

APRIL 2004

APPROVED AND ADOPTED

# An Amendment To The Master Plan Of Highways (Transportation) Within Montgomery County

CAPITAL BELTWAY HIGH OCCUPANCY VEHICLE LANES PROJECT, BETWEEN THE AMERICAN LEGION BRIDGE AND THE WEST SPUR I-270, AND INTERCHANGE AT THE INTERSECTION OF RANDOLPH ROAD AND VEIRS MILL ROAD



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING





APPROVED AND ADOPTED

# **Amendment to the Master Plan of Highways**

**Capital Beltway High Occupancy Vehicle Lane Project and  
Interchange at the Intersection of Randolph Road and Veirs Mill Road**

An Amendment to the Approved and Adopted Comprehensive Amendment to The Master Plan of Highways within Montgomery County, as amended; the General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District within Montgomery County, as amended; and the 2002 Potomac Subregion Master Plan, 1990 Bethesda Chevy-Chase Master Plan, as amended; and the 1989 Master Plan for the Communities of Kensington-Wheaton.

Prepared by:

**THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION**

Montgomery County Department of Park and Planning  
8787 Georgia Avenue  
Silver Spring, MD 20910-3760

Approved by:

**The Montgomery County Council**  
February 2004

Adopted by:

**The Maryland-National Capital Park and Planning Commission**  
April 2004

## ***Abstract***

**TITLE:** Approved and Adopted Amendment of the Master Plan of Highways within Montgomery County

**AUTHOR:** The Maryland-National Capital Park and Planning Commission

**SUBJECT:** A limited Master Plan Amendment to the *Master Plan of Highways within Montgomery County*, as amended, to add High Occupancy Vehicle Lanes for a portion of the Capital Beltway and an interchange at the intersection of Randolph Road and Veirs Mill Road.

**DATE:** April 2004

**PLANNING AGENCY:** The Maryland-National Capital Park and Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

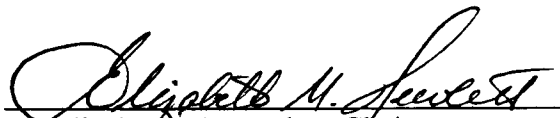
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**ABSTRACT:** This document contains the text and supporting maps and tables for the Amendment to the Master Plan of Highways within Montgomery County. It also amends the 2002 Potomac Subregion Master Plan, as amended; the 1990 Bethesda Chevy-Chase Master Plan, as amended; the 1989 Master Plan for the Communities of Kensington-Wheaton, as amended; and the General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District within Montgomery County, as amended.

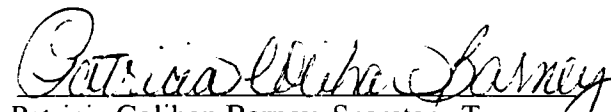
## CERTIFICATE OF APPROVAL AND ADOPTION

This Amendment to the *Master Plan of Highways within Montgomery County*, as amended; the *2002 Potomac Subregion Master Plan*, as amended; the *1990 Bethesda Chevy-Chase Master Plan*, as amended; and the *1989 Master Plan for the Communities of Kensington-Wheaton*; being also an amendment to the *General Plan for the Physical Development of the Maryland-Washington Regional District within Montgomery and Prince George's Counties*, as amended; has been approved by the Montgomery County Council, sitting as the District Council, by Resolution No. 15-487 on February 3, 2004; and has been adopted by the Maryland-National Capital Park and Planning Commission by Resolution No. 04-07 on April 21, 2004, after duly advertised public hearings pursuant to Article 28 of the Annotated Code of Maryland.

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Elizabeth M. Hewlett, Chairman

  
Derick P. Berlage, Vice Chairman

  
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The Maryland-National Capital Park and Planning Commission is a bi-county agency created by the General Assembly of Maryland in 1927. The Commission's geographic authority extends to the great majority of Montgomery and Prince George's Counties; the Maryland-Washington Regional District (M-NCPPC planning jurisdiction) comprises 1,001 square miles, while the Metropolitan District (parks) comprises 919 square miles, in the two counties.

The Commission has three major functions:

- 1) The preparation, adoption, and, from time to time, amendment or extension of The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties;
- 2) The acquisition, development, operation, and maintenance of a public park system; and
- 3) In Prince George's County only, the operation of the entire County public recreation program.

The Commission operates in each county through a Planning Board appointed by and responsible to the county government. All local plans, recommendations on zoning amendments, administration of subdivision regulations, and general administration of parks are responsibilities of the Planning Boards.

The Maryland-National Capital Park and Planning Commission encourages the involvement and participation of individuals with disabilities, and its facilities are accessible. For assistance with special needs (e.g., large print materials, listening devices, sign language interpretation, etc.), please contact the Community Relations Office, 301-495-4600 or TDD 301-495-1331.

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## *Notice to Readers*

An area master plan, after approval by the County Council and adoption by The Maryland-National Capital Park and Planning Commission, constitutes an amendment to the General Plan for Montgomery County. As such, it provides a set of comprehensive recommendations and guidelines for the use of publicly and privately owned land within its plan area. Each area master plan reflects a vision of future development that responds to the unique character of the local community within the context of a countywide perspective.

Area master plans are intended to provide a point of reference with regard to public policy. Together with relevant countywide functional master plans (such as the *Master Plan of Highways within Montgomery County, Maryland*; the *Master Plan for Historic Preservation*; and the *Master Plan for the Preservation of Agricultural and Rural Open Space*), they should be referred to by public officials and private individuals when decisions are made that affect the use of land within the plan's boundaries.

Functional master plans (such as this Amendment to the Master Plan of Highways) are developed through a process similar to that of an area master plan. They are also considered amendments to the General Plan for Montgomery County. Functional master plans provide guidance for the preparation and update of area master plans. Unlike area master plans, functional master plans do not recommend changes in existing zoning and are not accompanied by sectional map amendments.



## *The Master Plan of Highways Process*

**STAFF DRAFT PLAN** — This document is prepared by the Montgomery County Department of Park and Planning for presentation to the Montgomery County Planning Board. The Planning Board reviews the Staff Draft Plan, makes preliminary changes as appropriate, and approves the Plan for public hearing. When the Board's changes are made, the document becomes the Public Hearing (Preliminary) Draft Plan.

**PUBLIC HEARING (PRELIMINARY) DRAFT PLAN** — This document is a formal proposal to amend an adopted master plan or sector plan. Its recommendations are not necessarily those of the Planning Board; it is prepared for the purpose of receiving public hearing testimony. The Planning Board holds a public hearing and receives testimony on the Draft Plan. After the public hearing record is closed, the Planning Board holds public work sessions to review the testimony and to revise the Public Hearing (Preliminary) Draft Plan as appropriate. When the Board's changes are made, the document becomes the Planning Board (Final) Draft Plan.

**PLANNING BOARD (FINAL) DRAFT PLAN** — This document is the Planning Board's recommended Plan and it reflects the revisions made by the Board in its work sessions on the Public Hearing (Preliminary) Draft Plan. The Regional District Act requires the Planning Board to transmit the Master Plan directly to the County Council with copies to the County Executive. The Regional District Act then requires the County Executive, within sixty days, to prepare and transmit a fiscal impact analysis of the Planning Board (Final) Draft Plan to the County Council. The County Executive may also forward to the County Council other comments and recommendations regarding the Planning Board (Final) Draft Plan within the sixty-day period.

After receiving the Executive's fiscal impact analysis and comments, the County Council may hold a public hearing to receive public testimony on the Master Plan. After the record of this public hearing is closed, the Council's Planning, Housing, and Economic Development (PHED) Committee holds public work sessions to review the testimony and then makes recommendations to the County Council. The Council holds its own work sessions, and then adopts a resolution approving the Planning Board (Final) Draft Plan, as revised.

**APPROVED AND ADOPTED PLAN** — The Master Plan approved by the County Council is forwarded to The Maryland-National Capital Park and Planning Commission for adoption. Once adopted by the Commission, the Plan officially amends the various master or sector plans cited in the Commission's adoption resolution.



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**APPENDIX B:** Levels of Service on Capital Beltway – Metropolitan Washington Council of Governments

**APPENDIX C:** Excerpt from Montgomery County Planning Board's Transportation Policy Report, January 15, 2002 (Randolph Road/Veirs Mill Road Interchange)



## **PURPOSE OF AMENDMENT**

The purpose of this limited Master Plan Amendment is to revise the Master Plan of Highways and related area master plans and to document the need for: 1) high-occupancy vehicle lanes on the Capital Beltway (I-495) between the American Legion Bridge and the I-270 West Spur and 2) a grade-separated interchange where Randolph Road and Veirs Mill Road (MD 586) intersect. The locations of these two projects are shown in **Figure 1**.

These projects are consistent with three of the major priorities established by the Planning Board and endorsed by the County Council as part of the recent Transportation Policy Report (TPR) recommendations:

- Build a larger transitway network: light rail, busways, or HOV lanes
- Expand the east-west transportation network
- Remove major intersection delay points by building interchanges.

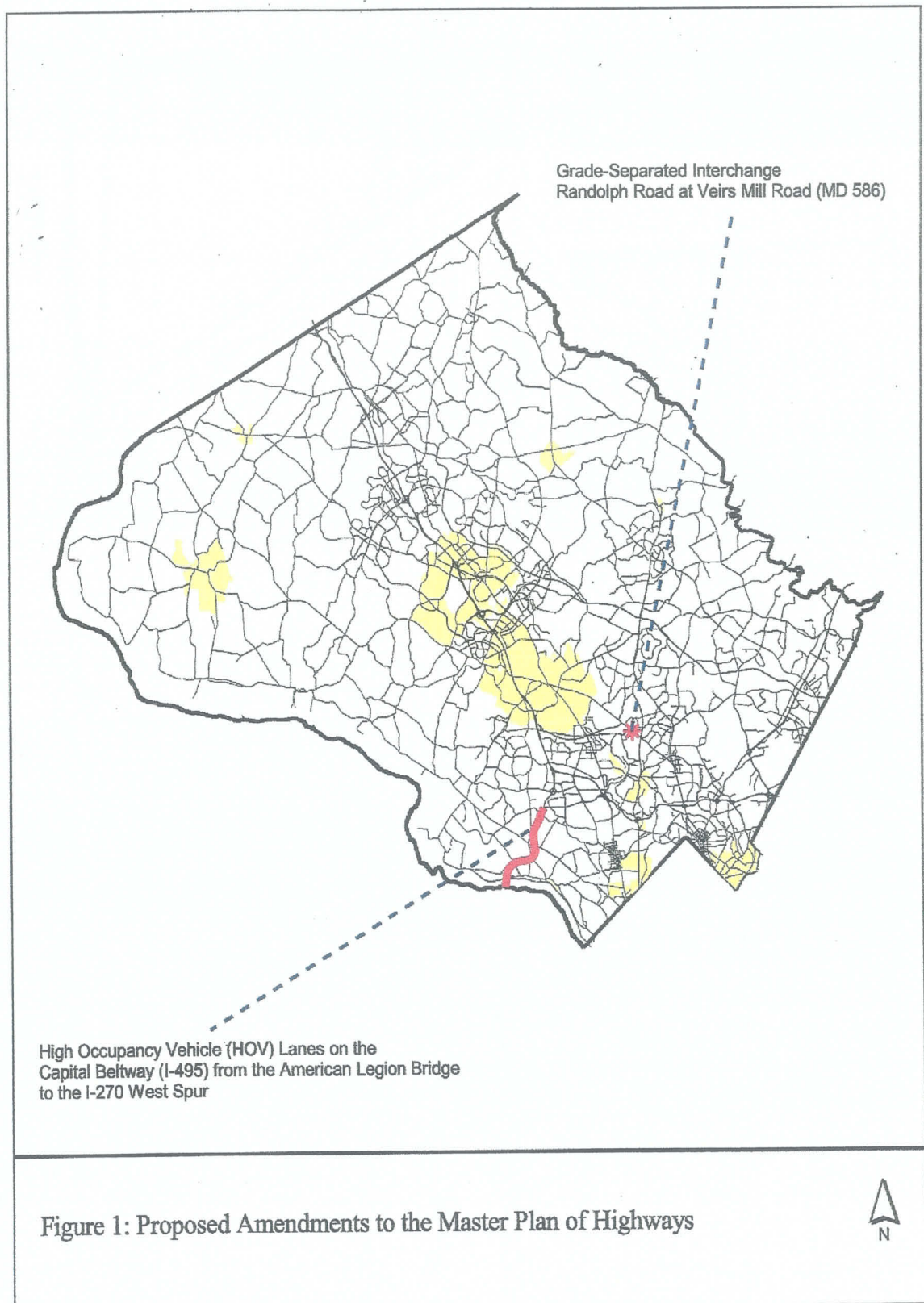
The Council directed the Planning Board to propose including these two projects in the county's master plans. Since the area master plans that would contain these two projects are not scheduled for comprehensive updates in the near future, it is appropriate to include the projects by amending the Master Plan of Highways and the master plans of Potomac, Bethesda-Chevy Chase, and Kensington-Wheaton.

## **CAPITAL BELTWAY HOV**

### **Background**

A network of high-occupancy vehicle (HOV) lanes on the Interstate Highway System in Montgomery County is a concept that has gained greater favor in recent years. In 1989, the Montgomery County Planning Department's Comprehensive Growth Policy Study discussed the idea of HOV lanes on the Capital Beltway. In 1993, the State Highway Administration (SHA) launched a series of studies of the feasibility of HOV lanes and other improvements in the corridor of the Maryland segments of the Capital Beltway. SHA's current Capital Beltway Study is analyzing HOV lanes and interchange improvements for the Beltway. It is expected to lead to an Environmental Impact Statement for federal review and approval. Meanwhile, the Montgomery County Planning Board's Transportation Policy Report has also recommended HOV lanes for the Beltway (see an excerpt from the report in Appendix A).





The Master Plan of Highways amendment includes HOV lanes for the portion of the Capital Beltway between the American Legion Bridge and I-270 West Spur, as depicted in **Figure 2**. This project will connect the existing HOV lanes on I-270 with the proposed HOV lanes on the Virginia segments of the Capital Beltway. The project consists of one HOV lane in each direction, adjacent to the median, with direct connections to the HOV lanes to the north and south. It includes HOV lanes on the American Legion Bridge.

If Virginia decides to use high-occupancy toll (HOT) lanes on its segments rather than generic HOV lanes, then using HOT lanes on the Maryland segments would be acceptable. A new concept, “managed lanes,” which does not give preference to high-occupancy vehicles, was not considered by the Planning Board and County Council during the preparation of this amendment.

This portion of the Capital Beltway forms the southeast boundary of the Potomac Subregion and the west boundary of the Bethesda-Chevy Chase Planning Area. The Beltway crosses Bradley Boulevard, River Road, Persimmon Tree, MacArthur Boulevard and the Clara Barton Parkway, and forms the eastern boundary of the West Bradley and Carderock residential communities, both zoned R-200. The Beltway also crosses Cabin John Regional Park and the Chesapeake and Ohio National Historical Park in this vicinity. In the Bethesda-Chevy Chase Planning Area, the community referred to as the Palisades abuts the Capital Beltway. The Palisades, which is located in the western part of the planning area, is comprised of residential neighborhoods and steeply wooded slopes and vistas near the Potomac River.

Walls are presently under construction to mitigate the effects of interstate highway traffic noise on the single-family communities north of River Road. The noise walls do not exclusively follow the edge of the highway right-of-way but are located to take maximum advantage of topography while maintaining as much vegetation as possible.

Traffic noise continues to be a serious issue for the communities adjacent to the Beltway and south of River Road. If SHA finds that these communities qualify for walls or other mitigation techniques, such mitigation will need to be provided as part of the Capital Beltway HOV project or prior to the project, if warranted and funded.

In implementing the HOV project, SHA should also take extra care to avoid any other negative impacts on nearby homes as well as an historic property – the First Agape AME Zion Church (formerly the Gibson Grove AME Zion Church). The location of this church is shown in Figure 2. SHA should meet with residents and church officials to address their concerns and use techniques such as retaining walls, adjustments to slopes, and narrow shoulders, to mitigate current problems as well as those that might be caused by the HOV project.

The Approved and Adopted 2002 Potomac Subregion Master Plan specifies a minimum right-of-way width of 300 feet for the Capital Beltway with eight travel lanes. For comparison purposes, the I-270 West Spur has six lanes and the section of mainline I-270 forming the east boundary of Potomac has twelve lanes, both within a recommended minimum right-of-way width of 300 feet.

The Approved and Adopted 1990 Bethesda-Chevy Chase Master Plan acknowledges that the minimum right-of-way width will need to vary, and that six to eight lanes will be needed.



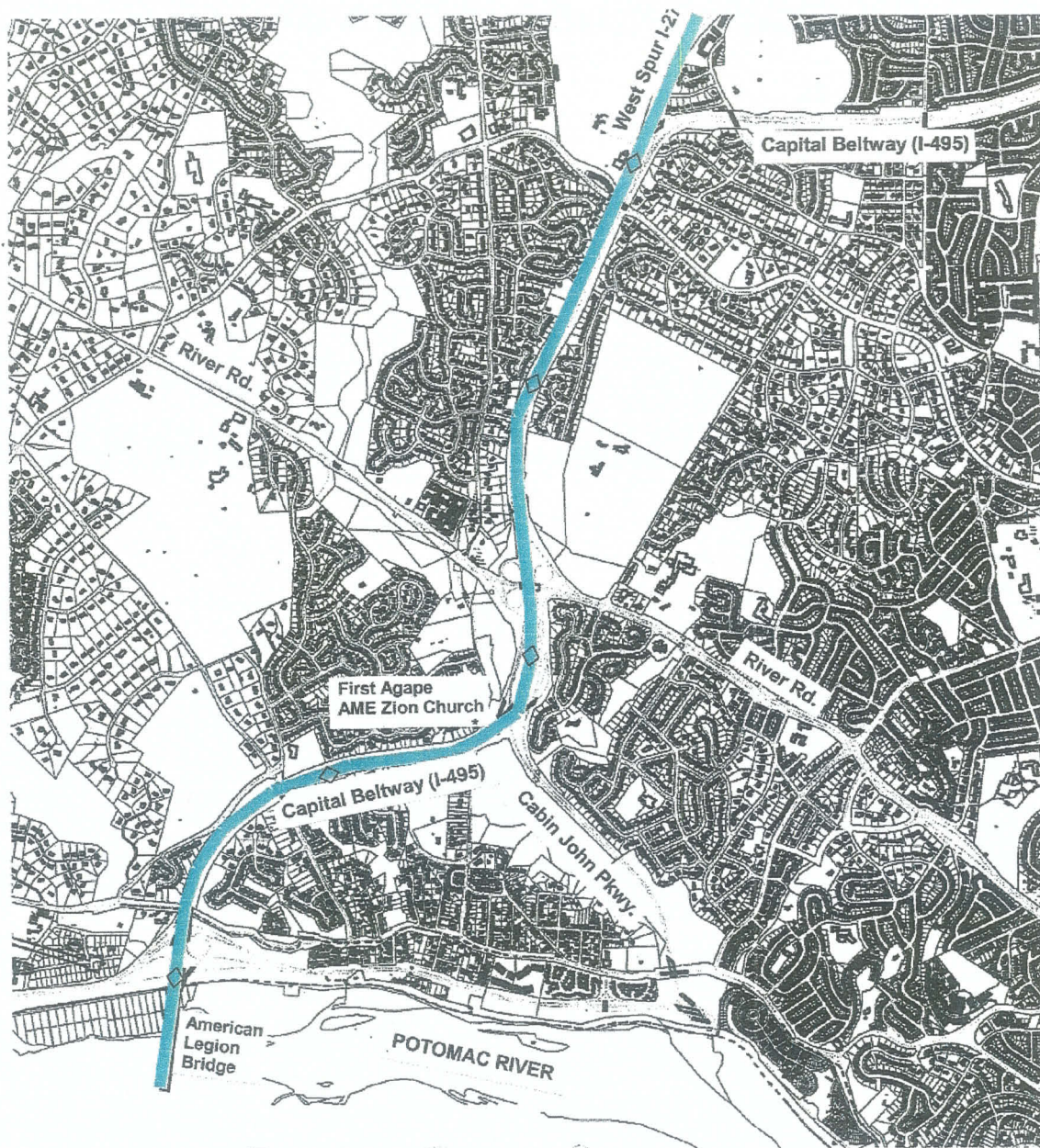


Figure 2  
 Proposed Alignment of Capital Beltway HOV  
 (American Legion Bridge to West Spur I-270)



Existing right-of-way for this short section of I-495 is currently a minimum of 300 feet, increasing to 350 feet approaching the I-270 West Spur. It appears that there is generally enough right-of-way along the alignment to include the HOV lanes; however, some additional right-of-way, primarily at the north and south ends of the project, may be needed. At this stage, there is insufficient information about the locations and amounts of rights-of-way required. Implementation issues involving the need for additional rights-of-way and relocation, if any, of the noise walls must await the results of an ongoing SHA study.

The need for improvements on the Capital Beltway are well documented. The Metropolitan Washington Council of Governments, through a consultant contract, has monitored traffic congestion levels on the Beltway. The most recent results from surveys performed in the spring of 2002 are shown in Appendix B. Some segments of the Capital Beltway between the American Legion Bridge and the I-270 West Spur are currently experiencing congested conditions (level of service F) during the morning rush hour of 8:00 to 9:00 AM. In the evening, conditions are worse, with congested conditions over the three-hour period of 4:00 to 7:00 PM.

Despite the current congested conditions on this segment of the Beltway, preliminary travel model runs by M-NCPPC staff show that peak-hour traffic volumes will tend to rise by 5-8% by 2015. The model runs show that, by 2015, HOV lanes on the Beltway would cause reductions in peak-hour traffic volumes of up to 10% in the general-purpose lanes. This indicates that the HOV lanes have the potential to make vehicular use of the Beltway more efficient and to mitigate some of the congestion that would otherwise occur.

Another important benefit is that the HOV lanes would improve regional multi-modal accessibility by connecting with similar potential lanes on the Virginia HOV network. The HOV lanes would provide better priority treatment for buses, which now resort to using the Beltway's shoulders.

### **Changes to Affected Master Plans**

The approved changes are shown below using the legislative format, with deleted text indicated in brackets and new text underlined.

#### Potomac Subregion Master Plan, 2002

On page 29, after the fourth paragraph under the heading "Noise," add the following paragraph:

The Capital Beltway HOV project provides an opportunity to evaluate and resolve noise impacts on adjacent communities. Since noise is a significant environmental issue, the most appropriate ways to mitigate them will need to be confirmed during the design process.

On page 30, at the end of the "Noise Recommendations," add the following paragraph:

- Both SHA and DPWT have established procedures for evaluating the need for and feasibility of noise barriers along the Capital Beltway. If those procedures show that noise walls or other mitigation techniques are warranted, SHA will need to program them

in conjunction with the recommended Capital Beltway HOV project. Noise walls or other mitigation techniques may be implemented prior to construction of the HOV project, if warranted and funded.

On page 109, Table 4 (Street and Highway Classifications) add to the text under "Freeways" to read as follows:

<b>Roadway</b>	F-8 Capital Beltway (I-495)
<b>Limits</b>	I-270 Spur to Potomac River
<b>Minimum ROW Width (feet)</b>	300
<b>Number of Travel Lanes</b>	8, <u>plus 2 HOV</u> , divided

On page 114, after the third paragraph under the heading "Roadway Functional Classification Changes, Recommended Rights-of-Way, and Alignment Changes," add the following paragraph:

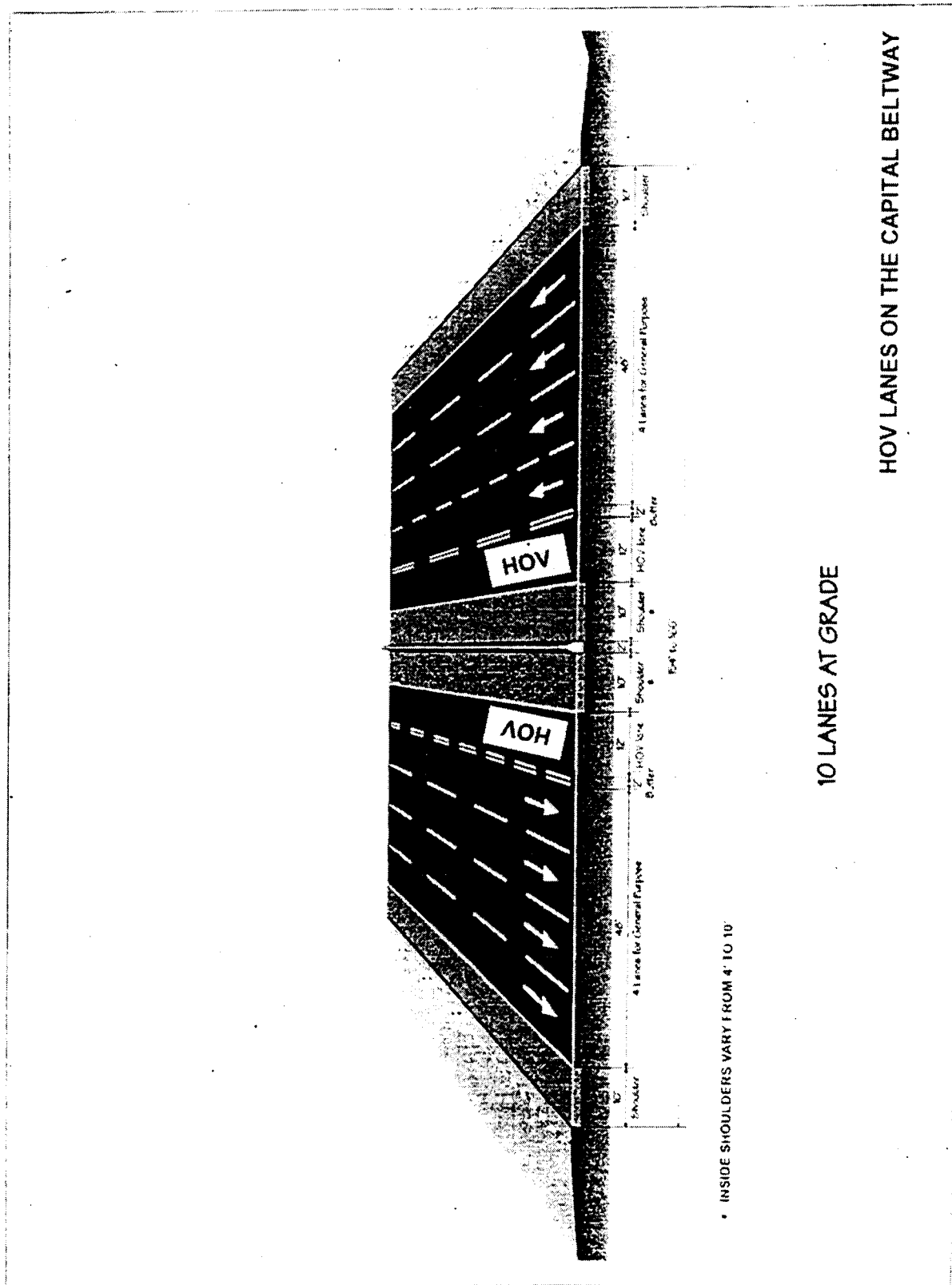
With regard to the recommended Capital Beltway HOV project, SHA should minimize right-of-way impacts on nearby homes, as well as on the historic First Agape AME Zion Church. SHA should meet with affected communities to address their concerns and use mitigation techniques, such as retaining walls, adjustments to slopes, and narrow shoulders. The church is designated on Montgomery County's *Master Plan for Historic Preservation*. When the project enters its design phase, consultation with the Maryland Historical Trust and with Montgomery County's preservation staff must be initiated under the federal Section 106 process.

On page 114, at the end of "Recommendations," add the following paragraph:

- During the design process and federal Section 106 process for the Capital Beltway HOV project, SHA will need to make extensive efforts to avoid adverse effects on nearby homes and the historic First Agape AME Zion Church.

An illustrative cross section for this portion of the Capital Beltway is shown below.





Bethesda-Chevy Chase Master Plan, 1990

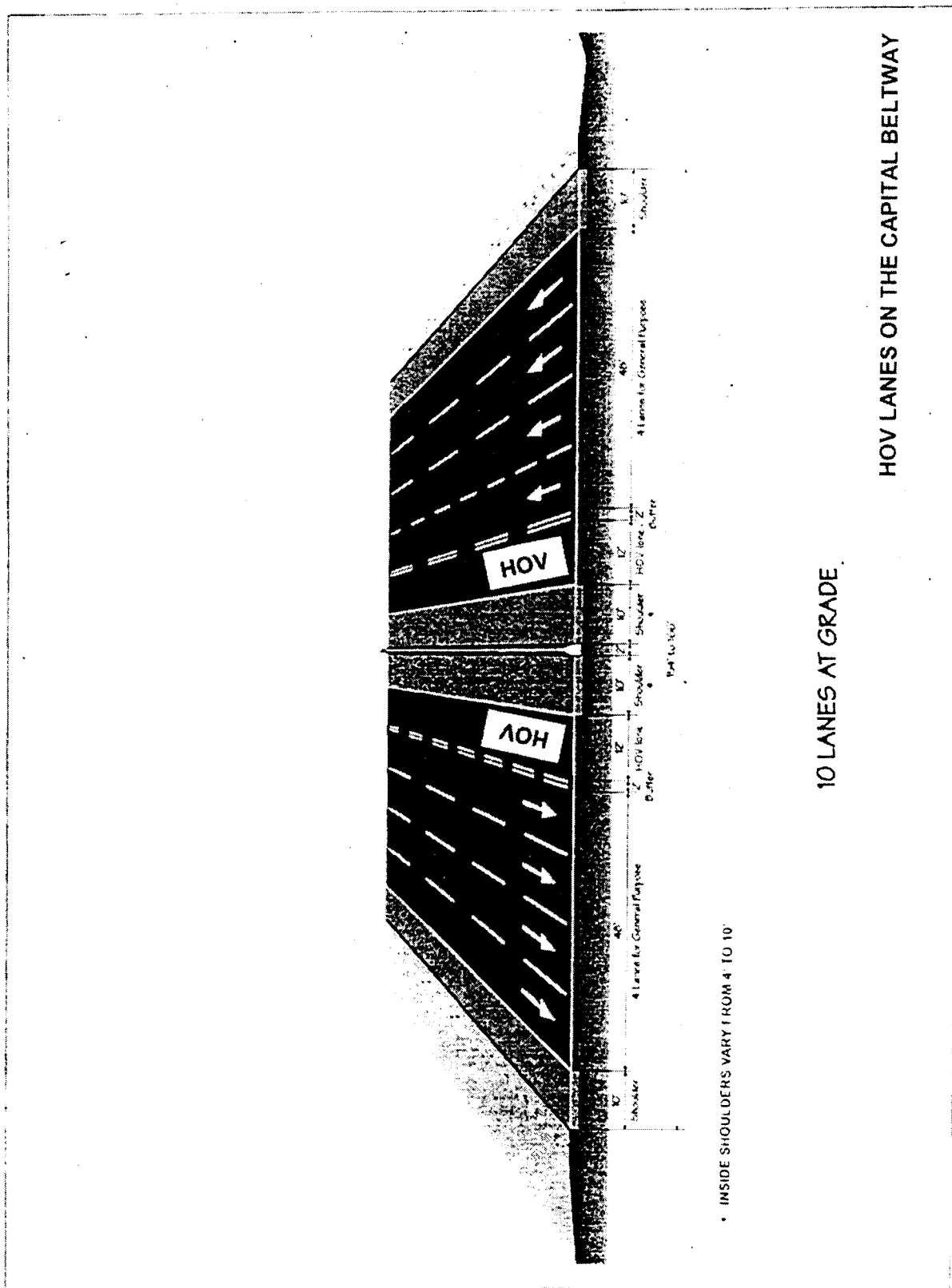
On page 112, second column, insert a new sub-heading after the main heading "Major Highway Needs," as follows:

Capital Beltway

This Plan recommends adding high occupancy vehicle (HOV) lanes on the portion of the Capital Beltway (I-495), between the American Legion Bridge and the West Spur I-270. Some segments of the Capital Beltway between the American Legion Bridge and the West Spur I-270 are experiencing congestion conditions (level of service F) during the morning rush hour of 8:00-9:00 AM. In the evening, conditions are worse, with congested conditions over the three-hour period of 4:00 – 7:00 PM. The proposed HOV lanes have the potential to make vehicular use of the Beltway more efficient and to mitigate some of the congestion that would otherwise occur. This proposed project would connect the existing HOV lanes on I-270 with the proposed HOV lanes on the Virginia segments of the Capital Beltway. The project would consist of one HOV lane in each direction, adjacent to the median, with direct connections to the HOV lanes to the north and south. Together with the existing HOV lanes on I-270 and the planned HOV lanes on the Beltway in Northern Virginia, these lanes will allow buses, carpools, and vanpools to travel regularly at congestion-free speeds between points in the I-270 Corridor and Northern Virginia.

SHA has already determined that traffic noise levels at residences adjacent to the Beltway in this area are excessive and warrant remediation. This situation will only worsen with the HOV lane construction. Integral to the construction of the HOV lanes, if noise problems are not previously remediated, is the need to ensure that appropriate sound mitigation, including barriers where warranted, are constructed on both sides of the Beltway adjacent to the HOV lane construction area, either before or concurrent with HOV lane construction.

An illustrative cross section for this portion of the Capital Beltway is shown below.



10 LANES AT GRADE

HOV LANES ON THE CAPITAL BELTWAY

On page 113, Table 13, insert a new heading under “Major Highway Needs,” and following the text under the heading “East-West Highway (MD 410)”:

Name (Route #)	Limit	Recommendations	Current LOS	Conditions, Guidelines, Recommendations	Possible Long-term Changes
<u>Capital Beltway</u>	<u>Between the American Legion Bridge and the West Spur I-270</u>	<u>Add HOV Lanes, plus appropriate sound mitigation</u>	<u>F</u>		

On page 126, Table 14, add to the text under “freeway” to read as follows:

Master Plan Designation	Name	Limits	Minimum Right-of-Way Width	Ultimate Pavement Width or Number of Lanes (for consideration beyond Master Plan)
<u>F-8</u>	<u>Capital Beltway (I-495)</u>	<u>American Legion Bridge to I-270 West Spur</u>	<u>300'</u>	<u>8 lanes, plus 2 HOV, divided</u>
F-8	Capital Beltway (I-495)	I-270 West Spur to Rock Creek Park	Varies	6 to 8 lanes

On page 141, after the first paragraph under the heading “5.22 Noise and Air,” add a paragraph as follows:

The Capital Beltway HOV project provides an opportunity to evaluate and resolve noise impacts on adjacent communities. Since noise is a significant environmental issue, the most appropriate ways to mitigate them will need to be confirmed during the design process. Both SHA and DPWT have established procedures for evaluating the need for and feasibility of noise barriers along the Capital Beltway. If those procedures show that noise walls or other mitigation techniques are warranted, SHA will need to program them in conjunction with the recommended Capital Beltway HOV project. Noise walls or other mitigation techniques may be implemented prior to the construction of the HOV project, if warranted and funded.

## **RANDOLPH ROAD/VEIRS MILL ROAD INTERCHANGE**

### **Background**

Randolph Road is a major east-west county road that has been a focus of attention in recent years. SHA has been studying the possibilities of improving a number of Randolph Road intersections, including those at Rockville Pike, Connecticut Avenue, Georgia Avenue, New Hampshire Avenue, as well as Veirs Mill Road, to help ease traffic flow through the corridor. These studies are ongoing through SHA’s Congestion Relief Study and subsequent project planning studies. Also, Montgomery County’s Transportation Policy Report has identified the need for an interchange at the Veirs Mill Road intersection, as seen in Appendix C.

The Master Plan of Highways Amendment includes a grade-separated interchange for the intersection of Randolph Road and Veirs Mill Road, as depicted in **Figure 3**. This intersection is located in the northwestern part of the Kensington-Wheaton Master Plan area. This area generally comprises older residential communities of single-family detached homes adjacent to commercial development that runs along both sides of Randolph Road and Veirs Mill Road.

SHA has not yet identified the type of interchange and amount of right-of-way that would be needed. Given the high density of land uses around that intersection, every effort should be made to make the interchange as compact as possible.

The Randolph Road/Veirs Mill Road intersection currently has congested conditions (level of service F) in the morning peak hour. Preliminary travel model runs by M-NCPPC staff show that traffic volumes will increase substantially by 2015. Some legs of the intersection could experience increases in peak-hour traffic volumes of about 50% in the peak hours. SHA has proposed interim improvements, which would involve some minor widening of the existing intersection. This will result in some traffic relief in the near term but a longer-lasting solution of an interchange would still be needed at that location.

### **Changes to Affected Master Plans**

The approved changes are shown below using the legislative format, with deleted text indicated in brackets and new text underlined.

#### Master Plan for the Communities of Kensington-Wheaton, 1989

On page 99, first column, insert a new sub-heading after the Kenton Drive paragraph, as follows:

Randolph Road/Veirs Mill Road Intersection is recommended as a grade-separated interchange. The precise characteristics of a proposed interchange will be determined in a future engineering study, which will take into account access to affected properties, environmental constraints, and appropriate road designs, among other factors. The interchange design should minimize right-of-way takings and ingress and egress impacts on adjacent properties while still achieving the project's objectives.

The interchange design should minimize right-of-way takings and ingress and egress impacts on adjacent properties while still achieving the project's objectives. The interchange should also be designed to accommodate continuous bikeways on both Veirs Mill Road and Randolph Road. For each leg of the intersection, the right-of-way width shall be a minimum of 150 feet within a 600-foot distance from the center of the intersection.

This interchange will expedite bus transit on both Randolph Road and Veirs Mill Road as part of the respective bus rapid transit lines currently under study.



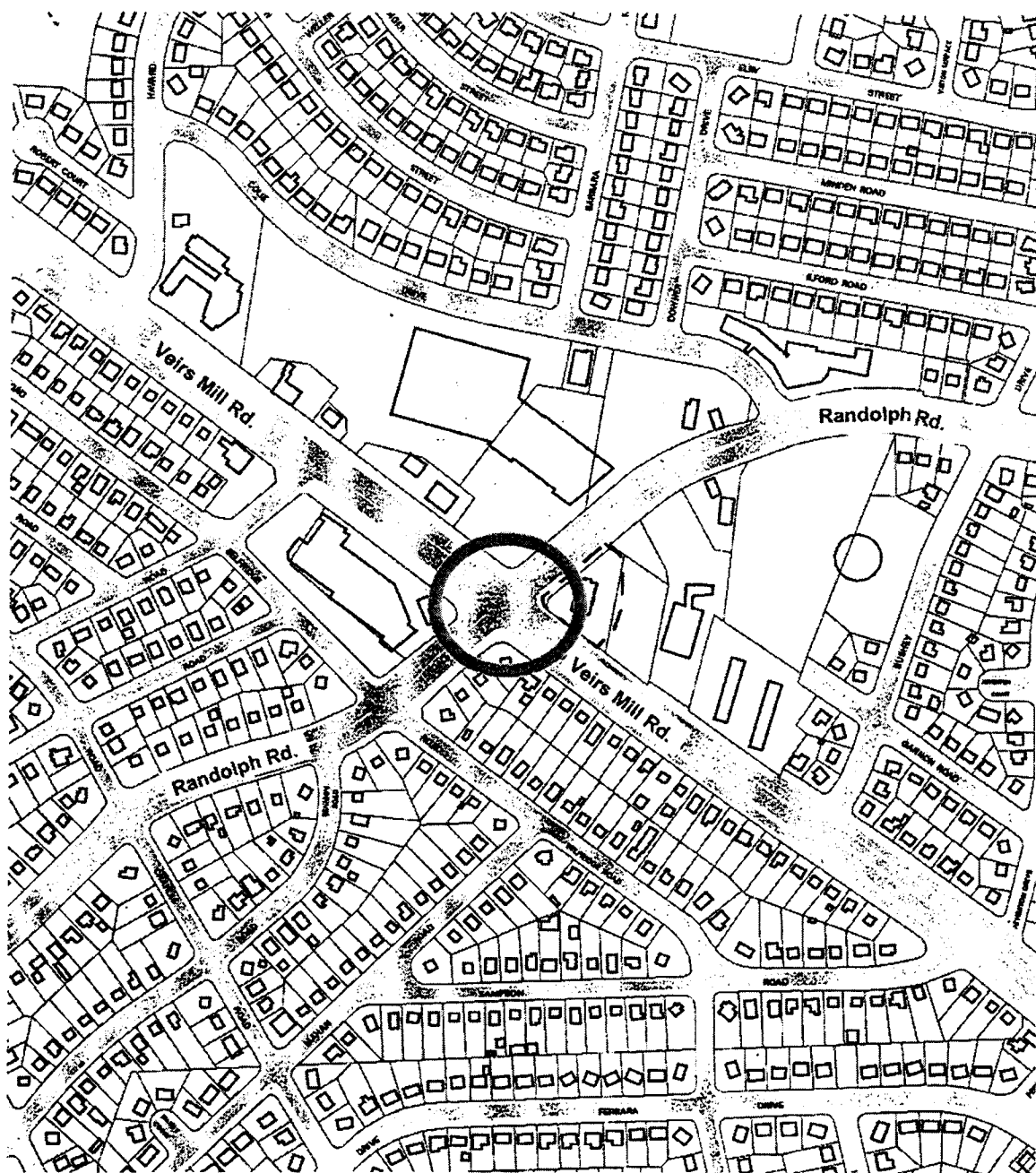


Figure 3  
Proposed Location of Interchange at Intersection of  
Randolph Road and Veirs Mill Road



**Appendix A**  
**from**  
**Montgomery County Planning Board's *Transportation Policy Report***  
**January 15, 2002**  
**Page 23**  
**(Capital Beltway HOV)**

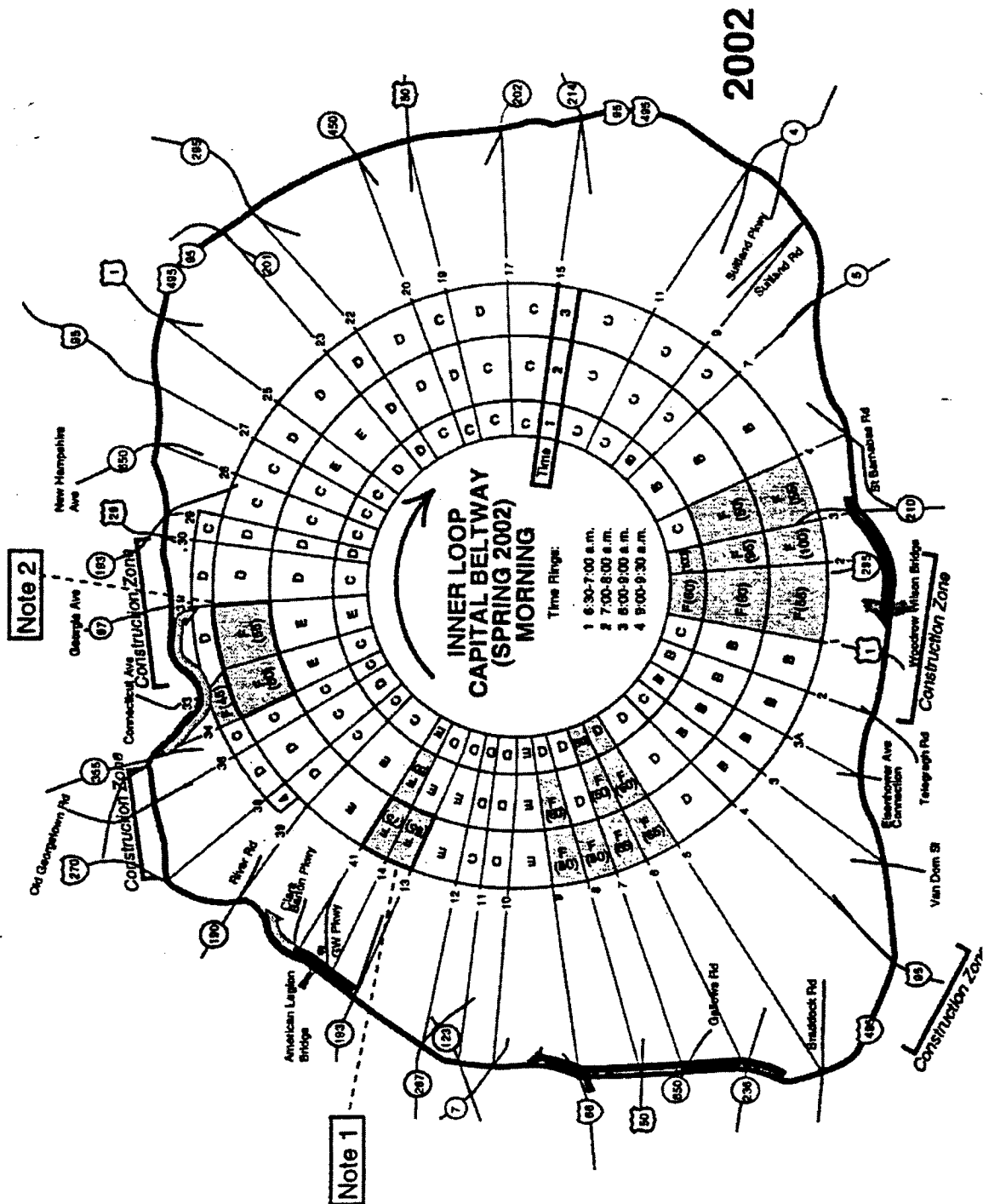
- Montrose Parkway at its eastern terminus. These projects provide congestion relief in North Bethesda, Twinbrook, and Aspen Hill and are required whether or not the master-planned ICC is eventually built.
- Concerning east-west travel, the recommended network would **widen Norbeck Road (MD 28)/Spencerville Road (MD 198) to four lanes between Georgia Avenue (MD 97) and US 29**. A discussion of higher capacity east-west connections, such as the ICC, follows in a separate section.
- Finally, the recommended network relieves many of the congestion "hot spots" throughout the county by **upgrading these intersections to grade-separated interchanges**. These interchanges within the non-freeway network are shown on page 18 and in the attachment to this Report.

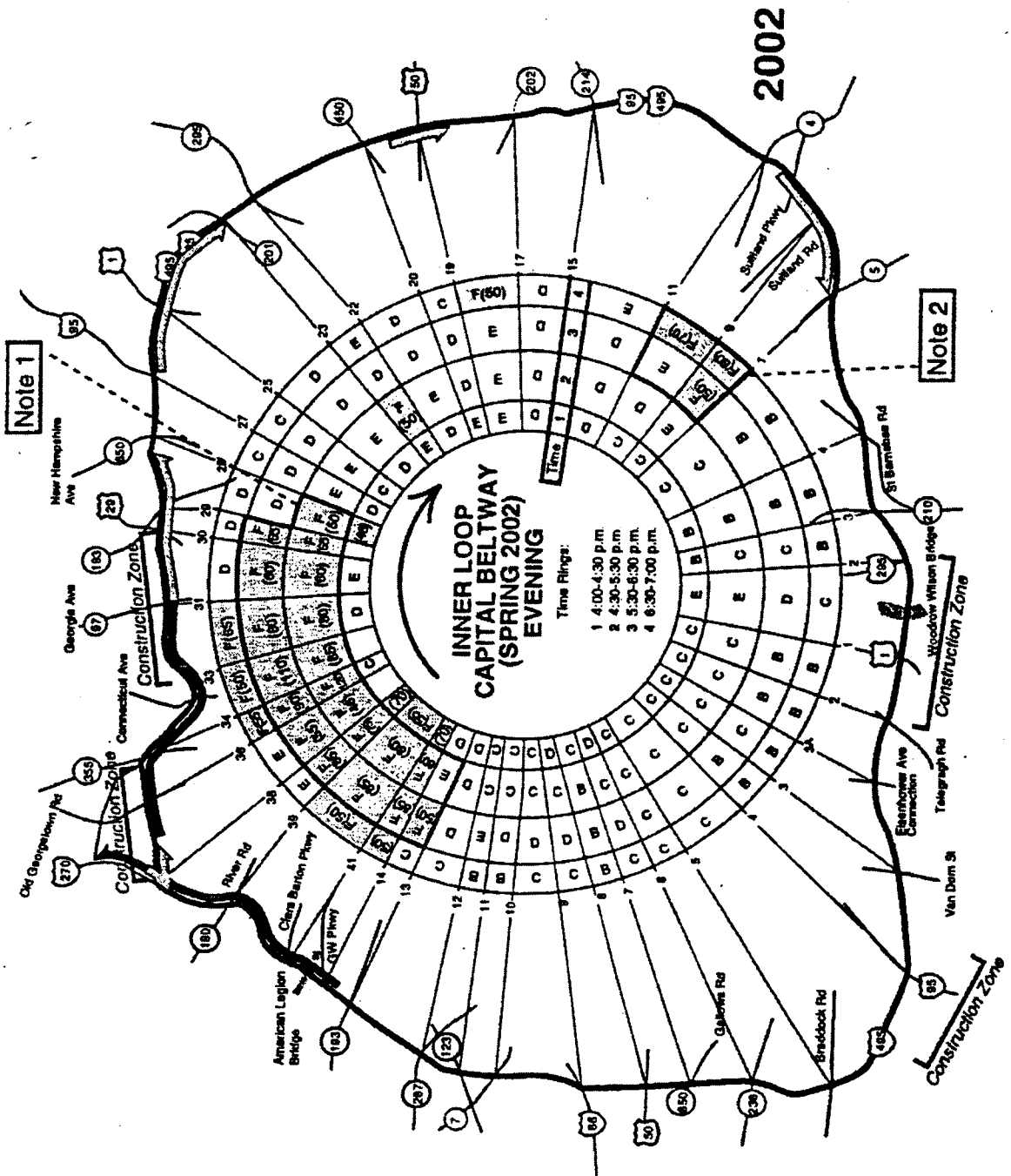
**It is recommended that studies be completed to determine the feasibility and desirability of several major potential projects.** These include the HOV lanes on the Capital Beltway (I-495), with emphasis on the section from the Legion Bridge (with an appropriate terminus in Virginia) to I-95, and widening the I-270 spurs by one general purpose lane in each direction to provide better access and connection to and from the HOV lanes on the Beltway and I-270. These projects would support a potential future express bus network as well as encouraging carpool formation and use. However, the community effects of providing new HOV lanes by widening the Beltway are a major concern that would have to be balanced against the positive transportation benefits.

**East-West Roadway Connections**

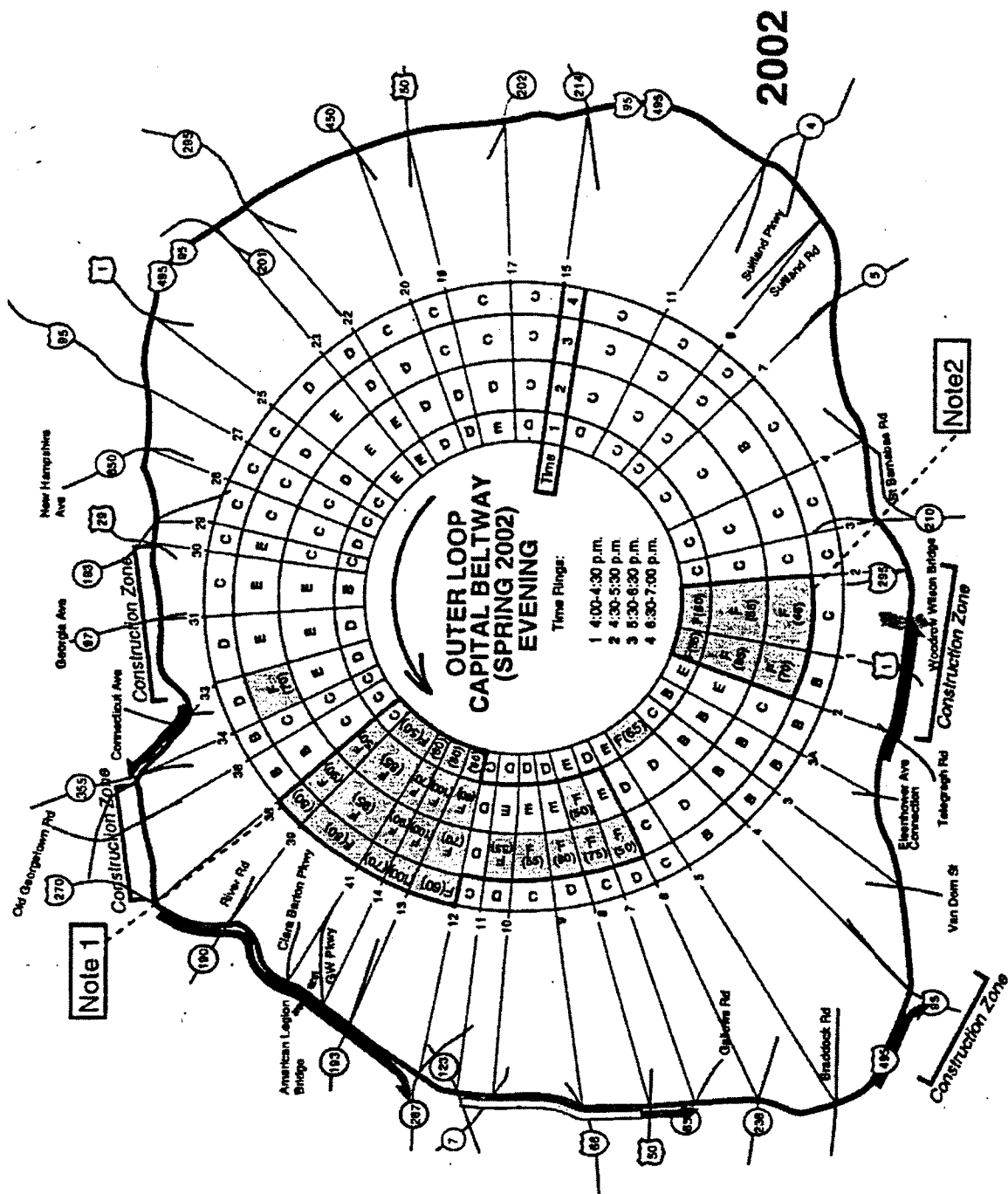
The provision of east-west movement between I-95 and I-270 above the Capital Beltway is a trade-off between the auto mobility provided by new or widened roads, and the accompanying impacts on natural resources and existing communities that would fall in the path of roadway changes. How to provide for east-west highway movement has been the single most complex and controversial transportation issue of the past decade in Montgomery County.

[illegible]









**Appendix C**  
**from**  
**The Montgomery County Planning Board's Transportation Planning Report**  
**Page 63**  
**(Randolph Road/Veirs Mill Road Interchange)**

**Transportation Policy Report II**      **Description of Planning Board Recommended Network**

TEMP ID	Project Name	Improvement Type	From	To	Lanes	CLRP	2050 Base Master Plan	2050 Planning Board Network	Project Length (Miles)	Estimated Capital Cost (\$M2001)
81	Randolph Rd. at Connecticut Ave. (MD 185)	New Interchange	N/A	N/A	N/A			X	n/a	\$ 29
82	Randolph Rd. at New Hampshire Ave. (MD 650)	New Interchange	N/A	N/A	N/A			X	n/a	\$ 66
83	Randolph Rd. at Veirs Mill Rd. (MD 586)	New Interchange	N/A	N/A	N/A			X	n/a	\$ 29
84	US 29 at 4 Intersections (funded) (Fairland not funded for CLRP)	New Interchanges	N/A	N/A	N/A	X	X	X	n/a	\$ 282
85	US 29 at 4 Intersections (not funded) Highways	New Interchanges	N/A	N/A	N/A		X	X	n/a	\$ 170
86	Briggs Chaney Rd.	Widening	Automobile / Castle Blvd. North of Brookeville	PG County Line of Ave. South of	4	X	X	X	1.24	\$ 15
87	Brookeville Bypass	New Road - Bypass	Brookeville	PG County Line of	2		X	X	1.02	\$ 33
88.1	Fairland Rd.	Widening	Paint Branch	US 29	4			X	1.34	\$ 3
89	Greencastle Rd.	Widening	US 29	PG County Line	4		X	X	1.57	\$ 20
90	ICC (MP alignment - including Eastern Connector)	New Road	I-370	US 1	6 lanes 4 + 2 HOV			Further Study Required	16.39	\$1,434
90.2	Western Connector (option 1)	New Road with at-grade Intersections in ICC ROW	I-370	MD 28	4			Further Study Required	6.51	\$ 98
90.3	Western Connector (option 2)	Midcounty Highway from Shady Grove Road to ICC Alignment plus new road within ICC alignment from end of Midcounty Highway to MD 28 with at-grade intersections	Shady Grove Rd.	MD 28	4			Further Study Required	6.1	\$ 86
91	ICC - Eastern Connector	New Road	US 29	US 1	6			X	1.32	\$ 116

Resolution No.: 15-487

Introduced: February 3, 2004

Adopted: February 3, 2004

**COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND  
SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION  
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT  
WITHIN MONTGOMERY COUNTY, MARYLAND**

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By: District Council

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**SUBJECT:** Approval of Planning Board Draft Amendment to the Master Plan of Highways within Montgomery County

**Background**

On May 19, 2003 the Montgomery County Planning Board transmitted to the County Council and the County Executive the Planning Board Draft Amendment to the Master Plan of Highways within Montgomery County.

The Planning Board Draft Amendment to the Master Plan of Highways within Montgomery County amends the following plans: Master Plan of Highways within Montgomery County, as amended; the General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District within Montgomery County, as amended; the 2002 Potomac Subregion Master Plan; the 1990 Bethesda/Chevy Chase Master Plan, as amended; and the 1989 Master Plan for the Communities of Kensington-Wheaton.

On July 24, 2003 the County Executive transmitted to the County Council a copy of the Fiscal Impact Analysis on the Planning Board Draft Amendment to the Master Plan of Highways within Montgomery County.

On September 11, 2003 the County Council held a public hearing regarding the Planning Board Draft Amendment to the Master Plan of Highways within Montgomery County, however there were no speakers. The Amendment was referred to the Transportation and Environment Committee for review and recommendation.

On September 18, 2003 and January 29, 2004 the Transportation and Environment Committee held worksessions to review the Planning Board Draft Amendment to the Master Plan of Highways within Montgomery County.

On September 30, 2003 and February 3, 2004 the County Council reviewed the Planning Board Draft Amendment to the Master Plan of Highways within Montgomery County and the recommendations of the Transportation and Environment Committee.

### Action

The County Council for Montgomery County, Maryland, sitting as the District Council for that portion of the Maryland-Washington Regional District in Montgomery County, Maryland approves the following resolution:

The Planning Board Draft Amendment to the Master Plan of Highways within Montgomery County, dated April 2003, is approved with revisions. Council revisions to the Amendment are identified below. Deletions to the text are indicated by [brackets] and additions by underscoring.

On page 6 of the Amendment, in the section regarding the Potomac Subregion Master Plan, add new text, followed by an illustrative cross-section of the Beltway, as follows:

An illustrative cross-section for this portion of the Capital Beltway is shown below.

On page 7 of the Amendment, in the section regarding the Bethesda-Chevy Chase Master Plan, add new text, followed by an illustrative cross-section of the Beltway, as follows:

An illustrative cross-section for this portion of the Capital Beltway is shown below.

On page 7 of the Amendment, add the following new text at the end of the second line:

Together with the existing HOV lanes on I-270 and the planned HOV lanes on the Beltway in Northern Virginia, these lanes will allow buses, carpools, and vanpools to travel regularly at congestion-free speeds between points in the I-270 Corridor and Northern Virginia.

On page 8 of the Amendment, delete text in the bottom paragraph as follows:

*Randolph Road/Veirs Mill Road Intersection* is recommended [for further study] as a grade-separated interchange.

On page 8 of the Amendment, add the following text at the end of the bottom paragraph:

The interchange design should minimize right-of-way takings and ingress and egress impacts on adjacent properties while still achieving the project's objectives. The interchange should also be designed to accommodate continuous bikeways on both Veirs Mill Road and Randolph Road. For each leg of the intersection, the right-of-way width shall be a minimum of 150 feet within a 600-foot distance from the center of the intersection.

This interchange will expedite bus transit on both Randolph Road and Veirs Mill Road, as part of the respective bus rapid transit lines currently under study.

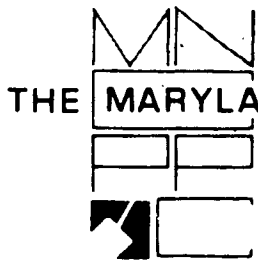
**General**

All text, figures, and tables are to be revised, where necessary, to achieve clarity and consistency, to update factual information, and to convey District Council changes to the Planning Board Draft Amendment to the Master Plan of Highways within Montgomery County. All identifying references pertain to the Planning Board Draft Amendment to the Master Plan of Highways within Montgomery County, dated April 2003.

This is a correct copy of Council action.

  
\_\_\_\_\_  
Mary A. Edgar, CMC  
Clerk of the Council





THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

6611 Kenilworth Avenue • Riverdale, Maryland 20737

MNCPPC 04-07

**RESOLUTION  
OF THE  
MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION**

WHEREAS, pursuant to Section 7-108 of Article 28 of the Annotated Code of Maryland ("Article 28"), the Maryland-National Capital Park and Planning Commission (the "Commission") is authorized by law to prepare and adopt certain master plans and functional master plans pertaining generally to the Maryland-Washington Regional District (the "Regional District") described under Article 28 at Section 7-103; and,

WHEREAS, pursuant to the authority conferred under Section 7-108(c) of Article 28, the Commission has adopted the *Master Plan of Highways within Montgomery County* (the "Montgomery County Master Plan of Highways"); and,

WHEREAS, pursuant to procedures enabled under Section 7-108(d)(3) of Article 28 and set forth in Chapter 33A of the Montgomery County Code (the "County Code"), the Montgomery County Planning Board of the Maryland-National Capital Park and Planning Commission publicly advertised and convened two public hearings duly held on February 20, 2003, and on January 8, 2004, concerning certain amendments proposed for the Montgomery County Master Plan of Highways; and,

WHEREAS, pursuant to Section 7-108(c)(2), any amendment to the Montgomery County Master Plan of Highways shall be deemed an amendment to the General Plan if so designated by the appropriate District Council; and,

WHEREAS, upon its due deliberation and consideration, the Montgomery County Planning Board approved on April 10, 2003, that certain draft amendment (the "Proposed Amendment") to the Montgomery County Master Plan of Highways (attached hereto and incorporated herein as Exhibit A); and,

WHEREAS, on May 19, 2003, the Montgomery County Planning Board transmitted the Proposed Amendment to the County Executive of Montgomery County (the "County Executive") and the County Council of Montgomery, sitting as the District Council for that portion of the Regional District lying within Montgomery County ("District Council"); and

WHEREAS, upon consideration of the Proposed Amendment, the County Executive has completed that certain Fiscal Impact Analysis dated as of July 24, 2003, and has made certain recommendations to the District Council pertaining to the Proposed Amendment; and

WHEREAS, pursuant to procedures enabled under Section 7-108(d) of Article 28 and set forth in Chapter 33A of the County Code, the District Council and the Montgomery County Planning Board publicly advertised and jointly convened a public hearing duly held on September 11, 2003, during which no testimony was received concerning the Proposed Amendment; and

WHEREAS, the Transportation and Environment Committee of the Montgomery County Council convened two public meetings as work sessions held in the ordinary course on September 18, 2003 and January 29, 2004, to consider and discuss the Proposed Amendment, and issues pertaining thereto arising during the public hearings and the comments received on behalf of the County Executive and other interested parties; and,

WHEREAS, the District Council convened two public meetings held in the ordinary course on September 30, 2003, and February 3, 2004, respectively, to consider and discuss the Proposed Amendment, and issues pertaining thereto arising during the public hearings and the comments received on behalf of the County Executive and other interested parties, and the comments received on behalf of the Transportation and Environment Committee; and,

WHEREAS, pursuant to procedures enabled under Section 7-108 of Article 28 and set forth in Chapter 33A of the County Code, upon its due deliberation and consideration foregoing, the District Council on February 3, 2004, acted, approved and adopted the terms and provisions of the Proposed Amendment, subject, however, to certain revisions expressed in Council Resolution No. 15-487 (as revised therein, the "Revised Plan Amendment"), for the purpose of adopting certain amendments to the Montgomery County Master Plan of Highways; and,

WHEREAS, the Revised Plan Amendment shall be deemed as amendments to the following: *the General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District within Montgomery and Prince George's Counties; the 2002 Potomac Subregion Master Plan; the 1990 Bethesda Chevy-Chase Master Plan, as amended; and the 1989 Master Plan for the Communities of Kensington-Wheaton; and,*

WHEREAS, upon its due deliberation and consideration of the Revised Plan Amendment, the Montgomery County Planning Board on March 11, 2004, convened a public meeting held in the ordinary course to consider the Revised Plan Amendment, and on the motion made by Commissioner Byrant for approval and formal adoption thereof, seconded by Commissioner Perdue, with Commissioners Berlage, Bryant, and Perdue voting in favor of the motion, with Commissioners Robinson and Wellington being temporarily absent, the Montgomery County Planning Board adopted the Revised Plan Amendment; and,

WHEREAS, on March 18, 2004, the Montgomery County Planning Board and the Prince George's County Planning Board, each and respectively acting during their meetings held in the ordinary course, duly approved and adopted the Revised Plan Amendment; and,

WHEREAS, the Maryland-National Capital Park and Planning Commission desires by taking the following action to approve, adopt, ratify and confirm in all respects the provisions of the Revised Plan Amendment expressed according to the terms of Resolution No. 15-487 of the District Council of Montgomery County.



NOW, THEREFORE, BE IT RESOLVED, that the Maryland-National Capital Park and Planning Commission does hereby amend, approve and adopt the Master Plan of Highways within Montgomery County, which amendment thereto shall also be deemed and constitute amendment to the *2002 Potomac Subregion Master Plan*; the *1990 Bethesda Chevy-Chase Master Plan*, as amended; and the *1989 Master Plan for the Communities of Kensington-Wheaton*; and the *General Plan for the Physical Development of the Maryland-Washington Regional District within Montgomery and Prince George's Counties*, as amended, with each respective amendment made according to the action of the District Council of Montgomery County expressed by its Resolution No. 15-487 (attached hereto and incorporated herein by reference as Exhibit B); and

BE IT FURTHER RESOLVED, that this action shall be effective as of March 18, 2004;

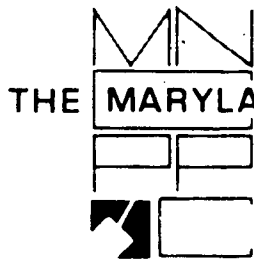
BE IT FURTHER RESOLVED, that appropriate officers of the Commission shall certify the plan amendments expressed by this action by and on behalf of the Maryland-National Capital Park and Planning Commission, and shall cause the appropriate instruments to be filed with the Clerk of the Circuit Court of each of Montgomery and Prince George's counties, as required by law.

\* \* \* \* \*

This is to certify that the foregoing is a true and correct copy of a resolution adopted by The Maryland National-Capital Park and Planning Commission on motion of Commissioner Perdue, seconded by Commissioner Eley with Commissioners Bryant, Eley, Harley, Hewlett, Perdue, Robinson and Vaughns voting in favor of the motion, and with Commissioners Squire and Wellington being absent and Commissioner Berlage being temporarily absent, at its regular meeting held on April 21, 2004, in Landover, Maryland.

  
Trudy Morgan Johnson  
Executive Director





THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB 04-04

6611 Kenilworth Avenue • Riverdale, Maryland 20737

RESOLUTION

WHEREAS, The Maryland-National Capital Park and Planning Commission, by virtue of Chapter 780 of the Laws of Maryland, 1959, as amended, is authorized and empowered from time to time to make and adopt, amend, extend and add to the *General Plan for the Physical Development of the Maryland-Washington Regional District within Montgomery and Prince George's Counties*; and

WHEREAS, The Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission, pursuant to procedures set forth in the Montgomery County Code, Chapter 33A, held duly advertised public hearings on February 20, 2003, and on January 8, 2004, on a proposed Amendment to the *Master Plan of Highways within Montgomery County*, as amended ("Amendment"), (which is also an amendment of the *2002 Potomac Subregion Master Plan*; the *1990 Bethesda Chevy-Chase Master Plan*, as amended; and the *1989 Master Plan for the Communities of Kensington-Wheaton*; being also an amendment to the *General Plan for the Physical Development of the Maryland-Washington Regional District within Montgomery and Prince George's Counties*, as amended); and

WHEREAS, the Montgomery County Planning Board, following due deliberation and consideration, on April 10, 2003, approved a draft Amendment ("Draft Amendment"), and recommended that it be transmitted to the Montgomery County Executive and the Montgomery County Council, sitting as the District Council for that portion of the Maryland-Washington Regional District lying within Montgomery County ("District Council"); and

WHEREAS, on May 19, 2003, the Montgomery County Planning Board submitted the Draft Amendment to the District Council; and

WHEREAS, the Montgomery County Executive reviewed the Master Plan of Highways Draft Amendment, completed a Fiscal Impact Analysis on July 24, 2003, and made recommendations to the Montgomery County Council on July 24, 2003; and

WHEREAS, the District Council held a public hearing on September 11, 2003, wherein no testimony was received concerning the Draft Amendment; and

WHEREAS, the Montgomery County Council's Transportation and Environment Committee, at worksessions held on September 18, 2003 and January 29, 2004, reviewed the Draft Amendment and the issues raised at the public hearing with the Montgomery County Planning Board, the Montgomery County Executive staff and interested parties; and

WHEREAS, on September 30, 2003, and February 3, 2004, the District Council reviewed the Draft Amendment and, subsequently, on February 3, 2004, the District Council approved the Amendment, with certain revisions, as set forth in Council Resolution 15-487;

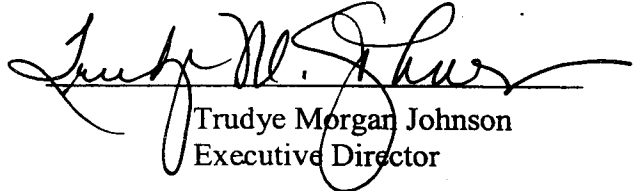
NOW, THEREFORE, BE IT RESOLVED, that the Montgomery County Planning Board and The Maryland-National Capital Park and Planning Commission do hereby adopt said Amendment to the Master Plan of Highways within Montgomery County, (which is also an amendment of the *2002 Potomac Subregion Master Plan*; the *1990 Bethesda Chevy-Chase Master Plan*, as amended; and the *1989 Master Plan for the Communities of Kensington-Wheaton*; being also an amendment to the *General Plan for the Physical Development of the Maryland-Washington Regional District within Montgomery and Prince George's Counties*, as amended), as approved with revisions by the District Council in the attached Resolution 15-487; and

BE IT FURTHER RESOLVED, that as to Resolution 04-07, this adoption be effective March 18, 2004; and

BE IT FURTHER RESOLVED, that copies of said Amendment shall be certified by The Maryland-National Capital Park and Planning Commission and filed with the Clerk of the Circuit Court of each of Montgomery and Prince George's counties, as required by law.

\* \* \* \* \*

This is to certify that the foregoing is a true and correct copy of a resolution adopted by The Montgomery County Planning Board on motion by Commissioner Byrant, seconded by Commissioner Perdue, with Commissioners Berlage, Bryant, and Perdue voting in favor of the motion, and Commissioners Robinson and Wellington being temporarily absent, at its regular meeting held on March 11, 2004, in Silver Spring, Maryland.

  
Trudye Morgan Johnson  
Executive Director

## **ACKNOWLEDGMENTS**

**Montgomery County Department of Park and Planning**  
Charles R. Loehr, Director

Jeff Zyontz, Chief  
County-wide Planning Division

Richard C. Hawthorne, Chief  
Transportation Planning

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## **TECHNICAL STAFF**

Kathy Woodworth, Word Processing  
Charles Coleman, Reproduction  
Sam Dixon, Design

APPROVED AND ADOPTED

# **An Amendment To The Master Plan Of Highways (Transportation) Within Montgomery County**

CAPITAL BELTWAY HIGH OCCUPANCY VEHICLE LANES PROJECT, BETWEEN THE AMERICAN LEGION BRIDGE AND  
THE WEST SPUR I-270, AND INTERCHANGE AT THE INTERSECTION OF RANDOLPH ROAD AND VEIRS MILL ROAD

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THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING



0000000758

A&A MP HIGHWYS AMEND