Goshen Road South

Odendhal Avenue to Warfield Road

Project No. 509337

PROJECT PROSPECTUS

September 2005

Prepared for
Montgomery County
Department of Public Works
and Transportation
101 Monroe Street
Rockville, Maryland 20850

Prepared by
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MEMORANDUM

July 15, 2004

TO: Michael Hoyt, Acting Director
Department of Public Works and Transportation

FROM: Nancy Floreen, Chair
Transportation and Environment Committee

SUBJECT: Goshen Road South project

On July 15, 2004 the T&E Committee reviewed the results of Phase I facility planning for the Goshen Road South project, and we unanimously recommend that you proceed to study Alternative 8 during Phase II of facility planning. We concur with all of the Planning Board's comments (attached), except that any decision about the type of landscaping in the medians or the landscape panels should be deferred until after the Council's review of the Road Construction Code during the upcoming year.

The Committee appreciates the work the Department of Public Works and Transportation has completed to date, and we look forward to the completion of Phase II facility planning for the Goshen Road South project in 2006 so that we can consider the project for funding as part of the FY 2007-2012 Capital Improvements Program, or as a later amendment to that CIP.

cc: Councilmembers
Derick Berlage, Chair, Montgomery County Planning Board

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
8787 Georgia Avenue • Silver Spring, Maryland 20910-3760
(301) 495-4605

Montgomery County Planning Board
Office of the Chairman

July 7, 2004

Mr. Michael C. Hoyt, Acting Director
Montgomery County Department
of Public Works and Transportation
101 Monroe Street, Tenth Floor
Rockville, Maryland 20850

RE: Goshen Road South Phase I Transportation Facility Planning Study
Project Prospectus Recommendations

Dear Mr. Hoyt: Mike

The Planning Board reviewed the referenced project at its regularly scheduled meeting of July 1, 2004, and endorsed the project with the recommendations enumerated below.

Before proceeding with the particulars of the Goshen Road South project, I would like to alert you to the fact that our overall agreement on where this project should be headed is being hindered by the continuing lack of agreement between our agencies on where street trees should be planted in the public right-of-way. Your Department generally discourages street trees on arterials and major highways, except for locations behind the sidewalk, while the State Highway Administration is much more willing to place street trees between the curb and sidewalk and in the median. Our views on this issue are fairly close to the State's.

I believe that you were involved with the Intersection Workgroup, staffed by both agencies, that was working on this issue a few years ago, but that effort did not come to a resolution. A new DPWT policy was put forth on this topic earlier this year, but it had flaws that will take some discussion to work through, including possible Design Standard and Master Plan changes that would be necessary to implement the policy as presented. We request that you reconvene the workgroup to resolve this issue and that you invite staff from the Department of Environmental Protection to take part since that department is now in charge of the County's Street Tree Program.

1. The Goshen Road South Transportation Facility Planning Study should proceed to Phase II of the Facility Planning process as recommended in the May 2004 Draft Project Prospectus to develop a detailed design for Alternative 8, a four-lane divided roadway.

2. Per the Project Prospectus recommendation, the design for Goshen Road should be a four-lane facility, rather than the six-lane facility contemplated in the 1985 Gaithersburg Vicinity Master Plan. Recent long-range forecasting efforts have indicated that the six-lane facility will not be needed and this change will be reflected in the on-going Gaithersburg Vicinity Master Plan Update.

3. DPWT should incorporate the new Goshen Road over Cabin Branch Bridge into the design for the new roadway, and include a minimized road section near the Goshen Elm (a 200+ year-old specimen tree), to avoid impacting its critical root zone. DPWT has previously committed to protection of this tree in the MOU for Protection of the Goshen Elm.

4. DPWT should incorporate street trees in the median while retaining the narrowed 16-foot to 18-foot median width in Alternative 8 to minimize community impacts. On all projects, DPWT should amend its policies and practices to facilitate planting street trees on the landscape panel between the curb and adjacent sidewalk/bikeway and on the median strip to allow for better shading of the roadway, reduced warming of stormwater, and increased pedestrian safety.

5. DPWT should pursue alternatives to avoid impacts to the Black and White Inn during Phase II regardless of the status of the property's historic designation. This property is under consideration for addition to the Locational Atlas and Index of Historic Sites as part of the Damascus/Goshen area amendment to the Master Plan for Historic Preservation. The amendment schedule will include a Planning Board public hearing during autumn 2004. Regardless of the site's historic status, the Planning Board finds it a cultural resource worthy of protection.

6. The Phase II Facility Planning study for the Goshen Road South should consider the following design details:

    a. Investigate the presence of hydric soils at the stream crossing north of East Village Drive and include measures to reduce the incidence of flooding at that location

    b. Exercise flexibility in final road alignment to save most of the specimen trees and minimize park and private property impacts

    c. Minimize impacts to wetlands and waters of the US along the roadway alignment as much as possible by considering the use of reduced sections, grading adjustments, retaining walls, and culvert/bridge modifications

    d. Incorporate noise impact mitigation for affected eligible under the County's Noise Abatement Policy into the Phase II facility design

The Board thanks you and your staff for providing us this opportunity to comment on the Phase I study. We look forward to continuing to work with you during the next study phase.

Sincerely,

Derick P. Berlage
Chairman

DPB:KHK:kcw
Enclosure

ltr to Hoyt re Goshen Road South Phase I

EXECUTIVE SUMMARY

DESCRIPTION OF THE GOSHEN ROAD SOUTH PROJECT

The Montgomery County Department of Public Works and Transportation (DPWT) has completed Phase I Facility Planning for the Goshen Road South project. The southern limit of the study area is Odendhal Avenue and the northern limit is Warfield Road, for a total length of approximately 3.3 miles. It encompasses a mostly residential community that is approaching full development build-out. Goshen Road is an important access route to employment, household and recreational activities. It is identified as a Major Highway (M-25) in the 1985 Gaithersburg Vicinity Master Plan.

DESCRIPTION OF PHASE I FACILITY PLANNING

The purpose of Phase I Facility Planning is the development of Concept Plans. Phase I studies typically look at traffic projections 20 years in the future. The study is summarized by this Prospectus. The Prospectus details not only the Concept recommended by DPWT, but also the impacts of a No-Build scenario. Phase II Facility Planning, which follows Phase I, includes developing the Recommended Concept to the 35% Engineered Design level.

PHASE I STUDY OF GOSHEN ROAD SOUTH

DPWT initiated this study in order to evaluate the potential for improvements that would reduce congestion, enhance the roadway network efficiency by implementing the Master Plan, improve safety and provide alternate transportation modes such as sidewalks.

All stakeholders were included in the process, including the Maryland State Highway Administration (SHA), the City of Gaithersburg, Maryland-National Capital Park and Planning Commission (M-NCPPC), the Maryland Department of the Environment (MDE), the U.S. Army Corps of Engineers (USCOE), local businesses, residents and homeowners associations. Participation in the process was excellent-nearly 200 pieces of correspondence were received by DPWT from local residents and homeowners associations, and the Recommended Concept, Alternative # 8, was developed as a result of community input.

STUDY RESULTS

If Goshen Road is not widened or improved by the year 2025, all 18 intersections from Odendhal Avenue to Warfield Road will operate at unacceptable levels of service. Existing pedestrian-related accident rates on Goshen Road are more than 5 times the statewide average. This is due in part to the fact that there are no existing bike paths and there is less than 1,000 linear feet of sidewalk. Construction of the Recommended Concept would provide 17,400 feet of sidewalk, 17,400 feet of bikeway and, with possible future signalizations, an acceptable level of service at all 18 intersections. The Recommended Concept is a 4-lane divided road with a 16-foot (minimum) median, an 8-foot wide bike path on the west side, a 6-foot wide sidewalk on the east side, street trees and street lighting. Impacts include 10.7 acres of right-of-way (86 properties with zero (0) relocations), 3.9 acres of forest (including nine (9) specimen trees), 1.1 acres of wetlands and 0.1 acres of Waters of the United States.

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SYNOPSIS

INTRODUCTION

The Montgomery County Department of Public Works and Transportation (DPWT) has completed Phase I of its two-part Transportation Facility Planning Process for the Goshen Road South project. The Goshen Road South project area, located in Montgomery County, Maryland, extends from Odendhal Avenue north to Warfield Road, a distance of approximately 3.3 miles. The project area is located immediately north of the Gaithersburg City limits, which are located along Odendhal Avenue and the east side of Goshen Road from Odendhal Avenue to Emory Grove Road. The project area is a mostly residential community serving the employment areas in Washington, DC, Gaithersburg, Rockville and the I-270 Corridor and is approaching full development build-out. Goshen Road is an important access route to employment, household and recreational activities.

Phase I Facility Planning, which commenced in May of 2002, provided for participation and communication with all project stakeholders, including DPWT, the City of Gaithersburg, Maryland National Capital Park and Planning Commission, Maryland Department of the Environment, Army Corps of Engineers, local businesses, residents and homeowner associations. Phase I, which resulted in the development of concept design plans, identified the project's purpose and need, feasibility, benefits, typical sections, alignment and impacts.

PHASE I PLANNING APPROACH

The DPWT initiated this Phase I planning study in order to evaluate the potential for improvements along the Goshen Road corridor that would reduce existing and future congestion, enhance the roadway network efficiency, improve vehicular and pedestrian safety, and accommodate alternate modes of transportation.

Goshen Road is identified as a Major Highway (M-25) in the 1985 Gaithersburg Vicinity Master Plan. This classification served as the basis for the Phase I study, which included the following activities:

- Gathered and combined photogrammetric mapping.
- Conducted field observations of the Project Area.
- Collected and utilized existing (2002) vehicular turning movement volumes, mainline traffic volumes, vehicle classification data, 85th percentile non-peak hour speeds, existing intersection lane configurations, travel times, and peak hour link speeds.
- Utilized corridor-wide accident history for 1999-2001 provided by the Maryland State Highway Administration (SHA).
- Utilized travel forecasts for the 2015, 2025 and 2050 design years provided by the Maryland National Capital Park and Planning Commission (M-NCPPC).

- Performed traffic capacity analysis for each of the 18 intersections along the Goshen Road South corridor using existing volumes (2002), and projected volumes for year 2015 and 2025 to determine needed lane configuration.
- Gathered an environmental inventory, including preliminary identification of wetlands, floodplains, Waters of the United States, forest stands and specimen trees.
- Developed a conceptual horizontal and vertical alignment of the roadway.
- Presented the project scope and seven typical section alternatives and collected community feedback at Public Workshop # 1, held on April 29, 2003 at the Gaithersburg Public Library.
- Developed alternative # 8 to reduce impacts based on community feedback at Public Workshop # 1 and the recommendations of the design team.
- Analyzed cross-sections based on the concept design alternatives to determine potential impacts.
- Presented conceptual engineering designs and impacts at Public Workshop # 2 held on February 10, 2004 at Strawberry Knoll Elementary School.
- Conducted a noise assessment to identify noise levels resulting from existing and future traffic volumes associated with the proposed widening of Goshen Road and presented the findings at Public Workshop # 2.
- Identified the recommended alternative based on the project need, potential impacts, community feedback from Public Workshop # 2 and the recommendations of the design team.

Prior to conceptual engineering, the Phase I Facility Planning Study Team considered seven (7) typical section alternatives with 2-lane, 4-lane and 6-lane configurations, in addition to the no-build option. After Public Workshop # 1, these seven (7) build alternatives were narrowed down to three (3) build alternatives, which were carried forward into conceptual engineering. The team determined that the 2-lane and 6-lane alternatives would not be pursued in conceptual engineering since these alternatives either did not accommodate the proposed Master Plan build-out (4/6 lane major highway), or they were not necessary to satisfy the future traffic demands. The three (3) 4-lane concept-engineering alternatives were chosen for further evaluation based on the Master Plan recommendations, traffic demand forecasts, safety needs and community feedback, while attempting to limit right-of-way and environmental impacts.

This Project Prospectus, which completes Phase I of the DPWT's Facility Planning Process, identifies the issues associated with the project and the recommendations of the Phase I Facility Planning Study Team. It also prepares the DPWT to proceed to Phase II of the planning study by identifying the remaining elements of the project that need to be resolved. Phase II is the next step in the Transportation Facility Planning Process and it will involve addressing the project elements in further detail, including the development of preliminary design plans by:

- Developing more accurate base mapping (topography, utilities, existing right-of-way/easements).
- Conducting a natural resources inventory (NRI) and Forest Stand Delineation (FSD).
- Refining the horizontal and vertical geometry.
- Identifying impacts in more detail.
- Identifying drainage, stormwater management and permit requirements.
- Developing avoidance / minimization measures for impacts to wetlands and Waters of the United States.
- Delineating the right-of-way requirements in more detail.
- Identifying the precise type, size and location of retaining walls to be used (concrete retaining walls are discouraged because of cost and poor aesthetics).
- Producing a detailed cost estimate.
- Conducting public meetings to continue the involvement of the community in the project design.
- Preparing the project for County Council Review.

After preliminary plans are developed during Phase II, the County Council will make a funding decision regarding the Goshen Road South project. If the County Council approves funding, the project would continue through final design, right-of-way acquisition and construction.

STUDY RECOMMENDATIONS

A team of representatives from the DPWT, M-NCPPC, SHA and the City of Gaithersburg conducted the study. The recommendations are as follows:

- Construct Goshen Road South Alternative 8 as a new 4-lane divided roadway with a 16-foot (minimum) wide median, a 4-foot-wide grass panel and an 8-foot-wide bike path on the west side, a 6-foot wide grass panel and a 5-foot-wide sidewalk on the east side, street trees and street lighting on the roadside behind the bike path and sidewalk, with low plantings in the median.
- Add exclusive left-turn lanes along Goshen Road at each intersection.
- Add a second left-turn lane to the southbound approach to Midcounty Highway along with a third eastbound through lane along Midcounty Highway.
- Develop avoidance alternatives for the 'Black and White Inn'
- Include a minimized section near the Goshen Elm, a 200+ year-old specimen tree, to avoid impacting it.
- Investigate the use of MSE retaining walls.
- Incorporate the new Goshen Road over Cabin Branch Bridge (under construction) in the design.
- Develop stormwater management locations and measures in areas that limit impacts to existing residential, commercial, church and park properties.

- Complete a noise analysis for the corridor, identifying potential noise abatement measures, locations, impacts and costs.

See Section 3 of this prospectus for a detailed discussion of the study recommendations and the recommended alternative.

SUMMARY OF KEY FINDINGS AND IMPACTS

The following summarizes the key findings and potential impacts that would result from proposed construction of the recommended alternative:

- If widening to four or six lanes occurred by 2025, only two (2) of the currently unsignalized intersections would operate at unacceptable conditions.
- Right-of-way impacts include approximately 10.7 acres of fee acquisition and easements among approximately 86 properties (not including stormwater management needs).
- Approximately 1.1 acres of wetlands and 0.1 acres of Waters of the United States would be impacted.
- Approximately 3.9 acres of forest stand, including nine (9) specimen trees, would be impacted.
- The Goshen Elm is a protected specimen tree that stands on property owned by the M-NCPPC; it's root zone must not be impacted during construction of the Goshen Road South project.
- The 'Black and White Inn,' located in the southeast quadrant of the Goshen Road / Warfield Road intersection, would be impacted under the current design recommendations; avoidance alternatives may need to be developed at this location pending further investigation regarding the Inn's historic status.

SECTION 1: PROJECT PURPOSE AND NEED AND TRAFFIC ANALYSIS

BACKGROUND

Goshen Road is located in the I-270 Corridor, a development corridor identified in the Montgomery County General Plan (1993) "On Wedges and Corridors." Goshen Road is also identified in the Gaithersburg Vicinity Master Plan (January 1985; Amended May 1988; Amended July 1990) as a major highway (M-25) with an ultimate roadway section of 4/6 lanes. For purposes of evaluating adequate public facilities, growth capacity and development ceilings, Goshen Road is located within the Montgomery Village/Airpark Policy Area described in the 2003 Montgomery County Annual Growth Policy. See *Figure 1-1* for a vicinity map.

The following is a summary of the project's purpose and need and traffic analysis. Refer to the Goshen Road South Purpose and Need document (August 2003) and the Goshen Road South Traffic Operations Study (July 2003) for additional information.

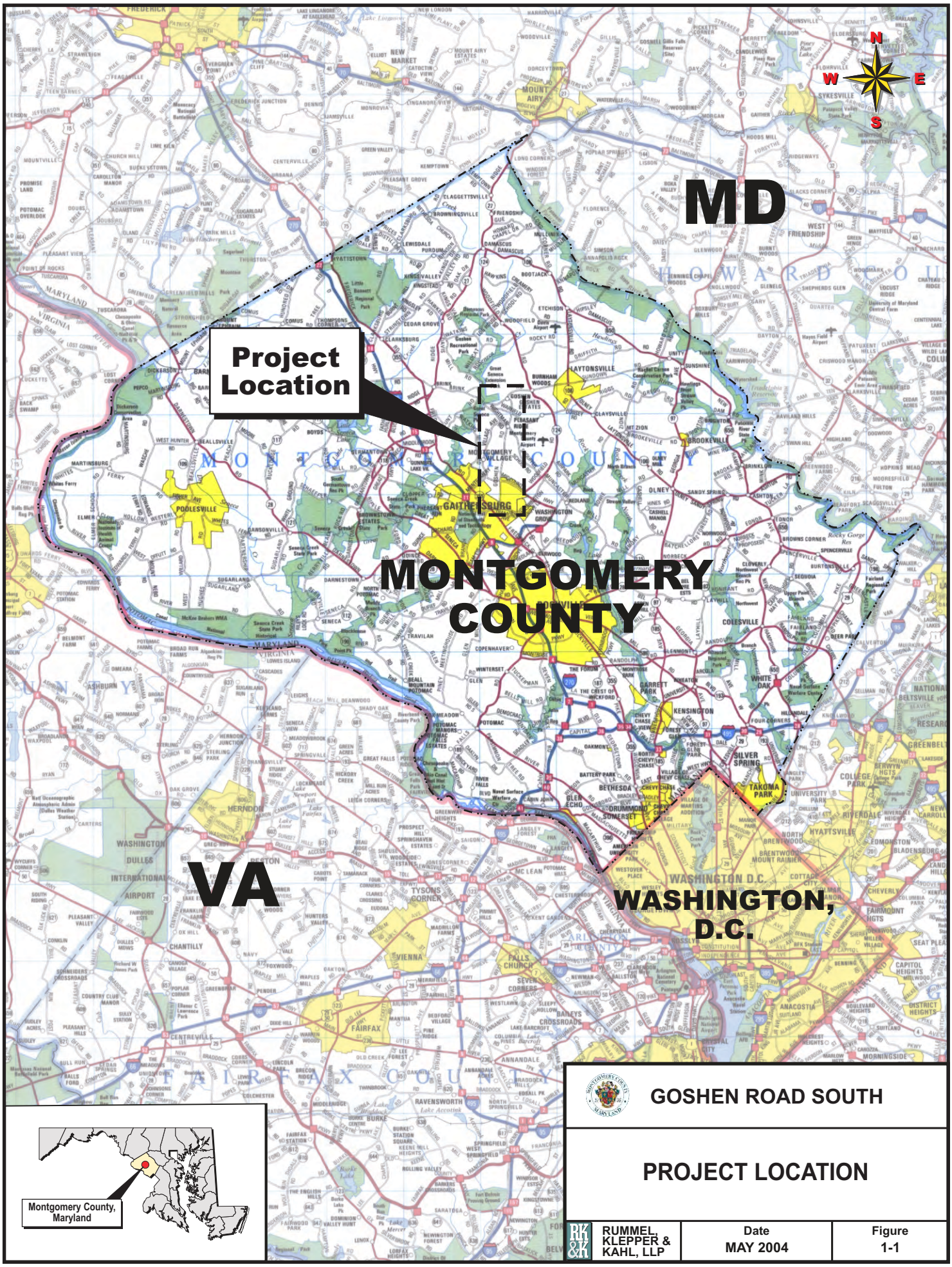
PURPOSE

The purpose of Goshen Road South is to provide a safe and efficient roadway system that accommodates existing and future traffic. The purpose of the project is also to provide pedestrian and bicycle access throughout the study area as per the DPWT's desire that all its projects "routinely incorporate facilities that provide for safe and convenient travel by pedestrians and bikes" (*Memorandum, Pedestrian and Bicycle Facilities – Integration into DPWT Projects, June 1, 2001*).

NEED

The need for this project is made evident by the current and projected traffic volumes, congestion, failing intersection levels of service, accident history, and the need to develop modal options for the corridor, specifically transit and pedestrian access. Additional capacity is needed in the Goshen Road South corridor to reduce existing and future congestion, to enhance the network efficiency, to improve both vehicular and pedestrian safety and to provide for alternate modes of transportation.

The DPWT, M-NCPPC and local community members have confirmed these needs through this planning study, the Master Plan transportation analysis and through personal experience.



GOSHEN ROAD SOUTH

PROJECT LOCATION

RUMMEL, KLEPPER & KAHL, LLP	Date MAY 2004	Figure 1-1

TRAFFIC ANALYSIS

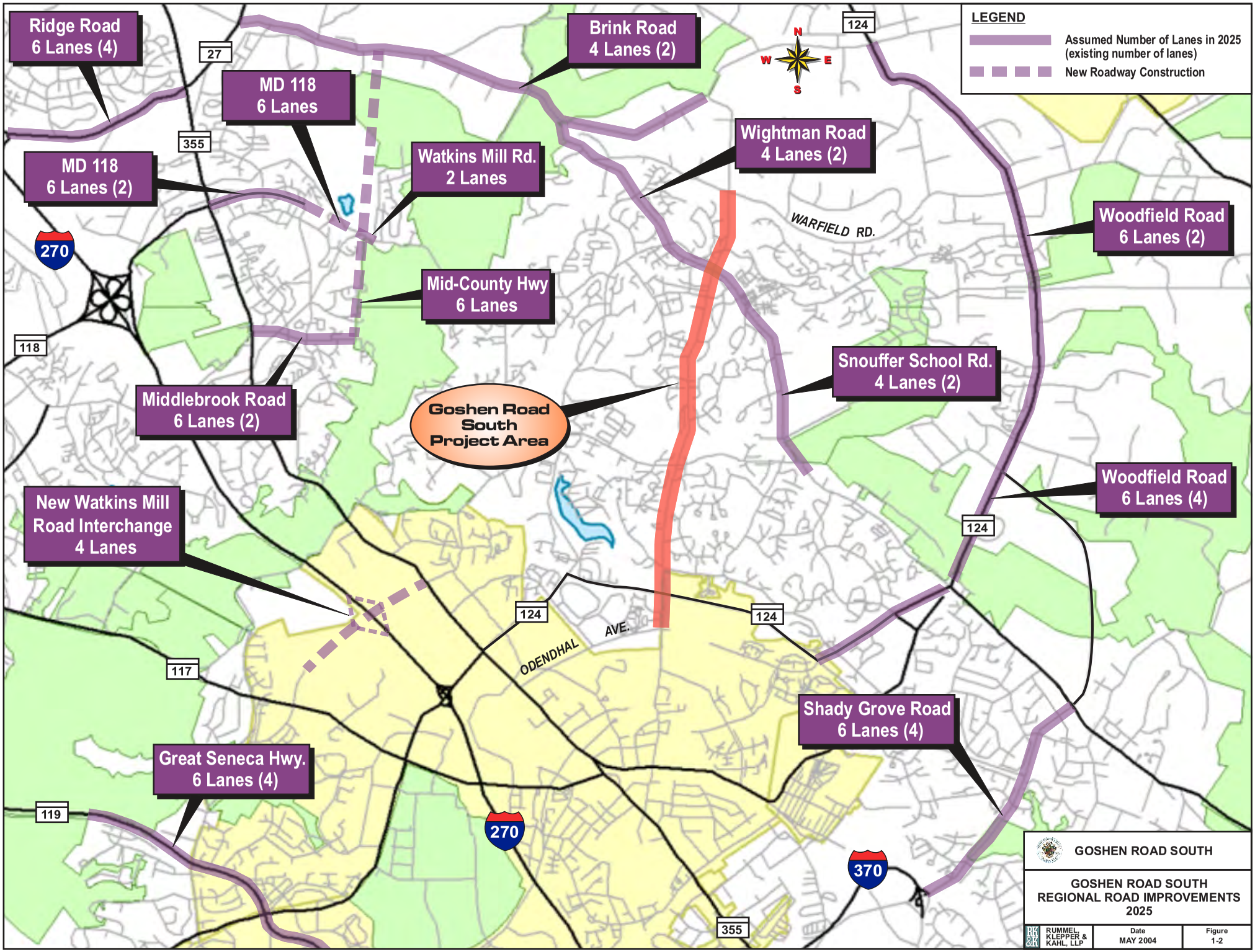
A traffic study was conducted to examine the traffic operations related to the potential widening of Goshen Road from Odendhal Avenue to Warfield Road. Data collected for use in this study included existing (2002) vehicular turning movement volumes, mainline Goshen Road traffic volumes, vehicle classification data, 85th percentile non-peak hour speeds, existing lane configurations, travel times, and peak hour link speeds. Goshen Road travel forecasts for the 2015 and 2025 design years were provided by the M-NCPPC. *Figure 1-2* shows the assumed traffic network for the year 2025. A summary of the traffic study is provided below.

Traffic operations at each of the eighteen (18) intersections were assessed along the project corridor; six (6) are signalized and twelve (12) are unsignalized intersections. Refer to *Figure 1-3* for their locations and existing traffic control.

This study included evaluation of existing conditions and analyses of a no-build alternative and several build alternatives for the years 2015 and 2025. The build alternatives for Goshen Road included making spot capacity improvements to the existing two-lane roadway, or widening from the current two lanes to either a four-lane or six-lane roadway. This study included capacity analyses of each of the 18 intersections along the study corridor using traffic volumes for the existing year (2002) and design years 2015 and 2025. Intersection capacity analyses were conducted using the Critical Lane Method and Synchro software at signalized intersections, and the Highway Capacity Software v4.1b at unsignalized intersections (excluding the Six Lane alternatives). *Table 1-1* summarizes the results of the intersection capacity analyses for each alternative and design year in terms of Level of Service (LOS) and Control Delay in seconds per vehicle. Synchro was also used to perform arterial capacity analyses for the corridor.

EXISTING CONDITIONS - 2002

The intersection capacity analyses indicated that one (1) signalized (Midcounty Highway) and nine (9) unsignalized intersections operate at unacceptable conditions, with the Critical Lane Volume (CLV) > 1,500 during either the AM or PM peak hours under existing conditions. The results of the arterial capacity analyses indicated that in general, travel times in the northbound direction are higher during the PM peak hour and travel times in the southbound direction are higher during the AM peak hour.


Ridge Road
6 Lanes (4)
27
MD 118
6 Lanes
Brink Road
4 Lanes (2)
124
N
W
E
S
LEGEND
Assumed Number of Lanes in 2025
(existing number of lanes)
New Roadway Construction
355
MD 118
6 Lanes (2)
Watkins Mill Rd.
2 Lanes
Wightman Road
4 Lanes (2)
WARFIELD RD.
Woodfield Road
6 Lanes (2)
270
Mid-County Hwy
6 Lanes
118
Middlebrook Road
6 Lanes (2)
Goshen Road
South
Project Area
Snouffer School Rd.
4 Lanes (2)
Woodfield Road
6 Lanes (4)
New Watkins Mill
Road Interchange
4 Lanes
124
124
124
ODENDHAL
AVE.
117
Shady Grove Road
6 Lanes (4)
Great Seneca Hwy.
6 Lanes (4)
119
270
370
355
GOSHEN ROAD SOUTH
GOSHEN ROAD SOUTH
REGIONAL ROAD IMPROVEMENTS
2025
RUMMEL, KLEPPER & KAHL, LLP
Date
MAY 2004
Figure
1-2

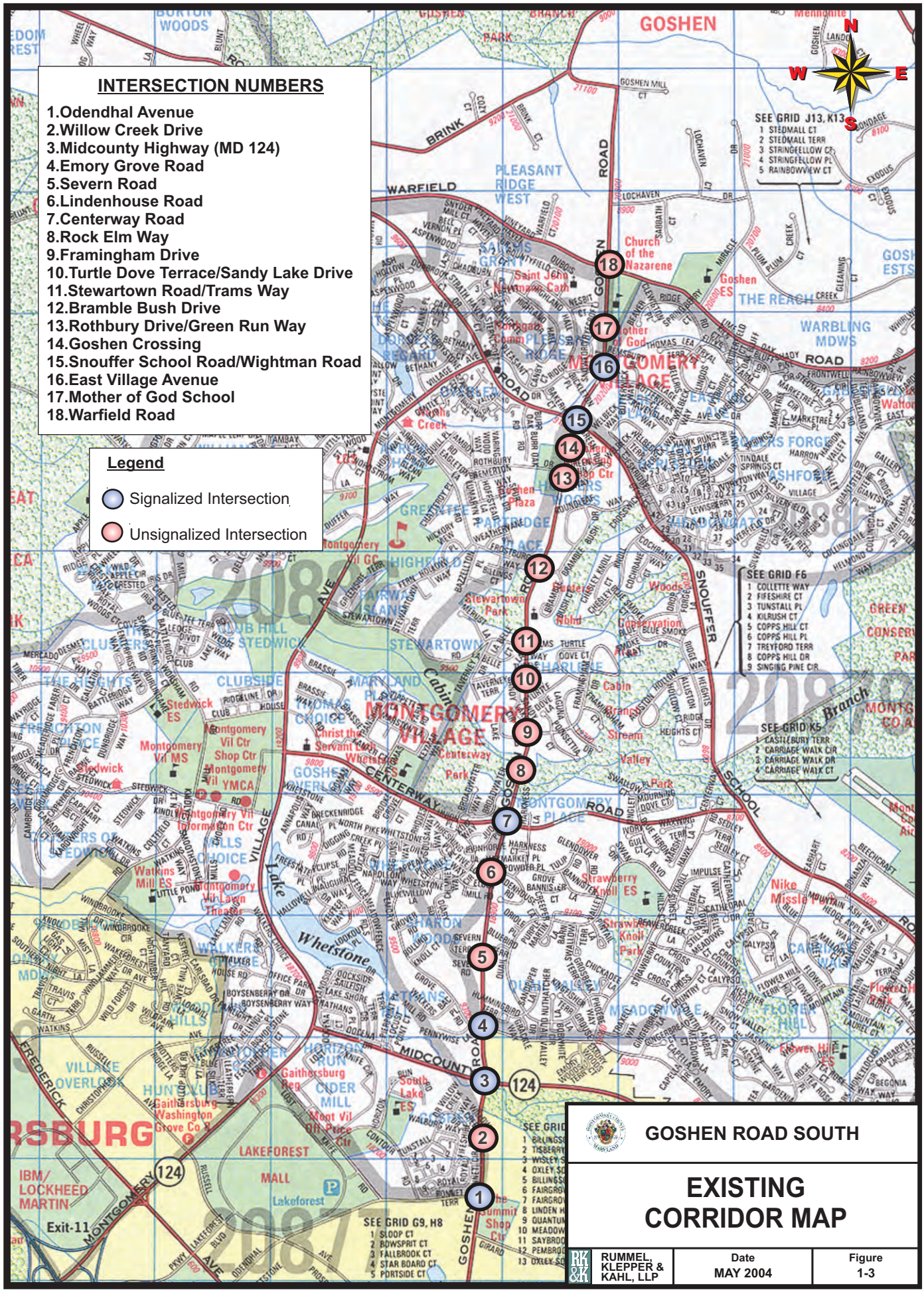

INTERSECTION NUMBERS
1.Odendhal Avenue
2.Willow Creek Drive
3.Midcounty Highway (MD 124)
4.Emory Grove Road
5.Severn Road
6.Lindenhouse Road
7.Centerway Road
8.Rock Elm Way
9.Framingham Drive
10.Turtle Dove Terrace/Sandy Lake Drive
11.Stewartown Road/Trams Way
12.Bramble Bush Drive
13.Rothbury Drive/Green Run Way
14.Goshen Crossing
15.Snouffer School Road/Wightman Road
16.East Village Avenue
17.Mother of God School
18.Warfield Road
Legend
Signalized Intersection
Unsignalized Intersection
GOSHEN ROAD SOUTH
EXISTING CORRIDOR MAP
RUMMEL, KLEPPER & KAHL, LLP
Date
MAY 2004
Figure
1-3

Table 1-1
Alternatives Summary Table
LOS, Control Delay (sec/veh) & CLV

Goshen Road Intersections		2002 Existing						2015 No Build						2015 Two Lanes - Improved [4]						2015 Four Lanes [4]						2015 Six Lanes [4]					
		NB	SB	EB	WB	Overall [1]	CLV [2]	NB	SB	EB	WB	Overall [1]	CLV [2]	NB	SB	EB	WB	Overall [1]	CLV [2]	NB	SB	EB	WB	Overall [1]	CLV [2]	NB	SB	EB	WB	Overall [3]	CLV [3]
AM Peak	Control																														
1 Odendhal Avenue		A 6	A 7	C 22	-	A 10	888	B 13	A 7	C 30	-	B 12	1,145	A 3	A 4	C 25	-	A 7	1,075	A 3	A 2	C 24	-	A 6	880	A 3	A 2	C 22	-	A 7	900
2 Willow Creek Drive	STOP	B 11	-	D 34	-	D 34	1,440	E 45	-	F >999	-	F >999	3,000 [3]	F 52		F 193	-	F 193	3,000 [3] Possible R-in, R-out	B 12	-	C 23	-	C 23	1,270	-	-	-	-	★	★
3 Midcounty Highway (MD 124)		C 20	D 48	F 208	E 78	F 109	1,504	C 21	F 114	F 150	E 80	F 109	1,911	C 21	D 51	E 60	D 44	D 49	1,345	B 14	D 49	D 48	D 45	D 44	1,249	B 18	D 37	E 63	D 53	D 47	1,195
4 Emory Grove Road		B 14	C 32	C 20	E 63	D 36	1,264	A 3	F 95	C 21	F 131	F 81	1,658	A 9	A 7	C 23	D 45	B 15	1,035	B 12	A 5	C 28	D 44	B 15	1,089	B 13	A 6	C 23	D 43	B 15	895
5 Severn Road	STOP	B 11	-	D 28	-	D 28	1,357	B 14	-	F 544	-	F 544	3,000 [3]	B 14	-	E 47	-	E 47	1,567 Possible R-out	B 15	-	D 30	-	D 30	1,374	-	-	-	-	★	★
6 Lindenhouse Road	STOP	-	A 8	-	F 74	F 74	1,839	-	A 8	-	F >999	F >999	3,000 [3]	-	A 8	-	F 874	F 874	3,000 [3] Possible R-out	-	A 9	-	C 15	C 15	1,153	-	-	-	-	★	★
7 Centerway Road		B 11	C 30	C 33	D 43	C 30	1,274	A 7	D 47	E 64	D 54	D 44	1,645	A 6	B 13	C 29	D 39	B 18	1,067	B 12	C 22	C 31	D 37	C 24	1,225	B 13	C 24	C 26	C 33	C 24	1,120
8 Rock Elm Way	STOP	-	A 8	-	D 26	D 26	1,321	-	A 8	-	F 51	F 51	1,608	-	A 8	-	C 23	C 23	1,275 Possible R-in, R-out	-	A 9	-	C 16	C 16	1,168	-	-	-	-	★	★
9 Framingham Drive	STOP		A 8	-	E 42	E 42	1,515	-	A 8	-	F 472	F 472	3,000 [3]	-	A 8	-	F 56	F 56	1,658 Possible Signal	-	A 9	-	C 24	C 24	1,281	-	-	-	-	★	★
10 Turtle Dove Terrace / Sandy Lake Drive	STOP	A 10	A 8	C 23	D 33	D 33	1,422	B 12	A 8	F 64	F 176	F 176	2,864	B 12	A 8	D 32	E 41	E 41	1,512 Possible R-out	B 12	A 9	C 23	C 21	C 23	1,263	-	-	-	-	★	★
11 Stewartown Road / Trams Way	STOP	A 10	A 8	C 21	D 31	D 31	1,386	B 12	A 8	F 103	F 112	F 112	2,217	B 12	A 8	E 39	E 40	E 40	1,501 Possible signal	B 13	A 9	C 27	C 25	C 27	1,302	-	-	-	-	★	★
12 Bramble Bush Drive	STOP	-	A 8	-	C 23	C 23	1,270	-	A 8	-	F 64	F 64	1,740	-	A 8	-	D 26	D 26	1,320	-	A 9	-	B 15	B 15	1,138	-	-	-	-	★	★
13 Rothbury Drive / Green Run Way	STOP	A 9	A 8	C 20	C 18	C 20	1,219	B 12	A 8	F 155	F 85	F 155	2,648	B 11	A 8	E 37	F 377	F 377	3,000 [3] Possible Signal	B 12	A 8	D 23	C 20	C 20	1,422 Possible Signal	-	-	-	-	★	★
14 Goshen Crossing	STOP	A 9	-	C 18	-	C 18	1,195	B 12	-	F 82	-	F 82	1,924	B 13	-	D 31	-	D 31	1,396 Possible R-in, R-out	B 12	-	C 23	-	C 23	1,266 Possible R-in, R-out	-	-	-	-	★	★
15 Snouffer School Road / Wigthman Road		A 9	B 14	B 18	C 27	B 17	963	B 16	C 25	B 15	C 27	C 21	1,413	B 16	C 27	D 42	C 34	C 31	1,100	B 17	C 27	D 44	C 31	C 31	1,393	C 28	C 27	D 36	C 24	C 29	1,200
16 East Village Avenue		A 4	A 8	-	B 17	A 9	854	A 4	B 11	-	C 20	B 10	1,173	A 8	A 8	-	C 20	B 11	1,075	A 7	A 4	-	B 15	A 8	805	A 7	A 9	-	B 14	A 9	672
17 Mother of God School	STOP	A 9	A 8	B 12	F 164	F 164	2,738	A 9	A 9	B 15	F >999	F >999	3,000 [3]	A 9	A 9	B 15	F 434	F 434	3,000 [3] Possible R-out	B 10	A 10	B 12	F 193	F 193	3000 [3] Possible R-out	-	-	-	-	★	★
18 Warfield Road	STOP	C 16	D 26	B 12	B 14	C 19	1,212	E 49	F 205	B 14	C 17	F 117	2,270	E 48	F 205	B 14	C 17	F 117	2,270 Possible Signal	A 5	B 13	D 45	D 39	B 18	833 Signalized	A 3	B 13	D 44	D 39	B 17	743 Signalized
PM Peak																															
1 Odendhal Avenue		D 40	B 20	D 49	-	D 36	1,449	E 70	C 21	F 86	-	E 59	1,700	C 28	C 21	C 33	-	C 27	1,384	B 16	C 21	D 36	-	C 24	1,322	B 18	C 23	D 36	-	C 25	1,327
2 Willow Creek Drive	STOP	B 11	-	F 158	-	F 158	2,682	B 11	-	F 525	-	F 525	3,000 [3]	B 11	-	E 45	-	E 45	1,552 Possible R-in, R-out	B 12	-	D 30	-	D 30	1,375	-	-	-	-	★	★
3 Midcounty Highway (MD 124)		F 110	D 38	E 67	F 98	F 83	1,604	F 94	D 46	F 88	F 115	F 91	1,830	C 24	C 28	D 45	D 41	D 35	1,366	C 25	C 32	D 38	D 45	D 35	1,481	D 45	C 26	D 53	E 65	D 50	1,419
4 Emory Grove Road		A 6	A 7	C 30	D 44	B 12	1,244	D 54	A 3	C 30	D 52	D 38	1,634	A 5	A 6	C 29	D 43	A 10	1,179	A 8	A 5	C 33	D 42	B 11	1,111	A 5	A 5	C 33	D 38	A 9	918
5 Severn Road	STOP	A 9	-	F 53	-	F 53	1,632	A 9	-	F 146	-	F 146	2,560	A 9	-	D 25	-	D 25	1,302 Possible R-out	A 10	-	E 38	-	E 38	1,480	-	-	-	-	★	★
6 Lindenhouse Road	STOP	-	B 10	-	D 31	D 31	1,402	-	B 13	-	F 95	F 95	2,046	-	B 13	-	D 29	D 29	1,362 Possible R-out	-	B 15	-	D 27	D 27	1,335	-	-	-	-	★	★
7 Centerway Road		B 14	D 39	C 30	C 30	C 26	1,256	C 29	E 75	D 52	D 41	D 45	1,603	A 6	B 11	C 31	D 36	B 16	1,063	B 17	B 16	D 45	D 43	C 27	1,312	C 21	C 24	D 36	D 39	C 27	1,190
8 Rock Elm Way	STOP	-	A 10	-	C 23	C 23	1,275	-	B 12	-	E 45	E 45	1,545	-	C 15	-	D 29	D 29	1,357 Possible R-in, R-out	-	B 12	-	C 18	C 18	1,189	-	-	-	-	★	★
9 Framingham Drive	STOP	-	B 10	-	E 41	E 41	1,505	-	B 13	-	F 193	F 193	3,000 [3]	-	B 13	-	D 31	D 31	1,384 Possible Signal	-	C 15	-	D 35	D 35	1,443	-	-	-	-	★	★
10 Turtle Dove Terrace / Sandy Lake Drive	STOP	A 9	A 10	D 33	E 43	E 43	1,531	A 9	B 12	F 131	F 218	F 218	3,000 [3]	A 9	B 12	D 31	E 40	E 40	1,500 Possible R-out	A 10	B 14	C 22	E 38	E 38	1,483	-	-	-	-	★	★
11 Stewartown Road / Trams Way	STOP	A 9	A 9	C 20	D 35	D 35	1,443	A 9	B 11	F 75	F 85	F 85	1,945	A 9	B 11	C 23	D 31	D 31	1,389 Possible Signal	A 9	B 12	C 18	E 40	E 40	1,496	-	-	-	-	★	★
12 Bramble Bush Drive	STOP	-	A 9	-	D 30	D 30	1,377	-	B 11	-	F 98	F 98	2,080	-	B 11	-	D 29	D 29	1,354	-	B 13	-	D 26	D 26	1,315	-	-	-	-	★	★
13 Rothbury Drive / Green Run Way	STOP	A 9	A 9	F 255	E 38	F 255	3,000 [3]	B 10	B 10	F >999	F 462	F >999	3,000 [3]	B 10	B 10	F 191	F 53	F 191	3,000 [3] Possible Signal	B 11	B 11	F 575	F 55	F 575	3,000 [3] Possible Signal	-	-	-	-	★	★
14 Goshen Crossing	STOP	B 10	-	F 459	-	F 459	3,000 [3]	B 12	-	F >999	-	F >999	3,000 [3]	B 12	-	F 954	-	F 954	3,000 [3] Possible R-in, R-out	B 13	-	F 761	-	F 761	3,000 [3] Possible R-in, R-out	-	-	-	-	★	★
15 Snouffer School Road / Wigthman Road		B 19	B 16	D 51	E 75	D 43	1,333	D 39	D 45	F 99	F 83	E 67	1,386	D 54	D 40	D 47	D 43	D 47	1,253	D 39	C 25	D 46	D 39	D 38	1,424	D 50	C 34	D 51	D 48	D 48	1,466
16 East Village Avenue		A 5	A 5	-	B 18	A 6	936	A 9	A 9	-	C 31	B 11	1,325	A 7	A 7	-	D 38	B 10	1,113	A 7	A 3	-	B 19	A 8	964	B 14	A 7	-	B 16	B 13	1,030
17 Mother of God School	STOP	A 8	A 9	B 11	C 19	C 19	1,203	A 8	B 11	C 20	D 33	D 33	1,417	A 8	B 11	B 15	C 23	C 23	1,272 Possible R-out	A 8	B 12	B 15	C 21	C 21	1,245 Possible R-out	-	-	-	-	★	★
18 Warfield Road	STOP	F 164	B 13	B 13	B 14	F 104	2,140	F 697	D 32	C 20	C 23	F 424	3,000 [3]	F 697	D 32	C 20	C 23	F 424	3,000 [3] Possible Signal	A 8	C 23	D 46	C 31	B 18	1,066 Signalized	A 6	B 15	D 44	C 30	B 15	909 Signalized

Goshen Road Intersections		2025 No Build						2025 Two Lanes - Improved [4]						2025 Four Lanes [4]						2025 Six Lanes [5]					
		NB	SB	EB	WB	Overall [1]	CLV [2]	NB	SB	EB	WB	Overall [1]	CLV [2]	NB	SB	EB	WB	Overall [1]	CLV [2]	NB	SB	EB	WB	Overall [6]	CLV [6]
AM Peak	Control																								
1 Odendhal Avenue		A 8	A 9	C 26	-	B 11	1,170	A 3	A 6	C 27	-	A 8	1,100	A 3	A 2	C 28	-	A 6	900	A 3	A 3	C 22	-	A 7	895
2 Willow Creek Drive	STOP	F >999	-	F >999	-	F >999	3,000 [3]	E 37	-	F 159	-	F 159	2,692 Possible R-in, R-out	B 11	-	C 17	-	C 17	1,173	-	-	-	-	★	★
3 Midcounty Highway (MD 124)		B 14	F 110	F 140	E 65	F 98	1,953	C 22	D 52	E 66	D 47	D 51	1,355	B 12	D 36	D 48	D 47	D 38	1,305	B 18	D 37	D 50	D 50	D 41	1,141
4 Emory Grove Road		A 9	F 108	C 25	F 128	F 86	1,725	B 16	A 6	C 25	D 45	B 15	1,070	B 11	A 5	C 26	D 45	B 14	1,084	A 3	A 5	C 22	D 43	B 12	887
5 Severn Road	STOP	B 14	-	F 135	-	F 135	2,458	B 14	-	E 43	-	E 43	1,523 Possible R-out	B 15	-	D 30	-	D 30	1,376	-	-	-	-	★	★
6 Lindenhouse Road	STOP	A 9	-	-	F >999	F >999	3,000 [3]	-	A 9	-	F >999	F >999	3,000 [3] Possible R-out	-	A 9	-	C 15	C 15	1,152	-	-	-	-	★	★
7 Centerway Road		A 9	E 75	E 74	E 59	E 59	1,770	A 8	B 17	C 27	D 38	C 20	1,167	B 12	C 23	C 31	D 37	C 25	1,243	B 13	C 24	C 26	C 33	C 24	1,120
8 Rock Elm Way	STOP	-	F 285	-	F >999	F >999	3,000 [3]	-	F 285	-	B 13	F 285	3,000 [3] Possible R-in, R-out	-	A 9	-	C 16	C 16	1,168	-	-	-	-	★	★
9 Framingham Drive	STOP	-	A 9	-	F 795	F 795	3,000 [3]	-	A 9	-	F 75	F 75	1,869 Possible Signal	-	A 9	-	C 24	C 24	1,281	-	-	-	-	★	★
10 Turtle Dove Terrace / Sandy Lake Drive	STOP	B 12	A 9	F 117	F 404	F 404	3,000 [3]	B 12	A 9	D 32	E 44	E 44	1,542 Possible R-out	B 12	A 9	C 23	C 21	C 23	1,263	-	-	-	-	★	★
11 Stewartown Road / Trams Way	STOP	B 12	A 9	F 205	F 245	F 245	3,000 [3]	B 12	A 9	D 34	F 51	F 51	1,614 Possible Signal	B 13	A 9	D 27	D 25	D 27	1,323	-	-	-	-	★	★
12 Bramble Bush Drive	STOP	-	A 9	-	F 104	F 104	2,143	-	A 9	-	E 40	E 40	1,496	-	A 9	-	C 16	C 16	1,158	-	-	-	-	★	★
13 Rothbury Drive / Green Run Way	STOP	B 12	A 9	F 271	F 119	F 271	3,000 [3]	B 12	A 8	E 44	F >999	F >999	3,000 [3] Possible Signal	B 12	A 8	D 33	C 20	D 33	1,425 Possible Signal	-	-	-	-	★	★
14 Goshen Crossing	STOP	B 12	-	F 167	-	F 167	2,770	B 14	-	C 25	-	C 25	1,294 Possible R-in, R-out	B 12	-	C 20	-	C 20	1,230 Possible R-in, R-out	-	-	-	-	★	★
15 Snouffer School Road / Wigthman Road		B 16	B 19	C 28	F 83	C 32	1,543	B 16	C 28	D 46	C 32	C 32	1,197	B 18	C 26	D 44	C 31	C 31	1,360	B 15	C 27	D 36	C 24	C 27	1,169
16 East Village Avenue		A 3	B 15	-	C 31	B 14	1,363	A 4	B 11	-	C 34	B 13	1,230	A 7	A 8	-	B 15	A 8	802	B 12	A 5	-	B 14	A 9	658
17 Mother of God School	STOP	B 10	A 10	C 17	F >999	F >999	3,000 [3]	B 10	A 10	C 17	F 415	F 415	3,000 [3] Possible R-out	B 10	A 10	B 12	F 193	F 193	3,000 [3] Possible R-out	-	-	-	-	★	★
18 Warfield Road	STOP	F 183	F 512	C 21	D 33	F 295	3,000 [3]	F 183	F 512	C 21	D 33	F 295	3,000 [3] Possible Signal	A 4	B 17	D 45	D 38	B 19	835 Signalized	B 10	B 16	D 43	D 39	C 21	719 Signalized
PM Peak																									
1 Odendhal Avenue		F 121	D 50	F 89	-	F 88	1,805	C 30	C 24	D 37	-	C 30	1,447	B 13	B 19	C 34	-	C 21	1,245	C 31	B 14	C 35	-	C 26	1,315
2 Willow Creek Drive	STOP	B 12	-	F >999	-	F >999	3,000 [3]	B 12	-	F 58	-	F 58	1,681 Possible R-in, R-out	B 11	-	D 26	-	D 26	1,311	-	-	-	-	★	★
3 Midcounty Highway (MD 124)		F 90	C 32	F 90	F 116	F 87	1,903	C 23	C 30	D 48	D 43	D 35	1,415	C 22	C 32	C 34	D 41	C 32	1,380	C 27	C 26	D 35	D 48	C 35	1,371
4 Emory Grove Road		E 79	A 6	C 30	F 131	E 63	1,822	B 10	B 11	C 30	E 55	B 15	1,278	A 7	A 4	C 30	D 44	A 10	1,087	A 10	A 5	C 32	D 40	B 12	900
5 Severn Road	STOP	A 10	-	F 86	-	F 86	1,956	A 10	-	C 24	-	C 24	1,281 Possible R-out	A 10	-	C 26	-	C 26	1,309	-	-	-	-	★	★
6 Lindenhouse Road	STOP	-	B 14	-	F 158	F 158	2,680	-	B 14	-	D 34	D 34	1,438 Possible R-out	-	B 14	-	D 27	D 27	1,333	-	-	-	-	★	★
7 Centerway Road		F 114	F 116	D 55	C 32	F 91	1,860	B 13	B 17	C 32	C 32	B 20	1,244	B 16	B 19	D 45	D 42	C 27	1,333	C 21	C 27	D 39	D 39	C 29	1,215
8 Rock Elm Way	STOP	-	B 13	-	F 63	F 63	1,729	-	B 13	-	D 30	D 30	1,375 Possible R-in, R-out	-	B 11	-	C 16	C 16	1,159	-	-	-	-	★	★
9 Framingham Drive	STOP	-	B 15	-	F 519	F 519	3,000 [3]	-	B 15	-	E 43	E 43	1,527 Possible Signal	-	C 15	-	D 35	D 35	1,447	-	-	-	-	★	★
10 Turtle Dove Terrace / Sandy Lake Drive	STOP	A 10	B 13	F 515	F 479	F 515	3,000 [3]	A 10	B 13	E 50	E 46	E 50	1,596 Possible R-out	A 10	B 14	C 22	E 39	E 39	1,487	-	-	-	-	★	★
11 Stewartown Road / Trams Way	STOP	A 9	B 12	F 260	F 140	F 260	3,000 [3]	A 9	B 12	D 27	E 37	E 37	1,473 Possible Signal	A 9	B 12	C 18	E 40	E 40	1,496	-	-	-	-	★	★
12 Bramble Bush Drive	STOP	-	B 12	-	F 237	F 237	3,000 [3]	-	B 12	-	E 38	E 38	1,482	-	B 13	-	D 26	D 26	1,317	-	-	-	-	★	★
13 Rothbury Drive / Green Run Way	STOP	B 10	B 11	F >999	F >999	F >999	3,000 [3]	B 10	B 11	F >999	F >999	F >999	3,000 [3] Possible Signal	B 11	B 12	F 575	F 55	F 575	3,000 [3] Possible Signal	-	-	-	-	★	★
14 Goshen Crossing	STOP	B 13	-	F >999	-	F >999	3,000 [3]	B 13	-	F >999	-	F >999	3,000 [3] Possible R-in, R-out	B 13	-	F 448	-	F 448	3,000 [3] Possible R-in, R-out	-	-	-	-	★	★
15 Snouffer School Road / Wigthman Road		D 40	C 29	D 51	D 47	D 43	1,418	D 39	C 27	D 46	D 39	D 39	1,436	D 39	C 26	D 46	D 39	D 39	1,435						
16 East Village Avenue		F 91	D 55	F 130	F 99	F 97	2,015	A 9	A 7	-	D 38	B 12	1,251	A 7	A 3	-	B 17	A 7	990	B 13	A 9	-	B 16	B 13	1,002
17 Mother of God School	STOP	E 61	F 287	-	B 18	F 102	1,545	A 9	A 7	-	D 38	D 28	1,342 Possible R-out	A 8	B 12	B 15	C 21	C 21	1,245 Possible R-out	-	-	-	-	★	★
18 Warfield Road	STOP	A 8	B 12	C 23	F 53	F 53	1,631	A 8	B 12	C 15	D 28	D 28	1,342 Possible R-out	A 9	C 23	D 46	C 31	B 18	1,069 Signalized	A 7	B 14	D 44	C 32	B 15	879 Signalized
		F >999	F 88	D 34	E 41	F 705	3,000 [3]	F >999	F 88	D 34	E 41	F 705	3,000 [3] Possible Signal												

NOTE: LOS & delay at signalized intersections are from Synchro version 5
LOS & delay at unsignalized intersections are from HCS 2000 version 4.1b

[1] Operations for worst minor approach at unsignalized intersections (TWSC) are shown in overall intersection operation column
[2] CLV value for unsignalized intersections is based on equivalent delay from HCS (1,500 CLV = 40.0 sec/veh)
[3] Maximum CLV for unsignalized intersections was capped at 3,000
[4] Build Alternatives were analyzed with two stage gap acceptance, assuming storage in median for one vehicle turning left from minor approach.
[5] Unsignalized intersections on six lane roadways can not be analyzed with HCS/HCM due to the "limitations of the research" in the HCM

DESIGN YEAR - 2015

The results of the intersection capacity analyses indicated that 16 of the 18 intersections are expected to have unacceptable operating conditions (CLV > 1,500) during either the AM or PM peak hours, by 2015, if no widening or other intersection improvements are made. If spot capacity improvements were made, by 2015, without providing additional lanes along the entire length of Goshen Road, 10 unsignalized intersections would still operate at unacceptable conditions. Possible left turn restrictions or signalization (if warranted) may be implemented at these intersections in the future to obtain acceptable levels of service. If Goshen Road were widened to four lanes with turning movement restrictions by 2015, only two (2) of the currently unsignalized intersections would operate at unacceptable conditions (Rothbury Drive and Mother of God School).

The results of the arterial capacity analyses indicate that if no widening or intersection improvements occur by 2015, the travel times during the peak hours in the peak directions will increase by approximately 20-28 percent (~2 minutes) compared to existing conditions. See *Figure 1-4 and Figure 1-5* for a summary of travel times for the 2015 alternatives.

DESIGN YEAR - 2025

If Goshen Road is not widened or otherwise improved by 2025, all 18 intersections are projected to have unacceptable operating conditions by that time. If spot capacity improvements were made by 2025 without providing additional lanes along the Goshen Road corridor, eleven (11) unsignalized intersections would still operate at unacceptable conditions. Possible left turn restrictions or signalization (if warranted) may be implemented at these intersections in the future to obtain acceptable levels of service. If Goshen Road were widened to four lanes with turning movement restrictions by 2025, only two (2) of the currently unsignalized intersections would operate at unacceptable conditions (Rothbury Drive and Mother of God School).

The results of the arterial capacity analyses indicate that if no widening or intersection improvements occur by 2025, the travel times during the peak hours in the peak directions will increase by approximately 78 percent (~7 minutes) compared to existing conditions. The results indicate that the spot improvements alternative and both of the widening alternatives would improve these travel times. See *Figure 1-6* and *Figure 1-7* for a summary of travel times for the 2025 alternatives.

Traffic forecasts from M-NCPPC show that volumes along a four-lane Goshen Road in 2025 would be higher if no other planned roadway improvements are built in the surrounding policy area. Year 2050 projections utilizing the master plan build-out roadway network show some traffic growth along the southern portion of Goshen Road, but not enough to warrant constructing six (6) continuous lanes. There was a drop in traffic volumes at some locations along Goshen Road in 2050 when compared to 2025. This drop is a result of additional regional road improvements being in place in 2050, diverting some traffic from Goshen Road.

Figure 1-4: Summary of Travel Times for 2015 Alternatives (AM Peak)

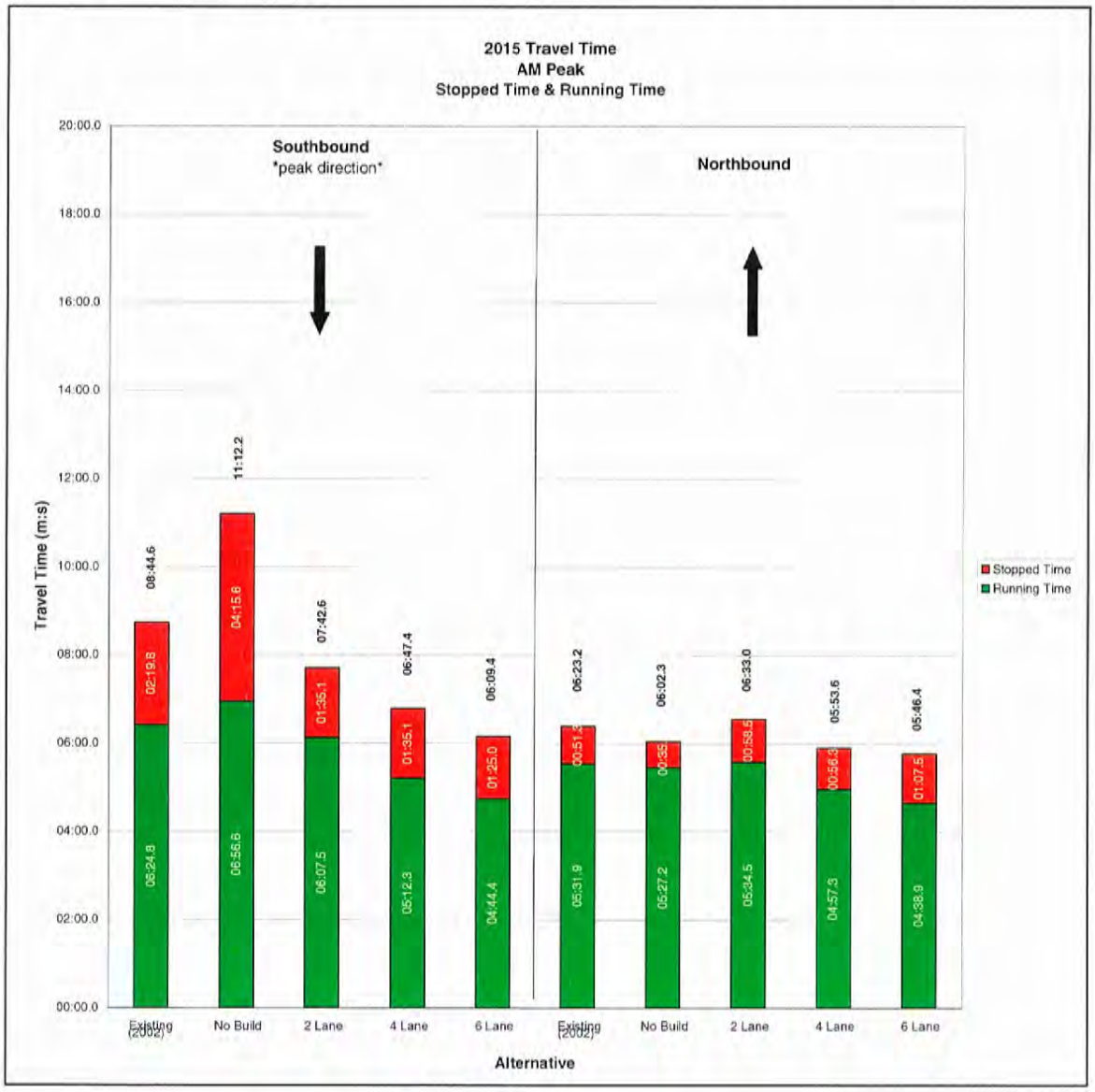


Figure 1-5: Summary of Travel Times for 2015 Alternatives (PM Peak)

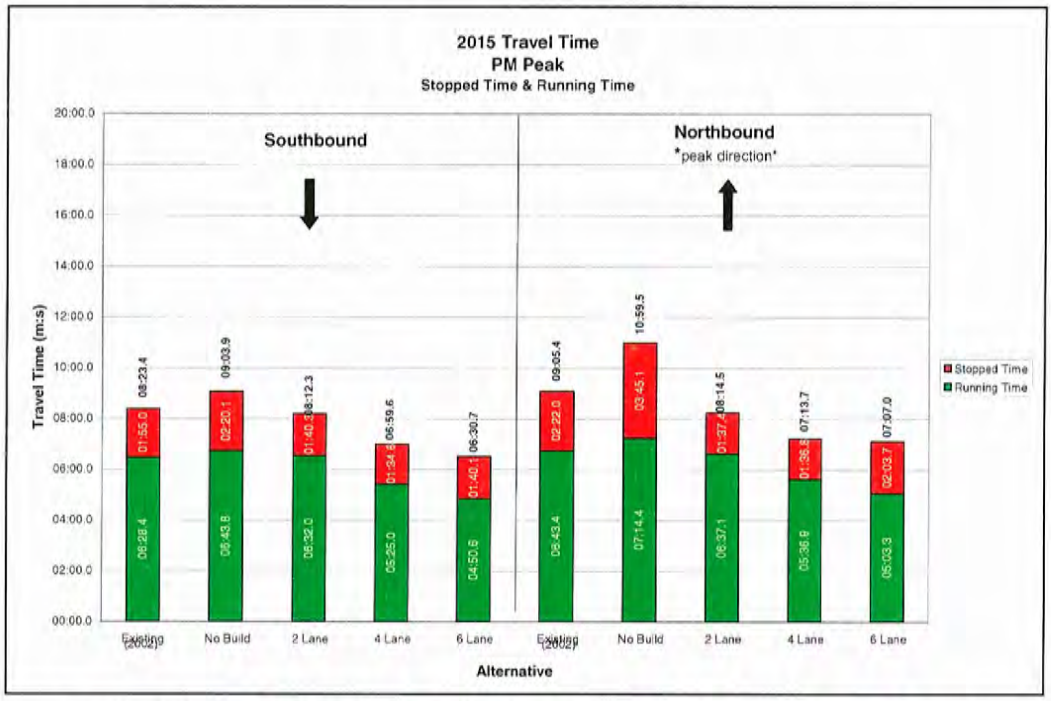


Figure 1-6: Summary of Travel Times for 2025 Alternatives (AM Peak)

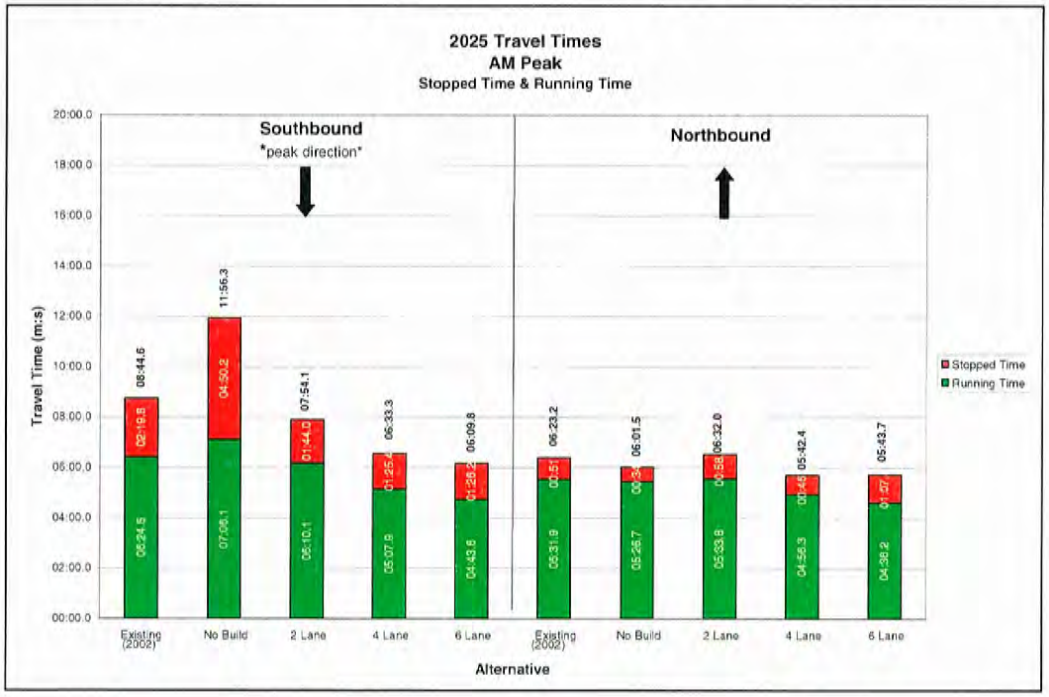
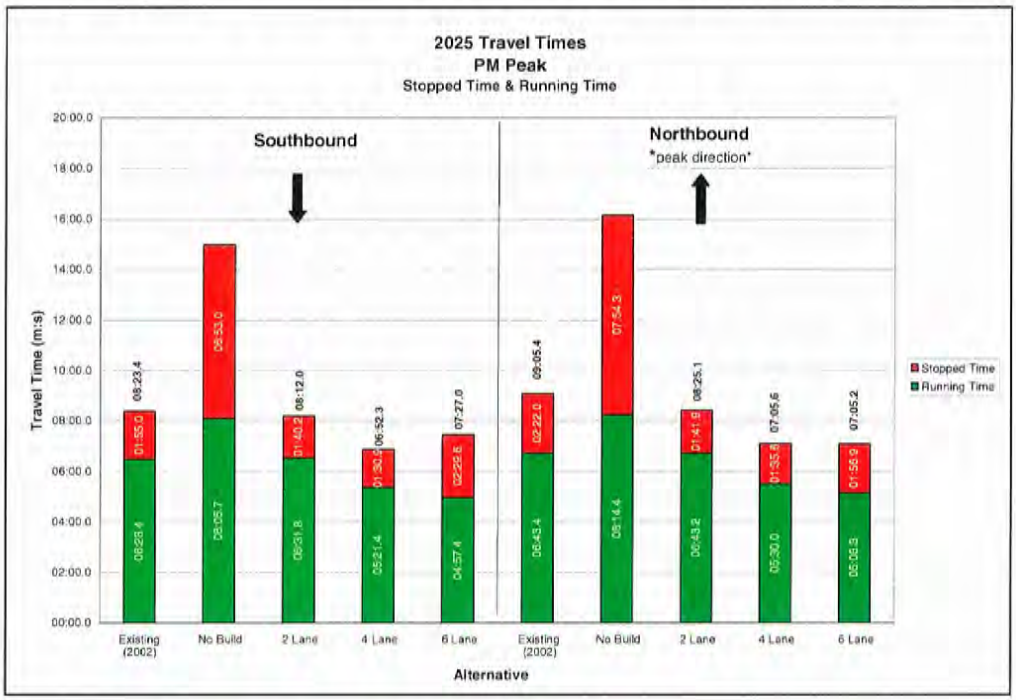


Figure 1-7: Summary of Travel Times for 2025 Alternatives (PM Peak)



ACCIDENT HISTORY

Accident data was available for 1999 through 2001 for the Goshen Road South corridor. The rate of collisions that have occurred along the study corridor during this period is twice the statewide average rate for similar roadways. Pedestrian related accident rates are more than five (5) times the statewide rate. Some of the causes for the higher incidence of accidents along this roadway segment are limited sight distances, lack of curbs, shoulders, turn lanes and pedestrian facilities, limited clear zones, and the high volume of vehicles. For the 3-year period from 1999 to 2001, the total number of accidents was 102, equivalent to an accident rate of 243.8 per 100 million vehicle miles traveled. The statewide rate for similar roadways for the same time period was 119.3. Accident rates for injury and property damage accidents were also significantly higher than the comparative statewide accident rates for roadways with characteristics similar to Goshen Road (*Table 1-2*).

The study area and statewide rates shown in the table are presented in terms of accidents per 100-million vehicle-miles traveled along Goshen Road and similar roadways throughout Maryland.

Table 1-2
Number of Accidents in the Project Area
Compared with Statewide Rates

Accident Type	1999	2000	2001	Total	Rate *	Statewide Rate *
Fatal	0	0	0	0	0.0	1.9
Injury	13	15	22	50	119.5	63.1
Property Damage	16	21	15	52	124.3	54.3
Total Accidents	29	36	37	102	243.8	119.3

* Rates are shown as accidents per 100 million vehicle-miles traveled.

SECTION 2: ENVIRONMENTAL RESOURCES AND ADJACENT LAND USE / DEVELOPMENT

An environmental site assessment was completed to provide an inventory of existing conditions and to identify environmentally sensitive areas that could be impacted by proposed improvements along Goshen Road. The inventory of the natural environment features included topography; geology and soils; vegetation; wetlands and Waters of the United States; floodplain boundaries and wildlife, including rare, threatened and endangered species. The assessment also included a review of historical and cultural resources, hazardous materials, socioeconomic environment and land use / adjacent development.

Refer to the Goshen Road South Environmental Site Assessment (November 2002) and the Goshen Road South Wetland Investigation Report (September 2002, Updated June 2004) for detailed discussion of the environmental resources.

TOPOGRAPHY, GEOLOGY AND SOILS

The study area is characterized by gently rolling hills. Elevations in the study area range from 400 feet to 500 feet according to National Geodetic Vertical Datum (NGDV).

The study area is located in the Piedmont Plateau physiographic province. The Montgomery County Soil Survey (1995) describes the soils in the project area as belonging to the Glenelg-Gaila-Occoquan Association. This association is characterized by nearly level to strongly sloping, well drained, deep and very deep soils that are loamy throughout, on uplands. The soils mapped by the Montgomery County Soil Survey are listed in *Table 2-1*.

Table 2-1. Soil Units within the Study Area

Soil Map Unit	Soil Description	Hydric
1B	Gaila silt loam 3-8% slopes	Nonhydric*
1C	Gaila silt loam 8-15% slopes	Nonhydric*
2B	Glenelg silt loam 0-3% slopes	Nonhydric*
2C	Glenelg silt loam 8-15% slopes	Nonhydric*
5B	Glenville silt loam 3-8% slopes	Nonhydric*
6A	Baile silt loam 0-3% slopes	Hydric
54A	Hatboro silt loam 0-3% slopes, frequently flooded	Hydric
66UB	Wheaton-Urban Land complex 0-8% slopes	Nonhydric*
66UC	Wheaton-Urban land Complex 8-15% slopes	Nonhydric*

* Hydric inclusion

Source: United States Department of Agriculture. 1995. *Soil Survey of Montgomery County, Maryland*

VEGETATION

An informal forest inventory was conducted within the project area. The dominant tree species, understory species, canopy closure estimate and herbaceous species were determined for each forested area. Specimen trees (greater than 30" diameter at breast height (DBH)) were also identified and each tree's DBH was recorded. Thirteen (13) forested areas and sixteen (16) specimen trees were identified. Specimen trees and forest stands are summarized in *Table 2-2* and *Table 2-3* and shown in *Appendix A (Alternative* 8 *Display).* A complete Natural Resources Inventory (NRI) and Forest Stand Delineation (FSD) will be conducted during Phase II Facility Planning.

During the forest inventory, an existing conservation easement was identified in the vicinity of the tributary to Whetstone Run located along southbound Goshen Road between Odendhal Avenue and Midcounty Highway. The easement is documented on the plats for 'The Verandahs Apartments' (plat no. 19338, 19339, and 19340). See *Appendix A (Alternative 8 Display)* for the location of this easement. The potential impacts within the easement will need to be assessed during Phase II Facility Planning.

Table 2-2: Specimen Trees

Label	Location	Common Name	Scientific Name	DBH (inches)	Condition
T1	Forest Stand 1	White Oak	*Quercus alba*	30.5	Good
T2	Forest Stand 2	Chestnut Oak	*Quercus montana*	38.5	Good
T3	Forest Stand 2	White Oak	*Quercus alba*	40	Good
T4	Forest Stand 2	Black Locust	*Robinia pseudoacia*	31	Good
T5	Forest Stand 2	White Oak	*Quercus alba*	37.5	Poor
T6	Across from Severn Rd.	Plum	*Prunus spp.*	43**	Poor
T7	North of Rock Elm Way	English Elm	*Ulmus procera*	78.5*	Good (Protected Tree)
T8	North of Rock Elm Way	Elm	*Ulmus spp.*	33	Good
T9	North of Framingham Dr.	Elm	*Ulmus spp.*	43	Good
T10	North of Framingham Dr.	Elm	*Ulmus spp.*	45	Good
T11	South of Bramble Bush Dr.	White Oak	*Quercus alba*	36.5	Good
T12	Across from Bramble Bush Dr.	Red Oak	*Quercus rubra*	37.5	Good
T13	Forest Stand 13	Red Maple	*Acer rubrum*	35	Good
T14	Forest Stand 13	Red Maple	*Acer rubrum*	34	Good
T15	Forest Stand 2	Red Maple	*Acer rubrum*	55**	Fair
T16	North of Bramble Bush Dr.	White Oak	*Quercus alba*	36.5	Excellent

*The Goshen Elm
** Approximation: not able to measure due to adverse conditions

Table 2-3. Forest Stands

Stand	Location	Dominant Canopy species	Canopy closure	Understory species	Herbaceous species	Herbaceous Cover
1	East of Goshen Road between Odendhal Avenue and Willow Creek Drive	Red Maple, Hickory, White Oak, Black Locust	80%	Sassafras, Black Cherry	Japanese Honeysuckle, Virginia Creeper	70%
2	East of Goshen Road between Willow Creek Drive and Midcounty Highway	Black Locust	40%	Black Locust	Goldenrod	60%
3	West of Goshen Road between Odendhal Avenue and Midcounty Highway	Red Maple, Black Cherry, Box Elder, Black Locust, Elm	60%	Blueberry	Virginia Creeper, Poison Ivy, Multiflora Rose	90%
4	East of Goshen Road; north of Midcounty Highway	Sycamore, Elm	30%	Absent	Virginia Creeper, Blueberry, Japanese Honeysuckle, Multiflora Rose	95%
5	West of Goshen Road; north of Midcounty Highway	Elm, Black Cherry, Ash	90%	Black Cherry	Multiflora Rose, Poison Ivy	70%
6	South of Severn Road; associated with waters WD	Tulip Poplar, Black Locust	40%	Tulip Poplar, Black Locust	Goldenrod, Multiflora Rose, Virginia Creeper, Meadow Onion, Jack-in-the-Pulpit	95-100%
7	West of Goshen Road; south of Lindenhouse Road	Black Cherry, Silver Maple, Black Locust	65%	Absent	Japanese Honeysuckle, Multiflora Rose	10%
8	South of Rock Elm Way; associated with waters WE	Silver Maple, Black Locust	40%	Red Osier Dogwood, Sycamore	Multiflora Rose, Solidago, Smartweed	100%
9	South of Trams Way; associated with waters WF	Green Ash, Black Willow, Tulip Poplar, Red Maple	50%	Black Cherry	Jewelweed, Solidago, Wild Grape, Multiflora Rose, Trillium	80%
10	West of Goshen Road; south of Stewartown Road	Elm, Black Cherry, Red Maple	60-70%	Privet, Dogwood	Multiflora Rose, Japanese Honeysuckle, Virginia Creeper	90%
11	South of East Village Avenue; associated with waters WK	Black Willow, Sycamore, Black Locust	70%	Viburnum Dentatum	Skunk Cabbage, Garlic Mustard, Virginia Creeper,	100%
12	West of Goshen Road; south of Wightman Road; associated with wetland WG	Red Maple	85%	Viburnum Dentatum	Skunk Cabbage, Jewelweed, Garlic Mustard	90%
13	East of Goshen Road; north of East Village Avenue; associated with wetland WL	Black Locust, Black Willow, White Oak, Red Maple	65-70%	Absent	Multiflora Rose, Solidago, Jewelweed, Wild Grape	95%

WETLANDS AND WATERS OF THE UNITED STATES

The Study Team identified the location, classification and extent of potential wetlands and Waters of the United States in the project area using published data and by conducting field investigations to confirm the existence of these resources.

A review of the National Wetlands Inventory (NWI) map of the area, a field investigation and a jurisdictional determination (JD) identified 14 wetland areas and 10 waters of the United States in the Goshen Road South project area. The JD was conducted with the U.S. Army Corps of Engineers (ACOE) on July 23, 2004 and the wetland and waters of the United States boundaries were approved by the ACOE by letter dated October 18, 2004. The JD is valid for 5 years from the date of issuance of approval (October 18, 2004).

The USGS map shows three streams within the project area: North Creek, Cabin Branch and Whetstone Run. These waterways are classified as Class IV waters by the state of Maryland.

See *Appendix A (Alternative 8 Display)* for the locations of the wetland and waterway features. A summary of the locations and descriptions of the wetlands and Waters of the United States is shown in *Table 2-4*.

Table 2-4. Wetlands and Waters of the United States

Label	Designation	Description	Location
WA	Waters	Tributary of Whetstone Run (designated as conservation area)	Western edge of Goshen Road from Odendhal Avenue to Midcounty Highway
WB	Wetland	PSS1/EM5A	Eastern edge of Area WA
WC	Waters	Whetstone Run	Crosses Goshen Road just south of Midcounty Highway
WC	Wetland	Fringe Wetland of Waters WC	Southern fringe of Waters WC on the western edge of Goshen Road
WC-1	Wetland	Fringe Wetland of Waters WC	Southern fringe of Waters WC, west of Goshen Road, south of Midcounty Highway
WC-2	Wetland	Fringe Wetland of Waters WC	Northern fringe of Waters WC, west of Goshen Road, south of Midcounty Highway
WC-3	Wetland	Fringe Wetland of Waters WC	Southern fringe of Waters WC, west of Goshen Road, north of Midcounty Highway
WC-4	Wetland	Fringe Wetland of Waters WC	Northern fringe of Waters WC, west of Goshen Road, north of Midcounty Highway
WD	Waters	Tributary of Whetstone Run	Crosses Goshen Road just south of Severn Road
WE	Waters	Cabin Branch	Crosses Goshen Road just south of Rock Elm Way
WF	Waters	Tributary of Cabin Branch	Crosses Goshen Road just south of Stewartown Road
WF	Wetland	Fringe Wetland of Waters WF	Southern fringe of Waters WF, western edge of Goshen Road and northern fringe of Waters WF, eastern edge of Goshen Road
WG	Wetland	PFO/PEM	South of Wightman Road, west of Goshen Road
WH	Wetland	PSS1A	North of Snouffer School/Wightman Road, west of Goshen Road
WI	Wetland	PSS1A	North of Snouffer School Road, west of Goshen Road
WJ	Wetland	PSS1A	West of Goshen Road at East Village Avenue intersection
WK	Waters	Tributary of North Creek	Crosses Goshen Road north of East Village Avenue
WL	Waters		Eastern edge of Goshen Road, north of East Village Avenue
WL	Wetland	Fringe Wetland of Waters WK	Adjacent to Area WK north of East Village Avenue
WM	Waters	Tributary to Whetstone Run	Crosses Midcounty Highway east of Goshen Road
WM	Wetland	Fringe Wetland of Waters WM	Southern fringe of Waters WM, east of Goshen Road, south of Midcounty Highway
WN	Waters	Tributary to Whetstone Run	West of Goshen Road, north of Midcounty Highway
WO	Waters	Tributary to Whetstone Run	West of Goshen Road, north of Midcounty Highway
WP	Wetland	PFO	East of Goshen Road, north of East Village Avenue

FLOODPLAINS

According to the Federal Emergency Management Agency (FEMA) FIRM Map panels numbered 240049 0075B, 240049 0125C, 240049 0150B and 240050 0002B, the project area is traversed by the 100-year floodplains of Whetstone Run, a tributary of Whetstone Run, Cabin Branch, a tributary of Cabin Branch and North Creek. Approximate 100-year floodplain boundaries are shown in *Appendix A (Alternative* 8 *Display).* FEMA has not completed detailed floodplain studies for the North Creek floodplain east of Goshen Road, north of Snouffer School Road.

WILDLIFE, INCLUDING RARE, THREATENED AND ENDANGERED SPECIES

The Study Team consulted with the United States Department of the Interior Fish and Wildlife Service (FWS) and the Maryland Department of Natural Resources (MDNR) by letter to investigate the potential presence of rare, threatened and endangered species.

The FWS and MDNR indicated that there are no federally proposed or listed endangered or threatened species existing within the project area. However, MDNR identified the presence of Forest Interior Dwelling Species (FIDS) bird habitat. MDNR stated that these areas should be protected to the maximum extent possible.

HISTORICAL AND CULTURAL RESOURCES

Correspondence from the Maryland State Historical Preservation Officer indicated that the project will not likely affect significant historic and archaeological properties. However, DPW&T should pursue alternatives to avoid impacts to the Black and White Inn (located in the southeast quadrant of the Goshen Road / Warfield Road intersection) during Phase II regardless of the status of the property's historic designation. This property is under consideration for addition to the Locational Atlas and Index of Historic Sites as part of the Damascus / Goshen area amendment to the Master Plan for Historic Preservation. The amendment schedule will include a Planning Board public hearing during autumn 2004. Regardless of the site's historic status, the Planning Board finds it a cultural resource worthy of protection.

HAZARDOUS MATERIALS

A preliminary inventory of hazardous materials was taken by reviewing the following environmental databases: Emergency Response Notification System (ERNS), RCRA Corrective Actions (CORRACTS), RCRA Notifiers-Hazardous Waste Generators, RCRA Hazardous Waste Violations, RCRA Treatment Storage and Disposal Facilities (TSD), Comprehensive Environmental Response, Compensation and Liability Act (CERCLIS), National Priorities List (NPL), Toxic Release Inventory (TRI), Registered Underground Storage Tank List (UST), Registered Above ground Storage Tanks (AST), Leaking Underground Storage Tank List (LUST), Solid Waste Landfill (SWLF), State Cleanup List (SCL), State Spill List (SPILLS).
The review indicated that no active hazardous materials sites were determined to be located within one-half mile of the project area. A CERCLIS site, known as the Nike Missile Site, was located at 8510 Snouffer School Road, over one-half mile from the project area. The site is currently the Nike Missile Park. This case has been closed with No Further Remedial Action Planned (NFRAP) status.

One gas station (Exxon) is located south of Wightman Road, adjacent to the Goshen Crossing Shopping Center. No hazardous materials cases were identified for the site. The project design should consider underground storage tanks at this location.

SOCIOECONOMIC ENVIRONMENT AND LAND USE

An inventory of the socioeconomic resources in the project area included a review of data from the US Census Bureau, the Gaithersburg Vicinity Master Plan, current Land Use and Zoning maps (from the Gaithersburg Vicinity Master Plan) and field review.

Land use surrounding Goshen Road is a mixture of residential, commercial and open space, as illustrated in *Figure 2-1*.

A number of communities and residential developments lie immediately adjacent to Goshen Road. Each of these is identified in *Table 2-5*.

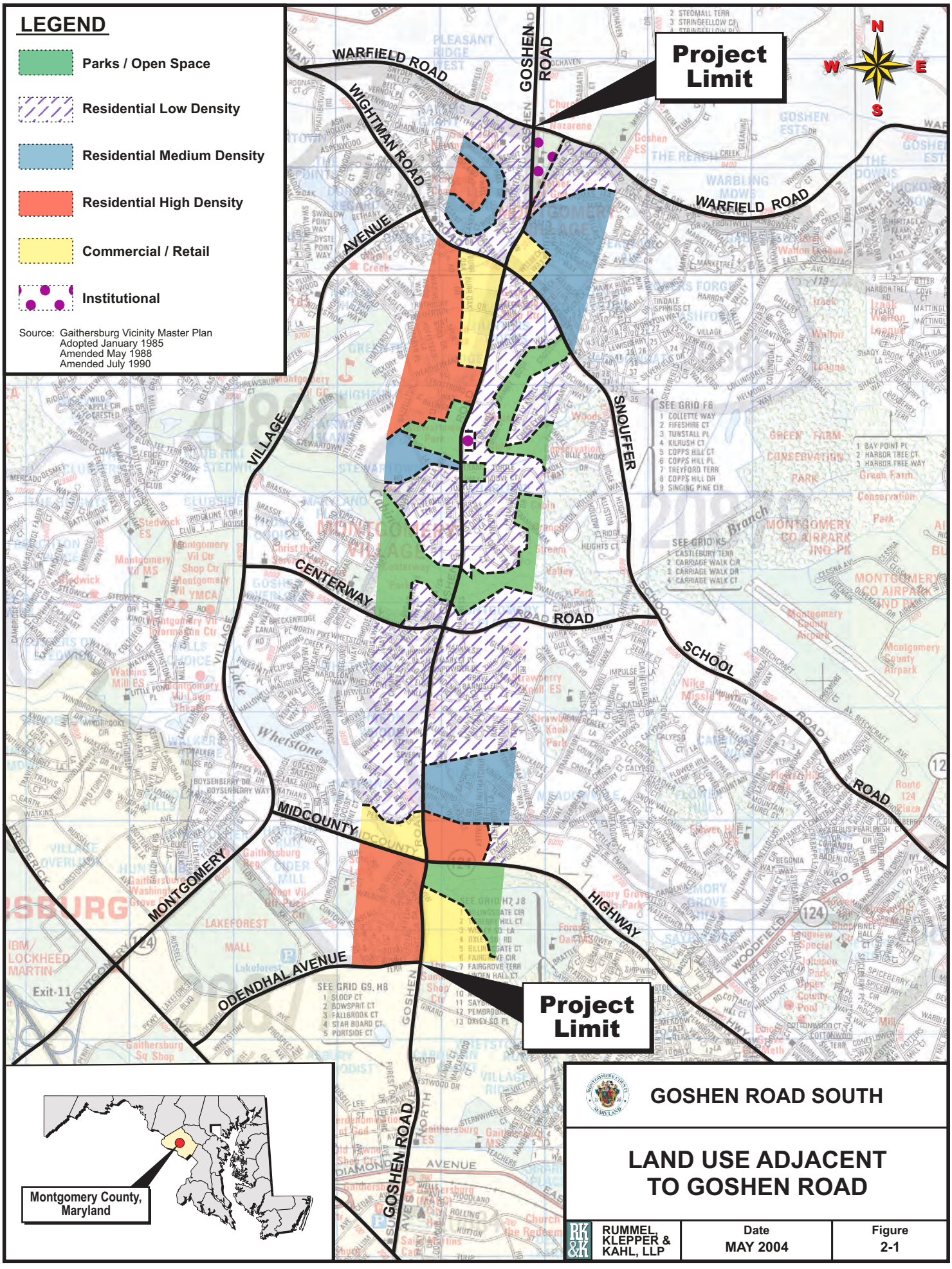

LEGEND
Parks / Open Space
Residential Low Density
Residential Medium Density
Residential High Density
Commercial / Retail
Institutional
Source: Gaithersburg Vicinity Master Plan
Adopted January 1985
Amended May 1988
Amended July 1990
Project Limit
Project Limit
N
S
E
W
WARFIELD ROAD
GOSHEN ROAD
WIGHTMAN ROAD
AVENUE
VILLAGE
CENTERWAY
SNOUFFER
SCHOOL
ROAD
MIDCOUNTY
HIGHWAY
MONTGOMERY
ODENDHAL AVENUE
FREDERICK
Montgomery County, Maryland
GOSHEN ROAD SOUTH
LAND USE ADJACENT TO GOSHEN ROAD
RUMMEL, KLEPPER & KAHL, LLP
Date
MAY 2004
Figure
2-1

Table 2-5. Residential Communities and Developments Adjacent to Goshen Road

Community	Location	Type of Housing	Density
Goshen	West of Goshen Road Between Odendhal Avenue and Midcounty Highway	Townhouses	High: 8-15 units/acre
Hidden Creek	East of Goshen Road Between Midcounty Highway and Emory Grove Road	Under Development	High: 8-15 units/acre
Nathans Hill	West of Goshen Road North of Midcounty Highway	Single Family	Low: up to 4 units/acre
Sharon Woods	West of Goshen Road North of Nathans Hill	Single Family	Low: up to 4 units/acre
Whetstone	West of Goshen Road Between Sharon Woods and Centerway Road	Single Family	Low: up to 4 units/acre
Quail Valley	East of Goshen Road Between Emory Grove Road and Centerway Road	Single Family and Townhouses	Low: up to 4 units/acre Medium: 5-7 units/acre
Montgomery Village	West of Goshen Road Between Centerway Road and Stewartown Road	Townhouses	Low: up to 4 units/acre
Montgomery Place	East of Goshen Road Between Centerway Road and Cabin Branch Stream Valley Park	Single Family and Townhouses	Low: up to 4 units/acre
Charlene (includes Rock Elm Way)	East of Goshen Road North of Cabin Branch Stream Valley Park	Single Family and Townhouses	Low: up to 4 units/acre
Stewartown	West of Goshen Road North of Stewartown Road	Townhouses	Medium: 5-7 units/acre
Partridge Place	West of Goshen Road Between Stewartown Park and Stor-All	Single Family	High: 8-15 units/acre
Hunters Woods	East of Goshen Road South of Snouffer School Road	Single Family and Townhouses	Low: up to 4 units/acre
Pleasant Ridge	West of Goshen Road Between Wightman Road and Warfield Road	Single Family and Townhouses	*Low: up to 4 units/acre
Montgomery Village (East)	East of Goshen Road Between Snouffer School Road and Limit of Study	Townhouses	Low: up to 4 units/acre Medium: 5-7 units/acre

ADJACENT DEVELOPMENT

The project base mapping was updated with development plans for the following sites: two Hidden Creek developments, located on the east side of Goshen Road from Odendhal Avenue north to Emory Grove Road; Stewartown United Methodist Church; Goshen Oaks Safeway; Severn Terrace; Rock Elm Way; and Colonial Woods. The Hidden Creek development was under construction during the study. The construction of the other developments has been completed.

SECTION 3: ENGINEERING ALTERNATIVES AND IMPACTS

INTRODUCTION

The assessment of the base topographic and property mapping, environmental features, project purpose and need, and existing and future traffic conditions provided the basis to develop the engineering alternative studies for roadway, pedestrian / bicycle, and aesthetic improvements along the Goshen Road corridor. All eighteen (18) intersections along the study corridor are projected to operate at unacceptable conditions during either the AM or PM peak hours if no widening or intersection improvements occur by 2025. If widening to four lanes occurred by 2025, only two (2) of the currently unsignalized intersections would operate at unacceptable conditions. The following presents the development of the alternatives, the key issues and constraints along the project corridor, and the impacts associated with the proposed alternatives.

Also presented is a description of enhancements to alternate travel modes created by improvements along Goshen Road, a summary of the noise assessment conducted for the project, and the existing utility information compiled along the corridor.

Stormwater management and storm drainage studies were not included in this planning effort. Therefore, locations for stormwater management facilities, and the right-of-way needs associated with such, have not been identified and additional analysis and design will be required during future stages of the project.

DESIGN PARAMETERS

Design parameters with regard to design speed, lane widths, sidewalk / bike path offsets and clear zone distances were established for the development of the proposed build alternatives.

The design speed for Goshen Road was selected to be 45 mph with an anticipated, posted speed of 40 mph. The Goshen Road traffic operations study identified the 85th percentile speeds along the project corridor to be near 50 mph in both directions during non-peak periods. Therefore, the selection of a 45-mph design speed is appropriate for the anticipated traffic conditions and use along Goshen Road. *One exception occurs between Centerway Road and Framingham Drive, where the design speed was reduced to 40 mph. This design speed reduction was done in an effort to meet the line and grade of the new Goshen Road bridge over Cabin Branch (under construction) and to avoid / minimize impacts to the Goshen Elm / Goshen Elm Protection Area.*

Lane widths for proposed build alternatives were selected to be 12 feet (measured to the face of curb) along median travel lanes and 14 feet (measured to the face of curb) for outside travel lanes. The 14-foot lane width is the minimum recommended by AASHTO to accommodate both vehicle and bicycle traffic. Left turn lanes were selected to be 12 feet (measured to the face of curb) and a 6-foot (curb face–to–curb face) median nose should be provided for pedestrian refuge.

Sidewalk and bike path offsets from the face of outside curbs were selected to be 4 feet

minimum, providing an additional comfort factor for users of those roadside facilities.

A clear zone offset of 14 feet from edge of travel way to roadside and median features (trees and light poles) was established, meeting DPWT's policy for closed-section arterial roadways and major highways with posted speeds greater than or equal to 40 mph.

Right-of-way widths were chosen to be measured from hinge point–to-hinge point, with the hinge point being defined as the point where the flat-graded backing of the sidewalk and bike path breaks into a cut or fill side slope. Public Utility Easements are not included in the proposed typical sections; relocated and new utilities may be placed within the right-of-way.

PRELIMINARY TYPICAL SECTION ALTERNATIVES

Seven typical section build alternatives were developed and presented at the first Public Workshop on April 29, 2003. The no-build alternative was also presented at the workshop. The seven build alternatives ranged from 2-lane to 6-lane, divided and undivided improvements. All alternatives included an 8-foot bike path, a 5-foot sidewalk, roadway lighting and roadside landscaping. Some alternatives included median landscaping (low shrubbery or trees) when applicable. The seven build alternatives are summarized as follows:

Alternative 1 – 2-Lane Open Section Roadway – 91' min. right of way

Alternative 2 – 2-Lane Open Section Roadway – Inside 2 Lanes of Future 4-Lane Divided Roadway (28' closed section median) – 120' min. right of way

Alternative 3 - 2-Lane Closed Section Roadway – Outside 2 Lanes of Future 4-Lane Divided Roadway (32' open section median) – 120' min. right of way

Alternative 4 – 4-Lane Divided Roadway (28' closed section median) – 120' min. right of way

Alternative 5 - 4-Lane Closed Section Roadway – Outside 4 Lanes of Future 6-Lane Divided Roadway (20' open section median) – 120' min. right of way

Alternative 6 - 4-Lane Closed Section Roadway - Outside 4 Lanes of Future 6-Lane Divided Roadway (38' closed section median) – 120' min. right of way

Alternative 7 - 6-Lane Divided Roadway (28' closed section median) – 132' min. right of way

After the Public Workshop, the seven build alternatives were reduced to three build alternatives that were subsequently carried forward into conceptual alignment study. Decisions on which build alternatives to be carried forward were based on public input and Project Study Team consensus. Those alternatives carried forward were Alternatives 4, 6 and 8. *Alternative 8 was developed following the April 29, 2003 workshop as a direct result of citizen input, and consisted of a "minimized" 4-lane section, which included a 16-foot typical median (18 feet at signalized*

intersections and 24 feet at unsignalized intersections) and a 100-foot minimum right-of-way width.

Alternatives 1, 2 and 3 and the no-build alternative were not carried forward for conceptual alignment study because they only provided for one (1) through lane in each direction and therefore did not support the Master Plan or the existing and future traffic needs along Goshen Road.

Alternative 5 was not carried forward for conceptual alignment study because it included a narrow, open section median that would lessen the landscape opportunities when compared to Alternatives 4 and 6.

Alternative 7 was not carried forward for conceptual alignment study, because it required the widest right-of-way when compared to the other build alternatives and would significantly impact adjacent properties and environmental features.

CONCEPTUAL ENGINEERING OF SELECTED STUDY ALTERNATIVES & IMPACTS

Horizontal / Vertical Alignments

Upon determination of the alternatives to be carried forward for conceptual alignment study, the horizontal and vertical geometry was developed for Alternatives 4, 6 and 8. Alternatives 4, 6 and 8 share common horizontal and vertical alignments. The horizontal and vertical alignments were established with respect to the following:

- The existing right-of-way along Goshen Road *(Table 3-1)*.
- The location of existing parks, churches, residential / commercial development *(Table 3-2)*.
- The presence of wetlands and waterways.
- The location of the Goshen Elm and Goshen Elm Protection Area.
- The new Goshen Road bridge over Cabin Branch (currently under construction).

Table 3-1. Goshen Road South Existing Right-of-Way Corridor

Approximate Station Limits	Location Description	Right-of-Way Width Range (feet)		
		>/= 120	100-119	< 100
Sta. 407+00 to Sta. 440+50	Odendhal Avenue to north of Emory Grove Road	X		
Sta. 440+50 to Sta. 445+50	North of Emory Grove Road to south of Severn Road			X
Sta. 445+50 to Sta. 459+00	South of Severn Road to south of Lindenhouse Road	X		
Sta. 459+00 to Sta. 491+00	South of Lindenhouse Road to north of Framingham Drive		X	
Sta. 491+00 to Sta. 502+00	North of Framingham Drive to Stewartown Road	X		
Sta. 502+00 to Sta. 516+00	Stewartown Road to north of Bramble Bush Drive			X
Sta. 516+00 to Sta. 525+00	North of Bramble Bush Drive to PEPCO overhead transmission lines	X		
Sta. 525+00 to Sta. 528+00	PEPCO right-of-way			X
Sta. 528+00 to Sta. 540+00	PEPCO overhead transmission lines to Snouffer School/Wightman Road intersection		X	
Sta. 540+00 to Sta. 550+00	Snouffer School/Wightman Road intersection to East Village Avenue	X		
Sta. 550+00 to Sta. 564+50	East Village Avenue to The Black and White Inn		X	
Sta. 564+50 to Sta. 566+00	The Black and White Inn to Warfield Road intersection			X
Sta. 566+00 to Sta. 572+00	Warfield Road intersection to Project limit	X		

Table 3-2. Locations of Parks, Churches and New Development

Name		Approximate Station Limits	Location Description
Parkland	Victory Farms Stream Valley Park	Sta. 424+00 to Sta. 426+00, RT	South of Midcounty Highway
	Cabin Branch Stream Valley Park	Sta. 477+00 to Sta. 482+00, LT & RT	South of Rock Elm Way
	Stewartown Park	Sta. 504+00 to Sta. 513+00, LT	North of Stewartown Road
Churches & Schools	Stewartown United Methodist Church	Sta. 502+00 to Sta. 506+00, RT	North of Stewartown Road
	Saint John Neumann Catholic Church	Sta. 562+00 to Sta. 566+00, LT	South of Warfield Road
	Mother of God School	Sta. 557+00 to Sta. 566+00, RT	South of Warfield Road
	Church of the Nazarene	Sta. 567+00 to 569+00, RT	North of Warfield Road
Residential Development	Hidden Creek South	Sta. 407+00 to Sta. 421+00 RT	Odendhal Avenue to south of Midcounty Highway
	Hidden Creek North	Sta. 430+00 to Sta. 436+00	North of Midcounty Highway to Emory Grove Road

The vertical profile for the Goshen Road South project was developed to meet the project's 45 mph design speed, except between Centerway Road and Framingham Drive (Goshen Elm area), where the design speed is reduced to 40 mph. The profile in this area has also been established to meet the new Goshen Road Bridge profile over Cabin Branch (see discussion below). The profile was developed to follow the existing terrain where possible. There are, however, significant grade changes from the existing ground at the intersections of Emory Grove Road and Stewartown Road, where the existing profile/sight distance are significantly less than required for the project's 45 mph design speed. The profile for the concept alternatives is included in *Appendix A*.

Typical Sections

In general, the typical sections for Alternatives 4,6 and 8 each include the following:

- Two (one in each direction) 12-foot median travel lanes.
- Two (one in each direction) 14-foot outside travel lanes.
- A separated 8-foot bike path along the southbound roadway (w/ lighting and trees behind the path).
- A separated 5-foot sidewalk along the northbound roadway (w/ lighting and trees behind the sidewalk).
- A raised / landscaped median.

The alternatives and their anticipated impacts are described below. The detailed typical sections for the selected study alternatives can be found in *Appendix A*.

Alternative 4

Alternative 4 is based on Montgomery County DPWT Standard No. (MC-217.03) and includes a 10-foot grass panel between the curb face and sidewalk and a 7-foot grass panel between the curb face and bike path. Alternative 4 includes a 28-foot median with a single row of trees planted along the roadway centerline, meeting the established minimum clear-zone parameter. The proposed right-of-way width for Alternative 4 is 120 feet. Fifteen (15) retaining walls are included to reduce or avoid extensive grading impacts to adjacent properties. See *Appendix A* for more information on the proposed retaining walls for Alternative 4.

Alternative 4 has approximately 1.5 acres of wetland impacts and 0.2 acres of Waters of the United States impacts. Right-of-way impacts for Alternative 4 include approximately 13.5 acres of fee and construction easement area.

Alternative 6

Alternative 6 is based on Montgomery County DPWT Standard No. (MC-218.01) and includes a 6-foot grass panel between the curb face and sidewalk and a 4-foot grass panel between the curb face and bike path. Alternative 6 includes a 38-foot median with a single row of trees planted along the roadway centerline, meeting the established minimum clear- zone parameter. Alternate 6's median is wide enough to support construction of two additional lanes for a total 6-lane section, should future growth/traffic deem necessary, without additional right-of-way requirements. The proposed right-of-way width for Alternative 6 is 120 feet. Fifteen (15) retaining walls are included to reduce or avoid extensive grading impacts to adjacent properties. See *Appendix A* for more information on the proposed retaining walls for Alternative 6.

Alternative 6 has approximately 1.5 acres of wetland impacts and 0.2 acres of Waters of the United States impacts. Right-of-way impacts for Alternative 6 include approximately 13.5 acres of fee and construction easement area.

Alternative 8

Alternative 8 is based on Montgomery County DPWT Standard No. (MC-217.01) and includes a 6-foot grass panel between the curb face and sidewalk and a 4-foot grass panel between the curb face and bike path. Alternative 8 includes a 16-foot typical median with low shrubbery plantings. The median width increases to 18 feet at signalized intersections to accommodate a 12-foot left-turn lane and a 6-foot median. The median width is increased to 24 feet at unsignalized intersections to provide adequate storage width that will accommodate a two-staged vehicular crossing. The minimum right-of-way width for Alternative 8 is 100 feet. Ten (10) retaining walls are included to reduce or avoid extensive grading impacts to adjacent properties. See *Appendix A* for more information on the proposed retaining walls for Alternative 8.

Alternative 8 has approximately 1.1 acres of wetland impacts and 0.1 acres of Waters of the United States impacts. Right-of-way impacts for Alternative 8 include approximately 10.7 acres of fee and construction easement area.

A comparison chart for Alternatives 4,6 and 8 is included in *Appendix A*.

Recommended Alternative

Alternative 8 has been selected as the recommended alternative for improvements along Goshen Road. Alternative 8 achieves the purpose and need of the project, while presenting the least impact on adjacent properties and natural resources when compared to the other build alternatives. Alternative 8 also received strong support from the local residents and homeowners associations.

The design for Alternative 8 should continue to be reviewed and refined during Phase II Facility Planning as more detailed mapping and engineering is developed. The typical section and grading limits may be expanded where existing right-of-way is adequate or may be reduced in areas where right-of-way is limited and impacts are substantial. Additional right-of-way may be required to accommodate drainage, stormwater management and final permitting requirements. However, every effort should be made to strategically locate facilities in areas that require the least amount of disturbance to residential, institutional and park property, as well as cultural and environmental resources.

KEY ISSUES AND CONSTRAINTS

Vegetation Impacts and Goshen Elm Specimen Tree

The Goshen Elm is a protected 200+-year-old English Elm specimen tree located on the northeast corner of the Goshen Road / Rock Elm Way intersection. The Goshen Elm stands within the existing right-of-way of Goshen Road adjacent to the Rock Elm Estates subdivision.

The DPWT and the M-NCPPC have entered into an agreement for the protection, maintenance and preservation of the Goshen Elm. In addition, Lot 1 and a portion of Lot 2 of Rock Elm Estates are held in a Conservation Easement. M-NCPPC has purchased Lot 1 and has designated it as "Goshen Elm Conservation Park" (GECP); the primary objective of this park is to protect the tree. The Goshen Elm Protection Area (GEPA) was developed in order to expand the protection of this specimen tree's root zone further west. The GEPA includes the critical root zone that lies within the Conservation Easement, the GECP and a 40-foot wide x 200-foot long section of the Goshen Road right-of-way. A copy of the Memorandum of Understanding and a drawing of the Goshen Elm Protection Area are included in *Appendix D*.

Because the tree is within the right-of-way, it is subject to Maryland State Roadside Tree Care Law (COMAR 08.07.02). Maintenance activities cannot be performed in the critical root zone without a permit issued by MDNR Forest Service. The Arborist Working Group (AWG) was formed to conduct periodic inspections of the Goshen Elm on an annual basis. This group is responsible for developing recommendations for the preservation of the tree and should be consulted prior to any excavation.

M-NCPPC is responsible for managing and maintaining the GECP. The park's management objectives will be conservation of the Goshen Elm and preservation of the surrounding open space (outside the right-of-way), protection of the Goshen Elm's critical root zone and its overhanging crown and supporting the overall care and protection of the tree.

It is the responsibility of the DPWT to minimize excavation within the GEPA and to minimize the impact of the excavation on the tree, while exploring construction options that emphasize the preservation of the Goshen Elm as well as providing for the safety of the traveling public. The agreement specifically stated that no additional pavement would be installed east of the existing northbound roadway pavement, existing prior to the 2003/2004 construction of the new bridge over Goshen Branch. Consequently, the project study team developed the alignment, profile and special typical section in the vicinity of the Goshen Elm, from Centerway Road to Framingham Drive, to avoid/minimize impacts to the GEPA. The typical section was utilized for all alternatives and includes a reduction in median width to 4 feet. In addition, the 5-foot sidewalk is placed immediately adjacent to the curb from south of Rock Elm Way to south of Framingham Drive.

New Bridge Over Cabin Branch (Bridge No. M-0061 – CIP Project No. 500105)

DPWT initiated replacement of the Goshen Road Bridge over Cabin Branch in 2003. The new bridge is a 2-lane bridge located between Centerway Road and Rock Elm Way. The bridge is being constructed west of its original location and the approach roadway alignment and grading has been designed so as not to impact the Goshen Elm. The existing bridge is being removed.

In developing the geometry for the Goshen Road South project, the project study team held the line and grade of the new bridge over Cabin Branch so the bridge can be incorporated into the Goshen Road widening. The concept alternatives use the new bridge as the two southbound lanes of the ultimate four-lane bridge over Cabin Branch.

The Goshen Elm and Reconstruction of the Bridge Over Cabin Branch - facing south along Goshen Road (10-21-03)

Wetlands and Waters of the United States

Impacts to wetlands and waters are anticipated at 6 wetland sites and 6 waterways along the corridor. The estimated impacts under Alternative 8 are 0.6 acres of wetlands and 0.1 acres of waters, respectively.

Most of these impacts are unavoidable since they are located at existing stream crossings along Goshen Road. However, minimization of impacts may be achieved through use of a reduced section, grading adjustments, retaining walls, culverts and/or bridge modifications. Detailed study

of these areas will need to be performed during Phase II Facility Planning to ensure impacts to wetlands and waters are avoided and minimized per federal and state regulations.

Goshen Oaks Safeway Property

The Goshen Oaks Safeway Property, located on the east side of Goshen Road between Snouffer School Road and East Village Avenue, contains a series of decorative retaining walls and a large monumental sign between the property's parking lot and Goshen Road. The roadway section along northbound Goshen Road includes a raised median, 2 travel lanes, a 6-foot grass panel and a 5-foot sidewalk with street trees. The concept study alternatives were developed to meet the existing face of outside curb between Snouffer School Road and East Village Avenue in order to avoid impacts to the existing sidewalk, retaining walls, and sign structure.

The Goshen Oaks Safeway Property – facing north towards East Village Avenue (11-24-03)

The Black and White Inn

The Black and White Inn, located in the southeast quadrant of the Goshen Road / Warfield Road intersection, is impacted by the three Goshen Road improvement alternatives that were carried forward for conceptual engineering during Phase I Facility Planning.

DPW&T should pursue alternatives to avoid impacts to the Black and White Inn during Phase II regardless of the status of the property's historic designation. This property is under consideration for addition to the Locational Atlas and Index of Historic Sites as part of the Damascus / Goshen area amendment to the Master Plan for Historic Preservation. The amendment schedule will include a Planning Board public hearing during autumn 2004. Regardless of the site's historic status, the Planning Board finds it a cultural resource worthy of protection.

An impact to the Black and White Inn's septic system would require a connection to existing public sewer.

The Black and White Inn - facing south towards Warfield Road (11-24-03)

DRAINAGE AND STORMWATER MANAGEMENT

The recommended typical section (Alternative 8) for the Goshen Road South project includes four lanes with a closed-section (curb and gutter) along the median and outside lanes. No locations for stormwater management facilities have been identified during Phase I Facility Planning. Additional analysis and design will be required during Phase II.

ALTERNATE TRAVEL MODES

Bus Service

Montgomery County Ride-On Route number 64, which operates between the Shady Grove Metro Station and Montgomery Village Town Center, travels Goshen Road between Centerway Road and Rothbury Drive. During weekdays, buses make daily runs from Montgomery Village between 5:03 AM and 9:08 PM in the southbound direction, with approximately two buses per hour. The service also operates in the northbound direction with daily runs beginning at Shady Grove Road at 5:47 AM through 9:41 PM. Buses stop on Rothbury Drive just west of Goshen Road and on Centerway Road just east of Goshen Road. Bus stops are located on Goshen Road in both directions at Framingham Drive, Sandy Lake Drive/Turtle Dove Terrace, Stewartown Road/Trams Way and Stewartown Park/Bramble Bush Drive. Buses stop within the roadway or are provided short pull-off areas. See *Appendix F* for the Route 64 Ride-On schedule.

With the proposed improvements, buses stopping along Goshen Road would be able to utilize the right most through lane while other vehicles are able to pass by in the left most through lane during loading/unloading. This will provide for fewer impediments to the free flow of vehicles along Goshen Road. The inclusion of bus pullouts were considered but were not included in the concept design alternatives; Montgomery County Ride-On typically does not support pullouts because they impede the movement of the buses. Bus drivers have indicated that pullouts do not work because drivers do not give way for the buses to re-enter the through lanes.

Opportunities will be available to extend Route 64 service further along Goshen Road and to provide transfer opportunities to connect with other transit routes that cross Goshen Road. Currently, Route 60, Shady Grove to Montgomery Village, provides connectivity at the intersection of Centerway Road and Goshen Road. Two potential transit connections include Route 58, Shady Grove-Lakeforest, with the potential for connections at Wightman Road and East Village Avenue and Route 62, Shady Grove Road to Germantown, with potential connections at Odendhal Avenue and Goshen Road.

Bicycle and Pedestrian Travel Connections

With the proposed improvements, Goshen Road would provide pedestrian and bicycle modes of travel with connectivity to walkways and bike paths that approach Goshen Road from intersecting streets. Bicycle pathways are proposed in the Gaithersburg Vicinity Master Plan. A proposed bikeway along Goshen Road will provide a connection to the proposed S-82 bikeway along Midcounty Highway. The possibility to connect to the parallel existing bikeway on Montgomery Village Avenue, E-16, and thus to the network of trails existing and proposed within the Montgomery Village/Airpark Policy District, will provide a continuity of bicycle pathways for area residents and visitors alike.

NOISE ASSESSMENT

A highway traffic noise assessment was completed for the residences adjacent to the Goshen Road South project corridor as part of the Phase I Facility Planning Study. Noise levels resulting from existing and future build and no-build traffic volumes along Goshen Road were assessed to evaluate current noise conditions and to determine year 2025 conditions for Alternatives 4, 6, 8 and the No-Build Alternative.

Short-term (20-minute) traffic noise levels were measured at 20 residences in the project corridor on October 31, 2002. One long-term (24-hour) traffic noise measurement was recorded from October 31 through November 1 and was used to determine existing peak-noise hour sound levels for all short-term receptors. Existing peak-noise hour sound levels ranged from 53 to 70 dBA at designated noise sensitive receptors. One-hour L_{eq}'s (L_{eq} = equivalent sound level, which is a single # used to characterize the fluctuating sound) at the 24-hour monitoring location ranged from 48 to 64 dBA, for an average of 61 dBA for the 24-hour duration. By applying an "annoyance" factor of 10 dBA to the nighttime hours, the average existing L_{dn} (L_{dn} = day-night average sound level) was calculated to be 64 dBA.

The noise assessment focused on those residences along Goshen Road whose properties abut the County right-of-way. Computer noise models were constructed to reflect Build Alternatives 4, 6 and 8 and the No-Build Alternative. Some residences were predicted to experience future traffic noise levels that meet or exceed the DPWT noise level criteria of 67 dBA for impacted residences. For Build Alternatives 4, 6, 8 and the No-Build Alternative, the estimated number of impacted residences total 69, 74, 68 and 9, respectively. The main variable affecting number of noise impacts is the width of the typical section, which determines the proximity of traffic noise sources to receptors. Further detailed analysis should be performed in Phase II Facility Planning to verify noise impacts and to determine if feasible and reasonable mitigation measures can be implemented in the project.

See the *Noise Assessment Report (March 2004)* for more details on the noise assessment.

UTILITIES

The Study Team collected data and performed a field investigation to identify existing utilities in the corridor. Utility plans for water and sewer, telephone, electric, and cable television were obtained from Washington Suburban Sanitation Commission (WSSC), Verizon, Potomac Electric Power Company (PEPCO) and Comcast of Montgomery County, respectively. The following items were identified:

- PEPCO underground and overhead electric facilities.
- Verizon underground and overhead communication facilities.
- WSSC water and sewer lines.
- Washington Gas lines.
- Residences with well and septic (obtained from Montgomery County Department of Permitting Services (*Appendix B*).

A utility designation survey and test holes should be pursued in future planning and design phases to assess further utility impacts associated with the project.

SECTION 4: PUBLIC PARTICIPATION

Public participation and input for the Goshen Road South Project was solicited by way of two Public Workshops, informational meetings with adjacent homeowners associations and newsletter mailings that provided progress updates and project information.

The first Public Workshop was held on April 29, 2003 at the Gaithersburg Public Library to introduce the scope of the project, purpose and need, the environmental inventory, the accident history and existing and projected traffic volumes. Seven (7) typical section alternatives were presented to the public. Stations were set up for each of these areas and attended by representatives from DPWT, M-NCPPC, City of Gaithersburg and the consultant team to address any questions and concerns from the public. Comment cards were given out and the community members were encouraged to be involved with the planning process by providing their feedback. As a result of the first workshop, two (2) of the typical section alternatives were selected to be carried forward into conceptual engineering. In addition, a new typical section (Altenative 8) with a reduced width was developed to address public comment.

The second Public Workshop was held on February 10, 2004 at Strawberry Knoll Elementary School to present the three alternatives (4, 6, and 8) that were carried forward into conceptual engineering. The results of the noise assessment, environmental impacts, property impacts and landscape design concepts were also presented at the workshop. Representatives from DPWT, M-NCPPC, City of Gaithersburg and the consultant team were present to answer questions and to take comments from the public.

DPWT also attended several HOA meetings including the May 28, 2003 Montgomery Village Foundation meeting, the June 9, 2003 Greater Goshen Civic Association (GGCA) meeting, the June 24, 2004 Severn Run Meeting, and the April 19, 2004 Walnut Creek meeting. County staff presented the project and answered questions at each of these meetings. Sign-in sheets from most of these meetings can be found in *Appendix D*.

Copies of all 4 Newsletters and samples of correspondence received from the public can also be found in *Appendix D*. Nearly 200 pieces of correspondence were received from the public. One hundred and four (104) of the correspondence letters were in favor of the project, 83 were opposed to the project. Six (6) HOA's (Montgomery Village Foundation, Patton Ridge, Northgate, Whetstone Homes Corporation, East Village Homes Corporation, and Walnut Creek) support Alternative 8, and 2 (Severn Run and Rock Elm) oppose it.

Appendix A

Concept Engineering Alternatives

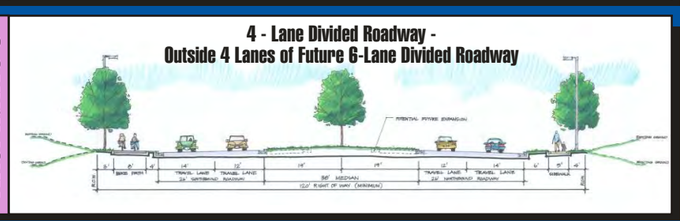
Goshen Road South Public Workshop

Odendhal Avenue to Warfield Road

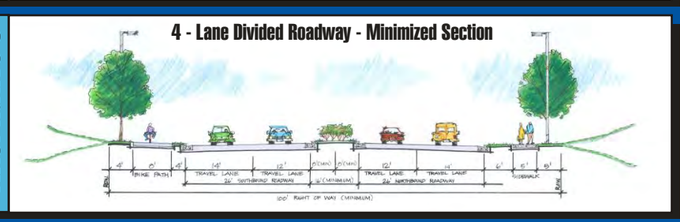
Typical Section Alternatives

Alternative 4

Alternative 6



Alternative 8



Comparison of Alternative Typical Sections

Goshen Road Alternative Typical Section	Traffic Congestion	Noise Impacts (>67dBA)	Wetlands & Waters of the U.S. Impacts	Forest Impacts	Historic Properties *	Right-of-Way Impacts	Right-of-Way Width	Landscaped Median	Landscaped Roadside	Street Lighting	Bike Path (8' Width)	Sidewalk (5' Width)	Closed Section (Curbed) Roadway	Potential for Future 6 - Lane Section (within Min. R/W)
No-Build Existing Typical Section	18 Intersections with an unacceptable LOS	9 Residences	0 Wetlands 0 Waters	0 Acres	0 Impacts	0 Acres 0 Properties 0 Relocations	Varies - Approx. 60' to 130'	No	Existing Vegetation	Typically only at Intersections	No	Spot locations	No - Typically Open Roadway Section	–
Alternative 4 4 - Lane Divided Roadway	2 Intersections with an unacceptable LOS	69 Residences	1.5 Acres of Wetlands 0.2 Acres of Waters	4.8 Acres	0 Impacts	13.5 Acres 105 Properties 0 Relocations	120' Minimum	Yes - with Street Trees	Yes	Yes	Yes - Offset 7' from Face of Curb	Yes - Offset 10' from Face of Curb	Yes - along Median and Outside	Yes - with median and Outside Widening
Alternative 6 4 - Lane Divided Roadway - Outside 4 Lanes of Future 6 - Lane Divided Roadway	2 Intersections with an unacceptable LOS	74 Residences	1.5 Acres of Wetlands 0.2 Acres of Waters	4.8 Acres	0 Impacts	13.5 Acres 105 Properties 0 Relocations	120' Minimum	Yes - with Street Trees	Yes	Yes	Yes - Offset 4' from Face of Curb	Yes - Offset 6' from Face of Curb	Yes - along Median and Outside	Yes - with Median Widening
Alternative 8 4 - Lane Divided Roadway (Minimized 4 - Lane Section)	2 Intersections with an unacceptable LOS	68 Residences	1.1 Acres of Wetlands 0.1 Acres of Waters	3.9 Acres	0 Impacts	10.7 Acres 86 Properties 0 Relocations	100' Minimum	Yes - with Low Plantings	Yes	Yes	Yes - Offset 4' from Face of Curb	Yes - Offset 6' from Face of Curb	Yes - along Median and Outside	No

* One candidate historic property was under review when this Prospectus was published; the final decision will be reflected in Phase 2.

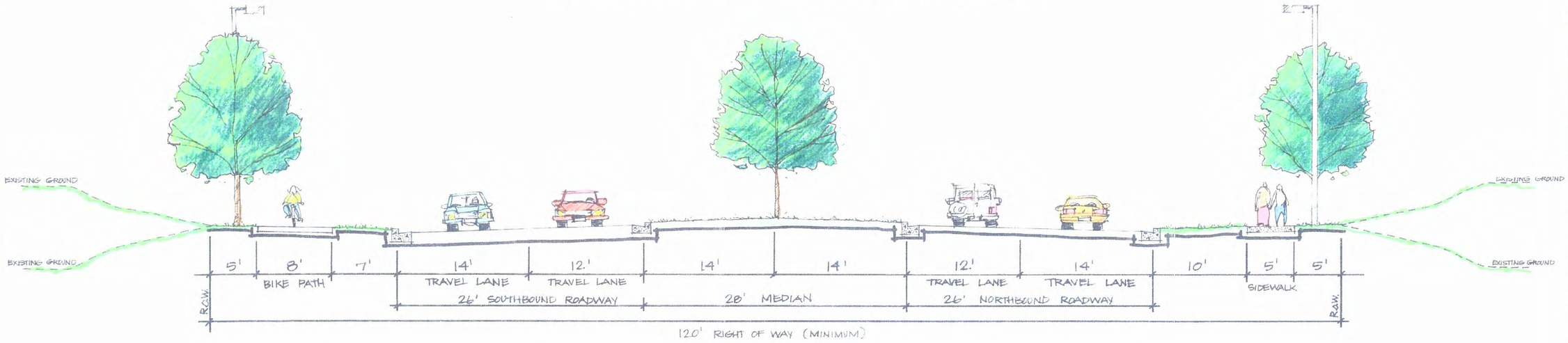
Common Build Alternative Features

- Dedicated Left Turn Lanes Improve Safety, Operations and Capacity
- Pedestrian and Bicycle Facilities Improve Safety and Access to Neighborhoods, Commercial Centers and Transit Facilities
- Roadway Lighting Improves Safety for Vehicular, Bicycle and Pedestrian Traffic
- Appropriate Roadside Grading for Design Speed and Roadway Classification Improves Roadside Safety with Proper Obstacle Setback
- Medians Improve Safety with Physical Separation between Opposing Traffic
- Roadway Landscaping adds Aesthetic Enhancements

May 2004

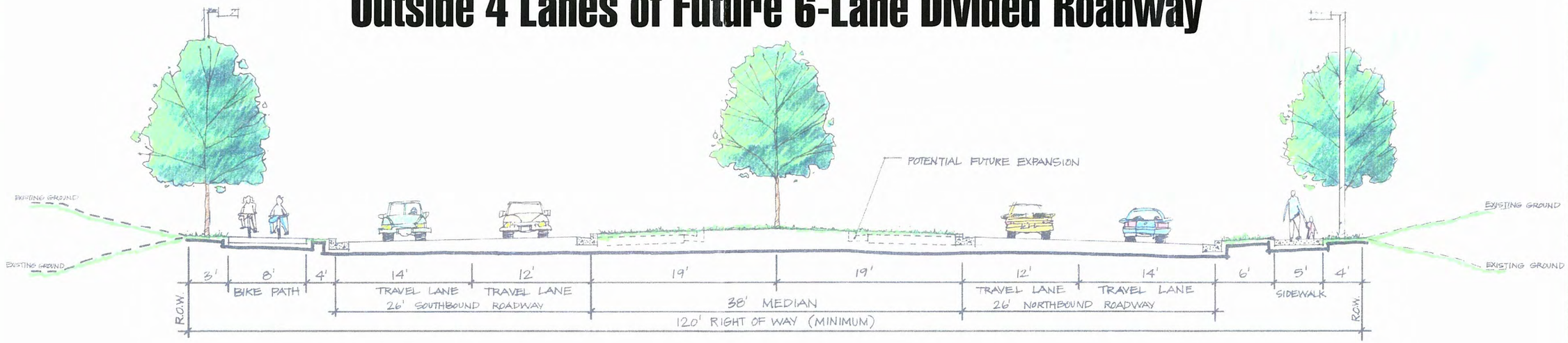
Alternative 4

4 - Lane Divided Roadway



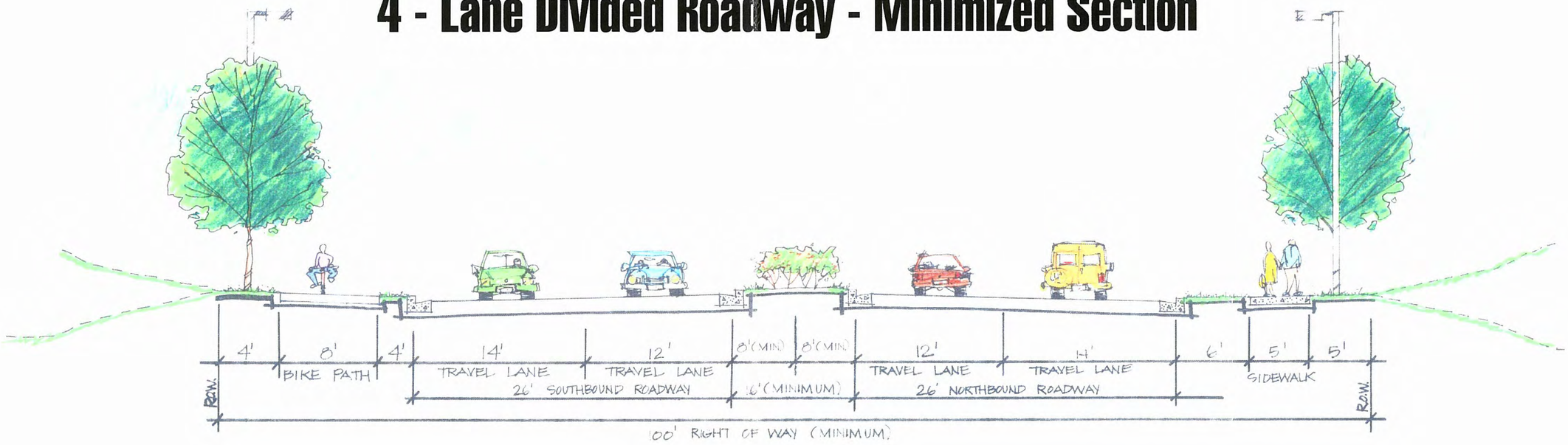
Alternative 6

4 - Lane Divided Roadway - Outside 4 Lanes of Future 6-Lane Divided Roadway



Alternative 8

4 - Lane Divided Roadway - Minimized Section



LIMIT OF STUDY
WA
WA
WB
ODENDHAL AVENUE
CONSERVAT
EASEMEN
GIRARD AVE
FS 1
Hidden Creek
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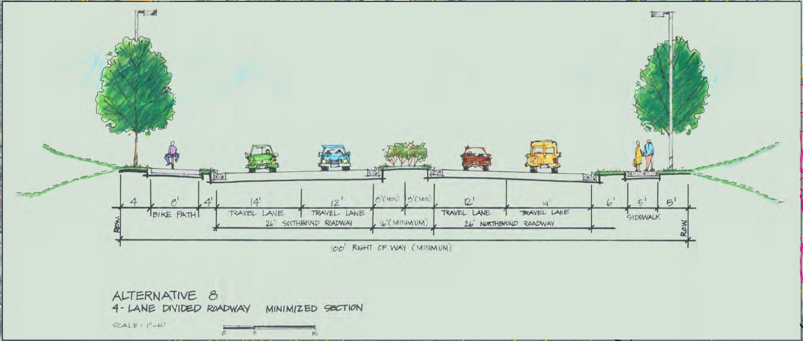
4
8'
BIKE PATH
4'
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TRAVEL LANE
12'
TRAVEL LANE
26' SOUTHBOUND ROADWAY
8'(MIN)
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16'(MINIMUM)
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TRAVEL LANE
14'
TRAVEL LANE
26' NORTHBOUND ROADWAY
6'
5'
5'
SIDEWALK
R.O.W.
R.O.W.
100' RIGHT OF WAY (MINIMUM)
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15

ALTERNATIVE 8
4-LANE DIVIDED ROADWAY MINIMIZED SECTION
SCALE: 1" = 5'

100 0 100 200 300
SCALE: 1" = 200'-0"

ALTERNATE 8

GOSHEN ROAD SOUTH

ODENDHAL AVENUE TO WARFIELD ROAD
Project No. 509337
May 2004

RUMMEL, KLEPPER & KAHL, LLP
CONSULTING ENGINEERS
81 MOSHER STREET
BALTIMORE, MARYLAND 21217

Montgomery County
Dept. of Public Works
& Transportation

LEGEND

🟧	PROPOSED ROADWAY
🟫	PROPOSED HOT MIX ASPHALT PAVING FOR BIKEPATH
🟩	PROPOSED LANDSCAPED MEDIAN / ROADSIDE
▨	PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK
●	CONCEPTUAL LIGHTING
☐	PROPOSED DEVELOPMENT (BY OTHERS)
— — —	GAITHERSBURG CITY LIMITS
—	EXISTING RIGHT OF WAY
B	EXISTING BUS STOPS
P	PARK BOUNDARY
T5	SPECIMEN TREE > 30"
—	FLOODPLAIN BOUNDARY
WB	WETLAND AREA
WA	WATERS OF THE US
FS 1	FOREST STAND

K:\PROJECTS\199-73-17\DISPLAY\ALT8D-300.DGN

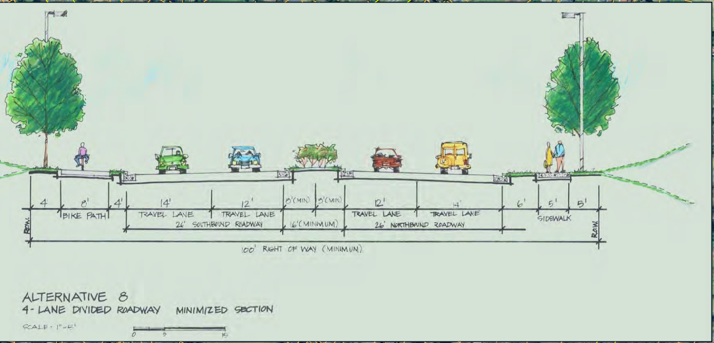
WN
WC-1
WC-2
WO
WC-3
WC-4
WC
Goshen
Tributary of Whetstone Run
FS 3
DRIVE
CREEK
WILLOW
T5
T4
T3
T2
T15
T1
PC Sta 416+06.74
PT Sta 422+15.37
PC Sta 425+13.28
420
425
430
FS 2
RETAINING WALL 8-1
FS 5
Nathans Hill
PENNYWISE
EMORY GROVE ROAD
FS 6
SEVERN ROAD
Sharon Woods
SEVERN TERR
RETAINING WALL 8-3
FS 7
T6
FS 4
RETAINING WALL 8-2
Whetstone Run
WC
WM
MARYLAND 124
Victory Farms Stream Valley Park
WM
Hidden Creek
Tributary of Whetstone Run
WD
HUMMINGBIRD TERR
QUAIL VALLEY BOULEVARD
Quail Valley
MIDCOUNTY HIGHWAY
FOREST OAK MIDDLE SCHOOL
P
Strawberry Knoll Park
STRAWI ELEMEN

ALTERNATE 8

Whetstone
Centerway Park
ELGER MILL ROAD
GUNPOWDER PLACE
HAYMARKET PLACE
JUDGE PLACE
RETAINING WALL 8-10
GOSHEN
ROAD
RETAINING WALL 8-4
RETAINING WALL 8-5
LINDENHOUSE
ROAD
B
Cabin Branch
Cabin Branch Stream Valley Park
SANDY
LAKE
DRIVE
STEWARTOWN ROAD
WF
FS 10
T7
T8
T9
T10
GOSHEN ELM PROTECTION AREA
ROCK ELM WAY
FS 8
WE
RETAINING WALL 8-6
RETAINING WALL 8-7
TURTLE
DOVE
TERRACE
FS 9
WF
TRAMS WAY
Tribu
Cabin
GOSHEN ELM (T7)
CENTERWAY ROAD
Montgomery Place
Charlene
FRAMINGHAM
DRIVE
BERRY KNOLL
ITARY SCHOOL
P

NOTE: DESIGN SPEED REDUCED FROM 45 mph TO 40 mph FROM CENTERWAY ROAD TO FRAMINGHAM DRIVE TO AVOID IMPACTS TO GOSHEN ELM AND TO MEET THE LINE AND GRADE OF BRIDGE M–0061 (GOSHEN ROAD OVER CABIN BRANCH – CIP PROJECT NO. 500105)

W
N
S
E
NAD83
ARROWHEAD ROAD
Highfield
Stewartown Park
PEPCO OVERHEAD HIGH VOLTAGE TRANSMISSION LINES
GOSHEN PLAZA
ROTHBURY DRIVE
Partridge Place
GOSHEN CROSSING SHOPPING CENTER
RETAINING WALL 8-8
T11
T12
T16
B
PC Sta 516+24.07
PT Sta 521+50.39
515
520
530
535
STEWARTOWN UNITED METHODIST
utary of
n Branch
BRAMBLE BUSH COURT
BRAMBLE BUSH DRIVE
Hunters Woods Neighborhood Conservation Area
Hunters Woods
RETAINING WALL 8-9
GREEN RUN WAY
SNOUFFER SCHOOL ROAD
GOSHEN OAKS SAFEWAY
WG
FS 12
FS 11
P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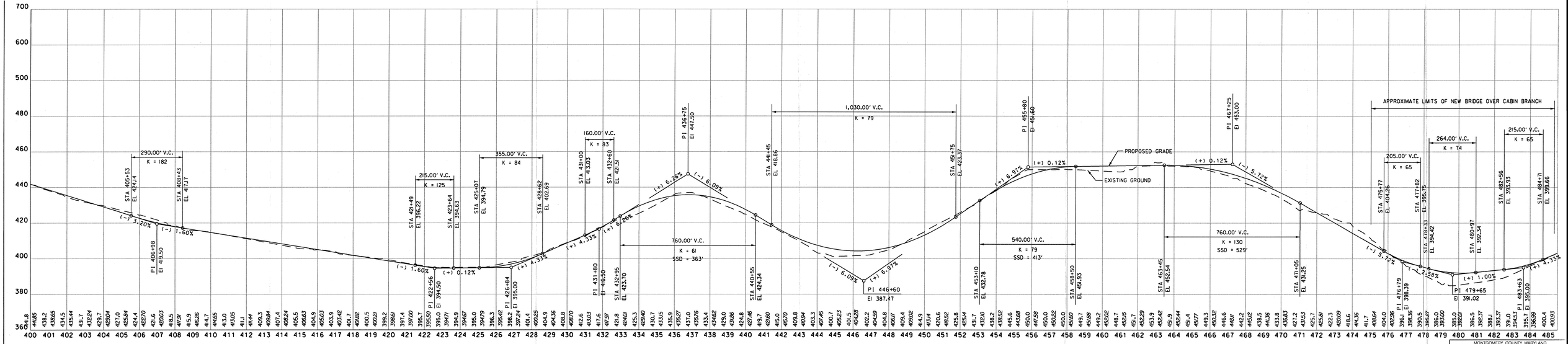
TRAVEL LANE
12'
TRAVEL LANE
26' SOUTHBOUND ROADWAY
8'(MIN)
8'(MIN)
16'(MINIMUM)
12'
TRAVEL LANE
14'
TRAVEL LANE
26' NORTHBOUND ROADWAY
6'
5'
SIDEWALK
5'
R.O.W.
R.O.W.
100' RIGHT OF WAY (MINIMUM)
SCALE: 1"=5'
0
5
15

ALTERNATIVE 8
4-LANE DIVIDED ROADWAY MINIMIZED SECTION

Pleasant Ridge
LIMIT OF STUDY
WARFIELD ROAD
WH
WK
Tributary of North Creek
WJ
WI
WL
GOSHEN ROAD
SAINT JOHN NEUMANN CATHOLIC CHURCH
PT Std 553+09.44
POT Std 571+61.07
PC Std 546+53.09
545
550
555
560
T13
T14
WL
WP
FS 13
EAST VILLAGE AVENUE
Montgomery Village
MOTHER OF GOD SCHOOL
CHURCH OF THE NAZARENE



MONTGOMERY COUNTY, MARYLAND
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION

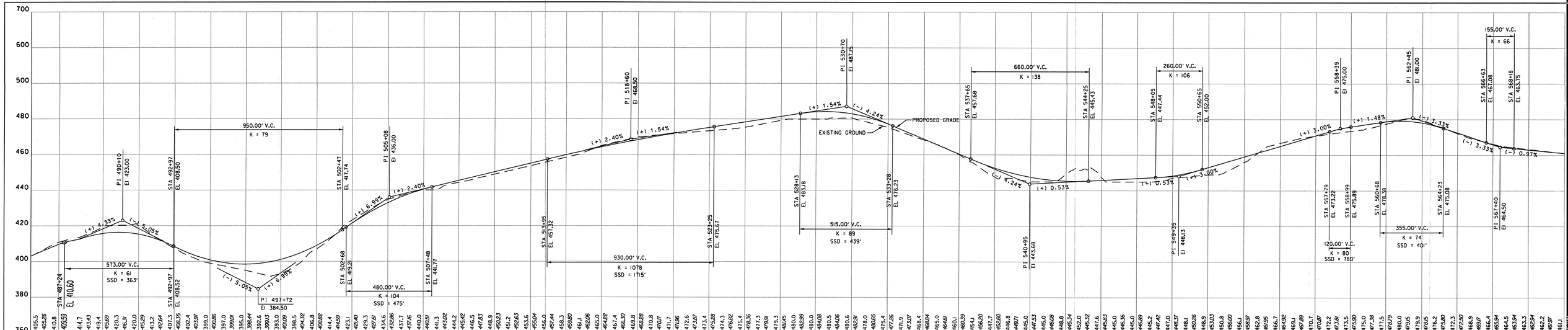
GOSHEN ROAD SOUTH

PROFILE

RK&K

DATE: MAY, 2004

SCALE: HORIZ.: 1" = 200'
VERT.: 1" = 20'



MONTGOMERY COUNTY, MARYLAND
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION

GOSHEN ROAD SOUTH

PROFILE

DATE: MAY. 2004

SCALE: HORIZ.: 1" = 200
VERT.: 1" = 20

PROPOSED RETAINING WALLS
Goshen Road South from Odendhal Avenue to Warfield Road

Alternative 4

Retaining Wall	Approximate Station Limits	Community/Location	Average Height (feet)	Condition (cut/fill)
4-1	Sta. 411+00 to Sta. 425+00 RT	Hidden Creek	18.0	C
4-2	Sta. 432+00 to Sta. 435+00 RT	Hidden Creek	12.0	C
4-3	Sta. 450+00 to Sta. 453+00 LT	Severn Terrace	13.0	C
4-4	Sta. 467+00 to Sta. 470+00 RT	Harkness Court	5.0	F
4-5	Sta. 472+00 to Sta. 478+00 LT	Broadwater Drive	10.0	C
4-6	Sta. 485+00 to Sta. 486+00 RT	Framingham Drive	5.0	C
4-7	Sta. 488+00 to Sta. 495+00 RT	Charlene	10.0	C
4-8	Sta. 502+00 to Sta. 504+00 LT	Stewartown	4.0	C
4-9	Sta. 531+00 to Sta. 538+00 RT	Hunters Woods	11.0	C
4-10	Sta. 531+00 to Sta. 533+00 LT	Goshen Crossing	6.0	F
4-11	Sta. 564+00 to Sta. 565+50 LT	St. John Neumann	6.0	C
4-12	Sta. 510+00 to Sta. 511+00 RT	Hunters Woods	6.0	F
4-13	Sta. 514+50 to Sta. 516+00 RT	Hunters Woods	4.0	C
4-14	Sta. 459+00 to Sta. 460+00 LT	Whetstone	7.0	C
4-15	Sta. 462+00 to Sta. 469+00 LT	Whetstone	6.0	C

Alternative 6

Retaining Wall	Approximate Station Limits	Community/Location	Average Height (feet)	Condition (cut/fill)
6-1	Sta. 411+00 to Sta. 425+00 RT	Hidden Creek	18.0	C
6-2	Sta. 432+00 to Sta. 435+00 RT	Hidden Creek	12.0	C
6-3	Sta. 450+00 to Sta. 453+00 LT	Severn Terrace	13.0	C
6-4	Sta. 467+00 to Sta. 470+00 RT	Harkness Court	5.0	F
6-5	Sta. 472+00 to Sta. 478+00 LT	Broadwater Drive	10.0	C
6-6	Sta. 485+00 to Sta. 486+00 RT	Framingham Drive	5.0	C
6-7	Sta. 488+00 to Sta. 495+00 RT	Charlene	10.0	C
6-8	Sta. 502+00 to Sta. 504+00 LT	Stewartown	4.0	C
6-9	Sta. 531+00 to Sta. 538+00 RT	Hunters Woods	11.0	C
6-10	Sta. 531+00 to Sta. 533+00 LT	Goshen Crossing	6.0	F
6-11	Sta. 564+00 to Sta. 565+50 LT	St. John Neumann	6.0	C
6-12	Sta. 510+00 to Sta. 511+00 RT	Hunters Woods	6.0	F
6-13	Sta. 514+50 to Sta. 516+00 RT	Hunters Woods	4.0	C
6-14	Sta. 459+00 to Sta. 460+00 LT	Whetstone	7.0	C
6-15	Sta. 462+00 to Sta. 469+00 LT	Whetstone	6.0	C

PROPOSED RETAINING WALLS
Goshen Road South from Odendhal Avenue to Warfield Road

Alternative 8 - Recommended Alternative

Retaining Wall	Approximate Station Limits	Community/Location	Average Height (feet)	Condition (cut/fill)
8-1	Sta. 411+00 to Sta. 425+00 RT	Hidden Creek	15.0	C
8-2	Sta. 432+00 to Sta. 435+00 RT	Hidden Creek	11.0	C
8-3	Sta. 450+00 to Sta. 453+00 LT	Severn Terrace	8.0	C
8-4	Sta. 467+00 to Sta. 470+00 RT	Harkness Court	4.0	F
8-5	Sta. 472+00 to Sta. 478+00 LT	Broadwater Drive	8.0	C
8-6	Sta. 485+00 to Sta. 486+00 RT	Framingham Drive	5.0	C
8-7	Sta. 488+00 to Sta. 495+00 RT	Charlene	9.0	C
8-8	Sta. 502+00 to Sta. 504+00 LT	Stewartown	3.0	C
8-9	Sta. 531+00 to Sta. 538+00 RT	Hunters Woods	10.0	C
8-10	Sta. 459+00 to Sta. 469+00 LT	Whetstone	4.0	C

Appendix B

Well and Septic Locations

WELL & SEPTIC LOCATIONS
Goshen Road South from Odendhal Avenue to Warfield Road

Address	Primary Structure Built	Well	Offset from Edge of Ex. Road (Feet)	Septic	Offset from Edge of Ex. Road (Feet)	NOTES
18400 Goshen Road	1962	-	-	-	-	Sewer & water service added by change order - 1981
18404 Goshen Road	1962	X	150	X	70	1 seepage pit
18408 Goshen Road	1962	X	180	X	80	1 seepage pit
18500 Goshen Road	1978	X	130	-	-	public sewer
18506 Goshen Road	1983	X	80	-	-	public sewer
18510 Goshen Road	1983	X	160	-	-	public sewer
19714 Goshen Road	1958	X	?	-	-	public sewer
19810 Goshen Road	1941	X	75	X	90	
19814 Goshen Road	1900	X	?	X	?	
19818 Goshen Road	1998	-	-	-	-	Colonial Woods Property
20611 Goshen Road	1900					Mother of God School; mailing address: 20501 Goshen Road
9000 Warfield Road	The Black and White Inn	-	-	X	?	St. John Neumann Church mailing address: 8900 Lochaven Drive

Note: Information obtained from Montgomery County Department of Permitting Services

Appendix C

Goshen Elm

Memorandum of Understanding

MEMORANDUM OF UNDERSTANDING

CONSERVATION OF THE GOSHEN ELM

This Memorandum of Understanding (the "MOU") is made the 13 th day of June, 2002 between Montgomery County, Maryland (the "County") and the Maryland-National Capital Park and Planning Commission ("M-NCPPC").

RECITALS

WHEREAS, the County and the M-NCPPC have programs in place to cooperate in the protection and preservation of trees that enrich the quality of life of County citizens.

WHEREAS, the County and the M-NCPPC desire to enter into an agreement which provides for the long-term maintenance, overall protection, and preservation of a certain specimen English Elm tree located in the Gaithersburg area popularly known as the Goshen Elm ("the Goshen Elm").

WHEREAS, a significant portion of the Goshen Elm's root system lies within the Goshen Elm Protection Area, part of which is under the jurisdiction of the County through its Department of Public Works and Transportation ("DPWT") and the remainder of which is under the jurisdiction of the M-NCPPC.

WHEREAS, the County and the M-NCPPC have determined that the Goshen Elm Protection Area needs to be managed as a single entity.

WHEREAS, the trunk of the Elm tree is located in the right-of-way that was dedicated for Goshen Road on the record plat recorded in the Land Records of Montgomery County in Plat Book No. 194 at Plat No. 21176. That record plat was prepared in conjunction with the development of the abutting property formerly known as the Savage Property (the "Subdivision"). The M-NCPPC file number for the subdivision is 1-97086. The subdivision's platted name is "Rock Elm Estates." The record plat also delineates a Conservation Easement on the adjacent Lots 1 and 2 of the subdivision. The Rock Elm Estates subdivision is located approximately eight hundred (800) feet northeast of the intersection of Goshen and Centerway Roads in Gaithersburg, Maryland. As part of that subdivision, the applicant was required to dedicate additional right-of-way along Goshen Road, in accordance with the Approved and Adopted Gaithersburg Master Plan. The trunk of the Elm tree lies within the newly dedicated area. As part of this Agreement, a "section" of that dedication approximately forty (40) feet wide by two hundred (200) feet long will be utilized to protect the Elm tree. The centerpoint of this "section" is intended to be the centerpoint of the Elm tree.

WHEREAS, the M-NCPPC has purchased Lot 1 of the Rock Elm Estates subdivision. One of the boundaries of Lot 1 is contiguous with the newly dedicated Goshen Road right-of-way that is described above. The M-NCPPC has designated the purchased area as "the Goshen Elm Conservation Park" with the primary objective of providing protection for the Elm tree.

WHEREAS, the Goshen Elm was the "Big Tree English Elm Champion" for the State of Maryland in 1998 and 1999; it was also the State Co-Champion for 2000. The Goshen Elm has also been designated as the "Maryland Millennium Landmark Tree" by the Board of Trustees for the America the Beautiful Fund, under the auspices of the White House Millennium Council's Millennium Green Initiative. The Millennium Landmark Tree recognition ". . . is being given to honor one tree in each state that holds important national and local historic value, with the pledge that it will be protected and preserved for the enjoyment of future generations."

WHEREAS, the Alliance for the Goshen Elm ("AGE"), a citizens group, has urged the appropriate governmental agencies to provide immediate and long-term measures for the protection of the Goshen Elm through their subdivision, road construction, maintenance, and park activities.

WHEREAS, the former owner and developer of the property on which the Goshen Elm is located, the Goshen Park Development Corporation (the "Developer") entered into a Forest Conservation Maintenance and Management Agreement on November 19, 1999. Under the terms of that Agreement, the Developer was required to put in place stress reduction measures to protect the Goshen Elm during the construction of Rock Elm Way, the public access road to Rock Elm Estates.

WHEREAS, the stress reduction measures will be in place until final grading, seeding and establishment of grass turf on Lots 1 and 2 of the Rock Elm Estates subdivision.

WHEREAS, the County and the M-NCPPC desire to enter into this MOU to provide for the anticipated long-term public protection measures of the Goshen Elm, to commence upon completion of the Owner's obligations and the formal acceptance of Rock Elm Way for County maintenance.

NOW, THEREFORE, in consideration of the foregoing Recitals, each of which is incorporated into and made a part of this Memorandum, the County and the M-NCPPC agree as follows:

JOINT POLICY AND RESPONSIBILITIES

1. This MOU shall be effective during the natural life of the Goshen Elm.

2. This MOU shall apply to the area known as the "Goshen Elm Protection Area" (GEPA). The GEPA shall encompass as much of the Elm tree's Critical Root Zone as lies within:

   (a) A forty (40) foot wide by two hundred (200) foot long section of the right-of-way dedicated for Goshen Road.
   (b) The Conservation Easement (on the Rock Elm Estates subdivision) as delineated on the record plat recorded in Plat Book No. 194 at Plat No. 21176.
   (c) The Goshen Elm Conservation Park, (formerly Lot 1 of the Rock Elm Estates subdivision). This lot was purchased from Evergreen Development Partners, L.L.C.

3. DPWT and the M-NCPPC agree to coordinate and collaborate as necessary on all matters pertaining to the preservation of the Elm tree and the maintenance and management of their respective portions of the GEPA.

4. Since the Goshen Elm is located within dedicated public right-of-way, the Goshen Elm is now subject to the terms of the Maryland State Roadside Tree Care Law (COMAR 08.07.02). As such, maintenance activities may not be performed within the Goshen Elm's Critical Root Zone without a permit issued by the Maryland Department of Natural Resources, Forest Service ("DNR-FS").

5. An inter-agency team, to be called the Goshen Elm Protection Area Team (GEPAT), will be formed to assist with the coordination and implementation of the protection and management of the GEPA. It will make recommendations as necessary to the County and the M-NCPPC. GEPAT has a key role to play in the protection and survival of the Goshen Elm.

   (a) Membership of GEPAT

      (1) The District Supervisor of the DPWT (Highway Services) Depot that is responsible for maintenance and management of the DPWT portion of the GEPA (within the dedicated right-of-way).
      (2) The DPWT arborist.
      (3) M-NCPPC staff responsible for maintenance and management of the Goshen Elm Conservation Park
      (4) An M-NCPPC arborist.
      (5) A DNR-FS arborist
      (6) A representative of both AGE and the HSUS Wildlife Land Trust will be invited to serve in a non-voting, advisory capacity.

(b) Care of the health of the Goshen Elm

(1) The three arborist members of GEPAT will form an Arborist Working Group ("AWG") to conduct periodic inspections of the tree. DPWT's arborist shall be the team leader for this effort. In the event of a professional difference of opinion among the arborists, the DNR-FS arborist's recommendation shall prevail.

(2) Within one (1) month of the date of this Memorandum, the AWG shall perform an initial inspection of the health of the Goshen Elm. Inspections shall continue on an annual basis, unless changing conditions dictate more frequent inspections.

(3) The AWG will also be responsible for developing recommendation(s) for the preservation of the tree. Such recommendations should consider, but not be limited to, the following:

- pruning per ANSI A 300 pruning standards
- fertilization
- irrigation
- aeration of the soil
- preventative injections of Dutch Elm disease fungicide
- recabling or additional cabling of tree limbs
- repairs to the lightning protection system
- repairs to the signage and/or fencing
- any additional treatment or specialized equipment that will ensure the survival of the Goshen Elm.

(4) In the event the AWG determines improvement(s) are necessary that are beyond the funds available under the County's street tree maintenance program, such improvement(s) shall be deferred until the necessary funding is appropriated. All expenditures by the County are subject to appropriation by the Montgomery County Council.

(c) GEPAT will meet when necessary, but not less than annually, to select a chairman. The GEPAT will establish its own operating procedures for conducting meetings, which may be amended from time to time by simple majority vote.

DPWT RESPONSIBILITIES

1. The trunk of the Goshen Elm lies within the dedicated right-of-way. The County agrees to undertake primary responsibility for the preservation of the Goshen Elm tree. The County will undertake those actions deemed necessary for the long-term natural survival of the Goshen Elm.

2. The County, through DPWT and the Montgomery County Department of Permitting Services ("DPS"), will take reasonable precautions to minimize excavation within the Goshen Elm Protection Area. In the event that excavation is necessary and unavoidable, such excavation shall be located and performed in a manner that minimizes its impact on the Goshen Elm and will be monitored by the AWG. The AWG will be consulted prior to any excavation. Any underground utility construction in the Goshen Road right-of-way must be conducted using directional boring, conduit, and/or other methods approved in advance by the AWG. Standard utility trenching is discouraged within the Goshen Road right-of-way. Upon completion of the pending relocation of the Washington Suburban Sanitary Commission's existing 24 inch water main in the vicinity of the Goshen Elm, there should not be any be any reason to allow standard utility trenching within the GEPA.

3. IMPROVEMENTS TO GOSHEN ROAD:

   (a) Goshen Road is classified in the July, 1990 Amendment to the Approved and Adopted Gaithersburg Vicinity Master Plan as a Major Roadway ("M-25"). That Master Plan also describes the section of Goshen Road to be a divided highway, either four or six lanes wide. DPWT and the M-NCPPC have not yet determined the typical section, horizontal alignment, or profile of Goshen Road in the vicinity of the Goshen Elm.

   (b) DPWT will explore design and/or construction options that emphasize the goal of preserving the Goshen Elm, while providing for the safety of the travelling public, in conjunction with pending and future routine maintenance and Capital Improvements Program projects for Goshen Road.

(c) DPWT and the M-NCPPC will recommend, as appropriate and consistent with the primary goal of public safety and convenience in road design, that the (Master Plan) design for Goshen Road include the following alternatives:

- avoid adding pavement east of the existing roadway pavement as shown on the approved preliminary plan for the Savage Property subdivision
- introducing horizontal curves (with any attendant land acquisition) to further shift the roadway to the west
- utilizing the existing roadway pavement
- eliminating or reducing the width of the typical section elements (median, roadway, lawn panel, sidewalk, etc.)
- reducing the side slope limits of grading
- selectively limiting the amenities behind the curb (sidewalk, street trees, storm drainage, etc.) to avoid conflict with the tree roots.

(d) DPWT is responsible for maintenance and management of its portion of the GEPA. DPWT is not responsible for maintaining fences.

M-NCPPC RESPONSIBILITIES

1. The M-NCPPC will manage and maintain the Goshen Elm Conservation Park.

2. Goshen Elm Conservation Park

(a) The M-NCPPC, as owner of to Lot 1 of the Rock Elm Estates subdivision, has designated the Lot as a Neighborhood Conservation Area Park as defined in Park Recreation and Open Space Master Plan (PROS) under the title "Goshen Elm Conservation Park."

(b) The Park's management objectives will be conservation of the Goshen Elm and preservation of the surrounding open space (outside the dedicated right-of-way), protecting the Goshen Elm's critical root zone, protection of the Goshen Elm's overhanging crown, and to support the overall care and protection of the Goshen Elm. The Park grounds will be maintained as open space lawn (turf) and mulching, to remediate and minimize the effects of the adjacent development. Some minor landscaping, consistent with the overall park remaining open space, may be undertaken. The park has been designated a permanent wildlife sanctuary where hunting and trapping will not be permitted.

(c) The Wildlife Land Trust, AGE, and other non-governmental organizations will be encouraged to participate in the M-NCPPC's Volunteer Program, so that they can assist the Goshen Elm Conservation Park manager and DPWT in appropriate ways, as requested.

(d) The M-NCPPC is responsible for determining the (dimensions, style, etc.) details, installing, and maintaining the fence to be located around a portion of the GEPA:

- within the forty (40) foot wide by two hundred (200) foot long section of the right-of-way dedicated for Goshen Road; and
- within the Goshen Elm Conservation Park.

The portion of the fence located within the dedicated right-of-way shall be in accordance with direction from DPS. The portion of the fence lying within the Goshen Elm Conservation Park shall be as directed by the M-NCPPC.

IN WITNESS WHEREOF, the Parties have caused this Memorandum of Understanding to be signed, sealed and delivered by their duly authorized representatives the day and year first written above.

Approved as to legal form
and sufficiency:

By: Eileen D. Brennan 4/30/2012
Assistant County Attorney
Office of the County Attorney

Montgomery County, Maryland

By: 5/8/02
Albert J. Genetti, Jr.
Director, Department of Public Works
and Transportation

Approved as to legal form
and sufficiency:

By:
M-NCPPC Associate Counsel

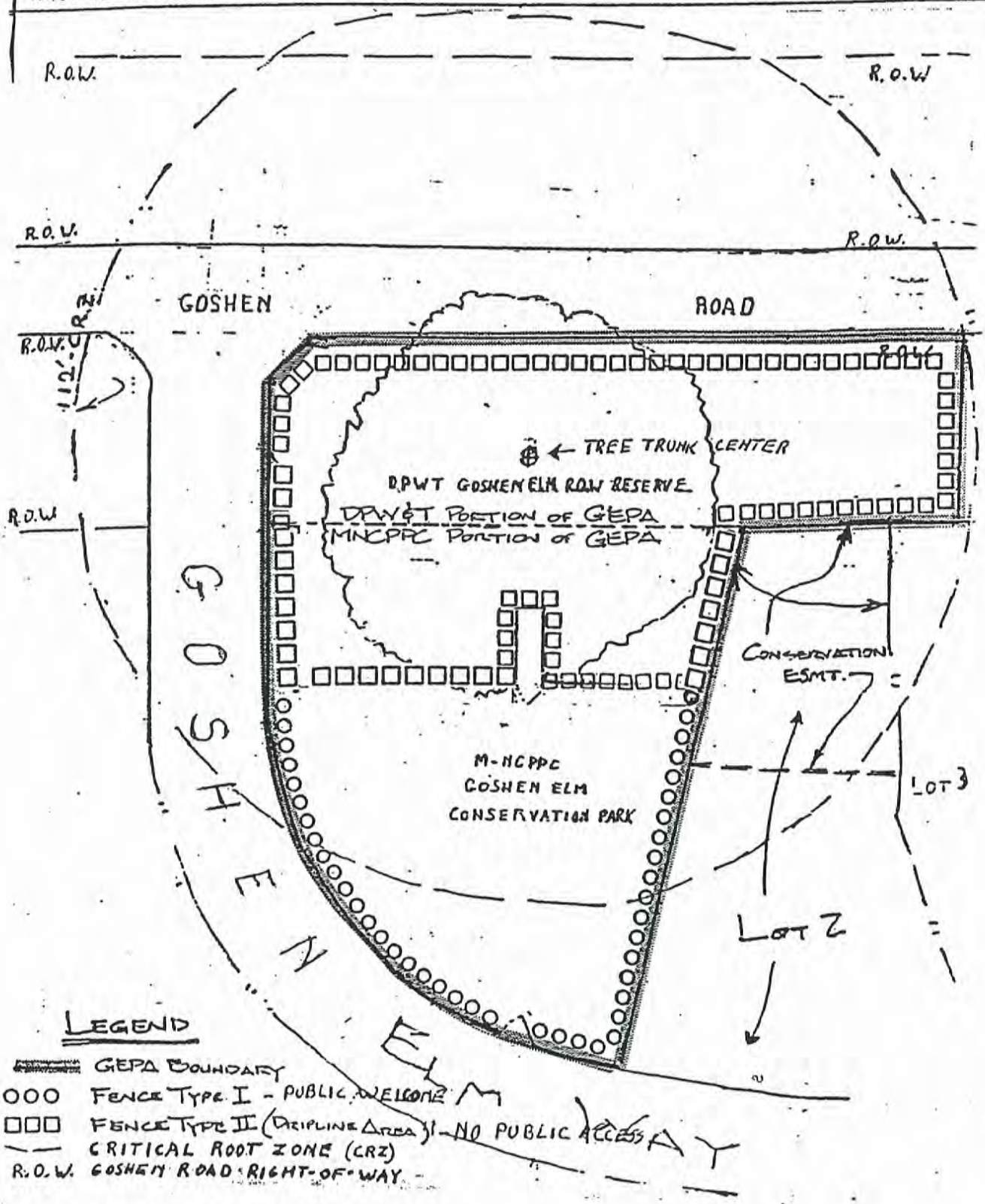
The Maryland-National Capital
Park & Planning Commission

By:
Trudye Morgan Johnson
Executive Director

Attest:
Patricia Colihan-Barney
Secretary-Treasurer

GOSHEN ELM PROTECTION AREA (GEPA)

Jointly administered by the Montgomery County Department of Public Works and Transportation and the Maryland-National Capital Park and Planning Commision, to protect the Goshen Elm



Appendix D

Public Participation Materials and Correspondence

Douglas M. Duncan
County Executive

Albert J. Genetti, Jr.
Director

DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION

Division of Engineering Services
Goshen Road South

Project Update 1 — Summer 2002

PURPOSE

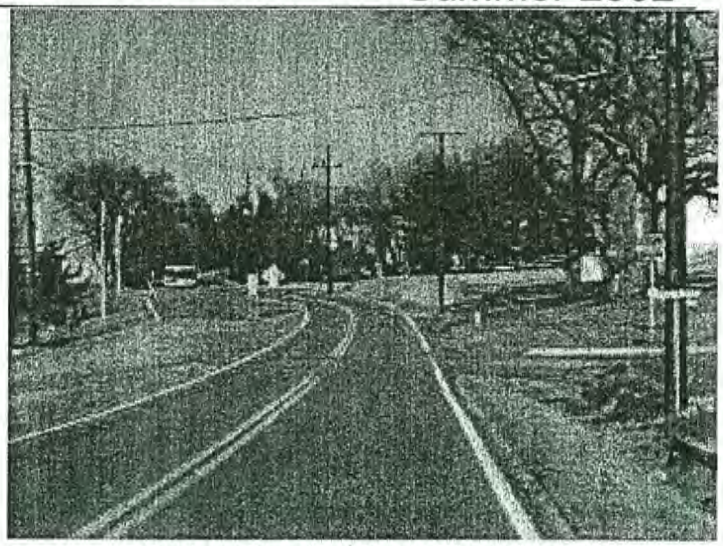
To inform you about the Goshen Road South project.

PROJECT DESCRIPTION

The project limits extend from Odendhal Avenue to Warfield Road, for a total project length of approximately three miles. The Gaithersburg Vicinity Master Plan refers to Goshen Road as a major highway with an ultimate width of four or six lanes. Part of the work done during the Concept Plan Phase of the project will be to determine whether four or six lanes are needed along Goshen Road. We will also look at improving safety conditions, addressing roadway and intersection capacity and transit services, and adding pedestrian and bicycle facilities. Streetscaping will also be incorporated into the plans.

BACKGROUND

In the spring of 2002, the Montgomery County Council voted to fund Facility Planning for Goshen Road South. The Montgomery County Department of Public Works and Transportation DPWT) is currently starting work on the Concept Plans. After the Concept Plans are completed in the spring of 2004, we will start work on the Preliminary Plans. Upon completion of the Preliminary Plans, the Council will decide whether or not to fund final design and construction.



Goshen Road at Rock Elm Way

IN YOUR NEIGHBORHOOD

You may see surveyors, noise and traffic technicians in your neighborhood during the summer months. Our consultant is Rummel, Klepper & Kahl, LLP, Engineers (RK&K). Be on the lookout for trucks bearing the RK&K or Montgomery County logo. When you see them, you'll know we're on the job to ease congestion in Montgomery County! If you have any questions or concerns about the work we are doing, please call Jeri Cauthorn, Project Manager, at 240-777-7231 or e-mail her at Jeri.Cauthorn@co.mo.md.us.

COORDINATION

The project team working on the Concept Plans includes representatives from the City of Gaithersburg, Maryland State Highway

Administration, and Maryland-National Capital Park and Planning Commission. The project team will be meeting regularly with staff from the various state, local, and federal environmental permitting agencies to ensure all concepts will be in conformance with environmental regulations.

SCHEDULE

Concept Plan Study Begins	spring 2002
Public Meetings	spring 2003, fall 2003 (tentative)
Concept Plan Complete	spring 2004
Preliminary Plans	summer 2007
Presentation to County Executive	fall 2007
Council deliberation and decision	spring 2008

PUBLIC INVOLVEMENT

We encourage your participation in this ongoing study and would like to receive your input on safety and traffic issues along the Goshen Road corridor between Odendhal Avenue and Warfield Road. A postage-paid return mailer is included with this newsletter so you submit your written comments. If you prefer, you may call or e-mail Jeri Cauthorn, Project Manager, at the phone number/e-mail address listed below. The project team plans to have public informational meetings in the spring and fall of 2003, where we will present and discuss the alternatives under consideration.

WHO IS RECEIVING THIS NEWSLETTER?

This newsletter is being sent to all the citizens, Homeowner's associations, and businesses that are on the mailing list. Please share this information with your neighbors. If you know someone who is interested in being added to the mailing list, please have them contact Carolyn Narh at DPWT's Division of Engineering Services, Design Section, at 240-777-7221.

FOR WEBSITE INFORMATION

For information on this and other transportation projects in the County, please visit our website at:

www.dpwt.com/EngSvcDiv

FUTURE UPDATES

We plan on providing you with periodic updates on this project.

MONTGOMERY COUNTY DPWT CONTACTS

Questions	Contact	Telephone Number	E-mail Address
Project Manager	Jeri Cauthorn	240-777-7231	Jeri.Cauthorn@co.mo.md.us
Construction	Jim Lutz	240-777-7216	Jim.Lutz@co.mo.md.us
Property Acquisition	John Shaffer	240-777-7258	John.Shaffer@co.mo.md.us
Traffic Control	Scott Crumley	240-777-2162	Scott.Crumley@co.mo.md.us
Mailing List	Carolyn Narh	240-777-7221	Carolyn.Narh@co.mo.md.us

MONTGOMERY COUNTY DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION

Division of Engineering Services

Goshen Road South

QUESTIONS AND/OR COMMENTS

PLEASE PRINT

Name: _____ Date: _____

Address: _____

City: _____ State: _____ Zip Code: _____

I/We wish to comment on the Transportation Facility Planning Study for Goshen Road South:

_____

_____

_____

Douglas M. Duncan
County Executive

Albert J. Genetti, Jr.
Director

DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION Sent 4-17-03

Invitation for Public Meeting

GOSHEN ROAD SOUTH

Purpose of Meeting

To introduce the initial state of facility planning of the road as called for in the Master Plan and to obtain input from property owners and business

Project Limits

From Odenthal Avenue to Warfield Road

Public Meeting Date and Time

Tuesday, April 29, 2003 at 7:00 p.m.

Public Meeting Location

Gaithersburg Regional Library, Large Meeting Room A
18330 Montgomery Village Avenue
Gaithersburg

For more information and to forward written comments contact:

Jeri Cauthorn, Senior Transportation Planner

Division of Engineering Services
Telephone: 240-777-7231
101 Monroe Street, 10th floor, Rockville, Maryland 20850-2540
Jeri.Cauthorn@montgomerycountymd.gov

For special needs services, contact the Division of Engineering, 72 hours in advance, at 240-777-7220

Sign-in April 29, 2003 GOSHEN J. PUBLIC MTG.

G Burg

1. Marshall Deutsch, 19518 Taverney Dr, 20879
2. Martha Sibert
3. Joe Grows 20108 Green Run Ct Gaith, MD 20879
4. Greater Goshen Civic assoc. c/o Rosemary Arkerian, President 20816 Bell Bluff Rd., Gaithersburg, MD 20879
5,6 John C. + Mary E. Sasso 9109 Roundleaf Way Gaithersburg Md 20879
7,8 Robert + Barbara Hechtman 240-793-7889 18714 Severn Rd, Gaithersburg 20879
9 Mai-Chi Nguyen 9121 Roundleaf Way. Gait. 20879
10 Stacey Dyde The Gazette
11 Marcia Daniel 9117 Roundleaf Way Gaith 20879
12 Bryan Kelly 9001 Stoneford Ct Mont Vlg 20886
13 Don Wilkins 9301 Judge Pl Montgy Vlg 20886
14 O E Cunningham 19508 Framingham Dr, G'burg
15 Jason & Dany Smith 19304 Rock Elm Way, 20879
16 John Landry 19311 Rock Elm Way 20879
17 (John) Kwok Li 19308 Rock Elm Way, 20879
18 Tak Chi Cheung 19312 Rock Elm Way 20879
19 Phil Reed 19428 Laguna Drive, Gaithersburg, MD 20879
20 Sharon Levine 19017 Threshing Rd. Mont Vil MD 20886
21 David A. Clerie 19914 Hamil Cir Montg Vlg 20886
22,23 Rob + Barbara Ray 18506 Goshen Rd Gaithersb 20879
24 Stephen Wagner 18705 Severn Rd. Gaithersburg 20879
25 Terry O'Grady 8706 Delcris Dr. Montgomery Village 20886
26 Elena Peterson 18618 River Point Pl, Montgomery Village
27 Dave Johanson 18901 N Meadow Fence Rd 20886
28 Sindhu Rajan 9317 Severn Terrace Gaithersby MD 20879
29 Lynn Weisse 9313 Severn Terrace Gaithersby MD 20
30 Greg Stock - President HDA 18704 Severn Rd Gaithersburg
31 Elizabeth Bartl 20413 Ryecroft Ct M.V. MD 20886
32 Roy Berington 8209 Rainbowview Pl. Mont. Vill. MD 20886

4. Topics
Displays

Sign-in GOSHEN S. FIRST PUBLIC MTG.

April 29, 2003

Send Newsletters #8

Jan Watson 19169 Roman Way Mont Vill 20886

Martha Cadle 9535 Tippett Tippett Lane, Mont Vlg 20886

Anne Swain 20653 Goose Neck Rd. Mont. Vil. 20886

Todd King 19516 Laguna Dr G'burg 20879

Alan & Cheryl Lafferman 9314 Judge Pl., Mont. Vill 20886

Victor Auber 17806 CALABASH DR GAITHERSBURG 20877

JIM ANDARY + MARIA MURPHY 9005 NESBIT CT, MONT. VILL. 20886

Ravinder + Marjorie Arneja 9216 Sandy Lake Cir 20879

CHRIS MOREN 9308 SEVERN TER GAITHERSBURG 20879

Richard D. Wilder 9969 Lake Landing Rd. Montgomery Village MD 20886

BENJAMIN L. RIDER 9127 TRAMS WAY GAITHERSBURG, MD 20879

Fred & Karen Gould 9005 Snowford Ct., Mont. Village 20886

ELVIRA CABLING 9209 Centerway Rd. Gaithersburg Md. 20879

ARMINDA FRIAS 9123 TRAMS WAY, GAITHERSBURG, MD 20879

Melic VanWyk 10108 Hellingly Pl, Montgomery Vill, MD 20886

Juan Cardenas 19729 Framingham Dr Gaithersburg MD 20879

ROBERTO A. NOLTE 19820 GOSHEN RD. GAITHERSBURG MD. 20879.

Stephen T. Hanks 9759 Lakeshore Dr, " " "

Eylem Sarikaya 18812 Severn Rd Gaithersburg MD 20879

Edward Shearer 18812 Severn Rd Gaithersburg MD 20879.

Stanley & Virgie Prather 19814 Goshen Rd Gaithersburg, MD. 20879

Herbert Shen 19112 Harkness Lane, Gaithersburg, MD 20879

Jon MacLaren 9301 Edgemill Rd MONTgomery Village MD 20886

Sharon Levine Montgomery Village Foundation Director & Govt. Relations 10120 Ridge Rd Mont. V. Vill, MD 20886

2X signed in

wants Traffic & P&N

Roberto Nolte 19820 Goshen Rd. Rnolte@hrsa.gov

Douglas M. Duncan
County Executive

Albert J. Genetti, Jr.
Director

DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION

Division of Engineering Services
Goshen Road South

Project Update 2 — Spring 2003

PURPOSE

To keep you informed about the Goshen Road South project.

PROJECT DESCRIPTION

The project limits extend from Odendhal Avenue to Warfield Road, for a total project length of approximately three miles. The Gaithersburg Vicinity Master Plan refers to Goshen Road as a major highway with an ultimate width of four or six lanes.

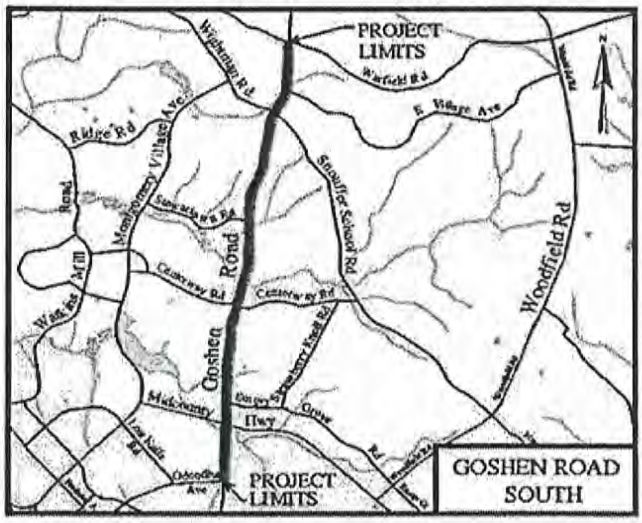
FUNDING

In the spring of 2002, the Montgomery County Council voted to fund facility planning for Goshen Road South. The Montgomery County Department of Public Works and Transportation (DPWT) is working on the concept plans. After the concept plans are completed in the summer of 2004, we will start work on the preliminary plans. Upon completion of the preliminary plans, the Council will decide whether or not to fund final design and construction.

APRIL 29, 2003 PUBLIC WORKSHOP

On April 29, 2003, a Public Workshop was held at the Gaithersburg Regional Library to present seven alternatives which were developed from the following studies:

- *Environmental Site Assessment*
- *Purpose and Need Report*
- *Traffic Study*



The main purpose of the Workshop was to collect public comment on the seven alternatives, so that the number of alternatives can be narrowed down to three. The comment card enclosed in this newsletter will give you a chance to comment on your preferred alternative if you have not already done so.

The following is a more detailed description of the Workshop presentation, along with copies of some of the displays that were featured.

ENVIRONMENTAL SITE ASSESSMENT

This study showed that there is less than one-half acre of wetlands in the project area. Fifteen specimen trees (greater than 30" diameter at breast height) and five stream floodplains were identified. Special note was

made to minimize impacts to the Goshen Elm, the 'Maryland Millennium Landmark Tree.'
The actual impacts to these resources will be identified over the next several months, after three alternatives have been chosen. DPWT will be presenting these impacts at the next Public Meeting.

PURPOSE AND NEED REPORT AND TRAFFIC REPORT

These studies showed the need for improvements on Goshen Road.

- By 2025, all 18 of the intersections will have failing levels-of-service.
- Pedestrian accident rates are five times the state average.
- Currently, the amount of approved housing in the Policy Areas exceeds the transportation capacity by almost 9,000 units, and the number of approved jobs exceeds the transportation capacity by about 6,500.
- Pedestrian facilities are almost non-existent.

The adjacent chart, 'Summary of Failing Intersections' illustrates the congestion on Goshen Road. This chart was presented at the workshop.

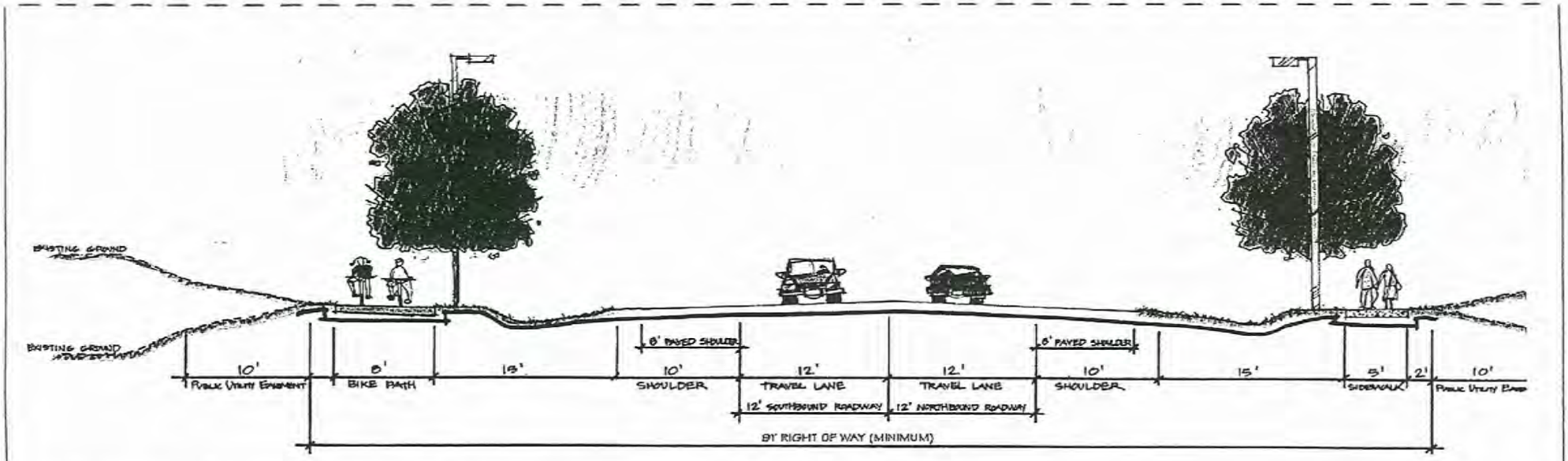
THE SEVEN ALTERNATIVES

We have included the 'Comparison of Alternative Typical Sections' chart and illustrations for your consideration. Please have all your comments in by June 15, 2003. Your comments will be used in determining which three alternatives to carry forward for more detailed study.

Intersection	2002 Existing	2025 No Build	2025 2 Lanes with Improvements	2025 4 Lanes	2025 6 Lanes
Odenthal Avenue		■			
Willow Creek Drive	■	■	◆		
Midcounty Highway (MD 124)	■	■			
Emory Grove Road		■			
Severn Road		■	△		
Underhouse Road	■	■	△		
Centerway Road		■			
Rock Elm Way		■	◆		
Framingham Drive		■	●		
Turtle Dove Terrace / Sandy Lake Drive		■	△		
Stewartown Road / Trams Way		■	●		
Bramble Bush Drive		■			
Rothbury Drive / Green Run Way	■	■	●	●	●
Goshen Crossing	■	■	◆	◆	◆
Snouffer School Road / Wightman Road		■			
East Village Avenue		■			
Mother of God School	■	■	△	△	△
Warfield Road	■	■	●		

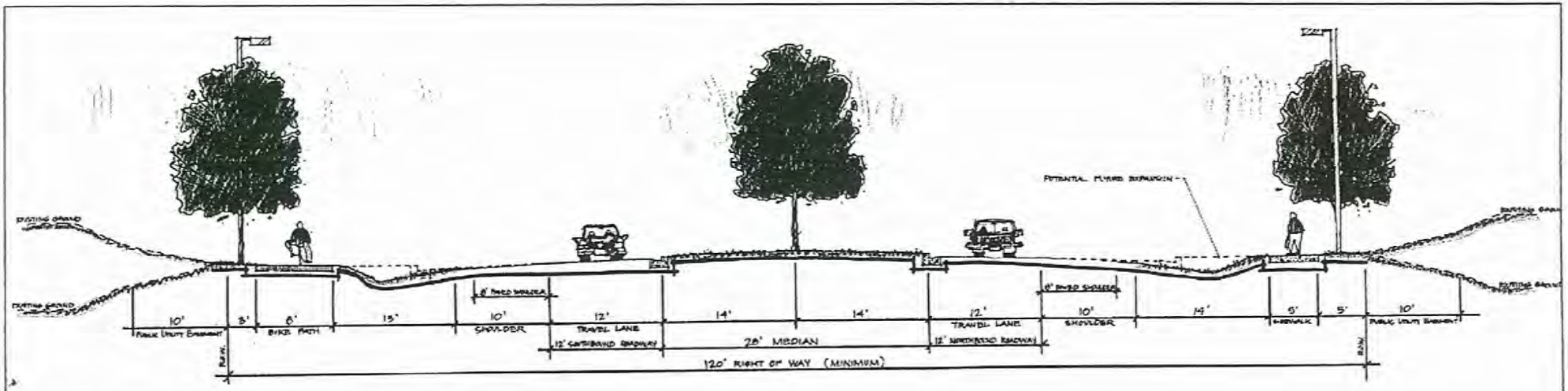
NEXT STEPS

After three alternatives have been chosen, a noise study will be performed, and impacts will be quantified. Impacts including, but not limited to, right-of-way, wetlands, noise, forest stands, floodplains, and quality of life, will be considered. We will then hold another Public Meeting to present these impacts for your consideration and comment. Your comments will be used to determine which final alternative, the concept, will be chosen. The concept and its' impacts will be outlined in a report called the Project Prospectus, which will be presented to the Planning Board and the County Council. Comments from these two entities will be forwarded to the MCDPWT engineers, who will then initiate Phase II Facility Planning (35% Design).



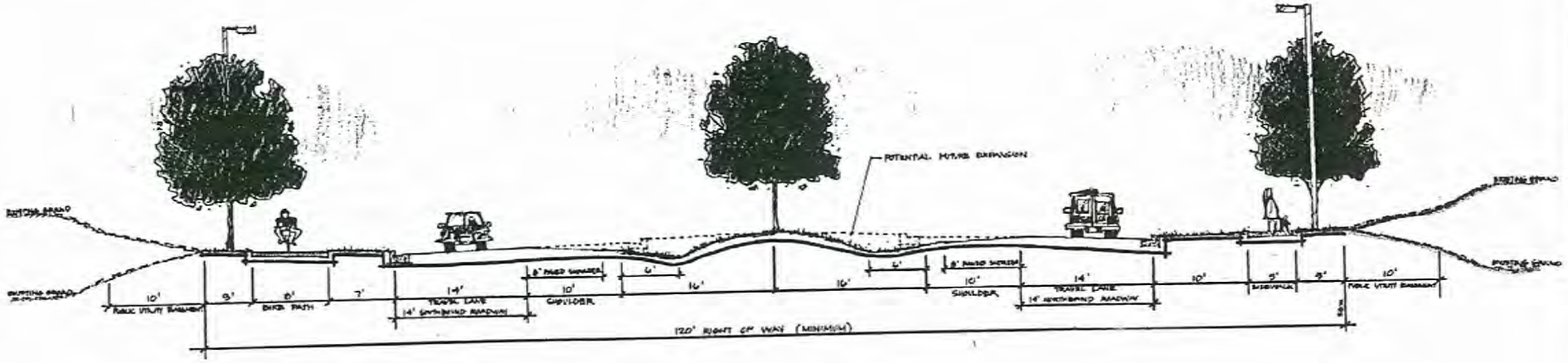
2-Lane Open Section Roadway

ALTERNATE 1



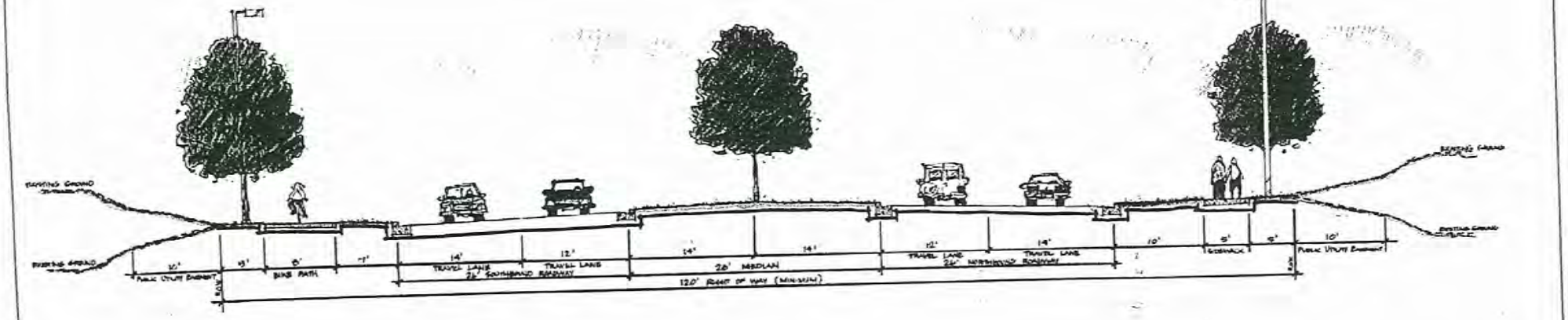
2 - Lane Open Section Roadway -
Inside Two Lanes of Future 4 - Lane Divided Roadway

ALTERNATE 2



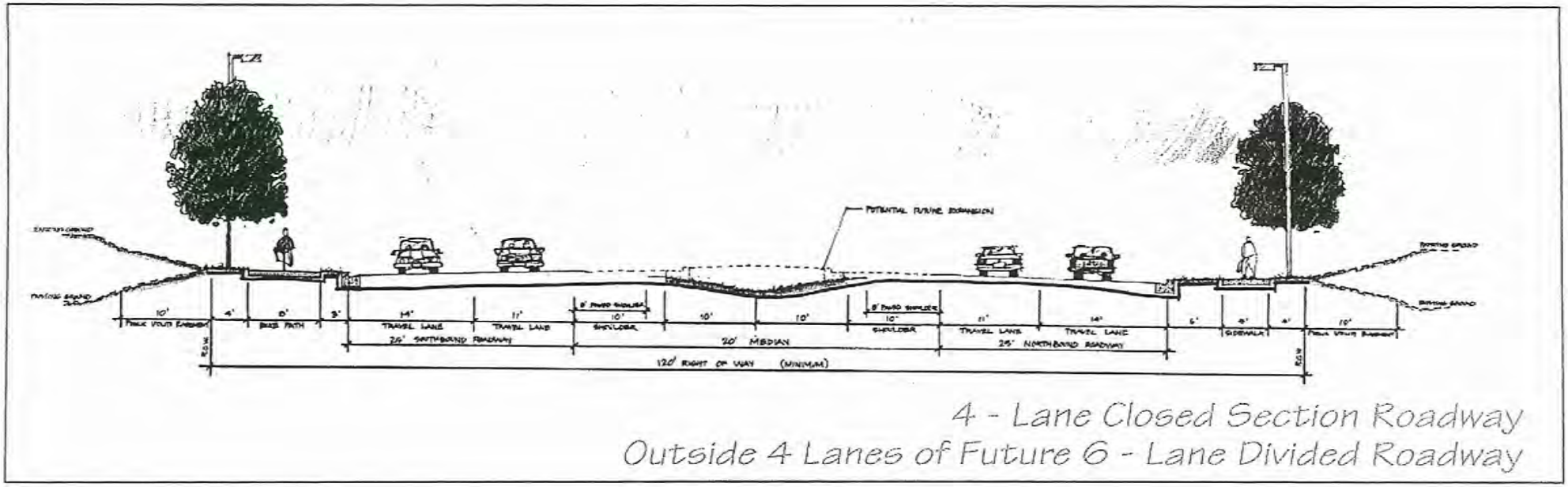
2 - Lane Closed Section Roadway -
Outside Two Lanes of Future 4 - Lane Divided Roadway

ALTERNATE 3



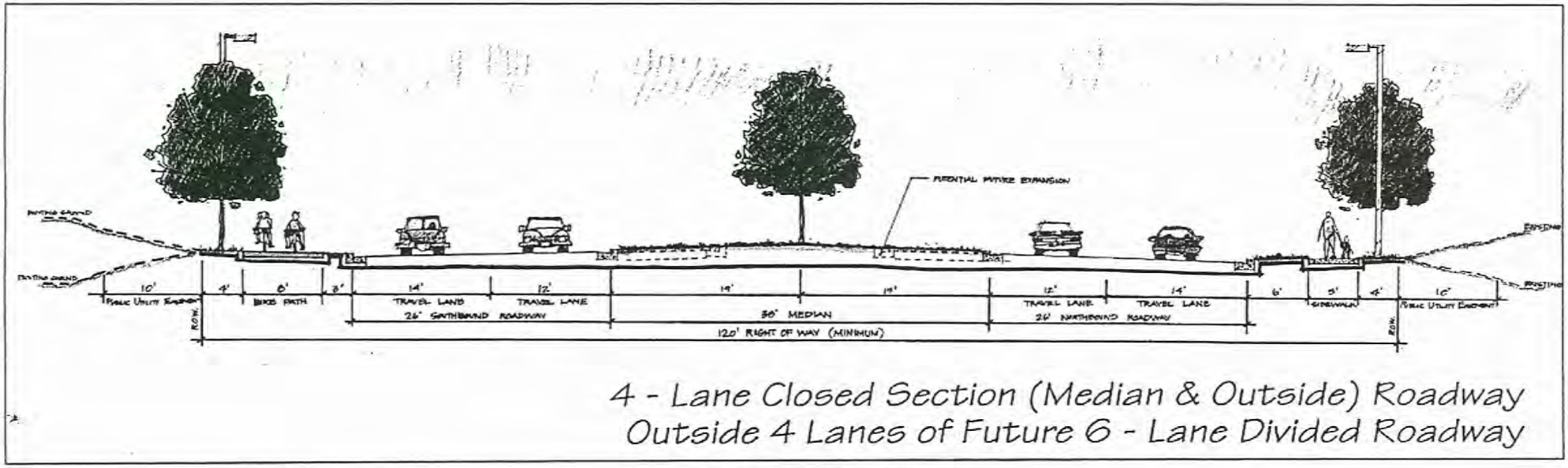
4 - Lane Divided Roadway

ALTERNATE 4



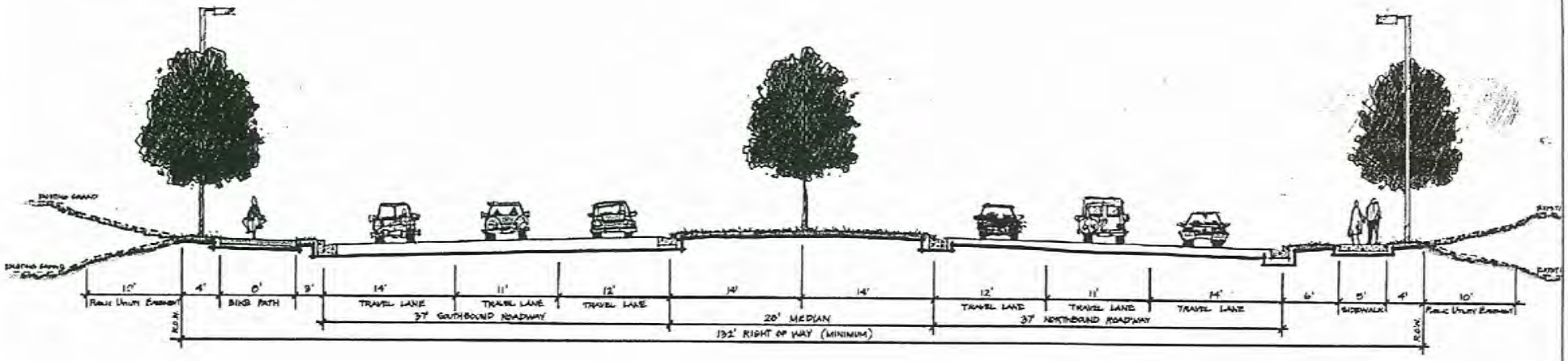
4 - Lane Closed Section Roadway
Outside 4 Lanes of Future 6 - Lane Divided Roadway

ALTERNATE 5



4 - Lane Closed Section (Median & Outside) Roadway
Outside 4 Lanes of Future 6 - Lane Divided Roadway

ALTERNATE 6



6 - Lane Divided Roadway

ALTERNATE 7

SCHEDULE

Concept Plan Study Begins	spring 2002
Public Meetings	spring 2003, winter 2003 (tentative)
Concept Plan Complete	summer 2004
Preliminary Plans (35% Design)	summer 2007
Presentation to County Executive	fall 2007
Council deliberation and Decision	spring 2008

IN YOUR NEIGHBORHOOD

You may see surveyors and technicians in your neighborhood during the summer months. Our consultant is Rummel, Klepper & Kahl, LLP, Engineers (RK&K). Be on the lookout for trucks bearing the RK&K or Montgomery County logo. If you have any questions or concerns about the work we are doing, please call Jeri Cauthorn, Project Manager, at 240-777-7231 or e-mail her at Jeri.Cauthorn@montgomerycountymd.gov

WHO IS RECEIVING THIS NEWSLETTER?

This newsletter is being sent to all the citizens, homeowner's associations, and businesses that are on the mailing list. Please share this information with your neighbors. If you know someone who is interested in being added to the mailing list, please have them contact Audrey Elias at DPWT's Division of Engineering Services, Design Section, at 240-777-7240.

WEBSITE INFORMATION

For information on this and other transportation projects in the County, please visit our website at:

www.dpwt.com/EngSvcDiv

FUTURE NEWSLETTERS

We plan on providing you with periodic updates on this project.

MONTGOMERY COUNTY DPWT CONTACTS

Questions	Contact	Telephone Number	E-mail Address
Project Manager	Jeri Cauthorn	240-777-7231	Jeri.Cauthorn@montgomerycountymd.gov
Construction	Jim Lutz	240-777-7216	Jim.Lutz@ montgomerycountymd.gov
Property Acquisition	John Shaffer	240-777-7258	John.Shaffer@montgomerycountymd.gov
Traffic Control	Pat Bradley	240-777-2160	Pat.Bradley@montgomerycountymd.gov
Mailing List	Audrey Elias	240-777-7240	Audrey.Elias@montgomerycountymd.gov

Goshen Road South Public Workshop

Typical Section Alternatives

Comparison of Alternative Typical Sections

Goshen Road Alternative Typical Section	Right of Way Width	Landscaped Median	Landscaped Roadside	Street Lighting	Bike Path (8' Width)	Sidewalk (5' Width)	Closed Section (Curbed) Roadway
No-Build / Existing Typical Section	Varies – Approx. 60 to 130	No	Existing Vegetation	Typically Only at Intersections	No	Spot Locations	No – Typically Open Roadway Section
Alternative 1 2-Lane Open Section Roadway	91' Min.	No	Yes	Yes	Yes – Offset 15' From Edge of Shoulder	Yes – Offset 15' From Edge of Shoulder	No
Alternative 2 2-Lane Open Section Roadway – Inside 2 Lanes of Future 4-Lane Divided Roadway	120' Min.	Yes – With Street Trees	Yes	Yes	Yes – Offset 15' From Edge of Shoulder	Yes – Offset 14' From Edge of Shoulder	Yes – Along Median
Alternative 3 2-Lane Closed Section Roadway – Outside 2 Lanes of Future 4-Lane Divided Roadway	120' Min.	Yes – With Street Trees	Yes	Yes	Yes – Offset 7' From Face of Curb	Yes – Offset 10' From Face of Curb	Yes – Along Outside
Alternative 4 4-Lane Divided Roadway	120' Min.	Yes – With Street Trees	Yes	Yes	Yes – Offset 7' From Face of Curb	Yes – Offset 10' From Face of Curb	Yes – Along Median & Outside
Alternative 5 4-Lane Closed Section Roadway – Outside 4 Lanes of Future 6-Lane Divided Roadway	120' Min.	Yes – With Low Shrubbery / Plantings	Yes	Yes	Yes – Offset 3' From Face of Curb	Yes – Offset 6' From Face of Curb	Yes – Along Outside
Alternative 6 4-Lane Closed Section (Median & Outside) Roadway – Outside 4 Lanes of Future 6-Lane Divided Roadway	120' Min.	Yes – w/ Street Trees	Yes	Yes	Yes – Offset 3' From Face of Curb	Yes – Offset 6' From Face of Curb	Yes – Along Median & Outside
Alternative 7 6-Lane Divided Roadway	132' Min.	Yes – w/ Street Trees	Yes	Yes	Yes – Offset 3' From Face of Curb	Yes – Offset 6' From Face of Curb	Yes – Along Median & Outside

Summary of Build Alternative Features:

- ***Dedicated Left Turn Lanes Improve Safety, Operations and Capacity***
- ***Pedestrian And Bicycle Facilities Improve Safety and Access to Neighborhoods, Commercial Centers and Transit Facilities***
- ***Roadway Lighting Improves Safety For Vehicular and Non-Vehicular Traffic***
- ***Appropriate Roadside Grading for Design Speed and Roadway Classification Improves Roadside Safety With Proper Obstacle Setback***
- ***Alternates 2 through 7 Medians Improve Safety With Physical Separation Between Opposing Traffic***
- ***Roadway Landscaping / Aesthetic Enhancements***

MONTGOMERY COUNTY DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION

Division of Engineering Services

Goshen Road South

QUESTIONS AND/OR COMMENTS

PLEASE PRINT

Name: _____ Date: _____

Address: _____

City: _____ State: _____ Zip Code: _____

I/We wish to comment on the Transportation Facility Planning Study for Goshen Road South:

For further information, please contact Jeri Cauthorn, Project Manager, Division of Engineering Services, at 240-777-7231.

Web Site Address: http://engineering.dpwt.com/

Please Print

SIGN-IN SHEET

Name	Phone number	Address with zip	e-mail
Greg Stock	301-330 5045	18704 Southern Rd 20879	GJSTOCK47@aol.com
Don Gray		North Village	
Saul Schepartz	301-926-5093	E-V	
Dave Swain		E.V.	
Mary John Sisk	301-869-9189	E-V	
Marilyn Frishman		8330 Montrose Gaithersburg 20886	
Martha Coddington	301-869-7757	9737 Tylerhill Ln	
Keith Stahl, MC	301 926-1883	19340 Dunbarton	
Don Wilkins	UNLIST	9301 Judge Pl	JDONWILKINS@COMCAST.NET
Sam Quinn		20301 Stedmeld Pl MVMD 20886	
Thomas Riley	301-924-6449	9840 Canal Rd MV 20886	rileyfamily1@comcast.net
Jan Watson	301-948-5813	19169 Roman Way " "	Watsondems@aol.com
Edward Brandt	301-330-2371	19746 Gramercy Terrace	edward.brandt@epuls.com

Montgomery Village Foundation May 28, 2003

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SIGN-IN SHEET

Name	Phone number	Address with zip	e-mail
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SMITH, FERN	301-869-1684	9300 Elgar, Mid Rd.	
Van Wyk, Marie	(301) 869-9479	10168 Hellingly Pl Mont Vlg.	
Dick Wright	301 977 9049	20081 Doolittle St 20886	dickwris@erols.com
Scott Frohman	703-761-4455	10 Seabrook Ct MV, MD 20886	Sfrohman@us.ibm.com
DAVE JOHANSON	240 631 0515	18901 N MEADOW FENCE, MD 20886	dajohan@patriot.net

Greater Goshen Civic Association
GENERAL MEMBERSHIP MEETING

Open to the Public

Date: Monday June 9, 2003

Time: 7:30PM

Place: Church of the Nazarene, 8921 Warfield Rd. Gaithersburg MD, located at the corner of Warfield and Goshen roads.

Subject: *GOSHEN ROAD WIDENING PROJECT*

Speaker: Jeri Cauthorn, Senior Planner of the *Department of Public Works and Transportation*

Ms. Cauthorn will present the need and proposals to improve the traffic situation on Goshen Road. She will provide handouts and answer questions about the project. The goal at this stage is to gather Public Comment by June 15th on the seven alternatives being considered. You ARE the Public, please come to voice your opinion!

GGCA Assembly Agenda:

fter the speaker, a brief GGCA meeting will offer updates on several topics of interest:

- **The Senior Housing Project on Wightman Road.**
- **The "Church Park" on Brink Road.**
- **M-83**
- **Election of new Officers.**

This will be the last General Meeting until the Fall season. It is free and open to the public. The GGCA encourages attendees to join the Association to help support efforts to monitor the quality of life in our area. Annual Dues are only $15.00 and include the Association newsletter, the "Goshen Guardian" and an invitation to the Annual Fall Picnic for meeting your neighbors.

For more information call (301) 926-5008

.....Please cut here and mail your 2003 annual dues today!.....

GREATER GOSHEN CIVIC ASSOCIATION ANNUAL DUES: $15.00

Make check payable to the GGCA and mail to Charles Tilford, Treasurer,
9910 Brink Rd. Gaithersburg MD 20882; Email Address for the Association: OurGGCA@hotmail.com

NAME(S):_____ TEL:_____

ADDRESS:_____

CITY:_____ ZIP:_____

EMAIL ADDRESS:_____

Greater Goshen Civic Association June 9, 2003

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Total attendance: 46

Name	Phone number	Address with zip	e-mail
Bonnie Bell		Bell Bluff Rd 20879	OurGGCA@Hotmail.com
Ed Fuller	301-869-3198	9300 Gunpowder Pl., Mont. Vlg. 20886	fuller28@comcast.net
Tom + Anne Fessenden	(240) 631-1412	21525 Davis Mill Road Germantown, MD 20876	frfess@aol.com
JAN HORMUTH	301 9267833	21020 BRINK CT GAITHERSBURG MD 20882	jahrah@earthlink.net
Greg E Rubin	301 869-1462	21008 Brenit Court. 20882	GEORGIA.aol..Com
Lisa Fulton	301 515-1527	21005 Cogwheel Way	~~cogg~~ Cogdwheel@aol.com
Joan Camara	301-590-0968	21708 Glendaragh Rd	Joanyhrid@msn.com
HERB CANAPARY	301 963 6080	1 GOSHEN COURT, GAITHERSBURG	HCANAPARY@UCCI CO.COM
Janet Buyer	301 519-0313	20724 Bell Bluff Rd. Gburg 20879	jbuyer@cpsc.gov
Barbara Knapp	301-428-0044	21900 Davis Mill Rd. Germantown 20876	BBKnapp@slsoft.com
JD + Barb Rogers	301-963-3731	18 Bell Bluff Ct.	
BARRY BOSHER	301-417-2683		
MERIT BOSHER	301-417-2683		
William Luther	301-926-3573	20638 Huckleberry Rd Gaithersburg MD.	
MD Lynch	(301) 963-3930	14 Bell Bluff Ct 20879	
Marc Strelser		9844 Mansell Dr Gburg 20879	
Silas Loy	301 977-6362	8911 warfield Rd	SrbaLoy@AOL.com

Greater Goshen Civic Association June 9, 2003 – Presented Recap of April 29 mtg.

Please Print

SIGN-IN SHEET

Name	Phone number	Address with zip	e-mail
Daniel+Meg Leeds	240 6322622	20831 Goshen Road Gaithersburg 20882	mleeds@erols.com
Dotty Meditz		20911 Lochaven Ct GBurg 20882	
Jerry & Karen Duvall	301 972-0856	11001 Treva Court, Germantown, MD 20876	jerry.duvall@fcc.gov
Art Coletta	301-977-8662	8308 Lando Ct Gaithersburg 20882	artcoletta@starpower.net
Mary E Conaghan	301-963-6080	1 Goshen Ct, Laytonsville, Md 20882	
Denver + Peggy Saunders	301 548-9343	9520 Wightman Road Gaithersburg MD 20879	
Linda Hendricks	301-972-4226	21414 Davis Mill Rd Germantown MD 20876	
DUANE & CINDY SADULA	301-540-8850	21017 Coo Wheel Way Germantown	DRSDC@EROLS.com
George & Glenda Chapin	3019267809	21713 Goodstone DR LAYTONSVILLE	20882
Al D'Alessandro	(301) 869-3123	9201 Warfield Rd.	
ROSEMARY ARKOIAN	301-926-5008	20816 Bell Bluff Rd. G'BURG MD 20879	rarkoian@hotmail.com
George + Mari Lieberman	(301) 977-9073	20804 Apollo Lane, Glg MD 20882	
Phil & Norma Gardner	301-840-1571	21000 Miracle DR. Gbg. MD 20882	philipgardner@yahoo.com
ROBERT F DOLAN	301 977 4911	9501 Ash Hollow MV Md 20886	RFDRFD@AOL.com
David Hommert	—	8305 LANDO CT GAITHERSBURG MD 20882	DCMDG13@AOL.com
KATHLEEN SENTKOWSKI	301/212-9616	9821 WIGHTMAN RD GBURG 20879	
Don Pollock	301/540-3348	21425 Davis Mill Rd Germantown 20876	

Greater Goshen Civic Association June 9, 2003

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SIGN-IN SHEET

Name	Phone number	Address with zip	e-mail
Dick MULLINEAUX	(301)924-4320	9371 BRINK RD. GBURG 20882	
Martin Haber	(301)926 7660	9700 Wightman Rd Gtbg 20879	haberm@cder.fda.gov

Severn Run HOA Annual Meeting
Date: Tuesday June 24th 2003 Location: Whetstone Elementary Time: 7:30pm
Multi-Media Rm

Officers: President: Greg Stock, Vice President: Chris Moren, Treasurer: Bonnie Moren

Secretary: Wayne Sonnenberg

Agenda Topics

Time	Topic	Owner
7:30pm	Meeting called to order and introductions	Greg
7:35pm	Treasurers Report	Bonnie
7:45pm	Picnic Planning (Location, Volunteers, etc.)	All
8:00pm	Snow Removal	Greg, Chris, All
8:10pm	Election of Officers	All
8:30pm	Goshen Road Project	Jeri Cauthorn
9:15pm	Question/Comments	All
9:30pm	Meeting Adjourn	All

In attendance at our HOA meeting will be Jeri Cauthorn who is the Senior Transportation Planner for the Department of Public Works. Jeri will be here to discuss the future improvements to Goshen Road.

All agenda times and order of discussion may vary from the above listing.

Severn Run Homeowners Assoc.

June 24, 2003

Please Print

SIGN-IN SHEET

Name	Phone number	Address with zip	e-mail
K. GOLDENBERG	301-417-9756	18717 SEVERN RD 20879	Goldenberg.Karen@BLS.GOV
S. CHANG/S. ESSMAN	301 947-6791	9309 SEVERN TERR. 20879	CHANGESSMAN@COMCAST.NET
B. HECHTMAN	301-921-1941	18714 SEVERN RD 20879	bhechtman@worldnet.att.net
Sanjay Mandhan	301-926-3115	18820 Severn Rd 20879	mandhans@hotmail.com
VENEETA TANDON	240-498-6983	18820 Severn Rd	———

Severn Run Homeowners Assoc.

June 24, 2003

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SIGN-IN SHEET

Name	Phone number	Address with zip	e-mail
Jim Linn	301-330-9171	18804 Severn Road Gaithersburg MD 20879	jlinn@aga.org
Dena Sonnenberg	301-330-8466	9300 Severn Terrace-Gaith MD 20879	
Chris Moron	301 990 0608	9308 Severn Terrace 20879	
BD Landman	301-975 9499	9300 Severn Terrace- Gaithersburg 20879	

Severn Run Homeowners Assoc.

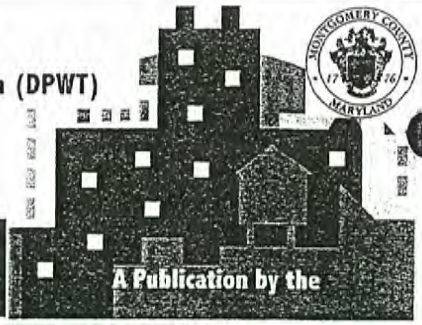
June 24, 2003

Please Print

SIGN-IN SHEET

Name	Phone number	Address with zip	e-mail
CAVALLARO J.	301 947 6693	18700 Severn Rd Salisbury MD 20879	
PINKOWITZ, Lee & Dee	240 631 0539	18710 SEVERN Rd GAITHERSBURG MD 20879	PINKOWITZ @ MSG.EDU
MOZINGO, JAMES	(301) 990-6553	18716 SEVERN ROAD GAITHERSBURG, MD 20879	MOZINGOJIM@AOL.COM
WAGNER, STEPHEN	(301) 330-8353	18705 SEVERN RD. GAITHERSBURG MD 20879	STEVEANDALVENA @ EROLS.COM
STOCK, Grey	301-330-5045	18704 Severn Rd Gaithersburg MD 20879	GJSTOCK47 @ AOL.COM
JAVATI, SAM		9312 Severn Terrace Gaithersburg 20879	
Payne, Ronnie	301-924-9437	18818 Severn Rd Gaithersburg	
MCKENZIE-BHN, Koren		18800 Severn Rd Gaithersburg MD	
Maricla Figueroa		18803 Severn Rd	

Douglas M. Duncan, County Executive
Montgomery County Department of Public Works & Transportation (DPWT)
Albert J. Genetti, Jr., Director
Edgar Gonzalez, Deputy Director of Transportation Policy



A Publication by the
Division of Capital Development

THE PLAN AHEAD

Project Newsletter 3 - January 2004

Goshen Road South Facility Planning, Phase I Study

Winter 2004 Public Meeting No. 2

The Montgomery County Department of Public Works and Transportation (DPWT) invites you to attend the 2nd public meeting for the Phase I Facility Planning study for **Goshen Road South.**

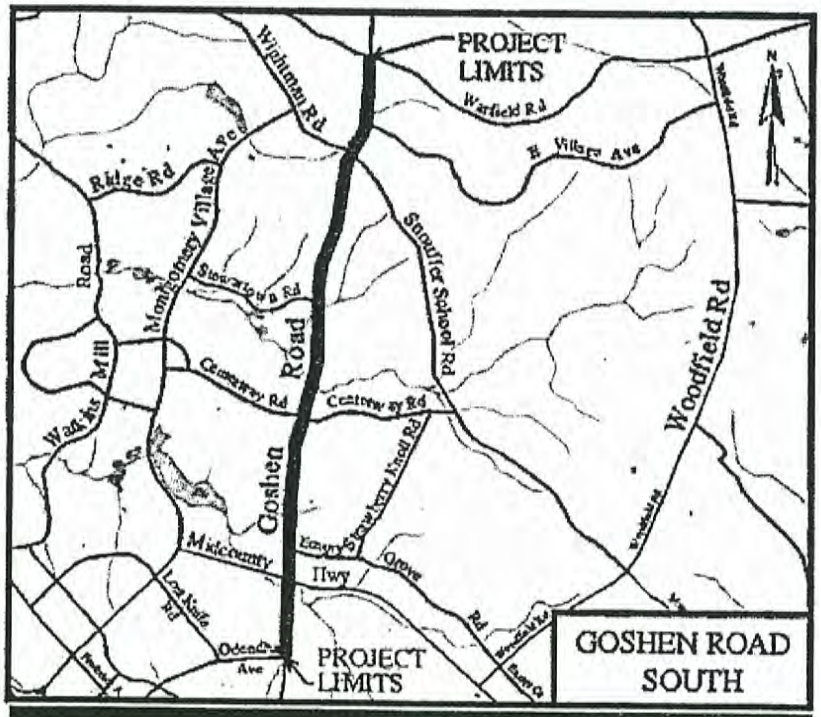
The purpose of the meeting is to present the results of the facility planning study, discuss community concerns, receive feedback and address any questions related to the study.

MARK YOUR CALENDAR!

Date: Tuesday, February 10, 2004

Time: 7:30-9:00 pm

Location: Strawberry Knoll Elementary School
All Purpose Room (Cafeteria)
18820 Strawberry Knoll Road
Gaithersburg, MD 20879



LOCATION MAP

PROJECT OVERVIEW

The project limits are from Odendhal Avenue to Warfield Road, for a total length of approximately three miles. The Gaithersburg Vicinity Master Plan refers to *Goshen Road* as a major highway with an ultimate width of four or six lanes.

In Spring 2003 a series of public meetings were held to present possible alternatives for the future of Goshen Road. Seven (7) build alternates were presented. See Project Update #2 for details.

DPWT received over 100 pieces of correspondence from the public since the meetings last spring. **As a result of your input,** build alternate #8, with a reduced right-of-way width, was added.

The Project Team met in June and chose 3

Project Overview Continued

alternates for further study. The alternates included #4, 6 and 8 (see Typical Sections labeled Alternative 4, Alternative 6, and Alternative 8). They were chosen because they most effectively addressed: (1) **the concerns of the public; (2) congestion relief; (3) safety; (4) quality-of-life; and (5) the Master Plan.**

After the 3 alternates were chosen, more detailed studies were performed. Right-of-way, wetland, forest, and floodplain impacts were quantified, and a noise assessment was performed. The results for the year 2025 conditions were tabulated in the **'Comparison of Alternatives'** chart shown below.

Comparison of Alternatives for 2025

	Design Element	ALT. 4	ALT. 6	ALT. 8	No-Build
1	Sidewalk (ft)	15,000	15,000	15,000	1,900
2	Bikeway (ft)	14,500	14,500	14,500	0
3	# of intersections w/ failing LOS	2	2	2	18
4	Right-of-Way (acres)	13.5	13.5	10.7	0
4a	Right-of-Way* #Properties	105	105	86	0
5	Relocations	0	0	0	0
6	Noise (# of residences >67 dBA)	69	74	68	9
7	Wetland (acres)	0.2	0.2	0.1	0
8	Waters of the US (acres)	0.6	0.6	0.5	0
9	Forest (acres)	4.8	4.8	3.9	0
10	Historic Properties	0	0	0	0

What Happens Next

The following steps are anticipated upon the completion of the 2nd public meeting:

Select Final Concept

The Project Team will meet to choose the final alternate, which will be recommended as the **Concept.** As always, your **Comment Cards** will be used to help determine which alternate will be chosen.

Prepare Project Prospectus

The impacts of both the **No-Build** and the Final **Concept** will be outlined in a report called the Project Prospectus.

Planning Board/County Council Presentation

Comments from these two entities will be forwarded to the MCDPWT engineers.

Begin Phase II Facility Planning

Anticipated Summer 2004. The Design Section will administer the 35% design plans.

Who Is Receiving This Newsletter

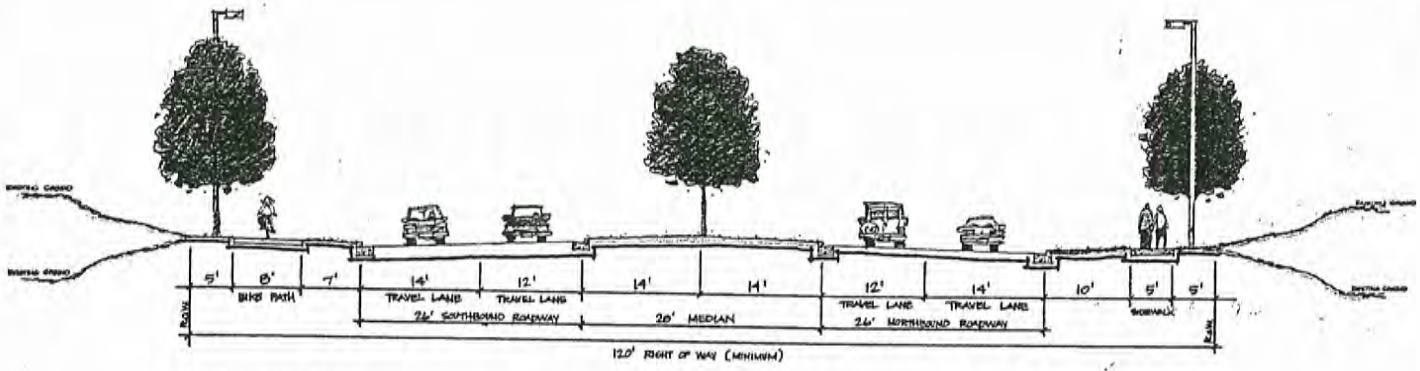
This newsletter is being mailed to those citizens, businesses, and HOA's whose names appeared on the County's Geographical Information System's (GIS) database. If you know of any interested party that would like to receive future Montrose Parkway East project newsletters and be added to this mailing list, please contact Ms. Audrey Elias at 240-777-7220.

Contacts

Contact	Telephone
Jeri Cauthorn Project Manager	**240-777-7231**
Jim Lutz: Construction	240-777-7216
John Shaffer Property Acquisition	240-777-7258
Mailing List:Audrey Elias	240-777-7240

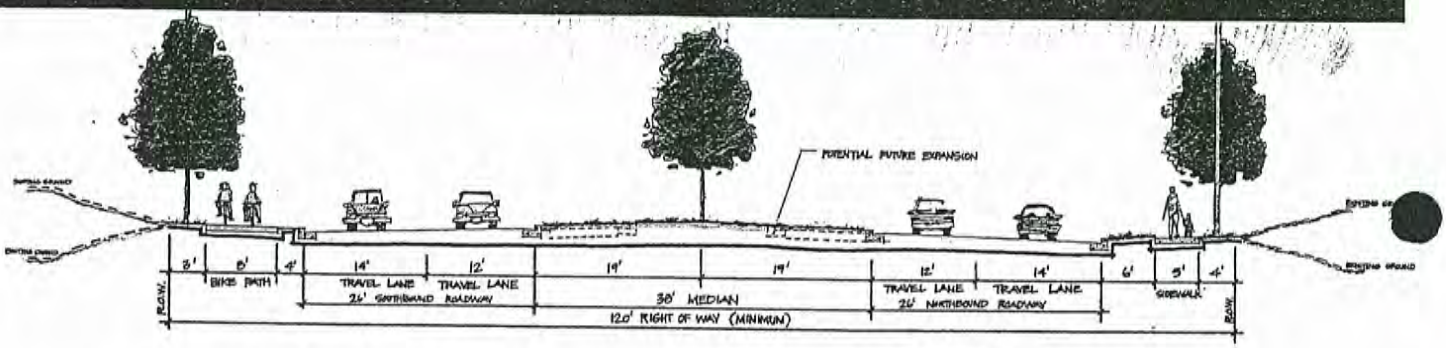
Alt 8 ~ 1mi. of Retain. walls

ALTERNATIVE 4-TYPICAL SECTION



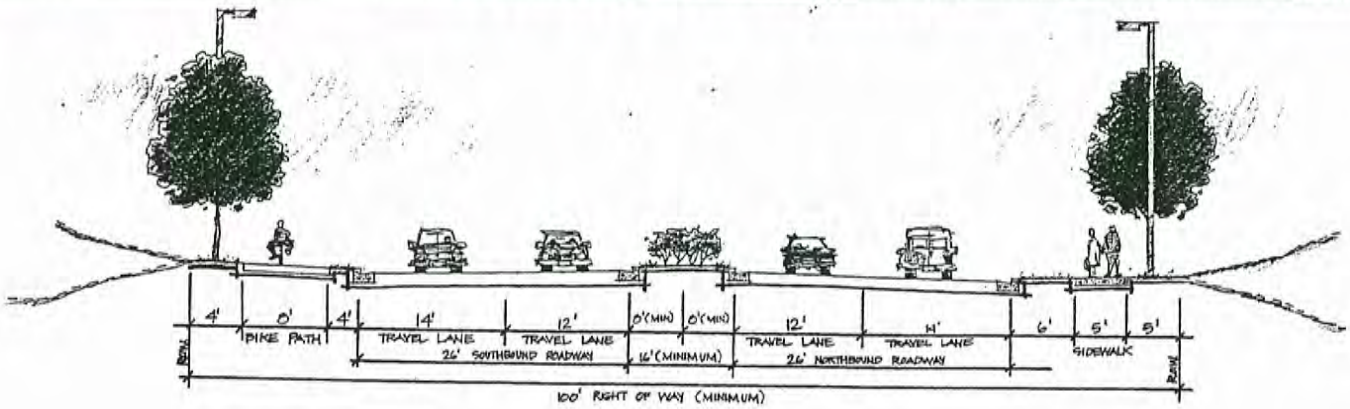
ALTERNATIVE 4
4-LANE DIVIDED ROADWAY
SCALE: 1"=5'

ALTERNATIVE 6-TYPICAL SECTION



ALTERNATIVE 6
4-LANE CLOSED SECTION MEDIAN AND OUTSIDE ROADWAY - OUTSIDE 4 LANES OF FUTURE 6-LANE DIVIDED ROADWAY

ALTERNATIVE 8-TYPICAL SECTION



ALTERNATIVE 8
4-LANE DIVIDED ROADWAY MINIMIZED SECTION
SCALE: 1"=5'

MONTGOMERY COUNTY DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION

Division of Engineering Services

Goshen Road South

QUESTIONS AND/OR COMMENTS

PLEASE PRINT

Name: _____ Date: _____

Address: _____

City: _____ State: _____ Zip Code: _____

I/We wish to comment on the Transportation Facility Planning Study for Goshen Road South:

For further information, please contact Jeri Cauthorn, Project Manager, Division of Engineering Services, at 240-777-7231.

Web Site Address: http://engineering.dpwt.com/

DEPARTMENT OF PUBLIC WORKS
AND TRANSPORTATION
Division of Engineering Services
101 Monroe Street, Ninth Floor
Rockville, Maryland 20850-2540
ATTENTION: Jeri Cauthorn

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THIS FORM IS TO PROVIDE THE OPPORTUNITY TO COMMENT ON THE **GOSHEN ROAD SOUTH PROJECT.**

PLEASE TAKE THIS OPPORTUNITY TO PROVIDE YOUR INPUT. OUR GOAL IS TO GATHER PUBLIC INPUT SO THAT WE CAN DESIGN A PROJECT THAT BEST MEETS THE PUBLIC'S NEEDS.

POSTAGE IS PREPAID

Montgomery County Department of Public Works & Transportation (DPWT)
Division of Capital Development
101 Monroe Street, 9th Floor
Rockville, Maryland 20850-2540

Phone: 240-777-7220
Fax: 240-777-7277
http://www.montgomerycountymd.gov

Sent 1-27-04

CAN'T MAKE IT TO THE PUBLIC MEETING?

If you are unable to attend the public meeting but would like to share your comments with DPWT, please complete the attached postage-paid **Comments Card.** Please mail no later than:

Friday, February 27, 2004

GOSHEN ROAD SOUTH—PUBLIC MEETING 2/10/04

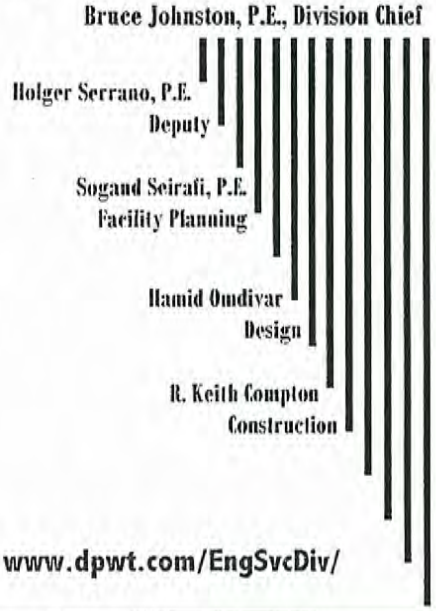
Any questions, please contact Jeri Cauthorn, Project Manager.

PHONE: 240-777-7231 E-MAIL: jeri.cauthorn@montgomerycountymd.gov

Division of Capital Development (DCD)

The Division of Capital Development (DCD) is responsible for planning, engineering, and constructing Montgomery County's infrastructure to the highest safety and performance standards possible while paying close attention to citizen's input, environmental and economic concerns.

DCD employs over 100 people, with varying skills & backgrounds. DCD is responsible for more than 2000 miles of primary & secondary roads, over 253 bridges, and numerous building facilities.



THE PLAN AHEAD

Transportation & Facilities Needs of Tomorrow, Today.

www.dpwt.com/EngSvcDiv/

Feb. 6, 2014

SIGN-IN SHEET

Please Print

	Name	Phone number	Address with zip	e-mail
1	JOHN LANDRY	240 631 9999	19311 ROCKELM WAY 20879	JOHN.LANDRY@TRZ.COM
2	ANDREW C. MILLMAN	301.926.4455	19021 THRESHING PL. 20876	
3	DANIEL LYON	301 330 5564	9309 JUDGE PLACE 20886	
4	Donna Lyon	"	"	
5	Juan Cardenas	3019634980	19729 Framingham 20879	
6	CHRIS MOREN	3019900608	9308 SEVERNTER. 20879	camoren@aol.com
7	CHARLES MINEAR	301 527 9368	9120 ROUNDLEAF WAY GBURG 20879	
8	David Hondowicz	240 777 7984	COB	david.hondowicz@montgomerycountymd.gov

. 8L. , 2-J4

SIGN-IN SHEET

Please Print

	Name	Phone number	Address with zip	e-mail
9	Keith Joseph	301 9631688	18500 Goshen Road, MD 20879	
10	Venita Joseph	"	" "	
11	Ed Fuller	301-869-3198	9300 Gunpowder Place, 20886	
12	MILTON ANDERSON	301-258-7363	9304 GUNPOWDER PL 20886	ANDERSONCM@AOL.COM
13	Jason Smith	301-869-1880	19304 Rock Elm Way 20879	J-smith10@comcast.net
14	Janet Bwyer	301-519-0313	20724 Bell Bluff Rd. 20879	jbwyer@cpsc.gov
15	David Lynch	301-963-3930	14 Bell Bluff Ct. 20879	
16	Charles Tilford	3019266751	9910 Brink Road, 20882	Charles.tilford@erols.com
17	LARRY DELORIMIER	301-926-3065	20424 Ramsbury Pl 20886	LARRYDELOR@AOL.COM
18	Sam Barrow	301.926.0055	20422 Ramsbury Pl. 20886	
19	Steve Zepnick	3/963-8866	9101 Bramble Bush Ct 20879	
20	DICK GUWETSKI	3019759871	16929 DIARCH RD 20886	
21	LUIS MARTINEZ	240-777-8043	12900 Middlebrook Rd. Suite 1000 Germantown, MD 20874	luis.martinez@montgomerycountymd.g
22	MEG & DANIEL LEEDS	240-632-2622	20831 GOSHEN ROAD GAITHERSBURG 20882	mleeds@erols.com
23	PETER ROITMAN	301 869 0380	22 BANNISTER CT GAITHERSBURG	proitman@erols.com
24	JOSEPH NAH	240 683-6836	18821 SEVERN RD 20879	JTNASH71@YAHOO.COM

Feb. , 2014

SIGN-IN SHEET

Please Print

	Name	Phone number	Address with zip	e-mail
25	Bonnie Bell	240 631-1111 x19		OurGGCA@hotmail.com
26	Keith Silliman	301 926-1583	19340 Dunbridge Way Apt V. 11/16 20886	
27	Rosemary Arkoian	301-926-5008	20816 Bell Bluff Rd. G'burg MD 20879 20882	rarkoian@hotmail.com
28	Maurice Miles	977-9392	8209 Warfield Rd	
29	John Li	(301)946-7589	19308 Rock Elm Way 20879	Nino@HOTmail.com
30	Max Keeney	8018699551	20420 Rensburg Place Apt V 20886	
31	William A Hanson	301 330-1716	21536 Quick Fox Lane 20882	hansonwa@Comcast.net
32	Michael Hanson	301 330 1716	21536 Quick Fox Lane 20882	
33	Colette Wycech/Edward Landman	301-990-4325	9304 Severn Terrace, Gaithersburg 20879	Colette.j.wycech@verizon.com
34	Richard Wright	301 977 9049	20081 Doolittle St Montgomery Village 20886-1359	dick.wright@erols.com
35	STEPHEN WAGNER	301 330-8353	18705 SEVERN RD. GAITHERSBURG, MD 20879	STEVEANDALUENA@EROLS.COM
36	WILBORG WINSO	301 869-6254	19813 Bramble Bush Dr GBURG 20879	

Feb. , 2014

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	Name	Phone number	Address with zip	e-mail
37	Mary E + John C Sacco	301 869 9189	9109 Rowallen Ct Gaithersburg MD	CHIEFSACCO@AOL.COM
38	SAUL SCHEPARTZ	301-926-5073	20304 BUTTERWICK WAY M.V. 20886	SASCHEP@COMCAST.NET
39	Dennis Barnes	301-977-0292	9504 Aspenwood Place Montgomery Village 20886	
40	Marshall Deutsch	(w) (202) 693-5511	19518 Taverney Dr, G'Burg, MD 20879	Deutsch.Marshall@DOL.GOV
41	Robert Allen	3019775492	8900 Lochaven Dr. G. Burg MD	rallen@saintjohnsumc.org
42	TERRY O'GRADY	301-924-2388	8706 Delonis DR Montgomery Village MD	Terry.OGrady@aimco.com
43	Ida Martin-Payne	301-9249437	18818 Severn Rd Gaithersburg MD 20879	IMARTINPAYNE@Yahoo.com
44	Renard Payne	3019249437	18818 Severn Rd Gaithersburg MD 20879	
45	Lori Jones	301-519-1004	9405 Gentle Cir, Gburg, MD 20879	lori@greenleafmortgage.net
46	Jeannie Tondo	3018690307	9001 Nesbit Ct M.V. MD 20886	jgtondo@comcast.net

. ɔL , 2 J4

SIGN-IN SHEET

Please Print

	Name	Phone number	Address with zip	e-mail
47	Anne Swain	—	20653 Bowie Bridge Rd.	
48	Sharon Levine		Montgomery Village Found.	slevine@mvf.org
49	Robert Levine		19017 Threshing Rd.	rslevine@erols.com
50	Greg Stock		18704 Severn Rd	GJ STOCK47@aol.com
51	ROBERT HECHTMAN		8714 SEVERN RD 20879	bhechtman@att.net
52	Rev. Michael Fisher	301-977-5492	St. John Neuman Church 8900 Lachaven Dr. 20882	mfisher@saintjohnneumann.org
53	Jim Linn	301-330-4171	18804 Severn Road Gaithersburg MD 20879	jlinn@aga.org
54	Marianne Linn	"	"	—
55	CHUCK & ANNE WALKER	301-977-5282	GAITHERSBURG MD 20879 19512 LAGUNA DR	
56	Sandy + Charlie Minear	301-527-9368	9120 Roundleaf Way Gaithersburg, MD 20879	
57	Todd King	301 977 1302	19516 Laguna Dr. G'burg, MD 20879	ntking2@juno.com

SIGN-IN SHEET

Please Print

	Name	Phone number	Address with zip	e-mail
58	Bill VARRIEUR	301-948-3027	21001 GOSHEN RD 20882	X

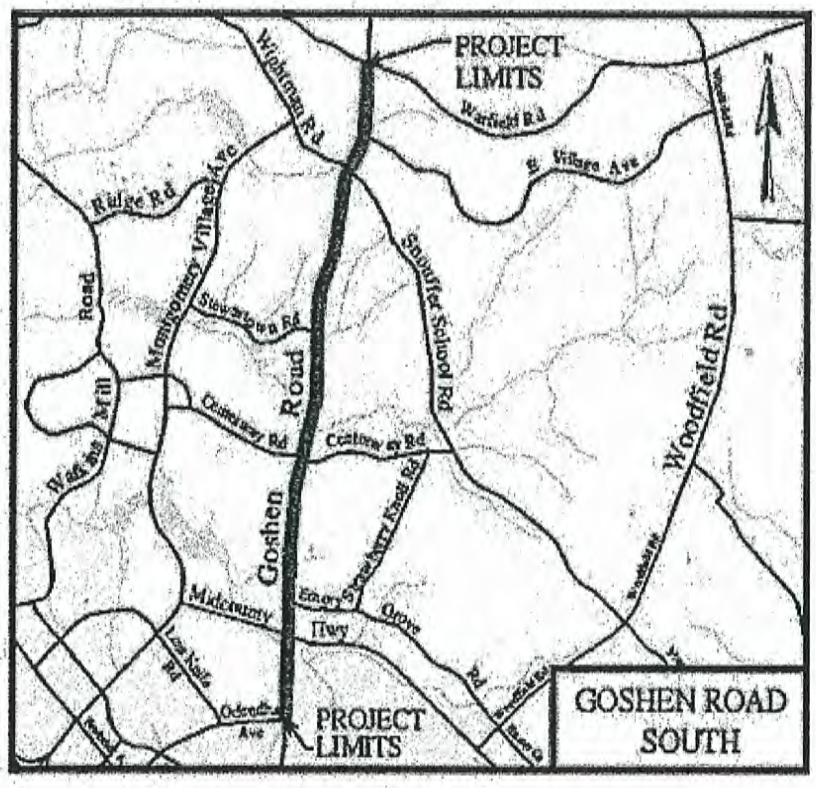
Douglas M. Duncan, County Executive
Montgomery County Department of Public Works & Transportation
Mike Hoyt, Acting Director
Edgar Gonzalez, Deputy Director of Transportation Policy

THE PLAN AHEAD

Project Newsletter 4 - June 2004

A Publication by the
Division of
Capital Development

Goshen Road South
Facility Planning, Phase I Study



LOCATION MAP

PROJECT OVERVIEW

The project limits are from Odendhal Avenue to Warfield Road, for a total length of approximately three miles. The Gaithersburg Vicinity Master Plan refers to *Goshen Road* as a major highway with an ultimate width of four or six lanes.

****

Over the past two years the project team has presented 8 different alternative cross-sections to the public. Two public meetings were held by the County, and several smaller community meetings were also attended by county representatives. Nearly two hundred pieces of correspondence were received from the public.

As a result of all this coordination, **Alternate 8** has been chosen as the **Recommended Concept.** In other words, the Montgomery County DPWT recommends to the County Council that this alternate be implemented. However, the impacts of both the no-build scenario and Alternate 8 will be presented to the Planning Board and the Council for their consideration.

What Happens Next

Project Prospectus
The impacts of both the **No-Build** and the Recommended **Concept** will be outlined in a report called the Project Prospectus.

Planning Board/County Council Presentations
Comments from these two entities will be forwarded to the MCDPWT engineers.

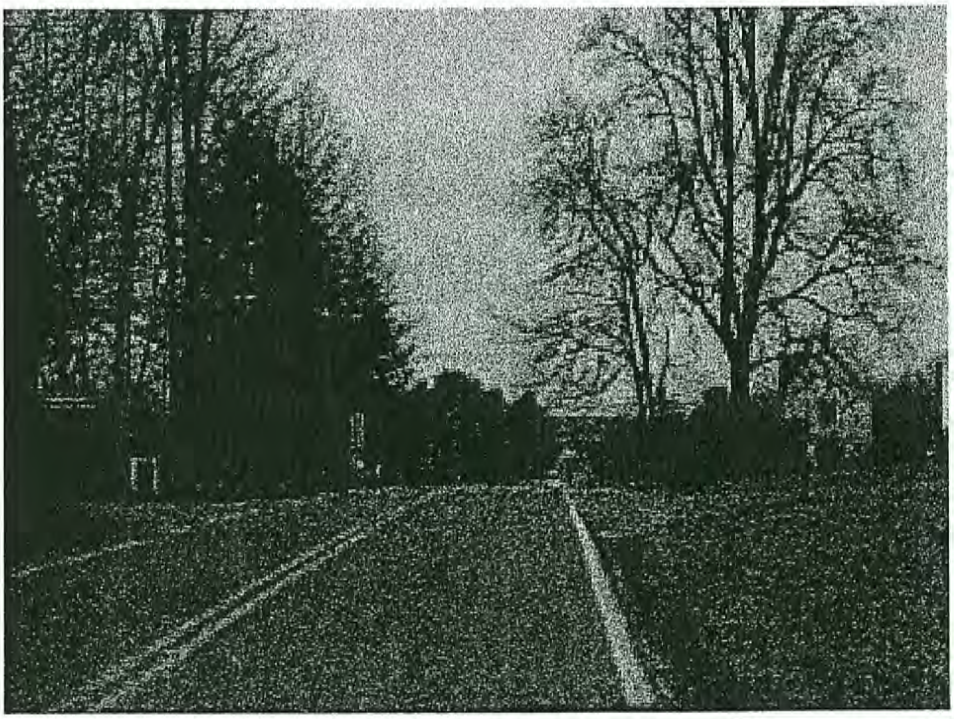
Begin Phase II Facility Planning
Anticipated Summer 2004. The Design Section will administer the 35% design plans.

Who Is Receiving this Newsletter

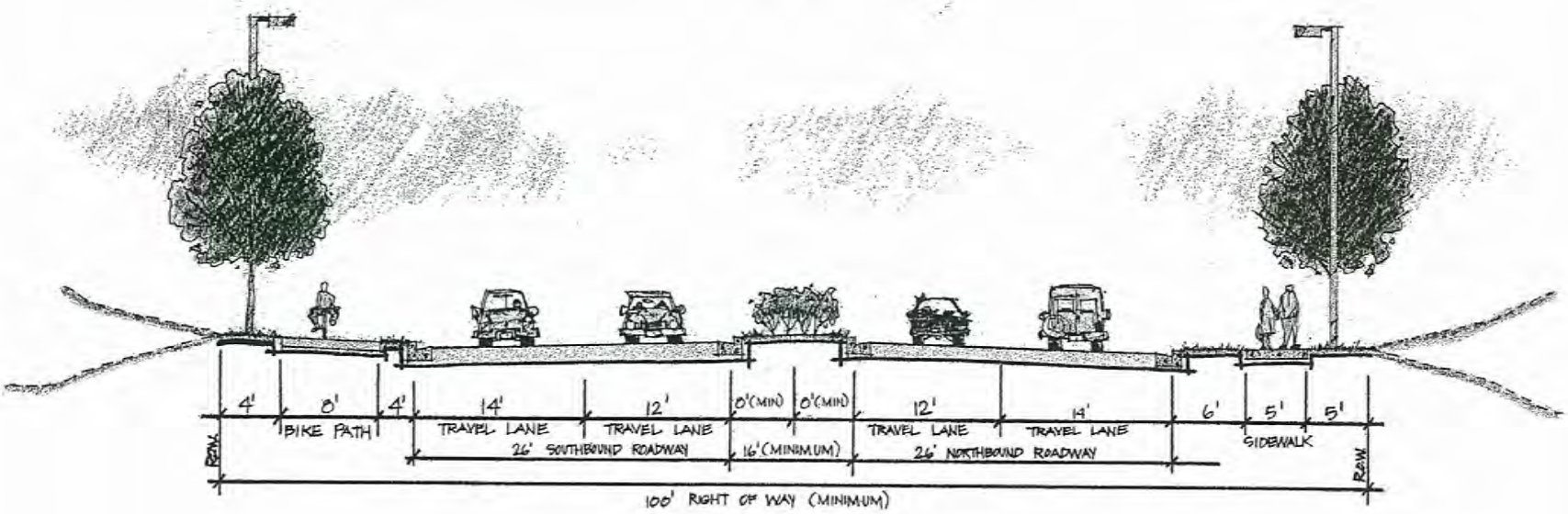
This newsletter is being mailed to those citizens, businesses, and HOA's whose names appeared on the County's Geographical Information System's (GIS) database. If you know of any interested party that would like to receive future Goshen Road South project newsletters and be added to this mailing list, please contact Ms. Marsha Lancaster at 240-777-6174.

Contacts

Contact	Telephone
Jeri Cauthorn Project Manager	**240-777-7231**
Jim Lutz: Construction	240-777-7216
John Shaffer Property Acquisition	240-777-7258
Mailing List: Marsha Lancaster	240-777-6174



Northbound at Mother of God School



ALTERNATIVE 8
4-LANE DIVIDED ROADWAY MINIMIZED SECTION

SCALE: 1"=5'

0 5 15

ALTERNATIVE 8-TYPICAL SECTION

Montgomery County Department of Public Works & Transportation

Division of Capital Development

Phone: 240-777-7220
Fax: 240-777-7277
http://

GOSHEN ROAD SOUTH

Any questions, please contact Jeri Cauthorn, Project Manager.

PHONE: 240-777-7231 E-MAIL: jeri.cauthorn@montgomerycountymd.gov

Division of Capital Development (DCD)

The Division of Capital Development (DCD) is responsible for planning, engineering, and constructing Montgomery County's infrastructure to the highest safety and performance standards possible while paying close attention to citizen's input, environmental and economic concerns.

DCD employs over 100 people, with varying skills & backgrounds. DCD is responsible for more than 2000 miles of primary & secondary roads, over 253 bridges, and numerous building facilities.

Bruce Johnston, P.E., Division Chief

Holger Serrano, P.E.
Deputy

Sogand Seirafi, P.E.
Facility Planning

Hamid Omdivar
Design

R. Keith Compton
Construction

THE PLAN

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www.dpwt.com/EngSvcDiv/

PATTON RIDGE HOMES CORPORATION

10120 APPLE RIDGE ROAD
MONTGOMERY VILLAGE, MARYLAND 20886-1000

(301) 948-0110 FAX (301) 990-7071
www.mvf.org

June 13th 2003

fax communication
[240-777-7178]

Jeri Cauthorn
Project Manager
Montgomery County Dept. of Public Works & Transportation
101 Monroe Street
Rockville, MD 20850

Dear Ms. Cauthorn:

On behalf of the Patton Ridge Homes Corporation Board of Directors and our 3,400 residents, I want to thank you for the opportunity of providing input on the decision of widening Goshen Road. Our community does have a strong interest in how the road is improved and this letter is to convey their desires.

We are opposed to any option that would either directly widen, or provide for the option of widening, Goshen road to 6 lanes. We do, however, recognize the need to widen Goshen Road to 4 lanes, but desire that it be done in such a manner as to minimally impact the community in general and their property in particular.

Our desire is for four lanes which is a slight modification of Alternate 4. We would prefer that the right of way be limited to a maximum width of 91 feet and that the median not contain trees but rather dense shrubbery. The desire for the shrubbery is to reduce traffic noise, help control the lights of on-coming traffic, provide for a barrier for stopping vehicles that might inadvertently cross over the median, and obviously allows for a much smaller width median.

On behalf of our residents, I want to thank you for providing this opportunity for input.

Respectfully,

Edward Wm. Brandt III
President
Patton Ridge Homes Corporation

NORTHGATE HOMES CORPORATION

10120 APPLE RIDGE ROAD
MONTGOMERY VILLAGE, MARYLAND 20886-1000

(301) 948-0110 FAX (301) 990-7071
www.mvf.org

June 13, 2003

VIA EMAIL & FACSIMILE: Jeri.Cauthorn@montgomerycountymd.gov F: 240-777-7178

Ms. Jeri Cauthorn
Project Manager
Montgomery County Dept. of Public Works & Transportation
101 Monroe Street
Rockville, MD 20850

Dear Ms. Cauthorn:

On behalf of the Northgate Homes Corporation Board of Directors, representing over 3000 residents within Montgomery Village, I am writing to convey our position regarding the proposed widening of Goshen Road. Northgate has a substantial subdivision within one block of Goshen Road, so it's widening impacts our community.

Northgate recognizes the need to widen Goshen Road to four lanes. We are adamantly opposed to any option that would either directly widen, or provide for the option of widening, Goshen Road to 6 lanes. We ask that any widening occur in such a way so as to minimally impact adjacent homeowners.

Our choice for four lanes is a slight modification of Alternate 4. Northgate prefers that the right of way be limited to a maximum width of 91 feet and that the median not contain trees, but rather dense shrubbery. The desire for the shrubbery is to reduce traffic noise, help control the lights of on-coming traffic, provide for a barrier for stopping vehicles that might inadvertently cross over the median, and obviously allows for a much smaller width median.

A unanimous vote regarding this matter was taken at the June 10, 2003 meeting of the Northgate Board of Directors.

Thank you very much for your assistance in this matter, and for the opportunity to submit Northgate's position.

Sincerely,

Jane L. Hatch

Jane L. Hatch
President

MONTGOMERY COUNTY DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION

Division of Engineering Services

Goshen Road South

QUESTIONS AND/OR COMMENTS

PLEASE PRINT

Name: MARY E. SASSO Date: 2-2-04

Address: 9109 ROUNDLEAF WAY

City: GAITHERSBURG State: MD Zip Code: 20879

I/We wish to comment on the Transportation Facility Planning Study for Goshen Road South:

I HAVE ATTENED THE MEETINGS, THEY WERE INFORMATIVE AND WELL PRESENTED, HOWEVER I FEEL A THREE MILE LENGTH of ROAD INTO FOUR LANES WILL CREATE A DRAG STRIP AND AT THIS I DO NOT SEE A BENEFIT, TRAFFIC WILL BOTTLENECK AT EITHER END.

For further information, please contact Jeri Cauthorn, Project Manager, Division of Engineering Services, at 240-777-7231.

Web Site Address: www.dpwt.com/EngSvcDiv/

Cauthorn, Jeri

From: saschep@comcast.net
Sent: Wednesday, February 11, 2004 7:47 PM
To: Cauthorn, Jeri
Subject: Goshen Road expansion

Dear Ms. Cauthorn:

It was a pleasure speaking with you at last night's meeting on Goshen Road. Although many of us would prefer a right-of-way of about 90 feet, we realize that is probably unrealistic. Therefore, I should like to support strongly the selection of Alternate 8 as being the least disruptive to the community yet will accomplishing the desired expansion, which is definitely needed. I also support the use of shrubs in the median as shown in that proposal. I sincerely hope that all components of the County government can agree on that point, about which I understand ther are some differences of opinion.

Please keep me informed as this project proceeds.

Saul A. Schepartz
20304 Butterwick Way
Montgomery Village, MD 20886
301-926-5093

Cauthorn, Jeri

From: Debby Vermillion [sandpiper412@comcast.net]
Sent: Friday, February 20, 2004 12:52 AM
To: Cauthorn, Jeri
Subject: FW: Goshen Road Widening

-----Original Message-----
From: Chuck [mailto:chuck@lshermandesign.com]
Sent: Thursday, February 19, 2004 5:32 PM
To: Cauthorn@montgomerycountymd.gov
Cc: sandpiper412@comcast.net
Subject: Goshen Road Widening

The widening of Goshen is an important step in distributing traffic evenly around the area. Please consider alternate plan 8 which accomplishes the objective with a minimum impact on the nearby residents. Thanks.

Chuck Sherman

9825 Canal Road, Montgomery Village, MD 20886

email: Chuck@LShermandesign.com

ph: 301-963-0287

cell: 301-335-3653

Cauthorn, Jeri

From: Brian Clark [clark9301@boo.net]
Sent: Friday, February 27, 2004 2:48 PM
[redacted]: Cauthorn, Jeri
Subject: Comments re: Goshen Road South

My husband and I are homeowners at 9301 Haymarket Road, Montgomery Village, and our property backs to Goshen Road. As we've expressed in previous email correspondence, we are extremely concerned over the plans to widen Goshen Road. Given the information you provided regarding the direct impact to our property we must state for the record we support the **no build option** for Goshen Road.

As you stated, Alt. 8 would have the least amount of direct impact on our property. Yet, even if it is temporary, the effects will be quite long lasting. Our back property is currently lined with tall, old-growth trees and shrubs. These trees and shrubs provide privacy, noisy reduction and habitat for birds and small animals. We currently use and enjoy our backyard for various activities, including a safe play environment for our children, ages four and 8 months. The impact of Alt. 8 would make our yard unsafe for use by our children and basically, make our yard unusable for the duration of the construction.

We know that Goshen Road has a heavy volume of traffic. We could support a build option if, and only if, the old-growth vegetation is left undisturbed. We believe this could be done if you eliminate the median, bike path, and/or sidewalk.

Goshen Road, unlike Montgomery Village Avenue and Snouffer School Road, goes through very residential areas. Widening Goseh Road will encourage even more traffic and speeding. We feel that traffic ought to be rerouted away from Goshen Road.

Thank you for your time and consideration.

Sincerely,

Tammy and Brian Clark
9[redacted] Haymarket Place
Montgomery Village, MD 20886
(301)926-9637

[redacted]

Cauthorn, Jeri

From: Steven Greenspan [steven_h_greenspan@yahoo.com]
Sent: Tuesday, February 17, 2004 11:42 AM
To: Cauthorn, Jeri
Subject: Support for Alternate 8 of Goshen Road widening project

)ear Ms. Cauthorn,

express my support for Alternate 8 of the subject project. Goshen Road needs to be widened, but two (2) lanes shoul
o it. After all, Goshen Road feeds into Mid-County Highway, which is only 2 lanes in each direction. Alternate 8
:ovides for bushes, rather than trees. Bushes are more road friendly--by that I mean a bush is less likely than a tree to
all and block a road or highway. By going with Alternate 8, the home owners on Judge Place in Whetstone will be
mpacted much less by the road widening than if alternates 4 and 6 were implemented..

hank you.

steven Greenspan
8905 Bluewillow Lane
lontgomery Village (Whetstone), Maryland
0886-3137

MONTGOMERY COUNTY DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION

Division of Engineering Services

Goshen Road South

QUESTIONS AND/OR COMMENTS

PLEASE PRINT

Name: Dorothy Medvitz Date: 1/30/04

Address: 20911 Lochaven Ct.

City: Gaithersburg State: MD Zip Code: 20882

I/We wish to comment on the Transportation Facility Planning Study for Goshen Road South:

I would vote for alternative 6 first then alternative 8 second. It seems if you are going to spend this money, it makes sense to account for more expansion in the future (6 lanes). I like the trees in the median. I lived off the new section of 118 in Germantown a few years ago and liked the idea that the trees in the future will be beautiful like St. Charles Ave in New Orleans (my home town).

For further information, please contact Jeri Cauthorn, Project Manager,
Division of Engineering Services, at 240-777-7231.

Web Site Address: http://engineering.dpwt.com/

20081 Doolittle Street
Montgomery Village, MD 20886-1354
February 11, 2004

Ms. Jeri Cauthorn, Project Manager
Division of Engineering Services
Department of Public Works and Transportation
101 Monroe Street, Ninth Floor
Rockville, MD 20850-2540

RECEIVED
DPWT
FEB 12 2004
DIV OF CAPITAL DEVELOPMENT
PLANNING SECTION

Re: Goshen Road South

Dear Ms. Cauthorn:

Thank you for the Public Meeting on the subject project held on February 10 at Strawberry Knoll Elementary School. It was well advertised, well attended and well prepared.

The "Final Concept" should be Alternate 8 which provides the same traffic capacity (at four lanes) as the more intrusive and more expensive Alternates 4 and 6. The shrubbery-planted median actually is an advantage since it better screens oncoming headlights than trees would, and is a lesser hazard to intruding vehicles and better protection from them moving into oncoming traffic.

We do need to widen Goshen Road since it is overcrowded and dangerous in its present configuration. Extra lanes, sidewalk and bicycle path all will be advantageous. However, we are nearing build out for homes and buildings from Gaithersburg north to Laytonsville; the inability for further expansion to six lanes seems no real disadvantage for Alternative 8.

Sincerely,

Richard N. Wright, Ph.D., P.E.

MONTGOMERY COUNTY DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION

Division of Engineering Services

Goshen Road South

QUESTIONS AND/OR COMMENTS

PLEASE PRINT

Name: HACKER Date: February 8, 2004

Address: 19724 FRAMINGHAM DRIVE

City: GAITHERSBURG State: MD Zip Code: 20879

I/We wish to comment on the Transportation Facility Planning Study for Goshen Road South:

We prefer Alternative 6 – Typical section

Please keep as many trees and pedestrian/bike spaces as possible, with a wide, landscaped median strip.

For further information, please contact Jeri Cauthorn, Project Manager, Division of Engineering Services, at 240-777-7231.

Web Site Address: http://engineering.dpwt.com/

Jeri L. Cauthorn, P.E.
Senior Transportation Planner
Department of Public Works and Transportation
Executive Office Building
101 Monroe Street, 10th Floor
Rockville, Maryland 20850

HAND DELIVERED

February 10, 2004

Dear Ms. Cauthorn:

Thank you for this opportunity to comment on the Goshen Road South Project. On behalf of the Severn Run Home Owners Association I must continue to protest the magnitude of the project. In spite of the scaled down version as represented in Altenative-8, our Association continues to believe that the project is too large for the area. As such it will adversely affect the quality of life in all the neighborhoods bordering on Goshen Road by increasing traffic, noise and pollution.

In this time when all the residents of Montgomery County are told by County Executive Duncan on a regular basis that tax revenues fail to meet projected funding needs, a project of this size is simply fiscally irresponsible. To widen a three mile long road that returns to lanes at each end is the height of folly. Then to raise the speed limit to facilitate speeding only exacerbates the problem.

Our Association continues to believe that the County can meet all our concerns for safety, improved traffic flow and speed control with the greatly scaled down project we have recommended in the past. Widening Goshen Road to allow a center turn lane, adding sidewalks and a bike lane as well as improved lighting and enforcement of current speed limits will meet these goals at a greatly reduced cost and greatly reduced impact on the environment and the neighborhood.

I have forwarded copies of this letter to Mr. Duncan and the County Council along with a letter advising them that their actions on this project will become a voting issue.

Thank you again for this opportunity

Respectfully,

Gregory J. Stock
President, Severn Run HOA
18704 Severn Road
Gaithersburg MD 20879

CC: County Executive Mr. Doug Duncan
Members Montgomery County Council
Impacted Goshen Road HOA's

Rock Elm Estates
Home Owners Association

DIV OF CAPITAL DEVELOPMENT
PLANNING SECTION
MAR 05 2004
DPWT
RECEIVED

March 3, 2004

Dept. of Public Works & Transportation
Division of Engineering Services
101 Monroe Street – 9th Floor
Rockville, MD 20850

Attn: Jeri Cauthorn

Dear Ms. Cauthorn

On behalf of the Rock Elm Estates Homeowners Association, the following is a list of comments and questions relating to the Transportation Facility Planning Study for Goshen Road – South.

No Left Turn Access
The three proposed road designs under consideration do not include provisions for a left turn in or out of Rock Elm Way. We are strongly opposed to this as it will create extreme hardships for all who access Rock Elm Way -- this includes not only the residents, but school busses, the U.S. Postal Service, trash and recycling pickup, snow removal, etc.

Noise Pollution
According to the acoustical engineer at the public meeting on February 10, the noise reading for our neighborhood was disregarded in the acoustical study due to faulty data. Based on current noise levels, we believe that the proposed road designs would result in noise levels above the 67db threshold. Please provide a new acoustical study for our neighborhood performed during the noisiest time of day – between 4pm and 7pm. (Note: it is unrealistic to assume drivers will obey a locally reduced speed limit in the Rock Elm area. The new study should not rely on the proposed reduction in the speed limit.)

Please provide a copy of the current noise study, including the data for monitoring location E-35, which was not included in the final report. Additionally, please provide a copy of all materials presented on February 10th.

Outdated Master Plan
The County is relying on outdated assumptions in designing this project. The current Master Plan for this area is 20 years old and does not accurately reflect the character of Goshen Road in the study area. The Master Plan defines Goshen Road as a major thoroughfare with heavy commercial development. In reality, Goshen Road has developed as a primarily residential road, with limited commercial development. In addition, there are already alternative routes (Shady Grove Road, Montgomery Village Avenue) which parallel Goshen Road and are more suitable for increased traffic density.

Landscaping
If any of the proposed alternatives are chosen, suitable landscaping must be provided at County expense to mitigate the effects of the expansion on adjacent homeowners. Dense evergreens should be planted along the east side of Goshen from Framingham to Centerway to provide a visual and acoustic screen – this includes the area adjacent to the Goshen Elm.

If, as a result of the revised acoustical study, permanent noise barriers are to be installed, landscaping similar to the above should be planted on side of the barriers that faces our neighborhood.

Cost & Necessity
Given the significant cost of this proposed project, it is fiscally irresponsible to consider a project of this magnitude. There are other options that would improve safety along Goshen Road that are far less expensive and invasive, including intersection improvements, addition of sidewalks, and reduction of the speed limit in the entire project area.

The argument that the expansion is needed to accommodate drastic growth in traffic density is a self-fulfilling prophecy. In other words, if you build the road to accommodate more traffic, you'll get more traffic on the road. However, if Goshen is not widened, the traffic density will not increase as dramatically as is forecast, given the current residential nature of the road.

Property Values
We are very concerned about the negative impact the project will have on residential property values. The restricted access to Rock Elm Way, the increased noise levels and the visual pollution will make our neighborhood less desirable and reduce the value of the homes on our street.

We urge to you seriously consider the above issues before proceeding to the next phase of the design process. If any further input or clarification is needed, please don't hesitate to contact us.

Sincerely,

John Landry
President, Rock Elm Estates Home Owners Association

EAST VILLAGE HOMES CORPORATION

10120 APPLE RIDGE ROAD
MONTGOMERY VILLAGE, MARYLAND 20886-1000

(301) 948-0110 FAX (301) 990-7071
www.mvf.org

March 3, 2004

Ms. Jeri Cauthorn
Project Manager, Goshen Road South
Planning Section, Division of Capital Development
101 Monroe Street, 9th Floor
Rockville, Md 20850

Dear Ms. Cauthorn:

The MVF Board, in consultation with our community, strongly supports advancing the Goshen Road widening Alternate 8 to the final design phase. With its four-lane maximum road surface and narrower 100-108 foot variable right-of-way, it offers an increased buffer between the roadway and adjacent properties; lower property acquisition costs; and a more consistent right-of-way width along the project length. We were pleased to note that the parameters of this alternative reflect the input of our community last June, and thank you for acting on the suggestions. We do ask that the narrowest right-of-way possible be used in the vicinity of homes adjacent to the road.

The reduction in the median width to 16-22 feet, while eliminating trees in the median, still supports the planting of median shrubbery, an even better solution. Like trees, shrubs will enhance the landscape. Unlike trees, shrubs require less distance between the roadway and plantings, can potentially absorb some of the impact if hit by a car, and can shield oncoming traffic from headlight glare.

The MVF Board also asks the pedestrian safety be an integral part of the planning for this widening project. Specifically, we ask that the most comprehensive, up-to-date pedestrian safety measures, including countdown signals with enough time to cross the street, be planned for all 18 intersections along the three-mile stretch of the roadway to be widened.

Again, the MVF Board strongly supports Alternate 8. We think Alternate 8 provides for desired vehicular safety, meets capacity requirements lower acquisition costs, potentially reduces some of the environmental impacts, and lessens the impact on properties adjacent to the road.

If you have any questions, please contact Sharon Levine at (301) 948-0110, extension 313. We thank you for your consideration of our position.

Sincerely,

Aimee Winegar

Aimee Winegar
Community Manager

sjs

WHETSTONE HOMES CORPORATION

10120 APPLE RIDGE ROAD
MONTGOMERY VILLAGE, MARYLAND 20886-1000

(301) 948-0110 FAX (301) 990-7071
www.mvf.org

March 3, 2004

Jeri Cauthorn
Project Manager, Goshen Road South
Planning Section
Division of Capital Development
101 Monroe St., 9th Floor
Rockville, MD 20850

Dear Ms. Cauthorn:

The Whetstone Homes Corporation Board of Directors wishes to thank you for the public meeting on the Goshen Road Widening project held on February 10 and for the opportunity of providing input on the "Final Concept". We also thank you and the Engineering Planning Team for acting on the suggestions of our community and proposing Alternate 8 with its narrower right-of-way as one of the three "finalist" alternates. At its regular meeting on February 12th, the Whetstone Board reviewed the three alternative designs and unanimously recommended Alternate 8 as the "Final Concept" to go forward for further study.

The Whetstone residents and board believe the ""Final Concept" should be Alternate 8 because it provides the same traffic capacity as Alternates 4 and 6, would be adequate for the long term, allows for increased buffer between the roadway and adjacent properties, and would have lower property acquisition costs.

The most important point the residents with to continue to convey is that they are strongly opposed to any alternate that would either be planned for future widening to 6 lanes or would provide for the option of widening to 6 lanes.

We thank you for the opportunity to comment on this important project.

Sincerely,

Aimee Winegar

Aimee Winegar
Community Manager

Aw/sjs

MONTGOMERY VILLAGE FOUNDATION, INC.

10120 APPLE RIDGE ROAD
MONTGOMERY VILLAGE, MARYLAND 20886-1000

(301) 948-0110 FAX (301) 990-7071 www.mvf.org

March 16, 2004

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DPWT

MAR 22 2004

DIV OF CAPITAL DEVELOPMENT
PLANNING SECTION

Ms. Jeri Cauthorn
Project Manager, Goshen Road South
Planning Section, Division of Capital Development
101 Monroe Street, 9th Floor
Rockville, MD 20850

Dear Ms. Cauthorn:

I thank you for reviewing the progress of the Goshen Road South project with the MVF Board of Directors and members of the Montgomery Village Presidents Council. Based on information presented on March 15th, the MVF Board representatives and Presidents of four of the primarily impacted Village homes corporations -- Whetstone, East Village, Northgate, and Patton Ridge -- unanimously reaffirmed our strong support of Alternate 8, including median shrubbery, and enhanced pedestrian safety at all 18 intersections. Collectively, this group also unanimously supports a posted speed limit of 40 miles per hour (mph), with a transition to 35-mph north from the intersection of Goshen and Wightman roads. This action is to preserve the use of shrubbery in the median that we strongly support. Like trees, shrubs will enhance the landscape. Unlike trees, shrubs can potentially absorb some of the impact if hit by a car, and can shield oncoming traffic from headlight glare. Our experience along East Village Avenue tells us that placing trees in the narrower median of Alternative 8, even with a 35-mph speed limit, is not a good idea.

Our community strongly supports Alternate 8 as the single alternative that provides the desired vehicular safety, meets capacity requirements, with lower acquisition costs, potentially reduced environmental impacts, and much lower impact on adjacent properties.

We thank you for consideration of our position, and your ongoing communication with us on each aspect of the Goshen Road widening project. If you need additional information, please contact Sharon Levine at (301) 948-0110, extension 313.

Sincerely,

Lon Hamann, President
MVF Board of Directors

cc: Montgomery County Council Members
Montgomery County Planning Board
Montgomery Village Presidents Council

RECEIVED
DPWT

MAR 18 2004

Walnut Creek Homeowner's Association, Inc.

IV OF CAPITAL DEVELOPMENT
PLANNING SECTION

P. O. Box 2283
Gaithersburg, MD 20886

Jeri Cauthorn, Project Manager
Division of Engineering
Montgomery County
101 Mont Rockville, MD 20897-5044

Re: Goshen Road South Widening Project

Dear Ms. Cauthorn:

This memo is provided to formally document the position of the Board of Directors of the Walnut Creek Homeowner's Association as to our preference for Widening Option #8 because we believe it is the least intrusive option impacting upon our homeowners whose property abuts Goshen Road.

We look forward to having the opportunity to discuss the selected alternative and any associated noise abatement options in our next monthly homeowners association meeting on April 19th at the Strawberry Knoll elementary school.

If for any reason you need to contact us, please do so through our HOA Secretary, Ms. Laurie LaCavera who may be reached on (240) 683-0218.

Sincerely Yours.

Stephen M. Schuyler
WCHOA Board President

Appendix E

Montgomery County Ride-One Route 64 Schedule

SUNDAY

TO SHADY GROVE STATION

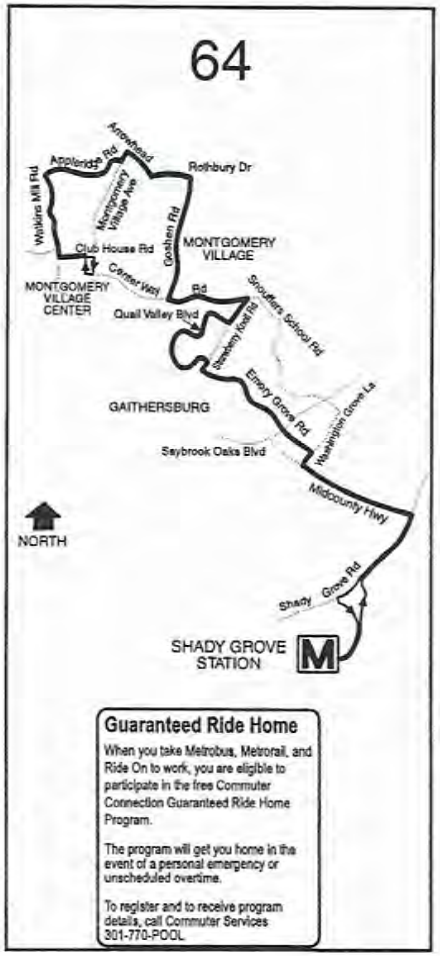
Montgomery Village Center (Clubhouse Rd)	Montgomery Village Avenue and Arrowhead Road	Goshen Road and Centerway	Emory Grove and Strawberry Knoll Rds	MD 124 and Emory Grove Rd	Shady Grove Station
7:07	7:12	7:16	7:22	7:25	* 7:32
7:37	7:42	7:46	7:52	7:55	8:02
8:07	8:12	8:16	8:22	8:25	8:32
8:37	8:42	8:46	8:52	8:55	9:02
9:07	9:12	9:16	9:22	9:25	9:32
9:37	9:42	9:46	9:52	9:55	10:02
10:07	10:12	10:16	10:22	10:25	10:32
10:37	10:42	10:46	10:52	10:55	11:02
11:07	11:12	11:17	11:23	11:26	11:34
11:37	11:42	11:47	11:53	11:56	12:04
12:07	12:13	12:18	12:24	12:27	12:35
12:37	12:43	12:48	12:54	12:57	1:05
1:07	1:13	1:18	1:24	1:27	1:35
1:37	1:43	1:48	1:54	1:57	2:05
2:07	2:13	2:18	2:24	2:27	2:35
2:37	2:43	2:48	2:54	2:57	3:05
3:07	3:13	3:18	3:23	3:26	3:34
3:37	3:43	3:48	3:53	3:56	4:04
4:07	4:13	4:17	4:22	4:25	4:33
4:37	4:43	4:47	4:52	4:55	5:03
5:07	5:13	5:17	5:22	5:25	5:33
5:37	5:43	5:47	5:52	5:55	6:03
6:07	6:13	6:17	6:22	6:25	6:32
6:37	6:42	6:46	6:51	6:54	7:01
7:07	7:12	7:16	7:21	7:24	7:31

TO MONTGOMERY VILLAGE CENTER

Shady Grove Station	MD 124 and Emory Grove Rd	Emory Grove and Strawberry Knoll Rds	Goshen Road and Centerway	Montgomery Village Avenue and Arrowhead Road	Montgomery Village Center (Clubhouse Rd)
* 7:37	7:42	7:45	7:51	7:55	8:02
8:07	8:12	8:15	8:21	8:25	8:32
8:37	8:42	8:45	8:51	8:55	9:02
9:07	9:12	9:15	9:21	9:25	9:32
9:37	9:42	9:45	9:51	9:55	10:02
10:07	10:12	10:15	10:21	10:25	10:32
10:37	10:42	10:45	10:51	10:55	11:02
11:07	11:12	11:15	11:21	11:25	11:32
11:37	11:42	11:45	11:51	11:55	12:02
12:07	12:12	12:15	12:21	12:25	12:32
12:37	12:42	12:45	12:51	12:55	1:02
1:07	1:12	1:16	1:22	1:26	1:33
1:37	1:42	1:46	1:52	1:56	2:03
2:07	2:12	2:16	2:22	2:27	2:34
2:37	2:42	2:46	2:52	2:57	3:04
3:07	3:12	3:16	3:22	3:27	3:33
3:37	3:42	3:46	3:52	3:57	4:03
4:07	4:12	4:15	4:21	4:26	4:32
4:37	4:42	4:45	4:51	4:56	5:02
5:07	5:12	5:15	5:21	5:26	5:32
5:37	5:42	5:45	5:51	5:56	6:02
6:07	6:12	6:15	6:21	6:25	6:31
6:37	6:42	6:45	6:51	6:55	7:01
7:07	7:12	7:15	7:21	7:25	7:31
7:37	7:42	7:45	7:51	7:55	8:01

All Sunday service operates with lift-equipped buses

*** Shady Grove Station (west side)**



Guaranteed Ride Home

When you take Metrobus, Metrorail, and Ride On to work, you are eligible to participate in the free Commuter Connection Guaranteed Ride Home Program.

The program will get you home in the event of a personal emergency or unscheduled overtime.

To register and to receive program details, call Commuter Services 301-770-POOL.

RIDE ON
MONTGOMERY COUNTY TRANSIT

September 1, 2002

64

MONTGOMERY VILLAGE CENTER
GOSHEN ROAD
QUAIL VALLEY
EMORY GROVE ROAD
MIDCOUNTY HIGHWAY
SHADY GROVE STATION

Montgomery County
Department of Public Works and Transportation
Division of Transit Services
101 Monroe Street-11th Floor
Rockville, MD 20850

240-777-7433 - 240-777-5869 (TTY)
240-777-5871(Rotary)
http://www.rideonbus.com

Printed on recycled paper with soy-based ink

64 MONTGOMERY VILLAGE - QUAIL VALLEY - SHADY GROVE STATION

MONDAY - FRIDAY

TO SHADY GROVE STATION

Montgomery Village Center (Clubhouse Rd)	Montgomery Village Ave and Arrowhead Road	Goshen Road and Centerway	Emory Grove and Strawberry Knoll Rds	MD 124 and Emory Grove Rd	Shady Grove Station
5:03	5:08	5:12	5:19	5:23	5:32
5:33	5:38	5:42	5:49	5:53	#6:02
#6:03	#6:09	#6:14	#6:21	#6:26	#6:35
#6:28	#6:34	#6:40	#6:47	#6:52	#7:01
#6:50	#6:56	#7:02	#7:09	#7:14	#7:23
#7:10	#7:16	#7:22	#7:29	#7:34	#7:43
#7:38	#7:44	#7:50	#7:57	#8:02	#8:11
#8:08	#8:14	#8:19	#8:26	#8:31	#8:40
#8:38	#8:44	#8:49	#8:56	#9:01	#9:09
#9:08	#9:13	#9:18	#9:24	#9:28	9:36
9:38	9:43	9:48	9:54	9:58	10:06
10:08	10:13	10:18	10:24	10:28	10:36
10:38	10:43	10:48	10:54	10:58	11:06
11:08	11:13	11:18	11:24	11:28	11:36
11:38	11:43	11:48	11:54	11:58	12:06
12:08	12:14	12:19	12:25	12:29	12:37
12:38	12:44	12:49	12:55	12:59	1:07
1:08	1:14	1:19	1:25	1:29	1:37
1:38	1:44	1:49	1:55	1:59	2:07
2:08	2:14	2:19	2:25	2:29	2:37
2:38	2:44	2:49	2:55	2:59	#3:07
#3:08	#3:14	#3:20	#3:26	#3:30	#3:38
#3:38	#3:44	#3:50	#3:56	#4:00	#4:08
#4:08	#4:14	#4:20	#4:26	#4:30	#4:39
#4:38	#4:44	#4:50	#4:56	#5:00	#5:09
#5:08	#5:14	#5:20	#5:26	#5:30	#5:38
#5:38	#5:44	#5:50	#5:56	#6:00	#6:08
#6:08	#6:14	#6:20	#6:26	6:30	6:38
6:38	6:43	6:49	6:55	6:58	7:06
7:08	7:13	7:18	7:24	7:27	7:35
7:38	7:43	7:48	7:54	7:57	8:05
8:08	8:13	8:17	8:23	8:26	8:34
8:38	8:43	8:47	8:53	8:56	9:04
9:08	9:13	9:17	9:23	9:26	9:34

Peak hour fare in effect

TO MONTGOMERY VILLAGE CENTER (CLUBHOUSE ROAD)

Shady Grove Station	MD 124 and Emory Grove Rd	Emory Grove and Strawberry Knoll Rds	Goshen Road and Centerway	Montgomery Village Ave and Arrowhead Road	Montgomery Village Center (Clubhouse Rd)
5:47	5:52	5:55	#6:00	#6:04	#6:12
#6:17	#6:22	#6:25	#6:31	#6:36	#6:44
#6:47	#6:52	#6:56	#7:02	#7:08	#7:16
#7:17	#7:23	#7:27	#7:33	#7:39	#7:47
#7:47	#7:53	#7:57	#8:03	#8:08	#8:15
#8:17	#8:23	#8:27	#8:33	#8:38	#8:45
#8:47	#8:52	#8:56	#9:02	#9:07	#9:14
#9:17	#9:22	#9:25	9:31	9:36	9:43
9:47	9:52	9:55	10:01	10:06	10:13
10:17	10:22	10:25	10:31	10:36	10:43
10:47	10:52	10:55	11:01	11:06	11:13
11:17	11:22	11:25	11:31	11:36	11:43
11:47	11:52	11:55	12:01	12:06	12:13
12:17	12:22	12:26	12:32	12:37	12:44
12:47	12:52	12:56	1:02	1:07	1:14
1:17	1:22	1:26	1:32	1:37	1:44
1:47	1:52	1:56	2:02	2:07	2:14
2:17	2:22	2:26	2:32	2:37	2:44
2:47	2:52	2:56	#3:02	#3:07	#3:14
#3:17	#3:23	#3:27	#3:34	#3:39	#3:46
#3:47	#3:53	#3:58	#4:05	#4:10	#4:17
#4:17	#4:23	#4:28	#4:35	#4:40	#4:47
#4:47	#4:54	#4:59	#5:06	#5:12	#5:19
#5:07	#5:14	#5:19	#5:26	#5:32	#5:39
#5:27	#5:34	#5:39	#5:46	#5:52	#5:59
#5:48	#5:55	#6:00	#6:07	#6:12	#6:19
#6:11	#6:18	#6:22	#6:29	6:34	6:41
6:41	6:48	6:52	6:59	7:04	7:11
7:11	7:16	7:20	7:27	7:32	7:39
7:41	7:46	7:50	7:57	8:02	8:09
8:11	8:16	8:19	8:25	8:30	8:37
8:41	8:46	8:49	8:55	9:00	9:07
9:11	9:16	9:19	9:25	9:30	9:37
9:41	9:46	9:49	9:55	10:00	10:07

-Trip operates with lift-equipped bus

SATURDAY

TO SHADY GROVE STATION

Montgomery Village Center (Clubhouse Rd)	Montgomery Village Ave and Arrowhead Road	Goshen Road and Centerway	Emory Grove and Strawberry Knoll Rds	MD 124 and Emory Grove Rd	* Shady Grove Station
7:07	7:12	7:16	7:22	7:25	* 7:32
7:37	7:42	7:46	7:52	7:55	8:02
8:07	8:12	8:16	8:22	8:25	8:32
8:37	8:42	8:46	8:52	8:55	9:02
9:07	9:12	9:16	9:22	9:25	9:32
9:37	9:42	9:46	9:52	9:55	10:02
10:07	10:12	10:16	10:22	10:25	10:32
10:37	10:42	10:46	10:52	10:55	11:02
11:07	11:12	11:17	11:23	11:26	11:34
11:37	11:42	11:47	11:53	11:56	12:04
12:07	12:13	12:18	12:24	12:27	12:35
12:37	12:43	12:48	12:54	12:57	1:05
1:07	1:13	1:18	1:24	1:27	1:35
1:37	1:43	1:48	1:54	1:57	2:05
2:07	2:13	2:18	2:24	2:27	2:35
2:37	2:43	2:48	2:54	2:57	3:05
3:07	3:13	3:18	3:23	3:26	3:34
3:37	3:43	3:48	3:53	3:56	4:04
4:07	4:13	4:17	4:22	4:25	4:33
4:37	4:43	4:47	4:52	4:55	5:03
5:07	5:13	5:17	5:22	5:25	5:33
5:37	5:43	5:47	5:52	5:55	6:03
6:07	6:13	6:17	6:22	6:25	6:32
6:37	6:42	6:46	6:51	6:54	7:01
7:07	7:12	7:16	7:21	7:24	7:31
7:37	7:42	7:46	7:51	7:54	8:01

HOLIDAY SERVICE

On the following holidays (Martin Luther King Jr.'s Birthday, President's Day, Columbus Day and Veterans Day observed), this route will operate Saturday service with additional trips. Brochures will be available on buses or Web site at http://www.rideonbus.com prior to these holidays.

TO MONTGOMERY VILLAGE CENTER (CLUBHOUSE ROAD)

Shady Grove Station	MD 124 and Emory Grove Rd	Emory Grove and Strawberry Knoll Rds	Goshen Road and Centerway	Montgomery Village Ave and Arrowhead Road	Montgomery Village Center (Clubhouse Rd)
* 7:37	7:42	7:45	7:51	7:55	8:02
8:07	8:12	8:15	8:21	8:25	8:32
8:37	8:42	8:45	8:51	8:55	9:02
9:07	9:12	9:15	9:21	9:25	9:32
9:37	9:42	9:45	9:51	9:55	10:02
10:07	10:12	10:15	10:21	10:25	10:32
10:37	10:42	10:45	10:51	10:55	11:02
11:07	11:12	11:15	11:21	11:25	11:32
11:37	11:42	11:45	11:51	11:55	12:02
12:07	12:12	12:15	12:21	12:25	12:32
12:37	12:42	12:45	12:51	12:55	1:02
1:07	1:12	1:16	1:22	1:26	1:33
1:37	1:42	1:46	1:52	1:56	2:03
2:07	2:12	2:16	2:22	2:27	2:34
2:37	2:42	2:46	2:52	2:57	3:04
3:07	3:12	3:16	3:22	3:27	3:33
3:37	3:42	3:46	3:52	3:57	4:03
4:07	4:12	4:15	4:21	4:26	4:32
4:37	4:42	4:45	4:51	4:56	5:02
5:07	5:12	5:15	5:21	5:26	5:32
5:37	5:42	5:45	5:51	5:56	6:02
6:07	6:12	6:15	6:21	6:25	6:31
6:37	6:42	6:45	6:51	6:55	7:01
7:07	7:12	7:15	7:21	7:25	7:31
7:37	7:42	7:45	7:51	7:55	8:01
8:07	8:12	8:15	8:21	8:25	8:31

All Saturday service operates with lift-equipped buses

*** Shady Grove Station (west side)**

Appendix F

Environmental Agency Correspondence

199-73-17
WRH / RJA / FILE

DEPARTMENT OF THE ARMY
BALTIMORE DISTRICT, U.S. ARMY CORPS OF ENGINEERS
P.O. BOX 1715
BALTIMORE, MD 21203-1715

April 7, 2003

RECEIVED
APR 10 2003
MCPWT ENGINEERING SERVICES DIVISION

REPLY TO
ATTENTION OF

Subject: Goshen Road South, from Odendhal Road to Warfield Road
Purpose and Need Statement

Montgomery County Department of
Public Works & Transporation
101 Monroe Street, 9th Floor
Rockville, MD 20850

Dear Ms. Cauthorn:

This is in reply to your request for our comments on the Purpose and Need Statement for the subject project. We concur with the contents of the document. If you have any questions, please call me at 410-962-5676.

Sincerely,

Paul R. Wettlaufer

Paul R. Wettlaufer
Transportation Program Manager

199-73-17
WKH/RJA/PILE COPY

MARYLAND DEPARTMENT OF THE ENVIRONMENT
1800 Washington Boulevard • Baltimore MD 21230
410-537-3000 • 1-800-633-6101

Robert L. Ehrlich, Jr.
Governor

Michael S. Steele
Lt. Governor

Water Management Administration
Wetlands and Waterways Program
Phone: 410-537-3768
Fax: 410-537-3751

Lynn Y. Buhl
Secretary Designate

February 24, 2003

Montgomery County Department of
Public Works and Transportation
Attn: Jeri L. Cauthorn
101 Monroe Street, 10th Floor
Rockville, Maryland 20850

Project: Mo. Co. DPWT – Goshen Road South
Pre-Application

Dear Ms. Cauthorn:

I am writing as a follow-up to our discussions at the MNCPPC Wetlands Committee Meeting and to respond to your request to the Nontidal Wetlands and Waterways Division of the Water Management Administration to provide pre-application comments on the draft *Purpose and Need* and *Environmental Site Assessment* documents for the referenced project. As a result, the following comments are offered:

1. The Division concurs with your draft *Purpose and Need* statement. Having concurred, this issue will not be revisited unless significant new information is presented to contradict the information contained in the statement. Please note that concurrence in no way implies that a decision has been made to authorize any regulated activities.

2. The draft *Environmental Site Assessment* indicates that nontidal wetlands and streams have been field delineated. It is recommended that a jurisdictional determination (JD) be done by this Division and/or the U.S. Army Corps of Engineers to confirm the delineation.

3. As part of the review process, impacts to regulated areas (wetlands, 25-foot wetland buffer, streams and floodplains) must be first avoided, and then minimized. Once the JD is complete and preliminary design alternatives are prepared, it is recommended that the alternatives are presented to the committee for review and comment.

4. Applications for impacts to nontidal wetlands are normally processed as a "Letter of Authorization" (LOA) or a "Nontidal Wetlands and Waterways Permit" (Permit) by this Division. The LOA process generally applies to projects with less than 5,000 square feet of nontidal wetland loss and is a more expedited review that does not require public notice, opportunity to request a hearing, and mitigation, which are all required under the Permit process.

5. Early coordination with the Department of Natural Resources regarding any potential for rare, threatened or endangered species habitat and coordination with Maryland Historical Trust regarding any potential historic issues is recommended for all projects.

Thank you for providing the opportunity for pre-application review of the project. Should you have any questions regarding the above comments, or if I can provide further assistance, please contact me at (410) 537-3803.

Sincerely,

Robert P. Cooper
Chief, Southern Region
Nontidal Wetlands and Waterways Division

Cc: U.S. Army Corps of Engineers (George Harrison)

Appendix G

Design and Posted Speed Concurrence Letters

MONTGOMERY VILLAGE FOUNDATION, INC.

10120 APPLE RIDGE ROAD
MONTGOMERY VILLAGE, MARYLAND 20886-1000

(301) 948-0110 FAX (301) 990-7071 www.mvf.org

March 16, 2004

RECEIVED
DPWT

MAR 22 2004

DIV OF CAPITAL DEVELOPMENT
PLANNING SECTION

Ms. Jeri Cauthorn
Project Manager, Goshen Road South
Planning Section, Division of Capital Development
101 Monroe Street, 9th Floor
Rockville, MD 20850

Dear Ms. Cauthorn:

I thank you for reviewing the progress of the Goshen Road South project with the MVF Board of Directors and members of the Montgomery Village Presidents Council. Based on information presented on March 15th, the MVF Board representatives and Presidents of four of the primarily impacted Village homes corporations -- Whetstone, East Village, Northgate, and Patton Ridge -- unanimously reaffirmed our strong support of Alternate 8, including median shrubbery, and enhanced pedestrian safety at all 18 intersections. Collectively, this group also unanimously supports a posted speed limit of 40 miles per hour (mph), with a transition to 35-mph north from the intersection of Goshen and Wightman roads. This action is to preserve the use of shrubbery in the median that we strongly support. Like trees, shrubs will enhance the landscape. Unlike trees, shrubs can potentially absorb some of the impact if hit by a car, and can shield oncoming traffic from headlight glare. Our experience along East Village Avenue tells us that placing trees in the narrower median of Alternative 8, even with a 35-mph speed limit, is not a good idea.

Our community strongly supports Alternate 8 as the single alternative that provides the desired vehicular safety, meets capacity requirements, with lower acquisition costs, potentially reduced environmental impacts, and much lower impact on adjacent properties.

We thank you for consideration of our position, and your ongoing communication with us on each aspect of the Goshen Road widening project. If you need additional information, please contact Sharon Levine at (301) 948-0110, extension 313.

Sincerely,

Lon Hamann, President
MVF Board of Directors

cc: Montgomery County Council Members
Montgomery County Planning Board
Montgomery Village Presidents Council

199-73-17
WKH/RJA/FILE

Return to

MEMO

November 26, 2002

To: Tom Migrock, DTPS

From: Jeri Cauthorn, DES 11-26-02

Re: Goshen Road South-Speed Limit
CIP 509337

This memo is to obtain your agreement with the proposed speed limit for Goshen Road South, which is currently in Phase I Facility Planning. Attached please find the technical memorandum which shows the 85th percentile speed to be about 49 mph. The Concept Plan Team is recommending that the *Posted* speed be 40 MPH, and the *Design* speed be 45 MPH for this Major Highway. The Team's recommendation is based on the adjacent residential land uses.

If you are in agreement with this recommendation, please sign and date this memo and return it to Jeri Cauthorn by December 15, 2002.

Thank you for your help.

Tom D. Migrock 11/27/02

Tom Migrock, Engineering Services Specialist — Date

Cc: Rick Adams, RK&K

Technical Memorandum

To: Jeri Cauthorn

From: Michelle Minnicino

Date: July 25, 2002

RE: Goshen Road Traffic Data

The following is a summary of the 48-hour tube count data collected for Goshen Road (May 13-14, 2002 and July 16-17, 2002). The data was collected twice because the volumes from the first tube data collection along Goshen Road (May 13-14, 2002) did not match well with the intersection turning movement count volumes collected in February 2002.

The tubes were placed in the same general locations for each tube data collection (see attached diagram):

Location 1: 0.2 miles north of Midcounty Highway
Location 2: 0.2 miles north of Centerway Road
Location 3: 0.2 miles north of Snoutter School Road

The data collected from each location are attached. These data have been seasonally adjusted for the month and day using the average of the rural-other classification factor and the urban-other classification factor from the 2000 edition of the Maryland State Highway Administration publication, *Traffic Trends*. The traffic characteristics are summarized in Table 1.

Table 1: July 16, 2002 Tube Count Summary

	Location 1 (Midcounty)	Location 2 (Centerway)	Location 3 (Snoutter Sch.)
ADT	15,876	14,282	9,085
DHV (% of ADT)	9.2% (PM)	9.0% (PM)	9.7% (PM)
Directional Distribution of DHV	65/35 NB/SB	63/37 NB/SB	70/30 NB/SB
85th % Speed (mph)	49 NB 50 SB	49 NB 48 SB	48 NB 49 SB
Truck Percentage (% of ADT)	1.4%	1.0%	1.4%
(Medium Trucks)	(90%)	(85%)	(90%)
(Heavy Trucks)	(10%)	(15%)	(10%)

The traffic characteristics from the first tube data collection in May are summarized in Table 2. A comparison of the May and July data revealed that the data from Location 1 (Midcounty Highway) is not valid from the May data due to a bad tube.

Table 2: May 13, 2002 Tube Count Summary

	Location 1 (Midcounty)	Location 2 (Centerway)	Location 3 (Snouffer Sch.)
ADT	13,946	14,450	10,213
DHV (% of ADT)	9.1% (PM)	8.5% (PM)	9.1% (PM)
Directional Distribution of DHV	72/28 NB/SB	62/38 NB/SB	67/33 NB/SB
85th % Speed (mph)	47 NB 38 SB	49 NB 49 SB	47 NB 45 SB
Truck Percentage (% of ADT)	1.0%	2.7%	2.5%
(Medium Trucks)	(25%)	(90%)	(90%)
(Heavy Trucks)	(75%)	(10%)	(10%)

BAD TUBE

The trends of data from locations 2 and 3 appear to be consistent with the data collected in May. The ADT's are slightly lower than those counted May. This variance could be attributed to the factors used to adjust the data for the months and days when which they were collected. The speeds at Location 3 were found to be higher than the first data collection by approximately 4 miles per hour in the southbound direction. The truck percentages are lower than those from the first data collection. There were 1.0 and 1.4 percent trucks counted at Locations 2 and 3 respectively during the latest data collection whereas there were 2.7 and 2.5 percent trucks counted in May at these locations.

Table 3 provides a comparison of the AM and PM peak hour turning movement volumes at each of the three (3) locations. The volumes from the turning movement counts are generally higher than the tube count volumes. Although the volumes differ slightly between the studies, the data trends remain the same.

Table 3: Peak Hour Volume Comparison

Peak Hour Volumes (vehicles)	Location 1 (Midcounty)		Location 2 (Centerway)		Location 3 (Snouffer Sch.)	
	NB	SB	NB	SB	NB	SB
7/16/2002 Tube Counts	221 (955)	800 (509)	175 (811)	749 (469)	177 (615)	555 (268)
5/13/2002 Tube Counts	265 (850)	611 (351)	229 (762)	814 (465)	234 (627)	647 (306)
February 2002 Turning Movement Counts	278 (1,047)	1,023 (585)	263 (926)	927 (535)	315 (711)	594 (262)

BAD TUBE

199-73-17
WKH /RJA/FILE
9cm

RECEIVED
C: JLL
DEC 06 2002
O: FILE VIA 405
MCDPW&T ENGINEERING SERVICES DESIGN SECTION

RECEIVED
DEC 02 2002
MNCPPC
TRANSPORTATION

MEMO

November 26, 2002

To: Ki Kim, Planner/Coordinator
MNCPPC

From: Jeri Cauthorn, Senior Transportation Planner
MCDPWT

JC 11-26-02

Re: Goshen Road South-Speed Limit
CIP 509337

This memo is to obtain your agreement with the proposed speed limit for Goshen Road South, which is currently in Phase I Facility Planning. Attached please find the technical memorandum which shows the 85th percentile speed to be about 49 mph. The Concept Plan Team is recommending that the *Posted* speed be 40 MPH, and the *Design* speed be 45 MPH for this Major Highway. The Team's recommendation is based on the adjacent residential land uses.

If you are in agreement with this recommendation, please sign and date this memo and return it to Jeri Cauthorn by December 15, 2002.

Thank you for your help.

Ki M. Kim 12/3/02

Ki Kim, Planner/Coordinator Date

Cc: Rick Adams, RK&K