

VICINITY MAP  
 SCALE: 1" = 1000'

TABLE 11 (Cont'd)

MASTER PLAN OF HIGHWAYS	NAME	LIMITS	LANES**	MINIMUM RIGHT-OF-WAY
A-85	Fernwood Road	Democracy Boulevard to I-270 Spur	4	80 feet
A-90	Montrose Road	I-270 to Old Bridge Road	4	300 feet
	Randolph Road	Old Bridge Road to Rockville Pike	4	80 feet
		Rockville Pike to Parklawn Drive	4	100 feet
A-270	Montrose Parkway	Montrose Road to Parklawn Drive	4, divided	300 feet
		Parklawn Drive to Rock Creek Park	3 or 4, div ***	300 feet
		Rock Creek Park to Vets Mill Road ****	3 or 4, div ***	80 feet
A-271	East Jefferson Street	Executive Boulevard to Rockville City Limits	4	80 feet
A-272	Strathmore Avenue (MD 547)	Rockville Pike to Beach Drive	2	80 feet
<b>INDUSTRIAL &amp; BUSINESS STREETS</b>				
B-1	Fisher's Lane	Twinbrook Metrorail Station to Parklawn Cemetery	4	80 feet
B-2	Old Georgetown Road	Rockville Pike to Nebel Street	4	80 feet
B-3	Woodglen Drive Extended	Nicholson Lane to Marinelli Road	2	80 feet
B-4	Chapman Avenue	Rockville City Limit to Marinelli Road	4	70 feet
	Huff Court	Marinelli Road to Nicholson Lane	4	60 feet
		Nicholson Lane to Executive Boulevard	4	80 feet
B-5	Nebel Street	Nicholson Lane to Chapman Avenue	4	80 feet
B-6	Marinelli Road	Executive Boulevard to Nebel Street	4	80 feet
B-7	Executive Boulevard	East Jefferson Street to Old Georgetown Road	4, divided	120 feet
		Old Georgetown Road to Huff Court	4	80 feet
B-8	Boiling Brook Parkway	Schuykill Road to Nicholson Lane	4	80 feet
B-9	Wicomico Avenue Connector	Parklawn Drive to Wicomico Avenue	4	80 feet
B-10*	White Flint Avenue	Nebel Street to B-11	2	80 feet
B-11*	New Street	Marinelli Road to Old Georgetown Road	2	70 feet


through the area without delay, perhaps requiring some bus-priority for short sections. Pedestrians are also an essential consideration, although a pedestrian underpass of Rockville Pike is already in place on the north side of Marinelli Road.

- **Old Georgetown Road at Tuckerman Lane:** This intersection currently experiences high critical lane volumes because of the relatively high traffic volumes and somewhat restricted geometrics (number and type of lanes). Improvements have not been made recently because of the potential negative impact on adjacent development. This Plan does not recommend specific changes but identifies the need for improvements here. It may be that demand management, transit, and increased emphasis on Rockville Pike for many trips will reduce future volumes for some time to come, but even taking these into account, future traffic is well above current capacity. In addition to Local Area Transportation Review consequences, motorists would experience additional delay at this intersection. Provisions for safe pedestrian movements must also be included in any future designs for these intersections.
- **Montrose Parkway with Rockville Pike:** A grade separation of Rockville Pike with Montrose/Randolph Road has been identified as desirable for many years and has been in previous Master Plans. This Plan recommends that this be accomplished through the construction of a new roadway in the available right-of-way which would cross Rockville Pike and the railroad tracks at separate grade.

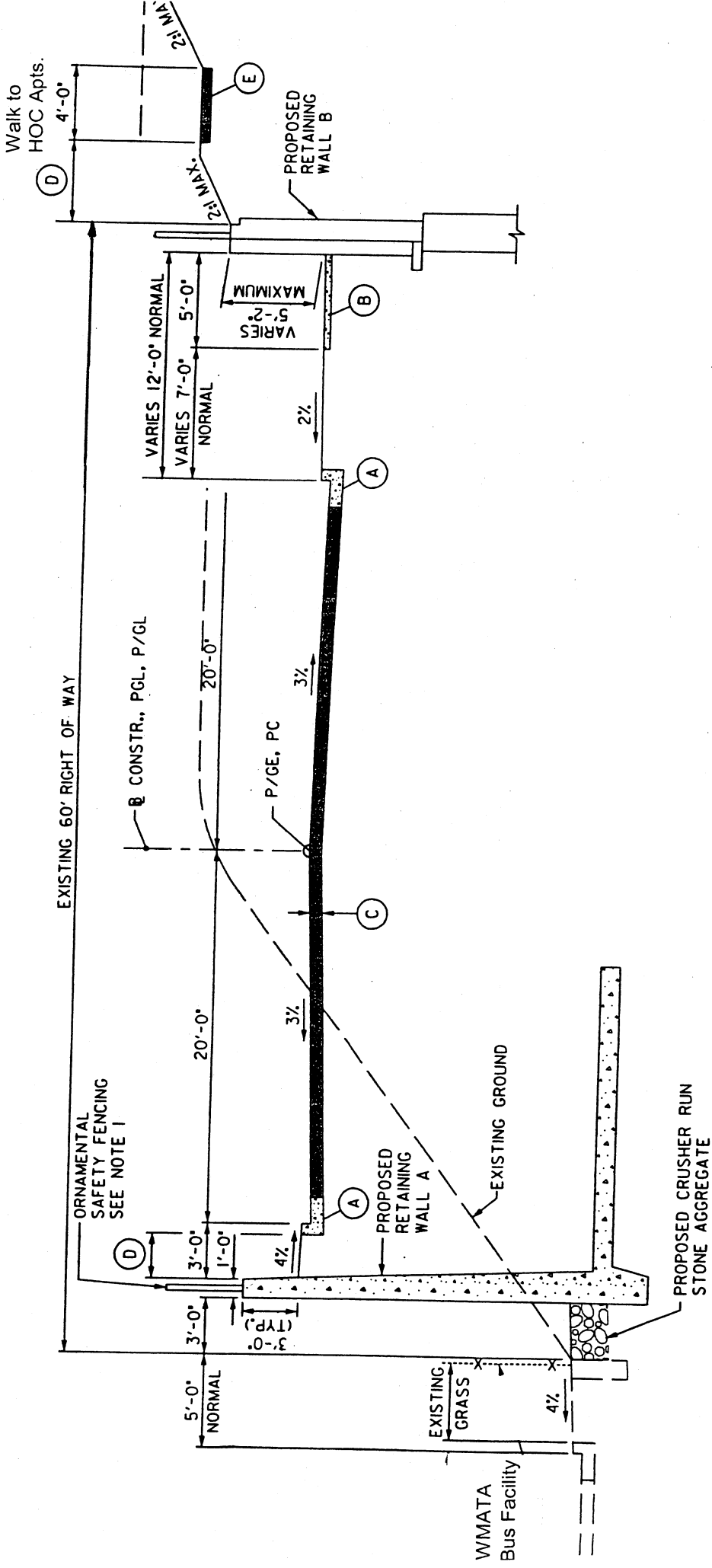
## C. LOCAL CIRCULATION AND STREET NETWORK

### **Nebel Street, Chapman Avenue, and East Jefferson Street Extensions**

Local circulation streets parallel to Rockville Pike are an essential component of this Plan. These streets serve several valuable purposes. They provide for access and circulation to existing and new development. Creating a local street grid makes development more pedestrian-friendly and spreads the vehicle trips over several streets. This provides an alternative to Rockville Pike for many short trips, significantly reducing future volumes on the Pike. These streets are included in this Plan both to provide capacity, and as a framework for more local streets provided through subdivision of the larger parcels.

This Plan recommends placing the collector-distribution function for the north-south movement on Nebel Street, current and extended, using an alignment extending from its current terminus, to a new intersection with Chapman Avenue. This would be a four-lane Business District Street 48 feet wide, within an 80-foot right-of-way, forming a complete eastern section of the loop road from Executive Boulevard extended, to Bou Avenue. The revised configuration of the connection with Bou Avenue would emphasize the through-trip nature of this road, as opposed to the more local character of Chapman Avenue Extended. 

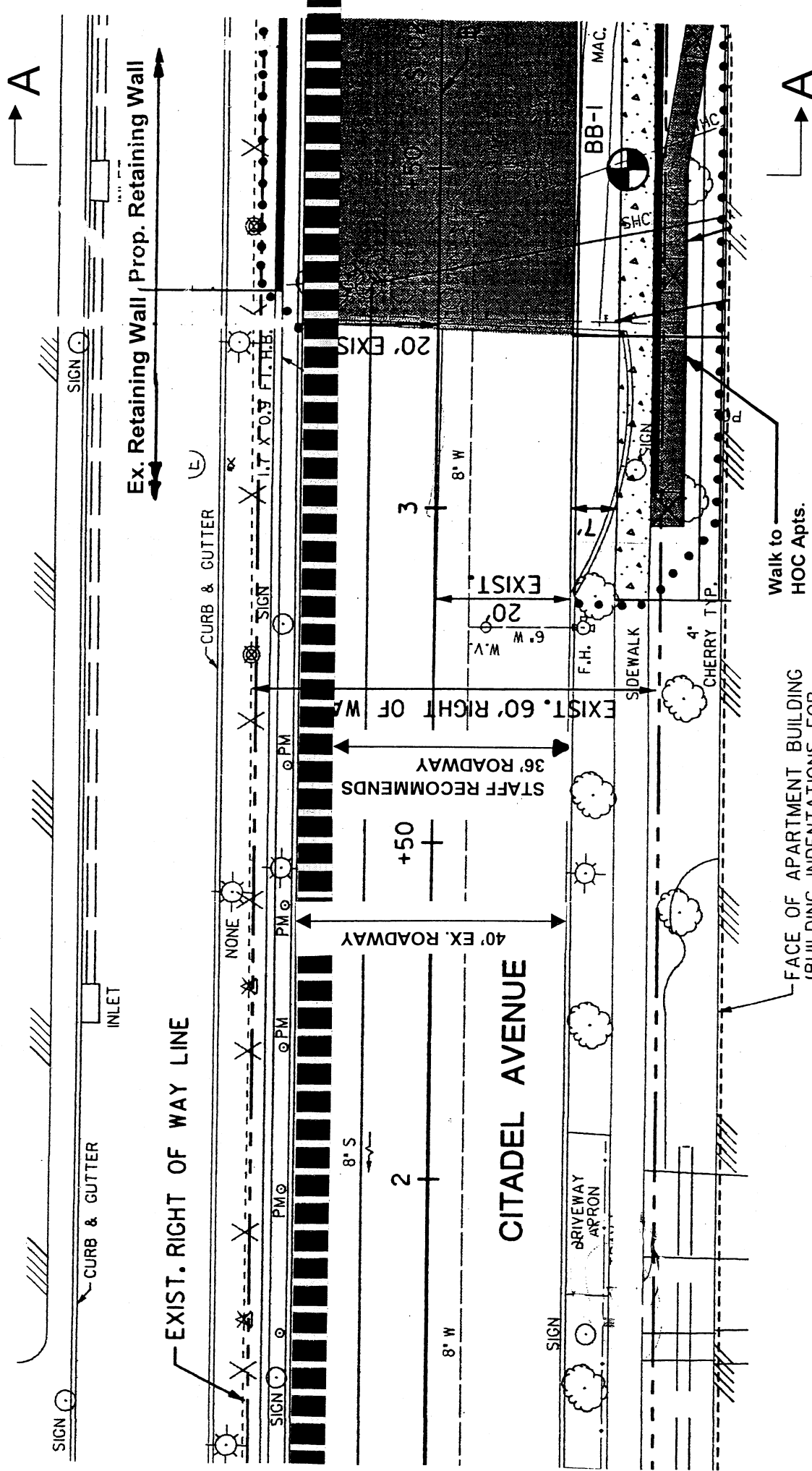
Within the Montrose Crossing property, the alignment would follow the existing C-2 zoning line, or alternatively, follow the line of the Metro tunnel easement. The latter alignment would maximize the amount of developable area on the existing C-2 portion of the property.



CITADEL AVENUE  
SECTION A-A

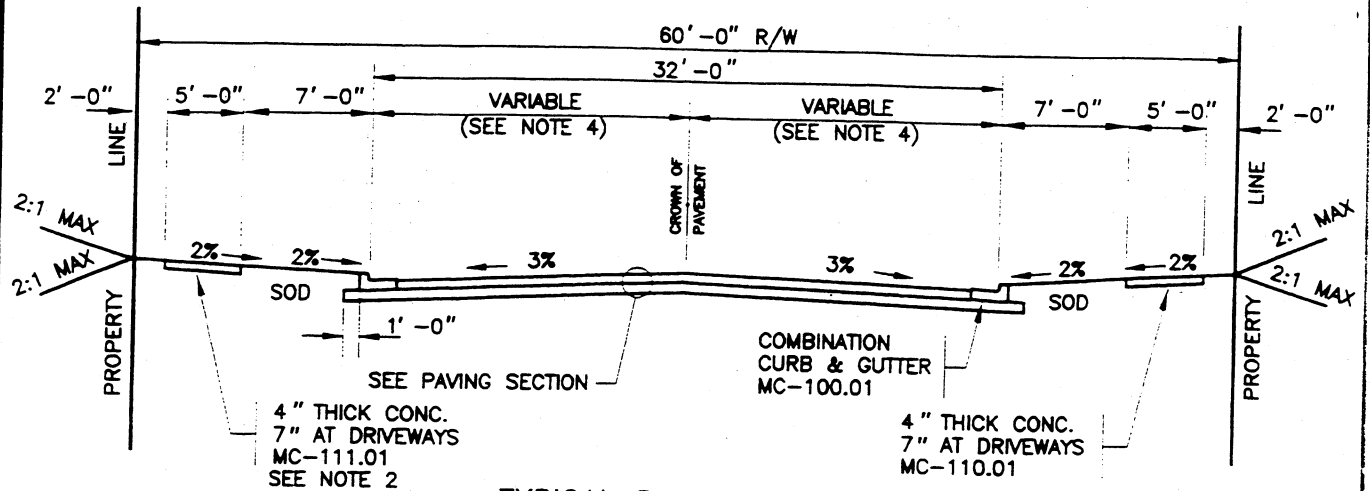
North

WMATA Bus Facility



FACE OF APARTMENT BUILDING  
(BUILDING INDENTATIONS FOR  
WINDOWS / DOORS NOT SHOWN)

HOUSING OPPORTUNITIES  
COMMISSION OF  
MONTGOMERY COUNTY  
APARTMENTS



TYPICAL ROAD SECTION

3" BITUMINOUS CONCRETE SURFACE COURSE IN TWO 1 1/2" LAYERS
7" BITUMINOUS CONCRETE BASE COURSE
8" GRADED AGGREGATE BASE COURSE IN TWO LAYERS
*
APPROVED SUBGRADE

PREFERRED

3" BITUMINOUS CONCRETE SURFACE COURSE IN TWO 1 1/2" LAYERS
9" BITUMINOUS CONCRETE BASE COURSE IN TWO 4 1/2" LAYERS
4" GRADED AGGREGATE BASE COURSE
*
APPROVED SUBGRADE

ALTERNATE

\* SUBGRADE DRAINS REQUIRED  
SEE MC-525.01

PAVING SECTION

GENERAL NOTES

1. REFER TO MARYLAND STATE HIGHWAY ADMINISTRATION SPECIFICATIONS FOR MATERIALS AND METHODS OF CONSTRUCTION.
2. WHERE BUILDINGS ARE GENERALLY LOCATED AT THE PROPERTY LINE, THE SIDEWALK SHALL EXTEND FROM CURB TO PROPERTY LINE WITH A 5' WIDE BY 5' LONG (OR BY VARIABLE OR CONTINUOUS LENGTH) SPACE FOR TREE PLANTINGS.
3. OBSTRUCTIONS IN THE SIDEWALK THAT VIOLATE THE CLEAR WALKING SURFACE REQUIREMENTS OF THE "AMERICANS WITH DISABILITIES ACT" OF 1990 WILL NOT BE ALLOWED.
4. CROWN OF PAVEMENT TO BE LOCATED IN CENTER OF TRAVEL LANES.
5. THIS STANDARD PROVIDES FOR ONE TRAVEL LANE IN EACH DIRECTION.
6. WHEN A TRAFFIC BARRIER IS WARRANTED INCREASE THE RIGHT OF WAY TO ALLOW THE TRAFFIC BARRIER TO BE PLACED OUTSIDE OF THE SIDEWALK.

ATTACHMENT 6

APPROVED JAN 5 / 95  
DATE

*[Signature]*  
DIRECTOR, DEPT. OF TRANS.

*[Signature]*  
CHIEF, DIV. OF ENG. SERVICES

REVISED

MONTGOMERY COUNTY  
DEPARTMENT OF TRANSPORTATION

COMMERCIAL/INDUSTRIAL ROAD  
60' RIGHT OF WAY

STANDARD NO. MC-214.02



Chapman Avenue Extended is recommended as a 40-foot-wide street with a 60-to-70 foot right-of-way (not a current standard in the Road Code), for two moving lanes with parking on each side. This would provide a route for shorter distance, local access trips, needed in addition to Nebel Street. Chapman Avenue Extended in this configuration would have two phases. The first phase, from Nicholson Lane to Randolph Road, would be accomplished as part of the anticipated development of adjacent parcels. The second phase, north of Randolph Road, is envisaged as very long term, possibly beyond the time frame of the Master Plan, only being constructed if and when the Montrose Crossing site is comprehensively redeveloped. The precise alignment for the segment north of Randolph Road should be determined at the time of this redevelopment, and also whether the segment should be a public or private street.

The purpose of Chapman Avenue Extended is to provide a framework for local circulation vehicle trips, including shuttles, and not to compete with Nebel Street for north-south internal trips. The intersection configurations would allow for but not emphasize through movement, the alignment of the street could contain some curvature, and the streetscaping would emphasize the more local nature of the street. The location of the exact alignment should be flexible, as it will be dependent upon future development plans for the large parcels served by this proposed street.

Extending East Jefferson Street north into the City of Rockville has been discussed several times and has been part of previous draft City plans. This extension has considerable merit but would only be feasible if the Montrose Parkway is built to provide relief to the current East Jefferson-Montrose Road intersection.

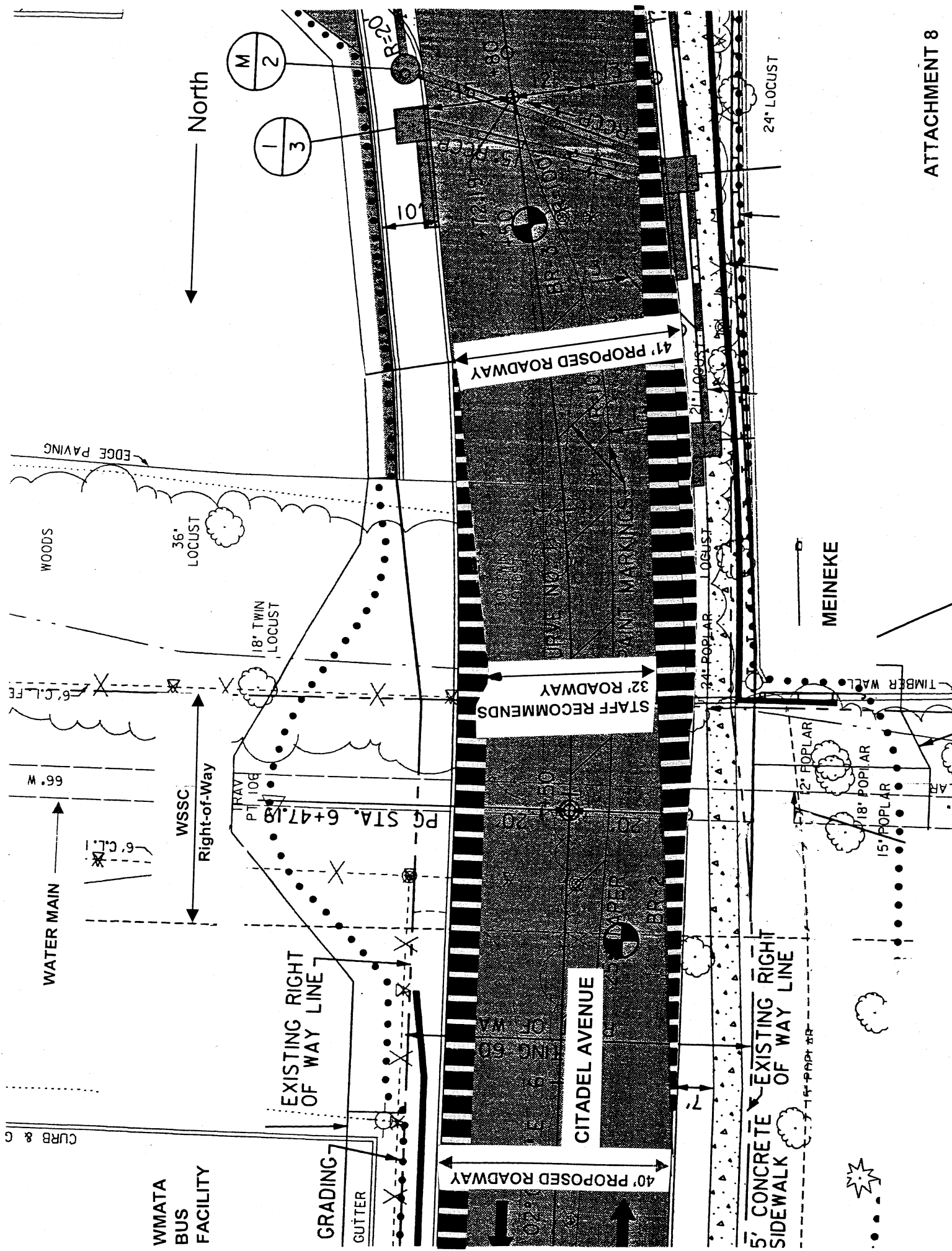
A bus-only street between the Metrorail stations at Twinbrook and White Flint, using the extended Chapman Avenue, was examined. This has not been recommended because it is incompatible with the land use and urban design objectives recommended in this Plan.

### **Unbuilt or Disconnected Streets**

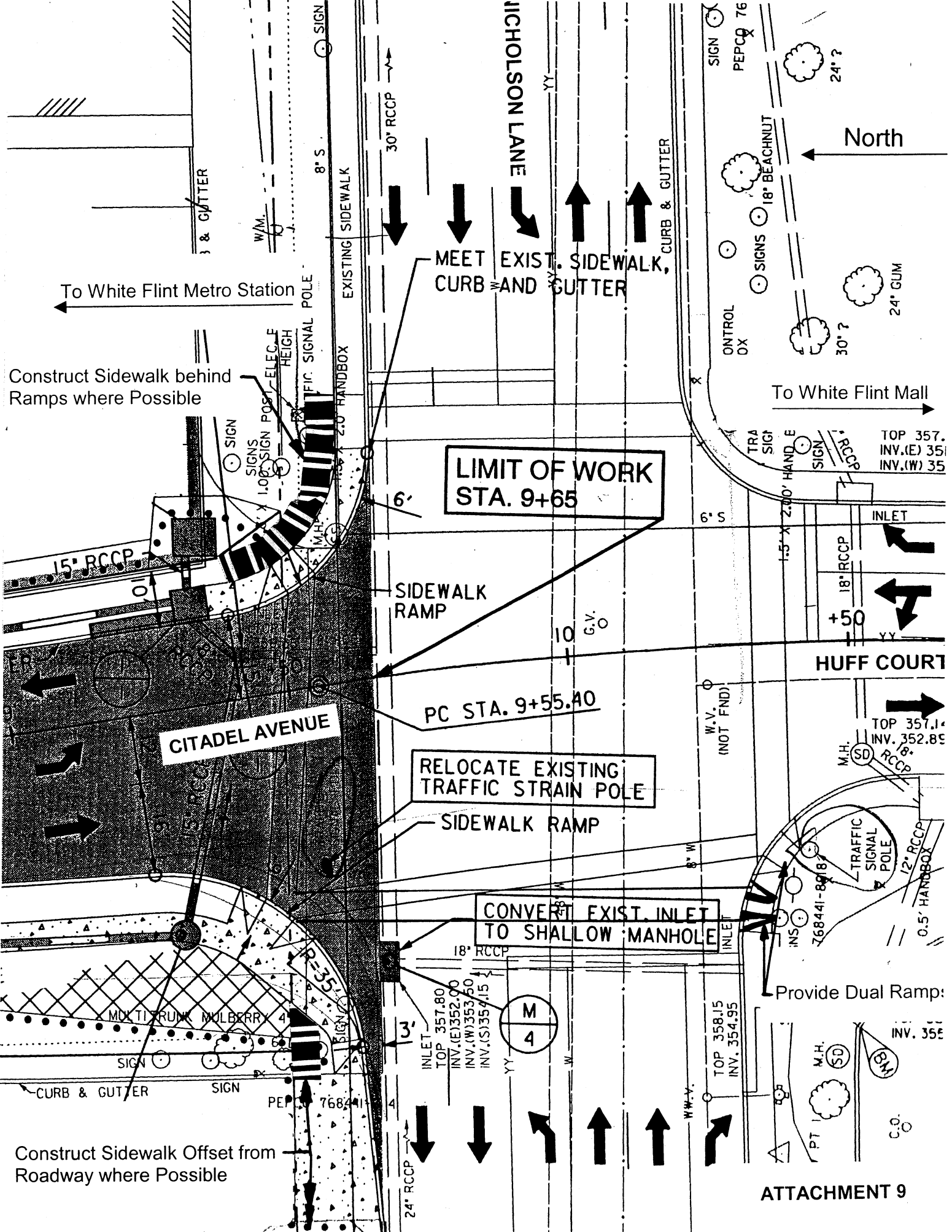
This Plan recommends completion of several streets now on the Master Plan of Highways and the removal of five not believed to be needed. These are presented in the Recommendations, with the following comments addressing one specific situation.

**Edson Lane:** This Plan recommends that Edson Lane serve both adjacent residences and some through trips as a key link of the overall roadway travel network. The street is virtually fully constructed and is fully dedicated to Montgomery County, with only a temporary barrier between the intersections with Sugarbush Lane and Woodglen Drive. This Master Plan recommends that the barrier be removed with the following conditions:

- No trucks at any time except for local access
- No through traffic to or from White Flint Mall. Prior to removal of the existing barrier, the intersection of Edson Lane and Rockville Pike should be channelized and signalized so these through movements are both legally prohibited and physically precluded to the extent possible.







To White Flint Metro Station

To White Flint Mall

North

Construct Sidewalk behind Ramps where Possible

LIMIT OF WORK STA. 9+65

CITADEL AVENUE

PC STA. 9+55.40

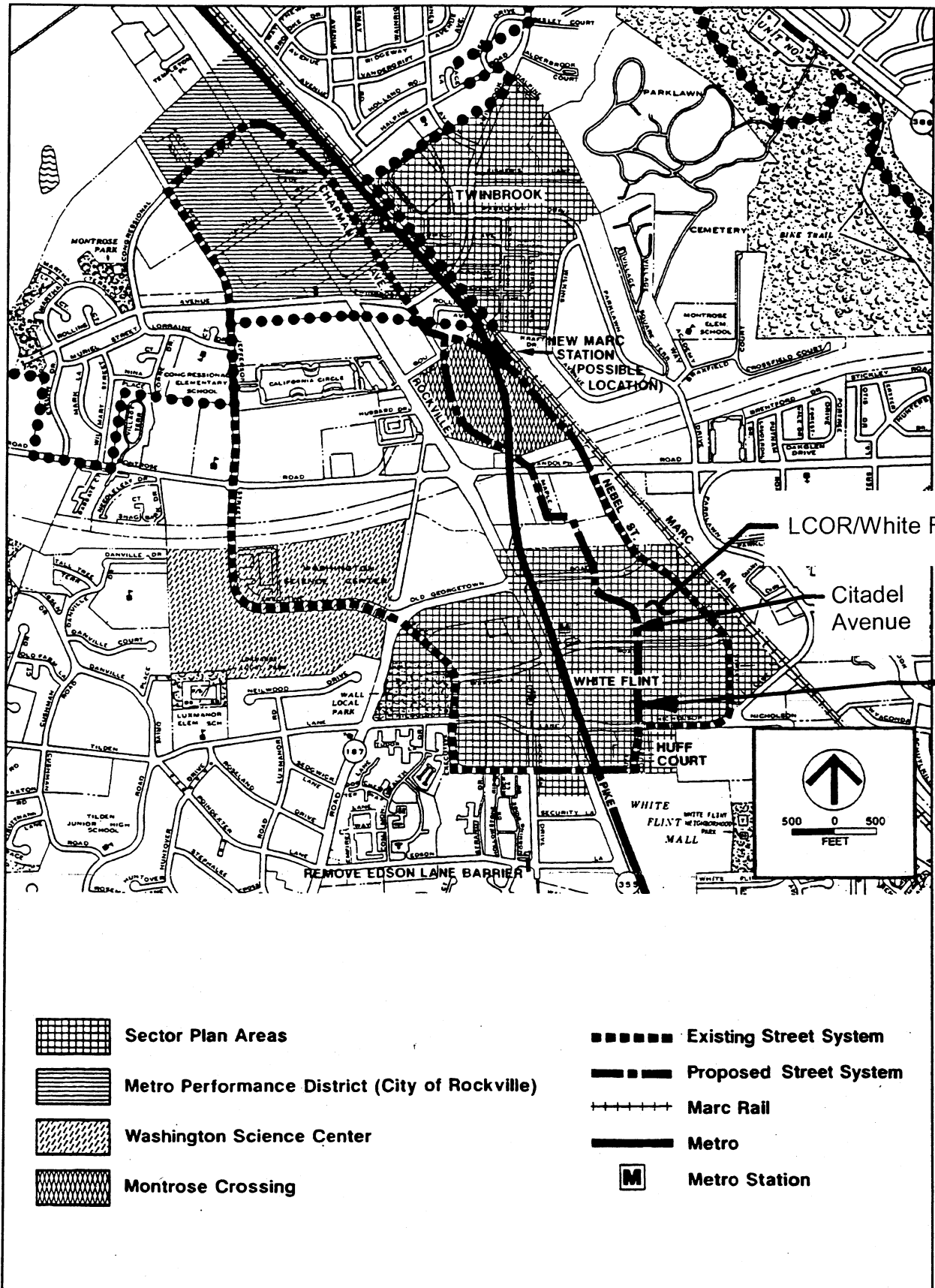
RELOCATE EXISTING TRAFFIC STRAIN POLE

CONVERT EXIST. INLET TO SHALLOW MANHOLE

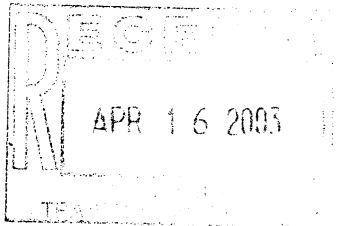
Provide Dual Ramp:

Construct Sidewalk Offset from Roadway where Possible

ATTACHMENT 9



# GARRETT PARK ESTATES-WHITE FLINT PARK CITIZENS' ASSOCIATION



11111 Waycross Way  
North Bethesda, Maryland 20895  
April 8, 2003

Mr. Derick Berlage, Chairman  
Montgomery County Planning Board  
8787 Georgia Ave.  
Silver Spring, Md. 20910

Re: Mandatory Referral Citadel Avenue Extended  
Mandatory Referral No. MR#03805-DPW&T-1

Dear Mr. Berlage:

The Garrett Park Estates-White Flint Park Citizens' Association supports the Citadel Avenue Extended Project.

We are extremely concerned about the traffic congestion along Rockville Pike in this area. We recognize that the LOS of the intersection of Rockville Pike and Nicholson Lane is beyond the accepted congestion standard. We believe that extending Citadel Avenue from its current terminus to Nicholson Lane will provide a needed alternative route for many vehicles now using both the intersection of Rockville Pike and Nicholson Lane, and Rockville Pike itself.

As part of this project we urge that pedestrian access between the White Flint Metro Station and the White Flint North Shopping Center be reviewed in order to maximize safe pedestrian crossing not only of Nicholson Lane, but of the additional streets intersecting Nicholson on the south side.

Thank you for considering our opinions.

Sincerely,

Suzanne Hudson, President

✓ cc: Mr. Larry Cole