(OFFICE COPY)

HIGHWAY INFORMATION SERVICES DIVISION

Access Permits for State Improvements

12/07/2001

Permit Num	County		Rte Num	Milepoint	Map Num	Map Cord	Location
M-7008-98	15	MD	27	5.65	D 10	740-527	E SIDE OF RD, 0.18 MI N OF OAK DR CO 4553. (MP:4.66-5.43).
Description							**Reason**
CLOSE ACCESS TO RUNNING VALLEY LA (NO NUMBER)							RUNNING VALLEY RD TO BE ELIMINATED TO DAMASCUS MANOR

01-12 ST

Permit Num	County		Rte Num	Milepoint	Map Num	Map Cord	Location
M-7639-00	15	MD	28	13.23	E10C	717-463	0.05MI E OF MD 112-SENECA RD, N SIDE OF ROAD.
Description							**Reason**
WIDEN ROAD TO EXTEND EXISTING AUX LANE							ROAD WIDENING

01-13 ST

Permit Num	County		Rte Num	Milepoint	Map Num	Map Cord	Location
M-7805-01	15	MD	28	13.68	E10C	718-463	0.03MI E OF COUNTRY GLEN CT-OP 6025, N SIDE OF ROAD.
Description							**Reason**
CONSTR 1 PVT ROAD (MASONWOOD DR) INTO SENECA HIGHLANDS							NEW PRIVATE ROAD (MASONWOOD DR) + AUX LANE

01-14 ST

Permit Num	County		Rte Num	Milepoint	Map Num	Map Cord	Location
M-7724-01	15	MD	28	18.46	E10~~C~~ D	745-463	0.15MI E OF MD 119, N SIDE OF ROAD
Description							**Reason**
CONSTR 1 ENT + MEDIAN CHGS, WIDENING, RESTRIPING INTO DANAC-STILES PROPERT							NUMEROUS ROAD IMPROVEMENTS TO AREA

01-15 ST

Permit Num	County		Rte Num	Milepoint	Map Num	Map Cord	Location
M-7714-01	15	MD	28	18.62	E10D	742-463	@ MD 119 GREAT SENECA HWY. (BOTH ROADS)
Description							**Reason**
RESTRIPE MD 119 FOR DUAL LTL'S, SIGNAL MODS, MEDIAN IMPS ON MD 28							NEW AUX LANES ON MD 119, & MEDIAN MODS ON MD 28

01-16 ST

Permit Num	County		Rte Num	Milepoint	Map Num	Map Cord	Location
M-7716-01	15	MD	28	18.91	E10D	745-463	@ CO 4910-BROSCHART DR\CO 6166-DIAMONDBACK DR INT., N SIDE OF ROAD
Description							**Reason**
RECONSTR INTERSECTION + NEW AUX LANES, SIGNAL MODS							INTERSECTION\MEDIAN RECONSTRUCTION

01-17 ST

Permit Num	County		Rte Num	Milepoint	Map Num	Map Cord	Location
M-7713-01	15	MD	28	19.16	E10D	742-463	@ CO 4911-MEDICAL CENTER DR
Description							**Reason**
RESTRIPE FOR DUAL LTL'S TO CO 4911							NEW AUX LANES, MEDIAN MODS

01-18 ST

Permit Num	County	Rte Num	Milepoint	Map Num	Map Cord	Location
M-7712-01	15	MD 28	19.51	E10D	747-463	@ CO 212-SHADY GROVE RD

Description: NEW AUX LANES, & SIGNAL MODS.

Reason: MEDIAN IMPROVEMENTS ON MD 28, WIDENING ON CO 212.

01-19 ST

Permit Num	County	Rte Num	Milepoint	Map Num	Map Cord	Location
M-7715-01	15	MD 28	19.52	E10D	745-462	@ CO 212-SHADY GROVE RD

Description: RESTRIPE MD 28 TO PROVIDE AN ADDITIONAL W/B LANE

Reason: NEW W/B THRU LANE

01-20 ST

Permit Num	County	Rte Num	Milepoint	Map Num	Map Cord	Location
M-7381-00	15	MD 28	29.28	E11A	791-468	FR MD 182 (LAYHILL RD) TO MD 198 (SPENCERVILLE RD) PROJECT #509321

Description: NORBECK RD EXT.

Reason: NEW (EXT.) RD - WILL BE CO MAINT.

01-21 ST

Permit Num	County	Rte Num	Milepoint	Map Num	Map Cord	Location
M-7647-00	15	MD 97	13.77	~~D11~~ E11A	783-490	0.28MI N OF CO 3937-GOLD MINE RD, E SIDE OF ROAD.

Description: RECONSTR 1 & CONSTR 1 ENT INTO BROOKEVILLE FARMS + AUX LANE

Reason: NEW AUX LANE

01-22 ST

Permit Num	County	Rte Num	Milepoint	Map Num	Map Cord	Location
M-7753-01	15	MD 97	14.73	D11C	782-497	0.23MI N OF HOLIDAY DR-CO 2595, E SIDE OF ROAD.

Description: CONSTR 1 PUBLIC ROAD (BORDLY DRIVE) EXTEND CO 7104

Reason: BORDLY RD EXTENDED TO MD 97 (0.67MI)

01-23 ST

Permit Num	County	Rte Num	Milepoint	Map Num	Map Cord	Location
M-7746-01	15	MD 108	9.63	D10	776-490	OPPOSITE STANBROOK LA (CO 6321), N SIDE OF MD 108

Description: CONSTR ENT INTO BLUE MASH GOLF COURSE

Reason: ACCEL/DECEL LANES

01-24 ST

Permit Num	County	Rte Num	Milepoint	Map Num	Map Cord	Location
M-7628-00	15	MD 108	2.67	D 10	755-525	0.28MI W OF CO 41-LONG CORNER RD, INTO TRI-COUNTY BAPTIST CHURCH

Description: RECONSTR ENT +500' OF AUX LANE

Reason: NEW AUX LANE

01-25 ST

Permit Num	County		Rte Num	Milepoint	Map Num	Map Cord	Location
M-7578-00	15	MD	108	11.87	~~E11A~~ E10B	~~777-487~~ 775-486	.66 MI W OF CO 135-BOWIE MILL RD, N SIDE OF RD.

Description: CONSTR 1 ENT + AUX LANES INTO OLNEY BOYS & GIRLS CLUB

Reason: NEW AUX LANES

01-26 ST

Permit Num	County		Rte Num	Milepoint	Map Num	Map Cord	Location
M-7091-99	15	MD	108	15.65	E11A	791-479	@ NORWOOD RD CO 4605

Description: WIDEN EXISTING PAVEMENT AND ADD LEFT TURN LA

Reason: WIDEN ROAD AND ADD TURN LANE

01-27 ST

Permit Num	County		Rte Num	Milepoint	Map Num	Map Cord	Location
M-7747-01	15	MD	117	6.67	E10A	717-487	OPPOSITE ETERNITY RD-CO 6322, W SIDE OF RD.

Description: CONSTR PUBLIC RD (RICHTER FARM RD)

Reason: NEW ROAD/ROAD EXTENDED?/NEW SIGNALS@MD117&HOPKINS RD

01-28 ST

Permit Num	County		Rte Num	Milepoint	Map Num	Map Cord	Location
M-7656-00	15	MD	117	8.06	E10A	720-483	0.11MI E OF MD 119 TO AND INCLUDING MD 119 (N) S/B LANE

Description: ROAD WIDEING FOR NE AUX LANES ON BOTH MD 117 & MD 119

Reason: ROAD WIDENING ON MD 117 & MD 119 + AUX LANES

01-29 ST

Permit Num	County		Rte Num	Milepoint	Map Num	Map Cord	Location
M-6184-96	15	MD	118	5.26	E10 A	720 485	.38 MI S OF MD 117 TO WISTERIA DR

Description: RELOCATE MD 118 CONTRACT #M-969-452-371 PROJECT #508671

Reason: ROAD RELOCATION

01-30 ST

Permit Num	County		Rte Num	Milepoint	Map Num	Map Cord	Location
M-7592-00	15	MD	118	2.54	E10A	718-478	.08MI S OF CO 225-RIFFLE FORD RD, W SIDE OF RD. GERMANTOWN REC. PARK

Description: CONSTR 1 ENT INTO SOCCERPLEX + RD WIDENING & NEW AUX LANES

Reason: ROAD WIDENING AND NEW AUX LANES.

01-31 ST

Permit Num	County		Rte Num	Milepoint	Map Num	Map Cord	Location
M-7073-99	15	MD	118	6.52	D 10	728-494	OPPOSITE GOLDENROD LA, CO 4603. E SIDE OF RD-GOLDENROD LA PROP.

Description: RECONSTRUCT 1 PUBLIC RD CONNECTION INTO SENECA MEADOWS CORP. CENTER

Reason: RESTRIPING TO ADD AUX LA; NEW/REBUILT RD (CO 01-84)

01-32 ST

Permit Num	County		Rte Num	Milepoint	Map Num	Map Cord	Location
M-7717-01	15	MD	119	0.29	E10C	740-465	@CO 6271-SAM EIG HWY, CHECK M.P. 0.29-0.60 ON MD 119
Description							**Reason**
ADD AUX LANES TO MD 119 AND CO 6271							NEW AUX LANES, ROAD WIDENING, AND MEDIAN MODS.

01-33 ST

Permit Num	County		Rte Num	Milepoint	Map Num	Map Cord	Location
M-7100-99	15	MD	121	3.60	D10	719-508	@ INTERSECTION OF MD 121 & CO 7076 INTO SENECA CORRECTIONAL FACILIT
Description							**Reason**
RECONSTRUCT INT. & RECONSTRUCT CO 7076 (WHELAN LA)							ROAD RECONSTRUCTION

01-34 ST

Permit Num	County		Rte Num	Milepoint	Map Num	Map Cord	Location
M-7611-00	15	MD	121	4.12	D 10	718-511	OPPOSITE CO 6340-GATEWAY CENTER DR, W SIDE OF RD.
Description							**Reason**
RECONSTR SHOULDER INTO 550' OF BYPASS LANE							NEW AUX LANE

01-35 ST

Permit Num	County		Rte Num	Milepoint	Map Num	Map Cord	Location
M-7502-00	15	MD	124	7.73	E 10	758-488	ALONG S/B MD 124 TO W/B AIRPARK RD-CO 3283.
Description							**Reason**
CONSTR/WIDEN MD 124 TO ADD A 2ND LEFT TURN LANE							NEW AUX LANE

01-36 ST

Permit Num	County		Rte Num	Milepoint	Map Num	Map Cord	Location
M-7141-99	15	MD	124	12.33	D10	750-507	0.15 MI N OF GOSHEN SCHOOL RD-CO 35, E SIDE OF RD. MP-12.33
Description							**Reason**
CONSTR 1 PUBLIC RD (DEB HILL TERR)+AUX LANES INTO DEB HILL SUBDIVISION							NEW ROAD & AUX LANES

01-37 ST

Permit Num	County		Rte Num	Milepoint	Map Num	Map Cord	Location
M-7599-00	15	MD	124	13.64	D10	747-514	0.11MI N OF CO 3352-GARFIELD DR, E SIDE OF RD.
Description							**Reason**
CONSTR 1 PUBLIC RD (WHITE PEACH CT) INTO WOODFIELD ESTATES							NEW ROAD

01-38 ST

Permit Num	County		Rte Num	Milepoint	Map Num	Map Cord	Location
M-7393-00	15	MD	182	0.80	E11C	788-453	0.10 MI N OF CO 126-BRIGGS RD, W SIDE OF LAYHILL RD, *OFF OF OP 5688*
Description							**Reason**
CONSTR 1 PUBLIC RD INTO LAYHILL GROVE SUBDIVISION							NEW ROAD-WALKING CREST CT

01-39 ST

Permit Num	County		Rte Num	Milepoint	Map Num	Map Cord	Location
M-7867-01	15	MD	182	5.40	E11A	790-475	@ INTERSECTION W\CO 4605-NORWOOD RD (M.P. 5.90)

Description: RECONSTRUCT INTERSECTION, RESTRIPE CO 4605 + BIKE PATH

Reason: INTERSECTION RECONSTRUCTION

01-40 ST

Permit Num	County		Rte Num	Milepoint	Map Num	Map Cord	Location
M-7304-99	15	MD	189	5.37	E10D	755-451	@ MU 2160-MONUMENT ST (130 ROCKVILLE), W SIDE OF RD.

Description: CONSTR 1 ENT INTO ROSE HILL SUBDIVISION+RECONSTR INTERSECTION, (NEW ROAD)

Reason: NEW ROAD -ROSE PETAL WAY-, INTERSECTION RECONSTRUCTION

MU 2661 00-28 ST

Permit Num	County		Rte Num	Milepoint	Map Num	Map Cord	Location
M-7619-00	15	MD	190	2.70	E10C	718-448	OPPOSITE CO 5596-MAIDENS BOWER DR.

Description: CONSTR PVT RD (LONGACRES PRESERVE CT)+AUX LANES

Reason: NEW AUX LANES, NEW PVT ROAD, SHOULDER RECONSTR

01-41 ST

Permit Num	County		Rte Num	Milepoint	Map Num	Map Cord	Location
M-7722-01	15	MD	190	3.30	E10C	720-443	0.10MI E OF CO 4771-BEALL SPRING RD & OPPOSITE CO 4705-DREWS CT

Description: CONSTR 2 NEW PVT ROADS: EVENING RIDE DR & DREWS LA+ AUX LANES

Reason: ROAD WIDEING\AUX. LANES, P\U NEW PVT RD'S.

01-42 ST

Permit Num	County		Rte Num	Milepoint	Map Num	Map Cord	Location
M-7265-99	15	MD	190	7.42	F10A	738-434	.06 MI S OF NORTON RD-CO 192 INTO CHURCH ON S SIDE OF RD

Description: 26' WIDE ENT W/ ACCEL/DECEL LANE

Reason: ACCEL/DECEL LANE

01-43 ST

Permit Num	County		Rte Num	Milepoint	Map Num	Map Cord	Location
M-7086-99	15	MD	198	4.00	E11D	822-464	@ DINO DR CO 3363

Description: RECONSTRUCT DINO DR CO 3363, S SIDE OF MD 198

Reason: REALIGNMENT OF DINO DR, & VALLEY STREAM AVE CO 3364

01-44 ST

Permit Num	County		Rte Num	Milepoint	Map Num	Map Cord	Location
M-6633-97	15	MD	320	0.56	F11A	795-419	MD 320 OPPOSITE RAY DRIVE(CO 652)

Description: CONSTRUCT COMM ENT INTO TAKOMA PARK MIDDLE SCHOOL

Reason: CONSTRUCT LEFT TURN LANE

01-45 ST

Permit Num	County	Rte Num	Milepoint	Map Num	Map Cord	Location
M-6783-98	15	MD 355	2.45	F10B	772-423	MD 355 & GLENBROOK PKWY

Description: RECONSTRUCT INTERSECTION TO GLENBROOK PKWY(CO 988)

Reason: RECONSTRUCT INTERSECTION (CHECK INVENTORY B4 SENDING)

01-46 ST

Permit Num	County	Rte Num	Milepoint	Map Num	Map Cord	Location
M-7785-01	15	MD 355	9.45	E10D	758-455	0.13MI W OF EAST MIDDLE LA-MU 2110-ROCKVILLE, W SIDE OF RD.

Description: CONSTR 2 ENT INTO ROCKVILLE METRO PLAZA, RECONSTR MEDIAN

Reason: NEW MEDIAN, ROAD IS NOW DUAL

01-47 ST

Permit Num	County	Rte Num	Milepoint	Map Num	Map Cord	Location
M-7521-00	15	MD 355	18.52	D ~~E~~ 10	732-494	0.19 MI N OF APPLEDOWRE WAY, W SIDE OF RD.

Description: CONSTR 1 PRIVATE RD ENT INTO MARY J BOLAND SUBDIVISION

Reason: NEW ROAD (PVT)

01-48 ST

Permit Num	County	Rte Num	Milepoint	Map Num	Map Cord	Location
M-7470-00	15	MD 355	25.34	D 10	713-522	0.25 MI S OF PRESCOTT RD-OP 5693, W SIDE OF RD.

Description: CONSTR PUBLIC RD (LITTLE BENNETT DR) INTO LITTLE BENNETT ESTATES

Reason: NEW ROAD

01-49 ST

Permit Num	County	Rte Num	Milepoint	Map Num	Map Cord	Location
M-7527-00	15	MD 410	0.08	F10B	775-420	OPPOSITE WAVERLY ST-CO 404, N SIDE OF RD.

Description: CONSTR 1 & CLOSE 2 ENTS INTO CHEVY CHASE BANK BLDG+ MEDIAN RECONSTR

Reason: MEDIAN RECONSTR & STREETSCAPE IMPS ON MD 355

01-50 ST

Permit Num	County	Rte Num	Milepoint	Map Num	Map Cord	Location
M-7733-01	15	MD 650	18.44	D11C	789-501	0.61M S OF RIDGECROFT DR (CO 5141), E & W SIDE OF MD 650

Description: CONSTR 2 PVT RDS (DENIT ESTATES DR-1 RD XING MD 650) INTO DENIT ESTATES

Reason: NEW RD, ACCEL/DECEL LANES

01-51 ST

Permit Num	County	Rte Num	Milepoint	Map Num	Map Cord	Location
M-7434	15	MD 650	11.12	E 11A	803-469	BETWEEN OLD MD 198 & MD 198, E SIDE OF RD.

Description: CONSTR 2 ENT'S INTO EXXON STATION, RECONSTR MD 198/MD 650 INTERSECTION

Reason: INTERSECTION RECONSTRUCTION MD 650/198

01-52 ST

Permit Num	County		Rte Num	Milepoint	Map Num	Map Cord	Location
M-7730-01	15	MD	650	18.88	D 11C	786-503	.17MI S OF CO 5141-RIDGECROFT DR, N/E SIDE OF RD.

01-53 ST

Description	Reason
CONSTR 1 OVT RD (GAITHERS MEADOW LA) INTO DENIT ESTATES + AUX LANES	NEW AUX LANES/ROAD WIDENING

Permit Num	County		Rte Num	Milepoint	Map Num	Map Cord	Location
M-7653-00	15	MD	650	19.43	D 11C	783-507	0.38MI N OF CO 5141-RIDGECROFT DR, E SIDE OF ROAD

01-54 ST

Description	Reason
CONSTR 1 PVT ROAD (SAPLING RIDGE LA) INTO DENIT ESTATES+AUX LANES	NEW AUX LANES + P\U PVT RD.

Permit Num	County		Rte Num	Milepoint	Map Num	Map Cord	Location
M-7418-00	15	US	29	0.60	F11A	793-425	@ ROWEN RD-CO 687- INTERSECTION, NE SIDE OF RD.

01-55 ST

Description	Reason
RECONSTR THE N.E. RADIUS OF INTERSECTION	ROWEN RD BEING WIDENED + CURB, GUTTER, ETC.

Permit Num	County		Rte Num	Milepoint	Map Num	Map Cord	Location
M-7457-00	15	US	29	9.34	E11D	819-463	@ BLACKBURN RD-CO 92, S.E. QUADRANT. (SEE ST-EX #1)

01-56 ST

Description	Reason
RECONSTR SE RADIUS + SIDEWALK	INTERSECTION RECONSTRUCTION + NEW SIDEWALK

Number of records: 46

SHA 51.3-26
12-15-72

STATE EXTRAS
SEND BACK OUT FROM 2000 CYCLE

STATE HIGHWAY ADMINISTRATION OF MARYLAND

County MONTGOMERY

REQUEST FOR FIELD INVENTORY

Sheet 1 of ____

(1) Imp. Number	(2) Road Number	(3) Road Name	(4) General Limits of Inventory Required: From Rd. Number	From Road Name or Termini Description	To Rd. Number	To Road Name or Termini Description	(5) Map Designation: Map Name or Number	Coordinates X	Coordinates Y	(6) Previous Inventory Attached ?
From 00-2 ST 2001 ST EX #2	MD 97	Georgia ave								
Special Instructions: Field crew found construction between M.P. 17.92 & 18.22 field verify any changes w 2001 Improvements										
	CO 145	EDNOR RD								
Special Instructions under construction @ several places, please rewrite inventory										
2001 ST EX #3 From 00-19 ST	CO 221 / CO 520									3-9-01
Special Instructions (Road not on Grid Map) CO 520: GPS Reinventory this, CO 221 what happened to the original mileage 0 -> .12? WAITING FOR RETURN PHONE CALL FROM WILLARD JACKSON										
Special Instructions:										
Special Instructions:										
Special Instructions:										
Special Instructions:										
Special Instructions:										
Special Instructions										

Requested by Werner Date ?

START OF WORK STA 8+22

END OF WORK STA 22+62

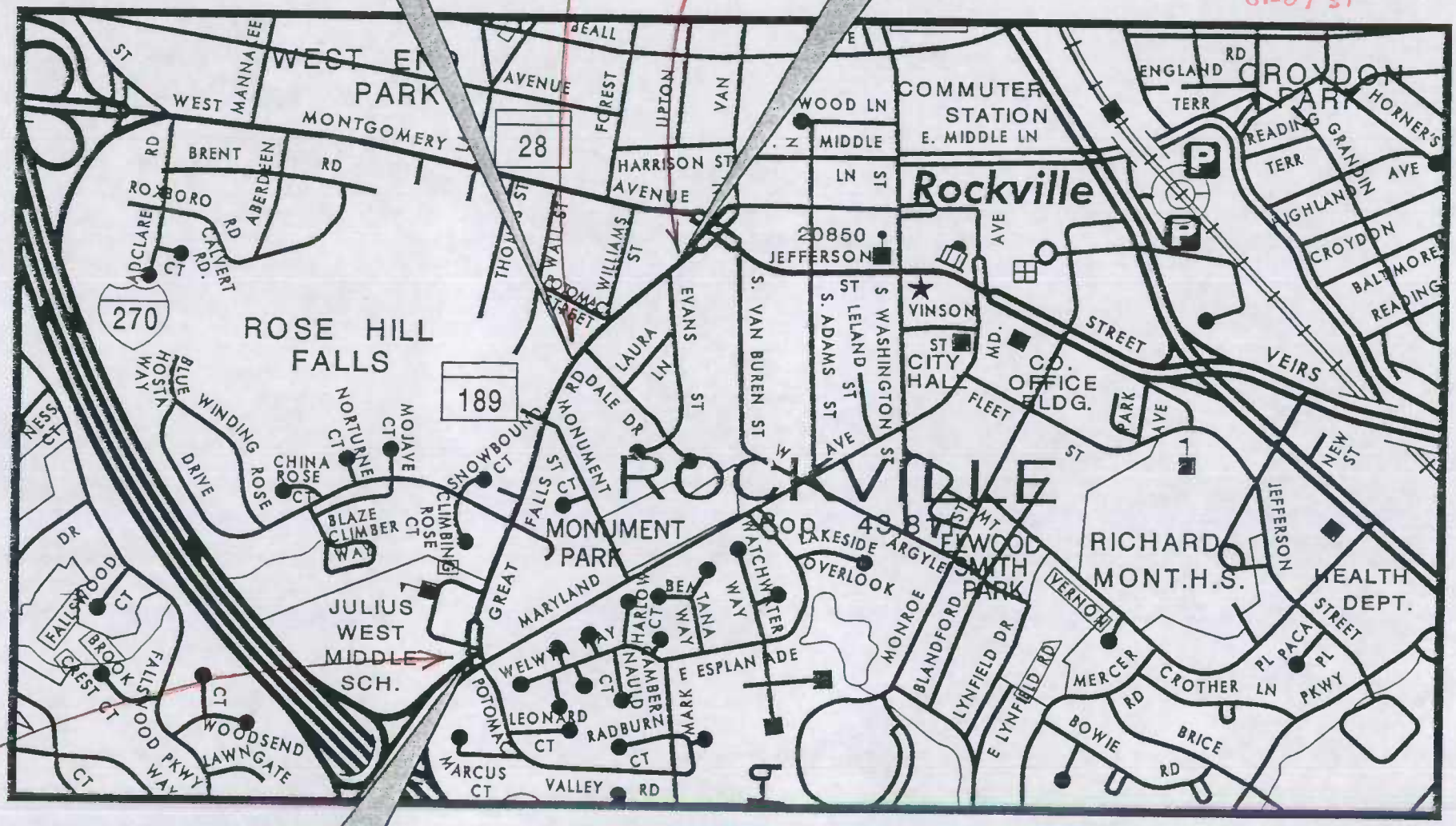
mp 5.40

M.P. 5.63

MO 7825183

2001

01-07 ST



mp 5.05

ADDITIONAL WORK AREA: NORTHWEST INTX. OF RTE. 189 AND MARYLAND AVENUE

VICINITY MAP
SCALE: 1" = 2000'

2000 0 2000 4000

LENGTH OF PROJECT

HORIZONTAL DATUM	NAD

MD 189

NORBECK ROAD EXTEND

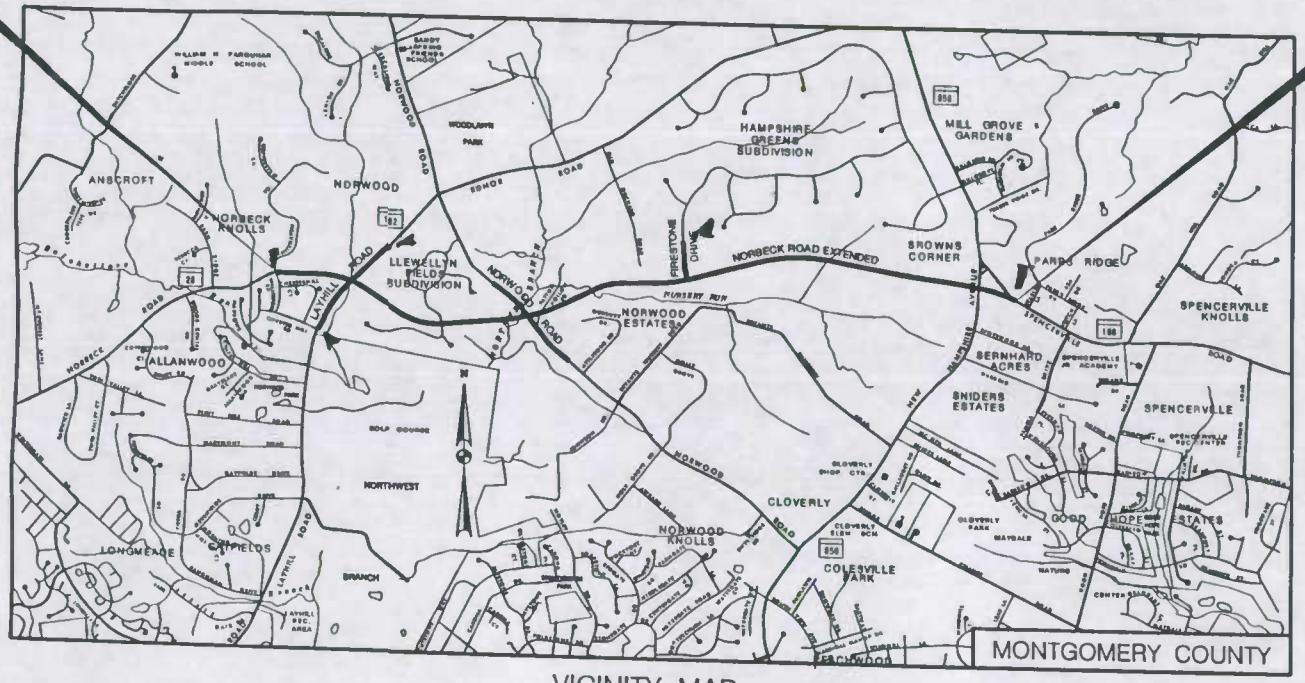
Access Permit
M-7381-00

2001
01-21 ST

FROM LAYHILL ROAD TO SPENCERVILLE R
STATION 35+00 TO STATION 189+75
C.I.P. PROJECT NO. 509321
LENGTH = 2.93 MILES

XTENDED

LIMIT OF WORK
NORBECK ROAI
STA. 189+75



VICINITY MAP
SCALE: 1" = 2000'

OWNER / DEVELOPER'S CERTIFICATION

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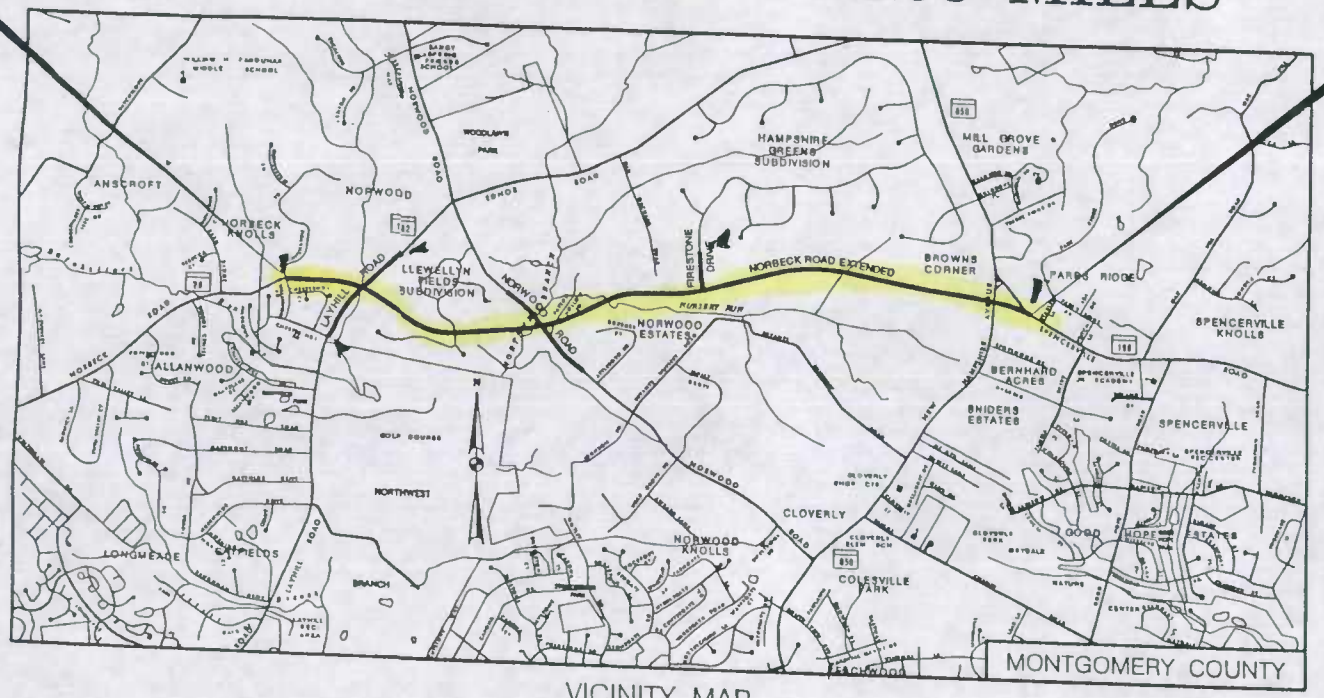
M-7381-00

NORBECK ROAD EXTEND

FROM LAYHILL ROAD TO SPENCERVILLE R
STATION 35+00 TO STATION 189+75
C.I.P. PROJECT NO. 509321
LENGTH = 2.93 MILES

NDED

LIMIT OF WORK
NORBECK ROAI
STA. 189+75



VICINITY MAP
SCALE: 1" = 2000'

OWNER / DEVELOPER'S CERTIFICATION

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3M 7381-00

City Project
DPWA involved
Waiting
for X only for Susan or EDGAR GONZALEZ
Monday
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Montgomery County
possible imp → 2003
Also → M0425A23
152019

Work begins at Randolph

MP 2.72 → 10.68
Intersections to Interchanges
+ new service Rd.

by Terrie Heartley
Staff Writer

SEE → ~~also~~ M08365170 ←

Oct. 24, 2001

Interchange to be built at Route 29

The State Highway Administration has begun a detour road project for Randolph Road, the first step in construction for an interchange at Route 29.

"[Doing preliminary work] will make it easier to build the bridge and get the main project going," said Ken Briggs, assistant division chief for SHA's Highway Design division.

The detour roads will take traffic off Route 29 and Randolph and redirect traffic north of the intersection. That will allow SHA engineers to begin building a bridge that will take Randolph over Route 29 as proposed in the plans for an interchange.

Briggs doesn't think there will be a great impact on traffic patterns in the area because of the detour road.

"It should be OK. I think we're going to maintain the same number of lanes," Briggs said.

Mark Doore lives a mile from Cherry Hill Road and he said he did not think the work would affect his commute.

"But, what I suspect you will see is more cut through traffic through Prosperity Drive for the people wanting to go south on 29, " Doore said.

The interchange project has been the topic of many debates in the eastern part of Montgomery County. With discussion still taking place on the construction of the ICC, Doore says it's too soon to begin another traffic project.

"My biggest concern is that they're doing this before they build the ICC," Doore said. "Had they built the ICC first, you probably wouldn't need these [interchange project] for another 10 years or so."

Doore said building the elaborate interchange will not improve traffic congestion.

"It only makes it worse. There's no speed enforcement and Calverton Boulevard is used as a major thoroughfare between Route 29 and I-95," Doore said. " These interchanges really do nothing for the commuter traffic."

But Silver Spring resident Patricia Johnson said the interchange project is long overdue.

"The ICC would have solved many problems, but it wouldn't have solved a problem like the time it takes you to stop for a stop light going north and south especially on the eastern part of the county," Johnson said.

Johnson lives on Briggs Chaney Road and she said it takes her far less time to get to central Baltimore than Washington, D.C., where it can take up to an hour.

"The eastern part of the county has been totally forgotten as far as moving traffic," Johnson said.

Briggs said SHA will wait and see how the detour project goes before beginning construction on the actual interchange. He said construction could begin for the bridge as early as next month and as late as March, depending on the weather. He said the whole interchange project is scheduled to begin late 2002 or early 2003.

"We're looking to advertise that [the whole project] spring or summer of next year, but it all depends on how the detour road project goes," Briggs said.

Improvements at routes 355, 124 back on schedule

by Peggy Vaughn
Staff Writer

Feb. 14, 2001

Delayed road work begins with removal of utility poles

Six months past its original start date, a project to improve the intersection of routes 355 and 124 began Tuesday with Pepco on site to remove utility poles.

The $2.8 million State Highway Administration (SHA) construction project aims at improving the flow of traffic at the heavily used Gaithersburg intersection.

But because of a bottleneck in the flow of workload at Pepco, the project languished since last August while SHA waited for utility poles to be moved.

"The delay was on our side," said Pepco spokeswoman Nancy Moses. "We attempted to use an outside company to do drawings and it was not a success."

Pepco took the job "back in house" and early last month began planning the removal and relocation of eight utility poles along the intersection, she said.

It expects to finish relocating the poles by April.

"I know this is an extensive delay and we're ready to get started," said SHA spokesman David Buck. "[Pepco] is spread thin, there's so many construction jobs going on in Montgomery County."

The project will create more through and left-turn lanes on Route 355 by shaving portions of existing medians and widening Route 124 by one lane in each direction.

Changes include:

MO8195171

send out w/ ~~2001~~ 2002
imps.

MD 355 & MD 124

est comp date 3/1/2002

* A third left-turn lane will be installed from Route 355 heading west to Route 124 toward Interstate 270.

* A second left-turn lane will be added on Route 355 heading onto east Route 124 toward Montgomery Village.

* To accommodate the new turn lanes, Route 124 will be widened from three lanes to four heading east to Russell Avenue and west to Interstate 270.

* Adding sidewalks, crosswalks, crossing signals and traffic island walkways to improve pedestrian safety.

Some 87,000 vehicles use the intersection each day, according to a SHA 1998 survey. SHA expects that number to increase to 124,000 by year 2020.

"It's such a congested area," Buck said. "We believe we'll be able to get started this spring and have [the project] completed by November of this year."

Improvements at routes 355, 124 back on schedule

by Peggy Vaughn
Staff Writer
Feb. 14, 2001

Delayed road work begins with removal of utility poles

Six months past its original start date, a project to improve the intersection of routes 355 and 124 began Tuesday with Pepco on site to remove utility poles.

The $2.8 million State Highway Administration (SHA) construction project aims at improving the flow of traffic at the heavily used Gaithersburg intersection.

But because of a bottleneck in the flow of workload at Pepco, the project languished since last August while SHA waited for utility poles to be moved.

"The delay was on our side," said Pepco spokeswoman Nancy Moses. "We attempted to use an outside company to do drawings and it was not a success."

Pepco took the job "back in house" and early last month began planning the removal and relocation of eight utility poles along the intersection, she said.

It expects to finish relocating the poles by April.

"I know this is an extensive delay and we're ready to get started," said SHA spokesman David Buck. "[Pepco] is spread thin, there's so many construction jobs going on in Montgomery County."

The project will create more through and left-turn lanes on Route 355 by shaving portions of existing medians and widening Route 124 by one lane in each direction.

Changes include:

* A third left-turn lane will be installed from Route 355 heading west to Route 124 toward Interstate 270.

http://www.gazette.net/200107/gaithersburg/news/43748-1.html 02/15/2001

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* A second left-turn lane will be added on Route 355 heading onto east Route 124 toward Montgomery Village.

* To accommodate the new turn lanes, Route 124 will be widened from three lanes to four heading east to Russell Avenue and west to Interstate 270.

* Adding sidewalks, crosswalks, crossing signals and traffic island walkways to improve pedestrian safety.

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State unveils sound barrier designs

by Monica P. Wraga
Staff Writer

Feb. 14, 2001

Area residents gathered last week for a first glimpse of the sound barriers that will soon line the Owens Glen and Westleigh communities along Darnestown Road.

State Highway Administration officials unveiled a computer-generated image of barrier and landscape designs Feb. 6 at a meeting at Quince Orchard High School after months of talks with community members.

"In October, we decided on one design. That's what we're doing today ... looking at what that one design would be," said State Highway spokeswoman Natalie Hardy.

The barriers are part of a $26 million Darnestown Road expansion plan that will add two lanes to a 3.5-mile stretch of Darnestown Road, also known as Route 28, from Great Seneca Highway to Riffleford Road.

The expansion is intended to accommodate the projected increase in vehicles on Darnestown Road from 30,000 a day today to 58,000 a day by 2020. That increase will raise decibel levels in certain areas along the road, making North Potomac's Owens Glen community and Gaithersburg's Westleigh neighborhood eligible for the barriers.

According to Mike Kelly, a design engineer, the barrier walls will be made of cement, molded to appear like gray stone on both sides, with concrete posts and a concrete cap along the top.

"We went to the stony, rock kind of finish because it fit best with the area's residential character," said Brian Stephenson, a landscape architect contracted by State Highway.

The agency will also landscape the area around the walls.

The state will plant a mixture of evergreen and deciduous trees

Montgomery Co -

MD 28

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behind Westleigh along Darnestown Road.

"What we're doing with the landscape here is putting the woods back," Stephenson said. "It's primarily in response to the community's character. ... You're not looking for a landscaped, garden-type look."

Outside Owens Glen, a community closer to the shopping centers at the intersection of Darnestown and Quince Orchard roads, State Highway will try to create the look of a boulevard.

"The character of the road here changes," Stephenson said. "You're out of the stream valley park."

Plans include street trees being planted between the curb and the sidewalk.

"We're trying to get shade over the pavement ... the sidewalk and the road itself," Stephenson said.

Only two feet will exist between the sidewalk and the barrier outside Owens Glen. A vine-growing plant like Boston ivy will be used to cover the walls.

Potomac Valley resident Ann Marie Gallagher expressed concern over deer eating the plantings outside the Owens Glen neighborhood.

Stephenson and State Highway engineer Jim Hade both expressed doubt that new plantings would attract more deer.

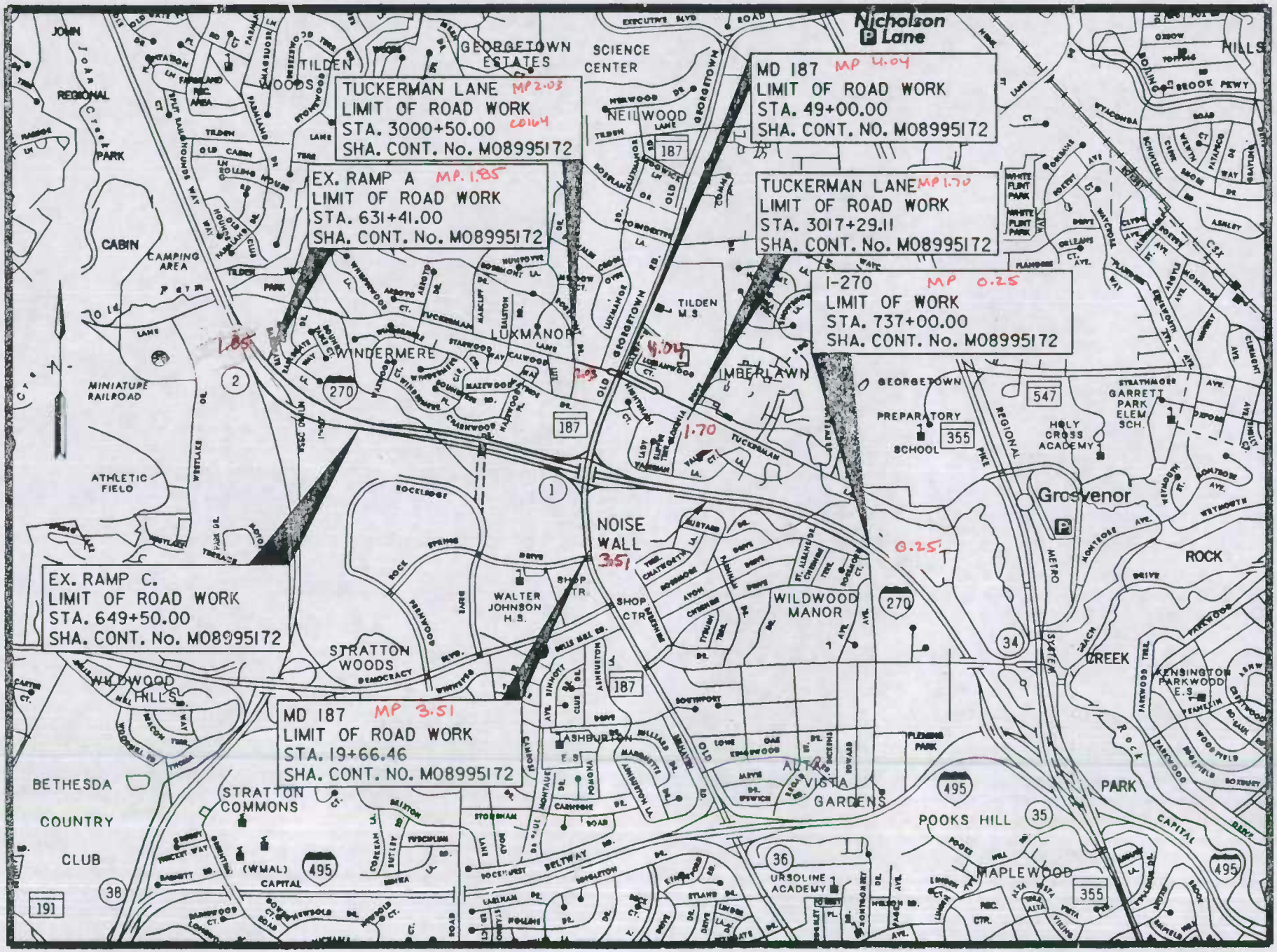
"Since there will be less cover after this project, I don't think you'll see as many deer," Hade said.

State Highway officials are unsure whether they will gradually step down the walls as they end.

Few residents offered comment during the presentation. Unlike previous meetings on the subject, residents offered largely positive comments to State Highway.

"I just want to say thank you so much for being so sensitive to what we want and meeting with us so often," said Potomac Valley resident Marilyn Smith.

According to project engineer Steve Ches, the road expansion plan will begin construction this spring and is scheduled to end in the summer of 2003.



MONTGOMERY COUNTY
PROJECT LENGTH 1.96 MILES

MO 8995172

2003

IS 270 @ MD 187

SCALE: 1" = 2000'

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(15) Kensington

Avenue to get face lift

by Leah Carlson
Staff Writer

Jan. 30, 2002

Metropolitan Avenue, a main commercial street in Kensington, will be repaved and landscaped in a state-run project this year.

The streetscaping is expected to start March 18 and end in November. Officials from State Highway Administration announced details of the project at a Kensington Town Council meeting Monday night.

Almost all of Metropolitan Avenue will be repaved. Sidewalks will be connected to fill in gaps, and a retaining wall will be built near Wheatley Street. Trees and bushes will be planted in several sites.

The project is expected to cost about $1.2 million. Money from the State Highway Administration and the federal government will pay for it.

One lane of Metropolitan Avenue will be closed between 9 a.m. and 3 p.m. during part of the project, according to Kevin Nowak, an engineer for the State Highway Administration.

Paving work will be scheduled on a number of days, as well as six nights, Nowak said.

Mayor Lynn Raufaste said she was excited about the streetscaping. "It'll be a much more attractive Metropolitan Avenue," she said.

Local residents lobby for school modernization

At the meeting Monday night, Dan Shepherdson, president of Kensington Parkwood Elementary School PTA, said the school needs a modernization within the next few years.

Kensington Parkwood is scheduled to be modernized in 2006. That project is not expected to include a gym.

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Under a budget recommendation submitted Superintendent Jerry Weast last fall, the schedule of modernizations was slowed down from two or three elementary schools per year to one. The recommendation does not include money for school gyms.

Kensington Parkwood is 50 years old. Shepherdson said it needs roof repairs and upgrades to make it handicapped accessible.

Shepherdson also said a gym would be "a definite asset for Kensington Parkwood."

The Town Council discussed this issue at several meetings in November and December.

Councilman Glenn Cowan said the county should have borrowed money to speed up the modernization schedule.

Kensington Parkwood "is physically inappropriate for the number of children at that school, given the wealth of this county," Cowan said. "This project should have been done this year."

Cowan has two children at Kensington Parkwood, one child at North Bethesda Middle School, and another child who graduated from Walter Johnson High School.

Councilman Chris Bruch said Tuesday the county should make school modernizations a priority.

"Environment affects learning," said Bruch, who has two children who attend Kensington Parkwood. "A healthy, functioning learning environment is good for our kids."

(15) Gaithersburg

New traffic signal planned near Northwest High

by Kristen Milton
Staff Writer

Jan. 30, 2002

In reaction to the death of a Northwest High School student who was hit and fatally injured by a car this month, a traffic signal will be installed at the intersection of Great Seneca Highway and Queenstown Lane by April, state highway officials said last week.

Meanwhile, students who previously walked are being bused past the point on Great Seneca Highway where 15-year-old Alicia Allen was killed Jan. 9 as parents turn their attention to other dangerous streets.

"I think the stoplight is very much needed and I'm glad it's coming," said Northwest Principal Ed Shirley, who advocated for the signal with local officials and parents.

"We're going to put a full signal in," said State Highway Administration spokesman David Buck. The light will be operational during school arrival and departure hours (6:30-8 a.m. and 2-4 p.m.). Otherwise it will flash yellow on Great Seneca and red on the side street. There will also be pedestrian crossing signals to guide walkers.

Buck said the light, which will necessitate the installation of a left turn lane from northbound Great Seneca, will be in place in late March or early April.

Other traffic improvements including new signs, six-foot fencing around the school, and lower speed limits during arrival and departure times have been put in place since Allen was hit by a car while crossing Great Seneca outside of a crosswalk.

"Every time I come by there's something new," Shirley said. But he said the traffic safety issue was not settled. "I know there's still interest in a [pedestrian] bridge and I think they'll keep lobbying for that. ... The bridge issue won't go away."

Shirley said he was also talking to the county about traffic controls on Richter Farm Road, which he called "an accident

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MD 119 @ 5.61
New Traffic Signal, left turn lane

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waiting to happen."

At a Jan. 22 PTSA meeting to discuss traffic issues, Stephen Raucher, director of the school system's transportation department, announced a bus route that would pick up students at two locations along Great Seneca Highway -- Cottage Garden Drive and Dairymaid Drive -- and bring them across the highway until the light is installed.

The route began on Jan. 23, but so far has attracted only one or two riders a day. Raucher said the variable schedule of students during exam week might be responsible.

"It's a totally non-representative, atypical week," he said. Normal schedules begin again Thursday.

At the meeting, Raucher's announcement immediately gave rise to questions from parents who said busing should be available to other students who currently walk. Parents expressed concern about walkers from Cinnamon Woods and those who must cross Richter Farm or Clopper roads.

"Cinnamon Woods has nothing to do with this situation," Raucher said. "The issues at Cinnamon Woods are very different."

"So we have to wait on a situation," responded Carlton Higdon, who attended Allen's funeral and whose son walks to school.

Other parents were similarly emotional during the discussion, which ranged from suggestions of crossing guards, rumble strips and regular police monitoring of the school to topics such as the school's start time, which parents said contributes to crashes in early-morning darkness.

"We're not farmers anymore, we don't need to get our kids out at pre-dawn," said Sandy Palanci, who has two students at the school.

"I don't know why my 15-year-old, who is a goofball walking on clouds half the time, is considered a young adult capable of crossing a busy road," said JoAnn Schimke, suggesting that crossing guards were not only for younger children.

There were mixed feelings about the pedestrian bridge but most parents seemed to favor the idea, even after senior and SGA representative Elizabeth Lilik said her own polling had shown most students would not use a bridge.

"It would be out of the way," she said. "It's one little bridge that you're putting for people to use when people are coming from all

over Great Seneca."

"But the kids are asking for a bridge," Acqucetta Higdon said, referring to an effort by the school's Get Politically Active Club to get signatures on a petition in support of the bridge. The club began gathering signatures before Allen's death.

Road planners have said a bridge would be underutilized, expensive, possibly unsafe and could not be built for a year or more.

Higdon said parents and officials could not become complacent with what had already been done. "We need to find a solution for this and we need to find it now," she said. "I'm asking you not to forget how we felt when this went down. ... Don't let the situation dilute with time."

State to extend Route 117, build Park and Ride

by Sean Sedam
Staff Writer

Feb. 13, 2002

Several road improvements slated to begin in early April will make it easier for Gaithersburg residents to drive or bicycle to Olde Towne for shopping or to catch the MARC train.

The projects will bring a new Park and Ride lot, improvements to Route 117 and easier access in and out of Olde Towne by way of Interstate 270.

The projects should be completed in summer 2004, said Dave Buck, a spokesman for the State Highway Administration.

Once completed, drivers will be able to use Exit 10 off I-270 to access Olde Towne by making a left turn on to W. Diamond Avenue (Route 117) from the off-ramp and traveling into Gaithersburg's historic neighborhood from the west. The interchange will not include access to northbound I-270.

"The connection to Olde Towne from I-270 was a major component of the Olde Towne plan in '95 and remains a major component today," said Gaithersburg Assistant City Manager Tony Tomasello.

West Diamond Avenue will be realigned so that it extends to Olde Towne Avenue (formerly Cedar Avenue), intersecting with S. Summit Avenue near the United States Post Office, said Jim Arnoult, the city's director of public works.

"[The project] has wide support from the business community, from the residents there and from us here a City Hall," Tomasello said.

Extending the road should not increase traffic to the area, since it won't add any destinations, he said. But it should ease the flow of traffic through the area, especially during rush hours.

With the railroad crossing through the heart of the neighborhood, traffic is often unpredictable, he said. But with the road extension,

MD 117 UL -
will be part of MD 117 when built.
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drivers who use the parking garage on S. Summit Avenue will be able to access I-270 simply by making a right turn from the garage onto Olde Towne Avenue.

The improvements, which include $9.4 million in state highway money, are actually two separate projects melded into one, Buck said.

The redesigned interchange at Exit 10 on I-270 will include a Park and Ride lot that will be designed similarly to the Park and Ride lot at the Route 124/I-270 interchange, with the lot inside the interchange loop. It will have 320 spaces and room for a kiosk providing transit information. There could be a kiosk constructed there or at the Route 124 lot, Arnoult said.

The 480-space Route 124 Park and Ride lot has been full to capacity since opening in June due to the lack of parking at the Shady Grove Metro station while a new garage is built there.

West Diamond Avenue will be widened to include two through lanes and a left turn lane in each direction between the interchange and Chestnut Street/Muddy Branch Road. Chestnut Street will be resurfaced.

The second set of improvements is part of the city's ongoing redevelopment and beautification efforts in Olde Towne. It will include an eight-foot wide hiker/biker trail on the south side of W. Diamond Avenue and a five-foot wide sidewalk, a portion of which will be brick, on the north side.

With additions such as the hiker/biker trail, the city is able to get money for other improvements such as bike lockers that will be installed at the parking garage by May, Tomasello said.

The city will pay $170,000 to install the brick sidewalk and decorative streetlights like those found throughout Olde Towne.

The city will also add and maintain landscaping and bus shelters that will be consistent with the city's design.

But the bulk of the city's costs for the project will come from providing land for the road's extension through Olde Towne, which required the purchase and demolition of a warehouse building at 6 Cedar Ave. The building housed several businesses, including L&L Music-Wind Shop Inc., Lashof Violins and William E. Wetmore Inc.

The city spent $2.5 million to buy the building from Ed Schultze and $100,000 to demolish it. It also spent about $250,000 to relocate the building's tenants, although that cost has not been

finalized.

"We've never done anything like this before," Tomasello said. "It's been pretty much what we expected. But it's been a lot of money."

The city hopes it might recoup some of the money by selling a piece of the land that is left after the road is built, he said.

The lowest construction bid the state has received is $6,785,000, by DNF Construction Company of Forrestville, but the project has not yet been awarded, Buck said.

The other portions of the project's cost to the state include about $1 million for buying right-of-way and $700,000 in engineering costs.

The Olde Towne improvements are part of the state's neighborhood conservation program, which reinvests in older neighborhoods by providing streetscape features. Such projects have become popular in Montgomery and Prince George's counties, and the state's budget for the program has grown from about $4 million, to more than $20 million, Buck said.

"The bottom line is it helps to invest in and reinvigorate older neighborhoods," he said.

From: AMY DEMAINE
To: RALEIGH MEDLEY
Date: 4/4/02 9:50AM
Subject: MD 901

Dear Mr. Medley,

My name is Amy DeMaine from the Highway Information Services Division. Currently, I am in the process of reviewing the Montgomery County Road Improvements for the year 2001. While verifying improvements along MD 121, our field crew came across Whelan Road. This road is located off of MD 121, Clarksburg Rd, just southwest of I-270, at the Montgomery County Correctional Facility.

Our field crew has verified that Whelan Road is signed as MD 901. However, our records indicate this road was transferred to Montgomery County per a transfer agreement effective June 30, 1999, and should no longer be signed as a state road. Our inventory of Whelan Road currently shows it as County Route 7076.

If you have any questions or would like a copy of the transfer agreement, please feel free to contact me.

Thank you,
Amy DeMaine
Highway Information Services Division
Database Management Section
410-545-5519
ademaine@sha.state.md.us

CC: CHARLIE WATKINS; KEVIN POWERS; MICHAEL BAXTER