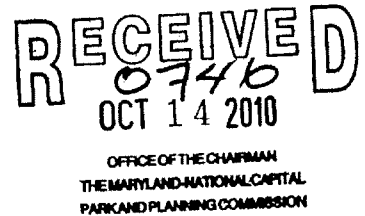




DEPARTMENT OF TRANSPORTATION

Isiah Leggett  
County Executive

October 8, 2010



Arthur Holmes, Jr.  
Director

Ms. Francoise M. Carrier, Chair  
Montgomery County Planning Board  
Maryland-National Capital Park and Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910

Re: BRAC – Jones Bridge Road Shared Use Path (CIP 501000)  
From Wisconsin Avenue (MD 355) to Connecticut Avenue (MD 185)  
Mandatory Referral No. MR2010809

Dear Chairwoman:

The following is in response to Planning Board comments received by letter dated August 20, 2010, resulting from the July 15, 2010, Mandatory referral meeting for the Jones Bridge Road Shared Use Path CIP Project in which the proposed project was approved with conditions.

1. **Comment:** *Widen the proposed segments of five-foot wide shared-use path to eight-foot minimum.*

**Response:** We have made a concerted effort to widen the path to eight-feet minimum. However, one location was found not to be feasible; we investigated widening the proposed five-foot path in front of 411 Jones Bridge Road, a property within the Hawkins Lane Historic District, and determined that this would result in excessive property impacts and costs. Due to very steep driveway slopes, the close proximity of the building to the road and the adjacent hill, widening the proposed path would result in extensive reconstruction of the driveway, significant grading to the front lawn, a retaining wall, and realigning and reconstruction of the private sidewalk connection and steps.

2. **Comment:** *The proposed path adjacent to the curb should be ten feet wide.*

**Response:** We have made every effort to provide a ten-foot wide path and as wide a landscape panel as possible for the full length of the project. Where the plans call for an eight-foot path against the curb, it is because the path cannot be widened any further without impacting the Navy security fence or causing excessive property impacts and costs.

3. **Comment:** *Widen the proposed landscape panel to greater the five feet where possible.*

**Response:** Same response as for Comment number 2.

4. **Comment:** *At the western project limit, extend the proposed path about 60 feet and realign the first 300 feet of the proposed path to be behind the utility pole to provide a greater offset from the road.*

**Response:** Will comply (although additional PEPCO guy-wire relocations will be (necessary).

Office of the Director

101 Monroe Street, 10th Floor • Rockville, Maryland 20850 • 240-777-7170 • 240-777-7178 FAX

[www.montgomerycountymd.gov](http://www.montgomerycountymd.gov)

Located one block west of the Rockville Metro Station

5. **Comment:** *Provide handicap ramps at all bus stops and at all intersections within the project limits where safe pedestrian crossing of Jones Bridge Road can be accommodated. Where a safe intersection cannot be provided, signs should be posted to prohibit the crossing and direct pedestrians to the nearest safe crossing.*

**Response:** Will comply. It appears that ramps for pedestrian crossings can be provided for the bus stops near the intersections with Lynbrook Drive, University Road, and Hawkins Lane. Signing will be provided for the bus stops near Gunnell Road and Platt Ridge Drive. We will coordinate with the Navy regarding crossing at University Drive.

6. **Comment:** *Locate the proposed path behind handicap ramps wherever possible.*

**Response:** We have reviewed all proposed sidewalk ramps with a goal to utilize perpendicular ramps where possible. At each location we found this not to be feasible without impacting the Navy security fence or causing excessive private property impacts and costs.

7. **Comment:** *Provide shade trees between the path and curb wherever possible. Where it is not possible to achieve this, provide trees behind the path and provide other plant materials between the path and curb.*

**Response:** Maximum attainable width of greenspace within the project limits is five feet, which is insufficient for trees. Therefore, trees are being provided behind the path where feasible, considering slopes, rights-of-way, existing vegetation, fences, driveways, and other features.

8. **Comment:** *Provide a ten-foot wide path in front of the home and driveway at 4003 Jones Mill Road.*

**Response:** This is a moot point, as the location now falls outside the new project limits. The proposed path will now end at the crosswalk on the east side of the Platt Ridge Drive intersection. The State Highway Administration (SHA) will design and construct the remaining shared-use path from this point to Connecticut Avenue, which will probably be on the south side of Jones Bridge Road.

9. **Comment:** *Delete the easternmost 350 feet of proposed path from the project if SHA agrees to construct it as part of their MD 185/Jones Bridge Road intersection project.*

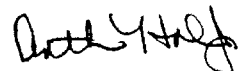
**Response:** Will comply. The eastern project limit will now be at the crosswalk on the east side of the Platt Ridge Drive intersection. SHA has agreed to design and construct the shared-use path beyond this point.

10. **Comment:** *Continue to coordinate with SHA on their work within your project limits.*

**Response:** Will comply.

Thank you for the Mandatory Referral approval of the BRAC-related Jones Bridge Road Shared-Use Path CIP Project.

Sincerely,



Arthur Holmes, Jr.  
Director

AH:gl