed UST No other information available It is required that UST removal/abandonment be conducted according to COMAR 26.10.10.02 and COMAR 26.10.10.03 	X		
<p>Site 11 Cresthaven Elementary School 1234 Cresthaven Drive Silver Spring, MD 20903</p>	<ul style="list-style-type: none"> 10,000 gallon heating oil UST out of service It is required that UST removal/abandonment be conducted according to COMAR 26.10.10.02 and COMAR 26.10.10.03 			X
<p>Site 12 Dale Cleaners 10216 New Hampshire Ave Silver Spring, MD 20903</p>	<ul style="list-style-type: none"> Conditionally Exempt Small Quantity Generator No recorded violations 		X	

ISA Properties	Reason for Concern	Potential Contamination Values		
		High	Medium	Low
<p>Site 13 Dow Jones CO 11501 Columbia Pike Silver Spring, MD 20910</p>	<ul style="list-style-type: none"> • Seven violations reported at facility • 550 gallon UST for diesel removed • Large Quantity Hazardous Waste Generator • Awaiting additionally requested information from Dow Jones CO • It is required that UST removal/abandonment be conducted according to COMAR 26.10.10.02 and COMAR 26.10.10.03 	X		
<p>Site 14 Exxon #24953 10206 New Hampshire Ave Silver Spring, MD 20903</p>	<ul style="list-style-type: none"> • Two 19 year old 10,000 gallon diesel USTs currently in use • 10,000 gallon gasoline UST currently in use • Two 8,000 gallon gasoline USTs currently in use • One 550 gallon used oil UST reported as a release, cleanup and removed • Three 10,000 gallon USTs removed • Four 4,000 gallon USTs removed • Two 6,000 gallon USTs removed • Verification with MDE records will insure proper closure and cleanup • It is required that UST removal/abandonment be conducted according to COMAR 26.10.10.02 and COMAR 26.10.10.03 	X		
<p>Site 15 Exxon #25404 11177 New Hampshire Ave Silver Spring, MD 20904</p>	<ul style="list-style-type: none"> • Two 1,000 gallon used oil USTs were removed; a release and cleanup is documented • Two steel 8,000 gallon and a steel 4,000 gallon UST were removed • The facility currently uses an 8,000 gallon, 10,000 gallon and 12,000 gallon USTs for gasoline • MDE records indicate a history of leaks at this location, all cases have been subsequently closed out with no additional signs of contamination • It is required that UST removal/abandonment be conducted according to COMAR 26.10.10.02 and COMAR 26.10.10.03 		X	
<p>Site 16 Frank J DeLuca Inc 10751 Kinloch Road Silver Spring, MD 20903</p>	<ul style="list-style-type: none"> • Large Quantity Hazardous Waste Generator • Hazardous Waste Transporter • No reported violations • Unknown nature of business 		X	
<p>Site 17 General Industrial Services INC 9727 MT Pisgah Road Suite 1501 Silver Spring, MD 20903</p>	<ul style="list-style-type: none"> • Transport, Storage, Disposal Facility • Hazardous Waste Transporter • No violations reported • Unknown nature of business 		X	

ISA Properties	Reason for Concern	Potential Contamination Values		
		High	Medium	Low
Site 18 George Meany Center for Labor Studies 10000 New Hampshire Ave Silver Spring, MD 20903	<ul style="list-style-type: none"> 15,000 gallon, 6,000 and 1,500 gallon heating oil USTs currently in use 500 gallon heating oil UST permanently out of use It is required that UST removal/abandonment be conducted according to COMAR 26.10.10.02 and COMAR 26.10.10.03 		X	
Site 19 Hillandale Fire Station 10617 New Hampshire Ave Silver Spring, MD 20903	<ul style="list-style-type: none"> Reported release and cleanup of oil/water separator overflow case closed on 2-18-93 Unknown capacity UST currently in use It is required that UST removal/abandonment be conducted according to COMAR 26.10.10.02 and COMAR 26.10.10.03 Verification with MDE records indicate proper Closure of USTs on 6-15-99 			X
Site 20 Hillandale Shopping Center 1701 Elton Street Silver Spring, MD 20903	<ul style="list-style-type: none"> Unknown UST No records found at MDE for this facility 	X		
Site 21 Interstate 495 and MD 650 Silver Spring, MD	<ul style="list-style-type: none"> Reported release to the Emergency Response Notification System No Records found at MDE for this incident 	X		
Site 22 Oak Hills Apartments 11497 Columbia Pike Silver Spring, MD 20904	<ul style="list-style-type: none"> Heating oil UST Documented release and cleanup 15,000 and 20,000 gallon USTs documented as abandoned It is required that UST removal/abandonment be conducted according to COMAR 26.10.10.02 and COMAR 26.10.10.03 		X	
Site 23 Outer loop of I-495 exit to South MD 650	<ul style="list-style-type: none"> Emergency Response Notification System No other information found Unknown quantity and materials No information found at MDE for this incident 	X		
Site 24 PEPCO Spill 11207 Lockwood Drive Silver Spring, MD 20901	<ul style="list-style-type: none"> Documented release and cleanup No other information available No information found at MDE for this incident 	X		
Site 25 Safety Kleen Corporation 12164 Technology Road Silver Spring, MD 20904	<ul style="list-style-type: none"> 27 reported violations at the site Small Quantity Hazardous Waste Generator No information found at MDE 	X		

ISA Properties	Reason for Concern	Potential Contamination Values		
		High	Medium	Low
<p>Site 26 Sears Automotive Center 11255 & 11259 New Hampshire Ave Silver Springs, MD 20904</p>	<ul style="list-style-type: none"> Six 5,000 gallon USTs for gasoline removed Two 10,000 gallon USTs for heating oil removed One 6,000 gallon UST for heating oil removed One 550 gallon UST for used oil removed One 500 gallon UST for used oil currently in use Facility is a Small Quantity Hazardous Waste Generator with no violations It is required that UST removal/abandonment be conducted according to COMAR 26.10.10.02 and COMAR 26.10.10.03 			X
<p>Site 27 Shell Service Station (21984780201) 10201 New Hampshire Ave Silver Spring, MD 20910</p>	<ul style="list-style-type: none"> Small Quantity Hazardous Waste Generator Historical LUST currently undergoing 24 hour pump and treat remediation both on and off site. Three 10,000 gallon gasoline USTs 550 gallon used oil UST removed It is required that UST removal/abandonment be conducted according to COMAR 26.10.10.02 and COMAR 26.10.10.03 	X		
<p>Site 28 Shell Service Station (SAP137676) 11150 New Hampshire Ave Silver Spring, MD 20904</p>	<ul style="list-style-type: none"> Currently using three 10,000 gallon UST's for gasoline 1,000 gallon heating oil UST permanently out of service 550 gallon used oil LUST removed. The facility is listed as a SQ-HWG Vehicle repair conducted on site This site has a history of leaks from the supply lines, case closed on 12/97 Verification with MDE records indicate proper removal and closure with contaminated soils removed. It is required that UST removal/abandonment be conducted according to COMAR 26.10.10.02 and COMAR 26.10.10.03 		X	
<p>Site 29 The Point Apartments 11200, 11215 & 11235 Lockwood Drive Silver Spring, MD 20910</p>	<ul style="list-style-type: none"> Three USTs documented as closed It is required that UST removal/abandonment be conducted according to COMAR 26.10.10.02 and COMAR 26.10.10.03 			X
<p>Site 30 Two Cleaners 10270 New Hampshire Ave Silver Spring, MD 20903</p>	<ul style="list-style-type: none"> Facility is listed as a Small Quantity Hazardous Waste Generator No Violations reported 		X	

ISA Properties	Reason for Concern	Potential Contamination Values		
		High	Medium	Low
<p>Site 31 US Naval Surface Warfare Center 10901 New Hampshire Ave Silver Spring, MD 20903</p> <p>Federal Research Center at White Oak 10903 New Hampshire Ave Silver Spring, MD 20903</p>	<ul style="list-style-type: none"> • 20 reported violations at the site • Listed as a State Hazardous Waste Site (MD-061) • Historic LUST at Building #387 • Large Quantity Hazardous Waste Generator • One 5,300 gallon, two 40,000 gallon, two 10,000 gallon and one 6,000 gallon heating oil USTs currently in use • Verification with MDE records indicate a release and cleanup at building 201, no records found for building #387, no other records for this facility on file at MDE • "Extensive investigations by the Navy have identified seven sites which are considered to pose a potential threat to human health or the environment" (GSA, April 1997) 	X		
<p>Site 32 White Oak Auto Body 11415 Lockwood Drive Silver Spring, MD 20904</p>	<ul style="list-style-type: none"> • No Violations reported • The facility is listed as a Small Quantity Hazardous Waste Generator 		X	
<p>Site 33 White Oak Cleaners 11209 New Hampshire Ave Silver Spring, MD 20904</p>	<ul style="list-style-type: none"> • No violations reported • The facility is listed as a Small Quantity Hazardous Waste Generator 		X	
<p>Site 34 White Oak Gardens Apartments 11598, 11600 and 11615 Lockwood Drive Silver Spring, MD 20904</p>	<ul style="list-style-type: none"> • Currently using two 6,000 gallon backup UST for heating oil • Two 10,000 gallon heating oil USTs removed • It is required that UST removal/abandonment be conducted according to COMAR 26.10.10.02 and COMAR 26.10.10.03 		X	
<p>Site 35 White Oak Park Apartments 11431 and 11434 Lockwood Drive Silver Spring, MD 20904</p>	<ul style="list-style-type: none"> • 8,000 gallon heating oil UST • Documented release and cleanup • Documented as removed or abandoned • It is required that UST removal/abandonment be conducted according to COMAR 26.10.10.02 and COMAR 26.10.10.03 			X
<p>Site 36 White Oak Towers Apartments 11700 Old Columbia Pike Silver Spring, MD 20904</p>	<ul style="list-style-type: none"> • 10,000 gallon heating oil UST • It is anticipated that currently used USTs are in compliance with applicable state and federal regulations 		X	
<p>Site 37 Aristo Valet Inc. Cleaners Hillandale Center 10119 New Hampshire Ave Silver Spring, MD 20904</p>	<ul style="list-style-type: none"> • No information in database search • No information found at MDE 	X		

ISA Properties	Reason for Concern	Potential Contamination Values		
		High	Medium	Low
Site 38 Custom Tailor and Dry Cleaning 11201A Lockwood Drive Silver Spring, MD 20904	<ul style="list-style-type: none">• No information in database search• No information found at MDE	X		
Site 39 11215 Oak Leaf Drive Silver Spring, MD 20901	<ul style="list-style-type: none">• Emergency Response Notification System• Unknown quantity and substance	X		

APPENDIX B. REFERENCES

Athavale, Lystad & Associates. October 11, 2002. Final Stormwater Management Report. MD 650 and Lockwood Drive Intersection, Between US 29 Highway and 495 Beltway. Montgomery County, Maryland.

American Society for Testing and Materials (ASTM). Standard Practice for Environmental Site Assessment (E 1527-00).

Applied Geographic Solutions Database-Census Update. March 2001. Demographics 2000.

Barrett, M. E., R D. Zuber, E. R. Collins III, J. F. Malina, Jr., R. J. Charbeneau, and G. H. Ward. 1993. A review and evaluation of literature pertaining to the quantity and control of pollution from highway runoff and construction. Center for Transportation Research, Austin, Texas, USA.

Barron, Bill. Montgomery Department of Park and Planning. Personal Interview, March, 2002.

Brinkley, Ursela. Holly Hall. Personal Interview, November 2002.

Code of Maryland Regulation (COMAR) Stormwater Management Regulations [26.17.02].

Department of Health and Human Services (DHHS) Poverty Guidelines. 1999.

Database Search for Hazardous Waste Sites. Environmental Data Resources, Inc. October 24, 2001. Southport, Connecticut.

Final Environmental Impact Statement. U.S. Food and Drug Administration Consolidation, Montgomery County. 1997. White Oak, Maryland, USA.

Food and Drug Administration (FDA)/General Services Administration (GSA). 1997. Master Plan for the Consolidation of FDA at White Oak. Revised 2002.

Floyd, Vanessa. Holly Hall. Personal Interview, November 2002.

General Services Administration. Transportation Management Plan for the FDA Consolidation. March 5, 2002.

Review of Transportation Improvements Along New Hampshire Avenue (MD 650). General Services Administration (GSA). March 28, 2000. Montgomery and Prince George's Counties, Maryland, USA.

206

Maryland Department of Natural Resources, Maryland Geological Survey. 1967. Baltimore, Maryland, USA.

Maryland Department of the Environment. Correspondence regarding Hazardous Waste Management Files.

McCormick, Taylor and Associates, Inc. 2001. Air Quality Analysis. MD 650 (New Hampshire Avenue) From Powder Mill Road to North of US 29, Montgomery County, Maryland.

McCormick, Taylor and Associates, Inc. 2001. Hazardous Waste Initial Site Assessment (ISA). MD 650 (New Hampshire Avenue) From Powder Mill Road to North of US 29, Montgomery County, Maryland.

Noise Quality Technical Analysis Report. November 28, 2001. State Highway Administration (SHA). Montgomery County, Maryland.

Montgomery County Department of Park and Planning. 1997. White Oak Master Plan, White Oak, Maryland, USA.

Montgomery County Department of Park and Planning. 1981. Master Plan for Eastern Montgomery County, Maryland, USA.

Montgomery County Planning Department, Research and Technology Center. 1997. Census Update Survey Summary Report.

National Technical Committee on Hydric Soils. 1990. Wetland Delineation Manual.

Naval Facilities Engineering, Environmental Services Command. June 19, 2001. (http://www.navfac.navy.mil/env/p_brac.htm)

Wetland Delineation Report. Straughn Environmental Services. 2001.

Review of Transportation Improvements Along New Hampshire Avenue (MD 650). General Services Administration. March 28, 2000.

Transportation Improvement Feasibility Report. BMI Report. March 30, 1999. Montgomery County, Maryland.

Maryland Department of Planning State Data Center (<http://www.mdp.state.md.us>),

Maryland National-Capital Park and Planning Commission. 2001. (<http://www.mcnccppc.org/home.htm>).

Maryland State Highway Administration (SHA). Secondary and Cumulative Effects Analysis Guidelines. June, 2000.

Montgomery County Archives. Historic Aerial Photography of the White Oak Area and Vicinity. Montgomery County Courthouse, Rockville, MD

Montgomery County Department of Environmental Protection. Personal Interview with David Rotolone ; Environmental Policy & Compliance, MD.

Schively, Michele. White Oak Apartments. Personal Interview, November 2002.

Simpson, Bob. Montgomery County Department of Public Works and Transportation. Personal Interview, February 2003.

US Army Corps of Engineers, Wetland Delineation Manual. 1987. Environmental Laboratory.

US Census Bureau. September 2001.
(<http://factfinder.census.gov/servlet/BasicFactsTable>).

US Census Data. 2000. (<http://www.census.gov>)

US Department of Agriculture, Natural Resources Conservation Service (NRCS). 1984. Farmland Protection Policy Act (FPPA). Government Printing Office, Washington, D.C., USA.

US Department of Agriculture, Natural Resources Conservation Service (NRCS). 1992. List of Prime and Statewide Important Farmland Soils.

US Department of Agriculture, Soil Conservation Service (SCS). 1974. Soil survey of Montgomery County, Maryland. Government Printing Office, Washington, D.C., USA.

US Department of Health and Human Services. "The 2000 HHS Poverty Guidelines."
(<http://aspe.hhs.gov/poverty/00poverty.htm>)

US Department of the Interior, Fish and Wildlife Service. August 10, 2001. Correspondence regarding RTE Species.

US Department of Labor. Standard Industrial Code Classification System.
(<http://www.OSHA.gov>)

US Department of Transportation, Federal Highway Administration, Measurement of Highway-Related Noise, May 1996. Washington, DC.



RECORD OF CONVERSATION

CALL MADE TO:

Mr.	Bill	Barron
Title	First	Last

REPRESENTING:

Maryland-National Capital Park and Planning Commission
(M-NCPPC)

FROM (Caller):

Jessica Brado, MT/A

PHONE:

(301) 495-4556
Area Code Number

DATE:

March 12, 2002

TIME:

2:00 p.m.

Summary of Conversation:

Ms. Jessica Brado spoke to Mr. Bill Barron about Holly Hall, the potential elderly, low-income community. He verified that it is run by the Housing Opportunities Commission (HOC), and that it probably would be considered low-income compared to the rest of Montgomery County, although it is not your typical low-income community. He suggested that it still be included as an environmental justice (EJ) community.

Mr. Barron identified a minority and low-income community in White Oak behind White Oak Shopping Center on both sides of Lockwood Drive (which includes the White Oak Apartments that are located within the study area). This community, as a whole, is referred to by the County as the April/Stuart Lane Community and is sometimes called the Garden Apartments. There are about ten different developments within this area. It consists of three or four, three-story buildings, and has both an African-American and Hispanic population, but mainly Hispanic according to Mr. Barron. He said that there are approximately 3600 units with a population estimated at 6,000 people. The April/Stuart Lane Community is well outside the proposed alternative's right-of-way.

Mr. Barron also provided Ms. Brado with another community to add to the community inventory, other than the above identified as minority and low-income. This community is not an EJ community, and is called "North White Oak". It consists of single-family detached homes, and is located in the middle of the new development is going in north of US 29 (former Heartfields Retirement Community...now bought out by Sunrise).

RECORD OF CONVERSATION

CALL MADE TO:

Ms. Vanessa Floyd
Title First Last

REPRESENTING: Holly Hall

FROM (Caller): Jessica Brado, MT/A

PHONE: 301-439-0900
Area Number
Code

DATE: 11-06-02 **TIME:** 1:45pm

Summary of Conversation:

I provided Ms. Vanessa Floyd with the reason for my call, which was to notify various communities along New Hampshire Avenue from south of Powder Mill Road to north of US 29, about the upcoming Informational Public Meeting on November 25, 2002. She referred me to Ms. Ursela Brinkley, Resident Counselor for Holly Hall (301-439-8652). I informed Ms. Brinkley that we would like to encourage her and residents of the community to attend the meeting. I asked Ms. Brinkley if she thought it would be helpful for SHA to provide a presentation to them or set up an information stand in the lobby for residents to visit. She suggested that she look at the brochure first to see if it would spark enough interest for a presentation. I gave her my name and phone number to call back if she would like to request a presentation.

Ms. Brinkley called back to request a presentation based on interest from the residents of Holly Hall. A meeting was scheduled for January 22, 2003.



MARYLAND DEPARTMENT OF TRANSPORTATION

Robert L. Ehrlich, Jr., Governor • Michael S. Steele, Lt. Governor • Trent M. Kittleman, Acting Secretary

MEMORANDUM

TO: Ms. Cynthia Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

FROM: Darrell Sacks *DWS*
Environmental Manager
Project Planning Division

DATE: February 6, 2003

SUBJECT: Project No. MO900B21
MD 650 from Powder Mill Road to North of US 29
Montgomery County, Maryland

RE: Holly Hall Community Meeting Minutes – January 22, 2003

Ms. Pamela McNicholas from McCormick Taylor and Associates Inc. (MT/A), thanked everyone for attending and gave a brief introduction about the purpose of the meeting, which was to present the Maryland State Highway Administration's (SHA) MD 650 improvements, from Powder Mill Road to north of US 29. She introduced MT/A staff members, Mr. Dick Evans and Ms. Jessica Brado. Ms. Ursela Brinkley, Resident Counselor, along with several residents of Holly Hall, attended the meeting.

Mr. Dick Evans began the PowerPoint presentation by providing an overview of the MD 650 project. A map of the entire study area displaying the improvements to MD 650 was posted on the wall for reference. In addition, copies of the November 25, 2002 Informational Public Meeting brochure and the Environmental Assessment/Draft Section 4(f) Evaluation were available at the meeting. Mr. Evans covered the following topics: purpose of the project, project need, public involvement/LABQUEST Community Partnership, and alternatives considered.

My telephone number/toll-free 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 • Phone 410.545.0300 • www.marylandroads.com

Mr. Evans explained improvements at each of the following areas:

- Northbound MD 650
- MD 650/Mahan Drive Intersection
- MD 650/Powder Mill Road Intersection
- MD 650/Relocated Michelson Road Intersection
- MD 650/Lockwood Drive Intersection
- MD 650/White Oak Shopping Center
- US 29/MD 650 Interchange

Mr. Evans proceeded to discuss pedestrian amenities and landscaping. Ms. McNicholas then reviewed the environmental impacts associated with the project and referenced the environmental documentation prepared. Mr. Evans concluded the presentation by summarizing the project schedule, including the upcoming construction schedule to begin in summer 2003. Following the presentation, Holly Hall residents shared their comments about the project. The following is a summary of the comments received:

General Comments:

- Vehicles traveling on northbound MD 650 often make U-turns at the Powder Mill Road intersection to get onto southbound MD 650 (and the ramps to I-495).
- Large trucks often use the Holly Hall entrance driveway from Powder Mill Road as a turn-around. Trucks heading northbound on MD 650 turn left onto Powder Mill Road (into the Holly Hall driveway), turn around in the driveway, and head onto southbound MD 650. The trucks realize they cannot make a U-turn at that location so the Holly Hall entrance driveway is used as a turn-around to get onto southbound MD 650. *(The project team noted that traffic signage might help to alleviate this problem as well as local law enforcement.)*
- It is difficult to turn left out of Powder Mill Road from the Holly Hall complex. The traffic signal is not long enough, and cars often must sit through multiple traffic signals.
- There is a signalization problem at MD 650 and Powder Mill Road. The light is not timed long enough for pedestrians to cross MD 650 at Powder Mill Road. This crosswalk is very dangerous. Longer pedestrian walk times are needed. *(The project team will forward concerns to the traffic engineers regarding lighting for pedestrian crosswalks. Signal timing comments will be forwarded on to Pete Campanides at SHA, District 3.)*
- An issue was raised regarding the buses picking up and dropping off residences at the Holly Hall complex. There is not enough room around the perimeter of the concrete island for buses to turn around. The buses consistently are forced to drive on the outer edge of the concrete island because the turning radius is not large enough to accommodate buses. *(The team will contact Bob Simpson at Montgomery County about bus issue.)*



MARYLAND DEPARTMENT OF TRANSPORTATION

Robert L. Ehrlich, Jr., *Governor* • Michael S. Steele, *Lt. Governor* • Trent M. Kittleman, *Acting Secretary*

February 7, 2003

Re: Project No. MO900B21
MD 650 from Powder Mill Road to
North of US 29
Montgomery County, Maryland

Ms. Ursela Brinkley
Resident Counselor
Holly Hall Apartments
10110 New Hampshire Ave.
Silver Spring MD 20903

Dear Ms. Brinkley,

The Maryland State Highway Administration (SHA) would like to thank you and the residents of Holly Hall for attending the Holly Hall Community Meeting on January 22, 2003. SHA appreciates your comments regarding the MD 650 (New Hampshire Avenue) improvements, from Powder Mill Road to north of US 29.

As discussed at the meeting, the purpose of the project is to improve traffic operations for vehicles using MD 650 at Powder Mill Road and from Chalmers Road to north of US 29. The project will consider provisions for improving circulation of traffic and pedestrians to and from the proposed Food and Drug Administration (FDA) facility at the former White Oak Naval Ordinance Laboratory. The project will also consider adequate vehicular, pedestrian, and bicycle access to existing and planned activity

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2255 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

centers, including commercial sites. Your comments have been noted and are summarized below. A response is provided following each comment.

Comment: Vehicles traveling on northbound MD 650 often make U-turns at the Powder Mill Road intersection to get onto southbound MD 650 (and the ramps to I-495).

Response: This situation has been discussed with a traffic engineer at SHA who works in the SHA-District 3 Office of Traffic. It appears that confusing signs south of the MD 650/I-495 interchange cause the problem. Vehicles desiring to go south on I-495 often miss the signed turn from northbound MD 650 and must perform the U-turn at Powder Mill Road to access the southbound I-495 ramp. Because the problem is beyond the limits of this design project, it has been brought to the attention of the SHA District Engineer for corrective action.

Comment: Large trucks often use the Holly Hall entrance driveway from Powder Mill Road as a turn-around. Trucks heading northbound on MD 650 turn left onto Powder Mill Road (into the Holly Hall driveway) turn around in the driveway and head onto southbound MD 650. The truck drivers realize they cannot make a U-turn at that location, so the Holly Hall entrance driveway is used as a turn-around to get onto southbound MD 650.

Response: The project team noted that traffic signage as well as local law enforcement might help to alleviate this problem. The team will contact Montgomery County Department of Public Works and Transportation (DPW&T) about this issue.

Comment: It is difficult to turn left out of Powder Mill Road from the Holly Hall complex. The traffic signal is not long enough, and cars often sit through multiple traffic signals.

Response: By copy of this letter to the Montgomery County DPW&T - Division of Traffic and Parking Services, SHA is informing them of this concern. The address is 101 Monroe Street, 11th Floor, Rockville, Maryland 20850.

214

Comment: There is a signalization problem at MD 650 and Powder Mill Road. The light is not timed long enough for pedestrians to cross MD 650 at Powder Mill Road. This crosswalk is very dangerous. Longer pedestrian walk times are needed.

Response: The project team will forward these concerns to SHA's District 3 traffic engineers regarding lighting for pedestrian crosswalks. Signal timing comments will be forwarded to Pete Campanides at SHA, District 3 and the Montgomery County DPW&T. For more information on pedestrian signals, visit <http://www.dpwt.com/ped>.

Comment: An issue was raised regarding buses picking up and dropping off residents at the Holly Hall complex. There is not enough room around the perimeter of the concrete island for buses to turn around. The buses consistently are forced to drive on the outer edge of the concrete island because the turning radius is not large enough to accommodate buses.

Response: This should be discussed with the management and ownership of Holly Hall because the circle is on private property.

The SHA has reviewed all comments and will continue to investigate the feasibility of addressing your comments. We look forward to keeping you informed about our progress. Thank you for your interest.

Very Truly Yours,

Donald H. Sparklin
Assistant Division Chief
Project Planning Division

215

By: Darrell W. Sacks
Darrell Sacks
Environmental Manager
Project Planning Division

- cc: Mr. Kenneth Briggs, SHA, Highway Design
Mr. Peter Campanides, SHA District 3 Office of Traffic
Montgomery County DPWT, 101 Monroe Street, 11th Floor, Rockville, MD 20850
Mr. Dana P. Knight, McCormick, Taylor, and Associates
Ms. Vanessa Floyd, Holly Hall Apartments
Mr. Charlie Watkins, SHA District 3



RECORD OF CONVERSATION

CALL MADE TO:

Ms. Michele Schively
Title First Last

REPRESENTING: White Oak Apartments

FROM (Caller): Jessica Brado, MT/A

PHONE: 301-622-4048
Area Code Number

DATE: 11-06-02 TIME: 1:30pm

Summary of Conversation:

I provided Ms. Schively (goes by Mickey) with the reason for my call, which was to notify various communities along New Hampshire Avenue from south of Powder Mill Road to north of US 29, about the upcoming Informational Public Meeting on November 25, 2002. She asked what the meeting was about, and I explained that SHA is proposing transportation improvements needed on New Hampshire Avenue for the FDA consolidation at the White Oak site. Ms. Schively had not received anything in the mail, nor did she see anything in the paper. So, she gave me her address to confirm with our mailing list. I informed her that we would like to encourage her and residents of the community to attend. She would like us to verify that mail-outs/brochures/meeting announcements, etc. are sent to her boss at Grady Management who also runs the Montgomery White Oak, Paint Branch, Villa Nova, and Yorkshire Communities, along with White Oak Apartments. Ms. Schively would also like to receive these mail-outs directly. I have confirmed that the following addresses are on our project mailing list:

Michele Schively
11434 Lockwood Drive
Silver Spring, MD 20904

Bert Thompson
Grady Management
Montgomery Center Building
8630 Fenton Street, Suite 625
Silver Spring, MD 20910

I asked Ms. Schivley if she thought it would be helpful for SHA to provide a presentation to them or set up an information stand in the lobby for residents to visit. She suggested that she look at the brochure first to see if it would spark enough interest for a presentation. I gave her my name and phone number to call back if she would like to request a presentation. Extra copies of the brochure were hand-delivered to Ms. Schively before the public meeting, at which time she confirmed that she had previously received the brochure via mail.

RECORD OF COORDINATION

E-MAIL MADE TO:

Ms. Jennifer Martin
Title First Last

REPRESENTING: McCormick, Taylor & Associates (MT/A)

FROM: Mr. Rob Klein

REPRESENTING: Montgomery County Department of Public Works & Transportation (DPW&T)

EMAIL: rob.klein@co.mo.md.us

DATE: 01-03-2003 **TIME:** 9:11 a.m.

Summary of Coordination:

I coordinated with Montgomery County Department of Public Works and Transportation (DPW&T) regarding the proposed White Oak Transit Center. The following information was obtained from Montgomery County DPW&T's consultant, DMJM Harris Consultants, and was confirmed by DPW&T, Mr. Klein:

The Montgomery County DPW&T confirmed that they completed a two-year study to determine the feasibility of locating a transit center in the White Oak Shopping Center. The study expanded on the 1997 *White Oak Master Plan* recommendation to look at other potentially feasible sites in the White Oak area. The prototype for technical analysis as the study began was a facility with 500 parking spaces and six bus bays. As the study progressed, a decision was made by Montgomery County DPW&T to delay study of improvements to meet longer term transit needs, including the potential for a large-scale facility in the White Oak Shopping Center, and instead focus on improvements to meet short term needs, specifically improvements to heavily used bus stops in the vicinity of New Hampshire Avenue and Lockwood Drive. There are no immediate plans to reinitiate a study of longer term transit needs. The transit study changed in scope because of community opposition to a long term facility, anticipated opposition by the White Oak Shopping Center owner, the need to coordinate with plans on the FDA campus and the strong need for short term improvements. The final study report presents a proposed facility program for the bus stop improvements.