

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

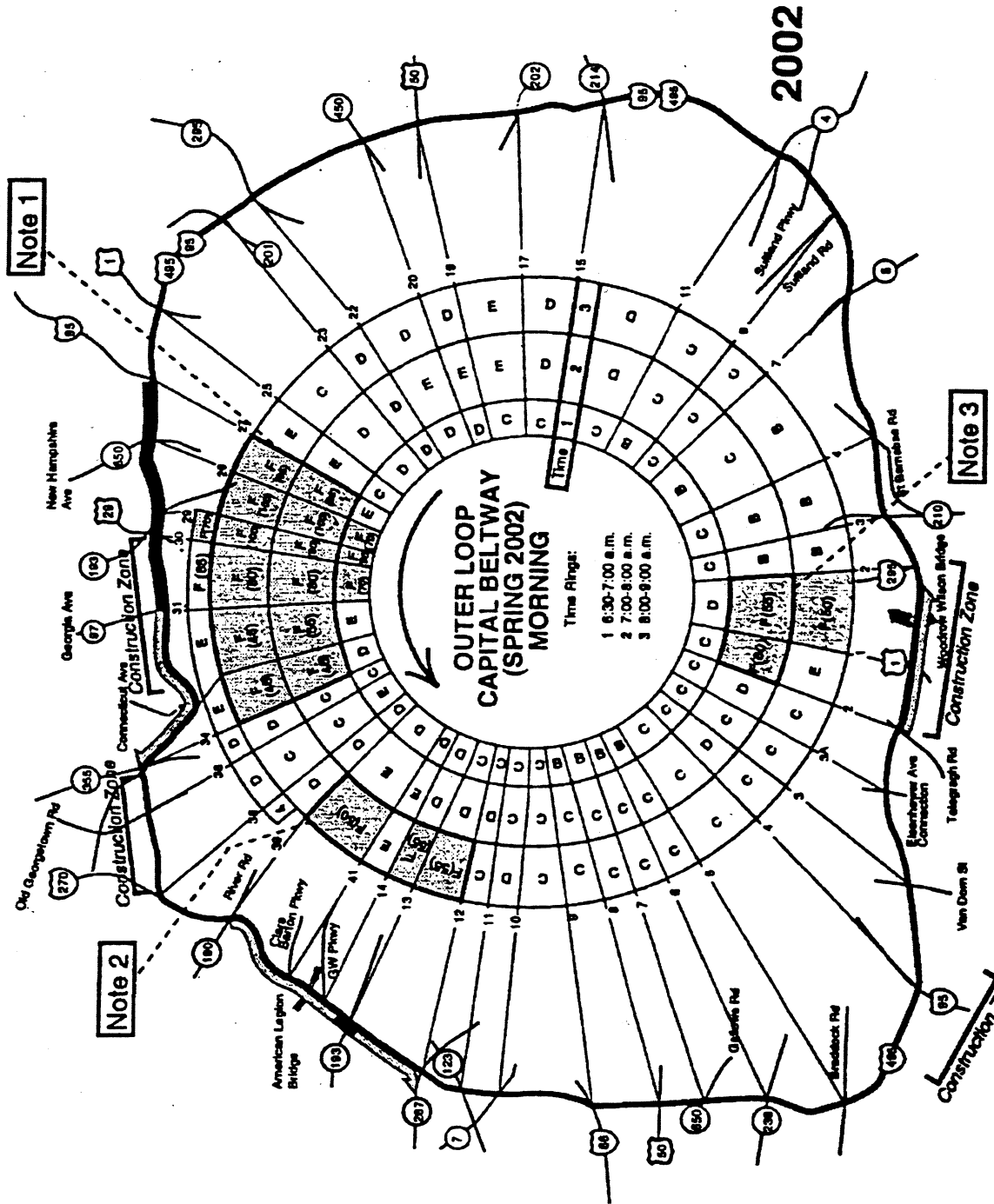
- Montrose Parkway at its eastern terminus. These projects provide congestion relief in North Bethesda, Twinbrook, and Aspen Hill and are required whether or not the master-planned ICC is eventually built.
- Concerning east-west travel, the recommended network would **widen Norbeck Road (MD 28)/Spencerville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

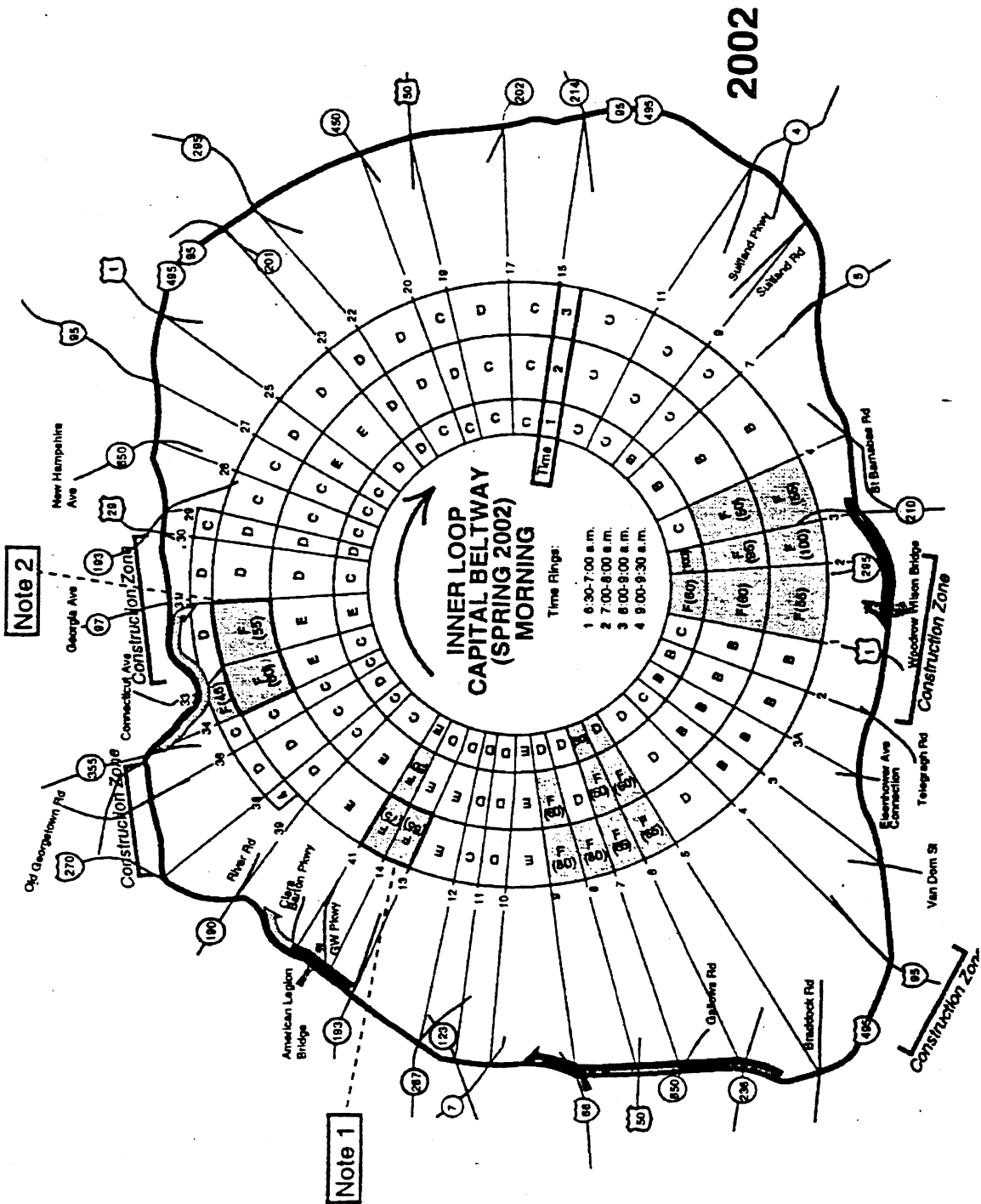
**It is recommended that studies be completed to determine the feasibility and desirability of several major potential projects.** These include the HOV lanes on the Capital Beltway (I-495), with emphasis on the section from the Legion Bridge (with an appropriate terminus in Virginia) to I-95, and widening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

**East-West Roadway Connections**

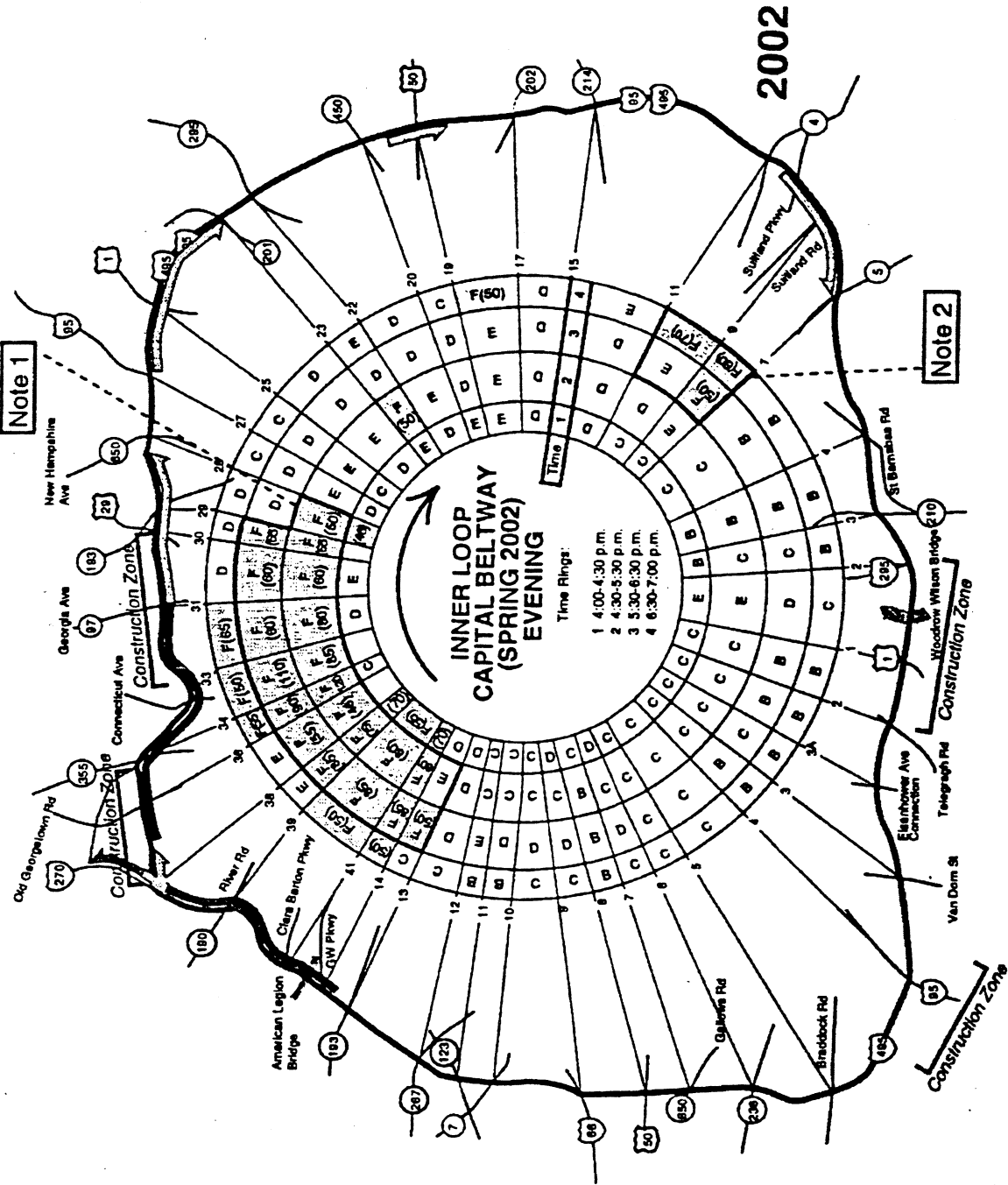
The provision of east-west movement between I-95 and I-270 above the Capital Beltway is a trade-off between the auto mobility provided by new or widened roads, and the accompanying impacts on natural resources and existing communities that would fall in the path of roadway changes. How to provide for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

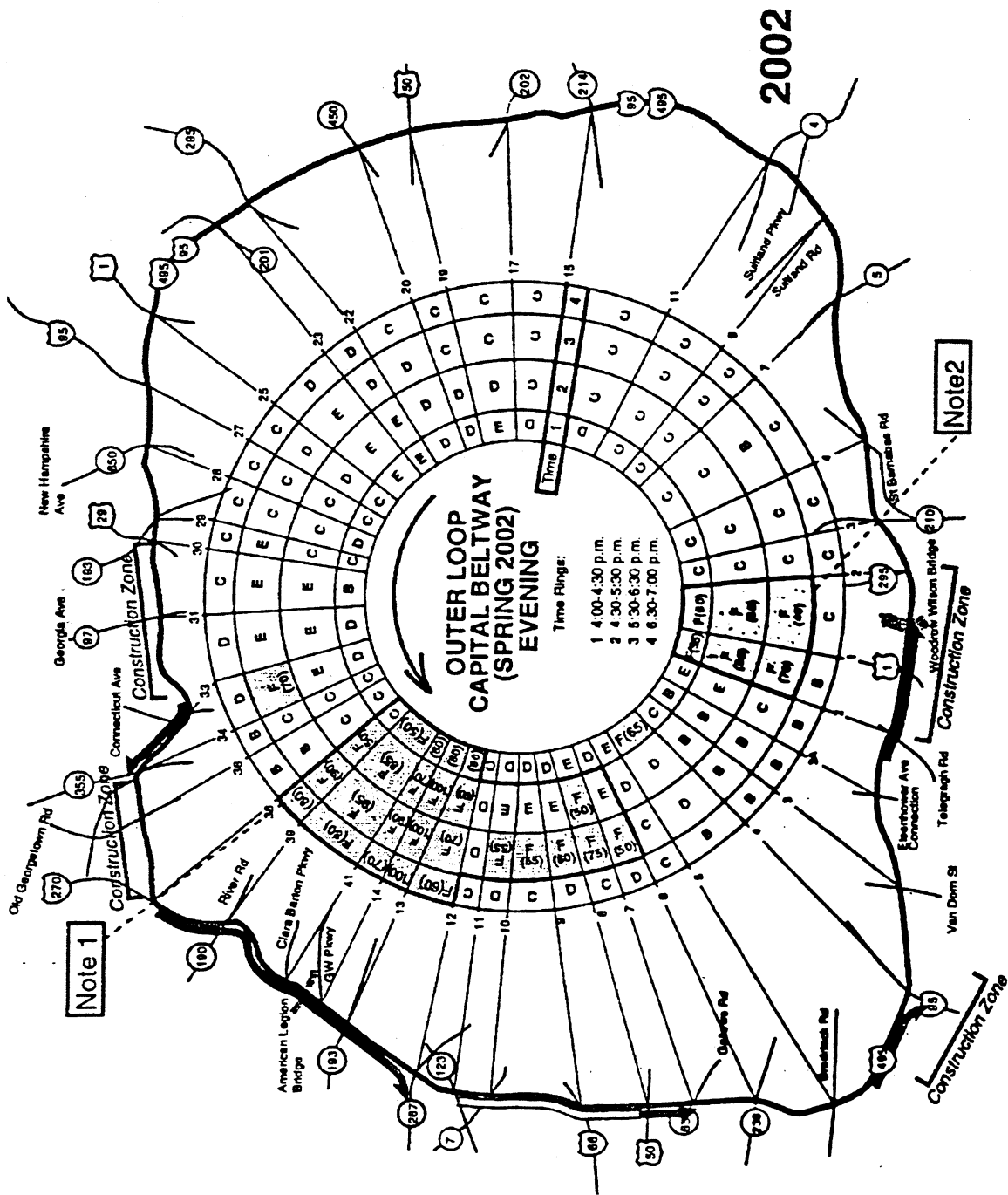
**Appendix B**  
**Levels of Service on the Capital Beltway**  
**Metropolitan Washington Council of Governments**





2002





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

Transportation Policy Report II Description of Planning Board Recommended Network

TEMP ID	Project Name	Improvement Type	From	To	Lanes	C.L.R.P.	2050 Base Master Plan	2050 Planning Board Network	Project Length (Miles)	Estimated Capital Cost (\$M)
81	Randolph Rd. at Connecticut Ave. (MD 185)	New Interchange	N/A	N/A	N/A			X	1.4	\$ 29
82	Randolph Rd. at New Hampshire Ave. (MD 850)	New Interchange	N/A	N/A	N/A			X	n.a.	\$ 54
83	Randolph Rd at Veirs Mill Rd. (MD 586)	New Interchange	N/A	N/A	N/A			X	n.a.	\$ 29
84	US 29 at 4 Intersections (funded) (Fairland not funded for CLRP)	New Interchanges	N/A	N/A	N/A	X	X	X	n/a	\$ 262
85	US 29 at 4 Intersections (not funded)	New Interchanges	N/A	N/A	N/A		X	X	n/a	\$ 170
<b>Highways</b>										
86	Briggs Chaney Rd.	Widening	Automobile / Castle Blvd. North of Brookeville	PG County Line	4	X	X	X	1.24	\$ 15
87	Brookeville Bypass	New Road - Bypass	Brookeville	South of Brookeville	2		X	X	1.02	\$ 33
88.1	Fairland Rd.	Widening	Paint Branch	US 29	4			X	1.34	\$ 3
89	Greencastle Rd.	Widening	US 29	PG County Line	4		X	X	1.57	\$ 20
90	ICC (MP alignment - including Eastern Connector)	Highway Road	I-370	US 1	6 lanes 4 + 2 HOV			<i>Further Study Required</i>	16.39	\$1,434
90.2	Western Connector (option 1)	New Road with at-grade intersections in ICC ROW	I-370	MD 28	4			<i>Further Study Required</i>	6.51	\$ 98
90.3	Western Connector (option 2)	Midcounty Highway from Shady Grove Road to ICC Alignment plus new road within ICC alignment from end of Midcounty Highway to MD 28 with at-grade intersections	Shady Grove Rd.	MD 28	4			<i>Further Study Required</i>	6.1	\$ 86
91	ICC - Eastern Connector	New Road	US 29	US 1	6			X	1.32	\$ 116

## ACKNOWLEDGMENTS

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PUBLIC HEARING DRAFT

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

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

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